

International Civil Aviation Organization



ICAO

WORKING PAPER (WP/24)

**ICAO ASIA AND PACIFIC (APAC)
THIRTIETH MEETING OF THE METEOROLOGY
SUB-GROUP (MET SG/30)**

Bangkok, Thailand, 20 - 24 July 2026

Agenda Item 3: Air Navigation Deficiencies

INVESTIGATION INTO AUSTRALIAN OPMET RESULTS

(Presented by Australia)

SUMMARY

This paper provides a summary of an investigation into Australian OPMET monitoring results, noting METSG/30 WP/06 has raised concerns with the availability of Australian OPMET.

1. INTRODUCTION

1.1 The MET Deficiencies ad hoc group (refer Decision MET SG/25-04) has reviewed the outcomes of the 2025 ICAO APAC Regional SIGMET Test and 2025 TAF and METAR APAC Performance Indices monitoring activities, as presented at the 24th Meeting of the Meteorological Information Exchange Working Group (MET/IE WG/24) – see [WP/9 \(Review of WS/LS SIGMET Test 2025\)](#), [WP/10 \(Results of SIGMET Tests 2025 – TC and VA\)](#) and [WP/26 \(2025 Asia/Pacific Performance Indices\)](#). The review was based on existing deficiency identification methodology outlined in the [MET Deficiency Identification Guide](#), available on the ICAO APAC e-documents site.

1.2 The results of this analysis are contained in METSG/30 WP/6. WP/6 also states that "the SIGMET tests and APAC Performance Indices outcomes are an *indicator* that States may have a potential air navigation deficiency. It is recognised that States may have investigations and/or corrective actions already underway, with operational improvements in place or expected in the short term." The paper identifies that Australia did not issue a test Topical Cyclone Advisory (TCA) during the SIGMET test and METAR and TAF Performance Indices for some Australian aerodromes are below the 95% threshold.

1.3 This paper provides an update an analysis of the results conducted by Australia and actions taken.

2. DISCUSSION

ICAO APAC Regional SIGMET Test 2025 Outcome

2.1 WP06 identifies that during the SIGMET Test Australia did not issue test TCA messages, in TAC and IWXXM form.

2.2 At the time of the test, there was an issue that prevented the distribution of the Test TCA. This issue did not affect operation TCA capability. WP06 did note that Australia did issue operational TCA during the monitoring period.

2.3 On 1 July, Australia issued three Test TCA (with headers FKAU01, FKAU02 and FKAU03). RODB Brisbane, Bangkok and Singapore confirmed receipt of these 3 Test TCA messages in both TAC and IWXXM form.

METAR and TAF Performance Indices

2.4 The 2025 APAC Performance Indices (PI) provided statistics on the availability and timeliness of METAR and TAF, during the monitoring period of 1-30 November 2025, with results detailed in MET/IE WG/24 WP/26, Appendix A.

2.5 WP/26 identifies that the performance indices for 2 AOP aerodromes did not meet the 95% availability for both TAC and IWXXM forms. The specific details are contained below

Aerodrome	Identifier	Product Type	Result
Tindal	YPTN	TAF	0.86
Lord Howe Island	YLHI	METAR	0.94
		TAF	0.92

Tindal TAF Service

2.6 As detailed in WP09, at some aerodromes, including Tindal, Australia generates Aerodrome Forecasts (TAFs) 3-hourly (TAF3), rather than the typical 6-hourly.

2.7 At Australian Defence Force (Defence) aerodromes, the hours of TAF3 service aligns with the needs of their local Defence users, rather than routinely issued 24 hours a day. These Defence aerodromes are not typically accessible to civil aircraft.

2.8 The current ROBEX Handbook, used as the basis of PI analysis, defines that the Tindal TAF is routinely issued 6 times per day (00Z, 06Z, 12Z, 18Z, plus 03Z and 21Z Monday to Friday), however the 03Z and 09Z TAFs were often not required by the Defence users and therefore not issued, negatively impacting the YPTN TAF availability PIs.

2.9 Given YPTN aerodrome is not accessible to civil aircraft, Australia does not believe this aerodrome should be considered for deficiency. Further, Australia via WP09, has requested the routine TAF services listed in the ROBEX Handbook should be the standard issuance times only and not include the TAF3 hours.

Lord Howe Island METAR and TAF Services

2.10 The PI monitoring framework considers only routine TAFs and METARs. It does not take into account amended TAFs or SPECI reports.

2.11 Australia has a number of registered differences that influence its PI scores.

2.12 Where an amended TAF is required around the scheduled routine TAF issuance time, Australia issues a single amended TAF covering the validity period of both the existing TAF and the next routine TAF. In these circumstances, the routine TAF is not issued.

2.13 Similarly, when SPECI criteria are met at the scheduled routine aerodrome observation time, Australia issues a SPECI rather than a METAR.

2.14 Australia reviewed the METAR and TAF services issued at YLHI during November 2025. Under normal operations, aerodrome meteorological reports (METAR) are issued every 30 minutes, equating to 48 reports per day or 1,440 reports per month. In addition, 120 routine TAFs would ordinarily be expected during the month. However, during November 2025, Australia issued 1,970 METAR/SPECI and 174 TAFs at YLHI, representing an additional 530 reports and 54 TAFs above the routine schedule.

2.15 While these operational practices adversely affect PI scores, they are nationally agreed and are implemented to enhance aviation safety and service quality.

2.16 This analysis has also identified issues with the way certain bulletins are constructed by Regional OPMET Centre (ROC) Brisbane. Opportunities have been identified to improve bulletin construction and, consequently, PI performance.

2.17 As the lower PI scores primarily result from Australia's registered differences and established safety-focused operational practices, Australia does not consider it appropriate to be included in the list of States identified as having potential deficiencies in the provision of METAR and/or TAF services.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) consider removing Australia from the WP06 Conclusion - Potential Deficiencies in Provision of METAR and/or TAF.
