



**AERMETSG/8 REPORT
FINAL VERSION**

INTERNATIONAL CIVIL AVIATION ORGANIZATION

**CAR/SAM REGIONAL PLANNING AND
IMPLEMENTATION GROUP (GREPECAS)**

**REPORT OF THE
EIGHTH MEETING OF THE AERONAUTICAL
METEOROLOGY SUBGROUP
(AERMETSG/8)**

SANTIAGO, CHILE, 9 TO 13 OCTOBER 2006

The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

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HISTORICAL

ii.1 **Place and Date of the Meeting**

The Eighth Meeting of the GREPECAS Aeronautical Meteorology Subgroup (AERMETSG/8) was held at Antártica Room of InterContinental Hotel in the City of Santiago, Chile, from 9 to 13 October 2006.

ii.2 **Opening Ceremony**

The ceremony started reading the message sent by the new Secretary of GREPECAS, Mr. José Miguel Ceppi. Afterwards, Mrs. Nohora Arias, Aeronautical Meteorology Regional Officer for CAR/SAM Regions of the International Civil Aviation Organization, welcomed the participants of the meeting, thanked the Administration of Chile for sponsoring the Eighth Meeting of the AERMET Subgroup, as well as the high level of attendance of most of the experts provided by CAR/SAM States and international organizations. Additionally, Mr. Hugo Oliva Haupt, Director of the Meteorological Administration of Chile, welcomed the participants on behalf of the Director General of Civil Aviation, emphasized the importance of the issues to be discussed and, finally, opened the meeting.

ii.3 **Organization of the Meeting**

The meeting was chaired by Mr. Fernando Ramírez Valdés (Chile), President of the AERMET Subgroup.

The Secretariat was in charge of Mrs. Nohora Arias, AERMET Subgroup Secretary and Aeronautical Meteorology Regional Officer of the ICAO Caribbean and South American Office.

ii.4 **Working Languages**

The working languages of the meeting were Spanish and English. The Working Papers and Summary of Discussions of the meeting were available to participants in both languages.

ii.5 **Agenda**

The meeting adopted the following agenda:

- Agenda Item 1: Review of actions taken on MET Meetings Reports**
- Agenda Item 2: WAFS Implementation in the CAR/SAM Regions**
- Agenda Item 3: Implementation of the International Airways Volcanic Watch (IAVW) in the CAR/SAM Regions**
- Agenda Item 4: Implementation of the issuance of SIGMET in the CAR/SAM Regions**

- Agenda Item 5: OPMET information exchange in the CAR/SAM Regions**
- Agenda Item 6: Review of the CAR/SAM ANP/FASID, Part VI – MET**
- Agenda Item 7: MET requirements for ATM in the CAR/SAM Regions**
- Agenda Item 8: MET Training**
- Agenda Item 9: Identification, evaluation and notification of deficiencies in the MET field**
- Agenda Item 10: Future Work Programme of the AERMET Subgroup**
- Agenda Item 11: Other matters**

ii.6 **Schedule and working method**

The Meeting agreed to hold its daily sessions from 09:00 to 15:00 hours, with adequate breaks.

ii.7 **Attendance**

The meeting was attended by one State of the CAR Region and 10 States of the SAM Region, as well as IATA, IFALPA and the WMO. The meeting regretted the absence of the experts of the Subgroup provided by the States/Territories/International Organizations of Costa Rica, Peru, Spain and COCESNA. A list of participants is shown in pages iii-1 to iii-5.

ii.8 **Conclusions and Decisions**

The AERMETSG records its activities in the form of Draft Conclusions, Draft Decisions and Decisions as follows: *Note:*

Draft Conclusions: *Conclusions that require approval by GREPECAS prior to their implementation.*

Draft Decisions: *Decisions that require approval and adoption by GREPECAS prior to their implementation*

Decisions: *Decisions that deal with matters of concern to the Contributory Body.*

ii.9 **List of Draft Conclusions and Decisions**

NUMBER	TITLE	PAG.
8/1	REVIEW OF AGREEMENTS AMONG CIVIL AVIATION ADMINISTRATIONS AND MET AUTHORITIES IN CAR/SAM STATES/TERRITORIES	2-1
8/2	CALL PLAN DIAGRAM OF THE AERODROME EMERGENCIES COMMITTEE FOR VOLCANIC ASH	3-2
8/3	POST-FLIGHT RECORD AND REPORTS IN CAR/SAM REGIONS	3-3
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8/21	NEW TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE COM/MET TASK FORCE	10-2

ii.9 **List of Working, Information and Discussion Papers**

WORKING PAPERS

Number	Agenda Item	Title	Date	Presented by
WP/00	---	Tentative Calendar and working method	16/05/05	Secretariat
WP/01	--	Tentative Agenda and Explanatory Notes	25/07/06	Secretariat
WP/02	1	Review of actions taken on MET Meetings Reports	01/08/06	Secretariat
WP/03	2	Regional Progress in the Implementation of the World Area Forecast System (WAFS)	24/07/06	Secretariat
WP/04	3	Regional Progress in IAVW Implementation	31/07/06	Secretariat
WP/05	4	Regional Progress in the Implementation of SIGMET	05/08/06	Secretariat
WP/06	5	OPMET information exchange in the CAR/SAM Regions	02/05/05	Secretariat
WP/07	6	Review of the CAR/SAM ANP/FASID, Part VI – MET	31/08/06	Secretariat
WP/08	7	MET requirements for ATM in the CAR/SAM Regions	06/09/06	Secretariat
WP/09	8	MET Training	15/09/06	Secretariat
WP/10	9	Identification, evaluation and notification of deficiencies in the MET field	24/08/06	Secretariat
WP/11	10	Future Work Programme of the AERMET Subgroup	25/09/06	Secretariat
WP/12	5	OPMET information exchange in the CAR/SAM Regions	04/09/06	Brazil
WP/13	5	OPMET information exchange in the CAR/SAM Regions	06/09/06	Brazil
WP/14	5	OPMET information exchange in the CAR/SAM Regions	11/09/06	Brazil
WP/15	2	Regional Progress in the Implementation of the World Area Forecast System (WAFS)	12/09/06	United States
WP/16	3	Notification Message of Volcanic Activity by the Volcano Observatory	12/09/06	United States
WP/17	3	Planned Test of Volcanic Ash SIGMETs, Volcanic Ash Advisories and Volcanic Ash NOTAMs	12/09/06	United States
WP/18	3	Draft Guide for the Development of Emergency Plans in Airports affected by volcanic ash	19/09/06	Rapporteur of the Task Force on Volcanic Ash
WP/19	10	Continuation of AERMETSG	17/09/06	IATA
WP/20	5	OPMET Data Exchange	17/09/06	IATA
WP/21	5	OPMET Data Deficiencies	17/09/06	IATA
WP/22	4	CAR/SAM SIGMET and AIRMET	17/09/06	IATA
WP/23	5	Analysis of the proposed Transition from Traditional Alphanumeric Codes to BUFR for CAR/SAM States	09/09/06	Rapporteur of the COM/MET Task Force
WP/24	11	Election of the AERMET Subgroup Chairman	04/10/06	Secretariat
WP/25	8	Distance Learning	03/10/06	Chile

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Presented by
IP/01	--	General Information	07/08/06	Secretariat
IP/02	--	List of Working and Information Papers	20/09/06	Secretariat
IP/03	2	Draft User Guide for the International Satellite Communication System (<i>English only</i>)	12/09/06	United States
IP/04	11	The United States Next Generation Air Transportation System Weather Architecture (<i>English only</i>)	15/09/06	United States
NI/05	5	New Template System to enter operational Aeronautical Meteorological Information through the AMHS System (<i>Spanish only</i>)	19/09/06	Argentina
NI/06	9	Implementation of a Safety Oversight Audit Plan in the Aeronautical Meteorology field for the identification, evaluation and resolution of deficiencies (<i>Spanish only</i>)	19/09/06	Argentina
NI/07	8	Training Planning for Operational MET Personnel in Argentina (<i>Spanish only</i>)	19/09/06	Argentina
NI/08	5	Assessment System of the Display of Products for MET Users and their Needs (<i>Spanish only</i>)	19/09/06	Argentina
NI/09	5	OPMET information exchange in the CAR/SAM Regions	27/09/06	Brazil
NI/10	9	Identification, evaluation and notification of deficiencies in the MET field	03/10/06	Colombia

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Agenda Item 1: Review of actions taken on MET Meetings Reports

1.1 Review of actions taken on the AERMETSG/7 Meeting Report

1.1.1 Under this Agenda Item, the Meeting examined the actions taken by the Air Navigation Commission (ANC), by CAR/SAM States/Territories/International Organizations and/or by ICAO Secretariat, regarding Draft Conclusions/Decisions formulated by the Seventh Meeting of the Aeronautical Meteorology Subgroup (AERMETSG/7) held in Mexico City, Mexico, from 23 to 27 May 2005, and the respective Conclusions/Decisions adopted by GREPECAS/13 (14-18 November 2005). The result of the analysis is included in **Appendix A** to this part of the report.

1.1.2 Likewise, the Subgroup reviewed the actions taken with regard to Conclusions/Decisions, pending of implementation, adopted by GREPECAS in the MET field in past meetings. **Appendix B** to this part of the report shows the result of this analysis.

1.2 Review of actions taken on the CAR/SAM/3 RAN Report

1.2.1 The Subgroup reviewed the status of implementation of the recommendations and conclusions of the CAR/SAM/3 RAN Meeting in the MET field. In **Appendix C** to this part of the report the results of this analysis are included.

1.2.2 Likewise, and in accordance with the AERMETSG terms of reference and work programme, the meeting analyzed the survey made to the States/Territories of the CAR/SAM Regions, IATA and IFALPA in order to determine the need for VOLMET services in these two Regions, which results are included in **Appendix D** to this part of the report. However, no agreement was reached in this regard, and it was decided that the study should continue in order to reach an agreement.

APPENDIX A

ACTIONS TAKEN ON CONCLUSIONS OF AERMETSG/7 AND GREPECAS/13 MEETINGS IN THE MET FIELD

Reference Report		Conclusions/Decisions	Action by ANC	Subsequent actions taken by ICAO and/or States/Territories/International Organizations
Conc./Dec. AERMET SG/7	Corresponding Conc./Dec. adopted by GREPECAS/13			
Proyecto Conc.7/2	Conc. 13/16	<p>Cost Recovery of the Aeronautical MET Services of the CAR/SAM Regions That the States/Territories, in coordination with the Aeronautical Meteorological Authorities:</p> <p>a) establish a national method for cost recovery for aeronautical meteorological services provided in their territory, through charges for air navigation services; and</p> <p>b) include the cost related to the reception and provision of WAFS, especially the charges for replacement or improvement of workstations and of the WAFS software required for the reception of these products in GRIB and BUFR codes, and with the maintenance of the ISCS1 (VSAT) workstation.</p>	Call upon States to implement a methodology for cost recovery through the application of charges for air navigation services.	<p>Valid</p> <p>Argentina: A percentage for MET from the airport tax. Brazil: Through airport taxes. Chile: A percentage for MET from airport tax. Cuba: A percentage for MET from airport tax. Guyana: No Panama: Under study. Paraguay: A percentage for MET from airport tax. Suriname: No USA: Implemented. Uruguay: Under negotiations. Venezuela: Actions are being taken in order to improve services and implement costs recovery.</p>
Proyecto Conc. 7/3	Conc. 13/17	<p>Survey on the ISCS Efficacy That ICAO:</p> <p>a) request the States/Territories of the CAR/SAM Regions to develop a list of the ISCS focal points; and</p>	N/A	<p style="text-align: center;">Valid</p> <p>First survey would take place during the first quarter of 2007.</p>

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Appendix A to the Report on Agenda Item 1

1A - 2

Reference Report		Conclusions/Decisions	Action by ANC	Subsequent actions taken by ICAO and/or States/Territories/International Organizations
Conc./Dec. AERMETS/7	Corresponding Conc./Dec. adopted by GREPECAS/13			
		b) develop and send a survey formulary to the focal points on the efficacy of the ISCS, in coordination with the WAFS Provider State.		
Proyecto Conc. 7/4	Conc. 13/18 ¹	Implementation Plan of the WAFS in CAR/SAM Regions That the implementation plan for the WAFS in the CAR/SAM Regions be updated as indicated in Appendix F to this part of the Report.	N/A	Completed
Proyecto Conc. 7/5	Conc. 13/19	Provision of results of GFS Model Runs by WAFS Washington That, the WAFSOPSG consider the possibility that WAFS Washington disseminate the analysis for the Global Forecast System (GFS) model run to user States concerned.	N/A	Valid The WAFSOPSG/3 was carried out in Paris, France, from 26 to 29 September 2006. The meeting will be informed on the results.

¹ AERMETS/7 Conclusión 7/4, pre-aprobada por los miembros del GREPECAS el 22 de agosto de 2005.

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Appendix A to the Report on Agenda Item 1

Reference Report		Conclusions/Decisions	Action by ANC	Subsequent actions taken by ICAO and/or States/Territories/International Organizations
Conc./Dec. AERMETS SG/7	Corresponding Conc./Dec. adopted by GREPECAS/13			
Proyecto Conc. 7/6	Conc. 13/20 ²	<p>Periodic SIGMET tests on Volcanic Ash, Volcanic Ash Advisory and Volcanic Ash ASHTAM or NOTAM</p> <p>That, ICAO invite the Washington and Buenos Aires VAACs, NOF and MWOs of the CAR/SAM Regions to take active part in periodic SIGMET tests, volcanic ash advisory and ASHTAM or NOTAM related to volcanic ash to be carried out according to the procedures agreed by the AERMETS Subgroup.</p>	Request certain States to take part in periodic tests related to the correct issuance and dissemination of SIGMETs, volcanic ash advisories, and NOTAMs for volcanic ash (or ASHTAMS).	Valid Test will take place on 20 November 2006.
Proyecto Conc. 7/7	Conc. 13/21	<p>Designation of Volcano Observatories of selected States in the CAR/SAM Regions</p> <p>That a new Table MET 3C is included in Part VI - MET of the CAR/SAM FASID to list the volcano observatories of selected States in the CAR/SAM Regions, which is presented in the Appendix H to this part of the Report.</p>	N/A	Completed
Proyecto Conc. 7/8	Conc. 13/22	<p>Operational requirements for Volcano Observatories</p> <p>That the IAVWOPSG considers:</p> <p>a) the development, in coordination with the IUGG, of a standard message format that volcano observatories should provide to ACC, MWO and VAACs related to volcanic eruptions;</p>	N/A	Completed

² AERMETS/7 Conclusión 7/6, pre-aprobada por los miembros del GREPECAS el 22 de agosto de 2005.

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Appendix A to the Report on Agenda Item 1

1A - 4

Reference Report		Conclusions/Decisions	Action by ANC	Subsequent actions taken by ICAO and/or States/Territories/International Organizations
Conc./Dec. AERMET SG/7	Corresponding Conc./Dec. adopted by GREPECAS/13			
		<p>b) based on a) above, to invite the IUGG to consider the adoption of a standard format; and</p> <p>c) that volcano observatories agree to adopt the color code chart in accordance with Annex 15 for the purpose of supporting the issuance of ASHTAM and NOTAMs as messages to advise a volcano situation according to Annex 3.</p>		
Proyecto Conc. 7/9	Conc. 13/23	<p>Development of a Guide for the Development of Aerodromes Emergency Plans that might be affected by Volcanic Ash in the CAR/SAM Regions</p> <p>That the AERMET Subgroup, in coordination with the Secretariat, develop a Guide for the Development of Aerodromes Emergency Plans that may be affected by volcanic ash in the CAR/SAM Regions.</p>	N/A	<p>Valid</p> <p>First draft was presented to AERMETS/8.</p>
Proyecto Conc. 7/10	Conc. 13/24	<p>Development of a system for the early detection of volcanic activity through remote sensors</p> <p>That, the IAVWOPSG member representing VAAC Buenos Aires include information on the development of a system for the early detection of volcanic activity through remote sensors in the management report to be presented to the IAVWOPSG/2 Meeting.</p>	N/A	Completed

Reference Report		Conclusions/Decisions	Action by ANC	Subsequent actions taken by ICAO and/or States/Territories/International Organizations
Conc./Dec. AERMETS SG/7	Corresponding Conc./Dec. adopted by GREPECAS/13			
Proyecto Conc. 7/12	Conc. 13/25	<p>Formats for the OPMET information exchange That,</p> <p>a) the Secretariat update the formats used by the CAR/SAM States for the coordinated control of OPMET data, taking into account the amendments to FASID Table MET 2A and the OPMET requirements of all the States/Territories of the different ICAO Regions, in accordance with the aforementioned table; and</p> <p>b) as of the coordinated OPMET control to be carried out from 10 to 16 June 2006, the States use, in addition to the current formats, the format included in Appendix C to this part of the Report.</p>	N/A	Completed
Proyecto Conc. 7/13	Conc. 13/26	<p>Requirement for OPMET Data Exchange That the CAR/SAM FASID Table MET 2A be amended to include, in italics, the aerodromes not included in FASID Table AOP1 of the States that accepted to send OPMET information to the ISCS and to the SADIS.</p>	N/A	Completed
Proyecto Conc. 7/14	Conc. 13/27 ³	<p>Working hours of aerodromes that need to exchange OPMET Data That,</p>	N/A	Completed

³ AERMETS/7 Conclusión 7/14, pre-aprobada por los miembros del GREPECAS el 22 de agosto de 2005.

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Appendix A to the Report on Agenda Item 1

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Reference Report		Conclusions/Decisions	Action by ANC	Subsequent actions taken by ICAO and/or States/Territories/International Organizations
Conc./Dec. AERMETS/SG/7	Corresponding Conc./Dec. adopted by GREPECAS/13			
		<p>a) to update the information regarding the operation working hours of aerodromes that need to exchange OPMET data in the international sphere, included in Appendix J to this part of the report, and</p> <p>b) based on a), aerodromes working hours be included in the formats used for OPMET exchange.</p>		
Proyecto Conc. 7/15	Conc. 13/28	<p>Guide for OPMET information exchange in the CAR/SAM States</p> <p>That the AERMETS Subgroup, in coordination with the Secretariat, develops a Guide for OPMET information exchange in the CAR/SAM Regions.</p>	N/A	Valid
Proyecto Conc. 7/16	Conc. 13/29	<p>Plan for the migration of the aeronautical meteorological messages to BUFR Code in the CAR/SAM Regions</p> <p>That the AERMETS Subgroup, in coordination with the CNS Committee of the GREPECAS ATM/CNS/SG, develops a detailed plan for the migration of aeronautical meteorological codes to BUFR codes.</p>	N/A	Valid

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Appendix A to the Report on Agenda Item 1

Reference Report		Conclusions/Decisions	Action by ANC	Subsequent actions taken by ICAO and/or States/Territories/International Organizations
Conc./Dec. AERMETS/SG/7	Corresponding Conc./Dec. adopted by GREPECAS/13			
Proyecto Conc. 7/17	Conc. 13/30	<p>Training on BUFR code That, in order to facilitate the migration from Traditional Alphanumeric Codes (TAC) to BUFR code, WMO in collaboration with ICAO, organize a seminar on BUFR code and on its transmission, in order to introduce communications requirements and processing needed for their implementation in the CAR/SAM Regions.</p>	<p>ANB/MET to invite the WMO to organize a seminar, in coordination with ICAO, on the operational use of GRIB- and BUFR-coded WAFS products for the States of the CAR/SAM Region. Regional Office, Lima to follow-up with WMO concerning administrative arrangements for the seminar.</p>	<p>Valid</p> <p>The WMO was invited on 27 July 2006. OMM expert informed that training on BUFR code will remain pending until finalization of studies on the subject which are currently being developed.</p>
Proyecto Conc. 7/18	Conc. 13/31	<p>Proposal for amendment to CAR/SAM ANP FASID, Part VI - MET That,</p> <p>a) the text of Part VI – MET of the CAR/SAM Air Navigation Plan, Volume I, Basic, presented in Appendix L to this part of the Report, replace the current text of the CAR/SAM ANP, Volume I, Basic (Doc 8733); and</p> <p>b) the CAR/SAM FASID Document on facilities and services, be amended as shown in Appendix M to this part of the Report.</p>	N/A	Completed
Proyecto Dec. 7/19	Dec. 13/97	<p>New terms of reference and work programme of the AERMETS Subgroup That the terms of reference and the work programme of the AERMETS Subgroup be updated as it is indicated in Appendix A to this part of the Report.</p>	N/A	Completed

APPENDIX B
CONCLUSIONS/DECISIONS IN THE MET FIELD OF GREPECAS PREVIOUS MEETINGS

Reference Report Conc./Dec.	Conclusions/Decisions	Subsequent Action by ICAO and/or by States/Territories International Organizations
Conc. 10/35	<p>Maintenance of WAFS equipment and systems That,</p> <p>a) the WAFS provider State release information on those firms which were contracted to supply and maintain WAFS equipment and systems; and</p> <p>b) no later than January 2002, States contract the necessary service agreements in order to keep their one- and two-way WAFS equipment and systems (VSAT and STAR4) fully operational.</p>	<p>a) Completed</p> <p>b) Valid</p> <p>RMKS: The AERMETS/8 considered to withdraw the deadline for 2002, since some States/Territories have not implemented it yet.</p>
Dec. 10/38	<p>MET requirements for CNS/ATM systems That, the ATM/CNS Subgroup inform the AERMETS Subgroup on the MET requirements for the development of the CNS/ATM activities in the CAR/SAM Regions, including a timetable setting priorities and implementation dates.</p>	<p>Superseded This requirement is contained in the tasks of the CNS/ATM/OP Task Force.</p>
Conc. 10/39	<p>Training of Aeronautical Meteorological personnel That ICAO develop and implement a joint project with the WMO to provide short and long term solutions to the lack of trained personnel in the aeronautical meteorological field faced by most of the States in the CAR/SAM Regions.</p>	<p>Valid Approved by ICAO Council and upon its request the Secretary General sent a letter to the WMO Secretary, on 22 November 2002, inviting him to carry out the referred project.</p>
Dec. 10/40	<p>Use of MET information and products by ATM personnel That, the ATM/CNS Subgroup take the necessary measures to promote improved understanding and use of MET information and products by ATM personnel.</p>	<p>Superseded RMKS: This matter will be discussed under Agenda Item 8.</p>

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1B - 2

Reference Report Conc./Dec.	Conclusions/Decisions	Subsequent Action by ICAO and/or by States/Territories International Organizations
Conc. 11/60	<p>Second CAR/SAM Regional Workshop on Aeronautical Meteorology services costs recovery That ICAO, in close coordination with the WMO, organize and hold, as soon as possible, the Second Regional Workshop on aeronautical meteorology services costs recovery.</p>	<p>Valid This seminar is foreseen to be held on 14 and 15 December 2006.</p>
Conc. 12/54	<p>Active participation of Peru and Brazil in the WAFSOPSG That Brazil and Peru, as members of the WAFSOPSG, participate actively in the tasks of the Group in order to make sure that specific interests of the CAR/SAM Regions are duly taken into account in the future planning of the WAFS.</p>	<p>Valid WAFSOPSG/1 (Lima, Peru, 10 – 13 November 2003): With the participation of Members from Brazil and Peru. WAFSOPSG/2 (Bangkok, Thailand, 8 – 11 March 2005): With the participation of the Member from Brazil. WAFSOPSG/3 (Paris, France, 27 – 29 September 2005). Since the member from Peru, as representative of the CAR/SAM Regions, has not attended WAFSOPSG meetings regularly, the meeting agreed to request the Peruvian Administration to confirm its intention to continue with the representation, otherwise another representative would be designated.</p>
Conc. 12/56	<p>Updating of the International Airways Volcano Watch contact list in CAR/SAM States/Territories/International Organizations That CAR/SAM States/Territories/International Organizations notify the Lima and Mexico Offices of any changes in the International Airways Volcano Watch (IAVW) contact list.</p>	<p>Valid There are still problems for the States to inform ICAO Regional Offices of the changes in contact information.</p>
Conc. 12/57	<p>Implementation of SIGMET requirements That the Lima and Mexico Regional Offices: a) conduct surveys in the CAR/SAM Regions on the issuance of SIGMET messages, particularly those for volcanic ash, in coordination with WMO, and issue a list of deficiencies for follow-up measures; and b) starting in 2004 until 2007, conduct periodical tests on the issuance and reception of SIGMET messages for volcanic ash, during the first week of March and September.</p>	<p>Superseded (Conclusion 13/20)</p>

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Appendix B to the Report on Agenda Item 1

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Reference Report Conc./Dec.	Conclusions/Decisions	Subsequent Action by ICAO and/or by States/Territories International Organizations
Conc. 12/58	<p>Active participation of Argentina as member of the IAVWOPSG That Argentina, as Member of the IAVWOPSG, participate actively in the work of the group to ensure that the specific interests of the CAR/SAM Regions are taken into account in the future planning of the IAVW.</p>	<p>Completed IAVWOPSG/1 (Bangkok, Thailand, 15 – 19 March 2004): With the participation of the Member from Argentina. IAVWOPSG/2 (Lima, Peru, 26 – 30 September 2004): With the participation of the member from Argentina. RMKS: It is considered valid, in order to have a record of assistance.</p>
Conc. 12/59	<p>Harmonising ICAO colour code indicating level of alert of Volcanic activity and the codes used by vulcanological organizations and IFALPA That the IAVWOPSG study the possibility of harmonising ICAO colour code indicating level of alert of volcanic activity with the codes used by vulcanological organizations and IFALPA, based on the draft shown in Appendix AA to this part of the Report.</p>	<p>Completed Following IAVWOPSG/1 Conclusion 1/10, the ad-hoc working group in charge of analyzing the application and use of colour codes, presented its report at the IAVWOPSG/2 (Lima, Peru, 2006). After the discussions, the Group formulated Conclusion 2/15 – Amendment to Annex 15, related with ICAO colour codes to indicate the level of alert of volcanic activity, to be included in Amendment 34 to the referred Annex.</p>
Conc. 12/61	<p>Modules for distance learning in support of the IAVW That the VAACs Buenos Aires and Washington carry out necessary coordination for developing training modules for ATS; AIS and MET personnel as regards ICAO IAVW procedures.</p>	<p>Completed However, the meeting requested that the modules be prepared and updated by VAAC Buenos Aires, which will be done through the Secretariat.</p>
Conc. 12/64	<p>OPMET exchange controls for the CAR/SAM Regions That, until an optimum percentage of OPMET data reception is achieved in the CAR/SAM Regions, OPMET exchange controls be applied from 10 to 16 June annually, including OPMET requirements of States/Territories/International Organizations from all ICAO Regions, in accordance with FASID Tables MET 2A and MET 2B, and using the forms approved by GREPECAS/9.</p>	<p>Completed</p>

Reference Report Conc./Dec.	Conclusions/Decisions	Subsequent Action by ICAO and/or by States/Territories International Organizations
Conc. 12/65	<p>Meteorological services required in aerodromes - FASID TABLE MET 1A</p> <p>That, in order to meet the requirements for international flight operations in the CAR/SAM Regions, the CAR/SAM ANP, Basic and the FASID Table MET 1A be amended as shown in Appendix AD to this part of the Report.</p>	<p>Completed</p> <p>The proposal for amendment to CAR/SAM ANP Basic was circulated to the States, Territories and international organizations and sent to ICAO HQs for approval by the Council.</p> <p>The amendment to FASID was included in the last amendment approved the 4th May 2006.</p>
Conc. 12/66	<p>Training on quality management of MET services in the CAR/SAM Regions</p> <p>That WMO organize, in coordination with ICAO, a series of training activities on quality management of meteorological services provided to support international air navigation in the CAR/SAM Regions.</p>	<p>Valid</p> <p>The seminar is foreseen to be held from 11 to 13 December 2006.</p>
Conc. 12/67	<p>Quality assurance systems for Meteorological services in the CAR/SAM Regions</p> <p>That CAR/SAM States/Territories/International Organizations make utmost efforts to establish quality assurance systems for meteorological services provided in support of international air navigation in the CAR/SAM Regions.</p>	<p>Valid</p>
Conc. 12/68	<p>Priority of MET training in the CAR/SAM Regions</p> <p>That WMO, in coordination with ICAO, be invited to give maximum priority to the training aspects in the specific field of aeronautical meteorology, according to the <i>Working Arrangements between ICAO and WMO (Doc 7475)</i> that exist between these two organizations.</p>	<p>Completed</p>
Conc. 12/69	<p>Training programme in the CAR/SAM Regions for MET and ATM personnel with regard to amendment 73 to Annex 3</p> <p>That States/Territories/International Organizations establish training programmes for MET and ATM personnel concerning Amendment 73 to Annex 3, effective 25 November 2004, and amendment to Doc 4444.</p>	<p>Completed</p>

APPENDIX C

**STATUS OF IMPLEMENTATION OF CONCLUSIONS AND RECOMMENDATIONS OF THE RAN CAR/SAM/3 MEETING,
RELATED WITH MET FIELD**

Conclusion/Recommendation	Follow-up action	Status	Remarks
<p>Conclusion 7/11 -List of CAR/SAM ATS/MET reporting points</p> <p>That,</p> <p>a) the ICAO regional offices concerned forward to States and international organizations in the CAR/SAM Regions the third edition of the list of ATS/MET reporting points which is given in Appendix C to the report on Agenda Item 7, amended to take account, as necessary, of changes to the ATS routes developed by the meeting;</p> <p>b) the ICAO regional offices concerned update the list annually based upon comments received from States and operators; and</p> <p>c) States publish, under GEN 3.5.6 - Aircraft reports of their aeronautical information publication (AIP), those ATS/MET reporting points from the list relevant to the flight information regions for which they are responsible.</p> <p><i>(The ANC approved the Recommendation)</i></p>	States and Regional Offices	Follow-up to item c) of this Conclusion is part of the agenda of the regular mission programme to States carried out by the ROs/MET of the Regional Offices.	The fifth edition of the list was distributed to States in January 2002. So far, 7 amendments to the referred list have been distributed, the last one on 01/08/06.
<p>Recommendation 7/12 - Improvement in the application of air-reporting procedures by voice communications</p> <p>That States undertake a review of the existing local arrangements concerning procedures for air reporting by voice communications, made between the operational units and airline operators, to ensure that:</p> <p>a) pilots are advised at their MET and/or AIS briefing prior to departure, of the ATS/MET reporting points along the whole route to be flown up to the next landing;</p> <p>b) operational staff are made fully aware of the importance of both routine and special air-reports and of their immediate transmission to the associated MWO; and</p>	States	Follow-up to this conclusion is part of the agenda of the regular mission programme to States carried out by the Regional Offices ROs/MET.	Letter circulated to CAR/SAM States.

Conclusion/Recommendation	Follow-up action	Status	Remarks
<p>c) MWOs disseminate air-reports received to WAFCs (and appropriate RAFCs), and other meteorological offices in accordance with regional meteorological procedures, paragraph 4.2.</p> <p><i>(The ANC noted the Recommendation)</i></p>			
<p>Recommendation 13/7 - Implementation of meteorological facilities and services That, States implement:</p> <p>a) aeronautical meteorological offices or specific facilities and services thereof given in FASID Tables MET 1A, 1B, 3 Part I and 3 Part II, as well as exchanges of OPMET data to cater for current flight operations given in FASID Tables MET 2 and 2A and the regional meteorological procedures related to the provision of facilities and services and the exchange of OPMET information as soon as possible following Council approval of the relevant recommendations of the meeting; and</p> <p>b) those offices or specific facilities and services, and OPMET exchanges related to future operations coincidentally with the start of these operations.</p> <p><i>(The ANC approved the Recommendation)</i></p>	States	Follow-up to this conclusion is part of the agenda of the regular mission programme to States carried out by ROs/MET of the Regional Offices.	Letter circulated to CAR/SAM States.
<p>Recommendation 13/8 – Improvements in the implementation of CAR/SAM aeronautical MET offices That:</p> <p>a) States:</p> <ol style="list-style-type: none"> 1) give the same priority to the implementation of aeronautical MET services as is given to other essential air navigation services; 2) ensure that urgent attention be paid to the quality and timeliness of aerodrome meteorological observations and, in particular, to the accuracy of information critical to flight safety, such as surface wind and pressure provided for landing and take-off; 3) in this implementation process, make full use of services available through technical cooperation programmes and projects to carry out the required training of aeronautical meteorological personnel including, <i>inter alia</i>, forecasters, assistants and maintenance technicians, at all levels and the 	States	Follow-up to this conclusion is part of the agenda of the regular mission programme to States carried out by ROs/MET of the Regional Offices.	Letter circulated to CAR/SAM States.

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Conclusion/Recommendation	Follow-up action	Status	Remarks
<p>acquisition of the equipment needed to provide the required aeronautical meteorological information, in accordance with the regional air navigation plan; and</p> <p>b) ICAO Regional Offices concerned continue to monitor, as appropriate, the implementation of CAR/SAM aeronautical MET offices and especially equipment and services critical to flight safety, maintain a list of shortcomings and deficiencies occurring in the MET field in sufficient detail to permit identification of the specific problem, present status reports to the GREPECAS, and exchange the relevant information with the WMO Regional Office for the Americas.</p> <p>Note:- A list of services and equipment at aeronautical MET offices which are regarded as particularly critical for flight safety is provided in Appendix C to the report on this agenda item.</p> <p><i>(The Council approved the Recommendation)</i></p>			
<p>Recommendation 13/12 - Implementation of existing air-reporting procedures</p> <p>That States should continue to emphasize the implementation of existing air-reporting procedures while coordinating the smooth implementation of automated air reporting by data link.</p> <p><i>(The ANC noted the Recommendation)</i></p>	States	Follow-up to this conclusion is part of the agenda of the regular mission programme to States carried out by the ROs/MET of Regional Offices.	Letter circulated to CAR/SAM States.
<p>Recommendation 13/14 - Guide on the preparation and issuance of SIGMET messages</p> <p>That,</p> <p>a) the ICAO Regional Offices prepare and forward to all CAR/SAM States revised editions of the SIGMET guides, to take account, as necessary, of Amendment 72 to Annex 3; and</p> <p>b) CAR/SAM States, upon receipt of the guide, take steps to ensure that</p>	States and Regional Offices	a) Completed b) Follow-up to	The Seventh edition of the Guide was prepared and sent to CAR/SAM States. Actually, the Seventh edition is under preparation, which includes Amendment 73 to Annex 3.

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Conclusion/Recommendation	Follow-up action	Status	Remarks
<p>forecasters at their meteorological watch offices make full use of the SIGMET guide in the preparation and dissemination of SIGMETs.</p> <p><i>(The ANC approved the Recommendation)</i></p>		<p>this conclusion is part of agenda of the regular mission programme to States carried out by ROs/MET of the Regional Offices.</p>	
<p>Recommendation 13/16 – Meteorological training activities</p> <p>That, WMO be invited to continue to organize, in consultation with ICAO, training activities for aeronautical meteorological personnel from CAR/SAM States, covering, <i>inter alia</i>,</p> <p>a) the interpretation and routine application of weather radar data and weather satellite images for the detection of mesoscale weather phenomena such as squall lines and their development and movement; and</p> <p>b) computer work station data processing techniques, including objective forecasting methods.</p>	<p>ICAO</p>	<p>On going</p>	<p>State letter SR166/4 dated 26 March 2000 sent to WMO's S.G. In addition, within the joint Project with WMO referred to by GREPECAS Conclusion 10/39, it is foreseen the inclusion of this training.</p>
<p>Recommendation 13/17 - Training for new meteorological codes</p> <p>That, States be encouraged to ensure that all staff concerned continue to receive training in the new coding procedures for the METAR, SPECI and TAF codes based on Amendments 69, 70 and 71 to Annex 3, with applicability dates 1 July 1993, 1 January 1996 and 5 November 1998, respectively.</p> <p><i>(The ANC approved the Recommendation)</i></p>	<p>States</p>	<p>Completed</p>	

Conclusion/Recommendation	Follow-up action	Status	Remarks
<p>Conclusion 13/23 -Evolutions in MET, AIS, Aerodromes and Search and Rescue in the CNS/ATM Systems</p> <p>That GREPECAS, based on the further advances in these disciplines, study the evolution in the CNS/ATM systems related to MET, AIS, aerodromes and SAR, in order for them to be included in the evolution tables when the further development of the Global Air Navigation Plan for CNS/ATM Systems takes place.</p>	<p>AERMETSG, ATM/CNS/SG ATM Committee and GREPECAS</p>	<p>On going</p>	<p>The Sixth Meeting of the AERMET Subgroup, under Decision 6/26, established the MET/ATM/OP Task Force on MET in the CNS/ATM concept.</p> <p>On the other hand, during the Third Meeting of the CNS/MET Subgroup, the ATM Committee designated Costa Rica as its representative in the MET/ATM/OP Task Force.</p>

APPENDIX D

**RESULTS OF THE SURVEY ON VOLMET SERVICES REQUIREMENT
IN CAR/SAM STATES/TERRITORIES**

SAM REGION		
STATE	REPLY	COMMENTS
Argentina	Not required.	
Bolivia	Yes, it is required.	Regular Broadcasts
Brazil	Yes, it is required.	Regular Broadcasts in VHF with individual attention.
Chile	Yes, it is required.	Continued Broadcasts.
Colombia	Yes, it is required.	Continued Broadcasts.
Ecuador	Not required.	
Guyana	Not required.	
Paraguay	Yes, it is required.	Regular Broadcasts
Suriname	Not required.	
Uruguay	Not required.	
Venezuela	Not required.	
CAR REGION		
STATE	REPLY	COMMENTS
Canada	Not required.	
Cuba	Not required.	
United Kingdom	Yes, it is required.	Continued Broadcasts
IATA	Yes, it is required	

Agenda Item 2: WAFS Implementation in the CAR/SAM Regions

2.1 Regional Progress in the Implementation of the World Area Forecast Systems (WAFS)

2.1.1 The Meeting recalled that according to its Terms of Reference, the WAFSOPSG, among others, reviews regularly “WAFS global procedures” contained in the air navigation plans/documents on facilities and services (ANP/FASID), and initiates amendments to all the ANP Basic/FASID. Such proposals for amendment are subsequently referred to ICAO Regional Offices to be processed and retransmitted to the States/Territories, as appropriate.

2.2 Regional progress in the implementation of Conclusions of the WAFS Operations Group (WAFSOPSG)

2.2.1 The subgroup reviewed the status of implementation of Conclusions 1/2 and 2/2 – Amendment to WAFS-related regional procedures in the ANP/FASID, formulated by the WAFSOPSG/1 (Lima, Peru, November 2003) and by the WAFSOPSG/2 (Bangkok, Thailand, March 2005), respectively. In this regard, the meeting recalled that ICAO SAM Regional Office processed and circulated to the corresponding States/Territories and international organizations, proposal for amendment SAM No. 06/3 – MET to SAM FASID ANP and proposal for amendment SAM N° 06/2 – MET to SAM Basic ANP, informing of their approval on 4 May and 3 July 2006, respectively.

2.2.2 The meeting took note that following GREPECAS Conclusion 12/55 requesting the WAFSOPSG to study the possibility to develop an ISCS user Guide, the group formulated Conclusion 2/5 – Development of the ISCS User Guide, which was presented at the WAFSOPSG/3, held in Paris, from 26 to 29 September 2006. In this regard, the meeting was informed that IP/03 included the draft ISCS user Guide presented by United States in the referred event.

2.2.3 Additionally, the meeting recalled that following WAFSOPSG/2 Conclusion 2/12, paragraph a), WAFS provider States extended the provision of SIGWX forecasts in T chart form until 30 November 2006. Likewise, following paragraph b) of same Conclusion, ICAO Lima and Mexico Offices circulated a survey to verify the implementation of the effective reception and use of BUFR code in SIGWX forecasts, and the results are included as **Appendix A** to this part of the report. Based on the results of the survey, the meeting took note that the level of answers of CAR States/Territories is very poor, for which the group agreed to formulate the following draft Conclusion:

DRAFT

CONCLUSION 8/1

REVIEW OF AGREEMENTS AMONG CIVIL AVIATION ADMINISTRATIONS AND MET AUTHORITIES IN CAR/SAM STATES/TERRITORIES

That, as necessary, States/Territories of the CAR Region be invited to review the agreements with meteorological authorities, in order to improve the percentage of replies to the communications of NAAC Regional Office in respect of aeronautical meteorology.

2.3 **Regional progress in the implementation of GREPECAS Conclusions**

2.3.1 In respect of Conclusion 13/16 - Cost Recovery of Aeronautical MET services in the CAR/SAM Regions, the meeting noted with concern that it was not implemented in most States/Territories. Regarding Conclusion 13/17, Survey on the ISCS Efficacy, paragraph a), **Appendix B** to this part of the report includes the list of ISCS focal points obtained after the survey carried out to the States/Territories. In this sense, the meeting took note that the ISCS provider State manages a list that does not correspond in every case to the information received in the referred survey, since in some States the Meteorological Authority is in charge of the Civil Aviation Authority, therefore, the administration and operation of the ISCS workstation is in charge of the such authority. For this reason, for Conclusion purposes, the information received at ICAO Regional Offices and updated during the meeting, will be considered.

2.3.2 Regarding paragraph b) of same Conclusion, the meeting agreed to carry out the survey on ISCS efficacy at the end of 2006, using the survey format included as **Appendix C** to this part of the report.

2.3.3 The subgroup also recalled that as of on 31 July 2005 at 00:00 UTC, the ISCS provider State is transmitting the information of the World Area Forecast System (WAFS) using the new TCP/IP.

2.4 **ISCS Help Desk**

2.4.1 The meeting recalled that during the AERMETSG/7 several States described problems that had occurred with the reception of the WAFS products using the ISCS and their desire to improve the coordination with WAFC Washington.

2.4.2 In this regard, the meeting received with pleasure the information provided by the WAFS provider State concerning the U.S. National Weather Service (NWS) Telecommunications Operations Center (TOC), which operates the ISCS Help Desk 24 hours a day and 7 days a week. Thirty-one (31) requests for help from twenty-one (21) member States were processed and resolved during the 12 months between September 2005 and August 2006.

2.4.3 The subgroup took note that ISCS users can find information on how to report problems related to the reception of WAFS data at: <http://www.weather.gov/iscs/trouble.htm>. This site also contains an installation and troubleshooting guide for the VSAT receiver, satellite modem and antenna and ISCS users without access to the Internet may report problems by calling the ISCS Help Desk at 1-303-713-0902 or by sending a FAX to 1-301-587-1773.

2.4.4 Likewise, the meeting noted that requests to SADIS provider State could also be made to following e-mail: greg.brock@metoffice.gov.uk.

2.5 **ISCS Availability**

2.5.1 The WAFS provider State informed the meeting on ISCS availability, and that during the 12 months from August 2005 through July 2006 the ISCS was available over 99.94% of the time (Figure 1). The 99.9% availability requirement was exceeded in every month except November 2005.

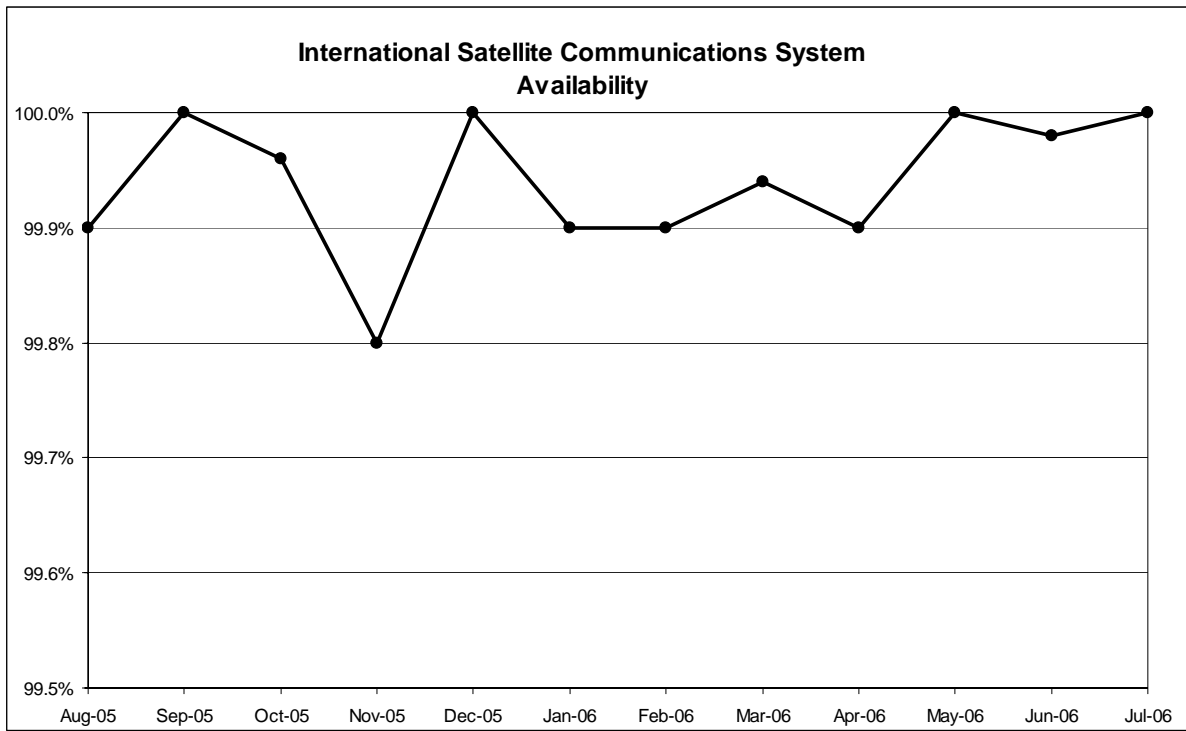


Figure 1. ISCS availability

APPENDIX A

Survey to verify the implementation of the reception and effective utilization of BUFR-coded in SIGWX forecasts - WAFOPSG/2 Conclusion 2/12	
SAM	
STATE	COMMENTS
Argentina	Supplier: COROBOR SYSTEMES Package: MESSIR - VISION
Bolivia	No Date of expected implementation: Second half of 2006.
Brasil	Yes. Supplier: INFO-ELECTRONICS H P SYSTEMS INC. Package: ISCS/WAFS Workstation Software (ULTIMATE). Is being adequated to the "Guidelines for representing WAFS SIGWX data in BUFR", is expected to finish in Nov. 2006.
Chile	Yes. Supplier: MORCOM Package: MESSIR
Colombia	No. Date of expected implementation : August 2008
Ecuador	Supplier: NETSYS INTERNATIONAL INC. Package: FLIGHTMAN
French Guiana	Yes. Supplier: METEO-FRANCE Package: SYNERGIE
Guyana	Yes. Supplier: MORCOM Package: MESSIR
Panama	Yes. Supplier: 3.Sin Package: METLAB
Paraguay	Yes. Supplier : MORCOM / COROBOR Package: MESSIR - ISCS
Perú	Yes. Supplier: MORCOM / COROBOR Package: MESSIR - ISCS
Suriname	Yes. Supplier : MESSIR – ISCC COROBOR PROGRAM Package : MESSIR - ISCC COROBOR PROGRAM
Uruguay	No. Date of expected implementation : No estimation can be done. Requested through the PVC of the OMM. .
Venezuela	No. Date of expected implementation : August 2006

CAR	
STATE	COMMENTS
Barbados	No. Date of expected implementation: October 2006
Belize	No. Date of expected implementation: Uncertain
Bermuda	No. Date of expected implementation: No date currently available.
Canada	No. Date of expected implementation: November 30 th 2007.
Cuba	Yes. Supplier : Info-Electronics Systems Canada. Package : Ultimate
Mexico	Si. Supplier : COROBOR - MORCOM Package : MESSIR VISION, MESSIR COMM

APPENDIX/APÉNDICE B

**ISCS OPERATIONAL FOCAL POINTS/
PUNTOS FOCALES OPERACIONALES DEL ISCS**

Updated on/Actualizada el _____

Note. - This list is kept up-to-date by the ICAO Secretariat based on the input from States

Nota . - Esta lista será actualizada por la Secretaría de la OACI con base en la información suministrada por los Estados

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SAINT LUCIA			Tel: Fax: Cel/Mobile: E-mail:
SAINT VINCENT AND THE GRENADINES			Tel: Fax: Cel/Mobile: E-mail:
SURINAME	Maurice Duiker, Chief MET Office	Meteorologische Dienst Johan Adolf Lucht-haven Zandery	Tel: +597 325 206 / 325 154 Fax: +597 325 206 / 325 279 Cel/Mobile: 8806386 E-mail: mauriceduiker@hotmail.com

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VIRGIN ISLANDS (United Kingdom)			Tel: Fax: Cel/Mobile: E-mail:
VIRGIN ISLANDS (United States)			Tel: Fax: Cel/Mobile: E-mail:

APPENDIX C

**ASSESSMENT OF THE OPERATIONAL EFFICACY OF THE ISCS1 BROADCAST
DURING 2006 IN CAR/SAM STATES/TERRITORIES**

1. State/Territory: _____
2. Number of ISCS1 VSATs installed and operational in your State/Territory? _____
3. Location of ISCS1 VSAT in your State/Territory assessed in this survey? _____

Note.- If in your replied below you indicate "not acceptable", it would be appreciated if a brief explanation of the problem could be provided. Please include additional remarks in Appendix.

4. Overall assessment of the ISCS1 broadcast during the period January 2006 through December 2006 (tick appropriate bracket)

- a) signal quality (reception)

acceptable	[]
not acceptable	[]
percentage acceptable	[]

Remarks: _____

- b) data/product availability at the VSAT receiver (i.e., excluding the performance of user processing/display equipment and associated software)

- i) WAFS products in T4 facsimile format

acceptable	[]
not acceptable	[]
percentage acceptable	[]

Remarks: _____

- ii) WAFS global upper-air wind/temperature/humidity bulletins in the GRIB code

acceptable	[]
not acceptable	[]
percentage acceptable	[]

Remarks: _____

- iii) WAFS SIGWX bulletins in the BUFR code form

acceptable	[]
not acceptable	[]
percentage acceptable	[]

Remarks: _____

iv) OPMET message information (METAR, TAF, SIGMET, etc.)

acceptable	[]
not acceptable	[]
percent acceptable	[]

Remarks: _____

c) administration (service) messages

Do you consider that the administrative messages broadcast on ISCS1 were sufficient to keep you advised of the broadcast status?

acceptable	[]
not acceptable	[]
percent acceptable	[]

Remarks: _____

5. a) Overall assessment of the reliability of VSAT receiving equipment
(i.e. excluding user processing and display equipment and associated software)

acceptable	[]
not acceptable	[]
percentage acceptable	[]

Remarks: _____

b) If faults developed in the VSAT receiving equipment, were these faults repaired by:

i) local technicians ¹ or	[]
ii) shipping the unit back to the service provider	[]

If you ticked i) above, indicate the nature of the repairs below.

If you ticked ii) above, were any difficulties encountered regarding the response of the service provider and/or shipping of the faulty units for repair?

yes	[]
no	[]

¹ Users should ensure that repair by local technicians does not infringe warranty of the equipment.

Remark: _____

6. Are you able to produce WAFS SIGWX charts from the BUFR code form which are compliant with software criteria available from www.metoffice.gov.uk/ISCS1/software/index.html or from <http://aviationweather.gov/products/swh>?

yes []
no []

If you ticked “yes” above, indicate the name of the software supplier and software package being used

supplier: _____

package: _____

7. If you ticked “no” in Question 6 above, are you currently using WAFS SIGWX charts in the PNG format, provided on a trial basis, through the WAFS FTP service?

yes []
no []

If you ticked “yes” above, indicate whether you would require these charts beyond the trial period?

yes []
no []

8. Assessment of ISCS1 24-hour Helpline/Faults Desk

During the period under review, did you have occasion to contact the ISCS1 24-hour Helpline/Faults Desk?

yes []
no []

If “yes”, was the technical support provided satisfactory?

yes []
no []

Remarks: _____

9. Additional comments related to the operational efficacy of the ISCS1 broadcast during 2006.

Remarks: _____

APPENDIX – Addition Remarks

Agenda Item 3: Implementation of the International Airways Volcano Watch (IAVW) in the CAR/SAM Regions

3.1 Under this agenda item, the meeting recalled that the International Airways Volcano Watch Operations Group (IAVWOPSG) was established in response to Recommendation 1/22 of the Meteorology (MET) Divisional Meeting (2002), to ensure that the operation and development of the IAVW continue, in order to meet current and evolving operational requirements in a cost effective manner. According to the terms of reference approved by the ICAO Air Navigation Commission, the IAVWOPSG should review “IAVW global procedures” contained in the regional air navigation plans basic/facilities and services implementation documents (ANP Basic/FASID). The Air Navigation Planning and Implementation Groups (PIRGs) should review the results of the IAVWOPSG meetings and identify any necessary follow-up action at regional level.

3.2 Regional Progress in the implementation of Conclusions of the International Airways Volcanic Watch Operations Group (IAVWOPSG)

3.2.1 The meeting reviewed the status of implementation of the conclusions of the Second Meeting of the International Airways Volcano Watch Operations Group (IAVWOPSG/2), held from 26 to 30 September 2005, in Lima, Peru, regarding the actions to be taken by GREPECAS, or those of its interest.

3.2.2 In respect to Conclusions 1/1 and 2/2 – Amendment to regional-related procedures in the ANP Basic/FASID, ICAO SAM Regional Office processed and circulated to ICAO States/Territories and international organizations proposals for amendment SAM No. 06/3 – MET to SAM FASID ANP and proposal for amendment SAM N° 06/2 – MET to SAM Basic ANP, informing of their approval on 4 May and 3 July 2006, respectively.

3.2.3 Regarding Conclusion 1/3 – Assistance to States in enhancing the coordination between States’ authorities/agencies involved in the implementation of IAVW, the subgroup noted that the sample letter of agreement between States’ meteorological authorities, ATS authorities and vulcanological observatories/agencies has already been included in the web English version of ICAO Doc 9766, *Handbook on the International Airways Volcano Watch (IAVW), Operational Procedures and Contact List*, (www.icao.int, publications, miscellaneous publications). In addition, Conclusion 1/6 - Information related to aircraft encounters with volcanic ash to ICAO and Smithsonian Institution by the VAACs, as well as Conclusion 1/7 – Development of VAAC backup procedures, were implemented.

3.2.4 In respect to Conclusion 1/13 – Designation of selected States volcano observatories to be included in ANP/FASID, GREPECAS formulated Conclusion 13/21, and the new Table MET 3C was included in CAR/SAM FASID.

3.3 Regional Progress in the implementation of GREPECAS Conclusions

3.3.1 In respect to Conclusion 12/59 - Harmonising ICAO colour code indicating level of alert of volcanic activity and the codes used by volcano organizations and IATA, the Second Meeting of the IAVW (IAVWOPSG/2) formulated Conclusion 2/15 – Amendment to Annex 15, related with ICAO colour codes to indicate the level of alert of volcanic activity, which was included in Amendment 34 to the referred Annex.

3.3.2 Concerning Conclusion 13/20¹ - Periodic Tests on volcanic ash SIGMETS, volcanic ash advisories and volcanic ash ASHTAMs or NOTAMs, which requests ICAO to invite VAAC Buenos Aires and VAAC Washington, CAR/SAM NOFs and MWOs to take active part in periodic tests of SIGMET, on volcanic ash and volcanic ash ASHTAMs or NOTAMs, to be carried out in accordance to the procedures agreed by the AERMET Subgroup, the meeting agreed to carry out the test on 20 November 2006 and use the protocol included as **Appendix A** to this part of the report.

3.3.3 The request of GREPECAS Conclusions 13/22 and 13/24, will be discussed during IAVWOPSG/3, to be held in Paris, France, from 5 to 9 February 2007.

3.3.4 The meeting received with pleasure the draft Guide for the preparation of emergency plans for aerodromes – natural disasters – volcanic ash in the CAR/SAM Regions, related to Conclusion 13/23, and agreed that as long as the referred Guide is finalized for GREPECAS approval, CAR/SAM States/Territories analyze the convenience of adapting to its requirements and subsequently effectively use the call plan diagram contained in the referred draft, included as **Appendix B** to this part of the report. Furthermore, it agreed that the referred diagram should be presented by the Rapporteur of the Task Force on Volcanic Ash and member of the IAVWOPSG, on behalf of CAR/SAM Regions to the Third Meeting of the Group (IAVWOPSG/3). In this regard, the subgroup formulated following Draft Conclusion:

**DRAFT
CONCLUSION 8/2 - CALL PLAN DIAGRAM OF THE AERODROME
EMERGENCIES COMMITTEE FOR VOLCANIC ASH**

That CAR/SAM States/Territories be invited to use the call plan diagram which includes contact information (name, position, telephone and cel phone) of all members of the emergencies committee for volcanic ash in an aerodrome, included as Appendix B to this part of the report.

3.3.5 The subgroup reviewed the work carried out by the Task Force on Volcanic Ash and agreed that for the preparation of the Guide for emergency plans for aerodromes – natural disasters – volcanic ash, the following factors, among others, were considered:

1. Risk identification and analysis and evaluation of its consequences.
2. Risk zone.
3. Evaluation of the event in real time for the timely application of protective measures.
4. Composition of the Plan operational structure, considering the inclusion of specialized organizations and the necessary technical personnel.
5. Awareness of all the staff involved in the development of the Plan providing detailed and accurate information, both concerning risk comprehension, and information on the development of the Plan.

¹ AERMETSG/7 Conclusion 7/6 Pre-approved by GREPECAS Members on 22 August 2005.

6. Establishment of alert systems, so that the emergency actions are highly preventive.
7. Planning of specific measures, both for protection and assistance.

3.3.6 Furthermore, the meeting took note that meteorological watch offices (MWO) are not receiving the special volcanic activity air-report forms, in spite that copies of same are being included with the flight documentation provided to flights operating on routes which in opinion of the meteorological authorities concerned, could be affected by volcanic ash clouds. In this regard, following Draft Conclusion was formulated:

DRAFT
CONCLUSION 8/3 - POST-FLIGHT RECORD AND REPORT IN CAR/SAM REGIONS

That ICAO invites IATA to request the airlines operating on CAR/SAM air routes to record and report special aircraft observations of pre-eruption volcanic activity, volcanic eruption or volcanic ash clouds on the special air-report on volcanic activity form (VAR), as specified in Annex 3 and PANS ATM, Doc 4444.

APPENDIX A

**PROTOCOL FOR SIGMET WV, SIGMET WV WITH PROJECTION AND
VOLCANIC ASH ADVISORY (VAA)**

VAAC BUENOS AIRES

**MWO Lima-Callao
(20 November 01:00 UTC)**

1. Based on a fictitious air-report of the FICTITUS volcano, the 20th November 2006 at 01:00 UTC, prepare a SIGMET WV, adding after "SIGMET and its number": "**TEST - NO VALID**".
2. Disseminate SIGMET WV according to CAR/SAM FASID Table MET 2B and Doc 9766-AN/968 (Appendix F to CAR/SAM SIGMET Guide, 2006).
3. Subsequently prepare and disseminate every six hours SIGMET WV with projection informed by VAAC Buenos Aires through VAA message, following the same protocol.
4. MWO Lima Callao notifies the corresponding NOF, which issues the ASHTAM / NOTAM related to Volcanic Ash according to the attached model.

**VAAC Buenos Aires
(20 November – After SIGMET WV reception from MWO Lima -Callao)**

5. Prepare the respective simulated VAA, adding after the name of the volcano: "**TEST - NO VALID**" according to the attached model.
6. In its part **OBS ASH CLD** will include the text "**VA CLD FCST 200400 OVER FIR LA PAZ, ANTOFAGASTA ASUNCION**".
7. In its part **FCST ASH CLD + 6HR** will include the text "**VA CLD FCST 200700 OVER FIR CURITIBA, MONTEVIDEO Y CORDOBA**".
8. Disseminate the VAA according to CAR/SAM FASID Table MET 3B (see Appendix E to the CAR/SAM SIGMET Guide, 2006). They should not be included in the dissemination to the other VAACs

**MWOs LA PAZ, ANTOFAGASTA AND ASUNCION
(20 November 04:00 UTC)**

9. The VAA received from VAAC Buenos Aires will indicate that the FIRs under watch by the MWO Antofagasta, La Paz and Asunción will be affected by volcanic ash the 20th November 2006 at 04:00 UTC, therefore, the MWOs prepare and issue SIGMETs WV with projection, following steps (1) and (2).
10. Subsequently, prepare and disseminate every six hours SIGMET WV including the projection informed by VAAC Buenos Aires through VAA message, following the same protocol.

**MWOs CURITIBA, MONTEVIDEO Y CORDOBA
(20 November 07:00 UTC)**

11. The VAA received from VAAC Buenos Aires will indicate that the FIRs under watch by the MWO Curitiba, Montevideo and Córdoba will be affected by volcanic ash the 20th November 2006 at 07:00 UTC, therefore, the MWOs prepare and issue SIGMETs WV with projection, following steps (1) and (2).
12. Subsequently, prepare and disseminate every six hours SIGMET WV including the projection informed by VAAC Buenos Aires through VAA message, following the same protocol.

**MWO Lima-Callao
(21 November 12:00 UTC)**

13. Prepare and disseminate on 20th November 2006 at 12:00 UTC SIGMET WV of cessation of volcanic activity, following the same protocol of steps (1) and (2) adding after "SIGMET and its number": **"END TEST - NO VALID"**.
14. MWO Lima Callao notifies the corresponding NOF on the cancellation of the volcanic ash incident and it proceeds to cancel the ASHTAM /NOTAM.

VAAC Buenos Aires

15. Prepare the VAA on volcanic ash cancellation.
16. Disseminate the VAA on volcanic ash cancellation according to CAR/SAM FASID Table MET 3B (see Appendix E to the CAR/SAM SIGMET Guide, 2006). They should not be included in the dissemination to the other VAACs.

**MWO Antofagasta, La Paz, Asunción, Curitiba, Montevideo y Córdoba
(21 de noviembre posterior a recepción de cancelación del VAA)**

17. Prepare and disseminate SIGMET WV of cessation of volcanic activity, following the same protocol of steps (1) and (2) adding after "SIGMET and its number": **"END TEST - NO VALID"**.

MWO DE LAS REGIONES SAM, VAAC BUENOS AIRES Y WASHINGTON

18. MWO under VAAC BUE responsibility, sends to the AERMETSG Secretariat, Nohora Arias: na@lima.icao.int and to the Rapporteur of the TF on VA: Gustavo Flores: gflores@meteofa.mil.ar, the forms with the reception hours of the messages received during the test in each area of the units involved.
19. VAAC Washington collects reception information of SIGMET WV and ASHTAM received by IATA and by the WAFC in the CAR/SAM Regions and sends such information to the AERMETSG Secretariat, Nohora Arias: na@lima.icao.int and to the Rapporteur of the TF on VA: Gustavo Flores: gflores@meteofa.mil.ar, the forms with the reception hours of the messages received during the test. (END TEST VAAC BUE)

Note: Prior to the development of the exercise the VAAC Washington should make the corresponding coordinations with IATA and the WAFC so that the forms duly completed are sent to them, for onward transmission to the Rapporteur of the Volcanic Ash Task Force for further analysis.

**PROTOCOL FOR SIGMET WV, SIGMET WV WITH PROJECTION AND
VOLCANIC ASH ADVISORY (VAA)**

VAAC WASHINGTON

**MWO Mexico
(20 November 01:00 UTC)**

1. Based on a fictitious air-report of the **FICTITUS2** volcano, the 20th November 2006 at 01:00 UTC, prepare a SIGMET WV, adding after "SIGMET and its number": **"TEST - NO VALID"**.
2. Disseminate SIGMET WV according to CAR/SAM FASID Table MET 2B and Doc 9766-AN/968 (Appendix F to CAR/SAM SIGMET Guide, 2006).
3. Subsequently, prepare and disseminate every six hours SIGMET WV including the projection informed by VAAC Washington through VAA message, following the same protocol
4. MWO Mexico notifies the corresponding NOF, which issues the ASHTAM / NOTAM related to Volcanic Ash according to the attached model.

**VAAC Washington
(20 November - After SIGMET WV reception from MWO México)**

5. Prepare the respective simulated VAA, adding after the name of the volcano: **"TEST - NO VALID"** according to the attached model.
6. In its part **OBS ASH CLD** will include the text **"VA CLD FCST 200400 OVER FIR CUBA, REPUBLICA DOMINICANA, HAITÍ, HONDURAS, COLOMBIA, ECUADOR, FRENCH GUIANA AND GUYANA"**
7. In its part **FCST ASH CLD + 6HR** will include the text **"VA CLD FCST 200700 OVER FIR JAMAICA, NETHERLAND ANTILLES, TRINIDAD&TOBAGO, PANAMA, SURINAME AND VENEZULA"**
8. Disseminate the VAA according to CAR/SAM FASID Table MET 3B (see Appendix E to the CAR/SAM SIGMET Guide, 2006).

**MWOs CUBA, DOMINICAN REPUBLIC, HAITI, HONDURAS, COLOMBIA, ECUADOR,
FRENCH GUIANA AND GUYANA
(20 November 04:00 UTC)**

9. The VAA received from VAAC Washington will indicate that the FIRs under watch by the MWO Cuba, Dominican Republic, Haiti, Honduras, Colombia, Ecuador, French Guiana and Guyana will be affected by volcanic ash the 20th November 2006 at 04:00 UTC, therefore, the MWOs prepare and issue SIGMETs WV with projection, following steps (1) and (2).

10. Subsequently, prepare and disseminate every six hours SIGMET WV including the projection informed by VAAC Washington through VAA message, following the same protocol.

**MWOs JAMAICA, NETHERLAND ANTILLES, TRINIDAD TOBAGO, PANAMA,
SURINAME AND VENEZUELA
(20 November 07:00 UTC)**

11. The VAA received from VAAC Washington will indicate that the FIRs under watch by the MWO Jamaica, Netherlands Antilles, Trinidad&Tobago, Panama, Suriname and Venezuela will be affected by volcanic ash the 20th November 2006 at 07:00 UTC, therefore, the MWOs prepare and issue SIGMETs WV with projection, following steps (1) and (2).
12. Subsequently, prepare and disseminate every six hours SIGMET WV including the projection informed by VAAC Washington through VAA message, following the same protocol.

**MWO Mexico
(21 November 12:00 UTC)**

13. Prepare and disseminate on 20th November 2006 at 12:00 UTC SIGMET WV of cessation of volcanic activity, following the same protocol of steps (1) and (2) adding after "SIGMET and its number": **"END TEST - NO VALID"**.
14. MWO Mexico notifies the corresponding NOF on the cancellation of the volcanic ash incident and it proceeds to cancel the ASHTAM /NOTAM.

VAAC Washington

15. Prepare the VAA on volcanic ash cancellation.
16. Disseminate the VAA on volcanic ash cancellation according to CAR/SAM FASID Table MET 3B (see Appendix E to the CAR/SAM SIGMET Guide, 2006)

**MWO Cuba, Republica Dominicana, Haití and Honduras Jamaica, Netherlands Antilles and
Trinidad&Tobago
(21 November posterior a recepción de cancelación del VAA)**

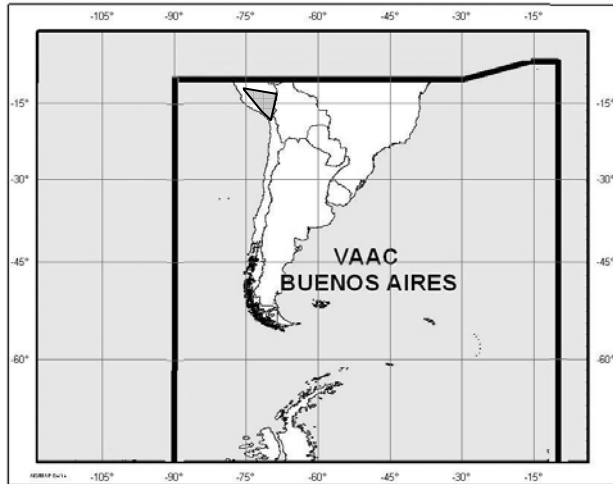
17. Prepare and disseminate SIGMET WV of cessation of volcanic activity, following the same protocol of steps (1) and (2) adding after "SIGMET and its number": **"END TEST - NO VALID"**.

MWO OF CAR REGION , VAAC Washington, IATA y WAFC

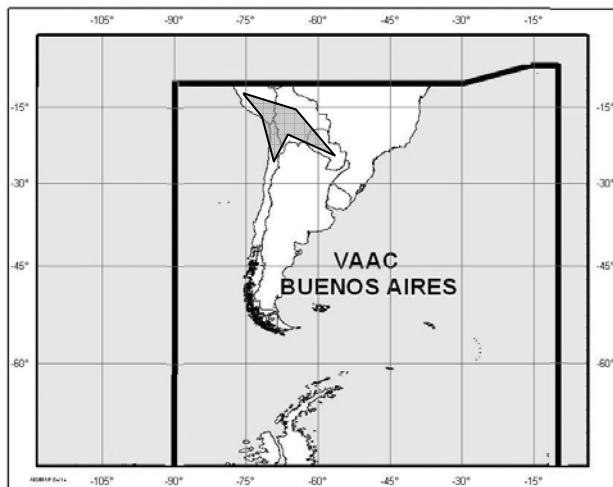
18. VAAC Washington collects reception information of SIGMET WV and ASHTAM received by IATA, by the MWO and by the WAFC and sends such information to the AERMETSG Secretariat, Nohora Arias: na@lima.icao.int and to the Rapporteur of the TF on VA: Gustavo Flores: gflores@meteofa.mil.ar, the forms with the reception hours of the messages received during the test. (END TEST VAAC WASHINGTON)

Note: Prior to the development of the exercise the VAAC Washington should make the corresponding coordinations with IATA and the WAFC so that the forms duly completed are sent to them, for onward transmission to the Rapporteur of the Volcanic Ash Task Force for further analysis.

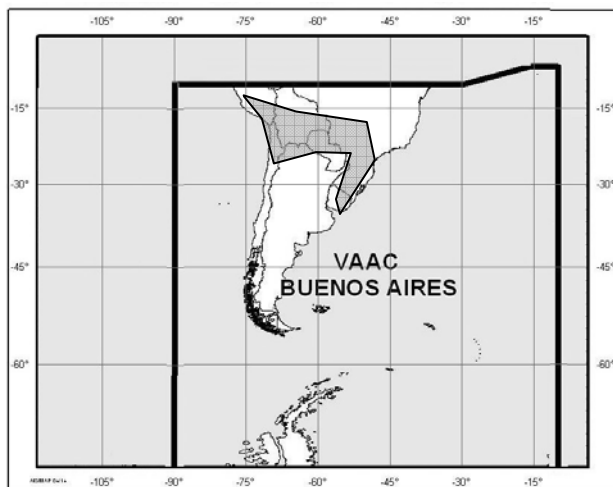
CHARACTERISTICS OF THE VOLCANIC ASH DISPERSION FOR THE SAM REGION



Hour H
MWO affected
LIMA

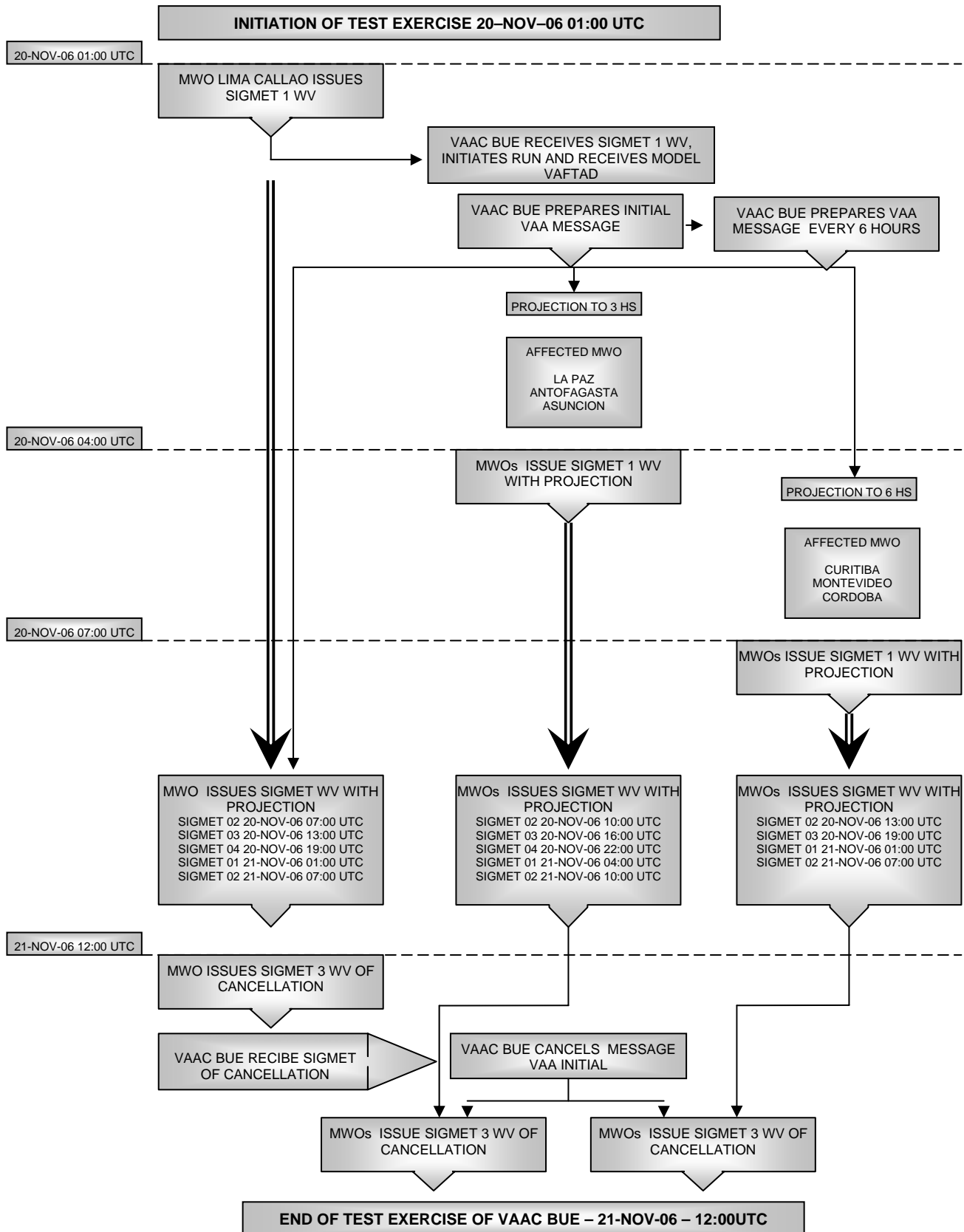


Hour H + 3
New MWO affected
LA PAZ
ANTOFAGASTA
ASUNCION

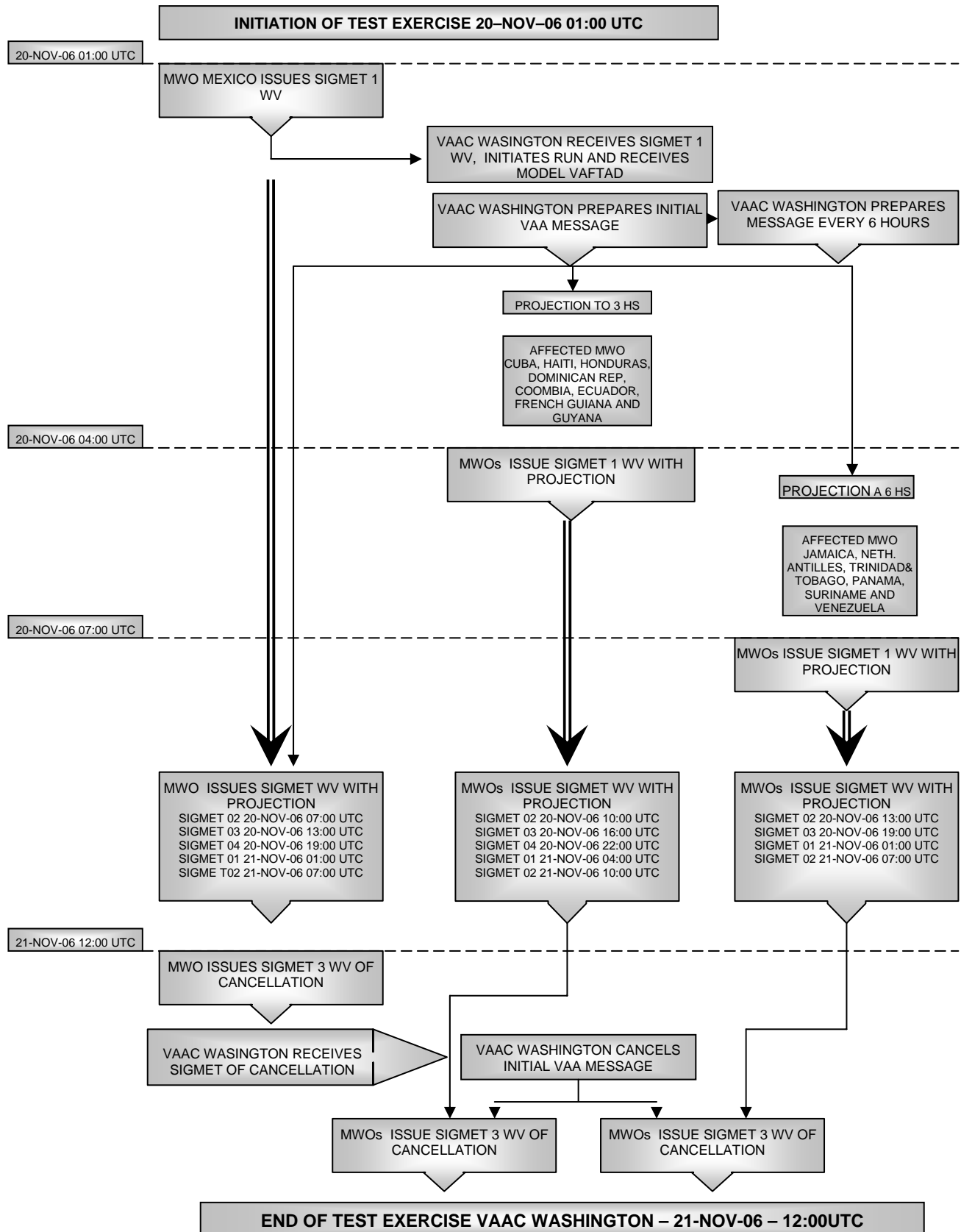


Hour H + 6
New MWO affected
CURITIBA
CORDOBA
MONTEVIDEO

ISSUANCE OF SIGMET WV AND SIGMET WV MESSAGES WITH PROJECTION BY THE MWO INVOLVED IN THE SAM REGION



ISSUANCE OF SIGMET WV AND SIGMET WV MESSAGES WITH PROJECTION BY THE MWO INVOLVED IN THE CAR REGION



FORMAT OF THE VAA MESSAGE TO BE USED IN THE SAM REGION

The format to be used will be the following:

FVAG01 SABM DDHMM UTC

VOLCANIC ASH ADVISORY

ISSUED: 20061122/HHMMZ ⁽¹⁾

VAAC: BUENOS AIRES

VOLCANO: FICTITUS

LOCATION: **EXERCISE**

AREA: FIR LIMA

SUMMIT ELEVATION: **EXERCISE**

ADVISORY NUMBER: **AAAA/NN**⁽²⁾ **EXERCISE**

INFORMATION SOURCE: **EXERCISE**

AVIATION COLOUR CODE: **EXERCISE**

ERUPTION DETAILS: **EXERCISE**

OBS ASH DATE/TIME: 20/0100Z

OBS ASH CLOUD: "VA CLD FCST 200400 OVER FIR LA PAZ, ANTOFAGASTA ASUNCION"

FCST ASH CLD+6H: "VA CLD FCST 200700 OVER FIR CURITIBA, MONTEVIDEO Y CORDOBA"

FCST ASH CLD+12H: **EXERCISE**

FCST ASH CLD +18H: **EXERCISE**

NEXT ADVISORY: **AAAAMMDD/HHMMZ**⁽³⁾

REMARKS: THIS IS ONLY A VAA TEST EXERCISE. PLEASE DISREGARD

For message identification, highlighted fields will be completed with the following information according with their sequence (N°):

N°	ISSUED (1)	ADVISORY NUMBER (2)	NEXT ADVISORY (3)
01-2006	0105Z	2006/01 EXERCISE	20061120/0700Z
02-2006	0700Z	2006/02 EXERCISE	20061120/1300Z
03-2006	1300Z	2006/03 EXERCISE	20061120/1900Z
04-2006	1900Z	2006/04 EXERCISE	20061121/0100Z
05-2006	0100Z	2006/05 EXERCISE	20061121/0700Z
06-2006	0700Z	2006/04 EXERCISE	20061121/1300Z
07-2006	1215Z	2006/04 EXERCISE	CNL VAA NO FURTHER ADVISORIES

NOTE: CAR REGION SHOULD ADOPT A VAA MESSAGE OF SIMILAR CHARACTERISTICS.

FORMAT OF THE MESSAGE TO BE USED IN THE CAR REGION

The format to be used will be the following:

FVXX01 KWBC DDHHMM UTC

VOLCANIC ASH ADVISORY

ISSUED: 20061122/**HHMMZ** ⁽¹⁾

VAAC: WASHINGTON

VOLCANO: FICTITUS2

LOCATION: **EXERCISE**

AREA: FIR MEXICO

SUMMIT ELEVATION: **EXERCISE**

ADVISORY NUMBER: **AAAA/NN**⁽²⁾ **EXERCISE**

INFORMATION SOURCE: **EXERCISE**

AVIATION COLOUR CODE: **EXERCISE**

ERUPTION DETAILS: **EXERCISE**

OBS ASH DATE/TIME: 20/0100Z

OBS ASH CLOUD: "VA CLD FCST 200400 OVER FIR CUBA, REPUBLICA DOMINICANA, HAITÍ Y HONDURAS"

FCST ASH CLD+6H: "VA CLD FCST 200700 OVER FIR JAMAICA, NETHERLAND ANTILLES Y TRINIDAD&TOBAGO"

FCST ASH CLD+12H: **EXERCISE**

FCST ASH CLD +18H: **EXERCISE**

NEXT ADVISORY: **AAAAMMDD/HHMMZ**⁽³⁾

REMARKS: THIS IS ONLY A VAA TEST EXERCISE. PLEASE DISREGARD

For message identification, highlighted fields will be completed with the following information according with their sequence (N°):

N°	ISSUED (1)	ADVISORY NUMBER (2)	NEXT ADVISORY (3)
01-2006	0105Z	2006/01 EXERCISE	20061120/0700Z
02-2006	0700Z	2006/02 EXERCISE	20061120/1300Z
03-2006	1300Z	2006/03 EXERCISE	20061120/1900Z
04-2006	1900Z	2006/04 EXERCISE	20061121/0100Z
05-2006	0100Z	2006/05 EXERCISE	20061121/0700Z
06-2006	0700Z	2006/04 EXERCISE	20061121/1300Z
07-2006	1215Z	2006/04 EXERCISE	CNL VAA NO FURTHER ADVISORIES

FORMAT OF ASHTAM MESSAGE TO BE USED IN THE SAM REGION

ASHTAM/ NOTAM

- C. VOLCÁN FICTITUS**
- D. EXERCISE**
- E. EXERCISE**
- F. EXERCISE**
- G. EXERCISE**
- H. EXERCISE**
- I. EXERCISE**
- J. MWO LIMA CALLAO**
- K. THIS IS ONLY AN ASHTAM TEST EXERCISE. PLEASE DISREGARD**

FORMAT OF ASHTAM MESSAGES TO BE USED IN THE CAR REGION

ASHTAM / NOTAM

- C. VOLCÁN FICTITUS2**
- D. EXERCISE**
- E. EXERCISE**
- F. EXERCISE**
- G. EXERCISE**
- H. EXERCISE**
- I. EXERCISE**
- J. MWO MEXICO**
- K. THIS IS ONLY AN ASHTAM TEST EXERCISE. PLEASE DISREGARD**

EXAMPLE OF THE CONTROL FORM FOR THE RECEPTION OF SIGMET AND SIGMET WITH PROJECTION MESSAGES FOR THE UNITS WHICH HAVE NOT BEEN ASSIGNED IN THE TEST THE RESPONSIBILITY OF ISSUING SIGMET WV MESSAGES UNDER VAAC BUENOS AIRES RESPONSIBILITY



TEST OF OPERATIONAL ANSWER OF VOLCANIC ASH MESSAGES

STATE:.....

MWO:..... / WAFC / IATA/ NOF:.....

ORIGIN VAAC BUENOS AIRES

MESSAGE	RECEIVED	REMARKS
VAA		
VAA		
VAA		
VAA		
VAA		
VAA		
VAA		
VAA CANG.		

ORIGIN MWO LIMA CALLAO

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO LA PAZ

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO ANTOFAGASTA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO ASUNCION

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO CURITIBA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO MONTEVIDEO

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO CORDOBA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

EXAMPLE OF THE CONTROL FORM FOR THE RECEPTION OF SIGMET AND SIGMET WITH PROJECTION MESSAGES FOR THE UNITS WHICH HAVE NOT BEEN ASSIGNED IN THE TEST THE RESPONSIBILITY OF ISSUING SIGMET WV MESSAGES UNDER VAAC WASHINGTON RESPONSIBILITY



TEST OF OPERATIONAL ANSWER OF VOLCANIC ASH MESSAGES

STATE:.....

MWO:..... / **WAFC / IATA/ NOF:**.....

ORIGIN VAAC WASHINGTON

MESSAGE	RECEIVED	REMARKS
VAA		
VAA		
VAA		
VAA		
VAA		
VAA		
VAA CANC.		

ORIGIN MWO CUBA

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO REPUBLICA DOMINICANA

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

AERMETSG/8
Appendix A to the Report on Agenda Item 3

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ORIGIN MWO HAITI

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO HONDURAS

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO JAMAICA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO NETHERLAND ANTILLES

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO TRINIDAD&TOBAGO

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO COLOMBIA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO ECUADOR

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO FRENCH GUIANA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO GUYANA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO PANAMA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

AERMETSG/8
Appendix A to the Report on Agenda Item 3

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ORIGIN MWO SURINAME

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO VENEZUELA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

EXAMPLE OF THE CONTROL FORM FOR THE ISSUANCE OF SIGMET AND SIGMET WITH PROJECTION MESSAGES FOR THE MWO WHICH HAVE BEEN ASSIGNED IN THE TEST THE RESPONSIBILITY OF ISSUING MESSAGES UNDER VAAC BUENOS AIRES RESPONSIBILITY



TEST OF OPERATIONAL ANSWER OF VOLCANIC ASH MESSAGES

STATE:.....

MWO:.....

RECEPTION OF VAA MESSAGES ORIGINATED BY VAAC BUENOS AIRES

MESSAGE	RECEIVED	REMARKS
VAA		
VAA		
VAA		
VAA		
VAA		
VAA		
VAA CANC.		

ISSUANCE OF SIGMET WV AND SIGMET WITH PROJECTION MESSAGES

MESSAGE	ISSUED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

RECEPTION OF SIGMET WV AND SIGMET WITH PROJECTION MESSAGES ORIGINATED BY OTHER MWO

(THE TABLE CORRESPONDING TO THE MWO ISSUING SIGMET WV SHOULD BE DELETED FROM THIS FORM)

ORIGIN MWO LIMA CALLAO

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

AERMETSG/8
Appendix A to the Report on Agenda Item 3

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ORIGIN MWO LA PAZ

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO ANTOFAGASTA

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO ASUNCION

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO CURITIBA

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO MONTEVIDEO

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO CORDOBA

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

EXAMPLE OF THE CONTROL FORM FOR THE ISSUANCE OF SIGMET AND SIGMET WITH PROJECTION MESSAGES FOR THE MWO WHICH HAVE BEEN ASSIGNED IN THE TEST THE RESPONSIBILITY OF ISSUING MESSAGES UNDER VAAC WASHINGTON RESPONSIBILITY

TEST OF OPERATIONAL ANSWER OF VOLCANIC ASH MESSAGES

STATE:.....

MWO:.....

RECEPTION OF VAA MESSAGE FROM THE VAAC WASHINGTON

MESSAGE	RECEIVED	REMARKS
VAA		
VAA		
VAA		
VAA		
VAA		
VAA		
VAA CANC.		

ISSUANCE OF SIGMET WV AND SIGMET WITH PROJECT MESSAGES

MESSAGE	ISSUED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

RECEPTION OF SIGMET WV AND SIGMET WITH PROJECTION MESSAGES FROM OTHER MWO

(THE TABLE CORRESPONDING TO THE MWO ISSUING SIGMET WV SHOULD BE DELETED FROM THIS FORM)

ORIGIN MWO CUBA

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO DOMINICAN REPUBLIC

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO HAITI

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO HONDURAS

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO JAMAICA

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO NETHERLANDS ANTILLES

MESSAGE	RECEIVED	REMARKS
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO TRINIDAD&TOBAGO

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO COLOMBIA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO ECUADOR

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO FRENCH GUIANA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO GUYANA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
SIGMET 1		
SIGMET 2		
SIGMET 3		
SIGMET 4		
SIGMET 1		
SIGMET 2		
SIGMET 3		

ORIGIN MWO PANAMA

AERMETSG/8
Appendix A to the Report on Agenda Item 3

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<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
<i>SIGMET 1</i>		
<i>SIGMET 2</i>		
<i>SIGMET 3</i>		
<i>SIGMET 4</i>		
<i>SIGMET 1</i>		
<i>SIGMET 2</i>		
<i>SIGMET 3</i>		

ORIGIN MWO SURINAME

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
<i>SIGMET 1</i>		
<i>SIGMET 2</i>		
<i>SIGMET 3</i>		
<i>SIGMET 4</i>		
<i>SIGMET 1</i>		
<i>SIGMET 2</i>		
<i>SIGMET 3</i>		

ORIGIN MWO VENEZUELA

<i>MESSAGE</i>	<i>RECEIVED</i>	<i>REMARKS</i>
<i>SIGMET 1</i>		
<i>SIGMET 2</i>		
<i>SIGMET 3</i>		
<i>SIGMET 4</i>		
<i>SIGMET 1</i>		
<i>SIGMET 2</i>		
<i>SIGMET 3</i>		

**SAMPLE OF CONTROL FORM FOR THE RECEPTION OF ASHTAM/NOTAM MESSAGES
UNDER VAAC BUENOS AIRES RESPONSIBILITY**



TEST OF OPERATIONAL ANSWER OF VOLCANIC ASH MESSAGES

**RECEPTION OF ASHTAM/NOTAM MESSAGES BY THE STATES UNDER VAAC BUENOS
AIRES RESPONSIBILITY**

ARGENTINA

NOF	ISSUED	RECEIVED	REMARKS
BOLIVIA			
BRAZIL			
CHILE			
PARAGUAY			
PERU			
URUGUAY			

BOLIVIA

NOF	ISSUED	RECEIVED	REMARKS
ARGENTINA			
BRAZIL			
CHILE			
PARAGUAY			
PERU			
URUGUAY			

BRAZIL

NOF	ISSUED	RECEIVED	REMARKS
ARGENTINA			
BOLIVIA			
CHILE			
PARAGUAY			
PERU			
URUGUAY			

CHILE

NOF	ISSUED	RECEIVED	REMARKS
ARGENTINA			
BOLIVIA			
BRAZIL			
PARAGUAY			
PERU			
URUGUAY			

AERMETSG/8
Appendix A to the Report on Agenda Item 3

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PARAGUAY

<i>NOF</i>	<i>ISSUED</i>	<i>RECEIVED</i>	<i>REMARKS</i>
<i>ARGENTINA</i>			
<i>BOLIVIA</i>			
<i>BRAZIL</i>			
<i>CHILE</i>			
<i>PERU</i>			
<i>URUGUAY</i>			

PERU

<i>NOF</i>	<i>ISSUED</i>	<i>RECEIVED</i>	<i>REMARKS</i>
<i>ARGENTINA</i>			
<i>BOLIVIA</i>			
<i>BRAZIL</i>			
<i>CHILE</i>			
<i>PARAGUAY</i>			
<i>URUGUAY</i>			

URUGUAY

<i>NOF</i>	<i>ISSUED</i>	<i>RECEIVED</i>	<i>REMARKS</i>
<i>ARGENTINA</i>			
<i>BOLIVIA</i>			
<i>BRAZIL</i>			
<i>CHILE</i>			
<i>PARAGUAY</i>			
<i>PERU</i>			

**SAMPLE OF CONTROL FORM FOR THE RECEPTION OF ASHTAM/NOTAM MESSAGES
UNDER VAAC WASHINGTON RESPONSIBILITY**

TEST OF OPERATIONAL ANSWER OF VOLCANIC ASH MESSAGES

**RECEPTION OF ASHTAM/NOTAM MESSAGES BY THE STATES UNDER VAAC
WASHINGTON RESPONSIBILITY**

COLOMBIA

<i>NOF</i>	<i>ISSUED</i>	<i>RECEIVED</i>	<i>REMARKS</i>
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITÍ			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

CUBA

<i>NOF</i>	<i>ISSUED</i>	<i>RECEIVED</i>	<i>REMARKS</i>
COLOMBIA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITÍ			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

ECUADOR

<i>NOF</i>	<i>ISSUED</i>	<i>RECEIVED</i>	<i>REMARKS</i>
COLOMBIA			
CUBA			
DOM. REPUBLIC			
FRENCH GUIANA			
GUYANA			
HAITÍ			
HONDURAS			
JAMAICA			

MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

FRENCH GUIANA

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
GUYANA			
HAITÍ			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

GUYANA

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
HAITÍ			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

HAITÍ

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

HONDURAS

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITÍ			
JAMAICA			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

JAMAICA

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITÍ			
HONDURAS			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

MEXICO

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITÍ			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

NETHERLAND ANTILLES

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			

FRENCH GUIANA			
GUYANA			
HAITI			
HONDURAS			
JAMAICA			
MEXICO			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

PANAMA

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITI			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

REPUBLICA DOMINICANA

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITI			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
TRINIDAD&TOBAGO			
VENEZUELA			

SURINAME

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITI			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			

PANAMA			
TRINIDAD&TOBAGO			
VENEZUELA			

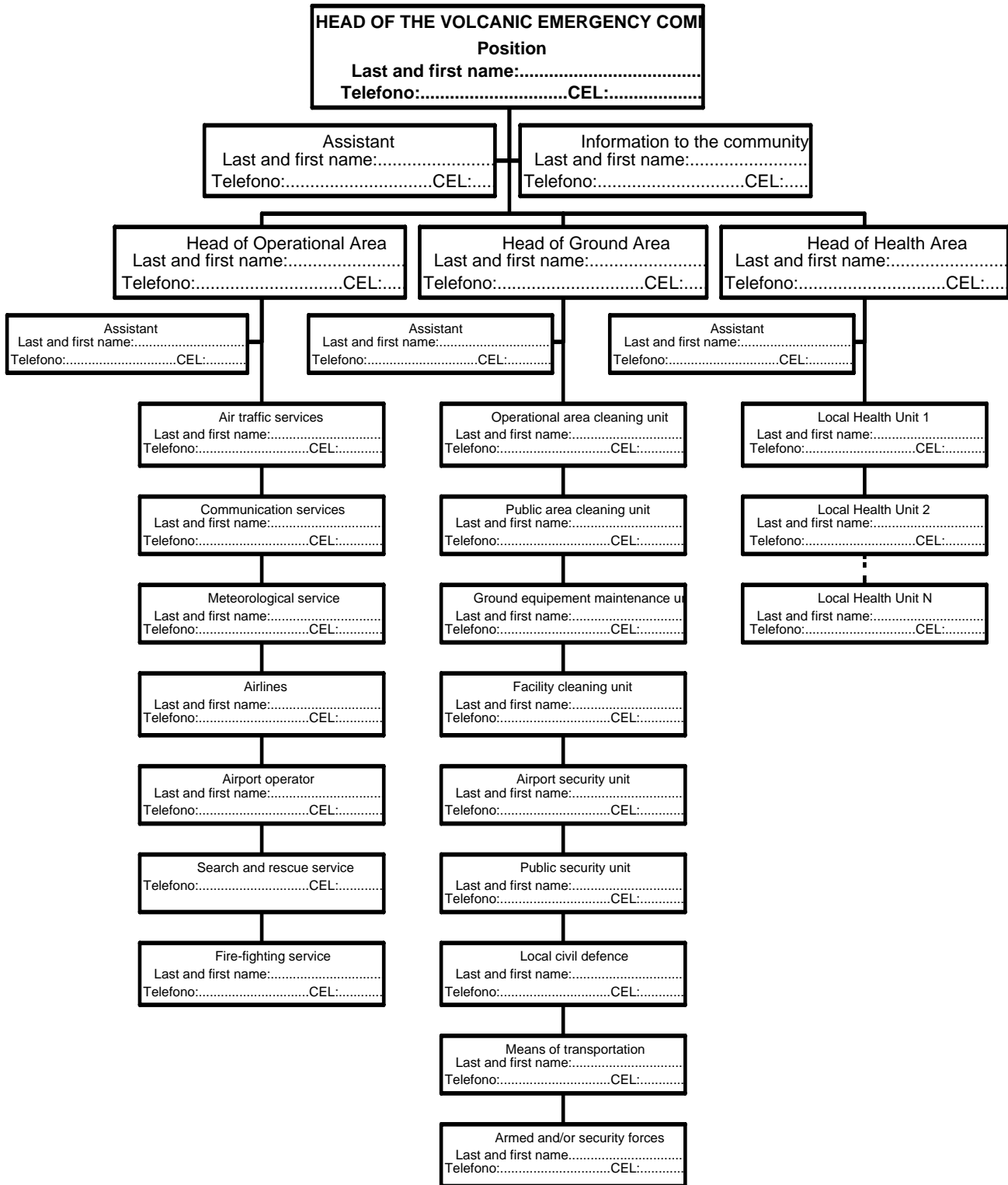
TRINIDAD&TOBAGO

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITÍ			
HONDURAS			
JAMAICA			
MEXICO			
NETH. ANTILLES			
PANAMA			
SURINAME			
VENEZUELA			

VENEZUELA

NOF	ISSUED	RECEIVED	REMARKS
COLOMBIA			
CUBA			
DOM. REPUBLIC			
ECUADOR			
FRENCH GUIANA			
GUYANA			
HAITÍ			
HONDURAS			
JAMAICA			
MEXICO			
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PANAMA			
SURINAME			
TRINIDAD&TOBAGO			

CALL PLAN FOR THE AIRPORT VOLCANIC EMERGENCY COMMITTEE.....



Date of update	
Updated by:	
Signature:	

Agenda Item 4: Implementation of the issuance of SIGMET in the CAR/SAM Regions

4.1 During this agenda item, the meeting was aware that following Recommendation 1/12 of MET Divisional Meeting (Montreal, 2002), ICAO South American Regional Office prepared the Seventh Edition of the Guide for the preparation, dissemination and use of SIGMET messages, which was distributed among CAR/SAM States/Territories by the Lima and Mexico Offices in June 2006 and that in spite of this, deficiencies in the preparation, as well as in the issuance of SIGMET messages, particularly in those related to volcanic ash, continue appearing.

4.2 Due to the large number of OPMET messages issued globally and the impossibility to check all data manually, the meeting took note that automated systems have been developed. In such sense, the strict observance in the application of the template format in Annex 3 for SIGMET and AIRMET messages as well as special air-reports, without any variation, is essential.

4.3 The meeting considered that in spite Amendment 73 of ICAO Annex 3 became effective in November 2004, some States/Territories have not yet updated their procedures, mainly those related to the location indicator and name of the CTA/FIR for which SIGMET is issued. In such sense, the subgroup formulated the following Draft Conclusion:

DRAFT

CONCLUSION 8/4 -

APPLICATION OF THE TEMPLATE FOR SIGMET AND AIRMET MESSAGES AND SPECIAL AIR-REPORTS (UP-LINK)

That CAR/SAM States/Territories be invited to update their procedures to strictly apply the template for SIGMET and AIRMET messages and special air-reports (up-link), mainly those related to the location indicator and name of the CTA/FIR for which SIGMET is issued, at the beginning of the second line of the message.

Agenda Item 5: OPMET information exchange in the CAR/SAM Regions

5.1 OPMET exchange controls in CAR/SAM States/Territories participating in the control

5.1.1 Under this agenda item, the meeting recalled that the AERMET Subgroup and the corresponding GREPECAS meetings have analyzed the results of the OPMET information exchange controls conducted by CAR/SAM States/Territories that participate in the control since 1996, in keeping with the procedures established by previous implementation meetings and by GREPECAS. Based on the results obtained in the referred controls, it could be verified that even though there have been considerable improvements in OPMET exchange in most of the States/Territories participating in the control, problems still continue in some of them, although in the majority of the cases the problems are due temporary communication failures.

5.1.2 The subgroup took note of the results obtained in OPMET exchange controls, corresponding to the periods from 10 to 16 June of 2006, received from 11 States/Territories of the SAM Region and 3 from the CAR Region, which will be analyzed by the COM/MET Task Force, in accordance with the Terms of Reference and Work Programme, and will inform the AERMET Subgroup, during its next meeting, in order to verify if the required reception percentages (98%) are being reached.

5.2 OPMET information controls received in the Brasilia International OPMET data Bank

5.2.1 In compliance with the procedures established on this matter in previous implementation meeting and in GREPECAS, the meeting took note of the analysis to operational controls carried out by the Brasilia International OPMET data bank since 2000 to 2006, noting with concern the great number of omissions in OPMET messages in the Bank in detriment of air operations.

5.2.2 In order to identify the deficiencies related with the availability of OPMET information, the Brasilia OPMET Bank, carried out a comparative study of the availability of OPMET messages in the period contained in **Appendix A** to this part of the report. **Appendix B** presents a table with a comparative study of METAR availability and **Appendix C** presents the graphics of this comparative study. **Appendix D** presents a table with the comparative study of TAF availability.

5.2.3 Likewise, the meeting took note that in the operational control carried out by the Brasilia International OPMET Bank during the period from 10 to 16 June 2006, common and constant errors of insertion of messages have been observed, contributing adversely in the functionality of the OPMET Bank and subsequently in the detriment of air operations.

5.2.4 In order to identify the deficiencies related to the availability of the information in the Brasilia International OPMET data Bank, the results of the control corresponding to CAR/SAM Regions are presented in **Appendices E** and **F** to this part of the report.

5.2.5 The meeting congratulated and expressed its appreciation to the expert of Brazil for the excellent work carried out by the Brasilia OPMET Bank, and considering the procedures established for the submission of the controls to CAR/SAM States/Territories, the meeting agreed on the need that the results of the controls be submitted directly to the States/Territories.

5.2.6 Furthermore, and considering that the same controls are carried out by Brazil for its aerodromes, enabling the correction of deficiencies in their preparation and exchange, the meeting formulated the following draft conclusion:

**DRAFT
CONCLUSION 8/5 - CAR/SAM OPMET EXCHANGE CONTROLS**

That, in order to improve the quality and availability of OPMET information in the CAR/SAM Regions:

- a) the Brasilia International OPMET data Bank submit the results of OPMET studies and controls directly to those responsible of the OPMET Control of CAR/SAM States/Territories; and
- b) the States/Territories establish procedures to carry out quality and availability controls of OPMET data in their aerodromes.

5.3 Global OPMET information exchange controls

5.3.1 The subgroup took note that the Eleventh Meeting of the ICAO SADIS Operations Group (SADISOPSG/11), held from 23 to 25 May 2006, formulated Conclusion 11/8, as well as the “*Note: The goal of the availability of OPMET information distributed via SADIS from AOP aerodromes is 95 per cent*”, requesting the Secretariat to invite States/Territories which do not make available OPMET data from aerodromes listed in the Table AOP, in accordance with the SADIS User Guide (SUG), Annex 1, as shown in **Appendix G**¹ to this part of the report, to implement their dissemination to the SADIS, as a matter of urgency. The meeting noted with concern the 95% percentage presented, and IATA considered its revision in order to adjust it to the guidelines of ICAO Annex 10.

5.3.2 In this regard, and following the constant concern of the AERMETSG and GREPECAS in the improvement of OPMET exchange in the CAR/SAM Regions, the subgroup noted that on the basis of Appendix F – List of missing OPMET data during the monitoring period by IATA, of the SADISOPSG/11 Report, the OPMET information of the SAM Region was received by IATA in a 96.5% and the information from the CAR Region in a 74.3%, as indicated in the following analysis:

OPMET DATA RECEPTION BY IATA		
ON THE BASIS OF APPENDIX F TO THE SADISOPSG/11 REPORT		
	CAR REGION	SAM REGION
No. of Aerodromes Listed (SUG)	140	142
No. of Aerodromes with missing data	36	5
No. of Aerodromes from which OPMET information was received	104	137
Reception %	74.3%	96.5%

¹ **Appendix G** corresponds to Appendix F to SADISOPSG/11 report.

5.3.3 The meeting was aware that above referred percentages do not coincide with the results of OPMET controls carried out in the CAR/SAM Regions, therefore, and in order to have easy to analyze information including the detailed percentage of global OPMET data controls, the SADISOPSG considers the possibility of identifying the aerodromes which do not issue OPMET data throughout 24 hours, in Annex 1 to the SADIS User Guide, and formulated the following draft conclusion:

DRAFT

CONCLUSION 8/6

OPMET DATA GLOBAL CONTROLS

That, in order to improve the reliability of the periodic assessments of the availability of OPMET data, the SADISOPSG considers the possibility of identifying the aerodromes which do not issue OPMET data throughout 24 hours, in Annex 1 to the SADIS User Guide.

5.4 **Catalogue of OPMET data available in the Brasilia International OPMET Data Bank**

5.4.1 The subgroup also thanked the Brazil expert for updating the Catalogue of OPMET data available at the Brasilia International OPMET data Bank prepared and published by the ICAO South American Office (SAM), in compliance with Recommendation 5/10 – “Catalogue of OPMET data at CAR/SAM International OPMET data banks” formulated by the COM/MET Air Navigation Divisional Regional Meeting, (Montreal 1-14 November 1983), which was presented to the meeting as the Third edition, and is included as **Appendix H** to this part of the report.

5.4.2 The meeting took note that Lima and Mexico Regional Offices would send this Third edition of the catalogue to the States/Territories in the corresponding language.

5.4.3 In this regard, the subgroup received with satisfaction the offer of WMO to provide information on software packages that enable a low cost and easy to manage quality control to carry out these controls.

