

ATFM Daily Plan - Sunday 19 May 2024

ADP Version 1



Airport	Planned GDPs	Total Arr/Dep	Affected Flights	Total Ground Delay	Av. Ground Delay	36 Hr Synoptic Forecast
YSSY	YSSY GDP-A 0500-1100	770	111	801	7.00	
YMML	YMML GDP-A 0500-1200	615	110	889	8.00	
YBBN	NONE	470	n/a	0	0.00	
YPPH-A	NONE	228	n/a	0	0.00	
YPPH-D	NONE		n/a	0	0.00	
Totals		2083	221	1,690	4.95	

* denotes a revision has taken place

ATFM Daily Plan Summary Notes

YSSY	Late staffing restrictions. Nil other significant operational risks identified at this stage.		
YMML	Showers with cloud lowering in the afternoon.		
YBBN	Nil significant operational risks identified at this stage.		
YPPH			
Other Significant	Refer NOTAM for latest estimated airborne traffic delay advice.		
Change Summary:	[07:07pm] Version 1: Initial.		
<div>Teleconference Details</div> <div>1800 062 923</div> <div>Participant Code 7207 9651</div> <div>Guest Code 3064#</div> <div></div> <div>NCC: 1800 020 626</div> <div>atfmu@airservicesaustralia.com</div>		CAP THREAT: NIL	PRM: NOT REQ
		YMEN SLOT SCHEME: NO	

Issues expected to impact service delivery

Location	Issue/NOTAM Details
YSSY	C1631/24 RWY 07/25 CLSD EXC WITH 40MIN PN FM 05 191000 TO 05 231300 DAILY 1000-1300

SYDNEY - YSSY GDP-A 0500-1100

Sunday 19 May 2024

ATFM-CDM Notes

METCDM Notes:

[1] 2000-0159: A strong high in the Bight directs a vigorous S'ly gradient flow over Sydney on Sunday morning. Showers offshore contract further east as the morning progresses. Cloud 2500-3000ft, clearing to CAVOK conditions by midday. Light to moderate WSW winds tend SSW and increase through the morning, gusty at times. Winds aloft SSW to SSE 30-35 knots, decreasing to 15-20 knots by late morning, as a ridge extends over Sydney and temporarily slackens the gradient. X-factors prior to 00Z account for strong head winds on approach. The x-factor in the 01Z hour accounts for any lingering cloud at this time.

[2] 0200-1259: CAVOK. Light to moderate S winds tend SW and increase slightly in the evening, as a cold front from Victoria moves up the NSW coast and increases the gradient once again.

NCC DLM Notes:

[Nil DLM Notes]

SM Notes:

[1] 0100-1259: TCU staffing (XFactor Reason: Staffing)

GDP Notes

Late staffing restrictions. Nil other significant operational risks identified at this stage.

