



Australian Government
Bureau of Meteorology

Policy for New, or Changes to Existing, Aerodrome Forecast (TAF) Services



DOCUMENT CONTROL

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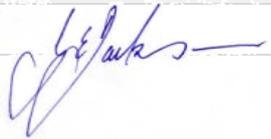
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1. Purpose

The purpose of this document is to provide an industry agreed policy for new, and changes to, existing Aerodrome Forecasts (TAF) services.

2. Background

The Bureau performed a review of the provision of Aerodrome Forecasts (TAFs) in Australia, in response to:

- requests from the aviation industry for the Bureau to review its aviation weather services; and
- a quality management requirement to meet International Civil Aviation Organization (ICAO) standards.

After considerable consultation with the aviation industry a draft report was released to industry for comment. A review committee and a working group were established to review the issues raised during the comment period and revise the draft report and recommendations as necessary. The TAF Review final report was released on 9 September 2014. The report can be found at:

<http://www.bom.gov.au/aviation/taf-review/>

The review determined the current and future needs of the aviation industry and recommended changes to the provision and categorisations of TAFs, with guidelines for future introduction, modification and cancellation of TAF services.

3. Requests for New, or Changes to Existing, TAF Services

TAF services can either be user-funded or funded by the aviation industry through the Meteorological Service Charge (MSC). The Bureau has agreed to undertake a full review of TAF services every three years. In between reviews, an operator is able to apply for new, or changes to existing TAF services. Applications should be addressed to:

Manager Aviation Regional Services
Business Solutions Group
Bureau of Meteorology
GPO Box 1289
MELBOURNE, VIC, 3001

Email: sral@bom.gov.au

3.1 Requests for new TAF services

Applications for new MSC-funded TAF services should incorporate all relevant details as defined in Appendix 2. The Manager Aviation Regional Services will perform a preliminary review of applications based on the criteria outlined below and advise on the likelihood of an MSC-funded TAF service, as well as the date of the next Bureau - Industry Consultative meeting where the application

will be reviewed. It should be noted that the final decision for an MSC-funded TAF service will be considered by the aviation industry at the annual Bureau-Industry Consultative meeting.

The Manager Aviation Regional Services may also recommend further information be submitted to support the request for an MSC-funded TAF service. The applicant can then choose to wait for the outcome or elect to request a user-funded TAF service.

Criteria

The criteria applied by the Manager Aviation Regional Services are based on recommendations from the TAF Review as follows:

- i. comparison of the movement and passenger information to the thresholds defined in Recommendation 1;
- ii. assess the likely beneficiaries of the TAF service (Recommendation 4);
- iii. determine if there are any other TAF services available within 60 nautical miles of the location (Recommendation 3);
- iv. the current meteorological observational infrastructure at the aerodrome, and the additional initial and ongoing cost of providing the necessary observations (Recommendation 12);
- v. the expected benefits of providing an additional TAF to the specific location and to the overall network of TAF services;
- vi. the safety benefits of the additional TAF service; and
- vii. the capacity of Bureau forecasters to generate the additional TAF and maintain a weather watch over the aerodrome during the TAF validity period.

3.1.1 Requests for user-funded TAF service

At aerodromes not meeting the MSC-funded TAF service criteria, a user-funded TAF service may be offered on a contractual basis. Applications for new user-funded TAF services should incorporate all relevant details as defined in Appendix 3. The Manager Aviation Regional Services will assess the application against criteria **iv** and **vii** as outlined above to ensure the aerodrome has the necessary observational equipment and the Bureau has the capacity to perform the service.

In relation to criteria **iv** an aerodrome must have a CAR120 approved Automatic Weather Station (AWS) with cloud and visibility sensors (C&V) for the provision of a TAF service as per recommendations 9 and 10 of the TAF Review. Where this equipment is not available a quotation for the supply and installation of this equipment can be provided. If equipment is installed at the aerodrome but is not CAR120 approved, the client will be referred to the Meteorological Authority.

