Australian Government
Bureau of Meteorology

TAF Review 2026 Consultation Report

Review of Aerodrome Forecast services for the aviation industry

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Executive Summary

The Bureau of Meteorology, in accordance with Australian Government policy, provides aviation meteorological services to support safety, efficiency and economic outcomes across the aviation sector. The costs of the majority of these services are recovered through the Meteorological Service Charge (MSC), with some additional services provided on a user-funded cost recovery basis under direct agreement with operators. Through these services, the bureau supports operations at over 600 aerodromes across Australia, of which 213 currently receive an Aerodrome Forecast (TAF) service.

Services are provided to the full breadth of the aviation industry. Regular consultation occurs between the bureau and representatives of international, domestic and regional airlines, general aviation, aviation industry associations and government departments.

TAFs are a core aviation meteorological product, providing forecast conditions within an 8 km radius of aerodromes to support operational planning and decision-making.

The TAF Review 2026 assesses whether current TAF services remain fit for purpose, aligned to industry needs, and deliver a value-for-money national network.

The review has been conducted through a structured, criteria-based assessment taking into account current industry requirements, with oversight from a joint governance model involving the bureau, Airservices Australia (Airservices), the Civil Aviation Safety Authority (CASA), and the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA).



The review proposes a targeted reconfiguration of MSC-funded TAF services to better align with operational demand. The review proposes to:

- Maintain existing TAF services at 191 aerodromes
- Introduce new TAF services at 2 aerodromes
- Adjust TAF service coverage at 8 aerodromes
- Cease MSC-funded TAF services at 12 aerodromes – services could continue on a user-funded basis where required
- ~400 aerodromes within the scope of the review continue to operate without a TAF service.

Collectively, these proposed changes represent less than a 4% change to the network of aerodrome services.

The review also proposes one additional recommendation relating to greater flexibility in commencement times for Category C TAF services.

Detailed analysis underpinning these recommendations is provided in the report, including aerodrome-level assessments and revised service categorisation.

Have your say

The proposed outcomes and recommendations presented in this Consultation Report are not final decisions.

The bureau invites feedback on the proposed changes contained in this Consultation Report from all sectors of the aviation industry and other interested stakeholders.

Feedback received during the consultation period will be considered before final decisions are made on the future provision of TAF services.

Details on how to make a submission are provided in Section 5



1. Background

The bureau regularly conducts reviews of its TAF services to ensure they continue to meet the requirements of the aviation industry, while supporting safety, efficiency and regulatory obligations. Refer to Appendix 7 for further details on the provision and oversight of aviation meteorological services.

The purpose of the TAF Review 2026 (Review) is to examine the current and future aviation industry requirements for TAF services and determine whether the existing provision and categorisation of services remain fit for purpose. This includes consideration of potential changes to Meteorological Service Charge (MSC)-funded TAF services, including introducing new services, adjusting existing services and ceasing MSC-funded services where appropriate.

The review also assesses the current criteria-based decision framework used to determine the provision of TAF services, ensuring it remains transparent, consistent and appropriate for current and future aviation operations.

1.1. Previous Reviews

The bureau completed previous reviews of TAF services in 2015 and 2021. These reviews established the assessment methodology and decision-making framework used to determine where MSC-funded TAF services should be provided.

The recommendations from these reviews have guided the ongoing provision of TAF services across Australia and have informed the assessment approach adopted for the review.

Further information on previous reviews can be found on the bureau's web page http://www.bom.gov.au/aviation/taf-review/

1.2. Governance arrangements

To oversee and undertake the review, the bureau established a TAF Review Executive Committee (EC) and a TAF Review Working Group (WG).

The bureau chairs both groups, which comprise representatives from Airservices, CASA and DITRDCSA.

The TAF Review WG is responsible for undertaking the detailed assessment of aerodrome activity, operational requirements and other relevant factors, and for developing recommendations for consideration by the Executive Committee.

The TAF Review EC provides strategic oversight of the review process and considers the recommendations developed by the Working Group before their release to industry stakeholders.

2. Assessment Process

2.1. Background

Airservices, CASA, DITRDCSA and the bureau have undertaken a thorough review to determine where MSC-funded TAF services should be provided. The agencies used the recommendations, criteria and learnings from previous TAF Reviews to inform the review. The assessment factors, input data and guiding principles are defined in the following sections. The detailed assessment criteria are defined in Appendix 1 of this report.

The outcomes of the assessment and proposed changes to services, through the application of this approach, are contained in Section 3 and Appendix 2. Appendix 3 contains the current and proposed TAF category for the network of Australian aerodromes.

The following principles were applied in deciding whether an aerodrome should receive or retain an MSC-funded TAF service and, if so, which category of service.

- MSC-funded TAF services will typically (refer Note 1) be offered to aerodromes that
    - are accessible without prior approval, as defined in En-Route Supplement Australia (ERSA)
    - are International Designated Aerodromes, or where the passenger or movement data exceeds the minimum thresholds for a Category D aerodrome (Table 2)
    - are designed to service the general community rather than to an individual industry, such as mine sites, oil rigs or similar locations
    - do not incur excessive lease costs (compared to off-aerodrome costs) for the meteorological site.

- MSC-funded TAF services may (refer Note 1) also be offered to aerodromes that:
    - support users to effectively traverse our large continent, minimising large TAF services gaps on a commonly used flight route
    - have received recent or committed significant government investment in the aerodrome
    - have significantly different climatology to other nearby TAF services.

Note 1:

The benefit, considering factors such as distance to alternate aerodromes, availability of aviation fuel and aerodrome usability, must be balanced against the cost of providing a TAF service. This assessment would apply where either:

- an aerodrome meets Category C or D criteria but is within 60 nautical miles of another TAF location, such that only one aerodrome will typically receive a TAF service
- additional infrastructure investment is required to enable the provision of a TAF service.

2.2. Aerodrome categorisation

The bureau provides a TAF service for Australia's international and domestic aerodromes in accordance with each aerodrome's category. Aerodrome categories have been established to provide a clear hierarchy of meteorological service requirements and are based on an assessment using the assessment criteria defined in Section 2.3.

Australian TAF services are categorised into the following four categories:

- Cat A - International designated aerodromes
- Cat B – Large aerodromes
- Cat C – Medium aerodromes
- Cat D – Small aerodromes

The corresponding TAF services validity periods are defined in Appendix 4.

2.3. Assessment criteria

Airservices, CASA, DITRDSCA and the bureau applied the following criteria to determine which aerodromes should receive an MSC-funded TAF service, and where provided, which category of TAF service should be provided:

- international and Australian regulatory requirements, including ICAO and Civil Aviation Safety Regulations (CASRs)
- requirements of government agencies, including Airservices, CASA and the Australian Defence Force
- aerodrome usage information, including passenger numbers, aircraft movements and time-of-day operations
- the role of aerodromes within the national aviation network, including use as alternate aerodromes
- accessibility of aerodromes and availability of supporting aviation infrastructure and services
- meteorological and climatological considerations, including local weather complexity and network coverage requirements
- availability of meteorological observations and forecasting infrastructure required to support a TAF service
- current and future operational, technological and resource considerations for the provision of aviation meteorological services
- broader community, industry and government investment considerations.

