

## RA 3230 - Traffic Coordination

### Rationale

Controllers may require coordination between ► **Aircraft** ◀ in order to maintain safe and expeditious flow of Air Traffic.

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### Regulation

#### 3230(1)

#### Traffic Coordination

3230(1) Coordination **shall** only be effected through negotiations between two or more parties who are vested with the authority to make executive decisions appropriate to the task being discharged.

### Acceptable Means of Compliance

#### 3230(1)

#### Traffic Coordination

1. Coordination **should** only be agreed between qualified controllers.
2. Coordination **should** only be effected through an agreed course of action based on known information. Responsibility for obtaining and ensuring implementation of an agreed course of action **should** be vested in one of the parties involved.

### Guidance Material

#### 3230(1)

#### Traffic Coordination

3. Nil.

### Regulation

#### 3230(2)

#### Approved Methods of Coordination

3230(2) Controllers **shall** only use approved methods of coordination.

### Acceptable Means of Compliance

#### 3230(2)

#### Approved Methods of Coordination

4. Controllers **should** use the following methods of Traffic Coordination:
  - a. **Tactical Coordination.** Tactical coordination is the temporary coordination of ► **Aircraft** ◀ to which the coordinating controllers are providing, or are about to provide, an Air Traffic Service (ATS). Tactical coordination **should** be achieved either verbally or silently using an electronic data communications system. The use of such a system **should** be defined in Local / Unit Orders.
  - b. **Tactical Coordination – ► Aircraft ◀ Not Yet on Frequency.** The releasing controller **should** ensure that the details of any coordination agreement are passed to the pilot in time for them to acknowledge compliance before changing frequency. This is particularly pertinent during an Aerodrome departure where the pilot can change frequency shortly after take off.
  - c. **Tactical Coordination by Proxy.** A controller can carry out coordination on behalf of another controller, provided:
    - (1) The procedure is defined and authorized in Local / Unit Orders.
    - (2) The traffic situation and time available allows the controller being represented to comply with the agreed course of action.
    - (3) Coordination of this nature is binding upon all parties involved in the agreement.
  - d. Central or combined coordination positions serving more than one controller can be established at larger units.
  - e. **Standing Agreement Coordination.** Standing agreement coordination is that coordination, which is implemented automatically, on a permanent basis, without communication between the controllers involved. It **should** only be

**Acceptable  
Means of  
Compliance  
3230(2)**

effected in accordance with (iaw) a written standing agreement between the units or sub-units involved and **should** only be valid for the ►Aircraft◄ and circumstances specified in the agreement.

5. When describing the height or altitude of an ►Aircraft◄ for the purposes of traffic information or agreeing coordination, controllers **should** also state the pressure datum on which the ►Aircraft◄ is operating and the terms “Not Above”, “Not Below” or “Maintaining” as appropriate. Where the level of an ►Aircraft◄ is expressed as a Flight Level there is no requirement to state the pressure datum.

**Guidance  
Material  
3230(2)**

**Approved Methods of Coordination**

6. **Verbal Coordination – Direct Procedure.** When a controller seeking coordination is able to determine (eg from SSR data<sup>1</sup>) which controller is controlling the ►Aircraft◄ against which coordination is required, the initiating controller will:

- a. Make verbal contact with the appropriate unit / console / controller and open the dialogue with the words “Request coordination”.
- b. Refer to the ►Aircraft◄ for which coordination is requested in the order most appropriate to the situation, using one of the approved identification methods iaw RA 3227<sup>2</sup>.
- c. Propose a course of action upon which agreement is requested.

7. To ensure clarity and avoid misunderstandings, parties will explicitly state the decision agreed and actions required of their ►Aircraft◄ to achieve the agreed course of action.

8. **Verbal Coordination – Indirect Procedure.** When a controller intends to initiate coordination and believes, but is not certain, that another controller has responsibility for the ►Aircraft◄ against which coordination is required, the initiating controller will:

- a. Make verbal contact with the most appropriate unit / console / controller and request Traffic Information.
- b. Refer to the ►Aircraft◄ upon which information is required using one of the approved identification methods iaw RA 3227<sup>2</sup>; if the responding controller confirms that ►they are◄ controlling the relevant ►Aircraft◄, obtain details of its intentions and request coordination if appropriate.

9. **Silent Coordination.** The procedure to be followed when carrying out silent coordination will vary according to the characteristics of the data communication system in use. Where such a system is authorized for this purpose, units will issue instructions governing its use.

10. **Climbing or Descending Traffic.** When coordinating against climbing or descending traffic using either verbal or silent coordination procedures, controllers must impose on their own traffic an intermediate stop-off level to ensure maintenance of separation criteria iaw RA 3228<sup>3</sup>. In order to safeguard separation criteria, any stop-off level must be based upon a level already vacated by the other ►Aircraft◄ and not on a level expected to be reached.

11. Where combinations of lateral and vertical separation are used in the coordination of ►Aircraft◄, controllers will closely monitor tracks and levels to ensure that standard lateral separation is maintained until the requisite vertical separation exists.

12. **Reduced Vertical Separation Minima (RVSM) Airspace.** When coordinating ►Aircraft◄ that are operating, or are about to operate, within RVSM designated airspace, unless the status is known to be self-evident to both controllers, the RVSM approval status (either RVSM Compliant or Negative RVSM) of the individual ►Aircraft◄ involved will be included in the coordination message.

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

<sup>2</sup> Refer to RA 3227 – Methods of Identification.

<sup>3</sup> Refer to RA 3228 – Separation Standards.