

Supplementary Instruction (SI)

CAP 493 MATS Part 1

Safety and Airspace Regulation Group
Intelligence, Strategy and Policy



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Amendment to Bomb Warning Procedure

1. Introduction

- 1.1 The purpose of this Supplementary Instruction (SI) is to introduce amendments to the bomb warning procedure contained within Section 5 of CAP 493, the Manual of Air Traffic Services (MATS) Part 1.

2. Revised MATS Part 1 Procedures

- 2.1 With effect from 13 February 2016, the Manual of Air Traffic Services (CAP493) is amended as shown at Appendix A.
- 2.2 This change will be incorporated into CAP 493 Edition 6 upon its next amendment.

3. Queries

- 3.1 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

- 3.2 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
West Sussex
RH6 0YR
E-mail: ats.documents@caa.co.uk

4. Cancellation

- 4.1 This SI shall remain in force until incorporated into CAP 493 or is cancelled, suspended or amended.

Appendix A

Section 5: Chapter 5

4C. Clearances

- 4C.1 Normal ATC clearances and provision of information pertinent to the safe conduct of the flight shall continue to be transmitted unless otherwise directed by the appropriate higher authority.
- 4C.2 It may be considered expedient by Government to withhold an ATC clearance to aircraft, particularly if the aircraft has not entered UK national airspace. When authorised the following RTF phraseology is to be used:
- (1) “(Callsign) I am instructed by Her Majesty’s Government to refuse entry into United Kingdom airspace. What are your intentions?”;
 - (2) “(Callsign) I am instructed by Her Majesty’s Government to inform you that landing clearance has been refused for any airfield within the United Kingdom.”;
 - (3) “(Callsign) I am instructed by Her Majesty’s Government that you are to hold at (e.g. exact reporting point, or latitude / longitude) at (level). Acknowledge.”.
- 4C.3 If an adjacent ATC agency is required to relay a message on behalf of the UK they should be requested to pass the text verbatim.
- 4C.4 Nevertheless, the ATC unit is to make provision for normal separation should the aircraft ignore the lack of clearance. The MoD, acting on advice from DfT, NATS and the Police, may select a diversion destination if necessary.

Section 5: Chapter 9

2. Assessment of Warnings

- 2.1 Bomb warnings are usually anonymous and are communicated either by telephone or in writing and normally identify a specific aircraft in flight. Each bomb warning should where possible be assessed to determine its credibility and the level of risk. ATC, whilst having a responsibility for flight safety, has a much more limited responsibility in threat cases. ATC is a vital communication and support facility but should not take part in the threat assessment. Aerodrome Authorities and Airline Operators whose assets are involved take the lead in assessing the threat and have specialist assessors for that purpose. The pilot may or may not be involved in that analysis but the assessors are recommended to consult with the DfT and the police as necessary. Appropriate and timely notification is vital. Threat assessors categorise bomb warnings as follows:

Category RED

A credible threat relating to a specific target, or where the caller has positively identified himself or the organisation involved, likely to involve danger to people property and / or operational / commercial activities and therefore requires immediate protective measures e.g. diversion of an aircraft in flight.

Category AMBER

A threat of doubtful credibility but where it is prudent to consider taking additional protective measures, especially if there are doubts about the effectiveness of existing countermeasures.

Category GREEN

A non-credible threat requiring no further action

3. Procedures

3A. General

- 3A.1 Bomb warnings involving aircraft in flight that are Category Red, or where there has been no time to categorise the threat, are to be treated as an emergency and provided with flight priority A.
- 3A.2 Flights that are categorised as Category Amber may be treated as an emergency, depending on the response determined by the 'NatRep' (National Representative of the Air Defence Authority). Such flights are to be allocated flight priority category A and assistance requested by the NatRep and / or the pilot is to be given to enable the aircraft to land as soon as possible. Controllers are to follow the procedures and general guidance for Aircraft Emergencies in Chapter 1.
- 3A.3 When the captain of an aircraft becomes aware of a bomb threat and has sufficient concern, he will declare an emergency using the RTF phraseology "MAYDAY, MAYDAY, MAYDAY" and will describe the nature of the emergency as "Bomb On-board". The captain will likely request a landing at the nearest suitable aerodrome.
- 3A.4 The NatRep is responsible for deciding which airport the aircraft will land at and the route they will take to get there, including whether or not the aircraft overflies densely populated areas. This decision will be based on advice provided from both DfT and NATS.
- 3A.5 Aircraft Operators have been advised that aircraft subject to a bomb threat where a response e.g. a diversion and / or expedited landing is deemed necessary should, unless already committed, avoid over-flying densely populated areas and land at the nearest adequate or suitable airport.

3B. Area Control Centres

- 3B.1 When an ACC is the initial recipient of a bomb threat the Operations Supervisor is to ensure that action is taken according to the following table.

Table 1:

Situation	Action
Bomb warning received	(1) Inform aircraft operator or company representative. If the warning is received from ATSU check whether: (a) the aircraft is in contact with the unit; and (b) the operator has been informed. (2) <u>Inform the DfT Transport Security Division Threats Office (See Appendix H). They have 24/7 contact details for all airlines and</u>