

Air Traffic Controllers – Initial Training Objectives

CAP 794

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Revision history

1st edition

June 2016

CAP 794 - has been produced as a guidance document for air traffic controllers, air traffic control training organisations and ANSPs to assist in guiding them to the relevant requirements laid down in Commission Regulation (EU) 2015/340 pertaining to air traffic controller licensing and certification of training organisations.

CAP 1251 replaces CAP 744 Air Traffic Controllers – Licensing.

2nd edition

November 2019

CAP 1251 Edition 2 – Significant rewrite, considering new and revised EU Legislation and encompassing Basic and Rating objectives together. Inclusion of UK minimum Terminal Objectives for the rating course practical STD elements, previously contained in CAP 584. Reference to creation of Adapted UEC following licence exchange. Includes the introduction of numerous editorial changes, several updated references with revised text concerning transfer of licences, and the removal of all references to gender. In addition, the introduction of (EU) 2017/373 requirements.

The Regulatory Framework

Introduction

Civil Aviation Authority Civil Aviation Publications (CAPs) are based upon national and EU legislation and non-legislative regulatory material, such as ICAO Standards and Recommended Practices. They are published in order to provide:

- a) guidance and clarification on the means of achieving compliance with global, UK and European regulatory requirements, and where applicable:
- b) details of UK 'Alternative Means of Compliance', and
- c) details of any additional national requirements, including CAA administrative procedures.

Details of appropriate supporting administrative procedures are also included where necessary.

CAPs are subject to periodic revision to take account of changes to source regulatory material, feedback from industry, and recognised best practice. CAP 794 provides guidance and clarification relating to National training objectives – and is to be read in conjunction with (EU) 2015/340; legislation contained in the UK Air Navigation Order 2016 (as amended); CAP 584 Air Traffic Controllers – Training; and the regulatory material referenced below as applicable.

Non-inclusion of source regulatory material within this CAP does not preclude the end user from either the need to be aware of, or the need to comply with, the requirements contained within the source materials unless otherwise exempted from those requirements.

It is the policy of the UK government that, unless a difference or 'Alternative Means of Compliance' (AltMoc) has been established, compliance is with relevant international (i.e. ICAO and applicable equivalents such as International Telecommunications Union) and European regulatory material is required to the extent mandated in law. Additionally, compliance with national requirements that are not addressed by international or EU regulations is also required.

The words 'must', 'shall' and 'will' indicate that compliance with applicable regulatory requirements is necessary. In the case of AMC the word 'should' indicates that compliance is required, unless complying with an approved AltMoC.

Regulatory References

CAP 794 Air Traffic Controllers – Training is published to assist Training Organisations and Air Navigation Service Providers in the understanding of, and compliance with the requirements pertaining to ATCO National Training requirements laid down in:

European regulations:

Regulation (EC) No. 2015/340 the air traffic controllers'(ATCO) licensing and certification regulation;

Regulation (EC) No. 923/2012 – Standardised European Rules of the Air

CAA Publications:

CAP 393 – Air Navigation Order 2016 and Regulations

CAP 584 – Air Traffic Controllers – Training

CAP 1251 – Air Traffic Controllers - Licensing

ICAO:

Annex 1 – Personnel Licensing

Annex 2 – Rules of the Air

Annex 11 – Air Traffic Services

DOC 4444 – PANS ATM

In view of the timescales involved in updating CAP 794, references in this CAP to EU Level Regulations & CAP's may not be up to date and it is advised that readers take note of any information promulgated via means such as CAP 794 Supplementary Amendments, CAA updates and EASA and CAA website information.

As the Regulatory Framework is being developed, the various CAPs will be amended to take into account the effects of these Regulations.

EASA was established by Commission Regulation (EC) No 1592/2002 and the Agency received further competences in accordance with Regulation (EC) No 216/2008 (Basic Regulation). This established an extension to EASA's competency to include safety and interoperability of ATM and ANS resulting in new EASA Implementing Regulations. The EASA website can be found at www.easa.eu.

