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QUESTION

No communication from an aircraft: when is the uncertainty phase declared?

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ANSWER

30 min after an expected communication is missing, or after the first unsuccessful contact attempt, whichever is earlier.

ATS.TR.405(a)(1)(i); ATS.TR.405(a)(1)

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QUESTION

Aircraft does not arrive: when is the uncertainty phase declared?

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ANSWER

30 min after the ETA last notified to or estimated by ATS, whichever is later.

ATS.TR.405(a)(1)(ii); ATS.TR.405(a)(1)

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QUESTION

Aircraft cleared to land has not landed: when is the alert phase declared?

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ANSWER

5 min after its estimated time of landing, if communication is not re-established.

ATS.TR.405(a)(2)(ii); ATS.TR.405(a)(2)

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QUESTION

How many emergency phases are there, and what are they?

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ANSWER

3 phases: uncertainty, alert and distress.

GM1 Annex IV (Part-ATS); ATS.TR.405(a); GM1 Annex IV (Part-ATS) to Reg. (EU) 2017/373; ICAO Annex 12 Ch. 1 (definitions)

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QUESTION

Does the uncertainty phase apply when there is no doubt about safety?

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ANSWER

No. It does not apply when there is no doubt about the safety of the aircraft and occupants.

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QUESTION

After the uncertainty phase, what moves ATS to the alert phase?

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ANSWER

Further contact attempts and inquiries give no news. Other alert triggers also exist, such as unlawful interference.

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QUESTION

When is the distress phase declared because of fuel?

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ANSWER

When fuel on board is exhausted or insufficient to reach safety.

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QUESTION

Do ICAO and EU use the same emergency-phase time values?

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ANSWER

Yes. Both use 30 min, 30 min and 5 min for the three time triggers.

ICAO Annex 11 5.2.1 a)–b); ATS.TR.405(a)(1)–(2)

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QUESTION

Aircraft with a suitable two-way radio: when does an 'Operations normal' report come?

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ANSWER

20 to 40 min after the last contact, unless the competent authority prescribes otherwise.

SERA.10001(b); SERA.10001(b), (c)

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QUESTION

Besides the words 'Operations normal', what does ICAO allow?

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ANSWER

The signal QRU. SERA specifies only the words.

ICAO Doc 4444 9.2.1.2; ICAO Doc 4444 9.2.1.2; SERA.10001(b)

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QUESTION

How many items can an RCC notification contain, and which item comes first?

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ANSWER

10 items. The codeword INCERFA, ALERFA or DETRESFA comes first.

ATS.TR.405(b); ATS.TR.405(b)(1)–(10)

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QUESTION

Which aircraft receive the alerting service?

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ANSWER

All aircraft under ATC service, other flight-planned or known aircraft as far as practicable, and aircraft believed to be under unlawful interference.

SERA.10001(a); ATS.TR.400(a)

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QUESTION

Which aircraft receive flight information service (FIS)?

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ANSWER

Every aircraft likely to be affected, if it receives ATC service or is otherwise known to the ATS unit.

SERA.9001(a); ATS.TR.300(a)

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QUESTION

What does 'otherwise known' mean for FIS?

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ANSWER

The unit knows the aircraft's current details and intentions, usually because the pilot called the unit.

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QUESTION

Does FIS separate aircraft?

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ANSWER

No. FIS gives information and advice. Separation and collision prevention by control are the job of ATC.

ATS.TR.100(a)–(e); ATS.TR.105(a)–(c)

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QUESTION

Can a flight information centre or AFIS unit issue its own clearances?

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ANSWER

No. They can relay clearances from other ATS units, but they do not issue clearances of their own.

SERA Article 2(28); SERA.9005(b)(4)

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QUESTION

Does receiving FIS take responsibility away from the PIC?

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ANSWER

No. The PIC makes the final decision on any suggested change to the flight plan.

SERA.9001(b)

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QUESTION

What extra FIS information does a VFR flight receive?

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ANSWER

Available traffic and weather information along the route that is likely to make VFR flight impracticable.

SERA.9005(c); ATS.TR.305(e)

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QUESTION

Can collision-hazard information from FIS be incomplete?

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ANSWER

Yes. It covers only known activities, so ATS cannot take responsibility for always issuing it or for its accuracy.

GM1 SERA.9005(b)(2); GM1 ATS.TR.305(b)(2) and (c)(1)

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QUESTION

In which airspace classes does FIS include collision-hazard information?

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ANSWER

Classes C, D, E, F and G.

SERA.9005(b)(2); SERA.9005(b)(1)–(4); ATS.TR.305(b)

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QUESTION

When does AFIS give visibility before taxi?

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ANSWER

Visibility only if it is below 10 km in the take-off or initial-climb direction; RVR when applicable.

GM1 ATS.TR.305(a);(b);(c)(a)(5); GM1 ATS.TR.305(a);(b);(c)

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QUESTION

What extra information does AFIS give on top of the general and flight FIS items?

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ANSWER

Collision hazards with aircraft, vehicles and persons on the manoeuvring area, and the runway in use.

SERA.9005(d); ATS.TR.305(c)

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QUESTION

Who decides on the runway in use at an AFIS aerodrome?

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ANSWER

The PIC decides. The runway in use is only a suggestion of the most suitable runway.

GM1 ATS.TR.305(c)(2)(c)

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QUESTION

Over what period does ATIS provide information?

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ANSWER

Throughout 24 h or a specified part of it.

SERA Article 2(49)

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QUESTION

How long is a Voice-ATIS message, whenever practicable?

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ANSWER

Not more than 30 s, and it stays readable (guidance).

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QUESTION

How many aerodromes does one ATIS cover?

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ANSWER

1 aerodrome, always.

ATS.TR.320(a)(1); ATS.TR.320(a)(1)–(4), (7)

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QUESTION

Which cloud does ATIS report?

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ANSWER

Cloud below 1 500 m (5 000 ft) or below the highest minimum sector altitude (MSA), whichever is greater, plus any cumulonimbus.

SERA.9010(b)(15); SERA.9010(b)(15), (c)(15), (d)(14)

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QUESTION

When does ATIS replace visibility, weather and cloud with CAVOK?

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ANSWER

When visibility is 10 km or more, lowest visibility is not reported, and there is no cloud or weather of operational significance.

SERA.9010 footnote 1; SERA.9010, footnote 1 to (b)(13)–(15), (c)(13)–(15), (d)(12)–(14)

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QUESTION

How many items does a combined arrival/departure ATIS contain?

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ANSWER

21 items, in the order listed.

SERA.9010(b); SERA.9010(b), (c), (d)

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QUESTION

What does a pilot do on first contact with approach, tower or AFIS after ATIS?

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ANSWER

Acknowledge receipt of the ATIS. The unit then gives the current altimeter setting.

SERA.9010(a)(2); ATS.TR.320(a)(5)–(6)

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QUESTION

After an acknowledged current ATIS, what does a directed transmission need to repeat?

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ANSWER

Only the altimeter setting. Other ATIS information need not be repeated.

SERA.9010(a)(3); ATS.TR.320(c)

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QUESTION

An aircraft acknowledges an ATIS that is no longer current. What does the unit do?

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ANSWER

It passes the updated elements without delay, or tells the aircraft to get the current ATIS.

SERA.9010(a)(4); ATS.TR.320(d)

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QUESTION

What identifies each ATIS message?

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ANSWER

A letter of the spelling alphabet. Consecutive messages take consecutive letters.

ATS.TR.320(a)(1)–(4), (7)

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