

International Civil Aviation Organization

ICAO

WORKING PAPER (WP/13)

ASIA AND PACIFIC (APAC) TWENTY-FOURTH
MEETING OF THE METEOROLOGICAL
INFORMATION EXCHANGE WORKING
GROUP (MET/IE WG/24)

Nadi, Fiji, 21 to 24 April 2026

Agenda Item 3: Quality Control, Monitoring, and Management of Meteorological Information Exchange**INDONESIA PERFORMANCE INDICES IMPROVEMENT**

(Presented by Indonesia)

SUMMARY

This paper outlines the results of Indonesia's efforts to comply with ICAO standards on OPMET data dissemination, particularly for METAR and TAF, achieving a target of 0.95 in terms of availability and timeliness. It also proposes that the meeting consider excluding Indonesia from the list of States with potential deficiencies.

1. INTRODUCTION

1.1 The MET Deficiency Report and Identification Guide states that one of the indicators of MET deficiencies is the APAC RODB Annual OPMET Monitoring, which is conducted each November. The criteria for the APAC RODB OPMET Monitoring are as follows:

- No RODB receives a METAR/SPECI or TAF for aerodromes in Table MET-II-2 during the OPMET Monitoring;
- A Table MET II-2 METAR/SPECI or TAF with an availability and/or timeliness score of less than 95%; and
- A Table MET II-2 METAR/SPECI or TAF in IWXXM form with successful validation and/or translation (where applicable) scores of less than 95%.

1.2 Referring to MET SG/29 – WP/07, the ad hoc group on MET deficiencies identified APAC States with potential deficiencies in METAR and TAF based on their 2024 Performance Indices. These States did not achieve the 95% threshold for timeliness and/or availability in the 2024 APAC RODB Annual OPMET Monitoring, as reported in MET/IE WG/23 – WP/16. Indonesia was among the listed States that had not met the ICAO standard in terms of regular dissemination of METAR and TAF.

1.3 Considering that Indonesia was identified as having potential deficiencies in the Annual OPMET Monitoring, a new system was developed to compile and transmit OPMET bulletins in order to improve Performance Indices, as presented in MET SG/29 – IP/27.

2. DISCUSSION

Indonesia has faced challenges in meeting ICAO standards for OPMET data dissemination. Prior to 2025, more than 50% of Indonesian aerodromes consistently recorded Performance Indices below 95%. It was particularly challenging to establish an effective system to integrate the full data exchange process (collection, compilation, and dissemination), as these functions were managed by separate entities, namely AirNav Indonesia and BMKG.

2.1 BMKG and AirNav Indonesia collaborated throughout the year to develop a new system integrating all functions to achieve improved outcomes. The new OPMET system integrates AWOS with a dedicated bulletin compilation server, replacing manual AFTN inputs. This approach is expected to ensure high levels of availability and timeliness of Indonesian OPMET data.

2.2 To ensure the system operates smoothly and that data was successfully received by RODBs and ROCs, several trials were conducted. The final trial took place on 25 October 2025. The results provided positive confirmation from RODBs and ROCs that Indonesia's METAR and TAF bulletins were received successfully and in a timely manner. Based on these results, the system was operationalized on 31 October 2025.

2.3 During the Annual OPMET Monitoring in November 2025, no significant issues were identified with the system. Continuous monitoring of outgoing METAR and TAF data was carried out during this period to ensure consistent performance in terms of availability and timeliness.

2.4 According to the RODB Bangkok website, the 2025 Performance Indices results demonstrate that Indonesia's efforts have paid off. The results show that 27 Indonesian aerodromes achieved Performance Indices above 95% for both METAR and TAF data (see Table 1) across four RODBs (Bangkok, Tokyo, Brisbane, and Singapore). Meanwhile, results from RODB Nadi indicate Performance Indices of around $\pm 85\%$, which appear consistent with those of other States. This represents a significant improvement compared to previous years, when more than 50% of aerodromes recorded Performance Indices below 95% (see Figure 1).

