Section 5 Area Services

Chapter 1 Area Control Service

Note: *This section should be read in conjunction with Section 2 (General ATS), Section 6 (Separation Methods and Minima) and Section 7(ATS Surveillance Procedures).*

1 Provision of Services

1.1 Area control service within the Republic of South Africa's flight information regions comprises of radar and non-radar ATS in airspaces which is not under the jurisdiction of an approach unit, aerodrome control unit or aerodrome flight information service unit and any additional airspace which may be designated in the approved Station Standing Instruction Manual.

1.2 Area control shall provide the following services:

a) Control service;

b) Traffic synchronisation as well as demand and capacity balancing to all flights operating in controlled airspace and to IFR flights in Class F airspace wishing to enter controlled airspace.

c) Advisory service to IFR flights operating within advisory airspace.

d) Flight information service, Alerting service and assistance to organisations involved in SAR.

Airspace	**Services Provided *(With or without radar)***	**Remarks**
Classes A and C (Controlled airspace)	Air traffic control service. Flight information service. Alerting service.	Aircraft are required to comply with air traffic control instructions
Class F* (Advisory Areas or Routes)	Air traffic advisory service Flight information service Alerting service	Pilots of aircraft receiving a service from an air traffic control unit may be assumed to be complying with instructions unless they state otherwise.
Class G (Uncontrolled Airspace)	Flight information service including proximity warnings Alerting service	

*Aircraft operating within advisory airspace which lie within radar advisory service areas should, whenever possible, be provided with a radar advisory service or a limited radar advisory service. A radar information service should only be given at the request of the pilot or when no other radar service is available.

2 Units

2.1 The area control centre (ACC) established in each FIR is to provide an area control service in the airspace under its jurisdiction. The FIR may be sub-divided into sectors to spread the work load of the controller.

2.2 Where no ACC is established the area control may be provided by the unit designated to provide approach control service in controlled airspace of limited extent.

3 Responsibilities

3.1 Area control is responsible for providing separation between aircraft operating in controlled airspace and advice to aircraft in advisory airspace. Air traffic control clearances to aircraft shall be based solely on the requirements for providing air traffic control services within such airspace.

3.2 The area within which radar services are provided is determined by the radar coverage of the equipment but may be further limited to areas defined in the unit operational manual.

Section 5 Area Services

Chapter 2 Area Control Procedures

1 Principles of Operation

The airspace under the jurisdiction of an area control centre may be divided into sectors which work in close liaison. The method of operation differs at each centre but will always be based on the following principles:

a) Each controller shall be responsible only for the efficient performance of those tasks which are specifically allocated in the task description. Tasks are detailed in the approved SSI Manual;

b) Controllers are to monitor the actions of other members of the sector team to the extent that prime duties permit;

c) Sectors must have a defined flight data display for the purpose of conflict detection which should at all time reflect all clearance, instructions and information as described in the unit SSI Manual.

Note: *A flight data display may be a surveillance display or a flight progress strip display as applicable.*

2 Co-ordination – Area Control Centres

2.1 Aircraft receiving an air traffic control or advisory service from one area control centre or sector shall not be permitted to penetrate the airspace of another area control centre or sector unless prior co-ordination has taken place. The responsibility for initiating co-ordination rests with the controller of the unit or sector transferring control, who shall comply with any conditions specified in the Letter of Agreement (LOA) between the units or by the accepting controller.

2.2 The complete process of co-ordination, which must precede transfer of control, has been achieved when:

a) Notification, negotiation and agreement has taken place progressively, i.e. step by step; *OR*

b) It has been agreed that an aircraft can proceed under specified conditions without the need for individual co-ordination. The principles of such agreements and controllers'

positions to which they apply shall be detailed in the unit operations manual and relevant LOAs and LOPs; *OR*

c) An estimate message has been passed and no objection has been raised by the accepting air traffic control unit.

2.3 Area Control units or sectors shall apply standardised procedures for the co-ordination and transfer of control of flights i.e. silent handoffs, in order to reduce the need for verbal co-ordination as far as practicable. Such co-ordination procedures shall conform to the procedures contained in the appropriate letters of agreement and SSI Manuals.

2.4 Estimates

2.4.1 The Area Control Unit or sector which will be transferring control of an aircraft shall pass the estimate for the aircraft's arrival at the transfer point to the next Area Control Unit or sector as soon as possible after take-off but not less than 10 minute prior to the aircraft entering the accepting units area of responsibility.

