



Traffic Flow Management System (TFMS)
Advisories and General Messages
Specification for the Traffic Flow
Management-Modernization (TFM-M)
Program



Final Release 9, Version 1.3

Contract Number: DTFAWA-04-C-00045
CDRL: E05

November 16, 2012

Prepared for:
U.S. Federal Aviation Administration

Prepared by:
CSC
North American Public Sector – Civil Group
15245 Shady Grove Road
Rockville, MD 20850



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Advisories and General Messages
APPROVAL SIGNATURE PAGE

APPROVAL SIGNATURES

PARTICIPANT	NAME	DATE

Advisories and General Messages

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1.0	5/24/2010	Internal Draft Release to consolidate all advisories
1.1	9/01/2010	The following revisions were made to address Release 5 functionality: 1) Revised Reroute Advisory Message to include Protected Route Segments (Line 11 of example) and TMI ID (see Line 12 of example) 2) The GDP and AFP Proposed and Actual Advisories were revised: - Expanded the set of values for the Delay Assignment Mode to include 'UDP' and - Clarified that the optional 'Anticipated Pop-up Factor' line is only applicable when the Delay Assignment Mode is GAAP
1.2	01/10/2011	Miscellaneous Correction/Clarifications
1.3	11/16/2012	Added new section 1.4 to include 4 CTOP Advisories

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1.1 Free-Formatted Advisories and General Messages

A free-formatted advisory is an advisory message that is disseminated electronically by the ATCSCC, International systems, or other originators. An advisory contains information pertaining to the National Airspace System, and are normally used for the following reasons:

- Route and En-Route information
- Planning Telecon (PT) advisories
- Facility outages
- Special Traffic Management Programs (STMP)

This list is not all-inclusive. Any time there is information that may be beneficial to a large number of customers, an advisory may be sent. There may be times when an advisory is not sent due to workload or the short duration of the activity.

ATCSCC uses free form advisories to pass important information on a variety of items. While these messages are free text, they do follow a designated header and signature information pattern. The sample below shows two different types of Advisories, and Table 1-I presents a breakdown of the areas of these messages.

Sample ATCSCC Advisories (Line Numbers in Parenthesis for Reference Only)

(1) ATCSCC ADVZY 027 DCC 01/30/06 OPERATIONS PLAN
(2) VALID FOR 301300 THRU 301900

(3) TERMINAL CONSTRAINTS:
BOS/NY METROS/PHL-EARLY MORNING FOG
ORD-LIGHT SNOW
SEA-GUSTY WINDS
SFO-WIND/LO CIGS
BOS/JFK/LGA/TEB/IAH/LAS/SFO/HOU/MIA-CONSTRUCTION

EN ROUTE CONSTRAINTS:
ZAN/ZOA-MT AUGUSTINE ASH PLUME

1. ROUTES
AFTER 1800 -EXPECT CHOKE POINTS EWR/JFK

2. ZOA
AFTER-1700 -SFO GROUND DELAY PROGRAM

***SUBMIT NEW OPERATIONS PLAN AGENDA ITEMS VIA WEB PAGE**

NEXT PLANNING TELCON: 301215Z
301224-301359
(4) 06/01/30 12:24 FSA.//lxstn08a
(5) -----

(1) ATCSCC ADVZY 009 01/30/2006 SCHEDULED FACILITY OUTAGES

(3) NOTE: THIS REPLACES ADVISORY 008.
CLEVELAND (ZOB) HOST COMPUTER SHUTDOWN 0500-0900Z. OPS DARC.
DALLAS FT WORTH, TX (DFW) RWY 13R LOC/GS SHUTDOWN 0300-0500Z.
COVINGTON, KY (CVG) RWY 36C (CVG) ALS SHUTDOWN 1300-1500Z.
MINNEAPOLIS, MN (MSP) RWY 12R (HKZ) ILS CAT II/III NOT AVAILABLE
FROM 1200-2359Z DUE TO RWY CONSTRUCTION
ANY QUESTIONS PLEASE CONTACT THE NOCC AT (703) 904-xxxx

(4) 300215 - 301215

Table 1-I. ATCSCC Advisory

Line/ Field #	Function	Unit/ Format	Description
1 (field 1)	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1 (field 2)	Header Facility	Laa[/Laa]	What facility or facilities are concerned (in Example 1 it is DCC, in example 2 it is omitted) – Optional
1 (field 3)	Header Date Group	dd/dd/dd[dd]	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yy or mm/dd/yyyy
1 (field 4)	Reroute Type/Name	LLL[L][L][L][L] [L][L][L][L][L][L] L[L][L][L][L] [L]	One of the following entries: <ul style="list-style-type: none"> • ROUTE • PLAYBOOK • CDR • SPECIAL OPERATIONS • OPERATIONS PLAN • NRP SUSPENSIONS • VS • NAT • SHUTTLE ACTIVITY • FCA • FEA • INFORMATIONAL • MISCELLANEOUS
2	Valid Time	VALID FOR dddddd THROUGH dddddd.	Date time group of advisory, if applicable. This entry is optional and is only used if it applies to the type of advisory issued. Format is “VALID FOR <i>ddhhmm</i> through <i>ddhhmm</i> .” <ul style="list-style-type: none"> • dd – day • hh – hour • mm - minute
3	Advisory Text	[free form text]	Free-form text message covering the subject of the advisory. It is of variable length, with no line exceeding 68 characters.
4	Effective Time	dddddd – ddddd	Time advisory is expected to cover. Format <i>ddhhmm</i> – <i>ddhhmm</i> .

Line/ Field #	Function	Unit/ Format	Description
5	Signature	dd/dd/dd dd:dd [aaa...aaa]	Date and time group the message was 'signed' by the issuer. Format is <i>YY/MM/dd hh:mm</i> . Format: <ul style="list-style-type: none"> • YY – year • MM – month • dd – day • hh – hour • mm - minute Other applicable data may be appended.
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

Advisories from other agencies within the NAS system will use the same format. The header element indicating the originator and the signature will change, depending on who originates the message.

International advisories follow a similar format. The entries are slightly different, reflecting their originators and required data. The sample below shows two different types of International Advisories, and Table 1-II presents a breakdown of the areas of these messages.

**Sample International Advisories
(Line Numbers in Parenthesis for Reference Only)**

```
(1) NAV CANADA ADVZY 001 NOC CANADIAN ANS OUTLOOK JAN.30/06 1130Z

(2) RUNWAY CONFIGURATIONS AND AIRPORT ARRIVAL RATES:
AIRPORT      ARRIVALS  DEPARTURES  AAR
CYUL         06L      06L          20
CYYZ         23/24R   23/24R       56

SYSTEM CONSTRAINTS:
CYUL LDG RWY 06R AND TKOF RWY 24L NOT AUTH 1430-1930. CYUL NOTAM
060065.

SIGNIFICANT WEATHER:

SIGNIFICANT EQUIPMENT OUTAGES:
CYYZ RWY 15L/33R CLOSED DUE CONST. 0601301200-0601310000. CYYZ NOTAM
060065.
CYVR ILS 08R U/S. CYVR NOTAM 060054.
CYVR ILS 26L U/S. CYVR NOTAM 060055.

OTHER ISSUES:
FLIGHT CHECK CYOW ILS 32 1730-2000.

NOC TELECON AT 1600Z DAILY

(3) 06/01/30 11:32 NOC

-----
```


(1) NAV CANADA ADVZY 002 CYYZ/CZY OPERATIONS FORECAST 1200Z-2000Z

(2) ARRIVALS: 23/24R / DEPARTURES: 23/24R

AIR DELAYS: NONE ANTICIPATED AT THIS TIME

FOR FURTHER INFO CONTACT TORONTO TMU:
905-676-3528 800-268-4831 FROM USA 800-387-3801

(3) 06/01/30 11:44 NOC

Table 1-II. International Advisory

Line/ Field #	Function	Unit/ Format	Description
1 (field 1)	Header Advisory Number	NAV CANADA ADVZY ddd (or ###)	NAV CANADA ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1 (field 2)	Header Facility	Laa/Laa]	What facility or facilities are concerned (in Example 1 it is NOC, in example 2 it is omitted) – Optional
1 (field 3)	Advisory Title	LLLLLL[L][L] [L][L][L][L][L][L][L][L] [L]	Text entry, as concise as possible, titling the advisory
1 (field 4)	Header Date Group	LLL.dd/dd dddZ	Advisory Issue Date – Date the advisory was issued. Format is MMM.DD/YY hhmm’Z’ <ul style="list-style-type: none"> • MMM – Month in text • . – separator • DD – Date • / - separator • YY – Year • [] – space • hh – hour • mm – minute • Z – Date in UTC
2	Advisory Text	[free form text]	Free-form text message covering the subject of the advisory. It is of variable length, with no line exceeding 68 characters.

Line/ Field #	Function	Unit/ Format	Description
5	Signature	dd/dd/dd dd:dd [aaa...aaa]	Date and time group the message was 'signed' by the issuer. Format is <i>YY/MM/dd hh:mm</i> . Format: <ul style="list-style-type: none"> • YY – year • MM – month • dd – day • hh – hour • mm – minute followed by the issuer's initials Other applicable data may be appended.
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

A listing of current advisories can be obtained from the ATCSCC Advisory web site at the following web address:

<http://www.fly.faa.gov/adv/advAdvisoryForm.jsp>

General messages follow the above formats as well. General messages are used for communications of a non-advisory nature and are issued as necessary by agencies.

1.2 Formatted GDP Advisory

Formatted GDP advisories are used to notify users that a Ground Delay Program is being considered or has been implemented. There are 16 advisories described in this section:

- Ground Delay Program (GDP) Advisory – Proposed
- Ground Delay Program (GDP) Advisory – Actual
- Airspace Flow Program (AFP) Advisory – Proposed
- Airspace Flow Program (AFP) Advisory – Actual
- Ground Delay Program (GDP) Cancel – Proposed
- Ground Delay Program (GDP) Cancel – Actual
- Airspace Flow Program (AFP) Cancel – Proposed
- Airspace Flow Program (AFP) Cancel – Actual
- Ground Stop (GS) Advisory – Proposed
- Ground Stop (GS) Advisory – Actual
- Ground Stop (GS) Cancel – Proposed
- Ground Stop (GS) Cancel – Actual
- Ground Delay Program/Airspace Flow Program (GDP/AFP) Compression – Proposed
- Ground Delay Program/Airspace Flow Program (GDP/AFP) Compression – Actual

- Ground Delay Program (GDP) Blanket Advisory – Proposed
- Ground Delay Program (GDP) Blanket Advisory – Actual

All advisories contain an additional line with the date, time, desk location, and phone number of the workstation that transmitted the advisory. This line, added during the advisory transmission process, is not depicted in the samples provided in this document because it is a transmission addendum and is not related to the primary purpose of the advisory.

Since advisories are in some cases transmitted as IATA Type B messages, the following restrictions of this message type apply to the formatted GDP advisories:

- A maximum of 68 upper case alphanumeric characters per line are permitted
- Only the “/”, “-”, “[”, “]”, “<”, “>”, “:” and “.” Punctuations are permitted
- Text must be positioned using spaces, no tabs are permitted.

a. Ground Delay Program (GDP) Advisory – Proposed

A Ground Delay Program (GDP) Advisory – Proposed is transmitted when the implementation of an airport based TMI is being considered. To clearly differentiate a proposed versus actual program many of the labels within this Advisory contain the words “proposed” or “anticipated”, which are not contained in the Actual GDP Advisory. The example below presents the format of a typical GDP Advisory – Proposed, with Table 1-III detailing the entries.

