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Международная  
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منظمة الطيران  
المدني الدولي

国际民用  
航空组织

LT 2/7.2.109/SA541

2 August 2007

To: Mr. Jean-Marc Sansovini, Directeur Regional de l'Aviation Civile aux Antilles et en Guyane  
cc: Mrs. Isabelle Monnier, Chef du Service de la Navigation Aérienne Antilles-Guyane  
Mr. Zulficar Mohamed, Director General a.i., Guyana Civil Aviation Authority  
Mr. John Veira, Director, Civil Aviation, Suriname

cc.: Mr. Philippe Guivarch/DSNA, French Guiana  
cc: Mr. Dominique Dago, Chef du Service Meteorologique de Guyane  
cc: Mr. Dilip Jaigopaul, Chief Hydrometeorological Service, Guyana  
cc: Mr. Cornelis R. Becker, Director, Meteorological Service

Mr. Carlos Casaccia, Director, Oficina Regional de la OMM para las Américas  
Mr. Peter Cerdá, Director, Safety, Operations & Infrastructure, The Americas & Atlantic, IATA  
Sr. Mauricio Morán, Director, Safety, Operations & Infrastructure, IATA LATAM/CAR  
Mrs. Carole Couchman, Regional Officer, IFALPA  
Cap. Alvaro Quiroga Verhaaf, IFALPA SAM/South  
Cap. Iván Darío Gómez, IFALPA SAM /North

**Subject: Proposal for amendment of the CAR/SAM Air Navigation Plan (Doc 8733), Volume I, Basic ANP (Serial No. SAM 07/2-MET)**

Action  
required: **Reply before 3 September 2007**

Sir/Madam:


I have the honour to communicate to you the attached proposal for amendment of the ICAO CAR/SAM Air Navigation Plan (Doc 8733), Vol. I, Basic, which has been originated by the Third Meeting of the WAFS Operations Group, the Third Meeting of the IAVW Operations Group and the Fourteenth Meeting of GREPECAS.

In accordance with the established procedure for the amendment of Air Navigation Plans, I am to enquire whether your Government/Organization has any objection to the proposal.

Since it is desirable to finalize action on this proposal with the minimum of delay, I shall be grateful if you will let me have your reply by the earliest practicable date and, in any event, not later than **3 September 2007**.

In the event that the views of your Government/Organization are not received by that date, it will be presumed that it has no objection to the proposed changes and the proposal will be processed accordingly.

Accept, Sir/Madam, the assurances of my highest consideration.

A handwritten signature in black ink, appearing to read "J. Miguel Ceppi", written over a horizontal line.

José Miguel Ceppi  
Regional Director  
South American Office  
Lima

**Subject: Proposal for amendment of the CAR/SAM Air Navigation Plan (Doc 8733), Volume I, Basic ANP (Serial No. SAM 07/2-MET)**

a) **Plan:** CAR/SAM Air Navigation Plan, Volume I - Basic (Doc 8733)

b) **Proposal for amendment:**

1. **Amend** the text of the paragraphs of Part VI – Meteorology of the CAR/SAM Air Navigation Plan (Doc 8733), Volume I – Basic, according to the changes indicated in **Appendix A** to this proposal for amendment.

c) **Originated by:** Third Meeting of the World Area Forecast System Operations Group - WAFSOPSG/3, Third Meeting of the International Airways Volcano Watch Operations Group –IAVWOPSG/3, Fourteenth Meeting of the CAR/SAM Regional Planning and Implementation Group - GREPECAS/14 and the Secretariat.

d) **Originator’s reasons for amendment:**

1. The Third Meeting of the WAFS Operations Group (WAFSOPSG/3), reviewed the regional procedures related to world area forecast system (WAFS) and agreed, under Conclusion 3/2, to propose amendments to the WAFS related to these procedures in the ANP/FASID, which would render them compatible with *Annex 3 – Meteorological Service for International Civil Aviation* provisions by eliminating the formal requirements for significant weather (SIGWX) forecasts in T4 chart form. In view of the continuation of the provision of SIGWX forecasts in the PNG chart form, as a back-up, it was agreed to reflect this in a note to the regional procedures.