2.4.2 Estimates shall contain the following information and shall be passed in the following sequence:-

a) Aircraft call sign;

b) Position of entry;

c) Estimated time over entry point;

d) Flight Level (when aircraft will be climbing or descending this shall also be specified);

e) Transponder code;

f) Any additional information that is relevant or specified in the LOA between the units.

2.5 Revisions

Subsequent changes in flight level, routeing or revisions of estimates of 3 minutes or more are to be re-coordinated by the transferring controller and agreement reached before transfer of communication takes place.

2.6 Approval Requests

If the first reporting point after take-off is in an adjacent area or sector, an approval request must be made to that area control centre or sector and co-ordination achieved before clearance is given to the aircraft.

2.7 Transfer Points

2.7.1 Release or transfer of control between two adjacent ACC units/sectors will normally take place at the boundary between the two units/sectors or at points as prescribed in the SSI Manual. These will normally be:

a) Airway reporting point;

b) Waypoint at FIR boundary;

c) FIR/Common boundary or ETA for the FIR/Common boundary;

d) DR position;

2.7.2 Normally an area control unit or sector provides a service only to aircraft within its own FIR or area of responsibility, however, by prior arrangement between area control centres or sectors, the transfer point may be varied to suit traffic arrangements either permanently or for a particular flight.

2.7.3 In the absence of a request for the early transfer of communications, communications shall be transferred simultaneously with the transfer of control at the transfer point.

2.7.4 On receipt of a request for early transfer of communications, the Area Control Unit or sector in whose area of responsibility the aircraft is operating shall instruct the pilot to contact the next Area Control Unit or sector, giving the frequency on which contact is to be made. The transfer of control point shall be specified if the intention is to transfer control with the transfer of communication.

2.7.5 Area Control units or sectors may apply standardised procedures for the co-ordination and transfer of control of flights i.e. silent handoffs, in order to reduce the need for verbal co-ordination. Such co-ordination procedures shall conform to the procedures contained in the appropriate LOA and approved SSI Manual.

2.8 Loss of Communications at Transfer Points

The Area Control Unit or sector whose area of responsibility the aircraft is entering shall be responsible for initiating action to re-establish communication if the aircraft has not established communications within 5 minutes after the estimate received from the preceding Area Control Unit or sector; or within 5 minutes after notification as advised by the preceding Area Control Unit or sector when an early transfer of communications was requested.

2.8 Transfer of Control

2.8.1 Transfer of control of all flights shall be effected at the transfer point.

2.8.2 Unless communications were transferred before the aircraft reached the transfer point as in paragraph 2.6.2, the aircraft shall make a position report to the Area Control Unit or sector whose area of responsibility it is leaving when crossing such point or at the time estimated for the transfer point.

2.8.3 The Area Control Unit or sector shall acknowledge the report and instruct the aircraft to contact the next Area Control Unit or sector giving the frequency on which the contact shall be established.

2.8.4 Transfer of control between the various units shall exist once the traffic has entered the respective units' area of responsibility.

2.8.5 The unit releasing the aircraft shall ensure that the aircraft is clean from other traffic before the transfer of control is effected.

Note: *Clean shall mean that the aircraft is separated laterally, longitudinally or vertically from all other traffic and that the potential for a loss of separation does not exist. Units may further describe the limits and procedure applicable to the transfer of control between specific units in the SSI Manual.*

3 Co-ordination – Approach Control Units

3.1 Arriving aircraft

3.1.1 Approach control units are required to keep area control promptly advised of the following regarding IFR flights:

a) Lowest level at the holding point available for use by area control;

b) Average time interval between successive approaches;

c) Revisions to expected approach times when calculations show a variation of 5 minutes or more;

d) Arrival times over the holding point if these vary from the estimate by 3 minutes or more;

e) Missed approaches when re-routing or a diversion is entailed, so that subsequent action is coordinated;

f) Departure times of aircraft;

g) All information on overdue aircraft;

h) Significant weather that may affect operations.

3.1.2 The passing of any of this information may be delegated from approach to aerodrome control or omitted by agreement with area control.

3.2 **Departing Aircraft**

3.2.1 Area control may specify a time at which, or a period between two times (a 'slot') during which, an aircraft is authorised to take-off. Units at aerodromes are to be advised of any anticipated delay to departing aircraft together with the reason.

