



***Ground Delay Program
Immediate Compliance
Revisions***

Briefing Paper



1. Introduction

During periods of extensive airborne holding, or when potential airborne holding is projected to exceed published traffic advisories due to a range of issues, Air Traffic Controllers and Shift Managers need an effective way of both reducing and preventing excess tactical demand in a systematic and regulated manner. In addition, airlines requested mechanisms be established to assist in managing major disruptions.

2. Background

Harmony software provides a systematic process to manage the reduction in airborne holding using the current Ground Delay Program (GDP) functionality. Normal GDP revisions such as those due to amended TAFs allow for a 30 minute non-compliance period. These revisions are called Level 1 GDP revisions. This paper refers to GDP revisions with no 30 minute non-compliance period, called Level 2 and Level 3 Revisions with immediate compliance.

3. Procedure

There are times when a network disruption occurs at a GDP airport (Sydney, Melbourne, Brisbane or Perth), that requires a GDP revision with immediate effect. This is to achieve the desired regulation of traffic. In these cases, the usual 30 minute non-compliance period does not apply and flights must comply with their new COBT immediately.

Note 1: Priority flights as per AIP ENR 1.4 para 10.1 are exempt from Level 2 and 3 GDP revision procedures.

Note 2: Flights departing Perth, Darwin, Karratha, Port Hedland and Broome for BN SY or ML are issued a COBT but are not subject to GDP revision immediate compliance procedures.

Note 3: Flights departing for Perth from outside 1200nm are issued a COBT but are not subject to GDP revision immediate compliance procedures.

There are two levels of a GDP revision with immediate compliance:

- Level 2: A GDP revision is required with immediate compliance due circumstances which are starting to deteriorate and the GDP airport is no longer able to maintain the published ATFM Airport Acceptance Rate (AAR). It is accepted that some flights may already have manoeuvred to depart and may not receive a new COBT. These flights would be allowed to depart.
- Level 3: This revision applies to a GDP airport that CANNOT accept any flights for a certain period. NO flights can depart for that airport until the GDP is revised and immediate compliance with the new COBT by flights intending to operate into that port is required. Any flights already taxiing will be required to return to the bay or remain at a holding point.

Note: There will be times during Level 3 GDP revisions, that flights that have pushed/taxied may be permitted to depart subject to Operations Room Manager (ORM) approval obtained by contacting the NOC.

Once it is agreed that a GDP Revision with immediate compliance will be run the following provisions shall apply:

- The program rates and level shall be determined by the GDP Manager (the operational manager in charge of terminal operations at the GDP airport) and set at a rate and for a time appropriate to the forecast capacity limitation.
- The program would be effective immediately with no 30 minute non-compliance period with the new COBT.
- A Level 3 GDP revision will take priority over a Level 2 GDP revision. A Level 2 GDP revision will take priority over a Level 1 GDP revision.
- Priority Flights will be managed on an individual basis and given their appropriate priority when circumstances permit.
- With appropriate planning this procedure will reduce extensive holding and workload, however, tactical management of the traffic may still be required.

Controlled Airports

For a Level 3 GDP revision, the ORM will advise all affected CDM towers ASAP to stop all aircraft bound for the GDP airport, pending a GDP revision. The NOC may be requested to assist with this notification to towers.

Upon notification of the requirement for a GDP revision with immediate compliance, Towers will not authorise taxi or pushback clearances for flights to the GDP Revision destination until new COBTs have been generated by the revised GDP. Towers will be notified of the revised GDP using current messaging from the NOC.

Flights that have already pushed back or taxied may be permitted to depart when it is a Level 2 revision but under Level 3 revision, may only depart subject to ORM approval. This is obtained by contacting the NOC and the NOC will liaise with the ORM. The ORM must have the concurrence of the affected SM for this release.

Aircraft subject to immediate compliance shall be advised "GDP REVISION WITH IMMEDIATE COMPLIANCE AT (GDP AIRPORT), OBTAIN NEW COBT FROM COMPANY/THE NOC".

Non Controlled Airports

Upon notification of the requirement for a GDP Revision with immediate compliance, airline operators must use company procedures to ensure that flights to the GDP destination do not depart until a new COBT is issued. Enroute controllers shall provide advice to aircraft that a revision with immediate compliance is in place

Due to the nature of these events it may not be possible to accurately determine the length of the reduced capacity. Therefore a second GDP revision may be required to update the ATFM measures in place in order to return the program to normal operations.

4. Airport Involvement

Participating airport contacts will be included in the message distribution list for Level 2 and 3 revision notifications for Sydney, Melbourne, Brisbane and Perth Airports. Notifications will advise the reason for the revision and the revised arrival rates for the airport with an indicative time period, if known.

5. Airline Planning

Airlines are requested to utilise short term planning to ensure that there is an adequate supply of flights when capacity increases then returns to normal operations.

This is due to the probability of a second revision occurring after the initial revision. A stepped up approach where rates are increased during the transition to full capacity will be utilised in most cases.

6. Documentation

All procedures will be documented by AIP SUP before being incorporated in AIP ENR 1.9.