Further information on the detailed criteria used during the review is provided in Appendix 1.

2.4. Source data

Airservices Airspace Research Application (ARA) data provides a single, complete dataset of movement and passenger numbers for aerodromes across Australia, including those considered as part of this review. The 2025 ARA data set was used as the primary source of information for the analysis of passenger and movement numbers as part of this TAF Review.

In addition to the standard ARA dataset, Airservices provided supplementary aircraft movement data derived from flight plans, including a detailed breakdown of activity by time of day for aerodromes under review. This additional information enabled a more detailed assessment of aerodrome utilisation, both as a destination or as an alternate aerodrome, particularly in relation to overnight operations and the operational relevance of existing TAF validity periods and categories.

As the ARA dataset contains estimated statistics for some aerodromes or categories of operation, aerodrome owners or operators may submit revised data if they believe that the proposed TAF category does not accurately reflect actual aerodrome usage. Details on the process for submitting revised figures are provided in the *submission of revised aerodrome data form,* available in Appendix 5.

The ERSA was also used to assess an aerodrome's accessibility, infrastructure and services.

A list of aerodromes for which the bureau provides TAF services is contained in the ERSA and on the bureau's webpage. A list of Australian international aerodromes is contained in the Aeronautical Information Package (AIP) GEN 1.2.

3. Proposed changes to TAF services

This section provides a high-level summary of the proposed changes arising from the assessment.

The proposed changes presented in this section have been informed by the outcomes of an assessment of aviation activity levels, operational requirements, network considerations, alternate aerodrome availability, overnight operations, infrastructure, safety and regulatory requirements, and other factors relevant to the provision of TAF services.

The assessment process, criteria and input data applied to develop these proposed changes are described in Section 2.

3.1. Summary of proposed changes

The TAF Review 2026 proposes a number of changes to MSC-funded TAF services based on the assessment undertaken as part of the review (Table 1).

Table 1 – Summary of proposed changes to TAF services

Summary of change	Number of aerodromes
Maintain existing TAF services	191
Introduce new TAF services	2
Adjust TAF service coverage	8
Cease MSC-funded TAF services	12

In addition, approximately 400 certified and uncertified aerodromes within the scope of the review will continue to operate safely without a TAF service. These proposed changes are intended to ensure the national TAF network continues to meet operational, safety and regulatory requirements while supporting an efficient and sustainable aviation meteorological service.

3.2. Proposed changes by aerodrome

Introduce new TAF services at 2 aerodromes:

- Sydney/Nancy-Bird Walton (Western Sydney Airport) (NSW)[1]
- Yorke Island (QLD)

Adjust TAF coverage at 8 aerodromes:

- increase TAF service coverage at 1 aerodrome:

[1] The TAF service at Sydney/Nancy-Bird Walton was commenced on 9 July 2026, aligned with operational needs of the aerodrome.

    - Parkes (NSW)

- reduce TAF service coverage at 7 aerodromes:
    - Bathurst Island (NT)
    - Flinders Island (TAS)
    - Hamilton (VIC)
    - Longreach (QLD)
    - Narrabri (NSW)
    - Normanton (QLD)
    - Mungalalu-Truscott (Truscott) (WA)

- Cease MSC-funded TAF services at 12 aerodromes:
    - Goulburn (NSW)
    - Grafton (NSW)
    - Horsham (VIC)
    - Jabiru (NT)
    - Mangalore (VIC)
    - McArthur River Mine (NT)
    - Murray Bridge (SA)
    - Olympic Dam (SA)
    - Portland (VIC)
    - Scone (NSW)
    - Wangaratta (VIC)
    - Young (NSW)

Detailed assessment information for these aerodromes is provided in Appendix 1.

3.3. Additional recommendation

The review identified a procedural inefficiency associated with the current provision of Category C and D TAF services, resulting in concentrated operational workload periods for bureau aviation meteorologists.

The review noted that many Category C TAF services provide 24-hour coverage, similar to Category A and B TAF services. Introducing greater flexibility in commencement times would enable a more even distribution of workload, while maintaining existing service coverage and validity periods.

It was considered that this flexibility would have minimal impact on users, while delivering benefits for both the bureau and industry, including improved workload management and enhanced consistency and quality of TAF services.

Recommendation 1:
Routine Category C TAFs should be issued with commencement times of either:

- 00, 06, 12 and 18 UTC
- 02, 08, 14 and 20 UTC.

Based on this recommendation, the existing and proposed issue and validity times for TAF services are outlined in Appendix 4.

4. How to interpret the proposed changes

This section provides a high-level overview of what the proposed changes may mean in practice for aerodrome operators, aircraft operators and other industry stakeholders.

It is important to note that the changes proposed in this report are preliminary and do not represent final decisions. Section 5 of this report outlines how members of the aviation industry can provide feedback on these proposed changes.

4.1. Introduction of new TAF services

The introduction of a new TAF service may provide additional support for flight planning and operational decision-making, particularly where the aerodrome is regularly used as a destination or alternate aerodrome, supporting significant aviation activity.

The establishment of a TAF service is dependent on a suite of observations as defined in Appendix 6. In most cases, this requires new meteorological observation infrastructure to be established prior to service commencement, including identifying suitable sites, securing land access and leases, arranging reliable power supply, installing observing equipment, and implementing operational support arrangements.

The introduction of a new TAF service also requires updates to aviation publications (e.g. ERSA) and coordinated communication with aviation stakeholders. Consequently, there is often a significant lead time between the decision to introduce a TAF service and the commencement of operational service delivery, which may extend to multiple years depending on infrastructure, site access and operational arrangements required at the individual aerodrome.

4.2. Adjustment of TAF service coverage

In some cases, the review may recommend an adjustment to the validity period or coverage of an existing TAF service.

Adjustments may involve either an increase or reduction in TAF coverage and are intended to better align the level of service with demonstrated operational requirements, aviation activity and patterns of aerodrome use, including overnight operations.

The review also considers the role of the aerodrome within the broader aviation network and the availability of other meteorological services when assessing the appropriate level of TAF coverage.

4.3. Cessation of MSC-funded TAF services

The review may recommend the cessation of MSC-funded TAF services where the assessment indicates that the aerodrome no longer meets the criteria for an MSC-funded service, or where other operational and network considerations support a different service arrangement.

