



International Civil Aviation Organization

**MIDANPIRG Meteorology Sub-Group
Thirteenth Meeting (MET SG/13)**

(Cairo, Egypt, 16 - 17 December 2025)

Agenda Item 4: MET Planning and Implementation issues – Performance Framework for MET implementation in the MID Region

WMO ACTIVITIES OF RELEVANCE TO ICAO

(Submitted by the WMO)

SUMMARY

This information paper provides an overview of some of the recent activities of the World Meteorological Organization (WMO) of relevance to ICAO, particularly in the context of WMO's latest organization structures, engagement with ICAO and other agencies at the global and regional levels, recent and upcoming events, and other noteworthy information, including links to WMO resources.

More specifically, this information paper covers:

- Latest organization structure in the WMO Services for Aviation activity area
 - WMO contribution to ICAO global initiatives such as the Meteorology Panel (METP), and to non-ICAO initiatives at the global level (non-exhaustive)
 - WMO contribution to regional initiatives (non-exhaustive)
 - Other relevant developments/initiatives
 - WMO Long-term Plan for Aeronautical Meteorology
 - WMO Aviation Research and Development Project – Phase II (AvRDP2)
 - WMO Aeronautical Meteorology Scientific Conference 2024
 - WMO Compendium of Findings on the Effects of Climate Change on Weather Hazards and Analysis of the Impacts of Climate Change on Aviation Operations
 - Discontinuation of *Technical Regulations* (WMO-No. 49), Volume II
 - Qualification and competency requirements for aeronautical meteorological personnel
 - WMO Early Warnings for All (EW4All) initiative
 - WMO Gender Action Plan and WMO Youth Action Plan
 - New or updated WMO publications
 - Biannual Newsletters
 - Upcoming WMO meetings/events
- Available WMO resources and further information

REFERENCES

- ICAO Strategic Plan 2026–2050

1. Introduction

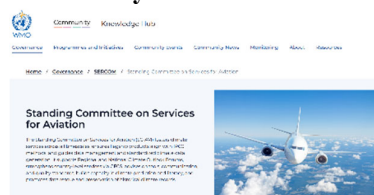
1.1 ICAO and the World Meteorological Organization (WMO) coordinate, collaborate and cooperate in the establishment and maintenance of international standards, recommended practices, procedures and guidance for aeronautical meteorological service provision as well as their implementation among their respective ICAO States and WMO Members.

1.2 In 2024, the working arrangements between ICAO and WMO were updated to enhance the partnership in aeronautical meteorology specifically plus related fields such as the impact of aviation on the environment and the impact of climate change on aviation.

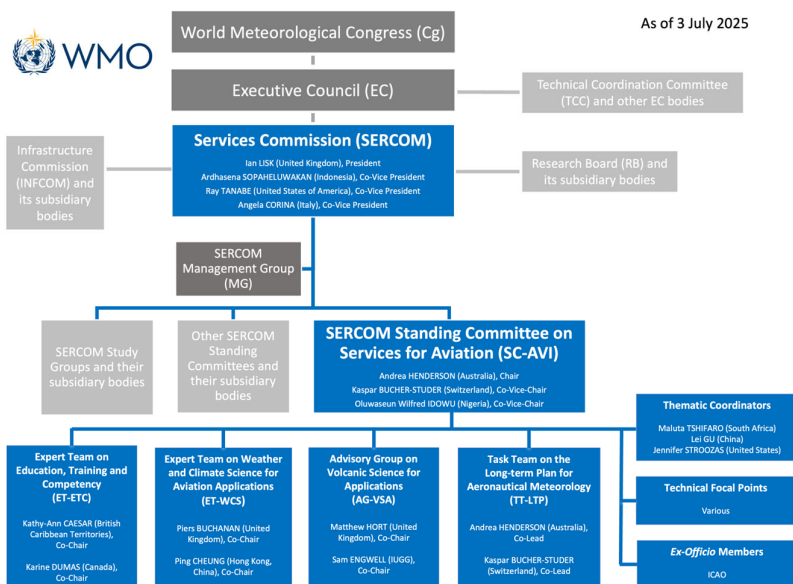
1.3 This information paper provides an overview of some of the recent activities of WMO of relevance to ICAO, particularly in the context of WMO’s latest organization structures, engagement with ICAO and other agencies at the global and regional levels, recent and upcoming events, and other noteworthy information, including links to WMO resources.

