

International Civil Aviation Organization

FLIMSY (FL/04)



ICAO

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**INCLUSION OF IWXXM FORM IN THE APAC ANP**

(Presented by Australia)

SUMMARY

The transfer of the ICAO Annex 3 appendices into PANS-MET, with applicability in November 2025, has inadvertently resulted in no specific Standard for the provision of OPMET in IWXXM form. This paper proposes an update to the Air Navigation Plan to specify the provision of specific products in IWXXM form. This will enable ICAO to raise deficiencies where OPMET is not provided in IWXXM form.

1. INTRODUCTION

1.1 The ICAO regional Air Navigation Plans (ANPs) provide the link between ICAO Standards and Recommended Practices (SARPs), the Global Air Navigation Plan (GANP), and the planning and implementation of air navigation systems and services at the regional and national levels.

1.2 Amendment 82 to ICAO Annex 3, applicable November 2025, included the separation of SARPS from the means of compliance. The means of compliance was included in Procedures for Air Navigation Services – Meteorology (ICAO Doc 10157).

1.3 The provision of OPMET in IWXXM form is defined in PANS-MET, and is no longer specified in ICAO Annex 3.

1.4 The APANPIRG Procedural Handbook defines a deficiency as

1.3 For the purpose of this methodology, the definition of deficiencies is as follows:

A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

2. DISCUSSION

2.1 Therefore, unless the provision of information in IWXXM form is defined in either regional Air Navigation Plan or ICAO Annex 3, then it may not be appropriate to consider the non-provision of IWXXM information as a deficiency.

2.2 The earliest opportunity to include the requirement for the provision of IWXXM within ICAO Annex 3, is Amendment 84, applicable in November 2030, whereas the regional ANP can be updated much sooner.

2.3 The following change is therefore proposed to APAC regional ANP Volume II – Part V Meteorology (MET):

Requirements for and use of communications

2.8 Operational meteorological information prepared as METAR, SPECI and TAF for aerodromes indicated in **Table MET II-2**, and SIGMET and AIRMET messages prepared for flight information regions or control areas indicated in **Table MET II-1**, should be disseminated to the international OPMET databanks designated for the Asia and Pacific Regions (namely Bangkok, Brisbane, Nadi, Singapore and Tokyo) and to the centres designated for the operation of the aeronautical fixed service satellite distribution system (SADIS 2G) and the Internet-based service (Secure SADIS FTP) and WIFS in the Asia and Pacific Regions.

2.9 SIGMET messages should be disseminated to other meteorological offices in the Asia and Pacific Regions in accordance with the regional OPMET bulletin exchange scheme.

2.10 Special air-reports that do not warrant the issuance of a SIGMET should be disseminated to other meteorological offices in the Asia and Pacific Regions in accordance with the regional OPMET bulletin exchange scheme.

2.11 In the Asia and Pacific Regions, meteorological information for use by aircraft in flight should be supplied through VOLMET broadcasts.

2.12 In the Asia and Pacific Regions, the aerodromes for which METAR and SPECI are to be included in VOLMET broadcasts, the sequence in which they are to be transmitted and the broadcast time, is indicated in **Table MET II-3**.

2.13 In the Asia and Pacific Regions, VONA, METAR, SPECI, TAF, SIGMET, AIRMET and tropical cyclone, volcanic ash and space weather advisories are to be provided in both traditional alphanumeric code and IWXXM forms. In addition, quantitative volcanic ash concentration information (QVA) is to be provided in IWXXM and gridded form.

2.4 To support this change, the following draft Conclusion is proposed:

Draft Conclusion MET SG/30-XX – Amendment of the APAC Air Navigation Plan for the Provision of OPMET Information in IWXXM Form	
What: That, to support the digital exchange of aeronautical meteorological information and facilitate consistent monitoring of regional implementation and air navigation deficiencies: a) the APAC Air Navigation Plan be amended to include the requirement for the provision of Operational Meteorological (OPMET) information in IWXXM form, as contained in Appendix X to this report; b) States and Administrations are informed of the amended APAC Air Navigation Plan; and	Expected impact: ☐ Political / Global ☐ Inter -Regional ☒ Economic ☐ Environmental ☒ Ops/Technical

c) the status of implementation be monitored through APANPIRG planning, reporting and air navigation deficiency management processes.	
Why: The provision of IWXXM has been an ICAO Annex 3 standard since November 2020. The creation of Procedures for Navigation Services Meteorology (PANS-MET) has resulted in the requirement for the provision of IWXXM form being transferred to PANS-MET. An unintended consequence is that the provision of OPMET in IWXXM form is no longer defined in ICAO Annex 3. To support the analysis of deficiencies, it is proposed to include the provision of OPMET in IWXXM form in the regional air navigation plan.	Follow-up: ☒ Required from States
When: As soon as practicable	Status: Draft to be adopted by APANPIRG
Who: ☒ Sub Groups ☐ RASG-APAC ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: XXXX	

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper;
 - b) review the proposed regional air navigation plan text in para 2.6;
 - c) request ICAO APAC RO MET Secretariat to bring this issue to the attention of ICAO HQ MET Secretariat;
 - d) request METP WG-MIE Chair to bring this to the attention of ICAO MET Panel Management Group; and
 - e) consider the proposed Draft Conclusions in para. 2.7.
