



# *Air Traffic Flow Management Business Rules*

Version 7.0

Document Manager: Airservices Australia, ATM Network Services

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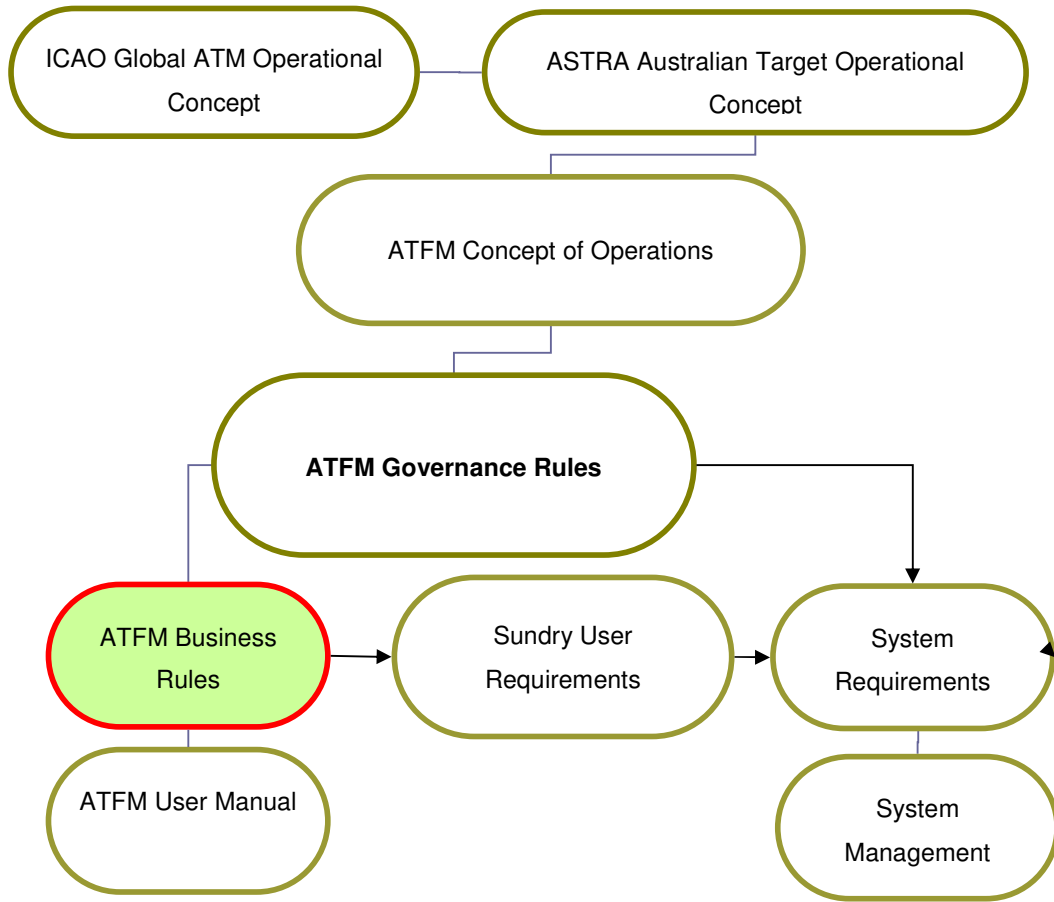
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## Version Control

Version No.	Date	Changed by	Nature of amendment
0.1	20/10/2008	Matt Shepherd	First draft
0.2	14/11/2008	Matt Shepherd	Second Draft
0.3	27/11/2008	Matt Shepherd	Third Draft
0.4	15/12/2008	Matt Shepherd	Fourth Draft removed CTOT
1.0	7/04/2009	Matt Shepherd	Version approved by Working Group
1.1 Draft	19/01/2010	Greg Marks / John Terlich	Realignment to ATFM project
1.2 Draft		John Terlich	Amendments ex CDM Business Rules Meeting – Melbourne, 18 March 2010
1.3 Draft	16/09/2010	John Terlich	Editing – Grammar
1.4 Draft	20/10/2010	John Terlich	Amendments ex Meeting 20/10/2010 with CASIF Chairman, NOC Manager – updates in line with ATFM Project (to be ratified by CASIF Members)
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2.0	18/2/2012	John Terlich	Appendix B updated to reflect changes to Airport Arrival Acceptance Rates  Business Rules ex the ACE Perth Departure Management Working incorporated
2.1	25/1/2013	John Terlich	Draft for discussion – CDM Participants Forum industry meeting 6 <sup>th</sup> February 2013

