

From: s47F
To: s47F
Subject: Sydney today
Date: Sunday, 22 June 2025 16:06:00

Hi s47F

Our sincere apologies for the Sydney situation today, and thank you for taking my call earlier today.

The ad-hoc GDP for Sydney during 0600-1300z today was due to short-term unplanned leave (1 staff on carers leave, 1 staff remaining on stand-down for remedial training following the occurrence management process) and having exhausted all call-out efforts.

While Sydney Tower staffing level meets mature requirement, we still have work to do to ensure service resilience. Following today's event, we will be implementing Standby/Grey Day coverage as soon as possible. We also continue to progress training, including one experienced controller endorsed over the past week, another two expected to be endorsed by 4 July, and training/recruitment ongoing.

Please be assured that all levels of management, from our Executive to the local leadership, have been focusing on doing everything we can to limit any further impact to industry and improving the consistency of service.

Kind regards,

s47F

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From: s47F
To: s47F
Cc: s47F
Subject: Sydney Air Traffic Provision
Date: Sunday, 22 June 2025 16:25:16
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi s47F and s47F

Apologies for my email on the weekend.

As your team may have reported, an ad-hoc GDP will be implemented for Sydney during 0600-1300z today. This was due to short-term unplanned leave (1 staff on carers leave and 1 staff remaining on stand-down for remedial training following the occurrence management process) and having exhausted all call-out efforts.

While Sydney Tower staffing level meets mature requirement, we still have work to do to ensure service resilience. Following today's event, we will be implementing Standby/Grey Day coverage as soon as possible, especially protecting those periods that are highlighted as at risk in the regular staffing outlook shared with industry. We also continue to progress training to deepen roster resilience, including one experienced controller endorsed over the past week and another two expected to be endorsed by 4 July with recruitment and training ongoing.

We sincerely appreciate the understanding and cooperation from your teams, and apologies once again for today's experience. Please be assured that our Executive Leadership Team remains fully committed to improving the consistency of our service performance.

Regards,



s47F
Acting Deputy Chief Executive Officer (DCEO)
Da Vinci Building 101, 2A Boronia Road,
Brisbane Airport QLD 4008, Australia
s47F
www.airservicesaustralia.com



We acknowledge the Traditional Owners of Country throughout Australia and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

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NOTAMS

B177/25 NOTAMN SYDNEY

B) 2506220600 C) 2506221300

SUMMARY: ATFM GROUND DELAY PROGRAM ACT

ISSUED AT: 2506220158

AUTHORITY: TSQ / MCNAB ATMD 1300 879 535

CROSS-REF: L857/25

B0177/25 NOTAMN

Q) YMMM/QLAH/IV/BO/AE/000/999/3357S15111E005

A) YSSY

B) 2506220600 C) 2506221300

E) AIR TRAFFIC FLOW MANAGEMENT GROUND DELAY PROGRAM ACT ALL FIXED WING NON-PRIORITY FLIGHTS DEPARTING FROM ALL AUSTRALIAN AIRPORTS ARE REQUIRED TO OBTAIN A CALCULATED OFF BLOCKS TIME (COBT) FOR ARRIVAL INTO SYDNEY

C2348/25 NOTAMN SYDNEY

B) 2506220920 C) 2506221120

SUMMARY: EST AIRBORNE TFC DELAYS FOR ARR BTN 20 AND 30MIN

ISSUED AT: 2506220814

AUTHORITY: JWQ/OLIVER ALDERSON 1300 879 535

CROSS-REF: H4999/25

C2350/25 NOTAMR C2348/25 SYDNEY

B) 2506221041 C) 2506221210

SUMMARY: EST AIRBORNE TFC DELAYS FOR ARR BTN 20 AND 30MIN

ISSUED AT: 2506221041

AUTHORITY: OLIVER ALDERSON 1300879535

CROSS-REF: H5001/25

C2351/25 NOTAMC C2350/25 SYDNEY

B) 2506221122 C) 2507021122

SUMMARY: EST AIRBORNE TFC DELAYS FOR ARR BTN 20 AND 30MIN

ISSUED AT: 2506221122

AUTHORITY: JWQ/OLIVER ALDERSON 1300879535

CROSS-REF: H5002/25

C2350/25 NOTAMR C2348/25

Q) YMMM/QFAXX/IV/NBO/A/000/999/3357S15111E005

A) YSSY

B) 2506221041 C) 2506221210

E) ESTIMATED AIRBORNE TFC DELAYS FOR ARR ACFT ARE BTN 20MIN AND 30MIN CTC NATIONAL OPS MANAGEMENT CENTRE (NOMC) FOR UPDATED DELAY INFO

B0303/25 NOTAMN

Q) YMMM/QAEXX/IV/NBO/E/000/999/3740S14451E030

A) YMMM

B) 2506220500 C) 2506221300

E) VFR, AIRWORK AND SURVEY FLIGHTS LTD DUE OPR RESTRICTIONS ACFT MAY BE SUBJECT TO DELAYS OR CLEARANCES UNAVAILABLE WITHIN 30NM OF MELBOURNE AD (YMML) INCLUDING AVALON AD (YMAV) CLASS D AND CLASS E AIRSPACE THE FLW RESTRICTIONS MAY APPLY:

IFR AIRWORK NOT AVBL

SURVEY FLIGHTS NOT AVBL

FLT FLW NOT AVBL

VFR CLEARANCES NOT AVBL

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Airservices Australia messaging sent to industry

Airport: YSSY TIME: 12 13 UTC BRIEF DETAIL: Departure Delays ATC ADVICE: Parallel RWY operations have resumed and minimal departure delays now being experienced. Next update at time: As required

AIRPORT: YSSY TIME: 10 45 UTC DETAIL: Update to previous advice, airborne traffic delays approximately 20 - 30 mins until 12 10.

Airport: YSSY TIME: 08 55 UTC BRIEF DETAIL: Departure Delays ATC ADVICE: As per NOTAM, start clearances are in effect. Departure delays currently 15-20 mins with the potential for an increase in the next 30-45 mins to approx. 30 mins. Next update at time: As required

AIRPORT: YSSY TIME: 08 19 UTC DETAIL: NOTAM pertaining to estimated airborne traffic delays has been published. Expected airborne traffic delays approximately 20 - 30 mins from 09 20 to 11 20 due oversubscription. Further updates to be provided as required.

GDP: YSSY TIME: 01 36 UTC BRIEF DETAIL: An ad-hoc GDP has been run.
INSTRUCTION: Compliance with COBT required. RATE: 34/06-08z, 19/08-12z, 28/12z.

GDP: YSSY TIME: 01 25 UTC BRIEF DETAIL: An ad-hoc GDP will be run due staffing. RUN TIME: 01 35 UTC RATES: 34/06-08z, 19/08-12z, 28/12z. METCDM UNDERTAKEN: Yes NCCMET ADVICE: Nil significant change ATC ADVICE: ADHOC GDP from 0600-1300z.

GDP: YSSY ATC ADVICE: AAR: 34/06-08z, 19/08-12z, 28/12z. Total Flights 173, Affected Flights 127, Total Delay 6312, Avg Delay 49.7

YSSY TELECONFERENCE TIME: 01 20 UTC PURPOSE: ADHOC GDP METCDM UNDERTAKEN: YES NOMC MET ADVICE: Nil significant change. ATC ADVICE: AAR: 36/06-08z, 19/08-12z, 28/12z. Total Flights 173, Affected Flights 127, Total Delay 5988, Avg Delay 47.1 PROPOSAL: ADHOC GDP from 0600-1300z.

TIME: 2051 UTC SY: GDP (Nil) Currently under review with update around midday for potential late afternoon GDP as per teleconference last night. Fog inland, CAVOK airport. WNW to NW winds, NE to NW afternoon. Total remaining movements 727 (353ARR/374DEP). ML: GDP (Nil). Likely CAVOK. Gusty N to NE winds. 20-30kts aloft increasing to 35-50kts by evening. Turbulence, severe evening. Headwinds. Total remaining movements 583 (288ARR/295DEP). BN: GDP (Nil). Light showers, mostly offshore. Cloud 2500-3000ft. S to SW winds, SE afternoon, S to SW evening. Total remaining movements 503 (251ARR/252DEP). PH: GDP-D (Nil), GDP-A (Nil). Light showers increasing evening. Cloud 2500-3000ft. Light SE to NE winds, SW afternoon. SW winds aloft 20-30kts, easing. Total remaining movements 224 (113ARR/111DEP).