Sample GDP Advisory - Proposed (Line Numbers and Text in Parenthesis for Reference Only)

```
1. ATCSCC ADVZY ### ATL/ZTL 12/27/2002 CDM PROPOSED GROUND DELAY PROGRAM
2. CTL ELEMENT: ATL
3. ELEMENT TYPE: APT
4. ADL TIME: 1423Z
5. DELAY ASSIGNMENT MODE: [DAS] or [GAAP] or [UDP]
6. ARRIVALS ESTIMATED FOR: 27/1600Z - 27/2159Z
7. ANTICIPATED CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z
8. ANTICIPATED PROGRAM RATE: 92/90/90/80/80/80
9. ANTICIPATED POP-UP FACTOR: 2/2/2/2/2/2 (Optional)
10a. FLT INCL: ALL CONTIGUOUS US DEP (US Only)
10b. FLT INCL: CONTIGUOUS US DEP CARRIER xxx ONLY [AND] (US Only)
10c. FLI INCL: CONTIGUOUS US [JET] or [PROP] DEP ONLY [AND] (US Only)
10d. FLT INCL: CONTIGUOUS US DEP OVER ARR FIX <FIX> ONLY (US Only)
11a. FLT INCL: ALL CNDN AND CONTIGUOUS US DEP (Canadian Only)
11b. FLT INCL: CNDN AND CONTIGUOUS US DEP CARRIER xxx ONLY [AND] (Canadian Only)
11c. FLT INCL: CNDN AND CONTIGUOUS US [JET] or [PROP] DEP ONLY [AND] (Canadian Only)
11d. FLT INCL: CNDN AND CONTIGUOUS US DEP OVER ARR FIX <FIX> ONLY (Canadian Only)
12. DEP SCOPE: [distance] or [(keyword) Zxx ...]
13. ADDITIONAL DEP FACILITIES INCLUDED: Zxx ... (Optional)
14. EXEMPT DEP FACILITIES: Zxx ... (Optional)
15. EXEMPT AFP: <FCA> ... (Optional)
16. CANADIAN DEP ARPTS INCLUDED: Cxxxx ... (US Only)
17. DELAY ASSIGNMENT TABLE APPLIES TO: Zxx (US Only)
18. DELAY LIMIT: 1234 (Optional)
19. ANTICIPATED MAXIMUM DELAY: 365 (Optional)
20. ANTICIPATED AVERAGE DELAY: 91 (Optional)
21. IMPACTING CONDITION: impacting condition advisory text
22. COMMENTS: free text
23. USER UPDATES MUST BE RECEIVED BY: 27/1500Z
24. 271424-271559
```

Table 1-III. GDP Advisory – Proposed

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM PROPOSED GROUND DELAY PROGRAM	Static Entry Advisory Type/Name – CDM PROPOSED GROUND DELAY PROGRAM.
2	CTL Element	CTL ELEMENT: Laa	The identifier of the airport for which the Advisory is being issued.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	Delay Assignment Mode	DELAY ASSIGNMENT MODE: DAS or DELAY ASSIGNMENT MODE: GAAP or DELAY ASSIGNMENT MODE: UDP	One of three static entries used to assign delays to pop-up flights: <ul style="list-style-type: none"> • DAS – Demand Access System • GAAP - General Aviation Airport Programs • UDP – Unified Delay Program
6	Arrivals Estimated For	ARRIVALS ESTIMATED FOR: dd/dddZ – dd/dddZ	Proposed airport arrival time range covered by the Advisory. Format is dd/hhmm’Z’ - dd/hhmm’Z’, where: <ul style="list-style-type: none"> • dd – day

Field/ Line #	Function	Unit/ Format	Description
			<ul style="list-style-type: none"> • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
7	Anticipated Cumulative Program Period	ANTICIPATED CUMULATIVE PROGRAM PERIOD: dd/ddddZ – dd/ddddZ	<p>The proposed anticipated cumulative arrival time range covered by the program. Format is dd/hhmm'Z' - dd/hhmm'Z', where:</p> <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
8	Anticipated Program Rate	ANTICIPATED PROGRAM RATE: dd [dd] [dd] [dd] [dd] [dd]	Anticipated hourly arrival rate at which the program was modeled. If all hours of the program utilize the same rate only a single value will be present.
9	Anticipated Pop-up Factor	ANTICIPATED POP-UP FACTOR: dd/[dd]/[dd] [dd]/[dd]/[dd] [dd]	OPTIONAL - Anticipated hourly pop-up factor at which the program was modeled. If all hours of the program utilize the same pop-up factor only a single value will be present. If a pop-up factor of zero was used, the entire line will be omitted. Only applicable when the delay mode is in GAAP.
10a, b, c & d	Flight Inclusions US - All	FLT INCL: ALL CONTIGUOUS US DEP	Indicates specific categories of flights included in the program. Typically, all flights are included but can include specific lines defining Jets Only, Props Only, Fix Specific, or Carrier Specific program. Multiple lines can be listed to fully define the program.
11a, b, c & d	Flight Inclusions Canada - All	FLT INCL: ALL CNDN AND CONTIGUOUS US DEP	For programs within Canada. The same rules as line group 10 apply.
12	Departure Scope	DEPARTURE SCOPE: d[d] or DEPARTURE	<p>One of two entries:</p> <ul style="list-style-type: none"> • Mileage (for distance based programs) • Tier keyword (for center based

Field/ Line #	Function	Unit/ Format	Description
		SCOPE: aaaa[a][a] aaa [aaaa[a][a] aaa]... [aaaa[a][a] aaa]	programs). In the case of a keyword, the actual centers that are defined by that keyword will be listed.
13	Additional Departure Facilities Included	ADDITIONAL DEP FACILITIES INCLUDED: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have been specifically non-exempted. This is normally a facility outside the scope that has been specified as non-exempt. This is only included if there are additional non-exempt facilities. This field can contain both airports and center codes.
14	Exempt Dep Facilities	EXEMPT DEP FACILITIES: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have specifically been exempted. This is normally a facility within the scope that has been specified as exempt. This is only included if there are exempt facilities. This field can contain both airports and center codes.
15	Exempt AFP	EXEMPT AFP: FCAaaa [FCAaaa] [FCAaaa]...[FCAaaa]	OPTIONAL - Indicates AFPs from which flights being shifted to be controlled by this GDP will be exempt from additional delay. e.g., if FCAA01 is indicated, any flight controlled by that AFP which is being shifted to this GDP, will be exempt. If no AFP is exempt, the entire line will be omitted.
16	Canadian Dep Arpts Included	CANADIAN ARPTS INCLUDED: NONE Or CANADIAN ARPTS INCLUDED: CLaa [CLaa]... [CLaa]	Lists Canadian departure airports that are included in the program. If no Canadian airport is included in the GDP, the listed value will be "NONE".
17	Delay Assignment Table Applies To	DELAY ASSIGNMENT TABLE APPLIES TO: Zaa	Indicates the facility responsible for applying the delay table to flights that departed without appropriate delay. In all cases this is the controlling ARTCC of the airport for which the program

Field/ Line #	Function	Unit/ Format	Description
			was issued. This will not be listed for GDPs with a “Delay Assignment Mode” of GAAP or for any Canadian GDPs (either GAAP or DAS).
18	Delay Limit	DELAY LIMIT: dddd	OPTIONAL - Entry will only be listed for GDPs with a “Delay Assignment Mode” of GAAP, and indicates the delay limit applied to Pop-up flights during a program with a “Delay Assignment Mode” of GAAP.
19	Anticipated Maximum Delay	ANTICIPATED MAXIMUM DELAY: dd[d]	OPTIONAL - Anticipated maximum delay for the proposed program. This will not be listed for GDPs with a “Delay Assignment Mode” of GAAP.
20	Anticipated Average Delay	ANTICIPATED AVERAGE DELAY: dd[d]	OPTIONAL - Anticipated average delay for the proposed program. This will not be listed for GDPs with a “Delay Assignment Mode” of GAAP.
21	Impacting Condition	IMPACTING CONDITION: LLLLL[L][L][L] [L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program as entered by the ATCSCC specialist. The condition can be: <ul style="list-style-type: none"> • “weather” • “volume” • “runway” • “equipment” • “other” The explanation that follows is free text, up to the message limited length per line.
22	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.

Field/ Line #	Function	Unit/ Format	Description
23	User Updates	USER UPDATES MUST BE RECEIVED BY: dd/ddddZ	Indicates the time the ATCSCC specialist has requested that any NAS user schedule change be submitted by in order for these changes to be incorporated into the GDP. Format is dd/hhmm'Z' dd – day hh – hour mm – minute z - UTC
24	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory In the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

b. Ground Delay Program (GDP) Advisory – Actual

A Ground Delay Program (GDP) Advisory - Actual is transmitted when an airport based TMI is being implemented. To clearly differentiate a actual versus proposed program the terms “proposed” and “anticipated”, which are utilized in throughout the proposed Advisory are omitted from the actual Advisory. The example below presents the format of a typical GDP Advisory – Actual, with Table 1-IV detailing the entries.

**Sample GDP Advisory - Actual
(Line Numbers and Text in Parenthesis for Reference Only)**

```

1. ATCSCC ADVZY ### ATL/ZTL 12/27/2002 CDM GROUND DELAY PROGRAM
2. CTL ELEMENT: ATL
3. ELEMENT TYPE: APT
4. ADL TIME: 1423Z
5. DELAY ASSIGNMENT MODE: [DAS] or [GAAP] or [UDP]
6. ARRIVALS ESTIMATED FOR: 27/1600Z - 27/2159Z
7. CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z
8. PROGRAM RATE: 92/90/90/80/80/80
9. POP-UP FACTOR: 2/2/2/2/3/3
10a. FLT INCL: ALL CONTIGUOUS US DEP (US Only)
10b. FLT INCL: CONTIGUOUS US DEP CARRIER xxx ONLY [AND] (US Only)
10c. FLI INCL: CONTIGUOUS US [JET] or [PROP] DEP ONLY [AND] (US Only)
10d. FLI INCL: CONTIGUOUS US DEP OVER ARR FIX <FIX> ONLY (US Only)
11a. FLT INCL: ALL CNDN AND CONTIGUOUS US DEP (Canadian Only)
11b. FLT INCL: CNDN AND CONTIGUOUS US DEP CARRIER xxx ONLY [AND] (Canadian Only)
11c. FLT INCL: CNDN AND CONTIGUOUS US [JET] OR [PROP] DEP ONLY [AND] (Canadian Only)
11d. FLT INCL: CNDN AND CONTIGUOUS US DEP OVER ARR FIX <FIX> ONLY (Canadian Only)
12. DEP SCOPE: [distance] or [(KEYWORD) Zxx ...]
13. ADDITIONAL DEP FACILITIES INCLUDED: Zxx ... (Optional)
14. EXEMPT DEP FACILITIES: Zxx ... (Optional)
15. EXEMPT AFP: <FCA> ... (Optional)
16. CANADIAN DEP ARPTS INCLUDED: Cxxxx ... (US Only)
17. DELAY ASSIGNMENT TABLE APPLIES TO: Zxx (US Only) (Optional)
18. DELAY LIMIT: 1234 (Optional)
19. MAXIMUM DELAY: 365 (Optional)
20. AVERAGE DELAY: 91 (Optional)
    
```


21. IMPACTING CONDITION: impacting condition advisory text
22. COMMENTS: free text
23. 271424-271559

Table 1-IV. GDP Advisory – Actual

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM GROUND DELAY PROGRAM	Static Entry Advisory Type/Name – CDM GROUND DELAY PROGRAM.
2	CTL Element	CTL ELEMENT: Laa	The identifier of the airport for which the Advisory is being issued.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	Delay Assignment Mode	DELAY ASSIGNMENT MODE: DAS or DELAY ASSIGNMENT MODE: GAAP or DELAY ASSIGNMENT MODE: UDP	One of three static entries used to assign delays to pop-up flights: <ul style="list-style-type: none"> • DAS – Demand Access System • GAAP - General Aviation Airport Programs • UDP – Unified Delay Program
6	Arrivals Estimated For	ARRIVALS ESTIMATED FOR: dd/dddZ	Proposed airport arrival time range covered by the Advisory. Format is dd/hhmm’Z’ - dd/hhmm’Z’, where:

Field/ Line #	Function	Unit/ Format	Description
		- dd/dddZ	<ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
7	Cumulative Program Period	CUMULATIVE PROGRAM PERIOD: dd/dddZ – dd/dddZ	<p>The actual cumulative arrival time range covered by the program. Format is dd/hhmm'Z' - dd/hhmm'Z', where:</p> <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
8	Program Rate	PROGRAM RATE: dd [dd] [dd] [dd] [dd] [dd]	Hourly arrival rate at which the program was modeled. If all hours of the program utilize the same rate only a single value will be present.
9	Pop-up Factor	POP-UP FACTOR: dd/ [dd]/ [dd]/ [dd] [dd]	OPTIONAL - Hourly pop-up factor at which the program was modeled. If all hours of the program utilize the same pop-up factor, only a single value will be present. If a pop-up factor of zero was used, the entire line will be omitted. Only applicable of the delay mode is GAAP.
10a, b, c & d	Flight Inclusions US - All	FLT INCL: ALL CONTIGUOUS US DEP	Indicates specific categories of flights included in the program. Typically, all flights are included but can include specific lines defining Jets Only, Props Only, Fix Specific, or Carrier Specific program. Multiple lines can be listed to fully define the program.
11a, b, c & d	Flight Inclusions Canada - All	FLT INCL: ALL CNDN AND CONTIGUOUS US DEP	For programs within Canada. The same rules as line group 10 apply.
12	Departure Scope	DEPARTURE SCOPE: d[d] or DEPARTURE SCOPE:	<p>One of two entries:</p> <ul style="list-style-type: none"> • Mileage (for distance based programs) • Tier keyword (for center based programs). In the case of a keyword,

Field/ Line #	Function	Unit/ Format	Description
		aaaa[a][a] aaa [aaaa[a][a] aaa]... [aaaa[a][a] aaa]	the actual centers that are defined by that keyword will be listed.
13	Additional Departure Facilities Included	ADDITIONAL DEP FACILITIES INCLUDED: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have been specifically non-exempted. This is normally a facility outside the scope that has been specified as non-exempt. This is only included if there are additional non-exempt facilities. This field can contain both airports and center codes.
14	Exempt Dep Facilities	EXEMPT DEP FACILITIES: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have specifically been exempted. This is normally a facility within the scope that has been specified as exempt. This is only included if there are exempt facilities. This field can contain both airports and center codes.
15	Exempt AFP	EXEMPT AFP: FCAaaa [FCAaaa] [FCAaaa]...[FC Aaaa]	OPTIONAL - Indicates AFPs from which flights being shifted to be controlled by this GDP will be exempt from additional delay. e.g., if FCAA01 is indicated, any flight controlled by that AFP which is being shifted to this GDP, will be exempt. If no AFP is exempt, the entire line will be omitted.
16	Canadian Dep Arpts Included	CANADIAN ARPTS INCLUDED: NONE Or CANADIAN ARPTS INCLUDED: CLaa [CLaa]... [CLaa]	Lists Canadian departure airports that are included in the program. If no Canadian airport is included in the GDP, the listed value will be "NONE".
17	Delay Assignment Table Applies To	DELAY ASSIGNMENT TABLE APPLIES TO: Zaa	OPTIONAL - Indicates the facility responsible for applying DAS delays to active flights that departed without a CTD. In all cases this is the controlling Center of the airport for which the TMI was issued. Only included on

Field/ Line #	Function	Unit/ Format	Description
			advisories for US airports.
18	Delay Limit	DELAY LIMIT: dddd	OPTIONAL - Entry will only be listed for GDPs with a "Delay Assignment Mode" of GAAP, and indicates the delay limit applied to Pop-up flights during a program with a "Delay Assignment Mode" of GAAP.
19	Maximum Delay	MAXIMUM DELAY: dd[d]	OPTIONAL - Maximum delay for the proposed program. This will not be listed for GDPs with a "Delay Assignment Mode" of GAAP.
20	Average Delay	AVERAGE DELAY: dd[d]	OPTIONAL - Average delay for the proposed program. This will not be listed for GDPs with a "Delay Assignment Mode" of GAAP.
21	Impacting Condition	IMPACTING CONDITION: LLLLL[L][L][L] [L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program as entered by the ATCSCC specialist. The condition can be: <ul style="list-style-type: none"> • "weather" • "volume" • "runway" • "equipment" • "other" The explanation that follows is free text, up to the message limited length per line.
22	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
23	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory In the format: ddhmm-ddhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

c. Airspace Flow Program (AFP) Advisory – Proposed

An Airspace Flow Program (AFP) Advisory - Proposed is transmitted when TFM Specialists are considering an AFP. To clearly differentiate a proposed versus actual program, many of the labels within this Advisory contain the words “proposed” or “anticipated”, which are not contained in the actual AFP Advisory. The example below presents the format of a typical AFP Advisory – Proposed, with Table 1-V detailing the entries.

