Input paper: [[1]](#footnote-2) VTS48-9.2.4

Input paper for the following Committee(s): check as appropriate Purpose of paper:

**□** ARM **□** ENG **□** PAP **x** Input

**□** ENAV **X** VTS **□** Information

Agenda item [[2]](#footnote-3) 9.2

Technical Domain / Task Number 2 2.2.2………………………………

Author(s) / Submitter(s) IALA Secretariat…………….

Comments on Guideline 1111

Hensoldt

# Summary

Hensoldt provided comments on the working paper regarding this task from VTS47 in annex 9.2.4.1. The comments for VTS48 are summarised below:

* Accuracy definition within the Radar Section should be re-added (it was removed in VTS47) but refined.
* Guidance on interference, radar susceptibility and radar compatibility sections should be maintained or expanded as these are important for the VTS authority to understand these effects.
* The other major comment we’d like to make is that we’re happy for basic, standard and advanced levels to be removed, as long as the technical content isn’t watered down. Tables that are replaced with graphs will be more useful to the user, but these need to useful with good quality images that can be zoomed in so values can be read off the graph(s). Additionally meaningful examples should be provided in an appendix for example VTS situations, e.g. a low risk VTS, a medium risk level VTS and a complex (high risk) VTS etc.

Some changes to Section 1 will impact the quality of equipment that can be delivered to customers:

* Representative availability figures should be maintained (Section 1.5.1 in G-1111 published online)
* If the Beaufort scale & other wind information is removed from G-1111, then an external reference should be provided (Section 1.5.2.3, in G-1111 published online)

Within Section 1.5.4.5 (in G-1111 published online):

* “International Standards applicable to inside and outdoor equipment”, what is the rationale for removing these? Those referenced are international standards and provides guidance to the VTS authority.
* Examples for Electrical Safety have been removed which is in-line with removal of European only standards, however IEC 60950 is an international standard and there does not appear to be a rationale for its removal? These provide a guide for a recommended level of Electrical Safety which is important for VTS Authorities.

# Action requested of the Committee

The Committee is requested to:

1. consider the content of this input paper and associated annex when considering task 2.2.2.

1. Input document number, to be assigned by the Committee Secretary [↑](#footnote-ref-2)
2. Leave open if uncertain [↑](#footnote-ref-3)