2. The Third Meeting of the IAVW Operations Group, reviewed the IAVW-related regional procedures contained in the air navigation plan Basic (ANP)/facilities and services implementation document (FASID) and agreed, under Conclusion 3/2, on the inclusion of ICAO location indicators in FASID Table MET 3B, grouped together by States and by ICAO Region, as well as on proposals for amendment to be compatible with *Annex 3 – Meteorological Service for International Civil Aviation* provisions with the elimination of SIGMET projection for volcanic ash and tropical cyclones.

3. The Fourteenth Meeting of GREPECAS reviewed FASID Table MET 1A – Meteorological service required in CAR/SAM FASID aerodromes and agreed, under Conclusion 14/22, to delete columns 6 (“areas of coverage of charts”) and 7 (“AFTN routing areas”) in view they are redundant and do not reflect a RAN agreement and are no longer relevant since global WAFS forecasts and OPMET data is being provided through ISCS and SADIS broadcasts.

4. The Group also reviewed OPMET exchange requirements for the operations of FASID Table MET 2A and aware that Annex 1 to SADIS User Guide provides a global list of requirements for METAR/SPECI and TAF to be disseminated by the aeronautical fixed service (AFS), applicable to both the ISCS and the SADIS, agreed, under Conclusion 14/24, that for inter-regional exchange there is no need to repeat the database in the CAR/SAM Basic ANP/FASID, and that a simple link (e.g. a URL) added to the global database below the title of Table MET 2A of CAR/SAM FASID would suffice, while a new table could be added for regional exchange (CAR/SAM).

5. In addition, GREPECAS agreed, under Conclusion 14/26, to delete FASID Table MET 2B since if Annex 3 Standard 1.2.2 is implemented, it may be assumed that all States receive SIGMETs worldwide.

e) **Date proposed for implementation:**

After the approval of the President of the ICAO Council, on behalf of the Council.

f) **Proposal circulated to the following States/Territories and Organizations:**

Anguilla (R.U.)	Nicaragua
Antigua and Barbuda	Netherlands Antilles
Argentina	Netherlands, K. of the
Aruba (K. of the Netherlands)	Panama
Bahamas	Paraguay
Barbados	Peru
Belize	Portugal
Bermuda (UK)	Puerto Rico (United States)
Bolivia	Saint Kitts and Nevis
Brazil	Saint Lucia
Canada	Saint Vincent and the Grenadines
Canary Islands (Spain)	Senegal
Cape Verde	South Africa
Cayman Islands (UK)	Spain
Chile	Suriname
Colombia	Trinidad and Tobago
Costa Rica	Turks and Caicos Islands (UK)
Cuba	United Kingdom
Dominica	United States
Dominican Republic	Uruguay
Ecuador	Virgin Islands (UK)
French Antilles (France)	Virgin Islands (United States)
France	Venezuela
French Guiana	
El Salvador	Brasilia OPMET data bank (Brazil)
Gambia	Vienna OPMET data bank (Austria)
Ghana	ISCS (United States)
Grenada	SADIS (United Kingdom)
Guatemala	
Guyana	International organizations:
Haiti	
Honduras	IATA
Italy	IFALPA
Jamaica	WMO
Mexico	
Montserrat (UK)	COCESNA

g) **Comments by the Secretariat:**

The Secretariat supports the proposed amendment to Part VI - MET of the CAR/SAM ANP (Doc 8733), Vol I, Basic, as a follow-up to WAFSOPSG/3 Conclusion 3/2, IAVWOPSG/3 Conclusion 3/2 and GREPECAS/14 Conclusions 14/22, 14/24 and 14/26 a).

## Part VI

# METEOROLOGY (MET)

## Basic

### INTRODUCTION

1. This part of the CAR/SAM Basic Air Navigation Plan contains elements of the existing planning system and introduces the basic planning principles, operational requirements and planning criteria related to aeronautical meteorology (MET) as developed for the CAR/SAM Regions and considered to be the minimum necessary for effective planning of MET facilities and services. A detailed description/list of the facilities and/or services to be provided by States in order to fulfill the requirements of the Basic ANP is contained in the CAR/SAM Facilities and Services Implementation Document (FASID). During the transition and pending full implementation of the future CNS/ATM systems, it is expected that the existing requirements will gradually be replaced by the new CNS/ATM related requirements. Further, it is expected that some elements of the CNS/ATM systems will be subject to amendment, as necessary, on the basis of experience gained in their implementation.

