

## RA 3236 – Clutter on Situational Displays

### Rationale

Clutter on situational displays<sup>1</sup> may degrade their performance; however, there is a requirement for the continued provision of ATS.

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#### 3236(1): Clutter on Situational Displays

### Regulation 3236(1)

#### Clutter on Situational Displays

3236(1) MOD Air Traffic Service Units (ATSU) **shall** plan for occasions when situational displays are affected by clutter.

### Acceptable Means of Compliance 3236(1)

#### Clutter on Situational Displays

1. Where clutter of a long term or permanent nature is visible in a particular area, the impacts and potential mitigations **should** be assessed locally, utilizing extant Safety Management (SM) processes in accordance with **▶ RA 1020(3)<sup>2</sup>. ◀**
2. Procedures detailing actions to be taken in the event of clutter on the situational display **should** be promulgated in Local / Unit Orders.
3. ATSU **should** establish formal mechanisms to communicate the procedures to deal with clutter on situational displays to Aviation Duty Holders and other airspace users.

### Guidance Material 3236(1)

#### Clutter on Situational Displays

4. While not exhaustive, the factors listed below may be considered when developing procedures to deal with clutter on situational displays:
  - a. Surveillance Radar coverage of adjacent units in order to handover **▶ Aircraft ◀** being provided with an ATS.
  - b. The potential to deploy controllers to adjacent units.
  - c. Management of Instrument Flight Rules (IFR) procedures to mitigate the impact of areas where clutter affects the display.

#### Outside Controlled Airspace

5. In the event of clutter being present on the situational display controllers will consider the nature and extent of the clutter and, if necessary, take the following actions:
  - a. For **▶ Aircraft ◀** in receipt of a Deconfliction Service (DS), controllers will inform the pilot of the extent of the clutter and where practicable offer a reroute. The extent of such a reroute will, where possible, aim to achieve the planned lateral deconfliction minima from the observed clutter. However, it may still be necessary to reduce traffic information / deconfliction advice from the direction of the clutter.
  - b. For **▶ Aircraft ◀** in receipt of a Traffic Service (TS), and those **▶ Aircraft ◀** under a DS that are not rerouted, controllers will inform pilots of a reduction in traffic information / deconfliction advice. If the controller cannot maintain **▶ Aircraft ◀** identity, the service may be terminated or a Basic Service (BS) may be offered.
  - c. For all surveillance services, in order to maintain track identity of **▶ Aircraft ◀** being vectored to final approach, if re-routing around the clutter is not practicable for the reasons specified above, an alternative type of approach may need to be conducted.

<sup>1</sup> In this context a situational display may be a radar, surveillance or other display screen utilized for the provision of an Air Traffic Services (ATS).

<sup>2</sup> **▶ Refer to RA 1020(3): Responsibilities of Aviation Duty Holder-Facing Organizations. ◀**

**Guidance  
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3236(1)****Inside Controlled Airspace**

6. In the event of clutter being present on the situational display the radar service may be limited; however, the ATS will not be unilaterally terminated. The controller may vector the ► Aircraft ◀ around the clutter; however, this might not be practicable due to traffic density, airspace availability and / or the requirement to follow specific arrival or departure tracks.

7. Controllers will consider the extent of the clutter and, if the intensity of the clutter is such that the controller is not able to clearly see the ► Aircraft ◀ Primary Surveillance Radar or Secondary Surveillance Radar position symbol, radar separation will not be used to separate it and other controlled ► Aircraft ◀.

8. The controller remains responsible for providing separation from ► Aircraft ◀ that are considered to be infringing controlled airspace. Therefore, the controller ► will ◀ consider the nature of the clutter including any observed movement, relative speed and track consistency, and take appropriate action if it is considered to be an unknown ► Aircraft ◀.

**Radar Approaches In all Classes of Airspace**

9. In addition to the procedures above, in all classes of airspace, for ► Aircraft ◀ intending to make a radar approach, the controller will assess the nature and extent of the clutter and decide whether:

- a. A radar approach is not possible owing to clutter, in which case the controller will inform the pilot; or
- b. A radar approach could be carried out, but there may be a possibility of radar contact being lost. In this case the controller will inform the pilot as early as possible that clutter is affecting ► the ◀ display and that missed approach instructions will be passed in good time if it becomes necessary to abandon the approach.