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2.2	04/03/2013	John Terlich	Incorporation of changes emanating from CDM Participants Forum meeting of 6 <sup>th</sup> February 2013. Version circulation for endorsement by ATFM BR WG
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5.0	16/02/2016	Armando de Olim	Incorporated changes by ATFM Business Rules Working Group meeting 2 December 2015
6.0	01/03/2017	Ally Hardcastle	Re-write of Business Rules Document in consultation with ATFM Business Rules Working Group – Meeting in Canberra 6 May 2015
6.1	15/05/2017	Armando de Olim	Incorporation of changes by the ATFM Working Group meeting 15 March 2017
7.0	27/06/2018	Joseph Ellwood / Peter McComb	Major changes/document rewrite following ATFM Business Rules Working Group meetings on 17 August 2017, 29 November 2017 and 05 April 2018

## Document Hierarchy



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## Reference Documents

Document ID	Document Title
ICAO Annex 11	Air Traffic Services, Section 3.7.5. "Air Traffic Flow Management
ICAO PANS_ATM Doc 4444	Procedures for Air Navigation services- Air Traffic Management Chapter 3, ATS System Capacity and Air Traffic Flow Management
ICAO Doc 9426	Air Traffic Services Planning Manual Part II, Section 1- "Airspace and traffic Management" Chapter 1 "Air Traffic Flow Management and Flow Control"
NOC_CB1-2026	NOC_CB1-2026 - National Operations Centre ATFM Concept of Operations
C-MAN0194	ATFM System Access Procedures  CDM Data Sharing Agreement – 1.10.12

## Terms and Acronyms

Term / Acronym	Definition
AAR	Airport Acceptance Rate
ACA	Airport Coordination Australia
A-CDM	Airport-CDM is the concept which aims to improve operational efficiency at airports by reducing delays, improving the predictability of events during the progress of a flight and optimising the utilisation of resources.
ACID	Aircraft Identification. Also known as an aircraft callsign
ADL	Aggregate Demand List is a list of information generated by the ATFM Server and sent to all ATFM Client applications
Advocacy Service(s)	Services provided by Network Coordination Centre (NCC) to resolve an ATFM related issue
AFP	Airspace Flow Program
ATFM System	A number of integrated software applications to support ATFM Collaborative Decision Making
AFTN	Aeronautical Fixed Telecommunication Network
AIP	Aeronautical Information Publication
AIBT	Actual In Block Time – time aircraft arrives on block/ at gate. (Equivalent to airline ATA, or ACARS “In” time)
Airborne Delay	The difference between the ETA measured at 200nm destination and the ATA
Airframe Delay	Delay incurred by an aircraft due to a previous flight not being able to meet its scheduled times
Airspace User	Users of airspace, including Airlines, Pilots, Cargo Operators, Business Aviation, General Aviation, Military Users
ALDT	Actual Landing Time, wheels on RWY. (Equivalent to ATC ATA, or ACARS “On” time)
ANSP	Air Navigation Service Provider
AOBT	Actual Off Block/ Gate Time. IATA Definition: Time the aircraft pushes back/ vacates the parking position. (Equivalent to airline/ handlers ATD – Actual Time of departure and ACARS “Out” time)
ATC	Air Traffic Control

Term / Acronym	Definition
ATD	Actual Time of Departure. For airlines, time offblocks/gate (AOBT). For ATC, time off RWY (Equivalent to ATOT)
ATFM	Air Traffic Flow Management
ATOT	Actual Take Off Time. Aircraft wheels off runway (Equivalent to ATC ATD, or ACARS "Off" time)
ATS	Air Traffic Services
BRMCO	Business Rule Managing Constrained Operations
BRPD	Business Rule Providing Data
BRRD	Business Rule Receiving Data
BROF	Business Rule Operating Flights
BRSM	Business Rule System Management
BRPER	Business Rule Performance
BRREP	Business Rule Reports
BEOBT	Base Estimated Off Blocks Time – the time used by the ATFM system when the first TMI impacting a flight is initiated. The BEOBT is set by the IOBT (or the LOBT if it is a later time provided by an airline operator, prior to a TMI being implemented)
Cancelled Flights	Flights which were scheduled or Flight planned to operate but which are cancelled due to Airline internal issues or ATFM System capacity issues
CDM	Collaborative Decision Making is the concept of improved information management providing the foundation for a more extensive and comprehensive exchange of real-time information between ATS, aircraft operators and airports during all phases of flight. Decision-making will be based on sharing real-time data about actual events that incorporate preferences and constraints. Decisions will be of better quality allowing more flexible responses and enabling greater efficiencies on both a network-wide and individual flight basis.
CDM Facilitator (CDMF)	Airservices Australia Network Coordination Centre who manages the <i>ATFM System</i> and enables ATFM CDM processes
CDM Participants	Any aircraft operator, airport or ANSP participating in CDM ATFM processes. CDM Participants have the responsibility / accountability to operate in accordance with documented ATFM Business Rules and procedures
CDM Participants – Major	Major CDM Participants are defined as: <ul style="list-style-type: none"> <li>- any aircraft operator operating more than 5000 flights per year</li> </ul>



