International Civil Aviation Organization
North American, Central American and Caribbean Office

SUMMARY OF DISCUSSIONS

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**North American, Central American and Caribbean Working Group (NACC/WG)**
**Third Meeting of the Aeronautical Meteorology Task Force (MET/TF/3)**
Mexico City, Mexico, 9 to 12 December 2025

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# SUMMARY OF DISCUSSIONS

## ii.1 Place and Date of the Meeting

The Third Meeting of the North American, Central American and Caribbean Working Group on Aeronautical Meteorology Task Force (MET/TF/3) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 9 to 12 December 2025. The meeting offered virtual access via the Zoom platform, with English and Spanish interpretation services.

## ii.2 Opening Ceremony

Mr. Luis Sanchez, Regional Officer, Aeronautical Meteorology/Environment (RO MET/ENV) of the North American, Central American and Caribbean (NACC) Regional Office of the International Civil Aviation Organization (ICAO), as Officer in Charge, provided opening remarks and officially opened the meeting.

The opening remarks emphasized the growing importance of the MET/TF within the NACC/WG framework, highlighting its progress since inception and its role in strengthening aviation safety and efficiency. Key achievements were noted, including decisions on the dissemination of ICAO Meteorological Information Exchange Model data (IWXXM), the promotion of the Aircraft-Based Observations programme (ABO), and the integration of meteorological and climatological data for resilience. The remarks also underscored collaboration with the World Meteorological Organization's Expert Team on Aviation (WMO ET-AVI), the need for harmonized oversight and service provision, and alignment with the ICAO's strategic objectives, particularly safety, sustainability, and global interoperability. These priorities set the tone for an ambitious agenda focused on innovation and capacity building to ensure compliance with ICAO standards and support to the Global Aviation Vision for 2050.

**ii.3 Officers of the Meeting**

The MET/TF/3 Meeting was held with the participation of the Rapporteur, Mr. Juan Carlos Ramos (Mexico) who chaired the meeting plenary. Mr. Luis Sanchez, RO MET/ENV of the ICAO NACC Regional Office served as Secretary of the Meeting.

**ii.4 Working Languages**

The working languages of the Meeting were English and Spanish. The documentation and summary of discussions were available to participants in both languages.

**ii.5 Schedule and Working Arrangements**

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 16:00 hours daily with adequate breaks. Three Ad hoc Groups were created during the meeting to do further work on specific items of the Agenda: ICAO Weather Information Exchange Model (IWXXM), Quality Management System implementation, and Regional Cooperation Agreements.

**ii.6 Agenda**

**Agenda Item 1: Adoption of the Draft and Schedule**

**Agenda Item 2: Follow-up on the Current Conclusions and Decisions of the NACC/WG/10 Meeting and its Task Forces**

**Agenda Item 3: Impact of Meteorological Phenomena on Aviation**

**Agenda Item 4: Data Formats and Interoperability Standards for Data Exchange**

**Agenda Item 5: Requirements for Current and Future Meteorological Services**

**Agenda Item 6: State Safety Oversight System and Quality Management Systems**

**Agenda Item 7: Update of the MET/TF Work Programme and its Terms of Reference (ToRs)**

**Agenda Item 8: Other Business**

**ii.7 Attendance**

The Meeting was attended by 8 States/Territories from the NAM/CAR Regions, and 1 International Organization, totalling 22 delegates as indicated in the list of participants contained in **Appendix A**.

**ii.8 Draft Conclusions and Decisions**

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

**DRAFT CONCLUSIONS:** Activities requiring endorsement by the Directors of Civil Aviation of North America, Central America and Caribbean.

**DECISIONS:** Internal activities of the MET/TF.

**ii.9 List of Draft Conclusions**



**ii.9 List of Working and Information Papers and Presentations**

***Refer to the Meeting web page:***
NACC - Meetings | International Civil Aviation Organization

**WORKING PAPERS**

| Number | Agenda Item | Title | Date | Prepared and Presented by |
|---|---|---|---|---|
| WP/01 | 1 | Draft Agenda and Schedule | 08/12/25 | Secretariat |
| WP/02 | 2 | Follow-up on MET/TF Activities from NACC/WG/10 for 2026 Work Programme | 08/12/25 | Secretariat |
| WP/03 | 6 | Update of the Aeronautical Meteorology Task Force (MET/TF) ToRs and Work Programme | 08/12/25 | Secretariat |

**INFORMATION PAPERS**

| Number | Agenda Item | Title | Date | Prepared and Presented by |
|---|---|---|---|---|
| IP/01 | --- | List of Working, Information Papers and Presentations | | Secretariat |
| IP/02 | 2 | Follow-Up on MET/TF Activities from NACC/WG/10 for 2026 Work Programme | 08/12/25 | Secretariat |
| IP/03 | 5 | Updates to Issuing the VONA from the US | 19/11/25 | United States |
| IP/04 | 4 | The Use of Email as a Backup to AMHS/AFTN | 20/11/25 | United States |
| IP/05 | 4 | Update on ICAO Meteorological Information Exchange Model (IWXXM) Transmission via AMHS by the US | 20/11/25 | United States |
| IP/06 | 4 | Changes Reporting on Operational Meteorological (OPMET) | 20/11/25 | United States |
| IP/07 | 5 | Support for Coordination and Collaboration of MET Activities in the NACC | 02/12/25 | United States |
| IP/08 | 4 | Advancing IWXXM Integration by Caribbean National Meteorological Services (NMSs) | 28/11/25 | CMO |

**PRESENTATIONS**

| Number | Agenda Item | Title | Presented by |
|---|---|---|---|
| 1 | 5 | Monitoreo de Ceniza Volcánica, SIGMET y Boletines (**available in Spanish only**) | México |
| 2 | 4 | Interoperability test of IWXXM OPMET data dissemination over AMHS between the United States and CAR region States/Organizations | Cuba |
| 3 Rev, | 4 | Review of the Washington RTH/IROG/RODB with respect to AMHS and IWXXM | United States |
| 4 | 6 | State Safety Oversight System (SSO) | Secretariat |
| 5 | 6 | Guía para la vigilancia del SGC implementado por el Proveedor de Servicios Meteorológicos (**available in Spanish only**) | Costa Rica |
| 6 | 6 | Implementación de SGC y competencias (**available in Spanish only**) | Costa Rica |
| 7 | 5 | Sistema de monitoreo del volcán Popocatépetl (**available in Spanish only**) | México |
| 8 | 6 | Formación de Inspectores ANS MET Cantidad de Inspectores para la Vigilancia (**available in Spanish only**) | Costa Rica |
| 9 | 5 | Implications for CMO Member States National Meteorological and Hydrological Services | CMO |
| 10 | 4 | World Area Forecast System (WAFS) – Transition to a new model and high-resolution products | United States |

