



(Lima, Peru, from 18 to 22 September 2017)

**Agenda Item 3: Review of Project H4 – OPMET Exchange**

**Information on en-route severe phenomena**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper presents a review of en-route severe weather phenomena and the need for regional coordination to issue coherent information.	
<b>References:</b>	
<ul style="list-style-type: none"><li>• Annex 3 – <i>Meteorological Service for International Civil Aviation</i></li><li>• Annex 10 – <i>Aeronautical Telecommunications</i></li><li>• Guide for the preparation and transmission of OPMET information in the CAR/SAM Regions</li><li>• Doc 10045 - Report of MET/Divisional Meeting (2014) – (MET/DIV/14)</li></ul>	
<b>ICAO strategic objectives:</b>	<i>A - Safety</i> <i>B – Air navigation capacity and efficiency</i>

**1. Introduction**

1.1 Annex 3, in its Chapter 3, paragraph 3.4, stipulates that Meteorological Watch Offices (OVM, WMO) should keep meteorological watch over all the FIR under their responsibility.

1.2 In the Guide for the preparation and transmission of OPMET information, guidelines, formats and distribution lists of OPMET messages in the CAR/SAM Regions are provided.

1.3 The MET Divisional Meeting (MET/DIV/14) analyzed the problems related to en-route weather phenomena information.

**2. Analysis**

2.1 Annex 3 indicates in Chapter 3, paragraph 3.4, that MWOs should prepare and issue SIGMET and AIRMET to warn on en-route adverse conditions to air traffic units and other users. These messages should contain information on turbulences, icing, volcanic eruptions, release of radioactive material, among others.

2.2 MET Divisional Meeting, 2014, when reviewing the establishment of Regional Hazardous Weather Advisory Centres (RHWAC), observed that the absence of information on en-route hazardous phenomena in certain FIRs.

2.3 When analyzing several SIGMETs issued for a same phenomenon, but affecting several FIRs, sometimes inconsistencies have been noted in the information of the affected areas and differences of top levels.

2.4 The METP/2 analyzed this situation since inconsistent information across flight information region (FIR) boundaries, insufficient granularity of forecasts, excessive forecast latencies, and other deficiencies that exist over many parts of the world still continue. In this sense, METP/2 formulated Decision 4/5 including in its current work plan guidelines for the provision of a globally consistent en-route meteorological information system, based on phenomena.

2.5 Considering the current technology facilities, the Meeting could review the development of procedures to coordinate between Meteorological Watch Offices, the monitoring of en-route hazardous meteorological phenomena, mainly when various FIRs are affected at the same time, in order that the information provided to the user is seamless, uniform and without inconsistencies in the boundaries of the FIRs involved.

### 3. **Discussion**

3.1 The Meeting should consider that the issuance of SIGMETs and AIRMETs is one of the fundamental functions of meteorological watch offices, and is an essential information to collaborate with safety.

3.2 States should make all the efforts in order that the information on en-route hazardous phenomena is as consistent and uniform as possible in the FIR boundaries when the system affects several FIRs at the same time.

3.3 The information related to en-route hazardous phenomena should be presented as soon as possible in order to alert all airspace operators and users under the MWO watch.

### 4. **Suggested action**

4.1 The Meeting is invited to:

- a) take note of the information provided in this working paper;
- b) agree on actions related to the proposal of paragraph 2.5; and
- c) agree on other actions that may deem appropriate.