

UK Flight Information Services

CAP 774



Published by the Civil Aviation Authority, 2017

Civil Aviation Authority,
Aviation House,
Gatwick Airport South,
West Sussex,
RH6 0YR.

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First published 12 June 2008 (effective 12 March 2009)

First edition incorporating amendments to 19 November 2009

Second edition 14 November 2013

Second edition incorporating amendments to 24 July 2014

Second edition incorporating amendments to 13 November 2014

Second edition incorporating amendments to 4 February 2015

Second edition incorporating amendments to 18 August 2016

Third Edition 25 May 2017

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The latest version of this document is available in electronic format at www.caa.co.uk, where you may also register for e-mail notification of amendments.

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Revision history

Edition 1**12 June 2008**

The first edition of CAP 774 was published to promulgate the revised UK Flight Information Services effective on 12 March 2009.

Revisions included in Amendment 1 to Edition 1**19 November 2009**

Amendment 1 incorporated changes formulated as a result of a formal six-month review. In addition to editorial changes and minor corrections, Amendment 1 comprised:

Section	Subject
Traffic Service	Amplification regarding pilot controller agreement regarding changes to route and manoeuvring area.
	Additional guidance regarding pilot requests for 'block' altitudes.
Deconfliction Service	Incorporated ATSIN 148 regarding the applicability of deconfliction minima.

Edition 2**14 November 2013**

In addition to editorial, formatting and minor corrections, Edition 2 comprised:

Section	Subject
General	The term 'service' was replaced with 'ATS' where appropriate. The RT phraseology Annex was deleted as all now contained in CAP 413.
ATS Principles	Guidance added regarding the ability for surveillance systems to detect aircraft. Appropriate Type of ATS text revised to align with CAP493 requirements on aircraft leaving controlled airspace. Added guidance text on reduced traffic information and deconfliction advice for SSR Alone service.
Basic Service	Guidance on when Basic Service may not be appropriate. Inclusion of generic traffic information RT phraseology examples.
Traffic Service	Additional guidance on: - When Traffic Service may not be appropriate. - To controllers on whether traffic information is relevant or not. - Pilot responsibility for collision avoidance when being provided with headings by ATC.
Deconfliction Service	Additional guidance on the provision of a Deconfliction Service in high traffic density.
Procedural Service	Additional guidance on: - Traffic information accuracy. - Potential to encounter conflicting traffic unknown to ATC and need for pilots to comply with Rules of the Air.

Revisions included in Amendment 1 to Edition 2**24 July 2014**

Section	Subject
Abbreviations	Added QDM and QTE
ATS principles	Added text on Duty of Care. Amended text relating to ATS availability to support inhibiting Deconfliction Service to VFR aircraft.
Basic Service	Significant change made regarding guidance on the provision of traffic information.
Traffic Service	Guidance on pilot responsibility for collision avoidance when being provided with levels by ATC. Amended text to highlight that deconfliction is not provided under a Traffic Service.
Deconfliction Service	Deconfliction Service inhibited to aircraft operating VFR.
Procedural Service	Procedural Service inhibited to aircraft operating VFR. Additional text to highlight that controllers may also provide routes to achieve deconfliction minima.

Revisions included in Amendment 2 to Edition 2**13 November 2014**

Section	Subject
Foreword	Various amendments to meet Reg (EU) 923/2012 (Standardised European Rules of the Air) and to implement the replacement of Class F airspace within the UK by Class E airspace.
Glossary	
ATS principles	
Basic Service	
Traffic Service	
Deconfliction Service	
Procedural Service	

Revisions included in Amendment 3 to Edition 2**4 February 2015**

Section	Subject
Basic Service	Amendment to provision of collision warnings to meet provisions of Reg (EU) 923/2012(SERA.9005(b)(2))

Revisions included in Amendment 4 to Edition 2**18 August 2016**

In addition to editorial, formatting and minor corrections, Amendment 4 comprises:

Section	Subject
Glossary	Amendment to meet provisions of Reg (EU) 923/2012 (Standardised European Rules of the Air)

Revisions included in Edition 3**27 April 2017**

In addition to editorial, formatting and minor corrections, Edition 3 comprises:

Section	Subject
Glossary	Removal of content following publication of CAP 1430 the UK Air Traffic Management Vocabulary.

Foreword

Introduction and applicability

1. In the UK, Air Traffic Services (ATS) are provided by many civilian and military ATS providers to a variety of airspace users including Commercial Air Transport (CAT) operators, General Aviation (GA) and military pilots. The suite of ATS detailed in this document together form the UK Flight Information Services (FIS). These ATS (excluding aerodrome ATS) are the only ATS provided outside controlled airspace within the UK Flight Information Region (FIR). Therefore this document is equally applicable to all civilian and military pilots, who operate in Class G airspace, and to all controllers/Flight Information Service Officers (FISOs) who provide an ATS to them. Where notified, elements of the UK FIS are also provided to aircraft operating in Class E airspace and in airspace where the background airspace classification may be other than Class G, e.g. active Managed Danger Areas (MDA) and Temporary Reserved Areas (TRA).

Purpose and scope

2. The overall purpose and scope of this document is to:
 - provide a single set of clearly defined procedures for use by all controllers/FISOs and pilots;
 - provide guidance material to support the procedures to enable common and consistent application of the ATS;
 - ensure that the responsibilities of the controller/FISO and the pilot are clearly defined, particularly with regard to duty of care, collision avoidance and terrain clearance; and
 - ensure that UK FIS regulations are published in one single policy document to prevent divergence of procedures.

Relationship to ICAO Standards and Recommended Practices

3. ICAO defines FIS as 'a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights'. Within the UK, the scope of FIS, as defined in ICAO Annex 11, and transposed into European Law through Implementing Regulation (EU) No. 923/2012, is met through the application of any of the UK FIS. However, additional information and/or advice to airspace users are provided to meet their specific requirements in UK Class G airspace, and ICAO/SERA requirements for the provision of traffic information as far as practical to VFR flights in Class E airspace. The suite of ATS together form the UK FIS as detailed in this document.

Document structure

4. Within this document, regulations are paragraph numbered. Associated guidance material is provided in italics below a regulation where appropriate.

Interpretation of words

5. To avoid any misunderstanding within this document, certain words are to be interpreted as having specific meanings when they are the operative words in an instruction.

'shall' and 'must'	mean that the instruction is mandatory
'should'	means that it is strongly advisable that an instruction is carried out; it is recommended or discretionary. It is applied where the more positive 'shall' is unreasonable but nevertheless a controller/FISO/pilot would have to have good reason for not doing so.
'may'	means that the instruction is permissive, optional or alternative, e.g. 'a controller may seek assistance...' but would not if he did not need it.
'will'	is used for informative or descriptive writing, e.g. 'pilots will file...', is not an instruction to the controller.

6. Definitions and abbreviations used in this document are defined within CAP 1430 the UK Air Traffic Management (ATM) Vocabulary.

Gender

7. In the interests of simplicity, any reference to the masculine gender can be taken to mean either male or female.