

# Safety Bulletin

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## The Importance of Accurate Position Estimates

### Introduction

In 2012 Airservices raised 75 Electronic Safety Incident Reports (ESIR) regarding pilots either not arriving at a reporting point within 2 minutes of the estimate, or not updating their estimate when it was outside of the 2 minutes, as specified in AIP.

The occurrences were not restricted to one specific type of operation, with ESIRs raised on airline, military and general aviation pilots.

The majority of reports involved aircraft in a climb, descent, regaining track after a diversion, or around the Australian FIR boundary.

### Why Accurate Estimates are Important

Although Airservices ability to identify and control aircraft has increased with the improvements in radar technology and the implementation of Automatic Dependent Surveillance (ADS) systems, there are still vast areas that are outside of surveillance coverage and where aircraft separation relies on the position reports and estimates provided by pilots.

In these areas, ATC use the aircraft track, altitude and position estimates advised by the pilot to provide separation from other aircraft or airspace. This means that if your tracking, altitude or estimates provided to ATC are not accurate, it is possible that your separation with other aircraft or airspace may also be compromised.

### AIP References

There are several references in AIP regarding estimates, with **AIP ENR 1.1 – 43 21.1.5** and **AIP ENR 1.1.73. 44.2** stating the requirement for pilots to report to ATC when a position estimate changes by more than two minutes or is found to be in error by more than two minutes.

For pilots using Controller Pilot Data Link Communications (CPDLC) **AIP GEN 3.4 – 77 6.9.1** details when and how pilots are to revise their estimates.

### For more information

For further information please contact Airservices Safety Liaison:  
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