*International Civil Aviation Organization*

**Thirteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/13) of APANPIRG**

Singapore, 25 – 29 August 2025

**Agenda Item 7: AOP, AIM, MET, SAR**

# REVIEW OF MET SG OUTCOMES

(Presented by the Secretariat)

**SUMMARY**

This paper summarises key outcomes from MET SG/29, including draft conclusions, conclusions and decisions aimed at enhancing meteorological support for air navigation in the APAC region. Topics addressed include IWXXM update coordination, turbulence reporting, volcanic ash and activity information, and long-standing air navigation deficiencies. The paper also highlights actions for collaboration with ATM/SG, such as integrating MET into the Seamless ANS Plan and exploring joint contingency planning and exercises for geophysical hazards and space weather. These outcomes reflect ongoing efforts to strengthen MET-ATM integration, improve regional preparedness, and support ICAO's modernisation initiatives.

## 1. INTRODUCTION

1.1 The Twenty-Ninth Meeting of the ICAO Asia/Pacific Meteorology Sub-group (MET SG/29), held in Bangkok from 18–22 August 2025, addressed a range of strategic and operational issues critical to the advancement of aeronautical meteorology in the region. The meeting formulated several Draft Conclusions, and adopted several Conclusions and Decisions aimed at enhancing regional coordination, data exchange, and service delivery, while also tackling long-standing deficiencies and emerging priorities.

## 2. DISCUSSION

IWXXM Update Notification Process

2.1 In support of evolving data standards, **Draft Conclusion MET SG/29-03** (**Appendix A, section 3**) recommends the establishment of an IWXXM update notification process, coordinated between ICAO and WMO. This aims to mitigate operational risks associated with version incompatibility and ensure timely system upgrades by stakeholders.

Sharing of Turbulence Reports

2.2 The meeting also responded to safety concerns raised at DGCA/60 regarding turbulence incidents. **Draft Conclusion MET SG/29-05** (**Appendix A, section 4**) urges States to share special air-reports, including turbulence reports, with meteorological service providers. This measure is intended to enhance forecasting accuracy and situational awareness, particularly during high-risk weather periods.

Air Navigation Deficiencies

2.3 Recognizing the persistent nature of certain air navigation deficiencies, **Draft Conclusion MET SG/29-08** (**Appendix A, section 5**) proposes the formation of a multi-disciplinary group to address long-standing issues. This group would bring together experts from ATM, AOP, and MET domains to develop sustainable solutions, especially for deficiencies that have remained unresolved for over a decade.

2.4 The meeting also adopted two Conclusions highlighting gaps in IWXXM implementation. **Conclusion MET SG/29-06** identifies a lack of IWXXM-format SIGMET provision across several APAC States, while **Conclusion MET SG/29-07** notes similar deficiencies in the issuance of volcanic ash and tropical cyclone advisories. Both are considered non-compliant with ICAO Annex 3 standards and warrant further review by the ICAO APAC Office.

Volcanic Ash/Activity Information

2.5 In anticipation of the operational rollout of quantitative volcanic ash concentration information (QVA), **Draft Conclusion MET SG/29-15** (**Appendix A, section 6**) encourages State aviation authorities to plan for its use. QVA is expected to improve flight safety and efficiency by enabling more informed decision-making during volcanic ash events.

2.6 In a move to strengthen volcanic ash hazard preparedness among Pacific Small Island Developing States (PSIDS), **MET SG Action 29/24** supports the expansion of New Zealand's Volcano Observatory Notice for Aviation (VONA) Input System (VIS). While initially funded for designated Pacific SVOs, New Zealand committed to exploring broader access to VIS, recognizing its potential to enhance regional capacity for timely and standardized volcanic ash reporting. This action reflects a proactive approach to inclusivity and resilience-building in a region particularly vulnerable to volcanic activity.

Updates to Guidance Documents on the ICAO APAC Office Website

2.7 A key outcome was the **Draft Conclusion MET SG/29-02** (**Appendix A, section 2**), which calls for ICAO to manage or clearly label obsolete planning and implementation guidance documents on the ICAO APAC Office website. This initiative seeks to prevent confusion among stakeholders by ensuring that outdated materials are not mistaken for current operational requirements.

2.8 Recognizing the need for streamlined and consistent document management, **Decision MET SG/29-09** approved the publication of the "Guidance for Updating APAC MET Documentation." This resource provides States with a clear reference for initiating amendments to regional guidance materials such as the APAC ANP, ROBEX Handbook, and SIGMET Guide. The guidance ensures procedural clarity and promotes harmonization across related documents, thereby facilitating timely and accurate updates aligned with ICAO standards.