2. Latest organizational structure in the WMO Services for Aviation activity area

2.1 Since 2020, at the global level, WMO has possessed a Standing Committee on Services for Aviation (**SC-AVI**). SC-AVI is a subsidiary body of WMO’s Commission for Weather, Climate, Hydrological, Marine and Related Environmental Services and Applications (abbreviated to ‘Services Commission’ or **SERCOM**).



2.2 The primary purpose of SC-AVI is to contribute to furthering the standardized provision of meteorological services for international air navigation and to provide assistance to WMO Members with aeronautical meteorological services to achieve compliance with those standards. ICAO is an ex-officio member of SC-AVI and, as such, is a key collaborator in all the Standing Committee’s activities.



2.3 As illustrated above, SC-AVI is currently supported by two expert teams (ET), one advisory group (AG) and one task team (TT): **ET-ETC**, **ET-WCS**, **AG-VSA** and **TT-LTP**. In addition, several thematic coordinators and other technical focal points contribute to the work of the Standing Committee. Final reports, executive summaries and other information pertaining to the outcomes of meetings of SC-AVI and its subsidiary bodies are [available here](#).

2.4 Insofar as the WMO Secretariat is concerned, the staffing of the Services for Aviation (AVI) Section, based at WMO headquarters in Geneva, Switzerland comprises Ms Stéphanie Wigniolle, Scientific Officer and Acting Chief, and Ms Adriana Oskarsson, Associate Programme Officer. The Secretariat of the AVI Section is contactable via email (aviation@wmo.int).

2.5 At the time of writing, WMO is conducting a re-organization of the WMO Secretariat, that would take effect on 1 January 2026. That strategic re-organization of WMO was developed in response to prevailing economic circumstances (challenges) faced by WMO and the United Nations system as a whole, for which short- and medium-term cost containments were imposed, as well as a reduction of staffing requirements, which included the complete abolition of nearly 25 posts and the merger of existing aviation (AVI) and marine sections into a new section to be named the 'Marine and Aviation Services Section'. As a consequence of the foregoing, the WMO resources – both human and financial – are expected to decline in the aeronautical meteorology activity area in the coming biennium (2026-2027) relative to the situation that had prevailed in mid-2025 and years prior.

2.6 Members States of the ICAO Middle East (MID) region belong to WMO Regional Association (RA) I for Africa, RA II for Asia and RA VI for Europe. The WMO Regional Office for Europe (ROE) is based at WMO headquarters in Geneva, Switzerland. The WMO Secretariat of the ROE office is contactable via email (roe@wmo.int). The WMO Regional Office for Asia and South-West Pacific (RAP) is based in Singapore, Singapore. The WMO Secretariat of the RAP office is contactable via email (rap@wmo.int). The WMO Regional Office for Africa (RAF) is based Addis Ababa, Ethiopia and is contactable via email (raf@wmo.int), and the WMO Representative Office for North, Central and West Africa is based in Abuja, Nigeria and can be reached out via email (ncwa@wmo.int). ROE, RAF and RAP assist WMO Members and their national meteorological and hydrological services in their respective Regional Associations.

2.7 In respect of WMO scientific and technical bodies at the regional level, RA II possesses a Working Group on Weather, Climate, Hydrological, Marine and Related Environmental Services and Applications ([RA II WG-S](#)) and a number of other subsidiary bodies including an Expert Team on Aviation ([RA II WG-S ET-AVI](#)). On its side RA I possesses a [Committee on Services](#) which working structure includes a [Working Group on Compliance Issues in Marine and Aeronautical Meteorological Services and Cost Recovery](#). At time of writing, ROE is exploring the possibility to establish an RA VI focal point or subsidiary body addressing the implementation of aeronautical meteorological services among WMO Members in Europe.

