



Interim MATS Amendment

IMA V71_02

Title	A-CDM Implementation		
Valid from	2503191600	Valid to	2506111600
CRC	37510		
Replaces	Nil		
Background	<p>A-CDM will improve the way airports, aircraft operators, ground handling organisations and Air Traffic Control work together to harmonise airport operations through data sharing and collaborative decision support technology.</p> <p>The A-CDM project will deliver a departure ATFM program for Brisbane, Sydney, Melbourne and Perth, which will run in conjunction with the existing Metron Harmony ATFM GDP-A program. A-CDM will be progressively rolled out at these locations and once implemented at Perth, A-CDM will replace the GDP-D program. The MATS changes in this IMA support A-CDM implementation.</p>		

What to do with this IMA	<ul style="list-style-type: none"> Using a highlighter, colour the clause number of every clause affected by this IMA. Where a new clause is inserted draw a line across the page to show readers the insertion point. When a clause is inserted or deleted, renumber subsequent clauses. Put this IMA into the front cover sleeve. Sign the IMA Check-off Table on the sleeve. If this IMA is not effective immediately, the MATS Electronic Edition will be pending under the 'Other Documents' title on the MATS webpage.
Clause number	Action
1.2.1.3	Insert contraction
1.2.1.22	Insert contraction
2.3.3.1	Clause amended
2.3.3.1.1	Clause 2.3.3.7 becomes Clause 2.3.3.1.1, renumber subsequent sub-clause
2.3.3.1.3	Sub-clause 2.3.3.1.2 becomes Sub-clause 2.3.3.1.3 with amended content, renumber subsequent sub-clause
2.3.3.1.5	Sub-clause 2.3.3.1.4 becomes 2.3.3.1.5 with amended content
2.3.3.1.6	Clause 2.3.3.2 becomes sub-clause 2.3.3.1.6 with amended content
2.3.3.2	Clause 2.3.3.3 becomes Clause 2.3.3.2 with amended heading
2.3.3.2.1	Sub-clause 2.3.3.3.1 becomes Sub-clause 2.3.3.2.1 with amended content
2.3.3.2.2	Sub-clause 2.3.3.3.2 becomes Sub-clause 2.3.3.2.2 with amended content

What to do with this IMA	<ul style="list-style-type: none"> Using a highlighter, colour the clause number of every clause affected by this IMA. Where a new clause is inserted draw a line across the page to show readers the insertion point. When a clause is inserted or deleted, renumber subsequent clauses. Put this IMA into the front cover sleeve. Sign the IMA Check-off Table on the sleeve. If this IMA is not effective immediately, the MATS Electronic Edition will be pending under the 'Other Documents' title on the MATS webpage.
Clause number	Action
2.3.3.2.3	Sub-clause 2.3.3.3.3 becomes Sub-clause 2.3.3.2.3
2.3.3.2.4	Sub-clause 2.3.3.3.4 becomes Sub-clause 2.3.3.2.4 with amended heading and content
2.3.3.2.5	Clause 2.3.3.4 becomes Sub-clause 2.3.3.2.5 with amended heading and content
2.3.3.2.6	Clause 2.3.3.5 becomes Sub-clause 2.3.3.2.6
2.3.3.3	Clause 2.3.3.6 becomes 2.3.3.3 with amended heading and content
2.3.3.3.1	Sub-clause 2.3.3.6.1 becomes sub-clause 2.3.3.3.1
2.3.3.3.2	Sub-clause 2.3.3.6.2 becomes sub-clause 2.3.3.3.2
2.3.3.3.3	Sub-clause 2.3.3.6.3 becomes sub-clause 2.3.3.3.3 with amended 'See MATS' reference
2.3.3.4	Insert clause
2.3.3.4.1	Insert sub-clause
2.3.3.4.2	Insert sub-clause
2.3.3.4.3	Insert sub-clause
2.3.3.4.4	Insert sub-clause
2.3.3.4.5	Insert sub-clause
2.3.3.5	Insert clause
2.3.3.7	Delete clause (relocated to 2.3.3.1.1)

1.2.1.3 A

Contraction	Expansion	Use
A-CDM	Airport Collaborative Decision Making	#
AAIS	Automatic Aerodrome Information Service	*#
AAL	Above Aerodrome Level	
AAMS	Australian Aeronautical Message System	@*
AAR	Air-to-air Refuelling	
ABT	About	
ACAS	Airborne Collision Avoidance System (pronounced 'AY-CAS')	+
ACCID	Initial notification of an aircraft accident (message type designator)	
ACD	Airways Clearance Delivery	@*

