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By Electronic Transmission

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Our Ref: G40-0039

Dear Tim,

Re: AIPA Comments on the Review of Aerodrome (TAF) Services for Aviation

The Australian and International Pilots' Association (AIPA) is grateful for the opportunity to comment on the Australian Bureau of Meteorology (BOM) Draft TAF Review.

AIPA takes an active stake in the Australian aviation industry, participating in inquiries in the Australian Aviation sector and contributing members to various industry forums. AIPA is also an active member of the global pilot body, the International Federation of Airline Pilots' Association (IFALPA), which represents over 100,000 airline pilots internationally.

AIPA has reviewed the draft document and would like to put forward the following comments for your consideration.

The Review Recommendations

AIPA fully supports the 15 recommendations made in the Draft Review.

However, we wish to make it very clear that we find the background to Recommendation 11 most disturbing. The proposition that aerodrome operators might consider BOM as a revenue source when seeking rents for the installation of the equipment necessary for the provision of meteorological services for that aerodrome and for the broader aviation community is unacceptable to us. AIPA believes that the provision of land, utilities and access to the required meteorological infrastructure should be a cost of ownership of the aerodrome.

Some Editorial Commentary on the Draft Review

Table 3

The commencement times for Medium (C) and Small (D) seem inconsistent, given both are issued 6 hourly.

The stated validity period for Medium (C) is 12 hours, despite the following text asserting that:

“The validity period for the Medium, Small, Contractual and Defence TAFs should be determined by the National Manager Regional Aviation Weather Services, in consultation with stakeholders.”

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This page also states:

“TAFs for other locations will only be provided in a response to emergencies.”

What is the expected response time in such situations and what restrictions might apply to such a request?

Recommendation 7

Recommendation 7 continues the inconsistencies evident in Table 3.

Tables 5 and 7

Tables 5 and 7 contain at least 5 aerodromes that are mining or oil & gas destinations with restricted public access, but there is no indication that they are to be Contractual (Cost Recovery) rather than MCS funded.

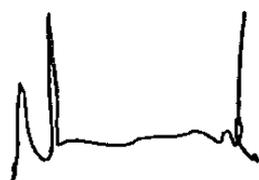
Future of the TTF

During the initial consultation process, AIPA’s understanding was that one option would be to introduce a 3 hour TAF for some of the airports that presently received a TTF (see BOM Discussion Paper – TTF Review dated 15 Aug 2012). What is not clear to us is the future of that proposal or the differences in resources and infrastructure required to substitute a 3 hourly TAF for the 9 aerodromes where TTFs are currently produced.

Can you please confirm that this subject will be adequately covered in the TTF Review draft that is expected to be released within the next 3 months?

Should you wish to discuss this further or would like more information, please do not hesitate to contact our office.

Yours sincerely,



**Captain Richard Woodward
Vice President**

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