3. WMO contribution to global initiatives (non-exhaustive)

WMO contribution to the ICAO Meteorology Panel (METP)

3.1 Within available resources, WMO plays an active role in the activities of the ICAO Meteorology Panel (METP) and its working groups – presently WG-MRAD, WG-MIE, WG-MOG and WG-MCRGG – addressing an array of topics including but not limited to:

- Hazardous weather information service (HWIS) concept;
- New aerodrome observation and forecast information services requirements (AMOIS and AMFIS);
- ICAO meteorological information exchange model (IWXXM) requirements, IWXXM extensions and IWXXM documentation;
- MET in SWIM (system-wide information management);
- Operation and development of global MET systems, namely:
 - International airways volcano watch (IAVW);
 - World area forecast system (WAFS);
 - Secure aviation data information system (SADIS) and WAFS internet file service (WIFS);
 - Space weather (SWx) information service.
- Cost recovery of aeronautical meteorological services;
- Use and re-use of aeronautical meteorological information.



3.2 In the context of IWXXM, WMO continues to be responsible, at the request of ICAO, for the development and the publication of the IWXXM schemas. The latest version of the IWXXM schema – namely version 2025-2– was published by WMO on 26 November 2025. The schema files, examples, UML model, and release notes are [available here](#).

3.3 Version 2025-2 is a major release that addresses the Annex 3 Amendment 82 requirements and introduction of a new document, namely the Procedures for Air Navigation Services – Meteorology (PANS-MET, ICAO Doc. 10157). It is composed of the first introduction of the Quantitative Volcanic Ash Concentration Information package, the first introduction of the Volcano Observatory Notice for Aviation package and changes to METAR/SPECI, Volcanic Ash Advisory, Space Weather Advisory, and WAFS Significant Weather Forecast packages. More information is available at the [IWXXM homepage](#).

3.4 WMO actively contributed to the sixth meeting of the ICAO Meteorology Panel (METP/6) held in Montreal, Canada from 3 to 7 March 2025, including through the submission of several WMO-initiated working and information papers plus working and information papers submitted by the various METP working groups. The meeting formulated numerous crucial decision and recommendations, including proposals for the next amendment to ICAO Annex 3 and PANS-MET with intended applicability in November 2027, that will shape aeronautical meteorological service provision over the coming years.

3.5 One of the most significant outcomes of METP/6 was a recommendation to cease the international exchange of traditional alphanumeric code (TAC) and abbreviated plain language aeronautical meteorological information in 2030. This will have a direct impact on those aeronautical meteorological service providers that continue to supply METAR/SPECI, TAF, SIGMET, advisories and warnings in legacy forms rather than the contemporary IWXXM form. ICAO and WMO will need to work together to support their States/Members for this and other foreseen changes over the coming years.

3.6 In other WMO/ICAO-related developments, since December 2023, the two organizations have convened a Joint Aviation Forum (JAF), initially as a 24-month trial mode. The JAF involves experts from SC-AVI and the METP Management Group plus supporting Secretariat from WMO and ICAO. The JAF provides a venue for the parties concerned to periodically discuss, in an informal and online setting, matters of common interest or concern, particular focusing on matter of strategic importance, thereby helping to facilitate inter-agency coordination that will be to the benefit of WMO Members and ICAO States. The JAF in no way bypasses or replaces existing WMO and ICAO structures such as SC-AVI and METP. Rather, the JAF is complementary and in the spirit of the working arrangements between the two organizations. To date, the JAFs have addressed the implications of service delivery transformation in aeronautical meteorology, succession planning and the next generation of leaders in aeronautical meteorology and aviation encounters with turbulence. As the prevailing trial has proven successful and ultimately beneficial for both organizations, it is expected that, if resources permit, the JAF will continue beyond the end of 2025.