Contraction	Expansion	Use
ACFT	Aircraft	
ACID	Aircraft Identification	@*
ACP	Acceptance (message type designator)	
ACT	Active, activate, activity	
AD	Aerodrome	
ADC	Aerodrome Controller	@*
ADEP	Aerodrome of Departure	@*
ADES	Aerodrome of Destination	@*
ADF	Australian Defence Force	@*
ADF	Automatic Direction Finding Equipment	#
ADS-B	Automatic Dependent Surveillance - Broadcast (1090 MHz Extended Squitter)	#
ADS-C	Automatic Dependent Surveillance - Contract	#
ADT	Autonomous Distress Tracking	
AEP	Aerodrome Emergency Plan	*
AEWC	Airborne Early Warning and Control	@*
AFRU	Aerodrome Frequency Response Unit	*+
AFS	Aeronautical Fixed Service	
AFTN	Aeronautical Fixed Telecommunications Network	#
AGA	Aerodromes, Air Routes and Ground Aids	
AGL	Above Ground Level	#
AGSS	Aerodrome Ground Surveillance System	@*
AIDC	ATS Inter-facility Data Communication	
AH	After Hours	*
AIC	Aeronautical Information Circular	#
AIP	Aeronautical Information Publication	#
AIRAC	Aeronautical Information Regulation and Control	+
AIREP	Air Report	+
AIRMET	Information concerning en route weather significant to aircraft operations at or below A100 not contained in a valid GAF	+
AIS	Aeronautical Information Service	#
AIS-AF	Aeronautical Information Service - Air Force	@*
ALERFA	Alert Phase	+
ALR	Alerting (message type designator)	
ALT	Altitude	
ALTN	Alternate (Aerodrome)	
AMI	Aeronautical Message Interface	@*
AMSL	Above Mean Sea Level	#

Contraction	Expansion	Use
AMSA	Australian Maritime Safety Authority	*
AOJ	Airways Operations Journal or ATC Watchlog	@*
APCH	Approach	
APP	Approach Control, Approach Control Office or Approach Control Service	
APU	Auxiliary Power Unit	#
APV	Approach Procedure with Vertical Guidance	
AR	Amended Route	@*
ARCP	Air-to-air Refuelling Control Point	@*
ARFF	Aerodrome Rescue and Fire Fighting Service	@*
ARP	Aerodrome Reference Point	
ARP	Air Report (message type designator)	
ARR	Arrive or Arrival (message type designator)	
ARS	Special Air Report (message type designator)	
A-SMGCS	Advanced Surface Movement Guidance and Control System	@*
ATC	Air Traffic Control (in general)	
ATD	Actual Time of Departure	#
ATFM	Air Traffic Flow Management	
ATFMX	Air Traffic Flow Management Exempt	@#
ATIS	Automatic Terminal Information Service	+
ATM	Air Traffic Management	
ATMD	ATM Director	@*
ATMSL	ATM Standards Lead	#
ATS	Air Traffic Services	#
ATSB	Air Transport Safety Bureau	@*
ATSO	Air Traffic Services Officer	@*
AUTH	Authorised or Authorisation	
AUTO	Automatic	
AVBL	Available	
AVFAX	Meteorological and NOTAM Facsimile Service	*+
AWIS	Aerodrome Weather Information Service	*+
AWK	Aerial Work - General Aviation	*
AWS	Automatic Weather Station	*

1.2.1.22 T

Contraction	Expansion	Use
... T	Bearing True	
TACAN	UHF Tactical Air Navigation Aid	+
TAF	Aerodrome Forecast (message type designator)	+
TAR	Terminal Area Surveillance Radar	
TAS	True Air Speed	#
TCAS RA	Traffic Alert and Collision Avoidance System Resolution Advisory (pronounced 'TEE-CAS-AR-AY')	+
TCI	Technical Customer Interface	@*
TCU	Terminal Control Unit	@*
TDZ	Touchdown Zone	
TEL	Telephone	
TFR	Transfer	@*
TIBA	Traffic Information Broadcast by Aircraft	+
TMA	Terminal Control Area	#
TM	Temporary Military Operating Area	#*
TOBT	Target Off Block Time	#
TODA	Take-off Distance Available	
TORA	Take-off Run Available	+
TR	Track	
TRA	Temporary Reserved Airspace	
TRA	Temporary Restricted Area	#*
TSAT	Target Start-up Approval Time	+
TW	Tailwind	*
TWR	Aerodrome Control Tower (ATC Unit/position)	
TWY	Taxiway	

2.3.3.1 ATFM applicability

Except when departing A-CDM locations, apply GDP procedures, during the relevant GDP hours of operation, to departing flights:

- a) from Perth; or
- b) that will arrive at Brisbane, Sydney, Melbourne or Perth.

See [AIP ENR 1.9](#)

See [ERSA](#)

2.3.3.1.1 Agreed flow rates

Specify agreed flow rates and departure queues for arriving/departing aircraft, and procedures to vary those rates, in local instructions. Base flow rates on either time, quantity or distance.

2.3.3.1.2

GDP Priority

At Perth, apply the GDP for departures before the GDP for other locations.

2.3.3.1.3

ATFM exceptions

Do not apply ATFM procedures to the following flights:

- a) Emergency;
- b) MEDEVAC, FFR, SAR;
- c) HOSP;
- d) HEAD; or
- e) ATFMX.

2.3.3.1.4

Compliance waiver

In extenuating circumstances and on pilot request, the NOMC may provide an ATFM waiver. Instruct flights issued with an ATFM waiver to flight plan STS/ATFMX in item 18.