**FLIMSY**

| Number | Agenda Item | Title | Date | Prepared and Presented by |
|---|---|---|---|---|
| 1 | 7 | Work Programme Update | 11/12/25 | Secretariat |

**DISCUSSION PAPERS**

| Number | Agenda Item | Title | Date | Prepared and Presented by |
|---|---|---|---|---|
| 1 REV | 7 | Work Programme Update | 11/12/25 | Rapporteur |
| 2 | --- | Draft Conclusions/Decisions | 12/12/25 | Secretariat |

**Agenda Item 1 Adoption of the Draft Agenda and Schedule**

1.1 Under WP/01, the Rapporteur addressed this matter by reviewing the draft agenda and schedule. The Meeting adopted the agenda and reaffirmed its commitment to work towards achieving the proposed objectives and the overall expectations, which are summarized in the following table:

| No | Agenda Item | Objectives |
|---|---|---|
| 1 | Adoption of the Provisional Agenda and Schedule | Review and adopt the agenda and schedule. Present the overall objectives and expectations of the meeting. |
| 2 | Follow-up on the conclusions and decisions in force from the NACC/WG/10 meeting and its Task Forces | Follow up on the valid conclusions and decisions of NACC/WG/10 and its Task Forces, with an emphasis on their impact on the MET/TF work programme. |
| 3 | Impact of meteorological phenomena on aviation | Discuss the impact of meteorological phenomena on international civil aviation and analyse climate change-related adaptation measures in the NAM/CAR Regions. |
| 4 | Data Formats and Interoperability Standards for Data Exchange | **(New Technical Issue)** Review the progress and challenges in implementing data exchange standards (IWXXM) and interoperability for MET information consumption. |
| 5 | Requirements for current and future meteorological services | Review and harmonize essential meteorological service concepts according to Annex 3 and ICAO Doc 10157, aligned with e-ANP, BBB, and ASBU. |
| 6 | State safety monitoring system and Quality Management Systems | Analyse States' capabilities for monitoring safety of MET service providers and determine mechanisms for identifying and supporting the resolution of air navigation deficiencies. |
| 7 | Update of the MET/TF work program and its Terms of Reference (ToR) | Review and update the MET/TF work programme and its Terms of Reference (ToR) and make any necessary adjustments to the work programme. |
| 8 | Other business | Analyse any other additional matters that could not be addressed within the preceding items. |

**Agenda Item 2 Follow-up on the Current Conclusions and Decisions of the NACC/WG/10 Meeting and its Task Forces**

2.1 Under WP/02, the Meeting reviewed the follow-up of the MET/TF Work Programme, based on the mandates established during the Tenth Meeting of the NACC Working Group (September 2025). States were urged to provide comments on priorities and challenges to guide the update of the Work Programme for 2026. Regional collaboration was also encouraged by promoting the exchange of resources and experts as an essential mechanism to strengthen implementation and support MET/TF activities.

*Comments from Delegations*

2.2 United States highlighted the importance of disseminating Operational Meteorological (OPMET) data in the ICAO Weather Information Exchange Model (IWXXM) and referred to the action plan for regional testing, mentioning collaboration with Cuba, London, and Brazil. It stressed that the region must advance in IWXXM implementation. United States also recognized the importance of the Aircraft-Based Observations (ABO) programme and proposed creating Ad hoc Groups to establish the MET (Meteorology) and Notification (NO) process for reporting changes in the operability of aeronautical meteorological stations. Regarding Significant meteorological information (SIGMET) messages, it emphasized the need to improve regional coordination and prioritize testing, citing the positive experience in Kansas City and cooperation with Japan as a reference. Finally, it positively mentioned on-site collaboration at the Tulum monitoring office proposed by Mexico.

2.3 Bahamas noted the NACC/WG/10 report presented and highlighted the benefits of the ABO programme, including Aircraft Meteorological Data Relay (AMDAR) and other systems, to improve meteorological monitoring. It indicated that work is underway on the necessary oversight to accelerate effective ABO implementation.

2.4 Costa Rica presented four internal action lines established to strengthen monitoring and integration with Air Traffic Services (ATS). It emphasized the need to coordinate with COCESNA for IWXXM implementation with a regional approach and highlighted improvements in cooperation with Honduras to enhance SIGMET issuance, including coordination procedures and volcanic ash contingency support. Costa Rica supported the need for ABO awareness and technological improvements such as weather radar and lidar. Finally, Costa Rica informed the Meeting about the reactivation of the Regional Training Center endorsed by the World Meteorological Organization (WMO), with proposals for in-person training courses, curriculum updates, and online courses, requesting States to report their needs.

2.5 El Salvador stressed the importance of in-person meetings and reported substantial improvements in oversight activities conducted on the Meteorological Watch Office in Tegucigalpa, mentioning enhancements for the surveillance programme planned for 2026.

2.6 The Caribbean Meteorological Organization (CMO) outlined potential operational risks and technological challenges in the Caribbean related to IWXXM implementation and the need to address extreme events such as hurricanes in the context of "multi-hazards." It noted that Aeronautical Fixed Telecommunication Network (AFTN) infrastructure in most States is outdated to support IWXXM and System wide information management (SWIM), requiring specialized training and a coordinated approach, which was an expectation of this meeting. It also highlighted the urgency of addressing extreme phenomena such as rapid hurricane intensification and high temperatures, in line with ICAO implementation strategy.

2.7 Cuba reported progress in IWXXM testing despite challenges in training and technology. It highlighted its robust regulatory framework and operational structure, including interoperability tests with Washington, Brasilia, and COCESNA. It reported advances in updating Aeronautical Message Handling System (AMHS) and servers to support the transition. Finally, it supported regional agreements to improve coordination in SIGMET issuance for adjacent airspaces.

