



Regular update of the air traffic management / air navigation services rules

RMT.0719 — SUBTASK 6

WHAT THIS OPINION IS ABOUT

This Opinion proposes to align Commission Implementing Regulation (EU) 2017/373 and Commission Implementing Regulation (EU) No 923/2012, and the acceptable means of compliance (AMC) and guidance material (GM) to these regulations with the latest Amendment 82 to the International Civil Aviation Organization (ICAO) Annex 3 and the new ICAO PANS-MET, while also addressing issues identified during European Union Aviation Safety Agency (EASA) standardisation activities, stakeholder proposals for amendment, and the need for simplification, clarification and regulatory and editorial consistency to support harmonised implementation.

The proposed regulatory material concerns mainly provisions in Annex I (Part-DEFINITIONS), Annex IV (Part-ATS) and Annex V (Part-MET). In addition, Appendix 5 'REQUIREMENTS REGARDING SERVICES IN AIR NAVIGATION' to Commission Implementing Regulation (EU) No 923/2012 concerning 'Special air-report of volcanic activity form (model VAR)' is proposed to be amended for regulatory consistency.

The proposed regulatory material is intended to support the safety and efficiency of aviation operations and improve the harmonisation in the provision of meteorological services at European Union level and globally.

REGULATION(S) INTENDED TO BE AMENDED

- [Commission Implementing Regulation \(EU\) 2017/373](#)
- [Commission Implementing Regulation \(EU\) No 923/2012](#)

ED DECISION TO BE AMENDED AFTER THE ADOPTION OF THE REGULATION

[ED Decision 2017/001/R -AMC & GM to Regulation \(EU\) 2017/373'](#)

AFFECTED STAKEHOLDERS

National competent authorities; ATM/ANS providers; aircraft operators; pilots; the Network Manager

WORKING METHODS

Development	Impact assessment(s)	Consultation
By EASA with external support	Light	Public — NPA

RELATED DOCUMENTS/INFORMATION

- [ToR RMT.0719 - Regular update of ATM/ANS rules \(IR/AMC/GM\) | EASA](#)
- [NPA 2025-05 - Regular update of the ATM/ANS rules | EASA](#)
- ICAO State Letter AN 10/1.1-25/24, Adoption of Amendment 82 to Annex 3
- ICAO State Letter AN 10/25.2-25/36, Approval of the new PANS-MET (Doc 10157)
- ICAO State Letter AN 13/2.1-25/15, Approval of Amendment 13 to the PANS-ATM (Doc 4444)
- ICAO State Letter AN 13/13.1-25/26, Adoption of Amendment 54 to Annex 11

PLANNING MILESTONES: Refer to Volume II of the latest EPAS edition.



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1. About this Opinion

1.1. How this regulatory material was developed

EASA identified the issues described in Chapter 2, and, after having assessed the impacts of the possible intervention actions, identified rulemaking as the most suitable intervention action for their resolution.

This rulemaking activity is included in the 2026 edition of Volume II of the European Plan for Aviation Safety (EPAS) for 2026¹ under Subtask 6 of Rulemaking Task (RMT) 0719.

EASA developed the regulatory material in question in line with Regulation (EU) 2018/1139² (the Basic Regulation) and the Rulemaking Procedure³, as well as in accordance with the objectives and working methods described in the Terms of Reference (ToR) for this RMT⁴.

When developing the regulatory material proposed with this Opinion, EASA received the support and advice of the Meteorology Expert Group (MET-EG). This Group assists EASA in the fulfilment of its activities and processes related to meteorology in aviation, including rulemaking. The EASA MET-EG is composed of 23 experts nominated by the relevant EASA Member States, industry stakeholders, international organisations, air navigation service providers' (ANSPs) associations and professional organisations.

The draft regulatory material was publicly consulted in accordance with the ToR for this RMT through NPA 2025-05⁵. EASA reviewed the comments received and duly considered them for the preparation of the regulatory material presented with this Opinion. The related Comment-Response Document (CRD) 2025-05, published concurrently with this Opinion, provides detailed responses to the comments received and explains how they were addressed.

Consultations included the public consultation on NPA 2025-05 as well as dedicated discussions with EASA advisory bodies, including the ATM/ANS TeB and the Air OPS TeB..