2.5 Considering Indonesia efforts and Performance Indices result in 2025, it is proposed that the ad hoc group on MET Deficiencies consider removing Indonesia from the list of States with potential deficiencies in the MET field.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper;
 - b) consider the proposal in paragraph 2.6; and
 - c) discuss any relevant matters as appropriate.

APPENDIX A

Indonesia Performance Indices in 2025

Table 1. Indonesia Performance Indices in 2025

Aerodrome	AOP	Bulletin	ROC	Availability					Timeliness				
				NFFN	RJTD	VTBB	WSSS	YBBN	NFFN	RJTD	VTBB	WSSS	YBBN
WAAA	AOP	SAID31	WIII	0.84	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WAAA	AOP	FTSR31	WSSS	0.86	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WABB	AOP	SAID31	WIII	0.84	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.99
WABB	AOP	FTSR31	WSSS	0.85	0.99	0.99	0.99	0.99	0.86	0.99	0.99	0.99	0.99
WADD	AOP	SAID31	WIII	0.84	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WADD	AOP	FTSR31	WSSS	0.86	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WADL	AOP	SAID32	WIII	0.84	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WADL	AOP	FTID32	WIII	0.86	1.00	1.00	1.00	1.00	0.85	0.98	0.98	0.98	0.98
WADY	AOP	SAID33	WIII	0.83	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	1.00
WADY	AOP	FTID33	WIII	0.85	0.99	1.00	0.98	0.99	0.86	0.99	0.99	0.99	0.99
WAHI	AOP	SAID32	WIII	0.84	1.00	1.00	1.00	1.00	0.86	1.00	0.99	1.00	0.99
WAHI	AOP	FTID32	WIII	0.86	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WAHS	AOP	SAID33	WIII	0.84	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WAHS	AOP	FTID33	WIII	0.85	0.99	1.00	0.98	0.99	0.87	1.00	1.00	1.00	1.00
WAJJ	AOP	SAID33	WIII	0.84	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WAJJ	AOP	FTID33	WIII	0.86	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WALL	AOP	SAID32	WIII	0.84	1.00	1.00	0.99	1.00	0.86	0.99	0.99	0.99	0.99
WALL	AOP	FTID32	WIII	0.86	1.00	1.00	0.98	1.00	0.86	0.98	0.98	0.99	0.98
WAMM	AOP	SAID32	WIII	0.84	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WAMM	AOP	FTID32	WIII	0.86	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WAOO	AOP	SAID32	WIII	0.84	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.99
WAOO	AOP	FTID32	WIII	0.86	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WAPP	AOP	SAID33	WIII	0.84	0.99	0.99	0.98	0.99	0.83	0.96	0.95	0.96	0.95