The operation of aviation services into an aerodrome is not dependent on the availability of a TAF for that location, with many aerodromes across Australia operating safely without a TAF. However, flights to destinations with a prescribed instrument approach procedure and without a TAF may be required to carry sufficient fuel to allow them to divert to a suitable alternate (with a TAF). If the

destination aerodrome does not have a prescribed instrument approach procedure, the weather assessment requirement can be based upon the appropriate Graphical Area Forecast (GAF)[2].

The bureau also supports user-funded TAF services as defined in Section 4.3.2.

4.3.1. Availability of other meteorological services

Where an MSC-funded TAF service is reduced or ceased, a range of other meteorological information will continue to be available to support aviation operations and flight planning.

This includes, but not limited to:

- Aerodrome Weather Reports (METAR/SPECI)
- Aerodrome Weather Information Services (AWIS)
- Graphical Area Forecasts (GAF)
- Significant Weather Charts (SIGWX)
- SIGMET
- Area QNH.

These products continue to provide important meteorological information for aviation operations.

4.3.2. Provision of user-funded TAF services

The review recognises that, in some cases where the MSC-funding for a TAF service is ceased, users may continue to require a TAF service at the aerodromes, particularly at industry specific aerodromes. In these circumstances, the bureau may provide a TAF service on a user-funded cost recovery basis, funded by the aerodrome owner or operator.

Further information regarding user-funded TAF services is available through the bureau's Aerodrome Forecast (TAF) Request Procedure[3].

4.3.3. Existing weather observation infrastructure

Where a recommendation involves the cessation of an MSC-funded TAF service, existing weather observation infrastructure, such as an automatic weather station (AWS) and aerodrome weather information service (AWIS), will generally be retained, unless it is assessed as not being representative of the aerodrome.

4.4. Services to support emergency operations

During emergency situations, such as medical, search and rescue, firefighting operations, a TAF can be requested by approved emergency users.

The bureau recognises the high importance and requirements of emergency operations and has demonstrated that additional, or extended, TAF services can be requested by approved emergency users when required.

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[2] AIP Enroute (ENR) 1.10, 1.2.1
[3] https://www.bom.gov.au/aviation/data/about-us/Aerodrome_Forecast_Request_Procedure.pdf

5. Next steps and industry feedback

The proposed outcomes and recommendations presented in this Consultation Report are not final decisions.

The bureau is seeking feedback from members of the aviation industry and other interested stakeholders on the proposed outcomes and recommendations in this Consultation Report.

Following the close of the consultation period, all submissions will be reviewed and considered by the TAF Review EC and TAF Review WG before final decisions are made regarding changes to TAF services.

5.1. How to make a submission

Written submissions should be emailed to: TAFreview@bom.gov.au

Submissions should include:

- Name
- Contact phone number
- Whether the submission is on behalf of an organisation or individual
- Details of your feedback, including any supporting operational information where relevant.

All submissions must be received by **24 November 2026**.

Where stakeholders wish to provide revised aerodrome movement or passenger data, they should complete the ***Submission of revised aerodrome data form***. Further information is provided in Appendix 5.

Appendix 1: Detailed assessment criteria for MSC-funded TAF services

A range of factors are considered when assessing the provision of an MSC-funded TAF service, as defined below.

The individual criteria and considerations outlined below do not automatically qualify an aerodrome for an MSC-funded TAF service, they are used in combination to assess and determine the network of TAF services. For example, an aerodrome may meet passenger and/or aircraft movement thresholds but not receive a TAF because it is considered to be an industry specific aerodrome.

Requirements of international aerodromes

The International Civil Aviation Organization (ICAO) Annex 3 defines the requirements for TAF and the Asia & Pacific Region Air Navigation Plan (APAC eANP) details services provided at Australia's designated international aerodromes. International Designated Airports are documented in AIP GEN 1.2.

Passenger and movement thresholds

The levels of activity, in terms of the number of aircraft movements and/or passenger numbers, are a primary consideration in assessing TAF service provision. Aircraft movements are defined as inter aerodrome flights and generally excludes training flights, circuits, touch and go, overshoots and unsuccessful approaches by locally based aircraft.

An initial assessment of annual aerodrome aircraft movements and passenger numbers is conducted using ARA data with thresholds for initial TAF categorisation outlined in Table 2. Supplementary aircraft movement data from Airservices, derived from flight plans and including time-of-day breakdowns, was also used during the decision-making process.

Table 2 – Passenger and movement thresholds per TAF category

Category	Passengers (annual)	Movements* (annual)
International designated aerodromes[4] (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

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

[4] International Designated Airports as defined in AIP GEN 1.2

Network considerations

It is recognised that the aviation community is dependent on a national network of TAF services to traverse our large country. As a result, some aerodromes may be assigned Category C or D TAF services to maintain network coverage, even where activity levels alone may not be adequate.

Accessibility of aerodromes

Consideration is given to whether an aerodrome is accessible without prior approval, as defined in the ERSA. Aerodromes requiring prior approval are less likely to warrant an MSC-funded TAF service, as they do not typically support broader aviation access.

Aerodrome infrastructure

Consideration is given to an aerodrome's infrastructure such as availability of navigation aids, aviation fuel, and other facilities that support aviation operations.

Proximity to alternate aerodrome(s)

Where a Category C or D TAF is located within 60 nautical miles of another TAF service, the need for both services is reviewed. In such cases, typically, only one of the TAFs will be retained, taking into consideration other factors. Aircraft flying within the region can therefore use the aerodrome with the retained TAF as their alternate aerodrome.

Operational and user requirements

Consideration is given to demonstrated user need, including requirements for overnight operations at the aerodrome or within the broader region.

Complexity of the climatology

Some aerodromes may be considered for a TAF service due to their unique or complex climatology when compared to the surrounding TAF services.

Observational requirements

In order to produce a TAF and maintain an appropriate meteorological watch of the TAF during its validity period, aviation meteorologists must be able to access quality meteorological data from a range of information sources. A primary information source is surface observations at the aerodrome, which are provided by an Automatic Weather Station (AWS). Surface observations provided by AWS at an aerodrome must be approved by the bureau.

The provision of TAFs is subject to minimum observational requirements, based on the requirements defined by ICAO, which are outlined in Appendix 6.

Investment

Consideration is given to aviation-related infrastructure and services investment by Commonwealth and State Governments. Recent or committed investment may support the case for maintaining or introducing a TAF service where it aligns with broader operational and network requirements.

Cost and infrastructure considerations

The cost of establishing and maintaining a TAF service is also considered, including infrastructure requirements and site leasing arrangements. In some cases, the cost of supporting a TAF service may outweigh the operational benefit, particularly where suitable alternatives exist.

Industry specific aerodromes

Where the provision of a TAF is warranted by the passenger or movement number, but is for an aerodrome that exists primarily to support a specific industry rather than the general community (e.g. does not offer regular publicly accessible services), such as mine sites, oil rigs or similar locations, a TAF service will not be funded by the MSC but can be provided by the bureau on a user-funded cost recovery basis.