5.5 **Migration from aeronautical meteorological messages traditional alphanumeric codes (TAC) to binary universal form of representation of meteorological data (BUFR)**

5.5.1 The meeting took note of the analysis carried out by the COM/MET Task Force regarding the migration from aeronautical meteorological messages traditional alphanumeric codes (TAC) to binary universal form of representation of meteorological data (BUFR) aimed at preparing a transition plan, which is included as **Appendix I** to this part of the report. In this regard, the subgroup, after an extensive discussion, agreed that there is a serious concern about the risks that the use of BUFR-coded OPMET messages would represent in safety oversight. Likewise, considered to take into account the following aspects:

- a) several States have differences in respect of ICAO Annex 3 standards and recommended practices, regarding the use of METAR, SPECI and TAF codes, which is not expected to change in the near future. These differences could cause serious difficulties in international data exchange in case of coding and decoding between BUFR and traditional alphanumeric codes;

- b) the templates for METAR, SPECI and TAF contain recommended practices that the States could apply or not. However, these facilities could also cause serious difficulties in case of coding and decoding between BUFR and traditional alphanumeric codes; and
- c) BUFR-coded OPMET messages should adjust to firm formats of measure units. However, some States use several formats and measure units, described in Annex 3 templates, therefore the integrity of the original information could be lost through a coding and decoding process, adding another risk to safety, especially if it is assumed that the implementation of the changes of BUFR tables and their conversion to traditional alphanumeric codes should be simultaneously coordinated within a global environment.

5.5.2 The subgroup, when considering that these doubts were also expressed in other ICAO regions, it was deemed pertinent to adopt the following draft conclusion:

**DRAFT
CONCLUSION 8/7 REVISION OF THE TRANSITION TO BUFR**

That ICAO:

- a) consider the possibility to reduce the adverse impact in the aeronautical community, arising from the transition from traditional alphanumeric codes to BUFR-coded OPMET messages; and
- b) inform WMO appropriate bodies on the issue related to BUFR-coding, particularly the aspects concerning aviation safety;
- c) invite WMO to confirm, as a matter of urgency, their plans for the use of BUFR code for OPMET information.

5.5.3 The meeting took note that WMO is aware of the concern expressed by several ICAO States and that recently some aviation stakeholders from private and other sectors have explored the use of web-based standard forms of data representation such as XML or NetCDF, for which encourages its Members and States to consider these issues and submit relevant documents at the forthcoming meeting of the Commission for Basic Systems and Commission for Aeronautical Meteorology, that meets in November 2006, for discussion and decision.

5.5.4 Under this agenda item Argentina presented information papers on the new Templates System to enter Aeronautical Meteorology Operational Information through the AMHS System, which will be implemented starting November this year (NI/05); as well as on the advantages of the implementation of an Assessment System for the Products Presentation to Aeronautical Meteorology Users and their needs (NI/08).

5.5.5 Brazil also presented information on the OPMET messages Control, available in the Brasilia International OPMET data Bank, in accordance with the Bank records (NI/09).

APPENDIX A

**Period of the comparative study of the results of the availability of OPMET
messages in the Brasilia OPMET Bank**

- 10 to 16 June 2000
- 10 to 16 November 2000
- 10 to 16 March 2001
- 10 to 16 June 2001
- 10 to 16 September 2001
- 10 to 16 November 2001
- 10 to 16 March 2002
- 10 to 16 June 2002
- 10 to 16 September 2002
- 10 to 16 November 2002
- 10 to 16 March 2003
- 10 to 16 June 2003
- 10 to 16 September 2003
- 10 to 16 November 2003
- 10 to 16 March 2004
- 10 to 16 June 2004
- 10 to 16 November 2004
- 10 to 16 March 2005
- 10 to 16 June 2005
- 10 to 16 September 2005
- 10 to 16 November 2005
- 10 to 16 March 2006
- 10 to 16 June 2006

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APPENDIX B - Table with METAR availability in the Brasilia OPMET Bank

Location	Hours of Operation	Prev.	2000		2001				2002				2003				2004			2005				2006	
			Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
SAM Region																									
Argentina																									
SAAR	H-24	168	0	54	140	134	67	54	85	105	78	66	74	83	91	0	0	1	0	0	0	0	2	2	1
SABE	H-24	168	162	112	163	167	151	163	163	165	141	159	164	129	147	158	155	159	165	164	156	101	158	157	133
SACO	H-24	168	161	48	162	164	152	163	124	151	146	158	165	132	155	167	151	165	161	143	159	100	151	167	141
SADD	0900/0000	112	90								97	104	107	82	87	95	89	76	90	5	37	88	79	0	0
SADF	H-24	168													79	109	109	88	7	81	99	57	118	2	0
SAEZ	H-24	168	167	122	166	165	153	167	166	165	146	164	165	124	149	166	160	165	164	166	165	167	162	167	141
SAME	H-24	168	164	135	165	166	166	166	165	165	144	162	167	119	149	166	164	167	166	166	155	102	166	164	142
SANT	H-24	168													0	0	0	2	162	159	154	99	154	164	136
SARE	H-24	168	162	5	156	164	154	161	161	158	139	163	160	133	155	163	159	165	163	164	157	101	162	166	144
SARF	H-24	168	162	9	158	161	149	154	165	157	134	160	165	131	147	162	160	167	166	161	156	98	167	167	142
SARI	H-24	168	151	6	159	150	147	153	145	157	133	156	168	125	150	164	158	165	166	159	158	97	166	161	145
SARP	H-24	168	160	10	152	159	150	159	163	158	139	155	163	129	145	165	159	163	165	159	155	100	165	167	143
SASA	H-24	168	136	53	154	155	148	158	159	150	134	158	161	126	144	157	155	161	132	160	156	99	160	163	137
SASJ	H-24	168	113	21	99	116	106	116	97	107	91	90	97	78	88	94	91	99	97	101	93	63	154	164	142
SAVC	H-24	168	167												0	0	0	2	167	160	157	98	166	165	138
SAWE	0900/2300	105	118	83	100	96	85	98	1	99	100	100	101	76	89	101	102	93	97	99	74	62	95	102	85
SAWG	H-24	168	164	130	166	163	146	165	168	166	145	163	164	125	151	167	166	168	165	162	0	102	166	161	141
SAWH	H-24	168													0	0	0	0	156	158	145	96	150	126	131
SAZM	H-24	168	148	88	140	161	141	153	157	142	134	157	145	104	127	154	154	52	0	0	0	0	0	1	134
SAZN	H-24	168													0	0	0	2	120	136	92	84	137	1	0
SAZS	H-24	168	3	65	132	146	135	115	97	95	111	72	48	61	112	97	110	87	30	114	98	77	118	2	0
Bolivia																									
SLCB	H-24	168	123	57	131	123	117	117	121	158	147	161	153	161	160	168	160	163	164	165	155	156	160	155	144
SLCO	H-24	168																			0	0	2	2	
SLET	1000/0000	105																			1	1	0	3	
SLLP	H-24	168	145	59	135	126	118	123	125	160	152	163	156	161	162	168	162	164	164	165	157	160	159	143	
SLPO	H-24	168																			0	0	0	3	
SLPS	1100/2200	84																			63	66	49	3	
SLSU	H-24	168																			0	0	0	3	
SLTJ	1000/2300	98																			0	0	27	83	
SLTR	0900/2300	105									68	1	0	75	81	83	0	0	0	0	0	0	0	27	88
Bolivia																									
SLVR	H-24	168	142	56	132	121	116	120	119	159	152	162	155	162	161	167	161	164	164	164	154	155	160	157	144
Chile																									
SCAR	H-24	168	168	0	164	163	140	165	167	166	130	159	147	152	154	159	148	154	153	164	146	101	164	168	142
SCBA	H-24	168																			0	165	78	94	
SCCF	H-24	168																			0	109	112	96	
SCCI	H-24	168	167	0	164	166	140	167	168	166	133	160	160	145	162	153	143	157	153	164	145	101	163	166	126
SCDA	H-24	168	168	0	163	168	142	167	166	167	131	154	155	147	157	156	147	165	163	162	152	99	164	168	141

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Location	Hours of Operation	Prev.	2000		2001				2002				2003				2004			2005				2006		
			Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	
SCEL	H-24	168	168	0	165	166	140	167	167	167	140	163	167	159	163	166	163	166	160	168	155	95	163	168	140	
SCFA	H-24	168	168	0	165	166	141	167	165	167	128	154	166	158	159	150	159	157	159	165	153	100	164	168	141	
SCHA	H-24	168																				0	0	0	0	
SCIE	H-24	168	167	0	164	165	139	167	167	167	137	160	158	155	160	163	157	162	150	163	148	100	165	168	134	
SCIP	1200/0300	112													0	55	92	109	101	107	95	72	106	111	94	
SCJO	H-24	168																				0	91	91	77	
SCSE	H-24	168																				0	164	168	139	
SCTC	H-24	168													0	139	136	158	159	157	152	100	165	167	139	
SCTE	H-24	168	168	0	164	166	139	167	159	167	102	137	146	124	158	137	145	164	161	163	150	97	165	167	137	
SCTI	H-24	168																				0	97	0	0	
Colombia																										
SKBG	H-24	168																				0	112	58	120	
SKBO	H-24	168	152	106	131	107	81	68	61	138	101	133	155	146	55	2	152	154	152	149	138	163	159	165	161	
SKBQ	H-24	168	151	82	127	109	88	65	64	137	103	135	158	151	58	2	164	157	154	148	144	162	158	165	161	
SKCC	1000/0000	105													0	0	0	11	0	84	87	88	90	93	93	
SKCG	H-24	168	150	64	96	75	80	67	58	129	94	93	151	140	48	2	162	148	149	151	131	158	149	163	163	
SKCL	H-24	168	153	93	133	104	83	64	62	134	96	131	153	149	56	1	161	157	159	148	119	162	163	168	164	
SKLT	1100/2300	84	59	44	53	45	26	21	25	48	39	57	59	62	14	1	56	46	63	61	94	62	66	69	62	
SKPE	1000/0500	140																				0	105	58	109	
SKRG	H-24	168	151	93	127	111	84	65	62	139	101	131	154	152	58	2	164	158	155	151	135	164	163	166	165	
SKSP	1100/0500	133	117	67	104	89	51	40	22	100	80	103	112	114	43	2	120	120	105	115	104	124	113	125	121	
Ecuador																										
SEGU	H-24	168	165	112	162	146	144	146	157	165	164	166	166	147	53	155	157	157	163	162	158	157	160	160	157	
SELT	1100/0500	133													41	129	120	129	129	130	131	129	132	129	132	
SEMT	H-24	168		3	62	61	62	62	74	92	87	95	89	83	27	93	85	90	94	90	95	92	95	85	97	
Ecuador																										
SEQU	H-24	168	152	0	138	139	129	117	140	161	161	160	158	146	55	161	159	156	167	160	166	161	166	167	163	
Guiana																										
SYCJ	H-24	168	36	16	46	75	121	116	124	50	101	111	103	129	97	112	130	0	156	151	142	119	91	124	149	
Guiana Francesa																										
SOCA	H-24	168	168	119	166	144	159	166	159	162	164	147	135	164	158	167	164	166	168	140	167	168	155	158	166	
Panama																										
MPBO	1100/2300	91													0	0	0	0	0	0	0	6	0	20	17	
MPCH	1100/2300	91													0	0	0	0	0	0	0	6	0	23	19	
MPDA	1100/2300	91													0	0	0	0	0	0	0	6	0	18	17	
MPMG	1100/0100	105													0	0	0	0	0	0	0	10	1	49	53	
MPTO	H-24	168	161	105	157	148	83	157	158	135	134	153	105	136	161	157	114	157	146	150	162	151	152	156	147	
Paraguay																										
SGAS	H-24	168	168	71	164	164	153	155	152	163	165	166	145	162	163	144	159	164	166	156	0	168	166	166	153	
SGES	0900/0000	112	117								108	104	101	106	104	93	106	108	109	100	0	110	111	93	98	

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Location	Hours of Operation	Prev.	2000		2001				2002				2003				2004			2005				2006	
			Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
Peru																									
SPHI	H-24	168									125	155	167	163	168	153	144	158	147	168	168	168	167	168	167
SPHO	1100/0000	98																				0	0	0	0
SPHY	1200/0000	91																				0	0	0	0
SPIM	H-24	168	163	122	129	118	115	76	71	166	168	160	167	164	168	155	144	158	153	168	168	168	168	168	167
SPJL	1200/0000	91																				0	0	1	0
SPME	H-24	168																				0	0	0	0
SPQT	H-24	168	159	120	127	112	115	70	65	166	127	159	167	164	167	153	145	158	149	168	168	168	168	168	166
SPQU	H-24	168		119	118	97	107	59	65	166	128	157	167	164	168	155	142	159	147	167	168	168	168	167	167
SPRU	1100/0100	105									0	0	103	100	105	96	88	80	86	90	91	98	105	104	103
SPSO	H-24	168	162	122	126	115	115	72	69	165	168	159	167	164	168	154	145	158	151	167	168	168	168	168	167
SPTN	1100/0300	119	NP	82	87	78	85	49	50	122	119	112	117	114	118	111	102	109	105	119	119	119	119	119	118
SPTU	1200/0000	91																				0	0	0	0
SPYL	H-24	168																				0	0	0	0
SPZO	H-24	168	161	119	126	113	115	77	66	165	129	159	167	163	168	153	145	158	149	168	168	168	168	167	167
Suriname																									
SMJP	H-24	168	37	0	1	0	0	0	0	0	77	91	0	105	29	110	101	98	0	160	0	153	155	143	156
SMNI	H-24	168													0	0	0	0	0	68	0	76	42	55	61
SMZO	0900/0000	112													0	0	0	0	0	0	0	94	100	94	97
Uruguay																									
SUAA	0700/2200	112	69	15	52	75	67	70	30	61	65	75	90	74	46	76	78	84	90	86	81	84	92	95	68
SUCA	1200/2300	84	45	53	66	88	85	72	42	85	66	71	80	74	78	72	70	57	73	75	76	61	34	42	37
SULS	1000/0300	126	88	97	103	114	103	111	78	107	76	101	117	107	119	108	112	113	116	120	115	122	123	119	98
SUMU	H-24	168	165	114	161	158	162	157	144	155	151	155	164	131	158	159	147	163	164	157	158	166	164	165	138
SURV	1000/2200	91													0	0	0	1	0	0	0	0	0	1	0
SUSO	1000/2200	91																				0	0	1	0
Venezuela																									
SVAC	H-24	168																				0	0	65	6
SVBC	H-24	168	84	53	108	135	36	87	80	108	61	70	132	141	163	154	113	126	123	126	126	151	143	164	138
SVBI	H-24	168																				0	0	67	6
SVBM	1000/0400	133																				0	0	67	6
SVCB	H-24	168																				0	0	80	6
SVCL	H-24	168																				0	0	64	5
SVCR	H-24	168																				6	12	63	23
SVCU	H-24	168																				0	0	0	0
SVFM	H-24	168																				0	0	8	0
SVGI	H-24	168																				0	0	0	0
SVGU	H-24	168																				0	0	69	5
SVHG	H-24	168																				0	0	0	0
SVJC	1000/2200	91													8	22	27	49	55	63	40	0	41	70	66
SVJM	H-24	168																				0	0	64	4
SVMC	H-24	168	101	46	59	74	74	97	110	126	104	106	135	149	162	162	161	164	156	157	161	150	117	158	162
SVMD	H-24	168																				7	19	72	22

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Location	Hours of Operation	Prev.	2000		2001				2002				2003				2004			2005				2006		
			Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	
SVMG	H-24	168	75	100	135	131	38	16	17	87	107	114	131	120	157	160	154	163	159	164	160	163	157	162	164	
SVMI	H-24	168	158	71	138	128	157	146	156	145	142	166	146	162	166	163	166	167	162	166	166	165	164	164	164	
SVMT	1000/0400	133																				0	0	80	6	
SVPA	H-24	168																				0	0	0	3	
SVSA	H-24	168								6	9	8	50	14	118	69	112	118	117	108	47	48	86	55		
SVSO	H-24	168																			0	0	1	0		
SVSR	H-24	168																			0	0	52	5		
SVVA	1000/0200	119								76	85	57	97	87	110	94	111	115	109	102	101	100	106	94		
SVVP	H-24	168																			0	0	0	0		
CAR Region																										
Anguilla																										
TQPF	1100/2200	84	0	0	0	0	38	0	34	40	61	47	42	34	24	20	1	24	70	0	56	43	54	58	69	
Antígua e Barbuda																										
TAPA	H-24	168	131	142	141	145	131	139	129	141	125	136	154	144	130	100	141	154	143	166	158	120	163	162	163	
Antilhas Francesas																										
TFFF	H-24	168	164	153	162	152	167	164	166	166	163	166	166	152	167	167	165	168	166	130	168	167	168	155	165	
TFFR	H-24	168	157	153	123	133	155	161	150	157	148	151	50	115	148	118	161	103	168	33	167	160	161	153	168	
Antilhas Holandesas																										
TNCB	1100/0100	105	0	49	51	44	80	60	58	53	63	43	54	60	66	47	43	62	78	76	66	73	79	66	66	
TNCC	H-24	168	12	156	160	156	166	159	154	158	152	166	160	160	162	161	165	164	163	167	167	157	168	165	167	
TNCE	1200/2100	70	0	4	32	22	62	55	44	53	43	55	58	46	55	39	49	55	0	18	11	9	10	11	5	
TNCM	H-24	168	12	156	158	152	152	154	153	154	150	154	163	159	164	150	161	164	160	164	164	155	160	164	168	
Aruba																										
TNCA	H-24	168	11	108	110	104	161	142	141	115	132	121	146	136	152	132	148	141	147	152	146	145	145	141	146	
Barbados																										
TBPB	H-24	168	11	149	142	153	108	151	145	154	141	144	162	128	158	110	101	161	164	166	167	159	152	163	166	
Belize																										
MZBZ	H-24	168	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	105	
Costa Rica																										
MRLB	1300/2300	77	51	46	72	66	73	68	71	75	25	71	25	65	74	74	76	75	76	77	73	75	75	55	72	
MRLM	1200/0000	91	29	32	57	57	47	40	78	73	21	68	74	61	69	72	67	74	60	68	76	77	77	57	71	
MROC	H-24	168	151	124	151	134	152	151	127	159	47	162	146	145	159	160	147	155	150	161	156	158	163	124	159	
MRPV	1200/0000	91	37	39	61	57	70	66	72	77	25	74	78	68	73	78	75	78	79	77	77	82	79	59	79	
MRSJ	1200/0000	91																			0	0	0	0	0	

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Location	Hours of Operation	Prev.	2000		2001				2002				2003				2004			2005				2006		
			Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	
MYBS	H-24	168													0	0	0	0	0	0	0	0	0	0	0	
MYEG	H-24	168	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
MYEH	H-24	168													0	0	0	0	0	0	0	0	0	0	0	
MYEM	H-24	168									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MYER	H-24	168																				0	0	0	0	
MYGF	H-24	168	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	3	
MYGW	H-24	168													0	0	0	0	0	0	0	0	0	0	0	
MYLS	H-24	168									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MYNN	H-24	168	18	0	2	0	0	0	1	0	144	144	147	152	71	0	0	0	3	0	0	0	2	2	4	
MYSM	H-24	168													0	0	0	0	0	0	0	0	0	0	0	
Islas Cayman																										
MWCB	H-24	168	0	0	0	0	0	0	0	0	0	0	0	0	57	59	0	0	53	0	0	0	0	0	0	
MWCR	1200/0300	112	12	0	42	107	0	82	87	56	67	80	85	82	78	78	81	91	96	0	0	0	0	0	0	
Islas Turks and Caicos																										
MBGT	H-24	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	
MBPV	H-24	168	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	1	1	
MBSC	H-24	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Islas Virgens (Inglaterra)																										
TUPJ	1200/0000	91	0	0	0	0	0	0	0	30	44	43	48	33	17	5	13	0	19	27	26	0	0	0	21	
TUPW	H-24	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Islas Virgens (EE. UU.)																										
TIST	0700/2200	112	112	111	105	111	101	107	99	110	101	109	111	108	110	110	112	112	112	111	112	109	112	112	111	
TISX	0600/2300	126	91	125	119	124	123	119	111	123	115	123	124	121	125	112	126	126	126	125	126	122	125	126	112	
Jamaica																										
MKJP	H-24	168		161	163	156	155	156	152	153	147	160	155	125	153	158	160	161	158	162	157	131	159	164	158	
MKJS	H-24	168	144	146	153	164	157	158	156	161	154	161	160	121	158	160	157	162	163	160	165	115	159	157	158	
Mexico																										
MMAA	H-24	168	13	168	0	0	151	163	152	164	154	164	166	158	167	159	164	163	166	168	168	161	165	167	167	
MMAN	1300/0300	105									0	0	0	0	0	0	0	0	1	0	0	0	105	103	103	
MMAS	H-24	168																				0	125	127	128	
MMBT	1300/0000	84									0	0	0	0	1	2	0	0	1	0	0	0	81	82	81	
MMCE	1300/0500	91																				0	77	81	85	
MMCL	1400/0100	119													0	2	0	0	3	0	0	0	110	107	106	
MMCM	1300/0300	84									0	0	0	0	0	0	0	0	79	73	71	72	76	77	71	
MMCN	1400/0200	91																				0	86	79	90	
MMCP	1300/0300	105									0	0	0	0	0	0	0	0	2	0	0	0	102	102	101	
MMCS	1400/0200	91									0	0	0	0	0	2	0	0	3	0	0	0	87	90	88	
MMCU	1300/0300	105									0	0	0	0	0	2	0	0	3	0	0	0	102	98	99	

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Location	Hours of Operation	Prev.	2000		2001			2002				2003				2004			2005				2006			
			Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	
MMCV	1300/0100	91																				0	85	77	84	
MMCZ	1300/0100	91	9	105	0	0	1	0	0	0	0	0	4	0	1	2	0	0	90	91	91	91	91	91	91	
MMDO	1200/0100	98														0	2	0	0	3	0	0	0	97	96	91
MMGL	H-24	168	11	168	0	0	7	0	0	0	0	0	4	0	1	4	0	0	138	136	160	158	156	166	165	
MMGM	1400/0200	91														0	0	0	0	2	0	0	0	78	77	81
MMHO	1300/0300	105														0	0	0	0	2	0	0	0	101		104
MMLO	1300/0100	91														0	0	0	0	1	0	0	0	87	89	85
MMLP	1400/0400	105														0	0	0	0	2	0	0	0	102	104	105
MMLT	1400/0200	91														0	0	0	0	0	0	0	0	77	82	70
MMMA	1400/0200	91														0	0	0	0	2	0	0	0	85	82	77
MMMC	H-24	168														0	0	0	0	0	0	0	0	0	0	0
MMMD	H-24	168	11	168	0	0	7	0	0	0	0	0	5	0	1	4	0	0	166	0	168	162	165	168	168	
MMML	1400/0400	105														0	0	0	0	2	0	0	0	89	91	92
MMMM	1300/0100	91														0	2	0	0	2	0	0	0	88	88	88
MMMX	H-24	168	13	168	0	0	157	162	156	165	155	165	166	160	163	161	166	164	166	168	168	162	165	168	168	
MMMY	H-24	168	10	168	0	0	6	0	0	0	0	0	4	0	1	4	0	0	138	140	160	158	165	165	167	
MMMZ	H-24	168	10	168	0	0	166	100	152	165	157	166	166	164	165	165	166	163	166	168	167	161	162	168	168	
MMNG	1400/0200	91														0	0	0	0	0	0	0	0	0	0	0
MMNL	1400/0200	91														0	0	0	0	1	0	0	0	83	83	78
MMOX	1200/0000	91																					0	90	91	89
MMPG	1200/0100	98														0	0	0	0	1	0	0	0	82	73	84
MMPR	H-24	168														0	0	4	0	0	0	0	0	158	162	167
MMPS	1200/0000	91																					0	87	91	83
MMRX	1300/0100	91														0	0	0	0	2	0	0	0	91	89	85
MMSD	1400/0100	84														0	0	0	0	2	0	0	0	84	83	84
MMSF	1400/0100	84														0	0	0	0	0	0	0	0	0	0	0
MMSP	1300/0100	91																					0	87	87	83
MMTC	1300/0300	105														0	0	0	0	2	0	0	0	96	104	98
MMTJ	1400/0700	126														0	0	0	0	2	0	0	3	118	121	122
MMTM	H-24	168	12	168	0	0	143	163	154	159	152	161	163	160	122	116	122	124	127	125	130	127	127	129	122	
MMTO	H-24	168														0	0	0	0	2	0	0	0	159	164	164
MMTP	1300/0000	84	0	83	0	0	0	0	0	0	0	0	4	0	0	2	0	0	83	82	83	82	80	79	82	
MMUN	1400/0200	91	9	91	0	0	2	0	0	0	0	0	4	0	1	2	0	0	70	88	90	91	91	91	91	
MMVA	1200/0300	112														0	0	0	0	2	0	0	0	112	110	110
MMVR	1300/0100	91	10	91	0	0	76	89	0	90	87	87	90	87	90	88	91	90	89	91	91	91	91	91	91	
MMZC	1300/0100	91														0	1	0	0	2	0	0	0	81	88	86
MMZH	1300/0300	105														0	0	0	0	1	1	0	0	92	97	91
MMZO	1300/0100	91														0	0	0	0	1	0	0	0	82	80	87
Montserrat																										
TRPM	1000/2300	98	0	0	0	0	0	34	40	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nicaragua																										
MNMG	H-24	168	140	116	144	128	164	157	131	152	140	140	152	149	155	153	159	139	155	157	158	147	157	158	156	
MNPC	H-24	168	58	45	69	59	64	72	67	55	53	25	34	40	44	65	62	42	27	62	55	28	64	57	45	

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Location	Hours of Operation	Prev.	2000		2001			2002				2003				2004			2005				2006			
			Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	
Porto Rico																										
TJBQ	H-24	168									49	68	33	133	123	124	118	129	131	129	100	124	133	141	148	
TJFA	H-24	168													0	0	0	0	0	0	0	0	0	0	0	
TJMZ	H-24	168																				1	89	87	85	
TJNR	H-24	168																				0	165	166	168	
TJPS	0800/1700	70									53	51	50	70	52	51	53	47	45	46	42	24	15	18		
TJSJ	H-24	168	162	167	168	168	167	158	156	164	157	165	167	157	168	164	166	167	166	167	168	162	164	165	168	
TJVQ	H-24	168													0	0	0	0	0	0	0	0	0	0	0	
República Dominicana																										
MDBH	1200/0000	91													0	0	0	0	0	0	0	0	0	63	1	41
MDHE	1200/0000	91													65	74	51	46	47	71	73	75	74	1	2	
MDLR	H-24	168									39	54	56	48	55	44	52	51	48	63	70	71	67	58	71	
MDPC	1200/0000	91	95	82	86	87	90	89	91	85	75	73	64	43	67	69	59	61	60	64	60	23	76	86	88	
MDPP	1200/0000	91	97	87	89	91	88	89	91	90	82	85	88	89	83	89	88	84	82	84	89	88	83	87	89	
MDSD	H-24	168	155	151	157	159	150	153	156	163	152	158	149	159	148	139	155	147	160	158	154	143	156	157	162	
MDST	1200/0000	91	95								4	89	86	87	81	86	88	75	79	80	88	84	87	85	90	
Saint Kitts and Nevis																										
TKPK	1200/0100	98	90	58	62	82	63	86	92	85	68	82	80	84	86	3	78	80	74	92	96	89	90	3	93	
TKPN	H-24	168	44	23	17	13	17	9	46	40	40	33	45	36	25	1	40	6	22	64	83	82	79	76	69	
Santa Lúcia																										
TLPC	1000/0000	105	0	8	49	40	38	56	38	45	44	72	63	33	0	0	0	11	42	58	56	26	57	58	54	
TLPL	H-24	168	8	142	146	132	152	144	128	123	106	149	111	73	9	0	0	160	134	158	159	133	154	162	134	
San Vicente e Grenadines																										
TVSB	1000/0100	112													0	0	0	1	0	0	0	0	0	0	0	
TVSC	1200/2200	77									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TVSM	H-24	168													0	0	0	0	0	0	0	0	0	0	0	
TVSU	H-24	168									0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
TVSV	1000/0100	112	0	0	12	23	7	0	11	3	7	20	35	17	0	1	0	70	76	66	69	52	20	47	61	
Trinidad e Tobago																										
TTCP	1000/0200	119	99	99	83	104	94	106	103	98	95	107	111	95	92	103	93	58	98	76	101	114	110	110	116	
TPPP	H-24	168	158	163	122	164	152	167	157	160	156	161	165	146	149	160	157	104	166	110	158	160	163	164	167	
NAM Region																										
Canadá																										
CYMX	H-24	168		0	0	0	2	0	0	0	0	0	0	0	16	167	165	166	168	167	168	168	161	165	168	168
CYOW	H-24	168		0	0	0	1	0	0	0	0	0	0	0	16	168	165	167	168	168	168	168	159	165	168	151
CYYZ	H-24	168		0	0	0	1	0	0	0	0	0	0	0	16	167	163	165	166	168	168	168	160	166	168	145

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Location	Hours of Operation	Prev.	2000		2001				2002				2003				2004			2005				2006	
			Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
Estados Unidos																									
KATL	H-24	168		167	168	168	168	167	153	163	157	168	166	164	168	163	168	166	167	163	167	161	165	163	168
KBWI	H-24	168		167	168	168	167	167	153	164	157	165	166	163	167	161	168	164	167	163	167	161	160	165	165
KDFW	H-24	168		167	167	167	168	167	152	162	156	167	164	161	167	162	164	165	166	162	165	159	164	165	164
KDTW	H-24	168		167	167	168	168	167	153	162	151	167	164	161	167	162	167	166	167	161	166	159	163	164	164
KEWR	H-24	168		154	159	162	156	163	153	160	156	166	164	160	165	158	167	165	166	158	166	158	164	164	162
KFAT	H-24	168		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
KFLL	H-24	168		167	167	168	168	167	151	157	155	167	164	158	165	160	168	165	167	161	166	160	151	165	164
KIAH	H-24	168		167	167	167	168	167	154	161	156	166	163	159	166	159	168	163	167	161	165	160	164	165	162
KIND	H-24	168		167	168	168	168	167	153	161	151	165	164	159	166	160	167	165	167	161	166	160	162	165	162
KJFK	H-24	168		166	167	168	168	167	154	161	155	163	164	159	165	158	167	165	166	161	166	160	162	165	162
KLAS	H-24	168		166	168	167	158	167	152	156	152	164	164	158	165	158	168	164	166	159	166	160	162	163	161
KLAX	H-24	168		167	163	168	167	167	153	161	153	164	164	158	165	159	168	164	166	160	166	160	155	166	161
KMIA	H-24	168		156	160	161	166	164	150	157	148	161	162	155	160	155	168	161	160	150	160	154	157	166	164
KMKE	H-24	168		0	0	0	0	0	0	0	0	0	1	0	0	2	0	1	0	0	0	0	0	2	0
KMSY	H-24	168		167	163	163	167	167	143	156	146	155	152	153	154	149	168	159	157	146	157	150	151	164	167
KONT	H-24	168		140	152	144	144	148	150	156	146	162	162	162	144	156	168	156	163	162	161	152	153	166	168
KORD	H-24	168		164	168	165	168	166	153	158	152	165	164	163	158	163	168	164	167	165	165	159	165	166	167
KORL	H-24	168		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
KPBI	H-24	168		167	168	168	168	166	156	159	156	168	167	163	167	164	168	168	168	165	165	100	165	165	166
KPHL	H-24	168		167	167	168	168	167	157	160	154	166	164	164	168	137	167	166	167	167	165	161	164	165	163
KPHX	H-24	168		167	168	168	168	167	155	162	156	165	167	164	168	164	168	167	167	167	164	161	165	164	165
KSAN	H-24	168		156	157	160	167	165	157	162	156	168	166	163	168	165	168	163	165	166	164	161	163	165	165
KSAT	H-24	168		0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	4	0
KSFO	H-24	168		164	168	166	164	162	155	161	155	168	166	163	168	164	168	165	167	166	165	161	163	164	164
KTPA	H-24	168		167	168	168	168	167	156	161	155	168	165	163	168	163	168	163	167	165	162	160	162	164	165
KTUS	H-24	168		0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0
NAT Region																									
Bermudas																									
TXKF	H-24	168		165	167	167	166	167	159	165	156	164	167	163	168	166	167	165	168	166	166	161	164	164	166
Región AFI																									
Cabo Verde																									
GVAC	H-24	168		137	140	160	151	162	162	157	152	164	157	155	156	159	147	161	165	158	52	158	164	162	147
Costa do Marfim																									
DIAP	H-24	168		91	83	83	88	148	141	119	0	3	5	0	0	6	0	4	19	0	10	0	1	2	2
República do Guiné																									
GUCY	H-24	168		103	72	69	72	79	80	101	0	2	5	0	0	3	0	3	19	127	15	119	120	117	62

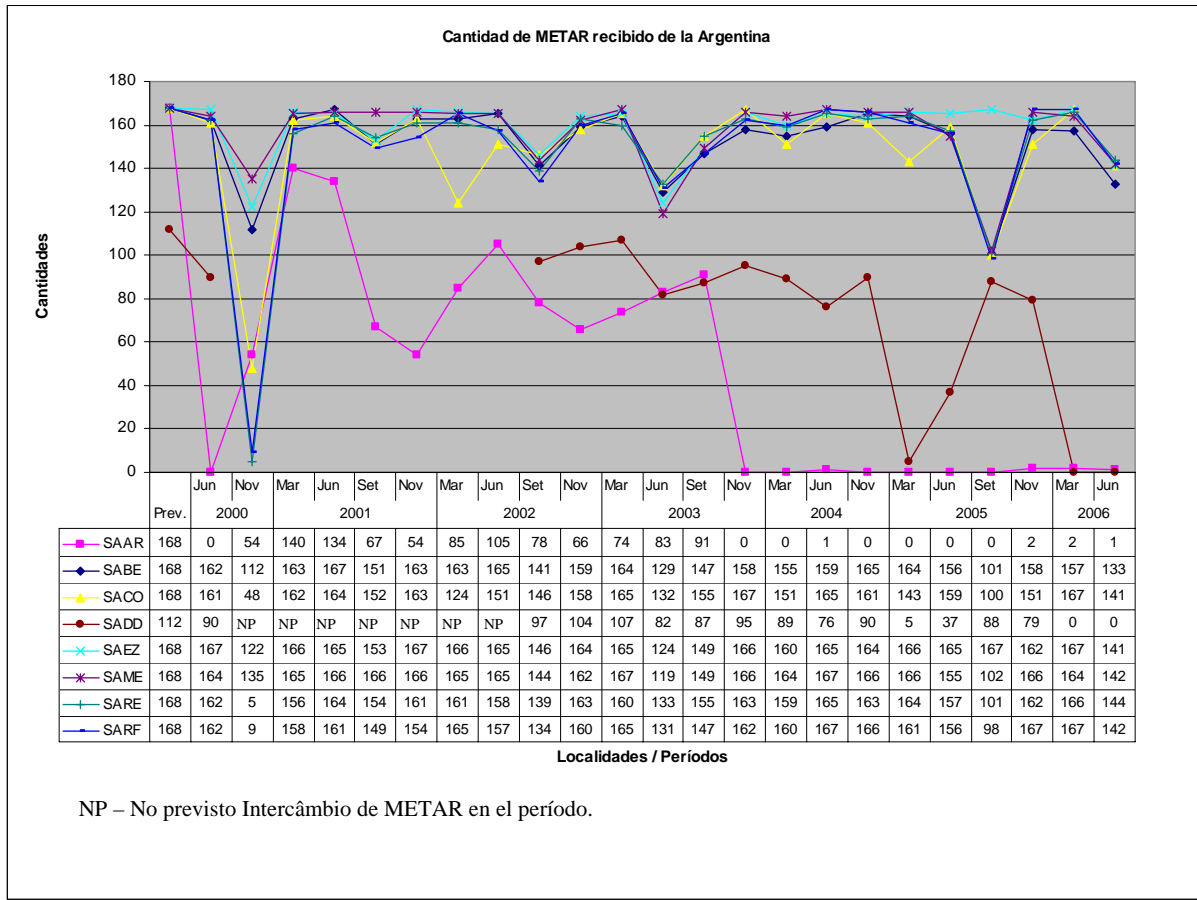
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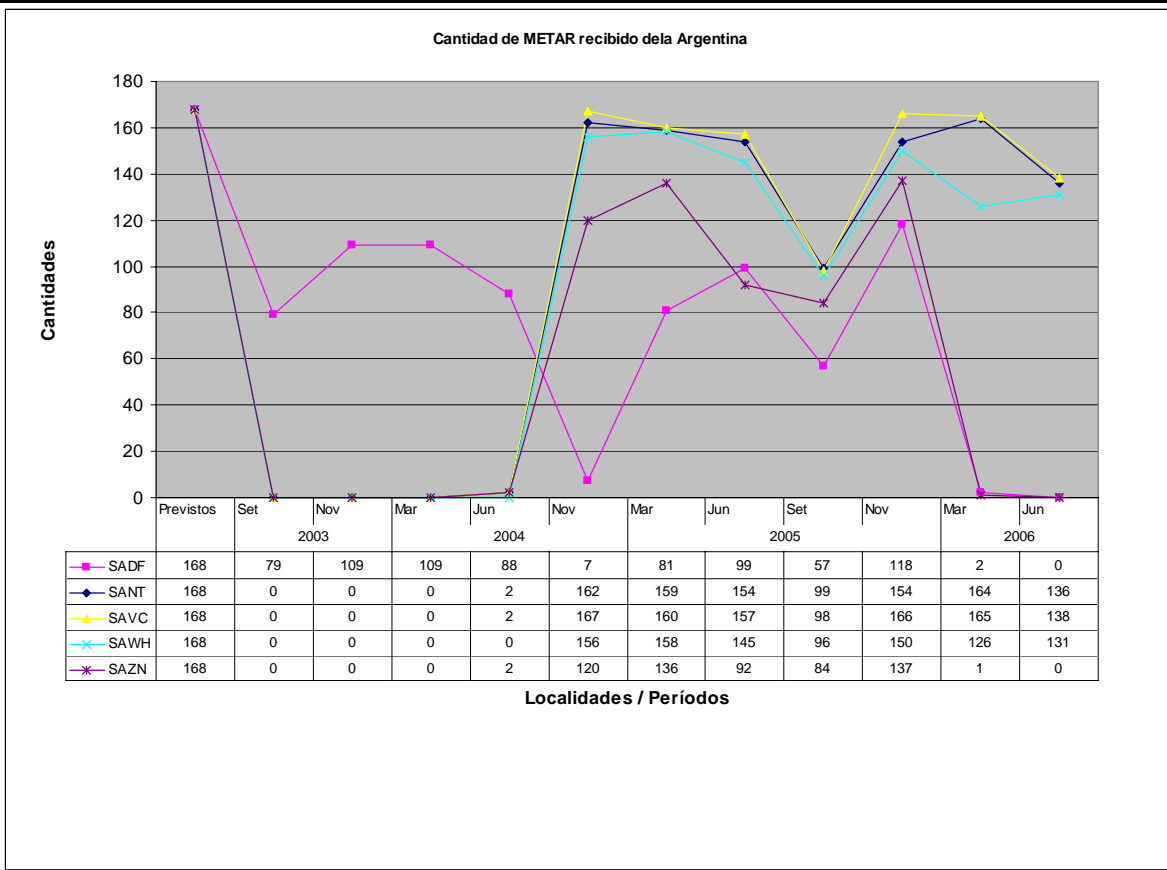
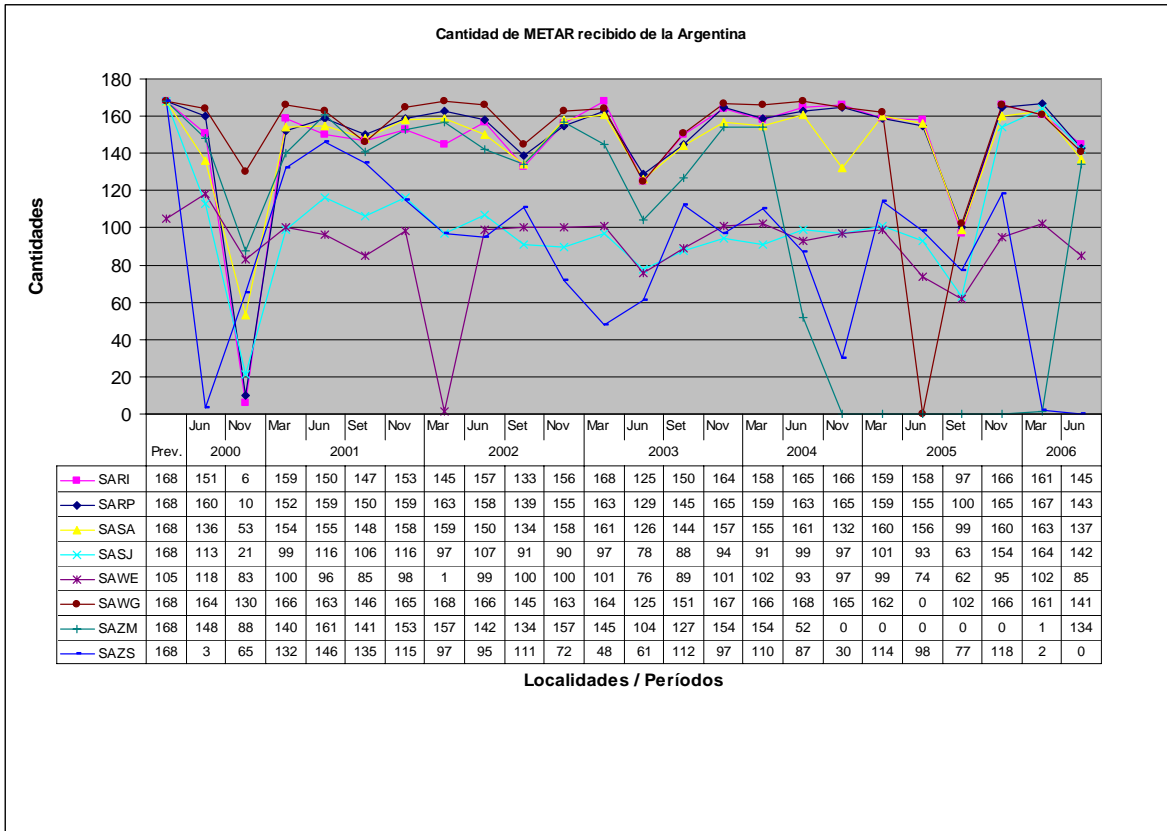
5B - 10

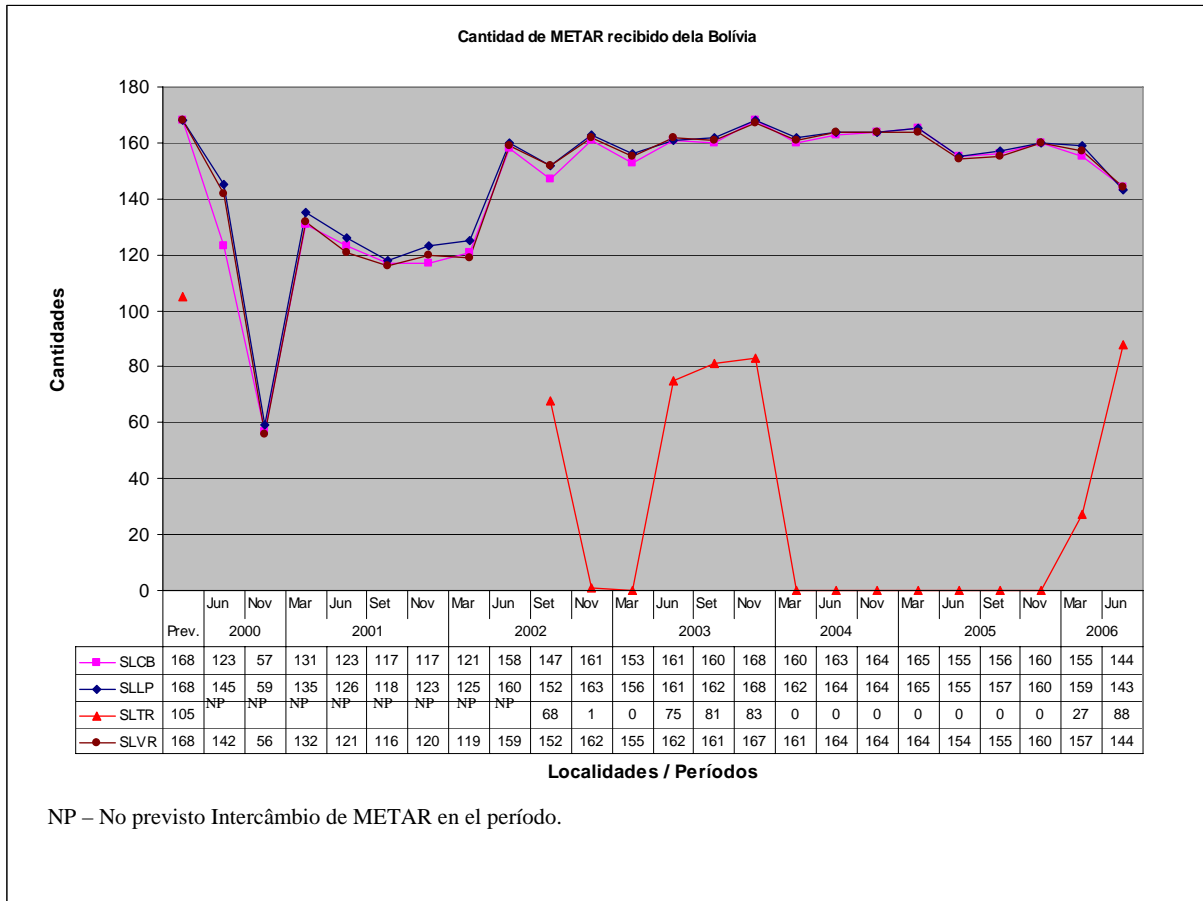
Location	Hours of Operation	Prev.	2000		2001				2002				2003				2004			2005				2006	
			Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
Senegal																									
GOOY	H-24	168		107	100	126	117	153	144	151	0	3	9	0	0	1	0	2	19	0	8	0	1	3	4
Serra Leoa																									
GFL	H-24	168		0	1	0	4	0	0	0	0	0	6	9	0	4	0	3	20	90	35	90	102	91	66
PAC Region																									
Polinesia																									
Francesa																									
NTAA	H-24	168		160	166	125	165	166	159	163	156	164	167	0	0	2	0	0	9	0	14	0	2	14	0
NTTG	H-24	168		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

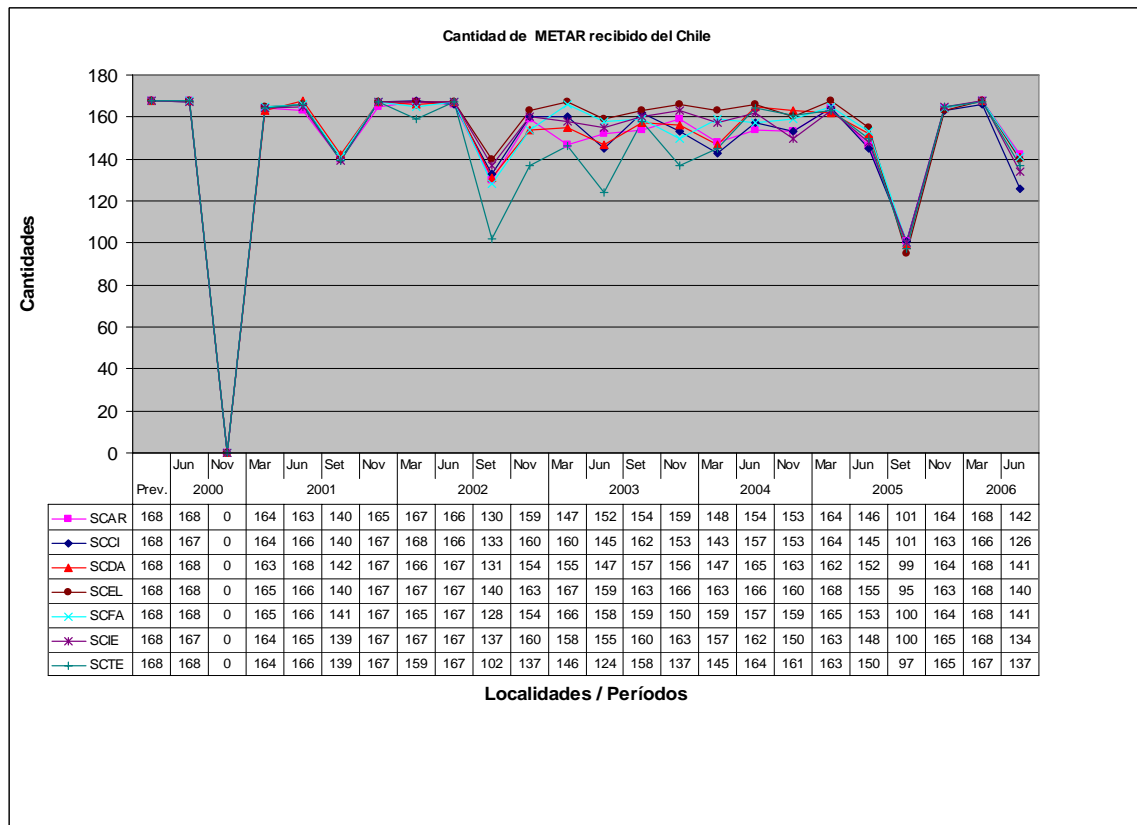
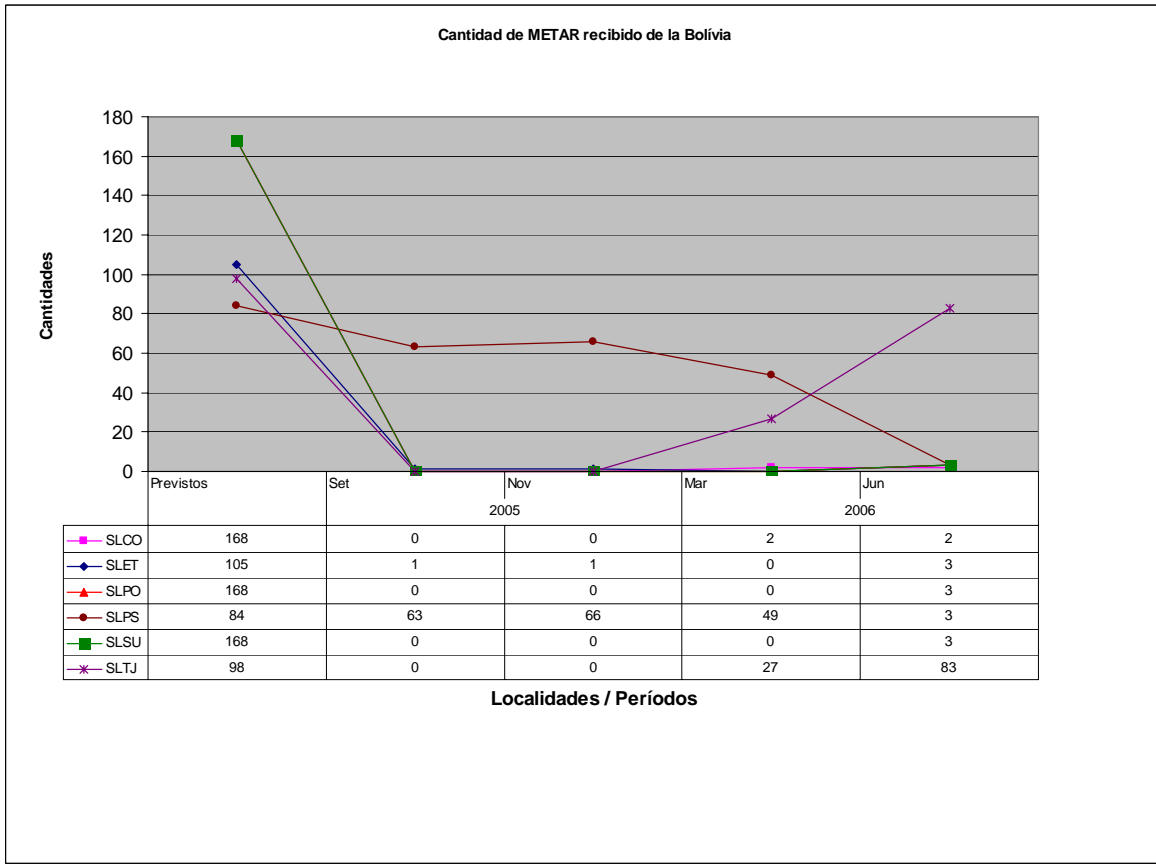
- NOTA: 1) The hours of operation were informed by ICAO.
 2) The hours of operation in *italics* were obtained from the AIP of the respective States.
 3) Not foreseen METAR Exchange during this period.

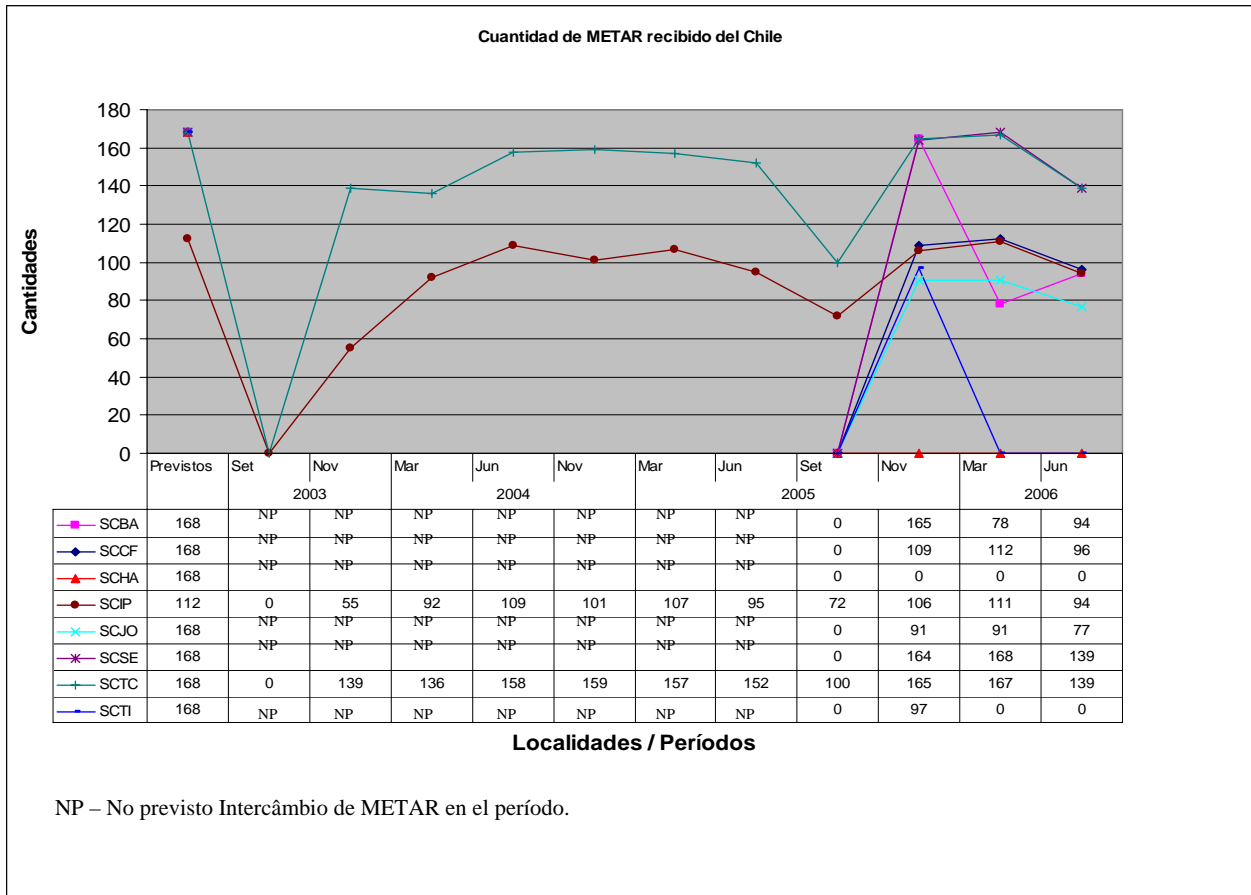
APPENDIX C

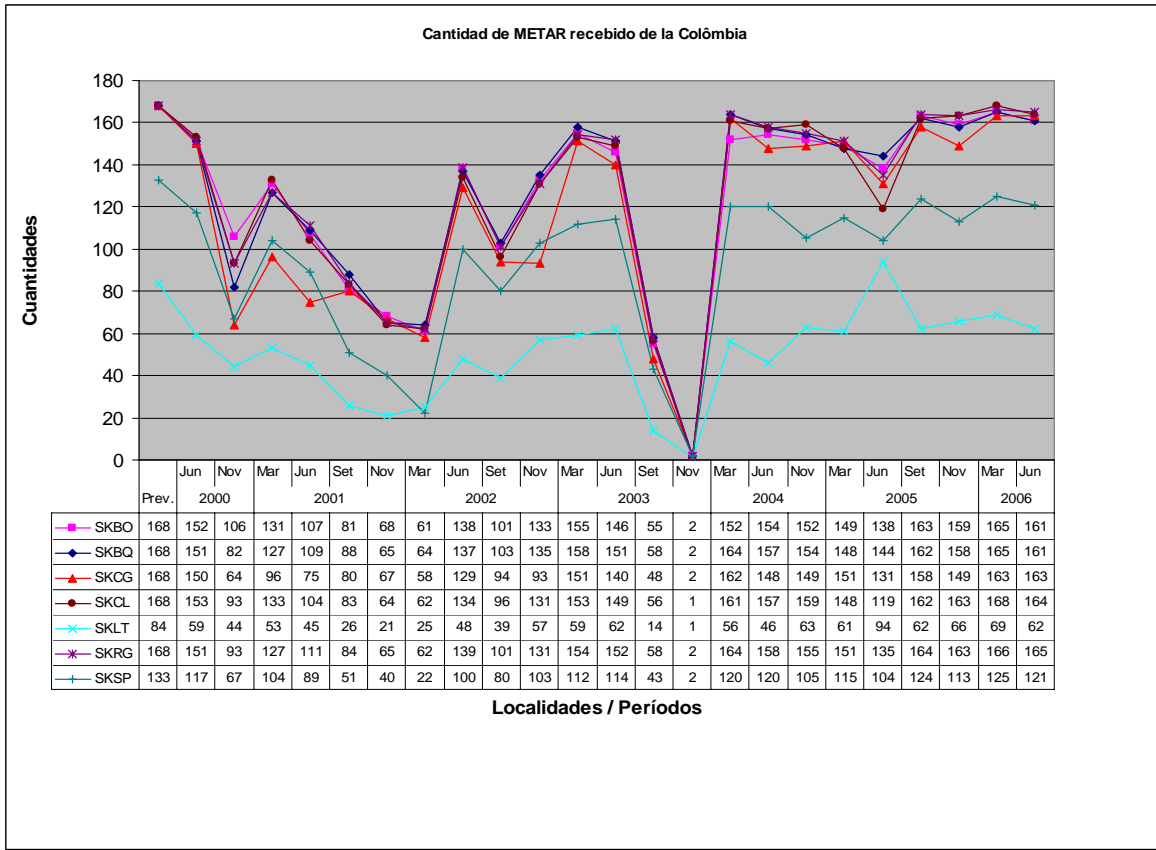


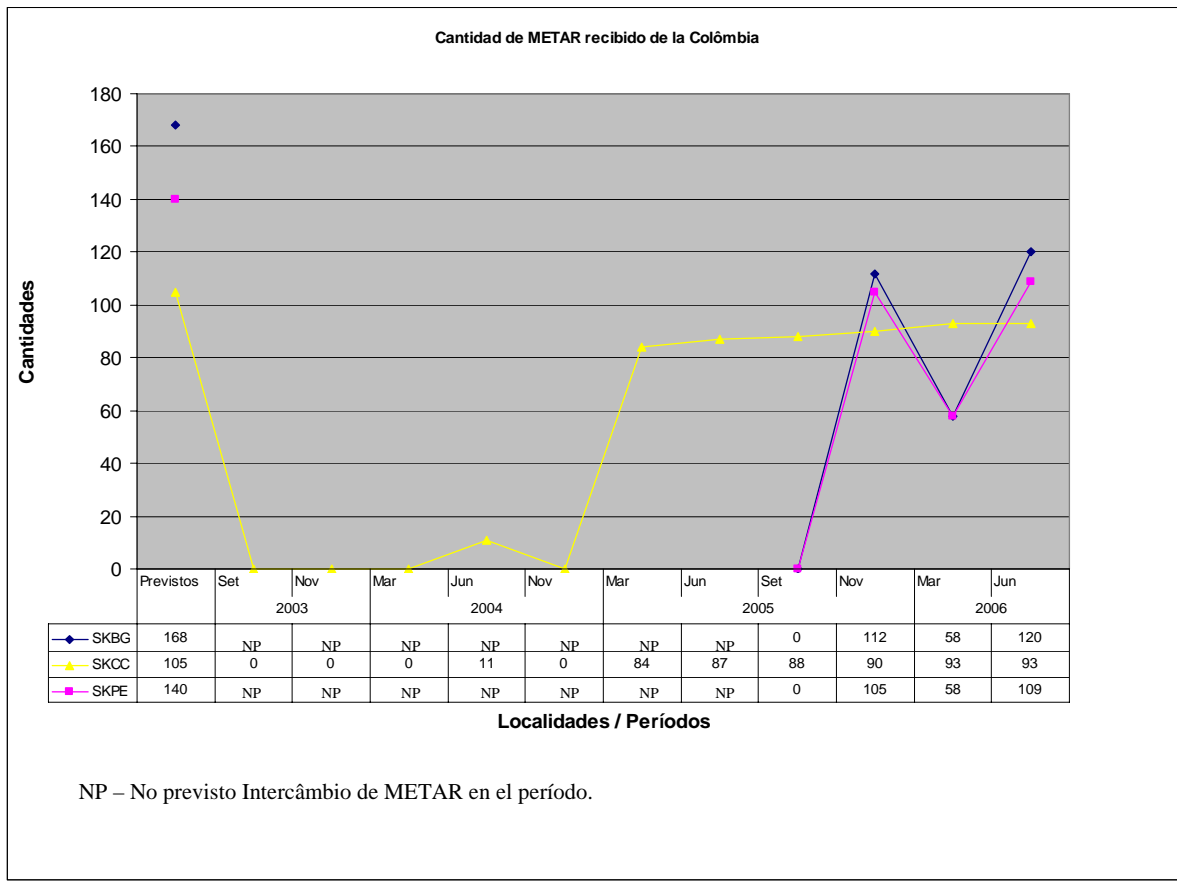


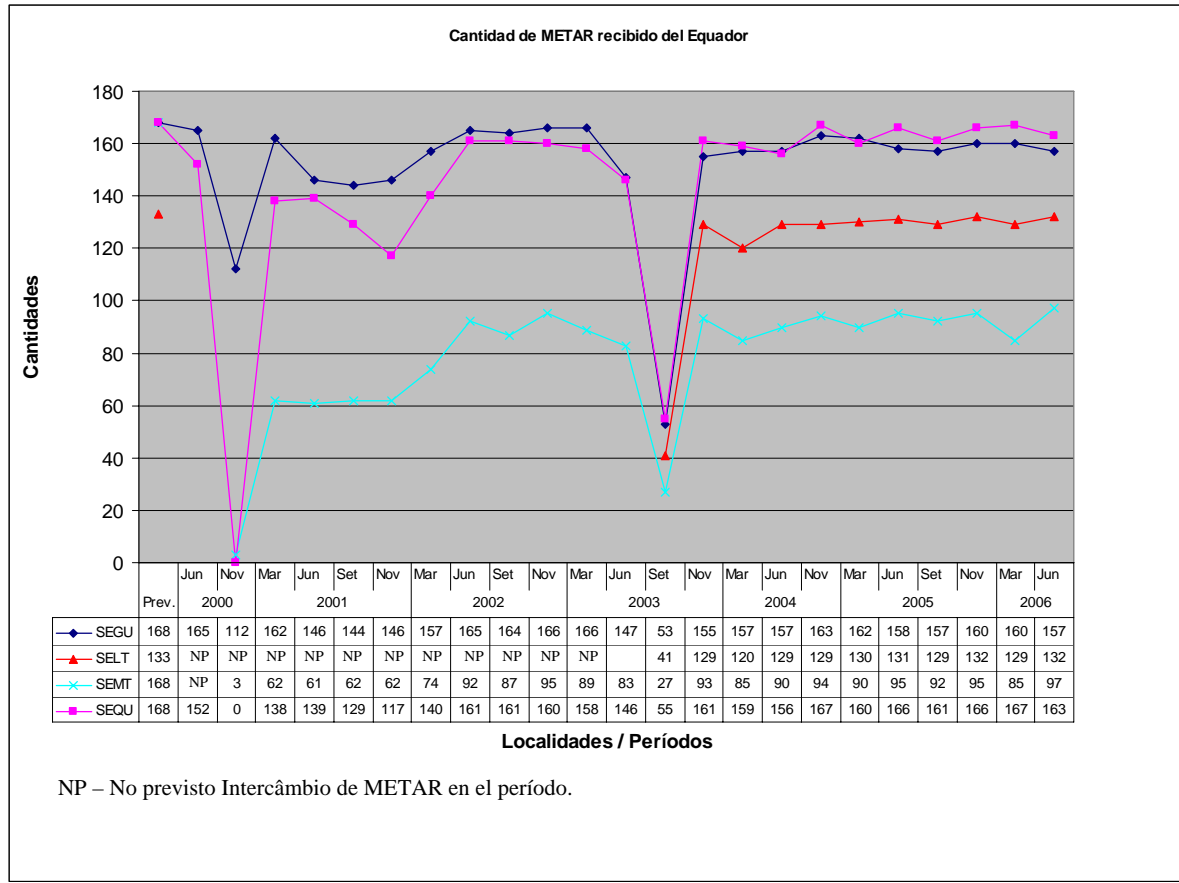


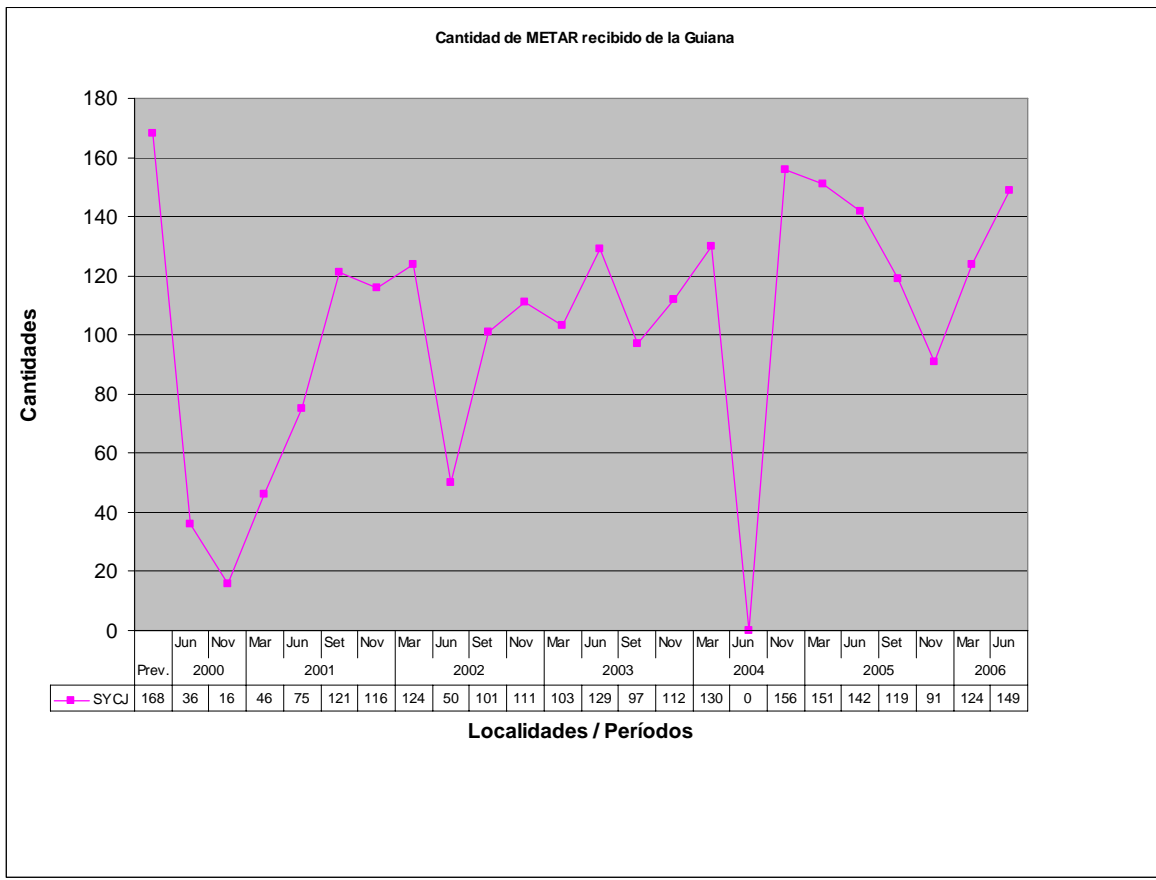


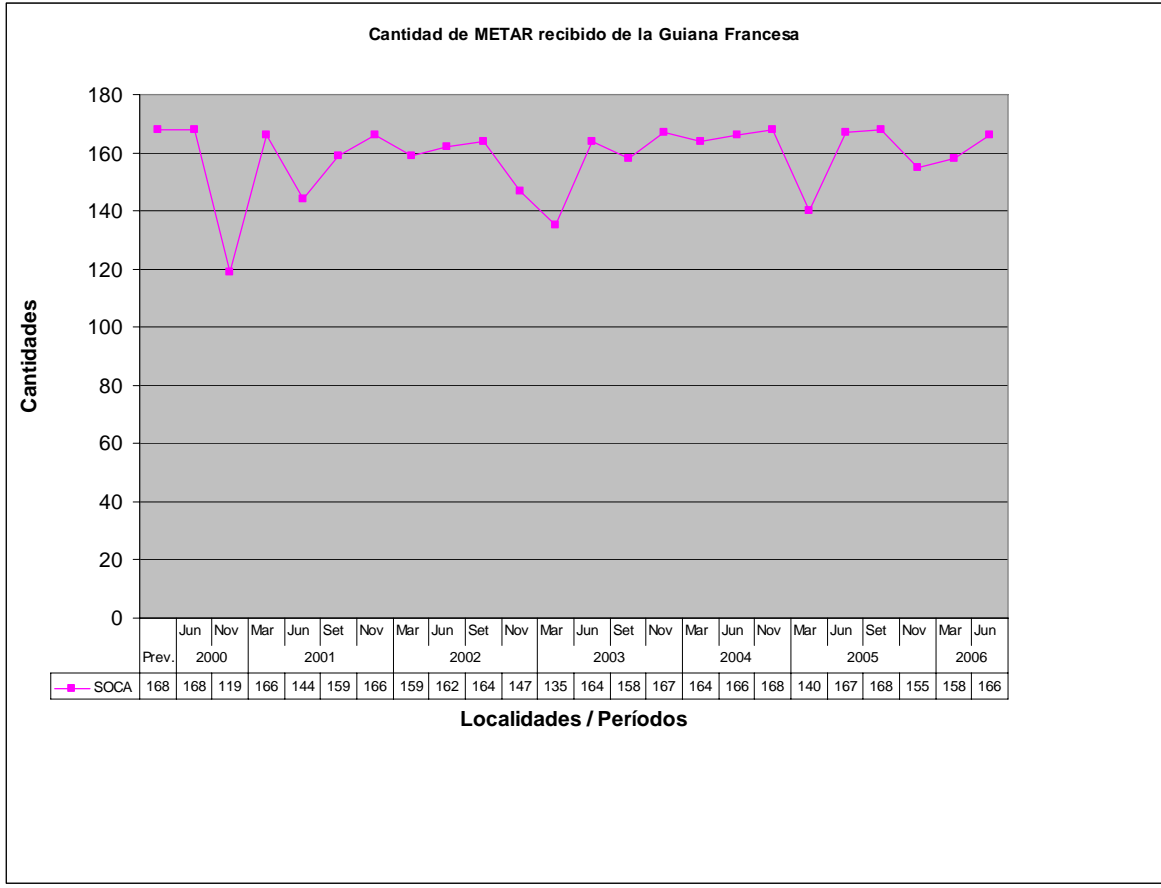


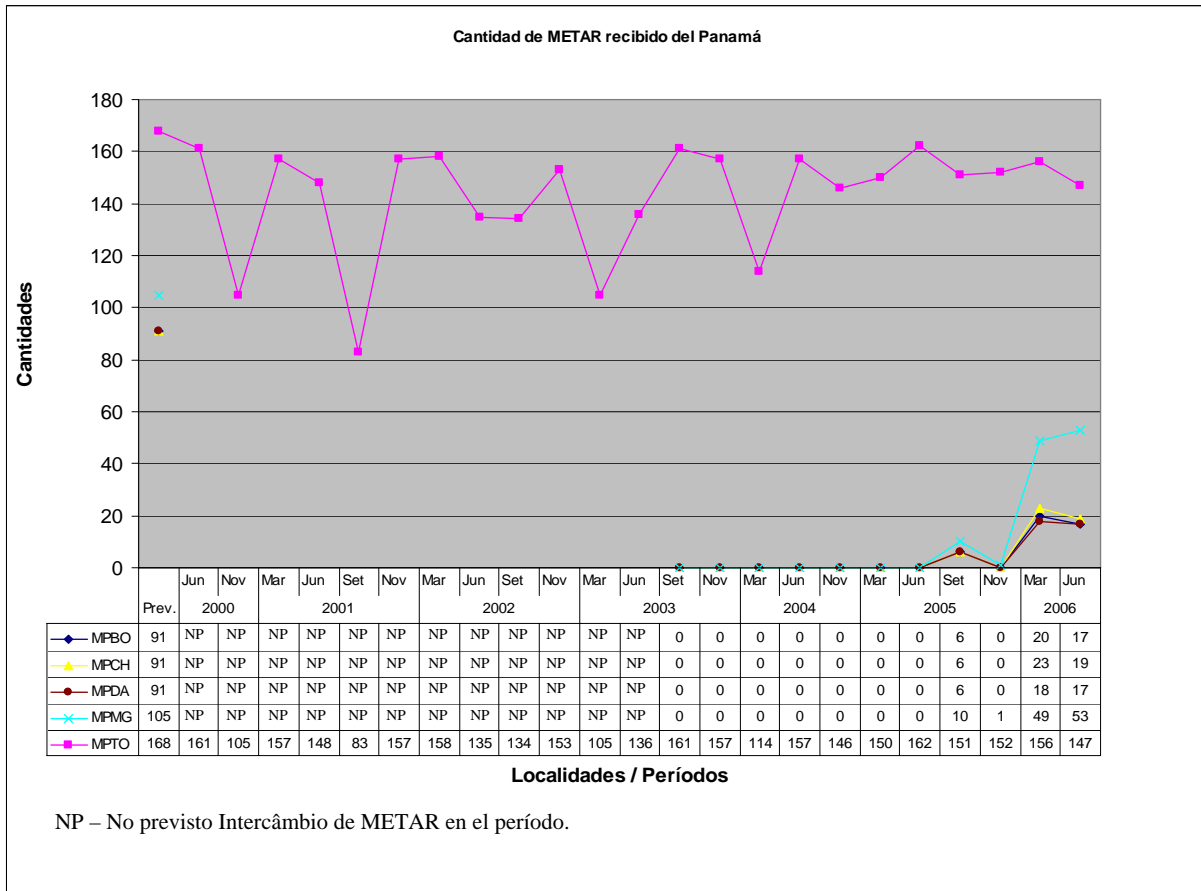


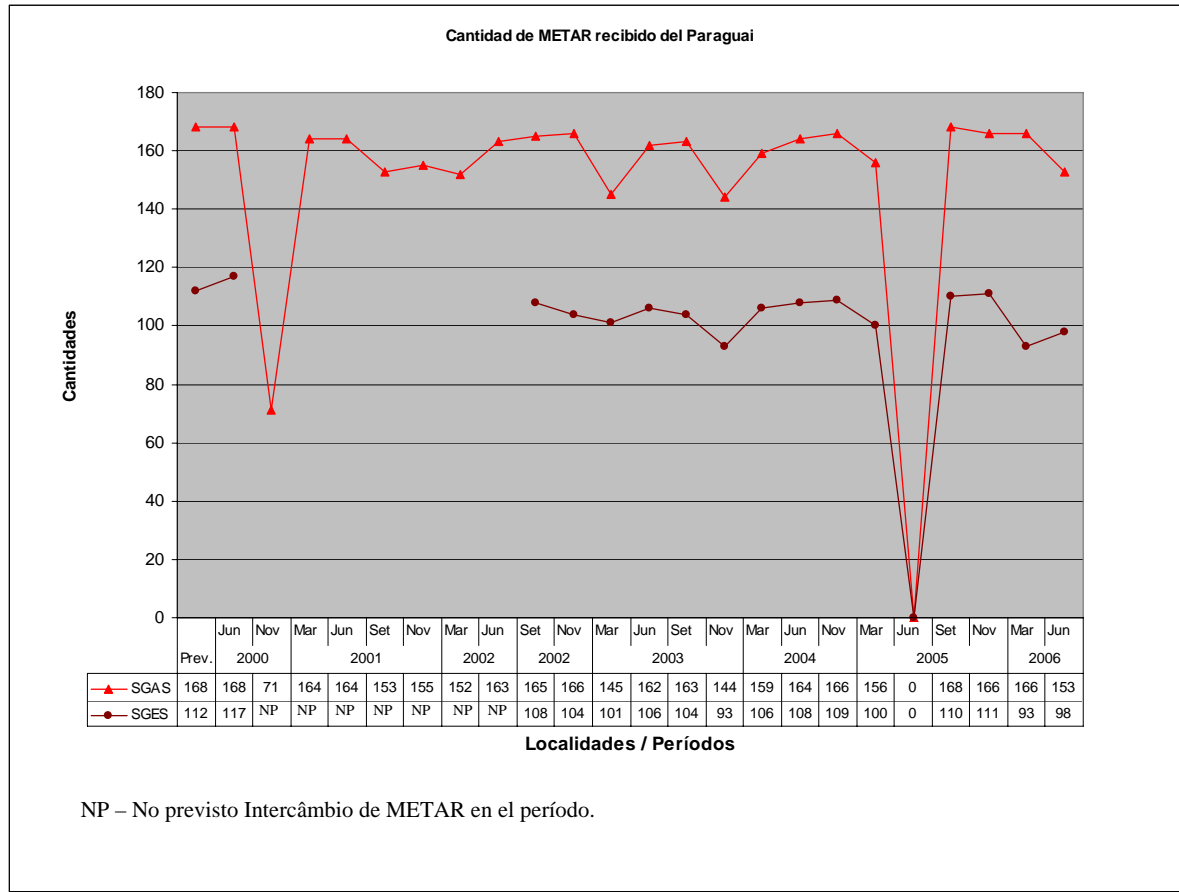


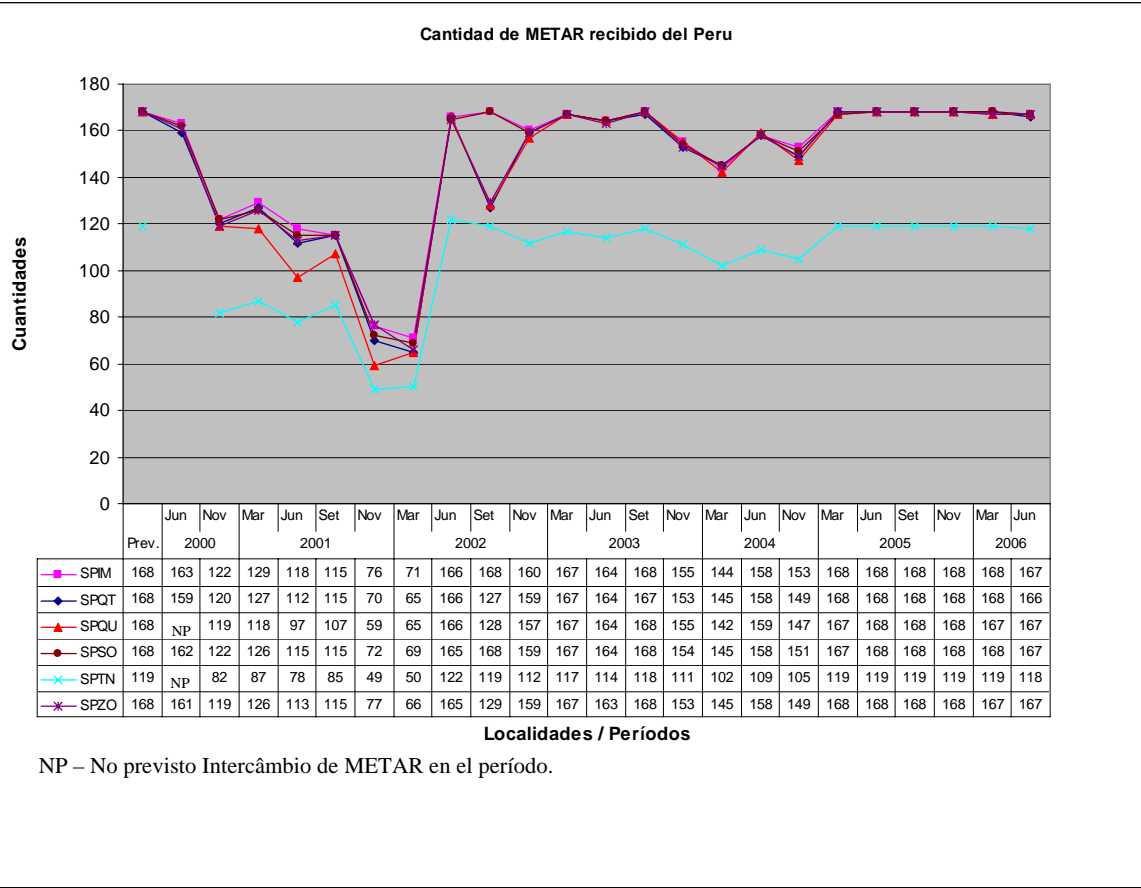


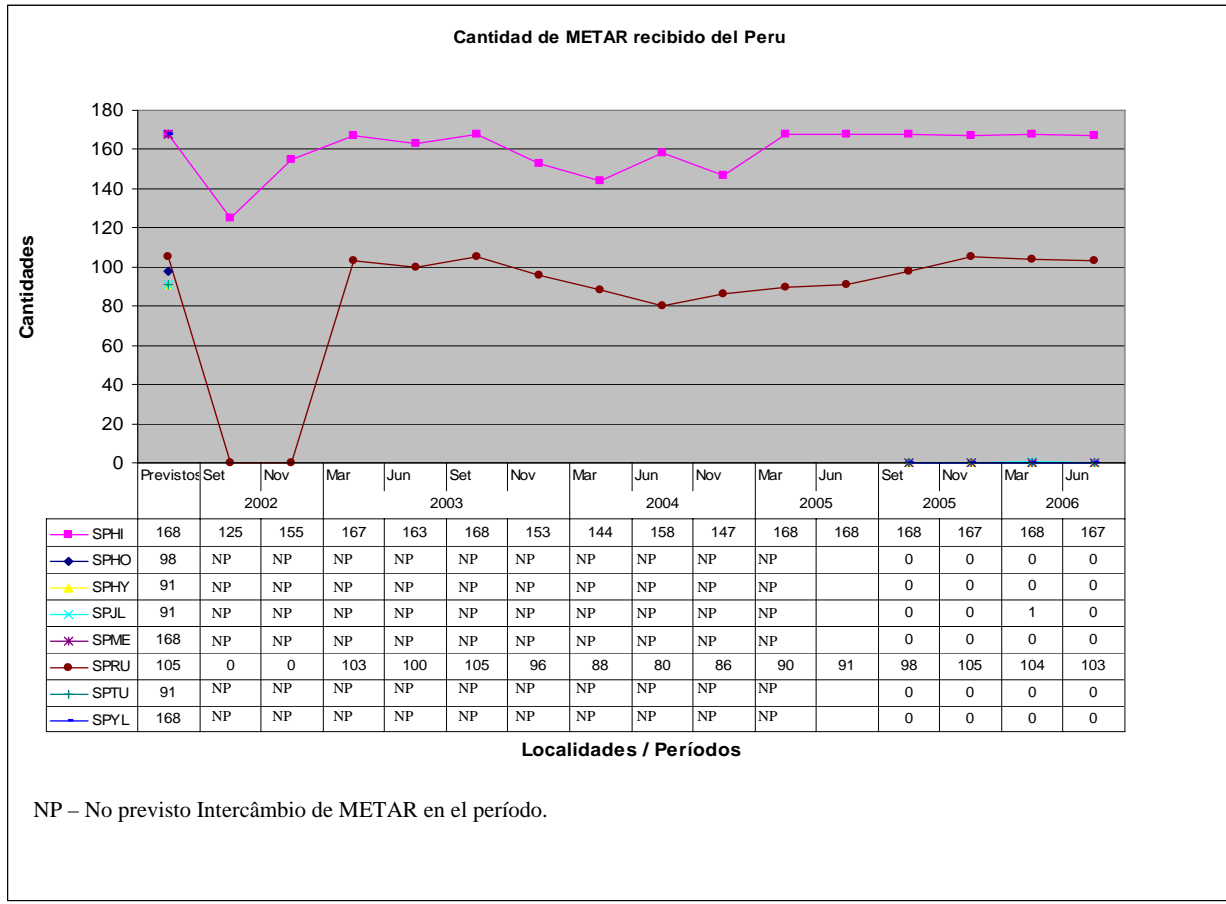


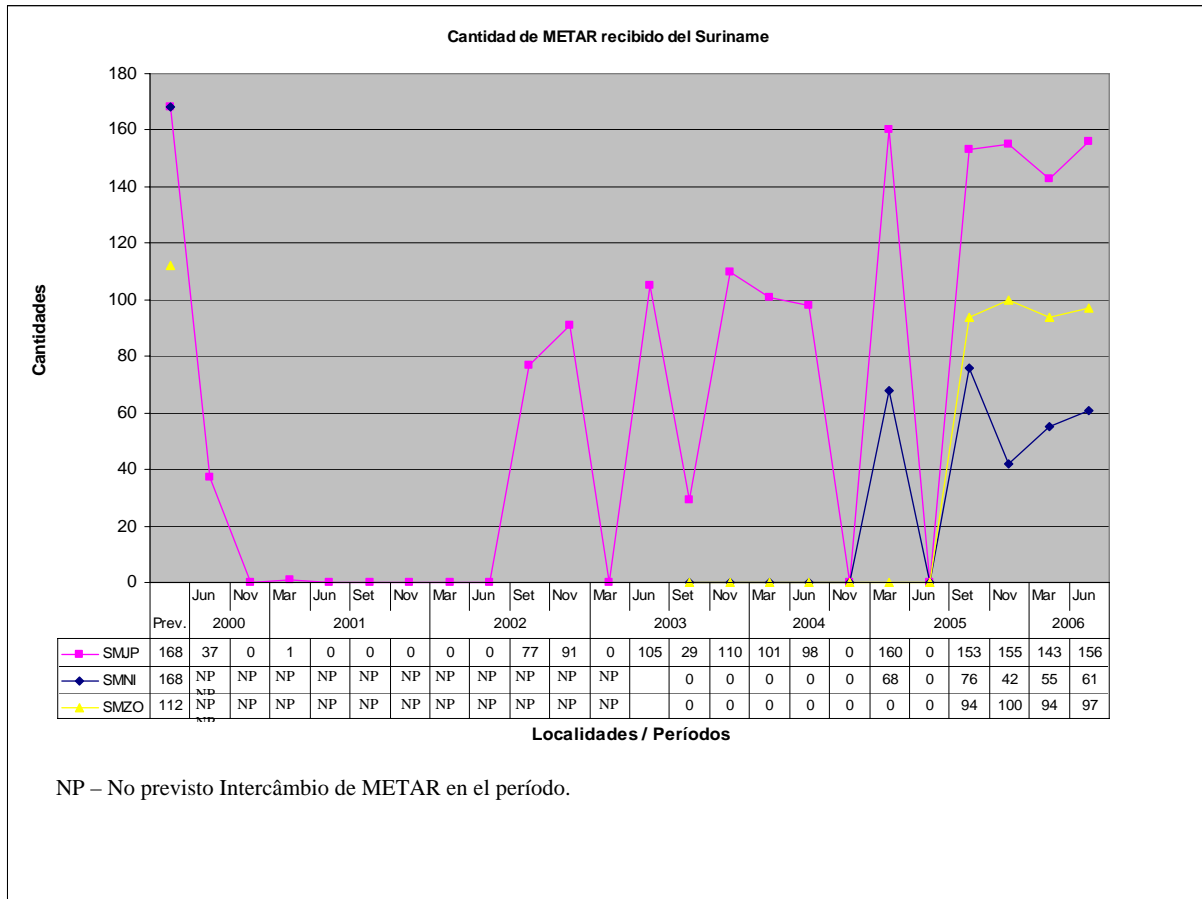


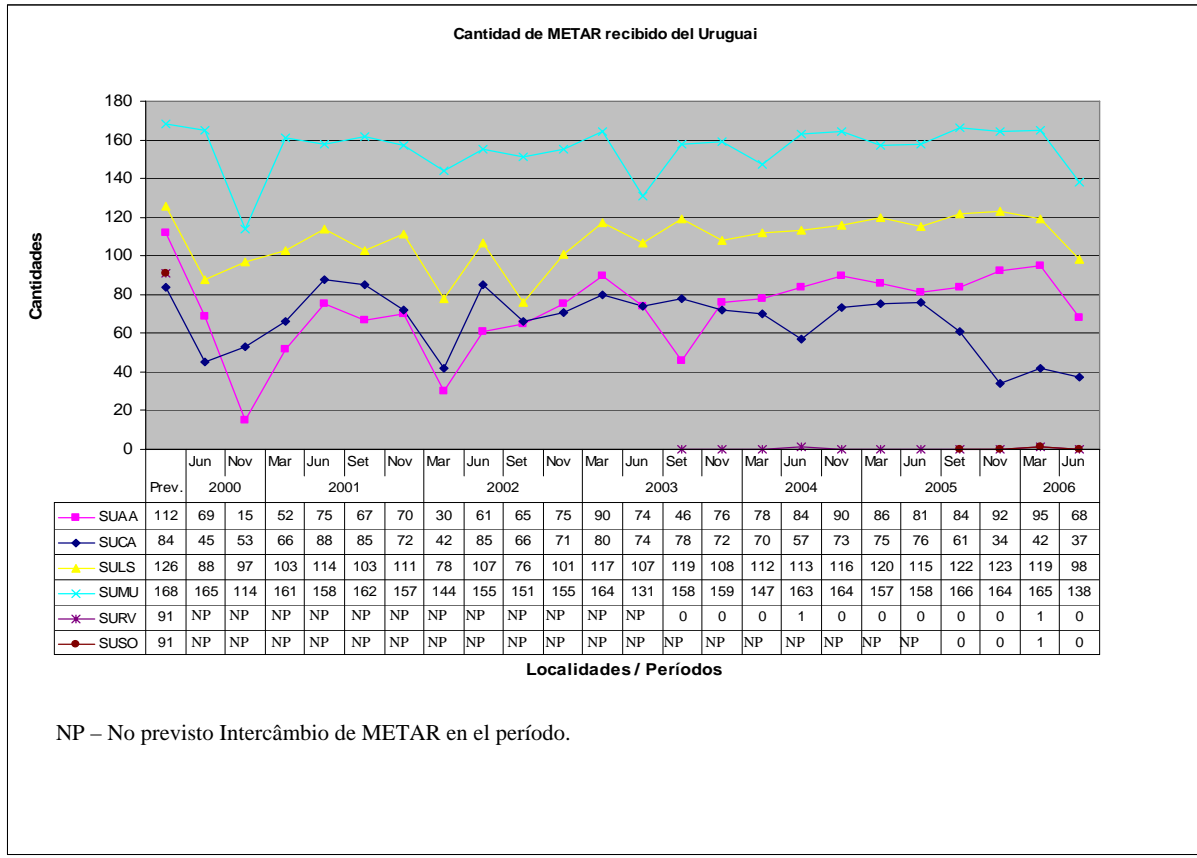


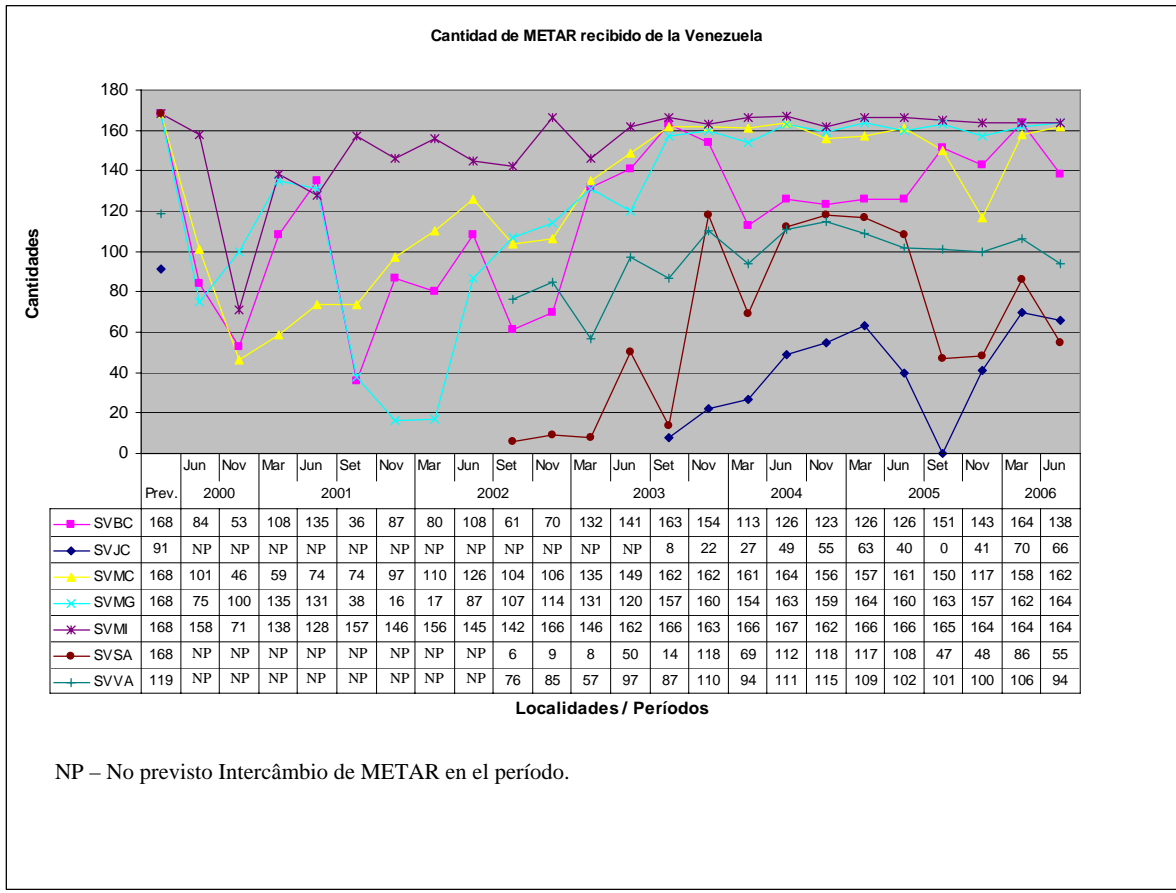


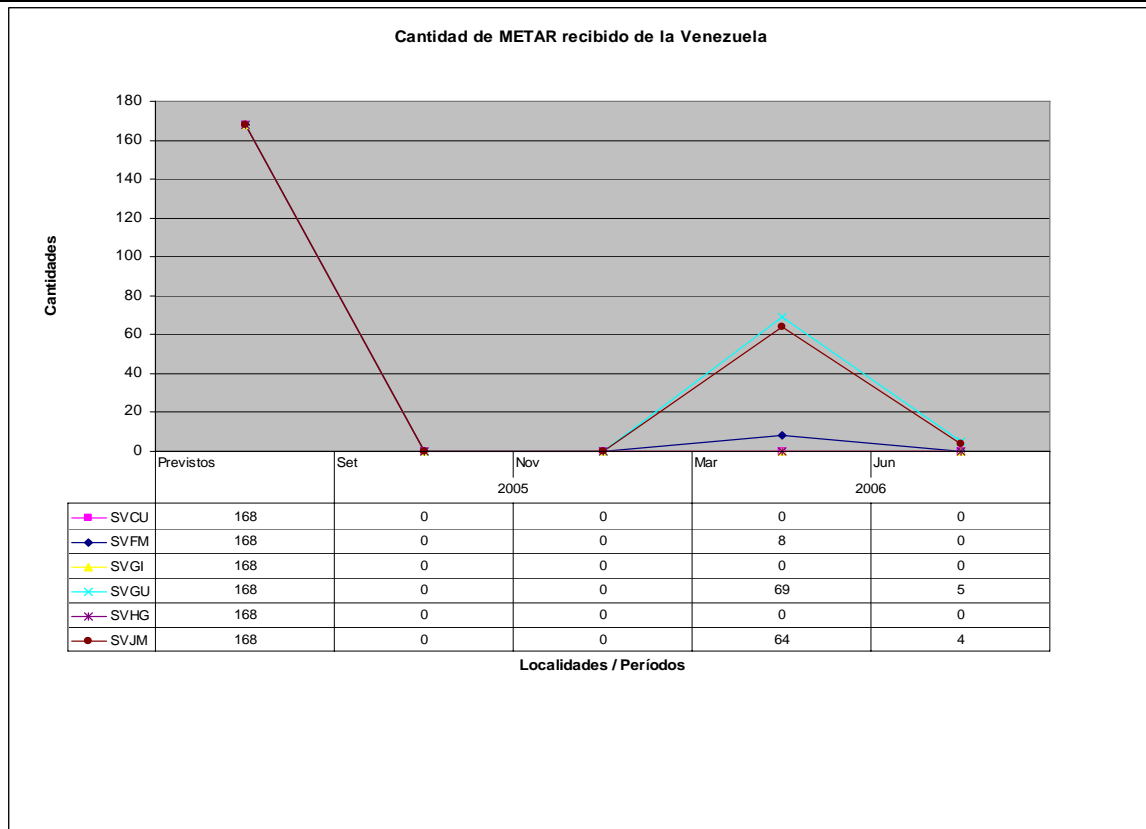
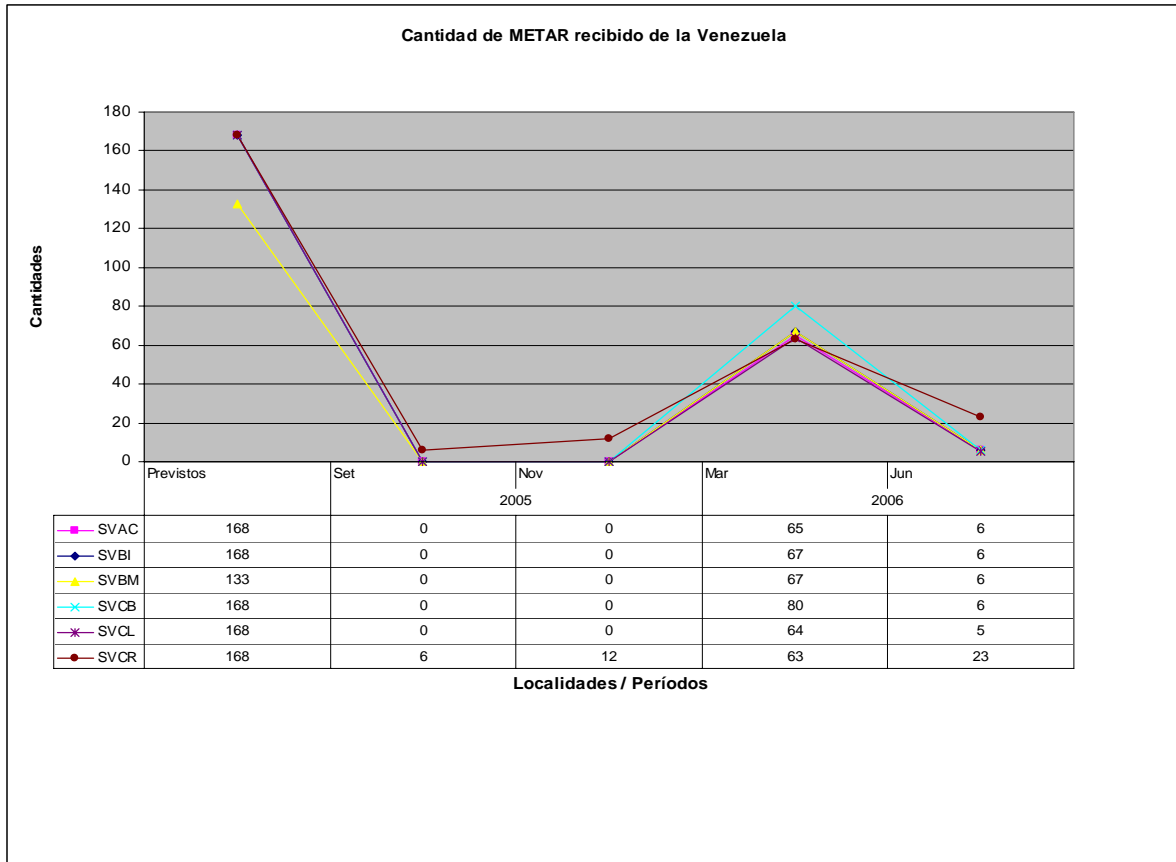