Term / Acronym	Definition
	<ul style="list-style-type: none"> <li>- any airport processing more than 100000 flights per year</li> </ul>
COBT	Calculated Off Block time. Time at which a flight subject to a TMI is programmed to leave the gate/ parking position.
Compliance (Compliant)	<p>Compliance is a measure of the difference between an aircraft's actual operating times (AOBT-COBT). Compliance will be measured to the <i>COBT</i> at all airports.</p> <p>The variance required to be nominated "compliant" will be defined in Business Rules</p>
COP	Common Operational Picture
CTOT	<p>Calculated Take Off Time. This is only sent to ATC and is used to manage the departure of aircraft from the RWY. Typically; this time is COBT + taxi time (EXOT) to the departure runway.</p> <p>Where an airport does not have a control Tower, then <i>CTOT</i> shall not be utilised.</p>
Demand	The number of aircraft that require an airport resource or airspace in a defined period.
DET	Sydney Slot Reporting
Diversion Recovery Flight	A Diversion Recovery Flight is one which has diverted to land at an intermediate airport. When the flight continues on, this flight is considered to be a Diversion Recovery flight.
DOIRD	Department of Infrastructure and Regional Development
ELOBT	Earliest Airline Off Block Time
ETD	Estimated time of departure
Flight Plan Information	Information distributed by AFTN describing the intention to operate a flight. E.g.: FPL, CHG, DLA, CNL
Flight Plan(s)	Information distributed by AFTN describing the intention to operate a flight, specifically; FPL
GDP – A	Ground Delay Program – Arrival. Applicable to flights arriving into the specified airport. A system of delaying departing traffic to meet enroute or arrival slot times. A Ground Delay advice is associated with a COBT / <i>CTOT</i>
GDP – D	Ground Delay Program – Departure. Applicable to flights departing from the specified airport. A system of delaying departing traffic to align departure demand with planned

Term / Acronym	Definition
Ground Delay	departure capacity. A Ground Delay advice is associated with a <i>COBT / CTOT</i>
GS	Difference in time between the IOBT (BEOBT) and the COBT
Ground Stop	Ground Stop. A system of stopping departing traffic until an enroute or arrival slot time becomes available. A Ground Stop advice is not associated with a <i>CTOT</i> . Various levels of Ground Stop are prescribed, dependent on the severity of capacity constraint.
IOBT	Initial Off Block Time. Typically a flight's Scheduled Departure Time.
ISE	Inter Aircraft Operator Slot Exchange. A feature in METRON Harmony to permit Aircraft Operators to substitute flights between Majors and reduce Ground Delay.
IVA	Independent Visual Approach – parallel runway separation standard (refer AIP for full definition)
KPA	Key Performance Areas
MET CDM	Meteorological Collaborative Decision Making. A process used to set Airport Arrival Rates, which involves consultation between Major CDM Participants, ANSP Representatives and Meteorological Representatives
National Airways System	System of airports, airways, ATS and NAVAIDS, which encompass the Australian Aviation industry
NCC	Network Coordination Centre – Operated by Airservices Australia
NOS	Network Coordination Centre Operations Supervisor
NOTAM	Notice to Airmen
OAG	Official Airline Guide
OTP	On Time Performance
PDM	Perth Departure Management. A GDP-D for flights departing Perth during peak periods
Pop-Up Flights	Aircraft which have not lodged a <i>Flight Plan</i> or schedule at the time of planning a Ground Delay Program
PRM	Precision Runway Monitor – ATC approach radar system (refer AIP for full definition)
Predictability	Predictability refers to the degree to which an aircraft's operation can be forecast and efficiently planned for in order to reduce the cost of the schedule deviation
Pre-tactical	The day before the operation of a flight

Term / Acronym	Definition
Pre-tactical Demand	Airport or Airspace Volume Demand which is assessed in the Pre-tactical timeframe
Pre-tactical Flight Schedule Information	Flight schedule information describing a specific flight which is sent to the ATFM System
Pre-tactical Flight Schedule(s)	Flight schedule information describing multiple flights which is sent to the ATFM System
RWY	Runway
IOBT	Scheduled Off Block Time
SIBT	Scheduled In Block Time
SLOT	An agreed gate time, issued by ACA to a specific flight for arrival or departure at Sydney Airport. This time may be varied by ATC for traffic management purposes
Slot Hold Cancellation	A system set parameter (VSP). Applies when a CDM participant cancels a flight but does not then utilise the slot allocated to the cancelled flight
Strategic	More than one day before flight
Strategic Demand	Demand assessed in the Strategic Timeframe
Tactical	On the day of operation of a flight
Telcon	Telephone conference
Time Out Delay	Time Out Delay is a system set parameter to enable measurement of flights delayed past ETD (a VSP)
Time Out Cancel	The Time Out Delay parameter by when the ATFM System automatically cancels a flight (a VSP)
Timeslot	A departure or arrival time used to determine operations in the ATFM System
TMI	Traffic Management Initiative. This is a requirement put in place to manage demand and capacity issues. There are three basic TMI: AFP, GS and GDP.
Updated Flight Schedule Information	Changes to flight schedule information already entered into the ATFM System
UPR	User Preferred Route
VSP	Variable Set Parameter

