

Issued: 7 November 2014

Replacement of Class F Airspace - Class E Airspace Phraseology and Traffic Information

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	All ATC, FIS and ATC Training Colleges
Airspace:	All NATMAC Representatives
Airworthiness:	Not primarily affected
Flight Operations:	All Aeroplane / Helicopter AOC Holders and General Aviation Pilots
Licensed/Unlicensed Personnel:	All ATCOs, FISOs, ATO and Registered Facilities; all Pilots

1 Introduction

- 1.1 Information Notice [IN-2014/154](#) notified industry of the replacement of Class F airspace within the UK FIRs on AIRAC 12/2014 (13 November 2014).
- 1.2 Six existing Advisory Routes (ADRs) will be disestablished and the remainder re-designated as Class E+ Transponder Mandatory Zone (TMZ) airways, with or without changes to their vertical and/or longitudinal limits.

2 Air Traffic Services Within Class E+TMZ Airways

- 2.1 The removal of Class F airspace and the co-incidental introduction of Class E+TMZ airways has led to a re-evaluation of service provision within UK Class E airspace to bring it into line with ICAO and European expectations. Visual Flight Rules (VFR) flights within Class E airspace will therefore be provided with UK Flight Information Services (FIS) (i.e. Traffic or Basic Service) as defined in [CAP 774 'UK Flight Information Services'](#) upon request and subject to controller workload.
- 2.2 All Instrument Flight Rules (IFR) flights shall be subject to an Air Traffic Control (ATC) clearance and require continuous two-way communications. Instrument Flight Rules (IFR) flights will be provided with relevant traffic information on participating and non-participating VFR flights; traffic avoidance advice will be provided if requested.
- 2.3 IFR holds might not be fully contained within Class E airways. Controllers are not required to advise pilots on the change of Air Traffic Services (ATS) as IFR flights leave and join Class E airways as part of IFR holding. However, the type of UK Flight Information Service (FIS) provided to such flights in Class G airspace will either be a Deconfliction Service, or, in the

absence of surveillance, a Procedural Service. Pilots can expect a Deconfliction Service, which does not need to be announced, although controllers must advise pilots if a Procedural Service will be provided.

- 2.4 VFR aircraft within Class E+TMZ airways shall carry and operate a Mode S Secondary Surveillance Radar (SSR) transponder. VFR flights do not require ATC clearance and, subject to comply with the notified TMZ requirements, do not require two-way communications. VFR flights not complying with the notified SSR carriage and operation requirements require approval to enter the airspace. Such aircraft are required to be either in radio contact with the controlling authority or to operate in accordance with agreed procedures.
- 2.5 VFR flights operating without a functioning Mode S SSR transponder and in radio contact with the appropriate controlling authority may exceptionally, and as precaution to ensure safe integration of participating VFR aircraft in conflict with IFR traffic on the Class E+TMZ airway, not receive immediate approval to enter Class E+TMZ airspace. Should this occur, affected pilots will be informed of the reason(s) why. Approval to enter the airspace will follow as soon as possible thereafter. Such action complies with generic UK ATS duty of care requirements contained within **CAP 774** Chapter 1 and Appendix A.
- 2.6 The Annex to this Information Notice (IN) summarises the phraseology to be used within Class E airspace as contained within **CAP 413** 'Radiotelephony Manual'. This phraseology may be refined on the basis of pilot and ATS provider experience of actual operations within Class E+TMZ airspace. To that end, pilots and ATS providers are encouraged to submit any comments concerning the phraseology contained within the Annex to:
ats.enquiries@caa.co.uk.
- 2.7 For the purposes of this IN and the phraseology contained in the Annex, the word 'approved' means 'permission for proposed action granted', as stated in **CAP 413** 'Radiotelephony Manual', Chapter 2: Radiotelephony page 9, Standard Words and Phrases (Table 8).

3 Traffic Information to Pilots of IFR Aircraft

- 3.1 IFR aircraft shall be provided with traffic information as far as is practicable on VFR aircraft¹. Controllers will update the traffic information if it continues to constitute a definite hazard, or if requested to by the pilot.
- 3.2 Within the Class E+TMZ airways, traffic will be normally considered relevant when, in the judgement of the controller, the conflicting aircraft's observed flight profile indicates that it will pass within 3 NM and, where level information is available, 3,000 ft of the aircraft in receipt of the Radar Control Service. However, controllers may also use their judgement to decide on occasions when such traffic is not relevant, e.g. passing behind or within the parameters but diverging. Also:
- a) Pilots must be aware that high controller workload and Radiotelephony (RTF) loading may reduce the ability of the controller to pass traffic information and affect the timeliness of such information.
 - b) It is not possible to pass traffic information on unknown aircraft where an ATC Service is provided without the aid of surveillance systems. Additionally, ATC provision is constrained by the inability of ATC surveillance systems to detect all aircraft in all circumstances.
- 3.3 IFR flights will be provided with avoiding action when requested by the pilot. If the pilot reports that he has the unknown aircraft in sight further controller action may then be limited to passing traffic information.

¹ ICAO Annex 11 Appendix 4