Traffic Advisory/Safety Alerts

Recent ATSAP Reports:

"I hadn't called the traffic previously as I didn't anticipate the VFR's descending through a layer and didn't think they'd be a factor as [ABC] would pass below them. Once they became a factor, I failed to issue a radar traffic call and gave only a very general advisory. As [ABC] intercepted the LOC, he responded to a TCAS RA (Climb) as the VFR's passed a mile or so off his left side in their descent to 27K."   ATSAP

"When the traffic was given, I did not remember to give a Traffic Alert, because I was just thinking about the T38 getting the traffic insight. This happened because I missed seeing the untracked VFR aircraft opposite direction, while working with nonstandard situations at [FACID]."   ATSAP

"I issued a traffic alert and told [ABC123] to stop their climb. They were below the MVA which is 3300 in that area. I knew that they were above the terrain in that area and they were turning towards lower terrain so I felt the highest priority was to stop them from climbing into the VFR aircraft.   ATSAP

The intent of this Briefing Sheet is to make operational personnel aware of trending ATSAP data, and to provide a general overview of the safety issue. Mitigations should be explored in your Local Safety Council.

➢ A controller is busy assisting an aircraft and is distracted from issuing a needed traffic advisory or safety alert to another aircraft.
➢ Handling a priority aircraft results in another aircraft not receiving a traffic advisory or safety alert.
➢ A controller didn't expect a situation to turn out the way it did and a much needed traffic advisory or safety alert never got issued.

What do these scenarios have in common?
They are all unanticipated hindrances for not issuing a traffic advisory or safety alert to aircraft at a critical moment.

Traffic Advisory: Issued to all aircraft on your frequency when, in your judgment, their proximity may diminish to less than applicable separation minima.

Safety Alerts: issued to all aircraft under your control when position or altitude becomes unsafe for terrain, obstructions or other aircraft.

Facility Discussion

➢ What is the proper phraseology when issuing a Traffic Alert? Low Altitude Alert?
➢ What operational situations would preclude you from issuing traffic advisories or safety alerts?
➢ What concerns are taken into account when safety alerts are issued for terrain or obstructions?

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