Defence aerodromes

TAFs are provided to meet the needs of Defence.

Appendix 2: Proposed changes to TAF services

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Rationale	Summary of proposed changes	Observation Equipment required
Introduce TAF Services							
Sydney/Nancy-Bird Walton (Western Sydney)	YSWS	NSW	-	A	New International Designated Aerodrome	Introduce CAT A 24-hour TAF service	-
Yorke Island	YYKI	QLD	-	D	Increased usage aligned with Category D thresholds	Introduce CAT D 12-hour TAF service	AWS, C&V
Adjusted TAF Coverage							
Parkes	YPKS	NSW	D	C	Frequent emergency services demand for overnight TAF services	Increase coverage to 18 hours daily	-
Bathurst Island	YBTI	NT	C	D	MOV/PAX[5] below Category C thresholds	Reduce coverage to 12 hours daily	AWS, C&V
Flinders Island	YFLI	TAS	C	D	MOV/PAX below Category C thresholds	Reduce coverage to 12 hours daily	-
Hamilton	YHML	VIC	C	D	MOV/PAX below Category C thresholds	Reduce coverage to 12 hours daily	-
Longreach	YLRE	QLD	C	D	MOV/PAX below Category C thresholds	Reduce coverage to 12 hours daily	-

[5] MOV/PAX refers to movement and passenger data

Narrabri	YNBR	NSW	C	D	MOV/PAX below Category C thresholds	Reduce coverage to 12 hours daily	-
Normanton	YNTN	QLD	C	D	MOV/PAX below Category C thresholds	Reduce coverage to 12 hours daily	-
Mungalalu - Truscott (Truscott)	YTST	WA	C	D	MOV/PAX below Category C thresholds	Reduce coverage to 12 hours daily	-
Cessation of MSC-funded TAF services							
Goulburn	YGLB	NSW	D	-	MOV/PAX below Category D thresholds	Cease MSC-funded service	-
Grafton	YGFN	NSW	D	-	MOV/PAX below Category D thresholds	Cease MSC-funded service	-
Horsham	YHSM	VIC	D	-	MOV/PAX below Category D thresholds	Cease MSC-funded service	-
Jabiru	YJAB	NT	D	-	MOV/PAX below Category D thresholds	Cease MSC-funded service	-
Mangalore	YMNG	VIC	D	-	MOV/PAX below Category D thresholds	Cease MSC-funded service	-
McArthur River Mine	YMHU	NT	D	-	Industry specific, requiring prior approval for access.	Cease MSC-funded service	-
Murray Bridge	YMBD	SA	D	-	MOV/PAX below Category D thresholds. Requires prior approval for access.	Cease MSC-funded service	-
Olympic Dam	YOLD	SA	C	-	Industry specific, requiring prior approval for access.	Cease MSC-funded service	-
Portland	YPOD	VIC	D	-	MOV/PAX below Category D thresholds	Cease MSC-funded service	-

Scone	YSCO	NSW	D	-	MOV/PAX below Category D thresholds	Cease MSC-funded service	-
Wangaratta	YWGT	VIC	D	-	MOV/PAX below Category D thresholds	Cease MSC-funded service	-
Young	YYNG	NSW	D	-	MOV/PAX below Category D thresholds	Cease MSC-funded service	-

Appendix 3: Current and proposed TAF services

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
ADELAIDE	YPAD	SA	T3	T3	No Change	Maintain		International aerodrome
ADELAIDE/PARAFIELD	YPPF	SA	B	B	No Change	Maintain		
ALBANY	YABA	WA	C	C	No Change	Maintain		
ALBURY	YMAY	NSW	B	B	No Change	Maintain		
ALICE SPRINGS	YBAS	NT	A	A	No Change	Maintain		International aerodrome
AMBERLEY	YAMB	QLD	A	A	No Change	Maintain		Defence aerodrome
ARMIDALE	YARM	NSW	C	C	No Change	Maintain		
AVALON	YMAV	VIC	A	A	No Change	Maintain		International aerodrome
AYERS ROCK/CONNELLAN	YAYE	NT	B	B	No Change	Maintain		
BAIRNSDALE	YBNS	VIC	C	C	No Change	Maintain		
BALLARAT	YBLT	VIC	C	C	No Change	Maintain		
BALLERA	YLLE	QLD	C	C	No Change	Maintain		User-funded
BALLINA/BYRON GATEWAY	YBNA	NSW	B	B	No Change	Maintain		
BARIMUNYA	YBRY	WA	C	C	No Change	Maintain		
BARROW ISLAND	YBWX	WA	B	B	No Change	Maintain	C&V	User-funded
BATHURST	YBTH	NSW	C	C	No Change	Maintain		
BATHURST IS	YBTI	NT	C	D	Reduce to 12-hour coverage	Reduce	AWS, C&V	Below thresholds
BAYU UNDAN	YBYU	WA	C	C	No Change	Maintain		User-funded
BENDIGO	YBDG	VIC	C	C	No Change	Maintain		

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
BIRDSVILLE	YBDV	QLD	D	D	No Change	Maintain		
BOOLGEEDA	YBGD	WA	C	C	No Change	Maintain		
BOURKE	YBKE	NSW	D	D	No Change	Maintain	C&V	
BRISBANE	YBBN	QLD	T3	T3	No Change	Maintain		International aerodrome
BRISBANE/ARCHERFIELD	YBAF	QLD	B	B	No Change	Maintain		
BRISBANE WEST WELLCAMP	YBWW	QLD	A	A	No Change	Maintain		International aerodrome
BROKEN HILL	YBHI	NSW	C	C	No Change	Maintain		
BROOME/INTL	YBRM	WA	A	A	No Change	Maintain		International aerodrome
BUNBURY	YBUN	WA	C	C	No Change	Maintain		User-funded
BUNDABERG	YBUD	QLD	B	B	No Change	Maintain		
BURKETOWN	YBKT	QLD	D	D	No Change	Maintain		
BUSSELTON	YBLN	WA	A	A	No Change	Maintain		International aerodrome
CAIRNS/CAIRNS INTL	YBCS	QLD	T3	T3	No Change	Maintain		International aerodrome
CAMDEN	YSCN	NSW	B	B	No Change	Maintain		
CANBERRA	YSCB	ACT	T3	T3	No Change	Maintain		International aerodrome
CARNARVON	YCAR	WA	D	D	No Change	Maintain		
CEDUNA	YCDU	SA	D	D	No Change	Maintain		
CHARLEVILLE	YBCV	QLD	C	C	No Change	Maintain		
CHRISTMAS CREEK	YCHK	WA	C	C	No Change	Maintain		User-funded
CHRISTMAS ISLAND	YPXM	OTH	A	A	No Change	Maintain		International aerodrome
CLERMONT	YCMT	QLD	C	C	No Change	Maintain		User-funded
CLONCURRY	YCCY	QLD	C	C	No Change	Maintain		

