



International Civil Aviation Organization

**TWELFTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND
METEOROLOGY SUB-GROUP OF APANPIRG (CNS/MET SG/12)**

Bangkok, Thailand, 21 – 25 July 2008

Agenda Item 9: Exchange of OPMET information

- 3) Regional implementation plan for Amendment 74 to Annex 3 on the TAF

ATM REQUIREMENTS FOR TAF

(Presented by Hong Kong, China)

SUMMARY

This paper presents identified gaps between the new TAF provisions in Amendment 74 to Annex 3 and expectation of ATM users and proposes measures to address these gaps.

This paper relates to

Strategic Objectives:

- A. Safety – Enhance global civil aviation safety*
D. Efficiency – Enhance the efficiency of aviation operations

Global plan initiatives:

- GPI-6 Air traffic flow management*
GPI-9 Situation awareness
GPI-18 Aeronautical information
GPI-19 Meteorological systems
GPI-22 Communication infrastructure

1. INTRODUCTION

1.1 Prior to Amendment 74 to Annex 3, both long- and short-TAF can be issued for an aerodrome and many aerodromes currently have both long- and short-TAFs issued (e.g. 24-h and 9-h TAFs) to cover both long-haul and short-haul flights. With reference to the new Standard 6.2.7 in Amendment 74 which will become effective on 5 November 2008, only one TAF shall be issued for an aerodrome at any given time.

1.2 At VHHH, Hong Kong International Airport (HKIA), as recently advised by ICAO in its State Letter dated 18 January 2008 (Ref.: T 4/6.1.1:AP007/08 (MET)), 30-h TAF will be required by IATA. In this connection, to ensure compliance with Annex 3, the Hong Kong Observatory (HKO) will have to stop issuing the current 9-h TAF and 24-h TAF, and to start issuing 30-h TAF for VHHH with effect from 5 November 2008. However, in the regular coordination meetings between MET and ATM in Hong Kong, China, the ATC users have expressed that there is an overwhelming requirement for short TAF which is more relevant and suitable for ATM operational planning and

tactical decision-making. Provision of the long-TAF (24-h TAF) instead of the current short-TAF (9-h TAF) to ATC will have the disadvantage of providing superfluous information thereby lengthening the TAF and making the assimilation of the information that is relevant to ATC more difficult. Extending the validity period from 24-h to 30-h for the long-TAF will further aggravate the problem. These issues raised by ATM are in addition to the VOLMET issues previously raised by States, which have been taken onboard by the OPMET/M TF.

2. CONTINUATION OF 9-H TAF

2.1 In view of the overwhelming requirement of ATM for 9-h TAF in support of their operational decision-making and planning, HKO will continue to issue 9-h TAF after 5 November 2008 for local dissemination. We understand that some States have also decided to continue with the provision of 9-h TAF to support operations of short-haul and/or domestic flights.

2.2 As regards the VOLMET issues, we also understand that the OPMET/M TF has identified in a regional survey that there is an overwhelming requirement for TAF in VOLMET but if a 24-h or 30-h TAF was to be included in VOLMET, there is a concern that this would create problems due to the length of these TAFs and the limited transmission time for VOLMET broadcast. Even though D-VOLMET is increasingly implemented by States, it is likely that there is a significant period of transition during which VOLMET broadcast will need to be continued.

2.3 It is apparent that there are gaps between the new TAF provisions in Amendment 74 to Annex 3 and expectation of ATM and VOLMET users. In order to address these gaps, the meeting might like to discuss whether the requirement that only one TAF shall be issued for an aerodrome at any given time should be re-visited. At the same time, further gaps have also been identified by an expert team of the WMO between the current Annex 3 provisions and requirements for weather information in the terminal area by ATM, airport and airline users, thus supporting the development of new terminal forecasts. The accelerated development of the new terminal forecasts jointly by WMO and ICAO would help address these gaps.

2.4 Based on the above discussions, the meeting might like to consider formulating the following draft conclusion to address the gaps between the new TAF provisions in Amendment 74 to Annex 3 and the requirements of ATM and VOLMET users:

Draft Conclusion 12/xx — ATM Requirements of Short-term Weather Forecast

That, ICAO be invited to study the following ATM requirements of short-term weather forecast in support of ATM decision-making:

- (a) the continual provision of 9-h TAF for local dissemination; and
- (b) the accelerated development of the new terminal forecasts jointly with WMO, taking into consideration requirements of ATM, airport authorities, airlines and pilots.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- (a) note the information in this paper; and
- (b) agree on the proposed draft conclusion.
