

Supplementary Instruction (SI)

CAP 493 MATS Part 1

Safety Regulation Group
Intelligence, Strategy and Policy



Number: 2014/03

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UK Flight Information Services

1 Introduction

- 1.1 CAP 774 UK Flight Information Services describes the civilian and military Air Traffic Services provided in UK Class F/G airspace and associated procedures for pilots, Flight Information Service Officers and Air Traffic Controllers.
- 1.2 Following joint review by the CAA and Military Aviation Authority (MAA) and consultation with the CAA Air Traffic Control Procedures and Phraseology Working Group, proposals were developed to address specific aspects of the UK Flight Information Services and propose consequential amendments to CAPs 493 and 774.
- 1.3 In addition to minor editorial changes, these proposals focussed on the provision of traffic information to aircraft in receipt of Basic Service and limiting the provision of Deconfliction Service and Procedural Service to only those aircraft operating in accordance with the Instrument Flight Rules (IFR).
- 1.4 These proposals were subject to, and ratified by, wider public consultation. The purpose of this SI is to provide advance notification to controllers of the changes to the UK Flight Information Services contained within CAP 493 – Manual of Air Traffic Services (MATS) Part 1.

2 Revised MATS Part 1 Procedures

- 2.1 With effect from 18 August 2014, MATS Part 1 is amended as shown at Appendix A. This will be incorporated into MATS Part 1 no later than 16 October 2014.
- 2.2 Please note Appendix A replaces Section 1, Chapter 12 in its entirety and reduces the number of pages within this chapter from 21 to 18 pages.

3 Queries

- 3.1 Any queries or further guidance required on the content of this SI should be addressed to:

Air Traffic Services Enquiries
Intelligence, Strategy and Policy
Safety and Airspace Regulation Group
Civil Aviation Authority
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

E-mail: ats.enquiries@caa.co.uk

3.2 Any queries relating to the availability of this SI should be addressed to:

Air Traffic Services Documents
Intelligence, Strategy and Policy
Safety and Airspace Regulation Group
Civil Aviation Authority
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

E-mail: ats.documents@caa.co.uk

4 Cancellation

- 4.1 This SI shall remain in force until incorporated into MATS Part 1; no later than 16 October 2014.

CHAPTER 12**UK Flight Information Services (UK FIS)****Principles and Procedures****Introduction**

- 12.1 It is essential that the UK FIS Principles are read in conjunction with the specific type of FIS as they underpin and apply equally across this suite of services.

Flight Outside Controlled Airspace

- 12.2 Regardless of the type of UK FIS being provided, pilots are ultimately responsible for collision avoidance and terrain clearance.
- 12.3 UK FIS provision is constrained by the nature of this uncontrolled airspace environment within which pilots of known and unknown flights may make unexpected manoeuvres. Consequently, controller workload cannot be reliably predicted.

Types of UK FIS

- 12.4 The specific types of UK FIS are Basic Service, Traffic Service, Deconfliction Service, Procedural Service. These are designed to cater for a wide variety of airspace users and tasks and shall be consistently applied by controllers and complied with by pilots.

Notes:

1. The parameters that govern the extent to which controllers pass traffic information and deconfliction instructions or advice to assist pilots in discharging their responsibility for collision avoidance are specified below and in CAP 774. Terrain clearance requirements and restrictions regarding heading instruction and level allocation are also specified.
2. The provision of the UK FIS, and associated deconfliction of flights in Class F/G airspace, is predicated on flight rules. Deconfliction Service and Procedural Service are only available to aircraft operating under IFR.

Choice of UK FIS Type

- 12.5 Controllers shall make all reasonable endeavours to provide the type of UK FIS that a pilot requests. However, tactical priorities may influence

availability or continued provision, e.g. finite ATS provider resources or controller workload. Consequently, a reduction in traffic information and/or deconfliction advice may result, and in some circumstances an alternative type of UK FIS may be offered in order to balance overall ATS requirements.

Compliance Requirements

- 12.6 The definitions and conditions described in this document are inherently agreed as part of the request for, and provision of, that type of UK FIS. Instructions issued by controllers to pilots operating outside controlled airspace are not mandatory; however, the all users rely upon compliance with the specified terms and conditions so as to promote a safer operating environment for all airspace users.