NOTE: Regulation (EC) No 216/2008 has been repealed by EC Reg No. 2018/1139

Foreword

Introduction

1. The United Kingdom, as a member of the International Civil Aviation Organisation and signatory to the Chicago Convention, complies as far as possible with the standards published in the Annexes to the Convention on International Civil Aviation. The Civil Aviation Act empowers the United Kingdom to implement the Chicago Convention.
2. The United Kingdom as a member of the European Union, also complies with Community legislation in respect of the training and licensing of air traffic controllers, specifically Commission Regulation (EU) 2015/340. (Regarding BREXIT – details can be found on the CAA website)
3. The purpose of CAP794 is to provide UK required content and objectives which will complement courses created in accordance with Commission Regulation (EU) 2015/340 with subjects, topics and subtopics that are additional or specific to the UK national environment.
4. This document has been created to provide sufficient information to Training Organisations who have been certificated in accordance with Commission Regulation (EU) 2015/340, or are seeking to become certificated; to create either UK approved Initial training courses; APC's; or adapted unit endorsement courses (UEC) in the event of an exchange of licence in accordance with (EU) 2015/340 ATCO.D.060(f).
5. This document should be read in conjunction with the Commission Regulation (EU) 2015/340 and associated acceptable means of compliance (AMC) and the UK CAP 584. The subjects, topics and sub topics in this document are to be delivered in addition to (EU) 2015/340, AMC1 ATCO.D.010(a) and Appendices 2 to 8 of Annex 1.
6. If there is no International or EU specific content allocated to an objective in (EU) 2015/340, then examples specific to the UK national environment may be used.
7. The issue of a UK student licence following initial training or, additional rating, shall require that the subjects, topics and subtopics specific to the relevant rating in this document are incorporated into the UK initial training.
8. Following licence exchange from a member state, an adapted UEC shall be required that incorporates the subjects, topics and subtopics specific to the relevant rating in this document.

9. This document does not include the ACP rating as this is no longer utilised at initial training level or for the exchange of licence process in the UK.
10. An adapted UEC shall include theoretical examination(s) (written and/or oral) and practical assessment of the subjects, topics and subtopics described in this document. Provisions for theoretical examinations and assessments related to the adapted UEC shall follow the normal approval process.
11. In addition to the Initial training rating courses, when creating an APC, or an adapted UEC following licence exchange, the practical Terminal Objectives for UK initial training, contained within Appendix C of this document, should also be used to provide a minimum level of practical assessment traffic density and complexity.

Format of this document

12. Within each Rating chapter, the table includes relevant national content applicable to the basic and rating course.
13. The first column of the table points to the relevant reference from Appendices 2 to 8 of Annex 1 of (EU) 2015/340.
14. The second column specifies when there is explicit content which needs to be taught. For corpus and taxonomy, see the relevant objective in AMC1 ATCO.D.010(a)(1).
15. The third column details the relevant content and/or source reference specific to UK national environment that needs to be taught.
16. Additional topics, subtopics and training objectives that are specific to the UK national environment have been added in a separate blue coloured table at the end of the relevant subject. This table has an additional column which shows the relevant taxonomy level for the training objective.

Chapter 1

AERODROME CONTROL VISUAL (ADV) AND AERODROME CONTROL INSTRUMENT (ADI)

