

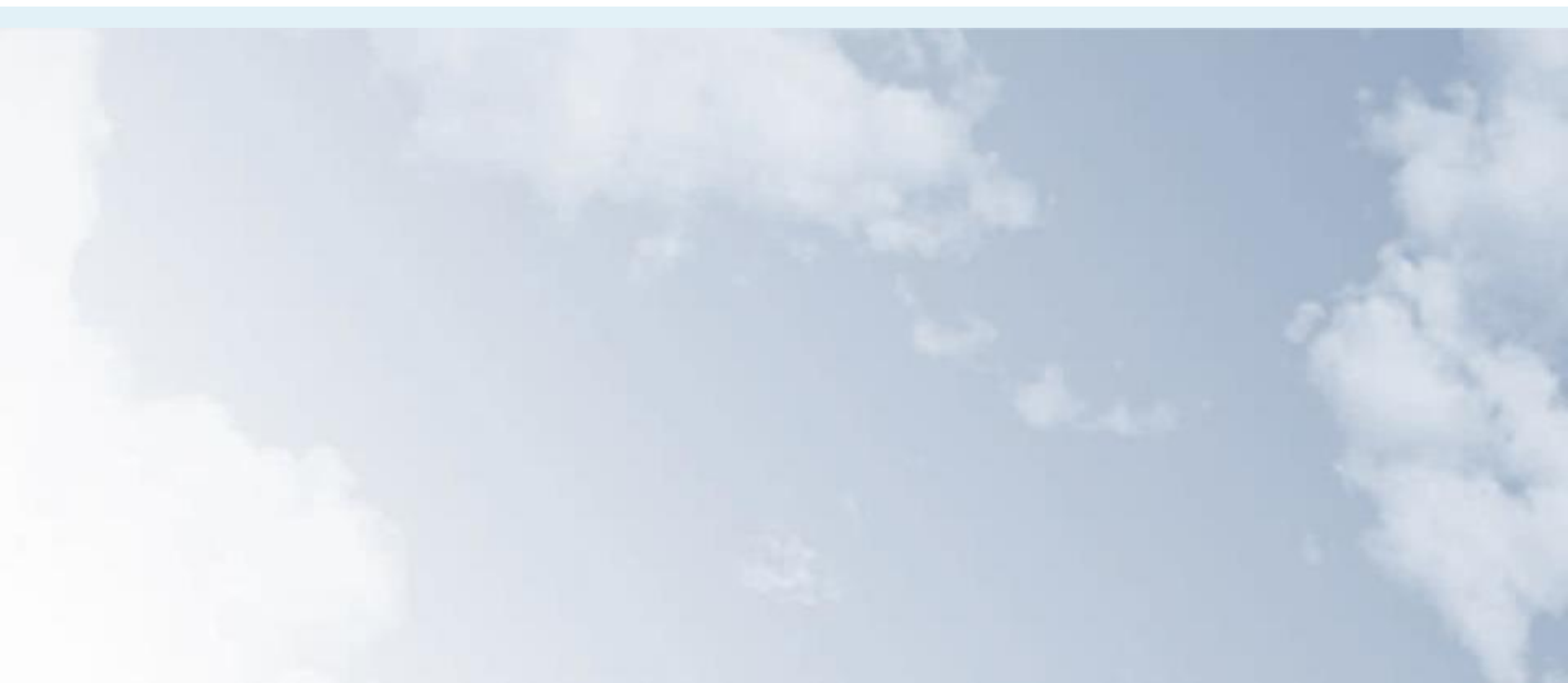


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ATFM in Australia – Oct 2018

Daniel Kropp, Senior Meteorologist and Team Leader at the
Airservices Australia Network Coordination Centre





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Overview

- GDP – 4 Major Airports Brisbane, Sydney, Melbourne & Perth.
- METCDM (Meteorology Collaborative Decision Making)
- Verification
- Future



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Major Airports - GDP

- Australia is somewhat unique in that we are not heavily constrained by flightpaths between our major airports, but through the capacity at the airports themselves.
- En-route weather is important for tactical management and future network monitoring.
- GDP and subsequent changes to acceptance rates.