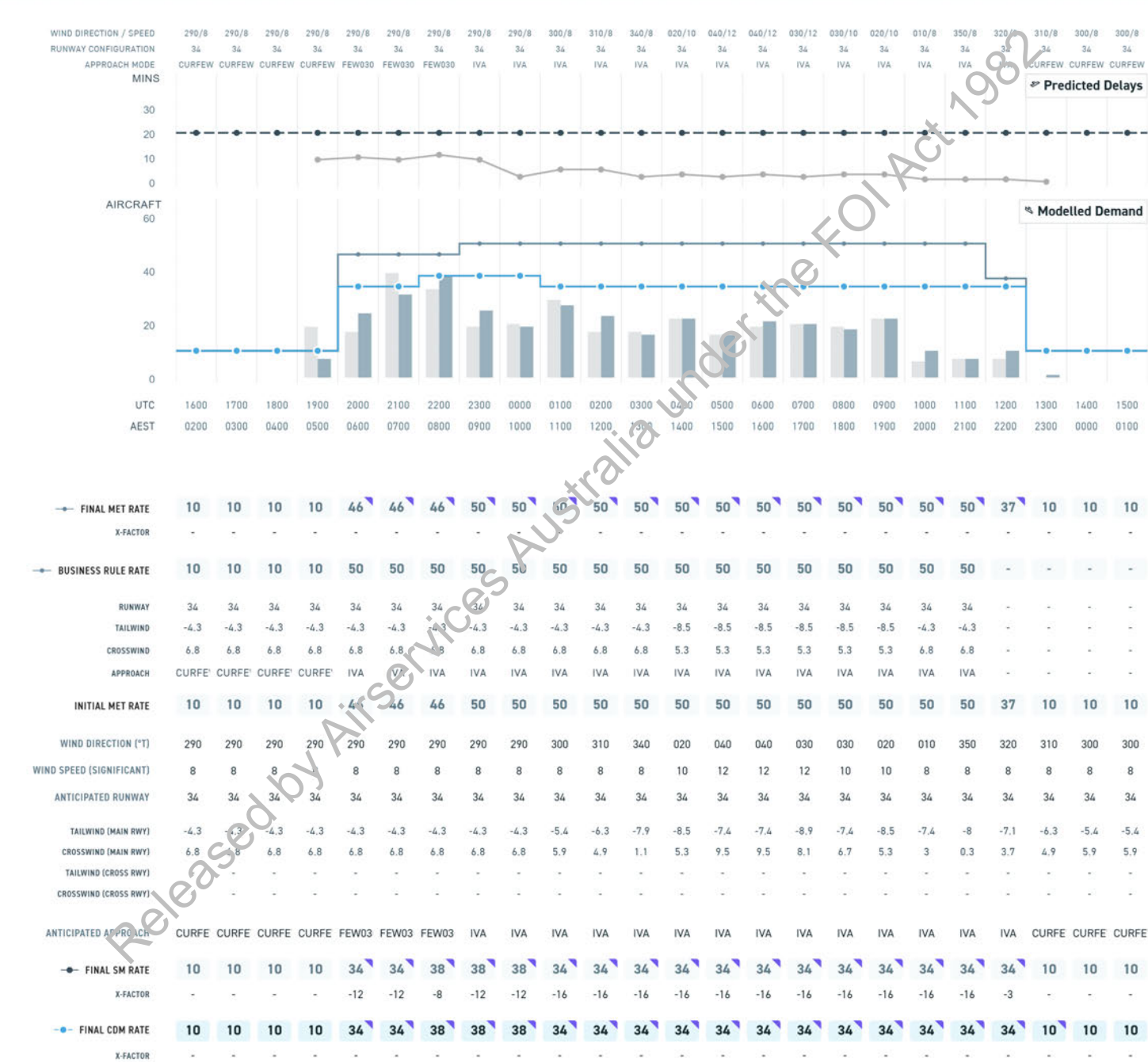
Airport: YSSY TIME: 09 33 UTC BRIEF DETAIL: As discussed this evening on the Industry Briefing, staffing constraints in Sydney Tower currently present the need for an afternoon GDP tomorrow. A morning review of Sydney will be conducted to capture any change in rates, with an update to be provided by midday. ATC ADVICE: Due to staffing constraints on Sunday evening, a GDP is likely required. Please refer to the published ATFM Daily Plan and METCDM calculators for further information and rates. Please note, due to a technical outage, legacy METCDM calculators have been published this evening. Next update by time: 0200 UTC (Sunday)

TIME: 08 43 UTC DETAIL: Running of GDPs for tomorrow. YMML: GDP-A: NO YBBN: GDP-A: NO YSSY: GDP-A: NO - To be discussed on Industry Brief at 0900 UTC

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TAF
Terminal Aerodrome Forecast

TAF YSSY 200502Z 2006/2112
15008KT CAVOK
FM201000 29008KT CAVOK
FM210400 02010KT CAVOK
FM211000 29008KT CAVOK
RMK
T 16 14 12 10 Q 1028 1029 1030 1029
TAF3



Legend

--- ERSA airborne delay threshold ● Ground delay (average) - Initial airborne delay (90th PCTL) ● Latest airborne delay (90th PCTL) → Final MET rate ● Final SM rate

- Final CDM rate ■ Current demand ■ Modelled demand (no GDP) ■ Modelled demand (GDP)

MET CAPACITY 1

2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000
1100	1200													

A large high-pressure system lies over New South Wales, maintaining mostly clear and settled conditions. Early fog inland is unlikely to be extensive enough to reach the airport, due to insufficient low-level moisture. Some very patchy cloud 1000-1500ft and/or shallow fog patches are possible prior to 23Z but neither is expected to significantly impact operations. Otherwise, CAVOK. Light WNW winds will shift NE in the afternoon, then return NW in the evening.

Today, 01:54 UTC

LOCAL CAPACITY 1

2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000
1100	1200	Staffing												

staffing

Today, 06:47 UTC

MODEL DEMAND 1

2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000
1100	1200	1300												

Nil GDP recommended due demand below capacity.

