



International Civil Aviation Organization

**THIRTEENTH MEETING OF THE  
COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND  
METEOROLOGY SUB-GROUP OF APANPIRG (CNS/MET SG/13)**

Bangkok, Thailand, 20 – 24 July 2009

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**Agenda Item 9: Implementation of observation, forecast and OPMET exchange**

- 3) Review the status of implementation of 30-h TAF and VOLMET broadcast

**TEMPERATURE GROUP IN TAF**

(Presented by Hong Kong, China)

**SUMMARY**

This paper proposes to provide guidance in Annex 3 for handling multiple occurrences of maximum or minimum temperatures in the TAF.

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 With the implementation of the 30-hour TAF, the inclusion of one maximum and one minimum temperature has clearly become insufficient to describe the diurnal variation of temperature during the validity period as there would normally be two occurrences of either maximum or minimum temperature during the 30-hour validity period.

1.2 Further to the discussion in CNS/MET SG/12, the subject was further considered in the seventh meeting of the ICAO Aerodrome Meteorological Observing and Forecasting Study Group (AMOFSG) held on 9-12 September 2008. While the AMOFSG recognized this potential ambiguity, the group noted that multiple maxima/minima could occur over forecast periods of less than 24 hours and it agreed that the current wording of the Annex 3 provisions did allow for more than one maxima/minima to be produced under those circumstances. Nevertheless, since it is important to keep the length of the TAF to a minimum to facilitate its effective operational use, further guidance is needed, e.g. to limit the number of such maxima/minima in the TAF.

## 2. DISCUSSIONS

2.1 After implementation of 30-hour TAF in November 2008, we note that it is still common to find only one maximum and one minimum temperature in the 30-hour TAF. In some cases, two minimum temperatures are given in the TAF for some European airports in the wintertime.

2.2 In Hong Kong, China, discussion with the aviation users has revealed that the provision of two minimum temperatures in the TAF could be useful for operational decision when the temperatures get near or below freezing. There is however no preference from the pilot's perspective for airports with maximum/minimum temperatures well above freezing. Nevertheless, from the airline dispatcher's point of view, if multiple maximum/minimum temperatures are expected within the validity period of the TAF, they should be included to avoid ambiguity.

2.3 In view of the above user's feedback and the need to keep the length of the TAF to a minimum, it is proposed that up to a maximum number of three maximum/minimum temperature groups in total should be given in the TAF, viz. two minima and one maxima, or two maxima and one minima.

2.4 Based on the above discussion, the meeting may wish to consider formulating the following draft conclusion:

**Draft Conclusion 13/xx – Guidance on provision of multiple maximum/minimum temperatures in TAF**

That, ICAO be invited to consider including a note in the Annex 3 provision (Appendix 5, para. 1.2.5), with additional examples in the Annex 3 template for TAF (Table A5-1), to limit the number of maximum and minimum temperature groups provided in the TAF to a maximum of three in total.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- (a) note the information in this paper; and
- (b) agree on the proposed draft conclusion.

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