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METCDM Product

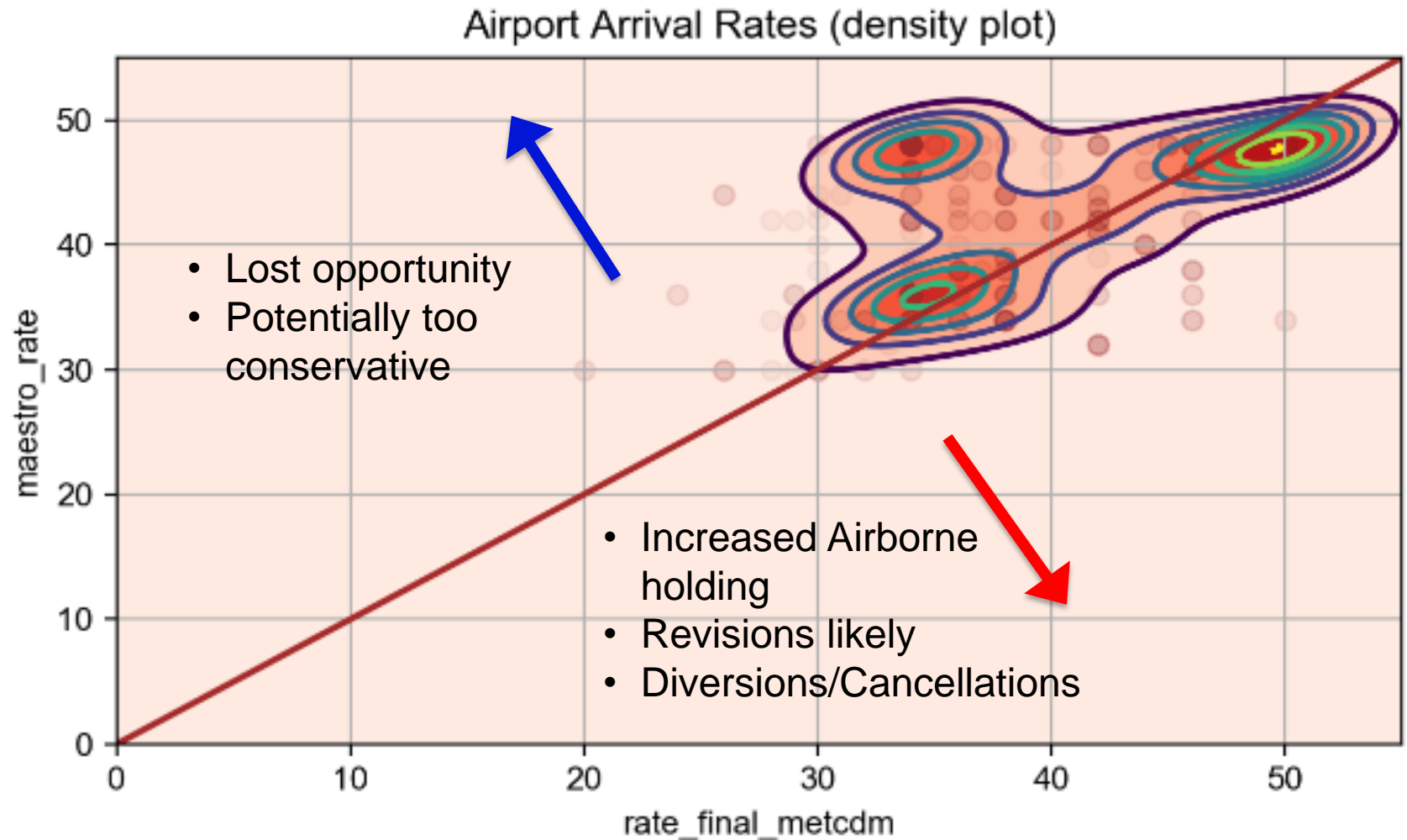
- TAF used as initial starting point with BR applied.
- Forecaster ground truths models then creates the detailed forecast for the airport and inputs it into METCDM matrix including runway selection and approach mode along with references to phenomena in the TMA. – This may be different from the result of the BR applied to the TAF!
- Draft is sent to AvMets (Qantas and Virgin) followed by a teleconference to discuss the proposal. NCCMET chairs the discussion and has the final say if no consensus can be reached. – This is very important as it allows the airlines to have a voice and in turn gives them buy-in or ownership of the outcome.
- The agreed plan is then sent to Air Traffic Managers for approval, and is then ingested into Airservices systems and a Ground Delay Programme is run.