2.9 On the planning front, **Decision MET SG/29-04** approved the integration of MET information elements into the APAC Seamless ANS Plan (ASAP), supporting regional harmonization and operational alignment. Additionally, **Decision MET SG/29-10** endorsed updates to the Regional Guidance for Tailored Meteorological Information and Services to Support ATM Operations, incorporating practical examples to aid implementation.

2.10 In support of improved SIGMET coordination and standardization, **Decision MET SG/29-11** endorsed updates to the APAC Regional SIGMET Guide. The twelfth edition incorporates changes aligned with Amendment 82 to ICAO Annex 3 and the new PANS-MET, including editorial refinements and updated formatting guidance. These revisions aim to enhance the quality and consistency of SIGMET issuance across the region, contributing to safer and more efficient flight operations.

2.11 To ensure that meteorological components are effectively integrated into regional SWIM planning, **Decision MET SG/29-14** established an ad hoc group comprising the Chairs of MET SG, MET/IE WG, and MET/R WG. This group is tasked with developing and maintaining MET contributions to the APAC Common SWIM Information Services framework. The decision reflects the growing importance of SWIM in modern air navigation and ensures that MET perspectives are adequately represented in regional system architecture and service design.

2.12 Furthering the region's SWIM readiness, **Decision MET SG/29-12** approved the Second Edition of the APAC Use Cases for SWIM-based MET Information Services Supporting ATFM. This update includes new use cases and editorial improvements to guide service development. Complementing this, **Decision MET SG/29-13** authorized the publication of the refined 2021 Survey Report on State MET Information Supporting ATM, making valuable insights accessible to stakeholders via the ICAO APAC eDocuments platform.

2.13 To support the transition to modernized meteorological data exchange, **MET SG Action 29/02** tasks the ICAO Secretariat with updating the ICAO APAC eDocuments website to reflect the latest versions of the MET-SWIM Roadmap and Implementation Guidelines. These documents supersede previous planning materials and are essential for guiding States in the adoption of SWIM-enabled meteorological services. This action ensures that stakeholders have access to current, authoritative resources aligned with ICAO's evolving standards and supports regional harmonization in MET-SWIM implementation.

Capacity Building Initiatives

2.14 Recognizing the complexity of recent updates to ICAO Annex 3 and the introduction of PANS-MET, **MET SG Action 29/26** calls for the organization of a webinar in October or November 2025. This event will provide MET personnel and stakeholders with a comprehensive overview of the changes, including new IWXXM schemas and emerging service formats such as QVA and VONA. The webinar is expected to facilitate smoother implementation, foster understanding, and promote readiness across the region.

2.15 To further enhance regional preparedness for space weather events, **MET SG Action 29/28** encourages ICAO to collaborate with the ATM Sub-group to explore the feasibility of conducting a joint space weather exercise. This exercise would simulate operational scenarios involving space weather disruptions, enabling stakeholders to test contingency plans, validate coordination mechanisms, and improve response capabilities. This initiative aligns with global efforts to integrate MET considerations into broader air traffic management and emergency planning frameworks.

2.16 Finally, **MET SG Action 29/29** supports the dissemination of knowledge from the 2024 Paris QVA Workshop[1] by requesting the Secretariat to publish the Summary of Proceedings on the ICAO APAC eDocuments website. This action ensures that valuable insights and technical guidance on QVA implementation are accessible to States and service providers, thereby accelerating regional readiness for the operational use of quantitative volcanic ash concentration information.

[1] 2024 Paris QVA Workshop presentation recordings are available on the CAANZ YouTube channel: https://www.youtube.com/@CivilAviationAuthorityNZ

2.17 To enhance regional knowledge sharing and capacity-building, the meeting formulated **Draft Conclusion MET SG/29-01** (**Appendix A, section 1**), recommending that ICAO make available the recordings of MET Seminar presentations. These seminars contain valuable technical and operational insights that can benefit States and stakeholders unable to attend in person. By publishing these recordings, ICAO would support broader access to expert knowledge, foster regional collaboration, and strengthen the implementation of aeronautical meteorology provisions across the Asia/Pacific region.