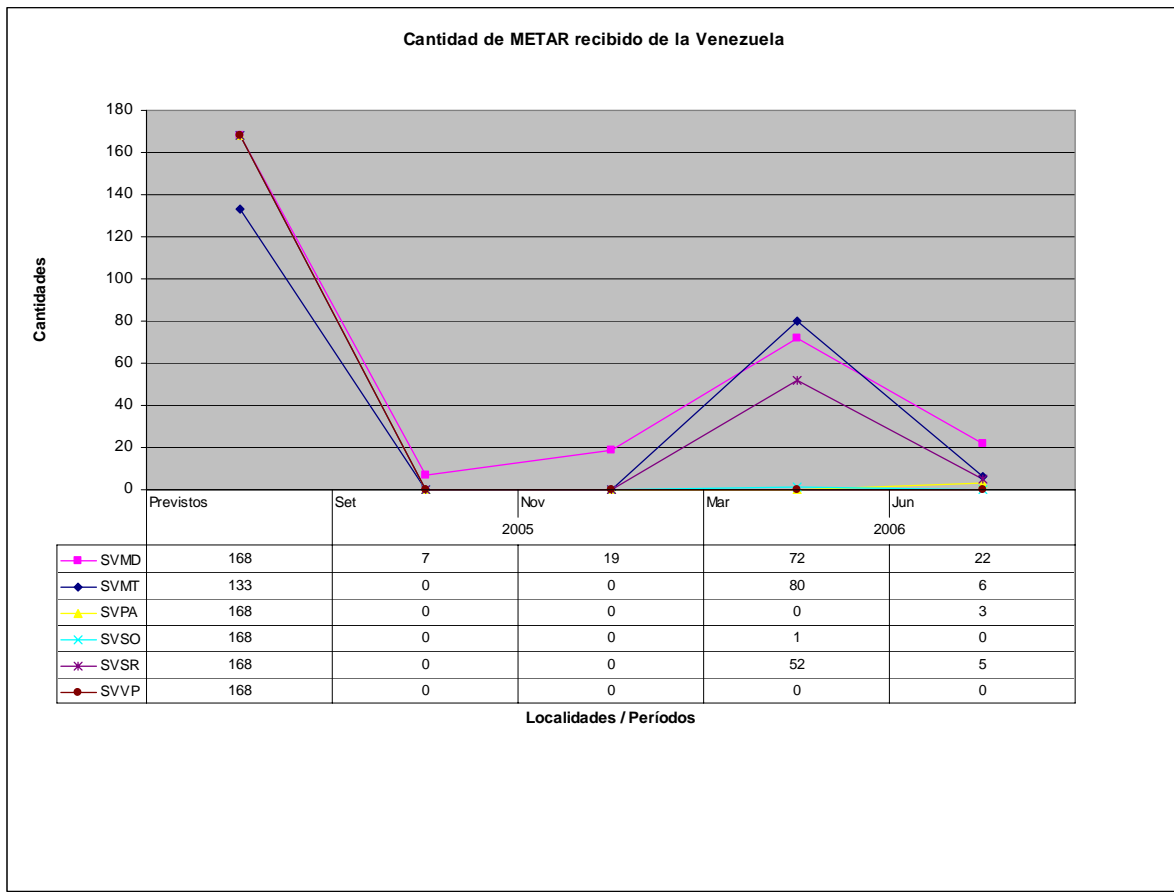


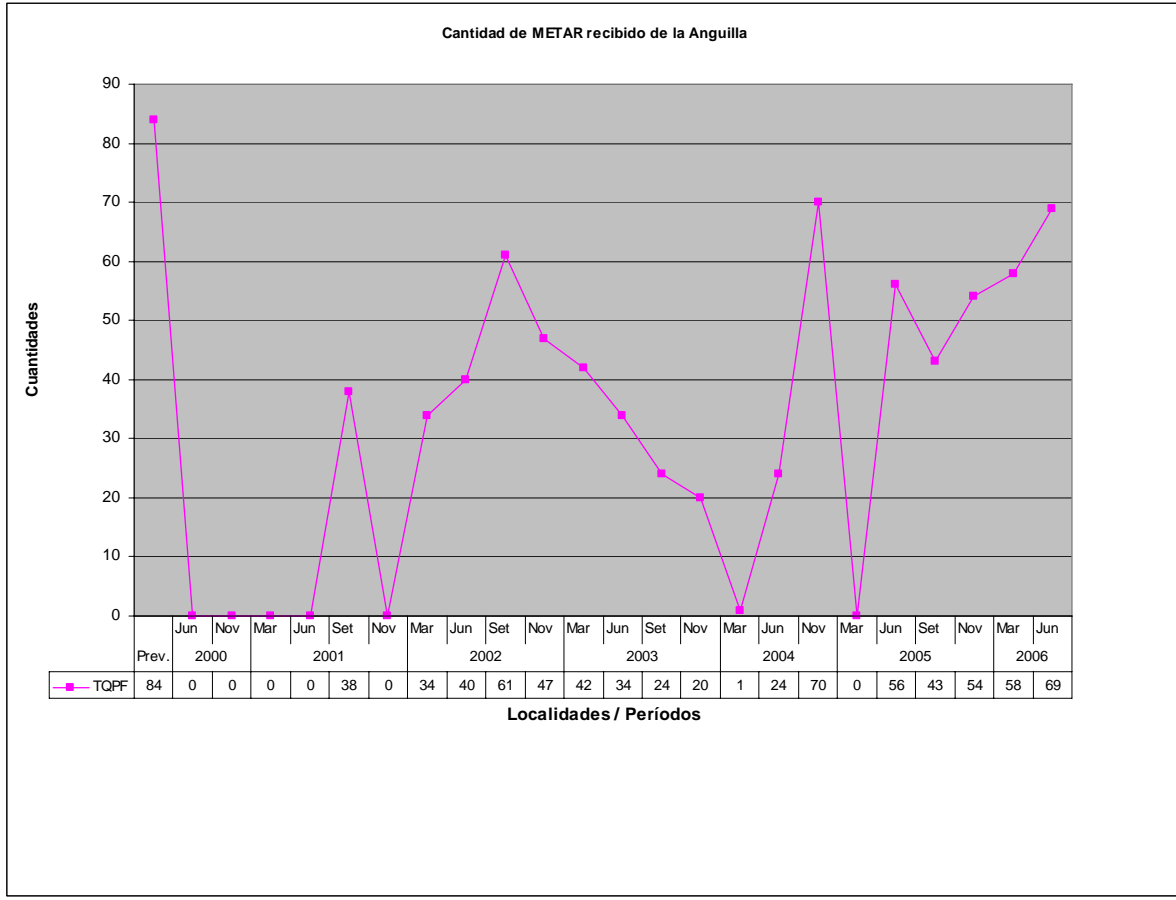


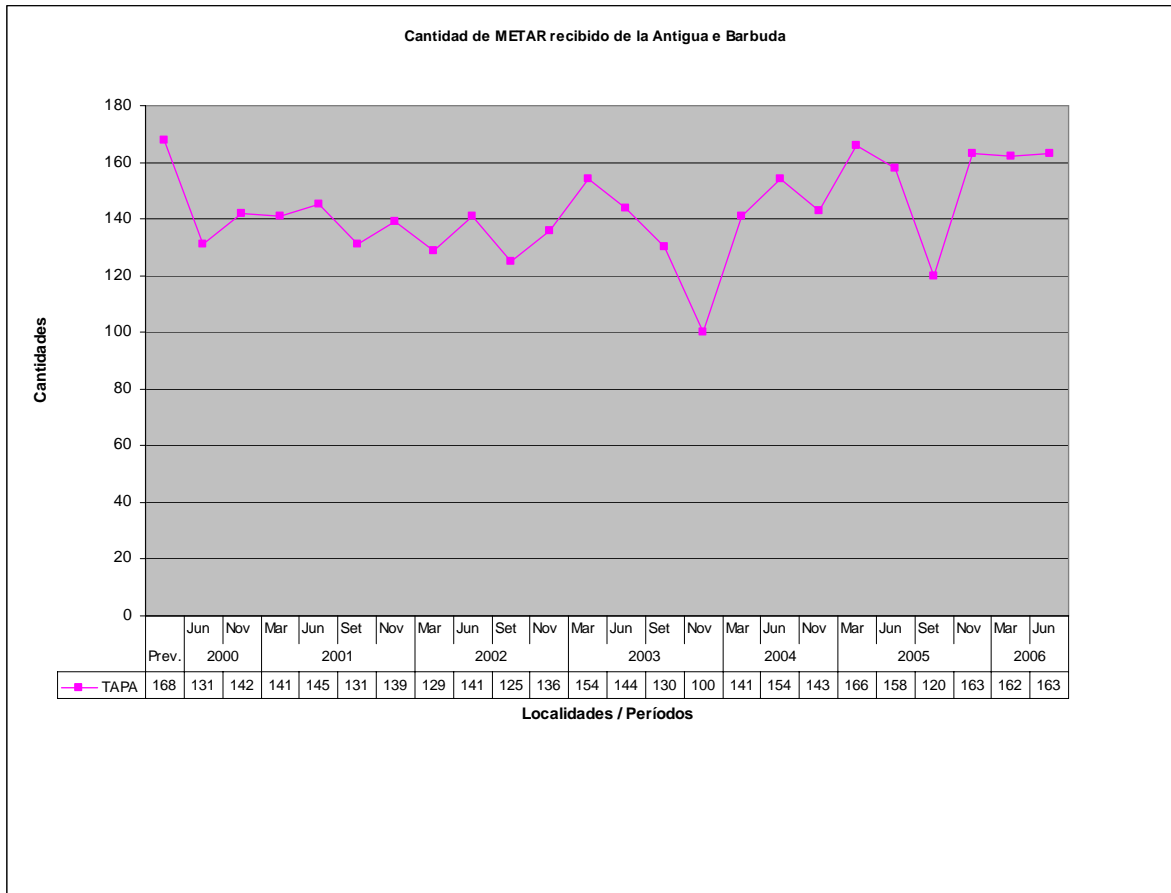


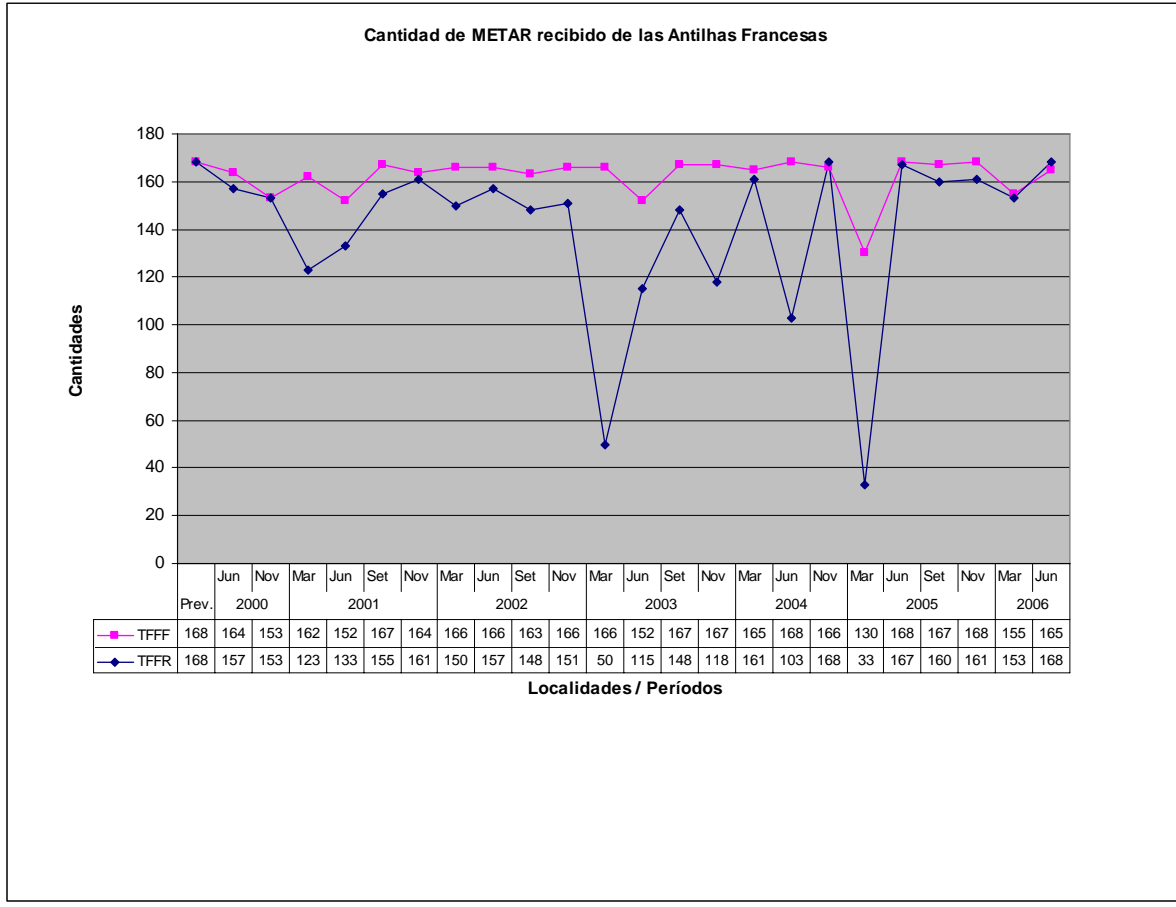


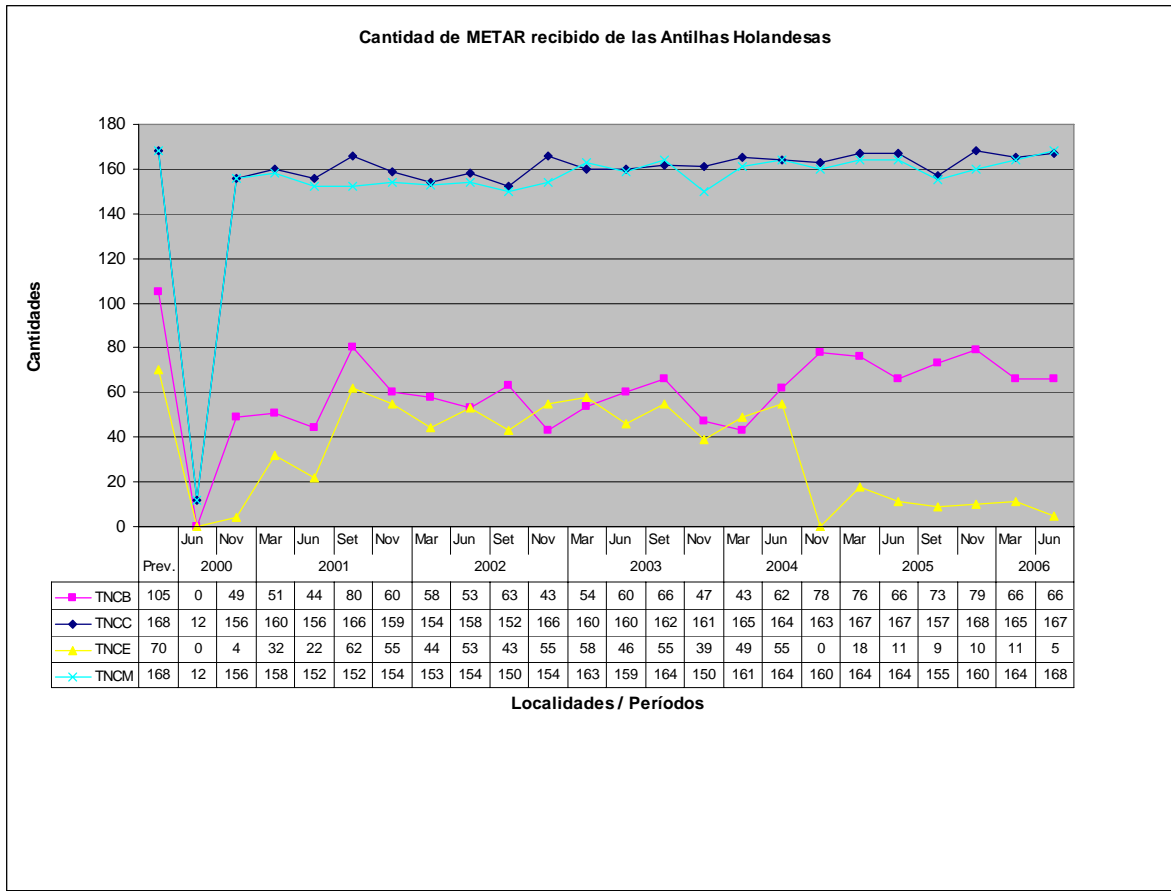


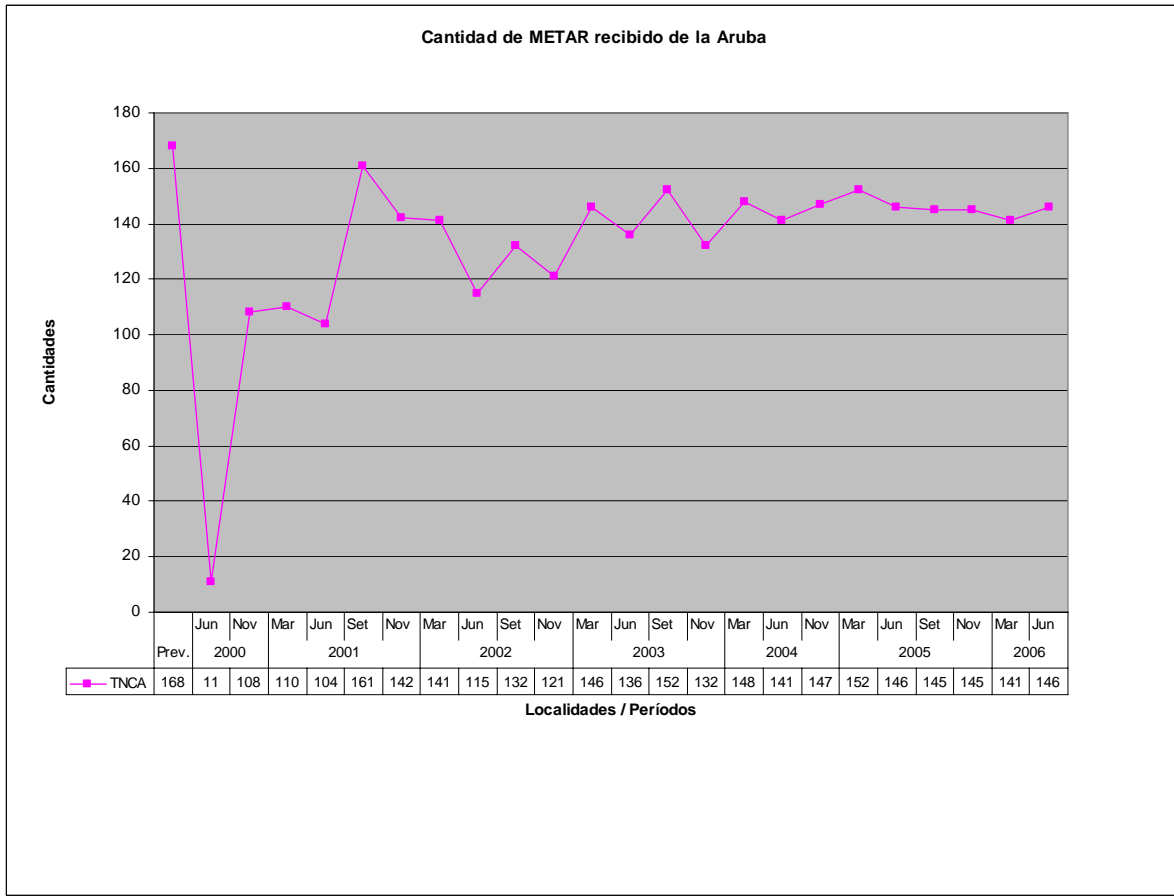


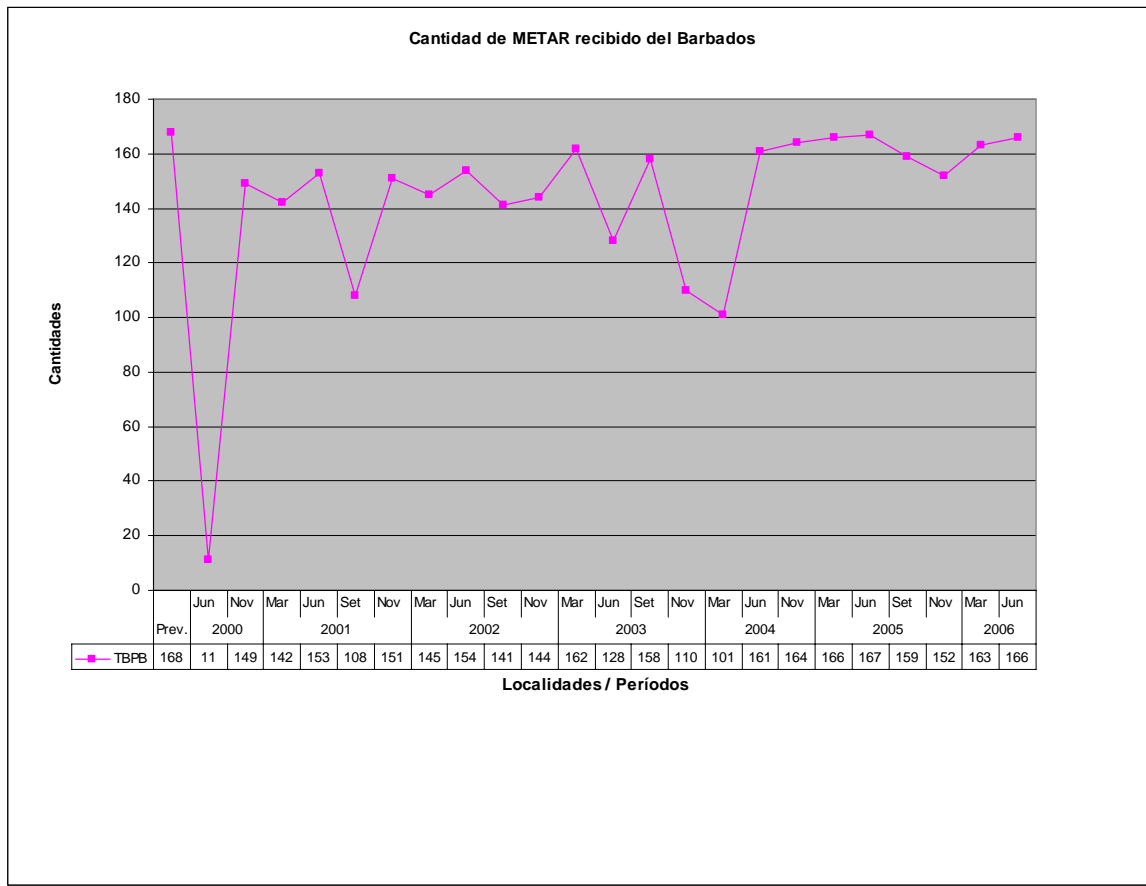


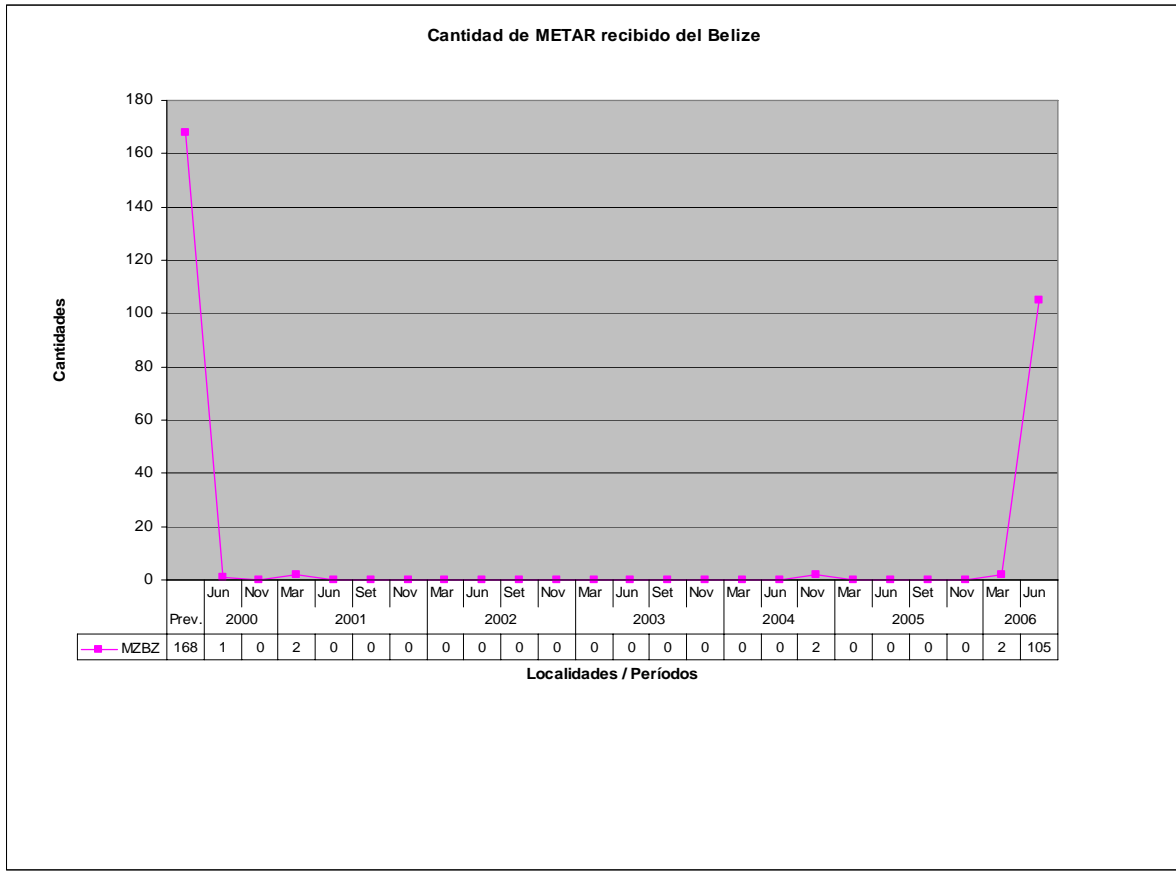


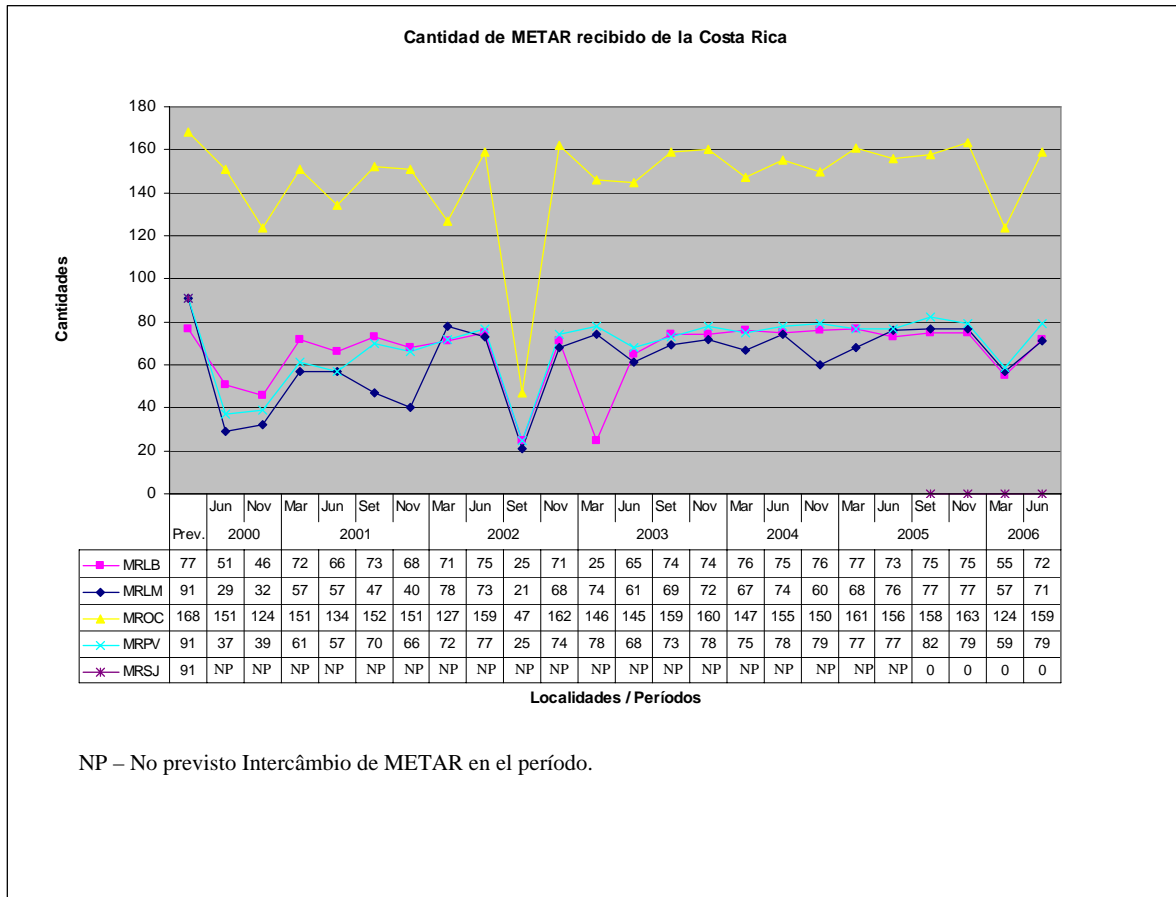


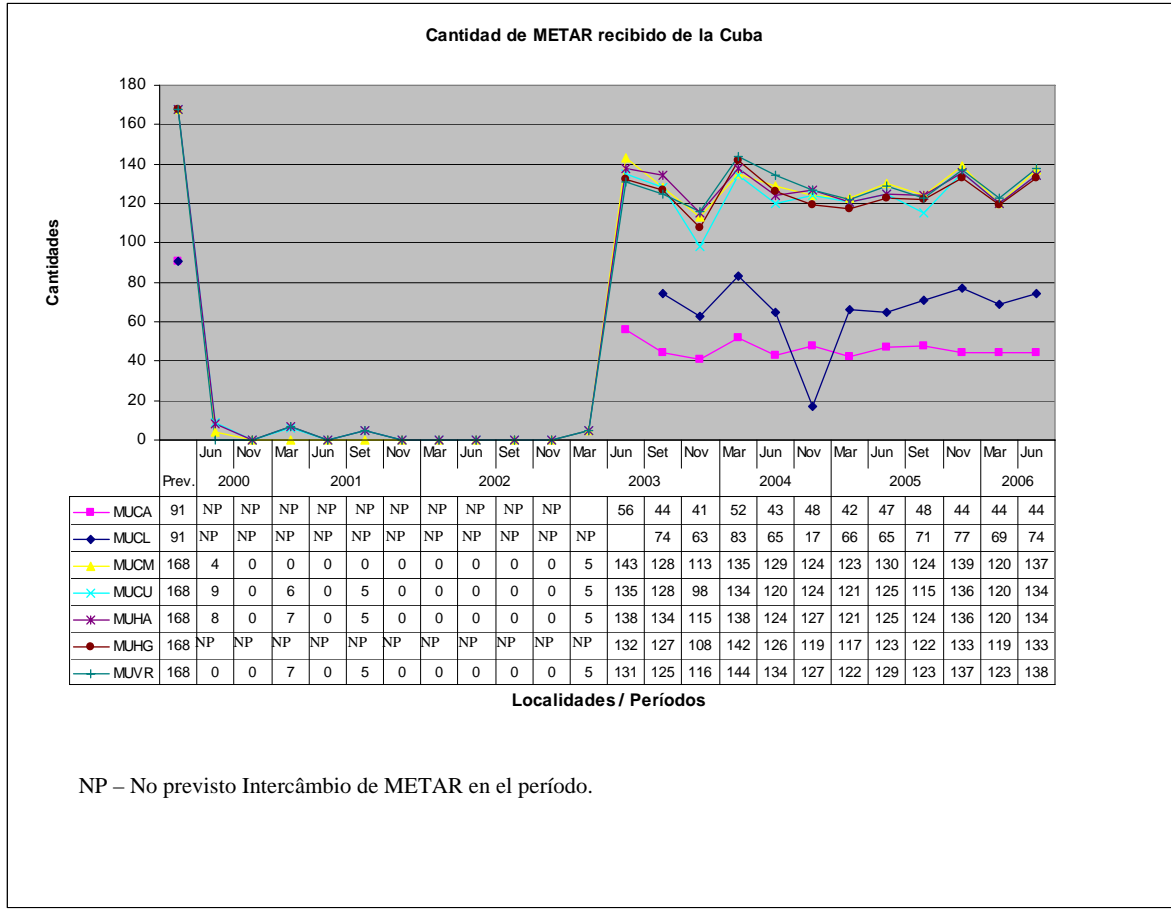


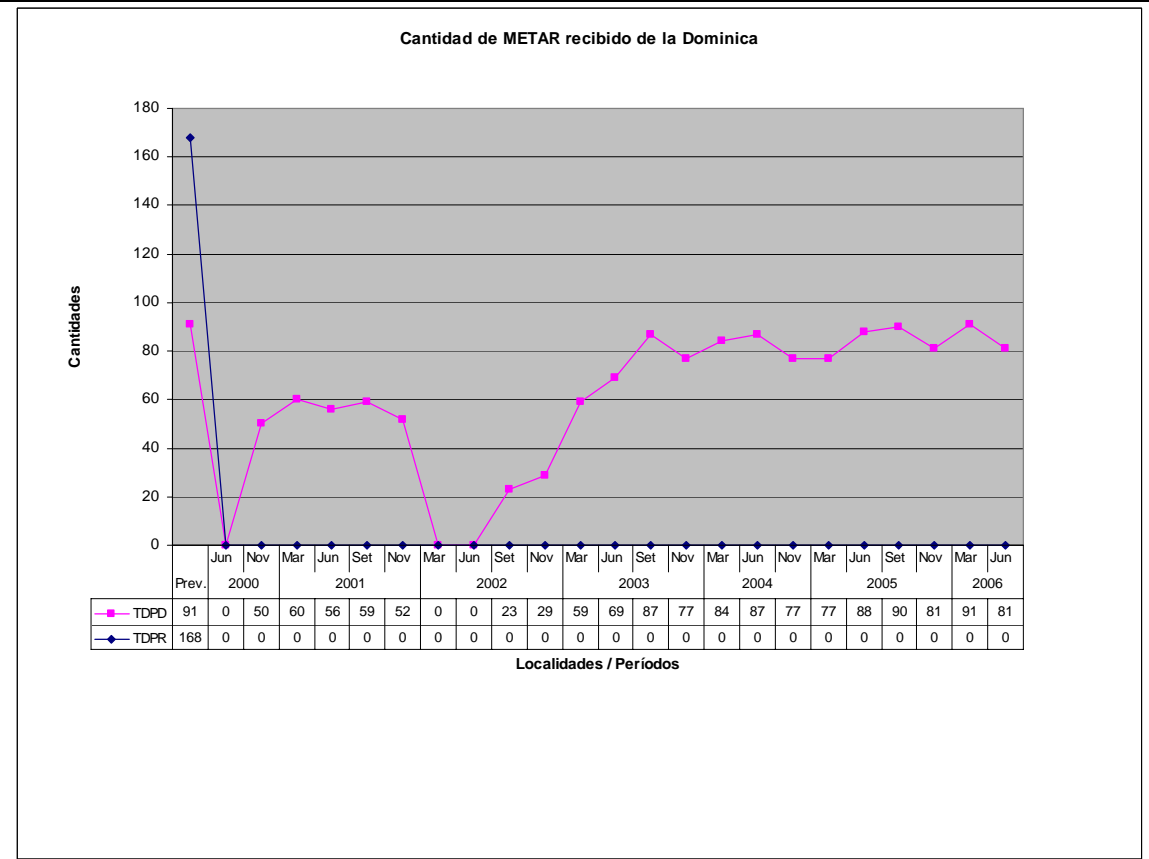
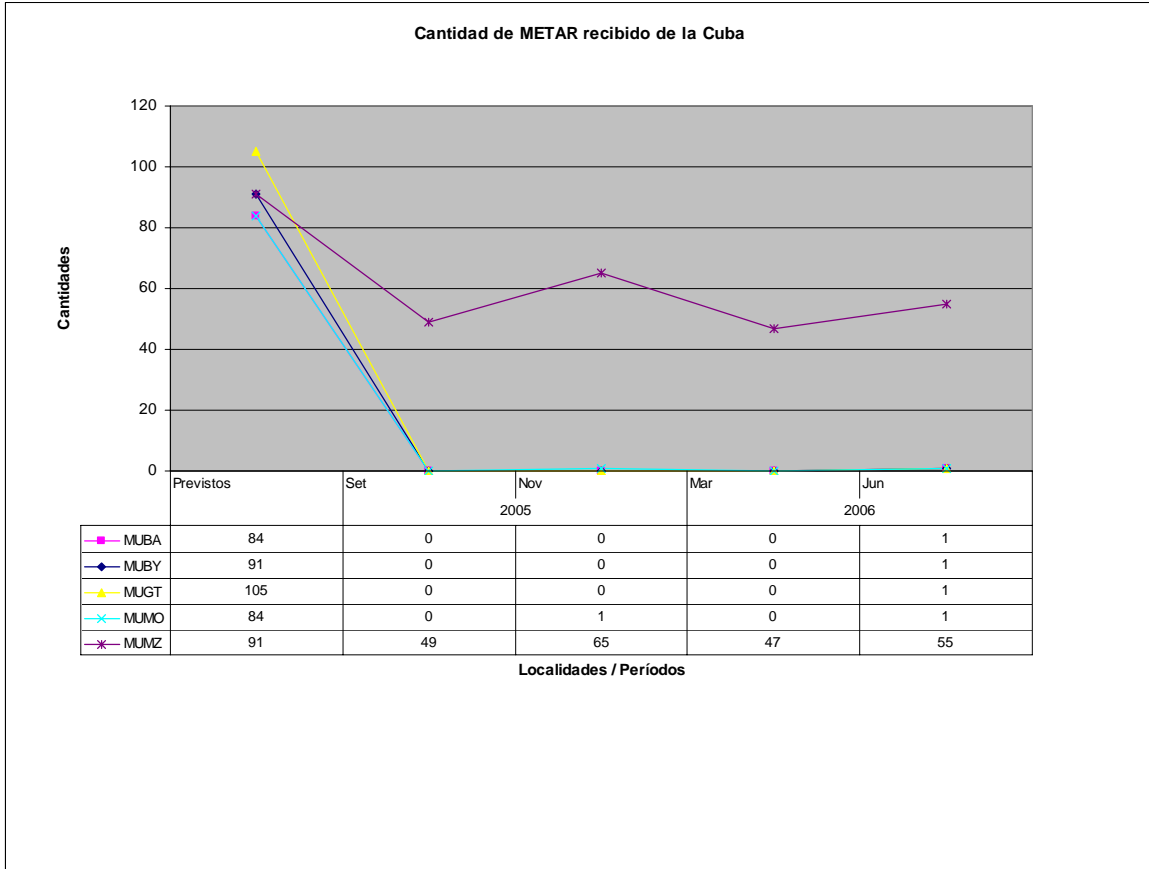


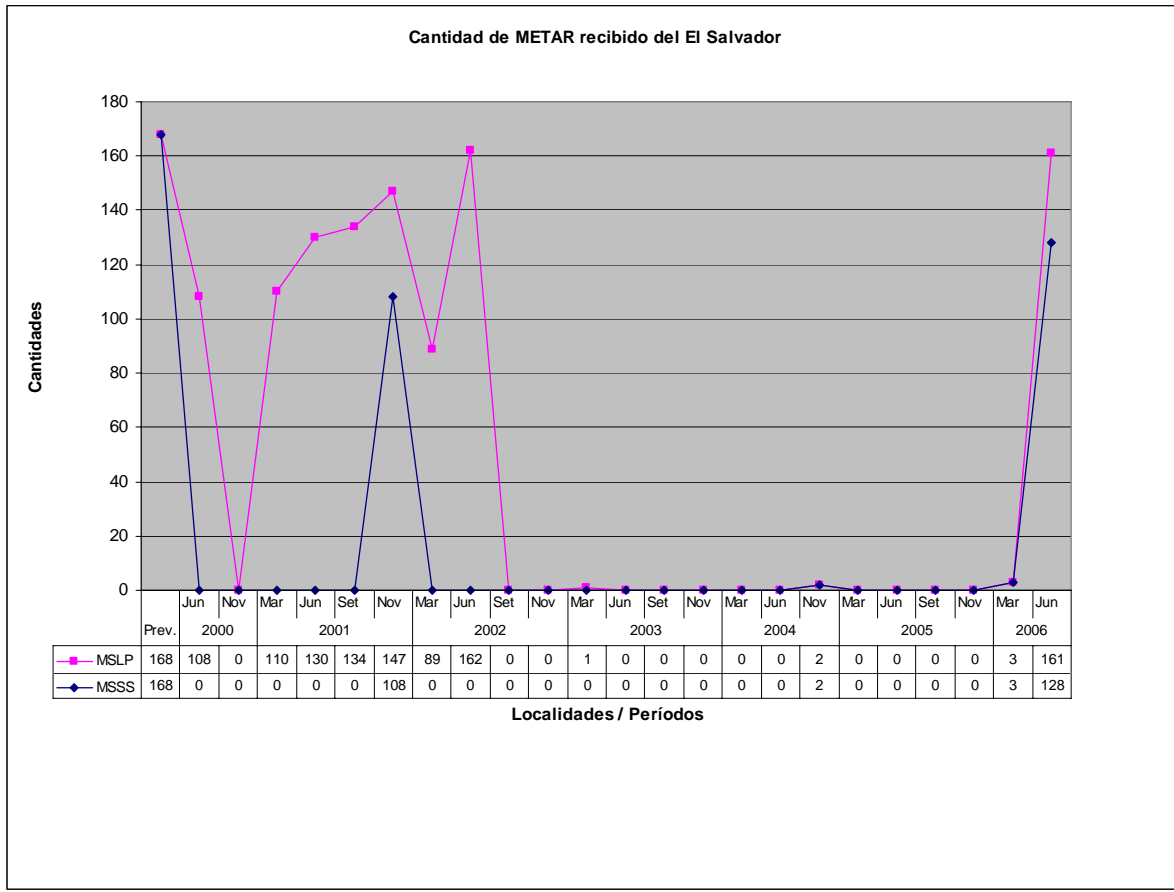


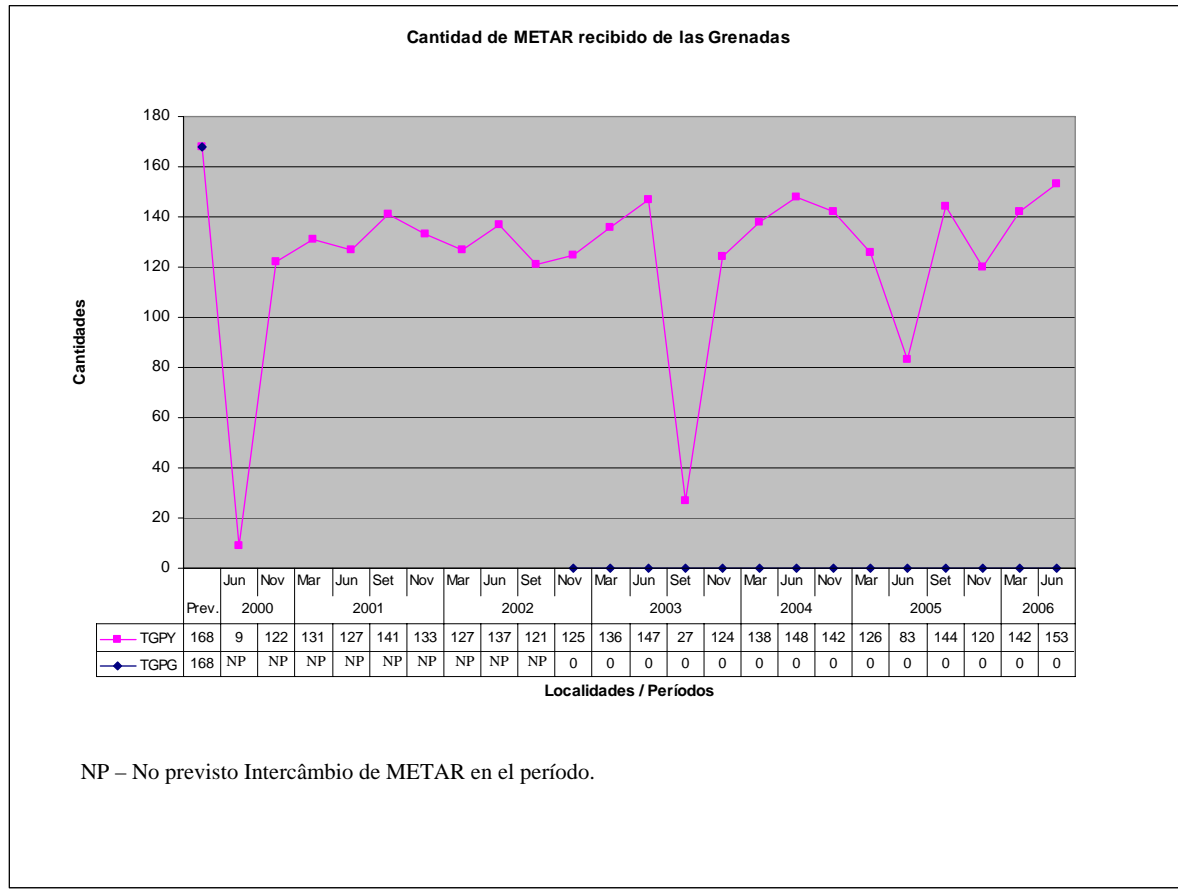


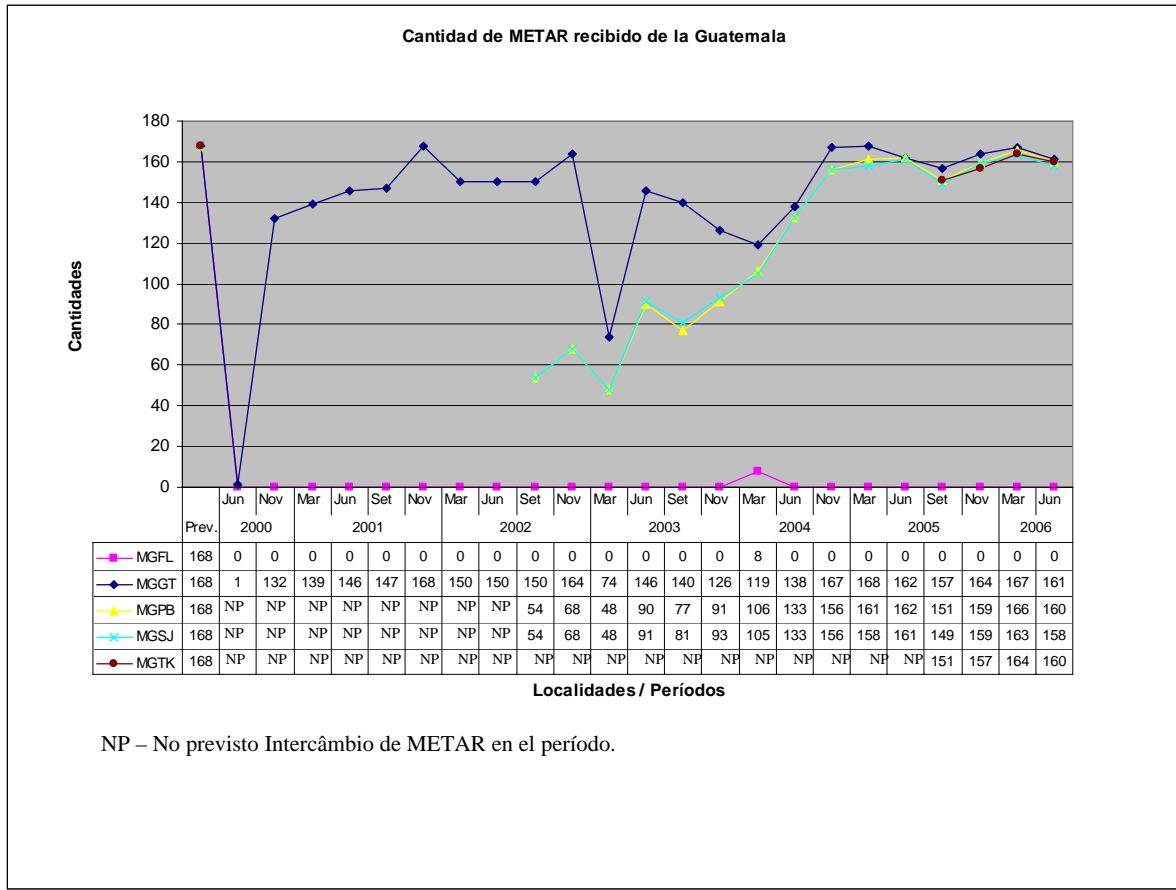


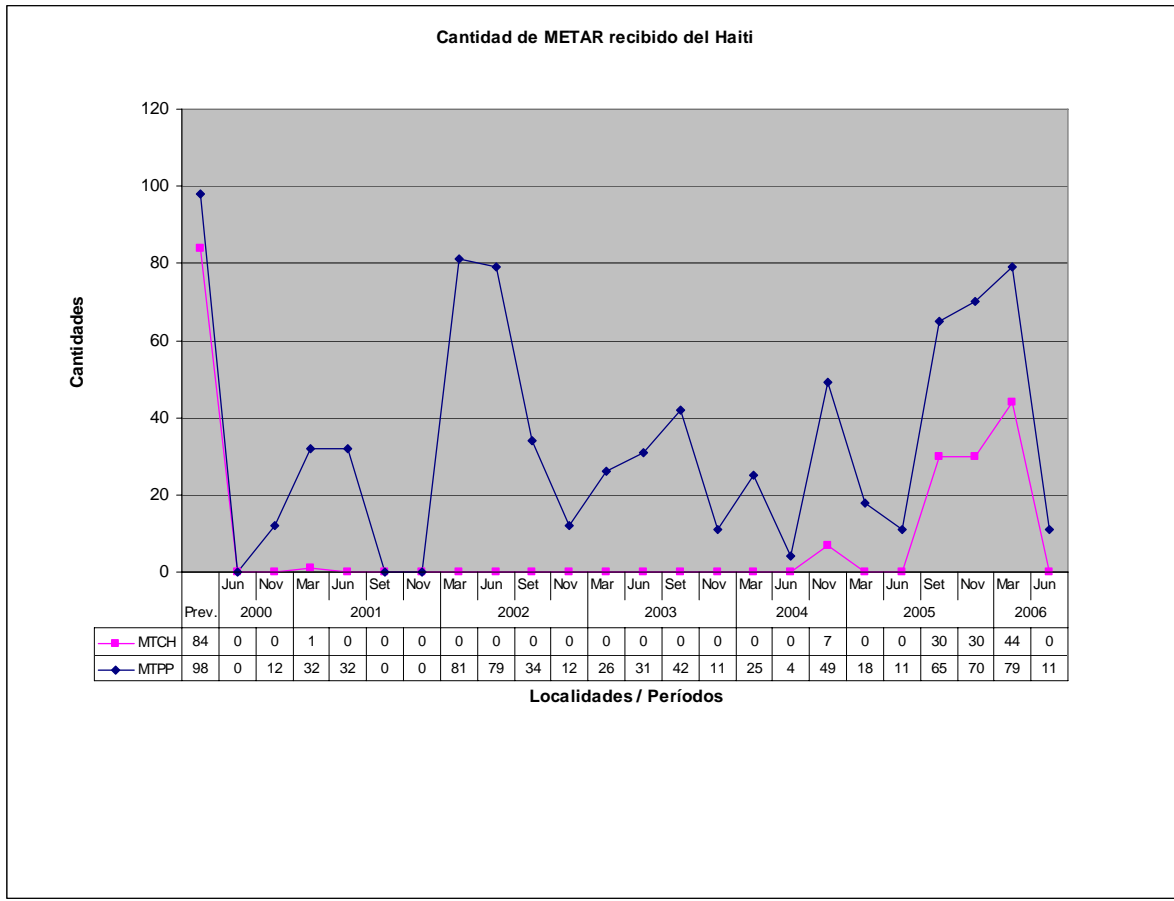


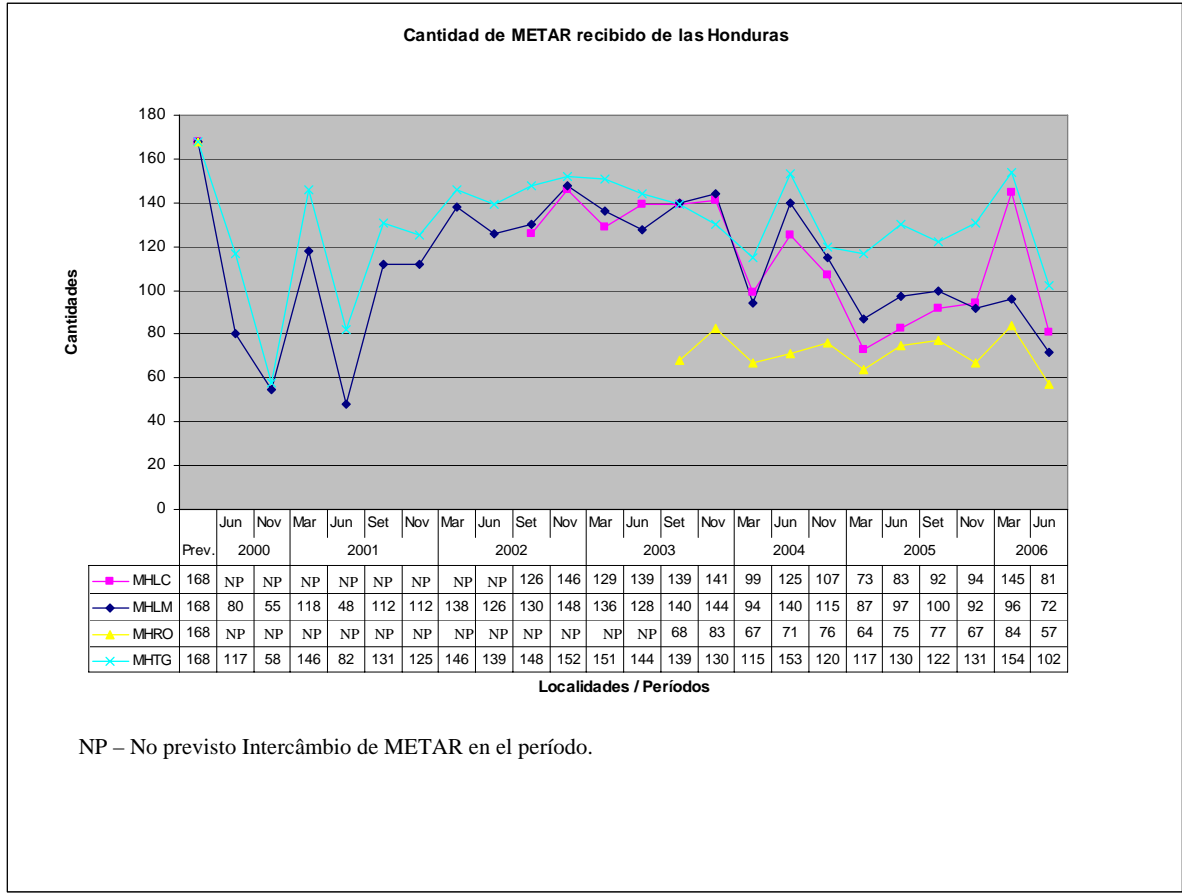


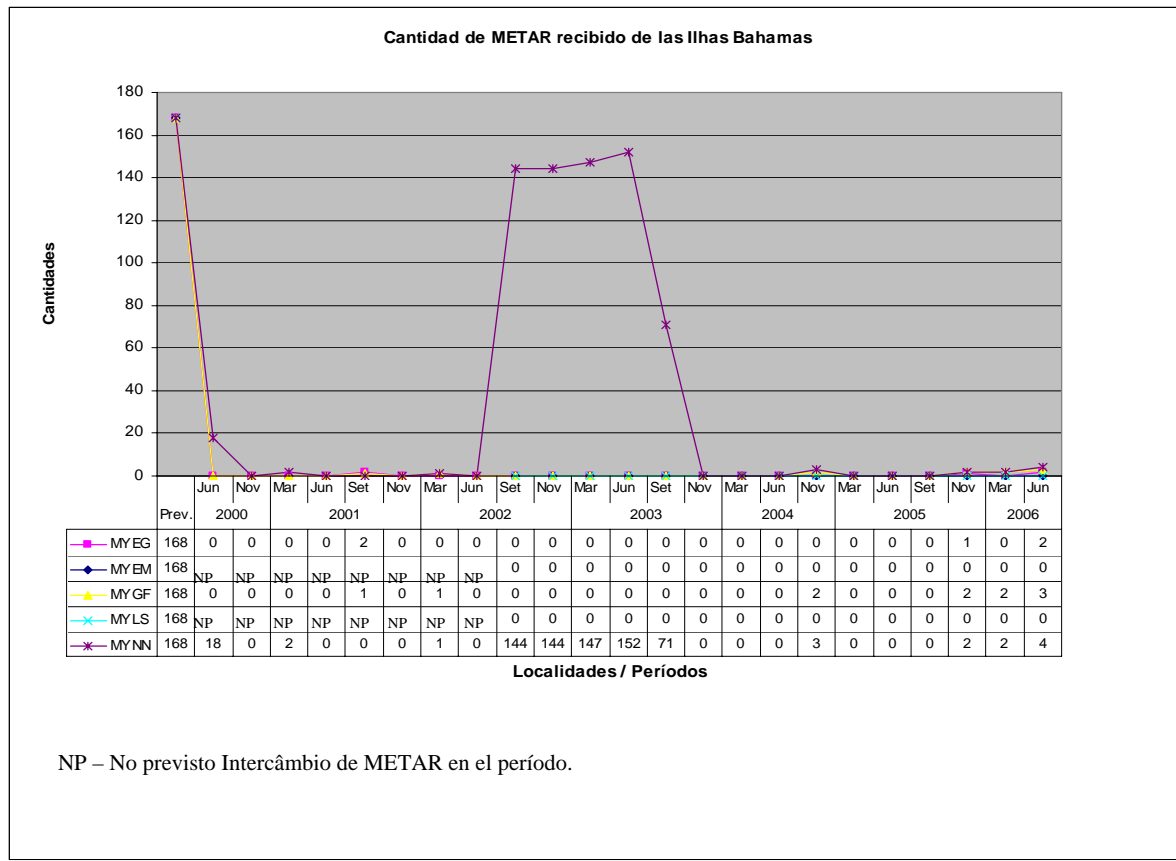


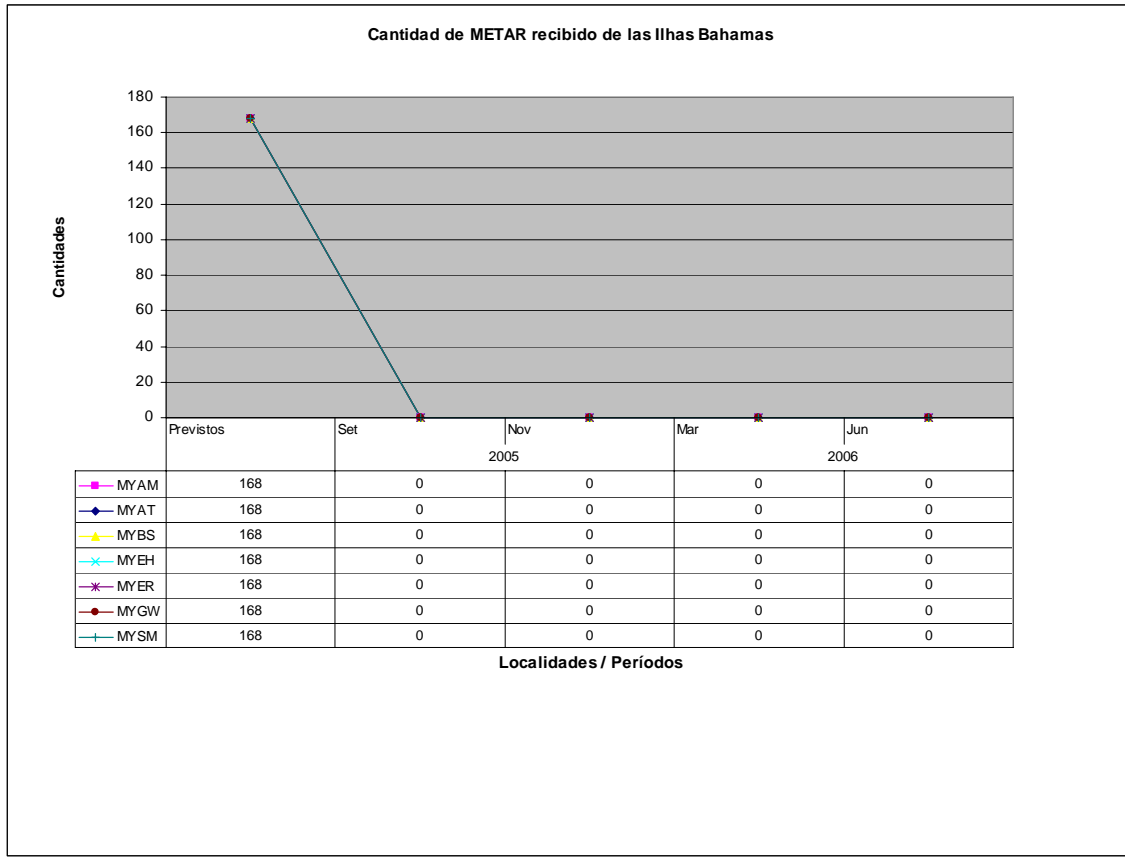


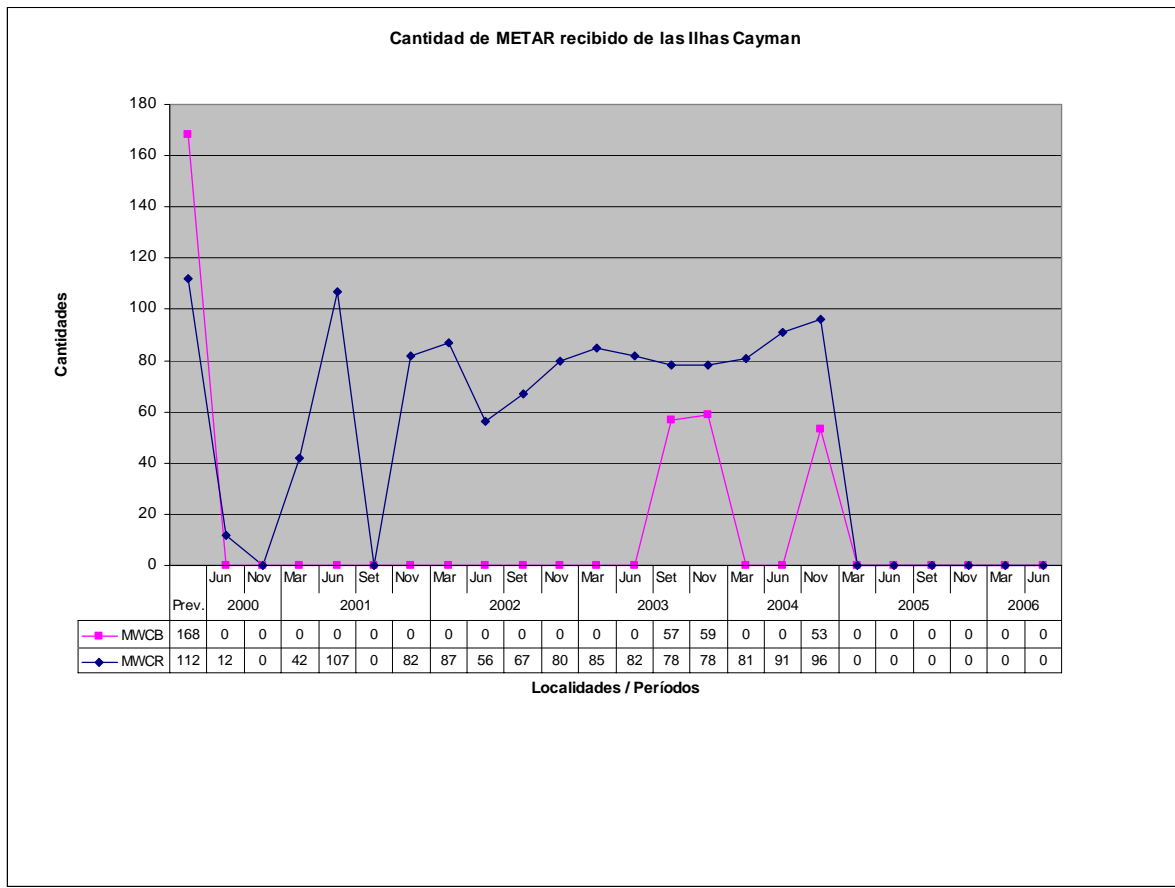


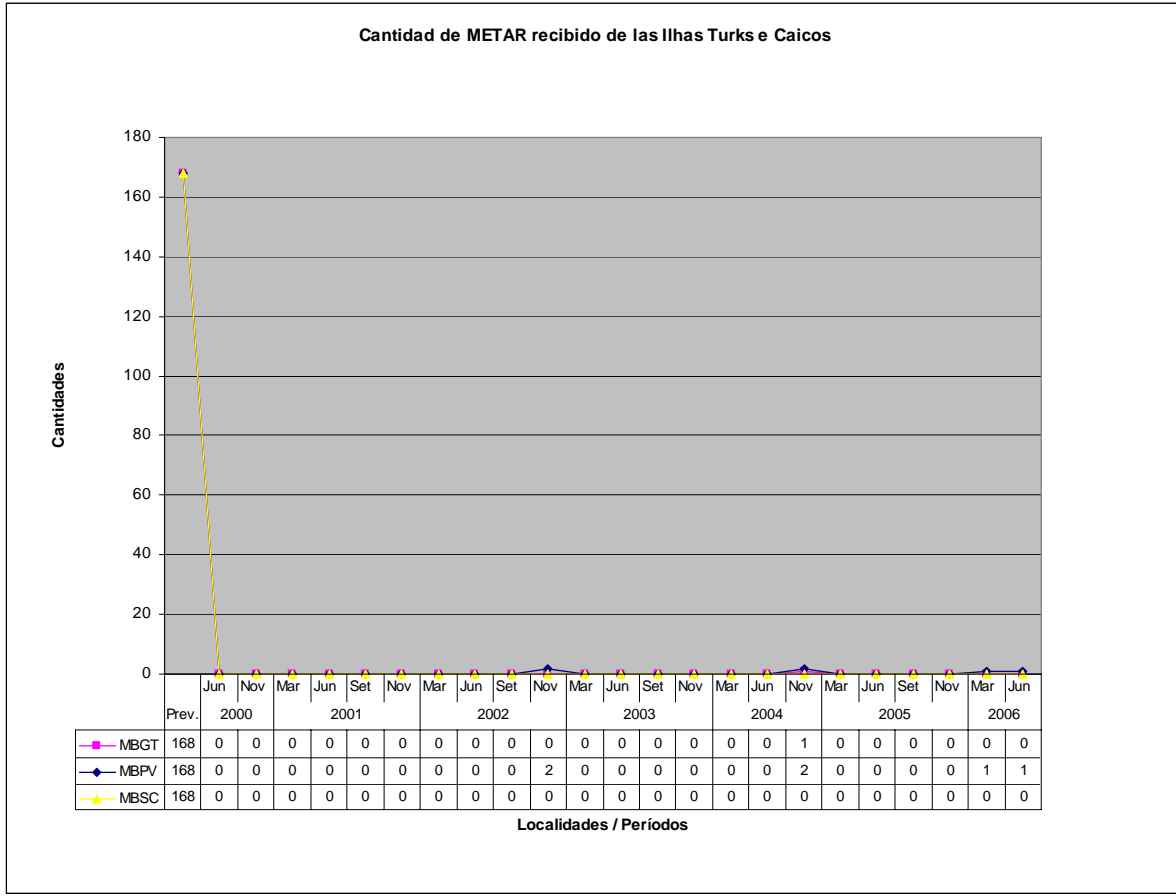


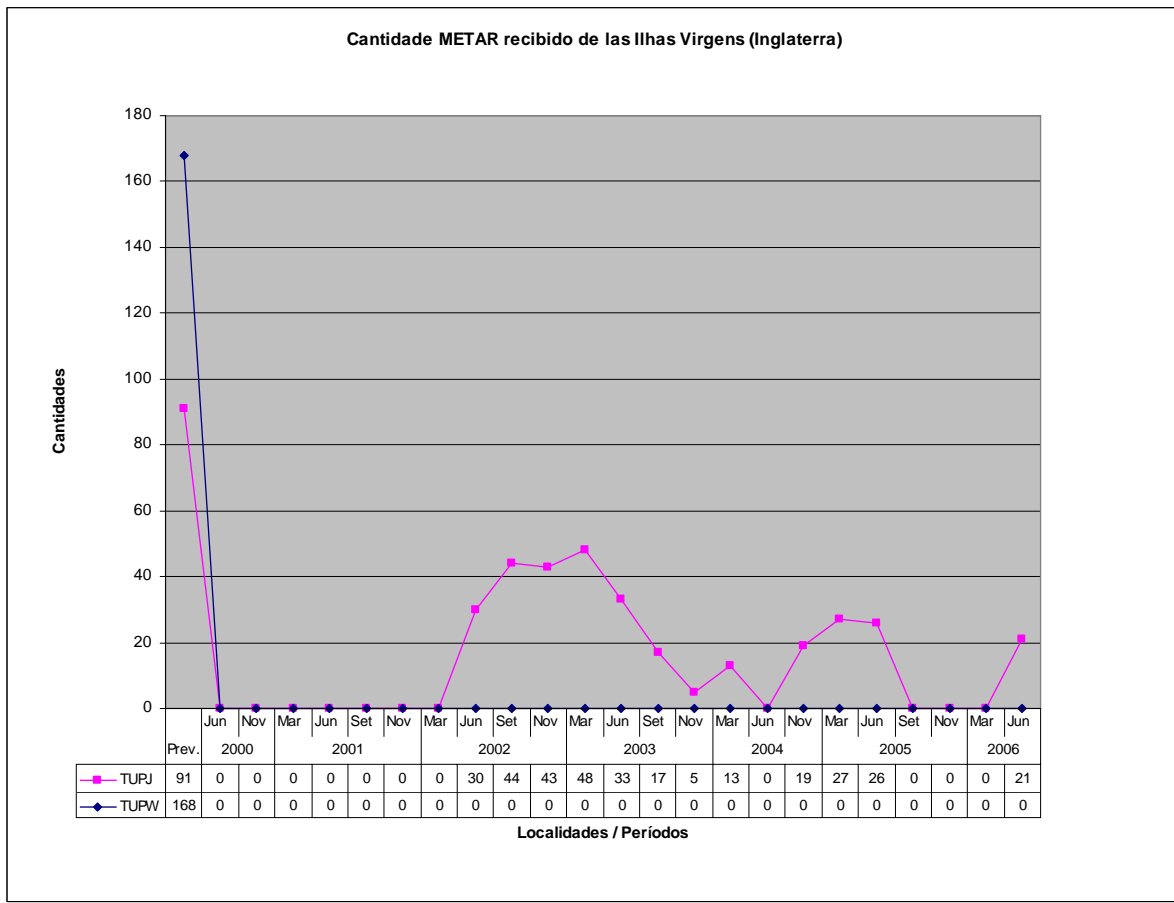


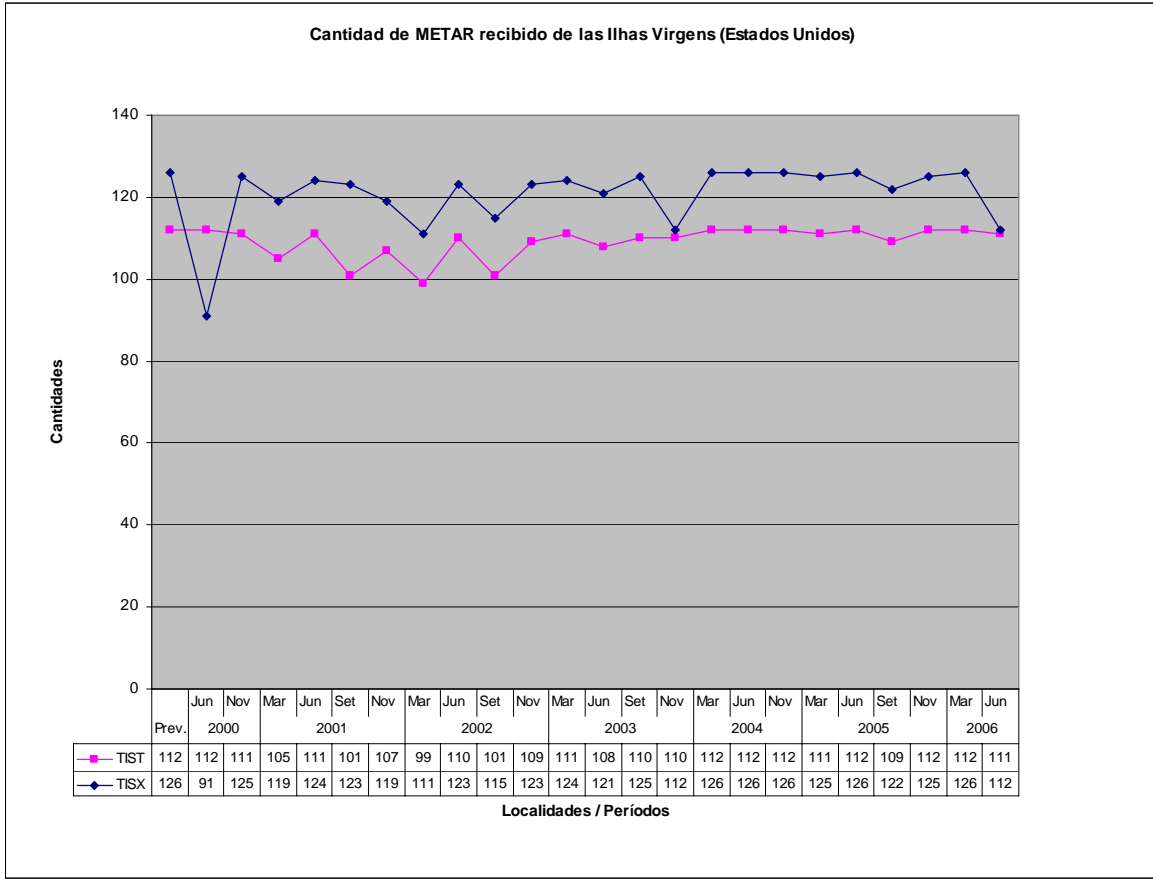


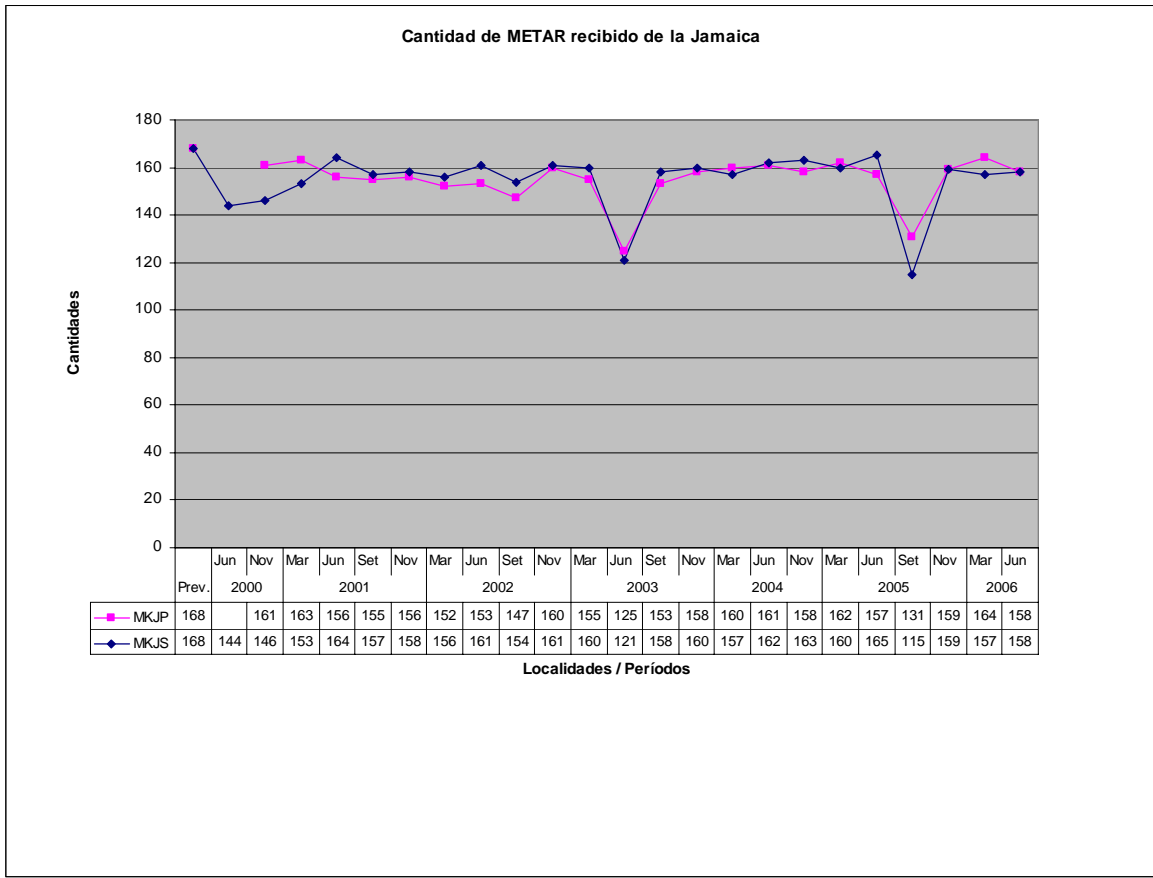


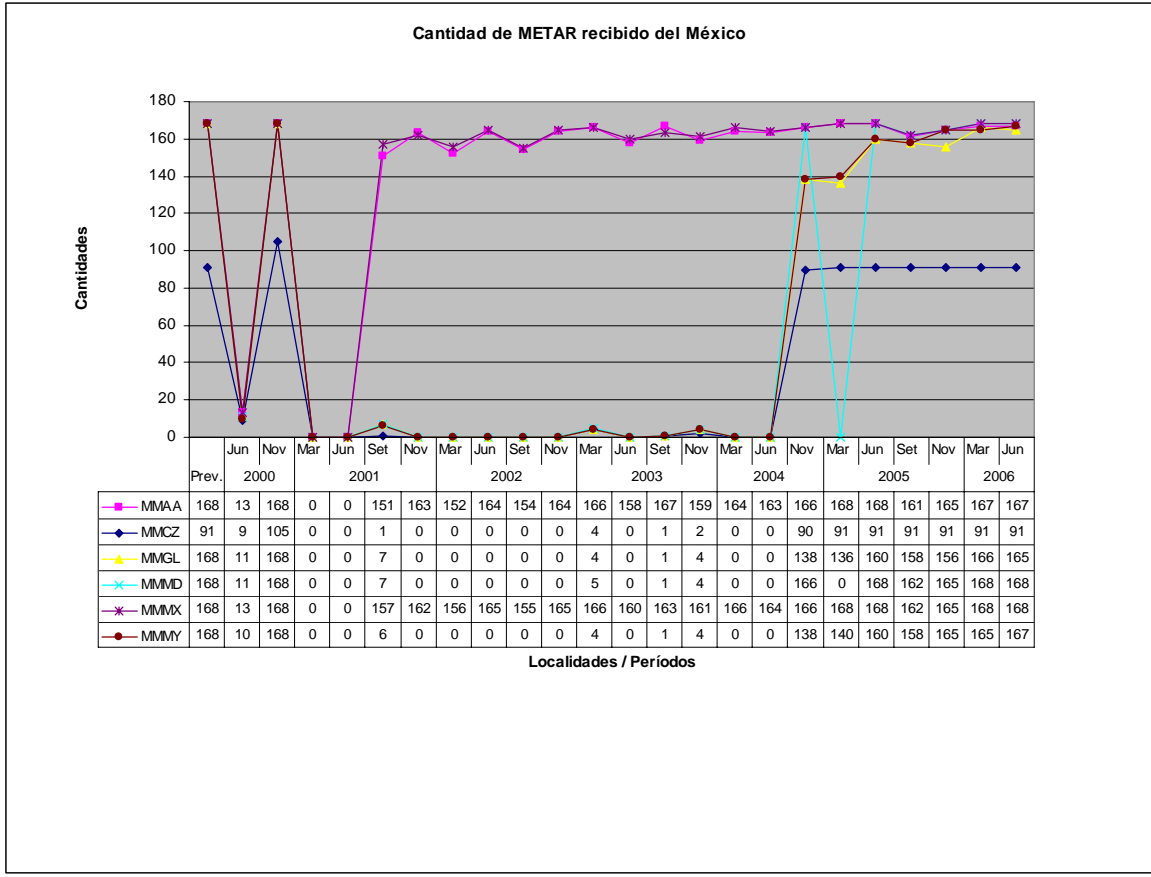


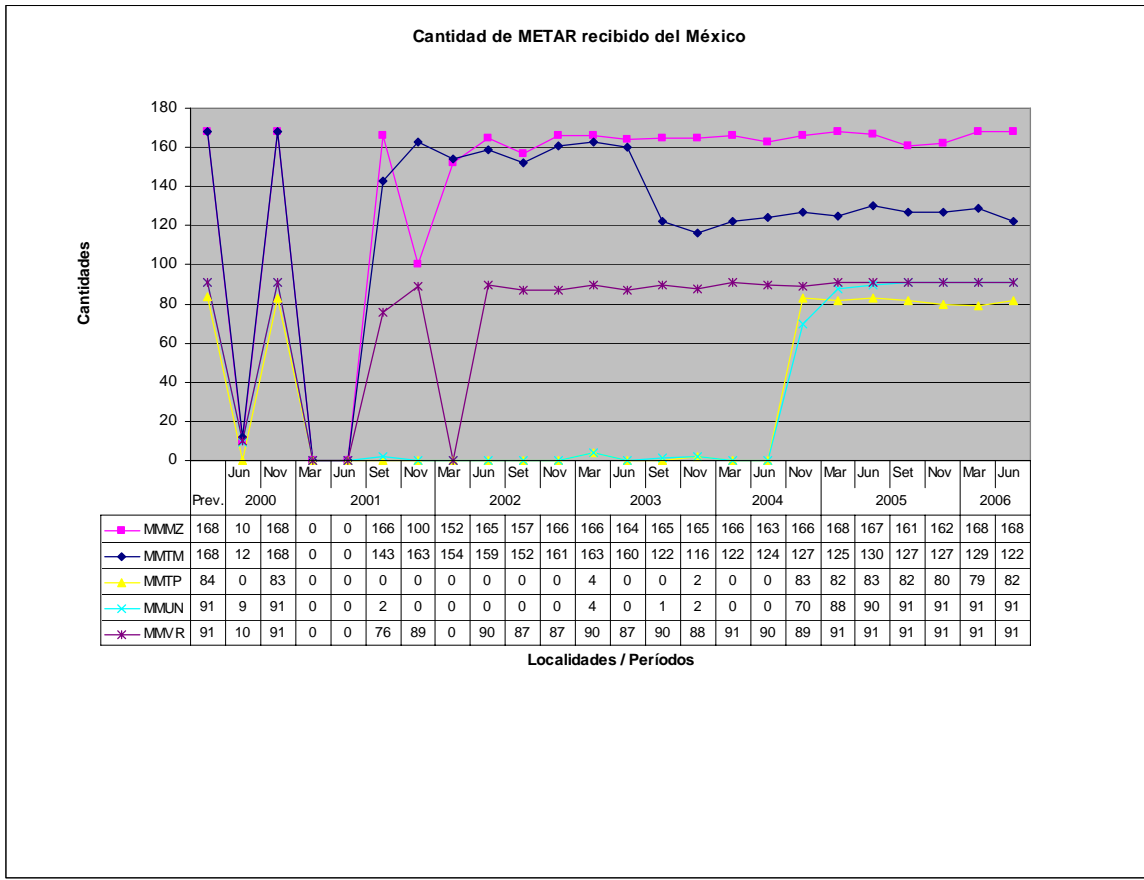


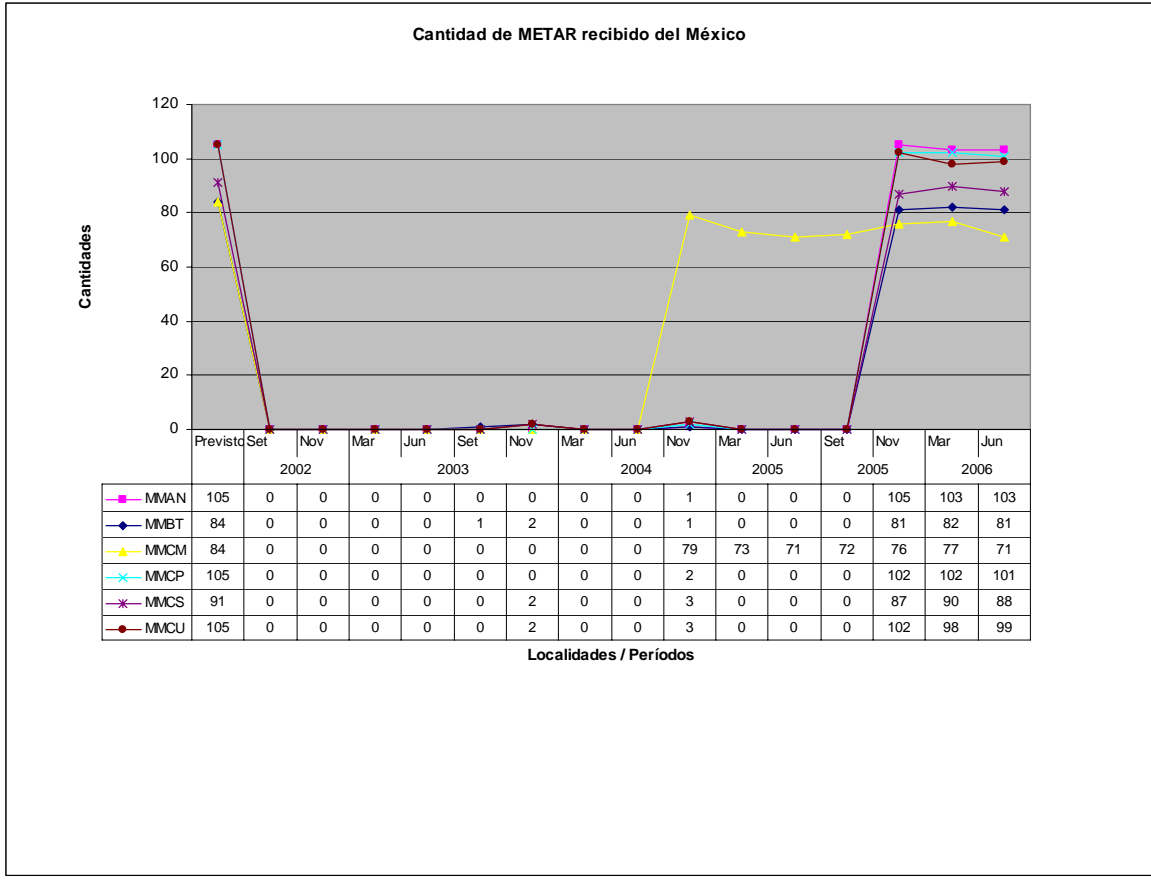


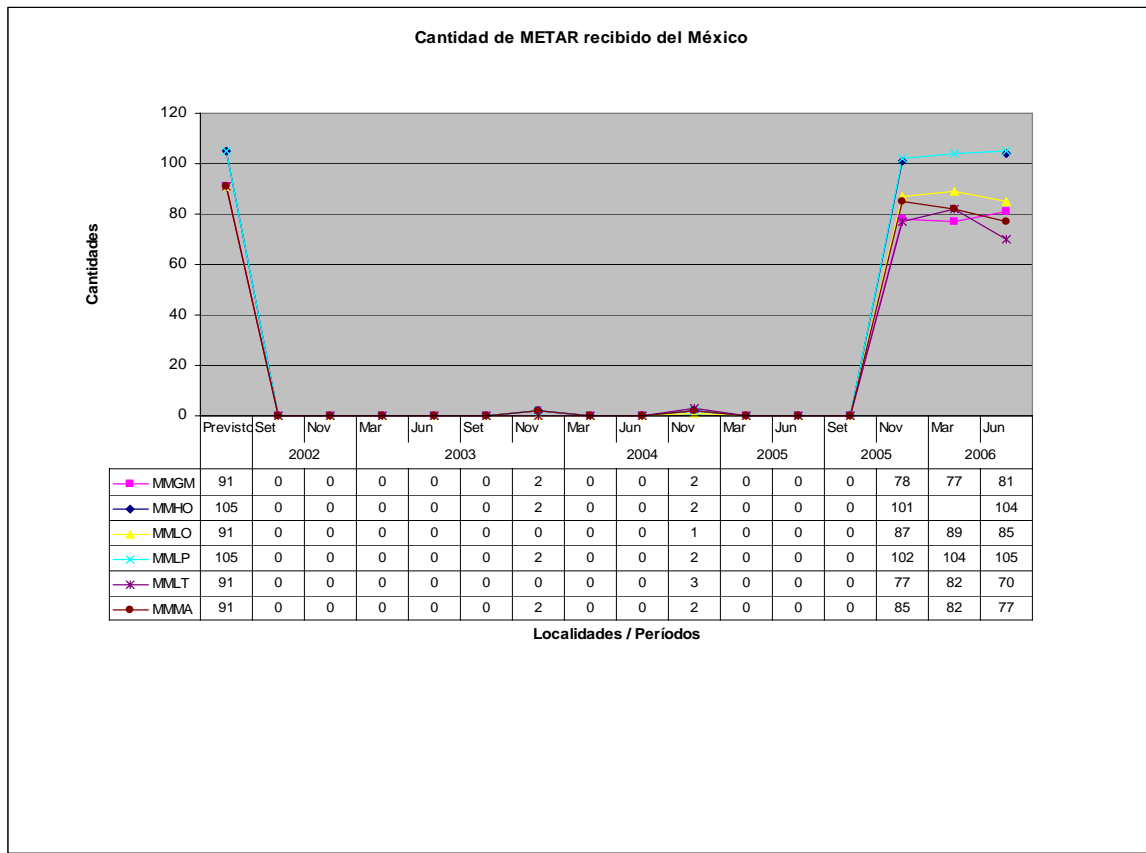


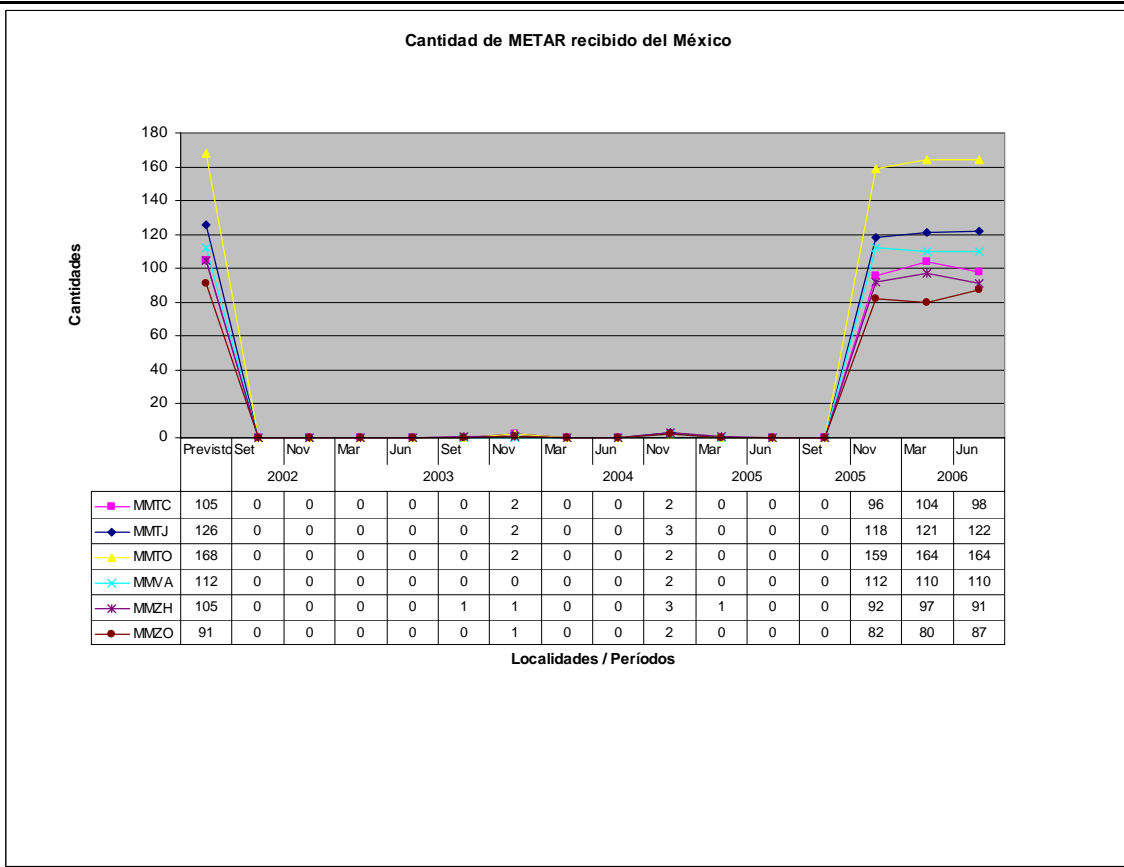
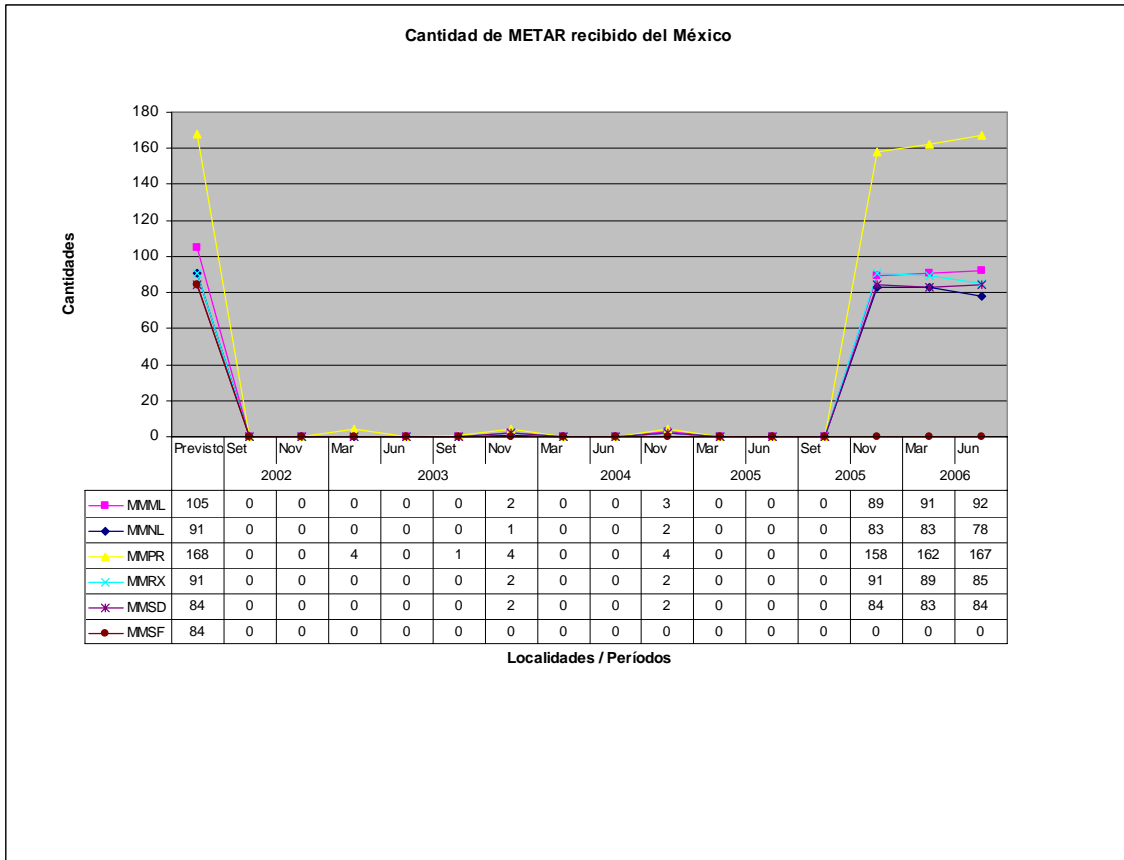