3.2.2 A clearance expiry time shall be specified by the area control centre or sector if a delayed departure will conflict with traffic not released to the approach control unit. If, for traffic reasons of its own, a unit providing an approach control service, should specify in addition its own clearance expiry time, this shall not be later than that time specified by the area control centre or sector.

3.3 **Release to Approach Control**

3.3.1 A joining clearance from Approach in respect of approach units shall be obtained for every controlled flight which intends to enter a TMA/CTR. Such clearances should be requested at least 10 minutes ahead of the aircraft's estimated time of arrival over the release or transfer point as specified in the LOA between the units**,** so as to permit compliance with any restrictions.

3.3.2 When radar is not being used in the provision of ATS, ACC shall not descend traffic to the lowest level under the jurisdiction of the ACC unit until such time as APP reports that the flight level has been vacated.

3.3.3 Silent radar hand off procedures between radar sectors is covered in Section 7, paragraph 10.3.

3.3.4 As soon as possible after first contact, the Area Control Unit or sector shall pass the following information to the Approach unit in the following sequence:

"Estimate"

a) Aircraft call sign**,** type and SSR code (if applicable);

b) Point of departure and destination;

c) Release point;

d) Estimated time and level at the holding facility, or arrival time and level at holding facility if the release is given after the actual arrival over the facility;

f) Contact point (if applicable);

g) Any additional information that is relevant or specified in the LOA between the units.

3.3.5 When approach sequencing is in force at an aerodrome within controlled airspace, area control is to clear all aircraft to the holding facility. Where appropriate, holding instructions and an expected approach time are to be relayed to the affected traffic.

3.3.6 Aircraft proceeding to an aerodrome in Class G airspace will be instructed to leave controlled or advisory airspace under conditions as specified by the controller and provided with any known traffic.

3.3.7 Area control may, after co-ordination with approach control, clear an arriving aircraft to an aerodrome holding facility, or to a visual holding point, instead of the normal holding facility.

3.3.8 At aerodromes where standard instrument arrivals (STAR) have been established, arriving aircraft should normally be cleared to follow the appropriate STAR.

3.3.9 The aircraft shall be informed of the type of approach to expect and the runway in use as early as possible.

3.3.10 Approach will automatically assume control of an aircraft once the aircraft has passed the release point.

3.3.11 Approach will not inform Area Control when control has been assumed for each arriving aircraft, except that Approach shall advise Area Control of the arrival times of any aircraft at the release point which vary from the estimate by 3 minutes or more.

3.3.12 Area Control shall not release an aircraft to approach control before all other flights in the vicinity at lower levels have been released.

Note: *In this context 'vicinity' shall be interpreted as including all aircraft which are not longitudinally separated.*

3.3.13 Area Control may transfer an aircraft directly to an Aerodrome Control service and vice versa by prior agreement between the units concerned for the applicable part of Approach Control to be provided by either Area or Aerodrome control as applicable.

3.3.14 Transfer of communications shall be effected prior to or at the transfer point.

4 Loss of Communications

Area Control or Approach control shall be responsible for initiating action to re-establish communications if an aircraft transferred from either APP or ACC fails to establish contact within 3 minutes of the notification of transfer or the estimate given.

5 Procedures for Flights transiting through TMAs and CTRs.

5.1 Area Control shall coordinate those flights which will pass through a TMA or CTR with the responsible approach unit, at least 10 minutes before the flight's ETA at the TMA or CTR boundary.

5.2 Area Control shall obtain a clearance from the responsible approach control unit for the aircraft to fly through the TMA or CTR. ACC may request to retain communication with the aircraft therefore eliminating the need for the aircraft to change frequency.

5.3 When APP requires an over flying aircraft to be transferred to the approach frequency in order to coordinate that flight with other traffic in the TMA or CTR, Area Control shall release that aircraft to APP in the same manner as an arriving flight unless otherwise coordinated. When that aircraft vacates the TMA or CTR, APP will transfer that aircraft back to Area Control in the same manner as a departing flight unless otherwise coordinated.

