AUSTRALIA

**AIP SUPPLEMENT (SUP)**

**H110/25**

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# AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

## 1. INTRODUCTION

1.1 This SUP cancels and replaces SUP H45/25 with changes in paragraph 3.

1.2 Airservices is working with our airline and airport partners to lead the implementation of Airport Collaborative Decision Making (A-CDM) at Sydney (Kingsford Smith), Melbourne (Tullamarine), Brisbane and Perth airports.

## 2. BACKGROUND

2.1 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 decision support technology. The objectives of implementing A-CDM are:

- Improve predictability
- Improve on-time performance
- Optimise use of resources
- Optimise the use of airport infrastructure
- Improve Air Traffic Flow Management (ATFM) compliance
- Reduce taxi-out times
- Reduce recovery time from adverse events
- Improve network management.

2.2 The A-CDM solution will ensure that information from each stakeholder is integrated to provide the ability to make collaborative and predictive decisions. Improvements will include operational efficiencies and aircraft predictability at these airports by providing a common picture of aircraft movements through the arrival, turnaround and departure phases of a flight.

## 3. IMPLEMENTATION

3.1 Refer to ERSA and NOTAM for each location for implementation status. Expected implementation dates are:

- Brisbane – Implemented Saturday 10 May 2025
- Perth – Friday 18 July 2025
- Sydney – Saturday 6 September 2025
- Melbourne – Saturday 18 October 2025

## 4. AMENDMENT ACTION

4.1 The following information amends AIP Book with additional location specific information published via NOTAM and ERSA.

# GEN 2.2 DEFINITIONS AND ABBREVIATIONS

## 1. DEFINITIONS

*Add the following:*

**Airport Collaborative Decision Making (A-CDM):** A set of processes which allows aerodromes, aircraft operators, air traffic controllers, ground handling agents, pilots and air traffic flow managers to exchange operational information and work together to efficiently manage operations at aerodromes.

**Calculated Off-Block time (COBT):** A time calculated and issued by an ATFM unit, as a result of pre-tactical slot allocation, at which a flight is expected to push back/vacate its parking position so as to meet a CTOT, taking into account start and taxi time.

**Calculated Take-Off Time (CTOT):** A time calculated and issued by an ATFM unit, as a result of pre-tactical slot allocation, at which a flight is expected to become airborne.

**Target Off-Block Time (TOBT):** The time that aircraft operator and/or its ground handling agent estimate that an aircraft will be ready for departure – aircraft doors are closed, boarding bridge or stairs disconnected, pushback equipment in place and ready to start engines or pushback upon receiving an ATC clearance.

**Target Start-up Approval Time (TSAT):** The time at which the flight crew can expect engine start or pushback approval from ATC.

## 2. GENERAL AND METEOROLOGICAL ABBREVIATIONS

*Add the following:*

| | |
|---|---|
| # A-CDM | Airport Collaborative Decision Making |
| # GDP | Ground Delay Program |
| # TOBT | Target Off-Block Time |
| + TSAT | Target Start-up Approval Time |

## GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES

*Replace with the following:*

6.16.4 Taxi Procedures

| | |
|---|---|
| 5. Calculated Off-Block Time (COBT) non-compliance - early request for clearance | a) PUSH BACK (*or* TAXI) CLEARANCE NOT AVAILABLE DUE FLOW MANAGEMENT. EXPECT CLEARANCE AT (*time*) |
| Calculated Off-Block Time (COBT) non-compliance - late request for clearance | b) YOU ARE NON-COMPLIANT WITH FLOW MANAGEMENT. EXPECT AIRBORNE DELAY. |
| Target Off-Block Time (TOBT) and Target Start-up Approval Time (TSAT) compliant | c) PUSHBACK (*or* START) APPROVED<br>d) STAND BY FOR (*or* CONTACT) GROUND (*frequency*) |
| TOBT and/or TSAT non-compliant – early request for clearance | e) PUSHBACK (*or* START) CLEARANCE NOT AVAILABLE DUE FLOW MANAGEMENT, EXPECT TRANSFER (*or* START *or* PUSHBACK) AT (*time*) |
| TOBT non-compliant - late request for clearance | f) YOU ARE NON-COMPLIANT WITH FLOW MANAGEMENT, CONTACT COMPANY FOR NEW TOBT |

## ENR 1.1 GENERAL RULES

### 2.3 Ground Movement

### 2.3.1 Pushback

2.3.1.1 The pilot in command must obtain an approval to pushback where this manoeuvre is necessary prior to taxiing. Information about other aircraft moving on the same apron will be provided by the apron service.

*Note: See ENR 1.9 for engine start requirements at aerodromes that have implemented Airport Collaborative Decision Making.*

# ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT

## 1. FLOW MANAGEMENT STAGES

*Amend the following:*

1.1 At major airports within Australia, Air Traffic Flow Management (AFTM) procedures are applied to manage demand and capacity at specific airports. These procedures are defined in three phases:

a) **Strategic** - Generally occurs more than one day prior to the day of operation. This is known as schedule coordination. The relevant airport operator manages this service.

b) **Pre-tactical** - Occurs on the day prior to operation through the implementation of traffic management initiatives such as a Ground Delay Program (GDP) and Airport Collaborative Decision Making (A-CDM). Airservices Australia National Operations Management Centre (NOMC) manages these services.

c) **Tactical** - Occurs on the day of operation and uses real time traffic information to sequence traffic to the destination airport. ATC manage this service.