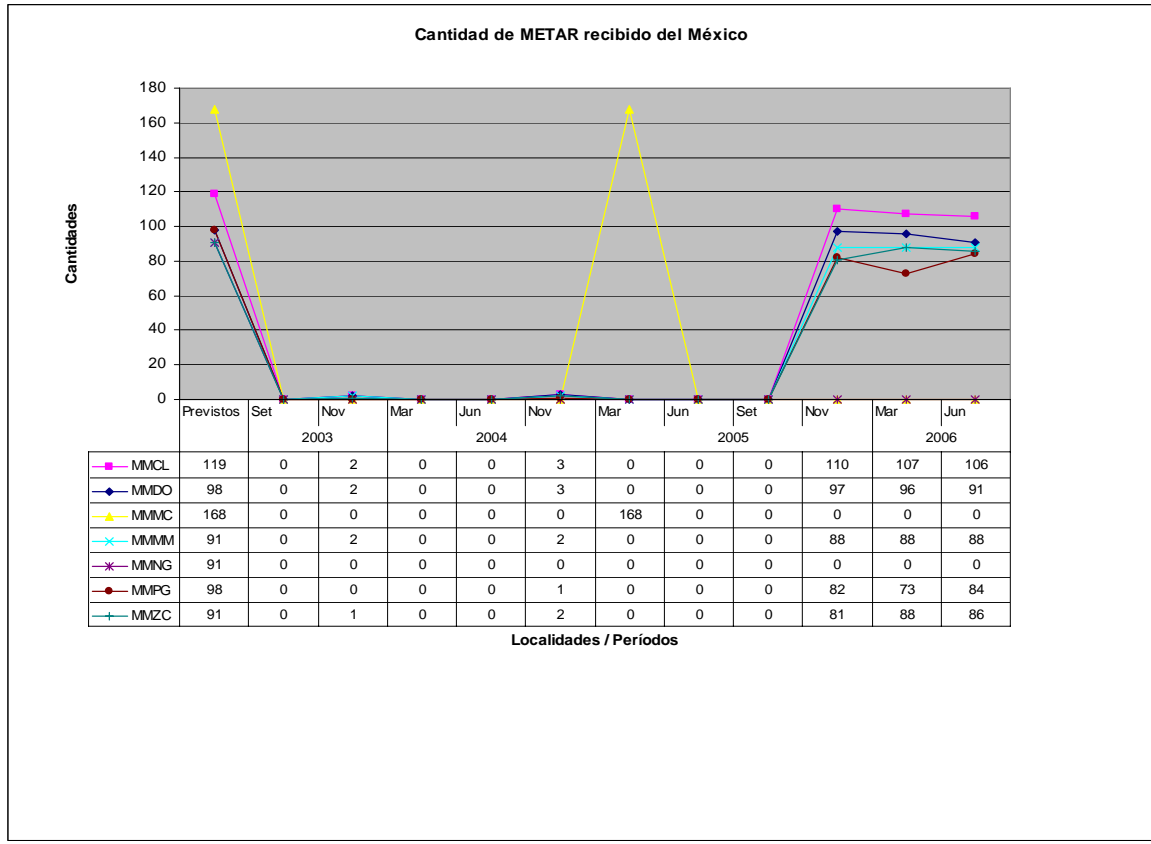


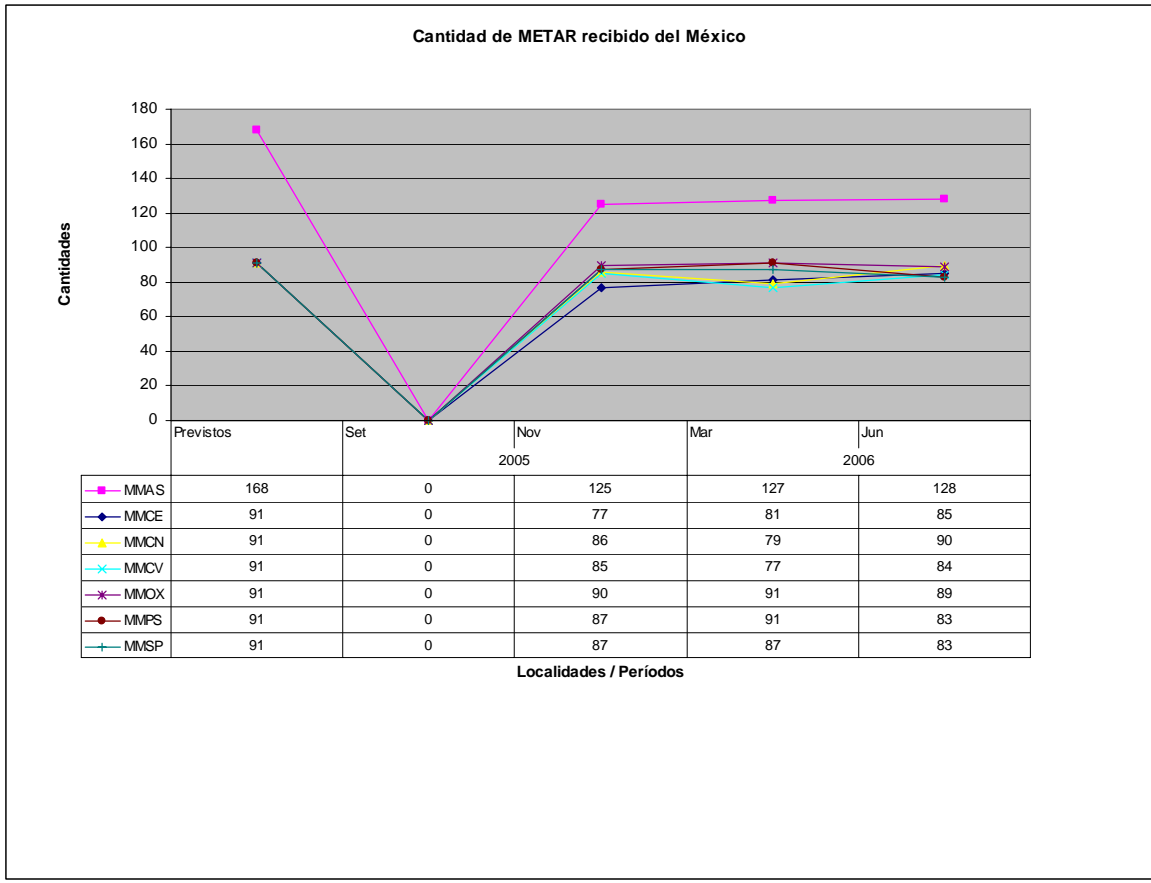


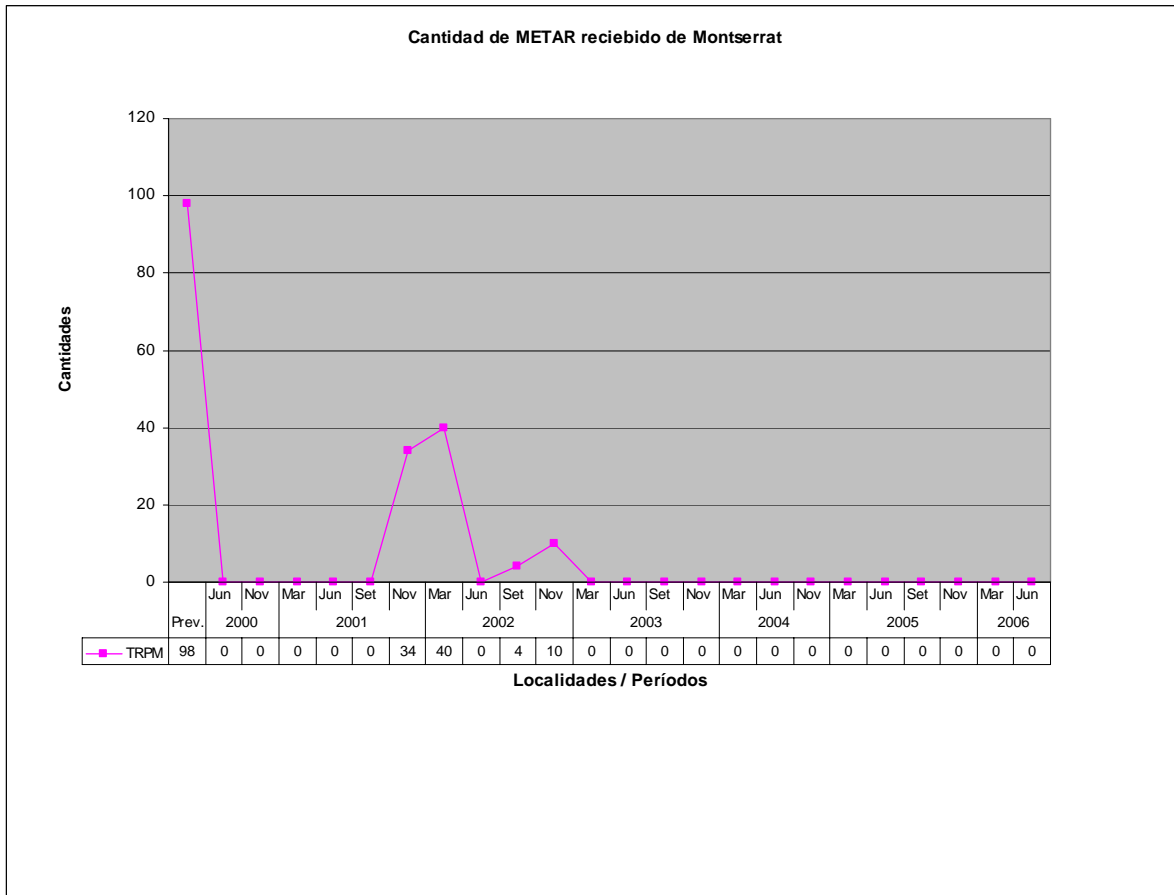


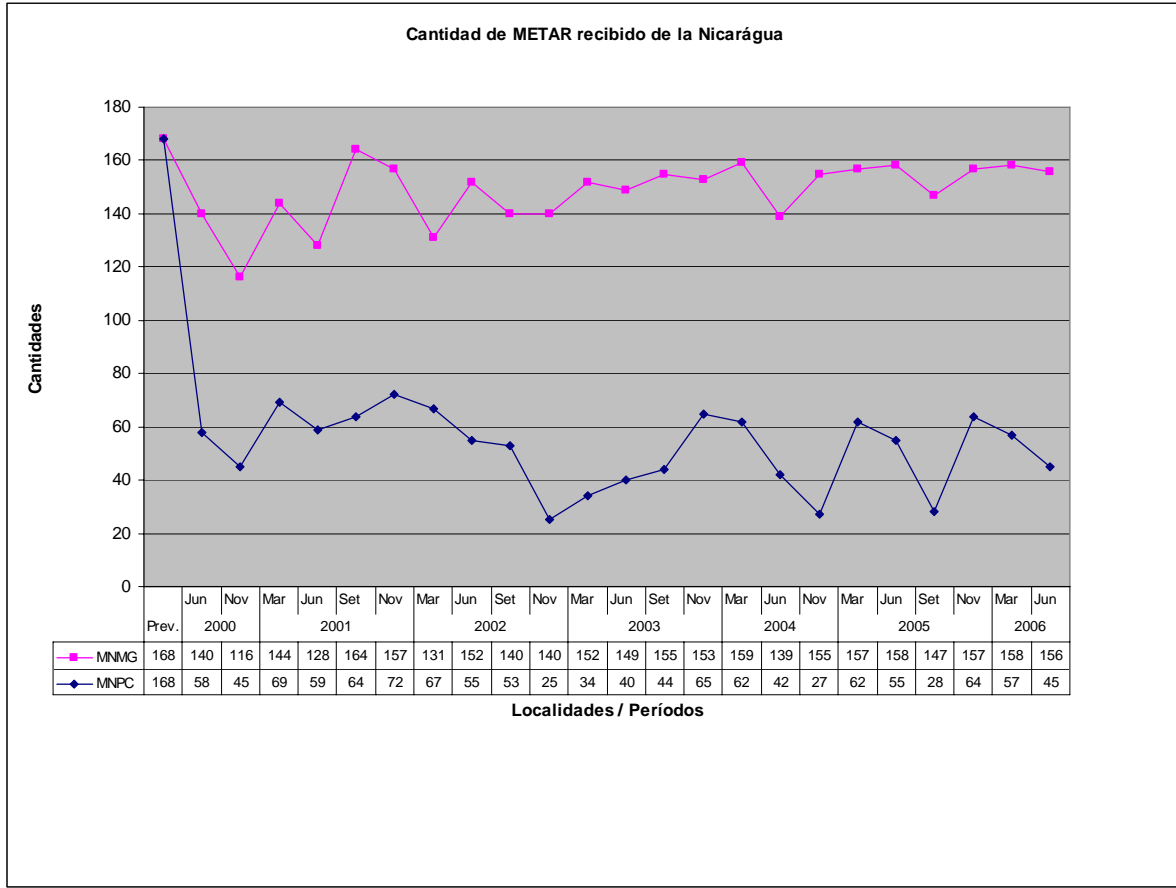


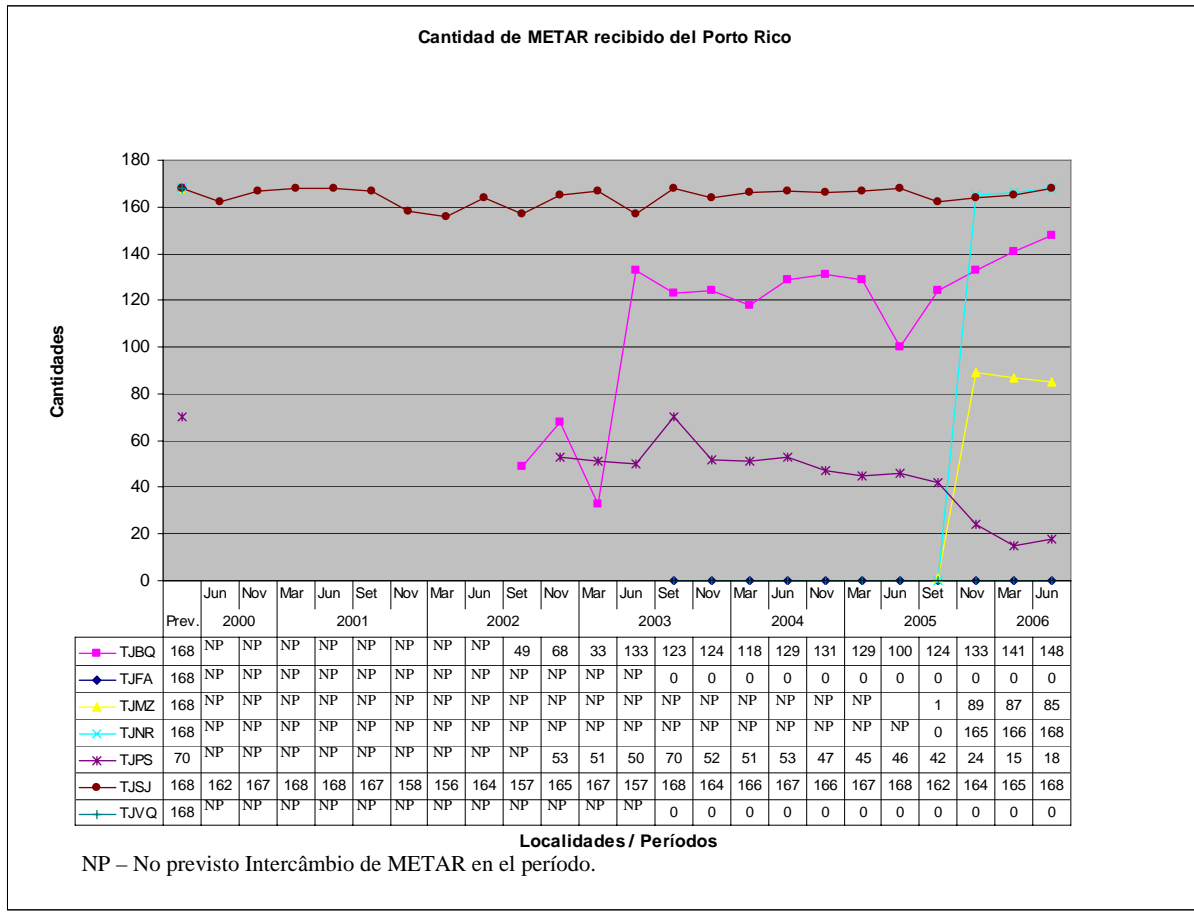


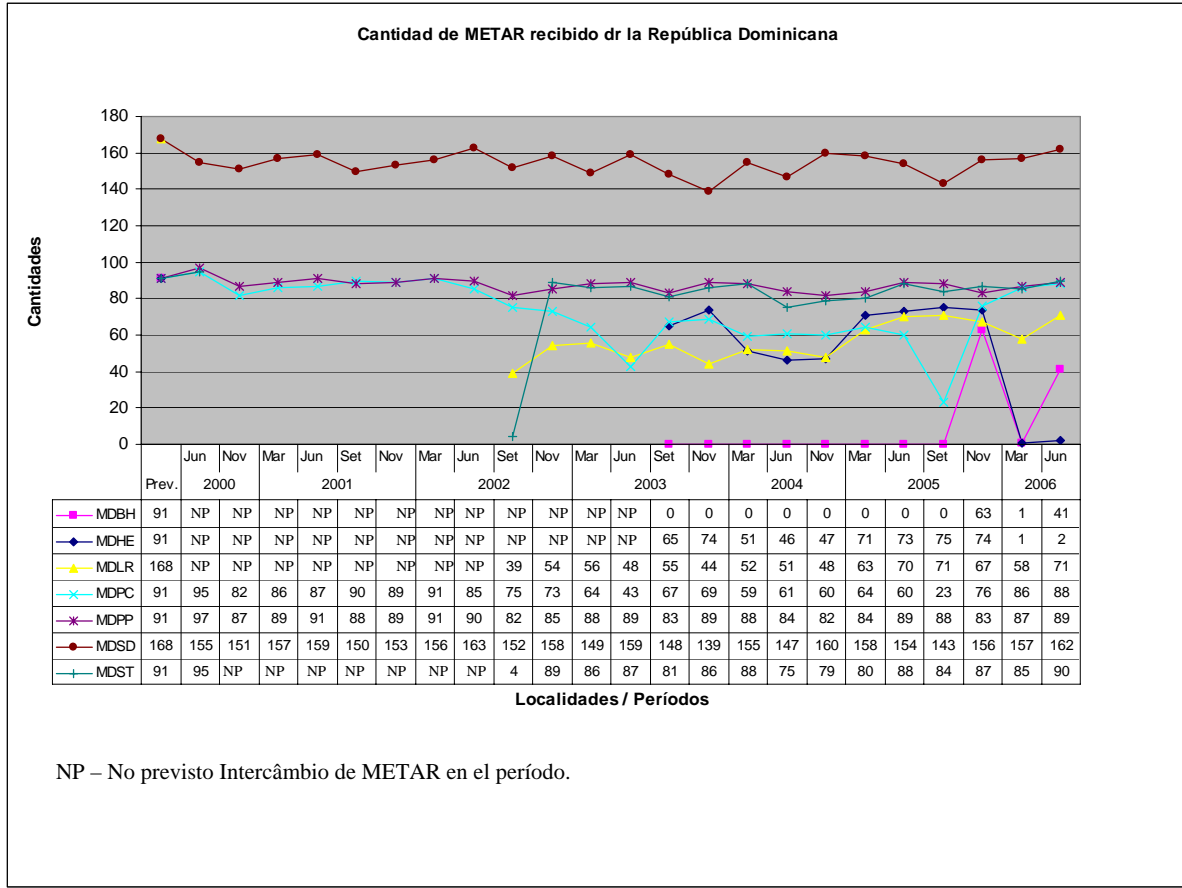


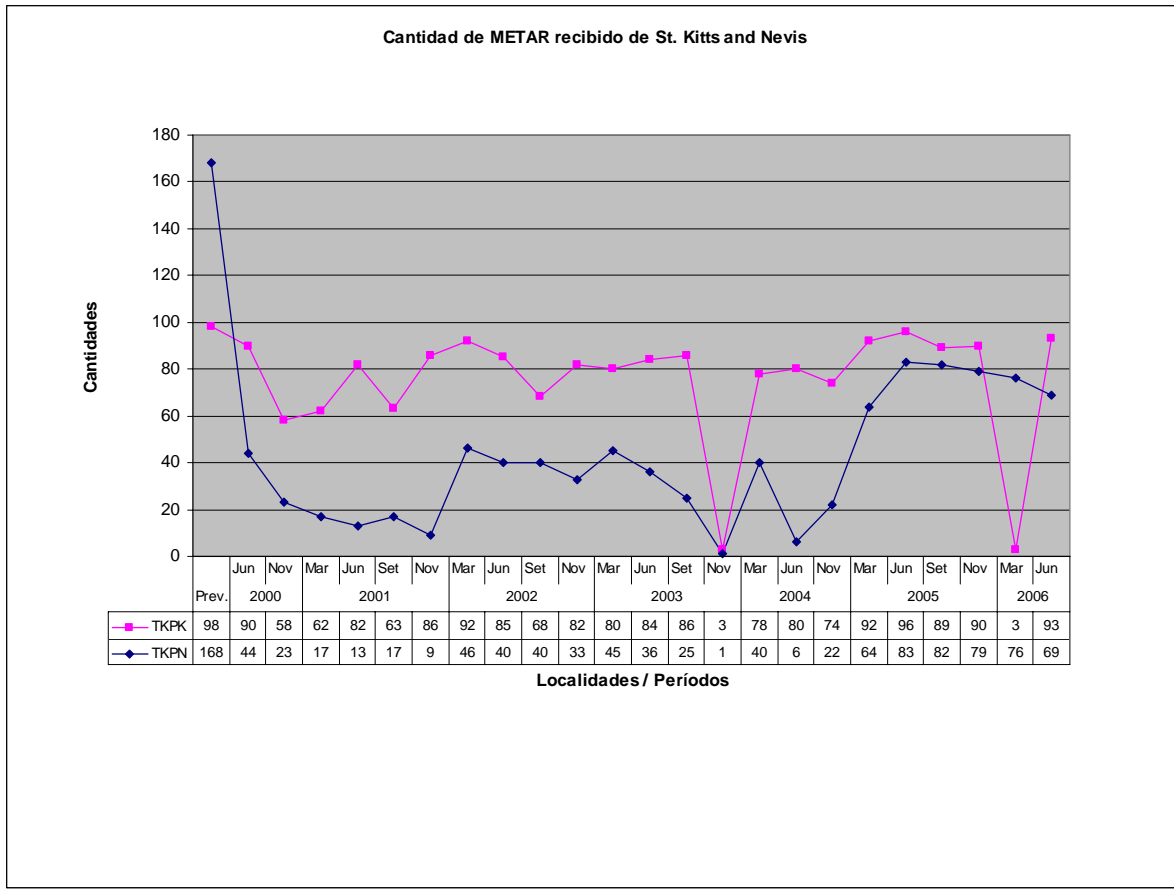


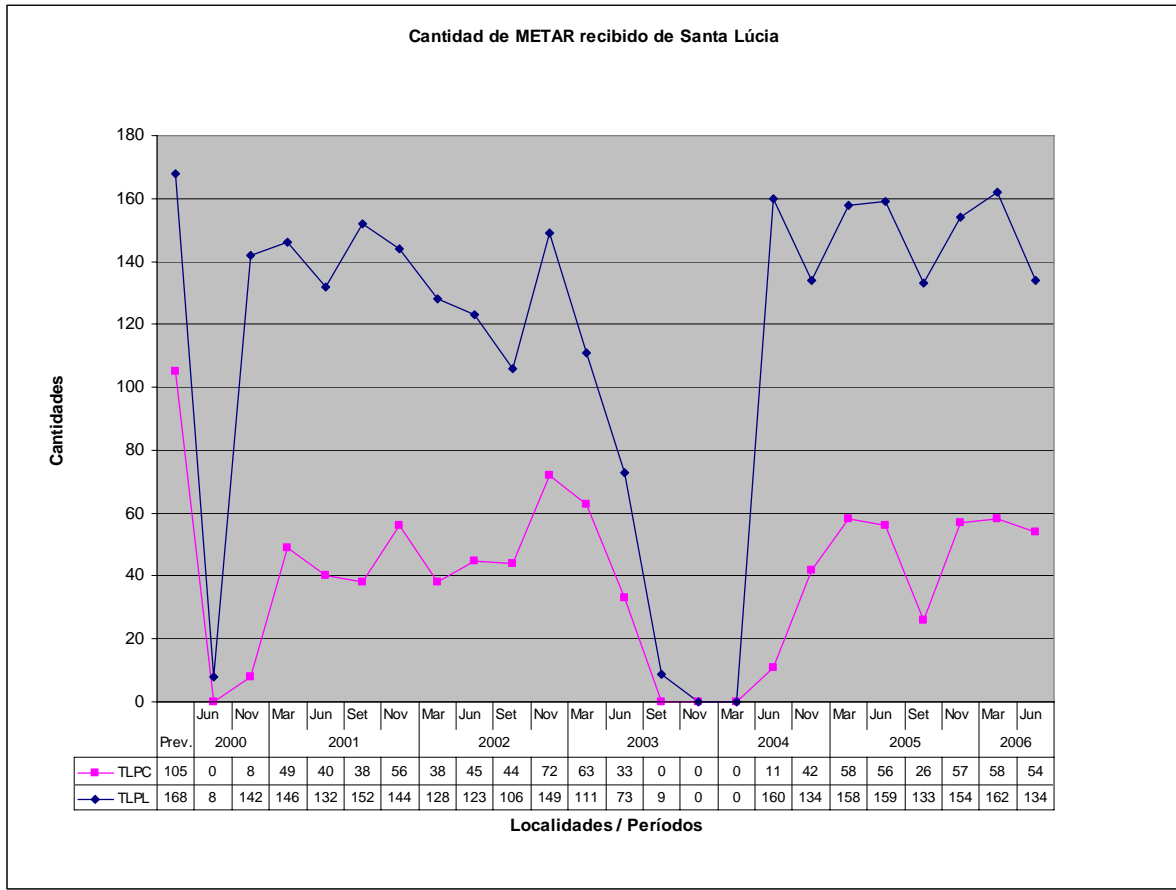


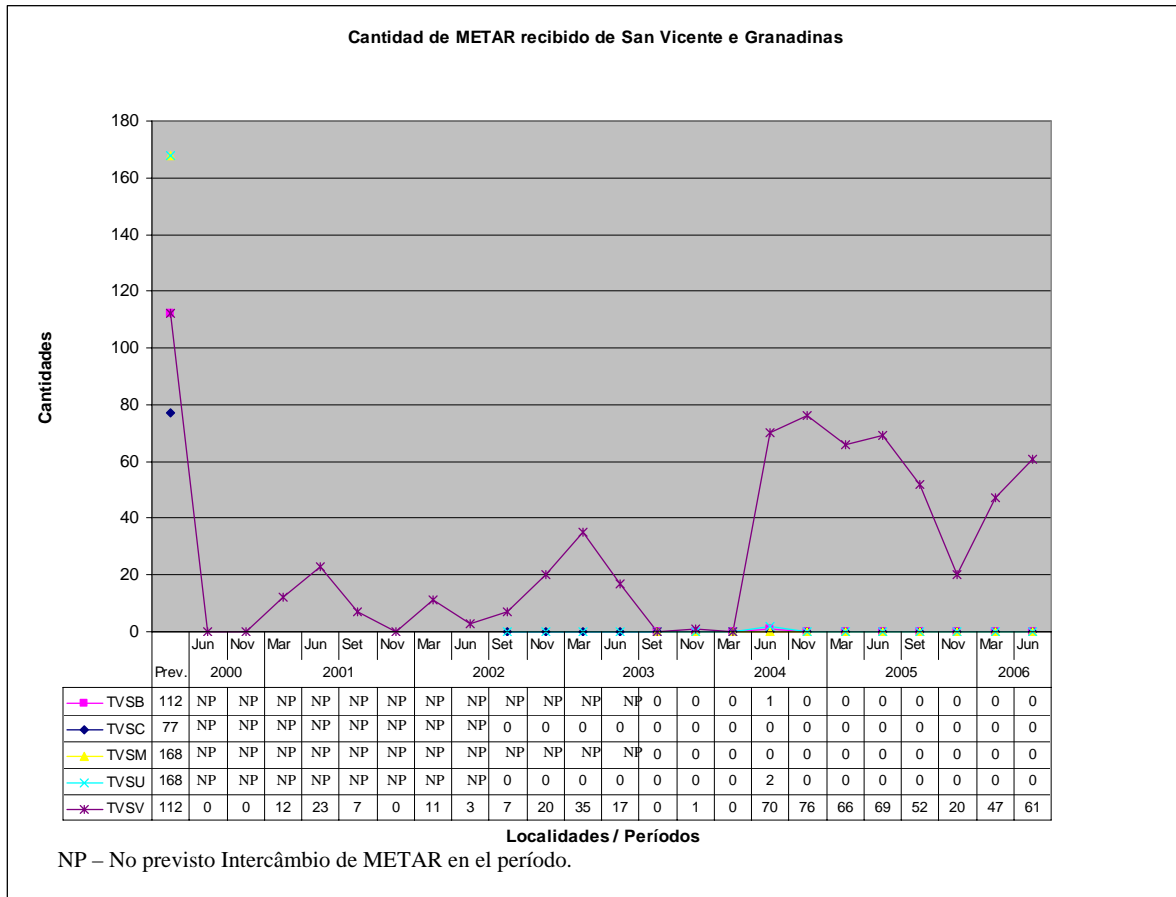


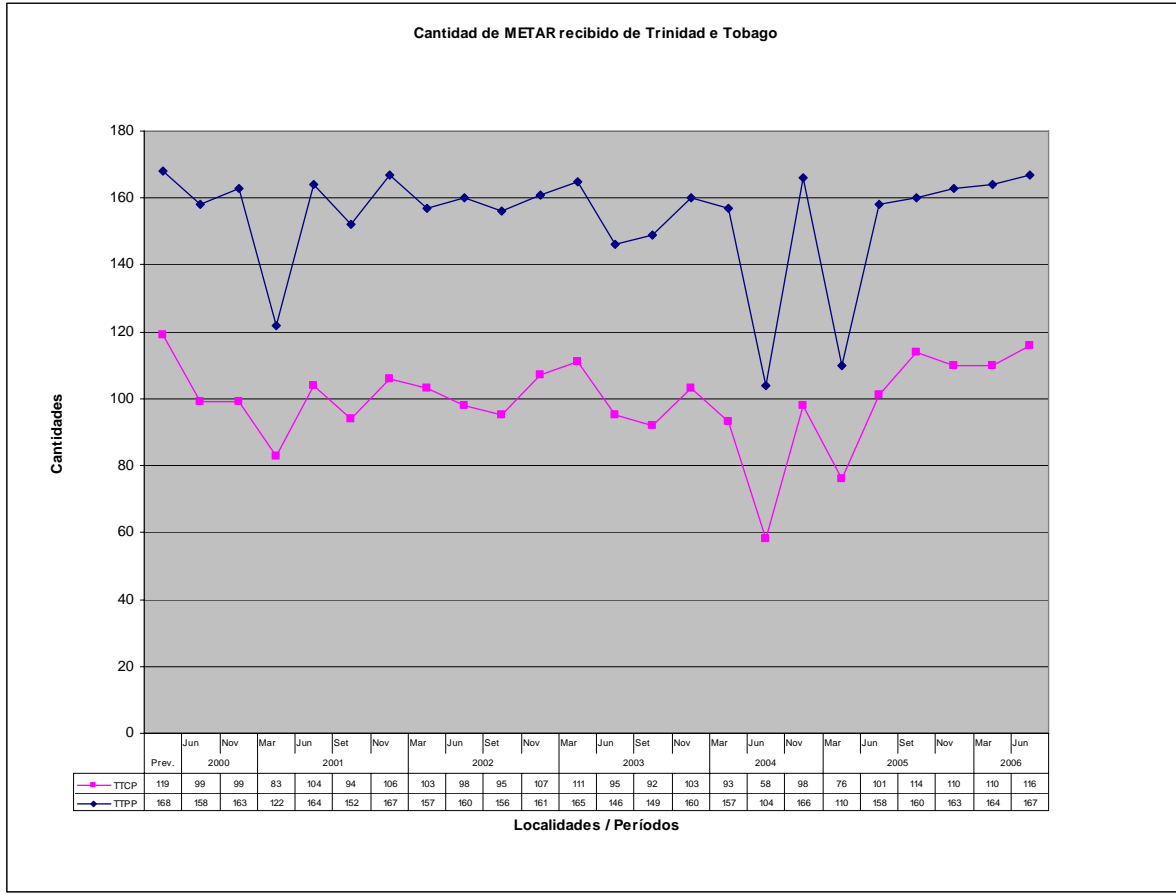


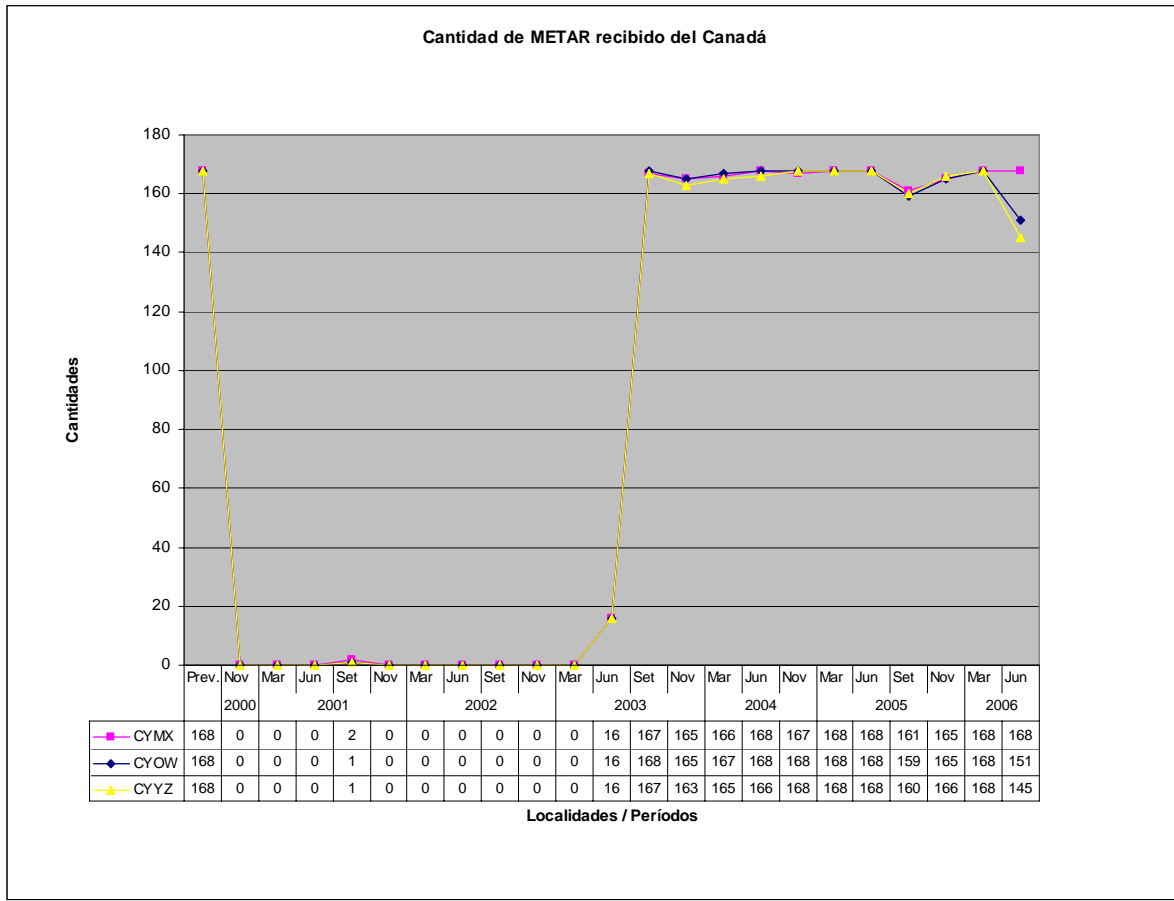


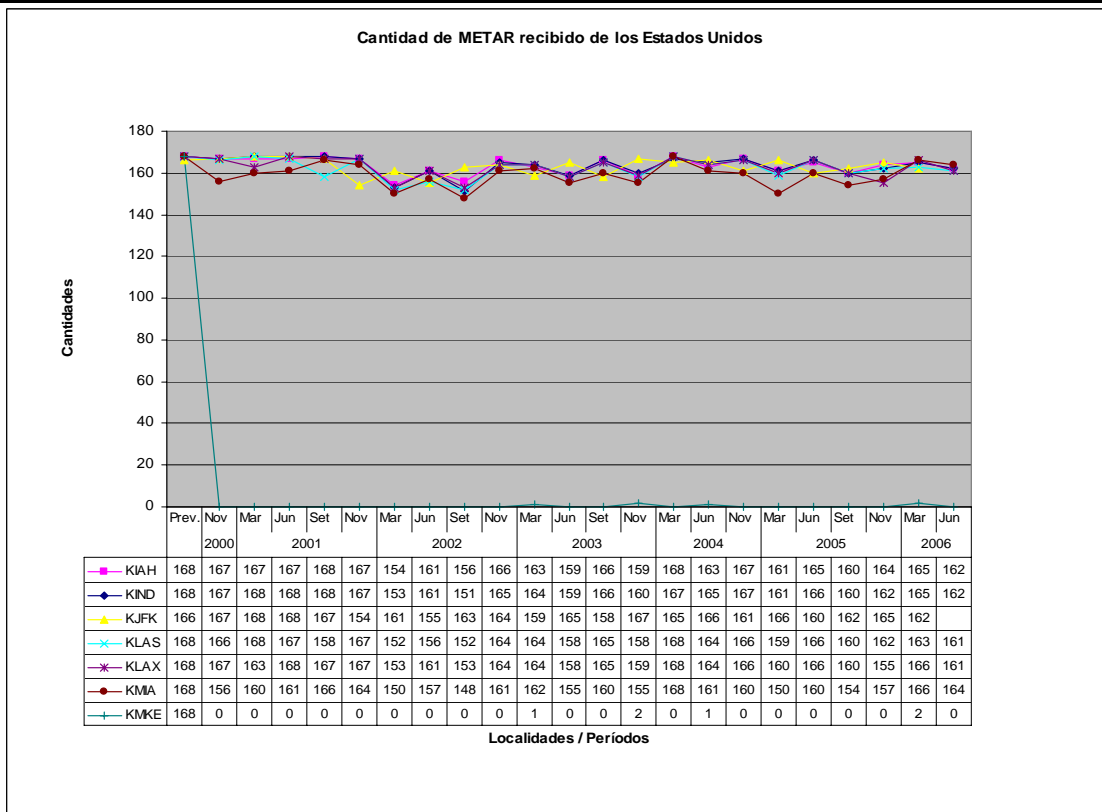
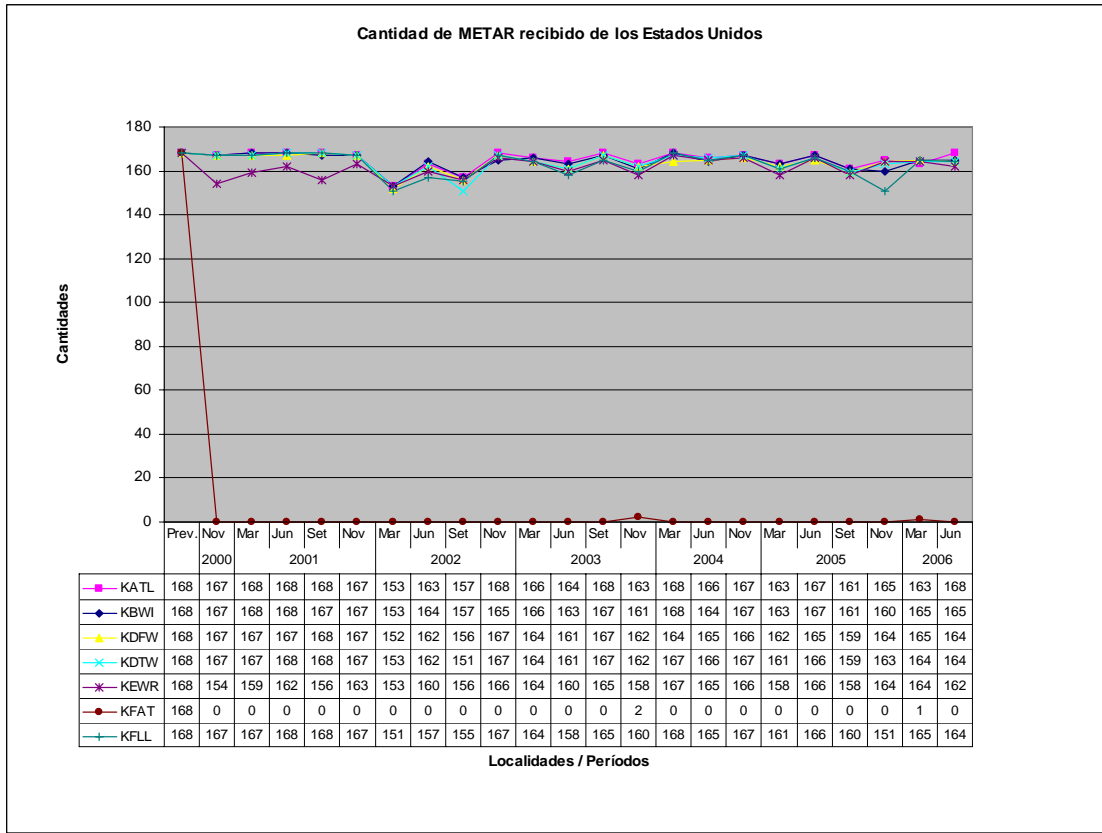


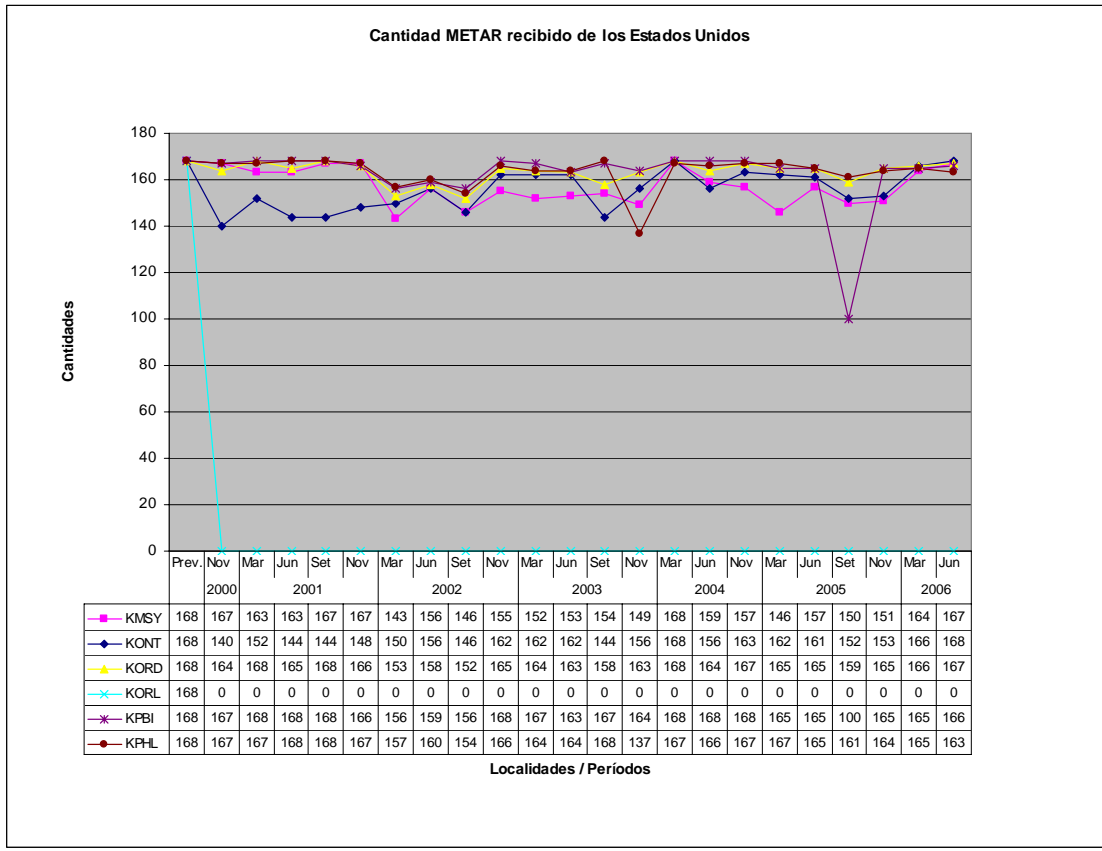


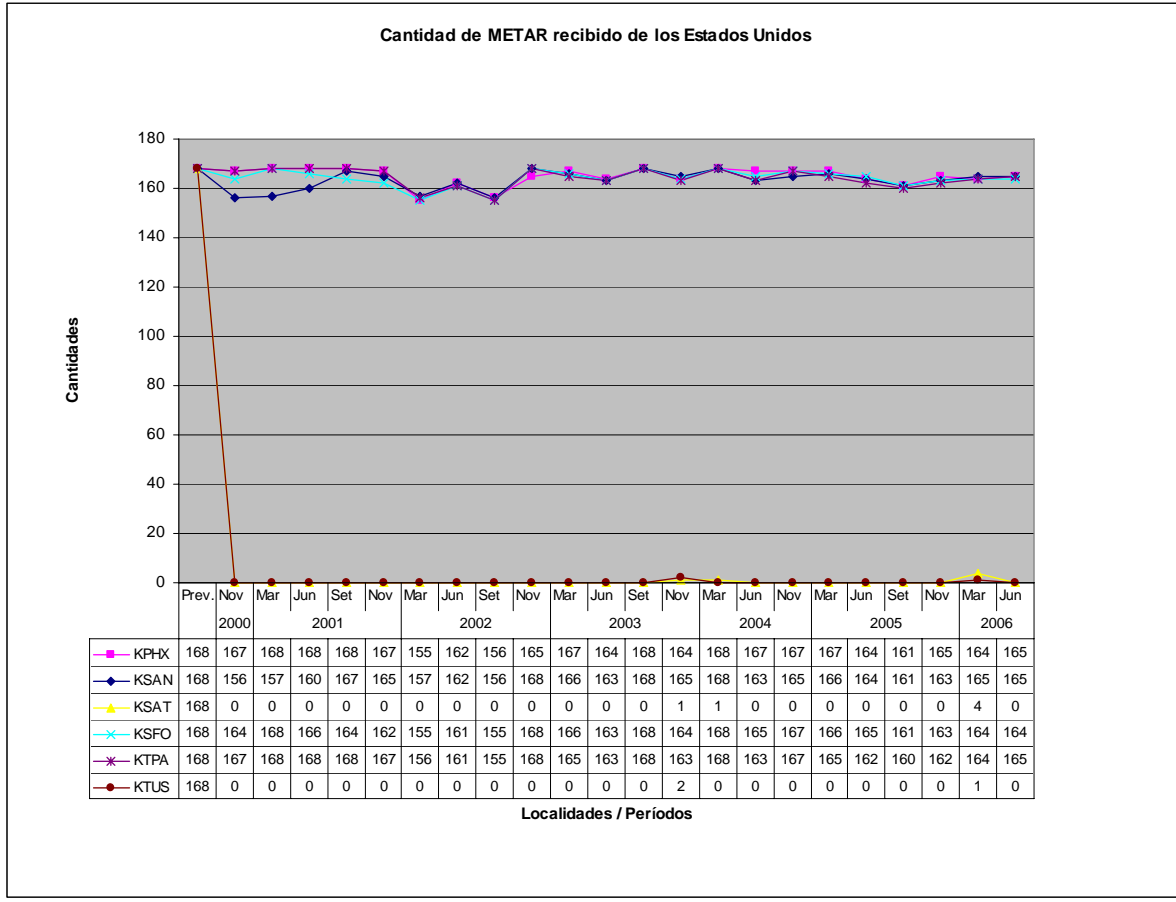


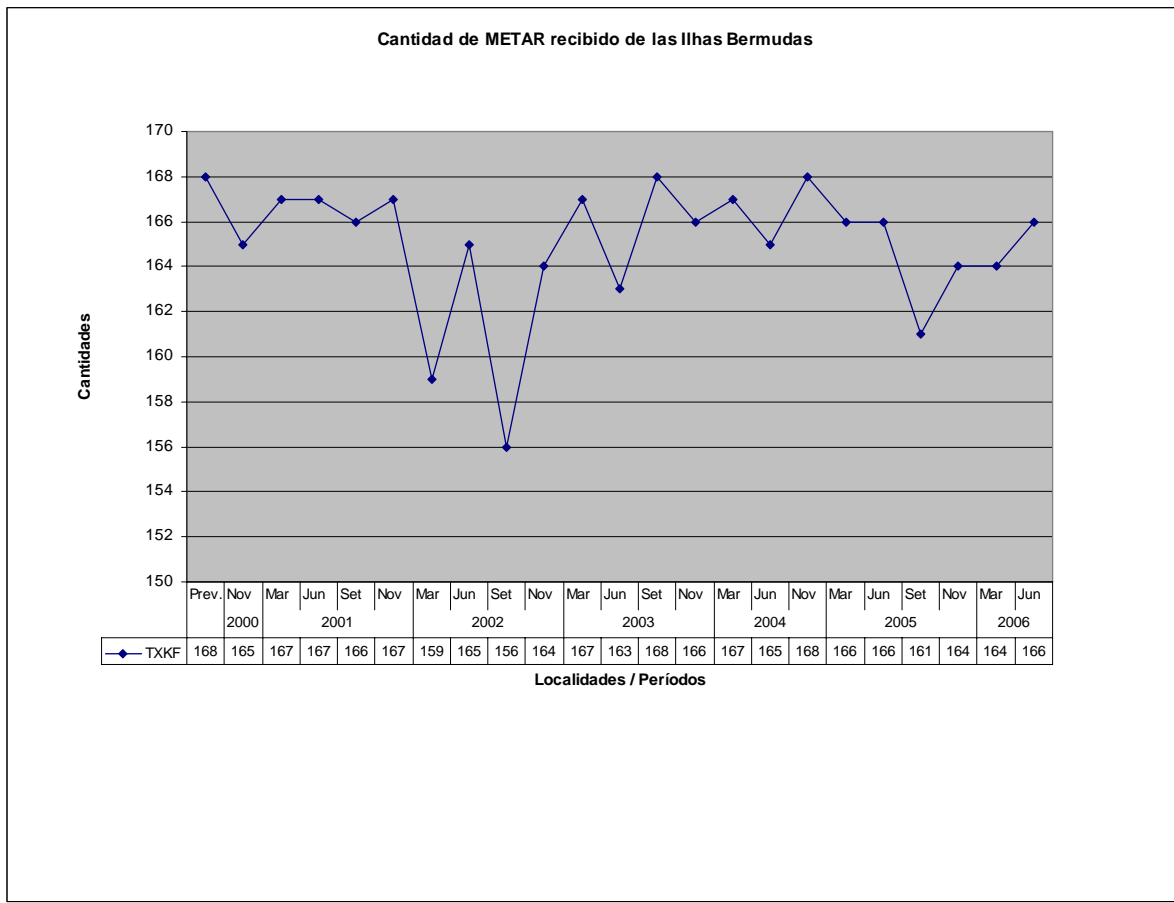


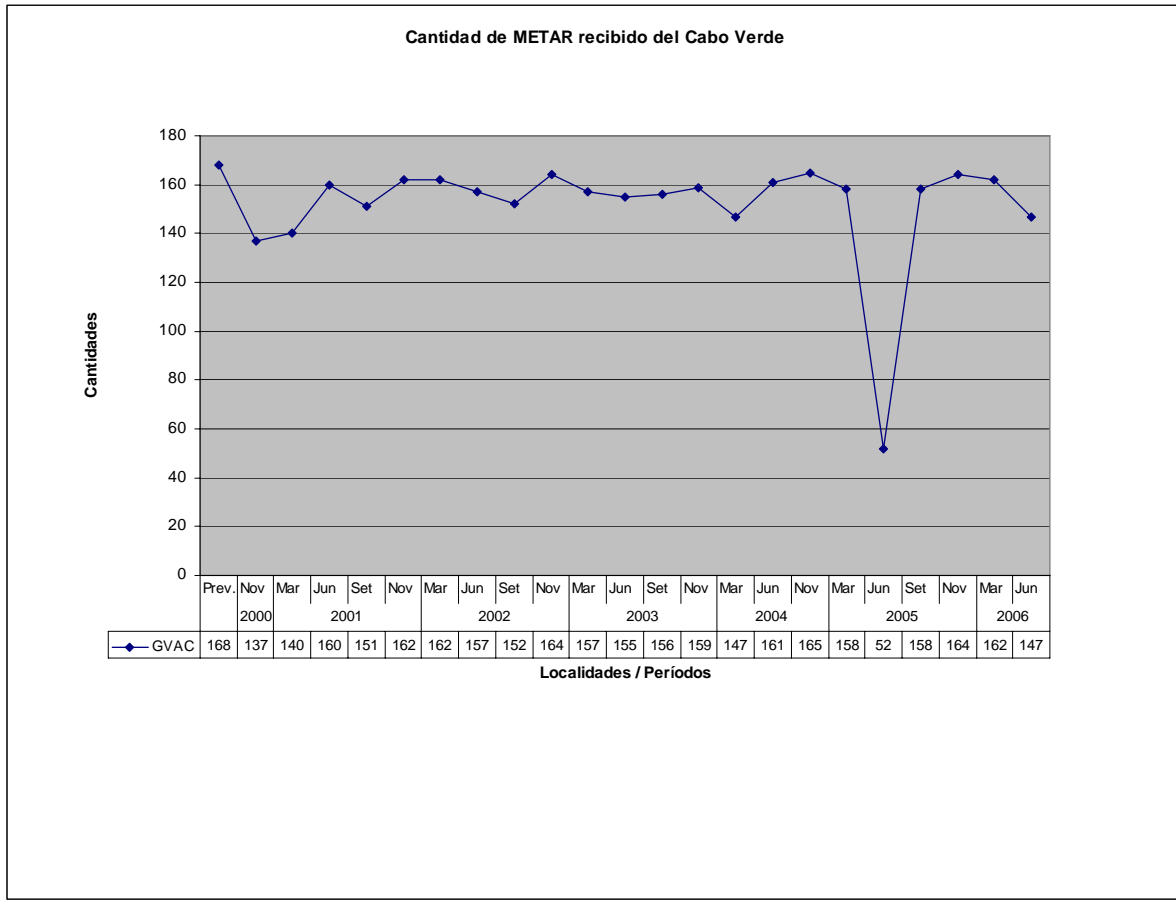


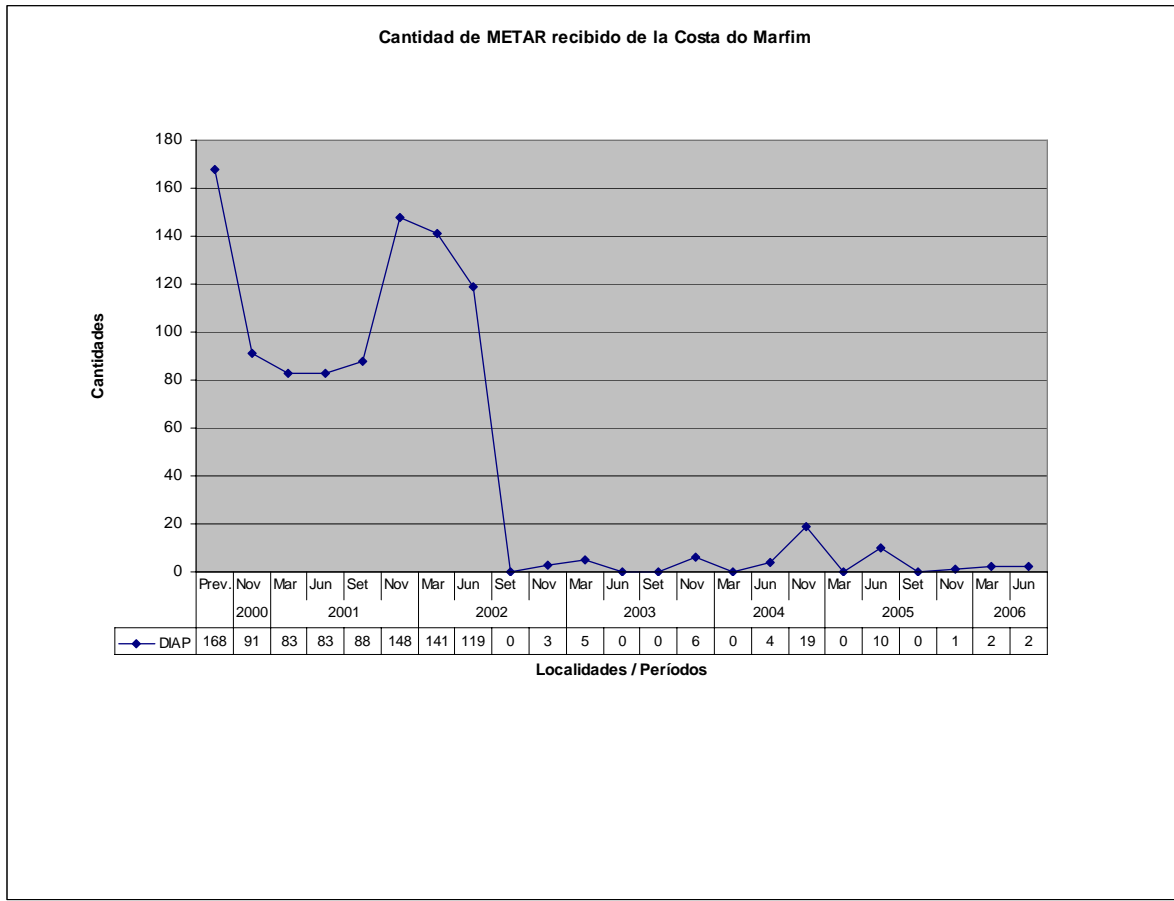


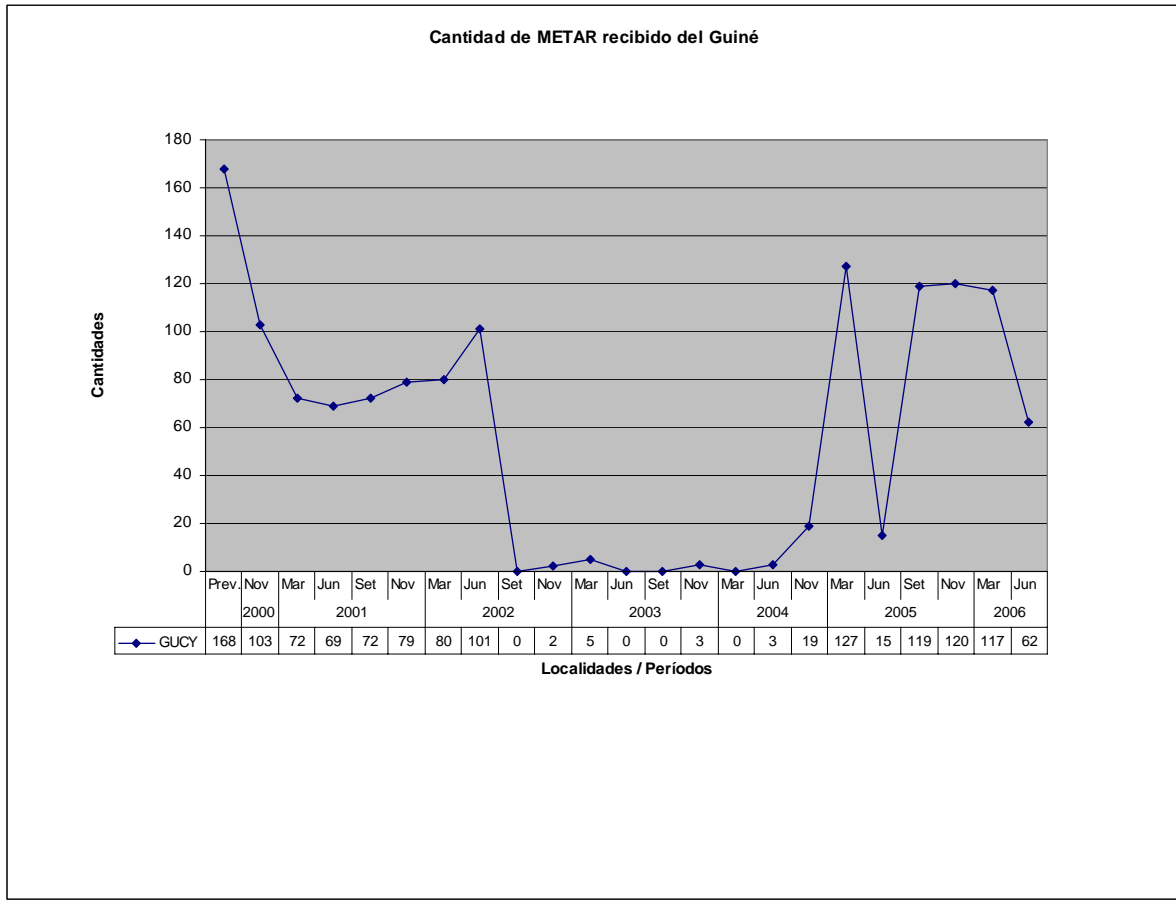


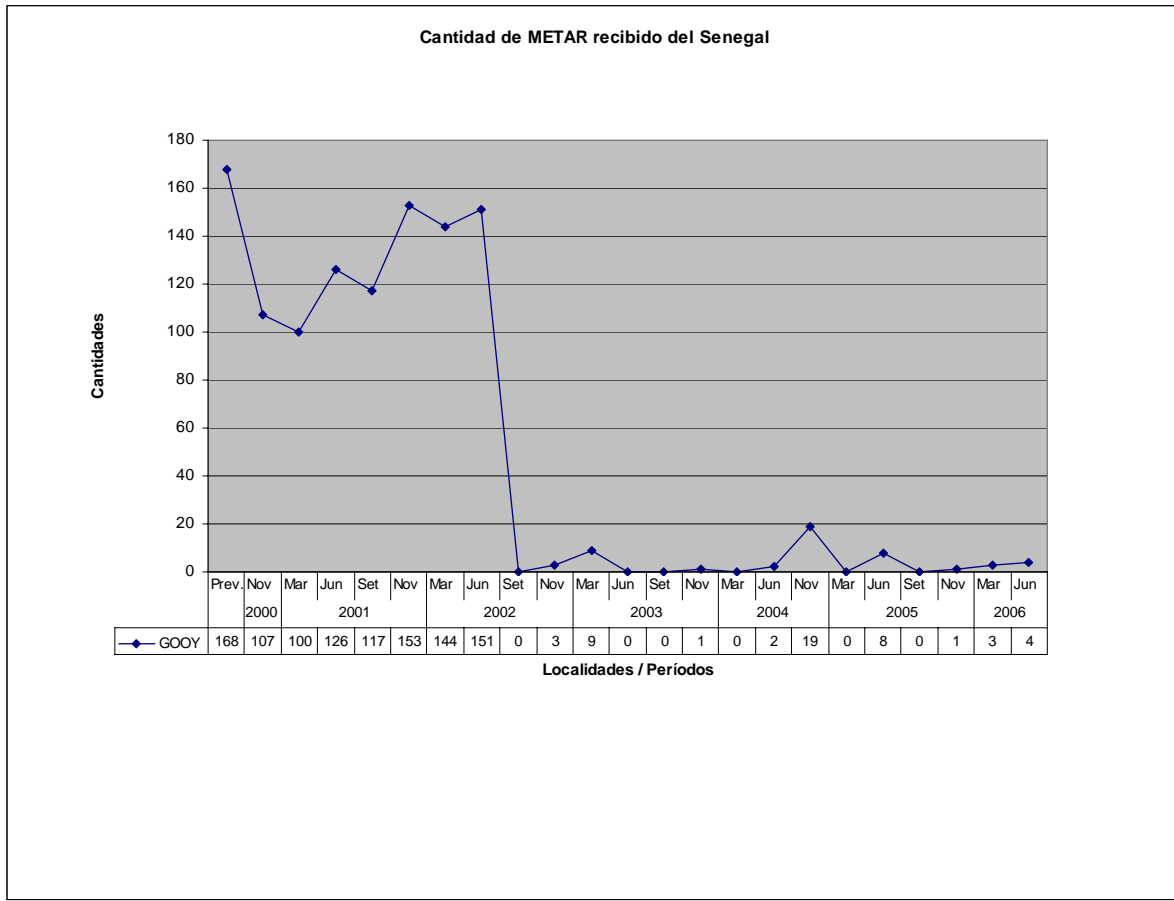


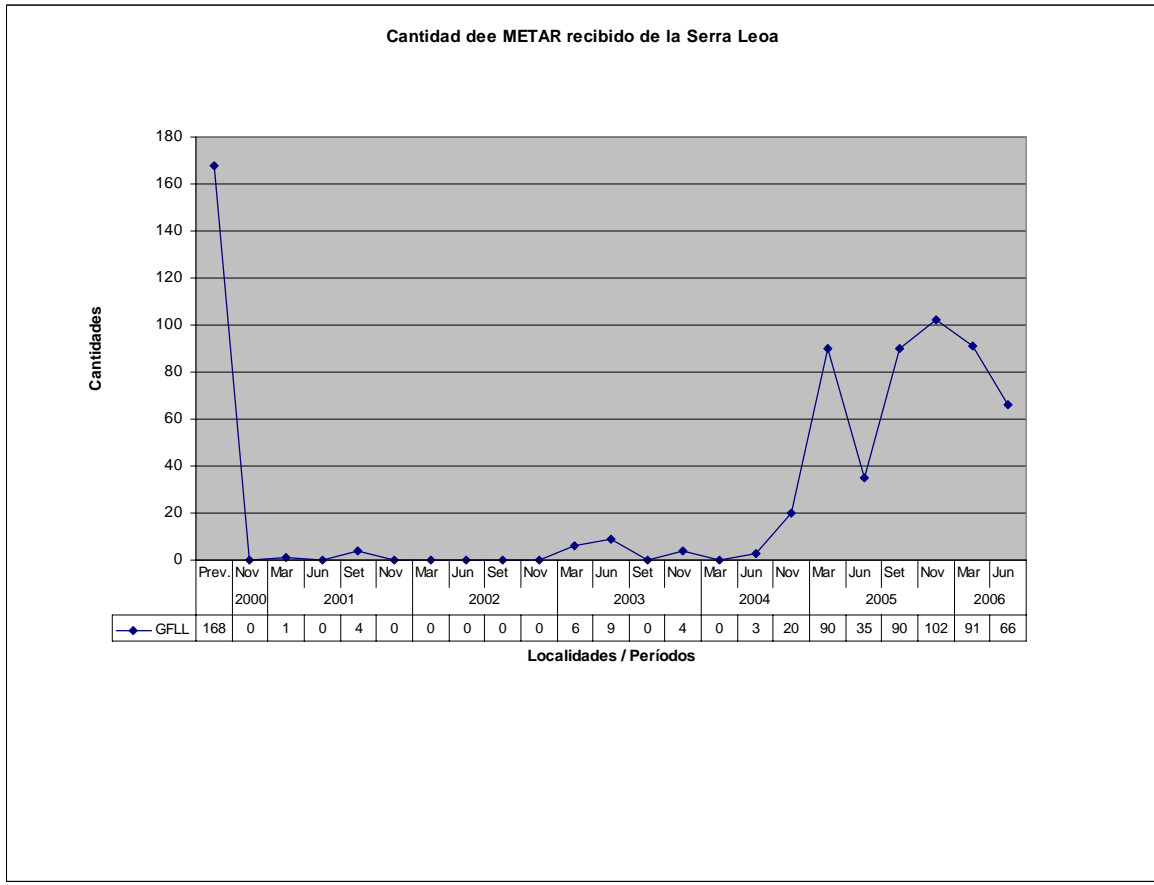


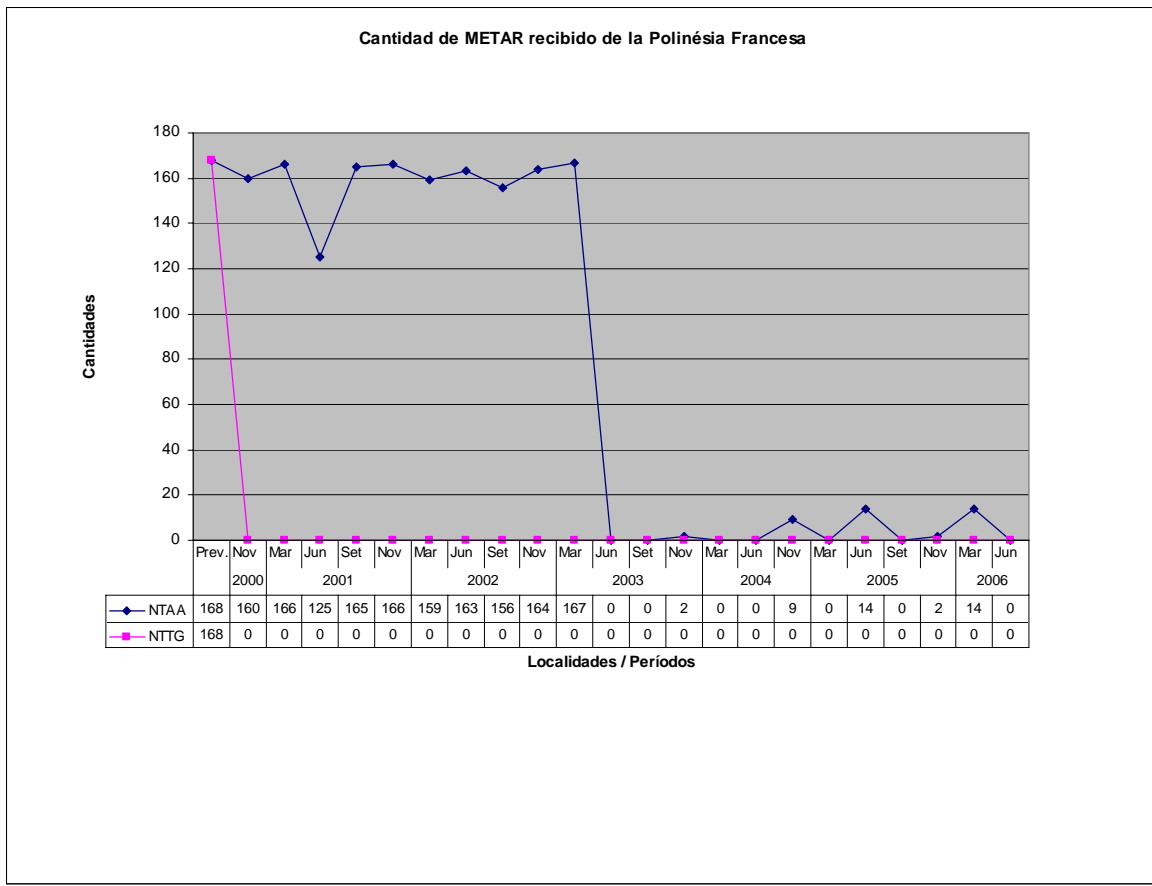












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APPENDIX D - Table with TAF availability in the Brasilia OPMET Bank

Location	Prev.	2000		2001				2002				2003				2004			2005				2006		
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	
SAM Region																									
Argentina																									
SAAR	28	19	12	20	20	23	20	19	20	15	23	17	13	16	12	21	11	23	12	23	12	18	18	15	
SABE	28	27	27	27	26	25	27	25	28	21	27	26	14	23	26	28	27	28	27	27	27	25	23	24	
SACO	28	8	13	27	16	23	26	23	25	23	26	28	11	20	28	25	23	24	23	22	14	25	26	21	
SADD	28	1								0	0	0	0	16	10	23	12	23	12	23	12	18	0	0	
SADF	28														21	26	20	27	27	25	27	25	28	27	25
SAEZ	28	27	26	27	25	24	26	25	28	23	28	27	13	18	28	27	28	28	26	25	17	26	27	21	
SAME	28	26	27	26	27	25	27	26	28	21	26	26	18	24	27	27	28	26	28	26	17	26	28	24	
SANT	28														1	2	21	23	27	22	21	11	25	25	20
SARE	28	27	24	27	28	23	27	27	27	20	28	28	21	23	26	27	28	28	28	26	16	0	28	23	
SARF	28	28	24	24	26	24	27	27	27	23	28	28	17	21	26	27	28	28	28	26	15	0	27	23	
SARI	28	28	24	24	27	23	27	27	27	22	28	27	18	20	27	26	28	28	28	26	16	0	28	23	
SARP	28	27	17	18	20	24	26	26	27	22	27	28	17	20	26	26	28	20	28	26	14	0	28	22	
SASA	28	8	12	28	11	20	26	23	24	24	24	26	13	21	28	25	23	23	23	23	14	23	26	21	
SASJ	28	8	13	28	11	21	26	23	24	23	27	28	16	22	27	23	23	24	22	22	14	24	26	21	
SAVC	28	28													0	0	2	1	26	27	26	17	27	21	
SAWE	28	27	23	28	27	24	25	28	28	24	28	28	20	24	28	26	26	25	27	26	16	27	28	19	
SAWG	28	27	25	28	28	24	25	28	28	23	28	28	19	25	28	23	24	26	27	25	17	27	28	20	
SAWH	28														0	0	26	26	26	28	25	17	27	19	
SAZM	28	19	14	20	20	22	20	19	19	14	23	17	15	16	10	22	12	23	12	23	12	17	20	16	
SAZN	28														16	10	21	8	22	12	23	12	17	16	
SAZS	28	17	12	20	21	23	20	18	20	15	22	18	14	16	10	21	11	23	12	23	12	18	19	16	
Bolivia																									
SLCB	28	11	26	24	21	23	24	23	28	24	28	27	27	26	28	27	27	27	27	27	25	26	28	23	28
SLCO	28																				2	4	4	0	
SLET	28																				0	0	0	0	
SLLP	28	11	26	25	21	23	24	25	28	24	28	27	27	26	28	27	27	27	28	25	27	28	26	23	
SLPO	28																				0	0	0	0	
SLPS	28																				17	20	13	0	
SLSU	28																				0	0	0	0	

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Location	Prev.	2000		2001				2002				2003				2004			2005				2006	
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
SLTR	28	8	16	17	14	17	21	17	23	18	22	19	20	21	22	22	18	24	23	21	23	26	22	24
SLVR	28	10	26	24	20	23	24	24	27	23	28	27	27	24	28	27	18	26	27	25	26	27	26	28
Chile																								
SCAR	28	19	20	19	21	19	21	21	20	18	20	21	19	21	21	21	20	19	20	20	13	21	22	20
SCBA	28																				0	28	27	14
SCCF	28																				0	21	22	20
SCCI	28	18	19	19	22	17	20	28	28	21	20	27	25	28	20	27	27	26	28	26	17	28	27	19
SCDA	28	14	17	19	21	19	21	15	20	18	20	21	19	21	21	20	20	19	20	20	13	21	21	20
SCEL	28	26	25	25	25	22	27	28	27	22	27	28	26	28	28	28	27	26	28	26	17	28	28	24
SCFA	28	17	20	19	21	19	20	9	20	18	20	21	19	21	21	21	19	19	20	21	13	21	22	20
SCHA	28																				0	0	0	0
SCIE	28	26	25	25	24	22	27	28	26	23	26	28	26	27	28	26	27	26	28	26	17	28	28	22
SCIP	28														11	14	14	14	11	13	90	14	14	13
SCJO	28																				0	28	28	22
SCSE	28																				0	28	28	26
SCTC	28													0	25	21	26	26	28	27	17	28	28	22
SCTE	28	24	25	25	26	14	21	28	28	22	22	26	26	28	28	28	26	26	28	27	17	28	28	22
SCTI	28																				0	28	0	0
Colômbia																								
SKBG	28																				0	0	0	0
SKBO	28	21	18	17	9	12	3	3	26	16	7	27	25	8	1	25	23	24	25	22	26	26	26	28
SKBQ	28	21	18	19	7	13	3	10	25	16	8	27	25	8	1	25	23	24	25	22	26	26	26	28
SKCC	28													0	0	0	0	0	0	0	0	0	0	0
SKCG	28	21	18	21	11	12	2	11	27	17	12	27	24	8	1	24	23	24	25	21	25	23	26	28
SKCL	28	20	18	15	9	13	2	2	26	16	2	27	25	8	1	24	23	22	25	22	26	26	25	27
SKLT	28	20	15	13	8	8	1	1	14	8	1	23	23	6	1	16	18	19	25	17	21	19	26	28
SKPE	28																				0	0	0	0
SKRG	28	19	18	13	9	8	1	2	21	16	2	24	23	8	1	20	20	19	19	17	18	16	24	28
SKSP	28	21	18	22	10	12	3	12	27	18	15	27	25	8	1	24	23	25	20	17	16	15	26	27
Ecuador																								
SEGU	28	22	3	1	13	9	9	7	23	16	23	26	23	9	25	20	18	25	23	25	25	27	26	22
SELT	28													9	26	20	19	25	23	25	25	27	26	22

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Location	Prev.	2000		2001				2002				2003				2004			2005				2006	
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
SEMT	28		3	1	13	10	8	8	25	16	24	27	24	9	26	20	18	25	23	24	25	24	26	22
SEQU	28	23	3	3	14	9	8	8	25	17	25	27	24	9	26	20	18	25	23	25	25	24	26	22
Guiana																								
SYCJ	28	1	0	0	4	10	9	2	3	3	1	0	2	1	0	1	0	0	0	3	0	0	1	4
Guiana Francesa																								
SOCA	28	28	20	28	24	28	27	27	28	25	24	23	27	0	28	28	27	28	27	28	28	28	27	27
Panamá																								
MPBO	28														0	0	0	0	0	0	0	0	0	0
MPCH	28														0	0	0	0	0	0	0	0	0	0
MPDA	28														0	9	12	14	13	0	11	14	13	12
MPMG	28														0	9	13	14	14	0	13	13	13	13
MPTO	28	19	20	25	25	12	24	3	24	25	26	27	26	22	26	19	24	27	28	27	26	27	27	26
Paraguay																								
SGAS	28	28	15	28	26	24	24	21	27	26	28	25	27	28	23	25	27	27	25	1	26	27	27	25
SGES	28	28	15	28	26	24	23	20	26	25	27	26	28	27	23	23	27	27	24	1	26	27	27	25
Peru																								
SPHI	28									20	26	28	28	28	24	27	28	28	26	28	28	28	27	28
SPHO	28																				0	0	0	0
SPHY	28																				0	0	0	0
SPIM	28	24	0	9	3	12	8	8	28	23	27	28	28	28	28	21	26	28	27	28	28	28	27	28
SPJL	28																				0	0	1	0
SPME	28																				0	0	0	0
SPQT	28	23	0	9	1	10	4	7	28	22	26	28	28	28	28	22	26	28	27	28	28	27	28	28
SPQU	28	24	0	5	1	7	5	7	28	22	26	28	28	28	25	27	28	28	27	28	28	27	28	28
SPRU	28									0	0	28	28	28	25	26	28	28	26	28	28	28	27	28
SPSO	28	24	0	7	2	12	7	6	28	22	27	28	28	28	27	20	25	28	27	28	28	28	27	28
SPTN	28	2	0	7	2	8	8	6	28	21	27	28	28	28	27	21	25	28	27	28	28	28	27	27
SPTU	28																				0	0	0	0

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		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
SPYL	28																				0	0	0	0
SPZO	28	24	1	6	1	9	8	5	28	19	27	28	28	28	26	25	28	28	27	28	28	28	28	28
Suriname																								
SMJP	28	13	0	0	0	0	0	0	0	24	22	0	27	8	25	23	22	27	27	0	26	27	27	26
SMNI	28													0	0	0	0	0	25	0	26	27	27	28
SMZO	28													0	0	0	0	0	3	0	26	28	27	27
Uruguay																								
SUAA	28	23	23	23	25	27	24	25	25	20	26	27	22	24	18	22	14	28	28	27	27	26	28	20
SUCA	28	24	24	23	25	26	24	25	25	20	26	26	21	24	18	22	14	28	28	27	27	26	28	20
SULS	28	24	24	22	25	28	24	24	25	20	26	27	21	24	18	23	14	28	28	27	27	26	28	20
SUMU	28	24	24	24	25	28	23	25	25	20	27	27	24	28	24	25	25	28	28	27	28	26	28	20
SURV	28													0	0	0	1	3	0	1	5	25	28	20
SUSO	28																				5	23	28	20
Venezuela																								
SVAC	28																				0	0	0	0
SVBC	28	24	16	16	23	25	21	22	25	26	24	24	27	26	27	26	27	25	27	28	27	28	26	24
SVBI	28																				0	0	0	0
SVBM	28																				0	1	0	0
SVCB	28																				0	0	0	0
SVCL	28																				0	0	0	0
SVCR	28																				0	0	0	0
SVCU	28																				0	0	0	0
SVFM	28																				0	0	0	0
SVGI	28																				0	0	0	0
SVGU	28																				0	0	0	0
SVHG	28																				0	0	0	0
SVJC	28													0	0	0	0	0	0	0	0	0	0	0
SVJM	28																				0	0	0	0
SVMC	28	24	17	16	24	25	21	22	25	26	26	24	26	26	27	26	27	24	27	28	27	28	28	24
SVMD	28																				0	0	0	0
SVMG	28	25	16	16	24	24	21	22	25	25	26	27	27	26	27	26	27	25	27	28	26	28	28	24

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Location	Prev.	2000		2001				2002				2003				2004			2005				2006	
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
Guatemala																								
MGFL	28		0	6	3	3	3	1	11	6	3	1	9	4	8	5	0	0	2	7	7	9	3	8
MGGT	28	9	13	13	11	11	13	11	23	12	19	17	14	13	17	12	18	27	28	28	25	28	26	20
MGPB	28													10	15	12	10	28	28	23	19	28	26	19
MGSJ	28													10	16	13	10	21	21	22	19	28	26	19
MGTK	28																				17	18	23	15
Haiti																								
MTCH	28	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MTPP	28	0	0	2	0	0	0	9	9	0	0	0	0	0	0	1	0	2	0	0	14	11	14	0
Honduras																								
MHLC	28		13	26	15	28	23	24	26	25	26	25	23	25	26	22	28	27	27	23	17	22	25	19
MHLM	28	21	13	26	15	28	23	24	26	26	26	26	23	25	26	22	28	27	26	22	16	21	25	19
MHRO	28													25	26	21	28	27	26	24	16	21	21	19
MHTG	28	21	13	26	15	28	24	24	26	26	25	26	23	24	26	22	28	27	27	24	16	22	25	19
Ilhas Bahamas																								
MYAM	28													0	0	0	0	0	0	0	0	0	0	0
MYAT	28													0	0	0	0	0	0	0	0	0	0	0
MYBS	28													0	0	0	0	0	0	0	0	0	0	0
MYEG	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MYEH	28													0	0	0	0	0	0	0	0	0	0	0
MYEM	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MYER	28																				0	0	0	0
MYGF	28	0	7	1	0	1	2	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
MYGW	28													0	0	0	0	0	0	0	0	0	0	0
MYLS	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MYNN	28	28	23	24	24	27	22	27	25	26	27	25	26	26	6	0	24	11	20	10	25	27	13	22
MYSM	28													0	0	0	0	0	0	0	0	0	0	0
Ilhas Cayman																								
MWCB	28	0	0	1	0	0	19	20	15	21	23	28	24	24	23	20	0	25	0	0	0	0	0	0
MWCR	28	0	0	2	0	0	20	21	15	19	23	28	25	25	24	22	0	25	0	0	0	0	1	0

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Location	Prev.	2000		2001				2002				2003				2004			2005				2006	
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
Montserrat																								
TRPM	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nicaragua																								
MNMG	28	26	20	20	22	27	28	23	24	23	28	24	23	28	26	23	24	23	14	22	24	30	24	23
MNPC	28	14	19	10	13	13	14	14	15	11	11	10	7	7	10	12	13	7	7	14	11	11	12	13
Porto Rico																								
TJBQ	28									5	12	5	26	24	20	27	28	22	26	28	23	25	27	22
TJFA	28													0	0	0	0	0	0	0	0	0	0	0
TJMZ	28																				0	17	16	16
TJNR	28																				0	0	0	0
TJPS	28									16	14	16	0	14	14	15	14	9	10	13	17	12	21	20
TJSJ	28	28	24	28	28	28	26	27	28	26	28	28	0	28	27	28	28	26	28	28	27	27	28	28
TJVQ	28													0	0	0	0	0	0	0	0	0	0	0
República Dominicana																								
MDBH	28													5	2	7	2	2	2	7	6	6	3	12
MDHE	28													19	26	18	10	11	13	23	14	6	0	0
MDLR	28	28	26	28	26	25	27	27	28	25	28	28	28	28	28	27	26	24	25	27	25	24	24	26
MDPC	28	28	27	28	25	26	27	27	28	25	28	28	28	28	28	28	26	28	24	28	26	24	24	26
MDPP	28	28	24	28	25	24	27	27	28	25	27	28	27	28	28	28	26	26	25	28	26	24	24	25
MDSD	28	28	27	28	26	25	27	27	28	26	28	28	27	28	28	28	26	26	24	28	25	24	24	25
MDST	28	28	27	28	26	26	27	27	2	2	28	28	27	28	28	28	26	26	25	28	26	24	24	25
Saint Kitts and Nevis																								
TKPK	28	20	12	11	16	14	0	19	17	10	15	15	16	16	10	19	19	17	19	20	20	17	20	20
TKPN	28	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Lúcia																								
TLPC	28	0	18	20	24	23	21	22	17	18	23	15	4	2	0	1	25	23	22	28	22	27	25	21
TLPL	28	1	20	23	27	25	23	25	19	21	24	16	5	5	2	13	28	24	23	28	22	28	25	22

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Location	Prev.	2000		2001				2002				2003				2004			2005				2006	
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
San Vicente e Grenadinas																								
TVSB	28													0	0	0	0	0	0	0	0	0	0	0
TVSC	28									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TVSM	28													0	0	0	0	0	0	0	0	0	0	0
TVSU	28									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TVSV	28	0	0	13	13	10	14	14	13	11	13	14	9	13	8	8	14	15	13	13	13	14	13	13
Trinidad e Tobago																								
TTCP	28	1	28	28	27	26	26	26	25	25	27	27	24	26	28	28	8	26	26	5	27	20	27	22
TTTP	28	1	28	28	27	28	27	26	26	25	27	27	25	27	28	28	9	27	26	28	27	20	27	22
NAM Region																								
Canada																								
CYMX	28		27	25	28	0	28	17	27	26	27	28	28	28	27	26	28	28	28	27	27	27	28	28
CYOW	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	27	27	27	28	28
CYQG	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	27	27	27	28	28
CYQY	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
CYUL	28		27	28	28	0	27	17	27	26	27	28	28	28	27	27	28	28	28	27	27	27	28	28
CYVR	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	27	27	27	28	28
Canada																								
CYYZ	28		0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	28	28	27	27	27	28	28
Estados Unidos																								
KATL	28		25	28	27	28	27	1	26	24	28	28	28	26	27	25	28	26	25	28	27	26	27	28
KBDL	28		23	28	28	27	27	0	27	24	27	28	26	25	25	26	27	18	26	27	24	24	27	28
KBOS	28		24	28	28	27	27	1	27	26	27	28	28	25	27	26	28	15	25	25	23	22	28	28
KBWI	28		25	28	27	28	27	2	28	26	27	26	28	25	25	28	27	18	25	27	23	25	28	28
KCLE	28		25	28	28	27	27	2	27	26	27	28	27	28	26	27	28	28	28	26	25	24	27	27
KDEN	28		26	28	28	27	27	0	28	25	27	28	28	26	27	25	28	27	26	26	23	26	26	27
KDFW	28		25	28	28	28	27	1	28	25	28	26	28	26	26	24	27	26	28	27	26	25	27	27
KDTW	28		24	27	28	28	27	2	26	25	26	28	27	26	26	27	27	28	27	27	23	23	28	27
KEWR	28		24	28	28	27	27	1	26	25	27	27	28	24	24	27	27	28	28	27	25	27	28	27
KFAT	28		24	28	27	28	27	0	28	26	27	28	28	28	25	23	26	27	25	27	25	25	26	28
KFLL	28		24	28	28	27	27	1	28	26	25	28	27	26	27	26	28	28	24	26	24	25	27	25

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Location	Prev.	2000		2001				2002				2003				2004			2005				2006	
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
KIAD	28		25	28	28	28	27	2	28	26	27	28	27	25	25	26	28	27	26	26	27	26	28	26
KIAG	28		23	28	27	28	24	0	25	25	26	28	27	24	24	26	28	27	24	26	27	27	28	28
KIAH	28		25	28	28	27	27	1	26	26	28	28	28	28	26	27	27	26	25	24	23	27	28	27
KIND	28		25	28	28	28	27	2	25	23	27	28	27	25	24	25	26	27	26	27	23	26	28	28
KJFK	28		24	28	27	27	27	2	27	26	25	27	28	28	23	28	25	27	21	27	22	26	27	26
KLAS	28		25	28	28	26	27	0	26	25	28	28	25	28	26	26	28	27	26	27	23	27	27	28
KLAX	28		24	28	27	27	27	1	28	26	28	26	28	27	26	28	28	26	24	28	24	25	28	28
KMIA	28		24	28	28	27	27	1	28	25	24	27	27	26	25	24	28	25	26	28	27	27	28	27
KMKE	28		23	28	28	28	27	0	27	26	27	27	28	24	26	25	28	28	25	24	25	26	28	28
KMSY	28		25	27	28	28	27	0	27	24	27	27	28	28	26	26	28	27	24	26	26	25	26	26
KOAK	28		23	28	28	27	27	1	27	26	26	26	27	25	25	25	28	28	27	28	25	26	28	27
KONT	28		24	28	28	27	27	2	26	26	25	27	27	26	24	26	28	25	25	26	26	26	28	28
KORD	28		25	28	28	27	27	2	27	26	26	27	27	27	24	27	27	27	26	27	25	25	28	26
KORL	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
KPBI	28		23	28	28	27	27	1	25	25	25	28	27	25	26	26	28	28	27	27	24	26	28	28
KPHL	28		23	27	28	27	27	1	28	26	27	27	28	26	25	25	25	28	25	28	25	25	28	27
KPHX	28		25	28	27	27	27	1	27	23	26	27	28	28	26	25	28	27	26	27	23	25	27	27
KPIT	28		26	28	28	28	26	2	27	25	26	26	27	28	27	26	27	27	28	28	26	26	28	28
KPUB	28		20	28	27	8	27	0	28	26	25	28	27	28	26	27	28	27	27	26	27	26	28	27
KSAN	28		24	28	28	27	27	2	29	25	26	27	28	27	27	25	28	26	28	27	26	27	28	28
KSAT	28		24	27	27	28	26	0	28	25	27	28	27	27	27	23	27	27	27	26	25	23	28	27
KSCK	28		24	28	28	27	27	0	27	26	28	27	26	28	26	26	28	27	27	27	26	26	28	25
KSEA	28		25	27	28	27	27	1	28	25	28	24	27	25	27	26	28	27	28	25	26	24	26	26
KSFO	28		23	28	28	27	27	1	27	26	25	26	28	26	24	26	26	26	24	27	27	26	28	27
KTPA	28		25	28	28	27	27	1	28	23	28	25	26	24	26	26	27	27	26	28	26	25	27	26
KTUS	28		26	28	28	28	27	0	27	25	28	28	26	28	26	26	26	25	28	24	27	25	28	28
NAT Region																								
Bermudas																								
TXKF	28		27	28	28	28	27	27	28	26	26	28	27	28	27	26	28	28	28	27	27	27	28	28
AFI Region																								
Africa do Sul																								
FABL	28		3	4	16	17	19	19	20	18	20	19	21	15	11	19	15	15	7	24	23	24	18	24

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Location	Prev.	2000		2001				2002				2003				2004			2005				2006		
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	
GMME	28		0	19	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GMMN	28		0	18	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mauritânia																									
GQNN	28		0	1	6	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
GQPP	28		0	0	5	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Nigéria																									
DNKN	28		0	0	7	1	4	0	0	0	0	0	4	5	0	0	0	1	0	0	0	0	1	1	1
DNMM	28		0	2	8	1	6	0	0	0	0	0	7	5	7	13	14	15	2	15	20	15	22	14	14
República do Guiné																									
GUCY	28		9	4	7	5	3	0	15	0	0	0	0	0	0	0	0	0	27	17	27	27	26	12	12
Senegal																									
GOOY	28		16	13	17	21	17	15	23	21	21	19	24	22	20	16	22	25	19	19	22	21	23	25	25
Serra Leoa																									
GFLI	28		0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18	7	15	18	17	14	14
Togo																									
DXXX	28		10	22	24	27	27	26	18	25	25	28	28	23	28	27	25	27	26	26	26	27	28	26	26
Zaire																									
FZAA	28		0	13	21	28	27	27	27	21	27	25	28	27	27	26	21	22	26	28	26	27	20	25	25
EUR Region																									
Alemanha																									
EDDF	28		0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28	28
EDDH	28		0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28	28
EDDK	28		0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28	28
EDDL	28		0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28	28
EDDM	28		0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28	28

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Appendix D to the Report on Agenda Item 5

Location	Prev.	2000		2001				2002				2003				2004			2005				2006	
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
EDDS	28		0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28
ETBS	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ETDN	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Áustria																								
LOWG	28		0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	28	24
LOWW	28		0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28
Bélgica																								
EBBR	28		0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	27	28	28
Dinamarca																								
EKCH	28		27	28	28	28	27	27	28	25	22	27	28	27	28	20	28	28	27	28	28	28	28	28
Espanha																								
LEAL	28		26	27	27	27	27	27	28	23	27	27	28	27	28	18	27	28	27	28	28	28	28	28
LEBL	28		26	28	27	24	24	26	27	24	27	27	28	28	27	18	26	28	27	25	28	28	28	28
LEMD	28		26	26	26	28	25	27	26	25	24	25	27	28	26	17	28	28	28	28	28	28	28	28
LEMG	28		25	25	24	25	25	26	28	25	26	27	27	28	28	18	28	28	24	28	28	27	28	28
LEST	28		25	25	26	27	27	26	27	24	27	26	28	26	26	19	28	28	26	28	27	27	28	28
LEVC	28		27	27	27	27	27	27	28	22	27	27	28	27	28	19	28	28	27	28	28	28	28	28
LEZE	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LEZL	28		26	28	28	25	27	27	28	25	28	28	27	26	28	19	26	28	28	28	28	28	28	28
Finlândia																								
EFHK	28		27	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	28	28	28	28
França																								
LFBD	28		0	0	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	28	28
LFBO	28		0	0	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	28	28
LFBT	28		0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LFLL	28		0	0	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	28	28
LFML	28		0	0	0	19	11	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28
LFMN	28		0	0	0	19	10	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28

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Location	Prev.	2000		2001				2002				2003				2004			2005				2006		
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	
LFMT	28		0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	28	27	28
LFPG	28		0	0	0	19	12	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28	28	28	28
LFPO	28		0	0	0	19	12	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28	28	28	28
LFSB	28		0	0	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	28	28
Holanda																									
EHAM	28		0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	28	27	28	28
EHRD	28		0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28	28	28	28
Húngria																									
LHBP	28		0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28	28	28	28
Inglaterra																									
EGFF	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	28	27	28
EGGW	28		0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
EGKK	28		0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28	28	28	28
EGLL	28		0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	28	28	28	28
Irlanda																									
EIDW	28		0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	28	28
EINN	28		0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	28	28
Itália																									
LIMC	28		28	24	28	26	25	27	27	21	0	1	0	0	0	0	0	0	27	27	23	28	22	28	28
LIMF	28		28	24	28	26	25	27	27	21	0	0	0	0	0	0	0	28	28	25	28	22	28	28	
LIMJ	28		28	24	28	26	25	27	27	21	0	1	0	0	0	0	0	28	28	25	28	20	28	28	
LIML	28		28	24	28	26	25	27	27	21	0	1	0	0	0	0	0	28	28	24	28	22	28	28	
LIRF	28		26	24	27	25	24	27	27	22	0	1	0	0	0	0	0	0	0	0	0	0	0	28	28
Luxemburgo																									
ELLX			26	26	28		26	26	26	24	27	27	26	27	27	0	0	0	0	0	0	27	27	24	28
Polónia																									
EPWA	28		0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28	28	28	28

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Location	Prev.	2000		2001				2002				2003				2004			2005				2006	
		Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Set	Nov	Mar	Jun	Sep	Nov	Mar	Jun	Nov	Mar	Jun	Sep	Nov	Mar	Jun
Portugal																								
LPAZ	28																				28	27	28	28
LPFR	28		26	27	28	28	27	17	28	26	25	27	28	28	27	20	28	28	28	28	28	28	28	28
LPPR	28		26	27	28	28	27	17	28	26	23	27	28	28	28	20	28	28	28	28	28	28	28	28
LPPS	28		26	24	28	27	27	17	28	26	24	27	28	28	28	19	28	28	28	28	28	28	28	28
LPPT	28		26	27	28	28	27	17	28	26	24	26	28	28	28	20	28	28	28	28	28	28	28	28
República Tcheca																								
LKPR	28		0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28	28	28	28
Rússia																								
UUEE	28		0	0	0	2	0	0	0	0	0	1	0	28	27	28	28	28	26	28	28	28	28	28
Slováquia																								
LZIB			0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
Suíça																								
LSGG	28		0	27	26	27	26	26	28	25	27	27	0	27	26	19	28	28	26	28	28	28	28	24
LSZH	28		0	28	26	27	24	25	27	25	27	23	0	27	26	21	25	28	26	28	28	27	27	24
ASIA Region																								
Austrália																								
YSSY	28		0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nova Zelândia																								
NZAA	28		27	28	11	27	27	27	28	27	28	28	27	28	28	28	28	28	28	28	26	27	28	28
NZCH	28		27	28	11	27	26	27	28	27	28	28	27	28	28	28	28	28	28	28	26	27	28	28
NZWN	28		27	28	11	27	27	27	28	27	28	28	27	28	28	28	28	28	28	28	26	27	28	28
PAC Region																								
Polinésia Francesa																								
NTAA	28		26	25	24	26	25	25	27	25	27	25	26	28	28	27	27	28	27	28	28	25	28	28
NTTG	28		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Nota: No previsto Intercâmbio de TAF nesse período.

Messages with Error of the SAM Region
09/06/2006 to 17/06/2006

1) Argentina:

I) ABBREVIATED HEADING WITH ERROR:

SABEZPZX	TAF	SAZM
SAEZYMYX	TAF	SAEZ
SAMEYEYE	METAR	SAME
SAMEYMYX	TAF	SAME
SAREYMYX	TAF	SARE y SARF
SARPYEYE	METAR	SARP

EJ.: 1)ZCZC

GG SBBRYZYX
091627 SABEZPZX
FTAG SAZM 091600 TAF SAZM 091600Z 091818 23010KT 9999 BKN020 TEMPO 0812 29005KT 5000 BR SCT010 BKN020
BECMG 1618 25005KT CAVOK=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091627 SABEZPZX
FTAG SAZM 091600
TAF SAZM 091600Z 091818 23010KT 9999 BKN020 TEMPO 0812 29005KT 5000 BR SCT010 BKN020 BECMG 1618 25005KT
CAVOK=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
092210 SAEZYMYX
TAF SAEZ 092200
TAF SAEZ 092200Z 100024 23005KT 9999 SCT045 PROB30 0811 4000 BR=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
092210 SAEZYMYX
FTAG SAEZ 092200
TAF SAEZ 092200Z 100024 23005KT 9999 SCT045 PROB30 0811 4000 BR=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
090458 SAMEYEYE
SAAG **SDAME** 090500
METAR SAME 090500Z 00000KT CAVOK 14/08 Q1016=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090458 SAMEYEYE
SAAG **SAME** 090500
METAR SAME 090500Z 00000KT CAVOK 14/08 Q1016=
NNNN

5E - 2

EJ.: 4)ZCZC
GG SBBRYZYX
121400 SAMEYEYE
SAG SAME 121400
METAR SAME 121400Z 16003KT 8000 NSC 08/04 Q1012=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
121400 SAMEYEYE
SAAG SAME 121400
METAR SAME 121400Z 16003KT 8000 NSC 08/04 Q1012=
NNNN

EJ.: 5)ZCZC
GG SBBRYZYX
131600 SAMEYMYX
FTAG59 SAME 131600TAF SAME 131600Z 131818 14010KT 9999 FEW005 SCT080.=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
131600 SAMEYMYX
FTAG59 SAME 131600
TAF SAME 131600Z 131818 14010KT 9999 FEW005 SCT080.=
NNNN

EJ.: 6)ZCZC
GG SBBRYZYX
121007 SAREYMYX
FTAG SARE 121000TAF SARE 121000Z 121212 09005KT 9999 SKC=TAF SARF
121000Z 121212 09005KT 9999 SKC=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
121007 SAREYMYX
FTAG SARE 121000
TAF SARE 121000Z 121212 09005KT 9999 SKC=
TAF SARF 121000Z 121212 09005KT 9999 SKC=
NNNN

EJ.: 7)ZCZC
GG SBBRYZYX
120000 SARPYEYE
SAAG **SAP** 120000
METAR SARP 120000Z 14004KT CAVOK 11/09 Q1023=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
120000 SARPYEYE
SAAG **SARP** 120000
METAR SARP 120000Z 14004KT CAVOK 11/09 Q1023=
NNNN

II) NAME OF THE CODE WITH ERROR:

SAEZYEYE	METAR	SAEZ
SAMEYEYE	METAR	SAME
SAVCYMYX	TAF	SAWH

EJ.: 1)ZCZC
GG SBBRYZYX
110111 SAEZYEYE
SAAG SAEZ 110100
METAR SAEZ 110100Z 0000KT SKC 04/00 Q1002=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
110111 SAEZYEYE
SAAG SAEZ 110100
METAR SAEZ 110100Z 0000KT SKC 04/00 Q1002=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
161359 SAMEYEYE
SAAG SAME 161400
METAR SAME 161400Z 32005KT 9999 OVC030 10/07 Q1021=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
161359 SAMEYEYE
SAAG SAME 161400
METAR SAME 161400Z 32005KT 9999 OVC030 10/07 Q1021=
NNNN

EJ.: 3)ZCZC
GG SBBRYZYX
161556 SAVCYMYX
FTAG SAVC 161600
FTAG SAWH 161600Z 161818 07010KT 9999 SCT030 SCT100.=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
161556 SAVCYMYX
FTAG SAVC 161600
TAF SAWH 161600Z 161818 07010KT 9999 SCT030 SCT100.=
NNNN

III) GROUP DATE-HOUR WITH ERROR:

SAEZYEYE	METAR y SPECI	SAEZ
SAEZYMYX	TAF	SAEZ
SAEZZPZX	TAF	SAEZ
SAMEYEYE	METAR	SAME
SAMEYMYX	TAF	SAME
SANTYEYE	METAR	SANT
SAREYMYX	TAF	SARP
SAVCYMYX	TAF	SAWE y SAWG

EJ.: 1)ZCZC
GG SBBRYZYX
120000 SAEZYEYE
SAAG SAEZ 120000
METAR SAEZ 120000Z **N** 36005KT CAVOK 10/01 Q1023=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
120000 SAEZYEYE
SAAG SAEZ 120000
METAR SAEZ 120000Z 36005KT CAVOK 10/01 Q1023=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
141338 SAEZYEYE
SPAG SAEZ 141340
SPECI SAEZ **1413140Z** 21002KT 3000 BR FEW003 08/08 Q1019=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
141338 SAEZYEYE
SPAG SAEZ 141340
SPECI SAEZ **141340Z** 21002KT 3000 BR FEW003 08/08 Q1019=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
112334 SAEZYMYX
FTAG SAEZ 112200
TAF SAEZ **112310Z 110024** 34006KT CAVOK BECMG 1214 35012KT BECMG 2123 06008KT=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
112334 SAEZYMYX
FTAG SAEZ 112200
TAF SAEZ **112310Z 120024** 34006KT CAVOK BECMG 1214 35012KT BECMG 2123 06008KT=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
102208 SAEZZPZX
FTAG SAEZ 102200
TAF SAEZ 102200Z **110024Z** 31003KT CAVOK PROB30 0811 5000 MIFG FM1300 36010KT 9999 FEW030=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
102208 SAEZZPZX
FTAG SAEZ 102200
TAF SAEZ 102200Z **110024** 31003KT CAVOK PROB30 0811 5000 MIFG FM1300 36010KT 9999 FEW030=
NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
111859 SAMEYEYE
SAAG SAME 111900
METAR SAME 1119**00Z** 36008KT CAVOK 14/05 Q1016=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
111859 SAMEYEYE
SAAG SAME 111900

METAR SAME 111900Z 36008KT CAVOK 14/05 Q1016=
NNNN

EJ.: 6)ZCZC

GG SBBRYZYX
162001 SAMEYEYE
SAAG SAME 162000
METAR SAME 16200Z 11003KT 7000 BKN030 11/07 Q1017=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
162001 SAMEYEYE
SAAG SAME 162000
METAR SAME 16200Z 11003KT 7000 BKN030 11/07 Q1017=
NNNN

EJ.: 7)ZCZC

GG SBBRYZYX
142058 SAMEYMYX
FTAG59 SAME 142200
TAF SAME 142200Z 1150024 VRB03KT 9999 SCT035 SCT80 BECMG 0912 VRB03KT 5000 BR SCT080 BECMG 1518 05010KT
9999 SCT080=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
142058 SAMEYMYX
FTAG59 SAME 142200
TAF SAME 142200Z 150024 VRB03KT 9999 SCT035 SCT80 BECMG 0912 VRB03KT 5000 BR SCT080 BECMG 1518 05010KT
9999 SCT080=
NNNN

EJ.: 8)ZCZC

GG SBBRYZYX
102357 SANTYEYE
SAAG SANT 102400
METAR SANT 102400Z 36004KT 9999 OVC045 12/08 Q1022=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
102357 SANTYEYE
SAAG SANT 102400
METAR SANT 110000Z 36004KT 9999 OVC045 12/08 Q1022=
NNNN

EJ.: 9)ZCZC

GG SBBRYZYX
120359 SAREYMYX
FTAG SARE 120400
TAF SARP 12040Z 120606 14005KT 4000 BR PROB40 0800 BCFG NSC BECMG 1114 CAVOK=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
120359 SAREYMYX
FTAG SARE 120400
TAF SARP 12040Z 120606 14005KT 4000 BR PROB40 0800 BCFG NSC BECMG 1114 CAVOK=
NNNN

EJ.: 10)ZCZC
GG SBBRYZYX
142134 SAREYMYX
FTAG SARE 142200
TAF SARP 142200Z 150024 34004KT 9000 FU SKC PROB30 TEMPO 0811 6000 BR=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
142134 SAREYMYX
FTAG SARE 142200
TAF SARP 142200Z 150024 34004KT 9000 FU SKC PROB30 TEMPO 0811 6000 BR=
NNNN

EJ.: 11)ZCZC
GG SBBRYZYX
FTAG SAVC 101000
TAF SAWG 101000Z 11212 25010KT 9999 FEW0300 BECMG 2100 3001KT BECMG 0305 02010KT SCT030 SCT090=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
FTAG SAVC 101000
TAF SAWG 101000Z 101212 25010KT 9999 FEW0300 BECMG 2100 3001KT BECMG 0305 02010KT SCT030 SCT090=
NNNN

EJ.: 12)ZCZC
GG SBBRYZYX
131001 SAVCYMYX
FTAG SAVC 131000
TAF SAWE 131000Z 131212 VRB05KT 9999 SCT020 SCT100 PROB30 TEMPO 1700 -RA BKN020 SCT100 BECMG 0002
27015KT 9999 PROB30 TEMPO 0812 -RA BKN020=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
131001 SAVCYMYX
FTAG SAVC 131000
TAF SAWE 131000Z 131212 VRB05KT 9999 SCT020 SCT100 PROB30 TEMPO 1700 -RA BKN020 SCT100 BECMG 0002
27015KT 9999 PROB30 TEMPO 0812 -RA BKN020=
NNNN

MESSAGES WITH WRONG ADDRESS

LOCALIDAD	MENSAJE	LOCAL	DIRECCIÓN
SANTYEYE	SINOP (SM, SI y SN)	SMNT41 SANT, SINT41 SANT y SNMNT41 SANT	SBBRYZYX
SAREYFYX	SINOP (SM, SI y SN)	SMSI41 SARE, SISI41 SARE y SNSI41 SARE	SBBRYZYX
SARFYEYE	SINOP (SM, SI y SN)	SMRF41 SARF, SIRF41 SARF y SNRF41 SARF	SBBRYZYX
SASAYEYE	SINOP (SM, SI y SN)	SMSL41 SASA, SISL41 SASA y SNSL41 SASA	SBBRYZYX
SAVCYEYE	SINOP (SM, SI y SN)	SMCR41 SAVC, SICR41 SAVC y SNCR41 SAVC	SBBRYZYX
SAWGYEYE	SINOP (SM, SI y SN)	SMWG41 SAWG, SIWG41 SAWG y SNWG41 SAWG	SBBRYZYX

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 160914 SLLPYMYX
 SABO SLLP 160900
 METAR
 SLLP 160900Z 00000KT 9999 SKC M04/M11 Q1037=
 NNNN

III) RQM WITH ERROR:

SLCBYSYX
 SLLPYMYX
 SLZZMAMX

EJ.: 1)ZCZC

GG SBBRYZYX
 111050 SLCBYSYX
 RRBZ SBBR 111050
 SLCBYSYX
 RQM/SA/FTSAEZ,SACO,SAAR,SUMU=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 111050 SLCBYSYX
 RRBZ SBBR 111050
 SLCBYSYX
 RQM/SAEAZ,SACO,SAAR,SUMU/FTSAEZ,SACO,SAAR,SUMU=
 NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
 111202 SLLPYMYX
 RRBZ SBBR 111202
 SLZZMAMX
 RQM/FTKMIA,KPIE,KFLL,KTPA,KBPI,KMCO=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 111202 SLLPYMYX
 RRBZ SBBR 111202
 SLZZMAMX
 RQM/FTKMIA,KPIE,KFLL,KTPA,KBPI,KMCO=
 NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
 120406 SLZZMAMX
 RRBZ SBBR
 SLZZMAMX
 SASBCY,SBGR,SBCG,SBGL=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 120406 SLZZMAMX
 RRBZ SBBR

SLZZMAMX
RQM/SASBCY,SBGR,SBCG,SBGL=
NNNN

3) Chile:

I) GROUP DATE-HOUR WITH ERROR:

SCSCYZYX METAR SCIP y SCSE

EJ.: 1)ZCZC
GG SBBRYZYX
101100 SCSCYZYX
SACH10 SCSC 101100
METAR
SCSE **101100Z15003KT** CAVOK 08/07 Q1021 NEFO PLAYA SKC=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101100 SCSCYZYX
SACH10 SCSC 101100
METAR
SCSE **101100Z 15003KT** CAVOK 08/07 Q1021 NEFO PLAYA SKC=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
131400 SCSCYZYX
SACH10 SCSC 131400
METAR
SCIP **12**1400Z 15005KT 9999 SCT020 16/05 Q1021=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131400 SCSCYZYX
SACH10 SCSC 131400
METAR
SCIP **13**1400Z 15005KT 9999 SCT020 16/05 Q1021=
NNNN

II) WITHOUT EQUAL SIGNAL:

SCSCYZYX TAF SCCL, SCEL, SCIE, SCJO, SCTC y SCTE
AIREP SCTE
SPECI SCCL

EJ.: 1)ZCZC
GG SBBRYZYX
091625 SCSCYZYX
FTCH10 SCSC 091800
TAF
SCIE 091532Z 091818 23010KT CAVOK TX15/19Z BECMG 0002 VRB03KT BECMG 0305 BKN040
END PART 01 OF 02
NNNN

ZCZC
GG SBBRYZYX
091625 SCSCYZYX
PART 02 OF 02

TEMPO 0812 0800 FG TN06/10Z BECMG 1517 32010KT 9999 BKN030 SCT100=
SCTC 091550Z 091818 VRB03KT CAVOK TEMPO 1819 8000 SKC TX10/19Z BECMG 0204 0400 FG SKC TN00/10Z=
SCJO 091550Z 091818 VRB03KT CAVOK TEMPO 1819 8000 SKC TX10/19Z BECMG 0608 30006KT BKN025 TN02/10Z=
SCTE 091550Z 091818 30004KT 9999 FEW023 TEMPO 1819 CAVOK TX09/19Z BECMG 0002 VRB03KT BKN025 BECMG 0810
34008KT TN02/10Z=
SCCI 091550Z 091818 2305KT 9999 SCT018 TX04/18Z BECMG 0002 25010KT TNM01/09Z BECMG 1517 27005KT=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091625 SCSCYZYX
FTCH10 SCSC 091800
TAF
SCIE 091532Z 091818 23010KT CAVOK TX15/19Z BECMG 0002 VRB03KT BECMG 0305 BKN040
TEMPO 0812 0800 FG TN06/10Z BECMG 1517 32010KT 9999 BKN030 SCT100=
SCTC 091550Z 091818 VRB03KT CAVOK TEMPO 1819 8000 SKC TX10/19Z BECMG 0204 0400 FG SKC TN00/10Z=
SCJO 091550Z 091818 VRB03KT CAVOK TEMPO 1819 8000 SKC TX10/19Z BECMG 0608 30006KT BKN025 TN02/10Z=
SCTE 091550Z 091818 30004KT 9999 FEW023 TEMPO 1819 CAVOK TX09/19Z BECMG 0002 VRB03KT BKN025 BECMG 0810
34008KT TN02/10Z=
SCCI 091550Z 091818 2305KT 9999 SCT018 TX04/18Z BECMG 0002 25010KT TNM01/09Z BECMG 1517 27005KT=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
091951 SCSCYZYX
UACH10 SCTE 091946
ARP DLU401 PAR 1946 FL34 M59 205/42KT SKC TURB/ICE NULOS
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091951 SCSCYZYX
UACH10 SCTE 091946
ARP DLU401 PAR 1946 FL34 M59 205/42KT SKC TURB/ICE NULOS =
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
111436 SCSCYZYX
SPCH03 SCCI 111434
SPECI SCCI 111434Z 24002KT 0300 FG SCT005 BKN200 M02/M02 Q1006
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
111436 SCSCYZYX
SPCH03 SCCI 111434
SPECI SCCI 111434Z 24002KT 0300 FG SCT005 BKN200 M02/M02 Q1006 =
NNNN

III) AIREP WITH ERROR:

SCSCYZYX

AIREP

SCTE

EJ.: 1)ZCZC

GG SBBRYZYX
091951 SCSCYZYX
UACH10 SCTE 091946
ARP DLU401 PAR 1946 FL34 M59 205/42KT SKC TURB/ICE NULOS
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091951 SCSCYZYX
UACH10 SCTE 091946
ARP DLU401 PAR 1946 FL34 M59 205/42KT SKC TURB/ICE NULOS =
NNNN

4) Colombia:

I) GROUP DATE-HOUR WITH ERROR:

SKBOYZYX

METAR
SPECI

SKBO, SKCC, SKCG, SKCL, SKLT, SKSP
SKBO

EJ.: 1)ZCZC

GG SBBRYZYX
091158 SKBOYZYX
SACO20 SKBO 091158
METAR
SKCG **19**1200Z VRB02KT 9999 FEW015 SCT200 28/25 A2984=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091158 SKBOYZYX
SACO20 SKBO 091158
METAR
SKCG **09**1200Z VRB02KT 9999 FEW015 SCT200 28/25 A2984=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
091558 SKBOYZYX
SACO20 SKBO 091558
METAR
SKCC **06**1600Z 15016KT 9999 FEW023 33/19 A2994=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091558 SKBOYZYX
SACO20 SKBO 091558
METAR
SKCC **09**1600Z 15016KT 9999 FEW023 33/19 A2994=
NNNN

5E - 12

EJ.: 3)ZCZC

GG SBBRYZYX
091805 SKBOYZYX
SPCO20 SKBO 091805
SPECI
SKBO **10**1806Z 04007KT 9000 RA FEW017TCU BKN020 15/12 A3028 NOSIG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091805 SKBOYZYX
SPCO20 SKBO 091805
SPECI
SKBO **09**1806Z 04007KT 9000 RA FEW017TCU BKN020 15/12 A3028 NOSIG=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
091858 SKBOYZYX
SACO20 SKBO 091858
METAR
SKBO **10**1900Z VRB02KT 9999 SCT020 BKN080 16/11 A3026 RERA RMK VCSH/W=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091858 SKBOYZYX
SACO20 SKBO 091858
METAR
SKBO **09**1900Z VRB02KT 9999 SCT020 BKN080 16/11 A3026 RERA RMK VCSH/W=
NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
101025 SKBOYZYX
SPCO20 SKBO 101025
SPECI
SKBO **101030ZVRB02KT** 9999 BKN017 11/10 A3028 NOSIG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101025 SKBOYZYX
SPCO20 SKBO 101025
SPECI
SKBO **101030Z VRB02KT** 9999 BKN017 11/10 A3028 NOSIG=
NNNN

EJ.: 6)ZCZC

GG SBBRYZYX
101159 SKBOYZYX
SACO20 SKBO 101159 CCA
METAR
SKCL **11**1200Z 0000KT 3000 BCFG SCT005 OVC090 19/19 A3002=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101159 SKBOYZYX
SACO20 SKBO 101159 CCA

METAR
SKCL 101200Z 0000KT 3000 BCFG SCT005 OVC090 19/19 A3002=
NNNN

EJ.: 7)ZCZC
GG SBBRYZYX
101458 SKBOYZYX
SACO20 SKBO 101458

METAR
SKSP 141500Z 16004KT 9999 FEW023 BKN200 29/25 A2988=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
101458 SKBOYZYX
SACO20 SKBO 101458
METAR
SKSP 101500Z 16004KT 9999 FEW023 BKN200 29/25 A2988=
NNNN

EJ.: 8)ZCZC
GG SBBRYZYX
101858 SKBOYZYX
SACO20 SKBO 101858
METAR
SKLT 201900Z VRB02KT 9999 BKN017 33/26 A2984=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
101858 SKBOYZYX
SACO20 SKBO 101858
METAR
SKLT 101900Z VRB02KT 9999 BKN017 33/26 A2984=
NNNN

EJ.: 9)ZCZC
GG SBBRYZYX
131958 SKBOYZYX
SACO20 SKBO 131958
METAR
SKCL 133200Z 35010KT 9000 SCT017 31/17 A2985=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
131958 SKBOYZYX
SACO20 SKBO 131958
METAR
SKCL 132000Z 35010KT 9000 SCT017 31/17 A2985=
NNNN

II) WITHOUT EGUAL SIGNAL:

SKBOYZYX METAR SKCL
SKCLYMYX RQM

EJ.: 1)ZCZC
GG SBBRYZYX
092158 SKBOYZYX

SACO20 SKBO 092158
METAR
SKCL 092200Z 20006KT 8000 VCSH BKN015 BKN080 20/18 A2999
CHECK
TEXT
NEW ENDING ADDED SVCAYFYX
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
092158 SKBOYZYX
SACO20 SKBO 092158
METAR
SKCL 092200Z 20006KT 8000 VCSH BKN015 BKN080 20/18 A2999 =
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
131057 SKCLYMYX
RRBZ SBBR 131057
SKCLYMYX
RQM/FTMHTG,MUHA
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131057 SKCLYMYX
RRBZ SBBR 131057
SKCLYMYX
RQM/FTMHTG,MUHA =
NNNN

III) RQM WITH ERROR:

SKBOYFCW
SKBQYFYI
SKCLYMYX
SKRGYFYI

EJ.: 1)ZCZC

GG SBBRYZYX
101457 SKBQYFCW
RRBZ SBBR 101457
SKBQYFCW
RQM/SASVMC,SVMI,TNCA,TNCC,MDSO,MTTP,MKJP,KMIA,MROC,MPMG,**MPTO**=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101457 SKBQYFCW
RRBZ SBBR 101457
SKBQYFCW
RQM/SASVMC,SVMI,TNCA,TNCC,MDSO,MTTP,MKJP,KMIA,MROC,MPMG=
RQM/SAMPTO=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
090036 SKBQYFYI

RRBZ SBBR 090036
SKBQYFYI
RQM/FT **TNCA**,TNCC=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090036 SKBQYFYI
RRBZ SBBR 090036
SKBQYFYI
RQM/**FTTNCA**,TNCC=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
131037 SKCLYMYX
RQM/FT SKCL,SKRG,SKCG,MPTO,MKJP,MUHA,KTPA,KFLL,KMIA=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131037 SKCLYMYX
RRBZ SBBR 131037
SKCLYMYX
RQM/FT SKCL,SKRG,SKCG,MPTO,MKJP,MUHA,KTPA,KFLL,KMIA=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
131057 SKCLYMYX
RRBZ SBBR 131057
SKCLYMYX
RQM/FTMHTG,MUHA
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131057 SKCLYMYX
RRBZ SBBR 131057
SKCLYMYX
RQM/FTMHTG,MUHA =
NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
132058 SKRGYFYI
RRBZ SBBR 132058
RQM/FTSKRG,SKSP,MPTO,MROC=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
132058 SKRGYFYI
RRBZ SBBR 132058
SKRGYFYI
RQM/FTSKRG,SKSP,MPTO,MROC=
NNNN

EJ.: 6)ZCZC

GG SBBRYZYX
151204 SKRGYFYI

RRBZ SBBR
SKRGYFYI
RQM/SAKPBI,MKJK,MKJS,MWCR,MUVR,MUHA,KMIA,KFLL,KTPA,MPTO,**MROC,MPLB**
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
151204 SKRGYFYI
RRBZ SBBR
SKRGYFYI
RQM/SAKPBI,MKJK,MKJS,MWCR,MUVR,MUHA,KMIA,KFLL,KTPA,MPTO =
RQM/SAMROC,MPLB =
NNNN

5) Ecuador:

I) GROUP DATE-HOUR WITH ERROR:

SEQUZYX METAR SELT

EJ.: 1)ZCZC
GG SBBRYZYX
151605 SEQUZYX
SAEQ00 SEQU 151600
METAR
SELT 15**1160**Z 16014KT 9999 SCT030 SCT300 14/09 Q1031=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
151605 SEQUZYX
SAEQ00 SEQU 151600
METAR
SELT 15**1600**Z 16014KT 9999 SCT030 SCT300 14/09 Q1031=
NNNN

II) ROM WITH ERROR:

SEGUYMYX

EJ.: 1)ZCZC
GG SBBRYZYX
100500 SEGUYMYX
RRBZ SRRB 100500
SEGUYMYX
RQM/FTSEGU,SEQU,SKBO,SKCL,SVMI,SVMC,MPTO,MROC,MTPP,MTCH,**MDS,D,TNCC=**
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100500 SEGUYMYX
RRBZ SRRB 100500
SEGUYMYX
RQM/FTSEGU,SEQU,SKBO,SKCL,SVMI,SVMC,MPTO,MROC,MTPP,MTCH=
RQM/FTMDS,D,TNCC=
NNNN

MESSAGES WITH WRONG ADDRESS

LOCALIDAD	MENSAJE	LOCAL	DIRECCIÓN
SEQUYMYX	SINOP (SM)	SMEQ SEQU	SBBRYZYX

6) Guiana:

I) ABBREVIATED HEADING WITH ERROR:

SYCJYMYX	SPECI	SYCJ
SYCJZPZX	METAR	SYCJ

EJ.: 1)ZCZC
 GG SBBRYZYX
 110301 SYCJYMYX
 SAGY SYCJ 110240
 SPECI SYCJ 110240Z 00000KT 0100 FG SCT001 BKN012 FEW014CB BKN080=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 110301 SYCJYMYX
 SPGY SYCJ 110240
 SPECI SYCJ 110240Z 00000KT 0100 FG SCT001 BKN012 FEW014CB BKN080=
 NNNN

EJ.: 2)ZCZC
 GG SBBRYZYX
 090611 SYCJZPZX
 SAGY SYCJ 090600
 CORRECT COPY
 SYCJ METAR 090600Z 00000KT 9000 FEW015 BKN090 24/24 Q1011=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 090611 SYCJZPZX
 SAGY SYCJ 090600
 SYCJ METAR 090600Z 00000KT 9000 FEW015 BKN090 24/24 Q1011=
 NNNN

II) WORD BETWEEN THE LOCATION AND THE GROUP DATE-HOUR:

SYCJYMYX	METAR	SYCJ
SYCJZPZX	METAR	SYCJ

EJ.: 1)ZCZC
 GG SBBRYZYX
 092110 SYCJYMYX
 SAGY SYCJ 092100
 SYCJ METAR 092100Z 05010KT 9999 SCT012 FEW018CB SCT300 29/24 Q1010 CB NW-W=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 092110 SYCJYMYX

SAGY SYCJ 092100
SYCJ **092100Z** 05010KT 9999 SCT012 FEW018CB SCT300 29/24 Q1010 CB NW-W=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
090003 SYCJZPZX
SAGY SYCJ 090000
SYCJ **METAR 090000Z** 04006KT 9999 LTG SCT015 FEW017CB BKN100 25/24 Q1011, CB S-W=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
090003 SYCJZPZX
SAGY SYCJ 090000
SYCJ **090000Z** 04006KT 9999 LTG SCT015 FEW017CB BKN100 25/24 Q1011, CB S-W=
NNNN

III) WITHOUT EQUAL SIGNAL:

SYCJMYX METAR SYCJ

EJ.: 1)ZCZC
GG SBBRYZYX
122206 SYCJMYX
SAGY SYCJ 122200
METAR SYCJ 122200Z 06006KT 9999 FEW018 FEW020CB BKN300 28/24 Q1011, CB - E,S-NE THRU W
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
122206 SYCJMYX
SAGY SYCJ 122200
METAR SYCJ 122200Z 06006KT 9999 FEW018 FEW020CB BKN300 28/24 Q1011, CB - E,S-NE THRU W =
NNNN

IV) WORDS AFTER EQUAL SIGNAL:

SYCJMYX METAR SYCJ

EJ.: 1)ZCZC
GG SBBRYZYX
101806 SYCJMYX
SAGY SYCJ 101800
METAR SYCJ 101800Z 28002KT 9999 -RA BKN005 FEW010CB BKN032 OVC070 25/24 Q1013 CB AQ=
CORRECT COPY
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
101806 SYCJMYX
SAGY SYCJ 101800
METAR SYCJ 101800Z 28002KT 9999 -RA BKN005 FEW010CB BKN032 OVC070 25/24 Q1013 CB AQ=
NNNN

7) Guiana Francesa:

Did not send message with error to the Brasilia OPMET Bank.

