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By Electronic Transmission

Mr Andrew McCrindell
Australian Bureau of Meteorology
Manager, Major Airport Weather Services
Weather and Ocean Services Branch
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Dear Andrew,

AusALPA Support for the Introduction of Three Hour Dynamic Terminal Area Forecasts

The Australian Airline Pilots' Association (AusALPA) represents more than 5,000 professional pilots within Australia on safety and technical matters. We are a key member of the International Federation of Airline Pilot Associations (IFALPA) which represents over 100,000 pilots in 100 countries and the Member Association for Australia. Our membership places a very strong expectation of rational, risk and evidence-based safety behaviour on our government agencies and processes and we regard our participation in the work of Australia's safety-related agencies as essential to ensuring that our policy makers get the best independent safety and technical advice.

AusALPA supports the proposed change to replace the Trend Forecast (TTF) with a 3-hour dynamic Terminal Area Forecast (TAF). The Association has been part of the Trend Review Working Group, along with various major industry stakeholders. We consider the review to have been comprehensive and that the review process has provided broad consultation within the industry. The findings and recommendations have been adequately covered in the report released by the Bureau of Meteorology (BoM). As such, the implementation of the 3-hour TAF should take place as a matter of urgency.

AusALPA is cognitive of a realistic timeline and acknowledges that the earliest date for implementation is now May 2018. That said, there should be no further delays and all agencies and organisations, particularly CASA, Airservices Australia and BoM, should work together to meet this timeline.

Fuel Buffers

The outstanding issue relates to fuel buffers and when they should be applied under the proposed system. CASA has been aware of the concerns of AusALPA and other industry stakeholder for at least the last two years and for the need to agree on an industry position. No formal discussion paper has been made available to the non-Government agencies by CASA, but it is understood that four options will most likely be proposed similar to those listed below:

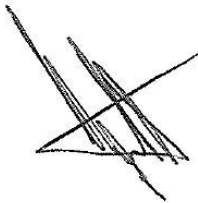
1. Maintain the TTF (Buffers do not need to be applied)
2. 3 hours Responsive TAF with present rules (i.e. PROB 30 etc. must be considered and fuel buffers are mandatory)
3. 3 hours Responsive TAF – amend present rules for TAF (Do not have to consider PROBs and fuel buffers are optional.)
4. Use the ICAO TREND Forecast (Included by CASA more “for completeness” than for any practical reason, though this option had been considered previously and dismissed by the TTF Review WG.)

AusALPA supports Option 3.

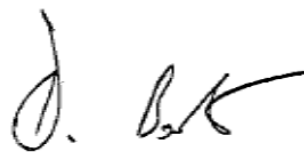
We are expecting that these forecasts will be more accurate and timely, given the emphasis on actively monitoring weather changes and updating the forecast frequently and as required (every 30 minutes), in combination with the monitoring of individual forecasters with the Aviation Verification System (AVS 2) and new technologies such as the Himawari Satellite.

Option 3 is also supported by the RAAA, who have assessed that there will be no additional operational costs to their members. In time, if the new TAF provides greater accuracy, it is likely that operators will consider and act on PROBs, as the first 3 hours of the TAF should provide the best forecast.

Yours sincerely,



Captain Murray Butt
President AusALPA
President AIPA



Captain David Booth
President AFAP

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