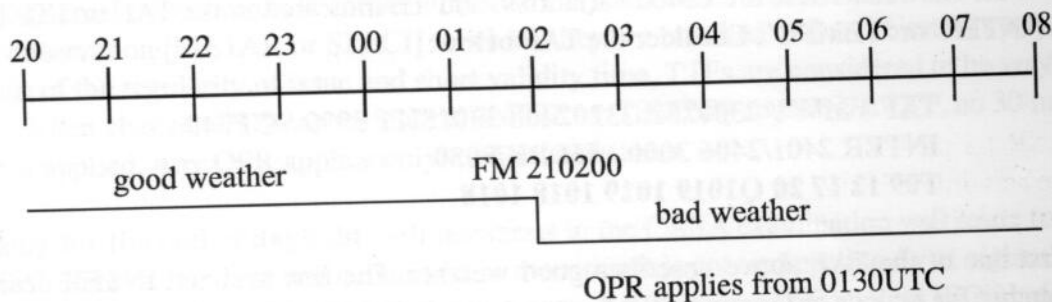


Changes in a TAF. Consider the TAF below:

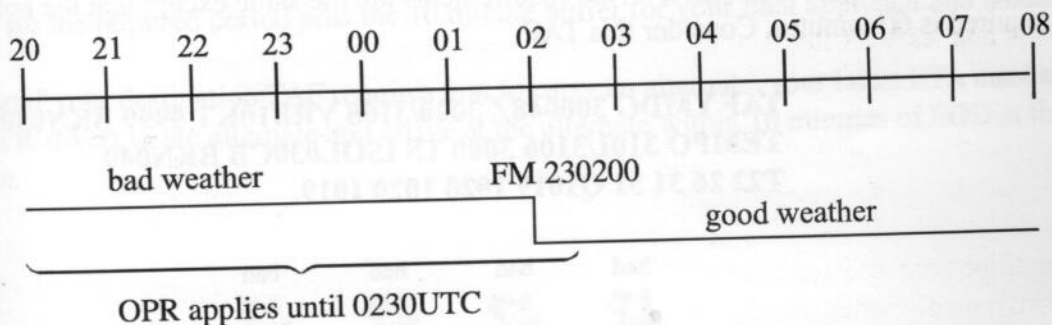
like at 0640 UTC on 22nd 22 hours 2000 TIME TRAVEL?
TAF YPKS 220640Z 2220/2108 VRB10KT 9999 SCT040
FM 210200 VRB10 3000 RA BKN 010
T21 25 31 31 Q1020 1020 1021 1020



The validity period for this TAF is from 2000 to 0800UTC. A change is expected to occur at 0200UTC. The conditions described in the top line of the TAF [before the change], are not below the alternate minima and therefore can be described as 'good'. The conditions described in the second line of the TAF are below the alternate minima and therefore can be described as 'bad'. The change is from good to bad. AIP ENR 1.1 para 57.2.7 [a] says that when this happens the OPR for alternate fuel will apply for all arrivals within 30 minutes of the forecast commencement of the bad weather, i.e. after 0130UTC.

Now consider this TAF:

TAF YPKS 220640Z 2220/2308 VRB10 3000 RA BKN 010
FM 230200 VRB10KT 9999 SCT040
T21 25 31 31 Q1020 1020 1021 1020



Now the top line describes the bad weather and the good weather is expected after the change. The same AIP reference says that the OPR for alternate fuel will now remain in force until 30 minutes after the forecast cessation of the bad weather i.e. until 0230UTC.

Note that AIP ENR 1.1 para 57.2.3 says that if you would rather not carry fuel to an alternate aerodrome, you can carry enough fuel to allow you to hold until 0230. For example an aircraft that has a planned ETA of 0215, can carry 15 minutes of holding fuel instead of fuel for an alternate if the pilot so wishes.