8) Panamá:

I) NAME OF THE CODE WITH ERROR:

MPTOYMYX

METAR y TAF
METAR

MPDA
MPMG

EJ.: 1)ZCZC

GG SBBRYZYX
121112 MPTOYMYX
SAPM31 MPTO 121112 RRA
METAR MPDA 121100Z 0000KT 9999 FEW030 Q1011=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
121112 MPTOYMYX
SAPM31 MPTO 121112 RRA
METAR MPDA 121100Z 0000KT 9999 FEW030 Q1011=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
121714 MPTOYMYX
FTPM31 MPTO 121713
TAF MPDA 121713Z 121806 0000KT 9999 SCT020 SCT100 BECMG 2021 FEW020=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
121714 MPTOYMYX
FTPM31 MPTO 121713
TAF MPDA 121713Z 121806 0000KT 9999 SCT020 SCT100 BECMG 2021 FEW020=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
151648 MPTOYMYX
FTPM31 MPTO 151630
MPMG 151630Z 151806 19008KT 9000 SCT020 BKN090 BECMG1923 22008KT 9000 FEW016CB SCT018 BKN090 PROB30 -
TSRA BECMG0003 29005KT 9999 SCT018 SCT100 BECMG0406 00000KT 9999 FEW018 SCT100=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
151648 MPTOYMYX
FTPM31 MPTO 151630
MPMG 151630Z 151806 19008KT 9000 SCT020 BKN090 BECMG1923 22008KT 9000 FEW016CB SCT018 BKN090 PROB30 -
TSRA BECMG0003 29005KT 9999 SCT018 SCT100 BECMG0406 00000KT 9999 FEW018 SCT100=
NNNN

II) GROUP DATE-HOUR WITH ERROR:

MPTOYMYX METAR MPCH, MPDA
TAF MPTO

EJ.: 1)ZCZC
GG SBBRYZYX
100000 MPTOYMYX
SAPM31 MPTO 100000
MPCH 100000KT 00000KT 9999 SCT025TCU BKN300 29/24 Q1011 2987 TCU SW=
MPDA 100000KT 36004KT 7000-RA SCT006 BKN012 OVC070 25/24 Q1010 RWY WATHER PATCHES=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100000 MPTOYMYX
SAPM31 MPTO 100000
MPCH 100000Z 00000KT 9999 SCT025TCU BKN300 29/24 Q1011 2987 TCU SW=
MPDA 100000Z 36004KT 7000-RA SCT006 BKN012 OVC070 25/24 Q1010 RWY WATHER PATCHES=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
152154 MPTOYMYX
FTPM31 MPTO 152200
TAF MPTO 152200Z 150024 03006KT 9999 SCT018CB BKN090 BECMG 0408 00000KT 9000 RA SCT018CB BKN090 BECMG
1216 29006KT 9000 NSW SCT016 BKN090 PROB30 TEMPO 1821 8000 TSRA FEW014CB SCT018 BKN090 BECMG 2124
00000KT 9999 NSW SCT018 BKN090=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
152154 MPTOYMYX
FTPM31 MPTO 152200
TAF MPTO 152200Z 160024 03006KT 9999 SCT018CB BKN090 BECMG 0408 00000KT 9000 RA SCT018CB BKN090 BECMG
1216 29006KT 9000 NSW SCT016 BKN090 PROB30 TEMPO 1821 8000 TSRA FEW014CB SCT018 BKN090 BECMG 2124
00000KT 9999 NSW SCT018 BKN090=
NNNN

III) WITHOUT EQUAL SIGNAL:

MPTOYMYX METAR y SPECI MPTO
METAR MPMG

EJ.: 1)ZCZC

GG SBBRYZYX
090027 MPTOYMYX
SPPM31 MPTO 090015
SPECI MPTO 090015 00000KT 9000 -RA SCT016CB BKN080 26/24 Q1011
CHECK
TEXT
NEW ENDING ADDED KATLYTAA
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090027 MPTOYMYX
SPPM31 MPTO 090015
SPECI MPTO 090015 00000KT 9000 -RA SCT016CB BKN080 26/24 Q1011 =
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
 100350 MPTOYMYX
 SAPM31 MPTO 100400
 METAR MPTO 100400Z 0000KT 9000 SCT017CB BKN090 26/24 Q1011RWY

**CHECK
 TEXT
 NEW ENDING ADDED KATLYTAA**

NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 100350 MPTOYMYX
 SAPM31 MPTO 100400
 METAR MPTO 100400Z 0000KT 9000 SCT017CB BKN090 26/24 Q1011RWY =
 NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
 SAPM31 MPTO 131900 R
 METAR MPMG 131900Z 0000KT 9999 FEW018TCU BKN300 30/24 Q1009 TCU NW-NE PCPN DSTN NE TEMPO AT 2000
 FEW018CB SCT090
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 SAPM31 MPTO 131900 R
 METAR MPMG 131900Z 0000KT 9999 FEW018TCU BKN300 30/24 Q1009 TCU NW-NE PCPN DSTN NE TEMPO AT 2000
 FEW018CB SCT090 =
 NNNN

MESSAGES WITH WRONG ADDRESS

LOCALIDAD	MENSAJE	LOCAL	DIRECCIÓN
MPTOYMYX	Previsão para rotas nacionais		SBBRYZYX

9) Paraguay:

I) GROUP DATE-HOUR WITH ERROR:

SGASYMYX METAR SGAS y SGES

EJ.: 1)ZCZC

GG SBBRYZYX
 111230 SGASYMYX
 SAPY SGAS 1112300
 METAR
 SGAS **112300Z** 15004KT 9999 OVC017 14/11 Q1023=
 SGES **112300Z** 19010KT 9999 FEW008 BKN017 17/14 Q1021=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 111230 SGASYMYX
 SAPY SGAS 1112300

METAR
SGAS **111300Z** 15004KT 9999 OVC017 14/11 Q1023=
SGES **111300Z** 19010KT 9999 FEW008 BKN017 17/14 Q1021=
NNNN

II) WITHOUT EQUAL SIGNAL:

SGASZPZX RQM

EJ.: 1)ZCZC
GG SBBRYZYX
131033 SGASZPZX
RRBZ SBBR 221020
SGASZPZX
RQM/SASARF,SARP,SARE
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131033 SGASZPZX
RRBZ SBBR 221020
SGASZPZX
RQM/SASARF,SARP,SARE =
NNNN

III) WORDS AFTER EQUAL SIGNAL:

SGASYMYX METAR SGES

EJ.: 1)ZCZC
GG SBBRYZYX
102200 SGASYMYX
SAPY SGAS 102200
METAR
SGES 102200Z 24010KT 9999 FEW010 BKN020 OVC070 19/17 Q1015=
REDZ
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
102200 SGASYMYX
SAPY SGAS 102200
METAR
SGES 102200Z 24010KT 9999 FEW010 BKN020 OVC070 19/17 Q1015
REDZ =
NNNN

IV) RQM CON ERROR:

SGASZPZX

EJ.: 1)ZCZC
GG SBBRYZYX
131033 SGASZPZX
RRBZ SBBR 221020
SGASZPZX
RQM/SASARF,SARP,SARE
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131033 SGASZPZX
RRBZ SBBR 221020
SGASZPZX
RQM/SASARF,SARP,SARE =
NNNN

10) Peru:

I) WITHOUT EQUAL SIGNAL:

SPIMYMYM	SIGMET (WV)	SPIM
SPIMYZYX	TAF	SPTN

EJ.: 1)ZCZC

FF SBBRYZYX
132347 SPIMYMYM
WVPR31 SPIM 132330
SPIM SIGMET 03 VALID 132330/140530 SPIM-
LIMA FIR VA ERUPTION MT UBINAS LOC S1621 W07054 VA CLD OBS LAN051 AT 131715Z FL180/250 MOV NE=
**FCST ASH CLD 0530Z SFC/FL200 S1345 W07100 S1345 W06845 S1430 W06845 S1530 W07000 S1500 W07100 S1345 W07100
FL200/FL350 S1345 W07045 S1400 W06900 S1430 W07030 S1430 W07100 S1345 W07100 S1345 W07045 FL350/FL550 NO
ASH EXP=**
NNNN

CORRECT MESSAGE:

ZCZC
FF SBBRYZYX
132347 SPIMYMYM
WVPR31 SPIM 132330
SPIM SIGMET 03 VALID 132330/140530 SPIM-
LIMA FIR VA ERUPTION MT UBINAS LOC S1621 W07054 VA CLD OBS LAN051 AT 131715Z FL180/250 MOV NE **FCST
ASH CLD 0530Z SFC/FL200 S1345 W07100 S1345 W06845 S1430 W06845 S1530 W07000 S1500 W07100 S1345 W07100
FL200/FL350 S1345 W07045 S1400 W06900 S1430 W07030 S1430 W07100 S1345 W07100 S1345 W07045 FL350/FL550 NO
ASH EXP=**
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
150500 SPIMYZYX
FTPR88 SPIM 150500
TAF
SPTN 150401Z 150606 0000KT 7000 SCT008 OVC013 TX20/20Z TN10/10Z TEMPO 0912 5000 BR SCT005 OVC010 BECMG
1315 24003KT 9999 BKN013
NNNN

**ZCZC
GG SBBRYZYX
150500 SPIMYZYX**
BECMG 1517 21006KT CAVOK BECMG 1820 21009KT BECMG 2301 21005KT 8000 SCT010 BKN015=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
150500 SPIMYZYX
FTPR88 SPIM 150500
TAF
SPTN 150401Z 150606 0000KT 7000 SCT008 OVC013 TX20/20Z TN10/10Z TEMPO 0912 5000 BR SCT005 OVC010 BECMG
1315 24003KT 9999 BKN013

5E - 24

BECMG 1517 21006KT CAVOK BECMG 1820 21009KT BECMG 2301 21005KT 8000 SCT010 BKN015=
NNNN

II) SIGMET WITH ERROR:

SPIMYMYM SIGMET (WV) SPIM

EJ.: 1)ZCZC

FF SBBRYZYX
132347 SPIMYMYM
WVPR31 SPIM 132330
SPIM SIGMET 03 VALID 132330/140530 SPIM-
LIMA FIR VA ERUPTION MT UBINAS LOC S1621 W07054 VA CLD OBS LAN051 AT 131715Z FL180/250 MOV NE=
**FCST ASH CLD 0530Z SFC/FL200 S1345 W07100 S1345 W06845 S1430 W06845 S1530 W07000 S1500 W07100 S1345 W07100
FL200/FL350 S1345 W07045 S1400 W06900 S1430 W07030 S1430 W07100 S1345 W07100 S1345 W07045 FL350/FL550 NO
ASH EXP=**
NNNN

CORRECT MESSAGE:

ZCZC
FF SBBRYZYX
132347 SPIMYMYM
WVPR31 SPIM 132330
SPIM SIGMET 03 VALID 132330/140530 SPIM-
LIMA FIR VA ERUPTION MT UBINAS LOC S1621 W07054 VA CLD OBS LAN051 AT 131715Z FL180/250 MOV NE **FCST
ASH CLD 0530Z SFC/FL200 S1345 W07100 S1345 W06845 S1430 W06845 S1530 W07000 S1500 W07100 S1345 W07100
FL200/FL350 S1345 W07045 S1400 W06900 S1430 W07030 S1430 W07100 S1345 W07100 S1345 W07045 FL350/FL550 NO
ASH EXP=**
NNNN

III) AIREP CON ERROR:

SPIMYMYM SPIM

EJ.: 1)ZCZC

GG SBBRYZYX
122315 SPIMYMYM
UAPR01 SPIM 12**1315**
AIREP
LAN622 KARAZ 2250 FL360 068/38 M45 FBL TURB=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
122315 SPIMYMYM
UAPR01 SPIM 12**2315**
AIREP
LAN622 KARAZ 2250 FL360 068/38 M45 FBL TURB=
NNNN

11) Suriname:

I) WITHOU GROUP DATE-HOUR:

SMJPYMYX METAR SMJP, SMNI, SMZO

EJ.: 1)ZCZC

GG SBBRYZYX
100825 SMJPYMYX
SASM20 SMJP

METAR
SMJP
SMZO
SMNI
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100825 SMJPYMYX
SASM20 SMJP
METAR
SMJP **NIL=**
SMZO **NIL=**
SMNI **NIL=**
NNNN

II) GROUP DATE-HOUR WITH ERROR:

SMJPYMYX

TAF

SMJP, SMZO

EJ.: 1)ZCZC

GG SBBRYZYX
092207 SMJPYMYX
FTSM20 SMJP 092200
TAF
SMJP **09220Z** 100024 VRB02KT 9999 BKN025 PROB30 0003 4000 SHRA FEW015CB SCT018 BKN020 BECMG 1113 09006KT
9999 BKN020 TEMPO 1622 5000 FEW015CB BKN018 PROB30 2022 10010G25KT 2000 TSRA SCT015CB=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
092207 SMJPYMYX
FTSM20 SMJP 092200
TAF
SMJP **092200Z** 100024 VRB02KT 9999 BKN025 PROB30 0003 4000 SHRA FEW015CB SCT018 BKN020 BECMG 1113 09006KT
9999 BKN020 TEMPO 1622 5000 FEW015CB BKN018 PROB30 2022 10010G25KT 2000 TSRA SCT015CB=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
100403 SMJPYMYX
FTSM20 SMJP 100400Z
TAF
SMJP 100400Z **1006060** VRB02KT 9000 FEW005 BKN025 BECMG 1012 09010KT FEW015CB SCT015 SCT025 TEMPO 1422
4000 TSRA PROB40 1920 10010G25KT 1000 +TSRA FM0100 00000KT 9999 FEW012 SCT030=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100403 SMJPYMYX
FTSM20 SMJP 100400Z
TAF
SMJP 100400Z **100606** VRB02KT 9000 FEW005 BKN025 BECMG 1012 09010KT FEW015CB SCT015 SCT025 TEMPO 1422 4000
TSRA PROB40 1920 10010G25KT 1000 +TSRA FM0100 00000KT 9999 FEW012 SCT030=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
110359 SMJPYMYX
FTSM20 SMJP 110400

TAF

SMZO 110400Z **11006** VRB02KT 9000 FEW015 SCT025 BECMG 1012 06010KT FEW015CB BKN020 TEMPO 1422 3000 TSRA
 FM0100 00000KT 9999 FEW015 SCT035=
 NNNN

CORRECT MESSAGE:

ZCZC

GG SBBRYZYX

110359 SMJPYMYX

FTSM20 SMJP 110400

TAF

SMZO 110400Z **110606** VRB02KT 9000 FEW015 SCT025 BECMG 1012 06010KT FEW015CB BKN020 TEMPO 1422 3000 TSRA
 FM0100 00000KT 9999 FEW015 SCT035=
 NNNN

III) WITHOUT EQUAL SIGNAL:

SMJPYMYX

METAR

SMJP, SMNI, SMZO

TAF

SMNI

EJ.: 1)ZCZC

GG SBBRYZYX

162011 SMJPYMYX

SASM20 SMJP 162000

METAR

SMJP 162000Z 20005KT 8000 TS FE012 SCT018 27/24 Q1010 TEMPO 5000 TSRA

SMZO 162000Z 03006KT 9999 FEW015CB BKN250 26/24 Q1010 TEMPO 5000 SHRA

SMNI

NNNN

CORRECT MESSAGE:

ZCZC

GG SBBRYZYX

162011 SMJPYMYX

SASM20 SMJP 162000

METAR

SMJP 162000Z 20005KT 8000 TS FE012 SCT018 27/24 Q1010 TEMPO 5000 TSRA =

SMZO 162000Z 03006KT 9999 FEW015CB BKN250 26/24 Q1010 TEMPO 5000 SHRA =

SMNI **NIL**=

NNNN

EJ.: 2)ZCZC

GG SBBRYZYX

162204 SMJPYMYX

FTSM20 SMJP 162200

TAF

SMNI 162200Z 170024 05004KT 9999 FEW007 FEW015CB SCT030 TEMPO 3000 TSRA FM1200 09008KT 9999 SCT015 FM1600

08010KT 9999 FEW015CB BKN018 TEMPO 3000 TSRA PROB40 TEMPO 1922 VRB15G35KT 0400 +TSRA-

NNNN

CORRECT MESSAGE:

ZCZC

GG SBBRYZYX

162204 SMJPYMYX

FTSM20 SMJP 162200

TAF

SMNI 162200Z 170024 05004KT 9999 FEW007 FEW015CB SCT030 TEMPO 3000 TSRA FM1200 09008KT 9999 SCT015 FM1600

08010KT 9999 FEW015CB BKN018 TEMPO 3000 TSRA PROB40 TEMPO 1922 VRB15G35KT 0400 +TSRA- =

NNNN

IV) **WORDS AFTER EQUAL SIGNAL:**

SMJPYMYX

SPECI
METAR

SMJP
SMJP, SMNI, SMZO

EJ.: 1)ZCZC

GG SBBRYZYX
091858 SMJPYMYX
SPSM20 SMJP 091840
SPECI
SMJP 091840 15022KT 0500 +SHRA SCT010CB SCT020 BKN090 27/23 Q1010 NOSIG=
RMK. CB ARND AND OVERHEAD STATION=
SMZO
SMNI
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091858 SMJPYMYX
SPSM20 SMJP 091840
SPECI
SMJP 091840 15022KT 0500 +SHRA SCT010CB SCT020 BKN090 27/23 Q1010 NOSIG
RMK. CB ARND AND OVERHEAD STATION=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
121856 SMJPYMYX
SASM20 SMJP 121900
METAR
SMJP 121900Z 04004KT 9999 SCT015 FEW020CB 27/24 Q1011 NOSIG RMK CB ARR ST=
RMK CB ARR ST
SMZO 121900Z 09006KT 5000 -SHRA FEW015CB SCT018 BKN250 26/23 Q1011 NOSIG=
RMK CB ARR ST AND TS TO N
SMNI 121900Z 06004KT 9999 FEW018 FEW020CB SCT300 28/24 Q1011 NOSIG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
121856 SMJPYMYX
SASM20 SMJP 121900
METAR
SMJP 121900Z 04004KT 9999 SCT015 FEW020CB 27/24 Q1011 NOSIG RMK CB ARR ST
RMK CB ARR ST =
SMZO 121900Z 09006KT 5000 -SHRA FEW015CB SCT018 BKN250 26/23 Q1011 NOSIG
RMK CB ARR ST AND TS TO N =
SMNI 121900Z 06004KT 9999 FEW018 FEW020CB SCT300 28/24 Q1011 NOSIG=
NNNN

12) Uruguay;

I) **ABBREVIATED HEADING WITH ERROR:**

SUMUYMYX

SPECI

SUMU

EJ.: 1)ZCZC

GG SBBRYZYX
131441 SUMUYMYX
SAUY SUMU 131440

SAUY SUMU 091000
 METAR
 SUAA 091000Z 14012KT 9999 -RA SCT016 BKN050 OVC070 14/13 Q1011=
 NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
 122258 SUMU MYX
 FTUY01 SUMU 122300
 TAF
 SUAA 122300Z 120024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015=
 SUCA 122300Z 120024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 SULLS 122300Z 120024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 SUMU 122300Z 120024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 SURV 122300Z 120024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 SUSO 122300Z 120024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 122258 SUMU MYX
 FTUY01 SUMU 122300
 TAF
 SUAA 122300Z 130024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 SUCA 122300Z 130024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 SULLS 122300Z 130024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 SUMU 122300Z 130024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 SURV 122300Z 130024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 SUSO 122300Z 130024 36015G25KT CAVOK TEMPO 0610 3000 BR PROB30 0800 BCFG BKN010 BECMG 1216 9999 BKN015 =
 NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
 131406 SUMU MYX
 SAUY SUMU 131400
 METAR
 SUMU 131400Z 34006KT CAVOK 12/08 Q1018 NOSIG=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 131406 SUMU MYX
 SAUY SUMU 131400
 METAR
 SUMU 131400Z 34006KT CAVOK 12/08 Q1018 NOSIG=
 NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
 140231 SUMU MYX
 FTUY02 SUMU 140300
 TAF
 SUAA 140230Z 1400606 21010KT 9999 SCT017 BKN070 TEMPO 0608 3000 BR BKN010 PROB40 0500FG BKN005=
 SUCA 140230Z 1400606 21010KT 9999 SCT017 BKN070 TEMPO 0608 3000 BR BKN010 PROB40 0500FG BKN005=
 SULLS 140230Z 1400606 21010KT 9999 SCT017 BKN070 TEMPO 0608 3000 BR BKN010 PROB40 0500FG BKN005=
 SUMU 140230Z 1400606 21010KT 9999 SCT017 BKN070 TEMPO 0608 3000 BR BKN010 PROB40 0500FG BKN005=
 SURV 140230Z 1400606 27012KT 5000 TSRA FEW040CB TEMPO 0812 0500 FG BKN005 FM 1300 12010KT 9999 SCT020=
 SUSO 140230Z 1400606 27012KT 5000 TSRA FEW040CB TEMPO 0812 0500 FG BKN005 FM 1300 12010KT 9999 SCT020=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX

SUAA 140230Z 140606 21010KT 9999 SCT017 BKN070 TEMPO 0608 3000 BR BKN010 PROB40 0500FG BKN005=
SUCA 140230Z 140606 21010KT 9999 SCT017 BKN070 TEMPO 0608 3000 BR BKN010 PROB40 0500FG BKN005=
SULS 140230Z 140606 21010KT 9999 SCT017 BKN070 TEMPO 0608 3000 BR BKN010 PROB40 0500FG BKN005=
SUMU 140230Z 140606 21010KT 9999 SCT017 BKN070 TEMPO 0608 3000 BR BKN010 PROB40 0500FG BKN005=
SURV 140230Z 140606 27012KT 5000 TSRA FEW040CB TEMPO 0812 0500 FG BKN005 FM 1300 12010KT 9999 SCT020=
SUSO 140230Z 140606 27012KT 5000 TSRA FEW040CB TEMPO 0812 0500 FG BKN005 FM 1300 12010KT 9999 SCT020=
NNNN

IV) WITHOUT EQUAL SIGNAL:

SULSZPZX	METAR	SULS
SUMUYFYX	METAR	SULS
SUMUYYMYX	METAR	SUMU

EJ.: 1)ZCZC
GG SBBRYZYX
101655 SULSZPZX
SAUY SULS 101700
METAR SULS 101700Z 20010KT 9999 BKN023 12/02 Q1020
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
101655 SULSZPZX
SAUY SULS 101700
METAR SULS 101700Z 20010KT 9999 BKN023 12/02 Q1020 =
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
120506 SUMUYFYX
SAUY SULS 120500
METAR SULS 120500Z 320075KT 9999 SKC 05/05 Q1023
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
120506 SUMUYFYX
SAUY SULS 120500
METAR SULS 120500Z 320075KT 9999 SKC 05/05 Q1023 =
NNNN

EJ.: 3)ZCZC
GG SBBRYZYX
141603 SUMUYYMYX
SAUY SUMU 141600
METAR SUMU 141600Z 18004KT 6000 FEW010 SCT200 14/11 Q1017 NOSIGZ
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
141603 SUMUYYMYX
SAUY SUMU 141600
METAR SUMU 141600Z 18004KT 6000 FEW010 SCT200 14/11 Q1017 NOSIGZ =
NNNN

V) **ROM WITH ERROR:**

SUMUYMYX

EJ.: 1)ZCZC

GG SBBRYZYX
100020 SUMUYMYX
RRBZ SBBR 100000
SUMUYFYX SUEOZQZX SUMUZAZX **SUMYIYX** SULSYMYX
RQM/SASAEZ,SABE=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100020 SUMUYMYX
RRBZ SBBR 100000
SUMUYFYX SUEOZQZX SUMUZAZX **SUMUYIYX** SULSYMYX
RQM/SASAEZ,SABE=
NNNN

13) Venezuela:

I) **WITHOUT ABBREVIATED HEADING:**

SVMIYMYX

METAR

SVMI

EJ.: 1)ZCZC

GG SBBRYZYX
101700 SVMIYMYX
METAR
SVMI 101700 NIL=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101700 SVMIYMYX
SAVN SVMI 101700
METAR
SVMI 101700 NIL=
NNNN

II) **CABECARIO ABREVIADO CON ERROR:**

SVMIYMYX

METAR

SVVA

EJ.: 1)ZCZC

GG SBBRYZYX
091200 SVMIYMYX
FTVN20 SVMI 091200
SVVA 091200Z 27003KT 9999 SCT016 CB/W/NE 24/23 Q1013 NOSIG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091200 SVMIYMYX

SAVN20 SVMI 091200
SVVA 091200Z 27003KT 9999 SCT016 CB/W/NE 24/23 Q1013 NOSIG=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
121200 SVMIIYMYX
FTVN20 SVMI 120400
SVVA 121200Z 07005KT 9999 FEW016 26/21 Q1014 NOSIG=
TAF SVMC 120400Z 140606 09005KT 9999 FEW010 BECMG 0812 VRB04KT 9999 SCT010 BECMG 1214 34004KT SCT010
SCT0070=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
121200 SVMIIYMYX
SAVN20 SVMI 120400
SVVA 121200Z 07005KT 9999 FEW016 26/21 Q1014 NOSIG=
NNNN

ZCZC
GG SBBRYZYX
FTVN20 SVMI 120400
TAF SVMC 120400Z 120606 09005KT 9999 FEW010 BECMG 0812 VRB04KT 9999 SCT010 BECMG 1214 34004KT SCT010
SCT0070=
NNNN

III) WITHOUT GROUP DATE-HOUR:

SVMIYMYX	METAR SPECI	SVBC SVMC
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EJ.: 1)ZCZC

GG SBBRYZYX
091200 SVMIIYMYX
SAVN23 SVBC 091200
METAR SVBC 00000KT 3000 RA SC010 SC070 27/22 Q1013=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091200 SVMIIYMYX
SAVN23 SVBC 091200
METAR SVBC 091200Z 00000KT 3000 RA SC010 SC070 27/22 Q1013=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
142318 SVMIIYMYX
SPVN25 SVMC 142318
SPECI SVMC //KT 9000 +TSDZ OVC013 CB/W=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
142318 SVMIIYMYX
SPVN25 SVMC 142318
SPECI SVMC 142318Z //KT 9000 +TSDZ OVC013 CB/W=
NNNN

5E - 34

SAVN22 SVMI 160100
SVMG **160100Z** 08006KT 9999 FEW010 26/23 Q1012 NOSIG=
NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
161000 SVMIIYMYX
FTVN20 SVMI 161000
TAF SVBC **16100Z** 161212 00000KT 9999 SCT010 FM14 02004KT 9999 FEW010 FM20 05006KT 9999 FEW010 SCT070=
TAF SVMC **16100Z** 161212 09005KT 9999 FEW013 SCT080 FM15 34006KT 9999 SCT013 TEMPO 1800 SCT010 SCT080=
TAF SVMG **16100Z** 161212 07010KT 9999 FEW010 FM16 08014KT 9999 SCT010 BECMG 2100 FEW010 SCT080=
TAF SVMI **16100Z** 161212 00000KT 9999 FEW016 FM14 05006KT 9999 SCT016 BECMG 2023 05010KT FEW013 SCT100=
TAF SVSA **16100Z** 161212 00000KT 9999 SCT023 TEMPO 1622 34006KT SCT020 SCT090 FM22 36008KT 9999 BKN020=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
161000 SVMIIYMYX
FTVN20 SVMI 161000
TAF SVBC **161000Z** 161212 00000KT 9999 SCT010 FM14 02004KT 9999 FEW010 FM20 05006KT 9999 FEW010 SCT070=
TAF SVMC **161000Z** 161212 09005KT 9999 FEW013 SCT080 FM15 34006KT 9999 SCT013 TEMPO 1800 SCT010 SCT080=
TAF SVMG **161000Z** 161212 07010KT 9999 FEW010 FM16 08014KT 9999 SCT010 BECMG 2100 FEW010 SCT080=
TAF SVMI **161000Z** 161212 00000KT 9999 FEW016 FM14 05006KT 9999 SCT016 BECMG 2023 05010KT FEW013 SCT100=
TAF SVSA **161000Z** 161212 00000KT 9999 SCT023 TEMPO 1622 34006KT SCT020 SCT090 FM22 36008KT 9999 BKN020=
NNNN

EJ.: 6)ZCZC

GG SBBRYZYX
161300 SVMIIYMYX
SAVN23 SVBC 161300
METAR **SVBC0001300Z** 00000KT 9999 FEW010 28/23 Q1013 NOSIG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
161300 SVMIIYMYX
SAVN23 SVBC 161300
METAR **SVBC 161300Z** 00000KT 9999 FEW010 28/23 Q1013 NOSIG=
NNNN

EJ.: 7)ZCZC

GG SBBRYZYX
161600 SVMIIYMYX
FTVN20 SVMI 161600
TAF SVBC **16160Z** 161818 00000KT CAVOK BECMG 1820 02003KT 9999 FEW010 FM20 05006KT 9999 FEW010 SCT070
TEMPO 2302 BKN010=
TAF SVMI **16160Z** 161818 05006KT 9999 FEW016 BECMG 2023 05010KT FEW013 SCT100 FM23 05006KT 9999 SCT016
SCT100=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
161600 SVMIIYMYX
FTVN20 SVMI 161600
TAF SVBC **161600Z** 161818 00000KT CAVOK BECMG 1820 02003KT 9999 FEW010 FM20 05006KT 9999 FEW010 SCT070
TEMPO 2302 BKN010=
TAF SVMI **161600Z** 161818 05006KT 9999 FEW016 BECMG 2023 05010KT FEW013 SCT100 FM23 05006KT 9999 SCT016
SCT100=
NNNN

V) SIGMET WITH ERROR:

SVMIYMYX SIGMET (WS) SVMI

EJ.: 1)ZCZC

GG SBBRYZYX
090400 SVMIYMYX
WSVN31 SVMI 090400

SIGMET

SVMI SIGMET 01 VALID 090400Z/091000Z SVMI-MAIQUETIA FIR ISOL T
S CB IN AERA WESTERN AND SOUTHERN TOPS FL 480 OBS BY SAT INTSF=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090400 SVMIYMYX
WSVN31 SVMI 090400
SVMI SIGMET 01 VALID 090400Z/091000Z SVMI-MAIQUETIA FIR ISOL T
S CB IN AERA WESTERN AND SOUTHERN TOPS FL 480 OBS BY SAT INTSF=
NNNN

VI) RQM WITH ERROR:

SVMICACD
SVSALIDA

EJ.: 1)ZCZC

GG SBBRYZYX
121459 SVMICACD
RRBZ SBBR 121522
SVSALIDA
RQM/SASVMI,SVMC,SVMG,SVBC,SVVA,SVJC,SVSA
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
121459 SVMICACD
RRBZ SBBR 121522
SVSALIDA
RQM/SASVMI,SVMC,SVMG,SVBC,SVVA,SVJC,SVSA =
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
121459 SVSALIDA
RRBZ SBBR 121501
SVSALIDA
RQM/SASVMI,SVMC,SVMG,SVBC,SVVA,SVJC,SVSA
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
121459 SVSALIDA
RRBZ SBBR 121501
SVSALIDA
RQM/SASVMI,SVMC,SVMG,SVBC,SVVA,SVJC,SVSA =
NNNN

MESSAGES WITH WRONG ADDRESS

LOCALIDAD	MENSAJE	LOCAL	DIRECCIÓN
SVMRYMYX	SINOP (SM y SI)	SMVN01 SVMR, SIVN01 SVMR, SMVN20 SVMR, SIVN20 SVMR, SMVN21 SVMR, SIVN21 SVMR	SBBRYZYX

Obs:

- 1) Messages METAR, SPECI, TAF, SIGMET (WC, WS y WV) and AIREP should only be sent to the Brasilia OPMET Bank with the following address: **SBBRYZYX**.
- 2) Messages SYNOP, TEMP, PILOT, AREA FORECAST and UPPER WIND FORECAST should only be sent to the Brasilia RAFC de Brasília, through AFTN, with the following address: **SBBRZXCP**.
- 3) VOLCANIC ASH ADVISORIES and TROPICAL CYCLONES ADVISORIES Messages should only be sent to the MWO, through AFTN, with the following address: **SBZZVAAC**.
- 4) NOTAM messages should only be sent to the AIS address foreseen.

Messages with Error of the CAR Region
09/06/2006 TO 17/06/2006

1) Anguilla:

Did not send message with error to the Brasilia OPMET Bank.

2) Antigua e Barbuda:

Did not send message with error to the Brasilia OPMET Bank.

3) Antilhas Francesas:

I) WORD BETWEEN THE CODE NAME AND THE LOCATION:

TFFFYMYX TAF TFFF

EJ.: 1)ZCZC

GG SBBRYZYX
151627 TFFFYMYX
FTMR20 TFFF 151600
TAF **CCA**
TFFF 151600Z 151818 10012G25KT 9999 FEW030 SCT035 BECMG 2224 08008KT SCT020 SCT040 BECMG 0406 06006KT
SCT018 SCT035 BECMG 1012 10010G25KT SCT020 SCT030 BECMG 1618 12015G25KT SCT025 SCT030 PROB30 TEMPO 1018
14015G25KT 5000 -SHRA OR SHRA FEW010 BKN018=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
151627 TFFFYMYX
FTMR20 TFFF 151600 **CCA**
TAF
TFFF 151600Z 151818 10012G25KT 9999 FEW030 SCT035 BECMG 2224 08008KT SCT020 SCT040 BECMG 0406 06006KT
SCT018 SCT035 BECMG 1012 10010G25KT SCT020 SCT030 BECMG 1618 12015G25KT SCT025 SCT030 PROB30 TEMPO 1018
14015G25KT 5000 -SHRA OR SHRA FEW010 BKN018=
NNNN

II) GROUP DATE-HOUR WITH ERROR:

TFFFYMYX TAF TFFF

EJ.: 1)ZCZC

GG SBBRYZYX
112131 TFFFYMYX
FTMR20 TFFF 112000
TAF
TFFF **121400Z** 120024 07005KT 9999 SCT020 BECMG 1213 08014KT SCT028 TEMPO 0024 07013G26KT 6000 SHRA
BKN018=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
112131 TFFFYMYX
FTMR20 TFFF 112000
TAF
TFFF **121400Z** 120024 07005KT 9999 SCT020 BECMG 1213 08014KT SCT028 TEMPO 0024 07013G26KT 6000 SHRA BKN018=
NNNN

5F - 2

EJ.: 2)ZCZC

GG SBBRYZYX
130940 TFFFYMYX
FTMR20 TFFF 131000
TAF
TFFF **13100Z** 131212 08015KT 9999 SCT013CB BKN018 BECMG 2123 08008KT SCT020 SCT040 TEMPO 1212 07025G42KT
2000 TSRA SCT013CB BKN018 BKN040=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
130940 TFFFYMYX
FTMR20 TFFF 131000
TAF
TFFF **131000Z** 131212 08015KT 9999 SCT013CB BKN018 BECMG 2123 08008KT SCT020 SCT040 TEMPO 1212 07025G42KT
2000 TSRA SCT013CB BKN018 BKN040=
NNNN

4) Antilhas Holandesas:

I) NAME OF THE CODE WITH ERROR:

KWBCYMYX	TAF	TNCM
	METAR	TNCM

EJ.: 1)ZCZC

GG SBBRYZYX
090540 KWBCYMYX
FTUS42 TJSJ 090540
TAFNCM
TAF
TNCM 090537Z 090606 10008KT P6SM FEW020 SCT070 FM0730 10009KT P6SM VCSH SCT019 SCT040 FM1400 11010KT
P6SM FEW020 FM1800 12013KT P6SM VCSH FEW022 SCT040 FM2230 10006KT P6SM SCT019=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090540 KWBCYMYX
FTUS42 TJSJ 090540
TAF
TNCM 090537Z 090606 10008KT P6SM FEW020 SCT070 FM0730 10009KT P6SM VCSH SCT019 SCT040 FM1400 11010KT
P6SM FEW020 FM1800 12013KT P6SM VCSH FEW022 SCT040 FM2230 10006KT P6SM SCT019=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
132310 KWBCYMYX
SAMN31 TNCM 132300
METRA TNCM 132300Z 13011KT 100V160 9999 SCT017TCU OVC070 27/24 Q1019=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
132310 KWBCYMYX
SAMN31 TNCM 132300
METAR TNCM 132300Z 13011KT 100V160 9999 SCT017TCU OVC070 27/24 Q1019=
NNNN

II) GROUP DATE-HOUR WITH ERROR:

KWBCYMYX

METAR
TAF

TNCB, TNCC
TNCC

EJ.: 1)ZCZC

GG SBBRYZYX
091422 KWBCYMYX
SACA31 TNCC 091400
METAR TNCC **0914KT** 10015G25KT 060V140 9999 SCT020 31/23 Q1013=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091422 KWBCYMYX
SACA31 TNCC 091400
METAR TNCC **091400Z** 10015G25KT 060V140 9999 SCT020 31/23 Q1013=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
101022 KWBCYMYX
FTCA31 TTPP 101000
TAF
TNCC **101000Z** 101212 NIL=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101022 KWBCYMYX
FTCA31 TTPP 101000
TNCC **101000Z** 101212 NIL=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
102010 KWBCYMYX
SACA31 TNCC 102000
METAR TNCB **10200Z** NIL=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
102010 KWBCYMYX
SACA31 TNCC 102000
METAR TNCB **102000Z** NIL=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
151616 KWBCYMYX
SACA31 TNCC 151600
METAR TNCC **151600Z09013KT** 070V140 9999 SCT023 31/24 Q1014=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
151616 KWBCYMYX
SACA31 TNCC 151600
METAR TNCC **151600Z 09013KT** 070V140 9999 SCT023 31/24 Q1014=
NNNN

5F - 4

III) WITHOUT EQUAL SIGNAL:

KWBCYMYX TAF TNCM

EJ.: 1)ZCZC
GG SBBRYZYX
110546 KWBCYMYX
FTUS90 KWBC 110541 RRA
TAF TNCM 110532Z 110606 10007KT P6SM SCT022 FM1200 11009KT P6SM VCSH SCT023
NNNN

ZCZC
GG SBBRYZYX
110546 KWBCYMYX
FTUS90 KWBC 110541 RRA
FM2300 09008KT P6SM VCSH SCT021=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
110546 KWBCYMYX
FTUS90 KWBC 110541 RRA
TAF TNCM 110532Z 110606 10007KT P6SM SCT022 FM1200 11009KT P6SM VCSH SCT023
FM2300 09008KT P6SM VCSH SCT021=
NNNN

5) Aruba:

I) NAME OF THE CODE WITH ERROR:

KWBCYMYX METAR TNCA

EJ.: 1)ZCZC
GG SBBRYZYX
120916 KWBCYMYX
SACA31 TNCC 120900
MEATR TNCA 120900Z NIL=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
120916 KWBCYMYX
SACA31 TNCC 120900
METAR TNCA 120900Z NIL=
NNNN

II) GROUP DATE-HOUR WITH ERROR:

KWBCYMYX TAF TNCA

EJ.: 2)ZCZC
GG SBBRYZYX
101022 KWBCYMYX
FTCA31 TTPP 101000
TAF
TNCA **101000Z** 101212 NIL=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101022 KWBCYMYX
FTCA31 TTPP 101000
TAF
TNCA **101000Z** 101212 NIL=
NNNN

III) WITHOUT EQUAL SIGNAL:

KWBCYMYX METAR TNCA

EJ.: 1)ZCZC
GG SBBRYZYX
101522 KWBCYMYX
SACA31 TNCC 101500
METAR TNCA 101500Z 10023KT 9999 FEW026 32/23 Q1012
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101522 KWBCYMYX
SACA31 TNCC 101500
METAR TNCA 101500Z 10023KT 9999 FEW026 32/23 Q1012 =
NNNN

6) Barbados:

I) GROUP DATE-HOUR WITH ERROR:

KWBCYMYX TAF TBPB

EJ.: 2)ZCZC
GG SBBRYZYX
101022 KWBCYMYX
FTCA31 TTPP 101000
TAF
TBPB **101000Z** 101212 10018KT 9999 SCT020 BKN300 PROB30 TEMPO 1216 -SHRA BKN016=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101022 KWBCYMYX
FTCA31 TTPP 101000
TAF
TBPB **101000Z** 101212 10018KT 9999 SCT020 BKN300 PROB30 TEMPO 1216 -SHRA BKN016=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
100934 KWBCYMYX
FTBR31 TBPB 101000
TAF TBPB **101000Z** 101212 10018KT 9999 SCT020 BKN300 PROB30 TEMPO 1216 -SHRA BKN016=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100934 KWBCYMYX
FTBR31 TBPB 101000
TAF TBPB **101000Z** 101212 10018KT 9999 SCT020 BKN300 PROB30 TEMPO 1216 -SHRA BKN016=
NNNN

8) Costa Rica:

I) WITHOUT GROUP DATE-HOUR:

MROCYMYX	SPECI METAR	MROC MRLM, MRPV
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EJ.: 1)ZCZC
GG SBBRYZYX
092116 MROCYMYX
SPCS31 MROC 092116
SPECI
MROC 33003KT 4000 RA BR BKN005 SCT012 20/20 A2992 NOSIG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
092116 MROCYMYX
SPCS31 MROC 092116
SPECI
MROC **092116Z** 33003KT 4000 RA BR BKN005 SCT012 20/20 A2992 NOSIG=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
131902 MROCYMYX
SACS31 MROC 131900
METAR
MRLM 01006KT 9999 FEW028 BKN250 30/24 A2976 RMK CB W SW=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131902 MROCYMYX
SACS31 MROC 131900
METAR
MRLM **131900Z** 01006KT 9999 FEW028 BKN250 30/24 A2976 RMK CB W SW=
NNNN

EJ.: 3)ZCZC
GG SBBRYZYX
142102 MROCYMYX
SACS31 MROC 142100
METAR
MRPV 36003KT 5000 -RA BR SCT005 BKN012 21/20 A2998 RMK VSBY N 3KM=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
142102 MROCYMYX
SACS31 MROC 142100
METAR
MRPV **142100Z** 36003KT 5000 -RA BR SCT005 BKN012 21/20 A2998 RMK VSBY N 3KM=
NNNN

II) GROUP DATE-HOUR WITH ERROR:

MROCYMYX

METAR

MRLM, MROC, MRPV

EJ.: 1)ZCZC

GG SBBRYZYX
102301 MROCYMYX
SACS31 MROC 102300
METAR
MROC **10200Z** VRB03KT 6000 -RA VCFG FEW005 BKN090 20/20 A2995 NOSIG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
102301 MROCYMYX
SACS31 MROC 102300
METAR
MROC **102300Z** VRB03KT 6000 -RA VCFG FEW005 BKN090 20/20 A2995 NOSIG=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
131902 MROCYMYX
SACS31 MROC 131900
METAR
MRLM **1301900Z** 01006KT 9999 FEW028 BKN250 30/24 A2976 RMK CB W SW=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131902 MROCYMYX
SACS31 MROC 131900
METAR
MRLM **131900Z** 01006KT 9999 FEW028 BKN250 30/24 A2976 RMK CB W SW=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
151703 MROCYMYX
SACS31 MROC 151700
METAR
MRPV **15J1700Z** 29005KT 9999 SCT020 BKN250 25/19 A3006=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
151703 MROCYMYX
SACS31 MROC 151700
METAR
MRPV 151700Z 29005KT 9999 SCT020 BKN250 25/19 A3006=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
160652 MROCYMYX
SACS31 MROC 160700
METAR
MROC **160700X** 00000KT CAVOK 20/19 A2996=
NNNN

9) Cuba:

I) WITHOUT ABBREVIATED HEADING AND WORD BETWEEN THE CODE NAME AND THE LOCATION:

MUHAYMYX METAR MUCA, MUCC, MUCL, MUCM, MUCU, MUGT, MUHA, MUHG, MUVR

EJ.: 1)ZCZC

GG SBBRYZYX
130132 MUHAYMYZ
METAR 06/13/2006 HORA UTC
MUHA 130051Z 15008KT 6000 FEW018 BKN210 27/23 Q1013 =
MUVR 130050Z 14004KT 110V200 8000 FEW018 OVC300 27/22 Q1014 =
MUCL 122253Z 150P99KT 9000 FEW020 29/25 Q1013 =
MUCC 130051Z 12008KT 9000 BKN020 28/24 Q1015 =
MUCA 121950Z 20006KT 8000 SCT025CB 32/21 Q1015 =
MUCM 130051Z 33001KT 7000 -RA FEW018CB BKN020 23/20 Q1016 RMK CB /LGT AT W AD=
MUHG 130050Z 08004KT 8000 SCT020 BKN200 26/24 Q1016 =
MUCU 130051Z 26002KT 8000 SCT030 28/24 Q1016 =
MUGT 121850Z 18010KT 9000 FEW025CB 32/25 Q1013 RMK CB AT N AD=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
130132 MUHAYMYZ
SACU MUHA
METAR
MUHA 130051Z 15008KT 6000 FEW018 BKN210 27/23 Q1013 =
MUVR 130050Z 14004KT 110V200 8000 FEW018 OVC300 27/22 Q1014 =
MUCL 122253Z 150P99KT 9000 FEW020 29/25 Q1013 =
MUCC 130051Z 12008KT 9000 BKN020 28/24 Q1015 =
MUCA 121950Z 20006KT 8000 SCT025CB 32/21 Q1015 =
MUCM 130051Z 33001KT 7000 -RA FEW018CB BKN020 23/20 Q1016 RMK CB /LGT AT W AD=
MUHG 130050Z 08004KT 8000 SCT020 BKN200 26/24 Q1016 =
MUCU 130051Z 26002KT 8000 SCT030 28/24 Q1016 =
MUGT 121850Z 18010KT 9000 FEW025CB 32/25 Q1013 RMK CB AT N AD=
NNNN

II) SIGMET WITH ERROR:

MUHAYMYX SIGMET (WS) MUHA

EJ.: 1)ZCZC

FF SBBRYZYX
090048 MUHAYMYX
WSCU MUHA 090045
MUFH SIGMET 3 **VT** 090045/090445 MUHA-
HABANA FIR AREA TS OB RADAR/SATELLITE N2000W07800 N2000W08112 N2106W08230 N2206W08124 N2224W08348
N2336W08218 N2218W07954 TO N2000W07800 CB TOP 460 MOV NE 10 KT NC=
NNNN

CORRECT MESSAGE:

ZCZC
FF SBBRYZYX
090048 MUHAYMYX
WSCU MUHA 090045
MUFH SIGMET 3 **VALID** 090045/090445 MUHA-
HABANA FIR AREA TS OB RADAR/SATELLITE N2000W07800 N2000W08112 N2106W08230 N2206W08124 N2224W08348
N2336W08218 N2218W07954 TO N2000W07800 CB TOP 460 MOV NE 10 KT NC=
NNNN

131340 KWBCYMYX
SPMR20 TFFF 131240
 SPECI TDPD 1240Z 120/10KT 6KM OVC1000 SCT CB SS 24/22 Q1018 =
 NNNN

EJ.: 2)ZCZC
 GG SBBRYZYX
 131846 KWBCYMYX
SADO31 TDPD 131430
 SPECI TDCF 131430Z 04006KT 0500 +SHRA BKN013 26/23 Q1016
 NNNN

CORRECT MESSAGE:
 ZCZC
 GG SBBRYZYX
 131846 KWBCYMYX
SPDO31 TDPD 131430
 SPECI TDCF 131430Z 04006KT 0500 +SHRA BKN013 26/23 Q1016 =
 NNNN

MESSAGES WITH WRONG ADDRESS

LOCALIDAD	MENSAJE	LOCAL	DIRECCIÓN
KWBCYMYX	SYNOP (SM)	SMDO31 TDPD	SBBRYZYX

11) El Salvador:

I) NAME OF THE CODE WITH ERROR:

MSLPYMYX	METAR SPECI TAF	MSLP, MSSS MSLP MSLP
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EJ.: 1)ZCZC
 GG SBBRYZYX
 091750 MSLPYMYX
 SAES20 MSLP 091800
 METAR
RTD
 METAR MSSS 091750Z 15006KT 5000 -DZ SCT017 BKN033 23/22 Q1016 A3001 SCT170=
 NNNN

CORRECT MESSAGE:
 ZCZC
 GG SBBRYZYX
 091750 MSLPYMYX
 SAES20 MSLP 091800 **RRA**
 METAR
 METAR MSSS 091750Z 15006KT 5000 -DZ SCT017 BKN033 23/22 Q1016 A3001 SCT170=
 NNNN

EJ.: 2)ZCZC
 GG SBBRYZYX
 100756 MSLPYMYX
 SAES20 MSLP 100800
 METAR **AMD**.
 METAR MSLP 100756Z 08004KT 8000 FEW010 SCT037 FEW040CB 0VC170 24/24 Q1008 A2978 RERA RWY WET=
 NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100756 MSLPYMYX
SAES20 MSLP 100800
METAR
METAR MSLP 100756Z 08004KT 8000 FEW010 SCT037 FEW040CB 0VC170 24/24 Q1008 A2978 RERA RWY WET=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
100850 MSLPYMYX
SAES20 MSLP 100900
METAR RTD
METAR MSLP 100850Z 01006G16KT 4000 +SHRA FEW010 BKN033 FEW040CB 0VC170 23/23 Q1007 A2976 CB LTGCI N=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100850 MSLPYMYX
SAES20 MSLP 100900 **RRA**
METAR MSLP 100850Z 01006G16KT 4000 +SHRA FEW010 BKN033 FEW040CB 0VC170 23/23 Q1007 A2976 CB LTGCI N=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
101230 MSLPYMYX
SPCA1 MSLP 101225
SPECI AMD
SPECI MSLP 101225Z 05006KT 1500 RA SCT007 SCT033 BKN170=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101230 MSLPYMYX
SPCA1 MSLP 101225
SPECI MSLP 101225Z 05006KT 1500 RA SCT007 SCT033 BKN170=
NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
151148 MSLPYMYX
FTES31 MSLP 150925
**TAF
AMD.**
TAF MSSS 150925Z 151212 34005KT 80000 SHRA SCT027 FEW040CB BKN100 BECMG 1618 15005KT SCT033 SCT120
TEMPO 1800 18010KT 8000 -TSRA SCT033 SCT040CB BKN170 TEMPO 0007 18005KT 9999 FEW027 FEW040CB BKN100
BECMG 0307 34006KT 6000 -TSRA BKN033 SCT040CB BKN170 TEMPO 0612 00000KT 9999 FEW033 FEW040CB BKN120
TX30/19Z TN20/11Z=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
151148 MSLPYMYX
FTES31 MSLP 150925
TAF AMD
TAF MSSS 150925Z 151212 34005KT 80000 SHRA SCT027 FEW040CB BKN100 BECMG 1618 15005KT SCT033 SCT120
TEMPO 1800 18010KT 8000 -TSRA SCT033 SCT040CB BKN170 TEMPO 0007 18005KT 9999 FEW027 FEW040CB BKN100
BECMG 0307 34006KT 6000 -TSRA BKN033 SCT040CB BKN170 TEMPO 0612 00000KT 9999 FEW033 FEW040CB BKN120
TX30/19Z TN20/11Z=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100304 KWBCYMYX
SAGD31 TGPY 100300
METAR TGPY 100300Z 11011KT 9999 SCT018 BKN260 28/24 Q1014 =
NNNN

III) WORDS AFTER EQUAL SIGNAL:

KWBCYMYX METAR TGPY

EJ.: 1)ZCZC

GG SBBRYZYX
131504 KWBCYMYX
SAGD31 TGPY 131500
METAR TGPY 131500Z 14011KT 5000 =
SHRA FEW012CB BKN014TCU BKN035 26/25 Q1016=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131504 KWBCYMYX
SAGD31 TGPY 131500
METAR TGPY 131500Z 14011KT 5000 **SHRA FEW012CB BKN014TCU BKN035 26/25 Q1016=**
NNNN

13) Guatemala:

I) ABBREVIATED HEADING WITH ERROR:

MGGTYMYX SPECI MGGT, MGSJ, MGTK

EJ.: 1)ZCZC

GG SBBRYZYX
110227 MGGTYMYX
SPECIGU31 MGGT 110220Z
SPECI
MGGT 110220Z 00000KT 9999 -DZ SCT016 OVC080 VTO TEND SE=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
110227 MGGTYMYX
SPGU31 MGGT 110220Z
SPECI
MGGT 110220Z 00000KT 9999 -DZ SCT016 OVC080 VTO TEND SE=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
100826 MGGTYMYX
SAGU31 MGGT 100815
SPECI 100815Z
SPECI MGGT 100815Z 36008KT 5000 DZ BKN012 BKN080=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
100826 MGGTYMYX
SPGU31 MGGT 100815
SPECI 100815Z
SPECI MGGT 100815Z 36008KT 5000 DZ BKN012 BKN080=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
151437 MGGTYMYX
SPECIGU31 MGGT 151435Z
SPECI
MGTK 151435Z 00000KT 9999 -RA BKN010 OVC090=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
151437 MGGTYMYX
SPGU31 MGGT 151435Z
SPECI
MGTK 151435Z 00000KT 9999 -RA BKN010 OVC090=
NNNN

II) WORD BETWEEN THE CODE NAME AND THE LOCATION:

MGGTYMYX METAR MGGT

EJ.: 1)ZCZC

GG SBBRYZYX
091104 MGGTYMYX
SAGU31 MGGT 091100Z
METAR
}
MGPB 091100Z 00000KT 7000 RA BKN014 OVC080 24/24 Q1009=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091104 MGGTYMYX
SAGU31 MGGT 091100Z
METAR
MGPB 091100Z 00000KT 7000 RA BKN014 OVC080 24/24 Q1009=
NNNN

III) WITHOUGH GROUP DATE-HOUR:

MGGTYMYX METAR MGSJ

EJ.: 1)ZCZC

GG SBBRYZYX
160544 MGGTYMYX
SAGU31 MGGT 160600Z
METAR
MGSJ 00000KT 9999 TS FEW015 FEW025CB OVC090 26/25 Q1014 CB/TS/LTNG ENE/E/ESE=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
160544 MGGTYMYX

SAGU31 MGGT 160600Z
METAR
MGSJ 160600Z 0000KT 9999 TS FEW015 FEW025CB OVC090 26/25 Q1014 CB/TS/LTNG ENE/E/ESE=
NNNN

IV) **GROUP DATE-HOUR WITH ERROR:**

MGGTYMYX METAR MGGT

EJ.: 1)ZCZC
GG SBBRYZYX
092222 MGGTYMYX
SAGU31 MGGT 092215Z
METAR
MGGT 082215Z 0000KT 9000 DZ FEW012 OVC080=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
092222 MGGTYMYX
SAGU31 MGGT 092215Z
METAR
MGGT 092215Z 0000KT 9000 DZ FEW012 OVC080=
NNNN

V) **WITHOUT EQUAL SIGNAL:**

MGGTYMYX TAF MGFL, MGGT, MGPB, MGSJ, MGTK
METAR MGSJ

EJ.: 1)ZCZC
GG SBBRYZYX
120245 MGGTYMYX
FTGU31 MGGT 120325Z
TAF
MGTK 120325Z 120606 0000KT 9999 SCT016 SCT090 TEMPO 0610 CAVOK BECMG 1820 05004KT SCT018 TEMPO 1806
7000 TSRA SCT018TCU SCT025CB BKN090 BECMG 0103 0000KT SCT016
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
120245 MGGTYMYX
FTGU31 MGGT 120325Z
TAF
MGTK 120325Z 120606 0000KT 9999 SCT016 SCT090 TEMPO 0610 CAVOK BECMG 1820 05004KT SCT018 TEMPO 1806
7000 TSRA SCT018TCU SCT025CB BKN090 BECMG 0103 0000KT SCT016 =
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
132008 MGGTYMYX
FTGU MGGT 132125
TAF
MGGT 132125Z 140024 VRB03KT 9999 SCT016 SCT100 PROB40 0004 5000 TSRA BKN016TCU SCT025CB OVC080 FM06
03006KT 9999 SCT006 BKN012 PROB30 0814 3000 BR FM14 9999 SCT018 SCT350 TEMPO 2203 8000 TSRA SCT025 BKN090 -
MGPB 132125Z 140024 0000KT 9999 SCT018 SCT090 TEMPO CAVOK FM12 VRB03KT 9000 FEW018 SCT100 BECMG 1416
06008KT 9999 SCT018 SCT090 PROB30 TEMPO 2002 SCT018TCU PROB30 TSRA SCT025CB BKN090 -
MGSJ 132125Z 140024 0000KT 9999 SCT018 SCT120 PROB40 0004 VRB03KT 5000 TSRA SCT016 SCT025CB BKN090 FM06

0000KT 9999 FEW016 BKN100 TEMPO 1018 CAVOK BECMG 1920 18008KT 9999 SCT020 SCT090 -
MGTK 132125Z 140024 0000KT 9999 FEW020 SCT350 TEMPO CAVOK TEMPO 1014 8000 SCT006 BKN012 FM14 VRB03KT
9999 SCT016 TEMPO 2002 04008KT 9000 TSRA SCT025CB BKN090 -
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
132008 MGGTYMYX
FTGU MGGT 132125
TAF
MGGT 132125Z 140024 VRB03KT 9999 SCT016 SCT100 PROB40 0004 5000 TSRA BKN016TCU SCT025CB OVC080 FM06
03006KT 9999 SCT006 BKN012 PROB30 0814 3000 BR FM14 9999 SCT018 SCT350 TEMPO 2203 8000 TSRA SCT025 BKN090
=
MGPB 132125Z 140024 0000KT 9999 SCT018 SCT090 TEMPO CAVOK FM12 VRB03KT 9000 FEW018 SCT100 BECMG 1416
06008KT 9999 SCT018 SCT090 PROB30 TEMPO 2002 SCT018TCU PROB30 TSRA SCT025CB BKN090 =
MGSJ 132125Z 140024 0000KT 9999 SCT018 SCT120 PROB40 0004 VRB03KT 5000 TSRA SCT016 SCT025CB BKN090 FM06
0000KT 9999 FEW016 BKN100 TEMPO 1018 CAVOK BECMG 1920 18008KT 9999 SCT020 SCT090 =
MGTK 132125Z 140024 0000KT 9999 FEW020 SCT350 TEMPO CAVOK TEMPO 1014 8000 SCT006 BKN012 FM14 VRB03KT
9999 SCT016 TEMPO 2002 04008KT 9000 TSRA SCT025CB BKN090 =
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
141356 MGGTYMYX
SAGU31 MGGT 141400Z
METAR
MGSJ 141400Z 0000KT CAVOK 27/24 Q1013
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
141356 MGGTYMYX
SAGU31 MGGT 141400Z
METAR
MGSJ 141400Z 0000KT CAVOK 27/24 Q1013 =
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
160137 MGGTYMYX
FTGU MGGT 160325
TAF
MGGT 160325Z 160606 0000KT 8000 SCT014 BKN025 TEMPO 0606 PROB40 5000 RADZ SCT012 OVC090 PROB40 0813 3000
-DZBR BKN004 SCT080 BECMG 1517 18006KT 9999 SCT016 BKN090 >
TAF
MGPB 160325Z 160606 0000KT 9999 BKN016 OVC090 TEMPO 0606 PROB40 VRB03KT 7000 TSRA SCT014 SCT025CB
OVC080 >
TAF
MGSJ 160325Z 160606 0000KT 9999 SCT016 BKN090 TEMPO 0606 PROB40 VRB06KT 7000 TSRA SCT014 SCT025CB
OVC080 >
TAF
MGFL 160325Z 160606 MGTK 0000KT 9999 SCT016 BKN090 TEMPO 0606 08006KT 5000 TSRA BKN014 SCT025CB OVC090
PROB30 2406 0000KT CAVOK >
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
160137 MGGTYMYX
FTGU MGGT 160325
TAF

MGGT 160325Z 160606 0000KT 8000 SCT014 BKN025 TEMPO 0606 PROB40 5000 RADZ SCT012 OVC090 PROB40 0813 3000
-DZBR BKN004 SCT080 BECMG 1517 18006KT 9999 SCT016 BKN090 =
TAF
MGPB 160325Z 160606 0000KT 9999 BKN016 OVC090 TEMPO 0606 PROB40 VRB03KT 7000 TSRA SCT014 SCT025CB
OVC080 =
TAF
MGSJ 160325Z 160606 0000KT 9999 SCT016 BKN090 TEMPO 0606 PROB40 VRB06KT 7000 TSRA SCT014 SCT025CB
OVC080 =
TAF
MGFL 160325Z 160606 MGTK 0000KT 9999 SCT016 BKN090 TEMPO 0606 08006KT 5000 TSRA BKN014 SCT025CB OVC090
PROB30 2406 0000KT CAVOK =
NNNN

MESSAGES WITH WRONG ADDRESS

LOCALIDAD	MENSAJE	LOCAL	DIRECCIÓN
MGGTYMYX	SINOP (SM)	SMGU01 MGGT	SBBRYZYX

14) Haiti:

I) WITHOUT GROUP DATE-HOUR:

KWBCYMYX METAR MTPP

EJ.: 1)ZCZC
GG SBBRYZYX
111846 KWBCYMYX
SACA32 KWBC 111800 RRD
METAR
MTPP 11015KT 7000 FEW032 BKN200 34/21 1014.6=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
111846 KWBCYMYX
SACA32 KWBC 111800 RRD
METAR
MTPP **111800Z** 11015KT 7000 FEW032 BKN200 34/21 1014.6=
NNNN

15) Honduras:

I) ABBREVIATED HEADING WITH ERROR:

MHTGYMYX SIGMET MHTG
METAR MHLC, MHRO, MHTG
SPECI MHTG

EJ.: 1)ZCZC

FF SBBRYZYX

082000 MHTGYMYX
WTHO31 MHTG 082000Z
MHTG SIGMET 2 VALID 082000/090200 MHTG-
CENTROAMERICA FIR ACT AREA TS OBS SATELLITE IMAGINARY BTN 21.0N 85.0W 20.0N 82.0W 17.0N 88.4W 17.0N
83.5W FRQ TS CB TPS FL 450
NNNN

CORRECT MESSAGE:

ZCZC
FF SBBRYZYX
WSHO31 MHTG 082000Z
MHTG SIGMET 2 VALID 082000/090200 MHTG-
CENTROAMERICA FIR ACT AREA TS OBS SATELLITE IMAGINARY BTN 21.0N 85.0W 20.0N 82.0W 17.0N 88.4W 17.0N
83.5W FRQ TS CB TPS FL 450 =
NNNN

EJ.: 2)ZCZC

FF SBBRYZYX
090416 MHTGYMYX
WIVA31 MHTG 090416Z
MHTG SIGMET 3 VALID 090300/090900 MHTG-
CENTROAMERICA FIR ACT AREA TS OBS SATELLITE IMAGINARY BTN 21.0N 85.0W 20.0 82.0W 17.0N 88.4W 17.0N
83.5W FRQ TS CB TPS FL 450 MVG NW NC=
NNNN

CORRECT MESSAGE:

ZCZC
FF SBBRYZYX
090416 MHTGYMYX
WSVA31 MHTG 090416Z
MHTG SIGMET 3 VALID 090300/090900 MHTG-
CENTROAMERICA FIR ACT AREA TS OBS SATELLITE IMAGINARY BTN 21.0N 85.0W 20.0 82.0W 17.0N 88.4W 17.0N
83.5W FRQ TS CB TPS FL 450 MVG NW NC=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
090549 MHTGYMYX
SICA20 MHTG 090549
METAR MHLC 090600Z 16003KT 9999 FEW026 BKN080 25/23 Q1009 SCT200 BR=
METAR MHLM 090600Z NIL=
METAR MHTG 090600Z 16004KT 9999 FEW010 SCT026 BKN080 20/20 Q1017 HZ NOSIG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090549 MHTGYMYX
SACA20 MHTG 090549
METAR MHLC 090600Z 16003KT 9999 FEW026 BKN080 25/23 Q1009 SCT200 BR=
METAR MHLM 090600Z NIL=
METAR MHTG 090600Z 16004KT 9999 FEW010 SCT026 BKN080 20/20 Q1017 HZ NOSIG=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
110018 MHTGYMYX
SACA31 MHTG 110018Z COR
SPECI
SPECI MHTG 110016 18005KT 3000 -RA BKN028 BKN080 Q1014 VIS RED 3 KM TDS VCSH HZ=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
110018 MHTGYMYX
SPCA31 MHTG 110018Z COR
SPECI
SPECI MHTG 110016 18005KT 3000 -RA BKN028 BKN080 Q1014 VIS RED 3 KM TDS VCSH HZ=
NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
152100 MHTGYMYX

SACA**31** MHTG 152100Z
METAR
METAR MHRO 151500Z 09012KT 9999 SCT020TCU SCT200 31/25 TCU SE S SW HZ=
METAR MHLC 151500Z 01006KT 9999 SCT020CB SCT200 22/24 Q1011 CB S SW TCU SE FEW080 HZ NOSIG
METAR MHTG 151500Z 05007KT 9999 SCT032CB SCT220 28/19 Q1015 CB ENE E SSW SW WSW PCPN CB SSE TCU DT HZ=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
152100 MHTGYMYX
SACA**31** MHTG 152100Z
METAR
METAR MHRO 151500Z 09012KT 9999 SCT020TCU SCT200 31/25 TCU SE S SW HZ=
METAR MHLC 151500Z 01006KT 9999 SCT020CB SCT200 22/24 Q1011 CB S SW TCU SE FEW080 HZ NOSIG
METAR MHTG 151500Z 05007KT 9999 SCT032CB SCT220 28/19 Q1015 CB ENE E SSW SW WSW PCPN CB SSE TCU DT HZ=
NNNN

II) NAME OF THE CODE WITH ERROR:

MHTGYMYX	SPECI METAR	NHLC, MHTG MHLC, MHTG
----------	----------------	--------------------------

EJ.: 1)ZCZC
GG SBBRYZYX
090029 MHTGYMYX
SPCA31 MHTG 090029
METAR
SPECI MHTG 090040Z 17004KT 2000 RA SCT028 BKN080 Q1016 VIS 2 KM S PCPN 4 KM W D/C 6 KM HZ NOSIG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090029 MHTGYMYX
SPCA31 MHTG 090029
SPECI MHTG 090040Z 17004KT 2000 RA SCT028 BKN080 Q1016 VIS 2 KM S PCPN 4 KM W D/C 6 KM HZ NOSIG=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
101913 MHTGYMYX
SPCA31 MHTG 101913Z
SPECI
METAR MHLC 101913Z 26013KT 0200 +RA BKN028TCU BKN070 Q1008 200 MTS TD PCPN TCU TD=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101913 MHTGYMYX
SPCA31 MHTG 101913Z
SPECI
MHLC 101913Z 26013KT 0200 +RA BKN028TCU BKN070 Q1008 200 MTS TD PCPN TCU TD=
NNNN

EJ.: 3)ZCZC
GG SBBRYZYX
SPCA31 MHTG 102130Z
SPECI
METAR MHTG 102130Z 18007KT 2000SW 3000S VCSH BKN028 BKN080 Q1014 RERA 2KM SW WNW NW 3KM S D/C UNL
HZ=
NNNN

SPCA031 MHTG 120125Z
 MHLG 120126Z 12004KT 1000 +RA SCT024CB OVC080 Q1010
 VIS 1KMS TDS PCPN CB LTNG E S W, HZ=
 NNNN

IV) **GROUP DATE-HOUR WITH ERROR:**

MHTGYMYX METAR MCLC, MHLM, MHRO, MHTG

EJ.: 1)ZCZC

GG SBBRYZYX
 100001 MHTGYMYX
 SACA31 MHTG 100001Z
 METAR
 METAR MHLG **10000Z** 21003KT 9999 SCT018TCU BKN080 25/23 Q1008 TCU N NNE NE ENE HZ NOSIG=
 METAR MHLM **10000Z** NIL=
 METAR MHRO **10000Z** 27012KT 9999 BKN017 OVC080 27/24 PCPN NE HZ NOSIG=
 METAR MHTG **10000Z** 15002KT 9999 BKN026CB OVC080 22/20 Q1014 CB TCU PCPN W NW W HZ NOSIG=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 100001 MHTGYMYX
 SACA31 MHTG 100001Z
 METAR
 METAR MHLG **100000Z** 21003KT 9999 SCT018TCU BKN080 25/23 Q1008 TCU N NNE NE ENE HZ NOSIG=
 METAR MHLM **100000Z** NIL=
 METAR MHRO **100000Z** 27012KT 9999 BKN017 OVC080 27/24 PCPN NE HZ NOSIG=
 METAR MHTG **100000Z** 15002KT 9999 BKN026CB OVC080 22/20 Q1014 CB TCU PCPN W NW W HZ NOSIG=
 NNNN

V) **WITHOUT EQUAL SIGNAL:**

MHTGYMYX SIGMET MHTG
 METAR MHLM, MHTG

EJ.: 1)ZCZC

FF SBBRYZYX
 082000 MHTGYMYX
WTHO31 MHTG 082000Z
 MHTG SIGMET 2 VALID 082000/090200 MHTG-
 CENTROAMERICA FIR ACT AREA TS OBS SATELLITE IMAGINARY BTN 21.0N 85.0W 20.0N 82.0W 17.0N 88.4W 17.0N
 83.5W FRQ TS CB TPS FL 450
 NNNN

CORRECT MESSAGE:

ZCZC
 FF SBBRYZYX
WSHO31 MHTG 082000Z
 MHTG SIGMET 2 VALID 082000/090200 MHTG-
 CENTROAMERICA FIR ACT AREA TS OBS SATELLITE IMAGINARY BTN 21.0N 85.0W 20.0N 82.0W 17.0N 88.4W 17.0N
 83.5W FRQ TS CB TPS FL 450 =
 NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
 102158 MHTGYMYX
 SACA31 MHTG 102200Z
 METAR
 METAR MHTG 102200Z 18006KT 8000 -RA BKN028 BKN080 22/20 Q1014 8KM TD PCPN NOSIG
 NNNN

II) WITHOUT EQUAL SIGNAL:

KWBCYMYX TAF TIST, TISX

EJ.: 1)ZCZC

GG SBBRYZYX
091140 KWBCYMYX
FTUS90 KWBC 091138 RRA
TAF TIST 091132Z 091212 11010KT P6SM FEW025 SCT050 FM1400 12013KT P6SM FEW035 FM1730 15015KT P6SM SCT025
FM2300 12011KT P6SM FEW025 SCT040
NNNN

ZCZC
GG SBBRYZYX
091140 KWBCYMYX
FTUS90 KWBC 091138 RRA
FM0300 11007KT P6SM SCT025=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091140 KWBCYMYX
FTUS90 KWBC 091138 RRA
TAF TIST 091132Z 091212 11010KT P6SM FEW025 SCT050 FM1400 12013KT P6SM FEW035 FM1730 15015KT P6SM SCT025
FM2300 12011KT P6SM FEW025 SCT040
FM0300 11007KT P6SM SCT025=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
091728 KWBCYMYX
FTUS90 KWBC 091726 RRA
TAF TISX 091722Z 091818 10015KT P6SM SCT025
NNNN

ZCZC
GG SBBRYZYX
091728 KWBCYMYX
FTUS90 KWBC 091726 RRA
FM2300 10010KT P6SM FEW025 SCT040 FM0300 09007KT P6SM VCSH SCT022 FM1300 11013KT P6SM SCT025=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091728 KWBCYMYX
FTUS90 KWBC 091726 RRA
TAF TISX 091722Z 091818 10015KT P6SM SCT025
FM2300 10010KT P6SM FEW025 SCT040 FM0300 09007KT P6SM VCSH SCT022 FM1300 11013KT P6SM SCT025=
NNNN

21) Jamaica:

I) WITHOUT ABBREVIATED HEADING:

MKJSYMYX METAR MKJS

EJ.: 1)ZCZC

GG SBBRYZYX
152302 MKJSYMYX
MET REPORT MKJS 160400Z WIND 11002KT VIS 10KM CLD FEW2400FT AIR TEMP/DEW PT 28/25 QNH 1015HPA=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
152302 MKJSYMYX
SAJM MKJS 160400
METAR MKJS 160400Z WIND 11002KT VIS 10KM CLD FEW2400FT AIR TEMP/DEW PT 28/25 QNH 1015HPA=
NNNN

II) ABBREVIATED HEADING WITH ERROR:

MKJPYMYX TAF MKJP, MKJS

EJ.: 1)ZCZC
GG SBBRYZYX
162133 MKJPYMYX
FJM31 MKJP 162100
TAF
MKJP 162100Z 170024 10010KT 9999 FEW022CB BECMG 0103 36005KT FEW024 BECMG 1517 12016KT PROB30 1821 8000
TS SCT022CB=
MKJS 162100Z 170024 13004KT 9999 FEW024 BECMG 1416 07014KT TEMPO 1723 FEW022CB=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
162133 MKJPYMYX
FTM31 MKJP 162100
TAF
MKJP 162100Z 170024 10010KT 9999 FEW022CB BECMG 0103 36005KT FEW024 BECMG 1517 12016KT PROB30 1821 8000
TS SCT022CB=
MKJS 162100Z 170024 13004KT 9999 FEW024 BECMG 1416 07014KT TEMPO 1723 FEW022CB=
NNNN

III) NAME OF THE CODE WITH ERROR:

MKJSYMYX METAR MKJS

EJ.: 1)ZCZC
GG SBBRYZYX
152302 MKJSYMYX
MET REPORT MKJS 160400Z WIND 11002KT VIS 10KM CLD FEW2400FT AIR TEMP/DEW PT 28/25 QNH 1015HPA=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
152302 MKJSYMYX
SAJM MKJS 160400
METAR MKJS 160400Z WIND 11002KT VIS 10KM CLD FEW2400FT AIR TEMP/DEW PT 28/25 QNH 1015HPA=
NNNN

IV) GROUP DATE-HOUR WITH ERROR:

MKJPYMYX TAF MKJP, MKJS

EJ.: 1)ZCZC
GG SBBRYZYX
110913 MKJPYMYX
FTJM31 MKJP 110900
TAF
MKJP 110900Z **11212** 12012KT 9999 FEW022 FEW024CB BKN035 BECMG 1416 12018KT TEMPO 1824 TSRA SCT020
SCT022CB BECMG 0204 12010KT=
MKJS 110900Z **11212** 12008KT 9999 FEW022 FEW024CB BKN032 BECMG 1416 08015KT TEMPO 1824 TSRA SCT020
SCT022CB BECMG 0103 12008KT=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
110913 MKJPYMYX
FTJM31 MKJP 110900
TAF
MKJP 110900Z **111212** 12012KT 9999 FEW022 FEW024CB BKN035 BECMG 1416 12018KT TEMPO 1824 TSRA SCT020
SCT022CB BECMG 0204 12010KT=
MKJS 110900Z **111212** 12008KT 9999 FEW022 FEW024CB BKN032 BECMG 1416 08015KT TEMPO 1824 TSRA SCT020
SCT022CB BECMG 0103 12008KT=
NNNN

MESSAGES WITH WRONG ADDRESS

LOCALIDAD	MENSAJE	LOCAL	DIRECCIÓN
MKJKYMYX	TEMP y PILOT		SBBRYZYX
MKJPYMYX	SINOP (SM y SI)	SMJM01 MKJP, SIJM01 MKJP	SBBRYZYX
MKJPYMYX	TEMP y PILOT		SBBRYZYX
MKJSYMYX	SINOP (SM y SI)	SMJM01 MKJS, SIJM01 MKJS	SBBRYZYX

22) México:

I) ABBREVIATED HEADING WITH CON ERROR:

MMGLXMXO	SPECI	MMGL
MMMXYMYC	SPECI	MMUN
MMMXYMYT	SPECI	MMAA, MMCZ, MMGL, MMMD, MMMX,
		MMTP, MMUN, MMVR
MMMXYMYX	SPECI	MMMXX
MMPRXMXO	SPECI	MMPR

EJ.: 1)ZCZC
GG SBBRYZYX
101124 MMGLXMXO
SAMX52 MMGL 101120
SPECI MMGL 101120Z 32006KT 10SM SCT040 OVC090 17/14 A3004 RMK 60025 8/52/ -RAE05=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101124 MMGLXMXO
SPMX52 MMGL 101120
SPECI MMGL 101120Z 32006KT 10SM SCT040 OVC090 17/14 A3004 RMK 60025 8/52/ -RAE05=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
122030 MMMXYMYC
SAMX34 MMMD 122022
SPECI MMUN 122022Z 30006KT 1SM RA BKN012 BKN070 OVC200 27/27 A2986 RMK 8/778 VSBY VRB=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
122030 MMMXYMYC
SPMX34 MMMD 122022
SPECI MMUN 122022Z 30006KT 1SM RA BKN012 BKN070 OVC200 27/27 A2986 RMK 8/778 VSBY VRB=
NNNN

5F - 32

EJ.: 3)ZCZC

GG SBBRYZYX
090125 MMMXYMYT
SAMX31 MMMX 090123
SPECI MMMX 090123Z 01014KT 12SM BKN200 19/05 A3027 RMK 8/002 HZY =
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090125 MMMXYMYT
SPMX31 MMMX 090123
SPECI MMMX 090123Z 01014KT 12SM BKN200 19/05 A3027 RMK 8/002 HZY =
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
090630 MMMXYMYT
SAMX31 MMMX 090612
SPECI MAAA 090612Z 03007KT 6SM -RA SCT010CB BKN020CB OVC080 24/23 A2993 RMK 8/96/ =
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090630 MMMXYMYT
SPMX31 MMMX 090612
SPECI MAAA 090612Z 03007KT 6SM -RA SCT010CB BKN020CB OVC080 24/23 A2993 RMK 8/96/ =
NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
091800 MMMXYMYT
SAMX34 MMMD 091800
SPECI MMTP 091757Z 00000KT 4SMDZ SCT030 OVC080 25/25 A2989 RMK 8/52/ DZ=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091800 MMMXYMYT
SPMX34 MMMD 091800
SPECI MMTP 091757Z 00000KT 4SMDZ SCT030 OVC080 25/25 A2989 RMK 8/52/ DZ=
NNNN

EJ.: 6)ZCZC

GG SBBRYZYX
101124 MMMXYMYT
SAMX36 MMGL 101120
SPECI MMGL 101120Z 32006KT 10SM SCT040 OVC090 17/14 A3004 RMK 60025 8/52/ -RAE05=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101124 MMMXYMYT
SPMX36 MMGL 101120
SPECI MMGL 101120Z 32006KT 10SM SCT040 OVC090 17/14 A3004 RMK 60025 8/52/ -RAE05=
NNNN

EJ.: 7)ZCZC

GG SBBRYZYX
101316 MMMXYMYT
SAMX34 MMMX 101305
SPECI MMD 101305Z 35004KT 6SM BKN010TCU 27/23 A2981 RMK 8/200 HZY=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101316 MMMXYMYT
SPMX34 MMMX 101305
SPECI MMD 101305Z 35004KT 6SM BKN010TCU 27/23 A2981 RMK 8/200 HZY=
NNNN

EJ.: 8)ZCZC

GG SBBRYZYX
101318 MMMXYMYT
SAMX34 MMMX 101319
SPECI MMUN 101319Z 10108KT 3SM -RA BKN012TCU BKN025 OVC070 27/26 A2974 RMK 8/26/=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101318 MMMXYMYT
SPMX34 MMMX 101319
SPECI MMUN 101319Z 10108KT 3SM -RA BKN012TCU BKN025 OVC070 27/26 A2974 RMK 8/26/=
NNNN

EJ.: 9)ZCZC

GG SBBRYZYX
101540 MMMXYMYT
SAMX34 MMMX 101525
SPECI MMCZ 101525Z 04012KT 3SM -RA BKN015CB BKN250 28/26 A2970 RMK 8/305 -RAB23=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101540 MMMXYMYT
SPMX34 MMMX 101525
SPECI MMCZ 101525Z 04012KT 3SM -RA BKN015CB BKN250 28/26 A2970 RMK 8/305 -RAB23=
NNNN

EJ.: 10)ZCZC

GG SBBRYZYX
121526 MMMXYMYT
SAMX31 MMMX 121525
SPECI MMVR 121525Z 00000KT 7SM BKN015TCU 30/24 A2988 RMK 8/200 HZY=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
121526 MMMXYMYT
SPMX31 MMMX 121525
SPECI MMVR 121525Z 00000KT 7SM BKN015TCU 30/24 A2988 RMK 8/200 HZY=
NNNN

EJ.: 11)ZCZC

GG SBBRYZYX
111216 MMMXYMYX
SAMX31 MMMX 111210
SPECI MMMX 111210Z 06005KT 3SM BR HZ SKC 10/10 A3021 =
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
111216 MMMXYMYX
SPMX31 MMMX 111210
SPECI MMMX 111210Z 06005KT 3SM BR HZ SKC 10/10 A3021 =
NNNN

EJ.: 12)ZCZC
GG SBBRYZYX
091220 MPMRXXO
SAMX52 MPMR 091219
SPECI MPMR 091219Z 06004KT 8SM BKN020 OVC080 25/23 A2986 RMK 8/57/ HZY=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091220 MPMRXXO
SPMX52 MPMR 091219
SPECI MPMR 091219Z 06004KT 8SM BKN020 OVC080 25/23 A2986 RMK 8/57/ HZY=
NNNN

II) NAME OF THE CODE WITH ERROR:

MMMZXMT METAR MMDO, MMHO

EJ.: 1)ZCZC
GG SBBRYZYX
090900 MMMZXMT
SAMX43 MMMZ 090900
RTD
METAR MMDO 090841Z 00000KT 12SM SKC 14/07 A3016 RMK SLP060 5//// 9// HZY ISOL CI=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090900 MMMZXMT
SAMX43 MMMZ 090900 RRA
METAR MMDO 090841Z 00000KT 12SM SKC 14/07 A3016 RMK SLP060 5//// 9// HZY ISOL CI=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
130900 MMMZXMT
SAMX43 MMMZ 130900
RTD
METAR MMHO 130842Z 00000KT 10SM SCT100 30/08 A2981 RMK SLP083 54000 916 8/050=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
130900 MMMZXMT
SAMX43 MMMZ 130900 RRA
METAR MMHO 130842Z 00000KT 10SM SCT100 30/08 A2981 RMK SLP083 54000 916 8/050=
NNNN

III) GROUP DATE-HOUR WITH ERROR:

MMGLXXO	METAR	MMGL, MMLO, MMMM, MMSP, MMZC
MMMDXXO	METAR	MMCM, MMCZ, MMTP, MMUN
MMXYMYT	METAR	MMGL, MMPS, MMTM, MMTO, MMZH
MMYXXO	METAR	MMCS, MMMA

EJ.: 1)ZCZC
GG SBBRYZYX
090457 MMGLXXO
SAMX42 MMGL 090457
METAR MMGL 080446Z 24012KT 10SM SCT250 22/09 A3006 RMK 8/001=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090457 MMGLXMXO
SAMX42 MMGL 090457
METAR MMGL 090446Z 24012KT 10SM SCT250 22/09 A3006 RMK 8/001=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
122257 MMGLXMXO
SAMX42 MMGL 122245
METAR MMGL 12Z 2245 00000KT 10SM FEW030TCU 32/11 A2997 RMK 8/200 DSNT CB/NE=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
122257 MMGLXMXO
SAMX42 MMGL 122245
METAR MMGL 122245Z 00000KT 10SM FEW030TCU 32/11 A2997 RMK 8/200 DSNT CB/NE=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
130054 MMGLXMXO
SAMX42 MMGL 130054
METAR MMGL 130045Z 17006KT 12SM SKC 31/09 A2994 RMK ISOL AC=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
130054 MMGLXMXO
SAMX42 MMGL 130054
METAR MMGL 130045Z 17006KT 12SM SKC 31/09 A2994 RMK ISOL AC=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
131159 MMGLXMXO
SAMX42 MMGL 131200
METAR MMMM 13159Z NIL=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131159 MMGLXMXO
SAMX42 MMGL 131200
METAR MMMM 131159Z NIL=
NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
140056 MMGLXMXO
SAMX42 MMGL 140042
METAR MML0 140042Z 10014KT 8SM SKC 29/M06 A3012 RMK 8/100 HZY=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
140056 MMGLXMXO
SAMX42 MMGL 140042
METAR MML0 140042Z 10014KT 8SM SKC 29/M06 A3012 RMK 8/100 HZY=
NNNN

EJ.: 6)ZCZC
GG SBBRYZYX
150158 MMGLXMXO
SAMX42 MMGL 150145
METAR MMSP **14**0145Z 08015KT 12SM SKC 22/08 A3020 RMK SC=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
150158 MMGLXMXO
SAMX42 MMGL 150145
METAR MMSP **15**0145Z 08015KT 12SM SKC 22/08 A3020 RMK SC=
NNNN

EJ.: 7)ZCZC
GG SBBRYZYX
151956 MMGLXMXO
SAMX42 MMGL 151945
METAR MMZC **14**1945Z 18006KT 10SM SCT020 27/02 A3021 RMK 8/100=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
151956 MMGLXMXO
SAMX42 MMGL 151945
METAR MMZC **15**1945Z 18006KT 10SM SCT020 27/02 A3021 RMK 8/100=
NNNN

EJ.: 8)ZCZC
GG SBBRYZYX
090255 MMMDXMXT
SAMX44 MMMD 090245
METAR MMTP **0900245Z** 18007KT 7SM BKN040 BKN120 OVC200 24/23 A2990 RMK SLP109 52013 8/963 965=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
090255 MMMDXMXT
SAMX44 MMMD 090245
METAR MMTP **090245Z** 18007KT 7SM BKN040 BKN120 OVC200 24/23 A2990 RMK SLP109 52013 8/963 965=
NNNN

EJ.: 9)ZCZC
GG SBBRYZYX
091456 MMMDXMXT
SAMX44 MMMD 091500
METAR MMUN **09150 Z** NIL=
NNNN

CORRECT MESSAGE:
ZCZC
GG SBBRYZYX
091456 MMMDXMXT
SAMX44 MMMD 091500
METAR MMUN **091500Z** NIL=
NNNN

EJ.: 10)ZCZC
GG SBBRYZYX
142055 MMMDXMXT
SAMX44 MMMD 142100
METAR MMCM **15**2040Z 12018KT 7SM BKN100 BKN200 30/25 A2984 RMK SLP126 5//// 8/036 913=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
142055 MMMDXMXT
SAMX44 MMMD 142100
METAR MMCN 142040Z 12018KT 7SM BKN100 BKN200 30/25 A2984 RMK SLP126 5//// 8/036 913=
NNNN

EJ.: 11)ZCZC

GG SBBRYZYX
150057 MMMDXMXT
SAMX44 MMMD 150100
METAR MMCZ 140045Z 10012KT 10SM SCT015 28/25 A2992 RMK 8/100=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
150057 MMMDXMXT
SAMX44 MMMD 150100
METAR MMCZ 150045Z 10012KT 10SM SCT015 28/25 A2992 RMK 8/100=
NNNN

EJ.: 12)ZCZC

GG SBBRYZYX
090500 MMMXYMYT
SAMX36 MMGL 090500
METAR MMGL 080446Z 24012KT 10SM SCT250 22/09 A3006 RMK 8/001=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090500 MMMXYMYT
SAMX36 MMGL 090500
METAR MMGL 080446Z 24012KT 10SM SCT250 22/09 A3006 RMK 8/001=
NNNN

EJ.: 13)ZCZC

GG SBBRYZYX
102356 MMMXYMYT
SAMX41 MMMX 102356
METAR MMTM 112342Z 10015KT 8SM SKC 29/21 A2977 RMK SLP087 57020 920=
METAR MMTM 192345Z 00000KT 10SM SCT020 21/11 A3015 RMK SLP004 57040 8/400 977 HZY=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
102356 MMMXYMYT
SAMX41 MMMX 102356
METAR MMTM 102342Z 10015KT 8SM SKC 29/21 A2977 RMK SLP087 57020 920=
METAR MMTM 102345Z 00000KT 10SM SCT020 21/11 A3015 RMK SLP004 57040 8/400 977 HZY=
NNNN

EJ.: 14)ZCZC

GG SBBRYZYX
111257 MMMXYMYT
SAMX41 MMMX 111243
METAR MMPS 101243Z 06004KT 15SM BKN080 BKN210 26/21 A2994 RMK SLP 129 5//// 915 8/044=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
111257 MMMXYMYT
SAMX41 MMMX 111243
METAR MMPS 111243Z 06004KT 15SM BKN080 BKN210 26/21 A2994 RMK SLP 129 5//// 915 8/044=
NNNN

EJ.: 15)ZCZC

GG SBBRYZYX
122300 MMMXYMYT
SAMX36 MMGL 122300
METAR MMGL **12Z245Z** 00000KT 10SM FEW030TCU 32/11 A2997 RMK 8/200 DSNT CB/NE=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
122300 MMMXYMYT
SAMX36 MMGL 122300
METAR MMGL **12Z245Z** 00000KT 10SM FEW030TCU 32/11 A2997 RMK 8/200 DSNT CB/NE=
NNNN

EJ.: 16)ZCZC

GG SBBRYZYX
142356 MMMXYMYT
SAMX41 MMMX 142342
METAR MMZH **15Z234Z** 00000KT 7SM SCT020TCU SCT100 BKN250 30/23 A2979 RMK SLP085 57013 900 8/232 CB DSNT 1
QTE=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
142356 MMMXYMYT
SAMX41 MMMX 142342
METAR MMZH **14Z234Z** 00000KT 7SM SCT020TCU SCT100 BKN250 30/23 A2979 RMK SLP085 57013 900 8/232 CB DSNT 1
QTE=
NNNN

EJ.: 17)ZCZC

GG SBBRYZYX
112151 MMMYXMXO
SAMX45 MMY 112200
METAR MMCS **12Z145Z** 27010KT 10SM SCT040 41/11 A2990 RMK 8/100=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
112151 MMMYXMXO
SAMX45 MMY 112200
METAR MMCS **11Z145Z** 27010KT 10SM SCT040 41/11 A2990 RMK 8/100=
NNNN

EJ.: 18)ZCZC

GG SBBRYZYX
130050 MMMYXMXO
SAMX45 MMY 130042
METAR MMMA **180042Z** 10008KT 10SM SKC 30/19 A2992 RMK FU NE WSW=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
130050 MMMYXMXO

SAMX45 MMY 130042
METAR MMMA **130042Z** 10008KT 10SM SKC 30/19 A2992 RMK FU NE WSW=
NNNN

IV) **WITHOUT EQUAL SIGNAL:**

MMMXYMYT METAR MMTM

EJ.: 1)ZCZC
GG SBBRYZYX
141600 MMMXYMYT
SAMX31 MMMX 141600
METAR MMTM 141555Z 24004KT 8SM FEW012 32/22 A2995
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
141600 MMMXYMYT
SAMX31 MMMX 141600
METAR MMTM 141555Z 24004KT 8SM FEW012 32/22 A2995 =
NNNN

23) Montserrat:

Did not send message with error to the Brasilia OPMET Bank.

24) Nicaragua:

I) **ABBREVIATED HEADING WITH ERROR:**

MNMGYMYX SPECI MNMG

EJ.: 1)ZCZC
GG SBBRYZYX
090437 MNMGYMYX
SANK31 MNMG 090437
SPECI
MNMG 090437Z 00000KT 9000 -DZ FEW021 SCT070=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090437 MNMGYMYX
SPNK31 MNMG 090437
SPECI
MNMG 090437Z 00000KT 9000 -DZ FEW021 SCT070=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
140740 MNMGYMYX
SANK31 MNMG 140740
SPECY
MNMG 140740Z 12004KT 8000 DZ SCT020 SCT070=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
140740 MNMGYMYX
SPNK31 MNMG 140740
SPECI
MNMG 140740Z 12004KT 8000 DZ SCT020 SCT070=
NNNN

II) GROUP DATE-HOUR WITH ERROR:

MNMGYMYX METAR MNMG
TAF MNMG, MNPC

EJ.: 1)ZCZC
GG SBBRYZYX
091607 MNMGYMYX
SANK31 MNMG 061607Z
METAR
MNMG **06**1600Z 25012KT 9999 FEW019CB SCT020 30/24 Q1011 A2987 CB 4 CDTES VP 25012KT RA SE/S/SW/W=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091607 MNMGYMYX
SANK31 MNMG 061607Z
METAR
MNMG **09**1600Z 25012KT 9999 FEW019CB SCT020 30/24 Q1011 A2987 CB 4 CDTES VP 25012KT RA SE/S/SW/W=
NNNN

EJ.: 2)ZCZC
GG SBBRYZYX
120303 MNMGYMYX
FTNK31 MNMG 120300Z
TAF
MNMG 120300Z **120606Z** 00000KT 8000 BR/-DZ FEW020CB SCT070 BECMG 1416 VRB04KT FEW022 TEMPO 2123 00000KT
7000 TSRA FEW018CB SCT020 BECMG 0305 VRB04KT 9999=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
120303 MNMGYMYX
FTNK31 MNMG 120300Z
TAF
MNMG 120300Z **120606** 00000KT 8000 BR/-DZ FEW020CB SCT070 BECMG 1416 VRB04KT FEW022 TEMPO 2123 00000KT
7000 TSRA FEW018CB SCT020 BECMG 0305 VRB04KT 9999=
NNNN

EJ.: 3)ZCZC
GG SBBRYZYX
150915 MNMGYMYX
FTNK31 MNMG 150915Z
TAF
MNMG **150915** 151212 00000KT 9999 FEW020 SCT300 BECMG 1416 12008KT SCT070 TEMPO 1922 09010KT 6000 -DZ/-
TSRA FEW020CB SCT023 BECMG 0103 13004KT 8000 VCRA/DZ TEMPO 0810 00000KT=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
150915 MNMGYMYX
FTNK31 MNMG 150915Z
TAF
MNMG **150915** 151212 00000KT 9999 FEW020 SCT300 BECMG 1416 12008KT SCT070 TEMPO 1922 09010KT 6000 -DZ/-TSRA
FEW020CB SCT023 BECMG 0103 13004KT 8000 VCRA/DZ TEMPO 0810 00000KT=
NNNN

EJ.: 4)ZCZC
GG SBBRYZYX
151434 MNMGYMYX
FTNK31 MNMG 151434Z
TAF

MNMG 151500Z 161818 VRB08KT 8000 -DZ/TS FEW020CB SCT070 TEMPO 2123 16008KT 6000 -TSRA FEW/SCT020CB
 SCT070 BECMG 0406 00000KT 9000 VCRA/-DZ FEW021CB SCT023 BECMG 1012 9999 FEW022 SCT300=
 MNPC 151500Z 161818 VRB08KT 7000 VCRA HZ BKN018 BECMG 2224 16006KT BKN016TCU SCT300 BECMG 0508
 VRB06KT 6000 SCT016CB SCT070=
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 151434 MNMGYMYX
 FTNK31 MNMG 151434Z
 TAF
 MNMG 151500Z 151818 VRB08KT 8000 -DZ/TS FEW020CB SCT070 TEMPO 2123 16008KT 6000 -TSRA FEW/SCT020CB
 SCT070 BECMG 0406 00000KT 9000 VCRA/-DZ FEW021CB SCT023 BECMG 1012 9999 FEW022 SCT300=
 MNPC 151500Z 151818 VRB08KT 7000 VCRA HZ BKN018 BECMG 2224 16006KT BKN016TCU SCT300 BECMG 0508
 VRB06KT 6000 SCT016CB SCT070=
 NNNN

III) WITHOUT EQUAL SIGNAL:

MNMGYMYX	SPECI	MNMG
	METAR	MNMG

EJ.: 1)ZCZC
 GG SBBRYZYX
 092016 MNMGYMYX
 SPNK31 MNMG 092020Z
 SPECI
 MNMG 092020Z 25006KT 6000 VCRA SCT020CB SCT070 CB/4/C 6000 SE/S DE MAS CDRTE 9000 2SC021
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 092016 MNMGYMYX
 SPNK31 MNMG 092020Z
 SPECI
 MNMG 092020Z 25006KT 6000 VCRA SCT020CB SCT070 CB/4/C 6000 SE/S DE MAS CDRTE 9000 2SC021 =
 NNNN

EJ.: 2)ZCZC
 GG SBBRYZYX
 101300 MNMGYMYX
 SANK31 MNMG 101300Z
 METAR
 MNMG 101300Z 00000KT 9000 BR FEW018TCU SCT070 25724 Q1009 A2981 V.0 00000KT TCU/SW/W
 NNNN

CORRECT MESSAGE:

ZCZC
 GG SBBRYZYX
 101300 MNMGYMYX
 SANK31 MNMG 101300Z
 METAR
 MNMG 101300Z 00000KT 9000 BR FEW018TCU SCT070 25724 Q1009 A2981 V.0 00000KT TCU/SW/W =
 NNNN

25) Porto Rico:**I) ABBREVIATED HEADING WITH ERROR:**

KWBCYMYX

TAF

TJBQ, TJMZ, TJPS, TJSJ

EJ.: 1)ZCZC

GG SBBRYZYX
100534 KWBCYMYX
FTUS42 TJSJ 100533**TAFJSJ**

TAF

TJSJ 100533Z 100606 09006KT P6SM VCSH SCT022 SCT080 FM0900 VRB02KT P6SM FEW025 SCT250 FM1330 09011KT
P6SM SCT025 FM1700 07015KT P6SM VCSH SCT025 BKN040 FM2200 10007KT P6SM FEW035 SCT080 FM0300 12003KT
P6SM FEW022 SCT040=
NNNN**CORRECT MESSAGE:**ZCZC
GG SBBRYZYX
100534 KWBCYMYX
FTUS42 TJSJ 100533

TAF

TJSJ 100533Z 100606 09006KT P6SM VCSH SCT022 SCT080 FM0900 VRB02KT P6SM FEW025 SCT250 FM1330 09011KT
P6SM SCT025 FM1700 07015KT P6SM VCSH SCT025 BKN040 FM2200 10007KT P6SM FEW035 SCT080 FM0300 12003KT
P6SM FEW022 SCT040=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
101128 KWBCYMYX
FTUS42 TJSJ 101125**TAFJPS**

TAF

TJPS 101125Z 101212 09005KT P6SM FEW030 FM1400 12012KT P6SM FEW025 SCT040 FM1800 15014KT P6SM VCSH
SCT025 BKN050 FM2300 09007KT P6SM FEW030 SCT080 FM0300 06003KT P6SM FEW080=
NNNN**CORRECT MESSAGE:**ZCZC
GG SBBRYZYX
101128 KWBCYMYX
FTUS42 TJSJ 101125

TAF

TJPS 101125Z 101212 09005KT P6SM FEW030 FM1400 12012KT P6SM FEW025 SCT040 FM1800 15014KT P6SM VCSH
SCT025 BKN050 FM2300 09007KT P6SM FEW030 SCT080 FM0300 06003KT P6SM FEW080=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
101246 KWBCYMYX
FTUS42 TJSJ 101100 RRA**TAFJMZ**

TAF

TJMZ 101240Z 101312 06007KT P6SM FEW030 FM1600 29010KT P6SM VCSH SCT030 BKN060 TEMPO 1721 -SHRA SCT020
BKN030 FM2200 VRB05KT P6SM FEW030 SCT050 FM0300 VRB03KT P6SM SKC=
NNNN**CORRECT MESSAGE:**ZCZC
GG SBBRYZYX
101246 KWBCYMYX
FTUS42 TJSJ 101100 RRA

TAF

TJMZ 101240Z 101312 06007KT P6SM FEW030 FM1600 29010KT P6SM VCSH SCT030 BKN060 TEMPO 1721 -SHRA SCT020
BKN030 FM2200 VRB05KT P6SM FEW030 SCT050 FM0300 VRB03KT P6SM SKC=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
101958 KWBCYMYX
FTUS42 TJSJ 101700 AAA**TAFJBQ**

TAF AMD

TJBQ 101953Z 102018 07012KT P6SM VCSH FEW020CB BKN040 TEMPO 2022 5SM TSRA SCT015 BKN020CB FM2300
10007KT P6SM FEW020 SCT040 FM0300 VRB03KT P6SM FEW020 FM1400 08012KT P6SM SCT025=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101958 KWBCYMYX
FTUS42 TJSJ 101700 AAA
TAF AMD
TJBQ 101953Z 102018 07012KT P6SM VCSH FEW020CB BKN040 TEMPO 2022 5SM TSRA SCT015 BKN020CB FM2300
10007KT P6SM FEW020 SCT040 FM0300 VRB03KT P6SM FEW020 FM1400 08012KT P6SM SCT025=
NNNN

II) GROUP DATE-HOUR WITH ERROR:

KWBCYMYX METAR TJPS

EJ.: 1)ZCZC
GG SBBRYZYX
160316 KWBCYMYX
SACA32 KWBC 160300 RRA
METAR
TJPS 160258ZZ 00000KT 8SM FEW025 23/23 A3000=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
160316 KWBCYMYX
SACA32 KWBC 160300 RRA
METAR
TJPS 160258Z 00000KT 8SM FEW025 23/23 A3000=
NNNN

III) WITHOUT EQUAL SIGNAL:

KWBCYMYX TAF TJBQ, TJPS, TJSJ

EJ.: 1)ZCZC
GG SBBRYZYX
091140 KWBCYMYX
FTUS90 KWBC 091100
TAF TJPS 091132Z 091212 07004KT P6SM FEW030 FM1400 10010KT P6SM SCT035
NNNN

ZCZC
GG SBBRYZYX
091140 KWBCYMYX
FTUS90 KWBC 091100
FM1700 13014KT P6SM VCSH SCT025 BKN040 FM2200 09007KT P6SM FEW025 SCT060 FM0300 04004KT P6SM FEW070=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
091140 KWBCYMYX
FTUS90 KWBC 091100
TAF TJPS 091132Z 091212 07004KT P6SM FEW030 FM1400 10010KT P6SM SCT035
FM1700 13014KT P6SM VCSH SCT025 BKN040 FM2200 09007KT P6SM FEW025 SCT060 FM0300 04004KT P6SM FEW070=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
120540 KWBCYMYX
FTUS90 KWBC 120540 RRA
TAF TJBQ 120537Z 120606 12007KT P6SM SKC FM1400 08012KT P6SM FEW025
NNNN

ZCZC

GG SBBRYZYX

120540 KWBCYMYX

FTUS90 KWBC 120540 RAR

FM1800 07014G20KT P6SM VCSH SCT020CB SCT040 TEMPO 1822 5SM -SHRA SCT020CB BKN030 FM2200 08010KT P6SM
SCT020=
NNNN

CORRECT MESSAGE:

ZCZC

GG SBBRYZYX

120540 KWBCYMYX

FTUS90 KWBC 120540 RRA

TAF TJBQ 120537Z 120606 12007KT P6SM SKC FM1400 08012KT P6SM FEW025

FM1800 07014G20KT P6SM VCSH SCT020CB SCT040 TEMPO 1822 5SM -SHRA SCT020CB BKN030 FM2200 08010KT P6SM
SCT020=
NNNN

IV) SIGMET WITH ERROR:

EGGYYBYA

SIGMET (WV)

TJZS

EJ.: 1)ZCZC

GG SBBRYZYX
092350 EGGYYBYA
WVNT05 KKCI 092350

WSVA0E

TJZS SIGMET ECHO 1 VALID 092350/100550 KKCI-

SAN JUAN FIR VOLCANIC ASH FROM SOUFRIERE HILLS BLW FL050. WI AREA BOUNDED BY 1801N06519W
1655N06300W 1640N06300W 1643N06318W 1735N06546W 1801N06519W. MOV W 12-18KT. BASED ON SATELLITE OBS
AND LATEST ADVSRY. OUTLOOK 10/1145 1801N06706W 1750N06450W 1702N06337W 1657N06300W 1630N06300W
1622N06432W 1715N06602W 1720N06708W 1801N06706W.