Additional Outcomes from MET SG/28 (Bangkok, Thailand, 8 – 12 July 2024)

2.18 In recognition of the evolving role of meteorological services within the broader air navigation system, **Action 28/18** from **MET SG/28** invites the ATM Sub-group to facilitate a discussion on the integration of MET within the APAC Seamless Air Navigation Services (ANS) Plan. The MET SG noted that current inclusions in the Seamless Plan do not adequately reflect the requirements for en-route meteorological information, which is critical for flight safety and efficiency. This action underscores the need for a more holistic approach to planning, where MET services are not only aligned with aerodrome operations but also fully embedded in en-route and ATM decision-making frameworks. The MET SG encourages the ATM SG to consider MET contributions in future updates to the Seamless ANS Plan and to ensure that MET requirements are clearly articulated and operationally relevant.

2.19 In addition, **MET SG/28 Action 28/27** calls for a cross-disciplinary dialogue on the aviation impacts of geophysical hazards, specifically earthquakes and tsunamis. While tsunami warnings are addressed within existing MET provisions, the meeting identified a gap in guidance for responding to earthquake-related hazards, which can significantly affect aerodrome infrastructure and aircraft on the ground. The MET SG requested the Secretariat to engage with other APANPIRG Sub-Groups, including the ATM SG and AOP SG, to explore the development of integrated procedures and contingency planning for such events. This action reflects a growing awareness of the need for multi-hazard preparedness and the importance of coordinated responses across MET, ATM, and airport operations domains.

Conclusion

2.20 Collectively, these outcomes reflect the MET SG's commitment to enhancing regional meteorological capabilities, addressing deficiencies, and supporting ICAO's global modernization initiatives. MET SG/29 emphasized the importance of collaboration, transparency, and proactive planning to ensure safe and efficient air navigation across the Asia/Pacific region.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper;

b) consider endorsing the following MET SG/29 Draft Conclusions:

i) **Draft Conclusion MET SG/29-01** – Publishing MET Seminar Presentation Recordings;

ii) **Draft Conclusion MET SG/29-02** – Management of obsolete planning and implementation guidance documents on the ICAO APAC Office website;

iii) **Draft Conclusion MET SG/29-03** – IWXXM update notification process;

iv) **Draft Conclusion MET SG/29-05** – Sharing of Turbulence Reports with Meteorological Service Providers;

v) **Draft Conclusion MET SG/29-08** – Establishment of a Group to Address Long-Standing Air Navigation Deficiencies; and

vi) **Draft conclusion MET SG/29-15** – Enabling the use of QVA by airlines; and

c) **consider appropriate ATM/SG actions** in response to the following MET SG actions:

i) collaborate on exploring the feasibility of conducting a joint regional space weather exercise, aimed at enhancing preparedness, operational coordination, and stakeholder awareness of space weather impacts on aviation (ref: **MET SG Action 29/28**);

ii) facilitate a discussion on integrating meteorological service requirements—particularly en-route MET information—into future updates of the APAC Seamless ANS Plan, ensuring alignment with operational needs and enhancing regional planning (ref: **MET SG Action 28/18**), and

iii) collaborate with relevant APANPIRG Sub-Groups to explore the development of integrated procedures and contingency planning for geophysical hazards, including earthquakes and tsunamis, to strengthen multi-hazard preparedness across ATM and airport operations (ref: **MET SG Action 28/27**).

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# **APPENDIX A** – Further discussion on MET SG Draft Conclusions

## 1. **Draft Conclusion MET SG/29-01** – Publishing MET Seminar Presentation Recordings

1.1 MET SG/29 noted the continued lack of progress in publishing past MET Seminar presentation recordings on the ICAO APAC website, as highlighted under MET SG Action Item 28/30. Given the ongoing uncertainty regarding the feasibility of uploading these materials, the Sub-group formulated a Draft Conclusion to address the issue and facilitate access to valuable technical content shared during previous seminars.

<table>
<tr><td colspan="2">Draft Conclusion MET SG/29-01 – Publishing MET Seminar Presentation Recordings</td></tr>
<tr><td>What: That ICAO be requested to make available the MET Seminar presentation recordings.</td><td>Expected impact:<br>☐ Political / Global<br>☐ Inter -Regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical</td></tr>
<tr><td>Why: To provide Member States and stakeholders with access to valuable technical and operational information shared during the MET Seminars, thereby supporting capacity building, knowledge sharing, and regional collaboration in aeronautical meteorology.</td><td>Follow-up: ☐ Required from States</td></tr>
<tr><td>When: As soon as practicable</td><td>Status: Draft to be adopted by MET SG</td></tr>
<tr><td colspan="2">Who: ☐ Sub Groups ☐ RASG-APAC ☐ APAC States ☒ ICAO APAC RO ☐ ICAO HQ<br>☐ Other:</td></tr>
</table>