EASA publishes also, for information purposes only, the draft AMC and GM, which are intended to be issued to support the implementation of the Regulations proposed in this Opinion once they are published in the Official Journal of the European Union.

¹ [European Plan for Aviation Safety \(EPAS\) 2026 - 15th edition | EASA](#)

² Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1, <http://data.europa.eu/eli/reg/2018/1139/oj>).

³ EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 01-2022 of 2 May 2022 on the procedure to be applied by EASA for the issuing of opinions, certification specifications and other detailed specifications, acceptable means of compliance and guidance material ('Rulemaking Procedure'), and repealing Management Board Decision No 18-2015 ([EASA MB Decision No 01-2022 on the Rulemaking Procedure, repealing MB Decision 18-2015 \(by written procedure\) | EASA \(europa.eu\)](#)).

⁴ [ToR RMT.0719 - Regular update of ATM/ANS rules \(IR/AMC/GM\) | EASA](#)

⁵ [NPA 2025-05 - Regular update of the ATM/ANS rules | EASA](#)



1.2. The next steps

The Opinion is submitted to the European Commission which, based on the Opinion's content, shall decide whether to adopt the amendments to the EU Regulations as proposed in the Opinion.

Following the adoption and issuance of the amending Regulations proposed with this Opinion, EASA will issue a decision with the related AMC and GM supporting the implementation of those Regulations. When issuing this decision, EASA will also provide feedback to the commentators and information to the public on who engaged in the process and/or provided comments on the draft AMC and GM during the consultation, which comments were received, how such engagement and/or consultation was used in rulemaking, and how the comments were considered.



2. In summary — why and what

2.1. Why we need to act

The need for the maintenance of Implementing Regulation (EU) 2017/373⁶ is triggered by a variety of factors, such as the necessity to ensure consistency amongst developing interrelated EU and/or ICAO regulatory frameworks, the introduction of new technologies and operational concepts, the acquisition of experience from the implementation and oversight of the applicable rules, the need to address identified safety issues and the consideration, after a thorough assessment, of stakeholder feedback and proposals. It is therefore necessary to perform regular reviews to ensure safe aviation operations and regulatory consistency in Implementing Regulation (EU) 2017/373. Taking into consideration the above, this Opinion proposes amendments to the MET-related rules in that Regulation.

2.1.1. Description of the issue

The lack of harmonised meteorological services could have detrimental effects, especially for aircraft operators and pilots, who would be obliged to operate while taking into consideration different meteorological products across regions. This would lead to differing practices, resulting in additional workload and effort at the organisational and operational levels, and uncertainty in the meteorological information and products, which could in turn generate safety risks.

2.1.2. Who is affected by the issue

The issues affect the following groups:

- competent authorities,
- ATM/ANS providers, particularly meteorological services providers (MET ANSPs) and ATS providers,
- volcano observatories,
- the EUROCONTROL Network Manager,
- pilots and aircraft operators.

2.1.3. How the issue could develop

If the issue referred to in Section 2.1.1 is not addressed in a timely manner, Regulation (EU) 2017/373, would not be aligned with the corresponding ICAO Standards and Recommended Practices (SARPs) and PANS provisions, thus generating differences in the meteorological services provided within the EU compared with the standards set globally.

The proposed amendments, aiming to ensure simplification, clarification and regulatory consistency, provide uniform interpretation and should facilitate both the implementation by the stakeholders affected as well as the appropriate oversight by the competent authorities. Without their introduction,

⁶ Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1, http://data.europa.eu/eli/reg_impl/2017/373/oj).



the actual uncertainty would be perpetuated and result in additional burden and a lack of harmonisation in service provision and oversight.

2.1.4. Conclusion on the need for rulemaking

EASA concluded that an intervention was required and that amendments to Regulation (EU) 2017/373 and to the associated AMC and GM are necessary to effectively address the issue described in Section 2.1.

Consequential amendments to Regulation (EU) No 965/2012⁷ and associated AMC and GM are planned to be introduced through RMT.0392, in order to ensure consistency among the rules.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. The regulatory material presented here is expected to contribute to achieving these overall objectives by addressing the issue described in Section 2.1.