WMO contribution to other ICAO and non-ICAO initiatives at the global level

3.7 In addition to the above-mentioned METP-related activities, WMO actively contributes to ICAO's Committee on Aviation Environmental Protection (CAEP), most notably through CAEP Working Group 2 addressing airports and operations. WG2 is addressing, *inter alia*, guidance on climate change risk assessment and adaptation measures for international aviation (Task O.06), operational opportunities to reduce the potential effects climate effects of contrails and non-CO₂ emissions (Task O.07) and the cost impacts of climate change effects in international aviation (Task O.10). In February 2025 WMO attended (part-time) the CAEP/13 meeting in Montreal, Canada.



3.8 WMO also contributes to ICAO's Airport Economics Panel and Air Navigation Services Economics Panel (AEP-ANSEP), particularly through AEP-ANSEP Working Group 4 (WG4), addressing guidance for the cost recovery of aeronautical meteorological services, with relevance of the updating of, *inter alia*, the *Manual on Air Navigation Services Economics* (ICAO Doc 9161) and *Guide to Aeronautical Meteorological Services Cost Recovery: Principles and Guidance* (WMO-No. 904). In March 2025 WMO attended (part-time) the AEP-ANSEP/10 meeting in Montreal, Canada.

3.9 In respect of the International Air Transport Association (IATA), WMO continues to actively contribute to its Accident Classification Task Force (ACTF). WMO is a key contributor to the preparation of the annual IATA Safety Report, which provides an in-depth review and essential insight into global and regional accident rates and contributing factors, including those relating to weather/meteorological conditions and/or the unnecessary penetration by flight crew into adverse weather/meteorological conditions. The latest (2024) IATA Safety Report, published in February 2025, is [available here](#) in an interactive format.



3.10 In February/March 2025, WMO and IATA signed a new memorandum of understanding (MOU). The MOU encourages communication and, where necessary, collaboration on topics of mutual interest, such as the improvement of analysis and forecasting of atmospheric conditions and phenomena along flight routes, landing and departure, as well as the reduction in the environmental footprint of aviation.

3.11 Given sustained interest in the impacts of climate change on aviation, WMO also periodically engages, mostly informally or through existing bodies such as ICAO CAEP, with experts from IATA, Airports Council International (ACI), the European Union Aviation Safety Agency (EASA) and other organizations/agencies on matters of common interest, such as the downscaling of climate scenarios to the regional or local level, climate adaptation and resilience and extreme weather event preparedness and mitigation.

4. WMO contribution to regional initiatives (non-exhaustive)

4.1 Within available resources, WMO has contributed to activities or developments at a regional level, such as the supply of advice to Members and their national meteorological and hydrological services on the establishment of quality management systems and/or cost recovery arrangements.

4.2 Over the past year, WMO has conducted several aeronautical meteorology-related training events in the WMO Regional Associations, including an Aviation Meteorology Training Seminar convened by WMO in collaboration with the United Kingdom Met Office and the South African Weather Service in Pretoria, South Africa in September/October 2024. This training seminar was open to nominations by WMO Members in RA I (Africa), RA II (Asia) and RA VI (Europe) and resulted in 20 participants, mostly aeronautical meteorological forecasters.

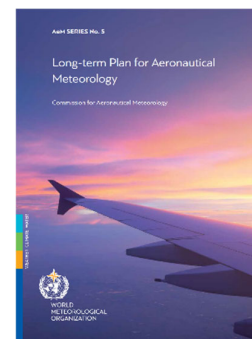


4.3 WMO and the UK Met Office are currently exploring the possibility to convene the next training seminar in Türkiye in May 2026 in collaboration with the Turkish State Meteorological Service (TSMS). If the training seminar takes place, details will be announced approximately 6 months prior via the WMO Services for Aviation [homepage](#) ('Related News' section) and other outlets.

5. Other relevant developments/initiatives in aeronautical meteorology

Long-term Plan for Aeronautical Meteorology

5.1 In 2019, WMO published a Long-term Plan for Aeronautical Meteorology (LTP-AeM) as AeM SERIES No. 5 (English only). The long-term plan provides a framework upon which aeronautical meteorological service providers of Members/States in particular, and the broader meteorology and aviation communities in general, can plan a progressive transformation from a conventional “product-centric” approach to a modern “information-centric” approach to service provision for aviation through to 2030 and beyond.