2.8 As a result of this interaction, a first iteration of the MET/TF 2026 Work Programme was developed resulting in the 2026 Work Programme presented under **Appendix B**.

## Agenda Item 3 Impact of Meteorological Phenomena on Aviation

3.1 The Meeting discussed the potential impact of severe meteorological phenomena on international civil aviation, including events such as extreme precipitation, prolonged droughts, and high temperatures, which can affect airport infrastructure and the availability of energy resources.

3.2 The Meeting recognized the need to address this issue under the Multi-Hazard Early Warning Systems (MHEWS) approach promoted by the WMO, which integrates risk management for multiple hazards within a coordinated framework to reduce vulnerabilities and strengthen the resilience of the aviation sector against climate variability and climate change.

3.3 It was agreed to include a specific task under the leadership of Mexico in the 2026 Work Programme to analyse adaptation measures, which may be developed using the results of the NAM/CAR/SAM Workshop on Severe Meteorological Phenomena and Aviation, held in Lima, Peru, in June 2025, among other sources that emphasize the urgency of strengthening States' capacity to mitigate impacts, improve early warnings, apply risk management methodologies, and foster regional coordination.

**Agenda Item 4 Data Formats and Interoperability Standards for Data Exchange**

4.1 Under P/02, the COMM/TF of the NACC/WG highlighted the transition toward the digital dissemination of OPMET data under the IWXXM Exchange Model as part of the SWIM environment, emphasizing its key role in global interoperability and the implementation of the Global Air Navigation Plan (GANP).

4.2 The COMM/TF Rapporteur explained that IWXXM is designed for the automated exchange of meteorological information and represents a significant shift from the Traditional Alphanumeric Code (TAC), requiring interoperability testing over the ATS Message Handling System (AMHS) using the File Transfer Body Part (FTBP) mechanism and Extensible Markup Language (XML) file validation in accordance with the IWXXM 3.0.0 model.

4.3 The COMM/TF Rapporteur also reported progress in the region with tests conducted among Cuba, the Central American Corporation for Air Navigation Services (COCESNA), United States Federal Aviation Administration (FAA), and the Regional OPMET Data Center in Brasília, including connections between SWIM and AMHS environments. However, the need to accelerate implementation to meet the elimination of TAC was acknowledged. Finally, next steps were defined to expand testing with the FAA and prepare the provision of IWXXM data to the Washington Regional OPMET Center (ROC), ensuring technical conditions and strengthening regional capacity for the transition.

4.4 Under P/03Rev, United States presented the role of the Washington Interregional Operational Gateway (IROG) in the management and global distribution of OPMET data, including Aviation Routine Weather Reports (METARs), Aerodrome forecasts (TAF), and SIGMET advisories. It was explained that the Washington IROG, which supports one of the two World Area Forecast Centres (WAFC), receive and redistributes OPMET data through the AFTN and the Air Traffic Services Message Handling System (AMHS), the latter being mandatory for IWXXM exchange due to the size of the data.

4.5 United States emphasized the need to develop IWXXM routing tables for the NAM/CAR Regions and establish a process to notify changes through the Meteorological Notification (METNO) mechanism. Additionally, it was mentioned that some meteorological services will require support for translating the TAC into IWXXM. Finally, initial tests conducted with Brazil, Cuba, London, and Canada were reported, and it was announced that these will continue in 2026 to define a timeline that enables progress toward full regional implementation.

4.6 With IP/05, the United States reported on the status of transmission under IWXXM via AMHS. It was explained that the IROG Center has undergone improvements over the past five years to enable the consumption and exchange of IWXXM data through the FAA's SWIM and the National Weather Service (NWS) infrastructure. The document highlighted that METAR, TAF, and SIGMET data will be integrated into SWIM to enhance situational awareness, coordination, and operational efficiency.

4.7 United States reported recent tests: In June 2025, IWXXM data was successfully sent and received with the London IROG; in September, exchanges were conducted with the Brasília IROG; and between October and November, limited tests were conducted with Cuba, which will evolve toward the use of AMHS. It is expected that by early 2026, the Washington IROG will have the capability to send and receive IWXXM data globally, consolidating the availability of OPMET information in the NAM/CAR Regions and strengthening worldwide interoperability.

4.8 Under IP/08 presented by CMO, the need to advance the integration of the IWXXM format by Caribbean National Meteorological Services (NMS) was highlighted to ensure that OPMET data is interoperable and accessible through AHMS and SWIM, in compliance with ICAO standards. The importance of having TAC-to-IWXXM translation mechanisms, guaranteeing the free and continuous availability of data, and validating its quality during the transition from the Global Telecommunication System (GTS) system to WIS 2.0 (2025–2033), which does not mandate the migration of aeronautical data, was emphasized. CMO recommended assisting Caribbean NMS with robust and sustainable conversion tools and ensuring that OPMET data is discoverable by AHMS/SWIM to maintain efficiency and safety in air navigation.

4.9 Based on the aforementioned discussion, the MET/TF/3 Meeting formulated the following:

| **DRAFT CONCLUSION MET/TF/3/01** | **ACTION PLAN FOR THE IMPLEMENTATION OF OPMET IWXXM DATA DISSEMINATION IN THE NAM/CAR REGIONS** |
|---|---|
| **What:**<br>That, as a follow-up to the coordination of activities between the COMM/TF and MET/TF Rapporteurs:<br>a) the Secretariat plan and execute a schedule of interoperability tests with the Aeronautical Message Handling System (AMHS) message centres in the NAM/CAR Regions that, during the NACC/WG/10 meeting, reported having implemented the FTBP functional group of the extended service level of AMHS, as support for communications for the dissemination of OPMET IWXXM data by May 2026; and<br>b) an Ad hoc Group composed of , Cuba, Mexico, United States and the CMO be established, with the mandate to:<br>i. propose a regional project to implement a temporary TAC-to-IWXXM translation service that produces IWXXM OPMET data on behalf of States and Territories that are not yet able to do so, until each State/Territory develops its own capabilities<br>ii. formulate courses of action to identify sustainable solutions that enable the development and establishment of the necessary State capacities to ensure a robust and sustained mechanism of OPMET exchange under IWXXM. | **Expected impact:**<br>☐ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Operational/Technical |

