KURDISTAN REGIONAL GOVERNMENT

SULAYMANIYAH INTERNATIONAL AIRPORT

MATS

CHAPTER 10

AIR TRAFFIC CONTROL SERVICE (ATCS)

(First Edition)

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TABLE OF CONTENTS

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CHAPTER 10

AIR TRAFFIC CONTROL SERVICE

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10.1 Application

10.1.1 Air Traffic Control Service shall be provided to:

a. all IFR flights in airspace Classes A, B, C, D and E;

b. all VFR flights in airspace Classes B, C and D;

c. all special VFR flights;

d. all aerodrome traffic at Controlled Aerodromes.

10.2 Provisions of Air Traffic Control Service

10.2.1 The parts of Air Traffic Control Service described in 5.3.1 shall be provided by the various units as follows:

a. ***Area Control Service :***

1. by an area control center; or

2. by the unit providing Approach Control service in a Control Zone or in a Control Area of limited extent which is designated primarily for the provision of Approach Control Service and when no Area Control Center is established.

b. ***Approach Control Service:***

1. by an Aerodrome Control Tower or Area Control Center when it is necessary or desirable to combine under the responsibility of one unit the functions of the Approach Control Service with those of the Aerodrome Control Service or the Area Control Service;

2. by an approach control unit when it is necessary or desirable to establish a separate unit.

c. *Aerodrome Control Service:* by an Aerodrome Control Tower.

Note. The task of providing specified services on the apron, e.g apron management service, may be assigned to an Aerodrome Control Tower or to a separate unit.

10.3 Operation of Air Traffic Control Service

10.3.1 In order to provide Air Traffic Control Service, an Air Traffic control Unit shall :

a. be provided with information on the intended movement of each aircraft, or variation there from, and with current information on the actual progress of each aircraft;

b. determine from the information received, the relative positions of known aircraft to each other;

c. issue clearances and information for the purpose of preventing collision between aircraft under its control and of expediting and maintaining an orderly flow of traffic;

d. coordinate clearances as necessary with other units :

i. whenever an aircraft might otherwise conflict with traffic operated under the control of such other units;

ii. before transferring control of an aircraft to such other units.

10.3.2 Information on aircraft movements, together with a record of Air Traffic Control clearances issued to such aircraft, shall be so displayed as to permit ready analysis in order to maintain an efficient flow of air traffic with adequate separation between aircraft.

10.3.3 Clearances issued by Air Traffic Control Units shall provide separation :

a. between all flights in airspace Classes A and B;

b. between IFR flights in airspace Classes C, D and E;

c. between IFR flights and VFR flights in airspace Class C,

d. between IFR flights and special VFR flights;

e. between special VFR flights .

except that, when so REQUESTED by an aircraft and provided it is AGREED by the pilot of the other aircraft, an ATC Unit may clear a controlled flight, including departing and arriving flights, operating in airspace Classes D and E in Visual Meteorological Conditions (VMC) during the hours of DAYLIGHT to fly subject to maintaining OWN separation to one other aircraft and REMAINING in Visual Meteorological Conditions (VMC).

Note . The objectives of the ATCS, as prescribed in Annex 11 do not include prevention of collision with terrain. The procedures prescribed in this manual do not therefore relieve pilots of their responsibilities to ensuring that any clearance issued by the Air Traffic Control Units is safe in this respect; except when an IFR flight is vectored using radar.
(See Doc 4444 Note 3 of item 4.10.3.2 and Note 3 of item 5.9)

10.3.4 Separation by an Air Traffic Control Unit shall be obtained by at least one of the following : (See Chapter 11 of this document)

a. vertical separation

b. horizontal separation :

1. **longitudinal separation**
2. **lateral separation**

10.4 Responsibilities For Control

10.4.1 A controlled flight shall be under the control of ONLY ONE air traffic control unit at any given time.

10.4.2 *Area Control Center* (ACC) : Shall provide :

a. Area Control Service to all controlled flights operating within the area of its responsibility, and

b. Flight Information Service, Advisory Service and Alerting Service to all flights Operating within the area of its responsibility.

10.4.3 *Approach Control Unit :* shall provide :

a. Approach Control Service to all controlled flights operating within the area of its responsibility, and

b. Flight Information Service, Advisory Service and Alerting Service to all flights operating within the area of its responsibility.

