ATS Occurrence

Notification

***Required Fields**

Report Number (generated on save)
ATS0125061

*** Occurrence Date (UTC)**
12/11/2013

*** Occurrence Time (UTC)**
0990

*** Reporter**
[redacted]

Position
ORM

*** Occurrence Console Number**
MOA09

*** Reporting Group/Branch(SDL)/Unit**
Airservices\Melbourne TMA
Australia\Air Traffic Control\East Coast Services South\Melbourne Centre Tower & TMA

*** Occurrence Location Group/Branch(SDL)/Unit**
Airservices Australia\Air Traffic Control\East Coast Services South\Melbourne Centre Tower & TMA\Melbourne TMA

Enroute Occurrence Sector

*** Summary**
Breakdown of Communication between ML TAC & ML APP

*** Detailed Description**
At approx 0350utc EN TWR advised the ML TAC that due to current weather conditions EN TWR were unable to separate the EN 26 ARRs (in the event of a missed approach) with the ML 16 DEPs. Due to a misunderstanding between EN TWR/ML TAC and ML APP (internally) procedures as per LOA3263 varied.

*** Primary Occurrence Type**
Information\Information Error
Operational

Additional Types

Occurrence Type
No Records

*** Airspace Category**
Class C CTA

*** Controlling Authority**
Airservices

*** ATS Service Provided**
Approach surveillance

*** Location Code**
YMML, MELBOURNE, AD

Bearing (00 -360)
1

Distance (nm)

Latitude (dd:mm:ss)

Longitude (ddd:mm:ss)

South East

*** Principal Aircraft/Ground Vehicle Involved**
Not Applicable

ACID/CallSign
Not Applicable

Registration
Not Applicable

Other Aircraft/Ground Vehicle

ACID/Callsign

Registration

Involved

Other Aircraft/Ground Vehicle Involved

ACID/Callsign

Registration

Status
Closed

ATIS

Designator
Y

Time of Observation (UTC)
2013-11-12T03:22:00.000Z

Type of Approach
EXPECT INSTRUMENT APPROACH

Runways

Runway - Details
16

Runway - Occurrence

Runway Surface Condition
WET

Conditions

Wind Direction and Speed
160/15

Visibility
8KM

Present Weather
VCSH

Cloud
SCT010. SCT018. SCT040

Temperature
14.0

QNH
1015.0

Additional Information
OPR: RUNWAY 16 ILS NOT AVBL, DO NOT USE, FALSE INDICATIONS POSSIBLE. AIRCRAFT FOR SYDNEY, BRISBANE, OR PERTH, CONTACT AIRWAYS CLEARANCE DELIVERY PRIOR TO PUSH BACK OR TAXI

Procedures

* **Runway Operating Procedures in Use**
Other

Information Error

* **Error Type**
Delivery

* **Information Type**
Other

* **Error Outcome**
○ Late ○ Absent ◉ Incorrect/Incomplete

Information Medium
Voice

* **ATS Alerts**
Not Applicable

* **Communication Errors**
Other

* **Did the error result in a breakdown of coordination within or between ATS operating positions, including foreign and military ATS providers?**
◉ **Yes** ○ **No**

Location of Error
Inter Facility or Unit

ICAO Category
◉ E ○ F ○ U

E : Coordination errors in the ATC to ATC transfer of control responsibility as the result of human factor issues, ie late or non-existant coordination, incorrect time estimate / actual, flight level, ATS route, etc not in accordance with agreed parameters

F : Coordination errors in the ATC to ATC transfer of control responsibility as the result of equipment outage or technical issues

U : Unknown

Submission - Attribution

* **Attribution**
ATS Airservices

Submit
◉ **Yes** ○ **No**

Review - ATS Attributed

Responsible Supervisor
[redacted]

Review Date
14/11/2013

* **Responsible Group/Branch(SDL)/Unit**
Airservices Australia\Air Traffic Control\East Coast Services South\Melbourne Centre Tower & TMA\Melbourne TMA

* **Investigation Required?**

○ Yes ◉ No

Investigation Commencement Criteria

If Other, Please Specify

Assigned IRM

Safety Severity Index Click here for definition of Safety Severity Index

- ○ SSI 1
- ○ SSI 2
- ○ SSI 3
- ◉ SSI 4

Was Fatigue a consideration in this occurrence?

○ Yes ◉ No

Comments

Post Incident PAR completed?

○ No ○ Yes

Post Incident PAR Record Number

Review ATS - Review Complete?

◉ Yes ○ No

Occurrence Safety Factors

Performance Factors

Performance Factors	Comments
##########, ##########	The involved controller received coordination from Essendon tower advising they could not separate overshoots with Melbourne traffic due to cloud base. The involved controller passed this information to the Melbourne approach controller but failed to receive acknowledgment of the coordination. Therefore, the approach controller was unaware of the need to identify Essendon arrivals to Melbourne tower.