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Aerodrome	AOP	Bulletin	ROC	Availability					Timeliness				
				NFFN	RJTD	VTBB	WSSS	YBBN	NFFN	RJTD	VTBB	WSSS	YBBN
WAPP	AOP	FTID33	WIII	0.85	0.99	1.00	0.98	0.99	0.85	0.98	0.98	0.98	0.98
WAQQ	AOP	SAID33	WIII	0.82	0.99	0.99	0.99	0.99	0.86	1.00	0.99	0.99	0.99
WAQQ	AOP	FTID33	WIII	0.84	0.97	0.99	0.98	0.98	0.83	0.98	0.97	0.97	0.97
WARR	AOP	SAID31	WIII	0.84	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WARR	AOP	FTSR3 1	WSSS	0.86	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WATT	AOP	SAID33	WIII	0.84	1.00	1.00	0.99	1.00	0.86	0.99	0.99	0.99	0.98
WATT	AOP	FTID33	WIII	0.85	0.99	1.00	0.98	0.99	0.87	1.00	1.00	1.00	1.00
WIBB	AOP	SAID32	WIII	0.84	0.99	0.99	0.99	0.99	0.85	0.99	0.98	0.99	0.98
WIBB	AOP	FTID32	WIII	0.86	1.00	1.00	0.98	1.00	0.86	0.98	0.98	0.99	0.98
WIDD	AOP	SAID31	WIII	0.84	1.00	1.00	0.99	1.00	0.86	0.99	0.99	0.99	0.99
WIDN	AOP	SAID32	WIII	0.83	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WIDN	AOP	FTID32	WIII	0.86	1.00	1.00	0.98	1.00	0.87	1.00	1.00	1.00	1.00
WIEE	AOP	SAID32	WIII	0.83	0.98	0.98	0.98	0.98	0.86	0.99	0.99	0.99	0.99
WIEE	AOP	FTID32	WIII	0.86	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WIHH	AOP	SAID31	WIII	0.83	0.99	0.99	0.97	0.99	0.82	0.94	0.94	0.94	0.94
WIHH	AOP	FTSR3 1	WSSS	0.86	1.00	1.00	1.00	1.00	0.86	0.99	0.99	0.99	0.99
WIII	AOP	SAID31	WIII	0.84	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WIII	AOP	FTSR3 1	WSSS	0.86	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WILL	AOP	SAID33	WIII	0.84	1.00	1.00	1.00	1.00	0.86	1.00	0.99	1.00	0.99
WILL	AOP	FTID33	WIII	0.84	0.98	0.99	0.97	0.98	0.87	1.00	1.00	1.00	1.00
WIMM	AOP	SAID31	WIII	0.84	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.99
WIMM	AOP	FTSR3 1	WSSS	0.86	1.00	1.00	1.00	1.00	0.87	1.00	1.00	1.00	1.00
WIMN	AOP	SAID33	WIII	0.82	1.00	1.00	0.99	1.00	0.86	1.00	1.00	1.00	1.00
WIMN	AOP	FTID33	WIII	0.84	0.96	0.98	0.95	0.97	0.87	1.00	0.99	0.99	0.99
WIOO	AOP	SAID32	WIII	0.84	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	0.99
WIOO	AOP	FTID32	WIII	0.86	1.00	1.00	0.99	1.00	0.82	0.96	0.96	0.96	0.96
WIPP	AOP	SAID32	WIII	0.84	1.00	1.00	0.99	1.00	0.85	0.99	0.98	0.99	0.98

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Aerodrome	AOP	Bulletin	ROC	Availability					Timeliness				
				NFFN	RJTD	VTBB	WSSS	YBBN	NFFN	RJTD	VTBB	WSSS	YBBN
WIPP	AOP	FTID32	WIII	0.86	1.00	1.00	0.99	1.00	0.87	1.00	1.00	1.00	1.00
WITT	AOP	SAID32	WIII	0.79	0.95	0.95	0.93	0.95	0.80	0.93	0.93	0.95	0.93
WITT	AOP	FTID32	WIII	0.86	1.00	1.00	0.99	1.00	0.86	0.99	0.99	0.99	0.99

