

# Safety Bulletin

20 NOVEMBER 2012

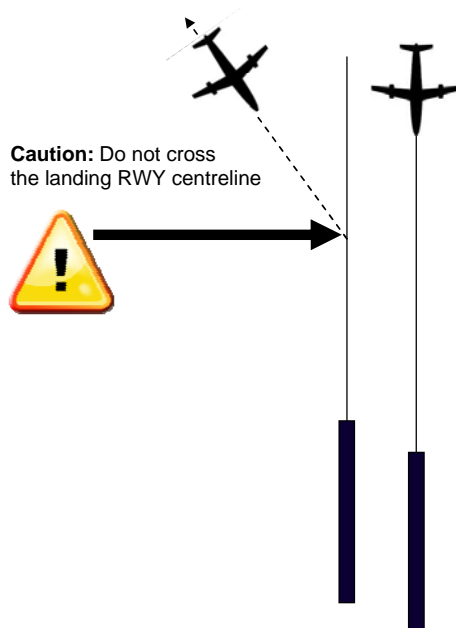
## Independent Visual Approaches (IVA)

Independent Visual Approaches have been in operation at Sydney airport for over 15 years. They are designed to maximise efficiency using established internationally recognised procedures. The procedures require accurate knowledge and consistent application of the pilot procedures and responsibilities.

Airservices has identified through its reporting system an inconsistent application of some of the pilot responsibilities;

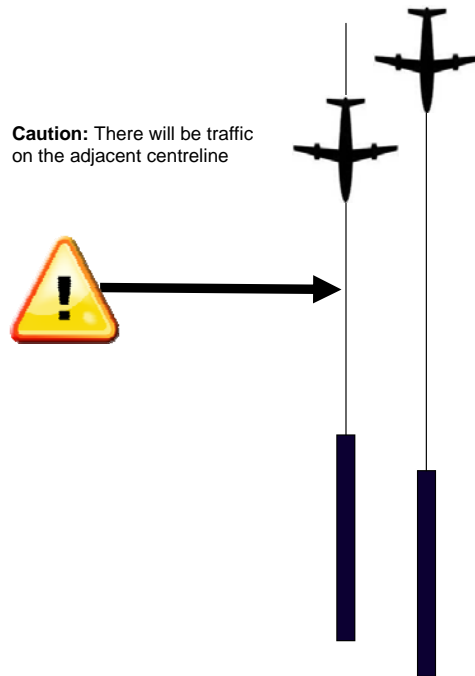
1. Pilots ensuring that the runway centreline is not crossed during intercept
2. Pilots maintaining a visual lookout for aircraft approaching the adjacent parallel runway centerline.
3. TCAS RA during IVAs.
4. Importance of "Visual" reports and the specific requirements for "specific Runway *XX Right or left* in sight"
5. Pilots understanding of radio failure procedure as described in ERSA. Specific to independent Visual Approaches:

**Pilots must ensure that the runway centreline is not crossed during intercept and that the extended runway centreline is accurately tracked.**



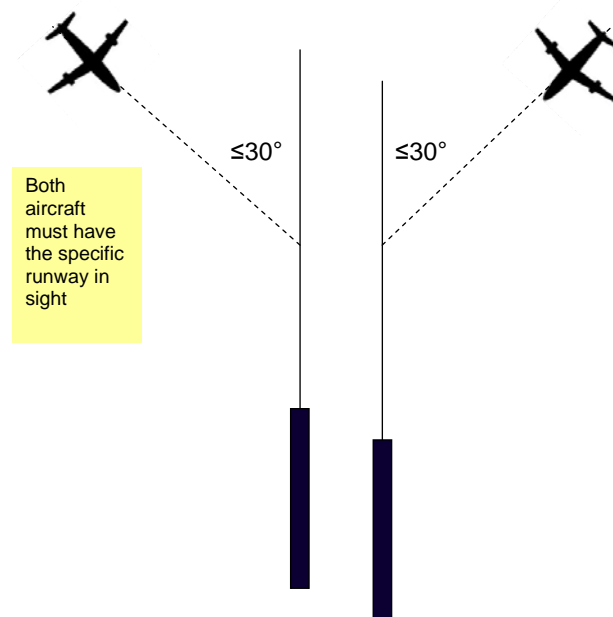
**Note:** Localiser capture may not ensure the landing runway extended centreline is not crossed. TCAS RA may be received.