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Understanding the Graphics

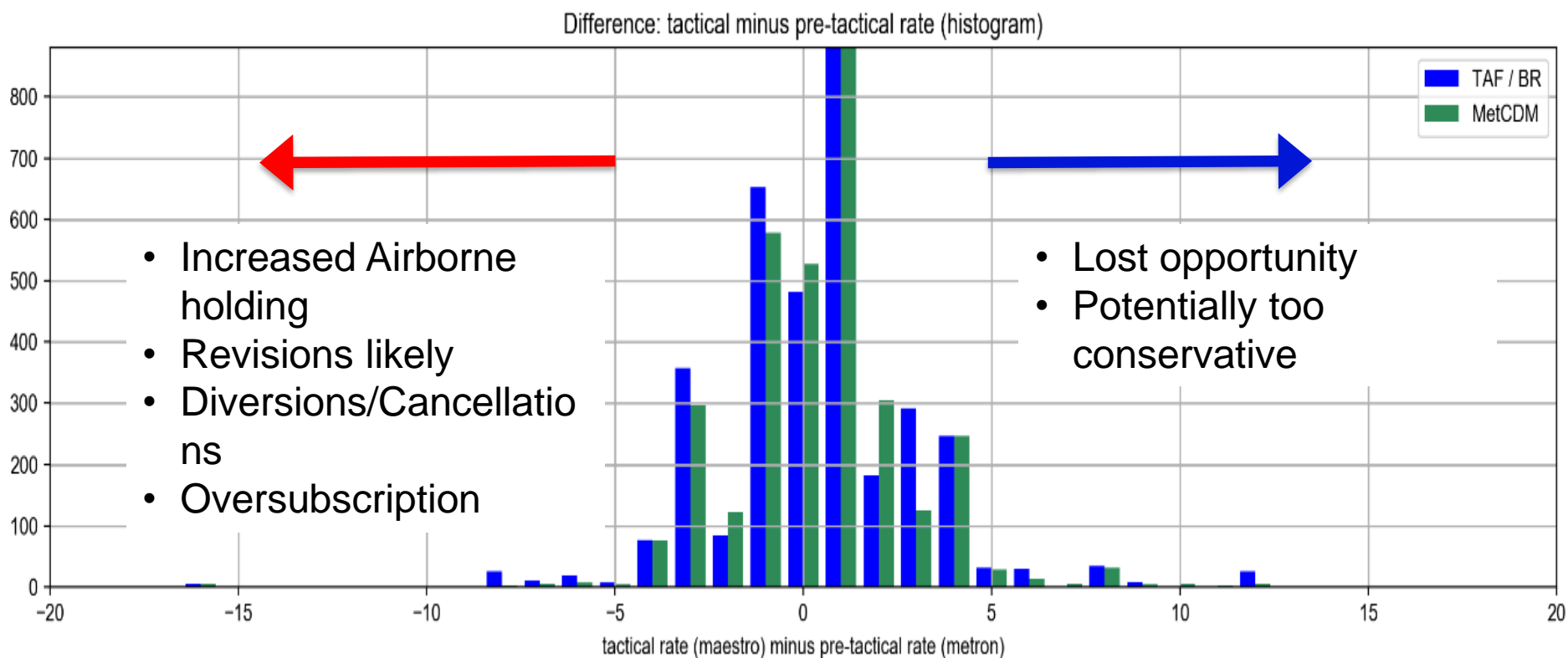




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Understanding the Graphics



