



Interim MATS Amendment

IMA V70_02

| | | | |
|-------------------|--|-----------------|------------|
| Title | A-CDM Implementation | | |
| Valid from | 2503110400 | Valid to | 2503191600 |
| 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. |