Sample AFP Advisory - Proposed
(Line Numbers and Text in Parenthesis for Reference Only)

```

1. ATCSCC ADVZY ### FCA027 12/27/2002 CDM PROPOSED AIRSPACE FLOW PROGRAM
2. CTL ELEMENT: FCA027
3. ELEMENT TYPE: FCA
4. ALTITUDES INCLUDED: FLnnn TO FLnnn
5. ADL TIME: 1423Z
6. DELAY ASSIGNMENT MODE: [DAS] or [GAAP] or [UDP]
7. OVERRIDE AFP: YES (Optional)
8. ENTRY ESTIMATED FOR: 27/1600Z - 27/2159Z
9. ANTICIPATED CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z
10. ANTICIPATED PROGRAM RATE: 92/90/90/80/80/80
11. ANTICIPATED POP-UP FACTOR: 2/2/2/3/3/3 (Optional)
12. FLT INCL: ALL FLIGHTS IN FCAxxx DYNAMIC FLIGHT LIST
13. DEP SCOPE: (keyword) Zxx ...
14. ADDITIONAL DEP FACILITIES INCLUDED: Zxx ... (Optional)
15. EXEMPT DEP FACILITIES: <APT> ... (Optional)
16. EXEMPT ARR FACILITIES: <APT> ... (Optional)
17. CANADIAN DEP ARPTS INCLUDED: Cxxxx ... (US Only)
18. DELAY LIMIT: 1234 (Optional)
19. ANTICIPATED MAXIMUM DELAY: 365 (Optional)
20. ANTICIPATED AVERAGE DELAY: 91 (Optional)
21. IMPACTING CONDITION: impacting condition advisory text
22. COMMENTS: free text
23. USER UPDATES MUST BE RECEIVED BY: 23/1500Z
24. 271424-271559
    
```

Table 1-V. AFP Advisory – Proposed

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header FCA Name	FCAaaa	Flow Constraint Area – 6 alphanumeric characters indicating FCA the advisory covers. First three characters are static FCA.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM PROPOSED AIRSPACE	Static Entry Advisory Type/Name – CDM PROPOSED AIRSPACE

Field/ Line #	Function	Unit/ Format	Description
		FLOW PROGRAM	FLOW PROGRAM.
2	CTL Element	CTL ELEMENT: FCAaaa	The identifier of the FCA for which the Advisory is being issued. Static Entry FCA and three digit identifier.
3	Element Type	ELEMENT TYPE: FCA	The type of element covered by the Advisory: FCA -Static Entry
4	Altitudes Included	ALTITUDES INCLUDED: FLnnn TO FLnnn	The altitude range of the FCA for which the AFP is issued. All altitudes are indicated as Flight Levels (FLnnn). If the altitude range starts at the surface, SFC is indicated. Format is FLnnn TO FLnnn.
5	ADL Time	ADL TIME: ddddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
6	Delay Assignment Mode	DELAY ASSIGNMENT MODE: DAS or DELAY ASSIGNMENT MODE: GAAP or DELAY ASSIGNMENT MODE: UDP	One of two static entries used to assign delays to pop-up flights: <ul style="list-style-type: none"> • DAS – Demand Access System • GAAP - General Aviation Airport Programs • UDP – Unified Delay Program
7	Override AFP	OVERRIDE AFP: YES	OPTIONAL - Indicates this is an Override AFP, which assumes control of all flights in the AFP even if they are controlled by other AFPs. Only listed when YES, omitted when NO.
8	Entry Estimated For	ENTRY ESTIMATED FOR: dd/ddddZ - dd/ddddZ	The proposed FCA entry time range covered by the program. Formatted as dd/hhmm'Z' – ddhhmm'Z' where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – minute • Z - UTC
9	Anticipated Cumulative Program Period	ANTICIPATED CUMULATIVE PROGRAM	The proposed cumulative FCA entry time range covered by the program. Format is dd/hhmm'Z' - dd/hhmm'Z',

Field/ Line #	Function	Unit/ Format	Description
		PERIOD: dd/dddZ – dd/dddZ	where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
10	Anticipated Program Rate	ANTICIPATED PROGRAM RATE: dd [dd] [dd] [dd] [dd] [dd] [dd] [dd]	Anticipated hourly arrival rate at which the program was modeled. If all hours of the program utilize the same rate only a single value will be present.
11	Anticipated Pop-up Factor	ANTICIPATED POP-UP FACTOR: dd/[dd]/ [dd]/ [dd] [dd]/ [dd]/ [dd] [dd]	OPTIONAL - Anticipated hourly arrival pop-up factor at which the program was modeled. If all hours of the program utilize the same pop-up factor only a single value will be present. If a pop-up factor of zero was used, the entire line will be omitted. Only applicable of the delay mode is GAAP.
12	Flight Inclusion	FLT INCL: ALL FLIGHTS IN FCAaaa DYNAMIC FLIGHT LIST	An indication of which flights within the arrival time range are included. For AFPs all flights in the specified FCA flight list are included.
13	Departure Scope	DEPARTURE SCOPE: MANUAL or DEPARTURE SCOPE: ALL	The tier keyword for center based programs. In the case of a keyword, the actual centers which are defined by that keyword will be listed. For AFPs the only valid keywords are “MANUAL” or “ALL”.
14	Additional Departure Facilities Included	ADDITIONAL DEP FACILITIES INCLUDED: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have been specifically non-exempted. This is normally a facility outside the scope that has been specified as non-exempt. This is only included if there are additional non-exempt facilities. This field can contain both airports and center codes.
15	Exempt Dep Facilities	EXEMPT DEP FACILITIES: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have specifically been exempted. This is normally a facility within the scope that has been specified as exempt. This is only

Field/ Line #	Function	Unit/ Format	Description
			included if there are exempt facilities. This field can contain both airports and center codes.
16	Exempt Arr Facilities	EXEMPT ARR FACILITIES: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any destination facilities that have specifically been exempted. This is normally a facility within the scope that has been specified as exempt. This is only included if there are exempt facilities. This field can contain both airports and center codes.
17	Canadian Dep Arpts Included	CANADIAN ARPTS INCLUDED: NONE Or CANADIAN ARPTS INCLUDED: CLaa [CLaa]... [CLaa]	Lists Canadian departure airports that are included in the program. If no Canadian airport is included in the GDP, the listed value will be "NONE".
18	Delay Limit	DELAY LIMIT: dddd	OPTIONAL - Entry will only be listed for GDPs with a "Delay Assignment Mode" of GAAP, and indicates the delay limit applied to Pop-up flights during a program with a "Delay Assignment Mode" of GAAP.
19	Anticipated Maximum Delay	ANTICIPATED MAXIMUM DELAY: dd[d]	OPTIONAL - Anticipated maximum delay for the proposed program. This will not be listed for GDPs with a "Delay Assignment Mode" of GAAP.
20	Anticipated Average Delay	ANTICIPATED AVERAGE DELAY: dd[d]	OPTIONAL - Anticipated average delay for the proposed program. This will not be listed for GDPs with a "Delay Assignment Mode" of GAAP.

Field/ Line #	Function	Unit/ Format	Description
21	Impacting Condition	IMPACTING CONDITION: LLLLL[L][L][L] [L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program as entered by the ATCSCC specialist. The condition can be: <ul style="list-style-type: none"> • “weather” • “volume” • “runway” • “equipment” • “other” The explanation that follows is free text, up to the message limited length per line.
22	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
23	User Updates	USER UPDATES MUST BE RECEIVED BY: dd/ddddZ	Indicates the time the ATCSCC specialist has requested that any NAS user schedule change be submitted by in order for these changes to be incorporated into the GDP. Format is dd/hhmm'Z' dd – day hh – hour mm – minute z - UTC
24	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory In the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

d. Airspace Flow Program (AFP) Advisory – Actual

An Airspace Flow Program (AFP) Advisory - Actual is transmitted when TFM Specialists have implemented an actual AFP. To clearly differentiate an actual versus proposed program, it should be noted that the term “proposed” and “anticipated”, which are utilized in the proposed Advisory, are omitted from the actual Advisory. The example below presents the format of a typical AFP Advisory – Actual, with Table 1-VI detailing the entries.

Sample AFP Advisory - Actual

(Line Numbers and Text in Parenthesis for Reference Only)

1.	ATCSCC ADVZY ### FCA027 12/27/2002 CDM AIRSPACE FLOW POGRAM	
2.	CTL ELEMENT: FCA027	
3.	ELEMENT TYPE: FCA	
4.	ALTITUDES INCLUDED: FLnnn TO FLnnn	
5.	ADL TIME: 1423Z	
6.	DELAY ASSIGNMENT MODE: [DAS] or [GAAP] or [UDP]	
7.	OVERRIDE AFP: YES	(Optional)
8.	ENTRY ESTIMATED FOR: 27/1600Z - 27/2159Z	
9.	CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z	
10.	PROGRAM RATE: 92/90/90/80/80/80	
11.	POP-UP FACTOR: 2/2/2/3/3/3	(Optional)
12.	FLT INCL: ALL FLIGHTS IN FCAXXX DYNAMIC FLIGHT LIST	
13.	DEP SCOPE: (keyword) Zxx ...	
14.	ADDITIONAL DEP FACILITIES INCLUDED: Zxx ...	(Optional)
15.	EXEMPT DEP FACILITIES: <APT> ...	(Optional)
16.	EXEMPT ARR FACILITIES: <APT> ...	(Optional)
17.	CANADIAN ARPTS INCLUDED: Cxxxx ...	(US Only)
18.	DELAY LIMIT: 1234	(Optional)
19.	MAXIMUM DELAY: 365	(Optional)
20.	AVERAGE DELAY: 91	(Optional)
21.	IMPACTING CONDITION: impacting condition advisory text	
22.	COMMENTS: free text	
23.	271424-271559	

Table 1-VI. AFP Advisory – Actual

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header FCA Name	FCAaaa	Flow Constraint Area – 6 alphanumeric characters indicating FCA the advisory covers. First three characters are static FCA.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM AIRSPACE FLOW PROGRAM	Static Entry Advisory Type/Name – CDM AIRSPACE FLOW PROGRAM.
2	CTL Element	CTL ELEMENT: FCAaaa	The identifier of the FCA for which the Advisory is being issued.– Static Entry FCA and three alpha numeric characters.
3	Element Type	ELEMENT TYPE: FCA	The type of element covered by the Advisory: FCA -Static Entry
4	Altitudes	ALTITUDES	The altitude range of the FCA for

Field/ Line #	Function	Unit/ Format	Description
	Included	INCLUDED: FLnnn TO FLnnn	which the AFP is issued. All altitudes are indicated as Flight Levels (FLnnn). If the altitude range starts at the surface, SFC is indicated. Format is FLnnn TO FLnnn.
5	ADL Time	ADL TIME: ddddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
6	Delay Assignment Mode	DELAY ASSIGNMENT MODE: DAS or DELAY ASSIGNMENT MODE: GAAP or DELAY ASSIGNMENT MODE: UDP	One of three static entries used to assign delays to pop-up flights: <ul style="list-style-type: none"> • DAS – Demand Access System • GAAP –General Aviation Airport Programs • UDP – Unified Delay Program
7	Override AFP	OVERRIDE AFP: YES	OPTIONAL - Indicates this is an Override AFP, which assumes control of all flights in the AFP even if they are controlled by other AFPs. Only listed when YES, omitted when NO.
8	Entry Estimated For	ENTRY ESTIMATED FOR: dd/ddddZ – dd/ddddZ	The proposed FCA entry time range covered by the program. Formatted as dd/hhmm'Z' – ddhhmm'Z' where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – minute • Z - UTC
9	Cumulative Program Period	CUMULATIVE PROGRAM PERIOD: dd/ddddZ – dd/ddddZ	The actual cumulative FCA entry time range covered by the program. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
10	Program Rate	PROGRAM RATE: dd [dd] [dd] [dd] [dd] [dd]	Anticipated hourly arrival rate at which the program was modeled. If all hours of the program utilize the same rate only a single value will be present.

