Advancing the interests of
our members and the profession

TAF REVIEW 2026 CONSULTATION REPORT

Submission by the Australian & International Pilots Association

About the Australian & International Pilots Association

The Australian & International Pilots Association (AIPA), a federally registered organisation, is a professional Association that represents the industrial, professional and safety interests of Qantas Group pilots in airline operations within Australia and around the world. AIPA currently has over 2,500 members, based in different locations throughout Australia.

AIPA's core objectives include providing industrial representation and services to its members as well as advocating for aviation safety at national and international levels. AIPA also advocates for aviation safety as a member of the Australian Aviation Unions Alliance (AAUA) and through our membership in the Australian Airline Pilots' Association (AusALPA), which is in turn a member of the International Federation of Air Line Pilots' Associations (IFALPA).

TAF Review 2026

AIPA welcomes the opportunity to comment on the Bureau of Meteorology's (BoM) TAF Review 2026 Consultation Report (TAF Review). While the proposed changes may not directly affect our members' operations, the provision of accurate and reliable aerodrome forecasts is fundamental to aviation safety across Australia. Therefore, we would like to raise the following concerns regarding the consultation process and the criteria used for the proposed changes, including any risk assessment.

Consultation

AIPA acknowledges that the outcomes and recommendations presented in the Consultation Report are not final decisions. However, the governance arrangements to oversee and undertake the review do not appear to have included industry representatives and that the consultation report appears to be their first opportunity for involvement in the process to date.

Operators and pilots are the direct users of TAF services and are best placed to identify the operational impact of any change. AIPA strongly suggests that a co-design process, directly involving operators and pilots, is adopted by the BoM especially for the provision of essential services such as weather forecasts.

Change Criteria

Australia is a country with a large land mass, vast distances and many regional and remote aerodromes. Many communities rely on air travel, and for some it is the only means of access. Australia is also subject to extreme weather conditions. For these reasons, accurate, reliable and timely weather forecasts are essential for everyone who relies on air travel, and any reduction in TAF services at regional and remote aerodromes carries a greater risk than passenger numbers alone would suggest.

The value of a TAF service cannot be judged only on traffic at that aerodrome. Aerodromes with a TAF service are also used as alternates by operators whose intended destination is affected by weather. Removing or reducing TAF services at these aerodromes may limit alternate options, particularly in regional and remote areas, and could result in cancelled services, unnecessary diversions or increased commercial pressure on operators and flight crew.

The TAF Review relies on passenger movement data to justify the reduction, and in some cases the removal, of TAF services. Passenger numbers are only one part of the picture: they fluctuate with many factors, including the state of the economy, and do not reflect the operational role an aerodrome can play, such as its use as an alternate, or the weather risk at that location. Passenger data alone cannot determine whether a critical service such as a TAF is justified.

The TAF Review appears to assume that, because no issues have been reported in the past, the proposed changes will not create issues in the future. An absence of past reports is not evidence of future safety, particularly where the service being removed is the very control that has prevented those issues. A proper risk assessment should identify the hazards that the proposed changes introduce, assess their likelihood and consequence, and set out how they will be mitigated.

Summary

In summary, AIPA suggests that the BoM; adopt a co-design process when determining the provision of essential services such as weather forecasts; and, a thorough, forward-looking risk assessment be conducted for any proposed change to the provision of TAF services.

More broadly, AIPA is concerned about the possible removal of weather observation infrastructure. AIPA participated in the Part 139 MOS Technical Working Group, which supported changes to place designated meteorological observation instrumentation in the same category as navigation equipment, recognising its importance to safe operations. Consistent with that approach, any proposed removal of weather observation infrastructure should be subject to a thorough risk assessment and approval by CASA.

Thank you for the opportunity to provide comment on the TAF Review. AIPA would welcome the opportunity to discuss these matters further, please reach out to William Kerr, Head of Government & Regulatory Affairs (William.Kerr@Aipa.org.au) should you so wish.

Australian & International Pilots Association
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