

CANCELLED

Temporary Local Instruction

TLI_25_0029

Use of tactical traffic management initiatives

Effective from:	UTC 2501302300				Effective to:	Until incorporated into Network Operations Procedure Manual (C-PROC0381) or 28 02 2025, whichever is earlier		
Authorised:	Network Operations Service Standards					Replaces:	TLI_24_0342	
Contact:	Timothy Kerr – Network Operations Manager	CRC ID:	40489	ASID:		CIRRIIS:		
Affected units/staff	All staff	All Domain Support Specialists		ATM Directors		National Operations Management Centre (NOMC)		
	ATM Standards							
Reference documents	This TLI amends: Network Operations Procedure Manual (C-PROC0381)							

Background

[AIP](#) ENR 1.9 - 1.1 describes the Flow Management Stages at major airports within Australia. The strategic stage generally occurs more than one day prior to the day of operation. The pre-tactical stage occurs on the day prior to operation. And the tactical stage occurs on the day of operation. The pre-tactical plan includes details such as weather, traffic demand and network constraints.

The pre-tactical plan is published each evening via the ATFM Daily Plan document. Any change from the pre-tactical plan requires careful consideration to ensure all impacts are measured and accounted for at the appropriate acceptance level.

On some days, the pre-tactical plan does not achieve the desired result. Therefore, during the tactical stage, the network needs to adapt and respond accordingly to the changing conditions. One way of managing the network's response to these changes is through the application of traffic management initiatives (TMIs). Examples of TMIs are departure spacing, start approvals, and ad-hoc GDPs.

To ensure the appropriate accountability for the implementation and applicability of TMIs, a certain level of acceptance needs to be captured. This TLI requires the ATMD to approve any TMI that was not detailed in the pre-tactical ATFM Daily Plan.

The ATMD is responsible for the network which is part of holding OCA for the FIR. There have been a number of occasions where the ATMD has not been informed by ATC but received information from our customers about unplanned disruptions (which includes increased holding/ground delays/start up etc). The intent of this instruction is to ensure the ATMD is informed early and that they can ask for additional information that leads to

the decision to impose traffic restrictions. This puts an emphasis on the Shift Manager to have substantial information available to present to the ATMD on the justification of the change. The ATMD will look at the proposal from a whole network perspective and assess if the proposed restriction will impede on another sector/unit/location. This instruction does not override those in MATS or NAAM. NAAM 1.7.3.3 states *“any decision which may impact on the NAS outside this area must be referred to the ATMD unless this decision is explicitly documented as their responsibility”*, there are concerns based on some conversations, which have or have not occurred between Shift Managers and ATMD, if this has been considered.

The ATMD will make decisions based on the direction they receive from their Head and/or Chief, at no point will safety be compromised. If the decision for introducing restrictions is based on safety, that needs to be clearly stated and quantified, i.e. single console xx number of diversions within the volume etc. There is increased pressure on Aircservices to deliver on its service and reduce restrictions unless necessary.

Instruction

Insert into [C-PROC0381](#) Network Operations Procedure Manual:

5.8 Network capacity reduction and management

5.8.1 Advise the ATM Director of any restriction on service that will be put in place due infrastructure fault or failure.

5.8.2 Approval from the ATM Director is required prior to implementing any tactical changes that reduce or restrict the use of airspace or manoeuvring area. This may be due reduced staffing, or weather impacts and includes but is not limited to:

- a) Departure spacing (time or distance);
- b) Start approvals;
- c) Diversion routes due weather or workload;
- d) Release of military or special use airspace;
- e) Ad-hoc or revised Ground Delay Programs; or
- f) Reduced capacity NOTAMs.

5.8.2.1 Outside ATM Director hours of coverage, the approval required may be provided by the relevant FIR OCA.

5.8.2.2 Shift Managers are required to consult with the relevant Head when considering publication of reduced capacity or diversion routes via NOTAM prior to seeking approval from the ATM Director/FIR OCA holder.