BASIC LAW LAWB		
Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 1 Subtopic 1.1 Training objective 1.1.1	Optional content: national aviation law	National aviation law. CAP 393
Topic 1 Subtopic 1.1 Training objective 1.1.2	Optional content: national authority	UK CAA
Topic 3 Subtopic 3.1 Training objective 3.1.1	Optional content: civil aviation administration agencies, government agencies	UK CAA, DfT
Topic 3 Subtopic 3.2 Training objective 3.2.1, 3.2.2	ICAO Annex 15	CAP393, ORS4, Skywise UK AIP & AIC's
Topic 3 Subtopic 3.3 Training objective 3.3.1,3.3.2		UK CAA, CAP1251, ATS & Aerodrome Inspectors
Topic 3 Subtopic 3.4 Training objective 3.4.1		UK aviation associations include GATCO, BALPA and Trade Unions (e.g.Prospect).
Topic 5 Subtopic 5.2 Training objective 5.2.1	Regulation (EU) 2015/340 on ATCO Licensing, Approved training courses; ATCO licences, ratings and endorsements Optional content: national processes	CAP1251
Topic 5 Subtopic 5.4 Training objective 5.4.1	Regulation (EU) No 923/2012 Optional content: national aviation law	UK aviation laws - ANO. Additional UK Rules of the Air. CAP 493 Section 1 Ch 4 Para 15A Formation flights require different values for formation dimension from SERA.3135 in class F and G airspace, and allowance for different values to SERA if coordinated.

Topic 5 Subtopic 5.6 Training objective 5.6.2	Regulation (EU) No 923/2012, ICAO Doc 4444	Additional - UK 'Booking out' system
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UK additional training objectives for national standardisation in LAWB

Topic and training objective	Remarks	Taxonomy level
Topic A: Rules of the Air		
Recognise UK differences from ICAO Annex 2, Annex 11 and ICAO Doc 4444	Not all UK differences from ICAO Doc 4444 are listed in the UK AIP. ICAO Doc 4444 has a 'recommended' status not requiring the lodging of differences with ICAO.	1

ADV/ADI LAW

Appendix 2 to Annex 1 of 2015/340	(EU) 2015/340 content	Content and/or source reference specific to UK national environment
Topic 1 Subtopic 1.1 Training objective 1.1.1 1.1.2 1.1.3	Regulation (EU) 2015/340 on ATCO Licensing Optional content: national documents Reporting culture, air traffic incident report, Regulation (EU) No 376/2014, Regulation (EU) 2015/1018 Optional content: breach of regulations, watchbook /logbook, records, voluntary reporting	CAP1251 Licensing process relevant to either ADV or ADI
Topic 2 Subtopic 2.1 Training Objective 2.1.1 & 2.1.2	Air traffic incident report Optional content: routine air-reports, breach of regulations, watchbook/logbook, records	ECCAIRS or local equivalent. Reporting Procedures – inclusion of CAA forms • CA939 – Alleged infringements of Air Navigation Legislation • SRG1410 - Report of operational duty in excess of SRATCOH • AIC – Pink 026/2016 – CHIRP • Whistleblowing

Topic 2 Subtopic 2.2 Training objective 2.2.1		MATZ, CMATZ, ATZ dimensions/timings. Class E+.
Topic 2 Subtopic 2.2 Training objective 2.2.2	Optional content: Regulation (EU) No 923/2012 ¹ , international requirements, civil requirements, military requirements, areas of responsibility, sectorisation, national requirements	UK AIP – ENR charts – Military/Civilian airspace use.

BASIC AIR TRAFFIC MANAGEMENT ATMB		
Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 3 Subtopic 3.1 Training objective 3.1.2	Regulation (EU) No 923/2012	Parts of CAP 413 different from Regulation (EU) No 923/2012
Topic 6 Subtopic 6.2 Training objective 6.2.1	Optional content: strip marking symbols, strip movement procedures, electronic data, label	Where applicable, data annotation and management (particularly Box M (Domestic box) as referred to for annotating Flight priority. CAP 493 Appendix D or MATS Part 2
Topic 7 Subtopic 7.2 Training Objective 7.2.1	Departure separation ICAO DOC 4444	Longitudinal 'Departure' Separation Differences / additions • 2 and 5 minutes separation requires filed TAS in UK • Additional 5 minutes longitudinal separation for departures. • 10 minutes separation is minima, not mentioned in ICAO. • No use of 15 mins in UK. • 3 mins same level same track differs – Must be CAA approved; transponders; radar monitored never less than 20 miles apart. (ICAO 40kts required - 1) between aircraft that have departed from the same aerodrome; 2) between en-route aircraft that have reported over the same exact significant point; 3) between departing and en-route aircraft after the en-route aircraft has reported over a fix that is so located in relation to the departure point as to ensure that five-minute separation can be established at the point the departing aircraft will join the air route.)
Topic 7 Subtopic 7.4 Training Objective 7.4.1	ICAO Reduced runway separations using CAT 1, 2 and 3 aircraft.	ICAO reduced runway separation not used in UK, UK adopt an anticipation method.
Topic 7 Subtopic 7.4 Training objective 7.4.1	ICAO Doc 4444 - Visual departures	UK AIP 7030 EUR 6-4, 6.5.4 No visual departures in UK
Topic 7 Subtopic 7.6	Wake Turbulence Separations and Categories –	CAP 493 AIC Pink 092/2017 – significant differences:

