



*International Civil Aviation Organization*

**FOURTEENTH MEETING OF THE  
COMMUNICATIONS/NAVIGATION/SURVEILLANCE  
AND METEOROLOGY SUB-GROUP OF  
APANPIRG (CNS/MET SG/14)**



Jakarta, Indonesia, 19 – 22 July 2010

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**Agenda Item 14: Regional MET support to ATM**

**1) Review of MET/ATM TF/1 meeting**

**FIRST MEETING OF THE MET/ATM TASK FORCE**

(Presented by Secretariat MET/ATM TF)

**SUMMARY**

This paper presents a summary of the first meeting of the MET/ATM Task Force (MET/ATM TF/1) held in Bangkok from 2 to 4 December 2009.

This paper relates to:

**Strategic Objectives:**

- A. Safety – Enhance global civil aviation safety
- D. Efficiency – Enhance the efficiency of aviation operations

**Global Plan Initiatives:**

- GPI-18 Aeronautical Information
- GPI-19 Meteorological systems

**1. Introduction**

1.1 The First Meeting of the ASIA/PAC MET/ATM Task Force (MET/ATM TF/1) of the CNS/MET Sub-group of APANPIRG was held in Bangkok, Thailand, from 2 to 4 December 2009. The meeting was attended by 50 representatives from 18 States, 2 International Organizations and ICAO. The full meeting report is available on the ICAO Asia/Pacific web site at [http://www.bangkok.icao.int/meetings/2009/metatm\\_tf1/index.html](http://www.bangkok.icao.int/meetings/2009/metatm_tf1/index.html). A brief summary of the meeting and updated action items list is provided in the **Attachment 1** to the paper.

**2. Summary**

**2.1 Review of TORs**

2.1.1 The meeting provided input to the MET/ATM TORs where the additional terms referenced are highlighted in yellow and deleted items denoted with a red-strike as in **Attachment 2**. The following draft Decision is for consideration by the CNS/MET SG/14 meeting.

## **Decision 14/xx – Update of MET/ATM TF TORs**

That, the revised Terms of Reference of the MET/ATM TF provided in **Attachment 2** be adopted.

### 2.2 Operational requirements and future MET dissemination

2.2.1 The meeting discussed operational requirements in the context of futuristic systems of NextGen and SESAR and how MET data could be provided in the future, however, no action for the CNS/MET SG/14 meeting resulted.

### 2.3 Review of previous survey on ATM requirements for MET, MET/ATM Seminar and future ATFM survey

2.3.1 The meeting reviewed outcomes and recommendations of the ASIA/PAC MET/ATM Coordination Seminar 2006 (8-10 February 2006, Bangkok) and results of the regional survey on ATM requirements for MET 2008 and follow-up actions. Non response from States was the main concern of the latter, but the meeting was encouraged by a recent increase in State responses to Regional MET matters.

2.3.2 The meeting reviewed the MET portion of the ATFM survey where input was provided at the CNS/MET SG/13 meeting and shortly afterwards. The meeting agreed not to conduct another survey until the results of this survey are compiled and reviewed.

### 2.4 New Terminal Forecast

2.4.1 The meeting was apprised on developments of the New Terminal Forecast (NTF) (now referenced as Meteorological Services in the Terminal Area - MSTA) for aerodromes with high traffic density that is expected to provide operations a forecast of convection, wind information, low ceilings/visibility and winter weather for a wider terminal area out to 150 nm currently not provided in Annex 3. The example prototype NTF graphic for MET, ATM and airline operators would serve as a user friendly product for the users and based on commonalities of display systems used today. Availability of the new product is contingent on decisions made at the WMO CAeM session/ICAO MET Divisional Meeting in 2013/2014. Consideration for additional products (wind shear and turbulence, icing in the terminal area, runway condition forecast, wake turbulence forecast, noise abatement and air quality forecast, and probability forecasts of convection, wind, ceiling and visibility) is envisioned from 2015-2018. Preliminary responses to the prototype NTF provided at the meeting were positive.

### 2.5 States' coordination arrangements between MET and ATM

2.5.1 The meeting shared States' coordination arrangements between MET and ATM that result in tailored MET products (including probabilistic and tabular form forecasts) and briefings for ATM in Australia, Japan and Hong Kong, China. The process of developing an arrangement of MET services for ATM will be expanded on by Japan and provided to the CNS/MET SG/14 meeting as guidance material (Action 1/2 refers).