Field/ Line #	Function	Unit/ Format	Description
11	Pop-up Factor	POP-UP FACTOR: dd/ [dd]/ [dd]/ [dd] [dd]/ [dd]/ [dd] [dd]	OPTIONAL - The hourly pop-up factor at which the program was issued. If all hours of the program utilized the same pop-up factor, only a single value will be present. If a pop-up factor of zero was used, the entire line will be omitted. Only applicable when the delay mode is GAAP.
12	Flight Inclusion	FLT INCL: ALL FLIGHTS IN FCAaaa DYNAMIC FLIGHT LIST	An indication of which flights within the arrival time range are included. For AFPs all flights in the specified FCA flight list are included.
13	Departure Scope	DEPARTURE SCOPE: MANUAL or DEPARTURE SCOPE: ALL	The tier keyword for center based programs. In the case of a keyword, the actual centers which are defined by that keyword will be listed. For AFPs the only valid keywords are "MANUAL" or "ALL".
14	Additional Departure Facilities Included	ADDITIONAL DEP FACILITIES INCLUDED: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have been specifically non-exempted. This is normally a facility outside the scope that has been specified as non-exempt. This is only included if there are additional non-exempt facilities. This field can contain both airports and center codes.
15	Exempt Dep Facilities	EXEMPT DEP FACILITIES: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have specifically been exempted. This is normally a facility within the scope that has been specified as exempt. This is only included if there are exempt facilities. This field can contain both airports and center codes.
16	Exempt Arr Facilities	EXEMPT ARR FACILITIES: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any destination facilities that have specifically been exempted. This is normally a facility within the scope that has been specified as exempt. This is only included if there are exempt facilities. This field can contain both airports and center codes.
17	Canadian Dep Arpts Included	CANADIAN ARPTS	Lists Canadian departure airports that are included in the program. If no

Field/ Line #	Function	Unit/ Format	Description
		INCLUDED: NONE Or CANADIAN ARPTS INCLUDED: CLaa [CLaa]... [CLaa]	Canadian airport is included in the GDP, the listed value will be "NONE".
18	Delay Limit	DELAY LIMIT: dddd	OPTIONAL - Entry will only be listed for GDPs with a "Delay Assignment Mode" of GAAP, and indicates the delay limit applied to Pop-up flights during a program with a "Delay Assignment Mode" of GAAP.
19	Maximum Delay	MAXIMUM DELAY: dd[d]	OPTIONAL - Maximum delay for the proposed program. This will not be listed for GDPs with a "Delay Assignment Mode" of GAAP.
20	Average Delay	AVERAGE DELAY: dd[d]	OPTIONAL - Average delay for the proposed program. This will not be listed for GDPs with a "Delay Assignment Mode" of GAAP.
21	Impacting Condition	IMPACTING CONDITION: LLLLL[L][L][L] [L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program as entered by the ATCSCC specialist. The condition can be: <ul style="list-style-type: none"> • "weather" • "volume" • "runway" • "equipment" • "other" The explanation that follows is free text, up to the message limited length per line.
22	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
23	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory In the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

e. Ground Delay Program (GDP) Cancel – Proposed

A Ground Delay Program (GDP) Cancel - Proposed is transmitted when TFM Specialists are considering canceling a GDP. To clearly differentiate a “proposed” versus “actual” cancellation many of the labels within this Advisory contain the words “proposed” or ‘anticipated”, which are not contained in the actual GDP Cancel Advisory. The example below presents the format of a typical GDP Cancel – Proposed, with Table 1-VII detailing the entries.

**Sample GDP Cancel - Proposed
(Line Numbers for Reference Only)**

```

1. ATCSCC ADVZY ### ATL/ZTL 12/27/2002 CDM PROPOSED GROUND DELAY PROGRAM CNX
2. CTL ELEMENT: ATL
3. ELEMENT TYPE: APT
4. ADL TIME: 1423Z
5. ANTICIPATED GDP CNX PERIOD: 27/1600Z - 27/2159Z
6. FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP (Optional)
7. COMMENTS: free text
8. USER UPDATES MUST BE RECEIVED BY: 27/1500Z
9. 271424-271559
    
```

Table 1-VII. GDP Cancel – Proposed

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/yyyy	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM PROPOSED GROUND DELAY PROGRAM CNX	Static Entry Advisory Type/Name – CDM PROPOSED GROUND DELAY PROGRAM CNX
2	CTL Element	CTL ELEMENT: Laa	The identifier of the airport for which the Advisory is being issued.
3	Element Type	ELEMENT	The type of element covered by the

Field/ Line #	Function	Unit/ Format	Description
		TYPE: APT	Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: ddddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	Anticipated GDP CNX Period	ANTICIPATED GDP CNX PERIOD: dd/ddddZ – dd/ddddZ	The time range of flights that will be purged by the cancellation. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
6	Flights may receive new EDCTs due to an active AFP (optional)	FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP	OPTIONAL - Standard text included only if AFPs are in place (based on FSM Broadcast File content). This will indicate the flights that may receive new EDCTs.
7	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
8	User Updates	USER UPDATES MUST BE RECEIVED BY: dd/ddddZ	Indicates the time the ATCSCC specialist has requested that any NAS user schedule change be submitted by in order for these changes to be incorporated into the GDP. Format is dd/hhmm'Z' dd – day hh – hour mm – minute z - UTC
9	Advisory Valid Time	dddddd-dddddd	The valid time of the Advisory In the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

f. Ground Delay Program (GDP) Cancel – Actual

A Ground Delay Program (GDP) Cancel – Actual is transmitted when TFM Specialists have implemented the cancellation of an actual GDP. To clearly

differentiate an actual versus proposed cancellation, it should be noted that the terms “proposed” and “anticipated”, which are utilized in the proposed Advisory, are omitted from the actual Advisory. The example below presents the format of a typical GDP Cancel – Actual, with Table 1-VIII detailing the entries.

**Sample GDP Cancel - Actual
(Line Numbers for Reference Only)**

```

1. ATCSCC ADVZY ### ATL/ZTL 12/27/2002 CDM GROUND DELAY PROGRAM CNX
2. CTL ELEMENT: ATL
3. ELEMENT TYPE: APT
4. ADL TIME: 1423Z
5. GDP CNX PERIOD: 27/1600Z - 27/2159Z
6a. DISREGARD EDCTS FOR DEST ATL
6b. FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP (Optional)
7. COMMENTS: free text
8. 271424-271559
    
```

Table 1-VIII. GDP Cancel – Actual

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/dddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM GROUND DELAY PROGRAM CNX	Static Entry Advisory Type/Name – CDM GROUND DELAY PROGRAM CNX
2	CTL Element	”CTL ELEMENT: aaa”	Identifier for the airport the advisory is issued against. Three alphanumeric
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	GDP CNX	GDP CNX	The time range of flights that will be

Field/ Line #	Function	Unit/ Format	Description
	Period	PERIOD: dd/ddddZ – dd/ddddZ	purged by the cancellation. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
6a	Disregard EDCTs for Dest ATL	DISREGARD EDCT FOR DEST LLL[L]	If no AFPs are active, this indicates the airport element at which the GDP is being cancelled.
6b	Flights may receive new EDCTs due to an active AFP	FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP	OPTIONAL-Standard text included only if AFPs are in place (based on FSM Broadcast File content). This will indicate the flights that may receive new EDCTs.
7	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
8	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory In the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

g. Airspace Flow Program (AFP) Cancel – Proposed

An Airspace Flow Program (AFP) Cancel - Proposed is transmitted when TFM Specialists are considering canceling an AFP. To clearly differentiate a “proposed” versus “actual” cancellation many of the labels within this Advisory contain the words “proposed” or ‘anticipated’, which are not contained in the actual AFP Cancel Advisory. The example below presents the format of a typical AFP Cancel – Proposed, with Table 1-IX detailing the entries.

**Sample AFP Cancel - Proposed
(Line Numbers for Reference Only)**

```

1. ATCSCC ADVZY ### FCA027 12/27/2002 CDM PROPOSED AIRSPACE FLOW PROGRAM CNX
2. CTL ELEMENT: FCA027
3. ELEMENT TYPE: FCA
4. ADL TIME: 1423Z
5. ANTICIPATED AFP CNX PERIOD: 27/1600Z - 27/2159Z
6. FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP (Optional)
7. COMMENTS: free text
8. USER UPDATES MUST BE RECEIVED BY: 27/1500Z
9. 271424-271559
    
```

Table 1-IX. AFP Cancel – Proposed

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header FCA Name	FCAaaa	Flow Constraint Area – 6 alphanumeric characters indicating FCA the advisory covers. First three characters are static FCA.
1	Header Date Group	dd/dd/yyyy	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM PROPOSED AIRSPACE FLOW PROGRAM CNX	Static Entry Advisory Type/Name – CDM PROPOSED AIRSPACE FLOW PROGRAM CNX
2	CTL Element	CTL ELEMENT: FCAaaa	Identifier for the FCA the advisory is issued against – Static Entry FCA and three alpha numeric characters.
3	Element Type	ELEMENT TYPE: FCA	The type of element covered by the Advisory: FCA -Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	Anticipated AFP CNX Period	ANTICIPATED AFP CNX PERIOD: dd/dddZ – dd/dddZ	The time range of flights that will be purged by the cancellation. Format is dd/hhmm’Z’ - dd/hhmm’Z’, where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
6	Flights may receive new EDCTs due to an active AFP (optional)	FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP	OPTIONAL - Standard text included only if AFPs are in place (based on FSM Broadcast File content). This will indicate the flights that may receive new EDCTs.

Field/ Line #	Function	Unit/ Format	Description
7	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
8	User Updates	USER UPDATES MUST BE RECEIVED BY: dd/ddddZ	Indicates the time the ATCSCC specialist has requested that any NAS user schedule change be submitted by in order for these changes to be incorporated into the AFP. Format is dd/hhmm'Z' dd – day hh – hour mm – minute z - UTC
9	Advisory Valid Time	dddddd-dddddd	The valid time of the Advisory is in the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

h. Airspace Flow Program (AFP) Cancel – Actual

An Airspace Flow Program (AFP) Cancel - Actual is transmitted when TFM Specialists have implemented the cancellation of an actual AFP. To clearly differentiate an actual versus proposed cancellation, it should be noted that the terms “proposed” and “anticipated”, which are utilized in the proposed Advisory, are omitted from the actual Advisory. The example below presents the format of a typical AFP Cancel – Actual, with Table 1-X detailing the entries.

**Sample AFP Cancel - Actual
(Line Numbers for Reference Only)**

1. ATCSCC ADVZY ### FCA027 12/27/2002 CDM AIRSPACE FLOW PROGRAM CNX	
2. CTL ELEMENT: FCA027	
3. ELEMENT TYPE: FCA	
4. ADL TIME: 1423Z	
5. AFP CNX PERIOD: 27/1600Z - 27/2159Z	
6. FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP	(Optional)
7. COMMENTS: free text	
8. 271424-271559	

Table 1-X. AFP Cancel – Actual

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory	ATCSCC	ATCSCC ADVZY ###” prefix

Field/ Line #	Function	Unit/ Format	Description
	Number	ADVZY ddd (or ###)	displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header FCA Name	FCA aaa	Flow Constraint Area – 6 alphanumeric characters indicating FCA the advisory covers. First three characters are static FCA.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM PROPOSED AIRSPACE FLOW PROGRAM CNX	Static Entry Advisory Type/Name – CDM PROPOSED AIRSPACE FLOW PROGRAM CNX
2	CTL Element	CTL ELEMENT: FCA aaa	The identifier of the FCA for which the advisory is being issued.– Static Entry FCA and a three alphanumeric character identifier.
3	Element Type	ELEMENT TYPE: FCA	The type of element covered by the Advisory: FCA -Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	AFP CNX Period	AFP CNX PERIOD: dd/dddZ – dd/dddZ	The time range of flights that will be purged by the cancellation. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
6	Flights may receive new EDCTs due to an active AFP (optional)	FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP	OPTIONAL - Standard text included only if AFPs are in place (based on FSM Broadcast File content). This will indicate the flights that may receive new EDCTs. .
7	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no

Field/ Line #	Function	Unit/ Format	Description
			specific content or format up to the message limited length per line.
8	Advisory Valid Time	dddddd-dddddd	The valid time of the Advisory is in the format: ddhmm-ddhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

i. Ground Stop (GS) Advisory – Proposed

A Ground Stop (GS) Advisory - Proposed is transmitted when TFM Specialists are considering implementing a GS. To clearly differentiate a proposed versus actual cancellation it should be noted that many of the labels within this Advisory contain the words “proposed” or “anticipated”, which are not contained in the actual GS Advisory. The example below presents the format of a typical GS Advisory – Proposed, with Table 1-XI detailing the entries.