Training objective 7.6.1	ICAO Doc 4444, Regulation (EU) No 923/2012 Optional content: EASA SIB 2017-10 'En-route Wake Turbulence Encounters'	• UK Wake turbulence categories. • Medium category split for arrivals. • Arrival separation as a distance not a time. • Wake turbulence minima shall be provided to pilots approaching visually where necessary. • Time Based Separation included. • Heavy/Heavy departure requirement.
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UK additional training objectives for national standardisation in BASIC ATMB

Topic and training objective	Remarks	Taxonomy level
Topic A: Royal Flights		
Royal Flights Explain the purpose of CAS-T	CAP 493	2
Royal Flights Explain the processes associated with Royal Flights	CAP 493	2
Royal Flights Explain the use of RLLC	CAP 493	2
Topic B: Flight Priorities		
List the UK specific flight priorities	CAP 493 including Police, HELIMED operations and aircraft requesting D/F assistance.	1

ADV/ADI AIR TRAFFIC MANAGEMENT ATM		
Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 1 Subtopic 1.1 Training objective 1.1.1 & 1.1.2	Control zone, traffic circuit, manoeuvring area, movement area, vicinity Optional content: ATZ Regulation (EU) No 923/2012, ICAO Annex 11, ICAO Doc 7030, ICAO Doc 4444, operation manuals	National procedures CAP 493 Sections 1 and 2, parts of Section 3 relating to coordination between ADI/APP and ADI/APS ATC controls aircraft on apron in UK.
Topic 1 Subtopic 1.2 Training objective 1.2.2	ICAO Doc 4444, Regulation (EU) No 923/2012 Optional content: national documents	CAP774 Basic service
Topic 2 Subtopic 2.1 Training objectives 2.1.1	Regulation (EU) No 923/2012	CAP 413 Phraseology
Topic 3 Subtopic 3.2 Training objective 3.2.1	Regulation (EU) No 923/2012, ICAO Doc 4444 Optional content: national documents	CAP 493
Topic 4 Subtopic 4.3 Training objective 4.3.5	ICAO Doc 4444	CAP774 Basic service
Topic 6 Subtopic 6.1 Training Objective 6.1.1	Departure separations - ICAO DOC 4444	UK Departure Separations as required.
Topic 6 Subtopic 6.1 Training Objective 6.2.1	ICAO Doc 4444 (Reduced runway separations using CAT 1, 2 and 3 aircraft.)	ICAO reduced runway separation not used in UK. CAP 493 - Land After Procedure available
Topic 6 Subtopic 6.4 Training objective 6.4.1	ICAO Doc 4444, Regulation (EU) No 923/2012	CAP 493 AIC Pink 092/2017 UK Wake turbulence categories. Medium category split for arrivals.(Small/ Lower & Upper Medium) Arrival separations as a distance not a time. Wake turbulence minima shall be provided to pilots approaching visually where necessary.