Occurrence Factors

Occurrence Factor	Rating	Comments
No Records	*No Records*	*No Records*

Personnel Involved

Alias	Name (Airservices Employee)	Name (Non Airservices)
	##########	##########

Impacted Risks and Controls

Impacted Risks and Controls within CIRRIS

Impacted Risks

Risk Number	Top Event Name	Specific Location	Overall Risk Classification
No Records	*No Records*	*No Records*	*No Records*

Impacted Controls

Control Number	Control Type	Control Title
No Records	*No Records*	*No Records*

Impacted Risks and Controls stored externally to CIRRIS

Impacted Operational and Safety Risks and Controls

Lessons Learned

Lessons Learned Number	Lessons Learned Type	Lessons Learned
No Records	*No Records*	*No Records*

Case Notes

Date of Note	Person Making Note	Comments
14/11/2013	[redacted]	reassigned Responsible Supervisor to [redacted]

Action

Due Date	Action Number	Assigned To	Action Title	Status
No Records	*No Records*	*No Records*	*No Records*	*No Records*

Occurrence Close

*** Close Off Date** 14/11/2013

*** Person Closing** [redacted]

Closing Comments

Close this Record?

(•) **Yes** ( ) **No**

Airspace, Coordination and Separation Responsibilities – Melbourne Tower, Melbourne TCU and Essendon Tower

Letter of Agreement

LoA_3263

Version 8

Effective 17 July 2014

Between East Coast Services South (Melbourne TCU, Melbourne Tower, Essendon Tower)

Authorised: [redacted]
Acting Chief Air Traffic Controller

Change summary

LoA_3263 Version 8: 17 July 2014		
Clause number and/or title	**Change description**	**NRFC**
All	• Changes to active voice • Change TM to MPL.	
4.5 – SW or WC Melbourne Tower coordination	Statement moved from 4.3 – The Coffin	
4.6 – The box	Change to now allow aircraft to operate in the box	25927
6.5.1 – ML RWY 27 with EN RWY 17	Cloud base defined at Melbourne	
7 – ATIS	• Inserted from old Loa_353 • No change to intent.	

View change summaries for the previous six months

Table of contents

1 Melbourne airspace

1.1 Determination of airspace in use

Segregation of airspace between ML APP/DEPs is determined by the landing runway at ML.

MAE is the arbiter of the TCU airspace configuration and must advise the following sectors when the Terminal Area airspace changes from one runway configuration to another:

- MDN
- MDS
- MLA
- EN ADC
- MAW
- MAV.

1.2 South East Quadrant

Hours	When Essendon Tower active
Vertical limits	0 – A020
Controlling authority when released	Essendon Tower

1.2.1 Lateral dimensions

A line joining Newport Power Station to Westgate Bridge, then Grange Road Overpass, then direct EN, then the RWY 35 centreline to the railway bridge, then direct to eastern edge of the CTR boundary on the 26 LLZ, then via the EN 26 LLZ to the A015 Class C step and then via the A015 step south to Newport Power Station.

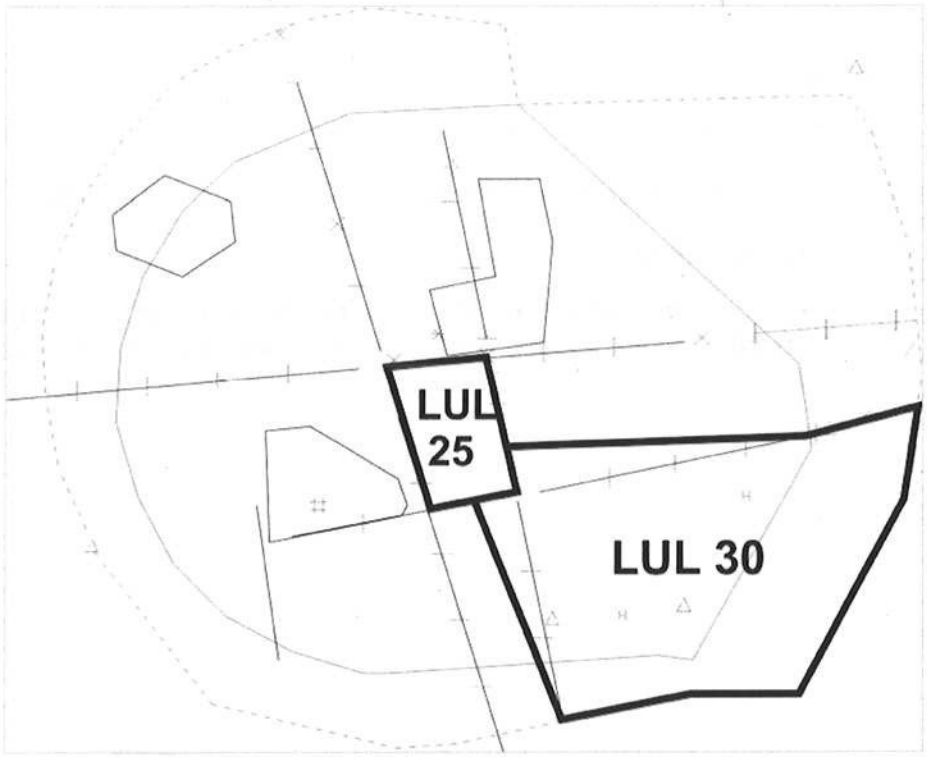
1.3 The Box

Hours	When Essendon Tower active
Vertical limits	0 – A015
Controlling authority when released	Shared Melbourne/Essendon Tower

1.3.1 Lateral dimensions

The area between Essendon and Melbourne Airports bounded by but not including the extended centrelines of RWYs 09/27, 16/34, 08/26 and 17/35.