10.4.4 *Aerodrome Control Tower* : shall provide :

a. Aerodrome Control Service to controlled flights operating within the area of its responsibility, and

b. Flight Information Service, Advisory Service and Alerting Service to all flights operating within the area of its responsibility.

10.4.5 The provision of Air Traffic Control Service shall normally take precedence over the provision of Flight Information Service and advisory service.

10.4.6 Adequate coordination between ATS units is to be maintained to ensure continuity in service and a safe, expeditious flow of air traffic.

Note: *When provision of service requires the operation of both procedural and radar controllers, the procedural controller shall always have final authority over the relevant airspace, provided that this shall not preclude a radar controller from exercising final authority over the said airspace whilst providing both procedural and radar services, from one operating position equipped with flight data displays appropriate to the services being provided. Radar controllers shall not alter a procedural clearance without permission from the issuing controller, except in circumstances demanding immediate action or in accordance with authorized procedures and shall maintain the closest possible liaison with the procedural controller.*

10.4.7 Safety and expedition are the prime responsibilities of ATS. When attempting to increase expedition, consideration must always be given to the possible detrimental affect on safety.

10.4.8 Where controllers work together, every effort should be made to monitor each other's actions, thus providing an additional safeguard against errors or omissions.

10.5 Transfer Of Responsibility For Control

10.5.1 The responsibility for the control of an aircraft shall be transferred from one Air Traffic Control Unit to another as follows :

10.5.1.1 *Between Two units providing Area Control Service* : The responsibility for the control of an aircraft shall be transferred from a unit providing Area Control Service in a Control Area to the unit providing Area Control Service in an adjacent Control Area at the TIME of crossing the common Control Area boundary as estimated by the Area Control Center having control of the aircraft or at such other POINT or TIME as has been agreed between the two units.

10.5.1.*2* ***Between a unit providing Area Control Service and a unit providing Approach Control Service :*** **The responsibility of the control of an aircraft shall be transferred from a unit providing Area Control Service to a unit providing Approach Control Service, and vice versa, at a POINT or TIME agreed between the two units.**

10.5.1.3 ***Between a unit providing Approach Control Service and an Aerodrome Control Tower*** **:**

a. ***ARRIVING AIRCRAFT*** **: The responsibility for the control of an arriving aircraft shall be transferred from the unit providing Approach Control Service to the Aerodrome Control Tower , when the aircraft :**

1. **is in the vicinity of the aerodrome, and**
   - **a. it is considered that approach and landing will be completed in visual reference to the ground, or**
   - **ii. it has reached an uninterrupted Visual Meteorological Conditions (VMC), or**

2. **is at a prescribed point or level, as specified in letters of agreement or ATS unit instructions; or**

3. **has landed.**

(b) ***Departing Aircraft*** **: The responsibility for control of a departing aircraft shall be transferred from the Aerodrome Control Tower to the unit providing Approach Control Service :**

1. **When Visual Meteorological Conditions (VMC) prevail in the vicinity of the aerodrome :**

   - **i. prior to the time the aircraft leaves the vicinity of the aerodrome, or**

ii. prior to the aircraft entering Instrument Meteorological Conditions (IMC), or

iii. at a prescribed time or level as specified in letters of agreement or ATS unit instructions;

2. When Instrument Meteorological Conditions (IMC) Prevail at the aerodrome :

i. immediately after the aircraft is airborne, or

ii. at a prescribed point or level, as specified in letters of agreement or ATS unit instructions;

10.6 Coordination Of Transfer

10.6.1 Responsibility for control of an aircraft shall not be transferred from one Air Traffic Control Unit to another without the consent of the accepting control unit, which shall be obtained in accordance with 10.6.2 and 10.6.3.

10.6.2 The transferring control unit shall communicate to the accepting control unit the appropriate parts of the current flight plan and any control information pertinent to the transfer requested.

10.6.3 Where transfer of control is to be effected using radar data, the control information pertinent to the transfer shall include information regarding the position and, if required, the track and speed of the aircraft, as observed by radar immediately prior to the transfer.

10.6.4 Where transfer of control is to be effected using ADS data, the control information pertinent to the transfer shall include the four - dimensional position and other information as necessary.