6 Information to be given to an Aircraft on first Contact.

6.1 As soon as practicable after communication has been established, Area control shall pass to the inbound aircraft **in** the following sequence:-

a) Clearance into controlled airspace, where applicable;

b) Route clearance;

c) STAR where applicable;

d) Runway in use at destination;

e) Current weather at destination. (This may be confirming ATIS broadcast);

f) SIGMET information or hazardous weather reported by other pilots which may affect the aircraft;

g) Any unservicability at destination airfield or facilities which may affect the approach of aircraft;

h) Time check if holding is envisaged or an EAT/OCT will be issued. Should this requirement not exist at the time of first contact then a time check shall be passed as soon as this requirement develops.

7 Radar Separation

7.1 Unidentified Known Traffic

Radar separation minima are detailed in Section 6, Chapter 3. In addition, separation may be deemed to exist between aircraft under radar control or receiving radar advisory service and unidentified known traffic in the following circumstances:

a) When authorised procedures are in operation whereby the known traffic is under the control of another radar controller and separation can be maintained by direct co-ordination; or

b) When authorised procedures are in operation whereby track or vertical separation is deemed to exist.

5.2 **Traffic Outside Radar Cover**

5.2.1 In certain circumstances it may be necessary to apply procedural separation between an aircraft under radar control or receiving radar advisory service and known traffic outside of radar cover.

6 Speed Adjustment

Radar controllers may request pilots to increase/decrease speed in order to maintain the appropriate separation or for the purpose of flow management. Area may also use speed adjustment as a method to establish and maintain the initial sequencing of arriving aircraft. Such adjustments in speed should not be outside the speed ranges laid down in the SSI Manual. The pilot should be advised when speed control is no longer required.

Note 1: Refer to Separation Methods and Minima, Section 6, Chapter…paragraph 15.

Note 2: *The application of speed control over an extended period of time may affect aircraft fuel reserves.*

7 Aircraft off Track

Except when being vectored by radar, aircraft should report 'over' en-route reporting points as close as possible to the actual time of the event. If an aircraft reports 'abeam' instead of 'over' a position, air traffic control must ensure that the aircraft is aware of its correct routing and that separation is not adversely affected.

8 Position Reports

8.1 In order to reduce RTF communication, a pilot will make a position report only:

a) On first transfer of communication from another centre or sector. This report will contain aircraft callsign and flight level only. Subsequent reports will contain aircraft callsign, position and time;

b) On reaching the limit of the ATC clearance; or

c) When instructed to by air traffic control.

8.2 Controllers are to instruct pilots to make position reports:

a) When the aircraft is outside radar cover;

b) Before radar identification has been achieved; and

c) As detailed in unit operations manual.

9 Aircraft Crossing and Joining

9.1 Flight data regarding aircraft requiring to cross or join airways or advisory routes may be obtained from flight plans or aircraft RTF in-flight requests. The latter may be made direct on the appropriate area control sector frequency or via personnel providing a FIS at an ACC.

9.2 In-flight requests will provide the following:

a) Crossing Flights:

- Aircraft identification and type;
- Position and heading;
- Flight level and flight rules status;
- Crossing position;
- Requested crossing level and estimate for crossing position.

b) Joining Flights:

- Aircraft identification and type;
- Position and heading;
- Flight level and flight rules status;
- Departure airfield;
- Estimated time at entry point;
- Route and point of first intended landing;
- True airspeed; (if applicable)
- Desired level on airway or advisory route.

9.3 Receipt of flight plan data does not constitute a clearance, except that when air traffic control has acknowledged receipt of the information from an aircraft in flight and radio failure occurs before a clearance can be transmitted, the aircraft may be expected to proceed in accordance with the flight plan. Aircraft should be given a clearance in reply to an in-flight request, but if this is not possible the aircraft are to be advised when to expect clearance and given a time check.

9.4 In considering requests for crossing or joining clearances it should be remembered that an aircraft already cleared to operate at a level within controlled airspace has prior claim to that level.

9.5 Pilots of aircraft that cannot comply with the full IFR are permitted to request clearances to cross airways in VMC by day. Controllers, however, are to handle these requests as though they are IFR flights.

11 Aircraft Holding

11.1 When an aircraft is instructed to hold en-route or at a location or aid other than the initial approach fix it shall be given an expected onward clearance time (OCT) to leave the holding ~~point~~ ***fix***. Aircraft must never be told that such holding is indefinite, and if it is not possible to make an accurate calculation immediately, the aircraft may be told that the "delay is undetermined" and the aircraft shall be given and OCT within ~~(~~10~~)~~ minutes of being instructed to hold.