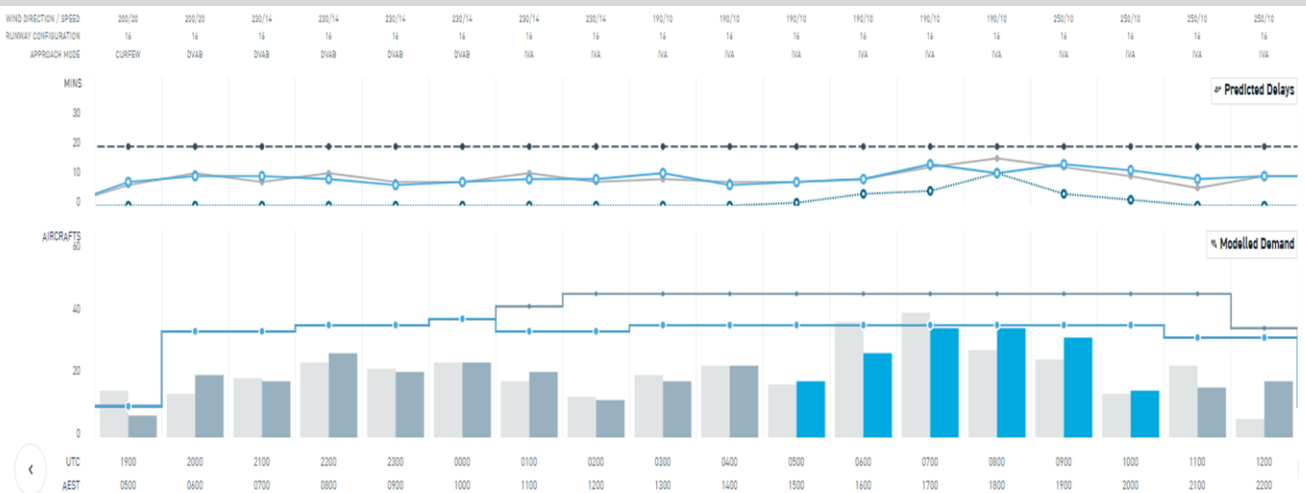
Tabulated Data

Time (Hour UTC)	182000	182100	182200	182300	190000	190100	190200	190300	190400	190500	190600	190700	190800	190900	191000	191100	191200	0
Runway Mode	16 DVAB	16 DVAB	16 DVAB	16 DVAB	16 DVAB	16 IVA	16 IVA	16 IVA	16 IVA	16 IVA	16 IVA	16 IVA	16 IVA	16 IVA	16 IVA	16 IVA	16 IVA	
Rate	34	34	36	36	38	34	34	36	36	36	36	36	36	36	36	32	32	

Segmentation and Notes

METCDM Notes	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	0
Segmentation	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	

Bar Graph



Legend

- Final CDM rate
- Final MET rate
- Final SM rate
- Ground delay (average)
- Initial airborne delay (90th PCTL)
- Latest airborne delay (90th PCTL)
- Current demand
- Modelled demand (no GDP)
- Modelled demand (GDP)
- ERSa airborne delay threshold

MELBOURNE - YMML GDP-A 0500-1200

Sunday 19 May 2024

ATFM-CDM Notes

METCDM Notes:

[1] 2000-0459: A cold front moves through the TMA from the south during Sunday afternoon and evening. Cloud 3000-5000ft at first, with some cloud ~2000ft developing during the morning, lifting to ~2500ft by midday. Light W winds should allow for LAHSO in the early morning, if required. PRLAHSO has been indicated 22-00Z, with the chance of some patchy cloud below 2000ft at this time. Winds tend SW'ly from late morning, favouring RWY 16/27 operations.

[2] 0500-1359: Showers developing during the afternoon as a cold front moves into the TMA from the south (x-factor applied). Cloud generally 2000-2500ft, with patchy cloud down to 1500ft in showers.

NCC DLM Notes:

[Nil DLM Notes]

SM Notes:

[Nil SMTM Notes]

GDP Notes

Showers with cloud lowering in the afternoon.

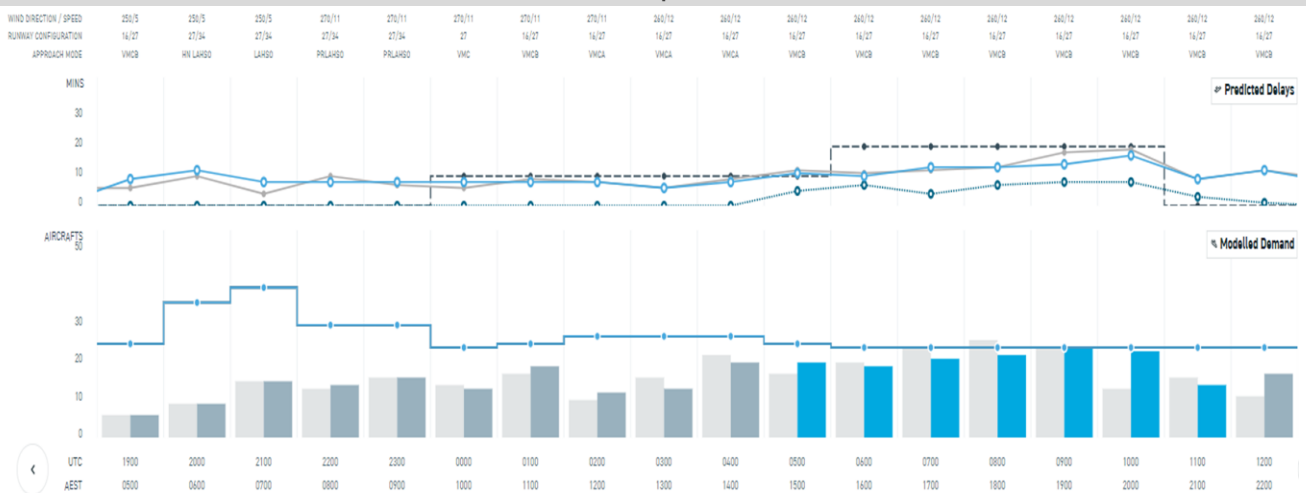
Tabulated Data

Time (Hour UTC)	182000	182100	182200	182300	190000	190100	190200	190300	190400	190500	190600	190700	190800	190900	191000	191100	191200	191300
Runway Mode	27/34 HN LAHSO	27/34 LAHSO	27/34 PRLAHS	27/34 PRLAHS	27 VMC	16/27 VMCB	16/27 VMCA	16/27 VMCA	16/27 VMCA	16/27 VMCB	16/27 VMCB	16/27 VMCB	16/27 VMCB	16/27 VMCB	16/27 VMCB	16/27 VMCB	16/27 VMCB	16/27 VMCB
Rate	36	40	30	30	24	25	27	27	27	25	24	24	24	24	24	24	24	24