# 1. Introduction

## Document Purpose and Objective

The ATFM Business Rules is a governing platform facilitated by the CDMF that seeks to enable airspace optimisation, consistency, and fairness for all CDM participants. This document serves as the basis for a multilateral agreement between *CDM Participants* by providing business rules for the ATFM CDM processes. The ATFM Business Rules detail the responsibilities of each *CDM Participant*. The ATFM Business Rules should be read in conjunction with the ATFM User Manual available from

<http://www.airservicesaustralia.com/projects/collaborative-decision-making-cdm/cdm-documentation/>

The intention of this document is to:

- Provide ATC with the capability to optimise the National Airspace System in the most efficient manner possible with regard to balancing demand against capacity and resources against requirements; and
- Provide airspace users with the capability to optimise their networks within agreed operating parameters.

The objective of this document is to detail:

- Principles for the exchange of information;
- Information to be exchanged between *CDM Participants*; and
- Expected actions to be taken by *CDM Participants*.

## Context

Air Traffic Flow Management (ATFM) enables Airservices Australia and industry operators to tactically manage demand and capacity at designated airports through *Collaborative Decision Making* (CDM). *CDM* decentralises decision making by enabling all CDM participants to identify realised and potential issues that affect their business and/or general airspace use. *CDM Participants* may be able to address these issues independently or in consultation with others. CDM is only possible through the development and maintenance of a *Common Operational Picture* (COP). The ATFM COP is hosted by the facilitator (CDMF), however its content and utilisation is the responsibility of all *CDM Participants*. Each *CDM Participant* supplies the CDMF with information as to operational intention and capability. This information is shared amongst *CDM Participants*, who can then use it to communicate effectively and make decisions.

Airservices Australia is accountable for air traffic flow management of Australian airspace and must ensure the quality of any decisions that fall into this scope. Airservices Australia will provide an ATFM *CDM Facilitator* which is responsible for maintaining a service that accepts and disseminates COP information. In addition, the *CDM*

*Facilitator* is responsible for ensuring decisions are made in a timeframe to be useful. The respective timeframes are outlined in this document.

## Confidentiality

### 1.1.1. Confidentiality of data

The referenced documents below describe the confidentiality terms for the handling of ATFM data. Access to the ATFM System will only be granted to CDM Participants who are signatories to the following documents:

- ATFM System User Access Guide
- *Terms and conditions for the sharing of CDM data, or*
- *Terms and conditions for the sharing of CDM data (Read Only Access)*

Through signing the above documents, *CDM Participants* agree to the sharing of data in the CDM environment within the terms described in these documents.

## Using this document

### 1.1.2. Business Rule Identifiers

The Business Rules outlined in this document are prefixed with numerical identifiers for ease of reference.

### 1.1.3. Terminology

This document uses the following ‘requirement level indicators’ to classify the intent of each policy section:

- **Will** – demonstrates intent of the subject to comply with the rule (whether the rule is stated as an affirmation or negation);
- **May** – demonstrates an activity permitted by the subject;
- **Shall** – demonstrates required functionality or practice (whether the rule is stated as an affirmation or negation);
- **Should** – demonstrates preferred functionality or practice.

## ATFM Administration and Change Management Process

### 1.1.4. System Administration

Airservices Australia, through the NCC, shall be responsible for the management of the ATFM System.

Managing air traffic flow during times of constrained operations is aided through the use of TMI. Each TMI incorporates integrated flight schedule information and airport and airspace capacity information to produce a TMI. These business rules ensure that these plans are formulated in an agreed manner that is equitable, predictable and effective.

Communication, documented processes and a COP enables stakeholders in ATFM to collaborate to achieve the best possible outcome. It is in the interest of all *CDM Participants* to provide feedback and comment on relevant issues affecting all aspects of the operational system.

### 1.1.5. Recourse for disputes

The CDMF will be available to CDM Participants to clarify information and detail on any disputes between CDM Participants with regard to these Business Rules. The disputing CDM Participants will first attempt to resolve the situation between themselves prior to the CDMF becoming involved. Where consensus cannot be achieved, the CDMF shall be the arbiter based upon a workload and safety assessment.

The CDMF will provide an Advocacy Service for the management of disputes. The CDMF will endeavour to respond to Advocacy Service issues, within 7 days, to the CDM Members for review.

