

RA 3268 – ► Aircraft ◄ Arresting Systems

Rationale

Aerodromes may be fitted with ► Aircraft ◄ Arresting Systems (► AAS ◄) to aid ► Aircraft ◄ in an emergency. ► Risk to Life could be increased if AAS are not operated correctly or if AAS readiness states are not understood ◄. Controllers and Aircrew need to be aware of the configuration and use of these ► AAS. ◄

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Regulation 3268(1)

► Aircraft ◄ Arresting Systems

3268(1) Unit orders **shall** detail the operational use of ► AAS. ◄

Acceptable Means of Compliance 3268(1)

► Aircraft ◄ Arresting Systems

1. Orders for the operational use of ► AAS ◄ **should** include operating procedures, Air Traffic Control (ATC) responsibilities and specific Aviation Duty Holder requirements.

Guidance Material 3268(1)

► Aircraft ◄ Arresting Systems

2. Details of ► AAS ◄ used on MOD Aerodromes can be found in the ► Regulatory Article 3500 Series¹. ◄

Regulation 3268(2)

► Aircraft ◄ Arresting Systems - Barriers - Controller Responsibilities

3268(2) Controllers **shall** pass the readiness state of the barriers when giving a clearance to use the runway.

Acceptable Means of Compliance 3268(2)

► Aircraft ◄ Arresting Systems - Barriers - Controller Responsibilities

3. Controllers **should** state barrier positions to ► Aircraft ◄ on take-off, landing, touch and go and low approach clearances. Unit Orders **should** define when readiness states are passed to locally based ► Aircraft ◄ if the barriers are in the published standard configuration.

4. When passing barrier states, the phraseology: 'barrier up', 'barrier down' or 'barrier unserviceable' **should** be used. In the case of the Mk 12A and Type B barriers this is to be followed by 'Light' or 'Heavy' as appropriate. Full phraseology is detailed in CAP 413, Radiotelephony Manual, Chapter 10.

5. Controllers **should** ensure that the approach barrier is down, and indicating down on the display, before clearing ► Aircraft ◄ for a take off, landing, touch and go or low approach.

6. Where controllers are unable to see the approach barrier and the display panel is unserviceable, suitable local arrangements **should** be made to ensure the approach barrier state is known to the controller prior to the issue of any clearance.

7. Unless demanded by operational circumstances, the barrier **should not** be left up when the wind component along the runway is either a steady 30 knots or gusts

¹ ► Refer to the RA 3500 Series: Aerodrome Design and Safeguarding. ◄

Acceptable Means of Compliance 3268(2)

above 35 knots. Experience has shown that higher wind speeds, especially when the net is wet, may cause the net to break free of the suspension cables².

8. In winter conditions, the net and superstructure **should** be kept free of frost, ice and snow using in-service approved fluid for the process and applied in accordance with current procedures³. This precaution, if required, **should** be carried out during the Before Use Servicing⁴.

Guidance Material 3268(2)

► Aircraft ◀ Arresting Systems - Barriers - Controller Responsibilities

9. Authority to have the barrier raised to the up position is vested in the pilot, the officer in charge of flying or their deputy on duty in the control tower. The pilot is required to make the call 'Barrier! Barrier! Barrier!' if they require it during take-off or landing and it is not already in the fully raised position. The officer in charge of flying or their deputy on duty in the control tower can, at their discretion, order the barrier to be raised if they consider circumstances warrant its erection. This action is always to be accompanied by the message 'Barrier up'.

Regulation 3268(3)

► Aircraft ◀ Arresting Systems - Cables - Controller Responsibilities

3268(3) Controllers **shall** pass the readiness state of the cables when giving clearance to use the runway.

Acceptable Means of Compliance 3268(3)

► Aircraft ◀ Arresting Systems - Cables - Controller Responsibilities

10. Controllers **should** state cable position to ► Aircraft ◀ on take-off, landing, touch and go or low approach clearances. Full phraseology is detailed in CAP 413, Radiotelephony Manual, Chapter 10.

11. Unit orders **should** define when readiness states are passed to locally-based ► Aircraft ◀ if the cables are in the published standard configuration.

Guidance Material 3268(3)

► Aircraft ◀ Arresting Systems - Cables - Controller Responsibilities

12. Recovery of ► Aircraft ◀ and arresting cables after an engagement can be hazardous to personnel. Medical cover may remain in the vicinity of the arresting cable until the rewind procedure is completed.

13. Only Suitably Qualified and Experienced Person (SQEP) ground engineers can declare an arresting cable serviceable for use.

14. Exceptionally, in the absence of SQEP ground engineers, Aerodrome Rescue Firefighters qualified to do so, may visually check the equipment for obvious unserviceability during the cable rewind following a cable engagement. Once ATC have been informed that the engagement weight and speed were within limits and that the equipment appears fit for use, the arresting cable may be used for one further emergency arrest.

15. Some ► Aircraft ◀ are cleared to trample the cables when they are up and others only when they are down. It is a pilot's responsibility to notify ATC whether or not the ► Aircraft ◀ is cleared to trample the cables in the notified position.

16. When a cable is in a non-standard configuration, and unit ► Aircraft ◀ are carrying out a series of approaches, warning of its position is only required once rather than on each approach.

² Refer to ► AP 119J-1406-12 ◀ (Aircraft Arresting Barriers Types A and B) Chap 6, para 3.

³ Refer to ► AP 119J-1406-12 ◀ Ch 6, para 2.

⁴ In accordance with AP 119J-1406-5F.