### 2.6 States' current and planned MET support to ATM

2.6.1 Review of ATM disruptions due to MET elements was also noted to occur and useful for improving coordination in Hong Kong, China. The sharing of displays by different units (MET, ATM and airline operators) was noted to increase situational awareness and efficiency amongst the units. Further forecast improvements were discussed such as increasing the Tropical Cyclone forecast from 24 to 48 hours and investigating sub-regional products such as composite radar. Both would serve in improving ATM planning for large scale events. Volcanic ash disruptions to NOPAC routes

were discussed based on an event that occurred June 12, 2009 in Russia which had a large scale impact and disruption to air traffic further revealing the need for inter-State and Region coordination for such events.

2.7 Review of guidance material

2.7.1 The meeting noted ATM concerns involving the fluid nature of MET information in ATIS versus other more stable aeronautical information, but determined that a separate ATIS is a requirement for Air Traffic Services to decide upon. Other issues raised included magnetic variation, the synchronizing of areas covered by METAR and TAF and visibility accuracy, all having a history of discussion in previous meetings or being addressed at a global study group.

2.8 Planning for the MET/ATM Coordination Seminar in 2010

2.8.1 The meeting noted the offer from the Japan Meteorological Agency (JMA) in hosting the MET/ATM Seminar in the 4<sup>th</sup> quarter of 2010 which would require coordination with a core group of task force members (Action 1/3 refers).

**3. Action by the Meeting**

3.1 The meeting is invited to:

- a) note the information in this paper
- b) consider adopting the draft Decision

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CNS/MET SG/14-WP/19  
Attachment 1

**MET/ATM TF/1 Meeting Action Items**

Action	Description	Responsibility	Task	Target Date	Progress
1/1	<i>Update of TORs</i>	Chair/RO	Draft working paper with proposed amended TORs  Deliver WP	May 2010  July 2010	<a href="#">WP drafted for chair and co-secretariat review</a>
1/2	<i>Establishment of MET unit in ATM (Guidance material for regional use)</i>	Japan	Draft working paper with attached guidance (MET/ATM TF review)  Deliver WP	May 2010  July 2010	
1/3	<i>Establish steering group for Seminar planning</i>	RO MET  RO MET	Coordinator – inform committee of plan and track progress  Draft agenda item (based on 2006) & group review	Dec 2009  Dec 2009/ Jan 2010	<a href="#">Posted on web Dec 2009</a> <a href="#">Repost and inform in Feb 2010</a>  <a href="#">Agenda finalized in April 2010</a>

Action	Description	Responsibility	Task	Target Date	Progress
		Japan	Confirm location(s)/dates	Dec 2009/ Jan 2010	To be held in Fukuoka, Japan Dates originally planned for 1-3 November and TF on 4 November 2010, however, due to conflict in schedule (RO) Japan confirmed postponement to 4 <sup>th</sup> week in Jan 2011.
		Japan	Bulletin information	Feb 2010	Draft bulletin information provided in May 2010
		RO MET	Draft invitation letter (States, IATA, IFATCA, IFALPA, ACI, WMO)	Feb/Mar 2010	Invitations may go out in July 2010 for Jan 2010
		Group	draft sketch of presentations	Mar/April 2010	Given postponement, goal is Sep 2010

**TERMS OF REFERENCE OF  
THE ASIA/PAC MET/ATM TASK FORCE (PROPOSED)**

**TERMS OF REFERENCE**

- a) Evaluate the current and future requirements for MET in support of ATM (includes ATFM) in the ASIA/PAC Region and update Regional Air Navigation Plan accordingly and provide guidance material to assist States to develop MET services to meet these requirements.
- b) Assess aviation meteorological services, systems and architecture in the region and how they can integrate weather information into decision support tools.
- c) Investigate sub-regional exchange of MET information and associated agreements that facilitate ATM operations particularly over busy routes that overlap different FIRs.
- d) Promote ~~communication~~ coordination between MET and ATM communities in the ASIA/PAC Region to enhance the level of understanding of MET requirements and capabilities in support of ATM.
- e) Report to the CNS/MET Sub-group of APANPIRG for further co-ordination through the ICAO Secretariat with other relevant bodies.

~~Monitor the emerging capabilities and developments of MET and as necessary update regional plans for the implementation of MET services and facilities.~~

**MEMBERSHIP**

Australia (Chair), China, Hong Kong, China, Japan, New Zealand, United States, IATA

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