Aerodrome control and visual separation near aerodromes
010 Air Law and ATC Procedures › 07 Air traffic services

QUESTION

What is the main purpose of the tower near the aerodrome?

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QUESTION

Where are the conditions for visual separation near aerodromes set out?

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QUESTION

What are the conditions for reduced minima near an aerodrome?

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QUESTION

Does a VFR flight in a Class D control zone get separation from other VFR traffic?

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ANSWER

In AMC3 ATS.TR.210(c)(2)(b), which lists the same three conditions as ICAO. The AMC is acceptable means, not hard law.

SERA.8005(c); ATS.TR.210(c); AMC3 ATS.TR.210(c)(2)(b); ICAO Doc 4444, 6.1

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ANSWER

To prevent collisions between aircraft, vehicles and obstructions on and near the aerodrome.

AMC1 ATS.TR.205(c)(a)

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ANSWER

No. It gets traffic information about other VFR and IFR traffic, not separation.

SERA.8005(b); GM1 ATS.TR.250(a)

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ANSWER

Any one of three: (a) the controller sees each aircraft and can separate them; (b) the pilots see each other and can keep own separation; (c) a follower sees the leader and can keep separation.

AMC3 ATS.TR.210(c)(2)(b); ICAO Doc 4444, 6.1

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QUESTION

What happens to the wake minima for a VFR arrival that follows the preceding aircraft?

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QUESTION

When can the tower use a conditional clearance on the active runway?

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QUESTION

Which aircraft must pass first when a conditional clearance applies?

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QUESTION

What does the pilot do before acting on a conditional clearance?

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ANSWER

Only when both the controller and the pilot can see the aircraft involved.

SERA.8015(ec); ATS.TR.235(f)

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ANSWER

They do not apply once the pilot reports the preceding aircraft in sight and the tower says to follow and maintain own separation. The tower then gives a wake turbulence caution.

SERA.8012(b); ATS.TR.220(b)

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ANSWER

The pilot identifies the aircraft or vehicle that causes the condition.

GM1 SERA.8015(ec); AMC1 SERA.14001, table 1.4.10 items i), j)

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ANSWER

The aircraft or vehicle that causes the condition. It must be the first one to pass in front of the other aircraft.

SERA.8015(ec); ATS.TR.235(f)

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QUESTION

How many elements does a conditional clearance have, and in what order?

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QUESTION

Does a taxiing aircraft stop at a runway-holding position?

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QUESTION

What does a lit stop bar mean for a taxiing pilot?

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QUESTION

Which clearances need a read-back on a runway?

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ANSWER

Yes, at every runway-holding position, unless it has an explicit clearance to enter or cross the runway.

SERA.3210(d)(2), (3); GM1 SERA.3210(d)(3)

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ANSWER

4 elements: call sign, condition, clearance, then a brief reiteration of the condition.

SERA.8015(ec); SERA.8015(ec); ATS.TR.235(f)

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ANSWER

Clearances to enter, land on, take off from, hold short of, cross, taxi and backtrack on a runway, and runway-in-use.

SERA.8015(e)(1)(ii), (iii), (e)(2)

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ANSWER

Stop and hold. The pilot must not cross a lit stop bar. The pilot continues only when the bar is switched off and the clearance allows it.

SERA.3210(d)(2), (3); GM1 SERA.3210(d)(3)

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QUESTION

What does a taxi clearance normally say when the route passes a runway?

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QUESTION

When can the tower give a landing clearance?

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QUESTION

When does the tower normally let a landing aircraft cross the threshold?

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QUESTION

What are the time-based arrival wake minima?

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ANSWER

When there is reasonable assurance of runway separation at the threshold. Not before the preceding landing aircraft has crossed the threshold.

AMC18 ATS.TR.210(a)(3)

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ANSWER

An explicit clearance to cross that runway, or an instruction to hold short of it.

AMC13 ATS.TR.210(a)(3)

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ANSWER

LIGHT behind HEAVY or MEDIUM: 3 min. LIGHT behind SUPER: 4 min. None for arriving VFR or visual approaches.

AMC2 ATS.TR.220(d); AMC2 ATS.TR.220(c); AMC2 ATS.TR.220

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ANSWER

When the preceding departure has crossed the runway end or started a turn, or when all preceding landing aircraft are clear of the runway.

AMC8 ATS.TR.210(c)(2)(i)

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QUESTION

What is the departure wake minimum for a LIGHT aircraft behind a MEDIUM or HEAVY?

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QUESTION

What are the wake turbulence categories by MCTOM?

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QUESTION

When do wake minima apply to approach and departure traffic?

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QUESTION

When do reduced runway separation minima (RRSM) apply?

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ANSWER

Four categories: SUPER, HEAVY, MEDIUM and LIGHT. LIGHT is 7 000 kg or less. HEAVY is 136 000 kg or more, except SUPER types.

AMC1 SERA.8012(d); AMC1 SERA.8012(b); AMC1 SERA.8012

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ANSWER

2 min from the same runway, close parallel runways, or crossing paths. 3 min from an intermediate part of the runway.