**Sample GS Advisory - Proposed
(Line Numbers and Text in Parenthesis for Reference Only)**

1.	ATCSCC ADVZY ### ATL/ZTL 12/27/2002 CDM PROPOSED GROUND STOP	
2.	CTL ELEMENT: ATL	
3.	ELEMENT TYPE: APT	
4.	ADL TIME: 1548Z	
5.	ANTICIPATED GROUND STOP PERIOD: 15/1538Z - 15/1647Z	
6.	ANTICIPATED CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z	(Optional)
7a.	FLT INCL: CARRIER xxx ONLY [AND]	(Optional)
7b.	FLI INCL: [JET] or [PROP] DEP ONLY [AND]	(Optional)
7c.	FLT INCL: OVER ARR FIX <FIX> ONLY	(Optional)
8.	DEP FACILITIES INCLUDED: ALL or <keyword> Zxx ...	
9.	CURRENT TOTAL, MAXIMUM, AVERAGE DELAYS: 0 / 0 / 0	(Optional)
10.	ANTICIPATED TOTAL, MAXIMUM, AVERAGE DELAYS: 2523 / 64 / 32	(Optional)
11.	PROBABILITY OF EXTENSION: MEDIUM	
12.	IMPACTING CONDITION: impacting condition advisory text	
13.	COMMENTS: free text	
14.	USER UPDATES MUST BE RECEIVED BY: 27/1630Z	
15.	271550-271759	

Table 1-XI. GS Advisory – Proposed

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.

Field/ Line #	Function	Unit/ Format	Description
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM PROPOSED GROUND STOP	Static Entry Advisory Type/Name – CDM PROPOSED GROUND STOP
2	CTL Element	CTL ELEMENT: Laa	The three letter identifier of the airport for which the advisory is being issued.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	Anticipated Ground Stop Period	ANTICIPATED GROUND STOP PERIOD: dd/dddZ – dd/dddZ	The proposed GS period covered by the program. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
6	Anticipated Cumulative Program Period (optional)	ANTICIPATED CUMULATIVE PROGRAM PERIOD: dd/dddZ – dd/dddZ	OPTIONAL - The proposed estimated cumulative arrival time range covered by the program. If a GDP is in place, the cumulative arrival range is covered by the underlying GDP. Omitted if no underlying GDP is in place. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
7a	Flight Inclusions – Carriers (optional)	FLT INCL: CARRIER [AND] [LLL] LLL ONLY	OPTIONAL - 7a-c indicates specific categories of flights included in the ground stop. Typically all flights are included but can include specific lines defining Jets Only, Props Only, Fix Specific, or Carrier Specific program.

Field/ Line #	Function	Unit/ Format	Description
			Multiple lines can be listed to fully define the program and an indicator of “AND” is appended to the end of lines other than the last line. If all categories of flights are included, the lines are omitted.
7b	Flight Inclusions – Propulsion Type (optional)	FLT INCL: JET OR PROP LLL[L] AND] [LLLL] ONLY	OPTIONAL - See above. List is one of three entries: <ul style="list-style-type: none"> • JET DEP ONLY • PROP DEP ONLY • JET AND PROP ONLY
7c	Flight Inclusions – By Arrival Fix (optional)	FLT INCL: OVER ARR FIX LLLLL ONLY	OPTIONAL - See above. Entry will be a specified Arrival fix
8	Departure Facilities Included	DEP FACILITIES INCLUDED: Laa [Laa] [Laa]...[Laa]	Lists any originating facilities that have been specifically non-exempted. This is normally a facility outside the scope that has been specified as non-exempt. This is only included if there are additional non-exempt facilities. This field can contain both airports and center codes.
9	Current Total, Maximum, Average Delays (optional)	CURRENT TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The current total, maximum, and average delay. This will not be listed for GS during a GDP with a “Delay Assignment Mode” of GAAP. There are a number of extra spaces included in this entry, which are included in the byte count.
10	Anticipated Total, Maximum, Average Delays (optional)	ANTICIPATED TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The anticipated total, maximum, and average delay should the ground stop be implemented. This will not be listed for GS during a GDP with a “Delay Assignment Mode” of GAAP.
11	Probability of Extension	PROBABILITY OF EXTENSION: LLL[L][LL]	The probability the GS will be extended as manually selected by the ATCSCC specialist. One of three entries: <ul style="list-style-type: none"> • LOW • MEDIUM • HIGH

Field/ Line #	Function	Unit/ Format	Description
12	Impacting Condition	IMPACTING CONDITION: LLLLL[L][L][L] [L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program. The condition can be: <ul style="list-style-type: none"> • “weather” • “volume” • “runway” • “equipment” • “other” The explanation that follows is free text, up to the message limited length per line.
11	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
12	User Updates	USER UPDATES MUST BE RECEIVED BY: dd/ddddZ	Indicates the time the ATCSCC specialist has requested that any NAS user schedule change be submitted by in order for these changes to be incorporated into the GDP. Format is dd/hhmm'Z' dd – day hh – hour mm – minute z - UTC
13	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory is in the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

j. Ground Stop (GS) Advisory – Actual

A Ground Stop (GS) Advisory - Actual is transmitted when TFM Specialists are implementing a GS. To clearly differentiate an actual versus proposed GS it should be noted that the term “proposed” and “anticipated”, which are utilized in the proposed Advisory, are omitted from the actual Advisory. The example below presents the format of a typical GS Advisory – Actual, with Table 1-XII detailing the entries.

**Sample GS Advisory- Actual
(Line Numbers and Text in Parenthesis for Reference Only)**

1. ATCSCC ADVZY ### ATL/ZTL 12/27/2002 CDM GROUND STOP

2. CTL ELEMENT: ATL	
3. ELEMENT TYPE: APT	
4. ADL TIME: 1548Z	
5. GROUND STOP PERIOD: 15/1538Z - 16/1647Z	
6. CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z	(Optional)
7a. FLT INCL: CARRIER xxx ONLY [AND]	(Optional)
7b. FLT INCL: [JET] or [PROP] DEP ONLY [AND]	(Optional)
7c. FLT INCL: OVER ARR FIX <FIX> ONLY	(Optional)
8. DEP FACILITIES INCLUDED: (keyword) Zxx ...	
9. PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: 0 / 0 / 0	(Optional)
10. NEW TOTAL, MAXIMUM, AVERAGE DELAYS: 2373 / 64 / 33	(Optional)
11. PROBABILITY OF EXTENSION: MEDIUM	
12. IMPACTING CONDITION: impacting condition advisory text	
13. COMMENTS: free text	
14. 271553-271747	

Table 1-XII. GS Advisory – Actual

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM GROUND STOP	Static Entry Advisory Type/Name – CDM GROUND STOP
2	CTL Element	CTL ELEMENT: Laa	The three letter identifier of the airport for which the advisory is being issued.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	Ground Stop Period	GROUND STOP PERIOD: dd/dddZ – dd/dddZ	GS time range covered by the program. Format is dd/hhmm’Z’ - dd/hhmm’Z’, where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time

Field/ Line #	Function	Unit/ Format	Description
			(UTC)
6	Cumulative Program Period	CUMULATIVE PROGRAM PERIOD: dd/dddZ – dd/dddZ	OPTIONAL - If a GDP is in place, the cumulative arrival range is covered by the underlying GDP. Omitted if no underlying GDP is in place. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
7a	Flight Inclusions – Carriers (optional)	FLT INCL: CARRIER [AND] [LLL] LLL ONLY	OPTIONAL - 7a-c indicates specific categories of flights included in the ground stop. Typically all flights are included but can include specific lines defining Jets Only, Props Only, Fix Specific, or Carrier Specific program. Multiple lines can be listed to fully define the program and an indicator of “AND” is appended to the end of lines other than the last line. If all categories of flights are included, the lines are omitted.
7b	Flight Inclusions – Propulsion Type (optional)	FLT INCL: JET OR PROP LLL[L] AND] [LLLL] ONLY	OPTIONAL - See above. List is one of three entries: <ul style="list-style-type: none"> • JET DEP ONLY • PROP DEP ONLY • JET AND PROP ONLY
7c	Flight Inclusions – By Arrival Fix (optional)	FLT INCL: OVER ARR FIX LLLLL ONLY	OPTIONAL - See above. Entry will be a specified Arrival fix
8	Departure Facilities Included	DEP FACILITIES INCLUDED: Laa [Laa] [Laa]...[Laa]	Lists any originating facilities that have been specifically non-exempted. This is normally a facility outside the scope that has been specified as non-exempt. This is only included if there are additional non-exempt facilities. This field can contain both airports and center codes.
9	Previous Total, Maximum, Average Delays	PREVIOUS TOTAL, MAXIMUM,	OPTIONAL - The previous total, maximum, and average delay. This will not be listed for GS during a GDP

Field/ Line #	Function	Unit/ Format	Description
	(optional)	AVERAGE DELAYS: d/ d/ d.dd	with a "Delay Assignment Mode" of GAAP.
10	New Total, Maximum, Average Delays (optional)	NEW TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The new total, maximum, and average delay should the ground stop be implemented. This will not be listed for GS during a GDP with a "Delay Assignment Mode" of GAAP.
11	Probability of Extension	PROBABILITY OF EXTENSION: LLL[L][LL]	The probability the GS will be extended as manually selected by the ATCSCC specialist. One of three entries: <ul style="list-style-type: none"> • LOW • MEDIUM • HIGH
12	Impacting Conditions	IMPACTING CONDITIONS: LLLLL[L][L][L] [L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program The conditions can be: <ul style="list-style-type: none"> • "weather" • "volume" • "runway" • "equipment" • "other" The explanation that follows is free text, up to the message limited length per line.
13	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
14	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory is in the format: ddhmm-ddhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

k. Ground Stop (GS) Cancel – Proposed

A Ground Stop (GS) Cancel - Proposed is transmitted when TFM Specialists are evaluating the cancellation of an actual GS. To clearly differentiate a proposed versus actual cancellation it should be noted that many of the labels within this

Advisory contain the words “proposed” or “anticipated”, which are not contained in the actual GS Cancel Advisory. The example below presents the format of a typical GS Cancel – Proposed, with Table 1-XIII detailing the entries.

**Sample GS Cancel - Proposed
(Line Numbers for Reference Only)**

```

1. ATCSCC ADVZY ### JFK/ZNY 1/3/2003 CDM PROPOSED GS CNX
2. CTL ELEMENT: JFK
3. ELEMENT TYPE: APT
4. ADL TIME: 2018Z
5. ANTICIPATED GS CNX PERIOD: 15/2018Z - 15/2130Z
6. FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP (Optional)
7. COMMENTS: free text
8. USER UPDATES MUST BE RECEIVED BY: 03/2100Z
9. 032022-032159
    
```

Table 1-XIII. GS Cancel – Proposed

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM PROPOSED GS CNX	Static Entry Advisory Type/Name – CDM PROPOSED GS CNX
2	CTL Element	CTL ELEMENT: Laa	The three letter identifier of the airport for which the advisory is being issued.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	Anticipated Ground Stop Cancel Period	ANTICIPATED GSP CNX PERIOD:	GS time range covered by the program. Format is dd/hhmm’Z’ - dd/hhmm’Z’, where:

Field/ Line #	Function	Unit/ Format	Description
		dd/ddddZ – dd/ddddZ	<ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
6	Flights may receive new EDCTs due to an active AFP (optional)	FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP: LLLL[L][L][L] [L] [TEXT]	OPTIONAL - Standard text included only if AFPs are in place (based on FSM Broadcast File content). This will indicate the flights that may receive new EDCTs. The explanation that follows is free text, up to the message limited length per line.
7	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
8	User Updates	USER UPDATES MUST BE RECEIVED BY: dd/ddddZ	Indicates the time the ATCSCC specialist has requested that any NAS user schedule change be submitted by in order for these changes to be incorporated into the GS. Format is dd/hhmm'Z' dd – day hh – hour mm – minute z - UTC
9	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory is in the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

1. Ground Stop (GS) Cancel – Actual

An actual Ground Stop Cancel – Actual is transmitted when TFM Specialists want to cancel a GS. To clearly differentiate an actual versus proposed program cancellation it should be noted that the term “proposed” and “anticipated”, which are utilized in the proposed Advisory, are omitted from the actual Advisory. The example below presents the format of a typical GS Cancel – Actual, with Table 1-XIV detailing the entries.

**Sample GS Cancel - Actual
(Line Numbers for Reference Only)**

```

1. ATCSCC ADVZY ### JFK/ZNY 1/3/2003 CDM GS CNX
2. CTL ELEMENT: JFK
3. ELEMENT TYPE: APT
4. ADL TIME: 2018Z
5. GS CNX PERIOD: 15/1800Z - 15/2130Z
6. FLIGHTS MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP (Optional)
7. COMMENTS: free text
8. 032022-032159
    
```

Table 1-XIV. GS Cancel – Actual

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM GS CNX	Static Entry Advisory Type/Name – CDM GS CNX
2	CTL Element	CTL ELEMENT: Laa	The three letter identifier of the airport for which the advisory is being issued.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	Ground Stop Cancel Period	GS CNX PERIOD: dd/dddZ – dd/dddZ	GS time range covered by the program. Format is dd/hhmm’Z’ - dd/hhmm’Z’, where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
6	Flights may	FLIGHTS	OPTIONAL - Standard text included

Field/ Line #	Function	Unit/ Format	Description
	receive new EDCTs due to an active AFP (optional)	MAY RECEIVE NEW EDCTS DUE TO AN ACTIVE AFP: LLLLL[L][L][L] [L] [TEXT]	only if AFPs are in place (based on FSM Broadcast File content). This will indicate the flights that may receive new EDCTs. The explanation that follows is free text, up to the message limited length per line.
7	Comments	COMMENT: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
8	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory is in the format: ddhmm-ddhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

m. Ground Delay Program/Airspace Flow Program (GDP/AFP) Compression – Proposed

A Ground Delay Program/Airspace Flow Program (GDP/AFP) Compression – Proposed is transmitted when TFM Specialists are considering compression on a GDP or AFP. To clearly differentiate a proposed versus actual compression it should be noted that many of the labels within this Advisory contain the words “proposed” or “anticipated”, which are not contained in the actual GDP/AFP Compression Advisory. The example below presents the format of a typical GDP/AFP Compression – Proposed, with Table 1-XV detailing the entries.