### 1.1.6. Document Administration

Airservices Australia, through the NCC, shall be responsible for administering and maintaining this document.

### 1.1.7. Document Amendment Process

All amendments to this document must be ratified and approved by the ATFM Business Rules Working Group.

Airservices Network Operations Line Manager (CDM) shall be responsible for the formation of this group and ensure it is representative of ATFM users.

The change process shall be as follows:

- |        |   |
|--------|---|
| Step 1 | ATFM Business Rules Working Group will meet at times agreed by members to review and discuss current practices and propose amendments.                          |
| Step 2 | NCC to disseminate the proposed amendment to all CDM participants on behalf of the ATFM Business Rules Working Group for a formal two week consultation period. |

Step 3 If the change is endorsed by all CDM participants, ATFM Business Rules Working Group, it shall be circulated to all ATFM Users and the ATFM Business Rules updated by Network Operations Line Manager (CDM) (subject to **Note 1** below)

Step 4 If the change is not endorsed by the ATFM Business Rules Working Group, a response shall be provided to the initiator of the change by the Network Operations Line Manager (CDM) with an explanation/ reason for rejection

**Note 1:** *Airservices Australia is ultimately responsible for management of the air traffic flow system and associated procedures. In exercising its powers and performing its functions under the Air Services Act 1995 (Cth), Airservices Australia must regard the safety of air navigation as the most important consideration and must make the decision designed to enhance air traffic safety and efficiency.*

### 1.1.8. ATFM Business Rules Working Group Terms of Reference

These Terms of Reference will be for the purpose of specifying the requirements and expectations of members of the Air Traffic Flow Management Business Rules Working Group (ATFM BR WG).

The role of the ATFM BR WG is to:

- Provide a conduit between major airlines stakeholders and Airservices to review and negotiate the existing ATFM Business Rules and their relevance to existing practices;
- Develop synergies and provide a suitable means to re-write the ATFM Business Rules document for shared understanding between all ATFM stakeholders.

The ATFM BR WG will comprise a permanent representative from each of: Airservices, Qantas, QantasLink, Virgin, Jetstar, TigerAir and Regional Express.

Additional members from airlines and/or input from Air Traffic Control may be added as required.

A minimum of four ATFM stakeholders is required for a meeting of the WG to be recognised as an authorised meeting, and for the recommendations or resolutions of the Group to be valid.

The purpose of the ATFM BR WG is to maintain strong stakeholder relationships where ATFM Business Rule development and interpretation can be constructively negotiated and coordinated between members to improve ATFM. In progressing its work, ATFM BR WG should be mindful of other formal high-level collaborative groups established for the purpose of improving ATFM. Decisions of the ATFM BR WG will be achieved through a majority vote of a quorum of Group members with progress delivered to the Network Operations Working Group meetings

The ATFM BR WG should meet as determined by the group. Meetings may comprise of face-to face meetings or by Teleconference.

## 2. User/Airline

The ATFM System is the interactive software interface used to coordinate and regulate the use of airspace at a TMI airport. The System regulates the demand by allocating a timeslot to every flight operating in and out of a TMI airport. The system acts an online platform that facilitates real-time interactions between CDM participants and the CDMF to match flights to the desired timeslot.

### System

2.1	ATFM System will enable CDM Participants to submit changes for flights via one consistent method.
2.2	The ATFM System shall facilitate ISE for flights with COBT of up to 40 minutes prior to current time between CDM Participants with interactive connectivity with the ATFM System.
2.3	When a CDM Participant with interactive connectivity with the ATFM System cancels a flight, the ATFM system may retain the programmed arrival Timeslot for the airspace user if the Slot Hold function is selected. The Timeslot will be retained for 30 minutes prior to ETD.
2.4	The ATFM system will notify the appropriate CDM Participant within 10 minutes before a reserved Timeslot expires.
2.5	The System will disseminate messages to CDM Participants whose flights have been moved through an ISE.

### Operational

#### Pre-Tactical

2.6	Flight Schedule information provided to the ATFM System must reflect the CDM participants' intended operating plan to the best knowledge and intent known at the time the schedule information was provided. Cancelled flights shall not be included in scheduled uploads.
2.7	Major CDM Participants and Itinerants will provide pre-tactical Flight Schedule Information, for all flights that will operate within Australian airspace, by 0800 UTC prior to day of operation and covering 24 hours (one day of schedule information).
2.8	Defence will provide pre-tactical Flight Schedule Information, as far as practicable, for all flights that will operate within Australian airspace, by 0800 UTC prior to the day of operation and covering 24 hours (one day of schedule information).
2.9	CDM participants who have agreements with a code-share airline to manage the flights of the code-share airline in the ATFM System shall advise the CDMF.