Note: *"Onward clearance time" is the time at which an aircraft can expect to leave the point at which it is being held.*

~~11.2~~ Aircraft which will be delayed before commencing an intermediate approach for landing shall be given an expected Approach Time (EAT) together with their clearance to the holding facility. If an aircraft is likely to be delayed less than 20 minutes no EAT is to be passed.

11.3 Approach control shall give 10 minutes prior notification to ACC, when holding is required at or within the TMA lateral limits.

11.4 When radar is being used in the provision of ATS and aircraft are held close to the transfer point with Approach, ACC shall not transfer traffic to APP until such time as the aircraft's radar control service has been reinstated and is 10NM or greater from the holding pattern.

12 Diversion

12.1 When a diversion is requested, the ACC shall:

a) Provide the aircraft with a diversion message containing the latest weather information, clearance instructions, radio frequencies to be used, etc.;

b) Provide full information to the diversion aerodrome, including details of the aircraft, its clearance instructions etc;

c) Inform original destination aerodrome of the diversion action;

d) Notify adjacent ATSUs who will be affected and coordinate clearance as required with those units.

13. Cruise Climb

At the request of the pilot an aircraft may be cleared to cruise climb above or between specified levels. During cruise climb the vertical speed of the aircraft will be much less than the normal for that type of aircraft. This should be considered before cruise climb is approved.

14. Minimum Flight Levels

Unless specifically authorised cruise levels that are below the minimum IFR level for a specific route or route segment shall not be assigned.

15. Air Traffic Advisory Service

15.1 An area control unit is responsible for the provision of an advisory service, as well as an alerting service and assistance to organisations involved in SAR in the advisory airspace within the jurisdiction of its ACC.

15.2 The procedures for providing an advisory service are the same as those for providing an area control service with the exception of action required by a radar controller when an unknown aircraft appears.

15.2.1 When a non-radar advisory service is being provided no attempt shall be made, unless so prescribed by the CAA, to take into account any aircraft which is not maintaining continuous communication. The exception is a known radio failure aircraft for which normal radio failure procedures, as described in Section 5, shall apply.

15.2.2 When a non-radar advisory service is being provided, no attempt shall be made to separate aircraft flying in advisory airspace from others flying outside controlled or advisory airspace, unless such aircraft have been cleared to cross or join advisory airspace.

15.3 Area control units may provide radar information services to flights operating outside controlled and advisory airspace to the extent permitted in the unit operations manual.

Section 5 Area Services

Chapter 3 Flight Information Service

1 Provision of Service

1.1 Flight information service (FIS) and alerting service shall be provided

a) Within a FIR by a Flight Information Centre (FIC) or an ACC; and

b) Within controlled airspace and at controlled aerodromes by the relevant air traffic control units.

1.2 Flight information shall be provided to all aircraft likely to be affected by the information and consists of information on:

a) Collision hazards with known traffic (class C and G);

b) Weather conditions (reported or forecast at departure, destination and alternate aerodromes and METAR and SPECI etc);

c) Changes in serviceability of facilities (Communication, Navigation, and aerodrome);

d) Changes in condition of aerodrome facilities such as manoeuvring area when it is affected by snow, ice or depth of water;

e) Release into the atmosphere of radio active material or toxic chemicals;

f) Unmanned free balloons;

g) Any other information likely to affect the safe operation of aircraft;

h) For flight over water as far as practicable and when requested by the pilot, information about surface vessels in the area.

Note 1: *Flight information does not relieve the pilot of any responsibilities.*

Note 2: *Information in a) is passed as it is known to ATS and may sometimes be incomplete or inaccurate and ATS can not assume responsibility for its issuance.*

1.3 Relevant meteorology information received via pilot reports that may affect other aircraft shall be passed to such aircraft, the Metrological office and other ATSUs as applicable for as long as the conditions reported is known to exist.

1.4 Flight information service shall pass known weather information along the route that may make VFR operation impractical to VFR aircraft.

1.5 Flight Information Service in class G airspace may be provided by suitable rated Air Traffic Service Assistants (ATSAs). ATSAs providing a flight information service can do so from dedicated positions and on discrete frequencies. This service is provided within airspace and during periods which are notified in the SA- AIP.

1.6 The guidance in this chapter applies to ATSAs and ATCs but, for simplicity, the text will refer only to controllers providing a FIS at ACCs.

