



**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

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

**CHANGES IN MET PROCEDURES IN JAPAN**

(Presented by Japan)

**SUMMARY**

This paper presents the changes of some MET procedures in Japan, that is, changes in the location indicator in accordance with the unification of FIRs, start of operations of Air Traffic Meteorological Center, changes of the format of TAF and METAR and of the transmission time of TAF, and abolition of route forecasts in ROFOR format.

**1. Changes of location indicator**

1.1 The unification of Tokyo FIR (RJTG) and Naha FIR (RORG) to Fukuoka FIR (RJJJ) is scheduled in February 2006. In accordance with this unification, the responsibility for the meteorological watch and provision of SIGMETs for Tokyo FIR (Narita, RJAA) and Naha FIR (Naha, ROAH) will move to Headquarters Tokyo, and the location indicator of MWO (Hq. Tokyo) responsible for the Fukuoka FIR will be RJTD.

**2. Start of operation of Air Traffic Meteorological Center**

2.1 Japan Civil Aviation Bureau will establish the Air Traffic Management (ATM) Center in October 2005, and will start its full operations in February 2006. To support ATM Center, Japan Meteorological Agency (JMA) will establish Air Traffic Meteorological Center in the ATM Center, and will provide real time weather information specialized to meet the requirement of ATM operations.

**3. Changes of the format of TAF and METAR, and the transmission time of TAF**

3.1 To follow-up the Amendment 73 of ICAO Annex3, the format of TAF and METAR in Japan will be corrected in 5 October 2005. Considering the Appendix10 2.1.2 in ICAO Annex3 and the overlap of a part of the period of a current forecast and the previous one, the transmission time of short TAF will be between 25 minutes and 5 minutes before the commencement of its period of validity, and that of long TAF will be between 9 hours and 25 minutes and 9 hours and 5 minutes before the commencement of its period of validity. For example, short TAF valid for 03-21UTC and

long TAF valid for 21-06UTC, which currently issued some minutes after 03UTC, will be issued between 0235-0255.

**4. Abolition of route forecasts in ROFOR format**

4.1 JMA issues route forecasts in ROFOR format for some international routes at fixed days of a week on bilateral agreements. Considering the implementation of WAFS and availability of its products, JMA is planning to stop issuing ROFOR at the end of this September.

**5. Action by the meeting**

5.1 The meeting is invited to note the issues presented above.

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