**2. Draft Conclusion MET SG/29-02** – Management of obsolete planning and implementation guidance documents on the ICAO APAC Office website

2.1 The MET/IE WG/23 observed that several obsolete OPMET-related documents—such as legacy FASID Tables—remain accessible on the ICAO APAC Office website without clear indication that they are intended solely for historical reference. This lack of labeling poses a risk of misinterpretation, as users may mistakenly view outdated materials as current operational requirements. To mitigate this, the Working Group requested the Secretariat to ensure that such documents are clearly marked as obsolete and non-operational.

2.2 In support of this recommendation, MET SG/29 formulated a Draft Conclusion proposing that ICAO take appropriate action to manage the archive of outdated planning and guidance materials on its website. This includes documents related to MET and other air navigation fields, with the aim of improving clarity, reducing confusion, and ensuring that stakeholders rely only on current, authoritative information.

<table>
<tr><td colspan="2">Draft Conclusion MET SG/29-02 – Management of obsolete planning and implementation guidance documents on the ICAO APAC Office website</td></tr>
<tr><td>What: That, ICAO take appropriate action to manage (clearly identified as obsolete or remove) the archive of obsolete and historic planning and implementation guidance documents on its website, including those related to MET and other AN fields.</td><td>Expected impact:<br>☐ Political / Global<br>☐ Inter -Regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical</td></tr>
<tr><td>Why: Obsolete OPMET- and ANS-related documents (e.g., FASID Tables) that are accessible on the ICAO APAC Office website are not clearly identified as obsolete and non-operational information for historic reference purposes only. Therefore, they could be understood by readers to represent the current operational requirements.</td><td>Follow-up: ☐ Required from States</td></tr>
<tr><td>When: As soon as practicable</td><td>Status: Draft to be adopted by APANPIRG</td></tr>
<tr><td colspan="2">Who: ☐ Sub Groups ☐ RASG-APAC ☐ APAC States ☒ ICAO APAC RO ☐ ICAO HQ<br>☐ Other:</td></tr>
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**3. Draft Conclusion MET SG/29-03** – IWXXM update notification process

3.1 Recent developments in IWXXM indicate that the approved schemas supporting Amendment 82 to ICAO Annex 3 are expected to be officially released in November 2025. In the meantime, a release candidate version (IWXXM 2025-2RC1) is available for stakeholder testing and validation.

3.2 Recognising the need for a structured notification process to accompany future IWXXM updates, MET/IE WG/23 requested the Secretariat to raise this matter with WMO. In response, MET SG/29 formulated a Draft Conclusion proposing that ICAO, in coordination with WMO, establish an IWXXM update notification mechanism. This process would ensure timely communication to all relevant stakeholders, including IWXXM consumers and system vendors, thereby supporting operational readiness and system compatibility across the region.

<table>
<tr><td colspan="2">Draft Conclusion MET SG/29-03 – IWXXM update notification process</td></tr>
<tr><td>What: That, ICAO in coordination with WMO take appropriate action to initiate an IWXXM update notification process for all relevant stakeholders, including IWXXM consumers and system vendors.</td><td>Expected impact:<br>☐ Political / Global<br>☐ Inter -Regional<br>☐ Economic<br>☐ Environmental<br>☒ Ops/Technical</td></tr>
<tr><td>Why: WMO develops new versions of IWXXM to affect improvements and support the evolution of ICAO Annex 3 SARPs. To avoid the potential impact on operations due to IWXXM version compatibility issues, States must upgrade the systems for generating, exchanging and consuming IWXXM reports to support the IWXXM version that complies with the latest amendment to Annex 3.</td><td>Follow-up: ☐ Required from States</td></tr>
<tr><td>When: As soon as practicable</td><td>Status: Draft to be adopted by APANPIRG</td></tr>
<tr><td colspan="2">Who: ☐ Sub Groups ☐ RASG-APAC ☐ APAC States ☒ ICAO APAC RO ☒ ICAO HQ<br>☐ Other:</td></tr>
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**4. Draft Conclusion MET SG/29-05** – Sharing of Turbulence Reports with Meteorological Service Providers

4.1 At DGCA/60, held in Sendai, Japan, from 28 July to 1 August 2025, over 300 participants reviewed key aviation safety issues, including a severe turbulence incident involving a Singapore Airlines flight diverted to Bangkok in May 2024. Discussion Paper DP/3/19, presented by Thailand and co-sponsored by Singapore, emphasised the importance of robust Emergency Response Plans (ERPs), effective inter-agency coordination, and airport readiness. Airports of Thailand demonstrated exemplary crisis management through rapid ERP activation and medical support.

