

Spring 2013

NATS

CARDIFF ATC

HOT TOPICS

# GA SAFETY BULLETIN

## BOOKING OUT

When booking out from the airfield the information that you give to ATC is put directly into the ATC computer system and therefore it is important that it is given in order : Callsign, type, destination and routing. Dual/solo or PPL

- ◆ Runway incursions advice
- ◆ Avoiding a level bust
- ◆ Free calls or contact
- ◆ What do I have to read back to ATC
- ◆ Published VFR clearances
- ◆ Recent GA pilot incidents
- ◆ ATC visits and presentations
- ◆ Controlling from the air
- ◆ Booking out

## "Avoiding a level bust"

Note all departing and arrival VFR clearances are not above altitude 1500 on the Cardiff QNH and not QFE. If you change to QFE fly not above height 1200 feet or use a second altimeter.

Always monitor your altitude closely inside controlled airspace. It is best to give yourself a buffer of at least 50 to 100 feet so you are not caught out. Remember the level restriction is there for a reason. Commercial aircraft are above you !



## "Runway incursion advice"

**Never cross a red stop bar.** If you encounter a red stop bar on any route given by ATC always stop and query it.

The red stop bar will not be switch off until you have read back your clearance correctly.

Make sure you are familiar with the taxiway route before asking for taxi instructions.

If you become lost on the airfield stop and call ATC immediately.

Ensure that you report final.

If you do not received a landing clearance then you must go around.

## Free calls to ATC

If an ATC unit asks you to CONTACT another unit then your details have been passed to them. If they tell you to free call it means the next unit don't have your details. TRPACER is an excellent method to transmit your details and in the correct order to any controller:

T – Type  
R – Route ie from to via, but only include relevant parts of your route.  
P – Present position  
A – Altitude  
C - Conditions ie IFR/VFR or IMC/VMC  
E – ETA  
R – Request ie. Request basic service and joining instructions

But do remember when you make your initial call if the controller says standby don't go straight in with the TRPACER as the controller may have wanted that time to control other aircraft. If you have not received a service from the controller after a while just give another call to prompt him. When to do this is open to debate, but we suggest after a short time when the frequency is quieter.

**If you are unsure about anything in this Bulletin or have a general ATC enquiry email [paul.keeble@nats.co.uk](mailto:paul.keeble@nats.co.uk) or talk to an ATC watch manager on 01446 712562**

## Recent pilot incidents

- ▶ Rushing the line up on the runway and crossing a red stop bar
- ▶ Failing to reporting on final and landing without a landing clearance
- ▶ Not listening out
- ▶ Routing to the wrong TV Mast—Wenvoe has two white rings on the top
- ▶ When asked by ATC to standby—the pilot then passes his full details
- ▶ Not requesting a type of service ie. Basic Service

## What do I have to readback

There have been several incidences where pilots have not readback mandatory items required by ATC. This can significantly increase the controllers workload. Mandatory items are

- ◆ Runway in use
- ◆ Clearances
- ◆ QNH/QFE
- ◆ Headings and levels

## Visits to ATC

We are happy to have visits to ATC and actively encourage these by PPLs and flying clubs. Any visits need to be requested at least 10 days in advance by contacting [Paul.Keeble@nats.co.uk](mailto:Paul.Keeble@nats.co.uk). Please note a valid ID in the form of a passport or photo ID driving licence is required by all visitors to ATC and that bags maybe searched by security before a visit to the tower is permitted. We can also visit your club and give a presentation on the arrival or departure procedures.



## VFR Clearances

Ensure you are familiar with the "published VFR routes" applicable to your chosen route. They are all not above 1500 feet QNH. The radar controller will always refer to these routes as the "Published" and pass them on the RTF as "Published" and pass them on arrival not above Altitude 1500 QNH..." This is so he knows you are familiar with the published routings and are not just routing in via a particular VRP. It may seem pedantic but he will insist on a correct read back including the words published, if that is not received he will give you a full clearance with the routing.

## Controlling From The Air

Whilst it is good airmanship to listen to what is going on around you and it gives a good idea what is coming next it can lead to an incident (expectation bias) and extra workload for the controller if you start suggesting what you think he should do. Trying to second guess the controllers actions is not always helpful. It can also break their train of thought or interrupt telephone conversations with other controllers further increasing workload. Please remember you may not have the full picture.