



International Civil Aviation Organization

**NINTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND
METEOROLOGY SUB-GROUP OF APANPIRG
(CNS/MET SG/9)**

Bangkok, Thailand, 11–15 July 2005

Agenda Item 12: MET support for operations at aerodromes and terminal areas

THIRTY-HOUR AERODROME FORECASTS (TAF)

(Presented by USA)

SUMMARY

This paper provides information on the US position on extended valid time aerodrome forecasts (TAF).

1. Introduction

1.1 The Aerodrome Meteorological Observing Systems Study Group (AMOSSG), Fifth Meeting, Conclusion 46/25 called for a review of the requirements in ICAO Annex 3 for the issuance and validity of TAFs. The need for this review came about due to the advent of ultra long haul flights with flight times in excess of 19 hours.

2. Discussion

2.1 The introduction of ultra long haul aircraft by both major airframe manufacturers has created a need for longer valid times for TAFs than is called for in ICAO Annex 3. These new aircraft are capable of flight times of 20 plus hours duration.

2.2 Dispatchers find that the current 24 hour valid time for the current TAF does not adequately cover the full duration of pre-flight, in-flight and time to alternate for these ultra long haul flights.

2.3 The AMOSSG concluded that longer validity time TAFs would be the appropriate manner to address this issue. They further stated that a 30 hour TAF issued every six hours would satisfy the stated requirement.

3. US Actions Quality Monitoring Procedures

3.1 The US agrees with the need for 30 hour TAFs and proposes to test the production, dissemination and utility of such a product. The 30 hour TAF will be produced for the 23 airports listed in Appendix A of this paper. More airports may be added as these ultra long haul flights proliferate.

3.2 The US National Weather Service will test the production of the 30 hour TAF in a format that is acceptable to the users and causes the least disruption to the dissemination and automation systems storage and use of the product.

3.3 The US will report the results of our tests to ICAO and will consult with them on the appropriate way to proceed with the standard production and dissemination of the 30 hour TAF.

3.4 It is expected that some software issues will be encountered with user systems. It is our intention to proceed with testing until the least objectionable format is developed. It is critical that any changes caused by any new format be kept to a minimum so the cost to the users will be minimal.

4. Conclusion

4.1 The meeting is invited to take note of the contents of this paper.

Appendix A

Airports for 30 Hour TAF

PANC Ted Stevens Anchorage International
KATL The William B.Hartsfield Atlanta International
KBDL Bradley International
KBOS General Edward Lawrence Logan International
KBWI Baltimore-Washington International
KCLE Cleveland Hopkins International
KDEN Denver International
KDFW Dallas/Fort Worth International
KDTW Detroit Metropolitan Wayne County
KEWR Newark Liberty International
KIAD Washington Dulles International
KJFK John F. Kennedy International
KLAX Los Angeles International
KMKE General Mitchell International
KMSP Minneapolis-St Paul International/Wold-Chamberlin
KOAK Metropolitan Oakland International
KORD Chicago-O'Hare International
KPHL Philadelphia International
KPIT Pittsburgh International
KSEA Seattle-Tacoma International
KSFO San Francisco International
KSTL Lambert-St Lewis International
KSWF Stewart International