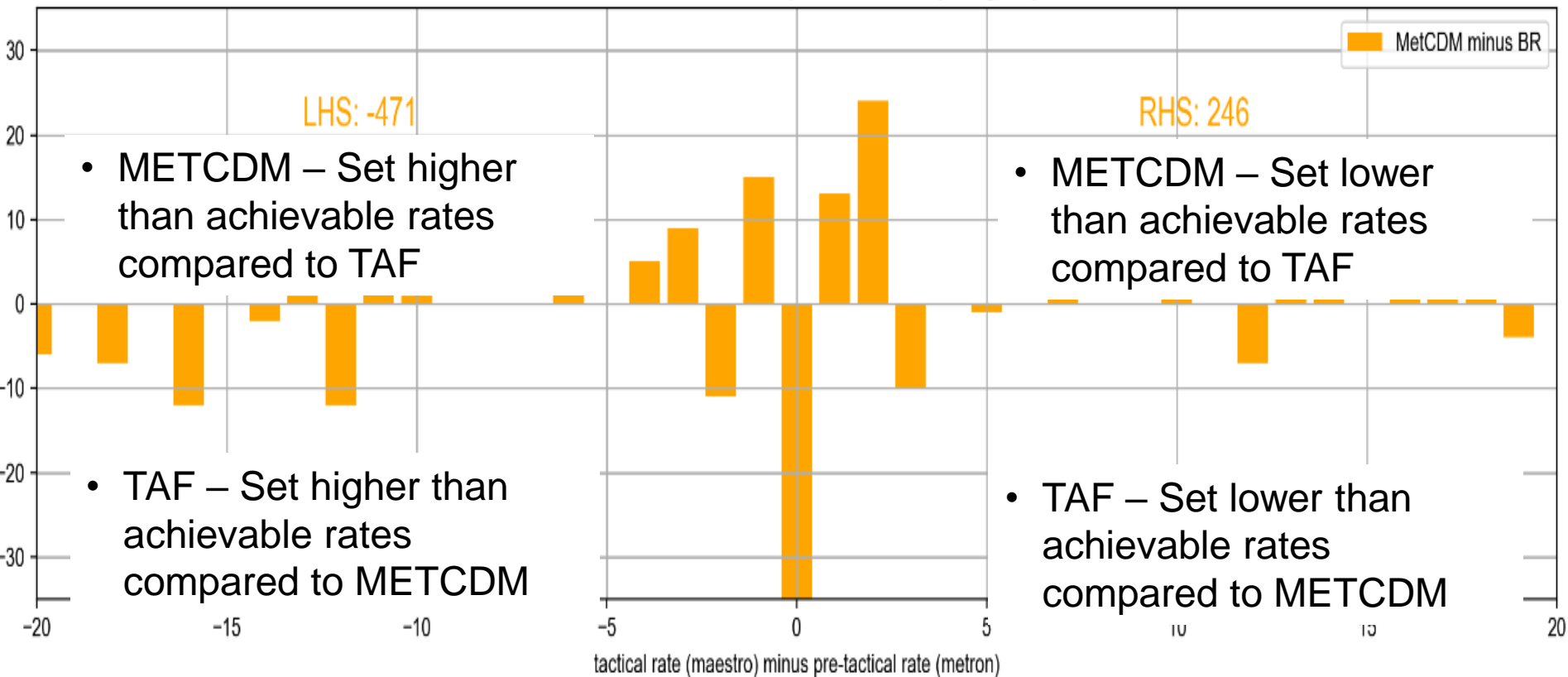


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Understanding the Graphics

Difference: tactical minus pre-tactical rate (histogram)