		Time based separations (where applicable) Heavy / Heavy Departure separation (where applicable)
Topic 8 Subtopic 8.1 Training objective 8.1.1	Optional content: information displayed, strip-marking procedures, electronic information data displays, actions based on traffic display information, calculation of EETs	CAP 493 Flight Priority indicator.
Topic 9 Subtopic 9.2 Training objective 9.2.1	Optional content: briefing, letters of agreement (LoAs), NOTAMs, AICs	CAP 493 Sec 8 Ch 1 Para 3.1
Topic 9 Subtopic 9.3 Training objectives 9.3.1 9.3.2		CAP 493 Section 8 Chapter 1 Handover and takeover procedures
Topic 10 Subtopic 10.1 Training objective 10.1.4	Regulation (EU) No 923/2012	National procedure - CAP 493 and CAP 393 – release of balloons
Topic 10 Subtopic 10.7 Training objective 10.7.2	ICAO DOC 4444 - Taxi instructions to include Taxi routes. Regulation (EU) No 923/2012, allocation of the order of priority, meteorological phenomena, wake turbulence, environmental factors	CAP 493 Section 1 Chapters 1, 6 and 12 and Section 3 CAP 774
ADI Topic 11 Subtopic 11.1 Training objective 11.1.2	ICAO Doc 4444	CAP168 - LVP procedures
ADI Topic 11 Subtopic 11.2 Training objective 11.2.1	ICAO Doc 4444, Regulation (EU) No 923/2012, use of situation displays, wake turbulence, appropriate departure clearances, SIDs	No visual departures in UK

UK additional training objectives for national standardisation in ADI/ADV ATM

Topic and training objective	Remarks	Taxonomy level
Topic A: UK FIS		
Define UK FIS	CAP774	1

Describe the scope of the UK FIS	CAP774	2
Explain the responsibility for the provision of the UK FIS	CAP774	2
Issue information and deconfliction advice to aircraft	CAP774	3

BASIC METEOROLOGY *METB*

Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 1 Subtopic 1.3 Training objective 1.3.1, 1.3.2	Optional content: WAFS, WAFC, MWO, VAAC, TCAC, SADIS	UK Met gathering and information sources including AIRMET and VOLMET UK specific Altimeter setting regions (ASR's) Regional forecasts
Topic 5 Subtopic 5.1 Training objective 5.1.1	METAR, SPECI, TAF, SIGMET Optional content: local reports	UK variance for CAVOK and SPECI (CAP 746) Long term TAFs Forms F214 and F215. Different definition and annotation for prevailing visibility.(CAP 746) RVR Trends not used in the UK.

BASIC NAVIGATION *NAV B*

Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 3 Subtopic 3.2	Optional content: topographical features, NAV aids, fixes, fly over and fly by waypoints, etc.	Aerodrome, Approach & En-Route charts and symbology used in the UK. AIP – AD & ENR.

ADV/ADI NAVIGATION *NAV*

Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
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Topic 2 Subtopic 2.3 Training objective 2.3.1		AIP GEN 3.7 SIDs difference from ICAO.
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BASIC AIRCRAFT ACFTB

Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 3 Subtopic 3.2 Training objective 3.2.1	ICAO Doc 4444 - Wake turbulence categories	CAP 493 UK Wake turbulence categories.

ADV/ADI HUMAN FACTORS HUM

Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 2 Subtopic 2.1 Training objective 2.1.1	Shift work Optional content: night shifts and rosters, Regulation (EU) 2017/373, ICAO/IFATCA/CANSO's Fatigue Management Guide for Air Traffic Service Providers	CAP670 Appendix D Overview of SRATCOH

BASIC PROFESSIONAL ENVIRONMENT PENB

Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 3 Subtopic 3.1 Training objective 3.1.2		The UK having in excess of 60 certificated ANSPs which vary from large organisations providing services to multiple airports to single small organisations with 3 or 4 controllers. e.g. larger organisations, NATS, ANS, Serco, HIAL; smaller organisations, which maybe council run airports who provide their own ATC; or private limited companies. NATS have the contract with the UK Government for the provision of area control service for the UK.