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
COBAR	YCBA	NSW	D	D	No Change	Maintain		
COCOS (KEELING) ISLAND	YPCC	OTH	A	A	No Change	Maintain		International aerodrome
COEN	YCOE	QLD	D	D	No Change	Maintain		
COFFS HARBOUR	YCFS	NSW	A	A	No Change	Maintain		International aerodrome
COOBER PEDY	YCBP	SA	D	D	No Change	Maintain		
COOKTOWN	YCKN	QLD	D	D	No Change	Maintain		
COOMA - SNOWY MOUNTAINS	YCOM	NSW	D	D	No Change	Maintain		
COONABARABRAN	YCBB	NSW	D	D	No Change	Maintain		
COONDEWANNA	YCWA	WA	C	C	No Change	Maintain		User-funded
CUNDERDIN	YCUN	WA	D	D	No Change	Maintain		
CURTIN	YCIN	WA	B	B	No Change	Maintain		Defence aerodrome
DARWIN	YPDN	NT	T3	T3	No Change	Maintain		International aerodrome
DERBY	YDBY	WA	C	C	No Change	Maintain		
DEVONPORT	YDPO	TAS	C	C	No Change	Maintain		
DJARINDJIN/LOMBADINA	YLBD	WA	B	B	No Change	Maintain		User-funded
DUBBO	YSDU	NSW	B	B	No Change	Maintain		
EAST SALE	YMES	VIC	B	B	No Change	Maintain		Defence aerodrome
EDINBURGH	YPED	SA	B	B	No Change	Maintain		Defence aerodrome
ELCHO ISLAND	YELD	NT	D	D	No Change	Maintain		
ELIWANA	YEWA	WA	C	C	No Change	Maintain		User-funded
EMERALD	YEML	QLD	B	B	No Change	Maintain		
ERNABELLA	YERN	SA	D	D	No Change	Maintain		

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
ESPERANCE	YESP	WA	C	C	No Change	Maintain		
FITZROY CROSSING	YFTZ	WA	D	D	No Change	Maintain		
FLINDERS ISLAND	YFLI	TAS	C	D	Reduce to 12-hour coverage	Reduce		Below thresholds
FORREST	YFRT	WA	C	C	No Change	Maintain		
FORTESCUE DAVE FORREST	YFDF	WA	C	C	No Change	Maintain		User-funded
GEORGETOWN (QLD)	YGTN	QLD	D	D	No Change	Maintain		
GERALDTON	YGEL	WA	A	A	No Change	Maintain		International aerodrome
GILES	YGLS	WA	D	D	No Change	Maintain		
GINGIN	YGIG	WA	C	C	No Change	Maintain		Defence aerodrome
GLADSTONE	YGLA	QLD	B	B	No Change	Maintain		
GLEN INNES	YGLI	NSW	D	-	No Change	Maintain		
GOLD COAST	YBCG	QLD	T3	T3	No Change	Maintain		International aerodrome
GOLDEN GROVE	YGGE	WA	C	C	No Change	Maintain		User-funded
GOULBURN	YGLB	NSW	D	-	Cease	Cease		Below thresholds
GOVE	YPGV	NT	C	C	No Change	Maintain		
GRAFTON	YGFN	NSW	D	-	Cease	Cease		Below thresholds
GRIFFITH	YGTH	NSW	C	C	No Change	Maintain		
GROOTE EYLANDT	YGTE	NT	C	C	No Change	Maintain		
GUDAI-DARRI MINE	YKDD	WA	C	C	No Change	Maintain		User-funded
HALLS CREEK	YHLC	WA	D	C	No Change	Maintain		

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
HAMILTON	YHML	VIC	C	D	Reduce to 12-hour coverage	Reduce		Below thresholds
HAMILTON ISLAND	YBHM	QLD	B	B	No Change	Maintain		
HERVEY BAY	YHBA	QLD	B	B	No Change	Maintain		
HOBART	YMHB	TAS	T3	T3	No Change	Maintain		International aerodrome
HOLSWORTHY	YSHW	NSW	B	B	No Change	Maintain		
HOOKER CREEK	YHOO	NT	D	D	No Change	Maintain	C&V	
HORN ISLAND	YHID	QLD	A	A	No Change	Maintain		International aerodrome
HORSHAM	YHSM	VIC	D	-	Cease	Cease		Below thresholds
HUGHENDEN	YHUG	QLD	D	D	No Change	Maintain		
INNISFAIL/MUNDOO	YIFL	QLD	D	D	No Change	Maintain		
IRON BRIDGE MINE	YIBO	WA	C	C	No Change	Maintain		User-funded
IVANHOE	YIVO	NSW	D	D	No Change	Maintain	C&V	
JABIRU	YJAB	NT	D	-	Cease	Cease		Below thresholds
JERVIS BAY	YJBY	NSW	D	D	No Change	Maintain		
JULIA CREEK	YJLC	QLD	D	D	No Change	Maintain		
KALGOORLIE-BOULDER	YPKG	WA	A	A	No Change	Maintain		International aerodrome
KARRATHA	YPKA	WA	B	B	No Change	Maintain		
KING ISLAND	YKII	TAS	C	C	No Change	Maintain		
KINGAROY	YKRY	QLD	C	C	No Change	Maintain		User-funded
KINGSCOTE/KANGAROO ISLAND	YKSC	SA	C	C	No Change	Maintain		

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
KOOLAN ISLAND/KOOLAN CENTRAL	YKLC	WA	C	C	No Change	Maintain		User-funded
KOWANYAMA	YKOW	QLD	D	D	No Change	Maintain		
KUNUNURRA	YPKU	WA	C	C	No Change	Maintain		
LATROBE VALLEY	YLTV	VIC	C	C	No Change	Maintain		
LAUNCESTON	YMLT	TAS	A	A	No Change	Maintain		International aerodrome
LEARMONTH	YPLM	WA	A	A	No Change	Maintain		International aerodrome
LEIGH CREEK	YLEC	SA	D	D	No Change	Maintain		
LEINSTER	YLST	WA	C	C	No Change	Maintain		User-funded
LEONORA	YLEO	WA	C	C	No Change	Maintain		
LISMORE	YLIS	NSW	C	C	No Change	Maintain		
LOCKHART RIVER	YLHR	QLD	D	D	No Change	Maintain		
LONGREACH	YLRE	QLD	C	D	Reduce to 12-hour coverage	Reduce		Below thresholds
LORD HOWE ISLAND	YLHI	NSW	A	A	No Change	Maintain		International aerodrome
MACKAY	YBMK	QLD	B	B	No Change	Maintain		
MAITLAND (NSW)	YMND	NSW	D	D	No Change	Maintain		
MANGALORE	YMNG	VIC	D	-	Cease	Cease		Below thresholds
MANINGRIDA	YMGD	NT	C	C	No Change	Maintain		
MAREEBA	YMBA	QLD	D	D	No Change	Maintain		
MARYBOROUGH (QLD)	YMYB	QLD	D	D	No Change	Maintain		
MCARTHUR RIVER MINE	YMHU	NT	D	-	Cease	Cease		Industry specific, requiring prior approval for access.