Observations should be provided continuously regardless of the hours of the TAF, however where an aerodrome has difficulty providing 24 hour observations the minimum requirement is to provide full observations, including C&V a minimum of two hours prior to the commencement of the TAF and for the full validity of the TAF service.

3.2 Requests for Changes to TAF Services

In between the 3-yearly review of TAF services, an aerodrome operator or an aerodrome user can request a review of the TAF service provided:

- a user-funded service may meet criteria to be considered as an MSC-funded service; or
- an MSC-funded service aerodrome may have experienced changes to passenger and/or movement numbers such that the category of aerodrome may have changed.

Requests for changes to TAF services should incorporate all relevant details as defined in Appendix 2. The Manager Aviation Regional Services will perform a preliminary review of applications based on the criteria outlined in section 3.1. Where a request is denied, the request can be taken to the next Bureau - Industry Consultative meeting where the request will be reviewed by industry.

3.3 Cancellation of TAF Services

Cancellation of TAF services will typically be done as part of the 3 yearly TAF review. Outside of this review cycle a TAF may be cancelled due to any of the following reasons:

- If the aerodrome closes;
- If user funding ceases;
- If user-funded and the required observational infrastructure is no longer available; or
- If user funded and the CAR120 approval of observational infrastructure lapses.

The aerodrome owner/operator will be advised of the proposal to cease the TAF service along with the reasons for doing so, prior to any final decision to cease the service. Once a decision to cease the TAF service has been made industry will be advised via appropriate fora, such as via NOTAM and the next Bureau - Industry Consultative meeting.

APPENDIX 1 – Relevant TAF Review Recommendations

Recommendation 1:

The Bureau shall categorise aerodromes based upon the following criteria:

Table 1 - New TAF categories

Category	Passengers (annual)	Movements* (annual)
International designated aerodromes ¹ (A)	N/A	N/A
Large (B)	>150 000	>75 000
Medium (C)	50 001 – 150 000	10 001 – 75 000
Small (D)	10 000 – 50 000	4 000 – 10 000

* Generally excludes training flights, circuits, touch and go, overshoots and unsuccessful approaches by locally-based aircraft

Recommendation 2:

TAFs shall be provided for those aerodromes categorised as International (A), Large (B), Medium (C) or Small (D). Aerodromes not meeting Small (D) thresholds and with a sub-classification of Single User, Military, Network and Climatological will be reclassified as Small (D) aerodromes and will receive a corresponding TAF service.

Sub-category	Description
User-funded	Aerodromes used by a single user or industry and funded by this user on a contractual (cost recovery) basis
Military	Aerodromes primarily funded by the Department of Defence
Network	Aerodromes retained to improve the network of TAF services—based on use of aerodrome, distance between services and available infrastructure
Climatological	Aerodromes retained due to complex climatology, as assessed by the Bureau

¹International Designated Airports as defined in AIP GEN 1.2

Recommendation 3:

Where a category Medium (C) or Small (D) TAF is located within 60 nautical miles of another TAF, the need for each Category C and D TAF should be assessed—with typically only one TAF being maintained. An assessment will be carried out considering complexity of the climatology, availability of meteorological observations, aerodrome infrastructure and access to alternate aerodromes, to determine the location of the TAF to be provided.

Recommendation 4:

At those locations where the provision of a TAF is warranted by the passenger or movement numbers, but is for an aerodrome that exists primarily for services to an individual industry rather than the general community (e.g. does not offer sufficient publicly accessible services), such as mine sites, oil rigs or similar locations, a TAF service shall only be available on a contractual (cost recovery) basis.

Recommendation 5:

At those aerodromes where an MSC-funded TAF service is not continued, a TAF service may be offered on a contractual (cost recovery) basis.