## Tactical

2.10	All Major CDM Participants are entitled to identify the need for the implementation of a TMI, which may affect all or some CDM Participants depending on location.
2.11	CDM Participants will operate scheduled and Pop-Up flights at the time indicated by their Flight Plan Information unless the flight is subject to a TMI.
2.12	CDM Participants shall ensure that the absolute difference between the AOBT and COBT is within the compliance window for GDP-A (-5/+15mins) and GDP-D (-5/+10mins).
2.13	Where a flight will not meet the compliance window, CDM Participants shall swap Timeslots to ensure the flight operates within compliance parameters.
2.14	CDM Participants shall advise the NCC if unable to meet the requirements of compliance as soon as practicable
2.15	The COBT allocated by the PDM takes precedence over the COBT allocated by another TMI.
2.16	Level 1 revision occurs whenever the capacity at a GDP airport is likely to be significantly reduced or increased. At least 30 minutes notice of a level 1 revision should be given to CDM Participants. CDM Participants shall comply with the original COBT if it is within 30 minutes of the revision time, or the revised COBT.
2.17	Level 2 revision requires immediate compliance as the GDP airport is no longer able to maintain the published AAR. Flights that have already pushed back or taxied are allowed to depart
2.18	Level 3 revision is the process whereby all aircraft bound for a GDP airport are required to remain on the ground until excess airborne holding is absorbed by the system and normal operations can be resumed.
2.19	In the event of a Level 2 or 3 revision, CDM participants shall immediately comply with the revised COBT.
2.20	CDM Participants are required to advise the CDMF of any +/- 15 minute variation to an IOBT/SIBT through an amendment to the ELOBT. Changes/variations to IOBT should whenever possible be notified prior to the IOBT/ LOBT by no later than 15 minutes prior to IOBT.
2.21	All CDM Participants with interactive connectivity with the ATFM System may submit an ISE request.
2.22	On receipt of an ISE request, the ATFM system will automatically allocate a new time slot if a more optimal slot is available, within the specified ISE request window.
2.23	Flights shall not be placed into a slot that generates a CTOT within a curfew period unless exempt as per applicable legislation.

2.24	Where a flight has been delayed more than two hours, a pop-up flight may be created (mainly through a flight plan submission). The original flight will not be used for manipulation or as a place holder where the pop-up becomes the primary flight in the GDP.
2.25	Where a pop-up flight occurs as a result of incorrect data in the ATFM system, the flight will not be used for manipulation and will be removed from the program as soon as possible (this can be the result of an incorrect flight plan – flight number, routing etc.).
2.26	Cancellations shall be actioned in the GDP by: i) cancelling the flight by using the 'slot hold' function (also known as time-slot); or ii) cancelling the flight outright from the GDP.
2.27	Cancellations may only be re-introduced to a GDP in the event of an upcoming revision (IOBT and ELOBT must be after the GDP revision time and IOBT and ELOBT must match). An 'X' suffix must also be appended to the ACID to support the 'common operational picture'.
2.28	Following a GDP revision, all 're-introduced' cancellations must be removed from the GDP within 30 minutes.
2.29	CDM participants are prohibited from amending an ELOBT in a congested program and/or prior to a revision: i) earlier than 15 of IOBT minutes; or ii) later to gain an advantage
2.30	CDM participants shall not deliberately add flights to the ATFM system that are not intended to be operated.
2.31	CDM participants shall not deliberately use flights as placeholders (no valid reason to be holding this slot and not referring to a cancelled flight). Place holder time is limited to a maximum of 30 minutes unless the operator provides the NCC with information to support an extension to 60 minutes.
2.32	Subject to the conditions stated in the documents referred to in Section 1.1.1, CDM Participants may use information received from the ATFM System to update flight information displays.
2.33	Major CDM Participants will provide the previous day's actual gate arrival times and gate departure times for all flights operating into/out of GDP airports managed by the Major CDM Participant.
2.34	All flights operating into an airport subject to a TMI are issued with a COBT. All domestic flights issued with a COBT shall operate in accordance with compliance parameters (AIP ENR 1.9 – 3.5), regardless of the distance parameter of the TMI. Flights departing during the hours of the Perth GDP - D to an airport subject to a TMI are the only exception.

2.35	CDM Participants must not manipulate non-active long haul flights and they must remain in slots generating a COBT that is within -5 /+5 minutes of their IOBT. Flights can be moved outside that parameter if given delay through the ATFM system above the -5 /+5 parameter, or are being moved late/early for operational reasons pertaining to the flight in question (the flight actually requires a delay).
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### 3. ANSP/CDM Facilitator

Airservices Australia, as the Air Navigation Services Provider, has the responsibility as the CDM Facilitator and provider of Air Traffic Flow Management within Australian airspace. These functions reside within the Network Coordination Centre as a centralised unit working as a focal point of information exchange between ATS units and airlines/operators. This allows real time dissemination of network critical data enabling effective CDM for all users, thereby enhancing ATFM and network performance.

