



ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

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*Workshop on the Implementation  
of the Amendment 82 to Chicago  
Convention and the PANS-MET*

*(Praia, Cabo Verde, 30 March – 3 April 2026)*



# Session 1: ICAO regulatory framework related to MET

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## PPT1.2. - Amendment 82: Background, Scope and Date of Applicability

*ICAO, WACAF Office*

# Overview

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# Introduction

- ICAO develops **Standards and Recommended Practices (SARPs)** to ensure safe, consistent and efficient international air transport.
- **SARPs are published in 19 annexes** to the Chicago Convention.
- **Annexes are subject to periodic amendments** that constitute technical or organizational changes to the SARPs.
- Each amendment goes through the stages of **adoption, effective entry into force and applicability.**



# Background of Amendment 82 to Annex 3 to the CC

- An air transport sector shaped by **evolving demands** for aviation meteorological services, including the **digitalization of information**, the integration of new/emerging data such as **space weather** and volcanic ash advisories, and the **modernization of information exchange systems**.

*Divisional Meteorological Meeting, Montreal 2014: Rec. 5/2 – calling for the establishment of an appropriate ICAO group, in close coordination with WMO, to undertake a restructuring of Annex 3 to the Chicago Convention, with a view to:*

- a) Maintain in ANNEX 3 the provisions containing "REQUIREMENTS"; and*
  - b) Transfer the provisions relating to "MEANS OF COMPLIANCE" to a new document entitled PROCEDURES FOR AIR NAVIGATION SERVICES – METEOROLOGY(PANS-MET).*
- **ICAO Air Navigation Commission, (ANC 197-5):** established and tasked the Panel of Experts on Meteorology (METP), to develop concepts and provisions for aeronautical meteorological services.

## Restructuring of the A3 and Creation of the PANS-MET

Meteorology Panel (METP/5)



**Restructured Annex 3 developed:** To contain only **organizational and technical requirements**, expected to be relatively stable over time(1).

**New procedures for air navigation services — Meteorology(PANS-MET) :** Include all provisions that can be qualified as **means of compliance** (mainly in the form of technical specifications), evolving more rapidly (2)

The Meteorological Expert Group (METP) has developed the restructured Annex 3 and the new PANS-MET to *facilitate the transition of the provision of aeronautical meteorological information from a "product-based" to an "information-based environment"* as part of a system-wide information management system (SWIM), and to evolve the provision of aeronautical meteorological services according to the Global Air Navigation Plan (GANP).

# Scope of Amendment 82 to the Annex 3 to the CC

- 231st Council Session, 18 March 2024: Adoption of Amendment 81 to ICAO Annex 3 with an entry into force date of 22 July 2024 and an application date of 28 November 2024.
- The 81st Amendment to the A3: contains a generic recommended practice regarding the provision of weather information via information services.
- Amendment 82 concerned the:
  - a) *Restructuring of the Annex3*
    - The text of the annex is reorganized **to keep the "SARPs" in the A3 and to transfer the "MEANS OF IMPLEMENTATION" to the New Procedures for Air Navigation - Meteorology (PANS-MET).**
  - a) *Introduction/Strengthening of Key Services*
    - **Space Weather Information Services (SWIS):** Formal integration into SARPs.
    - **International Airways Volcano Watch (IAVW):** updated provisions for volcanic ash information.
    - **World Area Forecast System (WAFS)**
    - **ICAO Meteorological Information Exchange Model (IWXXM).**

# Scope of Amendment 82 to the Annex 3 to the CC

- **Amendment 82 concerned the:**

- .....

- c) Clarification of definitions**

- **Meteorological Authority:** clarified and specified as "Meteorological Administration". **An entity procuring meteorological assistance to international air navigation on behalf of a Contracting State, and providing the regulation and supervision of such assistance."**
      - **Introduction of the definition of "Meteorological Service Provider" defined as "Competent entity designated to provide meteorological assistance to international air navigation on behalf of a Contracting State.**

*This definition was introduced to distinguish the MET services regulatory authority from the operational entities providing MET services.*



# Reminder: The process for amendment

- **Adoption is the final act** of a long process involving experts, the ANC, and Member States.
- All ICAO Member States are all **formally consulted twice** on proposals reviewed by the ANC.
- Adoption by the Council as **per the Chicago Convention**.
- Amendments are presented by **Annex or PANS** but often have been constructed across Annexes.



## SARP Making

# Reminder: effective date and applicability date

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- **Effective date:** the date when the provision becomes legal, and the end of the **disproval** period.
- **Applicability date:** the provision is in use as an **international standard**.
- **Time between Effective Date and Applicability Date** = Time for the Member States to implement.
- Member States **to promulgate in their national law and regulations.**
- **Filing of difference (FOD)** possible for Member States differences.