10.6.5 The Accepting Control Unit shall :

a. indicate its ability to accept control of the aircraft on the term specified by the transferring control unit, unless by prior agreement between the two units concerned, the absence of any such indication is understood to signify acceptance of the terms specified, or indicate any necessary changes thereto; and

b. specify any other information or clearance for a subsequent portion of the flight, which it requires the aircraft to have at the time of transfer.

10.6.6 The Accepting Control Unit shall notify the Transferring Control unit when it has established two – way voice and / or data link communications with and assume control of the aircraft concerned, unless otherwise specified by agreement between the two control units concerned.

10.6.7 Applicable coordination procedures, including transfer of control points, shall be specified in Letters Of Agreement (LOA) and ATS unit instructions as appropriate.

10.7 Diversion Procedures

10.7.1 General

10.7.1.1 Diversions may be originated by the aircraft or as a result of advice or request from the appropriate organization on the ground.

10.7.1.2 Diversions will normally be made for the following reasons:-

a. When the weather at the planned destination is reported to be below the minima prescribed by an operating company for their aircraft.

b. When obstructions on the landing area which constitute a hazard to aircraft landing cannot be cleared within a reasonable period.

(c) The failure of airborne equipment.

d. The failure of essential ground aids to landing in circumstances which would require their use.

e. Unacceptable congestion of air traffic.

f. The closure of the aerodrome of destination.

g. On company's instructions.

h. For reasons of a security nature.

10.7.2. Diversions Originated By The Pilot

10.7.2.1 The pilot – in - command of the aircraft is primarily responsible for the aircraft's safety, therefore it is the responsibility of the pilot – in – command to decide whether he can or cannot effect a safe landing at a given aerodrome. Pilot – in - command shall be aware of weather conditions at the planned destination and alternate aerodromes, thus whenever he considers a diversion to be necessary, he shall make his intention known to ATC and request further clearance. His decision shall normally be in accordance with the minima prescribed by his company.

10.7.3. Diversions Originated By The Ground Organization

10.7.3.1 When a controller, for ATC reasons only, or an air operator's company representative, considers it advisable to divert an aircraft, they will agree the necessity for the diversion and the aerodrome to which the aircraft is to be diverted. The controller will then inform the pilot of the request, giving reasons for the diversion, ATC clearance and any further instructions and information that are necessary.

10.7.3.2 In case of emergency it may be necessary for an aircraft to be diverted without prior consultation with the operator's representative. In this event, the controller shall pass the message to the pilot expressed as a request and inform the company's representative of his actions and reasons as early as possible.

10.7.3.3 On receipt of the diversion message the pilot shall acknowledge and comply with the advice given, or give his reason for non-compliance and give his alternate decision. Should he decide not to divert but to attempt a landing at his planned destination, permission to do so shall not be refused for reasons of adverse weather, or in the case of dire emergency, for reasons of the state of the aerodrome or aerodrome facilities.

10.7.3.4 Where marginal weather exists or where the need for diversions is likely to arise due to the state of the aerodrome, traffic density or for any other reasons, controllers at aerodromes shall maintain the closest liaison with operating companies and with the parent ACC. They shall pass, as often as necessary, the latest pertinent information in order that diversion may be anticipated and not interrupt the smooth flow of air traffic when the need arises for making diversion arrangements.

10.7.3.5 When the need does arise, controllers shall take the following action:-

a. Hold the aircraft in the vicinity of the aerodrome.

b. Contact the watch supervisor at the parent ACC and advise him of the aerodrome selected for diversion, or if not selected, seek his advice as to the one most suitable.

c. Obtain clearance instructions together with any other instructions to be passed to affected flights.

d. Pass diversion messages to aircraft.

e. Inform operator representatives of action taken.

10.7.3.6 When a controller is informed that aircraft are about to divert to his aerodrome, he shall ensure that the following are notified of details:-

a. The operating companies concerned.

b. Aerodrome management and ground handling staff.

c. Customs and Immigration Departments.

d. Relevant Security Departments.

e. Fire Services.

10.7.3.7 After any diverted aircraft has landed, an 'arrival message' shall be sent to the aerodrome of departure, the point of first intended landing of the diverted aircraft and any interested ACC's.

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