Today, 07:42 UTC

REVIEW AND PUBLISH

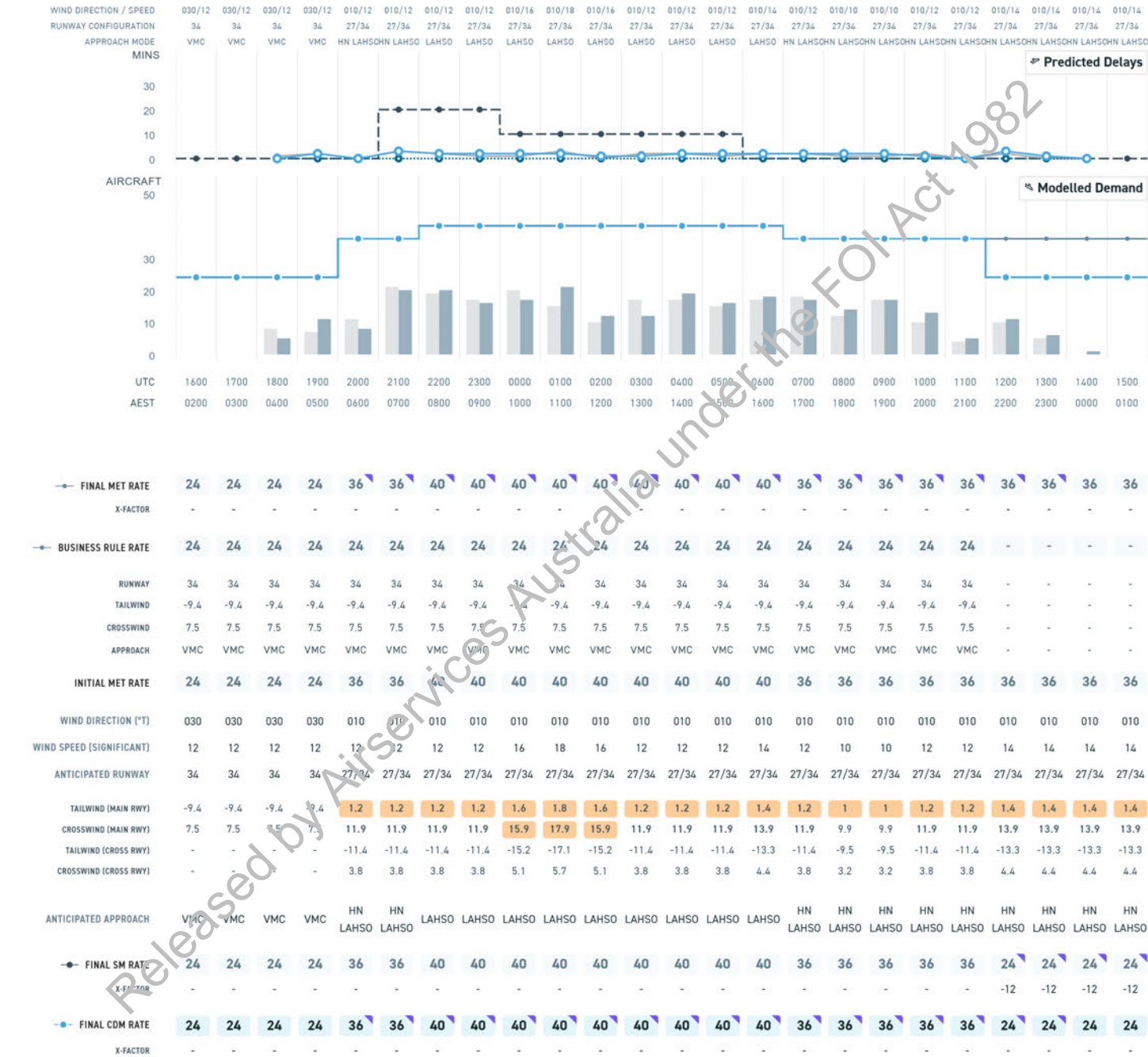
No notes available

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YMML Saturday, 21 Jun 2025 (Run 1)

TAF
Terminal Aerodrome Forecast

TAF YMML 200457Z 2006/2112
03012KT CAVOK
RMK
T 14 10 08 07 Q 1027 1028 1029 1028
TAF3



Legend

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

MET CAPACITY 1

2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000
1100	1200	1300												

A large high-pressure system over the SE of the continent maintains clear and settled conditions over Melbourne. Morning fog and low cloud about the N ranges. CAVOK at the airport. Light to moderate N winds increase for a period during the morning, as 15-25 knots of wind aloft mixes to the surface. Conditions should allow for LAHSO at any time of the day.

Today, 02:09 UTC

LOCAL CAPACITY 1

1200	1300	1400	1500	Staffing
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LAHSO NAVBL due staffing limitations

Today, 07:18 UTC

MODEL DEMAND 1

2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000
1100	1200	1300												

Nil GDP recommended due demand below capacity.

Today, 07:42 UTC

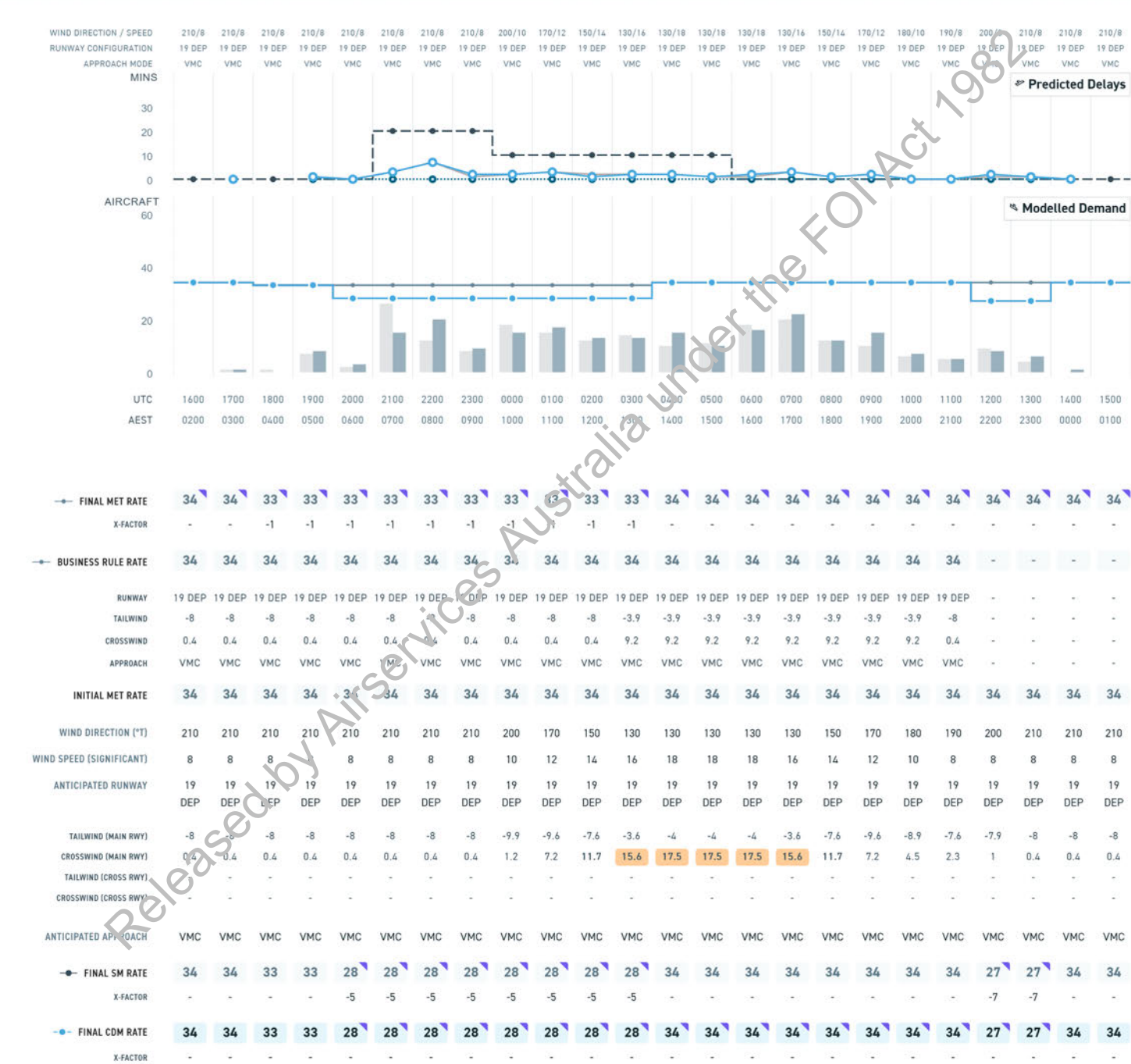
REVIEW AND PUBLISH

No notes available

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TAF
Terminal Aerodrome Forecast

TAF YBBN 200508Z 2006/2112
14010KT 9999 BKN050
FM201100 21008KT 9999 -SHRA SCT025 BKN040
FM210300 14010KT 9999 -SHRA SCT025 BKN040
FM211100 21008KT 9999 -SHRA SCT025 BKN040
RMK
T 20 17 15 14 Q 1025 1026 1027 1026
TAF3



Legend

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

MET CAPACITY 3

1600 1700 1800 1900 2000 2100 2200 2300 0000 0100

(1) A large high-pressure system to the south directs a persistent SE stream flow over Brisbane. Light showers offshore and about the the coastal fringe. Visibility reductions in showers are not anticipated to be significant to operations, although cloud 2500-4000ft may lower below 2500ft for brief periods through the morning in and around showers (x-factor applied). Light SSW winds overnight persist for much of the morning, shifting S late morning. SE winds aloft 20-25 knots.

Today, 04:00 UTC

1600 1700 1800 1900 2000 2100 2200 2300 0000 0100 0200 0300 0400 0500 0600
0700 0800 0900 1000 1100 1200 1300 1400 1500

(3) Met conditions unfavourable for SODPROPS.

Today, 04:01 UTC

0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500

(2) Isolated light showers extend inland during the afternoon, before contracting to offshore and coastal areas in the evening. Cloud 2500-4000ft. Showers are not expected to significantly lower visibility or cloud bases. Moderate SE winds tend light SSW in the evening. Isolated cross wind gusts to 20 knots are possible in the afternoon. SE winds aloft 20-25 knots.

Today, 04:00 UTC

LOCAL CAPACITY 2

2000 2100 2200 2300 0000 0100 0200 0300 Staffing

One staff short, and two BAC only controllers, reduces capacity to open sufficient consoles for normal AAR.

Today, 06:52 UTC

1200 1300 Other

Segregated ops, as per NOPM and TLI_25_0080.

Today, 06:53 UTC

MODEL DEMAND 1

2000 2100 2200 2300 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000
1100 1200 1300

Nil GDP recommended due demand below capacity.