5.2 Presently (2025), WMO is working towards the development of an update to the long-term plan, with a publication timeframe expected to be in 2027 or 2028. The update will seek to elaborate upon some of the many factors influencing the current and future provision of aeronautical meteorological services, including the investment in the global weather enterprise, the recovery from the Coronavirus disease (COVID-19) pandemic, the aviation industry’s demand for seamless, high-quality, georeferenced, digitized meteorological information on a worldwide basis, the advances in science and technology (for example high-resolution, ensemble prediction systems), environmental sustainability, and the future role of aeronautical meteorological personnel.

5.3 A final draft of the LTP-AeM has been reviewed at the SC-AVI-4 meeting in November 2025 and approved by SC-AVI. It will now be submitted for consideration at the SERCOM-4 session in October 2026.

WMO Aviation Research and Development Project – Phase II (AvRDP2)

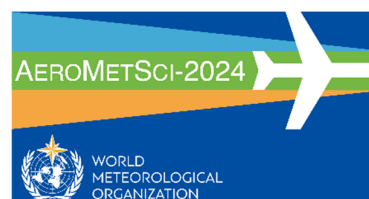
5.4 2025 marks the final year of Phase II of WMO’s Aviation Research and Development Project (AvRDP2) (2021-2025). The overall mission of the Project is, through international collaboration, to develop, demonstrate and quantify the benefits of improvements to the forecasting of significant convection and associated hazards, including probabilistic forecasting and statistical methods, and of ‘gate-to-gate’ use of this advanced aeronautical meteorological information in aviation operations. Two air routes were chosen for AvRDP2, namely London/Johannesburg and Hong Kong/Singapore. More information on AvRDP2 is [available here](#).



5.5 A fourth (final) meeting of an AvRDP2 Scientific Steering Committee (AvRDP2-SSC-4) convened in Exeter, United Kingdom in September 2025. The main focus of the meeting was on reviewing the results of trials and experiments on the two chosen air routes using innovative prototype products and applications, including nowcast products and probabilistic forecasts using ensemble techniques. A report on the outcomes of the AvRDP2 project will be produced and shared with ICAO given that AvRDP2 has been of relevance to METP in its development of the HWIS concept. AvRDP2-SSC-4 also considered the desirability and feasibility to conduct a Phase III of the project, AvRDP3, potentially commencing in the next WMO financial period (2028-2031).

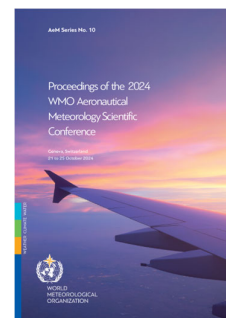
WMO Aeronautical Meteorology Scientific Conference 2024

5.6 The Aeronautical Meteorology Scientific Conference 2024 (AeroMetSci-2024) was held at the WMO Headquarters in Geneva, Switzerland from 21 to 25 October 2024, with the theme: “*Aviation, weather and climate: scientific research and development for enhanced aeronautical meteorological services in a changing climate.*”



5.7 The main objective of the conference was to showcase scientific and technological advances in meteorological observations and forecasts, expand focus on the integration of meteorological information decision-support services into the global air traffic management system, and examine further the impacts of climate change and variability on aviation. The conference programme was composed of three sessions, each addressing one of these objectives.

5.8 The conference comprised a blend of presentations, national and regional case studies and panel discussions, taking into account leading scientific/academic research and aviation industry best practices and developments. Poster sessions also took place throughout the week. Presentations made at the conference are now available under the conference website, for [session 1](#), [session 2](#) and [session 3](#).



5.9 The report on the proceedings of the conference was published by WMO on 31 July 2025 as AeM-SERIES No.10 and is [available here](#) on the WMO e-Library.