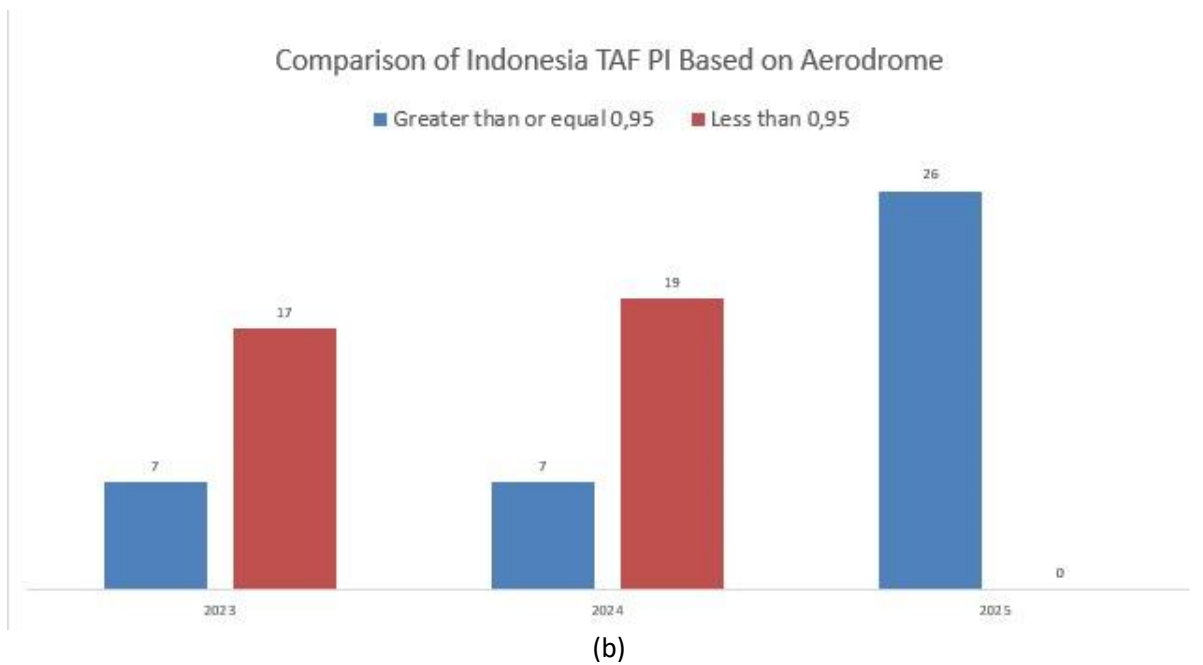
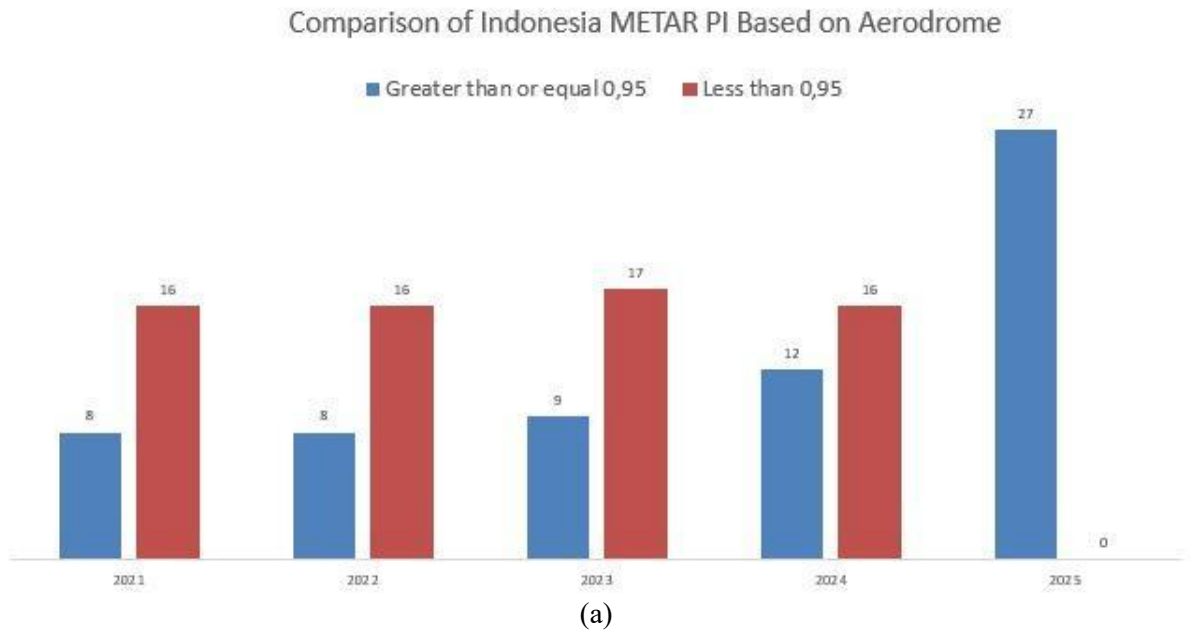


Figure 1. The comparison of Indonesia PI for the last five years; (a) PI of METAR, (b) PI of TAF