More specifically, with the regulatory material presented here, EASA intends to:

- establish an adequate level of harmonisation throughout the EU;
- ensure that the ATM/ANS regulatory framework remains in line with the changing EU and global regulatory and operational context;
- remove regulatory ambiguity and enhance legal certainty and enforceability; and
- ensure proportionate and cost-efficient rules.

2.3. How we want to achieve it — overview of the proposed amendments

Proposed amendments to Regulation (EU) 2017/373

The structure of the amending regulation is described in Chapter 4.

Annex I (Part-DEFINITIONS)

Some new definitions are proposed to be inserted, stemming from ICAO Annex 3 and PANS-MET and concerning terms that are already used in Regulation (EU) 2017/373. These new definitions concern ‘international airways volcano watch’ (IAVW), ‘space weather information service’ (SWIS) and ‘volcano observatory notice for aviation’ (VONA). The definitions of ‘space weather centre’ (SWXC) and ‘volcano observatory’ are proposed to be amended.

Annex III (Part-ATM/ANS.OR)

Editorial changes, only format adjustments, are proposed to point ATM/ANS.OR.A.060.

⁷ Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1, <http://data.europa.eu/eli/reg/2012/965/oj>).



Annex IV (Part-ATS)

Point ATS.OR.120 is amended to align with ICAO Annex 11 Amendment 54, by changing the terminology used from 'NOTAM and SIGMET messages' to 'NOTAM and SIGMET information'. The title of point ATS.TR.325 title is amended for alignment with ICAO Doc 10157 'PANS-MET' point 10.3. In addition, a reference to the regional air navigation agreement is added to the requirement.

Annex V (Part-MET)**Regulatory amendments proposed to transpose Amendment 82 to ICAO Annex 3**

The following amendments to Annex V (Part-MET) are proposed.

- The introduction, subject to determination by the competent authority, of the obligation for volcanic ash advisory centres (VAACs) to issue forecasts of quantitative volcanic ash (QVA) concentration information for significant volcanic ash cloud. These proposed technical requirements on QVA for VAACs are defined in the new point MET.TR.267, thus providing alignment with the corresponding provisions established in PANS-MET. In Appendix 6 to Regulation (EU) 2017/373, tables are added defining vertical extents of forecasts of QVA concentration information and QVA concentration ranges to align with PANS-MET, Appendix 9, Tables A9-1 and A9-2. In addition, the appropriate distribution of QVA concentration information is proposed.
- The obligation for an aerodrome meteorological office to provide volcano observatory notice to aviation (VONA) to the associated approach control unit and, as necessary, to the associated aerodrome control tower and aerodrome flight information service (AFIS) unit is introduced by the proposed amendments to points MET.OR.242(a)(5) and (b)(5). Furthermore, it is also proposed that, within its area of responsibility, the meteorological watch office provides VONA and forecasts of QVA concentration information, as agreed between the meteorological watch office and the area control centre (ACC)/flight information centre (FIC), and provides its associated aerodrome meteorological offices with information on VONA.
- Detailed provisions for volcano observatories in ICAO Annex 3 are not currently transposed into the EU regulatory framework. The new Recommended Practice in point 7.1.2 of ICAO Annex 3 specifies that information on volcanic activity and/or volcanic ash in the atmosphere should be issued as a VONA. The appropriate flow of information and its distribution to ATS units are transposed into the EU regulatory framework as mandatory requirements added in points MET.OR.242 and MET.TR.275.
- New formats and charts related to the Word Area Forecast System (WAFS) are added in point MET.TR.275 and Annex V Appendix 2, providing alignment with the PANS-MET Chapter 5 provisions.
- The new text for point MET.TR.205 considers the current practice within the ICAO EUR Region, acknowledges the lack of global coverage and prioritises the user perspective while moving towards digitalised services. The proposed text intends to provide enough flexibility for competent authorities and service providers to meet national needs.
- Various amendments to point MET.TR.205 are proposed. Point 2.2.6.2.2 of the new ICAO PANS-MET introduces the reporting of temperature and dew-point temperature in the meteorological aerodrome report (METAR) and the special meteorological report (SPECI) in tenths of degrees



Celsius, whenever disseminated in machine-readable ICAO Meteorological Information Exchange Model (IWXXM) form. Based on evaluations of the ICAO Data Management Group, within the ICAO EUR Region, the vast majority of all IWXXM messages are still translated from traditional alphanumerical code (TAC) and not yet produced in IWXXM form at the source (i.e. typically with the same technical system used for preparing and issuing, for example, METAR and SPECI in TAC form either automatically or semi-automatically (or manually)). Whenever translating METAR and SPECI from human-readable TAC form to machine-readable IWXXM form, the actual reporting steps for temperature and dew-point temperature will remain the same (only whole degrees Celsius) and the maximum number of reported runway visual range (RVR) values will be four. It is to be noted that there is not yet global coverage for messages in IWXXM form and most stakeholders still use messages in TAC form.

