

REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE

RAPAC – National

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OUT OF SESSION

13 March 2020

TITLE	Position information after vectoring
SUBMITTED BY	Airservices Australia (stakeholder@airservicesaustralia.com)
PURPOSE	To seek feedback on a proposed change to AIP relating to position information after vectoring
KEY ISSUES	<ul style="list-style-type: none">• ATC must currently provide pilots with position information when a vectoring service is terminated• The requirement for RNAV equipped aircraft appears to be superfluous.• Position information will remain unchanged for other aircraft and will be available on request.
ATTACHMENTS	Nil

BACKGROUND

ATC currently provide pilots with position information when a vectoring service is terminated, which is detailed in AIP ENR 1.6 paragraph 3.17 a). The majority of aircraft are equipped with modern navigation technology such as Global Navigation Satellite Surveillance (GNSS) and the ATC advice of aircraft position doesn't provide additional value compared to the very accurate on board systems.

Industry feedback shows that the position report is not required and when it is given, it can be detrimental to safety due to the length and complexity of the transmission. This detracts from the information that is operationally required, that being the correctness of the onwards clearance. Once the onwards clearance is entered into the Flight Management System/GNSS, the aircraft by default is automatically 'on-track' in respect to the revised (and confirmed through read back requirements) clearance.

CURRENT AIP

3.17 When a vectoring service is terminated, the pilot will:

- a. provided with position information including, if applicable, displacement from the nominated track; and
- b. provided with a heading or track clearance to intercept the nominated track for the pilot-interpreted navigation aid; or
- c. provided with a track clearance direct to a waypoint to intercept the nominated track (for an RNAV or RNP approved aircraft).

3.19 An aircraft under ATS surveillance service control will be advised of its position in the following circumstances:

- a. on identification, unless the identification is established:
 - 1) based on the pilot's report of the aircraft position, or within 1NM of the runway on departure, if the observed position on the situation display is consistent with the aircraft's time of departure; or
 - 2) by use of ADS-B aircraft identification, SSR Mode S aircraft identification or assigned discrete SSR codes if the location of the observed position indication is consistent with the current flight plan of the aircraft; or
 - 3) by transfer of identification;

- b. when pilot requests position information;
- c. when the pilot's position or estimate differs significantly from the controller's estimate based on the observed position;
- d. when the pilot is instructed to resume own navigation after vectoring, if the current instructions had diverted the aircraft from a previously assigned route;
- e. immediately before termination of ATS surveillance service, if the aircraft is observed to deviate from its intended route;
- f. as soon, after first contact with approach radar control, as a distance to run to touchdown becomes evident;
- g. when a regular circuit pattern is used to vector on to the final approach path (at least once on each leg);
- h. when a straight-in approach is provided.

PROPOSED AIP AMENDMENT

3.17 When a vectoring service is terminated, the pilot will:

- a. on request for RNAV or RNP approved aircraft be provided with position information including, if applicable, displacement from the nominated track;
- b. for aircraft that have not nominated RNAV or RNP approval be provided with position information including, if applicable, displacement from the nominated track; and
- c. be provided with
 - i. a heading or track clearance to intercept the nominated track for the pilot-interpreted navigation aid; or
 - ii. a track clearance direct to a waypoint to intercept the nominated track (for an RNAV or RNP approved aircraft).

3.19 An aircraft under ATS surveillance service control will be advised of its position in the following circumstances:

- a. on identification, unless the identification is established:
 - 1) based on the pilot's report of the aircraft position, or within 1NM of the runway on departure, if the observed position on the situation display is consistent with the aircraft's time of departure; or
 - 2) by use of ADS-B aircraft identification, SSR Mode S aircraft identification or assigned discrete SSR codes if the location of the observed position indication is consistent with the current flight plan of the aircraft; or
 - 3) by transfer of identification;
- b. when pilot requests position information;
- c. when the pilot's position or estimate differs significantly from the controller's estimate based on the observed position;
- d. immediately before termination of ATS surveillance service, if the aircraft is observed to deviate from its intended route;
- e. as soon, after first contact with approach radar control, as a distance to run to touchdown becomes evident;
- f. when a regular circuit pattern is used to vector on to the final approach path (at least once on each leg);
- g. when a straight-in approach is provided.

PROVIDING FEEDBACK

Feedback on this proposal can be provided via the Airservices Engage Hub at:

<https://engage.airservicesaustralia.com/Position-Information-Vectoring>