1.7 Where a unit provides both a control service and flight information service the provision of the control service shall take preference.

1.8 Where controllers are engaged in providing both a control service and an information service, controllers shall distinguish between their air traffic control and flight information service roles when carrying out co-ordination.

1.9 Flight information service shall be responsible for providing an alerting service and assistance to organisations involved in SAR.

2. Recording and Transmission of Information on the Progress of Flights

Information on the actual progress of flights, including those of heavy or medium unmanned free balloons, under neither air traffic control service nor air traffic advisory service shall be:

a) Recorded by the air traffic services unit serving the FIR within which the aircraft is flying in such a manner that it is available for reference and in case it is requested for search and rescue action;

b) Transmitted by the air traffic services unit receiving the information to other air traffic services units concerned.

3. Co-ordination Between ATS Units Providing Flight Information Service

3.1 Co-ordination between ATS units providing flight information service in adjacent FIRs or sectors shall be effected in respect of all flights, in order to ensure continued flight information service to such aircraft in specified areas or along specified routes. Such co-ordination shall be effected in accordance with an agreement between the ATS units concerned.

3.2 Where co-ordination of flights is effected it shall include transmission of the following information of the flight concerned;

a) Appropriate items of the current flight plan; and

b) The time at which last contact was made with the aircraft.

3.3 This information shall be forwarded to the air traffic services unit in charge of the next FIR or sector in which the aircraft will operate prior to the aircraft entering such FIR or sector.

4 Transfer of Responsibility for the Provision of Flight Information Service.

The responsibility for the provision of FIS to a flight normally passes from the appropriate ATS unit in an FIR or sector to the appropriate ATS unit in the adjacent FIR or sector at the time of crossing the common FIR or sector boundary, However, when co-ordination is required, but communication facilities are inadequate, the former ATS unit shall, as far as practicable, continue to provide flight information service to the flight until it has established two way communication with the appropriate ATS unit in the FIR or sector it is entering.

5 Transmission of Information

5.1 Means of Transmission

5.1.1 Information shall be transmitted to an aircraft by one or more of the following means;

a) Direct transmission by the appropriate ATS unit to an aircraft, ensuring that receipt is acknowledged;

b) A general call, an unacknowledged transmission to all aircraft concerned;

c) Broadcast; or

d) Data link.

Note: *It should be recognised that in certain circumstances, e.g. during the last stages of a final approach, it may be impracticable for aircraft to acknowledge directed transmissions.*

5.1.2 The use of general calls shall be limited to cases where it is necessary to disseminate essential information to several aircraft without delay, e.g. the sudden occurrence of hazards or the failure of a key approach and landing aid at the destination aerodrome.

5.2 Transmission of Special Air Reports, SIGMET and AIRMET Information

5.2.1 Appropriate SIGMET and AIRMET information, as well as special air reports which have not been used for the preparation of a SIGMET, shall be disseminated to aircraft by one or more of the means specified in paragraph 5.1.1.

5.2.2 The special air report, SIGMET and AIRMET information to be passed to aircraft should cover a portion of the route up to one hour's flying time ahead of the aircraft.

5.3 Transmission of SPECI and Amended TAF

5.3.1 Special reports in the SPECI code form and amended aerodrome forecasts shall be transmitted on request and supplemented by:

a) Direct transmission from the air traffic services unit to the aircraft of selected special reports and amended aerodrome forecasts for the departure, destination and its alternate aerodromes, as listed in the flight plan; or

b) A general call on the appropriate frequencies for the unacknowledged transmission to affected aircraft of selected special reports and amended aerodrome forecasts; or

c) Continuous or frequent broadcast or the use of data link to make available current aerodrome reports and forecasts.

5.3.2 The passing of amended aerodrome forecasts to aircraft on the initiative of the appropriate air traffic services unit should be limited to that portion of the flight where the aircraft is within a specified time from the aerodrome of destination.

5.4 Transmission of Information to Aircraft

5.4.1 The following information shall be available at appropriate ACCs for aerodromes and shall be transmitted on request to aircraft prior to commencement of descent:

a) Current meteorological reports and forecasts, except that where communication difficulties are encountered under conditions of poor propagation, the elements transmitted may be limited to:

i. Mean surface wind, direction and speed (including gusts);

ii. Visibility or runway visual range;

iii. Amount and height of base of low clouds;

iv. Other significant information;

v. If appropriate, information regarding expected changes;

b) Operationally significant information on the status of facilities relating to the runway in use;

c) Sufficient information on the runway surface conditions to permit assessment of the runway braking action.

