

Supplementary Instruction (SI)

CAP 493 MATS Part 1

Safety and Airspace Regulation Group
Intelligence, Strategy and Policy



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Replacement of Class F Airspace in the UK FIRs

1 Introduction

- 1.1 The UK currently applies the ICAO Airspace Classification System as detailed in ICAO Annex 2 (Rules of the Air) and ICAO Annex 11 (Air Traffic Services) subject to notified Differences, Regulation (EC) No. 730/2006 of 11 May 2006 and CAA policy statement 'Application of ICAO Airspace Classification in UK Flight Information Regions' (FIRs). Within the UK FIRs Class F is notified for UK Advisory Routes (ADRs).
- 1.2 The 2009 ICAO Universal Safety Oversight Audit Programme inspection of the UK found that there were no timelines for replacing Class F within the UK and that, in ICAO terms, this was inappropriate use of this airspace classification. Subsequently, Standardised European Rules of the Air (Regulation (EU) No. 923/2012 of 26 September 2012) requires the application of an air traffic advisory service in Class F airspace; this would require the UK to cease the current application of UK Flight Information Services and apply air traffic advisory service.
- 1.3 Consequently the CAA undertook a series of consultations with industry to identify how best to replace Class F airspace within the UK FIRs. Industry comments were considered in detail by CAA staff, leading them to refine proposals accordingly. Implementation of these has been approved (see CAA Information Notice IN-2014/154 of 19 September 2014).

2 Change from Air Traffic Services Outside Controlled Airspace (ATSOCAS) to UK Flight Information Services (UK FIS)

- 2.1 In March 2009, the UK introduced the suite of UK FIS to clearly define services that are available outside controlled airspace, i.e. within both Class F and G airspace.
- 2.2 The removal of Class F airspace and the co-incident introduction of Class E airways, which are also Transponder Mandatory Zones (MATS Part 1 Section 1: Chapter 6, paragraph 6) has led to a re-evaluation of service provision within UK Class E airspace. Prior to this change VFR traffic within Class E airspace was provided with Air Traffic Control Service; however, this service provision has been amended to bring UK service provision to such flights into line with ICAO and European expectations. VFR flights within Class E controlled airspace will be provided, therefore, with UK FIS (i.e. Traffic or Basic Service) upon request and subject to controller workload.
- 2.3 In consequence, MATS Part 1 Edition 6, amendment 1, which will be published later this year, will remove all references to ATSOCA because some types of UK FIS are available within Controlled Airspace (CAS) so the term "ATSOCA" is no longer appropriate. ANSPs and controllers are encouraged to avoid this outmoded term and use UK FIS, or specific type(s) of UK FIS, in its lieu.

- 2.4 For those ATC Units that currently provide ATS within Class E airspace this may entail a fundamental review of their management of participating VFR flights within Class E airspace.

3 Revised MATS Part 1 Procedures

- 3.1 With effect from 13 November 2014, MATS Part 1 is amended as shown at [Appendix A](#). This will be incorporated into MATS Part 1 no later than 31 January 2015.

- 3.2 The most significant change to the MATS Part 1 involves the clarification of services provided in Class E airspace, which is summarised as follows:

- (1) Instrument Flight Rules (IFR) flights within Class E airspace will be provided with relevant traffic information on participating and non-participating Visual Flight Rules (VFR) flights; traffic avoidance advice will be provided if requested.
- (2) IFR holding might not be fully contained within Class E airways. Controllers are not required to advise pilots on the change of ATS as IFR flights leave and join Class E airways as part of IFR holding. However, the type of UK FIS provided to such flights in Class G airspace will either be a Deconfliction service or, in the absence of surveillance, a Procedural Service. Pilots can expect a Deconfliction Service, which does not need to be announced, although controllers must advise pilots if a Procedural Service will be provided instead.
- (3) Participating VFR flights within Class E airspace will receive UK FIS (either a Basic Service or a Traffic Service), and will receive traffic information on relevant IFR flights as well as participating and non-participating VFR flights.

- 3.3 Less significant changes to MATS Part 1 include the following:

- (1) Deletion where appropriate of references to 'Air Traffic Advisory Routes' and replacement of these as necessary with 'Class F Airspace'.
- (2) Deletion of all references to the application of UK FIS within Class F airspace.
- (3) Refinement of conditions applicable to Class F airspace in order to future proof CAP 493 should Class F be established at some point in the future (in keeping with similar statements concerning Class B airspace).
- (4) Statements to indicate that Class F is not established within the UK FIRs (in keeping with similar statements concerning Class B airspace).

- 3.4 Phraseology to support these changes is included in Appendix B and was published in CAP 413 on 16 October 2014, to become effective on 13 November 2014. For the purposes of this SI and the phraseology contained in Appendix B, the word 'approved' means 'permission for proposed action granted', as stated in CAP 413 'Radiotelephony Manual', Chapter 2: Radiotelephony page 9, Standard Words and Phrases (Table 8).

4 Queries

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

ATS Enquiries
Intelligence, Strategy and Policy
CAA Safety and Airspace Regulation Group
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

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



Documents

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

ATS Documents
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2W Aviation House
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RH6 0YR

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

5 Cancellation

5.1 This SI shall remain in force until 31 March 2015.

Appendix A

Section 1: Chapter 1: Air Traffic Services

Paragraph 6: Air Traffic Advisory Service

- 6.1 An Air Traffic Advisory Service is a service provided within Class F airspace to ensure separation, in so far as practicable, between participating IFR flights. Class F airspace is not currently established in the UK FIRs.

Paragraph 7: Flight Information Service

- 7.2 In Class G airspace, the ICAO requirements for Flight Information Service are met through a suite of services, known as the 'UK Flight Information Services' as detailed in Section 1 Chapter 12. The UK Flight Information Services consist of:
- (1) Basic Service;
 - (2) Traffic Service;
 - (3) Deconfliction Service;
 - (4) Procedural Service.

Section 1: Chapter 2: Flight Rules

Paragraph 2: Classification of Airspace

- 2.1 The classification of the airspace within an FIR determines the flight rules which apply and the minimum services that are to be provided. These are summarised below.

Table 1:

Class	Flight Rules	Aircraft Requirements	Minimum Services by ATC Unit
E	IFR and VFR	IFR flights to obtain ATC clearance before entry and comply with ATC instructions. VFR flights do not require clearance.	(a) Separate IFR flights from other IFR flights; (b) Pass traffic information, as far as practicable, to IFR flights on <u>participating and non-participating VFR flights</u>; (c) <u>Pass traffic information as far as practicable to participating VFR flights in accordance with the type of UK FIS provided.</u>

Note 1: Airspace Classes A, B, C, D and E are controlled airspace.

Note 2: Class E airways are notified as Transponder Mandatory Zones (TMZ).