4.2 The paper underscored the critical role of timely meteorological data, accurate turbulence forecasting, and heightened vigilance during monsoon seasons. It advocated for improved turbulence reporting to air traffic control and enhanced regional collaboration in safety data sharing. In response, DGCA/60 adopted Action Item 60/9, urging States to strengthen ERPs and share turbulence-related insights and best practices.

4.3 MET SG/29 expressed strong support for this initiative, recognising its potential to improve forecasting capabilities, identify turbulence hotspots, and enhance aviation safety across the Asia-Pacific region. The MET SG Chair highlighted the absence of clearly defined regulatory and procedural frameworks for producing and sharing turbulence reports. While such reports are exchanged among operators within the IATA forum, they are not readily accessible to meteorological service providers.

4.4 To address this gap and support DGCA/60 Action Item 60/9, MET SG/29 requested the Chair and Secretariat to consider including a dedicated agenda item in future MET SG meetings focused on turbulence reporting. This would facilitate the sharing of experiences, best practices, and developments, and enable a regional assessment of how States obtain, produce, and disseminate air-reports, including identifying variations in practices.

4.5 Based on these discussions, MET SG/29 formulated the following Draft Conclusion.

<table>
<tr><td colspan="2">Draft Conclusion MET SG/29-05 – Sharing of Turbulence Reports with Meteorological Service Providers</td></tr>
<tr><td>What: That States be urged to:<br>a) In accordance with Annex 3, share special air-reports, with meteorological service providers, including turbulence reports , to support enhanced forecasting and situational awareness; and<br>b) Provide information on the number of special air-reports received each calendar year.</td><td>Expected impact:<br>☒ Political / Global<br>☒ Inter -Regional<br>☒ Economic<br>☐ Environmental<br>☒ Ops/Technical</td></tr>
<tr><td>Why: To address DGCA/60 Action Item 60/9 and improve aviation safety through better access to turbulence data, recognizing the critical role of timely meteorological information in emergency response planning, turbulence forecasting, and regional collaboration—particularly during high-risk weather periods such as the monsoon season.</td><td>Follow-up: ☒ Required from States</td></tr>
<tr><td>When: As soon as practicable</td><td>Status: Draft to be adopted by APANPIRG</td></tr>
<tr><td colspan="2">Who: ☐ Sub Groups ☐ RASG-APAC ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ<br>☐ Other:</td></tr>
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**5. Draft Conclusion MET SG/29-08:** Establishment of a Group to Address Long-Standing Air Navigation Deficiencies

5.1 New Zealand and Australia presented a paper analysing the status of air navigation deficiencies in the Asia-Pacific region, with a particular focus on meteorological (MET) deficiencies. Of the 154 deficiencies recorded in the APANPIRG Deficiencies Database, 12 relate to MET services, with 83% of these held by Pacific Small Island Developing States (PSIDS). Notably, eight of the MET deficiencies are categorized as "Urgent" due to their direct impact on aviation safety, and all have remained unresolved for over 14 years—three for more than 25 years.

5.2 The paper highlighted deficiencies such as the lack of access to WAFS products, the absence of METAR/SPECI observing programmes, and inadequate SIGMET issuance and volcanic ash reporting. The safety implications were underscored by IATA data showing that meteorology was a contributing factor in 30% of global fatal accidents over the past two decades, and 50% of those in the APAC region.

5.3 Given the limited diversion options for long-haul flights across the Pacific, the paper emphasized the urgency of addressing these deficiencies. It also referenced Articles 69 and 70 of the Chicago Convention, which empowered the ICAO Council to consult with States and recommend remedial actions, including financial arrangements.

5.4 The paper concluded by recommending that APANPIRG consider alternative strategies to accelerate resolution, such as reassessing long-standing deficiencies and supporting States in documenting corrective actions.