Today, 07:42 UTC

REVIEW AND PUBLISH

No notes available

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Terminal Aerodrome Forecast

WIND DIRECTION / SPEED		290/8	290/8	290/8	290/8	290/8	290/8	280/10	270/12	250/14	240/16	230/18	220/20	220/22	220/24	220/24	220/24	220/24	220/24	220/20	220/18	220/16	220/14	220/14	220/14		
RUNWAY CONFIGURATION		03	03	03	03	03	03	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24	21/24		
APPROACH MODE		VMC	VMC	VMC	VMC	VMC	VMC	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA	IMCA		
MINS																											
AIRCRAFT																											
UTC		1600	1700	1800	1900	2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500		
AWST		0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		

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

YPPH notes

MET CAPACITY 1

2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200
1300	1400	1500												

A low-pressure system south of the state directs a cold and unstable post-frontal airmass over southwest WA. Widespread gusty showers, heavy at times, gradually becoming less frequent through the afternoon and evening. The chance of thunderstorms until late afternoon. Cloud 2500-4000ft, lower in showers and thunderstorms. Light to moderate W winds in the early morning may become variable if there are sufficient breaks in shower activity, allowing for a weak inversion to develop. As surface heating increases from mid-late morning and deeper mixing initiates, surface winds become moderate to fresh SW. Winds aloft SW 35-45 knots, gradually easing through the day to 25-35 knots by late evening. A (-2) x-factor has been applied throughout the day to account for visibility and cloud base reductions in showers, with a further (-2) x-factor applied during the period where thunderstorms are possible in the TMA (the thunderstorm risk tapers off during the 07Z hour).

Today, 02:40 UTC

LOCAL CAPACITY

No notes available

MODEL DEMAND 1

2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200
1300	1400	1500												

Nil GDP recommended due demand below capacity.

Today, 07:42 UTC

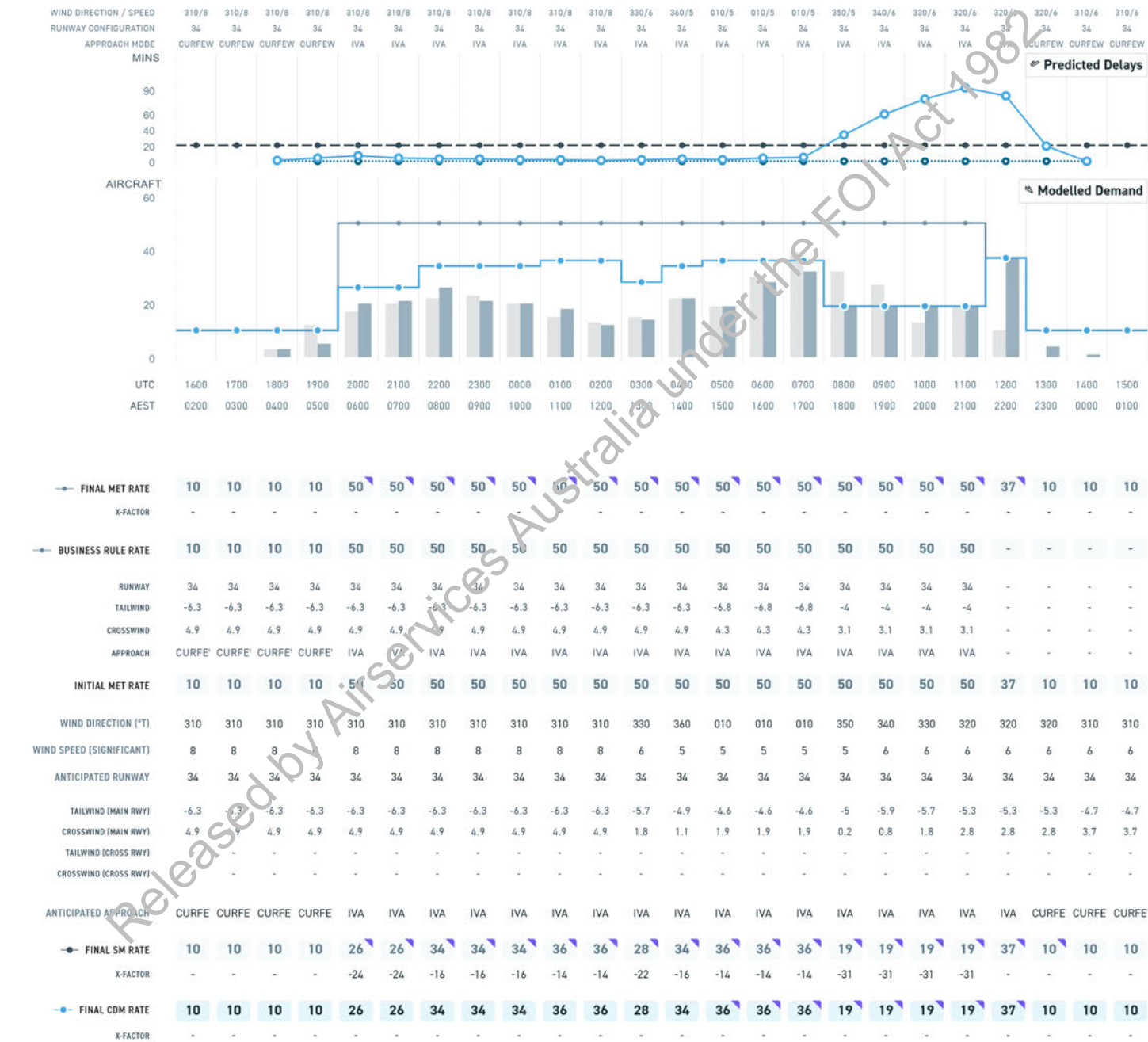
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No notes available

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TAF
Terminal Aerodrome Forecast

TAF YSSY 210514Z 2106/2212
02010KT CAVOK
FM210900 31008KT CAVOK
FM220500 02008KT CAVOK
FM220800 31005KT CAVOK
RMK
T 17 15 13 11 Q 1029 1029 1030 1029
TAF3



Legend

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

YSSY notes

MET CAPACITY 2

2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000
1100	1200													

A high pressure system over the Tasman Sea with a light N to NW airstream over the airport. NW winds for most of the period. Winds becoming N to NE along the coast 04-08Z with the small chance of winds either being SE or just VRB below 5 knots in the same period. Likely CAVOK.

Yesterday, 11:57 UTC

2000	2100	2200												
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A cool morning. While moisture levels at the airport itself have increased during Saturday afternoon, it is unlikely that this moisture will extend too far inland from the coast and should decrease again during the night. Given this it is expected that moisture inland will still either be too low or shallow for widespread fog to form, so the likelihood of fog at the airport is currently still assessed as low.

Yesterday, 11:57 UTC

LOCAL CAPACITY 5

2000	2100	Staffing												
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NO SYSM and NO FLOW

Yesterday, 07:25 UTC

2000	2100	2200	2300	0000	0100	0200	Staffing							
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No 0510 FLOW,

Yesterday, 07:26 UTC

0300	0400	0500	0600	0700	Staffing									
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No 1330 APP, Gwydir 1 short

Yesterday, 07:27 UTC

0800	0900	1000	1100	1200	1300	Staffing								
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Gwydir, 1 short, No 1330 APP, SY TWR 3x controllers short

Yesterday, 07:30 UTC

2000	2100	2200	2300	0000	0100	Staffing								
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No 0500 - 1100 SYSM

Yesterday, 07:31 UTC

MODEL DEMAND 1

0500	0600	0700	0800	0900	1000	1100	1200							
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GDP required at this stage, however we will review the rates tomorrow morning and run if still necessary.