2.3.3.1.5

Unable to apply ATFM

When factors such as workload prevent the application of a specific ATFM procedure, advise the NOMC with the reason and duration.

2.3.3.1.6

ATFM queries

Advise flights requesting a new or amended COBT/TOBT/TSAT or that have an ATFM query to contact:

- a) their company or designated ground handler for scheduled flights; or
- b) the NOMC for itinerant flights.

2.3.3.2

GDP Ground procedures - controlled aerodromes

Only approve push-back or taxi for an aircraft subject to a GDP if:

- a) the aircraft is compliant or late non-compliant;
- b) there is an operational requirement e.g. gate availability; or
- c) there is a reasonable expectation that the CTOT will be achieved.

2.3.3.2.1

COBT compliance window

Consider an aircraft to be compliant when the push-back or taxi time is within the compliance window:

GDP	COBT compliance window
Arrivals	-5 min to +15 min
Departures (Perth)	-5 min to +10 min

2.3.3.2.2 **Early non-compliant**

When the flight is early non-compliant, advise the pilot 'PUSH-BACK (or TAXI) CLEARANCE NOT AVAILABLE DUE FLOW MANAGEMENT. EXPECT CLEARANCE AT (time)'. |

2.3.3.2.3 **Achieving CTOT**

When early push-back or taxi is operationally required, delay the flight by other means to achieve the CTOT.

2.3.3.2.4 **No GDP system COBT**

When an aircraft does not have a COBT or is not known to the GDP system, consider the flight to be operating outside the hours of a GDP. |

Note: *The NOMC monitors participation in and compliance with the ground delay program and will take action as appropriate.*

2.3.3.2.5 **Late non-compliant - tower and flow**

When a flight is late non-compliant, advise the pilot as soon as possible 'YOU ARE NON-COMPLIANT WITH FLOW MANAGEMENT, EXPECT AIRBORNE DELAY'. |

2.3.3.2.6 **Diverting to a GDP aerodrome**

Notify the NOMC when an aircraft diverts to a GDP aerodrome.

2.3.3.3 **GDP revision - non A-CDM airports**

Apply GDP revision in accordance with the following table: |

GDP revision	Compliance requirement
Level 1	Consider all flights departing for the affected aerodrome within the next 30 min as compliant regardless of the indicated COBT
Level 2	Consider flights that have already manoeuvred to depart as compliant. All other flights should immediately comply with the revised COBT
Level 3	Immediate compliance with the revised COBT should occur for all flights, except by ATMD approval

2.3.3.3.1 **Exception - long domestic flights**

Do not apply Level 2 and 3 GDP revision procedures to flights departing Perth, Darwin, Karratha, Port Hedland or Broome for Brisbane, Sydney or Melbourne.

2.3.3.3.2 **Notification of compliance**

The NOMC will specify what level of compliance is required following a GDP revision.

2.3.3.3 Pilot advice to obtain new COBT

When a Level 2 or 3 GDP revision occurs, advise pilots subject to immediate compliance 'GDP REVISION WITH IMMEDIATE COMPLIANCE AT (*airport*), OBTAIN NEW COBT FROM YOUR COMPANY (*or* THE NOMC)'. Cease advice after 30 min.

See MATS [2.3.3.1.6 ATFM queries](#)

2.3.3.4 A-CDM Procedures

Apply A-CDM procedures for flights departing locations where A-CDM is implemented. Only approve push-back or engine start for an aircraft that is TOBT compliant and not TSAT early.

2.3.3.4.1 Aircraft without ground power

Aircraft without ground power may start at their own discretion and advise ATC when start complete. Only issue taxi instructions when TOBT and TSAT compliant.

2.3.3.4.2 TOBT compliance

Consider an aircraft to be TOBT compliant when they request push back or start within -5 min to +5 min of the TOBT.

2.3.3.4.3 TOBT early non-compliant

When the flight is early non-compliant, advise the pilot 'PUSH-BACK (*or* START) CLEARANCE NOT AVAILABLE DUE FLOW MANAGEMENT. EXPECT TRANSFER (*or* PUSHBACK, *or* START) AT (*time*)'.

2.3.3.4.4 TOBT late non-compliant

When the flight is late TOBT non-compliant, advise the pilot to contact company or designated ground handler for an updated TOBT.

2.3.3.4.5 TSAT compliance

Consider an aircraft to be TSAT compliant within -5 min to +5min of the TSAT. Aircraft remain TSAT compliant beyond +5 min if delay in approving start or pushback is caused by ATC operational restrictions. When early push-back or taxi is operationally required, delay the flight by other means to achieve the TSAT.

Note: *TSAT incorporates GDP CTOT compliance.*

2.3.3.5 GDP revision - A-CDM airports

Apply GDP revision in accordance with the following table:

GDP revision	A-CDM airports
Level 1	TSAT compliance continues
Level 2	
Level 3	Immediate compliance with the revised TSAT should be observed. Aircraft that have already manoeuvred for departure may be allowed to proceed with ATMD approval.