1.4 South East Quadrant and Box



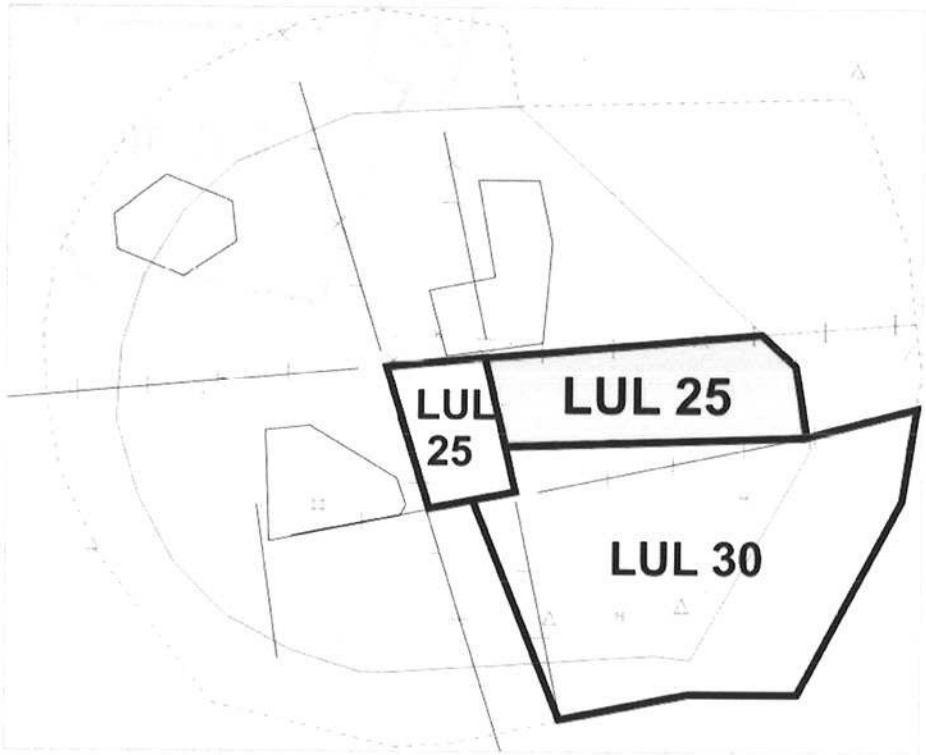
1.5 The Coffin

Hours	When released by TCU
Vertical limits	0 – A015
Controlling authority	Essendon Tower

Essendon Tower may request the use of A020 which will be subject to ALM approval.

1.5.1 Lateral dimensions

The area encompassed by the RWY 35/17 extended centreline, north of the South East Quadrant, on and south of the RWY 27/09 extended centreline, east to the CTR boundary.