**Sample GDP/AFP Compression – Proposed
(Line Numbers and Text in Parenthesis for Reference Only)**

1. ATCSCC ADVZY ### SFO/ZOA 12/27/2002 CDM PROPOSED COMPRESSION
2. CTL ELEMENT: SFO
3. ELEMENT TYPE: APT
4. ALTITUDES INCLUDED: FLnnn TO FLnnn (Optional)
5. ADL TIME: 2018Z
6. ANTICIPATED COMPRESSION PERIOD: 15/1704Z - 15/2359Z
7. ANTICIPATED CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z
8. CURRENT TOTAL, MAXIMUM, AVERAGE DELAYS: 2927 / 2125/ 25 (Optional)
9. ANTICIPATED TOTAL, MAXIMUM, AVERAGE DELAYS: 2855 / 2125 / 25 (Optional)
10. IMPACTING CONDITION: impacting condition advisory text
11. COMMENTS: free text
12. USER UPDATES MUST BE RECEIVED BY: 27/1700Z
13. 271616-271759

Table 1-XV. GDP/AFP Compression – Proposed

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM PROPOSED COMPRESSIO N	Static Entry Advisory Type/Name – CDM PROPOSED COMPRESSION
2	CTL Element	CTL ELEMENT: FCAaaa or CTL ELEMENT: Laa	The three letter identifier of the FCA or airport for which the advisory is being issued. Control Element – Static Entry FCA and three alpha numeric characters or the three alphanumeric airport identifiers.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	Altitudes Included (optional)	ALTITUDES INCLUDED: FLnnn TO FLnnn	OPTIONAL - The altitude range of the FCA for which the AFP is issued. All altitudes are indicated as Flight Levels (FLnnn). If the altitude range starts at the surface, SFC is indicated. Format is FLnnn TO FLnnn.
5	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
6	Anticipated Compression Period	ANTICIPATED COMPRESSIO N PERIOD: dd/dddZ – dd/dddZ	Proposed Compression time range covered by the program. Format is dd/hhmm’Z’ - dd/hhmm’Z’, where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute

Field/ Line #	Function	Unit/ Format	Description
			<ul style="list-style-type: none"> Z – Universal Coordinated Time (UTC)
7	Anticipated Cumulative Program Period	ANTICIPATED CUMULATIVE PROGRAM PERIOD: dd/dddZ – dd/dddZ	The proposed anticipated cumulative arrival time range covered by the program. If a GDP is in place, the cumulative arrival range is covered by the underlying GDP. Omitted if no underlying GDP is in place. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> dd – day hh – hour mm – Minute Z – Universal Coordinated Time (UTC)
8	Current Total, Maximum, Average Delays (optional)	CURRENT TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The current total, maximum, and average delay. This will not be listed for GS during a GDP with a “Delay Assignment Mode” of GAAP. There are a number of extra spaces included in this entry, which are included in the byte count.
9	Anticipated Total, Maximum, Average Delays (optional)	ANTICIPATED TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The anticipated total, maximum, and average delay should the ground stop be implemented. This will not be listed for GS during a GDP with a “Delay Assignment Mode” of GAAP. There are a number of extra spaces included in this entry, which are included in the byte count.
10	Impacting Condition	IMPACTING CONDITION: LLLLL[L][L][L][L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program The condition can be: <ul style="list-style-type: none"> “weather” “volume” “runway” “equipment” “other” The explanation that follows is free text, up to the message limited length per line.

Field/ Line #	Function	Unit/ Format	Description
11	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
12	User Updates	USER UPDATES MUST BE RECEIVED BY: dd/ddddZ	Indicates the time the ATCSCC specialist has requested that any NAS user schedule change be submitted by in order for these changes to be incorporated into the Compression. Format is dd/hhmm'Z' dd – day hh – hour mm – minute z - UTC
13	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory is in the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

n. Ground Delay Program/Airspace Flow Program (GDP/AFP) Compression – Actual

A Ground Delay Program/Airspace Flow Program (GDP/AFP) Advisory – Actual is transmitted when TFM Specialists issue a compression for a GDP or AFP. To clearly differentiate an actual versus proposed program cancellation it should be noted that the term “proposed” and “anticipated”, which are utilized in the proposed Advisory, are omitted from the actual Advisory. The example below presents the format of a typical GDP/AFP Compression – Actual, with Table 1-XVI detailing the entries.

**Sample GDP/AFP Compression – Actual
(Line Numbers and Text in Parenthesis for Reference Only)**

1. ATCSCC ADVZY ### SFO/ZOA 12/27/2002 CDM COMPRESSION	
2. CTL ELEMENT: SFO	
3. ELEMENT TYPE: APT	
4. ALTITUDES INCLUDED: FLnnn TO FLnnn	(Optional)
5. ADL TIME: 1558Z	
6. COMPRESSION PERIOD: 15/1704Z - 15/2359Z	
7. CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z	
8. PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: 2927 / 2125 / 25	(Optional)
9. NEW TOTAL, MAXIMUM, AVERAGE DELAYS: 2855/ 2125 / 25	(Optional)
10. IMPACTING CONDITION: impacting condition advisory text	
11. COMMENTS: free text	
12. 271616-271759	

Table 1-XVI. GDP/AFP Compression – Actual

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM COMPRESSION	Static Entry Advisory Type/Name – CDM COMPRESSION
2	CTL Element	CTL ELEMENT: FCAaaa or CTL ELEMENT: Laa	The three letter identifier of the FCA or airport for which the advisory is being issued. Control Element – Static Entry FCA and three alpha numeric characters or the three alphanumeric airport identifiers.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	Altitudes Included (optional)	ALTITUDES INCLUDED: FLnnn TO FLnnn	OPTIONAL - The altitude range of the FCA for which the AFP is issued. All altitudes are indicated as Flight Levels (FLnnn). If the altitude range starts at the surface, SFC is indicated. Format is FLnnn TO FLnnn.
5	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
6	Compression Period	COMPRESSION PERIOD: dd/dddZ – dd/dddZ	Compression time range covered by the program. Format is dd/hhmm’Z’ - dd/hhmm’Z’, where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)

Field/ Line #	Function	Unit/ Format	Description
7	Cumulative Program Period	CUMULATIVE PROGRAM PERIOD: dd/dddZ – dd/dddZ	The cumulative arrival time range covered by the underlying GDP. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
8	Previous Total, Maximum, Average Delays (Optional)	PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The previous total, maximum, and average delay. This will not be listed for GS during a GDP with a “Delay Assignment Mode” of GAAP. There are a number of extra spaces included in this entry, which are included in the byte count.
9	New Total, Maximum, Average Delays (optional)	NEW TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The new total, maximum, and average delay should the ground stop be implemented. This will not be listed for GS during a GDP with a “Delay Assignment Mode” of GAAP. There are a number of extra spaces included in this entry, which are included in the byte count.
10	Impacting Condition	IMPACTING CONDITION: LLLL[L][L][L] [L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program The condition can be: <ul style="list-style-type: none"> • “weather” • “volume” • “runway” • “equipment” • “other” The explanation that follows is free text, up to the message limited length per line.
11	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
12	Advisory Valid	dddddd-dddddd	The valid time of the Advisory is in the

Field/ Line #	Function	Unit/ Format	Description
	Time		format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

o. Ground Delay Program (GDP) Blanket Advisory – Proposed

A Ground Delay Program (GDP) Blanket Advisory – Proposed is transmitted when TFM Specialists are considering a blanket adjustment to a GDP. To clearly differentiate a proposed versus actual blanket it should be noted that many of the labels within this Advisory contain the words “proposed” or “anticipated”, which are not contained in the actual GDP Blanket Advisory. The example below presents the format of a typical GDP Blanket Advisory – Proposed, with Table 1-XVII detailing the entries.

**Sample GDP Blanket Advisory – Proposed
(Line Numbers and Text in Parenthesis for Reference Only)**

```

1. ATCSCC ADVZY ### SFO/ZOA 12/27/2002 CDM PROPOSED DELAY ADJUSTMENT
2. CTL ELEMENT: SFO
3. ELEMENT TYPE: APT
4. ADL TIME: 1648Z
5. ANTICIPATED DELAY ADJUSTMENT PERIOD: 15/1800Z - 15/0555Z
6. ANTICIPATED CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z
7. DEP SCOPE: [distance] or [(keyword) Zxx ...]
8. ADDITIONAL DEP FACILITIES INCLUDED: Zxx ... (Optional)
9. EXEMPT DEP FACILITIES: Zxx ... (Optional)
10. CANADIAN DEP ARPTS INCLUDED: Cxxxx ... (US Only)
11. CURRENT TOTAL, MAXIMUM, AVERAGE DELAYS: 3149 / 81 / 34 (Optional)
12. ANTICIPATED TOTAL, MAXIMUM, AVERAGE DELAYS: 4914 / 101 / 54 (Optional)
13. IMPACTING CONDITION: impacting condition advisory text
14. COMMENTS: free text
15. USER UPDATES MUST BE RECEIVED BY: 27/1730Z
16. 271649-271859
    
```

Table 1-XVII. GDP Blanket Advisory – Proposed

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ### prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/yyyy	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Type/Name	CDM PROPOSED DELAY ADJUSTMENT	Static Entry Advisory Type/Name – CDM PROPOSED DELAY ADJUSTMENT
2	CTL Element	“CTL ELEMENT: Laa”	The three letter identifier of the airport for which the advisory is being issued. Control Element – Static Entry. Airport – Three letter airport identifier.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)
5	Anticipated Delay Adjustment Period	ANTICIPATED DELAY ADJUSTMENT PERIOD: dd/dddZ – dd/dddZ	The proposed anticipated delay adjustment time range covered by the program. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
6	Anticipated Cumulative Program Period	ANTICIPATED CUMULATIVE PROGRAM PERIOD: dd/dddZ – dd/dddZ	The proposed anticipated cumulative arrival time range covered by the underlying GDP. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute Z – Universal Coordinated Time (UTC)
7	Departure Scope	DEPARTURE SCOPE: d[d] or DEPARTURE SCOPE: aaaa[a][a] aaa [aaaa[a][a] aaa]... [aaaa[a][a] aaa]	One of two entries: <ul style="list-style-type: none"> • Mileage (for distance based programs) • Tier keyword (for center based programs). In the case of a keyword, the actual centers that are defined by that keyword will be listed.
8	Additional Departure	ADDITIONAL DEP	OPTIONAL - Lists any originating facilities that have been specifically

Field/ Line #	Function	Unit/ Format	Description
	Facilities Included (optional)	FACILITIES INCLUDED: Laa [Laa] [Laa]...[Laa]	non-exempted. This is normally a facility outside the scope that has been specified as non-exempt. This is only included if there are additional non-exempt facilities. This field can contain both airports and center codes.
9	Exempt Dep Facilities (optional)	EXEMPT DEP FACILITIES: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have specifically been exempted. This is normally a facility within the scope that has been specified as exempt. This is only included if there are exempt facilities. This field can contain both airports and center codes.
10	Canadian Dep Arpts Included (US Only)	CANADIAN ARPTS INCLUDED: NONE Or CANADIAN ARPTS INCLUDED: CLaa [CLaa]... [CLaa]	Lists Canadian departure airports that are included in the program. If no Canadian airport is included in the GDP, the listed value will be "NONE".
11	Current Total, Maximum, Average Delays (optional)	CURRENT TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The current total, maximum, and average delay. This will not be listed for GS during a GDP with a "Delay Assignment Mode" of GAAP. There are a number of extra spaces included in this entry, which are included in the byte count.
12	Anticipated Total, Maximum, Average Delays (optional)	ANTICIPATED TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The anticipated total, maximum, and average delay should the ground stop be implemented. This will not be listed for GS during a GDP with a "Delay Assignment Mode" of GAAP.

Field/ Line #	Function	Unit/ Format	Description
13	Impacting Condition	IMPACTING CONDITION: LLLLL[L][L][L] [L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program The condition can be: <ul style="list-style-type: none"> • “weather” • “volume” • “runway” • “equipment” • “other” The explanation that follows is free text, up to the message limited length per line.
14	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
15	User Updates	USER UPDATES MUST BE RECEIVED BY: dd/ddddZ	Indicates the time the ATCSCC specialist has requested that any NAS user schedule change be submitted by in order for these changes to be incorporated into the GDP. Format is dd/hhmm'Z' dd – day hh – hour mm – minute z - UTC
16	Advisory Valid Time	dddddd-dddddd	The valid time of the Advisory is in the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

p. Ground Delay Program (GDP) Blanket Advisory – Actual

A Ground Delay Program (GDP) Blanket Advisory – Actual is transmitted when TFM Specialists make a blanket adjustment to a GDP. To clearly differentiate an actual versus proposed blanket it should be noted that the term “proposed” and “anticipated”, which are utilized in the proposed Advisory, are omitted from the actual Advisory. The example below presents the format of a typical GDP Blanket Advisory – Actual, with Table 1-XVIII detailing the entries.