KLOTH

NNNN

CORRECT MESSAGE:

ZCZC

GG SBBRYZYX

092350 EGGYYBYA

WVNT05 KKCI 092350

TJZS SIGMET ECHO 1 VALID 092350/100550 KKCI-

SAN JUAN FIR VOLCANIC ASH FROM SOUFRIERE HILLS BLW FL050. WI AREA BOUNDED BY 1801N06519W
1655N06300W 1640N06300W 1643N06318W 1735N06546W 1801N06519W. MOV W 12-18KT. BASED ON SATELLITE OBS
AND LATEST ADVSRY. OUTLOOK 10/1145 1801N06706W 1750N06450W 1702N06337W 1657N06300W 1630N06300W
1622N06432W 1715N06602W 1720N06708W 1801N06706W.

KLOTH =

NNNN

26) República Dominicana:

I) NAME OF THE CODE WITH ERROR:

MDSYMYX

TAF

MDS

EJ.: 1)ZCZC

GG SBBRYZYX
090501 MDSYMYX
FTDR31 MDSY 090400 UTC

TAF.

MDSY 090400Z 090606 14010KT 9999 FEW016CB BKN018 PROB30 TEMPO 0612 8000-SHRA BKN014CB BKN016 BKN060 =
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
090501 MDSYMYX
FTDR31 MDSY 090400 UTC
TAF

MDSY 090400Z 090606 14010KT 9999 FEW016CB BKN018 PROB30 TEMPO 0612 8000-SHRA BKN014CB BKN016 BKN060 =
NNNN

II) GROUP DATE-HOUR WITH ERROR:

MDSYMYX

TAF
METAR

MDLR, MDPC
MDSY, MDST

KWBCYMYX

TAF

MDPC

EJ.: 1)ZCZC

GG SBBRYZYX
151640 MDSYMYX
FTDR31 MDSY 151600 UTC
TAF

MDPC 151600Z **15181811012KT** 9999 FEW015 CB SCT018 SCT300 PROB40 1802 7000 -TSRA FEW014CB BKN015 BKN060
BECMG 0204 04008KT=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
151640 MDSYMYX
FTDR31 MDSY 151600 UTC
TAF

MDPC 151600Z **151818 11012KT** 9999 FEW015 CB SCT018 SCT300 PROB40 1802 7000 -TSRA FEW014CB BKN015 BKN060
BECMG 0204 04008KT=
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
160651 MDSYMYX
SADR31 MDSY 160700Z
METAR

METAR MDSY **16700Z** 36004KT 9999 FEW018CB FEW020 23/23 Q1014 CB/SE/S=
METAR MDST **16070Z** 02004KT 9999 FEW016 23/23 Q1015=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
160651 MDSYMYX
SADR31 MDSY 160700Z
METAR

METAR MDSY **160700Z** 36004KT 9999 FEW018CB FEW020 23/23 Q1014 CB/SE/S=
METAR MDST **160700Z** 02004KT 9999 FEW016 23/23 Q1015=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
150458 KWBCYMYX
FTCA32 KWBC 150454
TAF

MDLR 150400Z **1150606** 04006KT 9999 FEW016CB BKN016 BKN080 BKN080 PROB40 0611 7000 -TSRA FEW014CB SCT014
BKN070 FM1400 13010KT BKN020=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
150458 KWBCYMYX
FTCA32 KWBC 150454
TAF
MDLR 150400Z **150606** 04006KT 9999 FEW016CB BKN016 BKN080 BKN080 PROB40 0611 7000 -TSRA FEW014CB SCT014
BKN070 FM1400 13010KT BKN020=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
131658 KWBCYMYX
FTCA32 KWBC 131656
TAF
MDPC **13160Z** 131818 11010KT 9999 FEW016CB SCT020 BKN300 TEMPO 0018 04015G40KT 5000 TSRA FEW014CB BLN015
OVC060=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131658 KWBCYMYX
FTCA32 KWBC 131656
TAF
MDPC **131600Z** 131818 11010KT 9999 FEW016CB SCT020 BKN300 TEMPO 0018 04015G40KT 5000 TSRA FEW014CB BLN015
OVC060=
NNNN

III) AIRMET WITH ERROR:

MDSYMYX

AIRMET

MDCS

EJ.: 1)ZCZC

GG SBBRYZYX
141547 MDSYMYX
WACA31 MDSY 141500 UTC
141500/141900
AIRMET
ALFA2
TECHO POR DEBAJO DE LOS 1000 PIES Y VISIBILIDAD MENOR A LAS 3 MILLAS DURANTES AGUACEROS
MODERADOS A FUERTES CON TRONADAS Y RELAMPAGOS, SOBRE EL LITORAL SUR Y AGUAS ADYACENTES.
TURBULENCIA MODERADA Y SEVERA.
FERMIN/DAMARIS. =
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
141547 MDSYMYX
WACA31 MDSY 141500 UTC
MDSY AIRMET ALFA 2 VALID 141500/141900 MDSY-
TECHO POR DEBAJO DE LOS 1000 PIES Y VISIBILIDAD MENOR A LAS 3 MILLAS DURANTES AGUACEROS
MODERADOS A FUERTES CON TRONADAS Y RELAMPAGOS, SOBRE EL LITORAL SUR Y AGUAS ADYACENTES.
TURBULENCIA MODERADA Y SEVERA.
FERMIN/DAMARIS. =
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
111604 KWBCYMYX
FTBR31 TBPB 111600
TAF TVSV 111600Z 121818 12012KT 9999 SCT018 TEMPO 0915 5000 SHRA BKN014 BKN035=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
111604 KWBCYMYX
FTBR31 TBPB 111600
TAF TVSV 111600Z 111818 12012KT 9999 SCT018 TEMPO 0915 5000 SHRA BKN014 BKN035=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
120104 KWBCYMYX
SAVG31 TVSV 120100
METAR TVSV 190100Z 11010KT 9999 FEW020 28/24 Q1015=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
120104 KWBCYMYX
SAVG31 TVSV 120100
METAR TVSV 120100Z 11010KT 9999 FEW020 28/24 Q1015=
NNNN

30) Trinidad e Tobago:

I) ABBREVIATED HEADING WITH ERROR:

TTPPYMYX

TAF

TBPB, TGPY, TLPL, TNCA, TNCC, TTCP,
TTPP

EJ.: 1)ZCZC

GG SBBRYZYX
161623 TTPPYMYX
FACA31 TTPP 161600 RRA
TAF
TTPP 161600Z 161818 06010KT 9999 BKN020 PROB40 TEMPO 1721 09015KT 3000 SHRA FEW010CB BKN012 =
TTCP 161600Z 161818 12010KT 9999 SCT020 BECMG 2304 00000KT TEMPO 0512 09010G20KT 5000 SHRA BKN010 =
TBPB 161600Z 161818 10010KT 9999 SCT016 SCT300 TEMPO 1824 SHRA BKN014 PROB30 TEMPO 0008 TSRA FEW012CB=
TGPY 161530Z 161818 09010G20KT 9999 SCT022 BKN280 TEMPO 5000 SHRA BKN016=
TLPL 161600Z 161818 NIL=
TNCC 161600Z 161818 09013G25KT 9999 SCT020 TEMPO 0416 BKN015=
TNCA 161600Z 161818 09016G28KT 9999 SCT020 TEMPO 0416 BKN015=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
161623 TTPPYMYX
FTCA31 TTPP 161600 RRA
TAF
TTPP 161600Z 161818 06010KT 9999 BKN020 PROB40 TEMPO 1721 09015KT 3000 SHRA FEW010CB BKN012 =
TTCP 161600Z 161818 12010KT 9999 SCT020 BECMG 2304 00000KT TEMPO 0512 09010G20KT 5000 SHRA BKN010 =
TBPB 161600Z 161818 10010KT 9999 SCT016 SCT300 TEMPO 1824 SHRA BKN014 PROB30 TEMPO 0008 TSRA FEW012CB=
TGPY 161530Z 161818 09010G20KT 9999 SCT022 BKN280 TEMPO 5000 SHRA BKN016=
TLPL 161600Z 161818 NIL=
TNCC 161600Z 161818 09013G25KT 9999 SCT020 TEMPO 0416 BKN015=
TNCA 161600Z 161818 09016G28KT 9999 SCT020 TEMPO 0416 BKN015=
NNNN

5F - 50

II) WORD BETWEEN THE LOCATION AND THE GROUP DATE-HOUR:

KWBCYMYX

TAF

TTCP, TTPP

EJ.: 1)ZCZC

GG SBBRYZYX

162210 KWBCYMYX

FTCA31 TTPP 162200

TAF

TTCP **TTPP** 162200Z 170024 11005KT 9999 SCT018 BKN300 TEMPO 0103 6000 SCT015 SHRA BECMG 1214 09012KT 9999

BKN018 BKN300 PROB40 TEMPO 1622 4000 SHRA FEW010CB BKN015 BECMG 2024 00000KT 9999 FEW025 BKN300=

TTPP **TTPP** 162200Z 170024 11005KT 9999 SCT018 BKN300 TEMPO 0103 6000 SCT015 SHRA BECMG 1214 09012KT 9999

BKN018 BKN300 PROB40 TEMPO 1622 4000 SHRA FEW010CB BKN015 BECMG 2024 00000KT 9999 FEW025 BKN300=

NNNN

CORRECT MESSAGE:

ZCZC

GG SBBRYZYX

162210 KWBCYMYX

FTCA31 TTPP 162200

TAF

TTCP 162200Z 170024 11005KT 9999 SCT018 BKN300 TEMPO 0103 6000 SCT015 SHRA BECMG 1214 09012KT 9999 BKN018

BKN300 PROB40 TEMPO 1622 4000 SHRA FEW010CB BKN015 BECMG 2024 00000KT 9999 FEW025 BKN300=

TTPP 162200Z 170024 11005KT 9999 SCT018 BKN300 TEMPO 0103 6000 SCT015 SHRA BECMG 1214 09012KT 9999 BKN018

BKN300 PROB40 TEMPO 1622 4000 SHRA FEW010CB BKN015 BECMG 2024 00000KT 9999 FEW025 BKN300=

NNNN

III) GROUP DATE-HOUR WITH ERROR:

TTPPYMYX

TAF

SMJP, SYCJ

EJ.: 1)ZCZC

GG SBBRYZYX

111010 TTPPYMYX

FTSA31 TTPP 111000 RRA

TAF

SMJP 111000Z **11121** NIL=SYCJ 111000Z **11121** NIL=

NNNN

CORRECT MESSAGE:

ZCZC

GG SBBRYZYX

111010 TTPPYMYX

FTSA31 TTPP 111000 RRA

TAF

SMJP 111000Z **111212** NIL=SYCJ 111000Z **111212** NIL=

NNNN

IV) WITHOUT EQUAL SIGNAL:

TTPPYMYX

METAR y SPECI

TTPP

EJ.: 1)ZCZC

GG SBBRYZYX

111104 TTPPYMYX

SATD31 TTPP 111100

METAR

TTPP 111100Z 00000KT 9999 FEW022 BKN300 26/24 Q1014 NOSIG

CHECK**TEXT****NEW ENDING ADDED KATLYTAA**

NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
111104 TTPPYMYX
SATD31 TTPP 111100
METAR
TTPP 111100Z 0000KT 9999 FEW022 BKN300 26/24 Q1014 NOSIG =
NNNN

EJ.: 2)ZCZC

GG SBBRYZYX
131908 TTPPYMYX
SPTD01 TTPP 131910
SPECI TTPP 131910Z 08009KT 6000 -SHRA VCSH SCT008CB SCT014TCU BKN040 25/24 Q1015
CHECK
TEXT
NEW ENDING ADDED KATLYTAA
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
131908 TTPPYMYX
SPTD01 TTPP 131910
SPECI TTPP 131910Z 08009KT 6000 -SHRA VCSH SCT008CB SCT014TCU BKN040 25/24 Q1015 =
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
150001 TTPPYMYX
SATD31 TTPP 150000
METAR
TTPP 150000Z 0000KT 9999 FEW018 BKN040 27/24 Q1014 NOSIG
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
150001 TTPPYMYX
SATD31 TTPP 150000
METAR
TTPP 150000Z 0000KT 9999 FEW018 BKN040 27/24 Q1014 NOSIG =
NNNN

V) **SIGMET WITH ERROR:**

TTPPYMYX

SIGMET (WV)

TTZP

EJ.: 1)ZCZC

FF SBBRYZYX
092056 TTPPYMYX
WVCA31 TTPP 091940 RRA
TTZP SIGMET 2 VALID **091940**
SOUFRIERE HILLS MONTSERRAT N1642 W06210
CNCL SIGMET 1 ... STEAM PLUME NO LONGER VISIBLE=
NNNN

CORRECT MESSAGE:

ZCZC
FF SBBRYZYX
092056 TTPPYMYX
WVCA31 TTPP 091940 RRA
TTZP SIGMET 2 VALID **091940/092340**
SOUFRIERE HILLS MONTSERRAT N1642 W06210
CNCL SIGMET 1 ... STEAM PLUME NO LONGER VISIBLE=
NNNN

5F - 52

EJ.: 2)ZCZC

FF SBBRYZYX
092358 TTPPYMYX
WVCA31 TTPP 092355
TTZP SIGMET 1 VALID 092355/090555 TTPP-
SOUFRIERE HILLS MONTSERRAT N1642W06210 PIARCO FIR OBS VA CLD SFC/FL050 10NM WIDE
BTWN N1641W06211- N1648W06300 TO OUT OF FIR MOV W-NW 12/18KT... LTL CHNG=
NNNN

CORRECT MESSAGE:

ZCZC
FF SBBRYZYX
092358 TTPPYMYX
WVCA31 TTPP 092355
TTZP SIGMET 1 VALID 092355/100555 TTPP-
SOUFRIERE HILLS MONTSERRAT N1642W06210 PIARCO FIR OBS VA CLD SFC/FL050 10NM WIDE
BTWN N1641W06211- N1648W06300 TO OUT OF FIR MOV W-NW 12/18KT... LTL CHNG=
NNNN

EJ.: 3)ZCZC

GG SBBRYZYX
101811 TTPPYMYX
WVCA31 TTPP 101755 RRA
TTZP SIGMET 4 **VALID** 101755/102355 TTPP-
SOUFRIERE HILLS MONTSERRAT N1642 W06210 PIARCO FIR OBS VA CLD NR SOURCE UP TO FL050 MOVD W AT NR
15KTS...LTL CHNG=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
101811 TTPPYMYX
WVCA31 TTPP 101755 RRA
TTZP SIGMET 4 **VALID** 101755/102355 TTPP-
SOUFRIERE HILLS MONTSERRAT N1642 W06210 PIARCO FIR OBS VA CLD NR SOURCE UP TO FL050 MOVD W AT NR
15KTS...LTL CHNG=
NNNN

EJ.: 4)ZCZC

GG SBBRYZYX
110039 TTPPYMYX
WVCA31 TTPP 110030 RRA
TTZP SIGMET 1 VALID 110030/000630 TTPP-
SOUFRIERE HILLS MONTSERRAT N1642 W06210
PIARCO FIR OBS FAINT ASH NR SOURCE WINDS SFC/FL050 MOV W 15KT=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
110039 TTPPYMYX
WVCA31 TTPP 110030 RRA
TTZP SIGMET 1 VALID 110030/110630 TTPP-
SOUFRIERE HILLS MONTSERRAT N1642 W06210
PIARCO FIR OBS FAINT ASH NR SOURCE WINDS SFC/FL050 MOV W 15KT=
NNNN

EJ.: 5)ZCZC

GG SBBRYZYX
141722 TTPPYMYX
WVCA31 TTPP 141722
TTZP SIGMET 3 VALID 141720/171815
SOUFRIERE HILLS MONTSERRAT N1642 W06210 CANCEL SIGMET 2 ASH CLOUD NOT VISIBLE=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
141722 TTPPYMYX
WVCA31 TTPP 141722
TTZP SIGMET 3 VALID 141720/141815
SOUFRIERE HILLS MONTSERRAT N1642 W06210 CANCEL SIGMET 2 ASH CLOUD NOT VISIBLE=
NNNN

VI) RQM WITH ERROR:

TTPPYMYX

EJ.: 1)ZCZC

GG SBBRYZYX
102203 TTPPYMYX
RQM/FTTGPY,TBPB,TLPL,TNCC,TNCA,SYCJ,SMJP,SOCA=
NNNN

CORRECT MESSAGE:

ZCZC
GG SBBRYZYX
102203 TTPPYMYX
RRBZ SBBR 102203
TTPPYMYX
RQM/FTTGPY,TBPB,TLPL,TNCC,TNCA,SYCJ,SMJP,SOCA=
NNNN

MESSAGES WITH WRONG ADDRESS

LOCALIDAD	MENSAJE	LOCAL	DIRECCIÓN
TTPPYMYX	SINOP (SI)	SITD20 TTPP	SBBRYZYX
	PRONOSTICO DE AREA	FASA31 TTPP	SBBRYZYX

Obs:

- 1) Messages METAR, SPECI, TAF, SIGMET (WC, WS y WV) and AIREP should only be sent to the Brasilia OPMET Bank with the following address: **SBBRYZYX**.
- 2) Messages SYNOP, TEMP, PILOT, AREA FORECAST and UPPER WIND FORECAST should only be sent to the Brasilia RAFC de Brasília, through AFTN, with the following address: **SBBRZXCP**.
- 3) VOLCANIC ASH ADVISORIES and TROPICAL CYCLONES ADVISORIES Messages should only be sent to the MWO, through AFTN, with the following address: **SBZZVAAC**.
- 4) NOTAM messages should only be sent to the AIS address foreseen.

APÉNDICE/APPENDIX G

(Disponible sólo en Inglés / Available only in English)

ELEVENTH MEETING OF THE SADIS OPERATIONS GROUP

(SADISOPSG/11) – APPENDIX F

APPENDIX F

LIST OF MISSING OPMET DATA DURING THE MONITORING PERIOD BY IATA

The OPMET data indicated in bold and shaded below are required in accordance with Annex 1 to the SADIS User Guide but was missing during the time of monitoring undertaken by IATA:

Asia and Pacific Office, Bangkok

ICAO Indicator	Aerodrome name	SUG Annex 1 Requirements			
		SA	SP	FC	FT
AUUU	NAURU INTERNATIONAL	Y	Y		Y
AYPY	PORT MORESBY	Y	Y		Y
NCRG	RAROTONGA INTL/COOK ISL.	Y	Y		Y
NFFN	NADI INTL/FIJI	Y	Y	Y	Y
NFTF	NUKUALOFA/FUAMOTU	Y	Y		Y
NFTV	VAVA'U/VAVA'U	Y	Y		Y
NGFU	FUNAFUTI INTL	Y	Y		Y
NGTA	TARAWA/BONRIKI INTL	Y	Y		Y
NIUE	NIUE INTL	Y	Y	Y	
NLWW	WALLIS/HIHIFO	Y	Y		
NSFA	APIA/FALEOLO INTL, SAMOA	Y	Y		Y
NTTG	RANGIROA	Y	Y		
NVSS	SANTO/PEKOA	Y	Y		Y
NVVV	PORT VILA, VANATU	Y	Y		Y
RPMB	BUAYAN/GENERAL SANTOS	Y	Y		
VCCH	MINNERYA – HINGURAKGODA	Y	Y		
VOCL	CALICUT/KARIPUR	Y	Y		Y
VQPR	PARO	Y	Y		
VRMG	GAN ISLAND/GAN	Y	Y		Y
WABB	BIAK	Y	Y		Y
WABP	TIMIKA/MOSES KILANGIN	Y	Y		
WAJJ	JAYAPURA/SENTANI	Y	Y		
WAKK	MERAUKE	Y	Y		
WALR	TARAKAN	Y	Y		
WAMM	MANADO	Y	Y		
WAOO	BANJARMASIN	Y	Y		
WAPP	AMBON/PATTIMURA	Y	Y		
WATT	EL TARI/KUPANG	Y	Y		

ICAO Indicator	Aerodrome name	SUG Annex 1 Requirements			
		SA	SP	FC	FT
WIBB	PEKANBARU	Y	Y		
WIDN	TANJUNG PINANG	Y	Y		
WIMG	PADANG/TABING	Y	Y		
WIOO	PONTIANAK	Y	Y		
WIPP	PALEMBANG	Y	Y		
ZKPY	PYONGYANG/SUNAN	Y	Y		Y
ZSFZ	FUZHOU	Y	Y		
ZSJN	JINAN/YAOQIANG	Y	Y		
ZUXC	XICHANG/QINGSHAN	Y	Y		

Middle East Office, Cairo

ICAO Indicator	Aerodrome name	SUG Annex 1 Requirements			
		SA	SP	FC	FT
HESC	ST.CATHERINE	Y	Y		Y
HLLS	SEBHA	Y	Y		
LCNC	NICOSIA/NICOSIA INTL	Y	Y	Y	Y
LLHA	HAIFA	Y	Y		
LLOV	OVDA	Y	Y		
OAKN	KANDAHAR	Y	Y		Y
OJJR	JERUSALEM/JERUSALEM INTL	Y	Y		Y
OPGD	GWADAR	Y	Y		Y
ORBI	BAGHDAD INTERNATIONAL	Y	Y		Y
OSLK	LATAKIA/BASSEL AL-ASSAD INTL	Y	Y		Y

Western and Central African Office, Dakar

ICAO Indicator	Aerodrome name	SUG Annex 1 Requirements			
		SA	SP	FC	FT
DGLE	TAMALE	Y	Y		
DGSI	KUMASI	Y	Y		
DIBK	BOUAKE	Y	Y		
DNCA	CALABAR	Y	Y		Y
DNIL	ILORIN	Y	Y		Y
DNMA	MAIDUGURI	Y	Y		Y
DNPO	PORT HARCOURT	Y	Y		Y
FAPI	PIETERSBURG GATEWAY	Y	Y		
FDMS	MANZINI/MATSAPHA	Y	Y		Y
FKKL	MAROUA-SALAK	Y	Y		Y
FKKN	N'GAOUNDERE	Y	Y		Y
FKKR	GAROUA	Y	Y		Y
FPST	SAO TOME	Y	Y	Y	Y
FZIC	KISANGANI	Y	Y		Y
FZNA	GOMA	Y	Y		Y
FZQA	LUBUMBASHI	Y	Y		
FZWA	MBUJI MAYI	Y	Y		
GAGO	GAO	Y	Y		
GAKD	KAYES/KAYES	Y	Y		
GAKL	KIDAL – KIDAL	Y	Y		
GAMB	MOPTI	Y	Y		
GANR	NIORO/NIORO	Y	Y		
GATB	TOMBOUCTOU/TOMBOUCTOU	Y	Y		
GBYD	BANJUL/YUNDUM	Y	Y		Y
GGOV	BISSAU/OSVALDO VIEIRA	Y	Y		Y
GMAT	TAN TAN/PLAGE BLANCHE	Y	Y	Y	
GQNI	NEMA/NEMA	Y	Y		
GQPA	ATAR	Y	Y		
GQPZ	ZOUERATE – ZOUERATE	Y	Y		
GSAI	EL AAIUN/EL AAIUN	Y	Y		Y
GSMA	SMARA/SMARA	Y	Y		Y
GSVO	VILA CISNEROS/VILA CISNEROS	Y	Y		Y
GULB	LABE/TATA	Y	Y		
GUNZ	NZEREKORE/KONIA	Y	Y		
GUXN	KANKAN/KANKAN	Y	Y		Y

South American Office, Lima

ICAO Indicator	Aerodrome name	SUG Annex 1 Requirements			
		SA	SP	FC	FT
SADD	BUENOS AIRES/DON TORCUATO	Y	Y		Y
SADF	SAN FERNANDO INTL	Y	Y		
SAZN	NEUQUEN/PRESIDENTE PERON	Y	Y		Y
SKCC	CUCUTA / CAMILO DAZA	Y	Y		Y
SURV	RIVERA	Y	Y		Y

North American, Central American and Caribbean Office, Mexico

ICAO Indicator	Aerodrome name	SUG Annex 1 Requirements			
		SA	SP	FC	FT
MBGT	GRAND TURK INTL	Y	Y		Y
MBSC	SOUTH CAICOS	Y	Y		Y
MDHE	HERRERA INTL.	Y	Y		Y
MMCC	CIUDAD ACUNA/CIUDAD ACUNA INTL	Y	Y		Y
MMNG	NOGALES	Y	Y		Y
MMSF	SAN FELIPE	Y	Y		Y
MNMG	MANAGUA	Y	Y		Y
MTCH	CAP HAITIEN	Y	Y		Y
MUCA	CIEGO DE AVILA/MAXIMO GOMEZ	Y	Y	Y	
MYAM	MARSH HARBOUR	Y	Y		
MYAT	TRAESURE CAY	Y	Y		
MYBS	ALICE TOWN/SOUTH BEMINI	Y	Y		Y
MYEG	GEORGETOWN	Y	Y		
MYEH	NORTH ELEUTHERA	Y	Y		
MYEM	GOVERNORS HARBOUR	Y	Y		
MYLS	STELLA MARIS/LONG ISLAND	Y	Y		
MYSM	COCKBURN TOWN/SAN SALVADOR I.	Y	Y		Y
PAED	ANCHORAGE / ELMENDORF AFB	Y	Y		Y
PAEI	FAIRBANKS / EIELSON AFB	Y	Y		Y
TDPD	ROSEAU/MELVILLE HALL-DOMINICA	Y	Y		Y
TDPR	ROSEAU/CANEFIELD	Y	Y		Y
TFFG	SAINT MARTIN/GRAND CASE	Y	Y		Y
TFFJ	SAINT BARTHELEMY	Y	Y		Y
TGPZ	LAURISTON/CARRIACOU ISLAND	Y	Y		Y
TJFA	FAJARDO/DIEGO JIMENEZ TORRES	Y	Y		
TJVQ	VIEQUES/ANTONIO RIVERA	Y	Y		
TKPN	VANCE WINKWORTH AMORY INTL.	Y	Y		Y
TNCE	ORANJESTAD/ST.EUSTATIUS	Y	Y		Y
TQPF	THE VALLEY/WALLBLAKE	Y	Y		Y
TRPM	PLYMOUTH/W.H. BRAMBLE	Y	Y		Y
TUPJ	ROAD TOWN/BEEF ISLAND	Y	Y		Y
TUPW	VIRGIN GORDA/VIRGIN GORDA Island	Y	Y		Y
TVSB	BEQUIA/J.F.MITCHEL	Y	Y		
TVSC	CANOUAN/CANOUAN	Y	Y		
TVSM	MUSTIQUE	Y	Y		
TVSU	UNION ISLAND	Y	Y		

Eastern and Southern African Office, Nairobi

ICAO Indicator	Aerodrome name	SUG Annex 1 Requirements			
		SA	SP	FC	FT
FLLI	LIVINGSTONE	Y	Y		Y
FLMF	MFUWE/MFUWE	Y	Y		Y
FLND	NDOLA	Y	Y		Y
FMCV	ANJOUAN/OUANI	Y	Y		
FMNN	NOSY BE/FASCENE	Y	Y	Y	Y
FNHU	HUAMBO	Y	Y		Y
FQBR	BEIRA	Y	Y		Y
FQMA	MAPUTO	Y	Y		Y
FVFA	VICTORIA FALLS	Y	Y		Y
FWCL	BLANTYRE/CHILEKA	Y	Y		Y
FWKI	LILONGWE/INTERNATIONAL	Y	Y		Y
FXMM	MASERU INTL.	Y	Y		Y
FYKT	KEETMANSHOOP	Y	Y		Y
FYWB	WALVIS BAY	Y	Y		
FYWH	WINDHOEK	Y	Y		Y
HAAB	ADDIS ABABA	Y	Y		Y
HADR	DIRE DAWA	Y	Y		
HBBA	BUJUMBURA	Y	Y		Y
HCMH	HARGEISA	Y	Y		
HCMI	BERBERA	Y	Y		
HCMK	KISIMAYU	Y	Y		
HCMM	MOGADISHU	Y	Y		Y
HCMV	BURAO/BURAO	Y	Y		
HHSB	ASSAB	Y	Y		
HKEL	ELDORET INTL	Y	Y		Y
HRYR	KIGALI	Y	Y		Y
HSKA	KASSALA	Y	Y		
HSPN	PORT SUDAN	Y	Y		
HSSJ	JUBA	Y	Y		
HSSS	KHARTOUM	Y	Y		Y

European and North Atlantic, Office, Paris

ICAO Indicator	Aerodrome name	SUG Annex 1 Requirements			
		SA	SP	FC	FT
EDVE	BRAUNSCHWEIG	Y	Y	Y	
EHLE	LELYSTAD	Y	Y	Y	
EKSV	SKIVE	Y	Y	Y	
GMFK	ERRACHIDIA MOULAY ALI CHERIF	Y	Y		Y
GMMZ	OUARZAZATE	Y	Y		Y
GMTA	AL HOCEIMA	Y	Y		Y
LDSB	BRAC	Y	Y		
LELL	SABADELL	Y	Y	Y	
LFSN	NANCY/ESSEY	Y	Y	Y	
LILY	COMO – IDROSCALO	Y	Y		
LIMW	AOSTA	Y	Y		
LIPU	PADOVA	Y	Y		
LIPV	VENICE/SAN NICOLO	Y	Y		
LIRJ	MARINA DI CAMPO	Y	Y	Y	
LNMC	MONACO/HELIPORT	Y	Y		
LSGS	SION	Y	Y	Y	
LSZG	GRENCHEN	Y	Y	Y	
LSZR	ST. GALLEN/ALTENRHEIN	Y	Y	Y	
LUBL	BALTI INTERNATIONAL	Y	Y	Y	
LUCH	CAHUL	Y	Y	Y	
LYPG	PODGORICA/GOLUBOVCI	Y	Y	Y	Y
UACK	KOKCHETAV	Y	Y	Y	
UADD	TARAZ/TARAZ	Y	Y	Y	
UAFO	OSH	Y	Y		
UAKD	ZHEZKAZGAN	Y	Y	Y	
UASK	UST-KAMENOGORSK	Y	Y	Y	
UASP	PAVLODAR	Y	Y	Y	
UASS	SEMIPALATINSK	Y	Y	Y	
UDLS	STEPANAVAN	Y	Y	Y	Y
UDSG	GYUMRI/SHIRAK	Y	Y	Y	Y
UHBB	BLAGOVESHCHENSK/IGNATYEVO	Y	Y	Y	
UHMD	PROVIDENIYA BAY	Y	Y		Y
UKKE	CHERKASSY	Y	Y	Y	
ULPB	PETROZAVODSK-BESOVETS	Y	Y	Y	
URKM	MAYKOP/KANSKAYA	Y	Y	Y	
URMO	VLADIKAVKAZ	Y	Y		
USCM	MAGNITOGORSK	Y	Y	Y	Y
USNR	RADUZHNY	Y	Y	Y	

ICAO Indicator	Aerodrome name	SUG Annex 1 Requirements			
		SA	SP	FC	FT
UUBP	BRYANSK	Y	Y	Y	
UUDL	YAROSLAVL / TUNOSHNA	Y	Y	Y	Y
UUOB	BELGOROD	Y	Y	Y	
UUOK	KURSK	Y	Y	Y	
UWKS	CHEBOKSARY	Y	Y	Y	

Catálogo de Datos Internacionales OPMET Disponible en el Banco de Datos OPMET de Brasilia



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN OFFICE**

**ORGANIZACION DE AVIACION CIVIL INTERNACIONAL
OFICINA SUDAMERICANA**

**CATALOGUE OF
OPMET DATA AVAILABLE AT THE
BRASILIA INTERNATIONAL OPMET DATA BANK**

**CATALOGO DE DATOS
OPMET DISPONIBLES
EN EL BANCO INTERNACIONAL DE DATOS OPMET
DE BRASILIA**

Third Edition
January 2007

Tercera Edición
Enero de 2007

AMENDMENTS/ENMIENDAS

**RECEIVED FROM ICAO SAM OFFICE
RECIBIDOS DE LA OFICINA SAM DE LA OACI**

RECORD OF AMENDMENTS AND CORRIGENDA

REGISTRO DE ENMIENDAS Y CORRIGENDOS

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C A T A L O G O

Parte IV - Meteorología del ANP CAR/SAM Doc 8733/14

Cuando no se reciba la información OPMET que debe disponerse por intercambio, la información debería solicitarse al banco internacional de datos OPMET pertinente.

El banco internacional de datos OPMET de Brasilia ha sido designado para prestar servicio a los Estados de la Región SAM y el banco internacional de datos OPMET de Washington ha sido designado para prestar servicio a los Estados de la Región CAR.

El tiempo de respuesta de las peticiones a los bancos internacionales de datos OPMET debería ser inferior a 15 minutos. Los mensajes AFTN que contienen peticiones a los bancos internacionales de datos OPMET y sus respuestas deberían lograr tiempos de tránsito inferiores a 5 minutos.

Las denominaciones empleadas en esta publicación y la forma en que aparecen presentados los datos que contiene, no implican, de parte de la OACI, juicio alguno sobre la condición jurídica de ninguno de los países, territorios, ciudades o áreas o de sus autoridades, ni respecto de la delimitación de sus fronteras o límites.

INTRODUCCION

El catálogo de datos OPMET disponibles en el Banco internacional de datos OPMET de BRASILIA, fue preparado y publicado por la Oficina Regional Sudamericana (SAM) de la OACI, en cumplimiento de la Recomendación 5/10 - "Catalogo de datos OPMET en los bancos internacionales de datos OPMET CAR/SAM" emanada de la Reunión Regional Limitada de Navegación Aérea COM/MET, (Montreal 1-14 de noviembre de 1983).

El propósito del catálogo es orientar a los servicios meteorológicos aeronáuticos de la Región SAM y Regiones vecinas sobre los procedimientos para enviar y recibir información OPMET del banco internacional de datos OPMET de BRASILIA.

Es importante destacar la responsabilidad que tienen los servicios meteorológicos aeronáuticos de enviar diariamente al banco internacional de datos OPMET de Brasilia, al direccionamiento AFTN **SBBRYZXX**, sus informes de intercambio METAR, SPECI y TAF si se trata de una oficina meteorológica aeronáutica. En el caso de una Oficina de Vigilancia Meteorológica (MWO), además de los informes anteriores, debe enviar los SIGMETs, AIRMETs, GAMETs y las aeronotificaciones (AIREPs). Estas acciones permitirán una constante disponibilidad de la información OPMET en la memoria del banco internacional de datos OPMET de Brasilia, para beneficio de los usuarios en general.

La divulgación de la información OPMET en forma alfanumérica se hace a través de la AFTN, en forma de "boletines", cada uno de los cuales contiene uno o más informes, pronósticos u otro tipo de información. El encabezamiento del boletín es indispensable para identificar el tipo, la hora y el origen de los datos que contiene el boletín, por parte de los usuarios y operadores, incluyendo las computadoras, y no debe confundirse con el "encabezamiento del mensaje AFTN", el cual determina la prioridad, el encaminamiento y otros aspectos de telecomunicaciones del mensaje.

Este catálogo se mantendrá actualizado por medio de enmiendas anuales, corrigendos y/o nuevas ediciones, sujetas a las enmiendas de las Tablas MET 2A y MET 2B.

1. **GENERALIDADES**

- 1.1 El Comando de Aeronáutica del Brasil ha establecido en Brasilia, un Banco internacional de datos meteorológicos operacionales OPMET para el uso de los Estados miembros de la OACI que sirven a la aviación civil internacional.
- 1.2 Los servicios meteorológicos aeronáuticos pueden almacenar su información OPMET procesada en el banco internacional de datos OPMET de Brasilia por medio de la Red Fija de Telecomunicaciones Aeronáuticas (AFTN).
- 1.3 El banco internacional de datos OPMET de Brasilia está integrado a la AFTN y forma parte de la red automática del Primer Centro de Conmutación Automática de Mensajes (CCAM 1) del Primer Centro Integrado de Defensa Aérea y Control del Tráfico Aéreo (CINDACTA I).
- 1.4 La dirección responsable por el banco internacional de datos OPMET de Brasilia, dirigiendo es la dirección abajo indicada.

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2. **FUNCIONES Y PROCEDIMIENTOS ADMINISTRATIVOS Y OPERACIONALES DEL BANCO INTERNACIONAL DE DATOS OPMET DE BRASILIA**

2.1 **Funciones**

2.1.1 El banco internacional de datos OPMET de Brasilia debe realizar las siguientes funciones:

- a) Recibir, seleccionar y almacenar en forma automática, la información OPMET recibida de las localidades dentro y fuera de la Región CAR/SAM, de acuerdo con las Tablas MET 2A y MET 2B del Plan Regional de Navegación Aérea CAR/SAM (Documento 8733).
- b) Reconocer los mensajes AFTN en los que se solicita información OPMET.
- c) Suministrar datos OPMET cuando lo solicite un Estado, de acuerdo con los procedimientos operacionales establecidos en el parágrafo 2.3 de este catálogo.

2.2 **Procedimientos administrativos**

2.2.1 En la operación del banco internacional de datos OPMET de Brasilia, se deben tener en cuenta los siguientes procedimientos administrativos:

- a) Los procedimientos para interrogar el banco internacional de datos OPMET de Brasilia, serán los mismos que se utilizan para interrogar el banco internacional de datos OPMET de Washington.
- b) Una oficina meteorológica podrá requerir que la información OPMET sea enviada a ella misma y además a máximo siete direcciones AFTN (destinatarios), en su Estado o área de responsabilidad.
- c) Se requiere que los METARs (SA), SPECIs (SP) y TAFs (FT), SIGMETs (WS), SIGMETs relacionados con nubes de ceniza volcánica (WV), SIGMETs relacionados con ciclones tropicales (WC), AIRMET (WA), aeronotificación AIREP (UA), pronóstico de área para vuelos a baja altura GAMET (FA) y aviso de aerodromo e aviso de cizalladura del viento (WO) sean almacenados en el banco internacional de datos OPMET de Brasilia.

- d) Los Estados de la Región CAR/SAM y los Estados de otras Regiones de la OACI que requieran intercambiar la información OPMET indicada en c) deberían enviar la información al banco internacional de datos OPMET de Brasilia para ser almacenada, empleando la AFTN y en los formatos prescritos por la Organización Meteorológica Mundial (OMM), tales como METAR, SPECI, TAF etc. El banco internacional de datos OPMET de Brasilia debería enviar sus respuestas de la misma forma.
- e) La información requerida para ser almacenada en el banco internacional de datos OPMET de Brasilia, está contenida en este catálogo de datos internacionales OPMET, elaborado y publicado por la Oficina Regional SAM de la OACI en coordinación con Brasil. Este catálogo será distribuido a los usuarios del banco internacional de datos OPMET de Brasilia y actualizado anualmente, a través de enmiendas, corrigendos y/o nuevas ediciones.

2.3 **Procedimientos operacionales**

2.3.1 **Dirección y formato del mensaje**

2.3.1.1 El mensaje debe presentar el formato **AFTN**.

2.3.1.2 El mensaje deberá ir dirigido a **SBBRYZYX**, empleando el código de prioridad **GG**, con excepción de los mensajes SIGMETs y AIRMETs, los cuales tienen una prioridad **FF**.

2.3.1.3 El mensaje debe contener, además del encabezamiento **AFTN**, un **encabezamiento abreviado del boletín meteorológico**, el cual consiste en una sola línea que precede a los datos OPMET contenidos en el boletín, y que normalmente comprende los tres grupos siguientes:

- a) un identificador;
- b) un indicador de lugar de la OACI;
- c) un grupo fecha-hora; y
- d) si es necesario, puede agregarse un cuarto grupo como identificador de un boletín demorado, corregido o enmendado.

El significado de estos cuatro grupos se indica a continuación:

- a) **El identificador** consta de cuatro letras y dos cifras; las dos primeras letras son los designadores de datos; las dos siguientes letras son los designadores geográficos y las cifras se agregan para identificar dos o más boletines originados por el mismo centro. Los designadores de datos (primeras dos letras) son:

SA informe ordinario (**METAR**);

SP informe especial seleccionado (**SPECI**);

FT pronóstico de aeródromo válido para 18/24 horas (**TAF "largo"**);

FA pronóstico de área para vuelos a baja altura (**GAMET**) y pronóstico de área (**AREA FCST**);

WA información **AIRMET**;

WS información **SIGMET**;

WC información **SIGMET** relacionada con ciclones tropicales;

WV información **SIGMET** relacionada con nubes de ceniza volcánica;

FK informes de asesoramiento sobre ciclones tropicales;

FV informes de asesoramiento sobre ceniza volcánica;

UA aeronotificación (**AIREP**), y

WO aviso de aerodromo e aviso de cizalladura del viento.

NOTA 1: Una lista completa de designadores geográficos figura en la Publicación No. 386 - Manual del Sistema Mundial de Telecomunicaciones, de la OMM.

NOTA 2: Atualmente as mensagens informes de asesoramiento sobre ciclones tropicales (FK) e informes de asesoramiento sobre ceniza volcánica (FV) não estão sendo armazenados no Banco OPMET e devem ser enviados para a direção AFTN SBZZVAAC.

NOTA 3: El intercambio e inclusión en el banco internacional de datos OPMET de Brasilia de la información **AIRMET** (**WA**), de los pronósticos de área para vuelos a baja altura **GAMET** (**FA**) y de los aviso de aerodromo e aviso de

cizalladura del viento (WO) dependerá de futuros acuerdos regionales de navegación aérea.

EJEMPLO:

SASP02 Segundo de dos boletines que contiene informes ordinarios de aeródromo (SA) de Perú (SP).

El indicador de lugar consiste en cuatro letras, por ejemplo **YUDO** (lugar ficticio) e identifica la oficina meteorológica que compila el boletín.

- b) El indicador de la OACI de cuatro letras.
- c) **El grupo fecha-hora** consta de seis cifras, indicando las dos primeras el día del mes y las cuatro siguientes:
 - i) para los informes de aeródromo y los informes especiales seleccionados, la hora de observación en UTC;
 - ii) para los pronósticos de aeródromo, de ruta y de área, la hora completa en UTC (las dos últimas cifras son siempre 00) que precede a la hora de transmisión; para otros pronósticos, la hora normal de observación en UTC en la cual se basa el pronóstico;
 - iii) para otros boletines meteorológicos, tales como la información SIGMET, la hora de origen del texto del boletín o boletines en UTC.

EJEMPLO:

SASP02 151200 los informes ordinarios están basados en las observaciones hechas el día 15 del mes a las 1200 UTC.

Nota: En caso de boletines de informes preparados en respuesta a necesidades operacionales particulares, que contengan informes tomados de otros boletines, la hora de observación de cada informe debe ser claramente identificada.

- d) Cuando sea necesario, el encabezamiento abreviado puede incluir un cuarto grupo consistente en tres letras para identificar los boletines **demorados (RRA), corregidos (CCA) o enmendados (AAA)**. Los boletines adicionales demorados, corregidos o enmendados deben identificarse con las letras **RRB, RRC, etc.; CCB; CCC, etc.; AAB, AAC, etc.**

EJEMPLO: Un encabezamiento completo tendrá la siguiente forma:

SASP02 YUDO 151200 RRA

Segundo de dos boletines de informes ordinarios de aeródromo del Perú, recopilado por YUDO*, correspondiente al día 15 del mes a las 1200 UTC, demorado.

2.3.1.4 Dependiendo de su urgencia, se adjudican prioridades a los boletines que contienen información OPMET divulgados a través de la AFTN; a los avisos (información SIGMETy AIRMET), las enmiendas de pronósticos y otra información meteorológica de interés inmediato para las aeronaves en vuelo o próximas a salir, se les concede una prioridad relativamente alta. A continuación vienen los pronósticos meteorológicos, los informes y otros mensajes de intercambio entre oficinas meteorológicas.

Nota: Se pueden encontrar detalles sobre las prioridades de los mensajes AFTN en el Anexo 10 de la OACI, Telecomunicaciones Aeronáuticas, Volumen II - Procedimientos de comunicaciones, incluso los que tienen categoría de PANS.

2.3.1.5 Para asegurar su disponibilidad oportuna, los mensajes que contienen datos meteorológicos, deberían depositarse para su transmisión en la AFTN con suficiente antelación. Los informes de aeródromo deberían depositarse para su transmisión no más de 5 minutos después del momento de la observación, y los pronósticos de aeródromo deberían depositarse para su transmisión, por lo menos una hora antes de que inicie su período de validez.

2.3.1.6 El intervalo de tiempo que transcurre entre la hora de depósito y la hora de recepción del mensaje se denomina tiempo de "tránsito". Los mensajes que contienen datos OPMET transmitidos a través de la AFTN deben tener normalmente, tiempos de tránsito inferiores a 5 minutos, excepto los informes de aeródromo (ordinarios y especiales) y los pronósticos de aeródromo intercambiados entre distancias superiores a 900 km., que pueden tener tiempos de tránsito hasta de 10 minutos.

3. **PROCEDIMIENTOS PARA INTERROGAR EL BANCO INTERNACIONAL DE DATOS OPMET DE BRASILIA**
- 3.1 La interrogación al banco internacional de datos OPMET de Brasilia se hace por medio de mensajes normalizados, los cuales accionan la operación de extracción automática de la información y su retransmisión inmediata al originador de la solicitud. La información que se le suministra al usuario es la más reciente que se encuentra disponible.
- 3.2 Para que el mensaje de interrogación sea aceptado por el banco internacional de datos OPMET de Brasilia, debe estar de acuerdo con los siguientes principios:
- a) utilizar dirección AFTN **SBBRYZYX**, para solicitar METARs, SPECIs, TAFs y SIGMETs (WS), SIGMETs relacionados con nubes de ceniza volcánica (WV), SIGMETs relacionados con ciclones tropicales (WC), AIRMET (WA), aeronotificación AIREP (UA), pronóstico de área para vuelos a baja altura GAMET (FA) y aviso de aerodromo e aviso de cizalladura del viento (WO);
 - b) utilizar la dirección AFTN **KWBCYMYX**, para solicitar datos de vientos y temperaturas en altitud, aeronotificaciones y pronósticos de área y de ruta;
 - c) sólo se permite diez líneas de interrogación (69 caracteres de texto).
- 3.3 El mensaje normalizado de interrogación incluirá los elementos abajo descritos:
- a) **RQM**, indica el comienzo de una línea de solicitud de datos;
 - b) / (raya de quebrados) - Una raya de quebrados (señal ITA2 Núm. 24, posición "cifra") indica que a continuación se transmite el tipo de información solicitada. Es decir: RQM/SASBGR/FTSBGR= (El solicitante recibe SA y FT de SBGR);
 - c) el identificador del tipo de datos;
 - d) el indicador OACI de cuatro (4) letras; y
 - e) , (coma) - Una coma (señal ITA2 Núm. 14, posición "cifra") se emplea para indicar que sigue la petición para que se continúe el mismo tipo de informe.
ejemplo: RQM/SASBGR, SUMU= (El solicitante recibe un SA para SBGR y otro para SUMU);

- f) = (signo de igualdad) - El signo de igualdad (señal ITA2 Núm. 2 posición "cifra") señala el final de una línea de texto RQM. Se acepta un máximo de 69 caracteres por línea, incluyendo el designador RQM. El número de líneas RQM que se puede aceptar por cada solicitud es de diez (10).

3.4 **Procedimientos especiales de interrogación**

- a) se puede solicitar la misma información para varias estaciones, sin repetir el identificador de tipo de datos. En éste caso, los indicadores de lugar de las estaciones para las cuales se solicita información, deben estar separados por comas (,). Ejemplo: **RQM/SASPIM,SPSO=** (se solicita un **SA** de **SPIM** y otro de **SPSO**).
- b) Se puede solicitar en el mismo mensaje varios tipos de datos, utilizando la barra diagonal (/) como separador. Ejemplo: **RQM/SASPIM/FTSPIM=** (se solicita **SA** y **FT** de **SPIM**).

3.5 **Ejemplo de solicitud de un mensaje**

La oficina meteorológica de Aeroparque Jorge Newbery, Buenos Aires, Argentina (SABEYMYX) solicita se le envíe a Ezeiza (SAEZ) y a ella misma el informe meteorológico ordinario de aeródromo más reciente de Sao Paulo (SBGR) y de Río de Janeiro (SBGL).

La primera línea obligatoria del texto es formada por el encabezamiento abreviado según el formado de la OMM:

RRBZ SBBR 171500

El primer grupo siempre es RRBZ. El segundo grupo es siempre SBBR.

El tercer grupo es el de la fecha - hora en UTC, el cual es idéntico a la hora de presentación original del mensaje.

El primer indicador de localidad correspondiente a la línea obligatoria de encaminamiento de respuesta, deberá ser siempre el correspondiente al lugar autorizado donde se ha originado la consulta.

La solicitud y significado del mensaje OPMET al banco internacional de datos OPMET de Brasilia:

Solicitud de METAR:

ZCZC
 GG SBBRYZYX
 171500 SLLPYMYX
 RRBZ SBBR 171500
 SABEYMYX SAEZYMYX
 RQM/SASBGR, SBGL=
 NNNN

Significado:

ZCZC	:	Señal de comienzo del mensaje AFTN
GG	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario (Banco internacional de datos OPMET de Brasilia)
171500	:	Fecha y hora de envío del mensaje
SLLPYMYX	:	Indicador de lugar de la OACI solicitante
RRBZ	:	RR - designador de consulta de datos meteorológicos BZ - designador geográfico de país (Brasil)
SBBR	:	Indicador de localidad del banco internacional de datos OPMET de Brasilia
171500	:	Fecha y hora de la preparación del mensaje
SABEYMYX SAEZYMYX	:	Direcciones de los lugares de envío del mensaje de contestación (máximo siete direcciones)
RQM	:	Línea de solicitud
/ (barra)	:	Indica que la información solicitada se transmite a continuación
SASBGR	:	Solicitud del METAR de SBGR
, (coma)	:	Indica que sigue la solicitud de METAR para la localidad que se sigue (SBGL)
=	:	Indica el fin de una línea de solicitud
NNNN	:	Señal de fin del mensaje AFTN

3.6 Ejemplos de formatos para líneas de solicitud de datos

- a) Solicitud de informes meteorológicos ordinarios de los aeródromos de Buenos Aires/Ezeiza (SAEZ), Montevideo/Carrasco (SUMU), Porto Alegre (SBPA) y Sao Paulo/Guarulhos (SBGR):

RQM/SASAEZ, SUMU, SBPA, SBGR=

- b) Solicitud de pronósticos de aeródromos de los mismos lugares:

RQM/FTSAEZ, SUMU, SBPA, SBGR=

- c) Solicitud de informes meteorológicos ordinarios de aeródromo y pronósticos de aeródromo de Ezeiza y Resistencia:

RQM/SASAEZ, SARE/FTSAEZ, SABE=

3.7 Respuesta a la consulta

El sistema remitirá mensajes de respuesta, de conformidad con las direcciones que han sido mencionadas en la línea del texto de mensaje de solicitud RQM. La dirección AFTN del remitente deberá ser la del banco internacional de datos OPMET de Brasilia, o sea, SBBRYZYX. El mensaje respuesta tendrá la misma prioridad del mensaje de la consulta RQM, o sea, GG. Con la finalidad de facilitar las respuestas es necesario que sea empleado un encabezamiento abreviado de conformidad con el formato OMM lo cual posibilitará el trámite, a través del computador de Brasilia, para la transmisión automática vía AFTN. El encabezamiento para cualquiera de las respuestas deberá ser siempre:

MMBZ SBBR (grupo fecha - hora).

- a) En caso de una solicitud tipo SA (METAR): será enviado el informe meteorológico aeronáutico ordinario más reciente, como también cualquier otro informe especial que haya sido recibido a partir del último informe horario. SA con más de dos horas no serán remitidos; y
- b) En caso de una solicitud tipo FT (TAF): será enviado el pronóstico de aeródromo más reciente. TAF con más de ocho horas no serán remitidos.

Nota: Las respuestas que se faciliten habrán de ajustarse a las normas y procedimientos AFTN, incluyendo la longitud máxima del mensaje. Si la respuesta a la información solicitada excede la limitación de longitud de mensaje de la AFTN, dos o más mensajes de respuesta serán preparados y enviados.

4. ANOMALÍAS POSIBLES

El sistema remitirá las anomalías detectadas en mensaje(s) de respuesta(s) apués lo(s) mensaje(s) con los datos solicitados al banco de Brasilia.

- a) El banco internacional de datos OPMET de Brasilia no contiene informaciones METAR de la hora.

Ejemplo: ha sido solicitado al banco internacional de datos OPMET de Brasilia el día 17 a las 1305 UTC el METAR de SBRF. Como el METAR de las 1300 UTC aún no ha sido recibido por el banco internacional de datos OPMET de Brasilia, el solicitante recibirá el siguiente mensaje:

**RRBZ SBBR 171306
UNAVAILABLE METAR SBRF 171300=**

NOTA: El mismo procedimiento es válido para las informaciones meteorológicas del tipo TAF.

- b) El sistema señala que hay un error o truncamiento en el comienzo(s) de la línea(s) destinada(s) a la impresión RQM. Deberá ser respondida la porción del mensaje RQM reconocible y, a continuación, en la línea siguiente la impresión UNRECOGNIZABLE RQM LINE= y las solicitudes RQM después de la detección del truncamiento hallado no serán acatadas.

Ejemplo:

**RRBZ SBBR 171306
UNRECOGNIZABLE RQM LINE=**

- c) El banco internacional de datos OPMET de Brasilia no posee el indicador de localidad a que se refiere la solicitud.

Ejemplo: Han sido solicitados al banco internacional de datos OPMET de Brasilia, el día 17 a las 1203UTC, los METAR de SBSP, SBKP, SBRJ, SBBB y SBFL, pero SBBB no se halla registrado.

El solicitante recibirá:

**RRBZ SBBR 171204
RQM/SASBBB.NO CATALOG OPMET BANK=**

- d) El banco internacional de datos OPMET de Brasilia no acepta solicitud de SPECIs. Cuando es solicitado un METAR de determinada localidad si hubiera en el banco internacional de datos OPMET de Brasilia algún SPECI (de la localidad que ha sido solicitada), éste será remitido, de manera automática, inmediatamente después del METAR.

Ejemplo: Ha sido solicitado el día 17 el METAR de Guarulhos a las 1018UTC. El solicitante recibirá:

METAR SBGR 171000Z=
SPECI SBGR 171012Z=

- e) En caso de solicitarse el día 17 a las 1018UTC el METAR y el SPECI de SBGR, el solicitante recibirá:

RRBZ SBBR 171019
RQM/SP NO AUTHORIZED REQUEST=

- f) En caso de que el solicitante pida algún tipo de información, la cual no está contenida en el banco internacional de datos OPMET de Brasilia, el mismo recibirá:

RRBZ SBBR 171019
RQM/FY NO CATALOG AT DATA BANK SBBR=

- g) Si el número de los indicadores de lugar para la solicitud del METAR y/o TAF excede el límite admisible (7), el sistema remitirá al solicitante el siguiente texto:

RRBZ SBBR 171019
MSG MET ILLEGAL <FECHA HORA DEL REMITENTE>
<DIRECCION DEL REMITENTE> <NUMBER OF REQUEST=>

- h) Si el solicitante omite las comas entre los indicadores de lugar o raya de quebrados, cuando cambia para el otro tipo de solicitud, como en el ejemplo:

RQM SASBSP SBGL SBKP SBCF FT SBSB

Recibirá la respuesta:

RRBZ SBBR 171019

MSG MET ILLEGAL <FECHA HORA DEL REMITENTE>
<DIRECCION DEL REMITENTE> <OMITTED ROD OR COMMA OR
SIGN OF EQUAL=>

- i) El banco internacional de datos OPMET de Brasilia no aceptará solicitud de información sin designación del dato meteorológico y/o el (los) indicador(es) de lugar. El solicitante recibirá la respuesta:

UNRECOGNIZABLE RQM LINE=

5. **OBSERVACIONES QUE SE DEBEN TENER EN CUENTA**

5.1 **Información METAR**

El banco internacional de datos OPMET de Brasilia aceptará la información METAR a partir de la hora del validez. El mensaje será considerado atrasado si fuera recibido 10 (diez) minutos después de la hora entera.

Informaciones METAR del día remitidas con atraso de hasta 18 (dezoito) horas, serán aceptadas y guardadas de manera conveniente por el banco internacional de datos OPMET de Brasilia. En caso de que dichas informaciones excedieran tal tiempo, serán rechazadas y el remitente recibirá el siguiente mensaje:

RRBZ SBBR 171019

MSG MET ILLEGAL <FECHA HORA DEL REMITENTE> <DIRECCION DEL REMITENTE> <METAR> <INDICADOR DE LOCALIDAD> <ILLEGAL TIME=>

5.2 **Información SPECI**

El indicador de la hora debería corresponder con cualquier instante dentro de la hora actual. Si el banco internacional de datos OPMET de Brasilia recibe un mensaje SPECI con el indicador de la hora idéntico al de la última información, el banco internacional de datos OPMET de Brasilia interpretará tal hecho como una consecución, guardando el nuevo dato sobre el anterior.

5.3 **Información TAF**

5.3.1 Los mensajes TAF serán aceptadas con 08 (oito) horas de antecedência, até 12 (doce) horas de atraso.

6. **EJEMPLO DE INCLUSIÓN Y SIGNIFICADO DE MENSAJE OPMET**

6.1 **Inclusión de METAR único**

ZCZC
GG SBBRYZYX
011203 SLLPYMYX
SABO SLLP 011200
METAR SLLP 011200Z 14008KT 9999 SCT017 BKN070 13/03 Q1028=
NNNN

Significado

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011203 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI originador del mensaje (La Paz)
SABO : SA - tipo de mensaje (METAR)
BO - designador geográfico (Bolivia)
SLLP : Indicador de lugar OACI (La Paz)
011200 : Fecha y hora de la preparación del mensaje
Mensaje codificado (La Paz)
= (igual) : Señal codificado de fin de mensaje
NNNN : Señal de fin de mensaje AFTN

6.2 **Inclusión de METAR colectivo**

ZCZC
GG SBBRYZYX
011203 SLLPYMYX
SABO SLLP 011200
METAR
SLLP 011200Z 14008KT 9999 SCT017 BKN070 13/03 Q1028=
SLVR 011200Z 18009KT CAVOK 11/02 Q1024=
SLCB 011200Z 16006KT 9999 SCT020 BKN070 15/05 Q1026=
NNNN

Significado:

ZCZC	:	Señal de comienzo del mensaje AFTN
GG	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011203	:	Fecha y hora de envío del mensaje
SLLPYMYX	:	Indicador de lugar de la OACI originador del mensaje (La Paz)
SABO	:	SA - tipo de mensaje (METAR) BO - designador geográfico (Bolivia)
SLLP	:	Indicador de lugar OACI (La Paz)
011200	:	Fecha y hora de la preparación del mensaje
METAR	:	Nombre del código Mensaje codificado (La Paz) Mensaje codificado (Santa Cruz) Mensaje codificado (Cochabamba)
= (igual)	:	Señal de fin de mensaje codificado
NNNN	:	Señal de fin de mensaje AFTN

6.3 **Inclusión de METAR colectivo (con grupo fecha-hora en la línea del nombre del código)**

ZCZC
GG SBBRYZYX
011203 SLLPYMYX
SABO SLLP 011200
METAR 011200Z
SLLP 14008KT 9999 SCT017 BKN070 13/03 Q1028=
SLVR 18009KT CAVOK 11/02 Q1024=
SLCB 16006KT 9999 SCT020 BKN070 15/05 Q1026=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011203 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI originador del mensaje (La Paz)
SABO : SA - tipo de mensaje (METAR)
BO - designador geográfico (Bolivia)
SLLP : Indicador de lugar OACI (La Paz)
011200 : Fecha y hora de la preparación del mensaje
METAR : Nombre del código
011200z : Fecha y hora de los mensajes
Mensaje codificado (La Paz)
Mensaje codificado (Santa Cruz)
Mensaje codificado (Cochabamba)
= (igual) : Señal de fin de mensaje codificado
NNNN : Señal de fin de mensaje AFTN

6.4 **Inclusión de SPECI:**

ZCZC
GG SBBRYZYX
010803 SLLPYMYX
SPBO SLLP 010835
SPECI SLLP 010835Z 00000KT 3000 BR BKN010 BKN070 01/00 Q1018=
NNNN

Significado

ZCZC	:	Señal de comienzo del mensaje
GG	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
010803	:	Fecha y hora de envío del mensaje
SLLPYMYX	:	Indicador de lugar de la OACI originador del mensaje (La Paz)
SPBO	:	SP - tipo de mensaje (SPECI) BO - designador geográfico (Bolivia)
SLLP	:	Indicador de lugar OACI (La Paz)
010835	:	Fecha y hora de la preparación del mensaje Mensaje codificado (La Paz)
= (igual)	:	Señal de fin de mensaje codificado
NNNN	:	Señal de fin de mensaje AFTN

6.5 **Inclusión de SPECI colectivo**

ZCZC
GG SBBRYZYX
011238 SLLPYMYX
SpBO SLLP 01123800
METAR
SLLP 011233Z 14008KT 9999 SCT017 BKN070 13/03 Q1028=
SLVR 011238Z 18009KT CAVOK 11/02 Q1024=
SLCB 011238Z 16006KT 9999 SCT020 BKN070 15/05 Q1026=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011203 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI originador del mensaje (La Paz)
SPBO : SP - tipo de mensaje (SPECI)
BO - designador geográfico (Bolivia)
SLLP : Indicador de lugar OACI (La Paz)
011200 : Fecha y hora de la preparación del mensaje
SPECI : Nombre del código
Mensaje codificado (La Paz)
Mensaje codificado (Santa Cruz)
Mensaje codificado (Cochabamba)
= (igual) : Señal de fin de mensaje codificado
NNNN : Señal de fin de mensaje AFTN

6.6 **Inclusión de TAF único**

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
FTBO SLLP 011000
TAF SLLP 010950Z 1212 00000KT 9999 SCT020 SCT200 T05/24Z BECMG
1517 27012KT SCT020 SCT070=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011003 : Fecha y hora de envío de mensaje
SLLPYMYX : Indicador de lugar de la OACI originador del mensaje (La Paz)
FTBO : FT - tipo de mensaje (TAF)
BO - designador geográfico (Bolivia)
SLLP : Indicador de lugar OACI (La Paz)
011000 : Fecha y hora de la preparación del mensaje
Mensaje codificado (La Paz)
= (igual) : Señal de fin de mensaje codificado
NNNN : Señal de fin de mensaje AFTN

6.7

Inclusión de TAF colectivo:

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
FTBO SLLP 011000
TAF
SLLP 010950Z 1212 00000KT 9999 SCT020 SCT200 T05/24Z BECMG 1517
27012KT SCT020 SCT070=
SLVR 010940Z 1212 20005KT 9999 SKC T18/24Z BECMG 2022 33006KT
9999 SCT033=
SLCB 010945Z 1212 00000KT 4000 SKC T15/24Z BECMG 1517 9999 FM18
VRB03KT BECMG 0002 00000KT=

Significado

ZCZC	:	Señal de comienzo del mensaje AFTN
GG	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011003	:	Fecha y hora de envío del mensaje
SLLPYMYX	:	Indicador de lugar de la OACI originador del mensaje (La Paz)
FTBO	:	FT - tipo de mensaje (TAF) BO - designador geográfico (Bolivia)
SLLP	:	Indicador de lugar OACI (La Paz)
011000	:	Fecha y hora de la preparación del mensaje
TAF	:	Nombre del código Mensaje codificado (La Paz) Mensaje codificado (Santa Cruz) Mensaje codificado (Cochabamba)
= (igual)	:	Señal de fin de mensaje codificado
NNNN	:	Señal de fin de mensaje AFTN

6.8 **Inclusión de TAF AMD:**

ZCZC
FF SBBRYZYX
011410 SLLPYMYX
FTBO SLLP 011405
TAF AMD SLLP 011400Z 1412 00000KT 3000 BR BKN020 SCT200
TO5/24Z=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011410 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI originador del mensaje (La Paz)
FTBO : FT - tipo de mensaje (AMD TAF)
BO - designador geográfico (Bolivia)
SLLP : Indicador de lugar OACI (La paz)
011405 : Fecha y hora de la preparación del mensaje
Mensaje codificado (La Paz)
= (igual) : Señal de fin de mensaje codificado
NNNN : Señal de fin de mensaje AFTN

6.9

Inclusión de GAMET

ZCZC
GG SBBRYZYX
201150 SBGRYMYX
FABZ SBGR 201200
SBBS GAMET VALID 201200/201800 SBSP-
SBYS SEV CAT OBS FL 250=

NNNN

Significado:

ZCZC	:	Señal de comienzo del mensaje AFTN
GG	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
201150	:	Fecha y hora de envío del mensaje
SBGRYMYX	:	Indicador de lugar de la OACI originador del mensaje (São Paulo - Guarulhos)
FABZ	:	FA - tipo de mensaje (GAMET) BZ - designador geográfico (Brasil)
SBGR	:	Indicador de lugar OACI ((São Paulo - Guarulhos)
201200	:	Fecha y hora de la preparación del mensaje Mensaje codificado (FIR Brasilia)
= (igual)	:	Señal de fin de mensaje codificado
NNNN	:	Señal de fin de mensaje AFTN

6.10 **Inclusión de GAMET AMD**

ZCZC
FF SBBRYZYX
201450 SBGRYMYX
FABZ SBGR 201500
SBBS GAMET AMD VALID 201500/201800 SBSP-
SBYS SEV CAT OBS FL 250=

NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos
OPMET de Brasilia
201450 : Fecha y hora de envío del mensaje
SBGRYMYX : Indicador de lugar de la OACI originador del mensaje (São
Paulo - Guarulhos)
FABZ : FA - tipo de mensaje (GAMET)
BZ - designador geográfico (Brasil)
SBGR : Indicador de lugar OACI ((São Paulo - Guarulhos)
201500 : Fecha y hora de la preparación del mensaje
Mensaje codificado (FIR Brasília)
= (igual) : Señal de fin de mensaje codificado
NNNN : Señal de fin de mensaje AFTN

6.11 **Inclusión de AIRMET**

ZCZC
FF SBBRYZYX
011010 TTPPYMYX
WATD TTPP 011007
TTZP AIRMET 1 VALID 011100/011300 TTPP-
PIARCO FIR FRQ TS FCST NW SECTOR TTPP MOV E 20 KMH INTSF=
NNNN

Significado:

ZCZC	:	Señal de comienzo del mensaje AFTN
FF	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011010	:	Fecha y hora de envío del mensaje
TTPPYMYX	:	Indicador de lugar de la OACI originador del mensaje (Port-of-Spain)
WATD	:	WA - tipo de mensaje (AIRMET) TD - designador geográfico (Trinidad)
TTPP	:	Indicador de lugar OACI (Port-of-Spain)
011007	:	Fecha y hora de la preparación del mensaje Mensaje codificado (Port-of-Spain)
= (igual)	:	Señal de fin de mensaje codificado
NNNN	:	Señal de fin de mensaje AFTN

6.12

Inclusión de SIGMET

ZCZC
FF SBBRYZYX
011010 TTPPYMYX
WSTD TTPP 011007
TTZP SIGMET 1 VALID 011100/011300 TTPP-
PIARCO FIR FRQ TS FCST NW SECTOR TTPP MOV E 20 KMH INTSF=
NNNN

Significado:

ZCZC	:	Señal de comienzo del mensaje AFTN
FF	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011010	:	Fecha y hora de envío del mensaje
TTPPYMYX	:	Indicador de lugar de la OACI originador del mensaje (Port-of-Spain)
WSTD	:	WS - tipo de mensaje (SIGMET) TD - designador geográfico (Trinidad)
TTPP	:	Indicador de lugar OACI (Port-of-Spain)
011007	:	Fecha y hora de la preparación del mensaje Mensaje codificado (Port-of-Spain)
= (igual)	:	Señal de fin de mensaje codificado
NNNN	:	Señal de fin de mensaje AFTN

6.13

Inclusión de SIGMET relacionado con ciclones tropicales

ZCZC
FF SBBRYZYX
011010 TTPPYMYX
WCTD TTPP 011007
TTPP SIGMET 1 VALID 011100/011300 TTPP-
PIARCO FIR TC GLORIA OBS NW SECTOR TTPP AT 0950Z CT TOP

FL500

WI 150NM OF CENTRE MOV NW 20 KT INTSF=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
FF : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011010 : Fecha y hora de envío del mensaje
TTPPYMYX : Indicador de lugar de la OACI originador del mensaje (Port-of-Spain)
WCTD : WC - tipo de mensaje (SIGMET relacionado con ciclones tropicales)
TD - designador geográfico (Trinidad)
TTPP : Indicador de lugar OACI (Port-of-Spain)
011007 : Fecha y hora de la preparación del mensaje
Mensaje codificado (Port-of-Spain)
= (igual) : Señal de fin de mensaje codificado
NNNN : Señal de fin de mensaje AFTN

6.14 **Inclusión de SIGMET relacionado con nubes de ceniza volcánicas**

ZCZC
FF SBBRYZYX
181725 SEGU MYX
WVEQ SEGU 181720
SEGU SIGMET 02 VALID 181720/182020 SEGU-
GUAYAQUIL FIR VA TUNGURAHUA 1502-08 S01 28.00 W078 26.3 STN
SERB OBS AT 1710Z VA CLD FL160/230 MOV NW=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
FF : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos
OPMET de Brasilia
181725 : Fecha y hora de envío del mensaje
SEGU MYX : Indicador de lugar de la OACI originador del mensaje
(Guayaquil)
WVEQ : WV- tipo de mensaje (SIGMET relacionado con nubes de
ceniza volcánica)
EQ - designador geográfico (Ecuador)
SEGU : Indicador de lugar OACI (Guayaquil)
181720 : Fecha y hora de la preparación del mensaje
Mensaje codificado (Guayaquil FIR)
= (igual) : Señal de fin de mensaje codificado
NNNN : Señal de fin de mensaje AFTN

6.15

Inclusión de AIREP

ZCZC
GG SBBRYZYX
011235 SBBSYMYX
UABZ SBBS 011233
ARP VRG476 RDL260 16NM B UBR 1100 FL330 MS44 250/53KT=
ARP TAM522 RDL190 15NM ARX 1106 FL350 MS48 259/76KT =
ARP VRG614 TRIGO 1231 FL210 MS16 230/07KT=
ARP TBA617 EGODO 1232 FL310 MS40 240/20KT=
ARP PTLHD USABA 1233 FL240 MS31=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011235 : Fecha y hora de envío del mensaje
SBBSYMYX : Indicador de lugar de la OACI originador del mensaje (Brasília)
UABZ : UA - tipo de mensaje (AIREP)
BZ - designador geográfico (Brasil)
SBBS : Indicador de lugar OACI (FIR Brasília)
011233 : Fecha y hora de la preparación del mensaje
Mensaje codificado (Port-of-Spain)
= (igual) : Señal de fin de mensaje codificado
NNNN : Señal de fin de mensaje AFTN

6.16 **Inclusión de Aviso de Aeródromo**

ZCZC
GG SBBRYZYX
201235 SBGRYMYX
WOBZ SBGR 201235
AVISO DE AERÓDROMO 5 VALID 202130/202300 SBSP-
SBYS SEV CAT OBS FL 250=
NNNN

Significado:

ZCZC	:	Señal de comienzo del mensaje AFTN
GG	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
201235	:	Fecha y hora de envío del mensaje
SBGRYMYX	:	Indicador de lugar de la OACI originador del mensaje (São Paulo – Guarulhos)
WOBZ	:	WO - tipo de mensaje (Aviso de Aeródromo) BZ - designador geográfico (Brasil)
SBGR	:	Indicador de lugar OACI (São Paulo - Guarulhos)
201235	:	Fecha y hora de la preparación del mensaje Mensaje codificado (São Paulo – Guarulhos)
= (igual)	:	Señal de fin de mensaje codificado
NNNN	:	Señal de fin de mensaje AFTN

6.17

Inclusión de Aviso de Cizalladura del Viento

ZCZC
GG SBBRYZYX
252121 SBGRYMYX
WOBZ SBGR 252120
WS WRNG 5 VALID 252120/260120 B737 REPORTED MOD WS
IN APCH RWY09R SBGR AT 2111=
NNNN

Significado:

ZCZC	:	Señal de comienzo del mensaje AFTN
GG	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
252121	:	Fecha y hora de envío del mensaje
SBGRYMYX	:	Indicador de lugar de la OACI originador del mensaje (São Paulo – Guarulhos)
WOBZ	:	WO - tipo de mensaje (Aviso de Aeródromo) BZ - designador geográfico (Brasil)
SBGR	:	Indicador de lugar OACI (São Paulo - Guarulhos)
252120	:	Fecha y hora de la preparación del mensaje Mensaje codificado (São Paulo – Guarulhos)
= (igual)	:	Señal de fin de mensaje codificado
NNNN	:	Señal de fin de mensaje AFTN

Nota 1: La inclusión del informe METAR debería ser de la hora de confección del mensaje hasta cinco minutos de dicha hora.

Nota 2: La inclusión del informe TAF debería ser de por lo menos una hora antes del inicio del período de validez.

7. **EJEMPLOS DE SOLICITUD Y SIGNIFICADO DE MENSAJES OPMET EN EL BANCO INTERNACIONAL DE DATOS OPMET DE BRASILIA**

7.1 **Solicitud de METAR**

ZCZC
GG SBBRYZYX
011203 SLLPYMYX
RRBZ SBBR 011200
SLLPYMYX
RQM/SASBGL, SAEZ, SCEL=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011203 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico de país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011200 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Dirección del lugar de envío del mensaje de contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/ (barra) : Indica que la información solicitada se transmite a continuación
SASBGL : Solicitud del METAR de SBGL
, (coma) : Indica que sigue la solicitud de METAR para las localidades que siguen
SAEZ : SAEZ - Buenos Aires
SCEL : SCEL - Santiago
= (igual) : Indica el fin de una línea de solicitud
NNNN : Señal de fin de mensaje AFTN

7.2

Solicitud de TAF

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/FTSBBR, SAEZ, SCEL =
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del Banco internacional de datos OPMET de Brasilia
011003 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicar de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico del país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/ (barra) : Indica que la información solicitada se transmite a continuación
FTSBBR : FT - Solicitud de TAF
SBBR - Brasilia
, (coma) : Indica que sigue la solicitud de TAF
SAEZ : SAEZ - Buenos Aires
SCEL : SCEL - Santiago
= (igual) : Indica el fin de una línea de solicitud
NNNN : Señal de fin de mensaje AFTN

7.3 **Solicitud de METAR y TAF (en un único mensaje)**

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/SASBBR, SAEZ/FTSCEL, SGAS =
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del banco internacional de datos OPMET de Brasilia
0110003 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico del país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/(barra) : Indica que la información solicitada se transmite a continuación
SASBBR : SA - Solicitud de METAR
SBBR - Brasilia
SAEZ : SAEZ - Buenos Aires
/(barra) : Indica que la información solicitada se transmite a continuación
FTSCEL : FT - Solicitud de TAF
, (coma) : Indica que sigue solicitud de TAF
SGAS : SGAS - Asunción
= (igual) : Indica el fin de la solicitud
NNNN : Señal de fin de mensaje AFTN

7.4

Solicitud del GAMET

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/FABZSBCW/FABZSBRE=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del banco internacional de datos OPMET de Brasilia
011003 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico del país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/(barra) : Indica que la información solicitada se transmite a continuación
FABZSBCW : FA - designador de datos GAMET
BZ - designador geográfico de Brazil
SBCW - indicador de lugar OACI de Curitiba FIR/UIR
/(barra) : Indica que la información solicitada se transmite a continuación
FABZSBRE : FA - designador de datos GAMET
BZ - designador geográfico de Brasil
SBBL - Indicador de lugar OACI del Recife FIR/UIR
= (igual) : Indica el fin de la solicitud
NNNN : Señal de fin de mensaje AFTN

7.5

Solicitud del AREA FCST

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/FABZ01SBBR/FABZ02SBBR=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del banco internacional de datos OPMET de Brasilia
011003 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico del país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/(barra) : Indica que la información solicitada se transmite a continuación
FABZ01SBBR: FA - designador de datos AREA FCST
BZ - designador geográfico de Brazil
01 – designador do pronóstico de Área de Brasília dos níveis SUP/FL250
SBBR - indicador de lugar OACI de Brasília
/(barra) : Indica que la información solicitada se transmite a continuación
FABZ02SBBR: FA - designador de datos AREA FCST
BZ - designador geográfico de Brazil
02 – designador do pronóstico de Área de Brasília dos níveis FL250/FL630
SBBR - indicador de lugar OACI de Brasília
= (igual) : Indica el fin de la solicitud
NNNN : Señal de fin de mensaje AFTN

7.6 **Solicitud de Lista del SIGMETy AIRMET**

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/SIGMET=
NNNN

Significado

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del banco internacional de datos OPMET de Brasilia
011003 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico del país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/ (barra) : Indica que la información solicitada llega a continuación
SIGMET : Solicitud de la lista de datos SIGMET disponibles
= (igual) : Indica el fin de la solicitud
NNNN : Señal de fin de mensaje AFTN

7.7 **Solicitud del SIGMET y/o AIRMET especificado**

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/WABZSBCW/WSTDTTPP/WVMXMMEX/WCUSKZMA=
NNNN

Significado:

ZCZC	:	Señal de comienzo del mensaje AFTN
GG	:	Indicador de prioridad
SBBRYZYX	:	Indicador de destinatario del banco internacional de datos OPMET de Brasilia
011003	:	Fecha y hora de envío del mensaje
SLLPYMYX	:	Indicador de lugar de la OACI autorizado
RRBZ	:	RR - designador de consulta de datos meteorológicos BZ - designador geográfico del país (Brazil)
SBBR	:	Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000	:	Fecha y hora de la preparación del mensaje
SLLPYMYX	:	Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM	:	Línea de solicitud
/(barra)	:	Indica que la información solicitada se transmite a continuación
WABZSBCW	:	WA - designador de datos AIRMET BZ - designador geográfico de Brazil SBCW - indicador de lugar OACI de Curitiba FIR/UIR
/(barra)	:	Indica que la información solicitada se transmite a continuación
WSTDTPP	:	WS - designador de datos SIGMET TD - designador geográfico de Trinidad TTPP - Indicador de lugar OACI de Port-of-Spain Piarco FIR/RCC
/(barra)	:	Indica que la información solicitada se transmite a continuación
WVMXMMEX	:	WV - designador de datos SIGMET relacionado con nubes de ceniza volcánica MX - designador geográfico de México MMEX - Indicador de lugar OACI de México FIR/ACC
/(barra)	:	Indica que la información solicitada se transmite a continuación
WCUSKZMA	:	WC - designador de datos SIGMET relacionado con ciclones tropicales US - designador geográfico de EUA KZMA - Indicador de lugar OACI de Miami FIR/ARTCC
= (igual)	:	Indica el fin de la solicitud
NNNN	:	Señal de fin de mensaje AFTN

7.8

Solicitud de Lista del AIREP

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/AIREP=
NNNN

Significado

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del banco internacional de datos OPMET de Brasilia
011003 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico del país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/ (barra) : Indica que la información solicitada llega a continuación
AIREP : Solicitud de la lista de datos AIREP disponibles
= (igual) : Indica el fin de la solicitud
NNNN : Señal de fin de mensaje AFTN

7.9 **Solicitud del AIREP especificado**

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/UABZSBCW/UATDTTPP =
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del banco internacional de datos OPMET de Brasilia
011003 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico del país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/(barra) : Indica que la información solicitada se transmite a continuación
UABZSBCW : UA - designador de datos AIREP
BZ - designador geográfico de Brazil
SBCW - indicador de lugar OACI de Curitiba FIR/UIR
/(barra) : Indica que la información solicitada se transmite a continuación
UATDTTPP : UA - designador de datos AIREP
TD - designador geográfico de Trinidad
TTPP - Indicador de lugar OACI de Port-of-Spain Piarco FIR/RCC
= (igual) : Indica el fin de la solicitud
NNNN : Señal de fin de mensaje AFTN

7.10

Solicitud de Lista del AVISO

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/AVISO=
NNNN

Significado

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del banco internacional de datos OPMET de Brasilia
011003 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico del país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/ (barra) : Indica que la información solicitada llega a continuación
AVISO : Solicitud de la lista de datos de AVISOS (aviso de aeródromo y aviso de cizalladura del viento)
= (igual) : Indica el fin de la solicitud
NNNN : Señal de fin de mensaje AFTN

7.11 **Solicitud del AVISO especificado**

ZCZC
GG SBBRYZYX
011003 SLLPYMYX
RRBZ SBBR 011000
SLLPYMYX
RQM/WOBZSBCW/WOMXMMEX=
NNNN

Significado:

ZCZC : Señal de comienzo del mensaje AFTN
GG : Indicador de prioridad
SBBRYZYX : Indicador de destinatario del banco internacional de datos OPMET de Brasilia
011003 : Fecha y hora de envío del mensaje
SLLPYMYX : Indicador de lugar de la OACI autorizado
RRBZ : RR - designador de consulta de datos meteorológicos
BZ - designador geográfico del país (Brazil)
SBBR : Indicador de localidad del Banco internacional de datos OPMET de Brasilia
011000 : Fecha y hora de la preparación del mensaje
SLLPYMYX : Indicador de encaminamiento obligatorio para la contestación (máximo ocho direcciones)
RQM : Línea de solicitud
/ (barra) : Indica que la información solicitada se transmite a continuación
WOBZSBCW : WO - designador de datos AVISOS (aviso de aeródromo y aviso de cizalladura del viento)
BZ - designador geográfico de Brazil
SBCW - indicador de lugar OACI de Curitiba FIR/UIR
/ (barra) : Indica que la información solicitada se transmite a continuación
WOMXMMEX: WO - WO - designador de datos AVISOS (aviso de aeródromo y aviso de cizalladura del viento)
MX - designador geográfico de México
MMEX - Indicador de lugar OACI de México FIR/ACC
= (igual) : Indica el fin de la solicitud
NNNN : Señal de fin de mensaje AFTN

LIST OF ICAO STATES AND TERRITORIES IN ALPHABETICAL ORDER WITH ICAO LOCATION INDICATORS AND OPMET PRODUCTS

LISTA DE ESTADOS Y TERRITORIOS DE LA OACI EN ORDEN ALFABÉTICO CON INDICADORES DE LUGAR DE LA OACI Y PRODUCTOS OPMET

State/Territory	METAR	SPECI	TAF	SIGMET Ciclones Tropicales	SIGMET	SIGMET Cenizas Volcánicas	AIREP
	SA	SP	FT	WC	WS	WV	UA

Africa-Indian Ocean Region (AFI)

Angola			FNLU				
Ascención Is.	FHAW		FHAW				
Botswana	FBSK		FBSK				
Cape Verde	GVAC		GVAC	GVAC	GVAC	GVAC	GVAC
Congo			FCBB				
Cote D'ivoire	DIAP		DIAP				
Gambia			GBYD	GBYD	GBYD	GBYD	GBYD
Ghana			DGAA	DGAA	DGAA	DGAA	DGAA
Guinea	GUCY		GUCY				
Guinea Bissau			GGOV				
Islas Canarias (Esp)			GCLP,GCTS	GCLP	GCLP	GCLP	GCLP
Liberia			GLRB				
Mauritania			GQNN,GQPP				
Morocco			GMAA,GMME,GMMN				
Namibia	FYWH		FYWH				
Niger			DNKN,DNMM				
Senegal	GOOY		GOOY	GOOY	GOOY	GOOY	GOOY
Sierra Leone	GFLL		GFLL				
South Africa	FABL,FACT,FADN FAGE,FAGG,FAJS FAME,FAMM,FAOB FATC,FAUP,FAWK		FABL,FACT,FADN FAGE,FAGG,FAJS FAME,FAMM,FAOB FATC,FAUP,FAWK	FACT,FAJS	FACT,FAJS	FACT,FAJS	FACT,FAJS
Togo			DXXX				
Zaire			FZAA				

Asia Region (ASIA)

Australia			YSSY				
New Zealand			NZAA,NZCH,NZWN				

Caribbean Region (CAR)

Anguilla (UK)	TQPF		TQPF				
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State/Territory	METAR	SPECI	TAF	SIGMET Ciclones Tropicales	SIGMET	SIGMET Cenizas Volcánicas	AIREP
	SA	SP	FT	WC	WS	WV	UA
Antigua & Barbuda	TAPA		TAPA				
Aruba	TNCA		TNCA				
Bahamas	MYAM, MYAT, MYBS		MYAM, MYAT, MYBS				
	MYEG, MYEH, MYEM		MYEG, MYEH, MYEM				
	MYER, MYGF, MYGW		MYER, MYGF, MYGW				
	MYLS, MYNN, MYSM		MYLS, MYNN, MYSM				
Barbados	TBPB		TBPB				
Belize	MZBZ		MZBZ				
Cayman Island (UK)	MWCB, MWCR		MWCB, MWCR				
Costa Rica	MRLB, MRLM, MROC		MRLB, MRLM, MROC				
	MRPV		MRPV				
Cuba	MUCA, MUCC, MUCL		MUCA, MUCC, MUCL	MUHA	MUHA	MUHA	MUHA
	MUCM, MUCU, MUGT		MUCM, MUCU, MUGT				
	MUHA, MUHG, MUVR		MUHA, MUHG, MUVR				
Dominica	TDPD, TDPR		TDPD, TDPR				
Dominican Republic	MDBH, MDHE, MDLR		MDBH, MDHE, MDLR	MDSB	MDSB	MDSB	MDSB
	MDPC, MDPP, MDSD		MDPC, MDPP, MDSD				
	MDST		MDST				
El Salvador	MSLP, MSSS		MSLP, MSSS				
French Antilles	TFFF, TFFG, TFFJ		TFFF, TFFG, TFFJ				
	TFFR		TFFR				
Grenada	TGPG, TGPY		TGPG, TGPY				
Guatemala	MGFL, MGGT, MGPB		MGFL, MGGT, MGPB				
	MGSJ, MGTK		MGSJ, MGTK				
Haiti	MTCH, MTPP		MTCH, MTPP	MTPP	MTPP	MTPP	MTPP
Honduras	MHLC, MHLM, MHRO		MHLC, MHLM, MHRO	MHTG	MHTG	MHTG	MHTG
	MHTG		MHTG				
Jamaica	MKJP, MKJS		MKJP, MKJS	MKJP	MKJP	MKJP	MKJP
Mexico	MMAA, MMAN, MMAS		MMAA, MMCZ, MMGL	MMMX	MMMX	MMMX	MMMX
	MMBT, MMCE, MMCL		MMMD, MMMX, MMY				
	MMCM, MMCN, MMCP		MMCM, MMCN, MMCP				
	MMCS, MMCU, MMCV		MMCS, MMCU, MMCV				
	MMCZ, MMDO, MMGL		MMCZ, MMDO, MMGL				
	MMGM, MMHO, MMLO		MMGM, MMHO, MMLO				
	MMLP, MMLT, MMMA		MMLP, MMLT, MMMA				
	MMMC, MMMD, MMML		MMMC, MMMD, MMML				
	MMMM, MMMX, MMY		MMMM, MMMX, MMY				
	MMMZ, MMNG, MMNL		MMMZ, MMNG, MMNL				
	MMOX, MMPG, MMPR		MMOX, MMPG, MMPR				
	MMPS, MMRX, MMSD		MMPS, MMRX, MMSD				
	MMSF, MMSp, MMTC		MMSF, MMSp, MMTC				
	MMTJ, MMTM, MMTO		MMTJ, MMTM, MMTO				
	MMTP, MMUN, MMVA		MMTP, MMUN, MMVA				

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	MMVR, MMZC, MMZH	MMVR, MMZC, MMZH				
	MMZO	MMZO				
Montserrat	TRPM	TRPM				
Netherland Antilles	TNCB, TNCC, TNCE	TNCB, TNCC, TNCE	TNCC	TNCC	TNCC	TNCC
	TNCM	TNCM				
Nicaragua	MNMG, MNPC	MNMG, MNPC				
Puerto Rico (US)	TJBQ, TJFA, TJMZ	TJBQ, TJFA, TJMZ	TJSJ	TJSJ	TJSJ	TJSJ
	TJNR, TJPS, TJSJ	TJNR, TJPS, TJSJ				
	TJVQ	TJVQ				
Saint Lucia	TLPC, TLPL	TLPC, TLPL				
St Vincent & Gren	TVSB, TVSC, TVSM	TVSB, TVSC, TVSM				
	TVSU, TVSV	TVSU, TVSV				
St. Kitts and Nevis	TKPK, TKPN	TKPK, TKPN				
Trinidad & Tobago	TTCP, TTPP	TTCP, TTPP	TTPP	TTPP	TTPP	TTPP
Turks and Caicos Is.	MBGT, MBPV, MBSC	MBGT, MBPV, MBSC				
Virgin Islands (UK)	TUPJ, TUPW	TUPJ, TUPW				
Virgin Islands (US)	TIST, TISX	TIST, TISX				
European Region (EUR)						
Austria		LOWG, LOWW				
Belgium		EBBR				
Czech-Republic		LKPR				
Denmark		EKCH				
Finland		EFHK				
France		LFBD, LFBO, LFBT	LFPW	LFPW	LFPW	LFPW
		LFLL, LFML, LFMN				
		LFMT, LFPG, LFPO				
		LFSB				
Germany		EDDF, EDDH, EDDK				
		EDDL, EDDM, EDSS				
		ETBS, ETDN				
Hungria		LHBP				
Ireland		EIDW, EINN				
Italy		LIEA, LIMC, LIMF	LIIB, LImm	LIIB, LImm	LIIB, LImm	LIIB, LImm
		LIMJ, LIML				
Luxembourg		ELLX				
Netherlands		EHAM, EHRD				
Poland		EPWA				
Portugal		LPaz, LPFR, LPPR	LPPT	LPPT	LPPT	LPPT
		LPSS, LPPT				
Russian Federation		UUEE				
Spain		LEAL, LEBL, LEMD				
		LEMG, LEST, LEVC				
		LEZE, LEZL				
Slovaquia		LZIB				
Switzerland		LSGG, LSZH				
United Kingdom		EGFF, EGGW, EGKK	EGRR	EGRR	EGRR	EGRR
		EGLL				

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State/Territory	METAR	SPECI	TAF	SIGMET Ciclones Tropicales	SIGMET	SIGMET Cenizas Volcánicas	AIREP
	SA	SP	FT	WC	WS	WV	UA
North American Region (NAM)							
Canada	CYMX, CYOW, CYYZ		CYMX, CYOW, CYQG CYQY, CYUL, CYVR CYYZ		CWTO	CWTO	CWTO
United States	KATL, KBWI, KDFW KDTW, KEWR, KFAT KFLI, KIAH, KIND KJFK, KLAS, KLAX KMIA, KMKE, KMSY KONT, KORD, KORL KPBI, KPHL, KPHX KSAN, KSAT, KSFO KTPA, KTUS		KATL, KBDL, KBOS KBWI, KCLE, KDEN KDFW, KDTW, KEWR KFAT, KFLI, KIAD KIAG, KIAH, KIND KJFK, KLAS, KLAX KMIA, KMKE, KMSY KOAK, KONT, KORD KORL, KPBI, KPHL KPHX, KPIT, KPUB KSAN, KSAT, KSCK KSEA, KSFO, KTPA KTUS	KKCI	KKCI	KKCI	KKCI
North Atlantic Region (NAT)							
Bermuda (UK)	TXKF		TXKF				
Pacific Region (PAC)							
Chile	SCIP		SCIP	SCIP	SCIP	SCIP	SCIP
French Polynesia	NTAA, NTTG		NTAA, NTTG				
South American Region (SAM)							
Argentina	SAAR, SABE, SACO SADD, SADF, SAEZ SAME, SANT, SARE SARF, SARI, SARP SASA, SASJ, SAVC SAWE, SAWG, SAWH SAZM, SAZN, SAZS		SAAR, SABE, SACO SADD, SADF, SAEZ SAME, SANT, SARE SARF, SARI, SARP SASA, SASJ, SAVC SAWE, SAWG, SAWH SAZM, SAZN, SAZS	SABE, SACO SAME, SARE SAVC	SABE, SACO SAME, SARE SAVC	SABE, SACO SAME, SARE SAVC	SABE, SACO SAME, SARE SAVC
Bolivia	SLCB, SLCO, SLET SLLP, SLPO, SLPS SLSU, SLTJ, SLTR SLVR		SLCB, SLCO, SLET SLLP, SLPO, SLPS SLSU, SLTJ, SLTR SLVR	SLLP	SLLP	SLLP	SLLP
Brazil	SBBE, SBBR, SBBV SBCF, SBCG, SBCR		SBBE, SBBR, SBBV SBCF, SBCG, SBCR	SBAZ, SBBS SBCW, SBRE	SBAZ, SBBS SBCW, SBRE	SBAZ, SBBS SBCW, SBRE	SBAZ, SBBS SBCW, SBRE

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	SBCT, SBCY, SBCZ	SBCT, SBCY, SBCZ				
	SBEG, SBFI, SBFL	SBEG, SBFI, SBFL				
	SBFZ, SBGL, SBGR	SBFZ, SBGL, SBGR				
	SBKP, SBMO, SBMQ	SBKP, SBMO, SBMQ				
	SBNT, SBPA, SBPP	SBNT, SBPA, SBPP				
	SBRF, SBSL, SBSN	SBRF, SBSL, SBSN				
	SBSV, SBTT, SBUG	SBSV, SBTT, SBUG				
Chile	SCAR, SCBA, SCCF	SCAR, SCBA, SCCF	SCCI, SCEL	SCCI, SCEL	SCCI, SCEL	SCCI, SCEL
	SCCI, SCDA, SCEL	SCCI, SCDA, SCEL	SCFA, SCTE	SCFA, SCTE	SCFA, SCTE	SCFA, SCTE
	SCFA, SCHA, SCIE	SCFA, SCHA, SCIE				
	SCJO, SCSE, SCTC	SCJO, SCSE, SCTC				
	SCTE, SCTI	SCTE, SCTI				
Colombia	SKBG, SKBO, SKBQ	SKBG, SKBO, SKBQ	SKBO	SKBO	SKBO	SKBO
	SBCC, SBCG, SKCL	SBCC, SBCG, SKCL				
	SKLT, SKPE, SKRG	SKLT, SKPE, SKRG				
	SKSP	SKSP				
Ecuador	SEGU, SELT, SEMT	SEGU, SELT, SEMT	SEGU	SEGU	SEGU	SEGU
	SEQU	SEQU				
French Guiana	SOCA	SOCA	SOCA	SOCA	SOCA	SOCA
Guyana	SYCJ	SYCJ	SYCJ	SYCJ	SYCJ	SYCJ
Panama	MPBO, MPCH, MPDA	MPBO, MPCH, MPDA	MPTO	MPTO	MPTO	MPTO
	MPMG, MPTO	MPMG, MPTO				
Paraguay	SGAS, SGES	SGAS, SGES	SGAS	SGAS	SGAS	SGAS
Peru	SPHI, SPHO, SPHY	SPHI, SPHO, SPHY	SPIM	SPIM	SPIM	SPIM
	SPIM, SPJL, SPME	SPIM, SPJL, SPME				
	SPQT, SPQU, SPRU	SPQT, SPQU, SPRU				
	SPSO, SPTN, SPTU	SPSO, SPTN, SPTU				
	SPYL, SPZO	SPYL, SPZO				
Suriname	SMJP, SMNI, SMZO	SMJP, SMNI, SMZO	SMJP	SMJP	SMJP	SMJP
Uruguay	SUAA, SUCA, SULS	SUAA, SUCA, SULS	SUMU	SUMU	SUMU	SUMU
	SUMU, SURV, SUSO	SUMU, SURV, SUSO				
Venezuela	SVAC, SVBC, SVBI	SVAC, SVBC, SVBI	SVMI	SVMI	SVMI	SVMI
	SVBM, SVCB, SVCL	SVBM, SVCB, SVCL				
	SVCR, SVCU, SVFM	SVCR, SVCU, SVFM				
	SVGI, SVGU, SVHG	SVGI, SVGU, SVHG				
	SVJC, SVJM, SVMC	SVJC, SVJM, SVMC				
	SVMD, SVMG, SVMI	SVMD, SVMG, SVMI				
	SVMT, SVPA, SVSA	SVMT, SVPA, SVSA				
	SVSO, SVSR, SVTM	SVSO, SVSR, SVTM				
	SVVA, SVVP	SVVA, SVVP				

**LIST OF ICAO STATES AND TERRITORIES WITH OPMET PRODUCTS BY
ICAO LOCATION INDICATORS IN ALPHABETIC ORDER**

**LISTA DE ESTADOS Y TERRITORIOS DE LA OACI CON PRODUCTOS OPMET
POR INDICADOR DE LUGAR DE LA OACI EN ORDEN ALFABÉTICO**

Location Indicator/ Indicador de Lugar	Location/Lugar	METAR SPECI SA SP	TAF FT	SIGMET Ciclones Tropicales WC	SIGMET WS	SIGMET Cenizas Volcánicas WV	AIREP UA
Angola							
FNLU	LUANDA/4 DE FEVEREIRO		FT				
Anguilla (UK)							
TQPF	WALLBLAKE, ANGUILLA	SA SP	FT				
Antigua & Barbuda							
TAPA	V. C. BIRD, ANTIGUA	SA SP	FT				
Argentina							
SAAR	ROSARIO, SF	SA SP	FT				
SABE	BUENOS AIRES/AEROPARQUE	SA SP	FT	WC	WS	WV	UA
SACO	CORDOBA/ING. ALV. TARAVELLA	SA SP	FT	WC	WS	WV	UA
SADD	DON TORCUATO	SA SP	FT				
SADF	SAN FERNANDO, BA	SA SP	FT				
SAEZ	EZEIZA MISNISTRO PISTARINI, BA	SA SP	FT				
SAME	MENDOZA/EL PLUMERILLO, MZA	SA SP	FT	WC	WS	WV	UA
SANT	TUCUMAN/TEN. BENAJMAIN MATIENZO	SA SP	FT				
SARE	RESISTENCIA, CHO	SA SP	FT	WC	WS	WV	UA
SARF	FORMOSA	SA SP	FT				
SARI	IGUAZU/CATARATAS DEL IGUAZU	SA SP	FT				
SARP	POSADAS, MS	SA SP	FT				
SASA	SALTA	SA SP	FT				
SASJ	JUJUJY	SA SP	FT				
SAVC	COMODORO RIVADAVIA/GRAL MOSCONI	SA SP	FT	WC	WS	WV	UA
SAWE	RIO GRANDE	SA SP	FT				
SAWG	RIO GALLEGOS	SA SP	FT				
SAWH	USHUAIA/MALVINAS ARGENTINAS	SA SP	FT				
SAZM	MAR DEL PLATA, BA	SA SP	FT				
SAZN	NEUQUEN, N.	SA SP	FT				
SAZS	SAN CARLOS DE BARILOCHE	SA SP	FT				

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Aruba

TNCA	ORANJESTADBEATRIX	SA SP	FT
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Ascensión Is.