| | | |
|---|---|---|
| | iii. develop IWXXM routing tables for the NAM/CAR Regions, given that the Washington IROG currently only maintains tables for TAC<br>iv. establish a process to collect and update IWXXM additions and submit changes to the Washington IROG, using the proposed METNO method, in accordance with the agreed format and WMO identifier assignment; and<br>c) the CMO coordinate with ICAO a sustainable solution to develop State capacities for a robust and sustainable OPMET exchange under IWXXM by May 2026. | |
| **Why:** | Progress toward IWXXM in the CAR Region has been slow, which jeopardizes readiness for the removal of TAC as a standard. Collaboration between MET/TF, COMM/TF, and States with advanced capabilities will accelerate IWXXM availability, ensure interoperability, and guarantee that OPMET data is accessible via AMHS and SWIM. The Ad hoc Group and the temporary translation service are essential to bridge gaps during the transition, and their courses of action will ensure long-term sustainability. | |
| **When:** | May 2026 | **Status:** ☒ Valid / ☐ Superseded / ☐ Completed |
| **Who:** | ☒ States X☐ ICAO ☒ Other: | Ad hoc Group 1, CMO |

4.10 Under IP/04, United States explained the use of the Email Data Input System (EDIS) as an alternative for transmitting Operational Meteorological (OPMET) information when AMHS or AFTN are unavailable. This mechanism, managed by the Washington IROG, allows meteorological offices to send data such as METAR, TAF, and SIGMET via email in contingency situations, ensuring the continuity of information flow to the Regional OPMET Centres.

4.11 Under IP/05, United States presented the importance of implementing the METNO procedure in the NAM/CAR Regions to harmonize communication of changes in OPMET information, especially with the adoption of IWXXM. METNO, which is used in other ICAO regions, allows States to notify new additions or modifications through messages sent via AMHS/AFTN to the IROG and the Regional OPMET Data Bank, ensuring the update of IWXXM bulletins and improving regional coordination.

4.12 Based on the discussions, the Meeting formulated the following;

<table>
<tr><td colspan="2">DRAFT CONCLUSION MET/TF/3/02</td><td colspan="2">STRENGTHENING INTEROPERABILITY THROUGH EDIS AND METNO</td></tr>
<tr><td colspan="2">What:<br>That, MET/TF member States<br>a) ensure the adoption of the use of the E-Mail Data Input System (EDIS) as a backup mechanism for the transmission of OPMET data to the Washington IROG in case of interruptions in AMHS/AFTN; and<br>b) implement the METNO process for the notification of changes in OPMET information, including the incorporation of IWXXM bulletins, following the agreed format and the assignment of WMO identifiers, in coordination with the Washington IROG/RODB by May 2026.</td><td colspan="2">Expected impact:<br>☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Operational/Technical</td></tr>
<tr><td colspan="4">Why:<br>The use of EDIS guarantees the continuity of OPMET flow in contingency situations, while the implementation of METNO allows harmonization of change notifications and the updating of IWXXM collectives, ensuring interoperability and consistency with other ICAO regions.</td></tr>
<tr><td>When:</td><td>Mayo 2026</td><td>Status:</td><td>☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☒ States ☐ ICAO ☒ Other:</td><td colspan="2"></td></tr>
</table>

4.13 Under P/10 United States presented the World Area Forecast System (WAFS), explaining the transition to a new model with high-resolution products, in compliance with Annex 3 and the Procedures for Air Navigation Services – Meteorology (PANS-MET). The evolution of WAFS was highlighted, from its implementation in 1984 through the shift from regional centres to two WAFCs: WAFC Washington and WAFC London, and the migration from satellite and File Transfer Protocol (FTP) distribution to Application Programming Interface (API)-based services via the WAFS Internet File Service (WIFS) and the Distribution of World Area Forecast System (SADIS).

4.14 United States explained that the update includes 0.25° gridded data for wind, temperature, humidity, turbulence, icing, and cumulonimbus clouds, along with Significant Weather (SIGWX) forecasts in IWXXM format with multiple time steps (6 to 48 hours). It was reported that legacy FTP services will be retired in November 2028 and the Binary Universal Form for the Representation of meteorological data (BUFR) format for SIGWX will be retired in 2027, recommending that users begin migration to the new APIs.

4.15 United States announced future enhancements planned for November 2028, such as probabilistic forecasts and differentiation of turbulence types, which will enable more accurate flight planning and better integration into operational decision-making.

4.16 Based on the discussions held, the MET/TF/3 Meeting proposed the following draft conclusion:

<table>
<tr><td colspan="3">DRAFT CONCLUSION<br>MET/TF/3/03 LEVERAGING WAFS ENHANCEMENTS, INCLUDING SIGWX FORECASTS AND THE GRAPHICAL TURBULENCE FORECAST TOOL</td></tr>
<tr><td colspan="2">What:<br>That<br>a) States ensure the dissemination and use of WAFS improvements, in accordance with ICAO Annex 3, Amendment 82, and PANS-MET, including<br>i. verifying access to WIFS and, if new accounts are required, request them through https://aviationweather.gov/wifs<br>ii. promoting the transition to the use of WIFS API and which provide the new high-resolution WAFS data sets (0.25°), multi-timestep SIGWX forecasts (6 to 48 hours at 3-hour intervals), and IWXXM files, considering that legacy FTP services will be retired in November 2028 and the BUFR format for SIGWX in 2027; and<br>b) WAFC Washington consider developing a demonstration webinar, as part of the ET-AVI activities, on the use of the WIFS API, showing practical examples of accessing and utilizing the new WAFS data to support the technical transition of States in the region by July 2026.</td><td>Expected impact:<br>☐ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:<br>WAFS enhancements (high-resolution grids, multi-timestep SIGWX, IWXXM, APIs) strengthen States' ability to provide more accurate and timely services to operators and flight crews, improving flight planning and operational risk mitigation.</td></tr>
<tr><td>When: July 2026</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☐ ICAO ☒ Other:</td><td colspan="2">WAFC Washington</td></tr>
</table>

**Agenda Item 5 Requirements for Current and Future Meteorological Services**

5.1 Under P/07, Mexico, through the National Center for Disaster Prevention (CENAPRED), presented the Popocatepetl Volcano Monitoring System, highlighting its extensive network of seismic, geodetic, visual, thermal, infrasound and meteorological sensors, integrated into a 24/7 operations centre for real-time processing and the issuance of alerts. The system supports coordination with civil protection authorities, aeronautical services such as Mexican Airspace Navigation Services (SENEAM) and international partners such as the Washington Volcanic Ash Advisory Center (VAAC) for ash cloud tracking and timely issuance of warnings, ensuring safety, contingency planning and public communication through official platforms and social networks.