Sample GDP Blanket Advisory – Actual
(Line Numbers and Text in Parenthesis for Reference Only)

```

1. ATCSCC ADVZY ### SFO/ZOA 12/27/2002 CDM DELAY ADJUSTMENT
2. CTL ELEMENT: SFO
3. ELEMENT TYPE: APT
4. ADL TIME: 1648Z
5. DELAY ADJUSTMENT PERIOD: 15/1800Z - 16/0555Z
6. CUMULATIVE PROGRAM PERIOD: 27/1600Z - 27/2159Z
7. DEP SCOPE: [distance] or [(keyword) Zxx ...]
8. ADDITIONAL DEP FACILITIES INCLUDED: Zxx ... (Optional)
9. EXEMPT DEP FACILITIES: Zxx ... (Optional)
10. CANADIAN DEP ARPTS INCLUDED: Cxxxx ... (US Only)
11. PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: 3149 / 81 / 34 (Optional)
12. NEW TOTAL, MAXIMUM, AVERAGE DELAYS: 4914 / 101 / 54 (Optional)
13. IMPACTING CONDITION: impacting condition advisory text
14. COMMENTS: free text
15. 271650-280655
    
```

Table 1-XVIII. GDP Blanket Advisory – Actual

Field/ Line #	Function	Unit/ Format	Description
1	Header Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###” prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1	Header Airport/Center	Laa/Laa	Airport and Center – 3 alphanumeric characters (first position in each is always a letter) indicating airport and center the advisory covers.
1	Header Date Group	dd/dd/ddd	Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy
1	Header Advisory Type/Name	CDM DELAY ADJUSTMENT	Static Entry Advisory Type/Name – CDM DELAY ADJUSTMENT
2	CTL Element	CTL ELEMENT: FCAaaa or CTL ELEMENT: Laa	The three letter identifier of the airport for which the advisory is being issued. Control Element – Static Entry. Airport – Three letter airport identifier.
3	Element Type	ELEMENT TYPE: APT	The type of element covered by the Advisory: APT (Airport) – Static Entry
4	ADL Time	ADL TIME: dddZ	ADL time stamp the program was modeled from, in the format hhddZ. (hour hour minute minute Z)

Field/ Line #	Function	Unit/ Format	Description
5	Delay Adjustment Period	DELAY ADJUSTMENT PERIOD: dd/ddddZ – dd/ddddZ	Proposed Blanket time range covered by the program. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
6	Cumulative Program Period	CUMULATIVE PROGRAM PERIOD: dd/ddddZ – dd/ddddZ	The cumulative arrival time range covered by the underlying GDP. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
7	Departure Scope	DEPARTURE SCOPE: d[d] or DEPARTURE SCOPE: aaaa[a][a] aaa [aaaa[a][a] aaa]... [aaaa[a][a] aaa]	One of two entries: <ul style="list-style-type: none"> • Mileage (for distance based programs) • Tier keyword (for center based programs). In the case of a keyword, the actual centers that are defined by that keyword will be listed.
8	Additional Departure Facilities Included (optional)	ADDITIONAL DEP FACILITIES INCLUDED: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have been specifically non-exempted. This is normally a facility outside the scope that has been specified as non-exempt. This is only included if there are additional non-exempt facilities. This field can contain both airports and center codes.
9	Exempt Dep Facilities (optional)	EXEMPT DEP FACILITIES: Laa [Laa] [Laa]...[Laa]	OPTIONAL - Lists any originating facilities that have specifically been exempted. This is normally a facility within the scope that has been specified as exempt. This is only included if there are exempt facilities. This field can contain both airports and center codes.
10	Canadian Dep Arpts Included	CANADIAN ARPTS	Lists Canadian departure airports that are included in the program. If no

Field/ Line #	Function	Unit/ Format	Description
	(US Only)	INCLUDED: NONE Or CANADIAN ARPTS INCLUDED: CLaaaa [CLaaaa]... [CLaaaa]	Canadian airport is included in the GDP, the listed value will be "NONE".
11	Previous Total, Maximum, Average Delays (optional)	PREVIOUS TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The previous total, maximum, and average delay. This will not be listed for GS during a GDP with a "Delay Assignment Mode" of GAAP. There are a number of extra spaces included in this entry, which are included in the byte count.
12	New Total, Maximum, Average Delays (optional)	NEW TOTAL, MAXIMUM, AVERAGE DELAYS: d/ d/ d.dd	OPTIONAL - The new total, maximum, and average delay should the ground stop be implemented. This will not be listed for GS during a GDP with a "Delay Assignment Mode" of GAAP.
13	Impacting Condition	IMPACTING CONDITION: LLLLL[L][L][L] [L] [TEXT]	Advisory text associated with the impacting condition specified when entering the program The condition can be: <ul style="list-style-type: none"> • "weather" • "volume" • "runway" • "equipment" • "other" The explanation that follows is free text, up to the message limited length per line.
14	Comments	COMMENTS: [text]	Any comments regarding the TMI as entered by the specialist issuing the program. This is free text with no specific content or format up to the message limited length per line.
15	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory is in the format: ddhhmm-ddhhmm
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

1.3 Formatted Reroute Advisory

Description of the Reroute Advisory Message contained in this section is extracted from the FAA Order 7210.3T, Facility Operations and Administration, Change 3, August 4, 2005, Section 16. The example below presents the format of a typical Reroute Advisory, with Table 1-XIX detailing the entries.

Sample Reroute Advisory Message (Line Numbers for Reference Only)

```

1) ATCSCC ADVZY 057 DCC 02/28/2003 PLAYBOOK - RQD/FL
2) IMPACTED AREA: IAH DAS/STROS STAR
3) REASON: TABLETOP
4) INCLUDE TRAFFIC: REROUTE ZTL ZDC ZJX ZMA ZME ZID ZOB ZBW ZNY DEPARTURES TO IAH HOU
5) VALID TIMES: ETD START: 281700 END: 282000
6) FACILITIES INCLUDED:/ZJX/ZMA/ZTL/ZDC/ZME/ZID/ZOB/ZNY/ZBW/ZFW/ZKC/ZAU/ZMP/ZAB/ZDV
7) PROBABILITY OF EXTENSION: LOW
8) REMARKS:THIS IS THE IAH DAS PLAYBOOK
9) ASSOCIATED RESTRICTIONS:
10) MODIFICATIONS:
11) ROUTE:
    ORIG  DEST  ASSIGNED ROUTE
    ZTL   IAH   MGM J37 >HRV LLA VUH PSX< GLAND2 IAH
    ZTL   HOU   MGM J37 >HRV LLA VUH PSX< LISSE5 HOU
    ZDC   IAH   GVE J37 >HRV LLA VUH PSX< GLAND2 IAH
    ZDC   HOU   GVE J37 >HRV LLA VUH PSX< LISSE5 HOU
    ZJX   IAH   SZW J2 SJI >HRV LLA VUH PSX< GLAND2 IAH
    ZJX   HOU   SZW J2 SJI >HRV LLA VUH PSX< LISSE5 HOU
    ZJX   IAH   SRQ Q100 LEV >LLA VUH PSX< GLAND2 IAH
    ZJX   HOU   SRQ Q100 LEV >LLA VUH PSX< LISSE5 HOU
    ZMA   IAH   LAL J73 SZW J2 SJI >HRV LLA VUH PSX< GLAND2 IAH

12) TMI ID: RRDC057
13) 281700-282000
    
```

Plus, if a Flight List is attached, it will look like the following example:

```

14) FLIGHT LIST
15) FLIGHTCOUNT: 41 UPDATED: 281649
16) B8 LIST REPORT
17) AIRLINE AAL
18)
19) ACID TYPE DCENTR ACENTR ORIG DEST ETD ETA PGTD IGTD AC_CAT ALT SPD
20) AAL1550 B738 ZMA ZHU MIA IAH S1905 E2132 - 281845 J 310 475
21) ASSIGNED: LAL J73 SZW J2 SJI HRV LLA VUH PSX GLAND2
    ASSIGNED: BAGGS Q102 LEV LLA VUH PSX GLAND2
    
```

Table 1-XIX. Reroute Advisory Message

Line/ Field #	Function	Unit/ Format	Description
1 (field 1)	DCC Advisory Number	ATCSCC ADVZY ddd (or ###)	ATCSCC ADVZY ###" prefix displays only if the advisory number is provided by FSM. Final recipients will always see the Advisory Number.
1 (field 2)	Category of Route	DCC	Category of route – static entry
1 (field 3)	Header Date	dd/dd/yyyy	Reroute Issue Date – Date the reroute

Line/ Field #	Function	Unit/ Format	Description
	Group		was issued. Format is mm/dd/yyyy
1 (field 4)	Reroute Type/Name	LLL[L][L][L][L] [L][L][L][L][L][L] [L][L][L][L][L] [L]	One of the following entries: <ul style="list-style-type: none"> • ROUTE • PLAYBOOK • CDR • SPECIAL OPERATIONS • NRP SUSPENSIONS • VS • NAT • SHUTTLE ACTIVITY • FCA • FEA • INFORMATIONAL • MISCELLANEOUS
1	Separator	–	Space dash space
1	Action	LLL	Specified action to be taken, one of the following: <ul style="list-style-type: none"> • RQD: Required - System stakeholders must take action to comply with the advisory. • RMD: Recommended - System stakeholders should consider Traffic Management Initiatives specified in the advisory. • PLN: Planned - Traffic management initiatives that may be implemented. • FYI: For Your Information - Advisories requiring no action.
1	Flight List	/FL	A “/FL” appended after the Action indicates that a flight list is attached to the advisory.
2	Impacted Area	IMPACTED AREA: aaa [aaa]...[aaa]	Impacted area referenced by the advisory. Extends to a line maximum of 68 characters. Should be as concise as possible
3	Reason	REASON: LLL...LLL	Indicates the cause of the advisory.
4	Include Traffic	INCLUDE TRAFFIC: LLL ... LLL	Factor identifying specific flows of traffic in the route.
5	Valid Times	VALID TIMES: ETD START: dddddd END:	Time frame for the reroute advisory, in the format ddhhmm. <ul style="list-style-type: none"> • dd – day

Line/ Field #	Function	Unit/ Format	Description
		dddddd	<ul style="list-style-type: none"> • hh – hour • mm - minute
6	Facilities Included	FACILITIES INCLUDED: /aaa[/aaa]... [/aaa]	May indicate the specific facilities or use the phrase “multiple facilities;” a minus sign (-) indicates to omit that facility’s traffic from the route. Each facility identifier will be preceded by a slant character (/).
7	Probability of Extension	PROBABILITY OF EXTENSION: LLL[L][L][L]	The probability the reroute will be extended as manually selected by the ATCSCC specialist as designated by one of four choices: <ul style="list-style-type: none"> • NONE • LOW • MEDIUM • HIGH
8	Remarks	REMARKS:	Free text remarks as entered by the ATCSCC specialist, up to the message limited length per line.
9	Associated Restrictions	ASSOCIATED RESTRICTION S: LLL...LLL	Traffic management restrictions to be implemented in conjunction with the route, e.g., miles-in-trail. ALT_RSTN indicates that there is an altitude restriction associated with the advisory.
10	Modifications	MODIFICATIONS: LLL...LLL	Amendments to standard Playbook routing.
11a	Route	ROUTE:	<p>A specific route, route options, or user preferred trajectory around the area may be indicated. When User Preferred Trajectory (UPT) is indicated, an additional route(s) shall be listed. This route becomes the “default” route.</p> <p>There are two route options available in the route field. They are:</p> <ol style="list-style-type: none"> 1. Specific route(s); 2. UPT – With two possible options: <ol style="list-style-type: none"> a. Restricted UPT. Any route can be used that satisfies a set of defined parameters such as time, fix, or altitude. For

Line/ Field #	Function	Unit/ Format	Description
			<p>example, a route would be allowed if it were north of a specified fix or</p> <p>b. Unrestricted UPT. This indicates that any route is allowed that avoids the specified FCA</p> <p>The first line is the indicator of the group.</p>
11b	Route Column Header	ORIG DEST ASSIGNED ROUTE	This line sets the headers for the columns to follow. There is a specified number of spaces (4) between the three entries.
11c-#n	Route Details Protected Segment	<p>LLL LLL LLL Ld[dd] LLL[LLL]..... LLL[LLL]</p> <p>>LLL[LLL]..... LLL[LLL]<</p>	<p>Route entries starting with the originating station, then the destination station, and finally the actual flight route implemented. There is a specified number of spaces (5) between the three entries. There may be multiple lines of entry in this section.</p> <p>The route may contain protected segment. Protected segment starts with a ">" and ends with a "<"</p>
12	TMI ID	RRLLLddd	TMI ID consists of the letters "RR" followed by three character facility ID that created the reroute followed by three digits representing the advisory number
13	Advisory Valid Time	dddddd-ddddd	The valid time of the Advisory, in the format ddhmm-dhhmm
14	Identifier	FLIGHT LIST	The words " Flight List " (Static entry)
15	Flight Count	FLIGHTCOUN T: dd[d]	Flight count of aircraft affected, followed by two spaces
15	Last Flight List Update Time	UPDATED: dddddd	Update time for last flight list update in format ddhmm.
16	List Report Type	B8 LIST REPORT	List Report Identifier static entry
17	Airline*	AIRLINE: Laa	Identification of affected airline in standard coded format
18	Blank		Separator line between FL header and