- Clarification on METAR and SPECI that shall be issued in accordance with the template shown in Annex V Appendix 1, following the content and order of elements indicated therein, is added into point MET.TR.200(c) for better alignment with ICAO PANS-MET Chapter 2 point 2.1.1.2.
- Point MET.OR.120, on the notification of discrepancies to the world area forecast centres (WAFCs), is completely moved from the implementing rule level to AMC level (AMC1 MET.OR.245(f)(2)) in alignment with its new regulatory status in the ICAO context (coherently with the new ICAO PANS-MET).
- The templates for METAR and SPECI (Appendix 1), wind shear warnings (Appendix 4), SIGMET and AIRMET (Appendix 5) and advisory for tropical cyclones (Appendix 8) are revised to align with equivalent amendments introduced in PANS-MET.

Regulatory amendments as a result of EASA standardisation inspections, clarification, simplification and consistency between rules

- Certain amendments are proposed for rules simplification and clarification purposes. Amendments to point MET.OR.200(d) aim to simplify and clarify the intent of the requirement. Accordingly, the competent authority would be required to identify the aeronautical meteorological stations among those located in proximity to active or potentially active volcanoes, and to determine the observing and reporting criteria on the occurrence of pre-eruption volcanic activity, volcanic eruptions and volcanic ash cloud for reporting to the associated ATS unit, AIS unit and meteorological watch office. In this way, an unnecessary obligation put on all aeronautical meteorological stations is removed.
- Support to implementation is expected to be enabled by the proposed amendments clarifying that the competent authority can authorise elements in the local routine report, local special report, METAR and SPECI in accordance with points MET.OR.205 and MET.OR.210. These proposed amendments to point MET.TR.200 and to the related Appendix 1 solve the identified discrepancy between requirements formulated in points MET.OR.200, MET.OR.205, MET.OR.210 and Appendix 1. While points MET.OR.205 and MET.OR.210 set out that an aeronautical meteorological station, if authorised by the competent authority, at aerodromes not serving scheduled international commercial air transport operations may observe and/or measure only a subset of the meteorological elements as relevant to the types of flights at that aerodrome, the current point MET.TR.200 and Appendix 1 do not properly reflect the option to report only a subset of meteorological elements.



- In consequence of the assessment of observed operational developments within the EU (e.g. Cross Border Convection Forecast), new requirements for meteorological watch offices (MWOs) are introduced in order to ensure safe and consistent provision of meteorological information among aviation stakeholders and the high level of quality of the information. It is proposed that MWOs provide meteorological information to air traffic flow management and/or airspace management providers, as determined by the competent authority, in accordance with the new point MET.OR.245(i). This proposed requirement results from the need for air traffic flow management and airspace management units to have relevant meteorological information to appropriately perform their functions that significantly affect airspace users.
- Point MET.OR.200(b) is amended to clarify that SPECI shall not be issued with half-hourly METAR.
- For clarification and as an additional option, the determination of any other criteria for the issuance of TAF, TREND, local special report and SPECI change groups (e.g. when cumulonimbus clouds are observed/forecasted to develop or dissipate) by the competent authority is added to the existing agreement between the aerodrome meteorological office and the operators based on local aerodrome operating minima. Changes for local special report and SPECI are proposed in points MET.TR.200(f)(8) (i) and (ii) and for TREND in point MET.TR.225(c)(6).
- Consistency within the rules is improved through amendments to points MET.OR.205 and MET.OR.210, as only some present weather phenomena are to be observed/measured and reported in the vicinity of an aerodrome (limited to thunderstorms only, for automatic observing systems) and only in METAR/SPECI format.