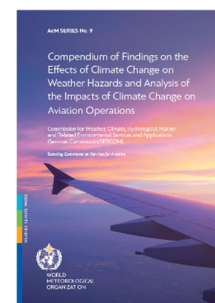
WMO Compendium of Findings on the Effects of Climate Change on Weather Hazards and Analysis of the Impacts of Climate Change on Aviation Operations

5.10 Climate change, often manifesting through more frequent, more intense weather events, sometimes in locations that are different to the ‘norm’, has a profound impact on the aviation industry. Increasingly frequent extreme weather events and more intense hazardous conditions such as tropical cyclones and clear-air turbulence can disrupt the operations of airports and air spaces locally but with wider knock-on ‘network effects’ regionally and sometimes globally.

5.11 With WMO’s support, the aeronautical meteorology community is working towards strengthening its support to ICAO and other industry partners to help their efforts to adapt, mitigate, and build resilience, as a response to a changing climate.

5.12 As a follow-up to a 2020 survey conducted by SC-AVI on the impacts of climate change and variability on aviation and on the basis of its main results ([available here](#)), the SC-AVI Expert Team on Weather and Climate Science for Aviation Applications (ET-WCS) has consolidated into a Compendium the findings of the latest assessments of effects of climate change and variability on weather hazards and extreme events, and consequential impacts on aviation.

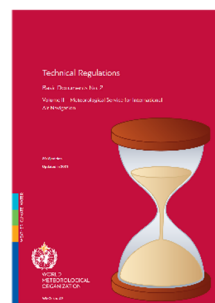
5.13 The 2024 edition of the Compendium was published by WMO in March 2025 as AeM SERIES No. 9 and is [available here](#) on the WMO e-Library.



Discontinuation of Technical Regulations (WMO-No. 49), Volume II

5.14 In accordance with a two-stage plan of action endorsed by the nineteenth World Meteorological Congress (Cg-19) in 2023, the Technical Regulations (WMO-No. 49), Volume II, *Meteorological Service for International Air Navigation*, Parts I and II were discontinued on 31 December 2023 owing, essentially, to their duplication of ICAO Annex 3 and upcoming Procedures for Air Navigation Services – Meteorology (PANS-MET) (ICAO Doc 10157).

5.14 Meanwhile, Parts III and IV of WMO-No. 49, Volume II, which concern aeronautical climatology and the format and preparation of flight documentation, respectively, will be discontinued by WMO only when material of continuing relevance has been incorporated into ICAO PANS-MET (provisionally 2027 as part of Amendment 1 to PANS-MET).



5.15 A comprehensive online communications package on the discontinuation of WMO-No. 49, Volume II is [available here](#).

Qualification and competency requirements for aeronautical meteorological personnel

5.16 On 1 January 2026, an amendment to WMO's qualification and competency requirements for aeronautical meteorological personnel (AMP) will become applicable. The amendment to WMO Technical Regulations, Volume I, *General Meteorological Standards and Recommended Practices* and update to the *Compendium of WMO Competency Frameworks* (WMO-No. 1209) in this connection were adopted in 2023 by the World Meteorological Congress through [Resolution 11 \(Cg-19\)](#).

5.17 In summary, the amendment is intended to increase flexibility in the application of prerequisite qualifications for AMP – most especially aeronautical meteorological forecasters (AMF) – and to enable a broadening of the scope of AMP competencies to meet the growing demand for new skills in the provision of aeronautical meteorological services.

5.18 The amendment provides a more pragmatic and flexible approach for WMO Members to demonstrate evidence of the underpinning knowledge and skills required to attain the respective AMP competency. Moreover, successful completion of the Basic Instruction Packages – specifically the Basic Instruction Package for Meteorologists (BIP-M) and Basic Instruction Package for Meteorological Technicians (BIP-MT) – continue to be the easiest way to demonstrate a candidate possesses the underpinning skills and knowledge described in the respective competency framework.

5.19 In support of communications and outreach associated with the amendment, WMO prepared an [online communications package](#), which offers WMO Members and others concerned comprehensive information on the background, nature and intent of the changes, the latest developments, access to downloadable information sheets and a set of frequently asked questions (FAQs), plus a discussion forum. This online resource is periodically reviewed and updated by WMO to preserve its utility.