FHAW	ASCENTION I.	SA SP	FT
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Australia

YSSY	SYDNEY/KINGSFORD SMITH		FT
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Austria

LOWG	GRAZ		FT
LOWW	WIEN-SCHECHAT		FT

Bahamas

MYAM	MARSH HARBOUR	SA SP	FT
MYAT	TREASURE CAY	SA SP	FT
MYBS	SOUTH BIMINI	SA SP	FT
MYEG	GEORGE TOWN	SA SP	FT
MYEH	NORTH ELEUTHERA	SA SP	FT
MYEM	GOVERNOR'S HARBOUR	SA SP	FT
MYER	ROCK SOUND	SA SP	FT
MYGF	GRAND BAHAMA INTERNATIONAL	SA SP	FT
MYGW	WEST END	SA SP	FT
MYLS	STELLA MARIS	SA SP	FT
MYNN	NASSAU INTERNATIONAL	SA SP	FT
MYSM	SAN SALVADOR INTERNATIONAL	SA SP	FT

Barbados

TBPB	GRANTLEY ADAMS, BARBADOS	SA SP	FT
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Belgium

EBBR	BRUXELLES		FT
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Belize

MZBZ	PHILIP S. W. GOLDOSON/BELIZE	SA SP	FT
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Bermuda (UK)

TXKF	BERMUDA	SA SP	FT
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Bolivia (SLLPYMYX)

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Location	Location/Lugar	METAR	TAF	SIGMET	SIGMET	SIGMET	AIREP
Indicator/ Indicador de Lugar		SPECI		Ciclones Tropicales		Cenizas Volcánicas	
		SA SP	FT	WC	WS	WV	UA
SLCB	COCHABAMBA	SA SP	FT				
SLCO	COBIJA	SA SP	FT				
SLET	EL TROMPILLO	SA SP	FT				
SLLP	LA PAZ	SA SP	FT	WC	WS	WV	UA
SLPO	POTOSI	SA SP	FT				
SLPS	PUERTO SUAREZ	SA SP	FT				
SLSU	SUCRE	SA SP	FT				
SLTJ	TARIJA	SA SP	FT				
SLTR	TRINIDAD	SA SP	FT				
SLVR	VIRU VIRU	SA SP	FT				
Botswana							
FBSK	GABORONE/SIRSERETSE KHAMA INTL	SA SP	FT				
Brazil							
SBAZ	AMAZONICA (ACC/FIR)			WC	WS	WV	UA
SBBE	BELEM/VAL DE CÃES, PA	SA SP	FT				
SBBR	BRASILIA/PRES. JUSCELINO, DF	SA SP	FT				
SBBS	BRASILIA (ACC/FIR)			WC	WS	WV	UA
SBBV	BOA VISTA/BOA VISTA, RR	SA SP	FT				
SBCF	BELO HORIZONTE/TANCREDO NEVES, MG	SA SP	FT				
SBCG	CAMPO GRANDE/CAMP GRANDE, MS	SA SP	FT				
SBCR	CORUMBÁ/CORUMBÁ, MS	SA SP	FT				
SBCT	CURITIBA/AFONSO PENA, PR	SA SP	FT				
SBCW	CURITIBA (ACC/FIR)		FT	WC	WS	WV	UA
SBCY	CUIABÁ/MAL. RONDON, MT	SA SP	FT				
SBCZ	CRUZEIRO DO SUL/CRUZEIRO DO SUL	SA SP	FT				
SBEG	MANAUS/EDUARDO GOMES, AM	SA SP	FT				
SBFI	FOZ DO IGUAÇU/TARATAS, PR	SA SP	FT				
SBFL	FLORIANÓPOLIS/HERCÍLIO LUZ, PR	SA SP	FT				
SBFZ	FORTALEZA/PINTO MARTINS, CE	SA SP	FT				
SBGL	RIO DE JANEIRO/GALEÃO, RJ	SA SP	FT				
SBGR	SAO PAULO/GUARULHOS, SP	SA SP	FT				
SBKP	CAMPINAS/VIRACOPOS, SP	SA SP	FT				
SBMO	MACEIÓ/ZUMBI DOS PALMARES, AL	SA SP	FT				
SBMQ	MACAPÁ/MACAPÁ, AP	SA SP	FT				
SBNT	NATAL/AUGUSTO SEVERO, RN	SA SP	FT				
SBPA	PORTO ALEGRE/SALGADO FILHO, RS	SA SP	FT				
SBPP	PONTA PORÃ/PONTA PORÃ, MS	SA SP	FT				
SBRE	RECIFE (ACC/FIR)			WC	WS	WV	UA
SBRF	RECIFE/GUARARAPES, PE	SA SP	FT				
SBSL	SAO LUIS/MAL. CUNHA MACHADO, MA	SA SP	FT				

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SBSN	SANTARÉM/SANTARÉM, PA	SA SP	FT				
SBSV	SALVADOR/DEP. LUIZ EDUARDO, BA	SA SP	FT				
SBTT	TABATINGA/TABATINGA, AM	SA SP	FT				
SBUG	URUGUAIANA/RUBEM BERTA, RS	SA SP	FT				

Canada

CWTO	TORONTO				WC	WS	WV	UA
CYMX	MONTREAL INTL/MIRABEL, QUE.	SA SP	FT					
CYOW	OTTAWA/MACDONALD-CARTIER, ONT.	SA SP	FT					
CYQG	WINDSOR, ONT.		FT					
CYQY	SIDNEY, N.S.		FT					
CYUL	MONTREAL/PIERRE ELLIOT TURDEAU		FT					
CYVR	VANCOUVER INTL, B.C.		FT					
CYYZ	TORONTO/LESTER B. PEARSON INTL	SA SP	FT					

Cape Verde (GVACYMYX)

GVAC	AMILCAR CABRAL;SAL ISLAND	SA SP	FT		WC	WS	WV	UA
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Cayman Island (UK)

MWCB	GERRARD SMITH INTL/CAYMAN BRAC	SA SP	FT					
MWCR	OWEN ROBERTS INTL/GRAND CAYMAN	SA SP	FT					

Chile

SCAR	ARICA/AP CHACALLUTA	SA SP	FT					
SCBA	BALMACEDA/AD BALMACEDA	SA SP	FT					
SCCF	CALAMA/AD EL LOA	SA SP	FT					
SCCI	PUNTA ARENAS/PDTE.CARLOS IBANEZ	SA SP	FT		WC	WS	WV	UA
SCDA	IQUIQUE/AD DIEGO ARACENA	SA SP	FT					
SCEL	SANTIAGO/AP ARTURO MERINO B.	SA SP	FT		WC	WS	WV	UA
SCFA	ANTOFAGASTA/AD CERRO MORENO	SA SP	FT		WC	WS	WV	UA
SCHA	COPIAPO/AD CHAMONATE	SA SP	FT					
SCIE	CONCEPCION/AD CARRIEL SUR	SA SP	FT					
SCIP	ISLA DE PASCUA/AD MATAVERI	SA SP	FT					
SCJO	OSORNO/CANAL BAJO-CARLOS HOTT	SA SP	FT					
SCSE	LA SERENA/AD LA FLORIDA	SA SP	FT					
SCTC	TEMUCO/AD MAQUEHUE	SA SP	FT					
SCTE	PUERTO MONTT/AD EL TEPUAL	SA SP	FT		WC	WS	WV	UA
SCTI	SANTIAGO/AD LOS CERRILLOS	SA SP	FT					

Colombia

SKBG	BUCARAMANGA/SANTANDER	SA SP	FT					
SKBO	S/FE DE BOGOTA/CIMARCA	SA SP	FT		WC	WS	WV	UA
SKBQ	BARRANQUILLA/ATLÁNTICO	SA SP	FT					
SKCC	CUCUTA/N. S/DER	SA SP	FT					
SKCG	CARTAGENA/BOLIVAR	SA SP	FT					

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Location	Location/Lugar	METAR	TAF	SIGMET	SIGMET	SIGMET	AIREP
Indicator/ Indicador de Lugar		SPECI		Ciclones Tropicales		Cenizas Volcánicas	
		SA SP	FT	WC	WS	WV	UA

SKCL	CALI/VALLE	SA SP	FT				
SKLT	LETICIA/AMAZONAS	SA SP	FT				
SKPE	PEREIRA/RISARALDA	SA SP	FT				
SKRG	RIO NEGRO/ANTIOQUIA	SA SP	FT				
SKSP	SAN ANDRES/ILSA	SA SP	FT				

Congo

FCBB	BRAZZAVILLE/MAYA-MAYA		FT				
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Costa Rica

MRLB	LIBERIA/DANIEL ODUBER QUIROS INTL	SA SP	FT				
MRLM	LIMON/LIMON INTL	SA SP	FT				
MROC	ALAJUELA/JUAN SANTAMARIA INTL	SA SP	FT				
MRPV	PAVAS/TOBIAS BOLANDO INTL	SA SP	FT				

Cote D'ivoire

DIAP	ABIDJAN/FELIX HOUPHOUET BOIGNY	SA SP	FT				
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Cuba

MUCA	CIEGO DE AVILA/MAXIMO GOMEZ	SA SP	FT				
MUCC	CAYO COCO/JARDINES DL REY	SA SP	FT				
MUCL	CAYO LARGO DEL SUR/VILO ACUNA	SA SP	FT				
MUCM	CAMAGUEY/IGNACIO AGRAMONTE INTL	SA SP	FT				
MUCU	SANTIAGO DE CUBA/ANTONIO MACEO	SA SP	FT				
MUGT	GUANTANAMO/MARIANA GRAJALES	SA SP	FT				
MUHA	HABANA/JOSE MARTI INTL	SA SP	FT	WC	WS	WV	UA
MUHG	HOLGUIN/FRANK PAIS INTL	SA SP	FT				
MUVR	VARADERO/JUAN G. GOMEZ INTL	SA SP	FT				

Czech-Republic

LKPR	PRAHA/RUZYNE		FT				
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Denmark

EKCH	KOBENHAVN/KASTRUP		FT				
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Dominica

TDPD	MELVILLE HALL, DOMINICA	SA SP	FT				
TDPR	ROSEAU, DOMINICA	SA SP	FT				

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Dominican Republic (MDSYMYX)

MDBH	BARAHONA	SA SP	FT					
MDHE	SANTO DOMINGO/HERRERA	SA SP	FT					
MDLR	LA ROMANA/INTL	SA SP	FT					
MDPC	PUNTA CANA	SA SP	FT					
MDPP	PUERTO PLATA	SA SP	FT					
MDSD	SANTO DOMINGO/JOSE FRANCISCO	SA SP	FT	WC	WS	WV	UA	
MDST	SANTIAGO/CIBAO		FT					

Ecuador

SEGU	GUAYAQUIL	SA SP	FT	WC	WS	WV	UA	
SELT	LATACUNGA	SA SP	FT					
SEMT	MANTA	SA SP	FT					
SEQU	QUITO	SA SP	FT					

El Salvador

MSLP	EL SALVADOR INTL	SA SP	FT					
MSSS	ILOPANGO INTL	SA SP	FT					

Finland

EFHK	HELSINKI		FT					
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France

LFBD	BORDEAUX/MERIGNAC		FT					
LFBO	TOULOUSE/BLAGNAC, TOULOUSE/CCER		FT					
LFBT	TARBES LOURDES PYRENEES		FT					
LFLL	LYON SAINT-EXUPERY		FT					
LFML	MARSEILLE/PROVENCE		FT					
LFMN	NICE/COTE D'AZUR		FT					
LFMT	MONTPELLIER/MEDITERRANEE		FT					
LFPG	PARIS/CHARLES DE GAULLE		FT					
LFPO	PARIS/ORLY		FT					
LFPW	TOULOUSE CENTRE METEO		FT	WC	WS	WV	UA	
LFSB	BALE/MULHOUSE		FT					

French Antilles

TFFF	FORT DE FRANCE LE LAMENTIN	SA SP	FT					
TFFG	AINT MARTIN, GRANDE CASE	SA SP	FT					
TFFJ	SAINT-BARTHELEMY	SA SP	FT					
TFFR	POINTE A PITRE, LE RAIZET	SA SP	FT					

French Guiana

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Indicator/ Indicador de Lugar		SPECI		Ciclones Tropicales		Cenizas Volcánicas	
		SA SP	FT	WC	WS	WV	UA

SOCA	CAYENNE-ROCHAMBEAU	SA SP	FT	WC	WS	WV	UA
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French Polynesia

NTAA	TAHITI/FAAA	SA SP	FT				
NTTG	RANGIROA	SA SP	FT				

Gambia

GBYD	BANDJUL INTERNATIONAL		FT	WC	WS	WV	UA
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Germany

EDDF	FRANKFURT MAIN		FT				
EDDH	HAMBURG		FT				
EDDK	KOLN/BONN		FT				
EDDL	DUSSELDORF		FT				
EDDM	MUNCHEN		FT				
EDDS	STUTTGART		FT				
ETBS	BERLIN		FT				
ETDN	DRESDEN		FT				

Ghana

DGAA	ACCRA/KOTOKA INTRENATIONAL		FT	WC	WS	WV	UA
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Grenada

TGPG	SAINT GEORGES	SA SP	FT				
TGPY	POINT SALINES	SA SP	FT				

Guatemala

MGFL	FLORES	SA SP	FT				
MGGT	GUATEMALA/LA AURORA	SA SP	FT				
MGPB	PUERTO BARRIOS	SA SP	FT				
MGSJ	SAN JOSE	SA SP	FT				
MGTK	TIKAL	SA SP	FT				

Guinea

GUCY	CONAKRY/GBESSIA	SA SP	FT				
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Guinea Bissau

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GGOV	BISSAU/OSWALDO VIEIRA INTL		FT					
Guyana								
SYCJ	CHEDDI JAGAN INTERNATIONAL	SA SP	FT	WC	WS	WV	UA	
Haiti								
MTCH	CAP. HAITIEN	SA SP	FT					
MTPP	PORT-AU-PRINCE	SA SP	FT	WC	WS	WV	UA	
Honduras								
MHLC	LA CEIBA/GOLOSON INTL	SA SP	FT					
MHLM	SAN PEDRO SULA/LA MESA	SA SP	FT					
MHRO	ROATAN INTL	SA SP	FT					
MHTG	TEGUCIGALPA/TONCONTIN	SA SP	FT	WC	WS	WV	UA	
Hungria								
LHBP	BUDAPEST/FERIHEGY		FT					
Ireland								
EIDW	DUBLIN		FT					
EINN	SHANNON		FT					
Islas Canarias (ESP)								
GCLP	GRAN CANÁRIA		FT	WC	WS	WV	UA	
GCTS	TENERIFE SUR/REINA SOFIA		FT					
Italy								
LIEA	ALGHERO/FERTILIA		FT					
LIIB	ROMA CENTOR COM			WC	WS	WV	UA	
LIMC	MILANO/MALPENSA		FT					
LIMF	TORINO/CASELLE		FT					
LIMJ	GENOVA/SESTRI		FT					
LIML	MILANO/LINATE		FT					
LIMM	MILANO ACC			WC	WS	WV	UA	
Jamaica								
MKJP	KINGSTON/NORMAN MANLEY	SA SP	FT	WC	WS	WV	UA	
MKJS	MONTEGO BAY/SANGSTER	SA SP	FT					

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Indicator/ Indicador de Lugar		SPECI		Ciclones Tropicales		Cenizas Volcánicas	
		SA SP	FT	WC	WS	WV	UA

Liberia

GLRB MONROVIA/ROBERTS INTL FT

Luxembourg

ELLX LUXEMBOURG/LUXEMBOURG FT

Mauritania

GQNN NOUAKCHOTT FT
 GQPP NOUADHIBOU FT

Mexico (MMMXYMYX)

MMAA	ACAPULCO	SA SP	FT				
MMAN	AEROPUERTO DEL NORTE	SA SP	FT				
MMAS	AGUASCALIENTE	SA SP	FT				
MMBT	BAHIAS DE HUATULCO	SA SP	FT				
MMCE	CIUDAD DEL CARMEN	SA SP	FT				
MMCL	CULIACAN	SA SP	FT				
MMCM	CHETUMAL	SA SP	FT				
MMCN	CIUDAD OBREGON	SA SP	FT				
MMCP	CAMPECHE	SA SP	FT				
MMCS	CD, JUAREZ	SA SP	FT				
MMCU	CHIHUAHUA	SA SP	FT				
MMCV	CD. VICTORIA	SA SP	FT				
MMCZ	COZUMEL	SA SP	FT				
MMDO	DURANGO	SA SP	FT				
MMGL	GUADALAJARA	SA SP	FT				
MMGM	GUAYMAS	SA SP	FT				
MMHO	HERMOSILLO	SA SP	FT				
MMLO	LEON	SA SP	FT				
MMLP	LA PAZ	SA SP	FT				
MMLT	LORETO	SA SP	FT				
MMMA	MATAMOROS	SA SP	FT				
MMMC	CIUDAD ACUÑA	SA SP	FT				
MMMD	MERIDA	SA SP	FT				
MMML	MEXICALI	SA SP	FT				
MMMM	MORÉLIA	SA SP	FT				
MMMX	MEXICO	SA SP	FT	WC	WS	WV	UA
MMMY	MONTERREY	SA SP	FT				
MMMZ	MAZATLAN	SA SP	FT				

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MMNG	NOGALES	SA SP	FT
MMNL	NUEVO LAREDO	SA SP	FT
MMOX	OAXACA	SA SP	FT
MMPG	PIEDRAS NEGRAS	SA SP	FT
MMPR	PUERTO VALLARTA	SA SP	FT
MMPS	PUERTO ESCONDIDO	SA SP	FT
MMRX	REYNOSA	SA SP	FT
MMSD	SAN JOSE DEL CABO	SA SP	FT
MMSF	SAN FELIPE	SA SP	FT
MMSP	SAN LUIS POTOSI	SA SP	FT
MMTC	TORREON	SA SP	FT
MMTJ	TIJUANA	SA SP	FT
MMTM	TAMPICO	SA SP	FT
MMTO	TOLUCA	SA SP	FT
MMTP	TAPACHULA	SA SP	FT
MMUN	CANCUN	SA SP	FT
MMVA	VILLAHERMOSA	SA SP	FT
MMVR	VERACRUZ	SA SP	FT
MMZC	ZACATECAS	SA SP	FT
MMZH	IXTAPA-ZIHUATANEJO	SA SP	FT
MMZO	MANZANILLO	SA SP	FT

Montserrat

TRPM	W. H. BRAMBLE	SA SP	FT
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Morocco

GMAA	AGADIR		FT
GMME	RABAT/SALE		FT
GMMN	CASABLANCA/MOHAMED V		FT

Namibia

FYWH	HOSEA KUTAKO INTL AIRPORT	SA SP	FT
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Netherlands Antilles

TNCB	BONAIRE/FLAMINGO	SA SP	FT				
TNCC	CURACAO/AEROPUERTO HATO	SA SP	FT	WC	WS	WV	UA
TNCE	ST. EUSTATIUS/F. D. ROOSEVELT	SA SP	FT				
TNCM	ST. MAARTEN/PRINCESS JULIANA	SA SP	FT				

Netherlands

EHAM	AMSTERDAM/SCHIPHOL		FT
EHRD	ROTTERDAM/ROTTERDAN		FT

New Zealand

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Indicator/ Indicador de Lugar		SPECI		Ciclones Tropicales		Cenizas Volcánicas	
		SA SP	FT	WC	WS	WV	UA
NZAA	AUCKLAND INTL		FT				
NZCH	CHRISTCHURCH INTL		FT				
NZWN	WELLINGTON INTL		FT				
Nicaragua							
MNMG	MANAGUA/MANAGUA	SA SP	FT				
MNPC	PUERTO CABEZAS/ZELAYA	SA SP	FT				
Niger							
DNKN	KANO/MALLAM AMINU KANO		FT				
DNMM	LAGOS/MURTALA MUHAMMED		FT				
Panama							
MPBO	BOCAS DEL TORO/BOCAS DEL TORO	SA SP	FT				
MPCH	CHANGUINOLA/MANUEL NINO	SA SP	FT				
MPDA	DAVID/ENRIQUE MALEK	SA SP	FT				
MPMG	PANAMA/MARCOS A. GELABERT	SA SP	FT				
MPTO	PANAMA/TOCUMEN	SA SP	FT	WC	WS	WV	UA
Paraguay							
SGAS	ASUNCION/S. PETTIROSSI	SA SP	FT	WC	WS	WV	UA
SGES	CIUDAD DEL ESTE/GUARANI	SA SP	FT				
Peru							
SPHI	CHICLAYO/CAP. JOSÉ ABELARDO	SA SP	FT				
SPHO	AYACUCHO/CORONEL FAP ALFREDO	SA SP	FT				
SPHY	ANDAHUAYLAS	SA SP	FT				
SPIM	LIMA-CALLAO/INTL JORGE CHAVEZ	SA SP	FT	WC	WS	WV	UA
SPJL	JULIACA	SA SP	FT				
SPME	TUMBES/PEDRO CANGA	SA SP	FT				
SPQT	IQUITOS/CORONEL FAP FRANCISCO	SA SP	FT				
SPQU	AREQUIPA/RODRIGUEZ BALLON	SA SP	FT				
SPRU	TRUJILLO/CAPITAN CARLOS MARTINEZ	SA SP	FT				
SPSO	PISCO	SA SP	FT				
SPTN	TACNA/CORONEL FAP CARLOS CIRIANI	SA SP	FT				
SPTU	PTO. MALDONADO/PADRE ALDAMIZ	SA SP	FT				
SPYL	TALARA/CAPITAN MONTES	SA SP	FT				
SPZO	CUZCO/VELAZCO ASTETE	SA SP	FT				

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Location	Location/Lugar	METAR	TAF	SIGMET	SIGMET	SIGMET	AIREP
Indicator/ Indicador de Lugar		SPECI		Ciclones Tropicales		Cenizas Volcánicas	
		SA SP	FT	WC	WS	WV	UA

FAGE	GOUGH ISLAND	SA SP	FT				
FAGG	GEORGE (GEORGE AIRPORT)	SA SP	FT				
FAJS	JOHANNESBURG INTL	SA SP	FT	WC	WS	WV	UA
FAME	MARION ISLAND	SA SP	FT				
FAMM	MAFIKENG INTL AD	SA SP	FT				
FAOB	OVERBERG	SA SP	FT				
FATC	TRISTAND DE CUNHA	SA SP	FT				
FAUP	UPINGTON (UPINGTON AIRPORT)	SA SP	FT				
FAWK	WATERKLOOF (SAAF)	SA SP	FT				

Spain

LEAL	ALICANTE		FT				
LEBL	BARCELONA		FT				
LEMD	MADRID/BARAJAS		FT				
LEMG	MALAGA		FT				
LEST	SANTIAGO DE COMPOSTELA		FT				
LEVC	VALENCIA		FT				
LEZE	ZARAGOZA		FT				
LEZL	SEVILLA		FT				

St Vincent & Grenadines

TVSB	JF. MITCHELLBEQUIA	SA SP	FT				
TVSC	CANOUAN	SA SP	FT				
TVSM	MUSTIQUE	SA SP	FT				
TVSU	UNION ISLAND	SA SP	FT				
TVSV	E. T. JOSHUA	SA SP	FT				

St. Kitts and Nevis

TKPK	ROBERT L. BRADSHAW	SA SP	FT				
TKPN	VANCE WINKWORTH AMORY	SA SP	FT				

Suriname

SMJP	J. A. PENDEL INTL AIRP	SA SP	FT	WC	WS	WV	UA
SMNI	NICKERIE/MAJ. FERNANDES	SA SP	FT				
SMZO	ZORG EN HOOP	SA SP	FT				

Switzerland

LSGG	GENEVE		FT				
LSZH	ZURICH/FLUGHAFEN		FT				

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Togo

DXXX GNASSINGBE EYADEMA FT

Trinidad & Tobago

TTCP CROWN POINT, TOGABO SA SP FT
 TTPP PIARCO, TRINIDAD SA SP FT WC WS WV UA

Turks and Caicos Is.

MBJT GRAND TURK SA SP FT
 MBPV PROVIDENCIALES SA SP FT
 MBSC SOUTH CAICOS SA SP FT

United Kingdom

EGFF CARDIFF FT
 EGGW LONODN LUTON FT
 EGKK LONDON GATWICK FT
 EGLL LONDON HEATHROW FT
 EGRR MET OFFICE EXETER WC WS WV UA

United States

KATL ATLANTA/THE WILLIAM B. HARTSFIELD SA SP FT
 KBDL WINDSOR LOCKS/BRADLEY INTL, CT. FT
 KBOS BOSTON/GRAL E. LLOGAN INTL, MA. FT
 KBWI BALTIMORE/WASHINGTON INTL, MD. SA SP FT
 KCLE CLEVELAND/CLEVELAND-HOPKINS FT
 KDEN DENVER FT
 KDFW DALLAS-FORT WHORT INTL, TX. SA SP FT
 KDTW DETROIT/METROPOLITAN WAYNE SA SP FT
 KEWR NEWARK/INTL, NJ. SA SP FT
 KFAT FRESNO, CA. SA SP FT
 KFLL FORT LAUDERDALE/HOLYWOOD INTL SA SP FT
 KIAD WASHINGTON/DULLES INTL, DC. FT
 KIAG NIAGARA FALLS/INTL, NY. FT
 KIAH HOUSTON/INTERCONTINENTAL, TX. SA SP FT
 KIND INDIANAPOLIS/INTL, IN. SA SP FT
 KJFK NEW YORK/JOHN F. KENNEDY INTL SA SP FT
 KKCI KANSAS CITY WC WS WV UA
 KLAS LAS VEGAS/MCCARRAN INTL, NV. SA SP FT
 KLAX LOS ANGELES/INTL, CA. SA SP FT
 KMIA MIAMI/INTL, FL. SA SP FT
 KMKE MILWAUKEE/GENERAL MITCHELL, WI SA SP FT

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Location	Location/Lugar	METAR	TAF	SIGMET	SIGMET	SIGMET	AIREP
Indicator/ Indicador de Lugar		SPECI		Ciclones Tropicales		Cenizas Volcánicas	
		SA SP	FT	WC	WS	WV	UA

KMSY	NEW ORLEANS/MOISANT FIELD INTL	SA SP	FT				
KOAK	OAKLAND/METROPOLITAN INTL, CA.		FT				
KONT	ONTARIO/INTL, CA.	SA SP	FT				
KORD	CHICAGO/O'HARE, IL.	SA SP	FT				
KORL	ORLANDO	SA SP	FT				
KPBI	PALM BEACH/INTL, FL	SA SP	FT				
KPHL	PHILADELPHIA/INTL, PA.	SA SP	FT				
KPHX	PHOENIX/SKY HARBOR INTL, AZ.	SA SP	FT				
KPIT	PITTSBURGH/GREATER		FT				
KPUB	PUEBLO MEMORIAL, CO.		FT				
KSAN	SAN DIEGO, CA.	SA SP	FT				
KSAT	SAN ANTONIO/INTL, TX.	SA SP	FT				
KSCK	STOCKTON/METROPOLITAN, CA.		FT				
KSEA	SEATTLE/TACOMA INTL, WA.		FT				
KSFO	SAN FRANCISCO/INTL, CA.	SA SP	FT				
KTPA	TAMPA/INTL, FL.	SA SP	FT				
KTUS	TUCSON/INTL, AZ.	SA SP	FT				

Uruguay

SUAA	MONTEVIDEO/AD ANGEL S. ADAMI	SA SP	FT				
SUCA	COLONIA/LAGUNA DE LOS PATOS	SA SP	FT				
SULS	MALDONADO/INTL C/C CARLOS A.	SA SP	FT				
SUMU	MONTEVIDEO/INTL CARRASCO	SA SP	FT	WC	WS	WV	UA
SURV	RIVERA/INTL PRESIDENTE DON OSCAR	SA SP	FT				
SUSO	SALTO/INTL NUEVA HESPERIDES	SA SP	FT				

Venezuela

SVAC	ACARIGUA	SA SP	FT				
SVBC	BARCELONA	SA SP	FT				
SVBI	BARINAS	SA SP	FT				
SVBM	BARQUISIMETO	SA SP	FT				
SVCB	CIUDAD BOLIVAR	SA SP	FT				
SVCL	CALABOZO	SA SP	FT				
SVCR	CORO	SA SP	FT				
SVCU	CUMANA	SA SP	FT				
SVFM	CARACAS/GENERELISIMO FRANCISCO	SA SP	FT				
SVGI	GUIRIA	SA SP	FT				
SVGU	GUANARE	SA SP	FT				
SVHG	HIGUEROTE	SA SP	FT				
SVJC	PARAGUANA	SA SP	FT				
SVJM	SAN JUAN DE LOS MOROS	SA SP	FT				
SVMC	MARACAIBO	SA SP	FT				

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SVMD	MERIDA	SA SP	FT				
SVMG	MARGARITA/INTL DEL CARIBE	SA SP	FT				
SVMI	CARACAS/INTL SIMON BOLIVAR	SA SP	FT	WC	WS	WV	UA
SVMT	MATURIN	SA SP	FT				
SVPA	PUERTO AYACUCHO	SA SP	FT				
SVSA	SAN ANTONIO	SA SP	FT				
SVSO	SANTO DOMINGOS	SA SP	FT				
SVSR	SAN FERNANDO DE APURE	SA SP	FT				
SVTM	TUMEREMO	SA SP	FT				
SVVA	VALENCIA	SA SP	FT				
SVVP	VALLE DE LA PASCUA	SA SP	FT				

Virgin Islands (UK)

TUPJ	TERRANCE B. LETISOME, TORTOLA	SA SP	FT				
TUPW	VIRGIN GORDA	SA SP	FT				

Virgin Islands (USA)

TIST	SAINT THOMAS/CYRIL E. KING	SA SP	FT				
TISX	SAINT CROIX/HENRY E. ROHLSSEN	SA SP	FT				

Zaire

FZAA	KINSHASA/N'DJILI		FT				
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**LIST OF ICAO LOCATION INDICATORS
CLASSIFIED IN ALPHABETICAL ORDER WITH OPMET PRODUCTS**

**LISTA DE INDICADORES DE LUGAR DE LA OACI
CLASIFICADOS EN ORDEN ALFABÉTICO CON PRODUCTOS OPMET**

Location Indicator/ Indicador de Lugar	Location/Lugar	METAR SPECI SA SP	TAF FT	SIGMET Ciclones Tropicales WC	SIGMET WS	SIGMET Cenizas Volcánicas WV	AIREP UA
CWTO	TORONTO			WC	WS	WV	UA
CYMX	MONTREAL INTL/MIRABEL, QUE.	SA SP	FT				
CYOW	OTTAWA/MACDONALD-CARTIER, ONT.	SA SP	FT				
CYQG	WINDSOR, ONT.		FT				
CYQY	SIDNEY, N.S.		FT				
CYUL	MONTREAL/PIERRE ELLIOT TURDEAU		FT				
CYVR	VANCOUVER INTL, B.C.		FT				
CYYZ	TORONTO/LESTER B. PEARSON INTL	SA SP	FT				
DGAA	ACCRA/KOTOKA INTRENATIONAL		FT	WC	WS	WV	UA
DIAP	ABIDJAN/FELIX HOUPHOUET BOIGNY	SA SP	FT				
DNKN	KANO/MALLAM AMINU KANO		FT				
DNMM	LAGOS/MURTALA MUHAMMED		FT				
DXXX	GNASSINGBE EYADEMA		FT				
EBBR	BRUXELLES		FT				
EDDF	FRANKFURT MAIN		FT				
EDDH	HAMBURG		FT				
EDDK	KOLN/BONN		FT				
EDDL	DUSSELDORF		FT				
EDDM	MUNCHEN		FT				
EDDS	STUTTGART		FT				
EFHK	HELSINKI		FT				
EGFF	CARDIFF		FT				
EGGW	LONODN LUTON		FT				
EGKK	LONDON GATWICK		FT				
EGLL	LONDON HEATHROW		FT				
EGRR	MET OFFICE EXETER			WC	WS	WV	UA
EHAM	AMSTERDAM/SCHIPHOL		FT				
EHRD	ROTTERDAM/ROTTERDAN		FT				
EIDW	DUBLIN		FT				
EINN	SHANNON		FT				
EKCH	KOBENHAVN/KASTRUP		FT				
ELLX	LUXEMBOURG/LUXEMBOURG		FT				
EPWA	WARSAWA/OKECIE		FT				
ETBS	BERLIN		FT				
ETDN	DRESDEN		FT				

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FABL	BLOENFONTEIN	SA SP	FT				
FACT	CAPE TOWN/CAPE TOWN INTL	SA SP	FT	WC	WS	WV	UA
FADN	DURBAN/DURBAN INTL	SA SP	FT				
FAGE	GOUGH ISLAND	SA SP	FT				
FAGG	GEORGE (GEORGE AIRPORT)	SA SP	FT				
FAJS	JOHANNESBURG INTL	SA SP	FT	WC	WS	WV	UA
FAME	MARION ISLAND	SA SP	FT				
FAMM	MAFIKENG INTL AD	SA SP	FT				
FAOB	OVERBERG	SA SP	FT				
FATC	TRISTAND DE CUNHA	SA SP	FT				
FAUP	UPINGTON (UPINGTON AIRPORT)	SA SP	FT				
FAWK	WATERKLOOF (SAAF)	SA SP	FT				
FBSK	GABORONE/SIRSERETSE KHAMA INTL	SA SP	FT				
FCBB	BRAZZAVILLE/MAYA-MAYA		FT				
FHAW	ASCENTION I.	SA SP	FT				
FNLU	LUANDA/4 DE FEVEREIRO		FT				
FYWH	HOSEA KUTAKO INTL AIRPORT	SA SP	FT				
FZAA	KINSHASA/N'DJILI		FT				
GBYD	BANDJUL INTERNATIONAL		FT	WC	WS	WV	UA
GCLP	GRAN CANÁRIA		FT	WC	WS	WV	UA
GCTS	TENERIFE SUR/REINA SOFIA		FT				
GFLL	FREETOWN/LUNGI	SA SP	FT				
GGOV	BISSAU/OSWALDO VIEIRA INTL		FT				
GLRB	MONROVIA/ROBERTS INTL		FT				
GMAA	AGADIR		FT				
GMME	RABAT/SALE		FT				
GMMN	CASABLANCA/MOHAMED V		FT				
GOOY	DAKAR/YOFF	SA SP	FT	WC	WS	WV	UA
GQNN	NOUAKCHOTT		FT				
GQPP	NOUADHIBOU		FT				
GUCY	CONAKRY/GBESSIA	SA SP	FT				
GVAC	AMILCAR CABRAL;SAL ISLAND	SA SP	FT	WC	WS	WV	UA
KATL	ATLANTA/THE WILLIAM B. HARTSFIELD	SA SP	FT				
KBDL	WINDSOR LOCKS/BRADLEY INTL, CT.		FT				
KBOS	BOSTON/GRAL E. LLOGAN INTL, MA.		FT				
KBWI	BALTIMORE/WASHINGTON INTL, MD.	SA SP	FT				
KCLE	CLEVELAND/CLEVELAND-HOPKINS		FT				
KDEN	DENVER		FT				
KDFW	DALLAS-FORT WHORT INTL, TX.	SA SP	FT				
KDTW	DETROIT/METROPOLITAN WAYNE	SA SP	FT				
KEWR	NEWARK/INTL, NJ.	SA SP	FT				
KFAT	FRESNO, CA.	SA SP	FT				
KFLL	FORT LAUDERDALE/HOLYWOOD INTL	SA SP	FT				
KIAD	WASHINGTON/DULLES INTL, DC.		FT				
KIAG	NIAGARA FALLS/INTL, NY.		FT				
KIAH	HOUSTON/INTERCONTINENTAL, TX.	SA SP	FT				
KIND	INDIANAPOLIS/INTL, IN.	SA SP	FT				
KJFK	NEW YORK/JOHN F. KENNEDY INTL	SA SP	FT				
KKCI	KANSAS CITY			WC	WS	WV	UA
KLAS	LAS VEGAS/MCCARRAN INTL, NV.	SA SP	FT				

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Indicator/		SPECI		Ciclones		Cenizas	
Indicador				Tropicales		Volcánicas	
de Lugar		SA SP	FT	WC	WS	WV	UA
KLAX	LOS ANGELES/INTL, CA.	SA SP	FT				
KMIA	MIAMI/INTL, FL.	SA SP	FT				
KMKE	MILWAUKEE/GENERAL MITCHELL, WI	SA SP	FT				
KMSY	NEW ORLEANS/MOISANT FIELD INTL	SA SP	FT				
KOAK	OAKLAND/METROPOLITAN INTL, CA.		FT				
KONT	ONTARIO/INTL, CA.	SA SP	FT				
KORD	CHICAGO/O'HARE, IL.	SA SP	FT				
KORL	ORLANDO	SA SP	FT				
KPBI	PALM BEACH/INTL, FL	SA SP	FT				
KPHL	PHILADELPHIA/INTL, PA.	SA SP	FT				
KPHX	PHOENIX/SKY HARBOR INTL, AZ.	SA SP	FT				
KPIT	PITTSBURGH/GREATER		FT				
KPUB	PUEBLO MEMORIAL, CO.		FT				
KSAN	SAN DIEGO, CA.	SA SP	FT				
KSAT	SAN ANTONIO/INTL, TX.	SA SP	FT				
KSCK	STOCKTON/METROPOLITAN, CA.		FT				
KSEA	SEATTLE/TACOMA INTL, WA.		FT				
KSFO	SAN FRANCISCO/INTL, CA.	SA SP	FT				
KTPA	TAMPA/INTL, FL.	SA SP	FT				
KTUS	TUCSON/INTL, AZ.	SA SP	FT				
LEAL	ALICANTE		FT				
LEBL	BARCELONA		FT				
LEMD	MADRID/BARAJAS		FT				
LEMG	MALAGA		FT				
LEST	SANTIAGO DE COMPOSTELA		FT				
LEVC	VALENCIA		FT				
LEZE	ZARAGOZA		FT				
LEZL	SEVILLA		FT				
LFBD	BORDEAUX/MERIGNAC		FT				
LFBO	TOULOUSE/BLAGNAC, TOULOUSE/CCER		FT				
LFBT	TARBES LOURDES PYRENEES		FT				
LFLL	LYON SAINT-EXUPERY		FT				
LFML	MARSEILLE/PROVENCE		FT				
LFMN	NICE/COTE D'AZUR		FT				
LFMT	MONTPELLIER/MEDITERRANNEE		FT				
LFPG	PARIS/CHARLES DE GAULLE		FT				
LFPO	PARIS/ORLY		FT				
LFPW	TOULOUSE CENTRE METEO			WC	WS	WV	UA
LFSB	BALE/MULHOUSE		FT				
LHBP	BUDAPEST/FERIHEGY		FT				
LIEA	ALGHERO/FERTILIA		FT				
LIIB	ROMA CENTOR COM			WC	WS	WV	UA
LIMC	MILANO/MALPENSA		FT				
LIMF	TORINO/CASELLE		FT				

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LIMJ	GENOVA/SESTRI		FT				
LIML	MILANO/LINATE		FT				
LIMM	MILANO ACC			WC	WS	WV	UA
LKPR	PRAHA/RUZYNE		FT				
LOWG	GRAZ		FT				
LOWW	WIEN-SCHECHAT		FT				
LPAZ	SANTA MARIA/SANTA MARIA (AÇORES)		FT				
LPFR	FARO		FT				
LPPR	PORTO		FT				
LPSS	PORTO SANTO/PORT SANTO (MADEIRA)		FT				
LPPT	LISBOA		FT	WC	WS	WV	UA
LSGG	GENEVE		FT				
LSZH	ZURICH/FLUGHAFEN		FT				
LZIB	BRATISLAVA/M. R. STEFANIK		FT				
MBJT	GRAND TURK	SA SP	FT				
MBPV	PROVIDENCIALES	SA SP	FT				
MBSC	SOUTH CAICOS	SA SP	FT				
MDBH	BARAHONA	SA SP	FT				
MDHE	SANTO DOMINGO/HERRERA	SA SP	FT				
MDLR	LA ROMANA/INTL	SA SP	FT				
MDPC	PUNTA CANA	SA SP	FT				
MDPP	PUERTO PLATA	SA SP	FT				
MDSD	SANTO DOMINGO/JOSE FRANCISCO	SA SP	FT	WC	WS	WV	UA
MDST	SANTIAGO/CIBAO		FT				
MGFL	FLORES	SA SP	FT				
MGGT	GUATEMALA/LA AURORA	SA SP	FT				
MGPB	PUERTO BARRIOS	SA SP	FT				
MGSJ	SAN JOSE	SA SP	FT				
MGTK	TIKAL	SA SP	FT				
MHLC	LA CEIBA/GOLOSON INTL	SA SP	FT				
MHLM	SAN PEDRO SULA/LA MESA	SA SP	FT				
MHRO	ROATAN INTL	SA SP	FT				
MHTG	TEGUCIGALPA/TONCONTIN	SA SP	FT	WC	WS	WV	UA
MKJP	KINGSTON/NORMAN MANLEY	SA SP	FT	WC	WS	WV	UA
MKJS	MONTEGO BAY/SANGSTER	SA SP	FT				
MMAA	ACAPULCO	SA SP	FT				
MMAN	AEROPUERTO DEL NORTE	SA SP	FT				
MMAS	AGUASCALIENTE	SA SP	FT				
MMBT	BAHIAS DE HUATULCO	SA SP	FT				
MMCE	CIUDAD DEL CARMEN	SA SP	FT				
MMCL	CULIACAN	SA SP	FT				
MMCM	CHETUMAL	SA SP	FT				
MMCN	CIUDAD OBREGON	SA SP	FT				
MMCP	CAMPECHE	SA SP	FT				
MMCS	CD, JUAREZ	SA SP	FT				
MMCU	CHIHUAHUA	SA SP	FT				
MMCV	CD. VICTORIA	SA SP	FT				
MMCZ	COZUMEL	SA SP	FT				
MMDO	DURANGO	SA SP	FT				
MMGL	GUADALAJARA	SA SP	FT				

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Location Indicator/ Indicador de Lugar	Location/Lugar	METAR SPECI SA SP	TAF FT	SIGMET Ciclones Tropicales WC	SIGMET WS	SIGMET Cenizas Volcánicas WV	AIREP UA
MMGM	GUAYMAS	SA SP	FT				
MMHO	HERMOSILLO	SA SP	FT				
MMLO	LEON	SA SP	FT				
MMLP	LA PAZ	SA SP	FT				
MMLT	LORETO	SA SP	FT				
MMMA	MATAMOROS	SA SP	FT				
MMMC	CIUDAD ACUÑA	SA SP	FT				
MMMD	MERIDA	SA SP	FT				
MMML	MEXICALI	SA SP	FT				
MMMM	MORÉLIA	SA SP	FT				
MMMX	MEXICO	SA SP	FT	WC	WS	WV	UA
MMMY	MONTERREY	SA SP	FT				
MMMZ	MAZATLAN	SA SP	FT				
MMNG	NOGALES	SA SP	FT				
MMNL	NUEVO LAREDO	SA SP	FT				
MMOX	OAXACA	SA SP	FT				
MMPG	PIEDRAS NEGRAS	SA SP	FT				
MMPR	PUERTO VALLARTA	SA SP	FT				
MMPS	PUERTO ESCONDIDO	SA SP	FT				
MMRX	REYNOSA	SA SP	FT				
MMSD	SAN JOSE DEL CABO	SA SP	FT				
MMSF	SAN FELIPE	SA SP	FT				
MMSP	SAN LUIS POTOSI	SA SP	FT				
MMTC	TORREON	SA SP	FT				
MMTJ	TIJUANA	SA SP	FT				
MMTM	TAMPICO	SA SP	FT				
MMTO	TOLUCA	SA SP	FT				
MMTP	TAPACHULA	SA SP	FT				
MMUN	CANCUN	SA SP	FT				
MMVA	VILLAHERMOSA	SA SP	FT				
MMVR	VERACRUZ	SA SP	FT				
MMZC	ZACATECAS	SA SP	FT				
MMZH	IXTAPA-ZIHUATANEJO	SA SP	FT				
MMZO	MANZANILLO	SA SP	FT				
MNMG	MANAGUA/MANAGUA	SA SP	FT				
MNPC	PUERTO CABEZAS/ZELAYA	SA SP	FT				
MPBO	BOCAS DEL TORO/BOCAS DEL TORO	SA SP	FT				
MPCH	CHANGUINOLA/MANUEL NINO	SA SP	FT				
MPDA	DAVID/ENRIQUE MALEK	SA SP	FT				
MPMG	PANAMA/MARCOS A. GELABERT	SA SP	FT				
MPTO	PANAMA/TOCUMEN	SA SP	FT	WC	WS	WV	UA
MRLB	LIBERIA/DANIEL ODUBER QUIROS INTL	SA SP	FT				
MRLM	LIMON/LIMON INTL	SA SP	FT				
MROC	ALAJUELA/JUAN SANTAMARIA INTL	SA SP	FT				

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MRPV	PAVAS/TOBIAS BOLANDO INTL	SA SP	FT					
MSLP	EL SALVADOR INTL	SA SP	FT					
MSSS	ILOPANGO INTL	SA SP	FT					
MTCH	CAP. HAITIEN	SA SP	FT					
MTPP	PORT-AU-PRINCE	SA SP	FT	WC	WS	WV		UA
MUCA	CIEGO DE AVILA/MAXIMO GOMEZ	SA SP	FT					
MUCC	CAYO COCO/JARDINES DL REY	SA SP	FT					
MUCL	CAYO LARGO DEL SUR/VILO ACUNA	SA SP	FT					
MUCM	CAMAGUEY/IGNACIO AGRAMONTE INTL	SA SP	FT					
MUCU	SANTIAGO DE CUBA/ANTONIO MACEO	SA SP	FT					
MUGT	GUANTANAMO/MARIANA GRAJALES	SA SP	FT					
MUHA	HABANA/JOSE MARTI INTL	SA SP	FT	WC	WS	WV		UA
MUHG	HOLGUIN/FRANK PAIS INTL	SA SP	FT					
MUVR	VARADERO/JUAN G. GOMEZ INTL	SA SP	FT					
MWCB	GERRARD SMITH INTL/CAYMAN BRAC	SA SP	FT					
MWCR	OWEN ROBERTS INTL/GRAND CAYMAN	SA SP	FT					
MYAM	MARSH HARBOUR	SA SP	FT					
MYAT	TREASURE CAY	SA SP	FT					
MYBS	SOUTH BIMINI	SA SP	FT					
MYEG	GEORGE TOWN	SA SP	FT					
MYEH	NORTH ELEUTHERA	SA SP	FT					
MYEM	GOVERNOR'S HARBOUR	SA SP	FT					
MYER	ROCK SOUND	SA SP	FT					
MYGF	GRAND BAHAMA INTERNATIONAL	SA SP	FT					
MYGW	WEST END	SA SP	FT					
MYLS	STELLA MARIS	SA SP	FT					
MYNN	NASSAU INTERNATIONAL	SA SP	FT					
MYSM	SAN SALVADOR INTERNATIONAL	SA SP	FT					
MZBZ	PHILIP S. W. GOLDOSON/BELIZE	SA SP	FT					
NTAA	TAHITI/FAAA	SA SP	FT					
NTTG	RANGIROA	SA SP	FT					
NZAA	AUCKLAND INTL		FT					
NZCH	CHRISTCHURCH INTL		FT					
NZWN	WELLINGTON INTL		FT					
SAAR	ROSARIO, SF	SA SP	FT					
SABE	BUENOS AIRES/AEROPARQUE	SA SP	FT	WC	WS	WV		UA
SACO	CORDOBA/ING. ALV. TARAVELLA	SA SP	FT	WC	WS	WV		UA
SADD	DON TORCUATO	SA SP	FT					
SADF	SAN FERNANDO, BA	SA SP	FT					
SAEZ	EZEIZA MISNISTRO PISTARINI, BA	SA SP	FT					
SAME	MENDOZA/EL PLUMERILLO, MZA	SA SP	FT	WC	WS	WV		UA
SANT	TUCUMAN/TEN. BENAJMAIN MATIENZO	SA SP	FT					
SARE	RESISTENCIA, CHO	SA SP	FT	WC	WS	WV		UA
SARF	FORMOSA	SA SP	FT					
SARI	IGUAZU/CATARATAS DEL IGUAZU	SA SP	FT					
SARP	POSADAS, MS	SA SP	FT					
SASA	SALTA	SA SP	FT					
SASJ	JUJUY	SA SP	FT					
SAVC	COMODORO RIVADAVIA/GRAL MOSCONI	SA SP	FT	WC	WS	WV		UA
SAWE	RIO GRANDE	SA SP	FT					

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Location	Location/Lugar	METAR	TAF	SIGMET	SIGMET	SIGMET	AIREP
Indicator/		SPECI		Ciclones		Cenizas	
Indicador				Tropicales		Volcánicas	
de Lugar		SA SP	FT	WC	WS	WV	UA
SAWG	RIO GALLEGOS	SA SP	FT				
SAWH	USHUAIA/MALVINAS ARGENTINAS	SA SP	FT				
SAZM	MAR DEL PLATA,BA	SA SP	FT				
SAZN	NEUQUEN, N.	SA SP	FT				
SAZS	SAN CARLOS DE BARILOCHE	SA SP	FT				
SBAZ	AMAZONICA (ACC/FIR)			WC	WS	WV	UA
SBBE	BELEM/VAL DE CÃES, PA	SA SP	FT				
SBBR	BRASILIA/PRES. JUSCELINO, DF	SA SP	FT				
SBBS	BRASILIA (ACC/FIR)			WC	WS	WV	UA
SBBV	BOA VISTA/BOA VISTA, RR	SA SP	FT				
SBCF	BELO HORIZONTE/TANCREDO NEVES, MG	SA SP	FT				
SBCG	CAMPO GRANDE/CAMP GRANDE, MS	SA SP	FT				
SBCR	CORUMBÁCORUMBÁ, MS	SA SP	FT				
SBCT	CURITIBA/AFONSO PENA, PR	SA SP	FT				
SBCW	CURITIBA (ACC/FIR)		FT	WC	WS	WV	UA
SBCY	CUIABÁ/MAL. RONDON, MT	SA SP	FT				
SBCZ	CRUZEIRO DO SULCRUZEIRO DO SUL	SA SP	FT				
SBEG	MANAUS/EDUARDO GOMES, AM	SA SP	FT				
SBFI	FOZ DO IGUAUCTARATAS, PR	SA SP	FT				
SBFL	FLORIANÓPOLIS/HERCÍLIO LUZ, PR	SA SP	FT				
SBFZ	FORTALEZA/PINTO MARTINS, CE	SA SP	FT				
SBGL	RIO DE JANEIRO/GALEÃO, RJ	SA SP	FT				
SBGR	SAO PAULO/GUARULHOS, SP	SA SP	FT				
SBKP	CAMPINAS/VIRACOPOS, SP	SA SP	FT				
SBMO	MACEIÓ/ZUMBI DOS PALMARES, AL	SA SP	FT				
SBMQ	MACAPÁ/MACAPÁ, AP	SA SP	FT				
SBNT	NATAL/AUGUSTO SEVERO, RN	SA SP	FT				
SBPA	PORTO ALEGRE/SALGADO FILHO, RS	SA SP	FT				
SBPP	PONTA PORÃ/PONTA PORÃ, MS	SA SP	FT				
SBRE	RECIFE (ACC/FIR)			WC	WS	WV	UA
SBRF	RECIFE/GUARARAPES, PE	SA SP	FT				
SBSL	SAO LUIS/MAL. CUNHA MACHADO, MA	SA SP	FT				
SBSN	SANTARÉM/SANTARÉM, PA	SA SP	FT				
SBSV	SALVADOR/DEP. LUIZ EDUARDO, BA	SA SP	FT				
SBTT	TABATINGA/TABATINGA, AM	SA SP	FT				
SBUG	URUGUAIANA/RUBEM BERTA, RS	SA SP	FT				
SCAR	ARICA/AP CHACALLUTA	SA SP	FT				
SCBA	BALMACEDA/AD BALMACEDA	SA SP	FT				
SCCF	CALAMA/AD EL LOA	SA SP	FT				
SCCI	PUNTA ARENAS/PDTE.CARLOS IBANEZ	SA SP	FT	WC	WS	WV	UA
SCDA	IQUIQUE/AD DIEGO ARACENA	SA SP	FT				
SCEL	SANTIAGO/AP ARTURO MERINO B.	SA SP	FT	WC	WS	WV	UA
SCFA	ANTOFAGASTA/AD CERRO MORENO	SA SP	FT	WC	WS	WV	UA
SCHA	COPIAPO/AD CHAMONATE	SA SP	FT				

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SCIE	CONCEPCION/AD CARRIEL SUR	SA SP	FT					
SCIP	ISLA DE PASCUA/AD MATAVERI	SA SP	FT					
SCJO	OSORNO/CANAL BAJO-CARLOS HOTT	SA SP	FT					
SCSE	LA SERENA/AD LA FLORIDA	SA SP	FT					
SCTC	TEMUCO/AD MAQUEHUE	SA SP	FT					
SCTE	PUERTO MONTT/AD EL TEPUAL	SA SP	FT	WC	WS	WV	UA	
SCTI	SANTIAGO/AD LOS CERRILLOS	SA SP	FT					
SEGU	GUAYAQUIL	SA SP	FT	WC	WS	WV	UA	
SELT	LATACUNGA	SA SP	FT					
SEMT	MANTA	SA SP	FT					
SEQU	QUITO	SA SP	FT					
SGAS	ASUNCION/S. PETTIROSSI	SA SP	FT	WC	WS	WV	UA	
SGES	CIUDAD DEL ESTE/GUARANI	SA SP	FT					
SKBG	BUCARAMANGA/SANTANDER	SA SP	FT					
SKBO	S/FE DE BOGOTA/CIMARCA	SA SP	FT	WC	WS	WV	UA	
SKBQ	BARRANQUILLA/ATLÂNTICO	SA SP	FT					
SKCC	CUCUTA/N. S/DER	SA SP	FT					
SKCG	CARTAGENA/BOLIVAR	SA SP	FT					
SKCL	CALI/VALLE	SA SP	FT					
SKLT	LETICIA/AMAZONAS	SA SP	FT					
SKPE	PEREIRA/RISARALDA	SA SP	FT					
SKRG	RIO NEGRO/ANTIOQUIA	SA SP	FT					
SKSP	SAN ANDRES/ILSA	SA SP	FT					
SLCB	COCHABAMBA	SA SP	FT					
SLCO	COBIJA	SA SP	FT					
SLET	EL TROMPILLO	SA SP	FT					
SLLP	LA PAZ	SA SP	FT	WC	WS	WV	UA	
SLPO	POTOSI	SA SP	FT					
SLPS	PUERTO SUAREZ	SA SP	FT					
SLSU	SUCRE	SA SP	FT					
SLTJ	TARIJA	SA SP	FT					
SLTR	TRINIDAD	SA SP	FT					
SLVR	VIRU VIRU	SA SP	FT					
SMJP	J. A. PENGEL INTL AIRP	SA SP	FT	WC	WS	WV	UA	
SMNI	NICKERIE/MAJ. FERNANDES	SA SP	FT					
SMZO	ZORG EN HOOP	SA SP	FT					
SOCA	CAYENNE-ROCHAMBEAU	SA SP	FT	WC	WS	WV	UA	
SPHI	CHICLAYO/CAP. JOSÉ ABELARDO	SA SP	FT					
SPHO	AYACUCHO/CORONEL FAP ALFREDO	SA SP	FT					
SPHY	ANDAHUAYLAS	SA SP	FT					
SPIM	LIMA-CALLAO/INTL JORGE CHAVEZ	SA SP	FT	WC	WS	WV	UA	
SPJL	JULIACA	SA SP	FT					
SPME	TUMBES/PEDRO CANGA	SA SP	FT					
SPQT	IQUITOS/CORONEL FAP FRANCISCO	SA SP	FT					
SPQU	AREQUIPA/RODRIGUEZ BALLON	SA SP	FT					
SPRU	TRUJILLO/CAPITAN CARLOS MARTINEZ	SA SP	FT					
SPSO	PISCO	SA SP	FT					
SPTN	TACNA/CORONEL FAP CARLOS CIRIANI	SA SP	FT					
SPTU	PTO. MALDONADO/PADRE ALDAMIZ	SA SP	FT					
SPYL	TALARA/CAPITAN MONTES	SA SP	FT					

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Location Indicator/ Indicador de Lugar	Location/Lugar	METAR SPECI SA SP	TAF FT	SIGMET Ciclones Tropicales WC	SIGMET WS	SIGMET Cenizas Volcánicas WV	AIREP UA
SPZO	CUZCO/VELAZCO ASTETE	SA SP	FT				
SUAA	MONTEVIDEO/AD ANGEL S. ADAMI	SA SP	FT				
SUCA	COLONIA/LAGUNA DE LOS PATOS	SA SP	FT				
SULS	MALDONADO/INTL C/C CARLOS A.	SA SP	FT				
SUMU	MONTEVIDEO/INTL CARRASCO	SA SP	FT	WC	WS	WV	UA
SURV	RIVERA/INTL PRESIDENTE DON OSCAR	SA SP	FT				
SUSO	SALTO/INTL NUEVA HESPERIDES	SA SP	FT				
SVAC	ACARIGUA	SA SP	FT				
SVBC	BARCELONA	SA SP	FT				
SVBI	BARINAS	SA SP	FT				
SVBM	BARQUISIMETO	SA SP	FT				
SVCB	CIUDAD BOLIVAR	SA SP	FT				
SVCL	CALABOZO	SA SP	FT				
SVCR	CORO	SA SP	FT				
SVCU	CUMANA	SA SP	FT				
SVFM	CARACAS/GENERELISIMO FRANCISCO	SA SP	FT				
SVGI	GUIRIA	SA SP	FT				
SVGU	GUANARE	SA SP	FT				
SVHG	HIGUEROTE	SA SP	FT				
SVJC	PARAGUANA	SA SP	FT				
SVJM	SAN JUAN DE LOS MOROS	SA SP	FT				
SVMC	MARACAIBO	SA SP	FT				
SVMD	MERIDA	SA SP	FT				
SVMG	MARGARITA/INTL DEL CARIBE	SA SP	FT				
SVMI	CARACAS/INTL SIMON BOLIVAR	SA SP	FT	WC	WS	WV	UA
SVMT	MATURIN	SA SP	FT				
SVPA	PUERTO AYACUCHO	SA SP	FT				
SVSA	SAN ANTONIO	SA SP	FT				
SVSO	SANTO DOMINGOS	SA SP	FT				
SVSR	SAN FERNANDO DE APURE	SA SP	FT				
SVTM	TUMEREMO	SA SP	FT				
SVVA	VALENCIA	SA SP	FT				
SVVP	VALLE DE LA PASCUA	SA SP	FT				
SYCJ	CHEDDI JAGAN INTERNATIONAL	SA SP	FT	WC	WS	WV	UA
TAPA	V. C. BIRD, ANTIGUA	SA SP	FT				
TBPB	GRANTLEY ADAMS, BARBADOS	SA SP	FT				
TDPD	MELVILLE HALL, DOMINICA	SA SP	FT				
TDPR	ROSEAU, DOMINICA	SA SP	FT				
TFFF	FORT DE FRANCE LE LAMENTIN	SA SP	FT				
TFFG	AINT MARTIN, GRANDE CASE	SA SP	FT				
TFFJ	SAINT-BARTHELEMY	SA SP	FT				
TFFR	POINTE A PITRE, LE RAIZET	SA SP	FT				
TGPG	SAINT GEORGES	SA SP	FT				
TGPY	POINT SALINES	SA SP	FT				

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TIST	SAINT THOMAS/CYRIL E. KING	SA SP	FT				
TISX	SAINT CROIX/HENRY E. ROHLSSEN	SA SP	FT				
TJBQ	AGUADILLA/RAPHAEL HERNANDEZ PR.	SA SP	FT				
TJFA	FAJARDO/DIEGO JIMENEZ OTRRES PR.	SA SP	FT				
TJMZ	MAYAGUEZ/ENGENIO MARIA DE HOSTOS	SA SP	FT				
TJNR	ROOSEVELT ROADS NAS, PR.	SA SP	FT				
TJPS	PONCE/MERCEDITA, PR.	SA SP	FT				
TJSJ	SAN JUAN/LUIS MUNOZ MARIN INTL	SA SP	FT	WC	WS	WV	UA
TJVQ	VIEQUES/ISLA DE VIEQUES, PR.	SA SP	FT				
TKPK	ROBERT L. BRADSHAW	SA SP	FT				
TKPN	VANCE WINKWORTH AMORY	SA SP	FT				
TLPC	GEORGES CHARLES, SAINT LUCIA	SA SP	FT				
TLPL	HEWANORRA, SAINT LUCIA	SA SP	FT				
TNCA	ORANJESTADBEATRIX	SA SP	FT				
TNCB	BONAIRE/FLAMINGO	SA SP	FT				
TNCC	CURACAO/AEROPUERTO HATO	SA SP	FT	WC	WS	WV	UA
TNCE	ST. EUSTATIU/F. D. ROOSEVELT	SA SP	FT				
TNCM	ST. MAARTEN/PRINCESS JULIANA	SA SP	FT				
TQPF	WALLBLAKE, ANGUILLA	SA SP	FT				
TRPM	W. H. BRAMBLE	SA SP	FT				
TTCP	CROWN POINT, TOGABO	SA SP	FT				
TPPP	PIARCO, TRINIDAD	SA SP	FT	WC	WS	WV	UA
TUPJ	TERRANCE B. LETISOME, TORTOLA	SA SP	FT				
TUPW	VIRGIN GORDA	SA SP	FT				
TVSB	JF. MITCHELLBEQUIA	SA SP	FT				
TVSC	CANOUAN	SA SP	FT				
TVSM	MUSTIQUE	SA SP	FT				
TVSU	UNION ISLAND	SA SP	FT				
TVSV	E. T. JOSHUA	SA SP	FT				
TXKF	BERMUDA	SA SP	FT				
UUEE	MOSKVA/SHEREMETYEVO		FT				
YSSY	SYDNEY/KINGSFORD SMITH		FT				

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**LIST OF STATION NAMES IN ALPHABETIC ORDER
 WITH ICAO LOCATION INDICATORS AND OPMET PRODUCTS**

**LISTA DE LOS NOMBRES DE LAS ESTACIONES EN ORDEN ALFABÉTICO
 CON INDICADORES DE LUGAR DE LA OACI Y PRODUCTOS OPMET**

Location/Lugar	Location Indicator/ Indicador de Lugar	METAR SPECI SA SP	TAF FT	SIGMET Ciclones Tropicales WC	SIGMET WS	SIGMET Cenizas Volcánicas WV	AIREP UA
ABIDJAN/FELIX HOUPHOUET BOIGNY	DIAP	SA SP	FT				
ACAPULCO	MMAA	SA SP	FT				
ACARIGUA	SVAC	SA SP	FT				
ACCRA/KOTOKA INTRENATIONAL	DGAA		FT	WC	WS	WV	UA
AEROPUERTO DEL NORTE	MMAN	SA SP	FT				
AGADIR	GMAA		FT				
AGUADILLA/RAPHAEL HERNANDEZ PR.	TJBQ	SA SP	FT				
AGUASCALIENTE	MMAS	SA SP	FT				
AINT MARTIN, GRANDE CASE	TFFG	SA SP	FT				
ALAJUELA/JUAN SANTAMARIA INTL	MROC	SA SP	FT				
ALGHERO/FERTILIA	LIEA		FT				
ALICANTE	LEAL		FT				
AMAZONICA (ACC/FIR)	SBAZ			WC	WS	WV	UA
AMILCAR CABRAL;SAL ISLAND	GVAC	SA SP	FT	WC	WS	WV	UA
AMSTERDAM/SCHIPHOL	EHAM		FT				
ANDAHUAYLAS	SPHY	SA SP	FT				
ANTOFAGASTA/AD CERRO MORENO	SCFA	SA SP	FT	WC	WS	WV	UA
AREQUIPA/RODRIGUEZ BALLON	SPQU	SA SP	FT				
ARICA/AP CHACALLUTA	SCAR	SA SP	FT				
ASCENTION I.	FHAW	SA SP	FT				
ASUNCION/S. PETTIROSSI	SGAS	SA SP	FT	WC	WS	WV	UA
ATLANTA/THE WILLIAM B. HARTSFIELD	KATL	SA SP	FT				
AUCKLAND INTL	NZAA		FT				
AYACUCHO/CORONEL FAP ALFREDO	SPHO	SA SP	FT				
BAHIAS DE HUATULCO	MMBT	SA SP	FT				
BALE/MULHOUSE	LFSB		FT				
BALMACEDA/AD BALMACEDA	SCBA	SA SP	FT				
BALTIMORE/WASHINGTON INTL, MD.	KBWI	SA SP	FT				
BANDJUL INTERNATIONAL	GBYD		FT	WC	WS	WV	UA
BARAHONA	MDBH	SA SP	FT				
BARCELONA	LEBL		FT				
BARCELONA	SVBC	SA SP	FT				
BARINAS	SVBI	SA SP	FT				
BARQUISIMETO	SVBM	SA SP	FT				
BARRANQUILLA/ATLÂNTICO	SKBQ	SA SP	FT				
BELEM/VAL DE CÃES, PA	SBBE	SA SP	FT				

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BELO HORIZONTE/TANCREDO NEVES, MG	SBCF	SA SP	FT				
BERLIN	ETBS		FT				
BERMUDA	TXKF	SA SP	FT				
BISSAU/OSWALDO VIEIRA INTL	GGOV		FT				
BLOENFONTEIN	FABL	SA SP	FT				
BOA VISTA/BOA VISTA, RR	SBBV	SA SP	FT				
BOCAS DEL TORO/BOCAS DEL TORO	MPBO	SA SP	FT				
BONAIRE/FLAMINGO	TNCB	SA SP	FT				
BORDEAUX/MERIGNAC	LFBD		FT				
BOSTON/GRAL E. LLOGAN INTL, MA.	KBOS		FT				
BRASILIA (ACC/FIR)	SBBS			WC	WS	WV	UA
BRASILIA/PRES. JUSCELINO, DF	SBBR	SA SP	FT				
BRATISLAVA/M. R. STEFANIK	LZIB		FT				
BRAZZAVILLE/MAYA-MAYA	FCBB		FT				
BRUXELLES	EBBR		FT				
BUCARAMANGA/SANTANDER	SKBG	SA SP	FT				
BUDAPEST/FERIHEGY	LHBP		FT				
BUENOS AIRES/AEROPARQUE	SABE	SA SP	FT	WC	WS	WV	UA
CALABOZO	SVCL	SA SP	FT				
CALAMA/AD EL LOA	SCCF	SA SP	FT				
CALI/VALLE	SKCL	SA SP	FT				
CAMAGUEY/IGNACIO AGRAMONTE INTL	MUCM	SA SP	FT				
CAMPECHE	MMCP	SA SP	FT				
CAMPINAS/VIRACOPOS, SP	SBKP	SA SP	FT				
CAMPO GRANDE/CAMP GRANDE, MS	SBCG	SA SP	FT				
CANCUN	MMUN	SA SP	FT				
CANOUAN	TVSC	SA SP	FT				
CAP. HAITIEN	MTCH	SA SP	FT				
CAPE TOWN/CAPE TOWN INTL	FACT	SA SP	FT	WC	WS	WV	UA
CARACAS/GENERELISIMO FRANCISCO	SVFM	SA SP	FT				
CARACAS/INTL SIMON BOLIVAR	SVMI	SA SP	FT	WC	WS	WV	UA
CARDIFF	EGFF		FT				
CARTAGENA/BOLIVAR	SKCG	SA SP	FT				
CASABLANCA/MOHAMED V	GMMN		FT				
CAYENNE-ROCHAMBEAU	SOCA	SA SP	FT	WC	WS	WV	UA
CAYO COCO/JARDINES DL REY	MUCC	SA SP	FT				
CAYO LARGO DEL SUR/VILO ACUNA	MUCL	SA SP	FT				
CD. JUAREZ	MMCS	SA SP	FT				
CD. VICTORIA	MMCV	SA SP	FT				
CHANGUINOLA/MANUEL NINO	MPCH	SA SP	FT				
CHEDDI JAGAN INTERNATIONAL	SYCJ	SA SP	FT	WC	WS	WV	UA
CHETUMAL	MMCM	SA SP	FT				
CHICAGO/O'HARE, IL.	KORD	SA SP	FT				
CHICLAYO/CAP. JOSÉ ABELARDO	SPHI	SA SP	FT				
CHIHUAHUA	MMCU	SA SP	FT				
CHRISTCHURCH INTL	NZCH		FT				
CIEGO DE AVILA/MAXIMO GOMEZ	MUCA	SA SP	FT				
CIUDAD ACUÑA	MMMC	SA SP	FT				
CIUDAD BOLIVAR	SVCB	SA SP	FT				
CIUDAD DEL CARMEN	MMCE	SA SP	FT				

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CIUDAD DEL ESTE/GUARANI	SGES	SA SP	FT				
CIUDAD OBREGON	MMCN	SA SP	FT				
CLEVELAND/CLEVELAND-HOPKINS	KCLE		FT				
COBIJA	SLCO	SA SP	FT				
COCHABAMBA	SLCB	SA SP	FT				
COLONIA/LAGUNA DE LOS PATOS	SUCA	SA SP	FT				
COMODORO RIVADAVIA/GRAL MOSCONI	SAVC	SA SP	FT	WC	WS	WV	UA
CONAKRY/GBESSIA	GUCY	SA SP	FT				
CONCEPCION/AD CARRIEL SUR	SCIE	SA SP	FT				
COPIAPO/AD CHAMONATE	SCHA	SA SP	FT				
CORDOBA/ING. ALV.TARAVELLA	SACO	SA SP	FT	WC	WS	WV	UA
CORO	SVCR	SA SP	FT				
CORUMBÁCORUMBÁ, MS	SBCR	SA SP	FT				
COZUMEL	MMCZ	SA SP	FT				
CROWN POINT, TOGABO	TTCP	SA SP	FT				
CRUZEIRO DO SULCRUZEIRO DO SUL	SBCZ	SA SP	FT				
CUCUTA/N. S/DER	SKCC	SA SP	FT				
CUIABÁ/MAL. RONDON, MT	SBCY	SA SP	FT				
CULIACAN	MMCL	SA SP	FT				
CUMANA	SVCU	SA SP	FT				
CURACAO/AEROPUERTO HATO	TNCC	SA SP	FT	WC	WS	WV	UA
CURITIBA (ACC/FIR)	SBCW			WC	WS	WV	UA
CURITIBA/AFONSO PENA, PR	SBCT	SA SP	FT				
CUZCO/VELAZCO ASTETE	SPZO	SA SP	FT				
DAKAR/YOFF	GOOY	SA SP	FT	WC	WS	WV	UA
DALLAS-FORT WHORT INTL, TX.	KDFW	SA SP	FT				
DAVID/ENRIQUE MALEK	MPDA	SA SP	FT				
DENVER	KDEN		FT				
DETROIT/METROPOLITAN WAYNE	KDTW	SA SP	FT				
DON TORCUATO	SADD	SA SP	FT				
DRESDEN	ETDN		FT				
DUBLIN	EIDW		FT				
DURANGO	MMDO	SA SP	FT				
DURBAN/DURBAN INTL	FADN	SA SP	FT				
DUSSELDORF	EDDL		FT				
E. T. JOSHUA	TVSV	SA SP	FT				
EL SALVADOR INTL	MSLP	SA SP	FT				
EL TROMPILLO	SLET	SA SP	FT				
EZEIZA MISNISTRO PISTARINI, BA	SAEZ	SA SP	FT				
FAJARDO/DIEGO JIMENEZ OTRRES PR.	TJFA	SA SP	FT				
FARO	LPFR		FT				
FLORES	MGFL	SA SP	FT				
FLORIANÓPOLIS/HERCÍLIO LUZ, PR	SBFL	SA SP	FT				
FORMOSA	SARF	SA SP	FT				

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FORT DE FRANCE LE LAMENTIN	TFFF	SA SP	FT				
FORT LAUDERDALE/HOLYWOOD INTL	KFLL	SA SP	FT				
FORTALEZA/PINTO MARTINS, CE	SBFZ	SA SP	FT				
FOZ DO IGUAUCTARATAS, PR	SBFI	SA SP	FT				
FRANKFURT MAIN	EDDF		FT				
FREETOWN/LUNGI	GFLI	SA SP	FT				
FRESNO, CA.	KFAT	SA SP	FT				
GABORONE/SIRSERETSE KHAMA INTL	FBSK	SA SP	FT				
GENEVE	LSGG		FT				
GENOVA/SESTRI	LIMJ		FT				
GEORGE (GEORGE AIRPORT)	FAGG	SA SP	FT				
GEORGE TOWN	MYEG	SA SP	FT				
GEORGES CHARLES, SAINT LUCIA	TLPC	SA SP	FT				
GERRARD SMITH INTL/CAYMAN BRAC	MWCB	SA SP	FT				
GNASSINGBE EYADEMA	DXXX		FT				
GOUGH ISLAND	FAGE	SA SP	FT				
GOVERNOR'S HARBOUR	MYEM	SA SP	FT				
GRAN CANÁRIA	GCLP		FT	WC	WS	WV	UA
GRAND BAHAMA INTERNATIONAL	MYGF	SA SP	FT				
GRAND TURK	MBJT	SA SP	FT				
GRANTLEY ADAMS, BARBADOS	TBPB	SA SP	FT				
GRAZ	LOWG		FT				
GUADALAJARA	MMGL	SA SP	FT				
GUANARE	SVGU	SA SP	FT				
GUANTANAMO/MARIANA GRAJALES	MUGT	SA SP	FT				
GUATEMALA/LA AURORA	MGGT	SA SP	FT				
GUAYAQUIL	SEGU	SA SP	FT	WC	WS	WV	UA
GUAYMAS	MMGM	SA SP	FT				
GUIRIA	SVGI	SA SP	FT				
HABANA/JOSE MARTI INTL	MUHA	SA SP	FT	WC	WS	WV	UA
HAMBURG	EDDH		FT				
HELSINKI	EFHK		FT				
HERMOSILLO	MMHO	SA SP	FT				
HEWANORRA, SAINT LUCIA	TLPL	SA SP	FT				
HIGUEROTE	SVHG	SA SP	FT				
HOLGUIN/FRANK PAIS INTL	MUHG	SA SP	FT				
HOSEA KUTAKO INTL AIRPORT	FYWH	SA SP	FT				
HOUSTON/INTERCONTINENTAL, TX.	KIAH	SA SP	FT				
IGUAZU/CATARATAS DEL IGUAZU	SARI	SA SP	FT				
ILOPANGO INTL	MSSS	SA SP	FT				
INDIANAPOLIS/INTL, IN.	KIND	SA SP	FT				
IQUIQUE/AD DIEGO ARACENA	SCDA	SA SP	FT				
IQUITOS/CORONEL FAP FRANCISCO	SPQT	SA SP	FT				
ISLA DE PASCUA/AD MATAVERI	SCIP	SA SP	FT				
IXTAPA-ZIHUATANEJO	MMZH	SA SP	FT				
J. A. PENGEL INTL AIRP	SMJP	SA SP	FT	WC	WS	WV	UA
JF. MITCHELLBEQUIA	TVSB	SA SP	FT				
JOHANNESBURG INTL	FAJS	SA SP	FT	WC	WS	WV	UA
JUJUY	SASJ	SA SP	FT				
JULIACA	SPJL	SA SP	FT				

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KANO/MALLAM AMINU KANO	DNKN		FT				
KANSAS CITY	KKCI			WC	WS	WV	UA
KINGSTON/NORMAN MANLEY	MKJP	SA SP	FT	WC	WS	WV	UA
KINSHASA/N'DJILI	FZAA		FT				
KOBENHAVN/KASTRUP	EKCH		FT				
KOLN/BONN	EDDK		FT				
LA CEIBA/GOLOSON INTL	MHLC	SA SP	FT				
LA PAZ	MMLP	SA SP	FT				
LA PAZ	SLLP	SA SP	FT	WC	WS	WV	UA
LA ROMANA/INTL	MDLR	SA SP	FT				
LA SERENA/AD LA FLORIDA	SCSE	SA SP	FT				
LAGOS/MURTALA MUHAMMED	DNMM		FT				
LAS VEGAS/MCCARRAN INTL, NV.	KLAS	SA SP	FT				
LATACUNGA	SELT	SA SP	FT				
LEON	MMLO	SA SP	FT				
LETICIA/AMAZONAS	SKLT	SA SP	FT				
LIBERIA/DANIEL ODUBER QUIROS INTL	MRLB	SA SP	FT				
LIMA-CALLAO/INTL JORGE CHAVEZ	SPIM	SA SP	FT	WC	WS	WV	UA
LIMON/LIMON INTL	MRLM	SA SP	FT				
LISBOA	LPPT		FT	WC	WS	WV	UA
LONDON GATWICK	EGKK		FT				
LONDON HEATHROW	EGLL		FT				
LONODN LUTON	EGGW		FT				
LORETO	MMLT	SA SP	FT				
LOS ANGELES/INTL, CA.	KLAX	SA SP	FT				
LUANDA/4 DE FEVEREIRO	FNLU		FT				
LUXEMBOURG/LUXEMBOURG	ELLX		FT				
LYON SAINT-EXUPERY	LFLL		FT				
MACAPÁ/MACAPÁ, AP	SBMQ	SA SP	FT				
MACEIÓ/ZUMBI DOS PALMARES, AL	SBMO	SA SP	FT				
MADRID/BARAJAS	LEMD		FT				
MAFIKENG INTL AD	FAMM	SA SP	FT				
MALAGA	LEMG		FT				
MALDONADO/INTL C/C CARLOS A.	SULS	SA SP	FT				
MANAGUA/MANAGUA	MNMG	SA SP	FT				
MANAUS/EDUARDO GOMES, AM	SBEG	SA SP	FT				
MANTA	SEMT	SA SP	FT				
MANZANILLO	MMZO	SA SP	FT				
MAR DEL PLATA,BA	SAZM	SA SP	FT				
MARACAIBO	SVMC	SA SP	FT				
MARGARITA/INTL DEL CARIBE	SVMG	SA SP	FT				
MARION ISLAND	FAME	SA SP	FT				
MARSEILLE/PROVENCE	LFML		FT				
MARSH HARBOUR	MYAM	SA SP	FT				

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MATAMOROS	MMMA	SA SP	FT					
MATURIN	SVMT	SA SP	FT					
MAYAGUEZ/ENGENIO MARIA DE HOSTOS	TJMZ	SA SP	FT					
MAZATLAN	MMMZ	SA SP	FT					
MELVILLE HALL, DOMINICA	TDPD	SA SP	FT					
MENDOZA/EL PLUMERILLO, MZA	SAME	SA SP	FT	WC	WS	WV	UA	
MERIDA	MMMD	SA SP	FT					
MERIDA	SVMD	SA SP	FT					
MET OFFICE EXETER	EGRR			WC	WS	WV	UA	
MEXICALI	MMML	SA SP	FT					
MEXICO	MMMX	SA SP	FT	WC	WS	WV	UA	
MIAMI/INTL, FL.	KMIA	SA SP	FT					
MILANO ACC	LIMM			WC	WS	WV	UA	
MILANO/LINATE	LIML		FT					
MILANO/MALPENSA	LIMC		FT					
MILWAUKEE/GENERAL MITCHELL, WI	KMKE	SA SP	FT					
MONROVIA/ROBERTS INTL	GLRB		FT					
MONTEGO BAY/SANGSTER	MKJS	SA SP	FT					
MONTERREY	MMMY	SA SP	FT					
MONTEVIDEO/AD ANGEL S. ADAMI	SUAA	SA SP	FT					
MONTEVIDEO/INTL CARRASCO	SUMU	SA SP	FT	WC	WS	WV	UA	
MONTPELLIER/MEDITERRANNEE	LFMT		FT					
MONTREAL INTL/MIRABEL, QUE.	CYMX	SA SP	FT					
MONTREAL/PIERRE ELLIOT TURDEAU	CYUL		FT					
MORÉLIA	MMMM	SA SP	FT					
MOSKVA/SHEREMETYEVO	UUEE		FT					
MUNCHEN	EDDM		FT					
MUSTIQUE	TVSM	SA SP	FT					
NASSAU INTERNATIONAL	MYNN	SA SP	FT					
NATAL/AUGUSTO SEVERO, RN	SBNT	SA SP	FT					
NEUQUEN, N.	SAZN	SA SP	FT					
NEW ORLEANS/MOISANT FIELD INTL	KMSY	SA SP	FT					
NEW YORK/JOHN F. KENNEDY INTL	KJFK	SA SP	FT					
NEWARK/INTL, NJ.	KEWR	SA SP	FT					
NIAGARA FALLS/INTL, NY.	KIAG		FT					
NICE/COTE D'AZUR	LFMN		FT					
NICKERIE/MAJ. FERNANDES	SMNI	SA SP	FT					
NOGALES	MMNG	SA SP	FT					
NORTH ELEUTHERA	MYEH	SA SP	FT					
NOUADHIBOU	GQPP		FT					
NOUAKCHOTT	GQNN		FT					
NUEVO LAREDO	MMNL	SA SP	FT					
OAKLAND/METROPOLITAN INTL, CA.	KOAK		FT					
OAXACA	MMOX	SA SP	FT					
ONTARIO/INTL, CA.	KONT	SA SP	FT					
ORANJESTADBEATRIX	TNCA	SA SP	FT					
ORLANDO	KORL	SA SP	FT					
OSORNO/CANAL BAJO-CARLOS HOTT	SCJO	SA SP	FT					
OTTAWA/MACDONALD-CARTIER, ONT.	CYOW	SA SP	FT					
OVERBERG	FAOB	SA SP	FT					

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Location/Lugar	Location Indicator/Indicador de Lugar	METAR SPECI SA SP	TAF FT	SIGMET Ciclones Tropicales WC	SIGMET WS	SIGMET Cenizas Volcánicas WV	AIREP UA
OWEN ROBERTS INTL/GRAND CAYMAN	MWCR	SA SP	FT				
PALM BEACH/INTL, FL	KPBI	SA SP	FT				
PANAMA/MARCOS A. GELABERT	MPMG	SA SP	FT				
PANAMA/TOCUMEN	MPTO	SA SP	FT	WC	WS	WV	UA
PARAGUANA	SVJC	SA SP	FT				
PARIS/CHARLES DE GAULLE	LFPG		FT				
PARIS/ORLY	LFPO		FT				
PAVAS/TOBIAS BOLANDO INTL	MRPV	SA SP	FT				
PEREIRA/RISARALDA	SKPE	SA SP	FT				
PHILADELPHIA/INTL, PA.	KPHL	SA SP	FT				
PHILIP S. W. GOLDSON/BELIZE	MZBZ	SA SP	FT				
PHOENIX/SKY HARBOR INTL, AZ.	KPHX	SA SP	FT				
PIARCO, TRINIDAD	TTPP	SA SP	FT	WC	WS	WV	UA
PIEDRAS NEGRAS	MMPG	SA SP	FT				
PISCO	SPSO	SA SP	FT				
PITTSBURGH/GREATER	KPIT		FT				
POINT SALINES	TGPY	SA SP	FT				
POINTE A PITRE, LE RAIZET	TFFR	SA SP	FT				
PONCE/MERCEDITA, PR.	TJPS	SA SP	FT				
PONTA PORÃ/PONTA PORÃ, MS	SBPP	SA SP	FT				
PORT-AU-PRINCE	MTTP	SA SP	FT	WC	WS	WV	UA
PORTO	LPPR		FT				
PORTO ALEGRE/SALGADO FILHO, RS	SBPA	SA SP	FT				
PORTO SANTO/PORT SANTO (MADEIRA)	LPPS		FT				
POSADAS,MS	SARP	SA SP	FT				
POTOSI	SLPO	SA SP	FT				
PRAHA/RUZYNE	LKPR		FT				
PROVIDENCIALES	MBPV	SA SP	FT				
PTO. MALDONADO/PADRE ALDAMIZ	SPTU	SA SP	FT				
PUEBLO MEMORIAL, CO.	KPUB		FT				
PUERTO AYACUCHO	SVPA	SA SP	FT				
PUERTO BARRIOS	MGPB	SA SP	FT				
PUERTO CABEZAS/ZELAYA	MNPC	SA SP	FT				
PUERTO ESCONDIDO	MMPS	SA SP	FT				
PUERTO MONTT/AD EL TEPUAL	SCTE	SA SP	FT	WC	WS	WV	UA
PUERTO PLATA	MDPP	SA SP	FT				
PUERTO SUAREZ	SLPS	SA SP	FT				
PUERTO VALLARTA	MMPR	SA SP	FT				
PUNTA ARENAS/PDTE.CARLOS IBANEZ	SCCI	SA SP	FT	WC	WS	WV	UA
PUNTA CANA	MDPC	SA SP	FT				
QUITO	SEQU	SA SP	FT				
RABAT/SALE	GMME		FT				
RANGIROA	NTTG	SA SP	FT				
RECIFE (ACC/FIR)	SBRE			WC	WS	WV	UA

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RECIFE/GUARARAPES, PE	SBRF	SA SP	FT					
RESISTENCIA, CHO	SARE	SA SP	FT	WC	WS	WV	UA	
REYNOSA	MMRX	SA SP	FT					
RIO DE JANEIRO/GALEÃO, RJ	SBGL	SA SP	FT					
RIO GALLEGOS	SAWG	SA SP	FT					
RIO GRANDE	SAWE	SA SP	FT					
RIO NEGRO/ANTIOQUIA	SKRG	SA SP	FT					
RIVERA/INTL PRESIDENTE DON OSCAR	SURV	SA SP	FT					
ROATAN INTL	MHRO	SA SP	FT					
ROBERT L. BRADSHAW	TKPK	SA SP	FT					
ROCK SOUND	MYER	SA SP	FT					
ROMA CENTOR COM	LIIB			WC	WS	WV	UA	
ROOSEVELT ROADS NAS, PR.	TJNR	SA SP	FT					
ROSARIO, SF	SAAR	SA SP	FT					
ROSEAU, DOMINICA	TDPR	SA SP	FT					
ROTTERDAM/ROTTERDAN	EHRD		FT					
S/FE DE BOGOTA/CIMARCA	SKBO	SA SP	FT	WC	WS	WV	UA	
SAINT CROIX/HENRY E. ROHLSEN	TISX	SA SP	FT					
SAINT GEORGES	TGPG	SA SP	FT					
SAINT THOMAS/CYRIL E. KING	TIST	SA SP	FT					
SAINT-BARTHELEMY	TFFJ	SA SP	FT					
SALTA	SASA	SA SP	FT					
SALTO/INTL NUEVA HESPERIDES	SUSO	SA SP	FT					
SALVADOR/DEP. LUIZ EDUARDO, BA	SBSV	SA SP	FT					
SAN ANDRES/ILSA	SKSP	SA SP	FT					
SAN ANTONIO	SVSA	SA SP	FT					
SAN ANTONIO/INTL, TX.	KSAT	SA SP	FT					
SAN CARLOS DE BARILOCHE	SAZS	SA SP	FT					
SAN DIEGO, CA.	KSAN	SA SP	FT					
SAN FELIPE	MMSF	SA SP	FT					
SAN FERNANDO DE APURE	SVSR	SA SP	FT					
SAN FERNANDO, BA	SADF	SA SP	FT					
SAN FRANCISCO/INTL, CA.	KSFO	SA SP	FT					
SAN JOSE	MGSJ	SA SP	FT					
SAN JOSE DEL CABO	MMSD	SA SP	FT					
SAN JUAN DE LOS MOROS	SVJM	SA SP	FT					
SAN JUAN/LUIS MUNOZ MARIN INTL	TJSJ	SA SP	FT	WC	WS	WV	UA	
SAN LUIS POTOSI	MMSP	SA SP	FT					
SAN PEDRO SULA/LA MESA	MHLM	SA SP	FT					
SAN SALVADOR INTERNATIONAL	MYSM	SA SP	FT					
SANTA MARIA/SANTA MARIA (AÇORES)	LPZ		FT					
SANTARÉM/SANTARÉM, PA	SBSN	SA SP	FT					
SANTIAGO DE COMPOSTELA	LEST		FT					
SANTIAGO DE CUBA/ANTONIO MACEO	MUCU	SA SP	FT					
SANTIAGO/AD LOS CERRILLOS	SCTI	SA SP	FT					
SANTIAGO/AP ARTURO MERINO B.	SCEL	SA SP	FT	WC	WS	WV	UA	
SANTIAGO/CIBAO	MDST		FT					
SANTO DOMINGO/HERRERA	MDHE	SA SP	FT					
SANTO DOMINGO/JOSE FRANCISCO	MDS	SA SP	FT	WC	WS	WV	UA	
SANTO DOMINGOS	SVSO	SA SP	FT					

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Location/Lugar	Location Indicator/ Indicador de Lugar	METAR SPECI SA SP	TAF FT	SIGMET Ciclones Tropicales WC	SIGMET WS	SIGMET Cenizas Volcánicas WV	AIREP UA
SAO LUIS/MAL. CUNHA MACHADO, MA	SBSL	SA SP	FT				
SAO PAULO/GUARULHOS, SP	SBGR	SA SP	FT				
SEATTLE/TACOMA INTL, WA.	KSEA		FT				
SEVILLA	LEZL		FT				
SHANNON	EINN		FT				
SIDNEY, N.S.	CYQY		FT				
SOUTH BIMINI	MYBS	SA SP	FT				
SOUTH CAICOS	MBSC	SA SP	FT				
ST. EUSTATIUS/F. D. ROOSEVELT	TNCE	SA SP	FT				
ST. MAARTEN/PRINCESS JULIANA	TNCM	SA SP	FT				
STELLA MARIS	MYLS	SA SP	FT				
STOCKTON/METROPOLITAN, CA.	KSCK		FT				
STUTTGART	EDDS		FT				
SUCRE	SLSU	SA SP	FT				
SYDNEY/KINGSFORD SMITH	YSSY		FT				
TABATINGA/TABATINGA, AM	SBTT	SA SP	FT				
TACNA/CORONEL FAP CARLOS CIRIANI	SPTN	SA SP	FT				
TAHITI/FAAA	NTAA	SA SP	FT				
TALARA/CAPITAN MONTES	SPYL	SA SP	FT				
TAMPA/INTL, FL.	KTPA	SA SP	FT				
TAMPICO	MMTM	SA SP	FT				
TAPACHULA	MMTP	SA SP	FT				
TARBES LOURDES PYRENEES	LFBT		FT				
TARIJA	SLTJ	SA SP	FT				
TEGUCIGALPA/TONCONTIN	MHTG	SA SP	FT	WC	WS	WV	UA
TEMUCO/AD MAQUEHUE	SCTC	SA SP	FT				
TENERIFE SUR/REINA SOFIA	GCTS		FT				
TERRANCE B. LETISOME, TORTOLA	TUPJ	SA SP	FT				
TIJUANA	MMTJ	SA SP	FT				
TIKAL	MGTK	SA SP	FT				
TOLUCA	MMTO	SA SP	FT				
TORINO/CASELLE	LIMF		FT				
TORONTO	CWTO			WC	WS	WV	UA
TORONTO/LESTER B. PEARSON INTL	CYYZ	SA SP	FT				
TORREON	MMTC	SA SP	FT				
TOULOUSE CENTRE METEO	LFPW			WC	WS	WV	UA
TOULOUSE/BLAGNAC, TOULOUSE/CCER	LFBO		FT				
TREASURE CAY	MYAT	SA SP	FT				
TRINIDAD	SLTR	SA SP	FT				
TRISTAND DE CUNHA	FATC	SA SP	FT				
TRUJILLO/CAPITAN CARLOS MARTINEZ	SPRU	SA SP	FT				
TUCSON/INTL, AZ.	KTUS	SA SP	FT				
TUCUMAN/TEN. BENAJMAIN MATIENZO	SANT	SA SP	FT				
TUMBES/PEDRO CANGA	SPME	SA SP	FT				

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TUMEREMO	SVTM	SA SP	FT
UNION ISLAND	TVSU	SA SP	FT
UPINGTON (UPINGTON AIRPORT)	FAUP	SA SP	FT
URUGUAIANA/RUBEM BERTA, RS	SBUG	SA SP	FT
USHUAIA/MALVINAS ARGENTINAS	SAWH	SA SP	FT
V. C. BIRD, ANTIGUA	TAPA	SA SP	FT
VALENCIA	LEVC		FT
VALENCIA	SVVA	SA SP	FT
VALLE DE LA PASCUA	SVVP	SA SP	FT
VANCE WINKWORTH AMORY	TKPN	SA SP	FT
VANCOUVER INTL, B.C.	CYVR		FT
VARADERO/JUAN G. GOMEZ INTL	MUVR	SA SP	FT
VERACRUZ	MMVR	SA SP	FT
VIEQUES/ISLA DE VIEQUES, PR.	TJVQ	SA SP	FT
VILLAHERMOSA	MMVA	SA SP	FT
VIRGIN GORDA	TUPW	SA SP	FT
VIRU VIRU	SLVR	SA SP	FT
W. H. BRAMBLE	TRPM	SA SP	FT
WALLBLAKE, ANGUILLA	TQPF	SA SP	FT
WARSZAWA/OKECIE	EPWA		FT
WASHINGTON/DULLES INTL, DC.	KIAD		FT
WATERKLOOF (SAAF)	FAWK	SA SP	FT
WELLINGTON INTL	NZWN		FT
WEST END	MYGW	SA SP	FT
WIEN-SCHECHAT	LOWW		FT
WINDSOR LOCKS/BRADLEY INTL, CT.	KBDL		FT
WINDSOR, ONT.	CYQG		FT
ZACATECAS	MMZC	SA SP	FT
ZARAGOZA	LEZE		FT
ZORG EN HOOP	SMZO	SA SP	FT
ZURICH/FLUGHAFEN	LSZH		FT

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**FORMULARIO MODELO DE
PROPUESTAS DE ENMIENDA**

FECHA:

A:

ORGANIZACION DE AVIACION CIVIL INTERNACIONAL
OFICINA SUDAMERICANA
APARTADO 4127
LIMA 100, PERU

ESTADO O TERRITORIO:

CORRIGENDO:

NUEVOS DATOS:

ENMIENDA PROPUESTA AL CATALOGO DEL BANCO DE DATOS OPMET DE
BRASILIA:

FECHA DE APLICACION:

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NOMBRE DEL RESPONSABLE
DIRECCION OFICIAL

APPENDIX I

ANALYSIS OF THE PROPOSED TRANSITION FROM TRADITIONAL ALPHANUMERIC CODES TO BUFR IN CAR/SAM STATES

1. Introduction

1.1 The WMO is currently in the process of converting all of its traditional alphanumeric codes to BUFR, in an ambitious programme that covers all the domains where there is an exchange of meteorological information, including aviation. Although the WMO Committee on Basic Systems (CBS) approved the introduction of BUFR at its meeting held in January/February 1988, the transition to the BUFR code in OPMET messages was agreed in principle by ICAO at the divisional meeting held in Montreal in September 2002.

1.2 Taking into account the importance of this matter for the aeronautical community in the CAR/SAM Regions, the GREPECAS/13 meeting (Santiago, Chile, Nov 2005) approved DECISION 13/29.- *PLAN FOR THE MIGRATION OF AERONAUTICAL METEOROLOGICAL MESSAGES TO THE BUFR CODE IN THE CAR/SAM REGIONS* requesting the AERMET Subgroup to develop, in coordination with the CNS Committee of GREPECAS ATM/CNS/SG, a detailed plan for the migration of aeronautical meteorological codes to BUFR. On the other hand, as a follow up to Recommendation 2/5 c) of the Meteorology divisional meeting (MET), (Montreal, Canada, 2002), and to facilitate a smooth transition, there was a need to provide training to CAR/SAM States/Territories on the introduction of the BUFR code and the necessary means of communication and processing requirements. Accordingly, GREPECAS formulated CONCLUSION 13/30.- *TRAINING ON THE BUFR CODE*, requesting WMO, in collaboration with ICAO, to organise a seminar on the BUFR code and its transmission, in order to introduce the necessary communication and processing requirements for its implementation in the CAR/SAM Regions.

1.3 Issues related to the complexity derived from the transition from alphanumeric to binary codes within the aeronautical environment have resulted in a study and analysis of the implications that these changes could have on communication support systems, and of the reliability and availability of operational meteorological information as they affect safety. Many of the following aspects are still under discussion and analysis in other Regions (EANPG/47), and several meetings have included in their discussions the possible impact of BUFR on communication systems (ATNICG/1 of APANPIRG, SADISOPSG/11, etc.).

1.4 This working paper has been prepared by the COM/MET task force of the AERMET Subgroup as a follow-up to the planning for the migration of OPMET coded messages to BUFR in the CAR/SAM Regions, and it analyses several issues related to the migration from alphanumeric codes to BUFR in aviation, which are presented in detail in Appendix A.

1.5 These issues include an assessment of the benefits that the aeronautical community would derive from a complete transition to BUFR, an assessment of different transition approaches, and whether the timetable proposed for the transition is realistic. Furthermore, consideration should be given to whether this transition is justified in the aeronautical sphere for the CAR/SAM Regions/Territories, and what should be the requirements to ensure a safe and effective transition, also taking into account the various regional and global scenarios in which the proposed change would take place.

2. Analysis

2.1 Assessment of the benefits of introducing BUFR

2.1.1 The FM 94 BUFR (*Binary Universal Form for the Representation of meteorological data*) code is a form of code based on tables (TDCF: Table-Driven Code Form) developed by the World Meteorological Organization (OMM). This code can be used to code meteorological data, using a self-descriptive code presented in binary format, and is designed to represent any type of meteorological data, using a continuous binary flow.

2.1.2 Several of the main approaches with respect to the benefits to be derived from the migration from the traditional alphanumeric codes to the BUFR code are based on the advantages offered by the use of a self-descriptive code, which, being a table-driven code form, would permit the simple addition of new parameters or new types of data, and there would be uniformity in the data. It is assumed that the data filing process could be simplified, as compared to data based on alphanumeric messages.

2.1.3 Since a binary code cannot be entered manually in a simple manner, it requires a certain level of automation, which, in turn, ensures that there are no syntactic errors. The nature of BUFR coding can make it simpler for automated systems to extract particular fields from the messages, which may be considered as a possible advantage with respect to the provision of personalised information for briefing purposes, and for the direct link of meteorological data to the aircraft. On the other hand, this code format implies the use of bit-oriented communication protocols, such as TCP/IP or X.25.

2.2 **Technical and safety matters to be considered for the introduction of BUFR**

2.2.1 Despite the benefits attributed to the introduction of the BUFR code in the aeronautical field, there are certain issues derived from this transition that need to be resolved in order to have a smooth global transition.

2.2.2 One of the aspects under discussion is the possible impact that a change of code would have on data display systems, since information presented to end users, like flight crews, must be translated into a known format for interpretation.

2.2.3 The use of a table-driven code implies the need for standard templates, which will have to be specified by ICAO, WMO or both. It is also inferred that there will be a need for standard converters and decoders, which would probably come from different vendors. Consideration should be given to the responsibility issue in case a system incorrectly decodes a BUFR message and causes an incident. Another matter related to the conversion software has to do with the deep implications of trying to integrate external codes into other complex and sensitive systems such as the integrated ATC systems.

2.2.4 The concept of a centralised converter of alphanumeric codes to BUFR may be appealing to the States that are not in a position to invest in expensive and complex updates to the existing meteorological observation and forecasting systems. In those States where the National Meteorological Service conducts the observations and provides aeronautical forecasting services, an effective measure would be to convert systems to BUFR as part of the general WMO migration. However, that is not the case in all States. On the other hand, in many States, observations are provided by different staff, such as ATC controllers, trained as meteorological observers, be it on a manual basis or with the assistance of semi-automatic meteorological observation systems.

2.2.5 There is a deep concern about the additional safety risks involved in the use of BUFR-coded OPMET messages. The most relevant aspects to bear in mind are the following:

- a) Many States have discrepancies with respect to the standards and recommended practices contained in ICAO Annex 3 regarding the use of METAR, SPECI and TAF codes, which is not expected to change in the near future. These

discrepancies may cause serious difficulties in the international exchange of data, in the case of the coding and decoding between BUFR and the traditional alphanumeric codes.

- b) METAR, SPECI and TAF templates contain recommended practices that the State may or may not apply. Nevertheless, these facilities can also cause serious problems in the case of the coding and decoding between BUFR and the traditional alphanumeric codes.
- c) BUFR-coded OPMET messages must adhere to rigid formats in terms of units of measurement. However, some States use several formats and units of measurement, as described in the templates contained in Annex 3, reason why the integrity of the original information could be lost in the coding and decoding process, thus adding to the safety risk, especially if it is assumed that changes to BUFR tables and their conversion to traditional alphanumeric codes would have to be simultaneously coordinated on a global scale.

2.2.6 The transition will have an impact on the end users of the ISCS and SADIS systems, which will have to support the conversion of BUFR data to alphanumeric codes for their interpretation. The systems of these end users will also have to be capable of integrating the data provided in BUFR format and in alphanumeric codes. Although no problems are expected in the conversion from BUFR to alphanumeric codes and *vice versa*, we must remember the difficulties encountered in the generation of software programmes capable of producing SIGWX in BUFR format with an acceptable performance in end user systems.

2.2.7 Another important aspect to bear in mind is the fact that aviation deals with other data aside from OPMET, such as SIGMETs, AIRMETs, GAMETs, volcanic ash and tropical cyclone advisories. This may give rise to a fragmented dissemination of transmitted information, since METARs, SPECIs, TAFs, CODARs, AMDARs, WINTeMs, ARFORs and ROFORs would be broadcast in BUFR format (or alphanumeric codes), while the other data, such as advisories and GAMETs, would only be available in alphanumeric form.

2.3 **Matters related to communications**

2.3.1 Regarding international communications, in addition to inter-regional satellite services such as ISCS and SADIS, the only feasible AFS option is AMHS, which has been considered as an essential requirement for the introduction of BUFR. Although the main communication support systems in the CAR/SAM Regions/Territories, such as MEVA and REDDIG, are capable of transporting binary data, the proposed migration would involve the standardisation of communication media and infrastructure, not only among States and switching centres, but also within the States themselves, which may involve high costs in equipment substitution and communication support. In order to support the BUFR, the international OPMET data banks, including those of Washington and Brasilia, shall guarantee connectivity with the AMHS.

2.4 **Transition timetable, coordination, and quality assurance tasks**

2.4.1 It is extremely difficult to establish a timetable for transition due to the existence of so many variables associated to this process. These factors include the establishment of display standards, template conversion specifications, acceptance standards, conversion software, the determination of the life cycle of the equipment and systems that will need to be replaced.

2.4.2 Assuming that the transition to BUFR takes place, the complexity of the task is such that, initially, the existing communication scheme should be maintained, together with a dual transmission of alphanumeric and BUFR codes. Once a qualitative criterion is met, international

transmission would only be done in BUFR. Changes will also be required in the Washington and Brasilia OPMET data banks, and these will need to be coordinated with the other international OPMET data banks. The transition process will need to be planned, managed and monitored by a specialised group from WMO and ICAO.

2.4.3 The development and use of converters (software) of traditional alphanumeric codes to BUFR and *vice versa* will have to comply with strict standards developed by WMO and ICAO to ensure a consistent, correct and reliable operation.

3. Conclusions

3.1 With the transition from traditional alphanumeric codes to BUFR, important safety-related aspects have been highlighted which should not be neglected. These aspects, related to the incorrect conversion of an OPMET message, can cause an incident and, therefore, must be given high priority and be effectively resolved before carrying out any transition.

3.2 It is important that the national communication infrastructure permits the smooth transmission of BUFR-coded messages. States are faced with the option of moving directly to BUFR by updating the data generating systems of end users, or isolating these systems from the BUFR by using converters, which would mean significant investments by the States.

3.3 It could be said that BUFR offers some useful benefits, particularly the assurance that data will have the correct format and the automation of several processes, such as final display, etc. Other benefits are not so clear yet. There is still no consensus across the Regions as to whether aviation should transition to BUFR. There is also the opinion that the benefits of implementing BUFR in the aeronautical industry in general are not as substantial as they would initially seem, particularly regarding flexibility to change the codes and, besides, actual benefits are extremely difficult to quantify in the absence of concrete examples.

3.4 There is still the need to specify the requirements, acceptance procedures and guidance materials. These should also be established and drafted prior to the operational transition, in order to ensure that the process is soundly based. The transition also depends largely on the regional implementation of AMHS, whose operational requirements and implementation timetable have already been defined, as shown in Appendix A to this working paper.

3.5 The proposal of amendment 74 to Annex 3, which should become effective in November 2007, introduces clauses enabling the transition of observational and forecasting information from alphanumeric code to BUFR. These proposed recommendations would mean that work should start so that detailed standards and specifications for aviation can be ready for Amendment 75. However, the many other variables involved could cause additional delays in the process, reason why the target date for completing the transition (year 2015) could be insufficient.

ANALYSIS OF THE MIGRATION FROM ALPHANUMERIC CODES TO BUFR IN AVIATION

1 General aspects of BUFR¹

1.1 The code based on **BUFR** (binary universal form of representation of meteorological data) tables offers two big advantages with respect to traditional alphanumeric codes: it is flexible and expandable. These features are possible because it is self-descriptive. The term “self-descriptive” means that the form and content of the data included in a BUFR message are described in the message itself. Furthermore, BUFR offers the possibility of condensing and packaging.

1.2 BUFR was first approved for practical use in 1988. Since then, it has been used for observations obtained from satellites, aircraft, and wind profilers, and for tropical cyclone observations. In all cases, BUFR should be the preferred code for the international exchange of observational data.

1.3 In principle, BUFR and CREX are the only codes that the WMO needs for the representation and exchange of observational data.

2 Benefits of the BUFR

2.1 Several possible effects associated with the introduction of BUFR have been identified, and these are described in the following paragraphs.

2.1.1 *Self-descriptive code.* BUFR is a table-driven code form (TDCF), and in a TDCF, the presence of a piece of data described in the message itself is a self-descriptive feature. At the beginning of the message, there shall be a section to define what data are being transmitted in the message. That section will contain indicators to elements in pre-defined and internationally accepted tables (officially contained in the WMO code manual). Once this section (data description section) is read, the next part of the message that contains the data (data section) can be understood. The characteristics of the parameters to be transmitted must be already defined in the tables of the WMO Manual.

2.1.2 *Simple addition of new parameters.* When there is a requirement for the transmission of new parameters or new types of data, these new elements are simply added to the WMO BUFR Tables (according to the WMO). Therefore, table-driven codes can transmit a wide variety of data in a flexible manner. According to the WMO, it would not be necessary to define new codes, or to develop new software; it would only be necessary to expand the tables. The BUFR code may be extended to meet all observational requirements without diverting from WMO recommendations, even to respond to national requirements for the exchange of specific domestic data.

2.1.3 *Data uniformity.* The adoption of BUFR may imply that messages must be more uniform. At present, different measurement units are used in METARs and TAFs for the same parameters. For example, according to WMO definition, visibility is expressed in meters; however, in the United States, Canada and Mexico, visibility is often expressed in statute miles. The adoption of a single standard for BUFR would be a significant step.

2.1.4 *Automation issues.* Since BUFR is expressed in binary code form, it cannot be manually entered, and thus requires a certain level of automation. This automation must be capable of ensuring that there are no syntactic errors. It is even possible to automatically verify the quality of input data. This should significantly reduce the number of incorrectly drafted messages.

¹ From “Guide of WMO table-driven codes”

2.1.5 *Communications.* The binary format of the BUFR code requires that the communication used for data dissemination must be a bit-oriented protocol, such as TCP/IP or X.25. These protocols use verification based on cyclic redundancy, thus significantly reducing the possibility of undetected data corruption during transmission. Although these protocols are extensively used for traditional alphanumeric codes, they can still be transmitted through asynchronous circuits that are much less safe in terms of undetected message corruption.

2.1.6 *Filing.* Due to its self-descriptive code, the historical analysis of BUFR-based data would be simpler than for those based in alphanumeric codes. The parameters used in the alphanumeric codes would be described within the message, reason why there is no need to adjust the analysis to code changes that may have occurred during the period being analysed.

2.1.7 *Personalised interpretation of meteorological data.* The systematic nature of BUFR coding, compared to alphanumeric coding, can make it simpler for automated systems to extract particular fields of the messages. This can be considered as a possible advantage with respect to the provision of personalised information for briefing purposes, and for direct meteorological data link with the aircraft.

3. Assessment of problems derived from BUFR implementation

3.1 *Presentation to end users.* BUFR is a binary code, and therefore, not suited for permitting the interpretation of information by the end user, and must be translated into a format that can be interpreted by the end users of the information, such as flight crews. In essence, it is assumed that the current alphanumeric code formats for observations and forecasts, that is, FM15 (METAR), FM16 (SPECI) and FM51 (TAF), will be maintained. This assumption is based on the serious difficulty implied in retraining the whole aeronautical community in a new standard interpretation. On the other hand, it has the advantage of being compatible with current systems that use observations and forecasts. It could also be assumed that, in the future, the WMO will discontinue the use of all alphanumeric codes and that ICAO will take on the responsibility of maintaining the standards for the use of these codes. However, the need for these interpretation formats defeats the apparent benefit described in 2.1.1, since any subsequent change of codes would require modification of the software responsible for translating BUFR into standard alphanumeric codes and its subsequent display.

3.2 *Impact of code changes on display systems.* This has been already demonstrated in the application of BUFR data for SIGWX in ISCS and SADIS. The initial problems involved in obtaining a consistent display of the code from different software providers were mainly due to the graphical nature of SIGWX products; therefore, there should be no problem with observations and forecasts. Another limiting factor of the BUFR code could be the fact that if the coding sequence changes, the display software of the end user would have to change. This could become a risk for users who are not in a position to update the software, since not being up to date with changes in the BUFR standards could have safety implications.

3.3 Adding to the complexity of the problem, in to ensure a consistent BUFR implementation, it will be necessary to specify a detailed mapping between BUFR templates and the interpretation, through alphanumeric code standards. It is assumed that this specification must be developed and maintained by ICAO, the WMO, or both. This specification will need to cover, in addition to the code conversion, the assignment of bulletin headers and the traceability of messages when converted to the BUFR format.

3.4 Since the development of decoders from BUFR to alphanumeric codes and *vice versa* probably will not be limited to a single provider, but rather other software will be developed specifically for this application, there may be problems with some decoders that are unable to decipher BUFR codes developed in other coders. To ensure that meteorological information is properly coded and deciphered, every translator must undergo an acceptance test to see if it meets the specifications mentioned in the previous paragraph. Some decisions have to be made concerning the use of non-standard units in the conversion process; for instance, the expression of visibility in the

conversions to statute miles. The development of an acceptance test will require certain resources, as well as the conduction of the tests and the acceptance of the translators tested.

3.5 *Responsibility for, and safety of, coding/decoding software.* The sole possibility that a system may incorrectly decode a BUFR message and that this message might cause an incident means that this aspect must be carefully analysed. If the software passes the acceptance test, the responsibilities for test development and software validation need to be established. On the other hand, safety regulations vary from State to State; therefore, this aspect needs to be taken into account, and software security standards considered as part of BUFR implementation.

3.6 *Fragmentation.* The WMO Transition Plan states that the types of data that will be affected in aviation are METAR, SPECI, TAF, CODAR, AMDAR, WINTEM, ARFOR and ROFOR. WMO has only taken into account messages in code form contained in the WMO code manual, reason why several meteorological messages of operational significance are not included in the transition programme. These messages include SIGMETs, AIRMETs, GAMETs, and volcanic ash and tropical cyclone advisories. This situation may create confusion with respect to the exact scope of the proposed transition. Accordingly, there is the possibility of fragmenting messages according to their type, that is, that some data will be available in BUFR format or alphanumeric codes, while others, like all types of GAMET forecasts and advisories, will only be available in the form of alphanumeric codes.