Proposed amendments to Regulation (EU) No 923/2012⁸

Alignment with relevant provisions of ICAO Doc 4444 'Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM)' Amendment 13 is proposed by amending the MODEL VAR template. It is proposed to replace 'meteorological authority' with 'meteorological service provider'. Appendix 5 point (B) 'Special air-report of volcanic activity form (MODEL VAR)' is also amended to align the wording.

Proposed applicability dates

The amending Regulation is proposed to apply from [date of publication + 6 months] after its entry into force, with the exception of points MET.OR.240(j) and (k), MET.OR.242(b)(5) and MET.OR.245(c) of Annex V, which are proposed to apply from [date of publication + 12 months]. In order to facilitate Member State compliance, EASA also proposes to follow the ICAO AIRAC dates when determining the applicability dates of the proposed implementing and delegated acts.

The legal basis for amending Implementing Regulation (EU) 2017/373 is Article 43(1)(a) of the Basic Regulation.

The legal basis for amending Implementing Regulation (EU) No 923/2012 is Article 31(1) and Article 44(1)(a) of the Basic Regulation.

⁸ Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010 (OJ L 281, 13.10.2012, p. 1, http://data.europa.eu/eli/reg_impl/2012/923/oj).



2.4. Stakeholders' views

In the context of the public consultation of NPA 2025-05, EASA received 70 comments from NCAs, EUROCONTROL, ANSPs and aerodrome operators. EASA assessed each comment in light of harmonisation, proportionality and legal certainty. The analysis of the comments highlighted a general wide support to the proposed amendments. Stakeholders broadly supported the objectives of harmonisation with ICAO standards, proportional oversight and practical implementation. Most comments resulted in clarifications, definitions or editorial improvements. Substantive regulatory provisions are largely retained to preserve stability and legal certainty.

Additionally, the feedback received from the EASA advisory bodies (e.g. ATM/ANS TeB and AirOPS TeB) indicated that stakeholders are concerned about the limited availability of regulatory material (AMC, GM) supporting the implementation of provisions related to QVA and VONA, as the available guidance material from ICAO is not considered complete. Some Member States requested that EASA consider the transposition of provisions related to VONA at the level of implementing rule. The proposal was discussed at the ATM/ANS TeB, where EASA clarified that standards related to the distribution of VONA are transposed at the level of implementing rules, while provisions from ICAO Doc 10157 (PANS-MET) were considered more appropriate for transposition at the level of AMC and GM. After this clarification, no additional comments were received during the public consultation of NPA 2025-05.

Following the preparation of the draft Opinion, EASA sought the advice of the MAB in accordance with Article 6(9) of Management Board Decision 01-2022. The MAB consultation of the draft Opinion was held between 5 and 19 June 2026. Comments were received only from four States: three of them only declared full support to the Opinion content, and one commented on the proposed amendments regarding the issuance of SPECI in combination with half-hourly METAR, as mandated in point MET.OR.200(b). EASA decided to retain the provision as proposed, as it is considered consistent with the provisions published by ICAO with Amendment 82 to Annex 3. The half-hourly METAR reporting provides sufficient temporal resolution for flight planning purposes while ensuring efficient and globally harmonised OPMET dissemination. The restriction not to issue SPECI with half-hourly METAR is necessary to support the optimisation and the harmonisation of international OPMET dissemination as specified in AMC1 MET.OR.200(a)(3) and AMC2 MET.OR.200(b).

The following sections summarise the main areas of interest evidenced by the NPA 2025-05 public consultation with the related EASA views and resulting actions, including the actions taken following MAB feedback.

ANNEX I (Part-DEFINITIONS)

Several stakeholders provided comments on the proposed definitions related to volcano observatories, space weather centres and the ICAO meteorological information exchange model (IWXXM).

Concerning the definition of space weather centre (Definition 266), a stakeholder queried the omission of the wording 'designated by ICAO', as included in ICAO Annex 3. EASA considers that the omission does not affect alignment with ICAO Annex 3, as the Regulation addresses the provision and use of space weather information within the EU regulatory framework and does not replicate ICAO designation processes, which are already established at international level. The definition remains



consistent in substance and scope with ICAO Annex 3, including the terminology introduced by Amendment 82. No change is therefore proposed.

Finally, a stakeholder requested the inclusion of a definition of the ICAO meteorological information exchange model (IWXXM) to ensure alignment with ICAO Annex 3. EASA agrees that this addition enhances clarity and consistency, and the definition has therefore been included.