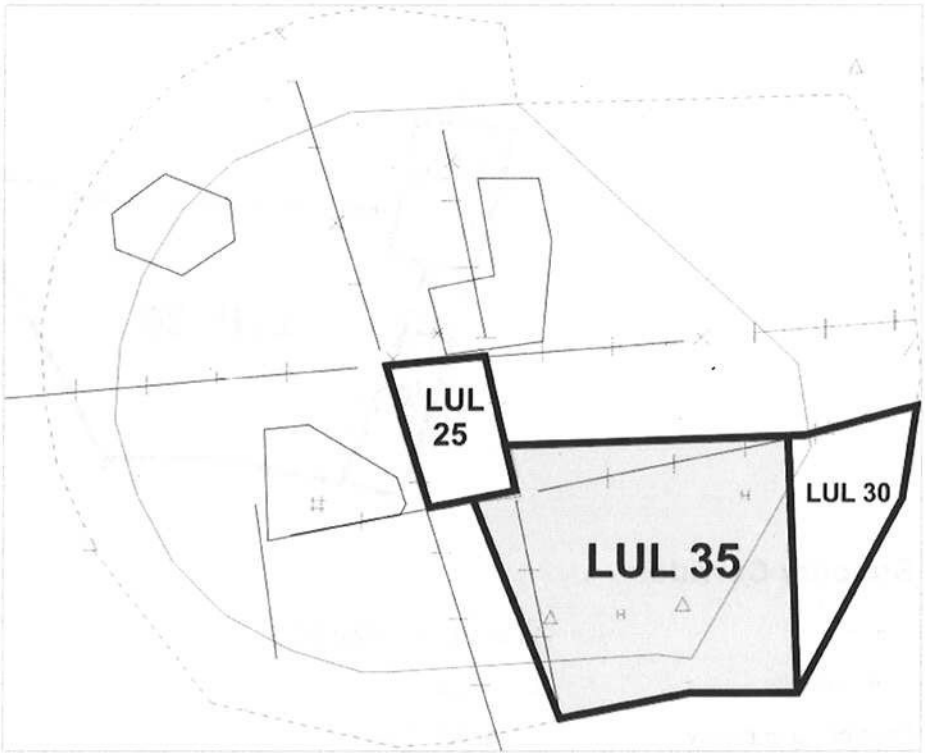


1.6 TOGA release

Hours	When released by TCU
Vertical limits	0 – A025
Controlling authority	Essendon Tower

1.6.1 Lateral dimensions

That portion of the South East Quadrant west of line Latrobe University (LUY) to Tooronga (TOGA).

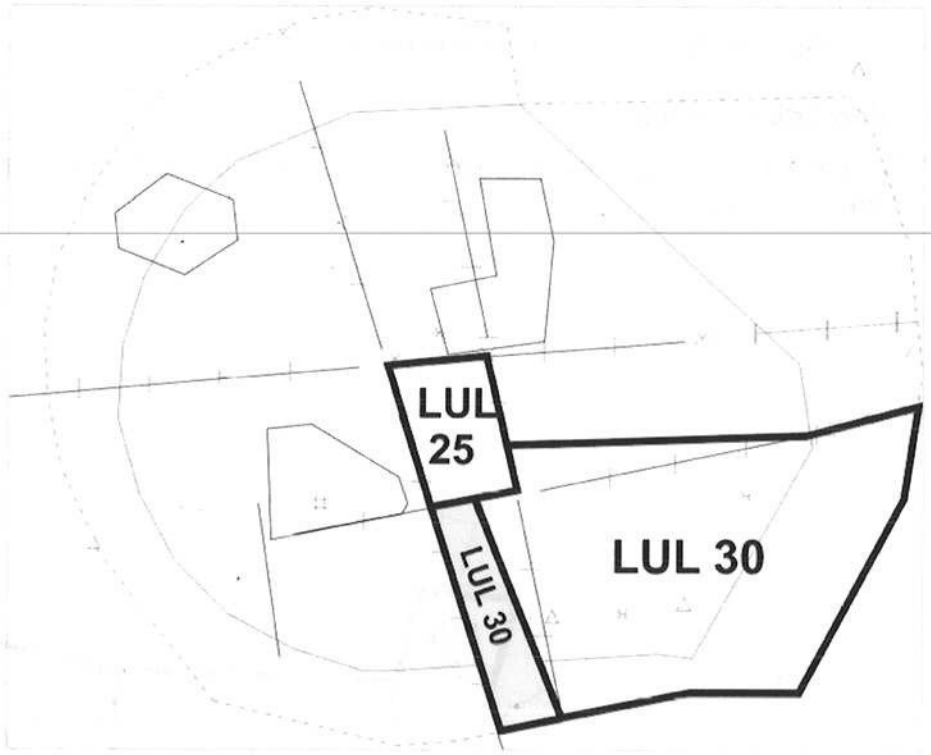


1.7 The Bowling Alley

Hours	When released by TCU
Vertical limits	0 – A020
Controlling authority	Essendon Tower

1.7.1 Lateral dimensions

The area west of the South East Quadrant encompassed by the RWY 08/26 extended centreline, the RWY 16/34 extended centreline and the A015 Class C step.



1.8 Sunbury Corridor

Hours	When released by TCU
Vertical limits	0 – A020
Controlling authority	Essendon Tower

1.8.1 Lateral dimensions

The area in the ML CTR/CTA west of the RWY 16 extended centreline and north of the RWY 27 extended centreline, within 1 NM each side of a line from the Melbourne Runway Intersection to SWT.