2. The Standards, Recommended Practices and Procedures to be applied are contained in Annex 3 C *Meteorological Service for International Air Navigation*.

3. Background information of importance in the understanding and effective application of the plan is contained in the *Report of the Third Caribbean/South American Regional Air Navigation Meeting* (Doc 9749), supplemented by information appropriate to the CAR/SAM Regions which is contained in the reports of the other regional air navigation meetings.

4. RAN meeting recommendations or conclusions, CAR/SAM Regional Planning and Implementation Group (GREPECAS) conclusions and ICAO operations groups conclusions shown in brackets below a heading indicate the

origin of all paragraphs following that heading. RAN Meeting Recommendations or conclusions, GREPECAS conclusions and ICAO operations groups conclusions shown in brackets below a paragraph indicate the origin of that particular paragraph.

### **METEOROLOGICAL SERVICE REQUIRED AT AERODROMES AND REQUIREMENTS FOR METEOROLOGICAL WATCH OFFICES** (FASID Tables MET 1A and MET 1B).

5. The service to be provided at international aerodromes listed in the Appendix to Part III of the Basic CAR/SAM ANP is set out in FASID Table MET 1A. [CAR/SAM/3, Rec. 7/7]

6. The service to be provided for flight information regions (FIRs), upper flight information regions (UIRs), control areas (CTAs) and search and rescue regions (SRRs) is set out in FASID Table MET 1B. [CAR/SAM/3, Rec. 7/7]

7. Hourly routine observations should be made at all aeronautical meteorological stations, to be issued as local routine reports and METAR, together with special observations to be issued as local special reports and SPECI. [GREPECAS Conclusion 13/31 a)]

8. Aerodrome forecasts should be issued as TAF normally at intervals of 6 hours, with the period of validity beginning at one of the main synoptic hours (00, 06, 12, 18 UTC). The period of validity should be of 24 hours duration, to meet the requirements indicated in FASID Table MET 1A. The filing time of the forecasts should be approximately two hours before the start of the period of validity. [GREPECAS Conclusion 12/65]

9. The forecast maximum and minimum temperature together with their respective times of occurrence should be included in TAF for certain aerodromes as agreed between the meteorological authorities and the operators concerned. [GREPECAS Conclusion. 13/31 a)]

10. Trend forecasts should be provided at the aerodromes as indicated in FASID Table MET 1A. [CAR/SAM/3, Rec. 7/7]

11. Meteorological service should be provided on a 24-hour basis, except as otherwise agreed between the meteorological authority, the air traffic services authority and the operators concerned. [CAR/SAM/3, Rec. 7/7]

12. At aerodromes with limited hours of operation, METAR should be issued at least [1] hour prior to the aerodrome resuming operations to meet pre-flight and in-flight planning requirements for flights due to arrive at the aerodrome concerned as soon as it is opened for use. Furthermore, TAF should be issued with adequate periods of validity so that they cover the entire period during which the aerodrome is open for use. [GREPECAS Conclusion 13/31 a)]

13. When a meteorological watch office (MWO) is temporarily not functioning or is not able to meet all its obligations, its responsibilities should be transferred to another MWO and a NOTAM should be issued to indicate such a transfer and the period during which the office is unable to fulfil all its obligations. [CAR/SAM/3, Rec. 7/7]

14. Details of the service provided should be indicated in Aeronautical Information Publications in accordance with the provisions of Annex 15. [CAR/SAM/3, Rec. 7/7]

15. As far as possible, English should be among the languages used in meteorological briefing and consultation. [CAR/SAM/3, Rec. 7/7]

16. FASID Tables MET 1A and MET 1B should be implemented as soon as possible, in the understanding that only those parts of the briefing and documentation called for in column 7 of FASID Table MET 1A that are required for current operations need to be available, and that the implementation of new MWO or changes to the area served by existing MWO indicated in FASID Table MET 1B, columns 1 and 3 respectively, should take place coincidentally with the implementation of, or changes to, the FIR/UIR/CTA/ SRR concerned.