MET.OR.242–MET.OR.265: Meteorological watch office, SIGMET, area forecasts, and volcanic ash advisory centre responsibilities

A comment proposed adding “if applicable” to MET.OR.242 and MET.OR.245 to clarify that volcanic activity reporting obligations apply only to stations designated by the competent authority; this was not accepted because the existing cross-reference to MET.OR.200(d) and the associated GM already provides sufficient clarity and ensures consistent implementation without redundant wording.

On the MET.OR.245(i) comments arguing that operational needs should be coordinated directly with service providers rather than set by competent authorities were not accepted. It was clarified that the phrase only defines State-level allocation and harmonisation of responsibilities under MET.OR.100(a), does not preclude operational coordination or existing arrangements, and already covers safety and user-needs considerations through the regulatory framework.

Stakeholders commented on points MET.OR.260 and MET.OR.265, focusing on the dissemination of special air-reports, use of supplementary data for VA-SIGMETs, area forecasts for low-level flights, and QVA responsibilities of VAACs. Clarifications were sought regarding the treatment of special air-reports versus SIGMET issuance, deviation from VAAC QVA products, inclusion of user consultation in area forecasts, and the role of competent authorities in determining QVA tasks. Point MET.OR.260 already aligns with ICAO Annex 3 requirements for low-level flight forecasts, and user consultation is considered implied through competent authority processes. For point MET.OR.265, the reference to ‘as determined by the competent authority’ ensures that QVA forecasts are consistent with national and regional arrangements while operational responsibility remains with VAACs. No substantive changes to regulatory requirements were proposed.

Alignment with changes in published ICAO provisions

Stakeholder comments on point MET.TR.215 mainly addressed the proposed inclusion of QVA concentration forecasts in flight documentation. Commentators noted that this requirement was included in State Letter II; it however does not appear in the final ICAO PANS-MET text and would therefore create a misalignment with ICAO provisions. In addition, QVA products are primarily intended for digital system-to-system distribution rather than traditional document-based briefing, making their inclusion in flight documentation operationally impractical. Stakeholders recommended removing point MET.TR.215(e)(7).

ICAO confirmed that the discrepancy resulted from an editorial transposition error and that no additional requirement was intended. The comment was therefore accepted by EASA and the QVA provision removed to ensure ICAO alignment and avoid unnecessary operational burden.

Editorial and clarification comments



Stakeholders provided multiple editorial comments (e.g. points ATS.OR.120, MET.OR.200, MET.OR.242, and MET.OR.245), primarily addressing report types, the phrase ‘as determined by the competent authority’ and volcanic activity reporting. Suggestions included restructuring report lists, clarifying cloud terminology, and adding ‘if applicable’ to volcanic activity reports. EASA clarified that the current requirements already differentiate between aerodromes serving scheduled international commercial flights and others, maintain operational responsibility with MET service providers, and provide flexibility for proportional implementation by the competent authority without creating new obligations. The term ‘associated meteorological watch office’ and ‘mass of cloud’ are consistent with ICAO Annex 3 and international standards. For volcanic activity reporting, cross-references to point MET.OR.200(d) ensure that only stations identified by the competent authority are required to report, rendering additional wording like ‘if applicable’ unnecessary. Comments on SWIM and ATFM/ASM coordination were addressed by confirming that MWOs remain responsible for providing information operationally while competent authorities ensure harmonised scope, safety and coordination. No changes are proposed to the text of implementing rules.



3. Expected benefits and drawbacks of the proposed regulatory material

EASA assessed that an intervention was required, and that amended Regulations are necessary to effectively address the issue described in Section 2.1, because the objectives described in Section 2.2 cannot be achieved effectively by non-regulatory action.

The expected benefits of the proposed amendments are to:

- ensure compliance with ICAO provisions and therefore consistency with the minimum specifications;
- address and enable harmonised implementation and ensure legal certainty;
- facilitate the deployment of new operational concepts;
- address issues that have been identified during implementation and/or EASA standardisation activities.

EASA also assessed the impacts of the proposed regulatory material to ensure that the regulatory material delivers its full benefits with minimum drawbacks. The impact assessment underpinning this proposal relies on the analysis conducted by ICAO, as presented in State Letter AN 10/1.1-25/24 of 23 April 2025 concerning the adoption of Amendment 82 to Annex 3.

