



International Civil Aviation Organization

**FOURTH MEETING OF ASIA/PACIFIC METEOROLOGICAL
REQUIREMENTS TASK FORCE (MET/R TF/4)**

Tokyo, Japan, 2 – 3 July 2015

Agenda Item 4: MET required to support end user system (CDM, AT/ATFM)

**METEOROLOGICAL SERVICES IN SUPPORT OF MASSIVE DELAY RESPONSE
SYSTEM**

(Presented by China)

SUMMARY

This paper presents the Meteorological Services in Support of Massive Delay Response System in China.

1. Introduction

1.1 In recent years, the air transportation industry in China has grown rapidly and one big challenge the air transportation faced is massive delay. Air Traffic Management Bureau of Civil Aviation Administration of China (hereafter as ATMB of CAAC), working together with Chinese major airlines, Chinese major airports, tried to identify and establish processes and procedures to mitigate and respond to massive flight delays in China. Hence, a Massive Delay Response System (MDRS) was established in 2014.

1.2 As adverse weather is a major factor contributing to the massive delay, meteorological services in support of the Massive Delay Response System have been identified and developed.

2. Discussion

2.1 Meteorological products in support of MDRS

2.1.1 Aerodromes warnings on thunderstorm/heavy precipitation, low visibility and low cloud, snow, freezing precipitation/frost, strong surface wind, windshear, and other phenomena as agreed with users.

2.1.2 Convection weather in Terminal area

2.1.3 Significant weather in 7 regions and nationwide: thunderstorm/heavy precipitation, low visibility and low cloud, snow, freezing precipitation, strong surface wind, turbulence, icing,

sandstorm/duststorm, typhoon, and other phenomena as agreed with users.

- 2.2 Fundamental rules of the provision of MET services in support of MDRS
 - 2.2.1 In accordance with existing rules and procedures
 - 2.2.2 Single Authoritative Source of Meteorological Information
 - 2.2.3 When the MDRS has been initiated, keep close track of the change of weather and update in time and notify relevant units accordingly.
- 2.3 The procedures of the provision of MET services in support of MDRS
 - 2.3.1 Issuance of Meteorological products in support of MDRS
 - (1) Significant Weather that may contribute to massive delay for 24 busy airports

airport	Duration of time	Description of SIGWX	Time of occurrence/cessation	intensity	Location and extention	Probability	Note
	1700-0800						
	0800-1700						
	1700-0800						
	0800-1700						

Note: Probability of the occurrence: $\geq 70\%$, $30\% \sim 40\%$, $< 30\%$

附件 1

“引发大面积航班延误的重要天气发生概率”通报表

地区:

制作时间: 年 月 日 时 分

机场四字代码	时段	重要天气描述	出现和结束时间	天气强度	可能影响方位、范围	发生概率	备注
XXXX	17时-次日08时						
	次日08时-17时						
XXXX	17时-次日08时						
	17时-次日08时						

填表说明:

- 1) 重要天气: 雷暴、冻降水、降雪、中或大的降雨(包括阵性降雨)、大风(平均风 $\geq 12\text{m/s}$)、低能见度(能见度 < 800 米,包含大雾、沙暴、尘暴等影响能见度下降的天气现象;需要在“天气强度”栏中注明最低能见度的数值)、低云(根据各机场的最低运行标准,选择相应的标准值)。

附件 2

24 个繁忙机场列表

编号	机场名称	编号	机场名称	编号	机场名称
1	北京/首都	9	重庆/江北	17	大连/周水子
2	广州/白云	10	杭州/萧山	18	郑州/新郑
3	上海/浦东	11	厦门/高崎	19	三亚/凤凰
4	上海/虹桥	12	长沙/黄花	20	沈阳/桃仙
5	成都/双流	13	武汉/天河	21	海口/美兰
6	深圳/宝安	14	乌鲁木齐/地窝堡	22	贵阳/龙洞堡
7	昆明/长水	15	南京/禄口	23	哈尔滨/太平
8	西安/咸阳	16	青岛/流亭	24	天津/滨海

2.3.2 Weather consultation and briefing

Weather consultation meeting includes routine consultation meeting (among national Aviation MET Center and all of 7 regional aviation MET centers) and special consultation meeting (between national Aviation MET Center and relevant regional centers when required).

The national Aviation MET Center and/or regional centers provide weather brief to ATM and ATFM personnel via video conference or face to face when MDRS has been initiated.

2.3.3 Information notification

3. Action by the Meeting

3.1 The meeting is invited to note the information contained in this paper.