[CAR/SAM/3, Rec. 7/7]

### AIRCRAFT OBSERVATIONS AND REPORTS (FASID Table MET 1B)

17. The meteorological authority should adopt the approved list of ATS/MET reporting points, as it relates to points located within and on the boundaries of the FIR for which the State is responsible. Those ATS/MET reporting points should be published in the Aeronautical Information Publication (AIP), under GEN 3.5.6 C *Aircraft reports*, of the State concerned. [CAR/SAM/3 Rec. 7/13]

*Note. C The approved list of ATS/MET reporting points is published and kept up to date by the ICAO Regional Offices concerned, on the basis of consultations with ATS and MET authorities in each State and the provisions of Annex 3 in this respect.*

18. The meteorological watch office (MWO) designated as the collecting centre for air-reports received by voice communications within the FIR/UIR for which they are responsible, is shown in FASID Table MET 1B, Column 1. [CAR/SAM/3 Rec. 7/13]

### SIGMET AND AIRMET INFORMATION (FASID Tables MET 3A, MET 3B and MET 3C)

~~19. The period of validity of SIGMET messages should not exceed 4 hours. In the special case of SIGMET messages for volcanic ash cloud and tropical cyclones, the validity period should be extended up to 6 hours and an outlook should be added giving information for an additional period of up to 12 hours, concerning the trajectory of the volcanic ash cloud and positions of the centre of the tropical cyclone, respectively. [IAVWOPSG, Conclusion 1/1]~~

~~2019. In order to assist MWOs in the preparation of the outlook included in SIGMET messages for tropical cyclones, †Tropical cyclone advisory centre (TCAC) Miami has been designated to prepare the required advisory information and disseminate it to the MWOs concerned in the CAR/SAM Regions. FASID Table MET 3A sets out the area of responsibility, the periods of operation of the TCAC and the MWOs to which the advisory information should be sent. Advisory information should be issued for those tropical cyclones in which the surface wind speed averaged over 10 minutes is expected to equal or exceed 63 km/h (34 kt). [GREPECAS, Conclusion 10/41 e) IACWOPSG Conclusion 3/2]~~

~~210. In order to assist MWOs in the preparation of the~~

~~outlook included in SIGMET messages for volcanic ash.~~  
 †Volcanic ash advisory centres (VAACs) Buenos Aires and Washington have been designated to prepare ~~the required~~ advisory information ~~and disseminate it to MWOs and ACCs concerned following notification/detection of the ash cloud.~~ FASID Table MET 3B sets out the area of responsibility of the VAACs, and the MWOs and ACCs to which the advisory information should be sent.  
 [IAVWOPSG, Conclusion 43/42]

221. In order for the VAACs to initiate the monitoring of volcanic ash from satellite data and the forecast of volcanic ash trajectories, MWOs should notify the relevant VAAC immediately on receipt of information that a volcanic eruption has occurred or volcanic ash has been observed in the FIR for which they are responsible. In particular, any special air-reports of pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud, received by MWOs should be transmitted without delay to the VAAC concerned. Selected State volcano observatories have been designated for direct notification of significant pre-eruption volcanic activity, a volcanic eruption and/or volcanic ash in the atmosphere to their corresponding ACC, MWO and VAAC. FASID Table MET 3C sets out the selected State volcano observatories and VAACs, MWOs and ACCs to which the notification should be sent by the observatories.  
 [IAVWOPSG, Conclusion 1/1, Conclusion 2/2]

232. AIRMET messages are not required to be issued by MWOs.  
 [CAR/SAM/3, Rec. 7/7]

### EXCHANGE OF OPERATIONAL METEOROLOGICAL INFORMATION (FASID Tables MET 2A and MET 2B)

#### *International OPMET data banks*

243. The International OPMET data banks in Brasilia Washington have been designated to serve States in the CAR/SAM Regions to access OPMET information, which is required but not received.  
 [GREPECAS Conclusion. 13/31 a)]

#### *Exchange of —METAR, SPECI and TAF*

254. Availability of OPMET information (METAR, SPECI and TAF) required in ISCS and SADIS is included in FASID Table MET 2A.

