



**Australian Government**

**Bureau of Meteorology**

# TAF Review 2021

## Implementation Plan

Review of Aerodrome Forecast (TAF) services for the aviation industry.



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TAF Review 2021 – Implementation Plan

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## 1 Introduction

The Bureau provides a range of aviation meteorological services, including TAF, where the TAF is a statement of meteorological conditions expected in the airspace within a radius of five nautical miles of the aerodrome reference point for a specific validity period.

In response to a growing demand for additional TAF services that are not eligible to be funded under the MSC, the Bureau provides user-funded TAF services on a cost recovery basis; these additional TAF services are typically funded by the aerodrome operator.

The Bureau is committed to conducting regular reviews of all aviation meteorological services, in consultation with key government stakeholders, to ensure that services continue to meet requirements of the aviation industry and comply with regulatory and safety obligations.

The purpose of the TAF Review is to examine the current and future requirements of the aviation industry, and to make recommendations relating to the provision and categorisation of MSC-funded TAF services, including guidelines and recommendations for the introduction, modification and cancellation of TAF services. In this respect, the review process also includes an assessment of the current criteria-based decision framework in terms of its fitness for purpose as a decision tool for TAF services and providing transparency for stakeholders regarding decisions on TAF services.

To govern and complete the review, a TAF Review Executive Committee and a TAF Review Working Group were established to complete this work, chaired by the Bureau and comprised of representatives from Airservices Australia (Airservices), the Civil Aviation Safety Authority (CASA), and Department of Infrastructure, Transport, Regional Development and Communications (DOITRDC). Key activities included:

- formally analysing the latest aerodrome information, including movement data;
- preparing a draft report for release and stakeholder comment;
- reviewing and responding to any issues identified in submissions on the draft report; and
- revising the report, including finalising any recommendations and service changes.

The TAF Review Consultation Draft Report was released for a four-week public consultation period commencing on 8 September 2020. During the consultation period, 25 submissions were received from aerodrome operators, airlines, associations, and other interested parties within the aviation industry on the proposed changes to TAF services.

The TAF Review 2021 Final Report contains the final recommendations and service changes following a review of all submissions received through the consultation process. It is recognised that the aircraft and passenger movements were severely impacted by COVID-19 restrictions and therefore pre-COVID data was used in the analysis.

The Bureau has accepted all recommendations contained in the TAF Review 2021 Final Report and has developed this implementation plan. This implementation plan outlines the Bureau's strategy for implementing the recommendations of TAF Review 2021 Final Report. It defines those changes to MSC-funded TAF services that will occur on 2 December 2021, providing industry time to adapt to the changes.

## 2 Background

The MSC-funded TAF service for Australian international and domestic aerodromes is provided in accordance with each aerodrome's category, which is determined by factors such as type and amount of traffic. A list of aerodromes for which the Bureau provides TAF services is contained in the En-Route Supplement Australia (ERSA), which is part of the Aeronautical Information Package (AIP) published by Airservices. Changes to the provision of TAF services requires update of the AIP, on a fixed cycle known as the AIRAC (Aeronautical Information Regulation And Control) cycle.

## 3 Consultation and communication process

The Bureau has accepted all recommendations from the TAF Review 2021 Final Report and will work closely with stakeholders to effectively implement its recommendations. Specifically, the Bureau will:

- Notify Airservices and organise required updates to AIP documents, including to the AIP Book, ERSA and Departure and Approach Procedures (DAP), to ensure the changes to TAF services occur and are reflected in the 2 December 2021 AIRAC update.
- Write to aerodrome operators at the locations where the MSC-funded TAF service will change (increase, cessation or reduction in service), giving details of the date of change and where appropriate offer the option of a user-funded TAF service at the aerodrome.
- Write to aerodrome operators at the locations where the TAF service was initially proposed to change but following consideration of feedback received will now be retained.
- Write to all other stakeholders who submitted responses during the period when the TAF Review Consultation Draft Report was released for comment.
- Notify aviation stakeholder organisations of the release of the TAF Review 2021 Final Report.
- Publish the TAF Review 2021 Final Report on its Aviation Meteorological Services webpage ([www.bom.gov.au/aviation](http://www.bom.gov.au/aviation)), together with this implementation plan and a supporting Frequently Asked Questions (FAQ) document.
- Make arrangements for an article to be published in CASA's *Flight Safety Australia* magazine, detailing the release of the TAF Review 2021 Final Report, its recommendations and the planned implementation of service changes.

## 4 Changes to TAF services

Through the TAF Review, the current and future aviation industry requirements for TAF services have been examined and the following recommendations were made relating to the provision and categorisation of TAFs. This includes the introduction, modification and cancellation of MSC-funded TAF services.

### 4.1 Changes to MSC-funded TAF Services

The TAF Review 2021 Final Report determined the following:

- a. TAF services at 189 aerodromes shall remain unchanged and funded by the MSC.
- b. Changes to MSC-funded TAF services as follows:
  - Reinstatement TAF service at 2 aerodromes;
  - Increase TAF services at 3 aerodromes;
  - Reduce TAF services at 4 aerodromes; and
  - Cancel MSC funding of TAF services at 9 aerodromes.

