

Supplementary Instruction (SI) CAP 493 MATS Part 1

Safety and Airspace Regulation Group

Intelligence, Strategy and Policy



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Introduction of Standardised European Rules of the Air (SERA) into MATS Part 1

1 Introduction

- 1.1 The purpose of this Supplementary Instruction is to introduce Commission Implementing Regulation (EU) No. 923/2012 into the Manual of Air Traffic Services Part 1 and highlight a United Kingdom general exemption to Regulation (EU) No. 923/2012.

2 Standardised European Rules of the Air

- 2.1 Commission Implementing Regulation (EU) No. 923/2012 is based on ICAO Annex 2 (Rules of the Air) and ICAO Annex 11 (Air Traffic Services). Significant changes include:
- a) The introduction of semi-circular cruising levels within Class G airspace (SERA.5005(g) (Visual Flight Rules) and SERA.5025(a) (IFR-Rules Applicable to IFR Flights outside Controlled Airspace).
 - b) The Visual Meteorological Conditions for Visual Flight Rules (VFR) flight (SERA.5001). See General Permission ORS4 No. 1067.
 - c) VFR at night (SERA.5005(c)). See General Permission ORS4 No. 1066.
 - d) The introduction of a Safety Assessment for the removal of the 250 kt airspace speed limitation for flights in Class D airspace below FL100 (SERA.6001, AMC1 SERA.6001, GM1 SERA.6001 and GM2 SERA.6001). Aircraft types which the authority has deemed eligible for speed alleviation as per GM1 SERA.6001 (2)(d), will be published in the UK AIP at ENR 1.4 ATS AIRSPACE CLASSIFICATION. Aerodrome-specific alleviations will be published in UK AIP at the aerodrome's AD 2.22 FLIGHT PROCEDURES.
- 2.2 In addition, the UK has issued an exemption to SERA.5010, which is contained within ORS4 No. 1078 that enables pilots to transit a control zone under Special VFR (SVFR) based on the pilot's in-flight visibility.

3 Changes from issue 1 of this Supplementary Instruction

- 3.1 The following are changes to issue one of this supplementary published on 4 December 2014:

- a) AMC1 SERA.6001 introduced at section 1: chapter 2: paragraph 2.2 will not be adopted by the United Kingdom;
- b) GM1 SERA.6001(a) introduced at section 1: chapter 2: paragraph 2.2: note 1, has been moved to a note at Table 1 at paragraph 2.1;
- c) GM1 SERA.6001(b) introduced at section 1: chapter 2: paragraph 2.2: note 2, has been moved to section 1: chapter 2: paragraph 3A.5;
- d) Whilst the requirement for a safety assessment to alleviate speed restrictions in Class D below FL 100 airspace remains, the note concerning this alleviation introduced at section 1: chapter 2: paragraph 3A.2 (4) has now been deleted.
- e) General Permission references at section 1: chapter 12: paragraph 8B.1 and section 2: chapter 1: paragraph 6A.2 have been added. General Permissions are contained within the CAA's Official Record Series (ORS), which can be found on the CAA's website.
- f) SERA references to SERA.9001 and SERA.9005(b)(2)) and the addition of guidance material GM1 SERA.9005(b)(2)) has been added to section 1: chapter 12: paragraph 2E.4.

4 Revised MATS Part 1 Procedures

- 4.1 With effect from 4 February 2015, CAP 493 is amended as shown at [Appendix A](#). This will be incorporated into CAP 493 Edition 6 at Amendment No. 1 which is scheduled for publication on 22 December 2014 but will not be effective until 4 February 2015.

5 Queries

- 5.1 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
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RH6 0YR

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

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

ATS Documents
Intelligence, Strategy and Policy
CAA Safety and Airspace Regulation Group
2W Aviation House
Gatwick Airport South
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E-mail: ats.documents@caa.co.uk

6 Cancellation

- 6.1 This SI will remain in force until 28 February 2015.

