

A 6. ICAO REVISED PROCEDURES, IMPLEMENTATION OF AMENDMENT NO 5

Amendment No. 5 to the PANS-ATM was applicable from 22 November 2007, but was implemented in Sweden on 13 of March 2008.

Level restrictions

There was a potential for unintended level deviations due to flight crews and controllers interpreting the continued validity of level restrictions in SIDs and STARs differently. To ensure an unambiguous understanding of PANS-ATM provisions pertaining to the validity/applicability of level restrictions, new procedures were developed.

In all cases, level restrictions issued by ATC in air-ground communications shall be repeated by ATC in conjunction with subsequent level clearances in order to remain in effect.

Flight crews operating on a SID or STAR which includes level restrictions published in association with specific waypoints, must always comply with the level restrictions as published unless such restrictions are explicitly cancelled by ATC.

ACAS

In accordance with Amendment 2 to the Procedures for Air Navigation Services – Aircraft Operations (PANS – OPS, Doc 8168), Volume 1 – Flight Procedures, pilots shall report those ACAS resolution advisories (RAs) that require deviation from the current ATC clearance/instruction.

Consequential amendments to the PANS – ATM include that, after receiving a report of an RA, a controller shall not attempt to modify the aircraft flight path until the pilot reports “clear of conflict”.

Also, the provisions requiring traffic information to be provided in those instances were deleted.

Phraseology regarding ACAS RAs is also partly new.

Uncertainty of position on the manoeuvring area

When a pilot is in doubt as to the position of the aircraft with respect to the manoeuvring area and recognizes that the aircraft is on a runway, the pilot shall immediately:

- notify the appropriate ATS unit of the circumstances including the last known position;
- if able to locate a nearby suitable taxiway, vacate the runway as expeditiously as possible, unless otherwise instructed by the ATS unit; and then;
- stop the aircraft

Except in those situations where a pilot recognizes that the aircraft is on a runway, a pilot in doubt as to the position of the aircraft with respect to the manoeuvring area shall immediately:

- stop the aircraft and
- simultaneously notify the ATS unit of the circumstances including the last known position.

Initial call

Regarding radiotelephony procedures for air-ground voice communication channel changeover, when so prescribed by the appropriate authority, the initial call to an ATC unit after a change of air-ground voice communication channel shall contain the following elements:

- Designation of station being called;
- Call sign, and for aircraft in the heavy wake turbulence category, the word "Heavy";
- Level, including passing and cleared level if not maintaining the cleared level;
- Speed, if assigned by ATC.

For aircraft being provided with aerodrome control services, the initial call to the aerodrome control tower shall contain:

- Designation of station being called;
- Call sign, and for aircraft in the heavy wake turbulence category, the word "Heavy";
- Position

For aircraft in the air, the first call to the aerodrome control tower shall contain the following elements:

- Designation of station being called;
- Call sign, and for aircraft in the heavy wake turbulence category, the word "Heavy";
- Level, including passing and cleared level if not maintaining the cleared level;
- Speed, if assigned by ATC.

Selection of Runway-in-use

Para 7.2 in Amendment No. 5 to the PANS-ATM about "Selection of Runway-in-use" has not so far been implemented in Sweden.

ATS surveillances services

PANS-ATM Chapter 8 has been renamed and is now called "ATS surveillances services" (in lieu of "Radar services"). Consequently, a number of editorials have been introduced wherein "radar" has been changed to "surveillance", "radar systems" is now "ATS surveillances services", "radar vectoring" has been changed to "vectoring" and the term "situation display" has been introduced.

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