Yesterday, 12:06 UTC

REVIEW AND PUBLISH

No notes available

YMML Sunday, 22 Jun 2025 (Run 2)

TAF

Terminal Aerodrome Forecast

TAF YMML 210507Z 2106/2212

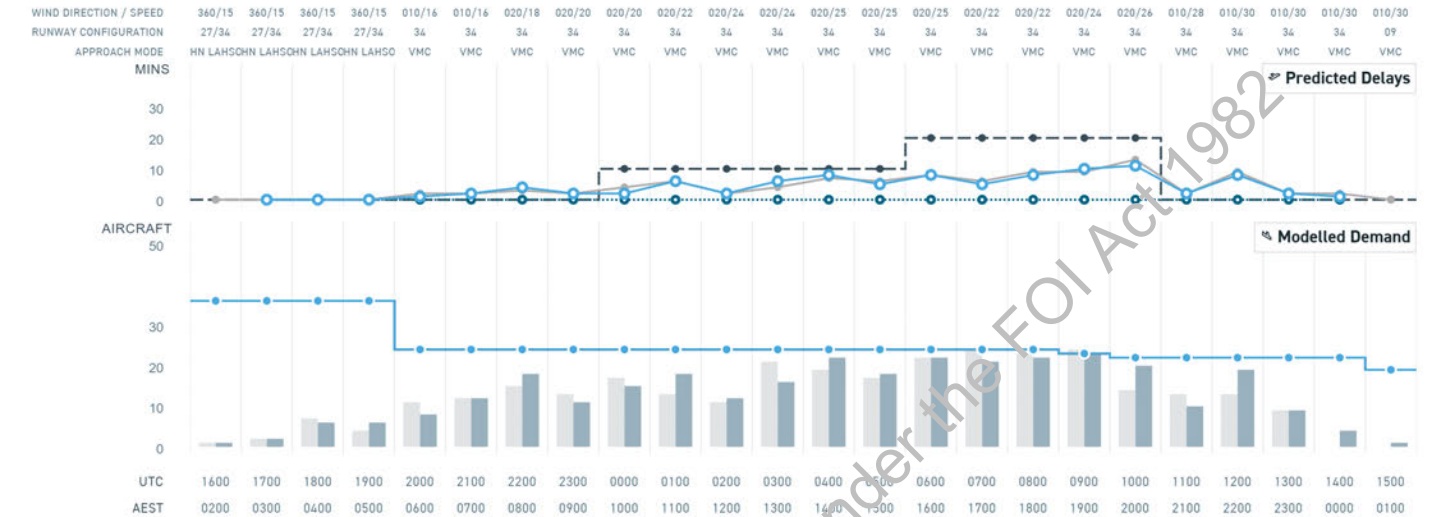
01017KT CAVOK

RMK FM211500 MOD TURB BLW 5000FT TL220900

FM220900 SEV TURB BLW 5000FT

T 12 08 07 07 Q 1028 1028 1029 1027

TAF3



FINAL MET RATE	36	36	36	36	24	24	24	24	24	24	24	24	24	24	24	24	24	23	22	22	22	22	22	19
X-FACTOR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-1	-2	-2	-2	-2	-2	-2
BUSINESS RULE RATE	36	36	36	36	36	36	40	40	40	40	40	40	40	40	40	36	36	36	36	36	-	-	-	-
RUNWAY	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	27/34	-	-	-	-
TAILWIND	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	-	-	-	-
CROSSWIND	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	16.9	-	-	-	-
APPROACH	HN LAH	HN LAH	HN LAH	HN LAH	HN LAH	HN LAH	LAHSO	LAHSO	LAHSO	LAHSO	LAHSO	LAHSO	LAHSO	LAHSO	LAHSO	HN LAH	HN LAH	HN LAH	HN LAH	HN LAH	-	-	-	-
INITIAL MET RATE	36	36	36	36	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	21
WIND DIRECTION (°T)	360	360	360	360	010	010	020	020	020	020	020	020	020	020	020	020	020	020	020	020	010	010	010	010
WIND SPEED (SIGNIFICANT)	15	15	15	15	16	16	18	20	20	22	24	24	25	25	25	22	22	24	26	28	30	30	30	30
ANTICIPATED RUNWAY	27/34	27/34	27/34	27/34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	09
TAILWIND (MAIN RWY)	-1.1	-1.1	-1.1	-1.1	-15.2	-15.2	-15.8	-17.6	-17.6	-19.3	-21.1	-21.1	-22	-22	-22	-19.3	-19.3	-21.1	-22.9	-26.6	-28.5	-28.5	-28.5	-3
CROSSWIND (MAIN RWY)	15	15	15	15	5.1	5.1	8.6	9.5	9.5	10.5	11.4	11.4	11.9	11.9	11.9	10.5	10.5	11.4	12.4	8.9	9.5	9.5	9.5	29.8
TAILWIND (CROSS RWY)	-14.8	-14.8	-14.8	-14.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CROSSWIND (CROSS RWY)	2.2	2.2	2.2	2.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANTICIPATED APPROACH	HN LAH	HN LAH	HN LAH	HN LAH	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC
FINAL SM RATE	36	36	36	36	24	24	24	24	24	24	24	24	24	24	24	24	24	23	22	22	22	22	22	19
X-FACTOR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FINAL CDM RATE	36	36	36	36	24	24	24	24	24	24	24	24	24	24	24	24	24	23	22	22	22	22	22	19
X-FACTOR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Legend

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

MET CAPACITY 3

2000 2100 2200

A high pressure system over the Tasman Sea, combined with a low pressure system and associated cold front moving across the Great Australian Bight and SA, is expected to result in a strengthening northerly airstream over the area. There is a small chance of surface winds being favourable for RWY 27/34, however assessed < 50% confidence given marginal 15-20 knots cross wind combined with a small NE tail wind component and winds aloft reaching 20-30 knots. Likely CAVOK at the airport, possible fog on/north of the ranges.

Yesterday, 05:29 UTC

1500

RWY 16/34 closed from 1530Z, NOTAM C531/25. Note likelihood of cross wind > 20 knots on RWY 09.

Yesterday, 05:29 UTC

2300 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300
1400 1500

CAVOK. N to NE surface winds becoming gusty 25-30 knots, particularly from the middle of the day and increase further late in the evening. Cross wind/tail wind components very likely to exceed thresholds on RWY 27. NNE winds 25-35 knots aloft below 5000ft, increasing to 35-40 knots from 07Z and 40-50 knots after 09Z when severe turbulence becomes more likely (x-factors applied).

Yesterday, 05:29 UTC

LOCAL CAPACITY

No notes available

MODEL DEMAND 1

2000 2100 2200 2300 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000
1100 1200 1300

GDP not recommended as demand is within capacity throughout the day.

Yesterday, 12:06 UTC

REVIEW AND PUBLISH

No notes available

Released by Airservices Australia under the FOI Act 1982

Terminal Aerodrome Forecast

Legend

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

YBBN notes

MET CAPACITY 2

1600	1700	1800	1900	2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600
0700	0800	0900	1000	1100	1200	1300	1400	1500						

A high pressure system over the Tasman Sea with a moderate low-level SE airstream. SE winds 15-20 knots aloft in the morning, turning ESE 10-15 knots during the afternoon. Light showers offshore and far northern TMA, small chance of a shower at the airport for most of this period but much less significant than Saturday due to an upper-level ridge. Showers are most likely to increase during early Monday morning as the low-level flow begins to back to the ENE.

Yesterday, 06:47 UTC

0200	0300	0400	0500	0600	0700
------	------	------	------	------	------

Surface winds expected to vary E to SE but statistically favours RWY 19. Otherwise, favourable for SODPROPS with the least amount of tail wind expected on either RWY 01/19.

Yesterday, 11:59 UTC

LOCAL CAPACITY 2

2200	2300	0000	0200	0100	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200
1300	Staffing													

Reduced staffing both controller and possible TCU SM

Yesterday, 12:02 UTC

0200	0300	0400	0500	0600	0700	Other
------	------	------	------	------	------	-------

Afternoon SODPROPS unlikely due reduced staffing and complexity

Yesterday, 12:02 UTC

MODEL DEMAND 1

2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000
1100	1200	1300												

GDP not recommended as demand is within capacity throughout the day.

