

RA 3208 – Use of Unassured Aircraft Surveillance Data by Controllers

Rationale

Various electronic means are available to access unassured Aircraft surveillance data¹ including position and flight level, but the ability to verify the quality of such data or to filter out unsuitable data is not possible. The use of such data by Controllers could therefore result in the provision of inaccurate information to Aircrew leading to the development of an incorrect air picture which could increase the Risk of mid-air collision. Unassured Aircraft surveillance data is therefore only to be used to provide Aircrew with generic information to enhance their situational awareness.

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3208(1)

Use of Unassured Aircraft Surveillance Data

3208(1) Aviation Duty Holder (ADH)-Facing Organizations and Heads of Establishment **shall** ensure that Controllers only use Unassured Aircraft surveillance data to provide situational awareness to Aircrew.

Acceptable Means of Compliance

3208(1)

Use of Unassured Aircraft Surveillance Data

1. Unassured Aircraft surveillance data **should** only be used to provide Aircrew with generic information in order to enhance their situational awareness.
2. Where the use of unassured Aircraft surveillance data is permitted, it **should** be used independently of assured surveillance systems. Controllers **should not** attempt to correlate and supplement assured surveillance data with unassured Aircraft surveillance data.
3. The use / intended use and the parameters of when unassured Aircraft surveillance data can be used to provide situational awareness to Aircrew **should** be subject to approval by Front Line Command (FLC) and MOD contract authorities² using extant Air Safety Management³ processes.
4. Where the use of unassured Aircraft surveillance data is permitted, relevant ADHs / Accountable Managers (Military Flying) **should** be informed as its use could affect their Air System Safety Case(s)⁴.
5. When unassured Aircraft surveillance data is being used to provide situational awareness to Aircrew, the associated software / hardware **should** be maintained in accordance with the manufacturers / service providers policy of through-life support.
6. To ensure that it is clear to Aircrew when unassured Aircraft surveillance data is being utilized, the following phraseology **should** be employed:

“C/S, report of traffic 5 miles west of Marston (generic geographic position), estimated height (if available), glider reported by ... (additional information as required)”

Guidance Material

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Use of Unassured Aircraft Surveillance Data

7. The live Aircraft surveillance data that is displayed in programmes and applications is supplied from various surveillance sources including Flight Alarm (FLARM) receivers, ADS-B receivers (receiving Aircraft transmissions from certified or uncertified Aircraft equipment), Mode S receivers, and multilateration using multiple sensors. The quality (including integrity, accuracy and latency) of such data may vary

¹ In the context of this RA, unassured Aircraft surveillance data refers to live Aircraft surveillance data that is either accessed via a downloaded programme, internet web page or an application and that is viewed on a smart phone, tablet, laptop or other display equipment.

² In the context of this RA ‘contract authority’ refers to a non-military organization contracted to deliver or support military aviation activity.

³ Refer to RA 1200 – Air Safety Management.

⁴ Refer to RA 1205 – Air System Safety Cases.

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depending on the different sources of data that are fed into the application and cannot therefore be relied upon.

**Regulation
3208(2)****User Training**

3208(2) Where the use of unassured Aircraft surveillance data is permitted, Controllers **shall** be appropriately trained in its application.

**Acceptable
Means of
Compliance
3208(2)****User Training**

8. FLC / MOD contract authorities² **should** issue orders / instructions detailing the training requirement for the use of unassured Aircraft surveillance data.

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9. Nil.