5.2 Under P/01, Mexico presented its responsibility as a provider of meteorological service in compliance with ICAO and WMO standards. The presentation emphasized the monitoring of volcanic ash and the issuance of SIGMET Information, describing the risks to aircraft and the procedures for generating warnings through the Center for Aeronautical Meteorological Analysis and Forecasts (CAPMA), based on pilot reports and coordination with the CENAPRED. Also highlighted was the collaboration with the Washington VAAC to validate the extent, altitude and movement of the ash cloud, ensuring timely updates. The presentation concluded by referring to the contingency plan between SENEAM and CENAPRED to maintain safety and continuity during volcanic ash events.

5.3 Under IP/03, United States explained that the State Volcanic Observatories (SVOs) implement the issuance and dissemination of Volcanic Aviation Observatory (VONA) Advisories using both IWXXM and TAC formats, in accordance with Amendment 82 to Annex 3 and the PANS-MET.

5.4 The VONA functions as a global reporting tool to inform the aviation community of volcanic activity that may pose risks. The presentation detailed United States implementation plans, noting that most of the observatories lack a direct connection to Aeronautical Fixed Services (AFS) and will rely on the EDIS through the OPMET Washington IROG to distribute the VONAs globally, similar to the Volcanic Ash Warnings. Options for the construction of WMO bulletin identifiers in TAC and IWXXM formats were also presented, and coordination between observatories, VAACs and State authorities was emphasized to ensure timely and standardized communication.

5.5 Based on the discussion held, the MET/TF/3 Meeting proposed the following draft conclusion:

<table>
<tr><td colspan="3">DRAFT CONCLUSION<br>MET/TF/3/04 ACCELERATION OF VONA DISSEMINATION IMPLEMENTATION FROM VOLCANO OBSERVATORIES (OVS)</td></tr>
<tr><td colspan="2">What:<br>That:<br><br>a) MET/TF member States ensure that the States' Volcano Observatories (SVO) implement the issuance and dissemination of Volcano Observatory Notices for Aviation (VONA) using IWXXM and TAC in accordance with Amendment 82 to Annex 3 and the PANS-MET; and<br>b) the MET/TF develop by May 2026 a regional guide that addresses:<br>i. the use of tools such as EDIS (Email Data Input System) for environments without AFS connectivity<br>ii. the coordination to guarantee timely dissemination of VONA among aeronautical users<br>iii. procedures for assigning message identifiers.</td><td>Expected impact:<br>☒ Political / Global<br>☒ Inter-regional<br>☐ Economic<br>☐ Environmental<br>☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:<br>It is necessary to accelerate its implementation to ensure early alerts of volcanic activity that poses a hazard to aviation, guaranteeing connectivity even in environments without direct access to AFS.</td></tr>
<tr><td>When: May 2026</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: X☐ States ☐ ICAO ☒ Other:</td><td colspan="2">MET/TF/rapporteur</td></tr>
</table>

5.6 Under P/09 the CMO analysed Amendment 82 to ICAO Annex 3 to identify operational, administrative, and regulatory impacts on its Member States, in an exercise that Contracting States could emulate. This analysis covered four strategic areas: the introduction of new definitions of Meteorological Authority and Meteorological Service Provider, the adoption of quantitative volcanic ash information (QVA), the transition to digital exchange through IWXXM, and the strengthening of quality management systems (QMS).

5.7 The CMO identified the following priorities:

a) update basic legislation to clarify roles and responsibilities, which impacts governance and cost recovery schemes
b) invest in technological infrastructure, including the migration of AFTN to AMHS with FTP integration to ensure IWXXM transmission

c) allocate resources for the implementation of the QMS, considering the transition to the new ISO 9001:2026 standard, which will require more rigorous audits and clearly defined roles
d) strengthen the training and training programs for aeronautical meteorology personnel, ensuring technical and regulatory skills
e) consider performance metrics to ensure accuracy, timeliness, and reliability in services.

5.8 The comprehensive approach demonstrated underlines that amendments to Annex 3 should be seen as catalysts for modernising regulatory frameworks, operational processes and institutional capacities. States must adopt a holistic vision that combines governance, technology, quality and development of meteorological personnel, thus ensuring regulatory compliance and the provision of reliable and timely meteorological services for international air navigation.

**Agenda Item 6 State Safety Oversight System and Quality Management Systems**

6.1 Under P/04, ICAO explained that States are responsible for establishing and maintaining a State Safety Oversight (SSO) system to ensure compliance with international obligations under the Chicago Convention. The presentation highlighted the need to implement ICAO Standards and Recommended Practices (SARPs) through legislation, regulation, and enforcement processes, and to recognize the critical elements of an effective SSO. It outlined basic oversight activities such as surveillance, audits, inspections, risk assessment, rulemaking, and licensing, as well as cooperation with other safety entities.

6.2 ICAO described the Universal Safety Oversight Audit Programme (USOAP), which uses data collection, scheduled audits, and the Effective Implementation (EI) indicator to improve transparency and enable timely corrective actions. CAO also referenced Protocol Questions (PQs) as the standardized tool used under USOAP to assess States' compliance and implementation of safety oversight responsibilities.

6.3 ICAO emphasized that an effective SSO must exercise active control over the provision of Meteorological (MET) services for international air navigation, ensuring accuracy, reliability, and compliance with Annex 3 requirements to support safe and efficient flight operations.

6.4 Under P/08, Costa Rica provided a Civil Aviation Authority perspective, explained the training and qualification requirements for Air Navigation Services (ANS) MET inspectors to ensure effective safety oversight of meteorological services. The presentation addressed USOAP PQs related to inspector formation, recurrent training, and staffing needs.

