



ICAO

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

DISCUSSION PAPER

MET/TF/3 — DP/02
12/12/25

**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**

DRAFT CONCLUSIONS/DECISIONS

(Presented by the Secretariat)

DRAFT DECISION MET/TF/3/XX		Acceleration of VONA Dissemination Implementation from Volcano Observatories (OVS):	
What: That, a) That MET/TF member States ensure that the States' Volcano Observatories (OVS) implement the issuance and dissemination of Volcano Observatory Notices for Aviation (VONA) in accordance with Amendment 82 to Annex 3 and the PANS-MET. b) That MET/TF develop a regional guide that addresses: 1) Use of tools such as EDIS (Email Data Input System) for environments without AFS connectivity. 2) Coordination with relevant offices and units to guarantee timely dissemination of VONA 3) 3)Procedures for assigning message identifiers.		Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical	
Why: 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.			
When: Marzo 2026		Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
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DRAFT CONCLUSION/DECISION	
MET/TF/3/XX	Strengthening interoperability through EDIS and METNO
<p>What:</p> <p>That, MET/TF member States</p> <p>a) ensure the adoption of the use of the eMail 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.</p> <p>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.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>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.</p>	
<p>When: Marzo 2026</p>	<p>Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
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DRAFT CONCLUSION	
MET/TF/3/XX	Strengthening MET Coordination and Collaboration in the NACC Region
<p>What:</p> <p>That, MET/TF member States</p> <p>a) Promote active participation in ICAO/WMO forums 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.</p> <p>b) Foster training programs 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.</p> <p>c) Contribute to the creation of an Ad Hoc group composed of Cuba, Mexico, and the United States, as a pilot project to develop a methodology for SIGMET coordination between adjacent FIRs, with potential for replication in other regional scenarios.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>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.</p> <p>The methodology to be established by the Ad Hoc group will serve as a model to improve coordination between adjacent FIRs.</p>	
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<p>DRAFT CONCLUSION MET/TF/3/XX</p>		<p>Action Plan for the Implementation of OPMET IWXXM Data Dissemination in the NAM/CAR Regions</p>	
<p>What:</p> <p>In follow-up to the coordination of activities between the COMM/TF and MET/TF Rapporteurs, it is agreed to:</p> <p>a) Plan and execute a schedule of interoperability tests with the Aeronautical Message Handling System (AMHS) message centers 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.</p> <p>b) Establish an Ad Hoc group composed of the United States, Cuba, Mexico, and the CMO, with the mandate to:</p> <ol style="list-style-type: none"> 1) 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 develops its own capabilities. 2) Formulate courses of action to identify sustainable solutions that enable the development and establishment of the necessary State capacities to ensure the sustainability of OPMET exchange under IWXXM. 3) Develop IWXXM routing tables for the NAM/CAR Region, given that the Washington IROG currently only maintains tables for TAC. 4) 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. 		<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>	
<p>Why:</p> <p>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.</p>			
<p>When: Marzo 2026</p>		<p>Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>	
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DRAFT CONCLUSION/DECISION	
MET/TF/3/XX	Leveraging WAFS Enhancements, Including SIGWX Forecasts and the Graphical Turbulence Forecast Tool
<p>What:</p> <p>That States ensure the dissemination and use of WAFS improvements, in accordance with ICAO Annex 3, Amendment 82, and PANS-MET, including</p> <p>a) Verify access to WIFS and, if new accounts are required, request them through https://aviationweather.gov/wifs</p> <p>b) Promote the transition to the use of WIFS API and SADIS API, 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.</p> <p>c) WAFC should 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.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>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.</p>	
When:	Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
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DRAFT CONCLUSION/DECISION	
MET/TF/3/XX	Promotion of the Implementation of the Quality Management System (QMS) in Aeronautical Meteorology Services through the Dissemination of Best Practices
<p>What:</p> <p>a) The ICAO NACC Regional Office should request Costa Rica to compile a case study that highlights the collaborative work between its Civil Aviation Authority 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.</p> <p>b) States should promote the adoption of an integrated approach between civil aviation authorities 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.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>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.</p>	
When:	Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
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DRAFT CONCLUSION/DECISION	
MET/TF/3/XX	Strengthening and Implementing the Quality Management System (QMS) in Aeronautical Meteorological Services and Preparing for the Transition to ISO 9001:2026
<p>What:</p> <p>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).</p> <p>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.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>
<p>Why:</p> <p>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.</p>	
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