3.7 *Communication infrastructure:* In addition to inter-regional services by satellites like ISCS and SADIS, the only feasible AFS option is AMHS, which has been considered as a basic requirement for the introduction of BUFR. In Regions like EUR, the introduction of AMHS is considered to be a long-term objective due to the complexity and broad variety of existing communication systems. Consequently, global implementation should face even more difficulties. However, the main communication supports in the CAR/SAM Regions/Territories, namely MEVA and REDDIG, can carry binary data. Despite this, the completion of the proposed migration would involve the standardisation of communication media and infrastructure not only between States and communication gateways, but also within the States themselves, which might involve high costs for replacing the equipment and for communication support. In order to support the BUFR, the international OPMET data banks, including the ones in Washington and Brasilia, must ensure the connectivity with the AMHS if the latter is implemented on a global scale.

4. Transition assessment

4.1 Converters

4.1.1 For the transition to take place, it is essential to have conversion programmes available to convert BUFR to alphanumeric codes and *vice versa*. An important requirement would be for ICAO to investigate the requirements of a converter to be used by aviation users, basically taking into account those States with budgetary difficulties. The development of this software could be commissioned and made available to aviation users, and then maintained and verified by ICAO and WMO.

4.1.2 An important aspect to bear in mind is the incorporation of conversion software into the integrated ATC systems, which is very complicated and probably expensive, due to the profound implications that the intended integration of external codes into other complex and sensitive systems may have.

4.1.3 It is essential that the specifications for the conversion from BUFR to alphanumeric codes ensure that the conversion process will not be affected by the inclusion of supplementary information in the BUFR data by a State. Otherwise, there is the risk that data will be undecipherable by a significant proportion of users if the supplementary information affects the conversion process. Somehow, ICAO and WMO should, at least:

- specify the minimum standard BUFR templates for several types of data;

- define a process to test template changes before operational implementation, to ensure that they do not disrupt or interrupt the conversion process.

4.1.4 Assuming it is impossible to ensure that all States adopt uniform units of measurement for observations and forecasts (see 2.1.3), then the technical specifications for the conversion from alphanumeric codes to BUFR and *vice versa* should consider how to address situations in which the unit used for the original data is presented in a different way for data output in the conversion from BUFR to alphanumeric codes. An example of this is the expression of horizontal visibility in meters or statute miles. Special care should be taken to ensure that any rounding error would not have a significant impact on operational minima.

4.2 National aspects

4.2.1 It can be estimated that most States will continue broadcasting only data in alphanumeric codes from their original sources for a significant period of time. However, it is known that, in relation to the introduction of CNS/ATM systems, many States have made significant progress, mainly in domestic communication systems capable of supporting the exchange of binary data, and some have plans to implement such systems in the next few years.

4.2.2 A State may issue duly standardised BUFR data even if its domestic communication infrastructure is not suited to transmit binary data or if it wants to continue issuing alphanumeric codes in the original data sources. This would be done by installing a converter of alphanumeric codes to BUFR between the domestic communication infrastructure and the international AMHS interface. There are at least two major issues that need to be considered in this respect:

- The interface between the converter of alphanumeric codes to BUFR and the future AMHS system must support binary messages and operate properly. This is an aspect of the interface between the AMHS and the alphanumeric code-BUFR conversion that must be included in the specifications for the conversion of alphanumeric codes to BUFR.
- Messages that cannot be converted from alphanumeric code to BUFR due to a syntactic error in the original message must be immediately returned to the message originator for correction. This can be done automatically or manually, but message originators must clearly understand that syntactic errors will prevent data transmission, reason why corrections should be given due priority.

4.2.3 During the transition, a State could be receiving data in alphanumeric codes (assuming that data will be available in both alphanumeric code and BUFR formats during the transition period), or could be implementing a BUFR-alphanumeric code converter for incoming BUFR data. It is expected that the BUFR-alphanumeric code conversion will be less problematic, since the automatic processing required for the generation of BUFR data must ensure the production of syntactically correct data that should cause no problems in the conversion. This will depend on a sufficiently detailed specification of the BUFR-alphanumeric code mapping.

4.2.4 Another problem that should be considered at national level is the consistency between military meteorological observations and forecasts in the existing codes and the new BUFR codes. It could happen that meteorological data are required at a military aerodrome, such as an emergency aerodrome. Military messages are not always issued in alphanumeric code formats, for instance, using colour codes. It is therefore important to take into account these problems when specifying the alphanumeric codes for BUFR conversion. It is also essential that, if the army must migrate its codes to BUFR, that they use templates compatible with those specified by WMO and ICAO since, otherwise, data could be useless.

4.2.5 It should be noted that the “centralised” converter approach developed by WMO and ICAO restricts the possibility of adding supplementary domestic data to the BUFR format, just as these data cannot be added to alphanumeric code formats. On the other hand, national approaches to transition can be also influenced by state regulations concerning the scope of application of safety standards related to meteorological data systems.

4.3 Regional aspects

4.3.1 In view of the diversity of plans for data dissemination and communication systems in the States, it would be desirable to document and analyse the degree of documentation in all CAR/SAM States, so that a feasible transition process can be planned. This process may be technically demanding, difficult to implement and may take time.

4.3.2 The transition should be an evolutionary process and, probably, at the beginning, only a small amount of data will be available in BUFR code format. During this stage, it would be advisable to track the gradual availability of data in BUFR code, and for a regional task force to document it, so as to have at all times a clear listing of the data available in BUFR format and what bulletins are being disseminated.

4.3.3 It is assumed that, when the transition begins, all States will be able to internationally issue data at least in alphanumeric and BUFR formats from the beginning. This dual transmission will require additional bandwidth in communication infrastructures, but it is the only way to ensure a more flexible scenario in terms of data availability for the States that are at different transition phases. In order to establish a point at which the transition would be considered as completed, that is, a scenario in which only BUFR data are transmitted, the following conditions must be met:

- A high level of confidence has been achieved in the conversion from BUFR to alphanumeric codes, through clear specifications, verification procedures, and test results.
- Formal arrangements have been made for the provision of alphanumeric data to States that are not in a position to implement BUFR data conversion.
- Message routings have been revised to ensure that alphanumeric codes issued by external BUFR-alphanumeric code converters are not routed to the originating State.

4.3.4 The data banks currently available in the CAR/SAM Regions are those of Washington and Brasilia. An important issue within the context of regional data provision will be the use of converters in these data banks, which should also provide connectivity with the AMHS. In order to support the introduction of BUFR, specific forms of query must be defined for the BUFR code, while keeping the form of query for alphanumeric codes unchanged. This also implies that procedures must be established for requesting and filing BUFR data, and for writing over data previously filed in BUFR.

4.3.5 The fact that the BUFR SIGWX is already broadcast by the ISCS and SADIS service means that, at least for communications, the ISCS and SADIS should suffer no significant impact from the BUFR transition. It could be possible for observational and forecast data in BUFR format to be jointly transmitted with the existing BUFR SIGWX data, or to use another PVC socket exclusively for observations and forecasts in BUFR format. Although the communication infrastructure should not be significantly affected by this transition, the following issues should be addressed:

- The transition will have an impact on the end users of the ISCS and SADIS systems, which will need to support the conversion of BUFR data to alphanumeric codes for their interpretation. End user systems will also need to be

capable of integrating the data provided in BUFR and alphanumeric code formats. It is unlikely that global BUFR coverage will be available for some time during the transition.

- The transition will also affect the operation of ISCS and SADIS gateways. The gateway must continue addressing data to the satellite uplink, but validation and supervision responsibilities could become more complicated due to the need to decipher BUFR messages in order to retrieve the information required.

4.3.6 As the transition progresses, the feasibility of implementing regional BUFR to alphanumeric code converters should be analysed. The implementation of these regional converters would allow those regions where all meteorological data are internationally transmitted in BUFR format to cease inter-regional transmission of alphanumeric codes.

4.3.7 Assuming that the criterion for considering the transition as completed is that all data exchange is done exclusively in BUFR, it may be inferred that an inter-regional link has completed the transition when data exchange between the two Regions is done in BUFR format, regardless of how data exchange is done within each Region.

5. Variables associated to the transition

5.1 TRANSITION TIMETABLE

5.1.1 In this phase, it is not possible to establish an objective timetable for the transition, due to the existence of so many variables associated to this process. Some of the factors that might have significant impact on this timetable are the following:

- a) *Display standards.* It has already been suggested that the transition requires specifications for display standards. Since these are expected to be based on the existing METAR and TAF codes, it is assumed that they are defined with certain level of detail in Annex 3.
- b) *Conversion specifications.* The drafting of conversion specifications will be a significant and complex task. BUFR templates for observations and forecasts need to be completed before starting the conversion process. The specifications must include a detailed definition of data conversion between alphanumeric codes and BUFR. Consideration should also be given to conversion units and the use of non-standard alphanumeric codes, like those used in some States and by the military. The specifications may also include bulletin heading assignment rules, including the modification of group CCCC and possibly the data quality check. If these specifications are going to be published as part of Annex 3, then they must be developed now for inclusion in Amendment 75 to Annex 3. A publication separate from Annex 3 could be a flexible solution, although it will still need to make reference to this Annex.
- c) *Acceptance standards.* As in the case of conversion specifications, acceptance standards will need to be established in order to ensure that converters are considered ready to operate. This would also represent a significant amount of work, which, if not ready for Amendment 75 to Annex 3, could cause delays in the transition.
- d) *Conversion programmes.* It is assumed that it will not be possible to operationally use programmes to convert alphanumeric codes to BUFR and *vice versa* until the specifications and acceptance standards have been completely developed, which might represent another delay. Safety regulations could also extend the time for the development of conversion systems.
- e) *Availability of AMHS.* In order to provide BUFR data on an operational basis, the AMHS must be implemented with the appropriate profile, and some Regions may

have a much slower transition to the AMHS. Within the development of CNS/ATM systems, the CAR/SAM Regions are already taking the necessary steps within the first phase of their ATN implementation timetable (2005-2011), in which the update, interconnection and interoperability of digital networks will be completed, and ATN routes deployed in order to implement ground-ground (AMHS and AIDC) and air-ground data exchange applications through the implementation of ICAO SARPS and PANS and GREPECAS guidelines.

- f) *Equipment life cycle.* Equipment will need to be replaced at the end of their life cycle, and since the transition period to BUFR is relatively long, several systems will probably need to be replaced during this period. As soon as the standards and operational concepts are defined for the implementation of BUFR, it is expected that BUFR-compatible products will appear in the market or be developed at national level. Until such definition has been completed, there will be the risk that products developed are not recommendable for operations. Consequently, it is extremely important to complete all of the aforementioned detailed information as soon as possible; otherwise, the opportunity to replace obsolete systems with BUFR-compatible ones in the next few years will be lost, and thus the transition period will be extended.

6. Main aspects to be assessed

6.1 The issues that must be carefully assessed in order to do the transition from alphanumeric codes to BUFR are as follows:

- Impact of BUFR on the information provided by the sensors of the equipment involved in the production of METARs.
- Impact of BUFR on the drafting and issuance of TAFs.
- Impact of BUFR on internal domestic communications.
- Impact of BUFR on AFS international communications. This assessment shall include the AMHS and the ISCS/SADIS.
- Impact of BUFR on airline information systems and other briefing systems.
- Impact of BUFR on ATC information systems.
- Impact of BUFR on OPMET data banks.

A separate assessment should be done of the effectiveness of BUFR to reduce costs associated to code changes. This would be based on the number of problems identified during the other three assessments of the impact of BUFR introduction. Although no detailed data on costs are provided, work done in the EUR Region in relation to the transition has identified cost advantages and disadvantages.

6.2 Assessment of the benefits of a complete transition

- The cost of modifying or replacing the existing BUFR support equipment.
- The expected life cycle and replacement schedule of the equipment currently in operation.
- The investment cost of changing the life cycle of the equipment as a result of BUFR; for example, maintenance, changes in management, and training.
- Safety implications of the use of BUFR.

These assessments must be based on the equipment and should be conducted in several States. Wherever possible, consideration should be given to the situation in Regions other than CAR/SAM.

Agenda Item 6: Review of the CAR/SAM ANP/FASID, Part VI - MET

6.1 Basic ANP/FASID CAR/SAM, Part VI - MET

6.1.1 The meeting recalled that regional meteorological procedures indicated in Part VI – Meteorology of the CAR/SAM ANP Basic/FASID (Doc 8733), were amended in July and May 2006, respectively.

6.1.2 Furthermore, the meeting took note that as a result of amendments to CAR/SAM AOP Table 1 requested by Argentina, Brazil, Ecuador and Colombia, proposal for amendment Serial No. SAM 06/7 - AGA/AOP/MET/AIS is being circulated, including amendments to Tables MET 1A, MET 1B, MET 2A, MET 2B, MET 3B and MET 7.

6.2 CAR/SAM FASID Table MET 1A

Simplification of the format of FASID CAR/SAM Table MET 1A

6.2.1 The subgroup was aware that FASID Table MET 1A currently includes information for the provision of TAF and TREND forecasts which are subject to regional air navigation agreements (RAN) and that columns 6 (“area of coverage of charts”) and 7 (“AFTN routing areas of destination”) of the referred Table are redundant as they do not reflect a RAN agreement and are no longer relevant since global sets of WAFS forecasts and OPMET data are being provided through SADIS and ISCS broadcasts.

6.2.2 In addition, the meeting took note that the Eleventh Meeting of the SADIS Operations Group formulated Conclusion 11/9, asking the Secretariat to consider the development of a data base towards a global version of FASID Table MET 1A, to be presented to the SADISOPSG/12 (4 to 6 June 2007), in order to maintain the data base updated, oriented to Annex 1 of the *SADIS User Guide (SUG)*, which includes TAF requirement and which should contain, by definition, Tables MET 1A of all FASID ANP.

6.2.3 In this regard, the meeting agreed on the deletion of columns 6 and 7 of CAR/SAM FASID Table MET 1A, and to maintain it in the CAR/SAM ANP pending on the decision regarding the future of air navigation regional plans and their relation with the new Global Plan, therefore, the following Draft Conclusion was formulated:

**DRAFT
CONCLUSION 8/8 - CAR/SAM FASID TABLE MET 1A**

That, CAR/SAM FASID Table MET 1A be amended so as to delete Column 6 (“area of coverage of charts”) and Column 7 (“AFTN routing areas of destination”).

6.3 Amendment procedure

6.3.1 Considering that numerous inconsistencies between the formal requirements and the real situation have been detected, the meeting agreed that the list of TAF and TREND to be issued at CAR/SAM international aerodromes should be reviewed annually by each ICAO regional office and by each AERMETSG and GREPECAS meeting.

6.3.2 In addition, the subgroup considered essential that all the changes be endorsed by the users (IATA and IFALPA) since TAF and TREND should be issued in response to user requirements. At the same time, formal amendments as contained in the global FASID MET Table 1A pertaining to CAR/SAM regions should be undertaken by NACC and SAM regional offices, and the consultation process should involve IATA and IFALPA. As soon as the formal amendment proposal has been finalized, the offices concerned should refer the amendments to the MET Section which would update the global data base accordingly.

6.3.3 The meeting agreed that the full cycle should not last more than nine months and the updated database would be available by the end of each calendar year. Under this context, the meeting formulated the following Draft Conclusion:

DRAFT
CONCLUSION 8/9 - AMENDMENT PROCEDURES OF TAF AND TREND REQUIREMENTS

That, in order to ensure the currency of information related to the provision of TAF and TREND forecasts to be included in the global database as from March 2007:

- a) yearly consultations with CAR/SAM States/Territories concerning TAF and TREND issues be made during the month of March;
- b) changes to the AERMETSG and GREPECAS are presented;
- c) formal consultations and amendments to CAR/SAM FASID be carried out to be finalized in November; and
- d) Lima and Mexico regional offices refer the amendment to ICAO MET Section to update the global database in December, as required.

6.4 Tabla MET 2A del FASID CAR/SAM

6.4.1 The meeting was aware that various PIRGs (APIRG, APANPIRG and EANPG) have decided to replace the FASID Table MET 2A by Annex 1 to the *SADIS User Guide (SUG)*, which provides a global list of requirements for METAR/SPECI and TAF to be broadcasted on the aeronautical fixed service (AFS) satellite broadcasts. The data is applicable both for the SADIS and ISCS broadcasts.

6.4.2 Under this context, the meeting agreed to consider this possibility for inter-regional exchange and for intra-regional exchange consider an operational table with the requirements of OPMET exchange (METAR/SPECI and TAF) in the CAR/SAM regions which would be included as an Appendix to the Guide for OPMET exchange being developed by the COM/MET Task Force of the subgroup.

6.4.3 The meeting was aware that the database oriented format of Annex 1 to the SUG is being introduced, and will be kept up-to-date by the ICAO HQ MET Section and the most up-to-date version can be accessed, at all times, from the open SADISOPSG website. In this regard, it will be coupled with the new database “Forecasts (TAF and TREND) to be issued at international aerodromes”, i.e. the two databases should remain compatible at all times. Therefore, the subgroup agreed that there is no need to

repeat the data base in the CAR/SAM ANP Basic/FASID, and that a simple link (for example a URL address) to the global data base under the heading of CAR/SAM FASID Table MET 2A would be enough, for which the following Draft Conclusion was formulated:

DRAFT
CONCLUSION 8/10 - CAR/SAM FASID TABLE MET 2A

That:

- a) the CAR/SAM FASID Table MET 2A be amended so as to only be conformed by an URL link to the global database “OPMET information (METAR/SPECI and TAF) required to be available in the ISCS and SADIS” included under the heading of same; and
- b) a new table with the requirements of OPMET exchange (METAR/SPECI and TAF) in CAR/SAM States/Territories is included in the CAR/SAM ANP.

6.5 Amendment procedure

6.5.1 Concerning the updating of the information contained in Annex 1, the meeting noted that the situation varies as follows, depending on the nature of the OPMET data:

- a) *METAR/SPECI requirements from AOP aerodromes*, remain stable and change only when the status of the aerodrome is altered (from AOP to non-AOP aerodrome or vice versa). The stability of this data can be attributed to the fact that normally all international AOP aerodromes are expected to issue METAR/SPECI (with few exceptions singled out in the Remarks column);
- b) *TAF requirements from AOP aerodromes*, could change in the future annually, simultaneous to the update of FASID Table MET 1A, i.e. in the database “Forecasts (TAF and TREND) to be issued at international aerodromes” (WP/1 refers). The currency of Annex 1 to the SUG as far as TAF are concerned should in principle be easy, since any change to the global database stemming from the yearly consultation would automatically be reflected in Annex 1. In a data base environment, this update would take place automatically, with no need for human intervention; and
- c) *OPMET information from non-AOP aerodromes*. The inclusion of this data is based on an agreement obtained from the State/Territory concerned. This agreement may date back to a number of years and has seldom been subject to a subsequent reconfirmation. To ensure the currency of OPMET information related to these aerodromes, it may be desirable to seek reconfirmation on a regular basis related to the continued availability OPMET data from these aerodromes listed in Annex 1.

Note. — With regard to OPMET data from non-AOP aerodromes, additional requirements may be formulated by the SADISOPSG; these requirements will be subject to a customary consultation with the States/Territories concerned, before their inclusion in Annex 1.

6.5.2 In this regard, the subgroup concluded that to guarantee the currency of the information included in Annex 1 to the SUG, specific actions are required only in relation to OPMET data from non-AOP aerodromes, for which it formulated the following Draft Conclusion:

DRAFT

CONCLUSION 8/11 - CURRENCY OF THE INFORMATION OF THE OPMET DATA (METAR/SPECI Y TAF)

That, in order to guarantee the currency of the OPMET database (METAR/SPECI and TAF) required to be available on the ISCS and SADIS, as of March 2007, the Lima and Mexico regional offices annually reconfirm the agreements with the States/Territories concerned, regarding the provision of OPMET data included in Annex 1 to the SADIS User Guide (SUG), of CAR/SAM FASID non-AOP aerodromes.

6.6 **CAR/SAM FASID Table MET 2 B**

6.6.1 The meeting was aware of the fact that no detailed requirements are listed in Annex 1 to the SADIS User Guide (SUG) concerning SIGMET. However, all SIGMET are required to be disseminated by the MWOs to the SADIS and ISCS uplink stations, in accordance with Annex 3, Appendix 6, 1.2.2. If the standard is fully implemented, it could be postulated that all States receive the global set of SIGMET. The RAN agreement called for by Appendix 6, 1.2.2 is reflected in:

- a) the Basic Operational Requirements and Planning Criteria (BORPC) for the regional planning of air navigation, cover the needs by ATS units; and
- b) the regional MET provision calling for each MWO to arrange for the transmission to all aerodrome meteorological offices within its associated FIR of its own SIGMET and relevant SIGMET messages for other FIRs, as required for briefing and, where appropriate, for flight documentation.

6.6.2 Under these circumstances, the meeting agreed that whilst the provisions related to SIGMET be retained in the CAR/SAM ANP (BORPC and MET provisions), the CAR/SAM FASID Table MET 2B could be deleted and, therefore, formulated the following Draft Conclusion:

DRAFT

CONCLUSION 8/12 - CAR/SAM FASID TABLE MET 2B

That,

- a) CAR/SAM FASID Table MET 2A be deleted; and
- b) an operational table listing SIGMET requirements in CAR/SAM Status/Territories be included as an Appendix to the CAR/SAM SIGMET Guide.

Agenda Item 7: MET requirements for ATM in the CAR/SAM Regions

7.1 Under this agenda item the meeting took note that the Second Amendment to the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750), named Global Air Navigation Plan (Global Plan), includes the Global Plan Initiatives (GPIs) developed by the Air Navigation Commission on the basis of a roadmap which was aimed at bringing near and medium term benefits to the ATM community, taking advantage of currently available aircraft capabilities and ATC infrastructure and technology.

7.2 The subgroup also noted that the ICAO Fifth All Planning and Implementation Regional Group (ALLPIRG/5 meeting, Montreal, Canada, 23 - 24 March 2006), in light of budget realities and the new ICAO business planning process, agreed that all future work of the Planning and Implementation Regional Groups (PIRGs) should have to be justified and based on clearly established performance objectives in support of the ICAO Strategic Objectives. Furthermore, all terms of reference of PIRGs are being revised in order to ensure that resources will more appropriately directed and that all work, including that of the Secretariat, must support the business plan. The methods of reporting PIRG work to the Commission and Council are also being revised to ensure that progress could be measured against timelines and to ensure that performance objectives be met.

7.3 In this context, the ALLPIRG/5 Meeting agreed the following Conclusion 5/2:

That, recognizing that the evolution continues from a systems-based to a performance-based approach to planning and implementation of the air navigation infrastructure, the regional planning groups:

- a) note that the Global Plan is a significant component in the development of regional and national plans and that, together with the global ATM operational concept, it provides an effective architecture for achieving a harmonized and seamless Global ATM system;*
- b) identify GPIs that most closely align with the well established implementation plans of their respective regions;*
- c) select GPIs that would be most effective in achieving the objectives of the region while ensuring continuation of the work already accomplished;*
- d) implement GPIs that take into account the Initiatives across regions, to align work programmes and to develop national and regional plans that facilitate achieving a Global ATM system;*
- e) utilize the planning tools as the common planning and implementation mechanism, thereby ensuring proper coordination and global integration; and*
- f) review, at each PIRG meetings as a part of its regular agenda, the progress achieved and challenges identified in the implementation of GPIs using a common template.*

7.4 Under these circumstances, the meeting agreed that the tasks of the referred task force should adopt a performance-based approach for its work programme and take early steps to ensure that its work was fully supportive of the revised business planning processes of ICAO, the directives of the ICAO Council, and the ALLPIRG Conclusions. In order to continue the harmonization of ATM works in the CAR and SAM Regions, is recommended to the meeting the following:

**DRAFT
CONCLUSION 8/13**

**WORK PROGRAMME OF THE MET/ATM/OP TASK FORCE
ON MET IN THE CNS/ATM CONCEPT IN ACCORDANCE
WITH THE ICAO STRATEGIC PERFORMANCE OBJECTIVES**

That, in support of the evolution from a systems-based to a performance-based approach, the tasks of the MET/ATM/OP Task Force on MET in the CNS/ATM concept, develop and implement work programmes in support of the new ICAO Global Planning Objectives Initiatives (GPIs) related to MET implementation issues.

7.5 The subgroup noted that ICAO Secretariat will timely make necessary coordinations in order to receive feedback and charts would then be created to be placed on an interactive web site. Upon endorsement and further refinement, the major areas would serve as the core work programmes for the CAR and SAM Regions.

7.6 Since the Strategic Objectives of ICAO are applicable to the regional and global ATM community, integrating work programmes and terms of reference of different regional and inter-regional Working Groups should be reviewed, taking into consideration the new Global Plan Initiatives (GPIs) and related ICAO on-line planning tools associated with ATM planning and implementation work.

7.7 These planning and implementation works should be reorganized aiming to optimize human resources, financial savings, as well as encouraging the use of electronic communication means between expert of States such as the Internet, video conference, teleconferencing, e-mail, telephone and facsimile.

7.8 The new ICAO global plan initiatives (GPI) related with MET implementation issues, are presented in **Appendix A** to this part of the report.

APPENDIX A

(Available only in English)

(GPI-19) METEOROLOGICAL SYSTEMS

Objective: To improve the availability of meteorological information in support of a seamless global ATM system.

Related ATM objectives: nil

Description of strategy

1.84 Enhancements of the World Area Forecast System (WAFS), the International Airways Volcano Watch (IAVW) and the ICAO tropical cyclone warning system to improve the accuracy, timeliness and usefulness of the products issued will facilitate optimization of the use of airspace. Increasing use of data-link to downlink and uplink meteorological information to assist in the automatic sequencing of aircraft on approach will contribute to the maximization of capacity.

1.85 The global ATM system will require immediate access to real-time, global meteorological information. Such stringent requirements will dictate that most meteorological systems must be automated. Automatic downlink of MET information included in ADS messages will provide accurate upper wind fields and real-time wind profiles. The use of data-link to uplink information related to meteorological conditions to aircraft on approach and departure should increase, including the implementation of Digital-Automatic Terminal Information Service (D-ATIS) and D-VOLMET.

1.86 The foregoing enhancements will provide ATC units with access to accurate background upper wind fields for display, both in the form of WAFS global upper wind forecasts and “real-time” wind fields and wind profiles derived from the wind information reported automatically by aircraft using automatic dependent surveillance (ADS), and to reports and forecasts of hazardous weather, particularly volcanic ash, tropical cyclones, thunderstorms, clear-air turbulence, icing and wind shear. This information will assist ATM in tactical decision-making for aircraft surveillance, air traffic flow management, and flexible/dynamic aircraft routing, and will contribute to the optimization of the use of airspace.

1.87 To achieve this, States and regions will have to implement the following improvements in accordance with planned dates:

- 1) *WAFS*: binary universal form for the representation of meteorological data (BUFR)-coded significant weather (SIGWX) forecasts; improvements to the spatial and temporal resolutions of WAFS forecasts; and GRIB2-coded forecasts of turbulence, icing and convective clouds
- 2) *IAVW*: selected State volcanological observatories
- 3) *Tropical cyclone (TC)* warning system: graphical tropical cyclone advisories
- 4) *Data link*: ICAO provisions related to the use of data link taking due account of the implementation of ADS and SSR Mode S data link; replacement of VOLMET broadcasts by D-VOLMET in the regions where appropriate data link communications are available.

Agenda Item 8: MET Training

8.1 During this Agenda Item, the Meeting was aware that lack of adequate training of the aeronautical meteorological services personnel responsible for the provision of meteorological services to international civil aviation is one of the specific problems affecting this activity in a significant number of CAR/SAM States. GREPECAS has identified this problem as the one of most incidences in the CAR/SAM Regions, where the lack of a formation and training center for aeronautical meteorological personnel, mainly in Spanish, is still a requirement.

8.2 Likewise, the meeting took note that in the Fourteenth Meeting of the Regional Association III (South America), held from 7 to 13 September 2006, ICAO participated as observer and presented a working paper related to the training of MET personnel. In this context, the Association was presented with ICAO concerns regarding the lack of qualified meteorological personnel, and welcomed the offer made by Argentina, Brazil, Peru and Venezuela to provide support through education courses, and the undertaking of the other Permanent Representatives to support the development and put into practice of a WMO education project in coordination with ICAO, in accordance with ICAO Doc 7475, following GREPECAS Conclusion 10/39 and included in paragraph d) of the Draft Resolution of Appendix B to the IV-RAIII/PINK 7.3(1) – Aeronautical Meteorology Programme (PMAe), which reads:

“ d) develop and execute, in coordination with ICAO, a project to provide solutions in a short, medium and long term to overcome the lack of aeronautical meteorological personnel prepared in the Member countries and RA III territories”

8.3 The subgroup, being aware of the budgetary constraints of WMO Aeronautical Meteorology Section, and after an extensive discussion on the matter, considered that the problem of aeronautical meteorologists training in CAR/SAM States/Territories, represents perhaps the deficiency requiring major attention, not only by WMO and ICAO, but also by the States/Territories. However, carrying out this task implies the investment of large amounts of economic, human and logistic resources. This is why the States have had to look for viable alternatives for developing training plans, and it is in this context that distance learning presents itself as a possible solution to a growing problem.

8.4 Considering the low costs of this system, it is necessary to encourage the Administrations to assign resources required for training of professionals of the MET area and for technological development, in order to standardize Aviation Meteorological Services of the CAR/SAM Regions.

8.5 On the other hand, the Administrations should study the possibility of having an e-learning Training Centre to implement this system, where the courses would be developed, in addition to giving personnel that will prepare the Curricula the facilities to perform subsequently as an e-learning tutor.

8.6 The meeting took note of the website to access aeronautical meteorology training modules: <http://www.caem.wmo.int>.

Supplement No. 1 – Aeronautical Meteorological Personnel of Manual WMO – No. 258

8.7 The meeting took note that when dealing with the agenda item regarding the work plan for 2005 of WMO Meeting of the Expert Team on Accreditation and Certification in Meteorological Education and Training (ETAC-MET), carried out in Geneva, from 24 to 26 January 2005, it was noted that final approval by WMO Executive Council of the Supplement to WMO No. 258 Manual, which will cover all relevant material of aeronautical meteorology, was expected for 2006. In this regard, the meeting took note that WMO already has the draft of the referred supplement.

8.8 Likewise, the meeting took note that the Expert Team reviewed the draft version of the new supplement and agreed that the syllabi for aeronautical meteorology could be used as a checklist to verify the States/Territories' compliance with Annex 3, 2.1.5 and reiterated that any new material should be based on the classification in Fourth Edition of WMO – 258 Manual and that no new classes of personnel should be introduced. In this regard, the meeting formulated the following draft conclusion:

DRAFT

CONCLUSION 8/14 -

IMPLEMENTATION OF REQUIREMENTS RELATED TO THE QUALIFICATIONS AND TRAINING OF MET PERSONNEL

That CAR/SAM States/Territories be invited to:

- a) take actions to implement Annex 3, 2.1.5, in close collaboration with MET Authorities, in order to comply with the requirements related to the qualifications and training of MET personnel; and
- b) study the possibility of implementing distance learning.

8.9 In view that the Strategic Objectives of ICAO are applicable to the regional and global ATM community, integrating work programmes and terms of reference of different regional and inter-regional Working Groups should be reviewed, taking into consideration the new Global Plan Initiatives (GPIs) and related ICAO on-line planning tools associated with ATM planning and implementation work, the meeting agreed in the need to organize a CAR/SAM Seminar on ATS/AIS/MET/Pilots Coordination, in order to discuss and analyze the access to real-time meteorological information and global WAFS products to assist ATM, the enhancements of the world area forecast system (WAFS), the international airways volcano watch (IAVW) and the tropical cyclones warning system in support of optimization of the use of airspace and the developments of automated ground-based meteorological systems to support operations in the terminal area. Likewise, in order that MET personnel be updated on air traffic flow management (ATFM), its relation with meteorological services and the database concerning regional planning.

8.10 Under this context, the meeting formulated the following draft conclusion:

DRAFT

CONCLUSION 8/15 -

CAR/SAM SEMINAR ON ATS/AIS/MET/PILOTS COORDINATION

That ICAO, in coordination with WMO, organizes a CAR/SAM seminar on ATS/AIS/MET/Pilots Coordination.

Agenda Item 9: Identification, evaluation and notification of deficiencies in the MET field

9.1 The subgroup was aware that existing deficiencies affecting the provision of air navigation services in the ICAO Regions, and the need for the States/Territories to implement programmes to resolve them, are a matter of constant concern and high priority for the ICAO Council. In this sense, it should be noted that an important element of the ICAO Global Aviation Safety Plan (GASP), approved through Assembly Resolution A33-16, is the need to improve the identification and resolution of air navigation deficiencies in order to take specific actions for their deletion.

9.2 The subgroup also recalled that according to their responsibilities and based on the Uniform methodology for the identification, evaluation and reporting of air navigation deficiencies, formulated by the ICAO Council, the Regional Offices, in coordination with the States/Territories and GREPECAS mechanism, have been periodically reviewing the status of implementation of the CAR/SAM Regional Air Navigation Plan, with a view to identifying and assessing air navigation safety aspects. Based on the results of this review, air navigation deficiencies are identified and then submitted to the ICAO Council, and reported to the States/Territories and user organizations involved.

9.3 The Regional Offices keep updated the list of deficiencies and GREPECAS mechanism, through the Air Security Board (ASB), periodically reviews that list and recommends actions for resolving urgent air navigation deficiencies (U) in the CAR/SAM Regions. Likewise, the Regional Offices in agreement with the States/Territories resolve the deficiencies, and do the follow-up on the recommendations of the GREPECAS ASB.

9.4 The meeting reviewed and updated the regional database on MET deficiencies. The results are presented in **Appendices A, B and C** to this part of the report.

9.5 The meeting also recalled that the GREPECAS/13 meeting informed the States/Territories about the ICAO special implementation project (SIP) to improve the database on deficiencies and, as a result of this project, the States, Territories and relevant International Organisations would be offered a faster way of displaying and making changes to the cited database. Once the work of the aforementioned SIP was completed, letters were circulated to CAR/SAM States/Territories with instructions on access to, and corresponding use of the database, as well as the user name and the password, so that States/Territories could access and display, through the public internet, the information contained in the database on deficiencies used by GREPECAS and send the corresponding changes to the Regional Offices with the purpose of updating the information.

9.6 However, GREPECAS during the last revision on Air Navigation Deficiencies database, noted that the States/Territories of both Regions were not taking full advantage of the potential of this electronic tool, in the sense of providing updated information for said database.

9.7 The meeting recalled that GREPECAS Decision 12/124 requests GREPECAS to adopt the following last resort actions when the efforts to eliminate deficiencies prove unsuccessful, after exhausting all alternatives:

- a) propose the inclusion of an alternate facility/procedure in the ANP; or

- b) when a corrective action as a) above cannot be recommended by the board, provide the State(s)/Territory(ies)/users and ICAO with an analysis concerning risk associated with such deficiency.

9.8 In this respect, the meeting is encouraged in order that meteorological authorities take note this Decision with regard to MET deficiencies.

9.9 The subgroup took note that several States/Territories do not regularly report deficiencies, thus, GREPECAS AERMETSG meetings can seldom be a reliable source of information. In this regard, the meeting considered that a proactive approach by the States/Territories will be required in order to enhance and improve the collection of data related to MET deficiencies, thus the following is proposed:

- a) regular contacts with the users (IATA, IFALPA); and
- b) more widespread use of “indirect sources”, i. e.
- differences filed by States/Territories;
 - MET missions to States/Territories; and
 - reports by IATA and IFALPA.

9.10 Concerning air navigation deficiencies in the MET area, GREPECAS/13 took note that in most States/Territories of the CAR Region, meteorological service has been delegated to National Meteorological Services, which depend on higher level entities outside civil aviation. In addition, the meeting considered important that the States/Territories be informed that the responsibility of the provision of these services is the civil aviation authority.

9.11 In this regard, the meeting agreed that in view of the participation of SAM States/Territories in AERMETSG meetings and the regularity of the missions under ICAO SAM Office regular programme, the list of deficiencies of this Region has been updated regularly. However, the same circumstances have not presented for the CAR Region, for this reason, the meeting considered necessary the development of a SIP in that region.

9.12 In this context, the meeting considered convenient to carry out the SIP in coordination with WMO, in order to identify the deficiencies and join efforts to propose solutions, thus, the following draft conclusion was formulated:

DRAFT

CONCLUSION 8/16 - MET SPECIAL IMPLEMENTATION PROJECT (SIP) FOR THE CAR REGION

That, ICAO considers the need of activating a MET Special Implementation Project for the CAR Region, aimed at studying and recommending measures for several CAR States/Territories, with the purpose of solving specifically the problems affecting MET service. The terms under which the mentioned project is proposed to be developed are presented as **Appendix D** to this part of the report.

Note: In order to join efforts to propose solutions to the deficiencies identified in aeronautical meteorology, the possibility to carry out a SIP in coordination with the WMO could be considered.

AERMETSG/8

Appendix A to Report on Agenda Item 9 OUTSTANDING DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Anguilla									
MET 7 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Anguilla	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	22/06/96	Review the functions and training of the aeronautical meteorologist.	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State	TBD	A
MET 58 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Anguilla	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State	TBD	A
MET Antigua and Barbuda/Antigua y Barbuda									
MET 6 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Antigua and Barbuda	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	22/06/96	Review the functions and training of the aeronautical meteorologist	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology. Action Plan: The World Meteorological Organization, in coordination with ICAO, is seeking a solution to offer courses and seminars in aeronautical meteorology.	State	TBD	A
MET 59 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Antigua and Barbuda	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	20/06/96	a) To implement the SIP COM/MET Recommendations for the CAR Region, b) to make use for the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State	TBD	A
MET 44 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Antigua and Barbuda	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements. Action Plan: This deficiency still remains.	State	TBD	A

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Appendix A to Report on Agenda Item 9 OUTSTANDING DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Aruba									
MET 8 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Aruba	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	22/06/96	Review the functions and training of the aeronautical meteorologist.	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	A
MET 60 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Aruba	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	TBD	A
MET 27 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Aruba	RVR have not been implemented	22/06/96	Plan the acquisition of the RVR	To ensure the implementation of required RVR.	State	TBD	B
MET 45 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Aruba	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	TBD	A
MET Bahamas									
MET 9 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Bahamas	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	22/06/96	Review the functions and training of the aeronautical meteorologist.	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	A
MET 61 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Bahamas	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	TBD	A
MET 46 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Bahamas	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	TBD	A

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Appendix A to Report on Agenda Item 9 OUTSTANDING DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Belize/Belice									
MET 11 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5).	Belize	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	22/06/96	Review the functions and training of the aeronautical meteorologist.	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	A
MET 63 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Belize	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	TBD	A
MET 30 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Belize	RVR have not been implemented.	22/06/96	Plan the acquisition of the RVR	To ensure the implementation of required RVR.	State	TBD	B
MET 47 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Belize	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	TBD	A
MET Costa Rica									
MET 12 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Costa Rica	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	22/06/96	Review the functions and training of the aeronautical meteorologist.	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	A
MET 64 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Costa Rica	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	TBD	A
MET 31 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Costa Rica	RVR have not been implemented	22/06/96	Plan the acquisition of the RVR	To ensure the implementation of required RVR.	State	TBD	B

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Appendix A to Report on Agenda Item 9 OUTSTANDING DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 48 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Costa Rica	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	TBD	A
MET El Salvador									
MET 15 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	El Salvador	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49 .	22/06/96	Review the functions and training of the aeronautical meteorologist.	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	A
MET 67 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	El Salvador	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	TBD	A
MET 34 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4. 6.3.2)	El Salvador	RVR have not been implemented	22/06/96	Plan the acquisition of the RVR	To ensure the implementation of required RVR.	State	TBD	B
MET 50 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	El Salvador	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	TBD	A
MET Grenada/Granada									
MET 16 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Grenada	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	22/06/96	Review the functions and training of the aeronautical meteorologist	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State	TBD	A
MET 69 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Grenada	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	20/06/96	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State	TBD	A

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Appendix A to Report on Agenda Item 9 OUTSTANDING DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 35 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Grenada	RVR have not been implemented	22/06/96	Plan the acquisition of the RVR	To ensure the implementation of required RVR.	State	TBD	B
MET 51 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Grenada	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	State	TBD	A
MET Guatemala									
MET 17 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Guatemala	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	22/06/96	Review the functions and training of the aeronautical meteorologist	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	A
MET 70 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Guatemala	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	TBD	A
MET 36 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Guatemala	RVR have not been implemented	22/06/96	Plan the acquisition of the RVR	To ensure the implementation of required RVR.	State	TBD	B
MET 52 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Guatemala	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	TBD	A
MET Haiti									
MET 18 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Haiti	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49.	22/06/96	Review the functions and training of the aeronautical meteorologist	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	A

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Appendix A to Report on Agenda Item 9 OUTSTANDING DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 71 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Haiti	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	20/06/96	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	TBD	A
MET 37 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Haiti	RVR have not been implemented.	22/06/96	Plan de acquisition of the RVR	To ensure the implementation of required RVR.	State	TBD	B
MET 53 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Haiti	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	TBD	A
MET 2 C	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Haiti	Not all SIGMET messages are prepared based on the procedures established by ICAO.	22/05/96	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	04/03	U
MET Honduras									
MET 82 C	Aeronautical weather information (Annex 3, Chap. 8, Standard 8.1.1)	Honduras	No aerodrome weather tables are being prepared, nor aerodrome weather summaries.	29/09/05			DGCA		B
MET 84 C	Communications (Annex 3, Chap. 11, Standards 11.1.1, 11.1.2, 11.1.4)	Honduras	These requirements are not being complied	29/09/05			DGCA		U
MET 19 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Honduras	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	22/06/96	Review the functions and training of the aeronautical meteorologist	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	DGCA	TBD	A

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Appendix A to Report on Agenda Item 9 OUTSTANDING DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 81 C	Establishment of a meteorological watch office (MWO) (Annex 3, App. 3, Estándar 3.4.1 and Table MET 2B of CAR/SAM FASID).	Honduras	Honduras does not have instalations for the MWO of Tegucigalpa.	29/09/05		DGCA		U	
MET 80 C	Establishment of aerodromes meteorological offices (Annex 3, Chapter 3, Standard 3.3.1) and Table MET 1A of CAR/SAM FASID.	Honduras	Toncontín aerodrome (HHTG) does not have a meteorological office.	29/09/05		DGCA		U	
MET 72 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Honduras	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	DGCA	TBD	A
MET 85 C	Exchange of special airreports (Annex 3, Chap. 5, Standard 5.9)	Honduras / ATS Units	ATS units do not document special AIREP to MET units.	29/09/05	Develop an ATS/MET letter of agreement and make a follow-up in order to comply with that established on it.		DGCA		U
MET 83 C	Flight documentation (Annex 3, Chap 9, Standard 9.3.4)	Honduras	No flight documentation is being prepared.	29/09/05			DGCA		U
MET 38 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Honduras	RVR have not been implemented	22/06/96	Plan the acquisition of the RVR	To ensure the implementation of required RVR.	DGCA	TBD	B
MET Jamaica									
MET 20 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Jamaica	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	22/06/96	Review the functions and training of the aeronautical meteorologist	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	A

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 73 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Jamaica	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	TBD	A
MET 39 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Jamaica	RVR have not been implemented	22/06/96	Plan the acquisition of the RVR	To ensure the implementation of required RVR.	State	TBD	B
MET 54 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Jamaica	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	TBD	A
MET 4 C	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Jamaica	Not all SIGMET messages are prepared based on the procedures established by ICAO	22/05/96	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	04/03	U
MET Netherlands Antilles/Antillas Neerlandesas									
MET 75 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Netherlands Antilles	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	States	TBD	A
MET 55 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Netherlands Antilles	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	States	TBD	A
MET 5 C	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Netherlands Antilles	Not all SIGMET messages are prepared based on the procedures established by ICAO.	22/05/96	a) Implement the COM/MET SIP recommendations for the CAR Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Ensure the correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 2A.	State	04/03	U

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Saint Lucia/Santa Lucia									
MET 24 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Saint Lucia	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	22/06/96	Review the functions and training of the aeronautical meteorologist	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	State	TBD	A
MET 77 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Saint Lucia	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B.	20/06/96	a) Implement the COM/MET SIP Recommendations for the CAR Region; and b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A.	State	TBD	A
MET 42 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Saint Lucia	RVR have not been implemented	22/06/96	Plan de acquisition of the RVR	To ensure the implementation of required RVR.	State	TBD	B
MET 56 C	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Saint Lucia	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/05/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements.	State	TBD	A

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Argentina									
MET 53 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SAEZ, SACO, SAZM, SARE and SAME have not been implemented.	02/08/06	Plan the acquisition or repairment of the RVR.	Installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2006/2007	A
MET 76 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SAZS, SARI y SAWH have not been implemented.	02/08/06	Plan the acquisition or repairment of the RVR.	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2008	A
MET 77 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SASA, SAZN SARP have not been implemented.	02/08/06	Plan the acquisition or repairment of the RVR.	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2009	A
MET 78 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SASJ, SAWG, SANT have not been implemented.	02/08/06	Plan the acquisition or repairment of the RVR.	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2010	A
MET 79 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SAWE, SAVC, SARF have not been implemented.	02/08/06	Plan the acquisition or repairment of the RVR.	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2011	A

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Bolivia									
MET 30 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Bolivia / Aerodrome meteorological offices and meteorological watch office (MWO) of La Paz	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49. MET Technical personnel is complying functions of professional meteorologists.	22/06/96	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	They have one place reserved in 2005 for the MET international course in the INM of Spain (Meteorological Technician Higher Level) (AASANA/2007). The complementation of the career for Meteorologists and MET Technicians Higher Level is being arranged in the San Simon University of Cochabamba (AASANA 2009). A study programme for the course of MET Technician Higher Level is being developed at INAC (AASANA 2007).	AASANA	TBD	U
MET 41 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, chapter 4, Recommendation 4.6.3.2)]	Bolivia / Aeronautical MET stations	RVRs SLVR and SLTR have not been implemented or are not operational.	22/06/96	Plan the acquisition or repairment of the RVRs.		AASANA	TBD	A
MET Brasil									
MET 74 S	Notify the RVR for CAR III operations [Annex 3, Chapter 4, Standards: 4.6.3.1 and 4.6.3.4 c)]	Runway visual range	The RVR of SBBR and SBCG have not been implemented	28/11/05	Plan RVR acquisition	The RVR SBBR has already been implemented in 2005. The RVR SBCG was acquired and the process of installation is foreseen for 2007.	DECEA	2005/2007	A
MET Chile									
MET 75 S	Notify the RVR for CAT I Operations (Annex 3, Chapter 4, Rec. 4.6.3.2)	Chile, transmissometer	The RVR of SCIE SCCI have not been implemented.	DEC/06		To plan the acquisition of the transmissometer or forward-scatter meter for SCCI aerodrome.	DGCA in coordination with the MET authority	2006 TBD	A

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Colombia									
MET 32 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Colombia / Aerodrome meteorological offices and meteorological watch office (MWO) of Bogotá	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49, MET Class IV personnel is carrying out functions of MET Class II personnel.	22/06/96	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	In consultancy process, through TDA; through which alternatives for the solution to this problem are expected.	UAEAC	TBD	U
MET 42 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)]	Colombia / Aerodrome meteorological stations	RVRs SKBQ, SKCG and SKLT have not been implemented or are not operational.	22/06/96	Plan the acquisition or repairment of the SKLT RVR.	SKBQ RVR in repairment process; SKCG RVR will be acquired; SKRG RVR in repairment process.	UAEAC	11/05;10/06;0	A
MET Ecuador									
MET 33 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Ecuador / Aerodrome meteorological offices and meteorological watch office (MWO) of Guayaquil	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	22/06/96	a) Review the funciones and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	Training programmes at national and international level are being carried out to have the specialized aeronautical meteorology personnel required.	DGAC	2007	B
MET 43 S	Notify the RVR for CAT 1 operations [(Annex 3, Parte I, chapter 4, Recommendation 4.6.3.2)]	Ecuador / Aeronautical meteorological stations	RVRs SEGU and SEQU have not been implemented or are not operational.	22/06/96	Plan de acquisition and/or repairment of the RVRs.		DGAC	TBD	A
MET Guyana									
MET 34 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Guyana / Aerodrome meteorological office and meteorological watch office (MWO) of Georgetown	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	22/06/96	a) Review the funciones and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.		GCAA in coordination with National MET Service	TBD	A
MET 44 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, chapter 4, Recommendation 4.7.4 a)]	Guyana / Georgetown aeronautical meteorological station	RVRs SYCJ is not operational.	22/06/96	Plan the repairment of the RVR		GCAA in coordination with Natl. MET Service	TBD	A

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 61 S	Requirements for communications, Annex 3, Part I, standard 11.1.1	Guyana, COM dependency	09/10/04	Suitable communications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	CAA in coordination with the Hydromet Service		TBD	U	
MET 56 S	Surface wind, Annex 3, Part II, standard 4.1.2.1)	Guyana COM Dependency	09/10/2004	Displays of surface wind in ATS units corresponds to wind sensor installed unde the control tower	CAA in coordination with Hydromet Service		TBD	U	
MET Panama									
MET 35 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Panama / Aerodrome meteorological offices and meteorological watch offices (MWO) of Tocumen	22/06/96	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	a) Review the funciones and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	They are making efforts to use the resources of some projects to be implemented.	AAC	End of 2005	B
MET Paraguay									
MET 36 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Paraguay / Aerodrome meteorological offices and meteorolgoical watch office (MWO)	22/06/96	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	a) Make a revision of funciones and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	Capture graduated personnel, with Class II title, of the Asuncion National University. Carry out a training or updating course for aeronautical meteorology personnel of the OVM.	DINAC	Dec 2007	B
MET 45 S	Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Paraguay / aeronautical meteorological stations	22/06/96	RVRs SGAS and SGES are installed but not in operation.	Solve the inconveniences related to the transmission of the data generated by the RVR sensors.	The implementation of RVR SGAS is foreseen not later than Dec. 2006 and the RVR SGES not later than Dec. 2007.	DINAC	Dec 2007	A

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Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Peru									
MET 46 S	Notify the RVR for CAT I operations [(Annex 3, Part I, Chapter 4, para. 4.7.4 a)]	Peru / Aeronautical meteorological stations	RVRs SPIM MID, SPQU, SPHI, SPRU, SPSO and SPTN have not been implemented.	22/06/96	Plan the acquisition or repairment of the RVRs.	Lima TDZ and Cusco: 2001, Iquitos 2002, Arequipa 2004, Chiclayo and Trujillo 2006, Pisco and Tacna 2007. The RVR MID of Lima, December 2004.	CORPAC	2007	U
MET 63 S	Runway visual range (Annex 3, Part I, Chap. 4, standard 4.6.3.4) FASIC Table AOP 1 (CAR/SAM III-AOP 1-39)	Aerodrome meteorological station of Lima-Callao	No runway visual range assessments are made in the middle point.	Nov. 2004		The RVR will be transferred from the runway end to the middle point.		2005	U
MET 62 S	WMO requirements regarding qualifications and training of MET personnel (Annex 3, Part I, Chapter 2, standard 2.1.15)	Peru, MWO and Aerodrome MET Office of Lima-Callao	Meteorological technicians (Classes III and IV) are making MET forecasts and developing supervisory functions.	Nov. 2000		Rotation of the corresponding charges.	CORPAC	2005	U
MET Suriname									
MET 38 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Suriname / Aerodrome meteorological offices and meteorological watch office (MWO) of Paramaribo	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	22/06/96	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.		NCAA in coordination with the MET Centre	TBD	B
MET 21 S	Exchange of OPMET information (CAR/SAM FASID para. 35 to 39)	Suriname / Aeronautical meteorological stations and meteorological watch office (MWO) of Paramaribo	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	22/06/96	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.		NCAA in coordination with the MET Centre		A
MET 7 S	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Suriname / ATS Units	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/06/96	Review ATS/MET Letter of agreement and make a follow-up to ensure its compliance.		CAA		U

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 47 S	Report the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 6.3.2)	Suriname / Aeronautical meteorological stations	SMJP RVRs of Zandery - SMJP have not been implemented.	22/06/96	Plan the acquisition or repairment of RVRs.	DCA	TBD	A	
MET 64 S	Requirements for communications, Annex 3, Part I, standard 11.1.1	Suriname COM unit		09/10/04	Suitable telecommunications facilities shall be made available to permit MET offices to supply the required MET information to ATS units.	NCAA in coordination with the Guyana Hydromet Serv	TBD	U	
MET 58 S	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Suriname Aerodrome MET Offices and MET Watch Office (MWO of Paramaribo)	SIGMETs have not been prepared	11/10/2004	As a matter of urgency the Suriname MET services starts preparing and issuing SIGMETs	The NCAA in coordination with the MET Centre	TBD	U	
MET 59 S	Surface wind, Annex 3, Part II, standard 4.1.2.1	Suriname COM Dependency	Displays of surface wind in ATS units correspond to wind sensor installed at the top of the TWR	09/10/2004	Surface wind display in the surface of ATS dependencies must corresponds to the sensors of the MET station	NCAA in coordination with the Hydromet Centre	TBD	U	
MET Uruguay									
MET 71 S	Clouds watch and report (Annex 3, Part I, Chapter 4, standard 4.9.3)	Uruguay, aeronautical meteorological stations	Instrument systems to measure clouds base altitude have not been implemented in SUMU.	Dec 2003	Plan the acquisition of instrument systems to measure the clouds base altitude.	Coordination DINACIA / Consorcio Puerta del Sol / DNM. Cloud base measurement equipment was installed. Standardization is lacking.	End 2006	U	
MET 39 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Uruguay / Meteorological Watch Offices	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	22/06/96	a) Review the funciones and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	Implemented by the DNM - Coordinate with DINACIA/Instituto de Adiestramiento Aeronáutico.	DINACIA / DNM	Dec 2004	B
MET 22 S	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Uruguay / Aeronautical meteorological stations and meteorological watch offices (MWO)	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	22/06/96	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	Coordination between COM/MET. Implementation of SIGMET guide training.	COM/MET - WMO	0/09/04-Dic/C	A

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 48 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, standard 4.6.3.2)]	Uruguay / Aeronautical meteorological stations	RVRs of SUMU have not been implemented.	22/06/96	Plan the acquisition or repairment of the RVRs.	Coordination DINACIA / Consorcio Puerta del Sur / DNM	DINACIA / Consorcio Puerta del Sur / DNM	May 2005	A
MET 8 S	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.9)	Uruguay / ATS Dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/06/96	Review ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	ATS/MET Coordination was adjusted	DCA (Air Navigation)/MWO	30 Set 2004	U
MET Venezuela									
MET 68 S	Exchange of OPMET information (CAR/SAM ANP Basic, paras. 35 to 39)	Venezuela, Caracs MWO and MET offices	MET offices do not have direct access to AFTN	06/12/04	Implement COM Recommendations of SIP COM/MET for CAR/SAM Regions		INAC in coordination with the SMN	TBD	A
MET 67 S	FASID Table AOP 1 (CAR/SAM III-AOP 1-39)	Venezuela, Barcelona, Caracas, Maracaibo and Margarita	RVR assessments have not been implemented.	22/06/96		Plan the acquisition of the required instruments.	INAC in coordination with the SMN	TBD	A
MET 69 S	Flight documentation (Annex 3, Part I, Recommendation 9.4.1)	Venezuela, MET Office Caracas	Is not in accordance with Annex 3.	Dec 2005	Reported by IATA	Implement the Recommendations of the mission carried out on Dec. 2004.	INAC in coordination with SMN	2nd quart. 200	A
MET 70 S	MET stations and obs. (Annex 3, Part I, standard 4.1.1)	Venezuela, MET Office Maracaibo	IATA informs that all MET information is inappropriate.	Apr 2005	Reported by IATA.	Implement the Recommendations of the mission carried out in Dec. 2004.	INAC in coordination with SMN	TBD	U
MET 49 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, para. 6.3.2)]	Venezuela / Aeronautical meteorological stations	The RVRs of SVBC, SVMI, SVMC and SVMG have not been implemented.	22/06/96	Plan the acquisition of the RVRs.		INAC in coordination with the Natl. MET Service	TBD	A
MET 66 S	Ordinary remarks and reports (Annex 3, Part I, Chapter 4, standards 4.3.1 and 4.3.2)	Venezuela, Paraguana and Maracaibo	Does not have MET stations	06/12/04		Give priority to the installation of these stations with the VNEMETH Programme.	INAC in coordination with the SMN	TBD	U
MET 65 S	WMO requirements regarding MET personnel qualifications and training (Annex 3, Part I, Chapter 2, standard 2.1.15)	Venezuela, Caracas WMO	Caracas MWO does not have the minimum personnel required for the provision of MET service	06/02/04		Implement recommended actions MET/05 and MET/06 of December 2004 mission.	INAC in coordination with SMN	2nd half 2006	A

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CORRECTED DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Bahamas									
MET 28 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Bahamas	RVR have not been implemented.	22/06/96		Corrected	State	2004	B
MET Barbados									
MET 62 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Barbados	There are deficiencies in the OPMET exchange.	20/06/96	Review the OPMET exchange procedures, both in the meteorology and communications areas.	Corrected	States	27/10/04	A
MET 29 C	Notify the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Barbados	RVR have not been implemented.	22/06/96	Recommended practice, therefore, RVR will not be implemented.	Recommended practice, therefore, RVR will not be implemented.	State	06/2006	B
MET Cuba									
MET 13 C	Adequate number of MET trained staff.	Cuba	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	22/06/96	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	To implement from September 2003 the professional degree on "Licenciate on Meteorology" at the "Universidad de la Habana"	States	2008	A
MET 65 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Cuba	There are deficiencies in the OPMET exchange.	20/06/96	Review the OPMET exchange procedures, both in the meteorology and communications areas.	Corrected	ICAO	10/02	A
MET Dominican Republic/República Dominicana									
MET 1 C	CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1.	Dominican Republic	There is no follow-up on local procedures for issuance of SIGMETs.	22/05/96	CAR/SAM ANP requirements, Part VI, par. 6 and availability of Annex 3, Chapter 7, par. 7.2.1	Corrected	States	2005	U
MET French Antilles/Antillas Francesas									
MET 68 C	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	French Antilles	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 3B	20/06/96	a) Implement the SIP COM/MET Recommendations for the CAR Region, b) Make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions	Corrected	State	2005	A

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CORRECTED DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Honduras									
MET 3 C	CAR/SAM ANP requirements, Part VI, para. 6 and Annex 3 provision, Chapter 7, para. 7.2.1.	Honduras	There is no follow-up on local procedures for issuance of SIGMETs.	22/05/96	MWOs should review the local procedures for the issuance of SIGMETs and control of its issuance on a periodical basis.	Corrected	State	2002	U
MET Mexico									
MET 21 C	Adequate number of MET trained staff.	Mexico	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	22/06/96	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	Corrected	States	2005	A
MET Trinidad and Tobago/Trinidad y Tabago									
MET 25 C	Adequate number of MET trained staff.	Trinidad and Tobago	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	22/06/96	To use CAR/SAM technical cooperation regional projects for the training of aeronautical meteorology.	Corrected	State	2004	A
MET United States/Estados Unidos									
MET 26 C	Compliance with the requirements of WMO with regard to qualifications and training of aeronautical meteorology personnel (Annex 3, Part I, Chapter 2, standard 2.1.5	United States	Not all personnel complies with the requirements related to qualifications and training of WMO Publications N°. 49	22/06/96	Review the functions and training of the aeronautical meteorologist.	Corrected	State	2005	A

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CORRECTED DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Argentina									
MET 29 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Argentina / Aerodrome meteorological offices and meteorological watch offices (MWOs)	Not all MET personnel complies with the qualifications and training requirements of WMO Publication No. 49.	22/06/96	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	CORRECTED	National Meteorological Service	End of 2002	B
MET 10 S	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Argentina / Aeronautical meteorological stations and meteorological watch offices (MWOs)	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	22/06/96	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED.	National MET Service	2000	A
MET 24 S	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Argentina / Meteorological watch offices (MWOs)	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	National Meteorological Service	March 2001	U
MET Bolivia									
MET 11 S	Exchange of OPMET information (ANP Basic CAR/SAM, para. 35 to 39)	Bolivia / Aeronautical meteorological stations and meteorological watch office (MWO) of La Paz	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	22/06/96	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	AASANA	2000	A
MET 1 S	Retransmission of Special AIREPs by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Bolivia / Dependencias ATS	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/06/96	Review ATS/MET Letter of agreement and make follow-up to ensure its compliance.	CORRECTED Application of the Letter of Agreement ATS/MET	AASANA	Nov 2002	U
MET Brasil									
MET 73 S	Notify the RVR for CAR III operations [Annex 3, Chapter 4, Standards: 4.6.3.1 and 4.6.3.4 c)]	Brazil, Runway visual range	The RVR of SBCT have not been implemented	28/11/05	Plan RVR acquisition	The RVR SBCT has already been implemented. CORRECTED	DECEA	2005	U

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CORRECTED DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Brazil/Brasil									
MET 31 S	Adequate number of MET trained staff	Brazil/Brasil	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists	22/06/96	To use CAR/SAM technical cooperation regional projects for the training in aeronautical meteorology. Brazil: To eliminate the lack of forecasters, training process of the same has been re-initiated.	CORRECTED	Indicated State	2005	A
MET 12 S	CAR/SAM ANP, Part VI, para. 8	Brazil/Brasil	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	CORRECTED	Indicated State	2003	A
MET Chile									
MET 13 S	CAR/SAM ANP, Part VI, para. 8	Chile	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	CORRECTED	Indicated State	2003	A
MET 55 S	Exchange of special AIREPs (Annex 3, Chapter 5, para. 5.9)	Chile / ATS dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.		Review the ATS/MET letter of agreement and make a follow-up to ensure its compliance.	CORRECTED	DGAC	December 200	U
MET 26 S	SIGMET information (Annex 3, Chapter 7, para. 7.2)	Chile / Meteorological watch offices (MWOs)	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	DGAC	December 200	U
MET Colombia									
MET 14 S	Exchange of OPMET information (ANP Basic CAR/SAM para. 35 to 39)	Colombia / Aeronautical meteorological stations and meteorological watch office (MWO) of Bogota	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	22/06/96	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	The new OPMET banks are in acquisition process. CORRECTED	UAEAC	2005(2nd sem	A
MET 2 S	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Colombia / ATS Dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/06/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	CORRECTED	UAEAC	TBD	U

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CORRECTED DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE **MET** FIELD IN THE **SAM** REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 25 S	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Colombia / Meteorological watch offices (MWOs) of Bogotá	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	a) In consultancy process, through TDA, through which alternatives for the solution to this problems are expected; and b) the organization of the Meteorological Services is being carried out in Aerocivil Colombia. CORRECTED	UAEAC		U
MET Ecuador									
MET 15 S	CAR/SAM ANP, Part VI, para. 8	Ecuador	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	CORRECTED	Indicated State	2003	A
MET 3 S	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Ecuador / ATS dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/06/96	Review the ATS/MET letter of agreement and make a follow-up to ensure its compliance.	CORRECTED			U
MET 27 S	SIGMET information (Annex 3, Chapter 7, para. 7.2)	Ecuador / Meteorological watch office (MWO) of Guayaquil	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	DGAC	2002	U
MET French Guiana/Guyana Francesa									
MET 16 S	CAR/SAM ANP, Part VI, para. 8	French Guiana/Guyana Francesa	There are deficiencies in the OPMET exchange	20/06/96	That COM and MET personnel jointly review the procedures for OPMET exchange	CORRECTED	Indicated State	2003	A
MET Guyana									
MET 17 S	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Guyana / Aeronautical meteorological stations and meteorological watch offices (MWO) of Georgetown	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	22/06/96	a) Implement the COM/MET SIP conclusions for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	The OPMET data is exchanged through the ISCS (two way) CORRECTED	NCAA in coordination with Hidromet Nat. Service		A
MET 4 S	Relay of air reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Guyana / ATS dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/06/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	CORRECTED			U

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CORRECTED DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE **MET** FIELD IN THE **SAM** REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET 28 S	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Guyana / Meteorological watch offices (MWOs) of Georgetown	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	Guyana Hydromet National Service	Dec 2004	U
MET Panama									
MET 18 S	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Panama / Aeronautical meteorological stations and meteorological watch offices (MWO) of Tocumen	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	22/06/96	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	DAC	Dec 2002	A
MET 5 S	Exchange of special AIREPs (Annex 3, Part I, Chapter 5, standard 5.9)	Panama / ATS Dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/06/96	Review ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	CORRECTED	DAC	Dec 2004	U
MET 57 S	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, para. 5.8)	Panama ATS dependency	ATS dependencies do not relay regularly all the special AIREPs to the MET dependencies	Sep. 2003	Review the ATS letter of agreement and follow-up to the compliance of same	Emphasis to the ATS/MET personnel to comply with this requirement. They will initiate a programme to regulate the AIREPs retransmission CORRECTED	CAA	Dec. 2004	U
MET Paraguay									
MET 19 S	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Paraguay / Aeronautical meteorological stations and meteorological watch offices (MWOs)	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.	22/06/96	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	DINAC	January 2002	A
MET 6 S	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Paraguay / ATS Dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.	22/06/96	Review the ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	ATS/MET coordination has been reviewed (2002) CORRECTED	DINAC	Dec 2004	U

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CORRECTED DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action				
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action	
MET Peru									
MET 37 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Chapter 2, para. 2.1.5)	Peru / Aerodrome meteorological offices and meteorological watch office (MWO) of Lima	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	22/06/96	a) Review the functions and training of the aeronautical meteorologists; and b) Plan and carry out training and/or refreshment courses for aeronautical meteorological personnel requiring them.	a) In 1996 the number of MET Class I was increased to 6 for Arequipa, Cusco and Iquitos (2 for AMO); b) In 2003, 2004 and 2005 the training of MET IV at national level will be carried out; c) Efforts will be made in order that MET personnel be trained using ICAO technical cooperation regional projects; and d) coordinations are being made with the National Meteorological Service (SENAMHI) to use the training programmes of the WMO on forecasts. CORRECTED	CORPAC		B
MET 20 S	Exchange of OPMET information (FASID CAR/SAM para. 35 and 39)	Peru / Aeronautical meteorological stations and meteorological watch offices (MWO) of Lima	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM Tables MET 2A and MET 2B.	22/06/96	a) Implement the COM/MET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	CORPAC	Nov 2000	A
MET Uruguay									
MET 60 S	Requirements for communications (Annex 3, Part I, Chapter 11, standards 11.1.1 and 11.1.2)	Uruguay CNS 1 Units	There is no communication between the aerodrome MET office and the ATS dependencies neither with the MWO and the ACC. CORRECTED	Dec. 2003	Establish communications. Implemented	Coordination with Electronics - DINACIA CORRECTED	DINACIA/Electronics	2004	U
MET Venezuela									
MET 9 S	Exchange of special AIREPs (Annex 3, chapter 5, para. 5.9)	Venezuela / ATS dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies	22/06/96	Review ATS/MET Letter of agreement and make a follow-up to ensure its compliance.	CORRECTED	INAC, in coordination with Natl. MET Service	December 2000	U

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CORRECTED DEFICIENCIES (A,B,U)

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies			Corrective Action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action
MET 54 S SIGMET information (Annex 3, Chapter 7, para. 7.1)	Venezuela / Meteorological watch offices (MWOs) of Maiquetía	Not all SIGMET messages are prepared based on the procedures established by ICAO.	06/2000	a) Implement the SIGMET SIP recommendations for the SAM Region; and b) make use of the Guide for the preparation, dissemination and use of SIGMET messages in the CAR/SAM Regions.	CORRECTED	INAC in coordination with National Weather Service	June 2004	U

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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

MET Barbados

MET	10 C	Adequate number of MET trained staff.	Barbados	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	26/06/06	1. There is still a need for met information technology specialist. STATUS - Outstanding 2. A new Doppler radar will be installed in 2007, personnel will be trained to analyze imagery. - STATUS - To be completed in 2007. 3. There was never any need to increase aeronautical meteorologist. The Caribbean Meteorological Institute is located in Barbados and our MET Services has an adequate number of trained Meteorologist. - STATUS - Corrected	Barbados	12/2007	There is still a need for MET information Technology specialist
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MET Cuba

MET	32 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Cuba	MUCO RVR has not been implemented.	21/06/06	Request ICAO a proposal for amendment of the CAR/SAM ANP FASID Table AOP1 Completion date: Boyeros - December 2006 Varadero - December 2007 Camagüey - the requirement will be deleted when requesting the elimination of the main runway Cat I	ECASA	2006/2007	
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MET Dominican Republic/República Dominicana

MET	14 C	Adequate number of MET trained staff.	Dominican Republic	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	09/02/04	To establish training courses at national level for basic and regular levels, and to use the regional projects of Technical Cooperation for high level. Action Plan: There are requirements of specialized meteorological personnel in the Meteorological Aeronautical field and an important amount of aeronautical meteorologists.	States	2008	Few regional contacts for a training plan and lack of financing
MET	33 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Dominican Republic	RVR have not been implemented.	09/02/04	Establishment of RVR systems. Action Plan: The RVR have not been implemented yet.	State	2008	Lack of financing and very expensive equipment.
MET	66 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Dominican Republic	There are deficiencies in the OPMET exchange.	09/02/04	To foster the control of MET information exchange of the Region and at national level.	States	2006	Lack of information and few available personnel to carry out the control. There are deficiencies in the OPMET exchange

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
MET 49 C	CAR/SAM ANP, Part VI, Meteorology, para. 3.	Dominican Republic	Do not transmit regularly the special AIREPs in accordance with requirements.	09/02/04	To coordinate with the ATC the technical agreements to obtain the information from the aircrafts. Action Plan: The special AIREPs are not being transmitted in regular form, according to the requirements.	States	2006	Problems to establish the letters of agreement and few personnel.
MET Mexico								
MET 40 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Mexico	RVR have not been implemented.	10/02/04	Toluca Airport (MMTO) has three RVR sensors, and it is expected to be operating at the end of 2005. Expected dates of RVR installation at MMMX, MMGL and MMMY airports: 6/2007	State	6/07	Budgetary reasons had delayed the acquisition of these equipments.
MET 74 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Mexico	There are deficiencies in the OPMET exchange.	10/02/04	It is expected that at the end of 2005 the implementation of the template be continued in order to avoid mistakes in the MET report transmission.	States	4/2006	Budgetary reasons had delayed the implementation of this programme-template.
MET Netherlands Antilles/Antillas Neerlandesas								
MET 22 C	Adequate number of MET trained staff.	Netherlands Antilles	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	25/03/03	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology.	States	TBD	
MET Nicaragua								
MET 23 C	Adequate number of MET trained staff.	Nicaragua	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	16/01/04	To make the best efforts to have the adequate number of personnel duly trained in aeronautical meteorology. Action plan: There are ten aeronautical meteorologists duly trained by the OMM. This amount is due to the actual level of automation	States	TBD	
MET 41 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Nicaragua	RVR have not been implemented.	16/01/04	To ensure the implementation of required RVR.	State	TBD	This implementation is still under study
MET 76 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Nicaragua	There are deficiencies in the OPMET exchange.	16/01/04	Ensure that OPMET exchange is made in accordance with requirements of Tables MET 2 and MET 2A. Action plan: The operating data exchange is given in a quick and dynamic way due to the new system of fiber optic that was installed in the last semester 2003.	States	TBD	

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE CAR REGION

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered

MET Saint Vincent and the G./San Vicente y las Granadinas

MET 79 C	Adequate number of MET trained staff.	Saint Vincent	There are requirements of specialized meteorology personnel in the aeronautical meteorology field and of an increase of the number of aeronautical meteorologists.	05/02/04	Upgrade training to senior and junior members of staff and increase the number of personnel.	State	Corrected
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MET Trinidad and Tobago/Trinidad y Tabago

MET 43 C	CAR/SAM ANP MET Requirements, Table AOP 1.	Trinidad and Tobago	RVR have not been implemented.	10/12/03	As stated in an earlier document, the Trinidad and Tobago Meteorological Service will not be installing Runway Visual Range equipment in Trinidad and Tobago, due to the low frequency of limiting visibility. The Civil Aviation Authority is advised that the "Supplement in respect of the provisions of Trinidad and Tobago be amended"	State	06/04
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MET 78 C	CAR/SAM ANP Requirements, Part VI, para. 8.	Trinidad and Tobago	There are deficiencies in the OPMET exchange.	10/12/03	The Trinidad and Tobago Meteorological Service transmits, via the AFTN, all observations and SIGMETs. TAFs are transmitted via the International Satellite Communications System (ISCS). However, there have been many occasions when observations reaches the addressees in the Eastern Caribbean only, because there is a problem in Atlanta of which we are not made aware. If all our transmissions are sent via the ISCS, CAA will not receive any transmissions from us because your are not on the ISCS.	State	TBD
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MET 57 C	CAR/SAM ANP, Part VI, Meteorology, para. 3.	Trinidad and Tobago	Do not transmit regularly the special AIREPs in accordance with requirements.	10/12/03	Disseminate air notifications to required locations in accordance with the Table MET 2A requirements. Action plan: The Meteorological Service has not received an AIREP message during the past four (4) years at least from Civil Aviation. Therefore we are unable to transmit these messages.	State	03/04
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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies		Action Plan				
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered	
MET Argentina								
MET 53 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SAEZ, SACO, SAZM, SARE and SAME have not been implemented.	02/08/06	Installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2006/2007	
MET 76 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SAZS, SARI y SAWH have not been implemented.	02/08/06	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2008	Waiting for the assignment of the corresponding financial resources.
MET 77 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SASA, SAZN SARP have not been implemented.	02/08/06	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2009	Waiting for the assignment of the corresponding financial resources.
MET 78 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SASJ, SAWG, SANT have not been implemented.	02/08/06	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2010	Waiting for the assignment of the corresponding financial resources.
MET 79 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Rec. 4.6.3.2)]	Argentina / Aeronautical meteorological stations	The RVR of SAWE, SAVC, SARF have not been implemented.	02/08/06	Acquisition and installation of RVR Integrated Systems, Nefobasimeter and Automatic Meteorological Station with visual presentations in MET and TWR.	FAA - CRA in coordination with Natl. MET Service.	2011	Waiting for the assignment of the corresponding financial resources.
MET Bolivia								
MET 30 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Bolivia / Aerodrome meteorological offices and meteorological watch office (MWO) of La Paz	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49. MET Technical personnel is complying functions of professional meteorologists.		They have one place reserved in 2005 for the MET international course in the INM of Spain (Meteorological Technician Higher Level) (AASANA/2007). The complementation of the career for Meteorologists and MET Technicians Higher Level is being arranged in the San Simon University of Cochabamba (AASANA 2009). A study programme for the course of MET Technician Higher Level is being developed at INAC (AASANA 2007).	AASANA	TBD	
MET 41 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, chapter 4, Recommendation 4.6.3.2)]	Bolivia / Aeronautical MET stations	RVRs SLVR and SLTR have not been implemented or are not operational.			AASANA	TBD	In accordance with statistics of number of day with visibility lower than 2000 m. (2 days per year) it has been determined to install the SLCB RVR.

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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
MET Brasil							
MET 74 S	Notify the RVR for CAR III operations [Annex 3, Chapter 4, Standards: 4.6.3.1 and 4.6.3.4 c)]	Runway visual range	The RVR of SBBR and SBCG have not been implemented		The RVR SBBR has already been implemented in 2005. The RVR SBCG was acquired and the process of installation is foreseen for 2007.	DECEA	2005/2007
MET Chile							
MET 75 S	Notify the RVR for CAT I Operations (Annex 3, Chapter 4, Rec. 4.6.3.2)	Chile, transmissometer	The RVR of SCIE SCCI have not been implemented.		To plan the acquisition of the transmissometer or forward-scatter meter for SCCI aerodrome.	DGCA in coordination with the MET authority	2006 TBD
MET Colombia							
MET 32 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Colombia / Aerodrome meteorological offices and meteorological watch office (MWO) of Bogotá	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49, MET Class IV personnel is carrying out functions of MET Class II personnel.		In consultancy process, through TDA; through which alternatives for the solution to this problem are expected.	UAEAC	TBD
MET 42 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)]	Colombia / Aerodrome meteorological stations	RVRs SKBQ, SKCG and SKLT have not been implemented or are not operational.	2004	SKBQ RVR in repairment process; SKCG RVR will be acquired; SKRG RVR in repairment process.	UAEAC	11/05;10/06;07

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
MET Ecuador							
MET 33 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Ecuador / Aerodrome meteorological offices and meteorological watch office (MWO) of Guayaquil	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	2003	Training programmes at national and international level are being carried out to have the specialized aeronautical meteorology personnel required.	DGAC	2007
MET 43 S	Notify the RVR for CAT 1 operations [(Annex 3, Parte I, chapter 4, Recommendation 4.6.3.2)]	Ecuador / Aeronautical meteorological stations	RVRs SEGU and SEQU have not been implemented or are not operational.			DGAC	TBD
MET Guyana							
MET 34 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Guyana / Aerodrome meteorological office and meteorological watch office (MWO) of Georgetown	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.			GCAA in coordination with National MET Service	TBD
MET 44 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, chapter 4, Recommendation 4.7.4 a)]	Guyana / Georgetown aeronautical meteorological station	RVRs SYCJ is not operational.			GCAA in coordination with Natl. MET Service	TBD
MET 61 S	Requirements for communications, Annex 3, Part I, standard 11.1.1	Guyana, COM dependency				CAA in coordination with the Hydromet Service	TBD
MET 56 S	Surface wind, Annex 3, Part II, standard 4.1.2.1)	Guyana COM Dependency	Displays of surface wind in ATS units corresponds to wind sensor installed under the control tower			CAA in coordination with Hydromet Service	TBD

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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
MET Panama							
MET 35 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Panama / Aerodrome meteorological offices and meteorological watch offices (MWO) of Tocumen	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	2002	They are making efforts to use the resources of some projects to be implemented.	AAC	End of 2005
MET Paraguay							
MET 36 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Paraguay / Aerodrome meteorological offices and meteorological watch office (MWO)	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.	2003	Capture graduated personnel, with Class II title, of the Asuncion National University. Carry out a training or updating course for aeronautical meteorology personnel of the OVM.	DINAC	Dec 2007
MET 45 S	Notify the RVR for CAT 1 operations (Annex 3, Part I, Chapter 4, Recommendation 4.6.3.2)	Paraguay / aeronautical meteorological stations	RVRs SGAS and SGES are installed but not in operation.	2003	The implementation of RVR SGAS is foreseen not later than Dec. 2006 and the RVR SGES not later than Dec. 2007.	DINAC	Dec 2007
MET Peru							
MET 46 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, para. 4.7.4 a)]	Peru / Aeronautical meteorological stations	RVRs SPIM MID, SPQU, SPHI, SPRU, SPSO and SPTN have not been implemented.	2004	Lima TDZ and Cusco: 2001, Iquitos 2002, Arequipa 2004, Chiclayo and Trujillo 2006, Pisco and Tacna 2007. The RVR MID of Lima, December 2004.	CORPAC	2007
MET 63 S	Runway visual range (Annex 3, Part I, Chap. 4, standard 4.6.3.4) FASIC Table AOP 1 (CAR/SAM III-AOP 1-39)	Aerodrome meteorological station of Lima-Callao	No runway visual range assessments are made in the middle point.	2004	The RVR will be transferred from the runway end to the middle point.		2005

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
MET 62 S	WMO requirements regarding qualifications and training of MET personnel (Annex 3, Part I, Chapter 2, standard 2.1.15)	Peru, MWO and Aerodrome MET Office of Lima-Callao	Meteorological technicians (Classes III and IV) are making MET forecasts and developing supervisory functions.	2004	Rotation of the corresponding charges.	CORPAC	2005
MET Suriname							
MET 38 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Suriname / Aerodrome meteorological offices and meteorological watch office (MWO) of Paramaribo	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.			NCAA in coordination with the MET Centre	TBD
MET 21 S	Exchange of OPMET information (CAR/SAM FASID para. 35 to 39)	Suriname / Aeronautical meteorological stations and meteorological watch office (MWO) of Paramaribo	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.			NCAA in coordination with the MET Centre	
MET 7 S	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.8)	Suriname / ATS Units	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies.			CAA	
MET 47 S	Report the RVR for CAT I operations (Annex 3, Part I, Chapter 4, Recommendation 6.3.2)	Suriname / Aeronautical meteorological stations	SMJP RVRs of Zandery - SMJP have not been implemented.			DCA	TBD
MET 64 S	Requirements for communications, Annex 3, Part I, standard 11.1.1	Suriname COM unit				NCAA in coordination with the Guyana Hydromet Serv	TBD
MET 58 S	SIGMET information (Annex 3, Part I, Chapter 7, standard 7.1.1)	Suriname Aerodrome MET Offices and MET Watch Office (MWO of Paramaribo)	SIGMETs have not been prepared			The NCAA in coordination with the MET Centre	TBD

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
MET 59 S	Surface wind, Annex 3, Part II, standard 4.1.2.1	Suriname COM Dependency	Displays of surface wind in ATS units correspond to wind sensor installed at the top of the TWR		NCAA in coordination with the Hydromet Centre	TBD	
MET Uruguay							
MET 71 S	Clouds watch and report (Annex 3, Part I, Chapter 4, standard 4.9.3)	Uruguay, aeronautical meteorological stations	Instrument systems to measure clouds base altitude have not been implemented in SUMU.		Coordination DINACIA / Consorcio Puerta del Sol / DNM. Cloud base measurement equipment was installed. Standardization is lacking.	DINACIA / Consorcio Puerta del Sol / DNM	End 2006
MET 39 S	Compliance with the requirements of the World Meteorological Organization (WMO) with regard to qualifications and training of aeronautical meteorology (MET) personnel (Annex 3, Part I, Chapter 2, standard 2.1.5)	Uruguay / Meteorological Watch Offices	Not all MET personnel complies with the requirements related to qualifications and training of WMO Publication No. 49.		Implemented by the DNM - Coordinate with DINACIA/Instituto de Adiestramiento Aeronáutico.	DINACIA / DNM	Dec 2004
MET 22 S	Exchange of OPMET information (FASID CAR/SAM para. 35 to 39)	Uruguay / Aeronautical meteorological stations and meteorological watch offices (MWO)	OPMET information is not being disseminated in accordance with the requirements of CAR/SAM FASID Tables MET 2A and MET 2B.		Coordination between COM/MET. Implementation of SIGMET guide training.	COM/MET - WMO	30/09/04-Dic/04
MET 48 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, standard 4.6.3.2)]	Uruguay / Aeronautical meteorological stations	RVRs of SUMU have not been implemented.		Coordination DINACIA / Consorcio Puerta del Sur / DNM	DINACIA / Consorcio Puerta del Sur / DNM	May 2005
MET 8 S	Relay of air-reports by ATS units (Annex 3, Part I, Chapter 5, standard 5.9)	Uruguay / ATS Dependencies	ATS dependencies do not transmit regularly all special AIREPs to MET dependencies		ATS/MET Coordination was adjusted	DCA (Air Navigation)/MWO	30 Set 2004
MET Venezuela							
MET 68 S	Exchange of OPMET information (CAR/SAM MWO and MET ANP Basic, paras. 35 to 39)	Venezuela, Caracs offices	MET offices do not have direct access to AFTN			INAC in coordination with the SMN	TBD

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ACTION PLAN FOR RESOLVING REGIONAL AIR NAVIGATION DEFICIENCIES**REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE SAM REGION**

Identification		Deficiencies		Action Plan			
Requirements	States/facilities	Description	Date of presentation	Corrective Action	Executing Body	Date of correction	Difficulties Encountered
MET 67 S	FASID Table AOP 1 (CAR/SAM III-AOP 1-39)	Venezuela, Barcelona, Caracas, Maracaibo and Margarita	RVR assessments have not been implemented.		Plan the acquisition of the required instruments.	INAC in coordination with the SMN	TBD
MET 69 S	Flight documentation (Annex 3, Part I, Recommendation 9.4.1)	Venezuela, MET Office Caracas	Is not in accordance with Annex 3.		Implement the Recommendations of the mission carried out on Dec. 2004.	INAC in coordination with SMN	2nd quart. 2006
MET 70 S	MET stations and obs. (Annex 3, Part I, standard 4.1.1)	Venezuela, MET Office Maracaibo	IATA informs that all MET information is inappropriate.		Implement the Recommendations of the mission carried out in Dec. 2004.	INAC in coordination with SMN	TBD
MET 49 S	Notify the RVR for CAT 1 operations [(Annex 3, Part I, Chapter 4, para. 6.3.2)]	Venezuela / Aeronautical meteorological stations	The RVRs of SVBC, SVMI, SVMC and SVMG have not been implemented.			INAC in coordination with the Natl. MET Service	TBD
MET 66 S	Ordinary remarks and reports (Annex 3, Part I, Chapter 4, standards 4.3.1 and 4.3.2)	Venezuela, Paraguana and Maracaibo	Does not have MET stations		Give priority to the installation of these stations with the VNEMETH Programme.	INAC in coordination with the SMN	TBD
MET 65 S	WMO requirements regarding MET personnel qualifications and training (Annex 3, Part I, Chapter 2, standard 2.1.15)	Venezuela, Caracas WMO	Caracas MWO does not have the minimum personnel required for the provision of MET service		Implement recommended actions MET/05 and MET/06 of December 2004 mission.	INAC in coordination with SMN	2nd half 2006

APPENDIX D

SPECIAL IMPLEMENTATION PROJECT FOR THE CAR REGION

**ENHANCEMENT OF AERONAUTICAL METEOROLOGICAL SERVICE IN THE
CAR REGION**

Project: Missions to some States/Territories in the CAR Region and providing on-site assistance to the meteorological authorities in the implementation of the ICAO provisions on the meteorological service for international air navigation.

Objective: To eliminate deficiencies in the provision of meteorological service for international air navigation by the CAR States/Territories and to enhance the level of implementation of the Annex 3 SARPs and the regional facilities and services specified in the CAR/SAM ANP.

Estimated cost: US\$ 12 000

1. Need for the project

1.1 Meteorological (MET) service for aviation in the CAR Region is of crucial importance for the safety of air transport operations, particularly with the advent of frequent tropical cyclones in that part of the region. However, it is noted with concern that MET deficiencies have persisted over a long period of time in several States/Territories. Although these deficiencies have been drawn to the attention of the States/Territories from time to time, there appears to be little or no attempt to eliminate these deficiencies, perhaps because of a lack of expertise in some cases. In recent years, frequent reports have been received from the users (IATA) regarding shortfalls of operational meteorological (OPMET) data from CAR States/Territories. At the same time, the available OPMET data (aviation routine weather reports (METAR), terminal area forecasts (TAF)) contain errors and discrepancies and, consequently, create problems for the users. Urgent measures are also needed to standardize the formats of the meteorological bulletins.

1.2 Providing assistance to CAR States/Territories through the regular programme missions is practically impossible due to budgetary constraints. Because of distances involved, representatives from MET authorities/providers of CAR States/Territories are usually unable to attend the regional MET meetings held in the different regions, such as the annual meetings of the GREPECAS Aeronautical Meteorology Subgroup, AERMETS/8, due to the high travel costs associated with such attendance. As a result, the liaison with the MET authorities of the CAR States/Territories is particularly difficult.

1.3 The provision of MET services in the CAR Region is subject to bilateral and multilateral agreements among CAR States/Territories. However, information on such agreements is not always forwarded to the ICAO Regional Office and, therefore, we are not aware of the arrangements. These arrangements need to be reviewed and the regional air navigation plan (ANP) needs to be updated as appropriate.

2. **Scope of the Project**

2.1 The main objective of the SIP is to provide assistance to the MET authorities of CAR States/Territories to eliminate any deficiencies in the provision of meteorological service to international air navigation and to enhance the level of implementation of the Annex 3 SARPs and the regional facilities and services specified in the CAR/SAM ANP. Special attention would be given to the standardization of the format of meteorological messages and bulletins by strictly following the formats set up by ICAO and the World Meteorological Organization (WMO).

2.2 The current arrangements for the provision of meteorological services by CAR States/Territories would be reviewed and a proposal for their enhancement and harmonization would be developed, as necessary. Specific advice would be provided on the improvement of the coordination between the MET authority/provider and the corresponding civil aviation administration, ATS providers and COM operators.

2.3 Deficiencies related to the use of the world area forecast system (WAFS) products, the provision of SIGMET service, and the content and quality of flight documentation would also be addressed. Specific problems related to means of communication would be studied with a view to providing advice on suitable technical solutions and alternatives.

2.4 Advantage should also be taken to explore the warning system in place for tsunamis to find out whether such a system could be of use for aerodrome warnings in this and other regions concerned.

3. **Duration of the Project**

3.1 The final format of the SIP would be decided after consultation with the States/Territories concerned. However, it is envisaged that an expert would visit some of these States/Territories and hold discussions on site, followed by a seminar for all States/Territories, hosted by one of the States/Territories concerned.

3.2 The duration of the SIP would be approximately six weeks.

4. **Cost of the Project**

4.1 The cost of the project, including travel, subsistence and miscellaneous expenses for one consultant, is estimated at US\$ 12 000, based on an assumed salary at the P-5 level, Step 1.

Agenda Item 10: Future work programme of the AERMET subgroup

10.1 Under this agenda item, the meeting recalled that the Thirteenth Meeting of GREPECAS approved Conclusion 13/95 – Request for support from the Civil Aviation Administrations and ICAO for the GREPECAS mechanism and Decision 13/96 – Review and optimization of the GREPECAS mechanism, and that in the referred meeting, several members emphasized the need to keep simultaneous interpretation services in GREPECAS and its contributory bodies meetings.

10.2 Likewise, IATA recalled the meeting that regional meteorological subgroups have been established in all ICAO regions. These groups are intended to discuss all meteorological issues with the focus on a regional scale. Meetings of regional meteorological subgroups are one of the most important opportunities for users in order to bring their requirements to the attention of ICAO and States/Territories. Likewise, further MET deficiencies will be considered and possible solutions will be discussed during such meetings.

10.3 IATA also recalled that AERMETSG is responsible for all meteorological issues in the ICAO CAR/SAM Region. Major developments in aviation are presently occurring in aviation in this region and therefore regional expert users are important in order to discuss all needs and requirements.

10.4 IATA appreciates the work of AERMETSG in the past and strongly supports any efforts in the future. As a consequence IATA requires the continuation of AERMETSG as a regional forum for aviation users.

10.5 The experience of ICAO with regional meteorological subgroups clearly shows a very high effectiveness in cooperation and collaboration between ICAO and IATA.

10.6 The meeting took note of IATA's concern regarding CAR/SAM Region deficiencies in the meteorological field as well as the efforts of SAM States/Territories to eliminate such deficiencies. Nevertheless, it expressed its concern particularly for the lack of participation of CAR Region States/Territories in ICAO matters, taking into consideration the large quantity of flights operating in that area due to the turistic interest of the Caribbean as well as the adverse meteorological conditions faced with some frequency, specially during the period of hurricanes.

10.7 Under such circumstances, the group supported IATA's proposal to formulate the following conclusion:

DRAFT

CONCLUSION 8/17 - CONTINUATION OF THE WORK OF AERMETSG

That ICAO be invited:

- a) to accept the urgent requirement from IATA to continue the work of the AERMETSG of GREPECAS;
- b) to note the appreciation of IATA of the work of the AERMETSG; and
- c) to urgently invite CAR Region States/Territories civil aviation administrations to take urgent actions in order that meteorological authorities of this Region comply with the

procedures of ICAO Annex 3 as well as to integrate the efforts of AERMETSG to up-date the list of MET deficiencies and take adequate measures for its elimination.

Review of the AERMET subgroup work programme approved by GREPECAS/13, including priorities and target dates of the tasks inherent to the Subgroup

10.8 The meeting updated the terms of reference and work programme of the subgroup and formulated one Draft Conclusion and three Decisions, as follows:

DRAFT

DECISION 8/18 - AERMET SUBGROUP NEW TERMS OF REFERENCE AND WORK PROGRAMME

That the AERMET subgroup work programme is updated as indicated under **Appendix A** to this part of the report.

DECISION 8/19 - NEW TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE TASK FORCE ON VOLCANIC ASH

That the Task Force on Volcanic Ash terms of reference, work programme and composition is updated as indicated under **Appendix B** to this part of the report.

DECISION 8/20 - NEW TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE MET/ATM/OP TASK FORCE ON MET IN THE CNS/ATM CONCEPT

That the MET/ATM/OP Task Force on MET in the CNS/ATM Concept terms of reference, work programme and composition is updated as indicated under **Appendix C** to this part of the report.

DECISION 8/21 - NEW TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION OF THE COM/MET TASK FORCE

That the COM/MET Task Force terms of reference, work programme and composition is updated as indicated under **Appendix D** to this part of the report.

APPENDIX A

WORK PROGRAMME OF THE AERONAUTICAL METEOROLOGY SUBGROUP (AERMETSG)

1. Terms of reference

- a) Monitor the implementation of MET facilities and services; of the world area forecast system; of the international airways volcano watch; of the tropical cyclone alert system; and the issuance and dissemination of OPMET data. Identify any deficiency and develop proposals to improve their implementation;
- b) Review and update the CAR/SAM Air Navigation Plan in accordance with the operational requirements of the CAR/SAM Regions and ensure its seamless and consistent implementation addressed to the new CNS/ATM systems concerning MET;
- ~~b) Monitor the implementation of the world area forecast system (WAFS) in the CAR/SAM Regions, identify any deficiency and develop proposals to improve its implementation;~~
- ~~e) Provide guidance to CAR/SAM representative at IAVWOPSG on operational requirements for CAR/SAM Regions. Monitor the implementation of and of the international airways volcano watch (IAVW) in the CAR/SAM Regions, identify any deficiency and develop proposals to improve its implementation;~~
- ~~c)d) Review in a continuous basis the list of MET deficiencies, identify new deficiencies that prevent the implementation or provision of MET service in the CAR/SAM Regions and propose actions for their correction;~~
- ~~d)e) Monitor the research and development of CNS/ATM systems, the tests and demonstrations in the CNS/MET field and facilitate the transference of these information and experience among the CAR/SAM States and recommend specific actions aimed at the implementation of MET services to satisfy CNS/ATM requirements.~~

2. Work Programme:

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
	<u>MET Facilities and Services</u>			
1	<u>Carry out a survey on MET facilities and services and present the results in terms of percentage of implementation of facilities and services at the AERMETSG/9.</u>	A	JUL 2007	DEC 2007
	Subject: WAFS Implementation in the CAR/SAM Regions			
74	Follow up on the implementation of WAFS and take actions based on WAFSOPSG Conclusions.	A	19/02/01	21/04/08

AERMETSG/8

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10A - 2

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
<u>2</u>	<u>Monitor WAFS implementation, in particular States readiness to convert significant weather forecasts (SYGWX) received, into SIGWX in BUFR code and present the results in percentage terms to the AERMETSG/9.</u>	<u>A</u>	<u>FEB 2001</u>	<u>DEC 2007</u>
7-2	Develop a survey on ISCS efficacy in order to send it to the Focal Points.	A	JUL 2005	FEB 2006
<u>3</u>	<u>Carry out a survey on ISCS efficacy in order to send it to the focal points and analyze the results to be presented at the AERMETSG/9.</u>	<u>A</u>	<u>FEB 2007</u>	<u>MAY 2007</u>
7-3	Analyze the survey and present the results in the following AERMETSG Meeting.	B	20/03/04	29/08/08
<u>8</u>	<u>Subject: IAVW Implementation in the CAR/SAM Regions</u>			
<u>8-14</u>	<u>Follow up on Monitor IAVW implementation, in particular the status of the designation of volcano observatories and present the results in terms of percentage of IAVW implementation and of the designation of volcano observatories at the AERMETSG/9, take actions based on IAVWOPSG.</u>	<u>A</u>	<u>19/02/04</u> <u>FEB 2001</u>	<u>25/08/08</u> <u>DEC 2007</u>
<u>8-2</u>	Develop in coordination with the Secretariat, the procedures to carry out SIGMET periodic tests on volcanic ash, VAAs and ASHTAM or NOTAM related to volcanic ash.	A	4/07/05	31/03/06
<u>8-35</u>	Carry out annual SIGMET WV tests, analyze their results of periodic tests and present them at the following AERMETSG Meeting.	B	4/07/05 <u>NOV 2006</u>	31/08/07 <u>Continuous</u>
<u>8-46</u>	Develop, in coordination with the Secretariat, the draft Guidance Material for the development of airport emergency plans in case of volcanic eruptions in the CAR/SAM Regions.	B	4/07/05 <u>JUL 2005</u>	31/08/07 <u>MAR 2008</u>
<u>7</u>	<u>Monitor the implementation of the tropical cyclones alert system, in particular the introduction of every 6 hours forecasts.</u>	<u>A</u>	<u>JAN 2007</u>	<u>DEC 2007</u>
<u>9</u>	<u>Subject: Regional and inter-regional exchange and availability of OPMET exchange information in the CAR/SAM Regions</u>			
9-1	Follow up on the implementation of OPMET Exchange	A	19/02/04	14/04/08
<u>8</u>	<u>Monitor the issuance and dissemination of OPMET data, in particular of ISGMET according with CAR/SAM FASID Tables MET 1A and 2B and "global" requirements.</u>	<u>B</u>	<u>MAR 2007</u>	<u>Continuous</u>
<u>9</u>	<u>Monitor OPMET information exchange (METAR/SPECI, TAF and SIGMET in BUFR code).</u>	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>
9-2 <u>10</u>	Develop in coordination with the Secretariat the OPMET Guide	B	4/07/05 <u>JUL 2005</u>	31/08/07 <u>MAR 2008</u>
<u>9-3</u>	Carry out a study in order to determine the need for bilateral, multilateral or regional agreements to be included in the CAR/SAM ANP.	B	4/07/05	31/08/07
<u>9-4</u>	Analyze the impact in the change of code at semiautomatic meteorological stations in operation in the CAR/SAM States and in the dissemination of ISCS OPMET information.	A	4/07/05	31/07/07
<u>9-5</u>	Develop guidance material and procedures for migration to BUFR code in the CAR/SAM Regions.	A	4/07/05	31/08/07
9-6 <u>11</u>	Develop a plan for the implementation of migration of OPMET messages in BUFR code, with possibilities of different scenarios for the transition, including a cost-benefit study and its implications.	A	4/07/05 <u>JAN 2007</u>	31/12/07 <u>DEC 2008</u>
9-7 <u>12</u>	Coordinate the OPMET exchange control, analyze the results and present them in the next AERMETSG Meeting.	A	4/07/05 <u>JUL 2006</u>	31/12/07 <u>Continuous</u>
<u>10</u>	<u>Subject: Report of completion or differences in respect to Annex 3</u>			

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
10-1	Review the report of completion or differences in respect to Annex 3, and present the results in the next AERMETSG Meeting.	B	5/06/06	31/07/08
11	Subject: MET Requirements in the CNS/ATM concept			
11-113	Based on the edition in preparation of Doc 9750 - <i>Global Air Navigation Plan for CNS/ATM</i> , develop MET chapter of the <i>CAR/SAM Regional Plan for the implementation of CNS/ATM systems</i> , Document I.	B	5/06/06 JUN 2006	31/08/07 DEC 2007
11-314	Monitor the research and development of MET concept in CNS/ATM field and facilitate the transference of this information and experience among CAR/SAM States.	B	4/07/05 JUL 2005	29/06/07 DEC 2007
11-415	Identify activities for the implementation of new meteorological services related both to training and application of the new CNS/ATM systems. Provide guidelines.	A	4/07/05 JUL 2005	31/08/06 DEC 2007
11-516	Carry out a study to determine the need for VOLMET services in the CAR/SAM Regions.	B	4/07/05 JUL 2005	31/08/06 DEC 2007
12	Subject: MET Training			
12-117	Propose short, medium and long-term measures to satisfy the requirements for MET personnel in the States of the CAR/SAM Regions.	B	1/01/05 JAN 2005	31/08/06 DEC 2007
13	Subject: MET Deficiencies			
13-118	Update the list of MET deficiencies.	A	4/07/05 JUL 2005	31/07/08 Continuous

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to priority **A** and **B** tasks.

4. Composition

Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, France, Panama, Paraguay, Peru, Spain, United States, Uruguay, Venezuela, COCESNA, IATA, IFALPA and WMO.

5. Chairmanship

Chairman: Sr. ~~Gustavo Flores~~~~Fernando Ramírez Valdéz (Chile)~~(Argentina)

Vice-Chairman: Sr. Guillermo Armengol

APPENDIX B

TASK FORCE ON VOLCANIC ASH

1. Terms of Reference

- a) Implementation of the international airways volcano watch (IAVW) and the tropical cyclone alert system.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
	IAVW Implementation			
4	Monitor IAVW implementation, in particular the status of the designation of volcano observatories and present the results in terms of percentage of IAVW implementation and of the designation of volcano observatories at the AERMETSG/9.	A	FEB 2001	DEC 2007
5	Carry out annual SIGMET WV tests, analyze their results and present them at the following AERMETSG Meeting.	B	NOV 2006	Continuous
6	Develop, in coordination with the Secretariat, the draft Guidance Material for the development of airport emergency plans in case of volcanic eruptions in the CAR/SAM Regions.	B	JUL 2005	MAR 2008
7	Monitor the implementation of the tropical cyclones alert system, in particular the introduction of every 6 hours forecasts.	A	JAN 2007	DEC 2007

3. Priority

- A** High priority tasks, on which work should be speeded up.
B Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
C Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to priority **A** and **B** tasks.

4. Composition

Argentina: Gustavo Flores (*Rapporteur*)
 Chile: Reynaldo Gutiérrez
 Colombia: Oscar Bermúdez
 Cuba: Guillermo Armengol
 Estados Unidos: Steven Albersheim
 Paraguay: Roberto Salinas
 IATA: Mauricio Morán

APPENDIX C

MET/ATM/OP TASK FORCE ON MET IN THE CNS/ATM CONCEPT

1. **Terms of reference**

Implementation of the world area forecast system.

2. **Work Programme:**

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
	WAFS Implementation			
2	Monitor WAFS implementation, in particular States readiness to convert significant weather forecasts (SYGWX) received, into SIGWX in BUFR code and present the results in percentage terms to the AERMETSG/9.	A	FEB 2001	DEC 2007
3	Carry out a survey on ISCS efficacy in order to send it to the focal points and analyze the results to be presented at the AERMETSG/9.	A	FEB 2007	MAY 2007
	MET Requirements in the CNS/ATM concept			
13	Based on the edition in preparation of Doc 9750 - <i>Global Air Navigation Plan for CNS/ATM</i> , develop MET chapter of the <i>CAR/SAM Regional Plan for the implementation of CNS/ATM systems</i> , Document I.	B	JUN 2006	DEC 2007
14	Monitor the research and development of MET concept in CNS/ATM field and facilitate the transference of this information and experience among CAR/SAM States.	B	JUL 2005	DEC 2007
15	Identify activities for the implementation of new meteorological services related both to training and application of the new CNS/ATM systems. Provide guidelines.	A	JUL 2005	DEC 2007
16	Carry out a study to determine the need for VOLMET services in the CAR/SAM Regions.	B	JUL 2005	DEC 2007

3. **Priority**

A High priority tasks, on which work should be speeded up.

B Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.

C Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to priority **A** and **B** tasks.

4. **Composition**

Bolivia: Aníbal Castro Cárdenas
 Brasil: Martim Roberto Matschinske (MET)
 Estados Unidos: Steven Albersheim
 Panamá: Celestino Lamboglia
 Perú: Baldomero Celis
 IFALPA: Mauricio Morán (*Rapporteur*)

APPENDIX D

COM/MET TASK FORCE

1. **Terms of reference**

Implement the global issuance of operational aeronautical meteorological data (OPMET).

2. **Work Programme:**

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
	OPMET exchange			
8	Monitor the issuance and dissemination of OPMET data, in particular of ISGMET according with CAR/SAM FASID Tables MET 1A and 2B and “global” requirements.	B	MAR 2007	Continuous
9	Monitor OPMET information exchange (METAR/SPECI, TAF and SIGMET in BUFR code).	TBD	TBD	TBD
10	Develop in coordination with the Secretariat the OPMET Guide	B	JUL 2005	MAR 2008
11	Develop a plan for the implementation of migration of OPMET messages in BUFR code, with possibilities of different scenarios for the transition, including a cost-benefit study and its implications.	A	JAN 2007	DEC 2008
12	Coordinate the OPMET exchange control, analyze the results and present them in the next AERMETS/8 Meeting.	A	JUL 2006	Continuous
	MET Training			
17	Propose short, medium and long-term measures to satisfy the requirements for MET personnel in the States of the CAR/SAM Regions.	B	JAN 2005	DEC 2007
	MET Deficiencies			
18	Update the list of MET deficiencies.	A	JUL 2005	Continuous

3. **Priority**

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to priority **A** and **B** tasks.

4. **Composition**

Bolivia:	Javier Günther Vizcarra
Brazil:	Carlos Roberto Henriques
Cuba:	Juan Ayón (<i>Rapporteur</i>)
Panama:	Erick Montero Silvera
United States:	Steven Albersheim
Venezuela:	Ramón Velásquez and Héctor Araujo Lozada (CNS)
IATA:	Mauricio Morán
WMO:	Herbert Pümpel

Agenda Item 11: Other matters

11.1 Under this agenda item, the meeting recalled that under paragraph 1.5.6.2, GREPECAS Procedural Handbook requests its contributory bodies that in order to ensure the necessary continuity in the work and unless otherwise determined by special circumstances, the Chairperson and Vice-Chairperson of a contributory body should serve for a three year term. Likewise, and taking into consideration that the Chairman of the Subgroup already completed his third meeting, the meeting unanimously elected Mr. Gustavo Alberto Flores, of Argentina, as President of the AERMET subgroup, taking into consideration the regional balance and representativity, according to **Appendix A** to this part of the report.

11.2 The subgroup thanked Mr. Fernando Ramirez for the excellent work performed during his conduction.

APPENDIX A

AVSEC Committee

Chairman - Mr. Oscar Derby, Jamaica
Vice-chairman - Eduardo Cerda Gómez, Chile

ATM/CNS/SG

Chairman - Sr. Claudio Arellano, Mexico
Vice-chairman - Julio Cesar de Souza Pereira, Brazil

CNS Committee

Chairman - Ricardo Boradlí, Chile
Vice-chairman: Mrs. Veronica Ramdath, Trinidad and Tobago

ATM Committee

Chairman - Roberto Arca, Uruguay
Vice-chairman – Fidel Ara, Cuba

AIS Subgroup

Chairman - Sergio García Jonquera, Chile
Vice- chairman - Mirta Crespo, Cuba

BOTH WILL CHANGE IN THE NEXT AIS SG MEETING

AGA Subgroup

Chairman - Gilberto Vásquez Alanís, Mexico
Vice- chairman - Vacant