

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**CAR/SAM REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION GROUP**  
**(GREPECAS)**  
**FOURTH MEETING OF THE AERONAUTICAL METEOROLOGY SUBGROUP**  
**(AERMETSG/4)**

(Mexico City, 22 to 26 May 2000)

Agenda Item 9: **Commercial use of aeronautical meteorological information**

(Presented by the Member designated by Cuba)

**SUMMARY**

This Working Paper presents some criteria of the free use of meteorological information from not official sources that affect the effective cost recoveries of the aeronautical meteorological services and the necessity of taking actions by the international meteorological community.

**REFERENCES:**

- Annex 3 to the Convention on International Civil Aviation - Meteorological Service for international air navigation
- Doc 9161 - AT/24 of ICAO - Manual on economical aspects of the air navigation services
- Guide on costs recover of the aeronautical meteorological services, WMO-N° 904

**1. Introduction**

1.1 One of the main problems that face the aeronautical meteorological services in a large quantity of countries is the limitation of financial resources for carry out the assigned functions in a satisfactory way.

1.2 This limitation of financial resources produces absence of equipment and well-qualified personnel, which obstructs supply a service with the quality and precision that actually require the civil aviation.

## **2. Discussion**

2.1 The accelerated development that is carrying out in the area of the international civil aviation, with the introduction of the new ICAO CNS/ATM systems, require of meteorological information, forecasted or in real time, with a respectively high percent of fulfillment or accuracy. Its presentation and the way to put it in hands of the users shall satisfy its necessities.

2.2 The World Areas Forecast System (WAFS) permitted to rise considerably the quality of those forecasts and to homogenate the information given for the preparation of flight plans with a growing accuracy.

2.3 However, all of this valuable volume of information and the dizzy development of the automated systems of communication have permitted that this information be available in many sites, much of them at a very low cost.

2.4 The Internet is one of the most attractive way for the distribution of the meteorological information in the last year, where you can obtain the most of the products generated by WAFS and where also can access large quantity of independents users.

2.5 The meteorological services incur in some costs to acquire the necessary equipment that permit then to receive the information from de World Area Forecast Centers, to maintain then and the communication links, and also to train its personnel to process that information that has to be available to the users. However, many times it shall observe how other user obtained the same information, sometimes more attractive, and do not use the information that offers the meteorological service, except the local information. The air navigation safety could be seriously affected

2.6 A meteorological service that applies the recommendations from the ICAO and WMO documents, will has to face the disadvantage that its products are more expensive and less attractive that those obtained by the operator through another ways, so the problem is not only the cost recoveries.

## **3. Conclusions**

3.1 All the above mentioned is only one element that is proposed to the Members of the Subgroup to take into account, as part of the complexity of the item and remarkable affects in the cost recoveries of the meteorological services. The Meeting could take into account the elements mentioned here and propose the actions that considers appropriate.

## **4. Suggested action**

4.1 The Meeting is invited to:

- a) analyze the information contained en this Working Paper; and
- b) propose, if it is considered necessary, actions directed to regulate the use of meteorological information for air navigation from not official sources.