

Supplementary Instruction (SI)

CAP 493 MATS Part 1

Safety and Airspace Regulation Group

Intelligence, Strategy and Policy



Number 2015/01 (Issue 2)

Issued: 10 March 2015

Effective Date: 2 April 2015

Resolution of Inconsistencies within MATS Part 1 and the Introduction of Semi-Circular Cruising Levels for IFR flights in Class G Airspace

1 Introduction

- 1.1 The purpose of this Supplementary Instruction is two-fold. The first is to draw attention to the resolution of inconsistencies within MATS Part 1. The second is to announce the implementation of Semi-Circular Cruising Levels for IFR flights in Class G airspace which had originally been scheduled for implementation on 4 February 2015 as part of Supplementary Instruction 2014/06, which introduced Standardised European Rules of the Air (SERA).
- 1.2 Issue 2 of this Supplementary Instruction corrects inconsistencies published within issue 1 specifically relating to the change in text published at Section 1, Chapter 4, paragraph 6B.1.

2 Resolution of Inconsistencies

- 2.1 Following the publication of MATS Part 1, Edition 6, Amendment 1, which incorporated SERA into the MATS Part 1, a number of inconsistencies came to light. The most significant of these was with regard to a conflict between SERA requirements and the CAA intent to retain extant VMC criteria for VFR/SVFR aircraft transiting controlled airspace using flight visibility rather than ground visibility.
- 2.2 As a consequence of this the MATS Part 1 Edition 6 Amendment 1 has been republished as a corrigendum. All corrections can be found in Editorial changes on pages 3 and 4 of the Explanatory Note and are prefixed by '**(CORR)**'.
- 2.3 ORS4 No. 1077 has been revoked and replaced by ORS4 No. 1084; this change can be found within the corrigendum.

3 Introduction of Semi-Circular Cruising Levels

- 3.1 As notified by ORS4 No. 1083 published on 2 February 2015 and corresponding NOTAM, the CAA delayed the implementation of the semi-circular cruising levels for IFR flight within Class G airspace until 2 April 2015 in order to ensure that all airspace users are aware of this change. Given its effective date, MATS Part 1 Edition 6, Amendment 1 corrigendum retains details of the semi-circular cruising level system at Section 1, Chapter 2, paragraph 5 entitled Instrument Flight Rules contained in Edition 6, Amendment 1 (effective 4 February 2015), published on 23 December 2014.
- 3.2 [Appendix A](#) of this Supplementary Instruction contains the changes to MATS Part 1 that implement semi-circular cruising levels that apply from 2 April 2015 onward.

4 MATS Part 1 Publication

- 4.1 The MATS Part 1, Edition 6, Amendment 1 Corrigendum will shortly follow the publication of this Supplementary Instruction. Exceptionally, and to facilitate future amendments of MATS Part 1, the corrigendum includes the amendments found at [Appendix A](#) to this Supplementary Instruction.
- 4.2 Initially, the version published on the CAA website will not be bookmarked. This is in order to provide users with the earliest possible sight of the corrections. A fully bookmarked version will appear as soon as possible thereafter. The Sixth Edition, Amendment 1 (effective 4 February 2015 and published on 23 December 2014) remains on the website in a fully bookmarked form.

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
West Sussex
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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6 Cancellation

- 6.1 This SI shall remain in force until 31 August 2015 unless otherwise withdrawn.