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国际民用  
航空组织

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19 October 2007

To: Mr. Vincent Carmigniani, Directeur Regional a.i. de l'Aviation Civile aux Antilles et en Guyane  
cc: Mr. Philippe Guivarc'h, 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. Dominique Dago, Chef du Service Meteorologique de Guyane  
cc: Mrs. Bhaleka Seulall, Chief Hydrometeorological Officer (ag), Guyana  
cc: Mr. Cornelis R. Becker, Director, Meteorological Service

Mr. Carlos Casaccia, Director, WMO Regiona Office, The Americas  
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: Approval of Proposal for amendment of the ICAO CAR/SAM Air Navigation Plan (Doc 8733), Volume I, Basic ANP (Serial No. SAM 07/02-MET)**

Dear Sir,

I have the honour to inform you that the President, on behalf of the Council, approved on 11 October 2007, the attached proposal for amendment of the ICAO CAR/SAM Air Navigation Plan (Doc 8733), Volume I, Basic ANP, Serial No. SAM 07/2-MET.

The material concerned will be implemented as soon as practicable.

The approved amendment will be incorporated in the next consolidates amendment to be issued to the CAR/SAM Air Navigation Plan.

Likewise, please be informed that the referred amendment has been placed at ICAO SAM Office website: [www.lima.icao.int](http://www.lima.icao.int), under eDocuments, MET, State Letters.

Accept, Sir, the assurances of my highest consideration.



**Jose Miguel Ceppi**  
**Regional Director**  
**South American Office**  
**Lima**

## 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 Table MET 1B should be implemented as soon as possible, in the understanding that the implementation of a 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. Tropical cyclone advisory centre (TCAC) Miami has been designated to prepare advisory information. 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.. [IACWOPSG Conclusion 3/2]

20. Volcanic ash advisory centres (VAACs) Buenos Aires and Washington have been designated to prepare advisory information. 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 3/2]

21. 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 2/2]

22. 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***

23. 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***

24. 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 2B. Those 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.

[GREPECAS, Conclusion 14/24]

26. The exchanges indicated in FASID Table MET 2B 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.

[GREPECAS, Conclusion 14/24]

### **WORLD AREA FORECAST SYSTEM (WAFS)**

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

27. FASID Table MET 5 sets out the CAR/SAM Regions requirements for WAFS forecasts to be provided by WAFC Washington.

[WAFSOPSG, Conclusion 1/2]

28. FASID Table MET 6 sets out the responsibilities of WAFCs London and Washington for the production of WAFS forecasts. For back-up purposes, each WAFC should have the capability to produce WAFS forecasts for all the required areas of coverage.

[WAFSOPSG, Conclusion 1/2]

29. WAFS products should be disseminated by WAFC Washington using the international satellite communications system (ISCS1) covering the reception area shown in FASID Chart CNS [4].

[WAFSOPSG, Conclusion 2/2]

30. Each State should make the necessary arrangements to receive and make full operational use of WAFS products disseminated by WAFC 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]