25 METAR, SPECI and TAF which should be available at CAR/SAM meteorological offices, area control centres

and flight information centres is contained in FASID Table MET 2AB. ~~These tables~~ should be updated, as necessary, by the ICAO Regional Offices concerned on the basis of changes in the pattern of aircraft operations and in accordance with the Statement of Basic Operational Requirements and Planning Criteria, in consultation with those States and international organizations directly concerned.  
 [CAR/SAM/3, Rec. 8/3 GREPECAS, Conclusion 14/24]

26. The exchanges indicated in FASID Table MET 2AB should be implemented as soon as possible to meet the requirements of current aircraft operations. The availability at meteorological offices of the required OPMET information should be reviewed continuously. Any changes in this respect (i.e. additional OPMET information needed or OPMET information no longer required) should be notified to the corresponding meteorological authority which, in turn, should amend its corresponding address lists and inform the ICAO Regional Offices.  
 [CAR/SAM/3, Rec. 8/3 GREPECAS, Conclusion 14/24]

#### *Exchange of SIGMET information and air-reports*

~~—27. The exchange requirements for SIGMETs and special air-reports are contained in FASID Table MET 2B. This table should be updated, as necessary, by the ICAO Regional Offices concerned on the basis of changes in the pattern of aircraft operations, and in accordance with the Statement of Basic Operational Requirements and Planning Criteria, and in consultation with those States and international organizations directly concerned.~~  
 [CAR/SAM/3, Rec. 8/3]

28. Each MWO should arrange for the transmission to all aerodrome meteorological offices within its associated FIR of its own SIGMET messages and relevant SIGMET messages for other FIRs, as required for briefing and, where appropriate, for flight documentation.  
 [CAR/SAM/3, Rec. 7/7]

~~—29. Each MWO should arrange for the transmission to its associated ACC/FIC of SIGMET messages and special air-reports received from other MWOs.~~  
 [CAR/SAM/3, Rec. 7/7]

~~—30. Each MWO should arrange for the transmission of routine air-reports received by voice communications to all meteorological offices within its associated FIR. Special air-reports which do not warrant the issuance of a SIGMET should be disseminated by MWO in the same way as SIGMET messages, in accordance with FASID Table MET 2B.~~  
 [CAR/SAM/3 Rec. 7/13]

**WORLD AREA FORECAST SYSTEM (WAFS)**

(FASID Tables MET 5, MET 6 and MET 7)

~~3127.~~ FASID Table MET 5 sets out the CAR/SAM Regions requirements for WAFS forecasts to be provided by WAFS Washington.  
[WAFSOPSG, Conclusion 1/2]

~~32.~~ ~~The levels for which forecasts of SIGWX in chart form are to be provided by the WAFS Washington and the areas to be covered by these charts are indicated in FASID Table MET 5.~~  
~~[WAFSOPSG, Conclusion 1/2]~~

~~Note.—WAFSs will continue to issue forecasts of SIGWX in chart form until 30 November 2006.~~

~~3328.~~ FASID Table MET 6 sets out the responsibilities of WAFSs London and Washington for the production of WAFS forecasts. For back-up purposes, each WAFS should have the capability to produce WAFS forecasts for all the required areas of coverage.  
[WAFSOPSG, Conclusion 1/2]

~~34.~~ ~~The projection of the WAFS forecasts in chart form and their areas of coverage should be as indicated in FASID Charts MET 4, MET 5 and MET 6 associated with FASID Table MET 6; their scale should be  $1:20 \times 10^6$ , true at  $22.5^\circ$  in the case of charts in the Mercator projection, and true at  $60^\circ$  latitude in the case of charts in the polar stereographic projection.~~  
~~[WAFSOPSG, Conclusion 1/2]~~

~~Note.—WAFSs will continue to issue forecasts of SIGWX in chart form until 30 November 2006.~~

~~3529.~~ WAFS products should be disseminated by WAFS Washington using the international satellite communications system (ISCS1) covering the reception area shown in FASID Chart CNS [4].  
[WAFSOPSG, Conclusion 2/2]

~~36.~~ ~~The amendment service to the SIGWX forecasts issued by WAFSs London and Washington should be by means of amended BUFR files disseminated through ISCS1.~~  
~~[WAFSOPSG, Conclusion 1/2]~~

~~3730.~~ Each State should make the necessary arrangements to receive and make full operational use of WAFS products disseminated by WAFS Washington. FASID Table MET 7 lists the authorized users of the ISCS1 satellite broadcast in the CAR/SAM Regions and location of the operational VSATs.  
[WAFSOPSG, Conclusion 1/2]