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Agenda Item 4: Provision of AGA/AOP in the NACC Region
4.4 Planning & Design of Aerodromes

CONSIDERATIONS ON THE LOCATION AND OPERATIONAL REQUIREMENTS OF AERODROME METEOROLOGICAL OFFICES DURING AIRPORT DEVELOPMENT PROJECTS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper presents the considerations on the Location and Operational Requirements of Aerodrome Meteorological Offices During Airport Development Projects.	
Action:	Suggested actions are in Section 4
Strategic Goals:	• Every Flight Is Safe and Secure • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind
Reference:	• GREPECAS/23 Summary of Discussions

1. Introduction

1.1 Aeronautical meteorological services constitute one of the essential air navigation services and form part of the Basic Building Blocks (BBB) necessary to support safe, orderly and efficient air operations. Their provision depends, among other factors, on the availability of adequate facilities, personnel, equipment, observation systems and operational coordination mechanisms.

1.2 Over recent years, several airports within the Region have undertaken expansion, modernization, or infrastructure reconfiguration projects that have resulted in the review or relocation of the physical location and operational arrangements of Aerodrome Meteorological Offices (AMOs).

2. Discussion

2.1 Aerodrome Meteorological Offices (AMOs) provide services directly linked to airport operations, including meteorological observations, aerodrome forecasts, trend forecasts, meteorological warnings, wind shear warnings, aeronautical climatological information, and the exchange of operational meteorological information.

2.2 During the recent Fourth Meeting of the NACC Working Group Aeronautical Meteorology Task Force (NACC/WG/MET/TF/4), held in Mexico City, Mexico, from 29 to 31 July 2026, members discussed several challenges associated with the physical location and operational conditions of AMOs, particularly at airports undergoing expansion, modernization, or infrastructure reconfiguration projects.

2.3 The discussions highlighted that facilities originally assigned to meteorological services do not always retain the conditions necessary to adequately support the required operational functions. Among the issues identified were the availability of sufficient space for personnel and equipment, operational accessibility, integration with other aeronautical services, and the ability to maintain an adequate appreciation of the meteorological conditions directly affecting the aerodrome and flight operations.

2.4 To promote better coordination among airport planning authorities, aerodrome operators, airport concessionaires, organizations responsible for airport infrastructure, and aeronautical meteorological service providers, it is necessary that airport development processes consider, from the earliest planning and design stages, the needs associated with operational meteorological facilities. This includes aspects related to location, accessibility, available space, systems integration, operational continuity, and support for the meteorological functions required for air operations.

3. Considerations

3.1 MET/TF/4 emphasized that the proper location and functionality of AMOs is not merely a matter of infrastructure or physical space. The ability of meteorological service providers to observe, assess, coordinate and communicate relevant meteorological information in a timely manner forms an integral part of the operational barriers that support aviation safety. Consequently, any modification affecting the operational conditions of an AMO should also be assessed in terms of its potential impact on the effective provision of aeronautical meteorological services and the support these services provide to risk management and operational decision-making within the airport environment.

3.2 The discussions held during MET/TF/4 suggest the need to strengthen coordination mechanisms between stakeholders responsible for airport development and aeronautical meteorological service providers to ensure that the operational requirements associated with AMOs are properly considered during the planning and implementation of airport projects.

3.4 The experience accumulated by States could contribute to the identification of criteria, best practices and lessons learned that facilitate the preservation and enhancement of AMO operational capabilities at airports undergoing modernization or expansion projects.

4. Suggested Action by the AGA/TF

4.1 The AGA/TF is invited to:

- a) exchange experiences, challenges and lessons learned related to the location and operational requirements of Aerodrome Meteorological Offices (AMOs) during airport development, modernization or expansion projects;
- b) identify and compile success stories, best practices and relevant State experiences related to the integration of AMO operational requirements into airport planning processes; and
- c) inform the MET/TF of the results of such exchanges, including any best practices and considerations that may contribute to strengthening the provision of aeronautical meteorological services within the airport environment.