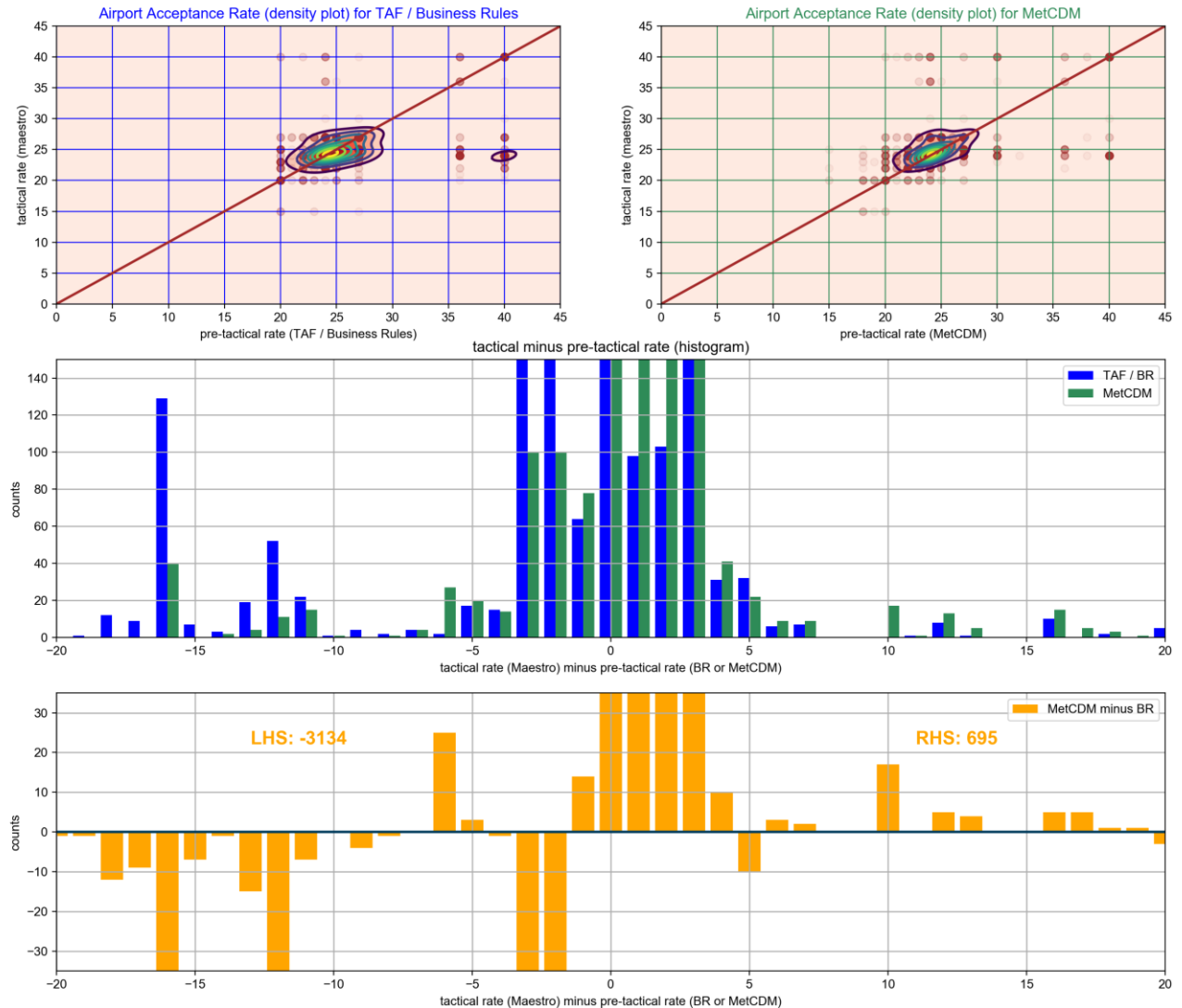


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MetCDM Verification --- Melbourne Airport - 2018-Jan-Jun

Airport Acceptance Rates



Total number of hours displayed: 2622;
Tactical rates taken from NOR (Network Operations Report);
Number of hours removed due to LAHSO not utilised despite good conditions: 439