Line/ Field #	Function	Unit/ Format	Description
			Data fields
19	Flight List Data Fields*	ACID TYPE DCENTR ACENTR ORIG DEST ETD ETA PGTD IGTD AC_CAT ALT SPD	Header for the following data fields: <ul style="list-style-type: none"> • ACID – Aircraft identifier • TYPE – Airframe or model in standard coded form • DCENTR – Departure center • ACENTR - Arrival center • ORIG – Origin of flight • DEST – Destination of flight • ETD – Estimated time of departure • ETA – Estimated time of arrival • PGTD - Proposed Gate Time of Departure • IGTD - Initial Gate Time of Departure • AC_CAT - Aircraft category • ALT – Aircraft altitude (3 digits) • SPD – Aircraft speed (3 digits)
20	Flight List Data	(See Example above)	Data populating the fields from Line 18. See Example above for data layout.
21	Assigned**	ASSIGN ED: LLL...[aaa]	Assigned routes for this airline. Entry is led by four blank spaces.
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

Table 1-XX. CTOP Advisory – Proposed

<u>Field/ Line #</u>	<u>Function</u>	<u>Unit/ Format</u>	<u>Description</u>
<u>1</u>	<u>Header Advisory Number</u>	<u>ATCSCC ADVZY ddd</u>	<u>ATCSCC ADVZY 055</u>
<u>1</u>	<u>Header CTOP short name</u>	<u>CTPddd</u>	<u>6 character CTOP short name starting with CTP and followed by 3 digits</u>
<u>1</u>	<u>Header Date Group</u>	<u>dd/dd/ddd</u>	<u>Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy</u>
<u>1</u>	<u>Header Advisory Type/Name</u>	<u>PROPOSED CTOP</u>	<u>Static Entry Advisory Type/Name – PROPOSED CTOP</u>
<u>2</u>	<u>CTL Program</u>	<u>CTL PROGRAM: CTPddd: LLL...LLL</u>	<u>CTOP Program Name.</u>
<u>3</u>	<u>CTOP Rank</u>	<u>CTOP RANK: d[d]</u>	<u>Numerical ranking indicating the precedence level of this CTOP relative to other CTOPs.</u>
<u>4</u>	<u>Anticipated Program Time</u>	<u>ANTICIPATED PROGRAM Time: dd/dddZ – dd/dddZ</u>	<u>The proposed time range covered by the CTOP program. The program start time is set to the earliest of the CTOP's constituent FCA's controlled period start time and the program stop time is set to the latest of the CTOP's constituent FCA's controlled period stop time. Format is dd/hhmm'Z' - dd/hhmm'Z', where:</u> <ul style="list-style-type: none"> • <u>dd – day</u> • <u>hh – hour</u> • <u>mm – Minute</u> • <u>Z – Universal Coordinated Time (UTC)</u>
<u>5a</u>	<u>FCAs Included</u>	<u>FCAdd: dd/dddZ – dd/dddZ</u>	<u>Name of all FCA that are included in the CTOP TMI followed by the start time of the first period of control of the FCA and the stop time of the last period of control of the FCA. Format is: FCAdd: dd/hhmm'Z' - dd/hhmm'Z', where:</u> <ul style="list-style-type: none"> • <u>ddd – number of the FCA</u> • <u>dd – day</u> • <u>hh – hour</u>
<u>5b</u>	<u>Continuation of 5a (No label is to be shown)</u>	<u>FCAdd: dd/dddZ – dd/dddZ</u>	

<u>Field/ Line #</u>	<u>Function</u>	<u>Unit/ Format</u>	<u>Description</u>
			<ul style="list-style-type: none"> • mm – Minute • Z – Universal Coordinated Time (UTC)
6a	<u>FLT Exempt</u>	<u>FLT EXEMPT:</u> <u>ARRIVAL:</u> Laa [Laa][Laa]... [Laa]	<u>OPTIONAL - Lists any destination / originating facilities that have specifically been exempted. This is only included if there are exempt facilities. This field can contain both airports and center codes.</u>
6b	<u>Continuation of 6a (No label is to be shown)</u>	<u>DEPARTURES:</u> Laa [Laa][Laa]... [Laa]	
7	<u>Anticipated Average Ground Delay</u>	<u>ANTICIPATED AVERAGE GROUND DELAY:</u> dd[d]	<u>Anticipated average ground delay for the proposed program in minutes.</u>
8	<u>Anticipated Average Route Delay</u>	<u>ANTICIPATED AVERAGE ROUTE DELAY:</u> d[dd]	<u>Anticipated average route delay for the proposed program in minutes.</u>
9	<u>Constrained Area</u>	<u>CONSTRAINED AREA:</u> LLL...LLL	<u>User provided free text as entered by the ATCSCC specialist, up to the message limited length per line.</u>
10	<u>Reason</u>	<u>REASON:</u> LLL...LLL	<u>User-provided OPSNET reason for the TMI</u>
11	<u>INCL(FLT Status)</u>	<u>INCL (FLT STATUS):</u> NON AIRBORNE	<u>This line always contains the words "NON AIRBORNE"</u>
12	<u>Remarks</u>	<u>REMARKS:</u> [LLL...LLL]	<u>Optional user provided free text remarks as entered by the ATCSCC specialist, up to the message limited length per line.</u>
13	<u>RTE Guidance</u>	<u>RTE GUIDANCE:</u> [LLL...LLL]	<u>Optional traffic-manager-provided route guidance in free text</u>
14	<u>Advisory Valid Time</u>	dddddd-dddddd	<u>The valid time of the Advisory In the format: ddhhmm-ddhhmm. Start time is issuance time and End time is end of Program Time + 1 hour.</u>
*** Note: Advisories contain variable length fields. Exact byte count is not predictable.			

b. Collaborative Trajectory Options Program (CTOP) Advisory – Actual

<u>Field/ Line #</u>	<u>Function</u>	<u>Unit/ Format</u>	<u>Description</u>
		<u>- dd/dddZ</u>	set to the earliest of the CTOP's constituent FCA's controlled period start time and the program stop time is set to the latest of the CTOP's constituent FCA's controlled period stop time. Format is dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
<u>5a</u>	<u>FCAs Included</u>	<u>FCAdd:</u> <u>dd/dddZ –</u> <u>dd/dddZ</u>	Name of all FCA that are included in the CTOP TMI followed by the start time of the first period of control of the FCA and the stop time of the last period of control of the FCA. Format is: FCAdd: dd/hhmm'Z' - dd/hhmm'Z', where: <ul style="list-style-type: none"> • ddd – number of the FCA • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
<u>5b</u>	<u>Continuation of 5a (No label is to be shown)</u>	<u>FCAdd:</u> <u>dd/dddZ –</u> <u>dd/dddZ</u>	
<u>6a</u>	<u>FLT Exempt</u>	<u>FLT EXEMPT:</u> <u>ARRIVAL:</u> <u>Laa [Laa][Laa]...</u> <u>[Laa]</u>	<u>OPTIONAL - Lists any destination / originating facilities that have specifically been exempted. This is only included if there are exempt facilities. This field can contain both airports and center codes.</u>
<u>6b</u>	<u>Continuation of 6a (No label is to be shown)</u>	<u>DEPARTURES:</u> <u>Laa [Laa][Laa]...</u> <u>[Laa]</u>	
<u>7</u>	<u>Average Ground Delay</u>	<u>AVERAGE</u> <u>GROUND</u> <u>DELAY: dd[d]</u>	<u>Average ground delay for the program in minutes.</u>
<u>8</u>	<u>Average Route Delay</u>	<u>AVERAGE</u> <u>ROUTE</u> <u>DELAY: d[dd]</u>	<u>Average route delay for the program in minutes.</u>
<u>9</u>	<u>Constrained Area</u>	<u>CONSTRAINED</u> <u>AREA:</u> <u>LLL...LLL</u>	<u>User provided free text as entered by the ATCSCC specialist, up to the message limited length per line.</u>
<u>10</u>	<u>Reason</u>	<u>REASON:</u>	<u>User-provided OPSNET reason for</u>

Field/ Line #	Function	Unit/ Format	Description
		<u>LLL...LLL</u>	<u>the TMI</u>
<u>11</u>	<u>INCL(Flt Status)</u>	<u>INCL (FLT STATUS): NON AIRBORNE</u>	<u>This line always contains the words "NON AIRBORNE"</u>
<u>12</u>	<u>Remarks</u>	<u>REMARKS: [LLL...LLL]</u>	<u>Optional user provided free text remarks as entered by the ATCSCC specialist, up to the message limited length per line.</u>
<u>13</u>	<u>RTE Guidance</u>	<u>RTE GUIDANCE: [LLL...LLL]</u>	<u>Optional traffic-manager-provided route guidance</u>
<u>14</u>	<u>Advisory Valid Time</u>	<u>dddddd-dddddd</u>	<u>The valid time of the Advisory In the format: ddhhmm-ddhhmm. Start time is issuance time and End time is end of Program Time + 1 hour.</u>

*** Note: Advisories contain variable length fields. Exact byte count is not predictable.

c. Collaborative Trajectory Options Program (CTOP) Cancel – Actual

A Collaborative Trajectory Options Program (CTOP) Cancel - Actual is transmitted when TFM Specialists have implemented the cancellation of an actual CTOP TMI. To clearly differentiate an actual versus proposed cancellation, it should be noted that the terms "proposed" and "anticipated", which are utilized in the proposed Advisory, are omitted from the actual Advisory. The example below presents the format of a typical CTOP Cancel – Actual, with Table 1-XXIII detailing the entries.

Sample CTOP Cancel - Actual
(Line Numbers and Text in Parenthesis for Reference Only)

```

1 ATCSCC ADVZY 055 CTP001 07/16/2012 ACTUAL CTOP CNX
2 CTL PROGRAM: CTP001:ZTL EAST WX
3 CTOP RANK: 1
4 PROGRAM TIME: 17/1900Z - 17/2159Z
5 REMARKS: free text
6 161900-172259
    
```

Table 1-XXII. CTOP Cancel – Actual

Field/ Line #	Function	Unit/ Format	Description
<u>1</u>	<u>Header Advisory Number</u>	<u>ATCSCC ADVZY ddd</u>	<u>ATCSCC ADVZY 055</u>

Deleted: <#>Collaborative Trajectory Options Program (CTOP) Cancel – Proposed¶

¶ A Collaborative Trajectory Options Program (CTOP) Cancel - Proposed is transmitted when TFM Specialists are considering canceling a CTOP. To clearly differentiate a "proposed" versus "actual" cancellation many of the labels within this Advisory contain the words "proposed" or "anticipated", which are not contained in the actual CTOP Cancel Advisory. The example below presents the format of a typical CTOP Cancel – Proposed, with Table 1-XXII detailing the entries.¶

¶ **Sample CTOP Cancel - Proposed¶**
 <sp>(Line Numbers and Text in Parenthesis for Reference Only)¶
 Field/¶
 Line #

- Deleted: .
- Deleted:
- Deleted: .
- Deleted:
- Deleted: .
- Deleted:
- Deleted: .
- Deleted:
- Deleted: .
- Deleted:
- Deleted: .
- Deleted:

<u>Field/ Line #</u>	<u>Function</u>	<u>Unit/ Format</u>	<u>Description</u>
<u>1</u>	<u>Header CTOP short name</u>	<u>CTPddd</u>	<u>6 character CTOP short name starting with CTP and followed by 3 digits</u>
<u>1</u>	<u>Header Date Group</u>	<u>dd/dd/yyyy</u>	<u>Advisory Issue Date – Date the advisory was issued. Format is mm/dd/yyyy</u>
<u>1</u>	<u>Header Advisory Type/Name</u>	<u>ACTUAL CTOP CNX</u>	<u>Static Entry Advisory Type/Name – ACTUAL CTOP CNX</u>
<u>2</u>	<u>CTL Program</u>	<u>CTL PROGRAM: CTPddd: LLL...LLL</u>	<u>CTOP Program Name.</u>
<u>3</u>	<u>CTOP Rank</u>	<u>CTOP RANK: d[d]</u>	<u>Numerical ranking indicating the precedence level of this CTOP relative to other CTOPs.</u>
<u>4</u>	<u>Program Time</u>	<u>PROGRAM Time: dd/ddddZ – dd/ddddZ</u>	<u>The time range covered by the CTOP program. The program start time is set to the earliest of the CTOP's constituent FCA's controlled period start time and the program stop time is set to the latest of the CTOP's constituent FCA's controlled period stop time. Format is dd/hhmm'Z' - dd/hhmm'Z', where:</u> <ul style="list-style-type: none"> • dd – day • hh – hour • mm – Minute • Z – Universal Coordinated Time (UTC)
<u>5</u>	<u>Remarks</u>	<u>REMARKS: [LLL...LLL]</u>	<u>Optional user provided free text remarks as entered by the ATCSCC specialist, up to the message limited length per line.</u>
<u>6</u>	<u>Advisory Valid Time</u>	<u>dddddd-dddddd</u>	<u>The valid time of the Advisory In the format: ddhhmm-ddhhmm</u>
<u>*** Note: Advisories contain variable length fields. Exact byte count is not predictable.</u>			