AMC3 ATS.TR.220(c); AMC3 ATS.TR.220(d); AMC3 ATS.TR.220(a)–(d); SERA.8012(b)

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ANSWER

Only in daylight: from 30 min after local sunrise to 30 min before local sunset.

AMC9 ATS.TR.210(c)(2)(i)(b); AMC9 ATS.TR.210(c)(2)(i)(a), (b)

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ANSWER

When one aircraft is directly behind, or crosses behind, another at the same altitude or less than 1 000 ft below. Also when both use the same runway, or parallel runways less than 2 500 ft (760 m) apart.

SERA.8012(a)(1), (3); SERA.8012(a)(2); AMC3 ATS.TR.220; SERA.8012(a); ATS.TR.220(a)

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QUESTION

What are the RRSM limits for visibility, ceiling and tailwind?

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QUESTION

What are the RRSM aircraft categories?

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QUESTION

What distance past the threshold does a preceding aircraft need for an RRSM landing?

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QUESTION

What distance must a preceding airborne departure pass beyond the succeeding aircraft in RRSM?

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ANSWER

3 categories. Category 1: single-engine propeller, 2 000 kg or less. Category 2: single-engine propeller over 2 000 kg and under 7 000 kg, and twin-engine propeller under 7 000 kg. Category 3: all others.

AMC9 ATS.TR.210(c)(2)(i)(c)(1); AMC9 ATS.TR.210(c)(2)(i)(c)(2); AMC9 ATS.TR.210(c)(2)(i)(c)

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ANSWER

Visibility at least 5 km, ceiling not lower than 1 000 ft, tailwind not above 5 kt. Never between a departure and a preceding landing aircraft.

AMC9 ATS.TR.210(c)(2)(i)(e)(2); AMC9 ATS.TR.210(c)(2)(i)(e)(3); AMC9 ATS.TR.210(c)(2)(i)(d), (e)

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ANSWER

Behind a Category 1 or 2 that is airborne: at least 600 m for a succeeding Category 1, and 1 500 m for a succeeding Category 2. Behind a departing Category 3: 2 400 m for any succeeding aircraft.

AMC9 ATS.TR.210(c)(2)(i)(f)(2)(i); AMC9 ATS.TR.210(c)(2)(i)(f)(2)(ii); AMC9 ATS.TR.210(c)(2)(i)(f)(2)(iii)

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ANSWER

At least 600 m behind a preceding Category 1 or 2, for a following Category 1. At least 1 500 m for a following Category 2. At least 2 400 m behind a preceding Category 3, for any following landing aircraft.

AMC9 ATS.TR.210(c)(2)(i)(f)(1)(i); AMC9 ATS.TR.210(c)(2)(i)(f)(1)(ii); AMC9 ATS.TR.210(c)(2)(i)(f)(1)(iii)

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QUESTION

Below which visibility does the tower report take-off visibility before taxi?

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QUESTION

What does the tower give before a pilot taxies for take-off, and in what order?

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QUESTION

What does the tower give without delay about other traffic?

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QUESTION

How many designated positions does the tower normally use to give clearances?

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ANSWER

Runway; surface wind; QNH or QFE; take-off visibility or RVR if below 10 km; the correct time. Items the pilot already has are not repeated.

AMC12 ATS.TR.210(a)(3)(a)(5); AMC12 ATS.TR.210(a)(3)(a)

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ANSWER

Below 10 km. Otherwise the tower gives RVR, where applicable.

AMC12 ATS.TR.210(a)(3)(a)(5); AMC12 ATS.TR.210(a)(3)(a)

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ANSWER

6 positions, from the taxi call to parking information.

GM5 ATS.TR.210(a)(3)

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ANSWER

Essential local traffic known to the controller, given to the departing and arriving aircraft concerned.

ATS.TR.250(b); AMC1 ATS.TR.250(b)

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QUESTION

How many landing priority categories are there?

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QUESTION

What is the upper limit for a clearance to keep own separation in VMC?

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QUESTION

Which wake minimum applies after a displaced landing threshold when flight paths are expected to cross?

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QUESTION

Which wake minimum applies when a heavier aircraft makes a low or missed approach?

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ANSWER

10 000 ft, in Class D or E, during climb or descent, by day, on request and when agreed.

SERA.8005(b); ATS.TR.210(b); SERA.8005(b) (last subparagraph); ATS.TR.210(b)

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ANSWER

4 categories: (a) an aircraft expecting to be compelled to land, (b) hospital or urgent medical aircraft, (c) search and rescue, (d) others as the competent authority decides.

AMC19 ATS.TR.210(a)(3)

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ANSWER

2 min for a lighter aircraft against a HEAVY, when the lighter one departs or lands the opposite way.

AMC5 ATS.TR.220(b); AMC4 ATS.TR.220; AMC5 ATS.TR.220

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ANSWER

2 min for a LIGHT or MEDIUM aircraft against a HEAVY, or a LIGHT aircraft against a MEDIUM.

AMC4 ATS.TR.220(b); AMC4 ATS.TR.220; AMC5 ATS.TR.220

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