Yesterday, 12:06 UTC

REVIEW AND PUBLISH

No notes available

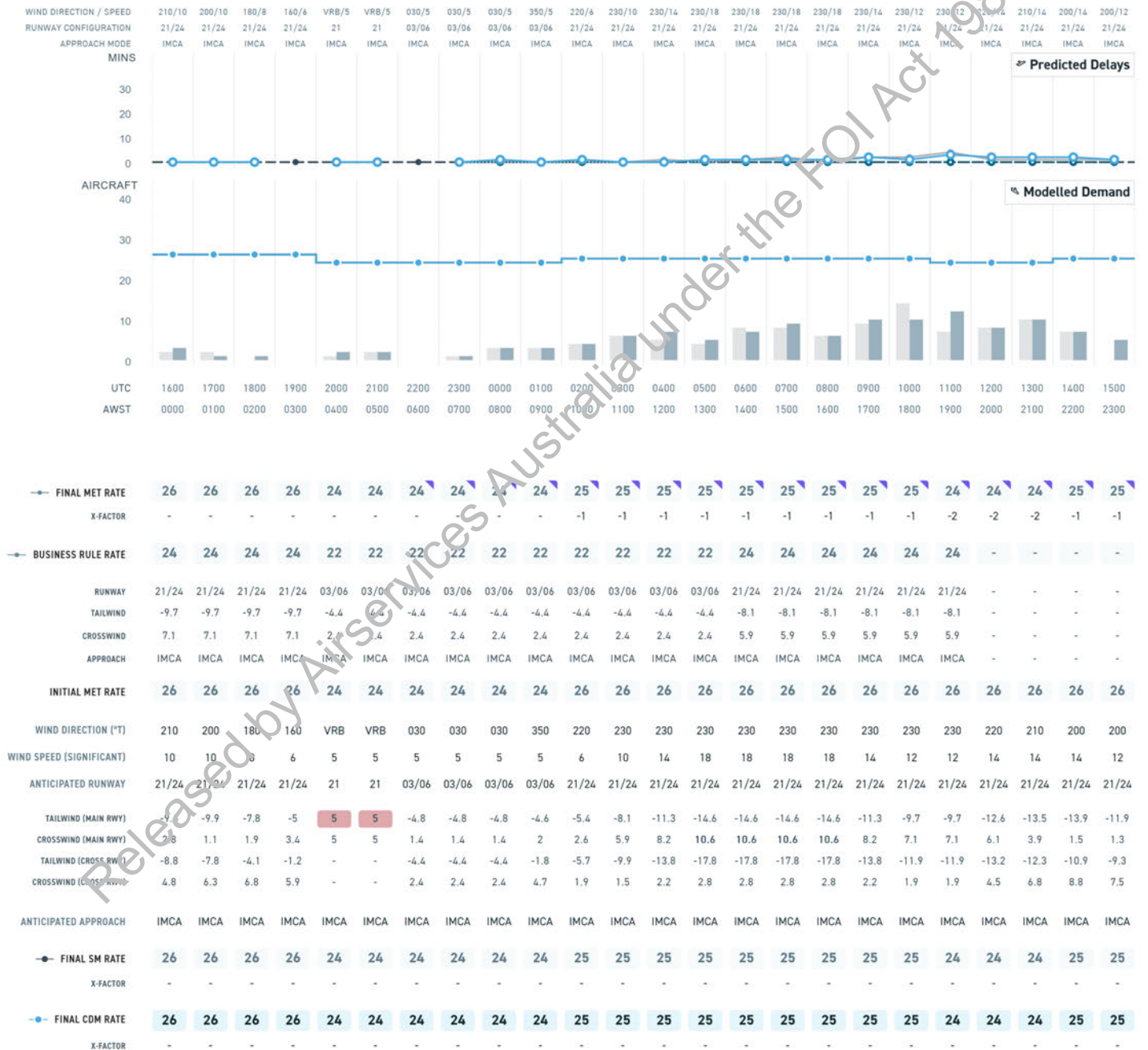
Released by Airservices Australia under the FOI Act 1982

YPPH Sunday, 22 Jun 2025 (Run 2)

TAF

Terminal Aerodrome Forecast

TAF AMD YPPH 210520Z 2106/2212
23012KT 9999 -SHRA SCT025 BKN045
FM212000 03005KT 9999 -SHRA SCT025 BKN045
FM220600 23010KT 9999 -SHRA SCT025 BKN045
INTER 2106/2109 23018G28KT 4000 SHRA BKN018 FEW025TCU
INTER 2109/2212 5000 SHRA SCT018
PROB30 INTER 2106/2107 VRB25G35KT 2000 TSRA BKN008 FEW025CB
RMK
T 14 14 11 11 Q 1014 1016 1018 1019
TAF3



Legend

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

MET CAPACITY 2

2200 2300 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000

SW airstream following a low pressure system and cold front moving east across the Great Australian Bight and SA. SW winds 20-30 knots aloft, however much our guidance indicates the potential for a near surface inversion until about 02Z. In this circumstance, surface winds are statistically expected to be considerably lighter with the potential for a katabatic breeze to form, particularly if gradient winds are 25 knots or less at this time of year. Hence RWY 03/06 has been proposed until 02Z. Alternatively, if a significant inversion does not form and SW winds aloft are closer to 30 knots, then winds would most likely remain SW and favour RWY 21 or 21/24. Cloud mostly 2500-3000ft. Showers over the sea and along the coast. Lighter showers are possible at the airport, more likely late morning/afternoon when there is the small chance of brief periods of reduced visibility below 8km (small x-factor applied).

Yesterday, 06:46 UTC

1100 1200 1300 1400 1500

A weak front moves across the TMA approximately 11-14Z with an increase in showers (x-factor increased), low-level winds becoming SSW 25-35 knots. Drier air and showers mostly clearing after 14Z.

Yesterday, 11:59 UTC

LOCAL CAPACITY

No notes available

MODEL DEMAND

No notes available

REVIEW AND PUBLISH

No notes available

Released by Airservices Australia under the FOI Act 1982

TAF

Terminal Aerodrome Forecast

TAF YSSY 212306Z 2200/2306

31008KT CAVOK

FM220400 02008KT CAVOK

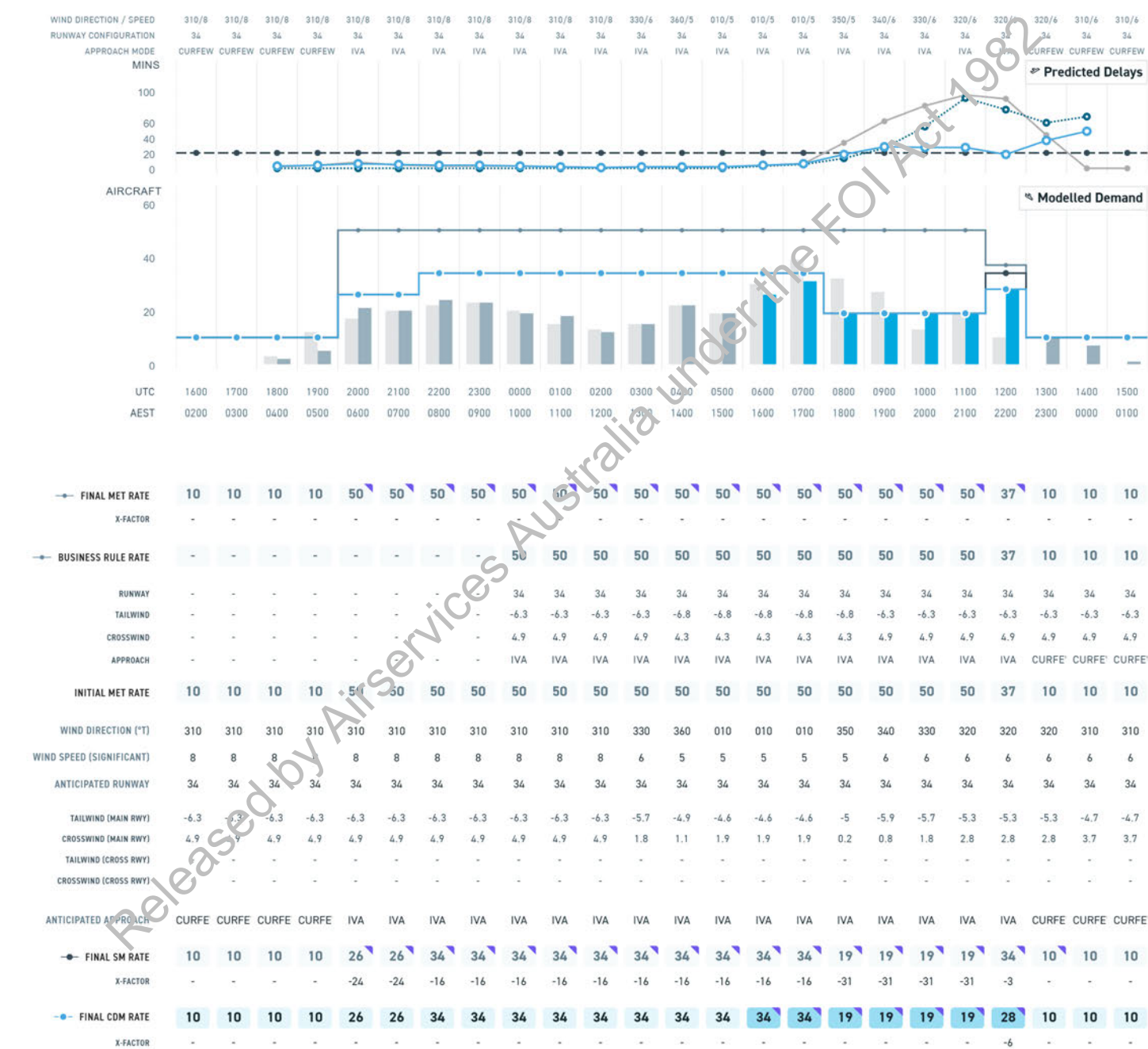
FM220900 31008KT CAVOK

FM230200 01010KT CAVOK

RMK

T 12 17 17 15 Q 1029 1026 1025 1025

TAF3



Legend

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

YSSY notes

MET CAPACITY 2

2000 2100 2200

A cool morning. While moisture levels at the airport itself have increased during Saturday afternoon, it is unlikely that this moisture will extend too far inland from the coast and should decrease again during the night. Given this it is expected that moisture inland will still either be too low or shallow for widespread fog to form, so the likelihood of fog at the airport is currently still assessed as low.

