



International Civil Aviation Organization

Eight Meeting of the Communications/Navigation/Surveillance and Meteorology Sub-Group (CNS/MET SG/8) of APANPIRG

Bangkok, Thailand, 12-16 July 2004

Agenda Item 9: Exchange of OPMET Information

IATA REQUIREMENTS FOR TAF

(Presented by International Air Transport Association)

SUMMARY

This paper describes an IATA requirement regarding the issuance of TAF. In view of the introduction of extremely long flights, a need is identified to reconsider the TAF preparation and the global harmonization of rules.

1. INTRODUCTION

1.1 The current provisions covering TAF production for aviation are basically more than 40 years old. At the time they were developed, the communication means available for transmission of aeronautical MET data were one of the major limiting factors.

1.2 As the decades passed, the requirements of operators for the number, validity period and availability of OPMET data have changed and led for example to the upgrade of the COM means (CIDIN, SADIS, etc.) to meet the requirements for transmitting the continuously increasing amount of data. The current COM is not the limiting factor any more, but now the TAF program itself does not meet the current operational requirements.

1.3 According to ICAO Annex 3, 6.2.6 the “period of validity of TAFs should be not less than 9 hours (*short TAF, FC*) nor more than 24 hours (*long TAF, FT*); this period should be determined by regional air navigation agreement”. The FASID parts of ANPs list aerodromes for which OPMET data is required in each ICAO Region.

2. REQUIREMENTS FOR TAFS IN DIFFERENT ICAO SERVICE AREAS

2.1 The times of issuance and periods of validity vary in the Regions. For exAmple, in the EUR area, the basic product is FC, valid for 9 hours. But, for certain aerodromes, defined in the EUR ANP, FTs, valid for 18 hours, are also issued. FCs are updated every 3 hours, whilst FTs are updated every 6hours.

2.2 In EUR, FCs are issued approximately 30mins, and 18-hour TAFs are issued approximately 6hours before the first validity hour of the forecast. Hence in the EUR system, FC combined with FT cover altogether 24hr: FC is covering the 6 first hours and the 18 hours left are covered by the FT.

2.3 Other regions mainly issue FTs (18 or 24-hour) only. However, some States in Asia/PAC issue also FCs for defined aerodromes.

3. OPERATIONAL REQUIREMENTS

3.1 With the current increased operational flight times, i.e. 18 hours or even more (e.g. SIN-JFK), the requirements for TAF validity period has changed. TAFs used for flight planning should cover the ETA+/-1hr of the operation, not only for the destination, but also for all alternate airports. For the very long haul operations 18-hour or 24-hour TAF are not be sufficient for the flight planning phase. Some operators have indeed indicated a requirement for 30-hour TAFs.

3.2 For flight planning purposes only, 18-hour, 24-hour or 30-hour TAFs are necessary as long as the lead-time for TAF issuance is not longer than one hour and an update procedure is established. These TAFs should be issued every 6 hours. There is no operational need for a 9-hour TAF

3.3 The provisions for issuance and validity period of TAFs should be changed to meet the current operational requirements.

4. ACTION BY THE MEETING

4.1 The group is invited

- a) to note the content of this working paper
- b) to consider and decide on the production of 30-hour TAF for a limited number of major international aerodromes (e.g. NRT, SIN, BKK etc.)
- c) to develop an additional table for the ANP listing all aerodrome for which 30hr TAF should be issued
- d) to discuss the request for a harmonized lead time of one (1) hour for all 18-hour, 24-hour and 30-hour TAFs
- e) to discuss the requirement for one single type of TAF (FT) and decide on the introduction in ASIAPAC
- f) to approach the ICAO headquarter to establish harmonized rules for TAF preparation in all ICAO regions

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