**Pilots must maintain a visual lookout for other aircraft on or approaching the adjacent centreline.**



**Note:** TCAS RA may be received.

**Pilots must maintain a visual lookout for other aircraft on or approaching the adjacent centreline.**

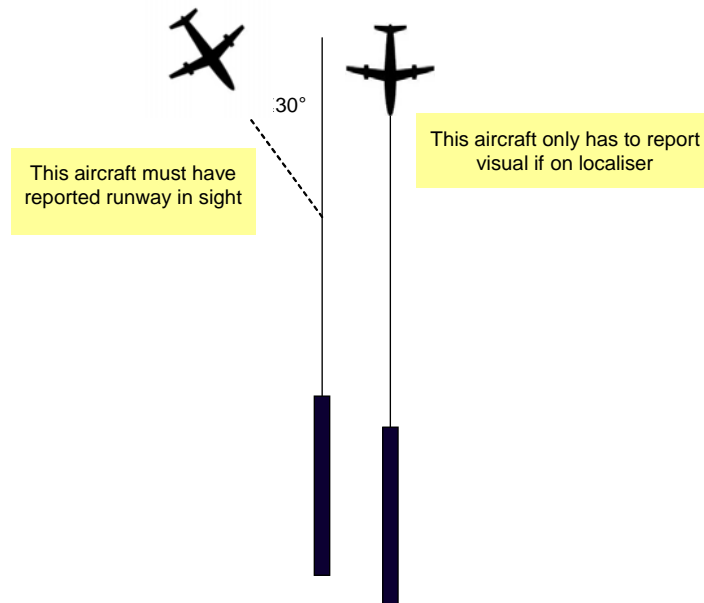


**Note:** TCAS RA may be received.

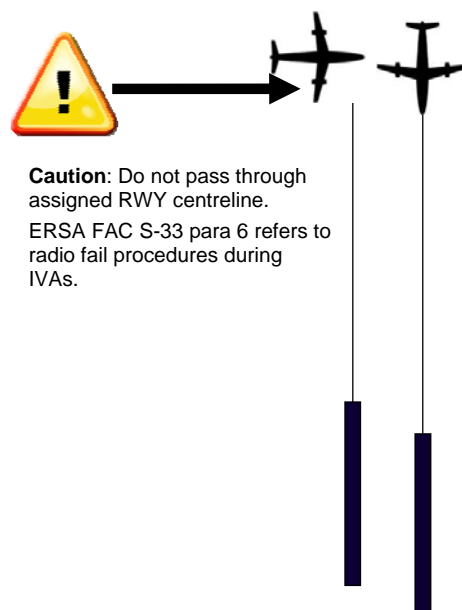
## Procedure – Visual report

During the application of IVAs ATC will position the aircraft to enable compliance with the requirements of AIP ENR 25.2.1. The accurate tracking of the runway centreline is essential. This can either be achieved electronically (Localiser or RNAV) or visually. The difference between reporting visual and reporting the runway in sight is significant. A visual call is all that is required if established on the centreline using electronic indications. A specific runway in sight call is required if you are not electronically established on centreline.

Any aircraft on a circuit needs to inform director when they have the runway in sight as soon as possible.



**Do not pass through the assigned Runway centreline during a radio failure.**



**References;**

AIP GEN 2.2 – 12 Definition of Independent Visual Approaches (IVAs)

AIP ENR 1.1 – 23.1 ATIS Broadcast Change (Pilot Notification - Approach Expectation)

AIP ENR 1.1 – 25.2.1 Description of the IVA procedure including pilot responsibilities

AIP ERSA FAC 6.0 - 6.2 Radio fail procedure during IVA's

**For further information:**

Please contact Airservices Safety Liaison: [safety.liaison@airservicesaustralia.com](mailto:safety.liaison@airservicesaustralia.com)

The information contained in this publication is current at the time of publication. Please refer to AIP, ERSA and NOTAM for operational information