# Proposed amendment to the air traffic control procedures for vectoring aircraft - (CD 2504AS)

# Overview

We are seeking your feedback on a proposed amendment to some of the air traffic control (ATC) rules for vectoring aircraft to intercept the final approach course or track for instrument approach procedures.

### Principal change that would occur

We are proposing to continue the ATC vectoring procedures that applied immediately before the 2019 introduction of amended rules set by the International Civil Aviation Organization (ICAO).

**Rationale for change**

When vectoring an aircraft for an instrument approach, ATC must issue heading and descent instructions that assist pilots to manage aircraft energy and configuration whilst accurately positioning aircraft onto the final approach path.

The current ICAO-based rules require ATC – when vectoring an aircraft for close-spaced instrument approach operations – to provide at least **1 nautical mile (NM) of straight and level flight** prior to the final approach course or track intercept; and at least **2 NM of level flight** prior to intercepting the glide path/vertical path.

The ICAO-based rules have not been operationalised in Australia. This is because the COVID-19 pandemic curtailed flight within Australia, to the extent the affected instrument approach procedures were discontinued at the point the new ICAO-based rules were meant to be implemented.

With the return to normal traffic levels, preparations are now underway to reintroduce these instrument approaches in time for the 2025 Winter season. These preparations have revealed that the ICAO vectoring rules, particularly the level flight requirements, are unworkable. They will increase ATC workload and aircraft noise, and require longer and less efficient flight paths.

Please read the Summary of Proposed Change, attached to this consultation, for a full explanation of the proposal.

### The proposed new rule set

We are proposing to continue the ATC vectoring procedures that applied immediately before we adopted the amended ICAO rules in late 2019.

The proposed changes would require ATC:

1. to ensure the final vector for the relevant approach procedure enables the aircraft to intercept the final approach course or track at an angle not greater than 30 degrees; and provides at least **1 NM straight flight** before the final approach course or track
2. to clear the aircraft for descent to the instrument approach commencement altitude soon enough to provide a period of level flight to dissipate excess aircraft speed.

Other aspects of the ICAO rules, such as flight path monitoring, ability to use a range of approach guidance aids (instrument landing system (ILS), ground-based augmentation system landing system (GLS) etc.), would continue unchanged and unaffected.

Please see the attached consultation draft instrument for specific details of the proposed changes to the Part 172 Manual of Standards.

# Why your views matter

Your feedback will help us make sure the proposed requirements are suitable, the final legislation is clear and it will work as intended.

Please submit your comments using the survey link on this page.

If you are unable to provide feedback via the survey link, please email regulatoryconsultation@casa.gov.au for advice.

## **Documents for review**

All documents related to this consultation are attached in the ‘Related’ section at the bottom of the overview page. They are:

* Summary of proposed change on CD 2504AS
* Consultation Draft - *Manual of Standards Part 172 Amendment Instrument 2025 (No. 1)*
* MS Word copy of online consultation for ease of distribution and feedback within your organisation.

# **What happens next**

At the end of the response period, we will:

* review all comments received
* make responses publicly available on the consultation hub (unless you request your submission remain confidential)
* publish a Summary of Consultation which summarises the feedback received and outlines any intended changes and next steps.

All comments received on the proposed legislation will be considered. Relevant feedback that improves upon the proposed instrument will be incorporated into the final instrument.

# Give Us Your Views

[Appears on the overview page at the bottom]

Online Survey

[This link is on the front page of the survey and takes you to the survey questions]

**Events**

List of events related to this consultation such as upcoming webinars

**Related**

[This section is at the bottom of the front page and contains all the links to other sites and documents related to this consultation]

**Related Documents**

List of documents attached to the consultation

* Summary of proposed change on CD 2504AS
* Consultation Draft - *Manual of Standards Part 172 Amendment Instrument 2025 (No. 1)*
* MS Word copy of Consultation - Proposed amendments to Part 172 MOS - Air traffic control vectoring procedures – CD 2504AS

# Audience & Interest groups

**Audience**

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| * Air operators
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| * Pilots
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| * Air traffic controller(s)
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| * Air traffic service providers
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| * CASA staff
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**Interest**

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| * Airspace and infrastructure
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| * Operational standards
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# Page 1. About this consultation

This consultation asks for your feedback on the proposed amendment to the air traffic control rules for vectoring aircraft.

We will ask you for:

* **personal information**, such as your name, any organisation you represent, and your email address
* **your consent** to publish your submission
* **your responses** to the proposed changes in the regulations
* **demographic information** to help us understand your interest in the regulations
* **any comments** you may want to provide

Our [website](https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public) contains more information on making a submission and what we do with your feedback.

# Page 2. Personal information

## First name

*(Required)*

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## Last name

*(Required)*

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## Email address

*If you enter your email address, you will automatically receive an acknowledgement email when you submit your response.*

Email

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## Do your views officially represent those of an organisation?

## *(Required)*

*Please select only one item*

[ ]  Yes, I am authorised to submit feedback on behalf of an organisation

[ ]  No, these are my personal views.

If yes, please specify the name of your organisation.

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Which of the following best describes the group you represent?

*Please select only one item*

[ ]  Aircraft operator

[ ]  Pilot

[ ]  Air traffic service provider

[ ]  Air traffic controller

[ ]  Other

Please specify ‘Other’ if selected.

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# Page 3. Consent to publish submission

To provide transparency and promote debate, we intend to publish all responses to this consultation. This may include both detailed responses/submissions in full and aggregated data drawn from the responses received.

Where you consent to publication, we will include:

* **your last name** if the submission is made by you as an individual or
* **the name of the organisation** on whose behalf the submission has been made
* **your responses** and comments

We **will not** include any other personal or demographic information in a published response

Do you give permission for your response to be published?

*(Required)*

*Please select only one item*

[ ]  Yes - I give permission for my response/submission to be published.

[ ]  No - I would like my response/submission to remain confidential but understand that de-identified aggregate data may be published.

[ ]  I am a CASA officer.

Information about how we consult and how to make a confidential submission is available on our [website](https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public).

# Page 4: Proposed change

**Proposed amendment for the Part 172 Manual of Standards (MOS)**

We are proposing new rules for the Part 172 MOS, that would apply instead of the air traffic control (ATC) vectoring rules specified by the International Civil Aviation Organization (ICAO).

The proposed new rules would have two components:

1. When vectoring an aircraft for an instrument approach, ATC would need to ensure that the final vector enables the aircraft to intercept the final approach course or track at an angle not greater than 30 degrees; and provides at least 1 nautical mile straight flight before the interception.
2. ATC would need to clear the aircraft for descent to the instrument approach commencement altitude soon enough to provide a period of level flight to dissipate excess aircraft speed.

**Question** – Is the intent of the amendment appropriate and do you think the proposed changes will achieve the desired outcome?

*Radio buttons*

[ ]  Yes

[ ]  Yes, but with changes (please provide your suggestions below)

[ ]  No (please explain why and provide alternative suggestions below)

[ ]  Undecided/Not my area of expertise

Comments

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# General comments

Do you have any additional comments about the proposed policy? Please include any **impact** this change may have on you or your operation. Please do not include points you have already raised.

Comments

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