



*International Civil Aviation Organization*

**THE TENTH MEETING OF ASIA/PACIFIC OPMET MANAGEMENT  
TASK FORCE (OPMET/M TF/10)**

Bangkok, Thailand, 17 – 19 April 2012

**Agenda Item 2: Review:**

**c) Inter-Regional exchange and new requirements for OPMET  
information – State implementation of Am 74 – TAF related**

**REVIEW THE IMPLEMENTATION OF 30-H TAF IN THE ASIA/PAC REGION**

(Presented by the Secretariat)

**SUMMARY**

This paper reviews the implementation of 30-h TAF in the ASIA/PAC Region in accordance to the ASIA/PAC FASID Table MET 1A.

This paper relates to

**Strategic Objectives:**

- A. Safety
- C. Sustainability

**Global Plan Initiatives:**

- GPI-18 Aeronautical information
- GPI-19 Meteorological Systems

**1. INTRODUCTION**

1.1 IATA presented a list of aerodromes that require a 30-hour TAF used for ultra-long haul flight planning at the CNS/MET SG/12 meeting held in Bangkok from 21-25 July 2008. States in the region participated in amendment proposals (Serial No.: APAC 08/31 and Serial No: APAC 09/17) to the ASIA/PAC FASID Table MET 1A which involved the new TAF requirements. Furthermore, some States have implemented 30-hour TAF without being initiated by IATA and reflected in amendment proposal APAC 10/21, which IATA or IFALPA had no objections.

**2. DISCUSSION**

2.1 The OPMET/M TF/9 meeting in 2011 measured the rate of implementation of the required 30-hour TAF in the ASIA/PAC Region compared with the implementation at July 2010 and July 2009. The results were presented in WP/06 to OPMET/M TF/9 and are provided in the **Attachment**.

2.2 The OPMET/M TF/9 meeting in 2011 found near 80% compliance of issuing 30-hour TAF as per the requirements (up from 32% in 2009) had been achieved in the APAC Region. Many States had concerns about the selection of aerodromes required to provide 30-hour TAF in addition to the selection of non-AOP aerodromes not listed in the SADIS Users Guide (SUG) Annex 1 that IATA would like to include. These concerns included lack of ultra long-haul flights and the selection of alternate aerodromes that may not be suitable for certain aircraft. Given the above, members of SADISOPSG in consultation with IATA were invited to justify the selection of non-AOP aerodromes where OPMET is required in SUG Annex 1 and the selection of aerodromes where 30-hour TAF is required (typically AOP).

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information in this paper; and
- b) determine the ongoing requirement for monitoring the implementation of the 30-hour TAF in the ASIA/PAC Region.

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**ATTACHMENT**  
(from OPMET/M TF/9 – WP/06)



*International Civil Aviation Organization*

**NINTH MEETING OF THE ASIA/PACIFIC OPMET MANAGEMENT  
TASK FORCE (OPMET/M TF/9)**

**Review:**

Bangkok, Thailand, 21 – 23 March 2011

c) **Inter-Regional exchange and new requirements for OPMET information.**

**REVIEW THE IMPLEMENTATION OF 30-H TAF IN THE ASIA/PAC REGION**

(Presented by the Secretariat)

**SUMMARY**

This paper reviews the implementation of 30-h TAF in the ASIA/PAC Region in accordance to the ASIA/PAC FASID Table MET 1A.

This paper relates to

**Strategic Objectives:**

- A. Safety
- C. Sustainability

**Global Plan Initiatives:**

- GPI-18 Aeronautical information
- GPI-19 Meteorological Systems

**1. INTRODUCTION**

1.1 IATA presented a list of aerodromes that require a 30-hour TAF used for ultra-long haul flight planning at the CNS/MET SG/12 meeting held in Bangkok from 21-25 July 2008. States in the region participated in amendment proposals (Serial No.: APAC 08/31 and Serial No: APAC 09/17) to the ASIA/PAC FASID Table MET 1A which involved the new TAF requirements. Furthermore, some States have implemented 30-hour TAF without being initiated by IATA and reflected in amendment proposal APAC 10/21, which IATA or IFALPA had no objections.

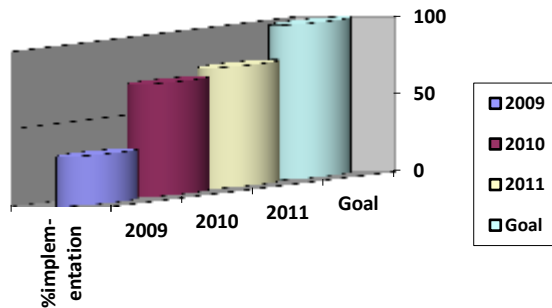
**2. DISCUSSION**

2.1 The actual TAF issued by an aerodrome is indicated in the ROBEX Handbook Table B, which has been updated in August 2010. The required TAF is placed in parenthesis in Table B to the ROBEX Handbook if different from the actual TAF issued. Using this information, the FASID Table MET 1A was used for measuring the implementation of this requirement as presented in the **Attachment** to this paper (updated 9 Dec 2010). The text for the TAF forecast to be provided is highlighted green if requirements are met. Likewise, the text for the TAF forecast to be provided is highlighted red if requirements are not met.

2.2 With the aforementioned, 58 of the 74 (78%) in the ASIA/PAC Region have implemented the required 30-hour TAF compared to 47 of the 64 (73%) in July 2010 and 17 out of 53 (32%) in July 2009. This improvement is partly attributed to States understanding the positive implications that result from utilizing aerodromes as an optimum alternate in flight planning resulting

in fuel savings to the airlines. In addition, time is needed for States to make such implementation since it involves resources (greater time to create and monitor TAF) that may be limited. Lastly, some States are taking this opportunity to allow for long term planning of AOP aerodromes to possibly serve ultra-long haul flights.

### Implementation of 30-hour TAF at AOP aerodromes in ASIA/PAC



### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this paper; and
- b) invite three remaining States to provide 30-hour TAF implementation dates for AOP aerodromes highlighted red in the **Attachment**.

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