Yesterday, 11:57 UTC

2000 2100 2200 2300 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000
1100 1200

UPDATE: No change to forecast conditions. A high pressure system over the Tasman Sea with a light N to NW airstream over the airport. NW winds for most of the period. Winds becoming N to NE along the coast 04-08Z with the small chance of winds either being SE or just VRB below 5 knots in the same period. Likely CAVOK.

Yesterday, 23:58 UTC

LOCAL CAPACITY 7

2000 2100 Staffing

NO SYSM and NO FLOW

Yesterday, 07:25 UTC

0300 0400 0500 0600 0700 Staffing

No 1330 APP, Gwydir 1 short

Yesterday, 07:27 UTC

2000 2100 2200 2300 0000 0100 Staffing

No 0500 - 1100 SYSM

Yesterday, 07:31 UTC

0000 0100 0200 0300 0400 0500 0600 0700 1200 Staffing

TCU Staffing

Today, 00:05 UTC

2000 2100 2200 2300 0000 0100 0200 Staffing

No 0510 FLOW,

Yesterday, 07:26 UTC

0800 0900 1000 1100 1200 1300 Staffing

Gwydir, 1 short, No 1330 APP, SY TWR 3x controllers short

Yesterday, 07:30 UTC

0800 0900 1000 1100 Staffing

TWR Staffing

Today, 00:05 UTC

MODEL DEMAND 1

0600 0700 0800 0900 1000 1100 1200

ADHOC GDP to be implemented due staffing

Today, 01:08 UTC

REVIEW AND PUBLISH

No notes available

YMML Sunday, 22 Jun 2025 (Run 3)

TAF

Terminal Aerodrome Forecast

TAF YMML 212308Z 2200/2306

01016G26KT CAVOK

FM220900 01018G30KT CAVOK

FM221600 01020G38KT 9999 SCT030

FM222000 01020G38KT 9999 FEW010

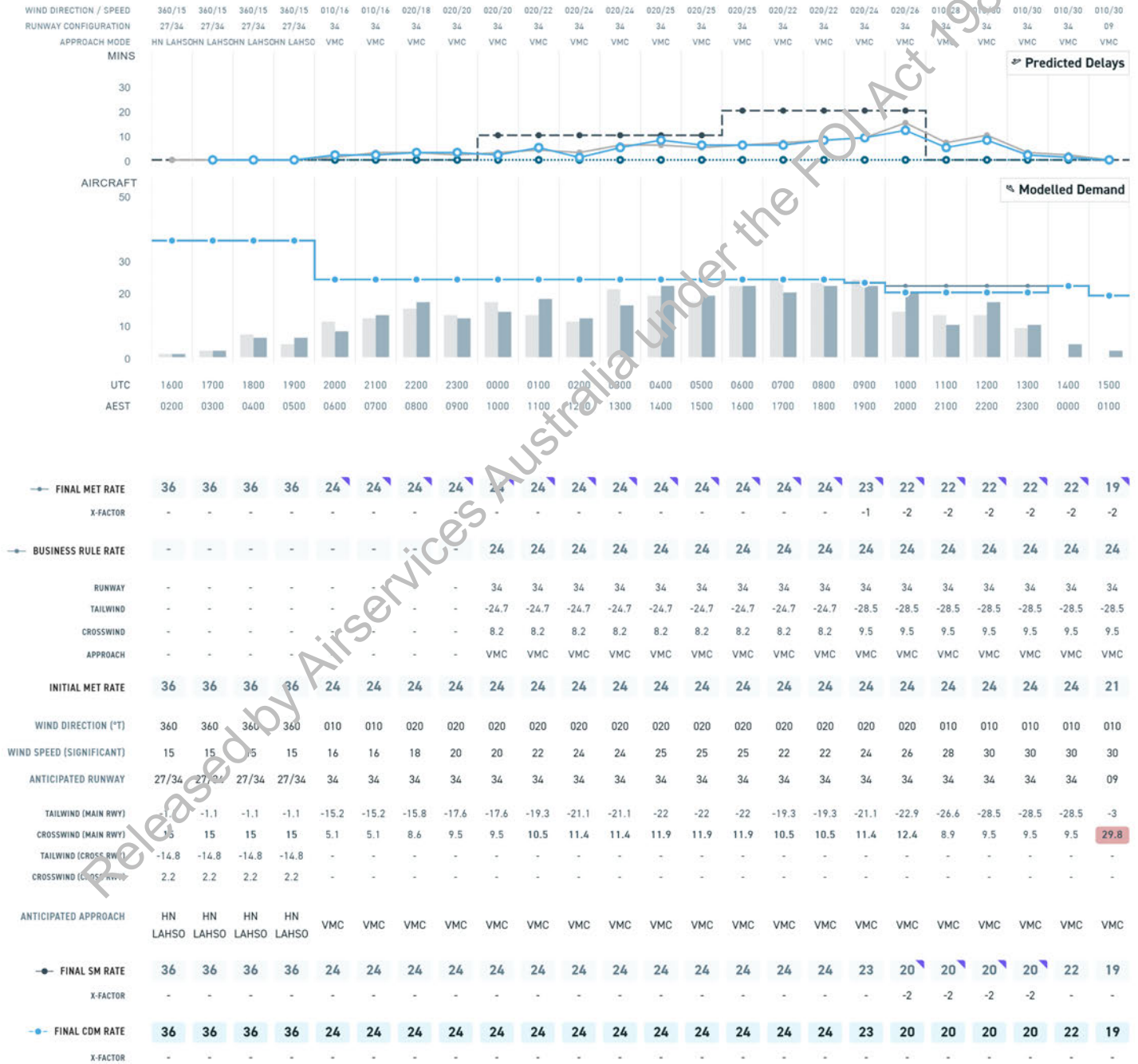
FM230000 01020G35KT CAVOK

RMK FM220000 MOD TURB BLW 5000FT TL220900

FM220900 SEV TURB BLW 5000FT

T 10 14 13 11 Q 1027 1024 1021 1020

TAF3



Legend

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

MET CAPACITY 3

2000 2100 2200

A high pressure system over the Tasman Sea, combined with a low pressure system and associated cold front moving across the Great Australian Bight and SA, is expected to result in a strengthening northerly airstream over the area. There is a small chance of surface winds being favourable for RWY 27/34, however assessed < 50% confidence given marginal 15-20 knots cross wind combined with a small NE tail wind component and winds aloft reaching 20-30 knots. Likely CAVOK at the airport, possible fog on/north of the ranges.

Yesterday, 05:29 UTC

1500

RWY 16/34 closed from 1530Z, NOTAM C531/25. Note likelihood of cross wind > 20 knots on RWY 09.

Yesterday, 05:29 UTC

2300 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300
1400 1500

CAVOK. N to NE surface winds becoming gusty 25-30 knots, particularly from the middle of the day and increase further late in the evening. Cross wind/tail wind components very likely to exceed thresholds on RWY 27. NNE winds 25-35 knots aloft below 5000ft, increasing to 35-40 knots from 07Z and 40-50 knots after 09Z when severe turbulence becomes more likely (x-factors applied).

Yesterday, 05:29 UTC

LOCAL CAPACITY 1

1000 1300 1100 1200 Staffing

Due staff availability.