# Key dates of Amendment 82 to A3

- *Adopted by the ICAO Council: 2 April 2025.*
- *Effective Date: August 4, 2025.*
  - Date on which the said amendment shall take effect, **with the exception of any Party in respect of which a majority of the Contracting States have made known their disapproval before that date.**
  - States were invited to notify, **by 27 October 2025**, compliance and possible differences, and to this end, to consider using the electronic difference reporting system (EFOD).
- *Main date of application: 27 November 2025.*
  - “Applicable” means that it **shall be** implemented by the Contracting States **and adopted** in their national regulations.
- *Specific applicability for quantitative information on volcanic ash: November 26, 2026.*

## In summary, AMD 82 to A3: Origin & Purpose

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject</i>	<i>Dates:</i> <ul style="list-style-type: none"> <li>• <i>Adoption/Approval</i></li> <li>• <i>Effective</i></li> <li>• <i>Application</i></li> </ul>
<b>82</b>	Fifth meeting of the Group of Experts on Meteorology (METP/5)	a) Restructuring of Annex 3, Space Weather Information Services, Volcano Watch along International Airways (IAVW), ICAO Meteorological Information Exchange Model (IWXXM), Global Area Forecast System (SMPZ), Amendment of the definition of meteorological administration to clarify it and inclusion of a new definition for the term meteorological assistance provider;  b) Quantitative volcanic ash information (QVA) as of November 26, 2026.	<ul style="list-style-type: none"> <li>• <b>April 2, 2025</b></li> <li>• <b>August 4, 2025</b></li> <li>• <b>November 27, 2025</b></li> <li>• <b>November 26, 2026 (QVA)</b></li> </ul>

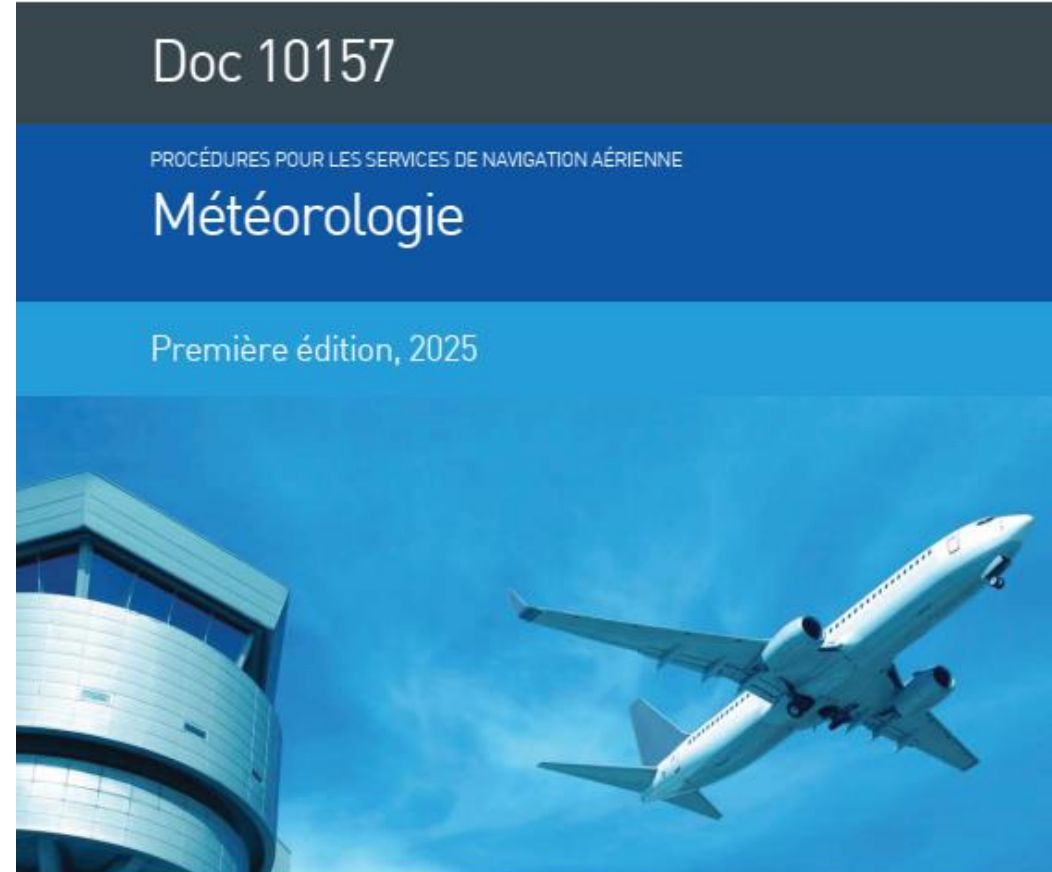


OACI

# 1st Procedures for Air Navigation Services — Meteorology (PANS-MET, Doc 10157)

Key dates:

- Adopted by the ICAO Council:  
2 April 2025
- Date of application:  
27 November 2025



La première édition du Doc 10157 a été approuvée par Le Président du Conseil de l'OACI au nom du Conseil le 2 avril 2025 et sera applicable à partir du 27 novembre 2025.

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- The implications of Amendment 82 relate to **regulatory compliance and operational implementation**, including:
  - **Updating national regulatory frameworks** (regulations, orders, AIPs, etc.).
  - **Updating MET operating procedures** (SOPs);
  - **Adaptation of meteorological information exchange systems** to digital formats (e.g. ICAO's IWXXM model).
  - **Capacity building** in training, quality management and meteorological services.

## Amendment 82 to Annex 3 to CC:

- **Is a major step in the modernization** of aviation weather services;
- **Responds to the evolving operational needs** of international air transport in terms of meteorological information;
- **Integrates new digital services and formats** and encourages States to adopt strong national frameworks to ensure the safety and efficiency of international air navigation.



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Thank You!