6.5 Costa Rica outlined a structured training program including basic and advanced courses in aeronautical meteorology, recurrent updates, and complementary modules on severe weather, volcanic ash, IWXXM formats, and quality management and emphasized the importance of maintaining inspectors' competencies to perform audits, inspections, and continuous monitoring of MET services for international air navigation, in compliance with ICAO Annex 3 and national regulations.

6.6 Under P/06, Costa Rica explained the implementation of a Quality Management System (QMS) based on ISO 9001:2015 and its role in ensuring reliable, timely, and accurate meteorological information for aviation. The presentation highlighted the process approach, the Plan-Do-Check-Act (PDCA) cycle, and risk-based thinking as key elements for continuous improvement and operational safety.

6.7 Costa Rica emphasized the importance of defining competencies for personnel involved in MET services, supported by structured training, on-the-job learning, and documented evidence of qualifications. Additionally, Costa Rica addressed challenges such as lack of training, resistance to change, and integration with QMS, noting that proper competency management is critical for compliance with ICAO and WMO requirements and for maintaining safe and efficient international air navigation.

6.8 Under P/05, Costa Rica explained the guidelines for oversight of the QMS implemented by MET service providers. The presentation outlined the implementation process based on ISO 9001:2015, ICAO Annex 3, and WMO documentation, emphasizing internal audits, corrective actions, and certification readiness.

6.9 Costa Rica highlighted key oversight focus areas such as process standardization for METAR, Aeronautical special meteorological report (SPECI), TAF, and aerodrome warnings, leadership commitment, resource allocation, and continuous training. The presentation also addressed metrological assurance for equipment like Automated Weather Observing System (AWOS) and radar systems, and provided indicators for evaluating QMS effectiveness, including customer satisfaction, risk management, and continuous improvement. Red flags such as lack of management commitment, poor staff involvement, and outdated processes were noted as critical risks to system effectiveness.

6.10 Based on the aforementioned discussions, the Meeting adopted the following draft conclusions

<table>
<tr><td>DRAFT CONCLUSION<br>MET/TF/3/05</td><td colspan="3">PROMOTION OF THE IMPLEMENTATION OF THE QUALITY MANAGEMENT SYSTEM (QMS) IN AERONAUTICAL METEOROLOGY SERVICES THROUGH THE DISSEMINATION OF BEST PRACTICES</td></tr>
<tr><td colspan="3">What:<br>That<br>a) the ICAO NACC Regional Office request Costa Rica to compile a case study that highlights the collaborative work between its Civil Aviation Authority (CAA) and its meteorological service provider, as a guiding methodology for compiling and presenting best practices in the implementation of the QMS for the provision of meteorological services; this material will serve as a reference for other interested States to initiate and/or accelerate their own processes and may be jointly disseminated by ICAO and WMO by May 2026; and<br>b) States promote the adoption of an integrated approach between CAAs and meteorological service providers, avoiding fragmentation in the oversight of operational safety and quality management, which hinders the effective identification, analysis, and resolution of deficiencies.</td><td>Expected impact:<br>☐ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Operational/Technical</td></tr>
<tr><td colspan="4">Why:<br>The lack of integration and consistent application of ICAO Annex 3 provisions and WMO technical regulations creates risks and missed opportunities for proactive risk mitigation. The Costa Rica case offers a replicable model to close this gap and accelerate the implementation of QMS in the region.</td></tr>
<tr><td>When:</td><td>Mayo 2026</td><td>Status:</td><td>☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☒ States ☒ ICAO ☐ Other:</td><td>Costa Rica</td><td></td></tr>
</table>

<table>
<tr><td>DRAFT CONCLUSION<br>MET/TF/3/06</td><td colspan="3">STRENGTHENING AND IMPLEMENTING THE QUALITY MANAGEMENT SYSTEM (QMS) IN AERONAUTICAL METEOROLOGICAL SERVICES AND PREPARING FOR THE TRANSITION TO ISO 9001:2026</td></tr>
<tr><td colspan="2">What:<br>That States,<br>a) accelerate the implementation of the Quality Management System (QMS) in accordance with the requirements of ICAO Annex 3 and WMO standards, ensuring that the system is active, documented, and subject to independent audits, considering roles clearly assigned between the Meteorological Authority (oversight) and the Service Provider (day-to-day operations); and<br><br>b) plan and allocate resources for the transition to the new ISO 9001:2026 standard, scheduled for publication in September 2026, and continue training Lead Auditors to strengthen capabilities and pursue international certification by the MET/TF/4.</td><td colspan="2">Expected impact:<br>☐ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Operational/Technical</td></tr>
<tr><td colspan="4">Why:<br>The lack of uniform implementation of QMS in the region creates risks to the quality and consistency of aeronautical meteorological services. The transition to ISO 9001:2026 will help maintain compliance with international standards and improve governance, reliability, and proactive mitigation of operational risks.</td></tr>
<tr><td>When:</td><td>MET/TF/4</td><td>Status:</td><td>☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who:</td><td>☒ States ☐ ICAO ☐ Other:</td><td colspan="2"></td></tr>
</table>

**Agenda Item 7 Update of the MET/TF Work programme and its Terms of Reference (ToRs)**

7.1 Under NIP/07, United States expressed support for the MET cooperation activities proposed by Mexico at the NACC/WG/10 and suggested additional measures to strengthen regional collaboration. These include leveraging the WMO RA IV Aviation Expert Team (ET-AVI) for training, promoting ICAO/WMO technical and operational forums with interpretation services, organizing training workshops, and coordinating operational stays at the Meteorological Watch Office (MWO) in Tulum. United States also proposed creating an Ad hoc Group of NAM/CAR representatives to focus on SIGMET coordination and strengthen communication across the region.