Today, 00:45 UTC

MODEL DEMAND

No notes available

REVIEW AND PUBLISH

No notes available

Released by Airservices Australia under the FOI Act 1982

Terminal Aerodrome Forecast

TAF3

WIND DIRECTION / SPEED	210/8	210/8	210/8	210/8	210/8	210/8	210/8	210/8	210/8	180/10	130/12	120/14	120/14	120/14	120/14	120/12	120/10	130/8	140/8	160/7	190/7	200/7	210/7	210/7	210/7
RUNWAY CONFIGURATION	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC
APPROACH MODE	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC
MINS																									
AIRCRAFT																									
UTC	1600	1700	1800	1900	2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	
AEST	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	0000	0100	
FINAL MET RATE	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	33	32
X-FACTOR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-1	-2
BUSINESS RULE RATE	-	-	-	-	-	-	-	-	32	32	32	32	32	32	32	34	34	34	34	34	34	30	30	30	30
RUNWAY	-	-	-	-	-	-	-	-	-	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP
TAILWIND	-	-	-	-	-	-	-	-	-	-8	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
CROSSWIND	-	-	-	-	-	-	-	-	-	0.4	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
APPROACH	-	-	-	-	-	-	-	-	-	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	VMC	ILS	ILS	ILS
INITIAL MET RATE	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
WIND DIRECTION (*T)	210	210	210	210	210	210	210	210	180	130	120	120	120	120	120	120	120	130	140	160	190	200	210	210	210
WIND SPEED (SIGNIFICANT)	8	8	8	8	8	8	8	8	10	12	14	14	14	14	14	12	10	8	8	7	7	7	7	7	7
ANTICIPATED RUNWAY	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP	19 DEP
TAILWIND (MAIN RWY)	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8.9	-2.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.5	-1.8	-3.1	-4.8	-6.7	-6.9	-7	-7	-7
CROSSWIND (MAIN RWY)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	4.5	11.7	14	14	14	14	14	12	10	7.8	7.4	5.1	2.1	0.9	0.4	0.4	0.4
TAILWIND (CROSS RWY)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CROSSWIND (CROSS RWY)	-																								

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

MET CAPACITY 2

1600	1700	1800	1900	2000	2100	2200	2300	0000	0100	0200	0300	0400	0500	0600
0700	0800	0900	1000	1100	1200	1300	1400	1500						

A high pressure system over the Tasman Sea with a moderate low-level SE airstream. SE winds 15-20 knots aloft in the morning, turning ESE 10-15 knots during the afternoon. Light showers offshore and far northern TMA, small chance of a shower at the airport for most of this period but much less significant than Saturday due to an upper-level ridge. Showers are most likely to increase during early Monday morning as the low-level flow begins to back to the ENE.

Yesterday, 06:47 UTC

0200	0300	0400	0500	0600	0700
------	------	------	------	------	------

Surface winds expected to vary E to SE but statistically favours RWY 19. Otherwise, favourable for SODPROPS with the least amount of tail wind expected on either RWY 01/19.

Yesterday, 11:59 UTC

LOCAL CAPACITY 2

2200	2300	0000	0200	0100	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200
1300	Staffing													

Reduced staffing both controller and possible TCU SM

Yesterday, 12:02 UTC

0200	0300	0400	0500	0600	0700	Other
------	------	------	------	------	------	-------

Afternoon SODPROPS unlikely due reduced staffing and complexity

Yesterday, 12:02 UTC

MODEL DEMAND

No notes available

REVIEW AND PUBLISH

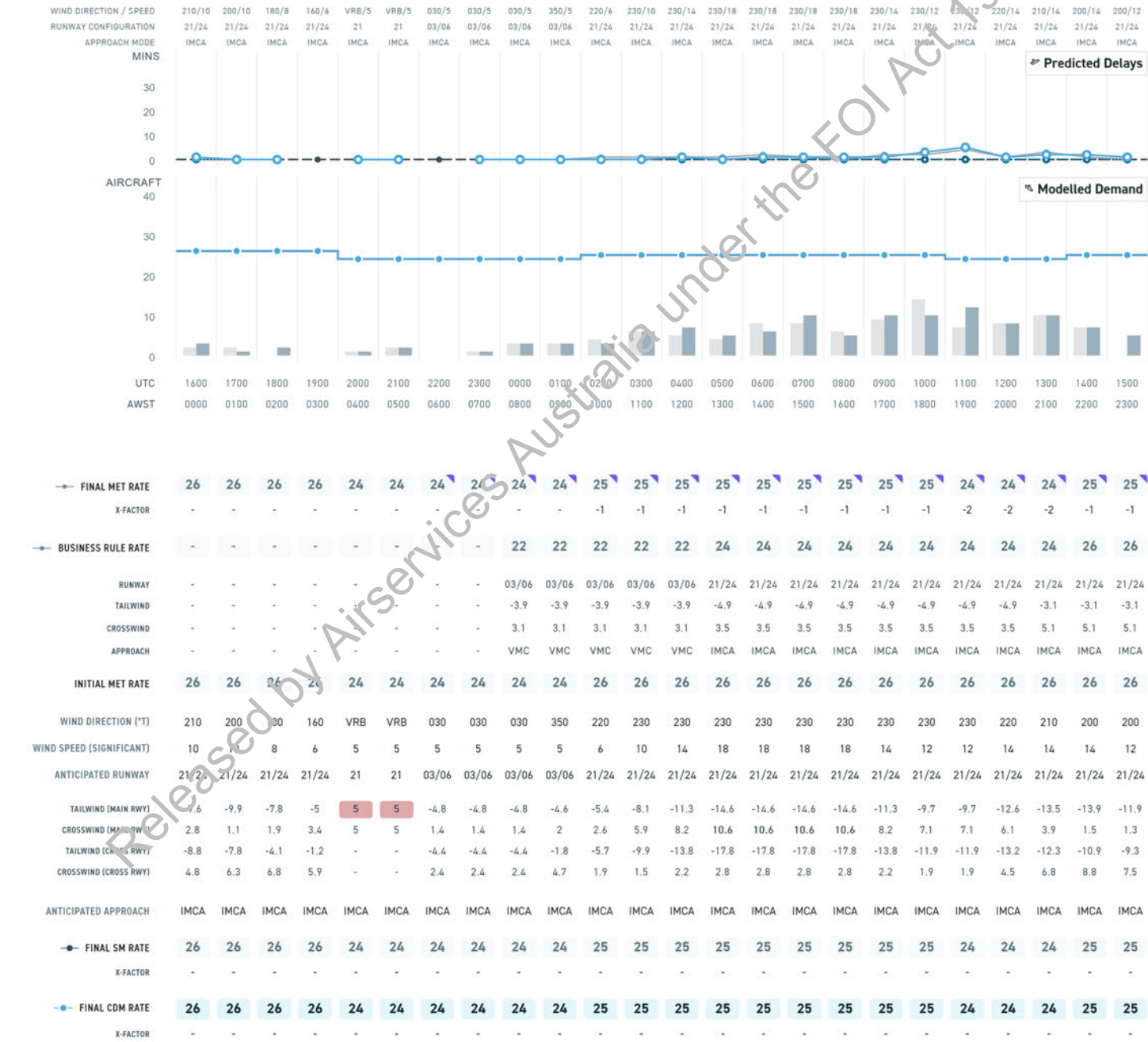
No notes available

Released by Airservices Australia under the FOI Act 1982

YPPH Sunday, 22 Jun 2025 (Run 3)

TAF
Terminal Aerodrome Forecast

TAF AMD YPPH 212317Z 2200/2306
02005KT 9999 -SHRA BKN050
FM220500 23006KT 9999 -SHRA SCT025 BKN040
FM221300 18006KT 9999 -SHRA SCT025 BKN045
FM222100 01003KT 9999 NSW BKN045
FM230300 21012KT 9999 BKN035
INTER 2200/2210 4000 SHRA SCT025 BKN030
INTER 2210/2214 3000 SHRA BKN014 FEW030TCU
RMK
T 12 16 17 16 Q 1021 1022 1020 1021
TAF3



MET CAPACITY 2

2200 2300 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000

SW airstream following a low pressure system and cold front moving east across the Great Australian Bight and SA. SW winds 20-30 knots aloft, however much our guidance indicates the potential for a near surface inversion until about 02Z. In this circumstance, surface winds are statistically expected to be considerably lighter with the potential for a katabatic breeze to form, particularly if gradient winds are 25 knots or less at this time of year. Hence RWY 03/06 has been proposed until 02Z. Alternatively, if a significant inversion does not form and SW winds aloft are closer to 30 knots, then winds would most likely remain SW and favour RWY 21 or 21/24. Cloud mostly 2500-3000ft. Showers over the sea and along the coast. Lighter showers are possible at the airport, more likely late morning/afternoon when there is the small chance of brief periods of reduced visibility below 8km (small x-factor applied).

Yesterday, 06:46 UTC

1100 1200 1300 1400 1500

A weak front moves across the TMA approximately 11-14Z with an increase in showers (x-factor increased), low-level winds becoming SSW 25-35 knots. Drier air and showers mostly clearing after 14Z.

Yesterday, 11:59 UTC

LOCAL CAPACITY

No notes available

MODEL DEMAND

No notes available

REVIEW AND PUBLISH

No notes available

Released by Airservices Australia under the FOI Act 1982