

**TENTH MEETING OF THE AERONAUTICAL METEOROLOGY
SUBGROUP****BUENOS AIRES, ARGENTINA, 19-23 OCTOBER 2009****REPORT BY CAPTAIN CHRISTIAN CARDOSO, ASPA DE MEXICO**

1. Mr. Carlos Roberto Salinas chaired the meeting as president of the AERMET Subgroup and the Secretariat in charge was Mrs. Nohora Arias, AERMET Subgroup Secretary and Aeronautical Meteorology Regional Officer of ICAO SAM office, assisted by Mr. Raul Romero, Aeronautical Meteorology Technical Officer, ICAO, Montreal and Dr. Enrique Camarillo, Aeronautical Meteorology Regional Officer of the ICAO NACC Office, Mexico. Three States of the CAR Region, ten States of the SAM Region, as well as IFALPA, attended the meeting.
2. The agenda of the meeting included the review of the actions taken by the Air Navigations Commission (ANC), by the CAR/SAM States/Territories/International Organizations and/or ICAO Secretariat concerning a draft Conclusions/Decisions formulated by the Ninth Meeting of the Aeronautical Meteorology Subgroup (AERMET SG/9 23-27 June 2008), as well as the corresponding conclusions adopted by GREPECAS/15(Rio de Janeiro, Brazil, 13-17 October 2008).
3. Twenty draft conclusions and decisions were reached in this meeting, and several working, information and discussion papers were created.
In order to improve OPMET information exchange and to increase the number of AIREP in the CAR/SAM region, the meeting agreed with the proposal of IFALPA to invite pilots to comply with the MANDATORY ATS/MET reporting points and with the air weather reports in general.
4. The meeting took note that the Next Generation Air Transport System (NextGen) developed by U.S. enables the safe, efficient, and reliable movement of large numbers of people and goods throughout the air transportation system and agreed in the convening of a meeting with the purpose of developing a list of possible MET requirements that support ATM for the CAR/SAM Region.
In order to develop a list of possible MET requirements that support ATM for the CAR/SAM Region, ICAO, in coordination with WMO, will conduct a seminar/workshop for the Region.
5. The meeting noted that traditionally the aviation weather services utilize weather information to address safety issues. Aviation weather services in the future, such as those being planned for NextGen and SESAR, will be incorporated as decision support tools used by ATM to address capacity and efficiency issues, in addition to safety.
6. In a final detailed resolution, MET will become an important key element for the short and medium term trajectory prediction. MET will be used either in planning or in changing the flight trajectory in the short term due to several factors including avoidance of weather hazards.

7. The meeting also took note that NextGen and SESAR plans will require MET data in four dimensions (space and time) for all phases of flight. WAFS has the potential to initially provide most of the required elements, at a global scale. Amendment 75 (effective Nov 2010) to Annex 3 makes for the provision of upper wind, temperature, geo-potential altitude, flight levels and temperature of tropopause, maximum wind, turbulence, icing and cumulonimbus cloud in gridded form. All the above elements will be provided in 4 dimensions (x,y,z,t) with a greater space and time (every 3 hours).
8. The draft version of the report of the Tenth Meeting of the Aeronautical Meteorology Subgroup (AERMETSG/10) will be available at ASPA offices in Mexico in both English and Spanish.
As soon as I get the final report I'll be sharing the information with IFALPA.