



## TAF Review 2021 Final Report - Summary of Changes

This document contains a summary of changes between the TAF Review Consultation Draft Report (Consultation Draft Report) and the TAF Review 2021 Final Report (TAF Review 2021).

The Consultation Draft Report was made available for industry consultation between 8 September and 13 October 2020. At the close of consultation, on 13 October 2020, the Bureau had received 25 submissions from aerodrome operators, airlines, associations, and other interested parties within the aviation industry.

### Consultation Draft Report - Proposed Changes to TAF Services

The Consultation Draft Report proposed the following changes to aviation industry Meteorological Service Charge (MSC) funded TAF services:

- Reinstatement of TAF service at two aerodromes:
  - Naracoorte (SA); and
  - Temora (NSW).
- Increase TAF services at three aerodromes:
  - Brisbane West Wellcamp (Qld);
  - Busselton (WA); and
  - Halls Creek (WA).
- Reduce services at 6 aerodromes:
  - Cooma (NSW);
  - Derby (WA);
  - Flinders Island (Tas);
  - Richmond (NSW);
  - St Helens (Tas); and
  - Taree (NSW).
- Cancel MSC funding of services at 11 aerodromes, with 9 of these aerodromes being classified as “single use” or “industry specific” aerodromes:
  - Argyle (WA);
  - Ballera (Qld);
  - Barrow Island (WA);
  - Clermont (Qld);
  - Leinster (WA);
  - Moomba (SA);
  - Rottneest Island (WA);
  - Telfer (WA);
  - The Granites (NT);
  - The Monument (Qld); and
  - Trepell (Qld).

There were no changes proposed to the TAF services at the remaining 183 aerodromes.



## Changes to TAF Review 2021 Following Consultation

### Changes to TAF Services

The TAF Review Final Report 2021 contains the final recommendations and service changes following a review of all submissions received through the consultation process.

Following the industry consultation, it has been determined that Derby, Richmond, Moomba and Telfer, which were originally proposed to either cease or receive reduced TAF services, will retain their existing services for the reasons specified in Table 1.

Aerodrome Name	ICAO ID	State	Rationale
Derby	YDBY	WA	TAF network requirement as alternate to Broome
Richmond	YSRI	NSW	TAF 24h validity required to support international long-haul military flights
Moomba	YOOM	SA	TAF network requirement to support safe and efficient flights in southwest Queensland and northeast South Australia
Telfer	YTEF	WA	TAF network requirement to support safe and efficient flights in inland northern WA

*Table 1: Maintain existing MSC-Funded TAF services*

### Changes to Terminology

The cancelling of the TAF service at the aerodromes classified as “single use” generated most responses to the Consultation Draft Report, as these are aerodromes used by many airlines servicing the resources sector. From the responses generated it was apparent that there is a misunderstanding by the airlines and operators regarding the intent of the cancellation created by the two phrases used, that being “Cancel TAF Services” and “Single use”.

- “Cancel TAF Services” implied to some respondents that the Bureau does not consider that the aerodrome requires a TAF service, while the TAF Review was recommending that the TAF service not be funded by the Meteorological Service Charge (MSC), but instead be user-funded, if required.

The term “Cancel TAF Services” was changed to “Cease MSC funding of TAF”.

- In some cases “Single use” implied to some respondents that the TAF Review considers that the aerodrome was being used by a single operator. Whereas the TAF Review classified it as “an aerodrome that exists primarily for services to an individual industry (such as mine sites, oil rigs or similar locations) rather than to the general community (e.g. it does not offer regular publicly accessible services).”

The term “Single use” was changed to “Industry Specific”.

TAF Review 2021 Final Report recognises that in some cases where the MSC-funding for a TAF service ceases, users may still require a TAF service at these industry specific



aerodromes. Where this is the case, a TAF service can be provided by the Bureau, funded by the aerodrome owner or operator (user-funded) on a cost recovery basis.

### Changes to the Recommendation

There were no submissions specifically commenting on the one recommendation concerning the TAF validity times, however, there were minor wording changes to clarify that the TAF issues are “routine” issues and “to be” replaced with “shall be”.

#### *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.*

### Support for emergency operations

Several submissions raised concerns about the impact on medical emergency flights and search and rescue operations by the proposed reduction or cessation of TAF services at some aerodromes. TAF Review 2021 Final Report responded by including the following statement:

During emergency situations, e.g. medical, search and rescue, firefighting services etc, a TAF can be requested by approved emergency users. 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 when required.

### Other changes included in the TAF Review 2021 Final Report

The following additional enhancements were made to the report:

- The Executive Summary was updated to include the revised changes to services, implementation date and plans for the post implementation review;
- Major updates to Chapter 3 – Assessment of TAF Services; and
- A new chapter (Chapter 5) on Next Steps to provide clarity on:
  - Proposed implementation date of the TAF changes;
  - Observation equipment requirements and indicative costs;
  - A post implementation review; and
  - The next TAF Review.