6. Other relevant WMO developments/initiatives

WMO Early Warnings for All (EW4All) initiative

6.1 WMO is presently spearheading a United Nations Early Warnings for All (EW4All) initiative alongside partner agencies. EW4All aims to ensure universal protection from hazardous hydrometeorological, climatological and related environmental events through life-saving multi-hazard early warning systems (MHEWS) by the end of 2027. MHEWS is an integrated system that allows people to know that hazardous weather or climate events are on their way, and informs how governments, communities and individuals can act to minimize impacts. At the launch of the EW4All initiative in 2022, only half of the countries worldwide reported having adequate MHEWS in place. At the end of 2024, 108 countries reported having strengthened their early warning capabilities, which is an encouragement to further scale-up and accelerate the initiative, supporting countries engagement and leadership.



6.2 International civil aviation is currently served by a multitude of observations, forecasts, advisories and warnings that are issued on a local, national and multinational basis by national meteorological and hydrological services and other providers of aeronautical meteorological services. Building the capacity of countries, especially least developed countries and small island developing States, through initiatives such as EW4All will enable these providers to more efficiently and more effectively deliver services to aviation worldwide. This, in turn, will enable aviation to operate more safely, more efficiently, more economically and more environmentally-responsibly.

6.3 In October 2025, an extraordinary session of the World Meteorological Congress (Cg-Ext. (2025)) adopted a set of (new) WMO technical regulations pertaining to the provision of early warnings services. These technical regulations will form part of WMO-No. 49, Volume I, *General meteorological Standards and Recommended Practices*.

WMO Gender Action Plan

6.4 In 2015, the World Meteorological Congress adopted a WMO Gender Action Plan, with the specific intent to accelerate the proportional representation of women in WMO activities. There was a recognition that women were significantly under-represented in terms of the leadership of and/or representation in Member delegations attending Congress and also in terms of participation in the work of WMO at the technical or expert level.



6.5 Since the voices of both women and men should contribute to and participate in the development and implementation of climate mitigation and adaptation, early warning services and disaster risk reduction, WMO believes firmly that women stakeholders, scientists and service providers should have equal seats at the table to their male counterparts. The 2015 edition of the WMO Gender Action Plan was therefore intended to bring about further positive change. And, moreover, in 2023, WMO Congress adopted an [updated Gender Action Plan](#) to further accelerate progress.

6.6 In this connection, in 2020 and more recently again in 2024, WMO compiled and published a series of inspiring testimonies from women in leadership positions within the WMO aeronautical meteorology community of practice. The [articles](#), which are available in all six official languages of WMO (Arabic, Chinese, English, French, Russian and Spanish) are just one of the ways in which WMO is helping to showcase the positive contribution women make to WMO's work. It's hoped this will inspire the next generation of professionals in aeronautical meteorology, women and men alike.

6.7 Moreover, the results of a 2021 WMO global survey on gender equality in aeronautical meteorology were published in 2023 as [AeM SERIES No. 7](#) (English only). The report includes a series of conclusions and recommendations to help the community devise strategies to increase the involvement of women in the aeronautical meteorology domain and to promote them to higher positions of responsibility at the national and international level. An information sheet (flyer) was published by WMO, which contains the most salient information arising from the survey. The flyer is available all six official languages of WMO – [Arabic](#), [Chinese](#), [English](#), [French](#), [Russian](#) and [Spanish](#).

WMO Youth Action Plan

6.8 Complementing the aforementioned WMO Gender Action Plan, WMO is also pursuing the introduction of a WMO Youth Action Plan. This latest initiative aims to institutionalize youth representation, engagement and outreach. As a technical scientific organization in the United Nations system, WMO has a unique role in equipping youth with the right level of reliable scientific information on climate change, for example.

6.9 A cohesive, integrated and bottom-up strategy, built with WMO Members' support, would maximize the impact of WMO's engagement. The WMO Youth Action Plan is considered necessary to optimize the use of resources, minimize duplication of efforts, and ensure alignment with the broader strategic goals and objectives of WMO.

6.10 In October 2025, the extraordinary session of the World Meteorological Congress (Cg-Ext. (2025)) adopted that first edition of a WMO Youth Action Plan.