The transposition of ICAO Amendment 82 to Annex 3 is expected to enhance the safety of aircraft operations by making improved information on current and forecast atmospheric conditions available. This is expected to improve decision-making, particularly in the planning phase, and to minimise potential negative safety impacts.

The environmental impact is positive. More precise planning for the mitigation of hazardous meteorological conditions, including space weather phenomena, can lead to more efficient routes, less fuel burn and lower emissions, as a result of fewer ground hold / delay actions and environmentally optimised routing.

The expected drawbacks of the proposed amendments relate to the need for dedicated resources. The upgraded WAFS information, QVA information and IWXXM format may increase the cost related to the implementation and use of the information in the operating systems, depending on the prevailing providers' or users' capabilities. In the long term, efficiency and safety enhancements will reduce industry costs.

The implementation cost of the proposed requirements for the competent authorities and MET ANSP is considered limited because the implementation would mainly consist of amended procedures and, where necessary, the provision and publication of information. Moreover, the proposed transitional period for applicability would enable spreading the necessary effort over time.

Overall, in the medium to long term, it is considered that the proposed amendments will have a positive impact for all organisations involved, as the MET ANSP will be in a position to provide services in a more efficient manner, the end users will benefit from higher-quality products and the competent authorities will be facilitated in terms of the performance of their oversight activities.



4. Proposed regulatory material

Annexes I and Ia–Id to the Opinion amending Regulation (EU) 2017/373, and Annexes II and IIa to the Opinion amending Regulation (EU) No 923/2012 contain the proposed regulatory material and are published in separate documents.

- I_Draft COM IMPL REG (EU) amending Regulation (EU) 2017/373 .../... as regards common requirements for service providers and as regards requirements for the provision of aeronautical meteorological services and air traffic services
- Ia_Draft ANNEX I to draft COM IMPL REG (EU) amending Regulation (EU) 2017/373 .../... as regards common requirements for service providers and as regards requirements for the provision of aeronautical meteorological services and air traffic services
- Ib_Draft ANNEX II to draft COM IMPL REG (EU) amending Regulation (EU) 2017/373 .../... as regards common requirements for service providers and as regards requirements for the provision of aeronautical meteorological services and air traffic services
- Ic_draft ANNEX III to draft COM IMPL REG (EU) amending Regulation (EU) 2017/373 .../... as regards common requirements for service providers and as regards requirements for the provision of aeronautical meteorological services and air traffic services
- Id_Draft ANNEX IV to draft COM IMPL REG (EU) amending Regulation (EU) 2017/373 .../... as regards common requirements for service providers and as regards requirements for the provision of aeronautical meteorological services and air traffic services
- II_Draft COM IMPL REG (EU) amending Regulation (EU) No 923/2012 .../... as regards technical specifications related to aircraft observations and reports by voice communications
- IIa_Draft ANNEX to draft COM IMPL REG (EU) amending Regulation (EU) No 923/2012 .../... as regards technical specifications related to aircraft observations and reports by voice communications.



5. Monitoring and evaluation

EASA intends to monitor the implementation of the resulting EU legislative acts through:

- regular standardisation activities;
- feedback received regularly from its advisory bodies.

These inputs will facilitate the assessment of how efficiently the adopted implementing measures have been or are currently applied.



6. Actions to support implementation

In order to support affected stakeholders in the implementation of the new regulatory material, EASA plans to take the following actions:

- focused communication and presentations to the relevant advisory body meeting(s) (MAB/SAB/TeB/TEC/COM), as appropriate;
- dedicated implementation workshops, as considered appropriate based on EASA's decision or stakeholders' request.



7. References

The ICAO references relevant to this RMT are the following:

- Amendment 81 to ICAO Annex 3,
- Amendment 82 to ICAO Annex 3,
- Amendment 54 to ICAO Annex 11,
- Amendment 13 to ICAO Doc 4444 (PANS-ATM),
- Edition 1 of ICAO Doc 10157 (PANS-MET),
- EASA Safety Information Bulletin (SIB) No. 2021-09R1 – Volcanic Ash – Flight Safety and Operational Considerations.