ADV/ADI ABNORMAL AND EMERGENCY SITUATIONS ABES		
Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 1 Subtopic 1.1 Training objective 1.1.3	Bird strike, aborted take-off Optional content: ICAO Doc 4444	CAP 493, Section 5
Topic 2 Subtopic 2.3 Training objective 2.3.1 and 2.3.2	Pilot workload Optional content: instructions, information, support, human factors, etc.	The use of frequency 121.500MHz is monitored and operated by the Distress and Diversion cell (MoD).
Topic 3 Subtopic 3.1 Training objective 3.1.1	Optional content: EATM Guidelines for Controller Training in the Handling of Unusual/Emergency Situations, ambulance flights, ground-based safety nets alerts, airframe failure	CAP 493 Section 5. Emergency descent - ICAO Doc 7030/EUR states that an aircraft shall, if able, initiate a turn away from the assigned route or track before commencing the emergency descent. However, due to the complex and congested UK controlled airspace, pilots flying in UK FIRs have been instructed that they should, if able, remain on the assigned route or track whilst carrying out the emergency descent; unless to do so would endanger the aircraft. CAP 493 10A.8 UK Procedure - The use of 'MAYDAY MAYDAY MAYDAY FUEL', becomes a CAT A flight priority.
Topic 3 Sub topic 3.2	Regulation (EU) No 923/2012 Optional content: ICAO Doc 4444, military procedures	UK Radio Failure Procedures UK AIP ENR & CAP 493 Section 5
Topic 3 Sub topic 3.3	Regulation (EU) No 923/2012	CAP 493 Section 5 Bomb Warning / Unlawful interference - national procedures.

ADV/ADI AERODROMES AGA		
Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 1 Subtopic 1.2 Training objective 1.2.1	Aerodrome conditions, fire/rescue category, condition of ground equipment and NAVAIDs, AIRAC, Regulation (EU) No 139/2014	UK RFFS Categories - based upon length of longest aircraft to be used at airport.

Topic 2 Subtopic 2.3 Training objective 2.3.7	Optional content: colour, centre line, intensity, edge, touchdown zone, threshold, barettas	In the UK, the use of flashing runway or taxiway lights has no meaning and is not used. CAP 493 Aerodrome lighting shall be displayed from 15 minutes before any ETA and until 15 minutes after any ATD as follows: (a) By day: High intensity systems, where installed on the runway to be used, whenever the visibility is less than 5 km and/or the cloud base is less than 700ft; (b) By night: Irrespective of weather conditions.
Topic 2 Subtopic 2.3 Training objective 2.3.8	Optional content: AVASI, VASI, PAPI	Approach slope indicators - UK requires only APAPI or PAPI. UK considers T- VASIS and ATVASIS are not acceptable for public transport operations.
Topic 2 Subtopic 2.3 Training objective 2.3.11	Braking action coefficient	CAP 493 - UK does not provide friction co-efficient values for measurements made on un-compacted snow or slush. The UK considers friction measurement is unreliable in such conditions.

Chapter 2

APPROACH CONTROL PROCEDURAL (APP)

BASIC LAW LAWB		
Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 1 Subtopic 1.1 Training objective 1.1.1	Optional content: national aviation law	National aviation law CAP 393
Topic 1 Subtopic 1.1 Training objective 1.1.2	Optional content: national authority	UK CAA
Topic 3 Subtopic 3.1 Training objective 3.1.1	Optional content: civil aviation administration agencies, government agencies	UK CAA, DfT
Topic 3 Subtopic 3.2 Training objective 3.2.1, 3.2.2	ICAO Annex 15	CAP393, ORS4, Skywise UK AIP & AIC's
Topic 3 Subtopic 3.3 Training objective 3.3.1, 3.3.2		UK CAA, CAP1251, ATS & Aerodrome Inspectors
Topic 3 Subtopic 3.4 Training objective 3.4.1		UK aviation associations include GATCO, BALPA and Trade Unions (e.g. Prospect).
Topic 5 Subtopic 5.2 Training objective 5.2.1	Regulation (EU) 2015/340 on ATCO Licensing, Approved training courses; ATCO licences, ratings and endorsements Optional content: national processes	CAP1251
Topic 5 Subtopic 5.4 Training objective 5.4.1	Regulation (EU) No 923/2012 Optional content: national aviation law	National aviation laws - ANO. Additional UK Rules of the Air. CAP 493 Section 1 Ch 4 Para 15A Formation flights require different values for formation dimension from SERA.3135 in class F and G airspace, and allowance for different values to SERA if coordinated.