7. Resources to support implementation and further information***New or updated WMO publications***

7.1 New or recently updated WMO publications of direct or indirect relevance to aeronautical meteorology include:

- [Technical Regulations \(WMO-No. 49\), Volume I, General Meteorological Standards and Recommended Practices](#) (2023 edition, updated in 2025)
 - [Aerodrome Reports and Forecasts: A Users' Handbook to the Codes \(WMO-No. 782\)](#) (2025 edition) updated and published by WMO in November 2025 to support the implementation of Amendment 82 to ICAO Annex 3 and the new (first) edition of the PANS-MET (ICAO Doc 10157)
 - [Guide to Instruments and Methods of Observation \(WMO-No. 8\)](#), Volume I – *Measurement of Meteorological Variables* and Volume III – *Observing Systems* (2024 edition)
 - [Guide to the WMO Integrated Processing and Prediction System](#) (2023 edition, 2024 update)
 - [Manual on Codes – International Codes, Volume I.2, Annex II to the WMO Technical Regulations: Part B – Binary Codes, Part C – Common Features to Binary and Alphanumeric Codes](#) (2025 edition)
 - [Guide to the WMO Information System \(WMO-No. 1061\), Volume I](#) (2023 edition, 2024 update) and [Volume II, WMO Information System 2.0](#) (2024 edition)
- Note. — Volume II contains guidance on publishing meteorological data through WIS2 into ICAO system-wide information management.*
- [Business Continuity Management: Guidelines for WMO Members \(WMO-No. 1361\)](#) (2025 edition)
 - [Compendium of Findings on the Effects of Climate Change on Weather Hazards and Analysis of the Impacts of Climate Change on Aviation Operations \(AeM SERIES No. 9\)](#) (published 2025)
 - [Proceedings of the 2024 WMO Aeronautical Meteorology Scientific Conference \(AeroMetSci-2024\) \(AeM SERIES No. 10\)](#) (published 2025)

These and many other WMO publications are available via the [WMO e-Library](#). Pertinent publications in the aeronautical meteorology domain are also listed [here](#).

Biannual Newsletters

7.2 WMO issues newsletters on a biannual basis to bring the community up-to-date on some of the latest global and regional developments in aeronautical meteorology, including national and regional case studies or good practice examples. The most recent WMO Services for Aviation Newsletter (Issue No. 1/2025) was published in June 2025 and is [available here](#). Previous newsletters are [available here](#).

7.3 Anyone wishing to subscribe (for free) to future newsletters is invited to email a request to the WMO Secretariat (aviation@wmo.int)

Upcoming WMO meetings/events

7.4 The following provides an indication of upcoming global WMO meetings/events of relevance. The information provided here is subject to change:

- WMO, UK Met Office and Turkish State Meteorological Service Aviation Meteorology Training Seminar, May 2026, Alanya, Türkiye.
- Eightieth session of the Executive Council (EC-80), 22 to 26 June 2026, Geneva, Switzerland.

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- Second meeting of the SC-AVI Expert Team on Weather and Climate Science for Aviation Applications (ET-WCS-2), Q3/Q4 2026, location to be determined.
- Fourth session of the Services Commission (SERCOM-4), 19-23 October 2026, location to be confirmed.

Available WMO resources and further information

7.5 WMO maintains a Services for Aviation website, [available here](#). This website contains information and resources associated with WMO's Services for Aviation activity area, including direct access to regulatory and guidance materials, meeting documentation and reports, survey findings, newsletters, capacity development training aids and more.

7.6 WMO also maintains a Services for Aviation training portal, named the WMO Aviation Training Repository, which URL is <https://aviationtraining.wmo.int/>. Supplementing the above-mentioned website, the training repository specifically provides aeronautical meteorology training and guidance material sourced from around the world, covering both operational and non-operational aspects of aeronautical meteorology. The portal's primary focus is the specialist needs of the aeronautical meteorological forecaster. To benefit from the full suite of materials hosted on the repository, users are encouraged to register an account, for free, via this [link](#) (mandatory age and location verification will be performed, first).

8. Action by the Meeting

8.1 The meeting is invited to take note of the content of this Information Paper.

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