3.1.1 The NOMC publishes GDP for:

a) arrivals to Sydney (Kingsford Smith), Brisbane, Melbourne and Perth Airports; and

b) departures from Perth Airport.

*Note: Additional operating procedures are contained in ERSA FAC for the specified airport.*

*Note: Once implemented, A-CDM procedures will replace the GDP for departures from Perth Airport. Refer ERSA and NOTAM for implementation status.*

*Insert below:*

3.1.2 The GDP considers all available meteorological data, network capacity and aerodrome information to forecast the available flow rate into GDP ports. GDP then uses Flight Plan ETD and Total EET information to calculate aircraft landing times and match the arrival port demand versus predicted capacity. A Calculated Off-Block Time (COBT) and a Calculated Take-Off Time (CTOT) are then formulated for the departure port to reduce any delays which may otherwise be encountered airborne.

*Renumber subsequent*

*Amend the following:*

3.2.3 Unless afforded priority in accordance with *ENR 1.4 Section 6.1*, or operating from an A-CDM airport (see *ENR 1.9 section 4 Airport Collaborative Decision Making*), all aircraft are required to operate within the compliance window for their allocated COBT. Aircraft unable to operate within the compliance window are to obtain a new COBT through their operator or the NOMC (as per *para 3.2.1*). ATC are not able to provide new or amended COBT.

| Type of COBT | COBT compliance window |
|---|---|
| Arrivals (YSSY, YBBN, YMML, YPPH) | -5MIN to +15MIN |
| Departure (YPPH) | -5MIN to +10MIN |

### 3.4 GDP run times

3.4.1 GDP for the following day's operations are normally run at the following times:

| Location | Time (UTC) |
|---|---|
| YPPH (Departures Only) | 0815 |
| YPPH (Arrivals Only) | 0845 |
| YMML | 0915 |
| YBBN | 1000 |
| YSSY | 1100 |
| YSSY (Revision) | 1800 (1700 during HDS) |

*Insert new section:*

## 4. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM)

### 4.1 General

4.1.1 A-CDM procedures apply H24 to all IFR fixed wing aircraft operating from an A-CDM airport - refer to *ERSA* for A-CDM locations. The NOMC will set departure rates, then A-CDM will generate Target Off-Block Time (TOBT) and Target Start-up Approval Time (TSAT).

4.1.2 At aerodromes where A-CDM is implemented, start-up approval is required for all aircraft with ground power. Aircraft without ground power may be started at the discretion of the pilot in command, however ATC should be advised when start-up is complete. Refer *ERSA* for the applicable frequency.

4.1.3 ATC will instruct aircraft to stand by on ground frequency once compliant with ATFM procedures. Ground will approve engine start or pushback when able.

**4.2 Target Off-Block Time (TOBT) and Target Start-up Approval Time (TSAT)**

4.1.1 All non-exempt aircraft must have a TOBT to depart.

4.1.2 The TOBT compliance window is from – 5 minutes to + 5 minutes of TOBT.

4.1.3 Aircraft must request to start engines or pushback within their TOBT compliance window. Aircraft unable to request engine start or pushback within their TOBT compliance window must contact their company or ground handling agent for a new TOBT. ATC are not able to provide a new or amended TOBT.

4.1.4 TSAT compliance window commences from TSAT – 5 mins and aircraft will receive start or pushback approvals as operations permit. A-CDM TSAT incorporates GDP CTOT requirements.

**4.2 GDP and A-CDM compliance**

4.2.1 For TOBT/TSAT early non-compliant flights, ATC will only issue a clearance to start engines or push back for a significant ground-based operational requirement.

4.2.2 The TSAT prevents early non-compliance with GDP CTOT. In the case of late non-compliance with GDP CTOT resulting from an operator TOBT update, operators must obtain a revised GDP CTOT which will generate a new TSAT.

*Note: TSAT late non-compliance may result from traffic management or ATC operational requirements*.

### 4.3 GDP Revisions at A-CDM Airports

4.3.1 When unforeseen circumstances significantly reduce the capacity of a destination airport, a GDP revision may be initiated. Tower ATC may stop departures to the GDP airport to facilitate the revision.

4.3.2 Aircraft departing from an A-CDM airport to a destination subject to a GDP revision, will be processed as follows:

a) Level 1 and 2 – TSAT compliance continues;

b) Level 3 – immediate compliance with the new TSAT should be observed by all flights. Flights that have manoeuvred to depart may be subject to ground delay.

*Renumber subsequent*

## 5. CANCELLATION

5.1 This SUP will be cancelled when it is incorporated into AIP Book, expected to be in Amendment 125, effective 27 November 2025.

## 6. MORE INFORMATION

6.1 Contact: acdmprogram@airservicesaustralia.com for additional information.

## 7. DISTRIBUTION

7.1 Airservices Australia website only.