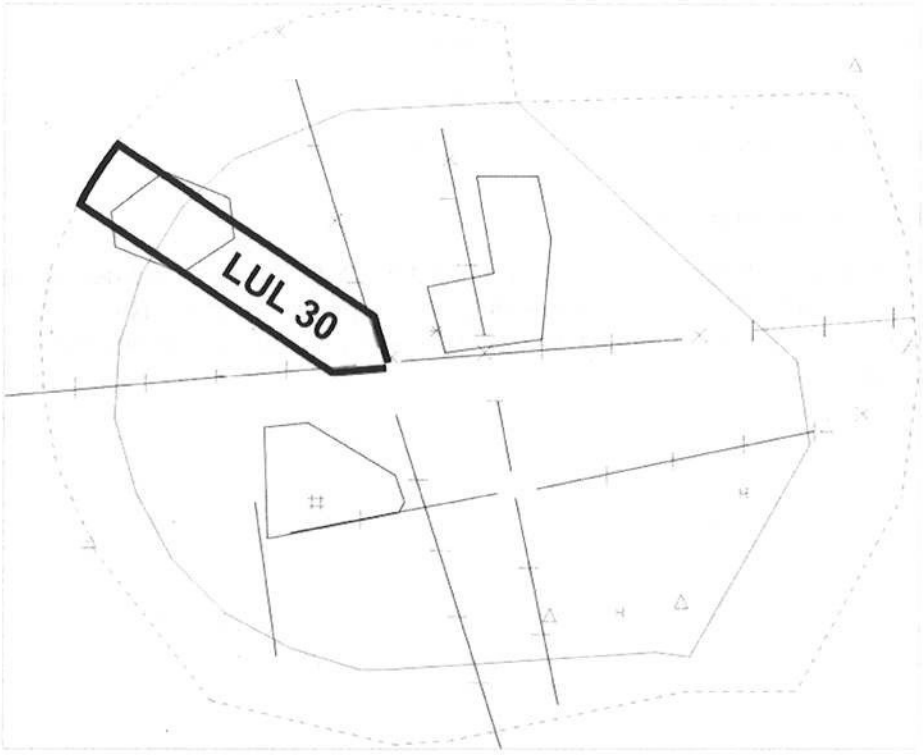
1.8.2 Separation responsibility

Melbourne Tower is responsible for separation between aircraft operating in the Sunbury Corridor and arriving and departing TCU traffic on the extended runway centrelines of RWYs 09/27 or 16/34.

1.8.3 Restriction

The Sunbury Corridor is only available to VFR helicopters.

1.8.4 SBU Corridor

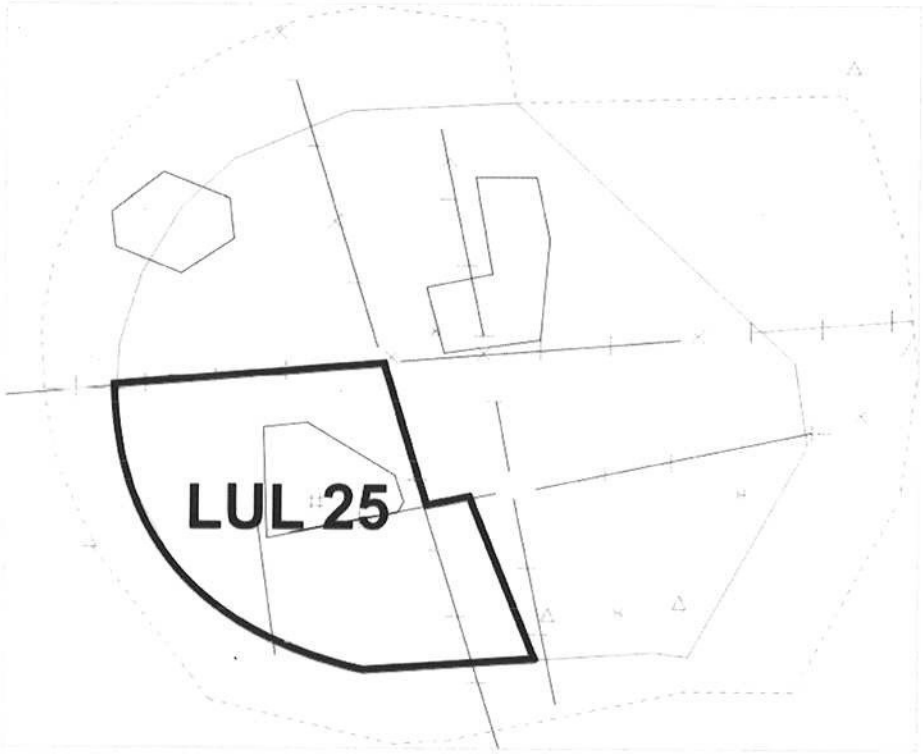


1.9 South West Quadrant

Hours	When released by TCU
Vertical limits	0 – A015
Controlling authority	Melbourne Tower

1.9.1 Lateral dimensions

The airspace within ML CTR, south of the RWY 09/27 extended centreline, west of the RWY 16/34 extended centreline, plus the airspace east of the RWY 16/34 extended centreline and south of the RWY 08/26 extended centreline abutting the South East Quadrant.

