



ICAO

International Civil Aviation Organization

**Fifteenth Meeting of the Asia/Pacific Air Traffic Flow
Management Steering Group (ATFM/SG/15)**

Bangkok, Thailand, 28 April – 02 May 2025

Agenda Item 4: Review of Current ATFM Operations and Problem Areas

USING PRETACTICAL GDP TO SOLVE STRATEGIC SLOT NON-COMPLIANCE

(Presented by AUSTRALIA/AIRSERVICES AUSTRALIA)

SUMMARY

This paper presents a summary of how Airservices were asked to investigate strategic and tactical slot non-compliance and how we have gone about solving non-compliance for both strategic slots and GDP slots in Western Australia.

1. INTRODUCTION

1.1 Due to the increasing demand on strategic slots that aligned with mining contracts for Western Australia, GDP's were being activated daily due to uploaded schedules not complying with strategic slots.

1.2 GDP's restricted operators from flying to their non-compliant schedules and resulted in increasing levels of non-compliance with GDP times.

1.3 As a result GDP compliance decreased to approx. 54% and tactical demand significantly outstripped available capacity.

1.4 The demand profile significantly outstripping available capacity resulted in airborne delays above 60min (ERSA delays are published at 20min max) for extended periods and events where significant numbers of aircraft had to divert before declaring FUEL MAYDAY.

2. DISCUSSION

Collaboration

2.1 Airservices were asked to assess and propose a solution to the issue. On investigation we found:

- a) Available strategic slots were not available that aligned with mining contract requirements for the operators
- b) Multiple operators either did not hold strategic slots or were significantly non-compliant with their strategic slots
- c) No active management of the slot scheme appeared to be occurring with non-compliant operators not having slots removed or not being penalized for compliance breaches

2.2 Through industry consultation Airservices planned to enact a penalty for any flight that operated early/late non-compliant with their COBT by issuing 60min airborne delays. In the weeks leading up to the activation of this plan compliance dramatically improved.

2.3 Industry lobbied Airservices through our governance structure for a delay to the plan and to investigate an alternative solution. As a result of the pause non-compliance increased significantly

2.4 Both industry and Airservices developed independent solutions to the issue and they were presented to the Airservices and industry governance panel with a hybrid model being developed and enacted.

2.5 The model used an Airservices designed compliance assessment tool to assess compliant schedules against strategic slot assignment and then realign before running a GDP. The GDP assigned COBT based off the strategic slots with operators who were realigned subject to 60min airborne delays if they did not operate compliance with their COBT.

2.6 8 weeks into the trial and compliance is averaging 88% with the best result on the busiest day being 94%. Airborne delay is reduced and operator confidence to operate compliant increasing. ATC workload is also reduced enabling them time and capacity to adjust plans to be as efficient as possible.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and the outcomes of using a collaborative approach with airlines to solve slot non-compliance for Western Australian flights into Perth.

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