

RA 3240 – Contingency Operations for Simultaneous Failure of Surveillance Radars and / or Air Traffic Management Communication Systems

Rationale

The provision of Primary Surveillance Radar (PSR), Secondary Surveillance Radar (SSR)¹ and / or Air Traffic Management (ATM) communication systems are integral to providing Military ATM. The simultaneous failure of PSR, SSR and ATM communication systems may introduce hazards which have an impact on the Risk to Life (RtL) to Air Systems that are reliant on ATM provision. Heads of Establishment (HoE) and Aviation Duty Holder (ADH)-Facing organizations require contingency arrangements to continue to provide Air Traffic Services (ATS) and assist ADHs in ensuring the RtL associated with equipment failures is As Low As Reasonably Practicable and Tolerable.

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3240(1): Surveillance Radar and Air Traffic Management Communications Contingency Operations

3240(2): Withdrawn – Detail in RA 1020²

Regulation 3240(1)

Surveillance Radar and Air Traffic Management Communications Contingency Operations

3240(1) HoEs and ADH-Facing organizations **shall** employ contingency operations for the simultaneous failure of PSR and SSR and / or ATM communications systems.

Acceptable Means of Compliance 3240(1)

Surveillance Radar and Air Traffic Management Communications Contingency Operations

1. HoEs and ADH-Facing organizations **should** assist ADHs by safety managing contingency operations in accordance with RA 1020(4)².
2. HoEs and ADH-Facing organizations **should** assist ADHs in mitigating the hazards associated with the simultaneous failure of PSR and SSR and / or communications systems through the production of contingency procedures.
3. Contingency procedures **should** be promulgated in Local / Unit Orders and **should** be captured in accordance with RA 1026³.
4. HoEs and ADH-Facing organizations **should**:
 - a. Establish formal mechanisms to ensure robust communication to ADHs and other airspace users of the contingency procedures and when they are in operation.
 - b. Inform adjacent Air Navigation Service providers and the Distress and Diversion Cell when contingency procedures are in operation.
 - c. Issue a Notice to Airmen advising of loss of PSR and SSR and / or ATM communications systems.

¹ ► Throughout this RA, any reference to SSR is equally applicable to Wide Area Multilateration and Automatic Dependant Surveillance Broadcast.

² Refer to RA 1020 (4): Responsibilities of Aviation Duty Holder-Facing Organizations.

³ Refer to ◀ RA 1026 – Aerodrome Operator ► and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities including Aerodrome and Helicopter Landing Site Assurance Requirements. ◀

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5. While not exhaustive, the factors listed below may be considered when developing contingency plans:
- The immediate actions that Controllers carry out in the event of simultaneous failure of PSR and SSR and / or communication systems.
 - Restricting the level of ATS available to a Basic Service only; however, even this level of ATS may not be appropriate in all situations.
 - Diverting Air Systems on recovery.
 - Surveillance Radar coverage of adjacent units in order to freecall Air Systems being provided with an ATS.
 - The potential to deploy controllers or Air Systems to other units.
 - Local airspace activities.
6. Controllers use two types of surveillance systems: PSR and SSR. PSR is the primary surveillance system employed by controllers for the control of Air Systems and is normally the minimum level of surveillance equipment required to provide a Radar Control, Deconfliction Service or Traffic Service. SSR is normally employed to assist in Air System identification and to establish the level⁴ of the Air System.
7. In the event of failure of both PSR and SSR, no Air System will be visible to the controller on the surveillance display. Consequently, controllers will be unable to provide a surveillance-based ATS to any Air System.

**Regulation
3240(2)****Aviation Duty Holder Responsibilities**

3240(2) Withdrawn – Detail in RA 1020.

**Acceptable
Means of
Compliance
3240(2)****Aviation Duty Holder Responsibilities**

8. Withdrawn – Detail in RA 1020.

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9. Nil.

⁴ Level is a general term which can be used to describe the Flight Level, Height or Altitude an Air System is operating at.