Agreements - Basic and Traffic Service

- 12.7 Agreements can be established between a controller and a pilot on a short-term tactical basis, such that the operation of an aircraft is laterally or vertically restricted beyond the core terms of the Basic Service or Traffic Service. This is for the purposes of co-ordination and to facilitate safe interaction with other airspace users with more stringent deconfliction requirements. In agreeing to a course of action, pilots will take into account their responsibilities as defined under the Rules of the Air, including that for terrain clearance. Unless safety is likely to be compromised, a pilot shall not deviate from an agreement without first advising and obtaining a response from the controller. Controllers shall remove restrictions as soon as it is safe to do so.

Notes:

1. Agreements may be made which restrict aircraft to a specific level, level band, heading, route, or operating area.
2. Controllers should be aware that not all requests for an agreement will be accepted and they should try to take account of the pilot's operating requirements whenever possible. Consequently, controllers should avoid excessive or unnecessary use of agreements and be prepared to act accordingly if an agreement is not achieved.

Appropriate Type of UK FIS

- 12.8 A pilot shall determine and request the appropriate type of UK FIS for the various phases and conditions of flight. If a pilot does not request a specific type of UK FIS, the controller should normally ask the pilot to specify the type required, except that:

- Controllers at approved ATC Units that do not have surveillance equipment available will routinely apply Procedural Service to aircraft carrying out IFR holding, approach and/or departure procedures;
- IFR aircraft that have flight planned to operate on Air Traffic Advisory Routes (ADR) shall be provided with services as detailed at paragraphs 12.71 onwards.
- Where ATC are unable to provide the full range of UK FIS to aircraft after they leave controlled airspace, a controller should specify the types of UK FIS that are available in advance.

Standard Application of UK FIS

12.9 Fundamental to the provision of the UK FIS outside controlled airspace is the standard application of the types of UK FIS to prevent the boundaries between them becoming confused. Agreement to provide a type of UK FIS and acknowledgement of that by both controller and pilot, establishes an accord whereby both parties will abide with the expectations of that type of UK FIS as stated herein. Once an accord has been reached the controller shall apply that type of UK FIS as defined. If a pilot subsequently requires elements of a different ATS, a new accord shall be negotiated. Where there is a need for local procedures to be promulgated that are at variance to CAP 774, these will be subject to regulatory approval.

Note:

By incorporating elements of another type of UK FIS to that agreed, there is a danger that pilots will come to routinely expect those elements as a part of that service provision. This could lead to pilots requesting an inappropriate type of UK FIS for the flight profile or flight conditions in the future. Therefore, pilots should not expect, nor ask, controllers to provide any element of another type of UK FIS. Controllers shall not offer nor provide elements of any other type of UK FIS.

Reduced Traffic Information/Deconfliction Advice

12.10 There may be circumstances that prevent controllers from passing timely traffic information and/or deconfliction advice, e.g. high workload, areas of high traffic density, unknown aircraft conducting high energy manoeuvres, or when traffic is not displayed to the controller or is obscured by surveillance clutter. Controllers shall inform the pilot of reductions in traffic information along with the reason and the probable duration as soon as practical.

Alerting Service

- 12.11 An Alerting Service shall be provided in association with all types of UK FIS.

Basic Service

Definition

- 12.12 Basic Service is a type of UK FIS provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights. This may include weather information, changes of serviceability of facilities, conditions at aerodromes, general airspace activity information, and any other information likely to affect safety. The avoidance of other traffic is solely the pilot's responsibility.

Provision

- 12.13 Controllers and FISOs may provide Basic Service. Controllers may utilise surveillance system derived information in the provision of Basic Service.

Flight Rules and Meteorological Conditions

- 12.14 Basic Service is available to IFR flights in any meteorological conditions and to VFR flights.

Identification

- 12.15 A controller may identify an aircraft to facilitate co-ordination or to assist in the provision of generic navigational assistance, but is not required to inform the pilot that identification has taken place.

Note:

Identification of an aircraft in receipt of Basic Service does not imply that a different type of UK FIS is being provided or that any subsequent monitoring will take place. Controllers may allocate SSR codes to aircraft in receipt of Basic Service. The issuance of such a code does not constitute the provision of a surveillance related service.

Traffic Information

- 12.16 Given that the provider of Basic Service is not required to monitor the flight, pilots should not expect any form of traffic information from a controller. A pilot who considers that he requires a regular flow of specific traffic information will request Traffic Service. Subject to the availability of surveillance, controllers shall make all reasonable endeavours to