

Supplementary Instruction (SI)

CAP 493 MATS Part 1

Safety and Airspace Regulation Group
Innovation, Strategy and Policy



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Correction to Section 1, Chapter 7, Paragraph 5B.1

1. Introduction

- 1.1 A publication error has resulted in a change contained within Supplementary Instruction (SI) 2016/01 "Change to the Method of Determining the Transition Level" at section 1, chapter 7, paragraph 5B.1 being omitted from the Manual of Air Traffic Services (MATS) Part 1 (CAP 493) at Edition 7. The purpose of this SI is to correct this omission.

2. Revised MATS Part 1 Procedures

- 2.1 With immediate effect, the Manual of Air Traffic Services Part 1 (CAP493) is amended as shown at Appendix A.
- 2.2 This change will be incorporated into CAP 493, Edition 7 at the next amendment in due course.

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

5B. Transition Level

5B.1 Transition level is the lowest Flight Level available for use above the transition altitude and shall be located at least a nominal 1000 ft above the transition altitude to permit the transition altitude and the transition level to be used concurrently in cruising flight, with vertical separation ensured. Except where an alternative means of calculating the transition level is detailed within local instructions, the transition level may be determined from the table in Appendix A as follows:

- (1) Within controlled airspace by the controlling authority, where it will normally be based on the QNH of the major aerodrome;
- (2) Outside controlled airspace by the Aerodrome Operator, where it will be based on the aerodrome QNH.