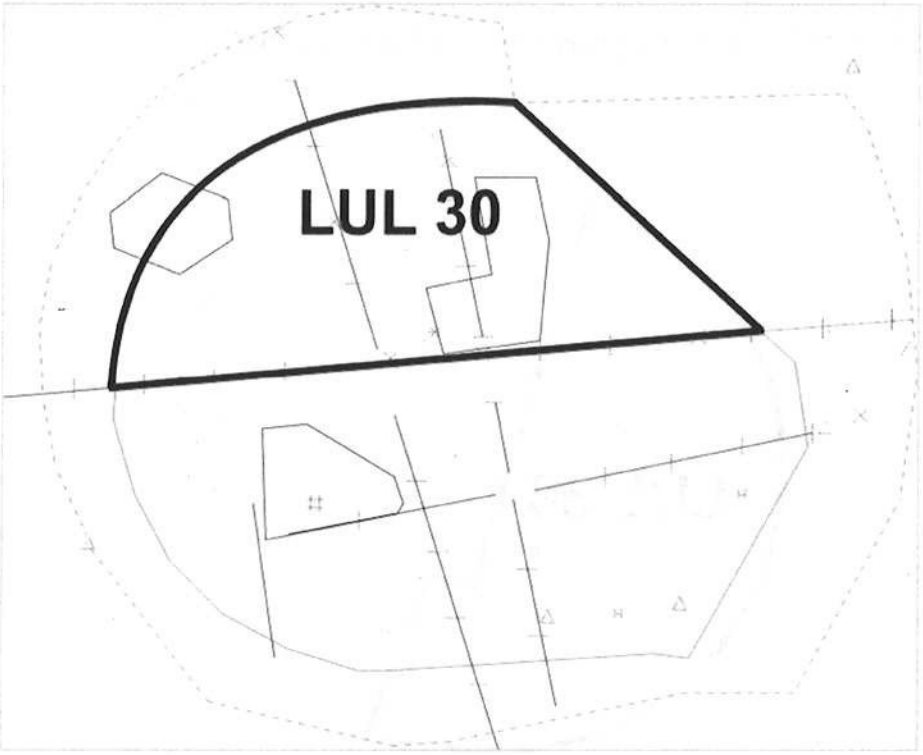


1.10 Northern Circuit

Hours	When released by TCU
Vertical limits	0 – A020
Controlling authority	Melbourne Tower

1.10.1 Lateral dimensions

The airspace within the ML CTR, north of RWY 09/27 extended centreline.

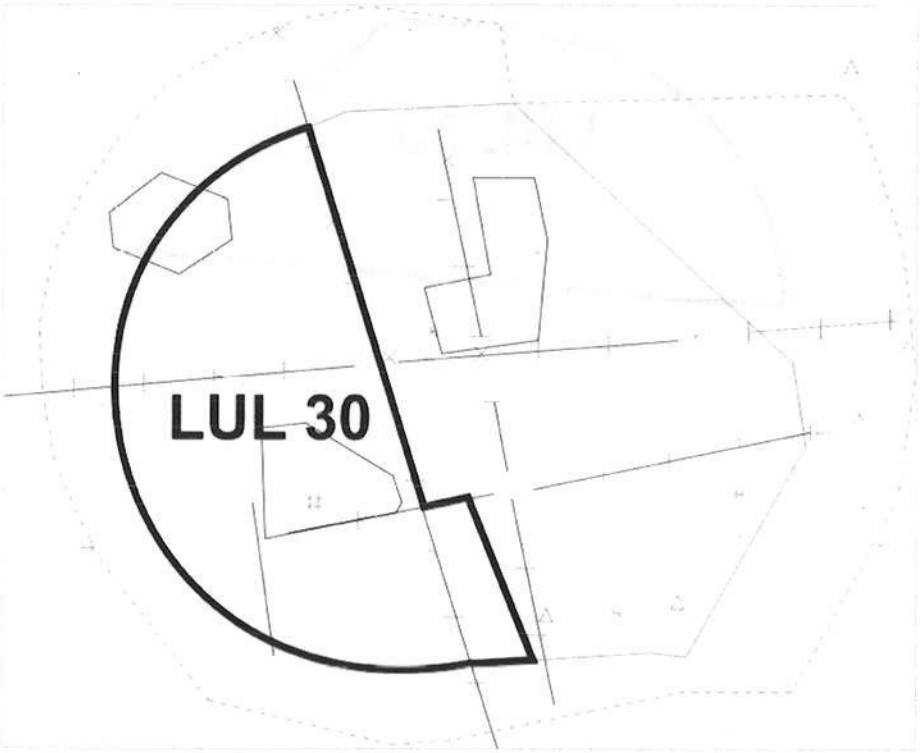


1.11 Western Circuit

Hours	When released by TCU
Vertical limits	0 – A020
Controlling authority	Melbourne Tower

1.11.1 Lateral dimensions

The airspace within the CTR west of the RWY 16/34 extended centreline, plus the airspace east of the RWY 16/34 extended centreline and south of the RWY 08/26 extended centreline abutting the South East Quadrant.



2 Airspace release coordination

2.1 Tower – TCU

One-off and short term airspace releases must be coordinated between the MLA/EN ADC and the relevant TCU EC.

Coordinate all other block or long-term releases between MLC/EN COORD and MPL.

When an airspace release affects more than one TCU EC controller, the controller giving the release must coordinate with the other TCU EC controller(s).