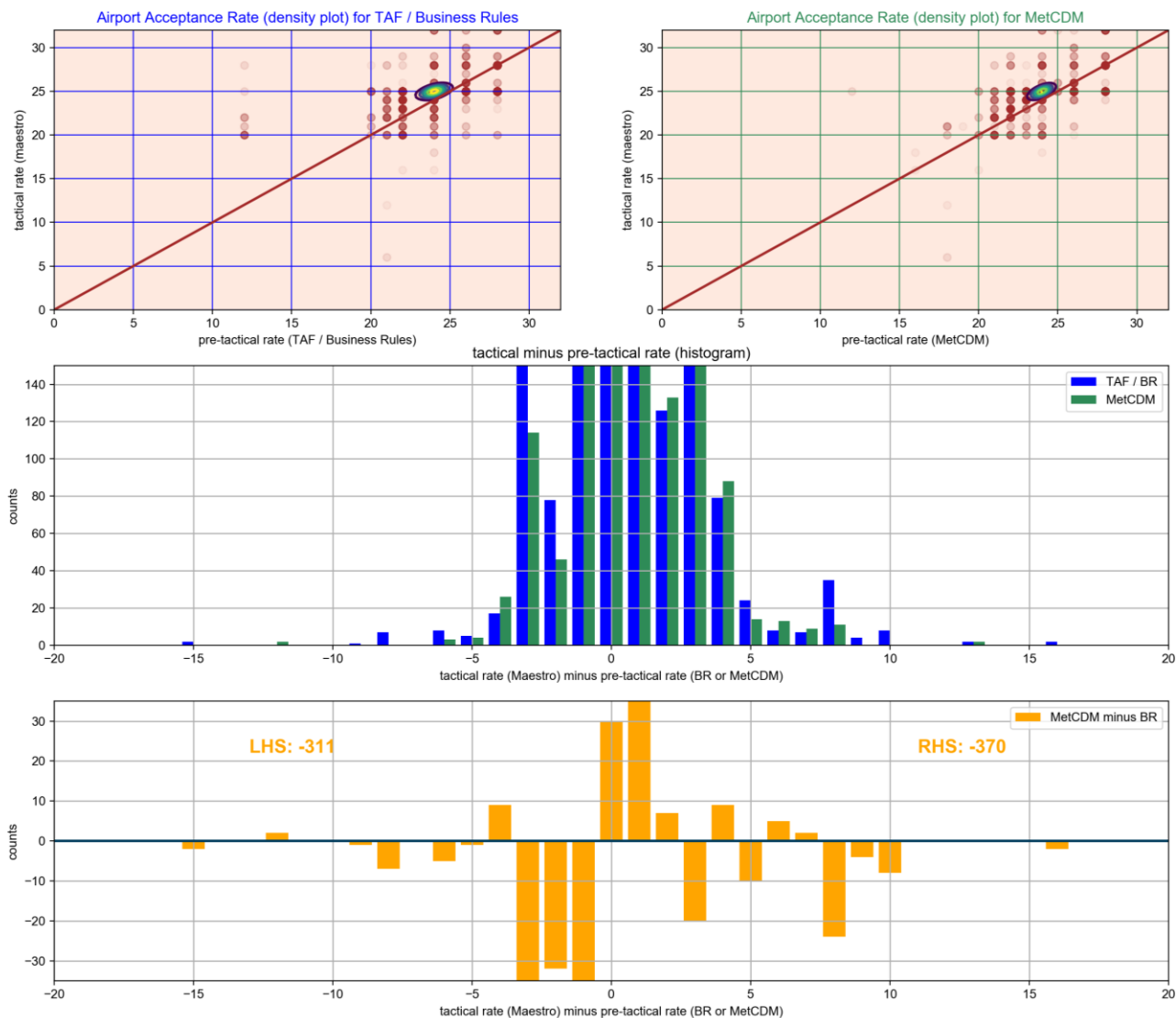


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MetCDM Verification --- Brisbane Airport - 2018-Jan-Jun

Airport Acceptance Rates



Total number of hours displayed: 3020;
Tactical rates taken from NOR (Network Operations Report);