5.4.2 Traffic information relating to collision hazard with known traffic should include adequate information to the pilots to enable them to determine the relative movement of aircraft in relation to each other with reasonable accuracy. Traffic information should include the relevant parts of information as is required by the tactical situation at the time to meet the above objective as close as possible. This information is:

a) Type of aircraft (wake turbulence classification if deemed necessary, colour and markings);

b) Direction of flight (Approximate track or heading, departure point and destination, relative movement in relation to the aircraft being addressed;

c) Level information (level maintaining, climbing/descending and level passing);

d) Estimates for points along the route;

e) Intensions of the aircraft;

f) Speed if deemed necessary

6 Limiting Factors

6.1 Factors which limit the air traffic services given by controllers providing a FIS include the following:

a) Civil and military aircraft may fly on random tracks with consequent multiplicity of reporting points;

b) Communication with the appropriate ACC is not mandatory *for VFR flights*;

c) Absence of accurate navigation and associated position fixing may cause unreliable position reporting and estimates;

d) The size of the sectors makes it difficult for controllers to be aware of the many geographic locations used and their proximity to each other;

e) Even when flight plan information is known to the controller he frequently has no indication as to whether such aircraft are adhering to planned routes, altitudes and timings;

f) RTF coverage may not be available in all parts of the unit's airspace.

6.2 Because accurate assessment of collision risk is doubtful, it is recognised that no form of positive control or separation service can be provided.

7 Proximity Warnings

When it is self evident from the amount and accuracy of the information presented by pilots in receipt of a FIS, controllers, when practicable, should provide a supplementary service of warnings related to the proximity of the subject aircraft. In particular, warnings should be issued to aircraft which are, or may become, in dangerous proximity to each other. For other situations, controllers may inform a pilot of the presence or absence of traffic as indicated to them. It is recognised that the provision of proximity warnings and traffic information may be based on data of doubtful accuracy and completeness. The decision to make any alteration to the flight remains with the pilot and traffic avoidance advice shall not be issued.

Note: *Aircraft that will pass closer that 10 NM in the case of a radar service or 10 min in the case of a non-radar service and less that 1000ft apart vertically may be considered as passing in each others proximity.*

8 Map Display

8.1 Suitable map displays of the concerned area shall be provided at the positions from which a Flight Information Service is being provided. Unit procedures and documentation shall ensure that the following information affecting the area is marked on the map displays.

a) Any airspace restrictions of a temporary nature;

b) Unusual aerial activities;

c) Procedure that will be applicable to that airspace (i.e. Instrument Approach Procedures).

9 Aircraft Joining or Crossing

When a pilot in receipt of a FIS requests permission from a controller at an ACC to join or cross controlled or advisory airspace the controller shall either:

a) Obtain the clearance from the appropriate ATSU and pass it to the pilot; or

b) Inform the pilot that he should change frequency in time to make the request direct to the appropriate ATSU.

10 Liaison with Aerodromes

Controllers shall distinguish between their air traffic control and flight information service roles when communicating with aerodrome air traffic service units and shall not exercise positive control over flights in receipt of a FIS only.

11 Use of Radar in the Flight Information Service

11.1 The use of radar in the provision of flight information service does not relieve the pilot-in-command of an aircraft of any responsibilities, including the final decision regarding any suggested alteration of the flight plan.

11.2 Radar derived information for the purpose of providing FIS shall not be used unless the ATMSD personnel providing the service are appropriately qualified in the use of radar.

11.3 The information presented on a radar display may be used to provide identified aircraft with:

a) Information regarding any aircraft observed to be on a conflicting path with the radar identified aircraft regarding avoiding action;

b) Information on the position of significant weather and, if practicable, advice to the aircraft on how best to circumnavigate any such areas of adverse weather.

c) When radar is used in controlled airspace and the aircraft is vectored for circumnavigating any area of adverse weather, the radar controller should ascertain as to whether the aircraft can be returned to its intended or assigned flight path within the available radar coverage, and, if this does not appear possible, inform the pilot of the circumstances.

d) Attention must be given to the fact that under certain circumstances the most active area of adverse weather may not show on the radar display.

e) Information to assist the aircraft in its navigation.