Within the NCC are the ATFN Communications Centre and the Briefing and NOTAM Offices, this allows the sharing of information as required with stakeholders. Additionally the NCC maintains communications with ATC units across Australia. This enables the NCC, as the CDMF, to provide real time network data contributing to the development and maintenance of the Common Operational Picture. The CDMF will provide network status updates as received regarding airspace, flow management and airport issues to the users and stakeholders of ATFM, and host telephone conferences during times of network disruption. As part of the CDM process, the CDMF will also conduct GDP revisions, coordinate non-compliant flights with the relevant ATC units, consider methods of increasing capacity prior to determining that demand should be managed, and manage any tactical releases.

#### System/Process

3.1	The CDMF will publish MET CDM Matrix on the NCC Portal for reference for CDM Participants
3.2	ATC may de-prioritise non-compliant flights where it is practical and safe to do so in accordance with AIP ENR 1.4 – 10. Regulation of Flight – Assessment of Priorities.
3.3	The CDMF will calculate programmed times with a priority based on the original Pre-tactical Flight Schedule Information provided
3.4	Except where previous agreement with all Major CDM Participants has been obtained, the CDMF shall not implement a TMI where demand does not exceed capacity unless requested by Major CDM Participants.
3.5	The CDMF will send out messages to CDM Participants including rate and reason when a revision to a TMI (including advising ATC for immediate compliance revisions) is required

#### Operational

3.6	The CDMF will use actual gate departure times and gate arrival times provided by Major CDM Participants for the purposes of post-operational reporting
3.7	The CDMF will utilise MET CDM Matrix data to establish GDP run and revision rates after consultation with the relevant ATC Shift Manager.

3.8	The CDMF shall hold the responsibility and authority for implementing a TMI.
3.9	The CDMF shall ensure that the ATFM System shall measure, monitor and report Compliance as a measure of ATOT - CTOT.
3.10	<p>Where a flight is deemed non-compliant using the compliance measure of ATOT-CTOT, the CDMF shall:</p> <ul style="list-style-type: none"> <li>• verify in the first instance COBT compliance with the operator prior to deprioritisation;</li> <li>• verify with another ATC source in the event of a compliance discrepancy</li> </ul>
3.11	The CDMF will ensure that ATC has access to real-time aircraft Compliance information using the measure of ATOT-CTOT
3.12	ATC will prohibit early non-compliance with COBT for departing flights from an ATC controlled airport to a TMI controlled airport unless as approved under extenuating circumstances or as a tactical release. The CDMF must consider each request to operate non-compliant and record the decision on the NCC Portal.
3.13	The CDMF shall manage pop-up flights from non-CDM participants and request assistance with pop-up flights from CDM participants as required. Where a pop-up flight's information has been received before the TMI has been put into place, it will be programmed in the same manner as a scheduled flight.
3.14	The CDMF will ensure that all reference data is current and validated.

## 4. System and Reporting

The ATFM System provides the vehicle for producing statistical reports. These reports are required for; provision of SLOT compliance reports as required by legislation, provision of reports for ATC flow analysis and provision of reports which support internal business analysis. A CDM participant may nominate a proxy to manage their flights in the ATFM system.

A key deliverable for the *ATFM System* is that it meets the requirements of continuous improvement. Tracking Key Performance Areas (KPA) will enable CDM Participants to monitor the performance of the system and identify areas for improvement.

Section 5 Appendix A describes Performance Area targets and should be read in conjunction with this section.

### Performance

4.1	The ATFM system will cancel reserved Timeslots on cancellation of a TMI.
4.2	CDM Participants will advise the CDMF of any errors detected or any required changes in reference data.
4.3	The CDMF will endeavour to limit the amount of delay and programmed time fluctuation applied to each flight in order to meet performance and predictability targets.
4.4	The CDMF will utilise Flight Plan Information to determine the demand at airports and in airspace volumes for flights which have submitted Flight Plan Information.
4.5	The CDMF may review the impact of weather forecast products with major CDM Participants before initiating a TMI.
4.6	The CDMF will ensure that all de-identified reference and performance data is made available to CDM Participants
4.7	On a regular basis, the <i>CDMF</i> will measure and report on performance areas (refer Section 5 Appendix A).
4.8	Major CDM Participants shall be responsible for regularly reviewing Performance areas and developing optimisation strategies.
4.9	The CDMF shall provide a report detailing the accuracy of the ATFM System at determining anticipated airborne delay
4.10	The CDMF shall provide a report detailing the difference between pre-tactical scheduled operating times and actual operating times for all scheduled operations.