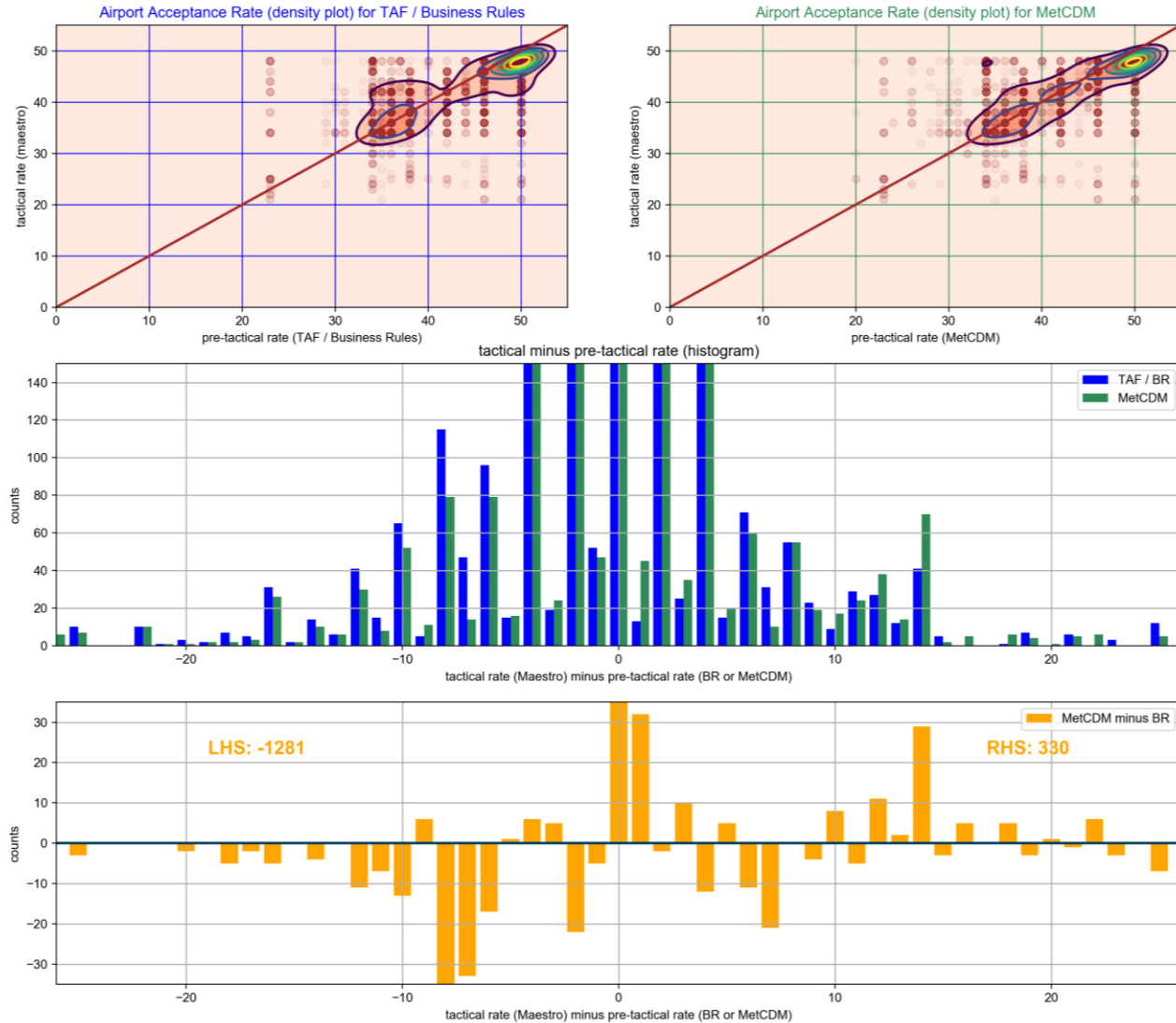


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MetCDM Verification --- Sydney Airport - 2018-Jan-Jun

Airport Acceptance Rates



Total number of hours displayed: 2905;
Tactical rates taken from NOR (Network Operations Report);
Number of hours removed due to single runway operation for noise sharing: 151