7.2 The Meeting therefore formulated the following draft conclusion:

<table>
<tr><td colspan="3">DRAFT CONCLUSION<br>MET/TF/3/07 STRENGTHENING MET COORDINATION AND COLLABORATION IN THE NAM/CAR REGIONS</td></tr>
<tr><td colspan="2">What:<br>That, MET/TF member States, with the support of the Secretariat and seeking collaboration with WMO Regional Association IV (RA IV),<br>a) promote active participation in ICAO/WMO fora on aeronautical meteorology, in accordance with the 2026 work programme, ensuring funded interpretation services to reduce language barriers and stimulate the development of technical and operational topics;<br>b) foster training programmes and operational work stays at the Meteorological Watch Office (MWO) in Tulum, coordinating with ICAO and WMO the possibility of specific funding, considering previous experiences in other service areas; and<br>c) contribute to the creation of an Ad hoc Group composed of Cuba, Mexico, and United States, as a pilot project to develop a methodology for SIGMET coordination between adjacent Flight Information Regions (FIRs), with potential for replication in other regional scenarios by March 2026.</td><td>Expected impact:<br>☒ Political / Global<br>☒ Inter-regional<br>☒ Economic<br>☐ Environmental<br>☒ Operational/Technical</td></tr>
<tr><td colspan="3">Why:<br>Collaboration between the ICAO NACC Regional Office and WMO RA IV allows for resource optimization and ensures the sustainability of critical activities such as interpretation in forums and practical training. Operational work stays strengthen technical capabilities and regional interoperability. The methodology to be established by the Ad hoc Group will serve as a model to improve coordination between adjacent FIRs by March 2026.</td></tr>
<tr><td>When: Marzo 2026</td><td colspan="2">Status: ☒ Valid / ☐ Superseded / ☐ Completed</td></tr>
<tr><td>Who: ☒ States ☐ ICAO ☒ Other:</td><td colspan="2"></td></tr>
</table>

7.3 After reviewing all conclusions, decisions, and contributions from the States, the Terms of Reference (ToR) of the MET/TF were updated in accordance with Appendix B.

7.4 Regarding the MET/TF Work Programme for 2026, the Meeting agreed on the tasks and their scope, as established in Appendix B. Furthermore, volunteers were designated to work closely with the Rapporteur to complement the programme with specific activities and tasks, including deliverables and timelines. The resulting detailed plan will be presented on 23 January 2026.

**Agenda Item 8: Other Business**

8.1 No other business was discussed.

**Third Meeting of the North American, Central American and Caribbean Working Group Implementation of Aeronautical Meteorology (MET) Task Force / Tercera Reunión del Grupo de Tarea de Implementación de Meteorología Aeronáutica (MET) del Grupo de Trabajo de Norteamérica, Centroamérica y Caribe (MET/TF/3)**

Mexico City, Mexico, 9 to 12 December 2025 / Ciudad de México, México, 9 al 12 de diciembre de 2025

## APPENDIX/APÉNDICE A

### LIST OF PARTICIPANTS / LISTA DE PARTICIPANTES

**BAHAMAS**

1. Ian Valentino McKenzie
2. Jeffrey Simmons
3. Hugh Patrick Rollins
4. Ed Holicky
5. Deidree Butterfield-Williams
6. Joshua Williams
7. Mark Major
8. Prescott Mcphee

**CURACAO/CURAZAO**

9. Marshandy Luciano

**COSTA RICA**

10. Evelyn Quirós

**CUBA**

11. Uvaldo Milian

**EL SALVADOR**

12. Raúl Murillo

**HAITI/HAITÍ**

13. Natacha Pierre Louis

**MEXICO/MÉXICO**

14. Veronica García
15. Sergio González
16. Alexis Ceja
17. Flavio Pérez
18. Juan Carlos Ramos
19. Cuauhtémoc Pascual
20. María San Roman
21. Francisco Fuentes
22. Diana Vásquez

**UNITED STATES/ESTADOS UNIDOS**

23. Karen Shelton-Mur
24. Michael Graf

**CARIBBEAN METEOROLOGICAL ORGANIZATION / ORGANIZACIÓN METEOROLÓGICA DEL CARIBE**

25. Kenneth Kerr

**ICAO/OACI**

26. Luis Sánchez

(V) Virtual

**APPENDIX B**
**NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN WORKING GROUP (NACC/WG)**
**AERONAUTICAL METEOROLOGY TASK FORCE (MET/TF)**

**TERMS OF REFERENCE (ToRs)**

## 1 Responsibilities

1.1 The TF is responsible for:

a) appointing the TF rapporteur from its members;
b) managing the wok programme and updates;
c) facilitating and supporting the provision of the meteorological service for international air navigation by contracting States according to the different requirements and level of maturity;
d) reviewing, identifying and addressing deficiencies in the implementation of the ICAO Standards and Recommended Practices (SARPs) for the provision of meteorological service for international air navigation in the NAM/CAR Regions;
e) identifying and prioritizing training requirements aligned with present operational needs and the NAM and the CAR/SAM Regional Air Navigation Plans; and
f) identifying project initiatives under the Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCCAP) framework.

1.2 The TF rapporteur is responsible for:

a) leading the development and implementation of the TF work programme and activities;
b) reporting compliance of the TF work programme and activities;
c) maintaining proper coordination with the NACC/WG to optimize the work;
d) in coordination with the Secretariat, convening the TF activities, teleconferences and meetings; and
e) maintaining the TF documentation, work programme and membership in the NACC/WG website updated.

## 2 Working methods:

a) design the Work Programme containing activities in terms of objectives, deliverables, timelines and activities;
b) designate, as necessary, Ad hoc groups to work on specific tasks and activities; and
c) coordinate tasks to maximize efficiency and reduce costs via electronic means including emails, telephone and teleconference calls, convene in-person meetings as necessary.

**3 Membership**

3.1 The MET/TF shall be comprised of representatives of all ICAO States and Territories to which the ICAO NACC Regional Office is accredited; International Organizations and other stakeholders in the NAM/CAR Regions (Caribbean Meteorological Organization (CMO), COCESNA, IATA and the Regional Association IV - World Meteorological Organization - North America, Central America, and the Caribbean ) are encouraged to actively participate.

## Work Programme (WP)

**1. Background**

As part of the technical assistance activities performed by the ICAO NACC Regional Office under the Strategic Assistance Programme (SAP) and to assist States to improve the effective implementation of the Standards and Recommended Practices (SARPs) contained in Annex 3 to the Chicago Convention, the NACC/WG is executing the present MET Programme in cooperation with States.

**2. Objectives**

1. Promote the implementation of MET service for international air navigation as provided by Annex 3, included in the Electronic Regional Air Navigation Plans (eANPs) and under the Basic Building Blocks (BBBs) and Aviation System Block Upgrade (ASBU) frameworks.