2.2 Tower – Tower coordination of EN opening/closing

On opening and closing, Essendon Tower must advise Melbourne Tower ADC of the change of status.

2.3 The Coffin – Essendon Tower

Essendon Tower must advise Melbourne Tower:

a) When 'The Coffin' is activated or deactivated

b) For the purpose of traffic awareness, when an ad hoc airspace release to Essendon will cause an aircraft to pass within 3 NM of any runway at Melbourne.

2.4 The Bowling Alley

Essendon Tower must advise Melbourne Tower when 'The Bowling Alley' is activated or deactivated.

2.5 SW Quadrant or Western Circuit – Melbourne Tower coordination

Melbourne Tower must coordinate with Essendon Tower when they have the SW Quadrant or Western Circuit airspace.

Essendon Tower must coordinate Melbourne TCU departures that will infringe the SW Quadrant or Western Circuit airspace, with MLA if this airspace is active and released to Melbourne Tower.

2.6 The Box – Tower to Tower

Melbourne Tower and Essendon Tower must not clear traffic that will infringe The Box (including TCU traffic) without coordination with the other tower except that:

a) A tower may operate an aircraft, in that part of The Box within its aerodrome boundary, without advising the other tower

b) Traffic using the 'Grange Road Overpass' and ' Railway Bridge' portions of the SE Quadrant are not considered as entering The Box.

The Box may be used for ML – EN or EN – ML flights. Cold line, followed by hot line, coordination is required. No coordination is required with Melbourne TCU. The towers must ensure that these movements do not impinge on the TCU sequence.

Note: The Weather Minima for all types of operation ML – EN – ML is ceiling 1200 FT visibility 8 km.

2.7 TCU arrivals

TCU traffic being processed for RWY 34/27 or 17/08 (i.e. along The Box boundaries), is not subject to any additional coordination procedures. Coordinate TCU traffic which otherwise infringes 'The Box' to Essendon Tower and Melbourne Tower.

3 Melbourne/Essendon Tower – TCU departures procedures

3.1 Start approvals

Melbourne or Essendon Towers must coordinate the following start approvals with MPL:

a) Departures ML to EN/EN to ML via TCU airspace

b) IFR Aircraft proceeding ML to MB or EN to MB

c) ML to AV and EN to AV

d) PILS on departure.

MPL must obtain MFL approval before issuing start approvals.

Melbourne or Essendon Towers must coordinate start approvals for Airwork in TMA with MPL.

3.2 Melbourne/Essendon Tower route clearance

Airways clearances must be issued via a standard route.

Clear MEDEVAC, SAR, POLAIR RED, etc flights as requested.

4 Separation responsibility

4.1 Separation responsibility – Melbourne TCU/Melbourne Tower/Essendon Tower

4.1.1 Separation within 5 NM of the airports

EN ADC/MLA (ML ADC) is responsible for separation within 5 NM of their airport, between:

a) departures from all runways and HLS at that tower's airport. Separation is based on cleared track or departure instructions

b) all traffic operating in airspace released to that tower.

4.2 Separation responsibility – Melbourne TCU/Melbourne Tower

4.2.1 Separation of departing aircraft between 5 NM and 10 NM Melbourne

MLA and Melbourne TCU EC are jointly responsible for separation between 5 NM and 10 NM.

If the required radar standard between departing aircraft will not exist between 5 NM and 10 NM ML, MLA must coordinate alternative separation with Melbourne TCU.

4.2.2 Beyond 10 NM Melbourne

Melbourne TCU is responsible for separation beyond 10 NM of ML Airport.

4.2.3 Melbourne Tower arrival separation

If a radar standard will not be maintained within 5 NM of the runway thresholds, both in trail and on crossing runways, Melbourne Tower will visually separate all arriving aircraft provided that:

a) There is no significant cloud below 2000 FT ceiling

b) Visibility is greater than 10 km

c) Both aircraft are within 5 NM of the runway thresholds

d) Both aircraft are on tower frequency.

Note: Wake Turbulence separation is the responsibility of Melbourne TCU.

4.3 Separation responsibility – Melbourne TCU/Essendon Tower

4.3.1 Additional Essendon Tower separation requirements

When Essendon Tower is active, Essendon Tower is allocated the South East Quadrant of ML CTR and the adjacent C airspace step up to 2000 FT.
Essendon Tower must separate all Essendon traffic operating in this airspace with:

a) RWY 27 Arrivals and RWY 09 Deps on or North of the RWY 09/27 C/L

b) RWY 34 Arrivals and RWY 16 Deps on or West of the RWY 16/34 C/L

c) 34 Arrivals O/EN – refer LoA 537

d) Melbourne TCU traffic inbound via Arrival Gates or as otherwise coordinated.

4.3.2 Essendon Tower separation of Melbourne TCU traffic

Essendon Tower must separate all EN arrivals/departures from/to Melbourne TCU, while that traffic is within the South East Quadrant, with a and b above.