#### 4.1.1 Reinstatement of MSC-funded TAF Service

TAF Review 2021 determined to reinstate the MSC-funded TAF service at 2 aerodromes as there were demonstrated aviation industry requirements.

These aerodromes are:

- Naracoorte (SA); and
- Temora (NSW).

#### 4.1.2 Increasing the MSC Funded TAF Service

TAF Review 2021 determined to increase the MSC-funded TAF service at 3 aerodromes to support international aviation or as a strategic TAF network requirement.

These aerodromes are:

- Brisbane West Wellcamp (Qld);
- Busselton (WA); and
- Halls Creek (WA).

#### 4.1.3 Reducing the MSC-funded TAF Service

TAF Review 2021 determined to reduce the MSC-funded TAF service at 4 aerodromes as they have low annual passenger numbers or movements that do not support a higher TAF category.

These aerodromes are:

- Cooma (NSW);
- Flinders Is (Tas);
- St Helens (Tas); and
- Taree (NSW).

#### 4.1.4 Ceasing the MSC-Funded TAF Service

TAF Review 2021 determined to cease MSC funding of the TAF service at 9 aerodromes as they either have low annual passenger numbers or movements, have other TAF services in close vicinity, or have been assessed as industry specific aerodromes.

These aerodromes are:

- Argyle (WA);
- Ballera (Qld);
- Barrow Is (WA);
- Clermont (Qld);
- Leinster (WA);
- Rottnest Is (WA);
- The Granites (NT);
- The Monument (Qld); and
- Trepell (Qld).

Of the 9 aerodromes where the TAF services will have their MSC funding removed, 7 are classified as industry specific aerodromes where the aerodrome exists primarily for services to an individual industry (such as mine sites, oil rigs or similar locations) rather than the general community. If required, a TAF service at these aerodromes can be provided by the Bureau on a user-funded basis (funded by the aerodrome operator/owner).

The Bureau recognises the high importance and requirements of emergency operations and has demonstrated from the previous review that additional issues of a TAF or an extension of the TAF validity period can be requested by approved emergency users (i.e. medical, search and rescue, firefighting services, etc) when required.

## 4.2 Changes to International TAF Service

ICAO Annex 3 recommends that "...the period of validity of a routine TAF should be not less than 6 hours and not more than 30 hours; the period of validity should be determined by regional air navigation agreement. Routine TAF valid for less than 12 hours should be issued every 3 hours and those valid for 12 to 30 hours should be issued every 6 hours."

The TAF Review Working Group also noted that some international aerodromes may not have a requirement for each TAF issue to be valid for 24 hours; in such cases an 18-hour validity will suffice.

TAF Review 2021 made a single recommendation to the international aerodrome TAF provision.

**Recommendation 1:**

*For International (A) aerodromes, the validity of each routine TAF issue shall be 18, 24 or 30 hours. The TAF validity for an aerodrome will be determined based on demonstrated operational requirements.*

TAF Review 2021 did not make any determinations on the operational requirements of any international aerodromes.

TAF validity times for non-international aerodromes are determined by the category of aerodrome and the operational needs of industry. The Bureau will continue to provide emergency services with non-routine TAF services at any aerodrome, including the nine above, in support of emergency operations. Non-routine TAF services are also available to the wider aviation community and non-emergency flights, at locations where TAF services have previously been provided and where forecasters have the capacity to weather-watch the additional services.

## 5 Post Implementation Review

As agreed in the previous TAF Review, a post-implementation review of any changes made as a result of the TAF Review will be conducted one year after the implementation of the TAF Review recommendations, around December 2022.

As part of our quality management processes, we will also undertake a full review of MSC-funded TAF services every three years, commencing three years after the implementation of the review.

These reviews will again be conducted in consultation with industry and other government organisations. The review process will assess the continued appropriateness of the TAF categorisation and TAF validity at each location, based on updated information (e.g. aerodrome passenger and movement data, routes and policies).

The Bureau will discuss any proposed changes to the categorisation and service for individual aerodromes with the aviation industry, at the next scheduled Bureau-Aviation Industry Services Working Group meeting.

## Appendix 1: Abbreviations and acronyms

<b>AIP</b>	Aeronautical Information Package
<b>AIRAC</b>	Aeronautical Information and Regulation and Control
<b>Bureau</b>	Bureau of Meteorology
<b>CASA</b>	Civil Aviation Safety Authority
<b>DOITCRD</b>	Department of Infrastructure, Transport, Cities and Regional Development
<b>ERSA</b>	En-Route Supplement
<b>FIR</b>	Flight Information Region
<b>ICAO</b>	International Civil Aviation Organization
<b>MSC</b>	Meteorological Service Charge
<b>MSC-funded</b>	Aviation meteorological services provided by the Bureau funded by the MSC
<b>Industry Specific</b>	An aerodrome that exists primarily for services to an individual industry rather than the general community
<b>TAF</b>	Aerodrome Forecast
<b>User-funded</b>	Aviation meteorological services provided by the Bureau funded by users of the service