Segmentation and Notes

METCDM Notes	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2
Segmentation	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2

Bar Graph



Legend

- ERSa airborne delay threshold
- Final CDM rate
- Ground delay (average)
- Current demand
- Initial airborne delay (90th PCTL)
- Modelled demand (no GDP)
- Latest airborne delay (90th PCTL)
- Modelled demand (GDP)
- Final MET rate
- Final SM rate

BRISBANE - Nil GDP

Sunday 19 May 2024

ATFM-CDM Notes

METCDM Notes:

[1] 2000-1259: A strong high in the Bight drives a vigorous S'ly flow over the Brisbane area. Showers well offshore, clipping the far E TMA throughout Sunday. Likely CAVOK at the airport. Light to moderate SSW winds increase for a period in the morning, gusty at times, before moderating and tending S'ly through the afternoon, then tending back to SSW in the evening. Winds aloft SSW to SSE 30-40 knots at first, easing below 20 knots by early afternoon, then increasing 20-25 knots again in the evening. An x-factor has been applied during the morning to account for strong head winds on approach.

NCC DLM Notes:

[Nil DLM Notes]

SM Notes:

[Nil SMTM Notes]

GDP Notes

Nil significant operational risks identified at this stage.

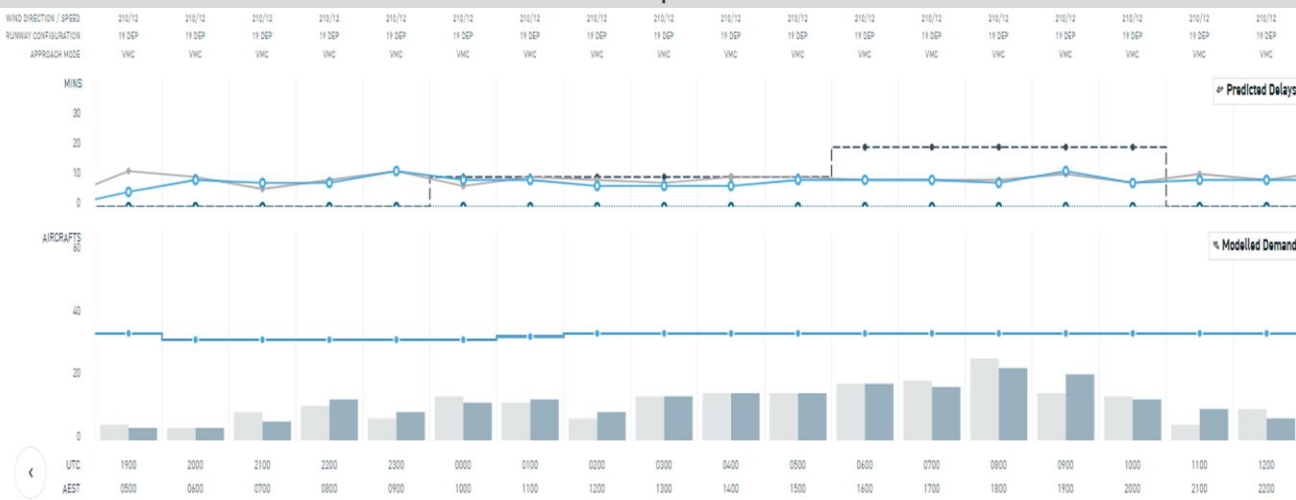
Tabulated Data

Time (Hour UTC)	182000	182100	182200	182300	190000	190100	190200	190300	190400	190500	190600	190700	190800	190900	191000	191100	191200	
Runway Mode	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	19 VMC	
Rate	32	32	32	32	32	33	34	34	34	34	34	34	34	34	34	34	34	

Segmentation and Notes

METCDM Notes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Segmentation	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	

Bar Graph



Legend

- ERSA airborne delay threshold
- Final CDM rate
- Ground delay (average)
- Current demand
- Initial airborne delay (10th PCTL)
- Modelled demand (no GDP)
- Latest airborne delay (10th PCTL)
- Modelled demand (GDP)
- Final MET rate
- Final SM rate