## Reporting

4.11	ACA shall provide SLOT allocation data to Airservices Australia daily. The data will contain all SLOTS which have been allocated for that day of operation and changes made to those slots. This is the data for “after” the day of operation and should not be confused with the “before” feed which is required to supplement the schedule feed from the airlines. This will be provided within two working days after the day of Operation.
4.12	Airservices Australia will, insofar as the information is available, correlate actual movement information with SLOT information and produce a compliance report for ACA and Airservices Australia not more than 7 working days after the day of operation.
4.13	Sydney Airport Corporation Limited shall provide Airservices Australia with a daily report regarding the AIBT/AOBT at the Sydney International terminal.
4.14	Sydney Airport Corporation Limited will provide AOBT/AIBT times for aircraft using the DET (Terminal2) not more than 2 working days after the day of operation until the airlines are able to establish their own data link.
4.15	The CDMF shall ensure that the ATFM System will generate ad hoc reports to evaluate overall flow patterns and demand against the capacity of the airport as required.
4.16	The CDMF will provide, in accordance with DOIRD requirements, an OTP report to all CDM participants

## 5. Appendices

The attached appendices form part of the ATFM Stage 1 Phase 2 CDM Business Rules.

They describe information which is dynamic in nature and which will require review on a periodic basis.



## Appendix A – Performance Area Targets

Phase of Flight	Performance Area	Sub Area	Target	Responsible Area	Formula	Reporting Frequency	Comments	Availability
Planning/Pre Flight	Compliance	ATFM OBT Slot Adherence	>90%	Airline	$-5\text{mins} < \text{AOBT} - \text{COBT} < 15\text{mins}$	Weekly on Thursday for the previous week M-Su	(Last COBT from Harmony - AOBT from AO data within 48hours of flight)	NCC Portal
		ATFM TOT Slot Adherence	>90%	Airline	$-5\text{mins} < \text{ATOT} - \text{CTOT} < 15\text{mins}$	Daily, Monthly, Quarterly		ICAD, NCC Portal
	Early noncompliance	ATFM Slot Non-Adherence	3%	Airline	$\text{AOBT} - \text{COBT} > -5\text{mins}$	Weekly on Thursday for the previous week M-Su	(Last COBT from Harmony - AOBT from AO data within 48hours of flight)	NCC Portal
		ATFM Slot Non-Adherence	3%	Airline	$\text{AOBT} - \text{COBT} > 10\text{ min}$	Weekly on Thursday for the previous week M-Su	(Last COBT from Harmony - AOBT from AO data within 48hours of flight)	NCC Portal
	Ground Delay	Average Initial Program Delay per aircraft (each TMI)	<10 mins	Data only	$\frac{\text{Total mins of ground delays}}{\text{Number of non-exempted flights}}$	Daily		Daily, Pre-tactical, ATFM Daily Brief
		Network Initial Program Delay per aircraft (aggregate of all TMIs)	< 10mins	Data only	$\frac{\text{Total mins of ground delays of all TMIs}}{\text{Number of all non-exempted flights}}$	Weekly	Daily for all four ports – published weekly	NCC Portal

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Phase of Flight	Performance Area	Sub Area	Target	Responsible Area	Formula	Reporting Frequency	Comments	Availability
		AO Actual Ground Delay	15%	Data only	$\frac{\text{AO actual ground delay}}{\text{AO Program}} \times \frac{100}{\text{delay}}$	Weekly on Thursday for the previous week M-Su	Daily for all four ports – published weekly	NCC Portal
Taxi	Airport delay	Taxi-out	<15 mins	ATC	(ATOT-AOBT) - STD Taxi out time	Monthly		NCC Portal
		Taxi-in	<15 mins	ATC	(AIBT-ALDT) - STD taxi in time	Monthly		NCC Portal
En-route	Predictability	AAR	+/-20%	TFC MAN	(Actual AAR-Forecast AAR)/Forecast AAR x 100	Monthly, Quarterly,		NCC Portal
		Over-delivery	20%	ATC	(Actual Max Holding-NOTAM Max Holding)/ABS NOTAM Max Holding x 100 Forecast AAR vs Actual AAR	Monthly, Quarterly	Actual holding exceeding published traffic holding advisory	
	Airborne delay	Terminal Airspace efficiency	BN 90% L95% PH93% SY93%	ATC	ALDT - ETA @ 40 min < 15 mins	Monthly, Quarterly	40 minute method	NCC Portal
		Total Airborne delay	< 35000 mins p/m for SY, BN, ML and <30000 mins for PH	ATC	Monthly mins of airborne delay per airport	Monthly		
		Network Airborne delay	< 135000 mins p/m	ATC	Monthly mins of airborne delay for SY, ML, BN & PH combined	Monthly Quarterly		
Distribution of delay	40:60	Data		Quarterly Monthly				

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Phase of Flight	Performance Area	Sub Area	Target	Responsible Area	Formula	Reporting Frequency	Comments	Availability
			Airborne%: Ground delay					

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