

REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE

ALL RAPAC

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OUT OF SESSION

DATE: 11 FEBRUARY 2020

TITLE	Proposed change to Air Traffic operating procedure
SUBMITTED BY	Australian Defence Force (casa.lo@defence.gov.au)
PURPOSE	To seek feedback on ADF ATC's proposal to change air traffic operating procedures
KEY ISSUES	<ul style="list-style-type: none">• ATC identified redundant language in clearances concerning use of arrestor cable and barrier at military airfields• ATC proposes removal of reference to cable and barriers from clearances unless the arrestor system is not in the normal operating position
ATTACHMENTS	Nil

BACKGROUND

Currently, the Manual of Air Traffic Services (MATS) requires the controller to state the condition of the arrestor cable and of the barrier for take off (Ref MATS 12.3.2.12.1 'Order of instructions' and 12.3.2.12.2 'Exemption') and for landing (Ref MATS 12.5.3.1.4 'Arrestor system Position' and 12.5.3.1.4 'Exemption').

The standardisation group within ADF Air Traffic Control consider that the requirement to append the phrase 'cables and barriers down' to clearances (when in the correct position) as superfluous information. The arrestor systems are operated by the tower controller and the positions are set according to each aircraft type; all arrestor systems are set in the down position for civil aircraft. Adding the phrase 'cables and barriers down' during a clearance does not contribute to the quality assurance process nor require acknowledgement by the operator. If no such phrase is given by ATC, this indicates the arrestor systems are in the correct operating position for the aircraft using the runway. In general, ATC uses succinct language wherever possible for instructions to reduce airtime and to limit confusion.

Human factors: With the current requirement to always state the position of the cables and barriers, there is potential to desensitize pilots to the information. It is proposed that ATC would only mention the cable and barrier if they were set at a non standard configuration for that departure / arrival. Thus, reporting by exception better amplifies the change in circumstance.

ADF ATC propose removal of the requirement to state the condition of the arrestor cables and barriers unless not in the normal operating position for the aircraft cleared to land or take-off. A clearance to take off or land will imply that the cables and barriers are in the correct position.

RAPAC members are invited to provide any feedback to the ADF CASA Liaison Office casa.lo@defence.gov.au by 25 February 2020.