Recommendation 7:

The issue and validity times of TAFs should be standardised as follows:

Category	Issue and validity times
International (A)	TAF issued six-hourly, valid for 24 or 30 hours. Commencement times 00, 06, 12, 18 UTC.
Large (B)	TAF issued six-hourly, valid for 12 or 18 hours. Commencement times 00, 06, 12, 18 UTC.
Medium (C)	TAF issued six-hourly, typically valid for 12 hours. Commencement times 02, 08, 14 and/or 20 UTC, except in Western Australia where commencement times are 04, 10, 16 and/or 22 UTC. See Note 1.
Small (D)	TAF issued six- or 12-hourly, valid for up to 12 hours. Commencement times typically 20 and/or 02 UTC, except in Western Australia where commencement times are typically 22 UTC and/or 04 UTC. See Note 1.

Note 1: Times will be adjusted for daylight saving where applicable.

Recommendation 12:

If the cost of installing and maintaining observational equipment for a particular site is considered excessive, the provision of the Bureau's observational service shall be reviewed based upon safety, other benefits (e.g. efficiency) and cost in consultation with the site owner/operator.

Recommendation 13:

Any proposed changes to the categorisation and service for individual aerodromes should be provided to industry at the next scheduled Bureau of Meteorology/Industry Consultative meeting, depending on the level of comment and analysis required. This shall not limit the Bureau from making any temporary arrangements it assesses as necessary following consultation with relevant stakeholders.

APPENDIX 2 – Application for an Industry Funded TAF Service

This form is to be used by an aerodrome owner/operator to provide data to support their case for an industry-funded (Meteorological Service Charge (MSC)) funded TAF service. The Bureau will also offer user-funded contractual (cost recovery) TAF services to those aerodromes not meeting the industry-funded criteria. Such contractual services will incur setup and service charges.

Given the intended use of this submitted data, it is essential that the aerodrome owner/operator provide accurate information. Should the Bureau determine that an aerodrome has submitted erroneous data that resulted in the provision of a TAF service at no direct charge, the aerodrome will be required to pay the Bureau all costs incurred to provide this TAF and observational service.

Operators are required to provide accurate information that reflects annual movement numbers and annual passenger numbers for the aerodrome. It is requested that information be provided from the previous financial year. If data for this period is unavailable, please provide the most suitable data, indicating the period covered and how the data was collected.

The following form is to be completed by the aerodrome's Chief Financial Officer or Chief Executive Officer and submitted to:

Manager Aviation Regional Services
Business Solutions Group,
Bureau of Meteorology,
GPO Box 1289
MELBOURNE, VIC 3001

Email: sral@bom.gov.au

Application for industry funded TAF Service or change to TAF Service

Part A: Application of revised aerodrome figures

Aerodrome details

Name: _____

ICAO code: _____

Data

Intra-aerodrome movement numbers (per annum): _____

Passenger numbers (per annum): _____

Metadata

Are these data for the previous calendar period
1 July – 30 June? Yes No

If no, for what period were the data collected?

Are the data actual recorded details or estimated? Actual Estimated

If estimated, provide specific details of how details
were calculated (overleaf if required):

Part B: Other supporting information

Please provide any details that support change and criteria ii, iv, v and vi in section 3.1 of the Policy for New, or Changes to Existing, Aerodrome Forecast (TAF) Services.

Part C: Authorisation

I certify that the above information is true and correct.

Name of completing officer Title (only details from CFO or CEO will be accepted)

Signature Date

APPENDIX 3 – Enquiry/Request for User Funded TAF Service

Client details

Company name: _____

Company address: _____

Company ABN: _____

Contact name: _____

Contact phone: _____

Contact address: _____

Contact email: _____

Aerodrome details

Name: _____

ICAO code: _____

Meteorological Observations Infrastructure

Automatic Weather Station (AWS): Yes No

Cloud and Visibility sensors (C&V): Yes No

Is the equipment CAR120 Approved? Yes No

NB: If the required meteorological infrastructure is not available a quotation for supply and installation can be provided where requested. If the required infrastructure is installed but not approved please refer to the Meteorological Authority for information on the approval process <http://www.bom.gov.au/met-authority/>

Client Requirements

Provision of TAF service: 12 hour 18 hour 24 hour
 5 days a week (Mon-Fri) 7 days a week

Provision of METAR/SPECI service: Yes No

Commencement date of service: _____

Expiration date of service:
(by default this is 3 years)

Additional Details