2. Ensure the continuous and coherent development of the MET component of the NAM and CAR/SAM e-ANPs and their harmonized implementation within adjacent regions.

3. Develop effective methods to determine the implementation status of the ASBU Block-0 and Block-1 elements and BBBs, to monitor the performance of the MET services on a cyclical annual basis.

4. Enhance the States' capabilities concerning safety oversight of MET Service providers.

5. Identify and support the resolution of air navigation deficiencies in the aeronautical meteorological (MET) services.

**3. Stakeholders**

The MET Programme benefits from experts provided by States' Civil Aviation Authorities, meteorological authorities, services providers and bodies having experience in the provision of MET services for international air navigation.

**4. Work methods**

4.1 The MET TF will coordinate tasks to maximize efficiency and reduce costs via electronic means including emails, telephone and teleconference calls.

4.2 Subject Matter Experts (SMEs) will be convened for the development of short-term tasks based on the funding support to be required to the RLA/09/801 Project - Multi-Regional Civil Aviation Assistance Programme (MCAAP).

## 5. Work Programme

| Task Number | Scope | Responsible |
|---|---|---|
| **T01. OPMET IWXXM** | This activity focuses on the implementation and transition to OPMET IWXXM. The scope includes planning and executing a schedule of interoperability tests over AMHS (FTBP) between the FAA and CAR centres. This covers the dissemination of OPMET IWXXM from Cuba to RODB Washington and the development of IWXXM routing tables for the NAM CAR Regions. The METNO process for notifying changes in OPMET information must be implemented. Work will also be done on proposing a temporary TAC to IWXXM translation service. In accordance with draft conclusion: **Action Plan for the Implementation of OPMET IWXXM Data Dissemination in the NAM/CAR Regions.** | Ad hoc Group composed of Cuba, Mexico, United States, and CMO |
| **T02. ABO (AMDAR/others)** | Promotion of the ABO Programme (AMDAR/other ABO) with States and operators. This includes conducting campaigns and workshops in locations such as the Bahamas, COCESNA/Costa Rica, and Mexico. Additionally, coordination with Regional Aviation Safety Group–Pan America (RASG-PA) will be sought to present the importance of the ABO Programme. | Secretariat |
| **T03. QMS & SSO (Integrated Framework)** | This task involves accelerating the implementation of the Quality Management System (QMS) in accordance with Annex 3 requirements, ensuring the system is active, documented, and subject to independent audits. The framework covers the design of the integrated surveillance and audit framework (surveillance processes, QMS audits, Basic Building Blocks (BBBs)/ Aviation System Block Upgrade (ASBU) evidence). Training for inspectors/auditors in Annex 3 and PANS-MET is also planned, as well as the planning and budgeting for the transition to the ISO 9001:2026 standard. Reference draft conclusion: **Promotion of the Implementation of the Quality Management System (QMS) in Aeronautical Meteorology Services through the Dissemination of Best Practices.** | Evelyn Quiroz (Costa Rica) and Keneth Keer (CMO) |

| Task Number | Scope | Responsible |
|---|---|---|
| **T04. PANS-MET / Amendment 82 (Annex 3)** | The objective is to ensure the application of the new requirements of Annex 3, Amendment 82. The scope includes a training package (which includes Quantitative Volcanic Ash (QVA), VONA issuance, and VAAC coordination). A Space Weather Workshop will also be held. | Karen Shelton-Mur (United States) |
| **T05. Official Designation of MET Authorities/Providers** | The ICAO NACC Regional Office will formally request States to finalize the official designation of the **Meteorological Authority** and the **Meteorological Service Provider**. Include guidance material. | Secretariat |
| **T06. WIFS API Webinar** | The scope of this activity is for the WAFC to consider developing a demonstrative webinar on the use of the **WIFS API**, showing practical examples of accessing and exploiting the new WAFS data, to support the technical transition of the States in the region. Reference Draf conclusion: **Leveraging WAFS Enhancements, Including SIGWX Forecasts and the Graphical Turbulence Forecast Tool.** | Karen Shelton-Mur (United States) |
| **T07. Hurricane Contingency** | This task focuses on regional response and coordination during hurricanes. The scope includes participation in the regional workshop (Hurricane and ATS Contingency Workshop). Formulation of multi-hazard approach. | Keneth Keer (CMO) |
| **T08. Integration of Meteorological and Climatological Information for ANSP Resilience** | The objective is to strengthen the resilience of Air Navigation Service Providers (ANSPs) through information integration. The scope involves developing mechanisms for integrating climatological data in the identification of ANSP hazards. This includes the creation of tools for contingencies/emergencies, focused on Air Traffic Flow Management (ATFM) and Airport Collaborative Decision Making (ACDM). Participation in the hurricane contingency workshop is also included. | María San Roman (Mexico) |

| Task Number | Scope | Responsible |
|---|---|---|
| **T09. SIGMET (Regional Collaboration)** | This activity seeks to strengthen collaboration in SIGMET issuance. The scope includes a CAR/SAM SIGMET trial, and the creation of an Ad Hoc Group (comprising Cuba, Mexico, and United States) as a pilot project to develop a methodology for SIGMET coordination between adjacent FIRs. | Ad hoc Group (comprising Cuba, Mexico, and United States) |
| **T10. Regional Cooperation (SENEAM)** | Creating an Ad hoc Group, formally proposing regional agreements, and facilitating the exchange of experts. | Ad hoc Group (comprising Cuba, Mexico, and United States) |
| **T11. e-ANP (Vol I/II/III MET)** | This task focuses on updating the Digital regional air navigation plans (e-ANPs). The scope includes the review of Volumes I and II MET, the presentation of proposed amendments, and progress in the preparation of Volume III MET. | Representatives from each Member State |
| **T12. ASBU/BBB – Regional Mechanism** | Application of the regional mechanism for the **cyclical verification** of the implementation level of the ASBUs and the BBBs. This includes the closing of the annual cycle and the consolidation of the MET 2026 Report to be presented at NACC/WG/11. Include a case study for wind shear and thunderstorms. | Secretaría, Evelyn Quiroz (Costa Rica) and Sergio González (Mexico) |