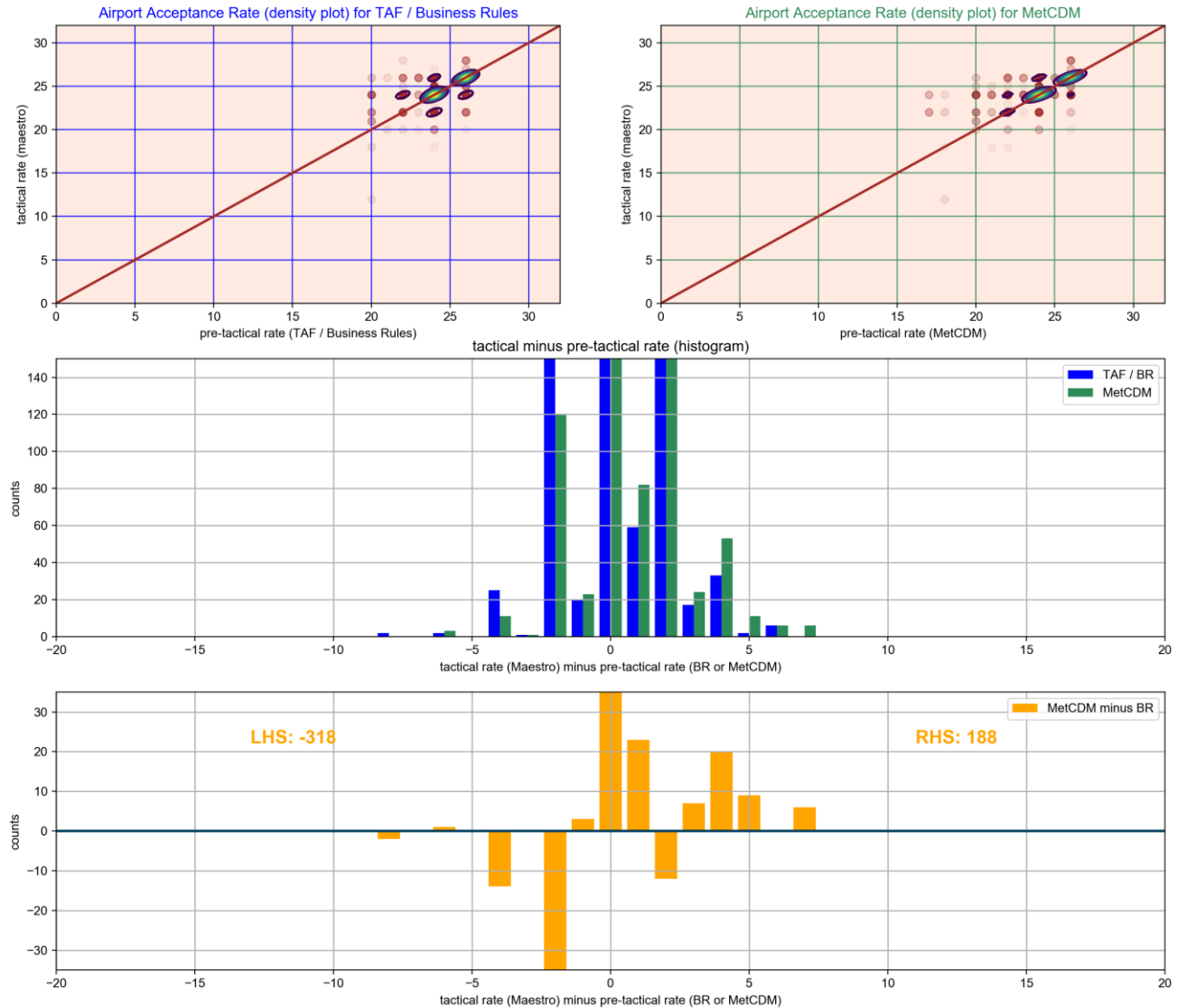


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MetCDM Verification --- Perth Airport - 2018-Jan-Jun

Airport Acceptance Rates



Total number of hours displayed: 1950;
Tactical rates taken from NOR (Network Operations Report);



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Future

- A focus on en-route weather and tactical tools to better aid day of operations decision making and possible en-route metering.
- ACDM – Focus on the overall network with inclusion of departure rates into the METCDM Matrix.
- Convective tools identified as single most benefit .



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Questions & Contact Details

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