If Essendon Tower uses the 'Uncoordinated Vectors' procedure LoA 537, Essendon Tower must separate with b above until a radar standard exists.

If for any reason Essendon Tower is unable separate, Essendon Tower must advise Melbourne TCU. If long term, for example due meteorological conditions, Essendon Tower must advise MPL.

4.4 Separation responsibility – Melbourne Tower/Essendon Tower

4.4.1 Melbourne/Essendon ADC coordination

Coordination between the towers must adequately describe the proposed manoeuvre in good time.

The response must include the manoeuvre and conclude with "... APPROVED". This approval may be conditional.

Example 1:

MLA	"B747 off RWY 16 in three minutes"
EN ADC	"RWY 16 departure approved"

Example 2:

EN ADC	"Next off RWY 35, Aero Commander left turn through the Box south of Melbourne"
MLA	"Through The Box south of Melbourne approved"

If approval is denied, the response must be 'negative', followed by an explanation when time allows.

Note: Box coordination is detailed in 2.6 above.

4.4.2 Melbourne runway coordination

MLC must advise Essendon Tower of any runway changes.

4.4.3 Melbourne off mode operations

Melbourne Tower must coordinate the following with Essendon Tower:

- RWY 16 and 09 off mode departures
- RWY 16 and 09 off mode touch-and-go and overshoots.

Essendon Tower is responsible for separating these aircraft with Essendon traffic.

4.4.4 Unplanned missed approaches

If an aircraft makes an unplanned missed approach, Melbourne and Essendon Towers must take whatever coordinated action is necessary to maintain separation, ensuring that any required traffic information is provided.

Initial coordination is Tower – Tower followed by Melbourne/Essendon Tower – Melbourne TCU.

4.4.5 Essendon RWY 26 departures

When RWY 16 is the On Mode departure runway, Essendon Tower must coordinate Essendon aircraft of PC 'C' or 'D' departing from RWY 26, proceeding into the South East Quadrant with Melbourne Tower prior to issuing take-off clearance.

4.4.6 Essendon Tower priority departure procedures

When a priority departure from EN (either TCU or Airspace Release) will conflict with the ML duty departure path or pass within 3 NM of ML, Essendon Tower must:

a) provide taxi advice with expected tracking and ETD to Melbourne Tower and update this when significant changes occur

b) provide normal coordination with Melbourne TCU

c) coordinate with ML ADC prior to issuing take-off clearance.

4.5 Separation responsibility – Melbourne/Essendon traffic in IMC

4.5.1 Melbourne RWY 27 with Essendon RWY 17

When RWY 27 and RWY 17 are the duty runways for landings and instrument approaches are required to either runway, flow all Melbourne TCU traffic programmed for those runways as one sequence.

When cloud base at Melbourne is 2000 FT or higher and visibility exceeds 8 km, Essendon Tower must separate CAT A and CAT B aircraft conducting a circling approach for RWY 17 with traffic on the RWY 27 centreline. These aircraft may be flowed unsequenced with RWY 27 traffic.

Essendon Tower may offer to visually separate higher performance category aircraft with the RWY 27 arrivals.

4.5.2 RWY 16/RWY 17 instrument approach

1) Essendon and Melbourne traffic must be sequenced as one due to the possibility of a RWY 16 arrival conducting a missed approach when an Essendon aircraft landing on RWY 17 is inside 5 NM RADAR EN and it is not sighted by Essendon Tower

2) MAE must relay ident of RWY 17 arrival traffic to Melbourne Tower and Essendon Tower

3) Melbourne Tower must separate all aircraft departing from RWY 16 with Essendon RWY 17 arrivals for whom identification has been relayed

4) If a RWY 16 departure is not airborne prior to an Essendon arrival passing 5 NM RADAR EN, Melbourne Tower must coordinate with Essendon Tower as to when the RWY 16 aircraft may depart.

4.5.3 On mode RWY 16 departures and 26 instrument approach – when Essendon Tower unable to separate

1) MPL will advise MLC when Essendon Tower are not able to separate

2) In IMC MAE must relay ident on all aircraft making an approach to RWY 26 or a circling approach from the R26 LOC, to MLA once the aircraft is within TCU airspace and prior to PLE/MONTY

3) Melbourne Tower will separate RWY 16 departures with the above aircraft for whom identification has been relayed

4) EN ADC is responsible for separation between possible missed approach Essendon Special Procedures traffic landing RWY 26 and Melbourne departures.

5 ATIS

5.1 Code letters

ATIS codes have been allocated to Essendon and Melbourne Towers:

Tower	ATIS codes
Essendon	ALPHA to MIKE
Melbourne	NOVEMBER to YANKEE

Note: This is to avoid misunderstanding.

5.2 Melbourne ATIS/Essendon ATIS coordination

Before recording a new ATIS Melbourne/Essendon Towers must advise the Melbourne Traffic Manager of any operationally significant changes to the information.

Note: Significant changes include changes to the duty runway and the initiation or deletion of instrument approaches.