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
MEEKATHARRA	YMEK	WA	C	C	No Change	Maintain		
MELBOURNE	YMML	VIC	T3	T3	No Change	Maintain		International aerodrome
MELBOURNE/ESSENDON	YMEN	VIC	B	B	No Change	Maintain		
MELBOURNE/MOORABBIN	YMMB	VIC	B	B	No Change	Maintain		
MERIMBULA	YMER	NSW	C	C	No Change	Maintain		
MILDURA	YMIA	VIC	B	B	No Change	Maintain		
MOOMBA	YOOM	SA	C	C	No Change	Maintain		
MORANBAH	YMRB	QLD	C	C	No Change	Maintain		
MOREE	YMOR	NSW	C	C	No Change	Maintain		
MORNINGTON ISLAND	YMTI	QLD	D	D	No Change	Maintain		
MORUYA	YMRY	NSW	C	C	No Change	Maintain		
MOUNT GAMBIER	YMTG	SA	C	C	No Change	Maintain		
MOUNT ISA	YBMA	QLD	B	B	No Change	Maintain		
MOUNT MAGNET	YMOG	WA	D	D	No Change	Maintain		
MUDGEE	YMDG	NSW	D	D	No Change	Maintain		
MURRAY BRIDGE	YMBD	SA	D	-	Cease	Cease		Below thresholds. Requires prior approval for access.
NARACOORTE	YNRC	SA	D	D	No Change	Maintain	C&V	
NARRABRI	YNBR	NSW	C	D	Reduce to 12-hour coverage	Reduce		Below thresholds
NARRANDERA	YNAR	NSW	D	D	No Change	Maintain		
NEWMAN	YNWN	WA	B	B	No Change	Maintain		
NGUKURR	YNGU	NT	D	D	No Change	Maintain	C&V	

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
NORFOLK ISLAND	YSNF	OTH	A	A	No Change	Maintain		International aerodrome
NORMANTON	YNTN	QLD	C	D	Reduce to 12-hour coverage	Reduce		Below thresholds
NOWRA	YSNW	NSW	B	B	No Change	Maintain		Defence aerodrome
OAKEY	YBOK	QLD	B	B	No Change	Maintain		Defence aerodrome
OLYMPIC DAM	YOLD	SA	C	-	Cease	Cease		Industry specific. Requires prior approval for access.
ONSLOW	YOLW	WA	D	D	No Change	Maintain		
ORANGE	YORG	NSW	C	C	No Change	Maintain		
PARABURDOO	YPBO	WA	B	B	No Change	Maintain		
PARKES	YPKS	NSW	D	C	Increase to 18-hour coverage	Increase		Significant movements overnight
PEARCE	YPEA	WA	B	B	No Change	Maintain		Defence aerodrome
PERTH	YPPH	WA	T3	T3	No Change	Maintain		International aerodrome
PERTH/JANDAKOT	YPJT	WA	B	B	No Change	Maintain		
PORT AUGUSTA	YPAG	SA	C	C	No Change	Maintain		
PORT HEDLAND	YPPD	WA	A	A	No Change	Maintain		International aerodrome
PORT KEATS	YPKT	NT	D	D	No Change	Maintain	C&V	
PORT LINCOLN	YPLC	SA	B	B	No Change	Maintain		
PORT MACQUARIE	YPMQ	NSW	B	B	No Change	Maintain		
PORTLAND	YPOD	VIC	D	-	Cease	Cease		Below thresholds
PROSERPINE/WHITSUNDAY COAST	YBPN	QLD	B	B	No Change	Maintain		

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
RENMARK	YREN	SA	D	D	No Change	Maintain		
RICHMOND (NSW)	YSRI	NSW	A	A	No Change	Maintain		International Defence aerodrome
RICHMOND (QLD)	YRMD	QLD	D	D	No Change	Maintain		
ROCKHAMPTON	YBRK	QLD	A	A	No Change	Maintain		International aerodrome
ROMA	YROM	QLD	C	C	No Change	Maintain		
SAINT GEORGE	YSGE	QLD	D	D	No Change	Maintain		
SAINT HELENS	YSTH	TAS	D	D	No Change	Maintain		
SCONE	YSCO	NSW	D	-	Cease	Cease		Below thresholds
SHARK BAY	YSHK	WA	D	D	No Change	Maintain	C&V	
SHELLHARBOUR AIRPORT	YSHL	NSW	C	C	No Change	Maintain		
SHEPPARTON	YSHT	VIC	D	D	No Change	Maintain		
SOLOMON	YSOL	WA	C	C	No Change	Maintain		User-funded
SOUTHERN CROSS	YSCR	WA	D	D	No Change	Maintain		
STRAHAN	YSRN	TAS	C	C	No Change	Maintain		
SUNSHINE COAST	YBSU	QLD	A	A	No Change	Maintain		International aerodrome
SWAN HILL	YSWH	VIC	D	D	No Change	Maintain		
SYDNEY/BANKSTOWN	YSBK	NSW	B	B	No Change	Maintain		
SYDNEY/KINGSFORD SMITH	YSSY	NSW	T3	T3	No Change	Maintain		International aerodrome
SYDNEY/NANCY-BIRD WALTON	YSWS	NSW	-	A	Introduce 24-hour coverage	Introduce		International aerodrome
TAMWORTH	YSTW	NSW	B	B	No Change	Maintain		
TAREE	YTRE	NSW	D	D	No Change	Maintain		