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Appendix A

Definitions

Aerodrome A defined area (including any buildings, installations and equipment) on land or water or on a fixed, fixed off-shore or floating structure intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft. ((EU) 923/2012)

Air-taxiing The movement of a helicopter/VTOL above the surface of an aerodrome, normally in ground effect and at a ground speed normally less than 37 km/h (20 kt). ((EU) 923/2012)

Note: The actual height during air-taxiing may vary, and some helicopters may require air-taxiing above 8 m (25 ft) AGL to reduce ground effect turbulence or provide clearance for cargo sling loads. (GM1 Article 2(25))

Alternate Aerodrome An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing. Alternate aerodromes include the following:

- (a) 'take-off alternate' means an alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.
- (b) 'en-route alternate' means an aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.
- (c) 'ETOPS en-route alternate' means a suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after experiencing an engine shutdown or other abnormal or emergency condition while en route in an ETOPS operation.
- (d) 'destination alternate' means an alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing. ((EU) 923/2012)

Note: The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight. (GM1 Article 2(38))

Altitude The vertical distance of a level, a point or object considered as a point, measured from mean sea level. ((EU) 923/2012)

Note 1: A pressure type altimeter calibrated in accordance with the Standard Atmosphere when set to a QNH altimeter setting will indicate altitude (above the mean sea level). (GM1 Article 2(39)(a))

Note 2: The term 'altitude' indicates altimetric rather than geometric altitude. (GM1 Article 2(39)(b))

Approach Control Service Air traffic control service for arriving or departing controlled flights. ((EU) 923/2012)

Note: The purpose of the definition is to describe the specific services associated to approach control unit. This does not preclude the possibility for an approach control unit to provide air traffic control service to flights other than those arriving or departing. (GM1 Article 2(41))

Apron A defined area, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance. ((EU) 923/2012)

Area Navigation (RNAV) A method of navigation which permits aircraft operations on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these. ((EU) 923/2012)

Note: Area navigation includes performance-based navigation as well as other operations that do not meet the definition of performance-based navigation. (GM1 Article 2(45))

Automatic Dependent Surveillance – Broadcasts A means by which aircraft, aerodrome vehicles and other objects can automatically transmit and/or receive data such as identification, position and additional data, as appropriate, in a broadcast mod via a data link. ((EU) 923/2012)

Ceiling The height above ground or water of the base of the lowest layer of cloud below 6,000 m (20,000 ft) covering more than half the sky. ((EU) 923/2012)

Controlled flight Any flight which is subject to an air traffic control clearance. ((EU) 923/2012)

Estimated Off-Block Time The estimated time at which the aircraft will commence movement associated with departure. ((EU) 923/2012)

Ground Visibility The visibility at an aerodrome, as reported by an accredited observer or by automatic systems. ((EU) 923/2012)

Height The vertical distance of a level, a point or an object considered as a point, measured from a specified datum. ((EU) 923/2012)

Note 1: A pressure type altimeter calibrated in accordance with the Standard Atmosphere when set to a QFE altimeter setting, will indicate height (above the QFE reference datum). (GM1 Article 2(84)(a))

Note 2: The term 'height' indicates altimetric rather than geometric height. (GM1 Article 2(84)(b))

IFR flight A flight conducted in accordance with the instrument flight rules. ((EU) 923/2012)

Instrument Approach Procedure A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:

- (1) Non-precision approach (NPA) procedure means an instrument approach procedure which utilizes lateral guidance but does not utilize vertical guidance.
- (2) Approach procedure with vertical guidance (APV) means an instrument procedure which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.
- (3) Precision approach (PA) procedure means an instrument approach procedure using precision lateral and vertical guidance with minima as determined by the category of operation. ((EU) 923/2012)

Note: Lateral and vertical guidance utilized in an instrument approach procedure refers to the guidance provided either by:

- (1) a ground-based navigation aid; or
- (2) computer-generated navigation data. (GM1 Article 2(90))