



ICAO

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

MET/TF/03— IP/06  
20/11/25

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

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

**CHANGES REPORTING ON OPERATIONAL METEOROLOGICAL (OPMET)**

(Presented by United States)

<b>EXECUTIVE SUMMARY</b>	
Improving interregional (& regional) coordination on the notification of changes for OPMET information via Meteorological Notification (METNO) messages	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	METP WG-MIE/10

**1. INTRODUCTION**

1.1 ICAO's Meteorology Panel (METP) Working Group for Meteorological Information Exchange (WG-MIE) proposed several years ago the METNO procedure to harmonize changes to OPMET information and create a standard for all ICAO regions. Currently the METNO is not utilized in the NACC region. The objective of this paper is to present information related to the importance of the METNO.

**2. DISCUSSION**

2.1 With the advent of ICAO Meteorological Information Exchange Model (IWXXM), having a METNO process to register new IWXXM bulletins for the NACC region becomes even more important than for TAC. **Appendix B and C** below provides a snapshot of the vast array of OPMET routing that takes place every minute of every day. The Asia Pacific, European, and South American regions utilize a process known as METNO. The METNO process is straightforward. A State can utilize a METNO and in accordance with Appendix B and C, send it via the Aeronautical Message Handling System (AMHS) /Aeronautical Fixed Telecommunication Network (AFTN) to the proper Inter-Regional OPMET Gateway (IROG) and Regional OPMET Data Bank (RODB). This allows all IROGS/RODBs to receive and schedule the new additions/changes for their region. Appendix A provides an example for the meeting to review.

2.2 The METNO process in the NACC would require an agreed to format, and identification of a WMO ID. For example, if the header of the METNO bulletin is proposed to be NOXX31 CCCC, where XX is a general area designator (example: US for the United States) and CCCC is the location indicator of the regional centre, then the METNO to be sent to the Washington IROG/RODB (KWBC) would have a header of NOUS31 KWBC.

2.3 Adding IWXXM OPMET using the METNO would establish a consistent process to update the IWXXM collectives for the region and will be especially important once IWXXM production gains momentum.

### **3 CONCLUSION**

3.1 Note the contents of the paper and consider the METNO process and example in **Appendix A** for the NAM/CAR Regions.

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**APPENDIX A**

Sample...

Dear Colleagues,

(Date format: DD/MM/YYYY)

A METNO NOUS99 KWBC bulletin has been sent via AFS on Tuesday, 04/04/2023, 13:10 UTC including the following OPMET changes:

1) Received from IROG Argentina on 04/04/2025: implementation of South American IWXXM METNO and corresponding TAC OPMET data for NACC dissemination

ADDRPT SAAR20 OEJD OODQ

RMVRPT SAAR20 OEJD OOBK OOKB OOSQ OOSR

NEWBUL LAAR20 OEJD OBBI OKBK OMAA OMAD OMAL OMDB OMFJ OMRK OMSJ

ADDRPT SASD31 OEJD OEAB OEDR

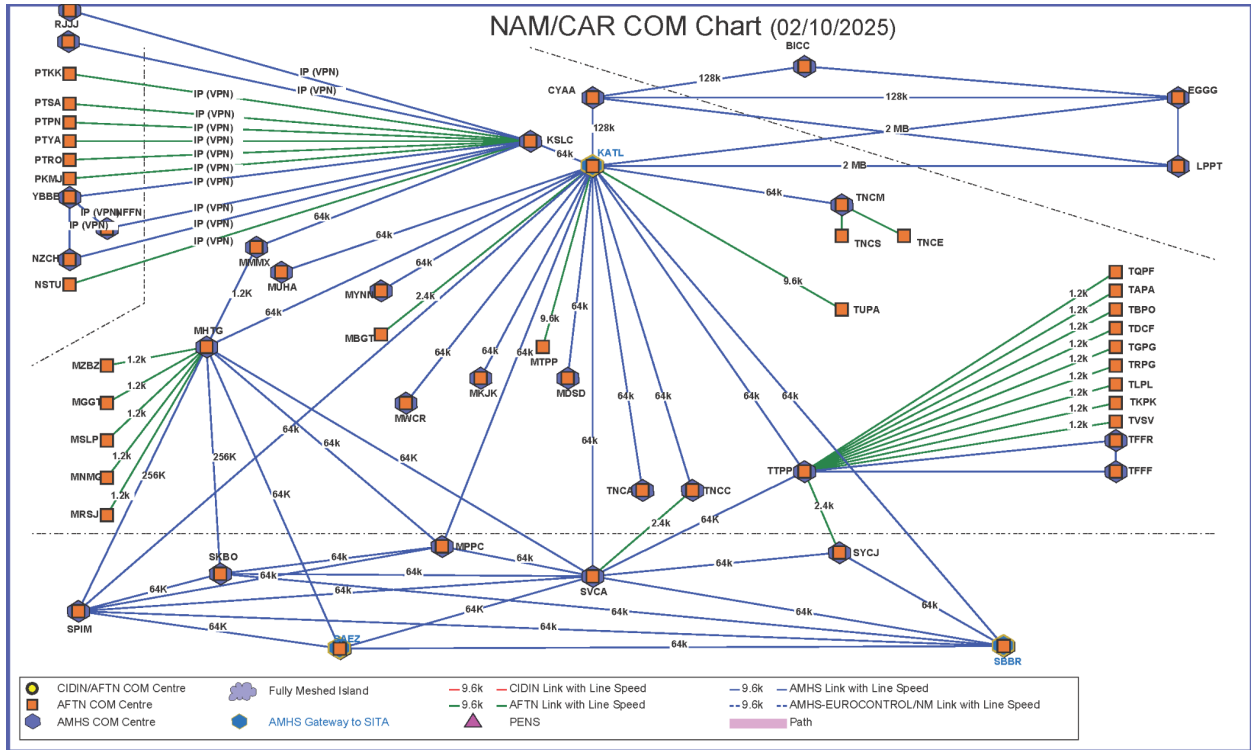
NEWBUL LASD31 OEJD OEAB OEDF OEDR OEJN OEMA OERK OYAA OYSN

More detail: See [METNO process](#) ICAO EUR Doc 018 - *EUR OPMET Data Management Handbook*, Appendix B, pages 95-98.

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APPENDIX C



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