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
TELFER	YTEF	WA	C	C	No Change	Maintain		User-funded
TEMORA	YTMR	NSW	D	D	No Change	Maintain	C&V	
TENNANT CREEK	YTNK	NT	C	C	No Change	Maintain		
THANGOOL	YTNG	QLD	D	D	No Change	Maintain		
THARGOMINDAH	YTGM	QLD	D	D	No Change	Maintain		
THE GRANITES	YTGT	NT	C	C	No Change	Maintain		User-funded
THE MONUMENT	YTMO	QLD	C	C	No Change	Maintain		User-funded
TINDAL	YPTN	NT	A	A	No Change	Maintain		Defence - International aerodrome
TOOWOOMBA	YTWB	QLD	C	C	No Change	Maintain		
TOWNSVILLE/TOWNSVILLE INTL	YBTL	QLD	A	A	No Change	Maintain		International aerodrome
TREPELL	YTEE	QLD	C	C	No Change	Maintain		User-funded
TROPICANA	YTRA	WA	C	C	No Change	Maintain		User-funded
MUNGALALU-TRUSCOTT	YTST	WA	C	D	Reduce to 12-hour coverage	Reduce		Below thresholds
WAGGA WAGGA	YSWG	NSW	B	B	No Change	Maintain		
WALGETT	YWLG	NSW	D	D	No Change	Maintain		
WANGARATTA	YWGT	VIC	D	-	Cease	Cease		Below thresholds
WARBURTON	YWBR	WA	D	D	No Change	Maintain	C&V	
WARRNAMBOOL	YWBL	VIC	C	C	No Change	Maintain		
WEIPA	YBWP	QLD	C	C	No Change	Maintain		
WEST ANGELAS	YANG	WA	C	C	No Change	Maintain		User-funded

Aerodrome Name	ICAO ID	State	Current TAF Category	Proposed TAF Category	Proposed Change to TAF issue times	Summary	Upgraded observation equipment if TAF service retained	Comments
WEST MUSGRAVE	YWMO	WA	C	C	No Change	Maintain		User-funded
WHYALLA	YWHA	SA	C	C	No Change	Maintain		
WILLIAMTOWN/NEWCASTLE	YWLM	NSW	A	A	No Change	Maintain		International aerodrome
WILUNA	YWLU	WA	D	D	No Change	Maintain		
WINDORAH	YWDH	QLD	D	D	No Change	Maintain		
WINTON	YWTN	QLD	D	D	No Change	Maintain		
WOOMERA	YPWR	SA	B	B	No Change	Maintain		
WYNYARD	YWYY	TAS	C	C	No Change	Maintain		
YORKE ISLAND	YYKI	QLD	-	D	Introduce 12-hour coverage	Introduce	AWS, C&V	Above minimum thresholds and alternate to Horn Island
YOUNG	YYNG	NSW	D	-	Cease	Cease		Below thresholds
YUENDUMU	YYND	NT	D	D	No Change	Maintain	AWS, C&V	

Appendix 4: TAF validity periods and issue times

Validity time specifications

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. "

In Australia, a 30-hour TAF is provided for Brisbane, Sydney, Melbourne, Adelaide, Darwin and Perth to assist in flight planning for those aerodromes required by long-haul international operators.

For International (A) aerodromes, each TAF issue may be valid 18, 24 or 30 hours, with the selected validity determined based on demonstrated operational requirements. In some cases, a validity period shorter than 24 hours is sufficient to meet operational requirements.

Other TAF validity periods are determined based on aerodrome category and operational requirements.

Existing TAF issue times

The current standard issue and validity times for TAF services are defined in Table 3.

Table 3 – Current standard issue and validity times of TAFs

TAF Category	Aerodrome Type	Issue and validity times
TAF3	Selected aerodromes specified in ERSA and AIP GEN 3.5 paras 3.4.4, 3.4.5, and 3.4.6[6]	TAF issued 3-hourly, valid for 18, 24 or 30 hours depending on which aerodrome type of TAF category A or B applies to the aerodrome. Commencement times at civil aerodromes: 00, 03, 06, 09, 12, 15, 18 UTC.
A	International	TAF issued six-hourly, valid for 18, 24 or 30 hours. Commencement times: 00, 06, 12, 18 UTC.
B	Large	TAF issued six-hourly, valid for 12 or 18 hours. Commencement times: 00, 06, 12, 18 UTC.
C	Medium	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.

[6] A TAF3 service is issued three-hourly at Sydney, Melbourne, Brisbane, Perth, Adelaide, Cairns, Canberra, Darwin, Gold Coast and Hobart.
Additionally, TAF3 services are provided at the following military bases when staffed by Defence decision support meteorologists: Williamtown, Nowra, Tindal, Oakey, Townsville, Pearce, Amberley and East Sale.

		Times may be adjusted for daylight saving where applicable.
D	Small	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 and/or 04 UTC. Times may be adjusted for daylight saving where applicable.

The validity period for the Category C and D TAF services categorised as user-funded or Defence will be determined by the bureau's National Manager, Transport Customer Engagement, in consultation with stakeholders.

TAFs for other locations will only be provided in response to emergency services on a request basis.

Proposed TAF issue times

Considering the new recommendation defined in Section 3.3, the proposed standard issue and validity times for TAF services are outlined in Table 4.

Table 4 – Proposed standard issue and validity times of TAFs

Category	Aerodrome Type	Issue and validity times
TAF3	Selected aerodromes specified in ERSA and AIP GEN 3.5 paras 3.4.4, 3.4.5, and 3.4.6[7]	TAF issued 3-hourly, valid for 18, 24 or 30 hours depending on which aerodrome type of TAF category A or B applies to the aerodrome. Commencement times at civil aerodromes: 00, 03, 06, 09, 12, 15, 18 UTC.
A	International	TAF issued six-hourly, valid for 18, 24 or 30 hours. Commencement times: 00, 06, 12, 18 UTC.
B	Large	TAF issued six-hourly, valid for 12 or 18 hours. Commencement times: 00, 06, 12, 18 UTC.
C*	Medium	TAF issued six-hourly, typically valid for 12 hours. **Commencement times either 00, 06, 12 and 18 UTC or 02, 08, 14 and 20 UTC, except in Western Australia where commencement times are either 02, 08, 14 or 20 UTC or 04, 10, 16 and 22 UTC.** Times may be adjusted for daylight saving where applicable.
D	Small	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 and/or 04 UTC. Times may be adjusted for daylight saving where applicable.

*Proposed change from current arrangements.

[7] A TAF3 service is issued three-hourly at Sydney, Melbourne, Brisbane, Perth, Adelaide, Cairns, Canberra, Darwin, Gold Coast and Hobart.
Additionally, TAF3 services are provided at the following military bases when staffed by Defence decision support meteorologists: Williamtown, Nowra, Tindal, Oakey, Townsville, Pearce, Amberley and East Sale.

Appendix 5: Submission of revised aerodrome data

This form is to be used by an aerodrome owner to provide revised movement and passenger statistics to the Bureau of Meteorology.

This data may be considered by the bureau in determining whether the aerodrome is entitled to receive a TAF free of charge, i.e. funded by the Meteorological Service Charge (MSC), based on the criteria defined in the TAF Review. The data you provide will be treated in confidence and for the internal use of the bureau for the purpose of the TAF Review.

The bureau will also offer user-funded (cost recovery) TAF services to those aerodromes not meeting the criteria. Such contractual services will incur service charges.

Given the intended use of this submitted data, it is essential that aerodrome owners 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 calendar year. If data for this period are unavailable, please provide the most suitable data, indicating the period covered and how the data were collected.

