

SECTION FOURTEEN - ATCCs, ATCRUs AND FWCs

Q. Who is responsible for the day to day operation of the ATCCs and ATCRUs?

A. HQ MATO

(JSP 318A/2/0901)

Q. Where are the UK ATCCs located?

A. (1) LONDON ATCC located at West Drayton.

(2) SCOTTISH ATCC located at Prestwick.

(JSP 318A/2/0902)

Q. What are the main sections of LATCC (MIL)?

A. (1) Distress and Diversion.

(2) Low Flying Section.

(3) Range Co-ordination Section.

(4) Air Defence Notification Section.

(5) Aeronautical Information Service (Military).

(6) Air Movements.

(JSP 318A/2/0902)

Q. What are the responsibilities of D and D at LATCC (MIL)?

A. (1) Provision of emergency and position-fixing services to aircraft on UHF and VHF Emergency Frequencies.

(2) Diversion arrangements for military aircraft.

(3) Tracing of overdue aircraft.

(4) Alerting of Search and Rescue Services.

(5) Maintenance of current met and airfield serviceability states.

(JSP 318A/2/0902)

Q. What are the normal tasks of an ATCRUs?

A. (1) Assistance to aircraft in emergency.

(2) Upper airspace service.

(3) Airways crossing service.

- (4) Centralised Approach Control for designated airfields.
- (5) Middle and Lower Airspace transit service.
- (6) Special tasks as directed by MATO.
- (7) Radar Information Service.
- (8) Flight Information Service.

(JSP 318A/6/4602)

Q. In order for them to carry out their tasks, what services are provided by the ATCRUs?

- A.
- (1) Radar separation and sequencing of arriving, departing and en-route traffic.
 - (2) Radar monitoring to provide information on any significant deviation from normal flight path.
 - (3) Radar vectoring.
 - (4) Warnings and position information on aircraft considered to be a hazard.
 - (5) Navigational assistance when requested by the pilot.
 - (6) Weather information based on hourly met observations.

(JSP 318A/6/4602)

Q. What types of ATC service are provided by controllers at ATCRUs?

- A.
- (1) Radar Control.
 - (2) Radar Advisory.
 - (3) Radar Information Service.
 - (4) Flight Information Services.
 - (5) Procedural Service.

(JSP 318A/6/4604)

Q. In simple terms what is the difference between radar CONTROL and radar ADVISORY?

- A.
- (1) Under radar CONTROL pilots are given mandatory instructions to enable the prescribed separation minima from other traffic to be maintained.
 - (2) Under radar ADVISORY pilots are informed of the bearing, distance and (if available) flight level of conflicting traffic, together with advisory instructions on the action to be taken to enable the prescribed separation minima to be maintained if the pilot cannot see the reported traffic.

(JSP 318A/6/4604)

Q. In simple terms what is the RADAR Information Service as provided by the controller at an ATCRU?

A. RIS is ATC radar service in which pilots are informed of the bearing and distance and, if possible, the flight level of conflicting traffic whilst carrying out manoeuvres incompatible with other forms of service or if the pilot does not require a RAS.

(JSP 318A/6/4604)
(Draft Amendment)

Q. What conditions are to be observed in the provision of RIS?

A. (1) Aircraft must be manoeuvring such that radar advisory is impracticable.

(2) Aircraft must be operating under VFR outside CAS, within radar cover either below FL 240 or within MTAs during their promulgated operating hours.

(3) RIS may either be requested by the pilot or offered (BUT NOT IMPOSED) by the controller.

(4) Pilot must state the vertical limits of his flight profile before RIS is commenced.

(JSP 318A/6/4604)

Q. What is a PROCEDURAL Service as provided by the controller at an ATCRU?

A. PROCEDURAL service is an air traffic service in which the prescribed minimum separation between participating aircraft is based on reported flight levels and positions.

(JSP 318A/6/4604)

Q. What is used as a guide-line to interpret the base of radar cover?

A. Base of cover may be interpreted as being 1000 ft vertically per 10NMs range from the radar origin to 60 NMs and 1500 ft per 10 NMs thereafter.

(JSP 318A/6/4606)

Q. Under what conditions may a full radar service not be provided?

A. (1) Within 10NMs of the edge of the PPI display.

(2) In those parts of the radar display obscured by permanent echoes or weather returns.

(JSP 318A/6/4606)

Q. In what circumstances must warning of limitation of radar services be given to the pilot?

A. (1) When aircraft is close to the lateral or vertical limits of solid radar cover.

(2) When aircraft is close to areas of permanent echoes or weather returns.

(3) When aircraft is operating in areas of high traffic density.

(4) When the controller considers that the performance of his radar is suspect.

(JSP 318A/6/4607)

Q. What action is taken by a controller on receipt of a report of hazardous flying conditions from an aircraft under control?

A. (1) Notes all relevant details passed by the reporting aircraft and 'read back' to ensure accuracy.

(2) Passes details received to watch supervisor.

(3) Relays the information to other aircraft under control which are approaching the area and offer re-routeing if necessary.

(JSP 318A/6/4613)

Q. What services are provided to aircraft by a flight watch control?

A. (1) Operations/management control of aircraft.

(2) relay between operating agencies and aircraft of any messages or requests which concern a particular flight.

(3) Meteorological information.

(4) Relay of ATC information for aircraft unable to maintain direct control with a civil ATCC.

(5) Broadcast of other information when necessary.

(6) Phone-patch facilities.

(PD2)

Q. Which document contains the details of the frequencies used by the FWCS?

A. ERS.

(ERS)

Q. What are the responsibilities of the Range Co-ordination Section at LATCC (MIL)?

A. Provision of a centralised booking facility for air weapons ranges and the allocation of available range capacity according to HQ 1 Group criteria.

(JSP 318A/2/0902)