UK additional training objectives for national standardisation in LAWB		
Topic and training objective	Remarks	Taxonomy level
Topic A: Rules of the Air		
Recognise UK differences from ICAO Annex 2, Annex 11 and ICAO Doc 4444	Not all UK differences from ICAO Doc 4444 are listed in the UK AIP. ICAO Doc 4444 has a 'recommended' status not requiring the lodging of differences with ICAO.	1

APP LAW		
Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 1 Subtopic 1.1 Training objective 1.1.1 1.1.2 1.1.3	Regulation (EU) 2015/340 on ATCO Licensing Optional content: national documents	CAP1251 Licensing process relevant to APP
Topic 2 Subtopic 2.1 Training Objective 2.1.1 2.1.2	Air traffic incident report Optional content: routine air-reports, breach of regulations, watchbook/logbook, records Reporting culture, Regulation (EU) No 376/2014, Regulation (EU) 2015/1018 Optional content: voluntary reporting	ECCAIRS or local equivalent. Reporting Procedures – inclusion of CAA forms • CA939 – Alleged infringements of Air Navigation Legislation • SRG1410 - Report of operational duty in excess of SRATCOH • AIC – Pink 026/2016 – CHIRP • Whistleblowing
Topic 2 Subtopic 2.2 Training objective 2.2.1		MATZ, CMATZ, ATZ dimensions/timings. Class E+. UK Class C airspace. Glider operations TRA (G)
Topic 2 Subtopic 2.2 Training objective 2.2.2	Optional content: Regulation (EU) No 923/2012, international requirements, civil requirements, military requirements, areas of responsibility, sectorisation, national requirements	UK AIP – ENR charts – Military/Civilian airspace use.

BASIC AIR TRAFFIC MANAGEMENT ATMB		
Appendix 2 to Annex 1 of 2015/340	2015/340 content	Content and/or source reference specific to UK national environment
Topic 3 Subtopic 3.1 Training objective 3.1.2	Regulation (EU) No 923/2012	Parts of CAP 413 different from Regulation (EU) No 923/2012
Topic 6 Subtopic 6.2 Training objective 6.2.1	Optional content: strip marking symbols, strip movement procedures, electronic data, label	Where applicable, data annotation and management (particularly Box M (Domestic box)) as referred to for annotating Flight priority. CAP 493 Appendix D or MATS Part 2
Topic 7 Subtopic 7.4 Training objective 7.4.1 & 7.4.2	Separation for departing and arriving aircraft ICAO Doc 4444	Longitudinal 'Departure' Separation Differences / additions • 2 and 5 minutes separation requires filed TAS in UK • Additional 5 minutes longitudinal separation for departures. • 10 minutes separation is minima, not mentioned in ICAO. • No use of 15 mins in UK. • 3 mins same level same track differs – Must be CAA approved; transponders; radar monitored never less than 20 miles apart. (ICAO 40kts required - 1) between aircraft that have departed from the same aerodrome; 2) between en-route aircraft that have reported over the same exact significant point; 3) between departing and en-route aircraft after the en-route aircraft has reported over a fix that is so located in relation to the departure point as to ensure that five-minute separation can be established at the point the departing aircraft will join the air route.)
Topic 7 Subtopic 7.6 Training objective 7.6.1	ICAO Doc 4444, Regulation (EU) No 923/2012 Optional content: EASA SIB 2017-10 'En-route Wake Turbulence Encounters'	CAP 493 AIC Pink 092/2017 • UK Wake turbulence categories. • Medium category split for arrivals. • Arrival separation as a distance not a time. • Wake turbulence minima shall be provided to pilots approaching visually where necessary.