The following form is to be completed by the aerodrome's owner, Chief Financial Officer or Chief Executive Officer and submitted to TAFreview@bom.gov.au.

Submission of revised aerodrome data form

Airport details:

Aerodrome name: . . . . . .

Aerodrome ICAO code: . . . . . .

Data:

Intra-aerodrome movement numbers (per annum): . . . . . .

Passenger numbers (per annum): . . . . . .

Metadata:

Are these data for the previous calendar year (1 Jan 2025 – 31 Dec 2025)?

☐ 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 the figures were calculated (overleaf if required)

Authorisation:

I certify that the above information is true and correct.

Name of completing officer: . . . . . .

Title: . . . . . .

(Note—only details from CFO or CEO will be accepted)

Signature: . . . . . .

Date: . . . . . .

Appendix 6: Observational infrastructure

Observational requirements

In order to both produce a TAF and then maintain an appropriate meteorological watch during its validity period, an aviation forecaster must be able to access quality data from a range of information sources. This may include forecast modelling tools, satellite imagery, radar imagery, upper air data, lightning detection equipment, weather cameras, and a range of other sources. However, the primary source of information is provided by surface observations at the aerodrome.

Automatic Weather Stations (AWS) or weather observers measure surface wind speed and direction, QNH, temperature, dewpoint, precipitation, visibility, cloud amount and height and present weather. It is a requirement that a routine half hour observation (METAR) or a special observation (SPECI - transmitted when certain observational thresholds are met) is issued for all TAF locations. Both METAR and SPECI observations may be provided by either manual or automatic means. For an automated observation site, this requires an AWS with cloud and visibility (C&V) sensors.

Adequate aerodrome reports should be available from at least two hours prior to the start of the TAF validity period through to the end of the TAF validity period. A continuous meteorological watch and amendment service is required for all TAF services throughout the period of validity.

Observational costs associated with providing TAFs

The bureau has seen a significant increase in the leasing costs associated with observational equipment at aerodromes. Where the bureau, in consultation with aerodrome operators, is unable to negotiate access to a suitable location meeting AWS siting requirements at an acceptable cost (based on standard off-aerodrome costs for an AWS), we may need to remove our equipment from the aerodrome and allow the aerodrome to organise its own meteorological observations.

In addition to leasing costs, there are significant costs associated with the purchase and installation of additional equipment defined in the previous sections. The costs of typical equipment installations by the bureau are contained in Table 5. It should be noted that these represent indicative costs only; some remote sites and sites without mains power may cost significantly more. Consequently, installation at each specific site will need to be assessed on the basis of a site-specific quote.

Table 5 - Typical costs for the purchase and installation of additional observations equipment

Item	Cost
New Installation* (AWS, C&V)	$300K-$450K
Addition of C&V*	$150K-$280K

The actual cost per site to upgrade equipment will be reviewed by the bureau in consultation with industry prior to any decision to progress with the installation of additional equipment. If the upgrade costs are considered excessive, the provision of a TAF service will be reviewed.

Appendix 7: Aviation Meteorological Services

The bureau performs a dual role in aviation: as the meteorological service provider, and as the Meteorological Authority.

Provision of aviation meteorological services

The bureau's role in providing services for civil aviation is established through the *Meteorology Act 1955*. The bureau's aviation meteorological services are delivered by the Aviation, Land and Maritime Transport (ALMT) Program and contribute to the safety, efficiency and regularity of national and international aviation operations through the provision of forecasts, warnings and information for aerodromes and en-route operations.

In fulfilling this mandate, the bureau works closely with Airservices, which is responsible for air traffic services, and CASA, which is responsible for the safety regulation of civil aviation in Australia.

The bureau is committed to providing timely and accurate aviation meteorological services that align with international and national requirements, whilst responding to the growing and changing operational and planning needs of the aviation industry.

The bureau’s aviation meteorological services management function maintains certification under the AS/NZS ISO 9001:2015 Quality Management Standard. Our quality management system ensures rigorous ongoing independent scrutiny of the management and delivery of aviation meteorological services and provides a firm basis for continuous review and improvement to meet industry needs.

The bureau's aviation meteorological services are provided through its:

- Hazardous Weather Unit (HWU)
- Brisbane and Melbourne Aviation Forecasting Centres (AFCs)
- Meteorological Unit at the Airservices National Operations Management Centre in Melbourne (NOMC MET).

The bureau provides a range of aviation meteorological products and services including TAFs. A TAF is a statement of meteorological conditions expected in the airspace within a radius of 8 kilometres of the aerodrome reference point for a specific validity period.

ALMT Program TAF Review responsibilities:

- leading the TAF Review
- assessing operational demand, network coverage, service categories, resource implications and funding arrangements
- consulting industry
- determining how the bureau will operationally deliver the proposed services.

Meteorological Authority

The bureau is Australia’s designated meteorological authority for international air navigation. Within the bureau, the Meteorological Authority Office supports the discharge of relevant international coordination and assurance responsibilities.

Meteorological authority responsibilities include providing advice where proposed changes engage Australia’s international obligations, regional air navigation plan commitments or the bureau’s formal coordination responsibilities as Australia’s designated meteorological authority.

Appendix 8: Glossary of terms, abbreviations and acronyms

AIP Aeronautical Information Package

AFC Aviation Forecasting Centre

AIRAC Aeronautical Information and Regulation and Control

ATSB Australian Transport Safety Bureau

AWS Automatic Weather Station

Bureau Bureau of Meteorology

CASA Civil Aviation Safety Authority

C&V Ceilometer and Visibility meter

Defence Australian Defence Force

DITRDCSA Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

ERSA En-Route Supplement Australia

FIR Flight Information Region

GAF Graphical Area Forecast

HWU Hazardous Weather Unit

ICAO International Civil Aviation Organization

Industry specific aerodrome An aerodrome that exists primarily for services to an individual industry rather than the general community

MA Meteorological Authority

METAR Meteorological report from an aerodrome at a routine time (half-hourly) when conditions are better than specified thresholds—this is the primary format in aeronautical meteorology for reports of surface meteorological information at an aerodrome

MSC-funded Aviation meteorological services provided by the bureau funded by the MSC

NOMC MET Meteorological Unit at the Airservices National Operations Management Centre

QNH A brevity code for barometric pressure adjusted to sea level

SIGMET Significant Meteorological Information

SPECI A special report of surface meteorological information at an aerodrome, only issued when specific criteria are met—has the same format as a METAR, except for the name

TAF Aerodrome Forecast

User-funded Aviation meteorological services provided by the bureau funded by users of the service

UTC Coordinated Universal Time, the primary time standard by which the world regulates clocks and time—signified in aviation forecasts and reports by the letter Z

VAAC Volcanic Ash Advisory Centre

WMO World Meteorological Organization

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