5.5 MET SG/29 noted the analysis and formulated the following Draft Conclusion for APANPIRG to improve assistance mechanisms for States in resolving MET deficiencies:

<table>
<tr><td colspan="2">Draft Conclusion MET SG/29-08: Establishment of a Group to Address Long-Standing Air Navigation Deficiencies</td></tr>
<tr><td>What: That APANPIRG establish a multi-disciplinary group comprising experts from the ATM, AOP, and MET domains to propose practical and sustainable options for resolving long-standing air navigation deficiencies in the Asia/Pacific region.</td><td>Expected impact:<br>☒ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒Ops/Technical</td></tr>
<tr><td>Why: To accelerate progress on deficiencies—many of which have persisted for over a decade—by fostering coordinated, multi-disciplinary approaches that reflect the interconnected nature of air navigation services and support States in overcoming systemic and resource-related challenges, particularly in the Pacific Small Island Developing States (PSIDS).</td><td>Follow-up:<br>☒ Secretariat</td></tr>
<tr><td>When: 18-Aug-25</td><td>Status: Draft to be adopted by PIRG</td></tr>
<tr><td colspan="2">Who: ☐Subgroups ☐APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: TEXT</td></tr>
</table>

**6. Draft Conclusion MET SG/29-15:** Enabling the use of QVA by airlines

6.1 MET SG/29 was informed by WAFC London of the development and soft launch of the Quantitative Volcanic Ash (QVA) API, a new capability introduced under Amendment 82 to ICAO Annex 3 and the first edition of ICAO Doc 10157 – PANS-MET. This service represents a significant advancement in volcanic ash forecasting, offering higher-resolution data and enabling more precise operational decision-making for aviation stakeholders.

6.2 VAAC London has completed its development activities and made the QVA API available for registration. While the system is fully operational, QVA data is not authorized for operational use until 27 November 2025. VAAC Toulouse is expected to follow shortly, with the remaining seven VAACs anticipated to launch their QVA APIs by late 2026.

6.3 Unlike traditional Volcanic Ash Advisories (VAAs), QVA forecasts provide quantitative ash concentration data, allowing operators to plan and re-route flights based on certified engine susceptibility thresholds. This supports more efficient flight operations while maintaining safety under approved procedures and safety management systems. VAAC London, responsible for eruptions in Iceland and the northeastern North Atlantic, will issue QVA forecasts for significant eruptions, excluding low-impact effusive events.

6.4 The QVA service includes three core data sets: (1) gridded ash concentration forecasts, (2) probabilistic forecasts for four concentration thresholds (≥0.2, ≥2.0, ≥5.0, and ≥10.0 mg/m³), and (3) IWXXM-format features indicating expected ash areas. These datasets span twelve vertical layers from ground level to FL600 and are updated every six hours during significant ash events, covering forecast periods from T+0 to T+24 hours at three-hour intervals.

6.5 Built in accordance with ICAO SWIM principles and UK SWIM policy, the VAAC London QVA API also conforms to EUROCONTROL's Yellow Profile and uses the Open Geospatial Consortium's Environmental Data Retrieval (EDR) API framework. A notification service is available to alert users when new datasets are published.

6.6 The API is open to global users, including those in the APAC region, and registration is encouraged. Interested parties can access further information and register via the Met Office website or by contacting QVA@metoffice.gov.uk. Two webinars scheduled for November 2025 will provide additional guidance and engagement opportunities for stakeholders.

6.7 MET SG/29 acknowledged the importance of this development and encouraged regional participation. In response to a query, the meeting clarified that while the QVA API is available, its data is not intended for operational use until the effective date of Amendment 82.

6.8 Recognising this as the first implementation of a MET/SWIM service, the meeting requested the Chair and Secretariat to prepare a proposal for informing APAC States and users as the service becomes operational in 2026 (Action 29/30). A Draft Conclusion was also formulated to support regional readiness and engagement.

<table>
<tr><td colspan="2">Draft conclusion MET SG/29-15: Enabling the use of QVA by airlines</td></tr>
<tr><td>What: That, State Aviation Authorities are requested to consider and plan for the use of quantitative volcanic ash concentration information (QVA).</td><td>Expected impact:<br>☐ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Ops/Technical</td></tr>
<tr><td>Why: The provision of QVA by volcanic ash advisory centres (VAACs) is a Recommended Practice in Amendment 82 to Annex 3, applicable from 27 November 2025. Airlines can use QVA for enhanced safety decision-making and improved efficiency, resulting in fewer flight cancellations and diversions.</td><td>Follow-up:<br>☒ Required from States</td></tr>
<tr><td>When: As soon as practicable</td><td>Status: Adopted by Subgroup</td></tr>
<tr><td colspan="2">Who: ☐Subgroups ☒APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other: TEXT</td></tr>
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