

Supplementary Instruction (SI) CAP 413 Radio Telephony Manual



Safety and Airspace Regulation Group
Future Safety

Number: 2019/01

Issued: 24 October 2019

Version: 1

Effective Date: 27 February 2020

Class E airspace ATS procedures amendment

1. Introduction

- 1.1 The purpose of this Supplementary Instruction (SI) is to implement changes to radiotelephony phraseology contained within UK Radiotelephony Manual (CAP 413). This is in support of amendments to class E airspace Air Traffic Service (ATS) procedure changes contained within the Manual of Air Traffic Services (MATS) Part 1 (CAP 493).

2. Background

- 2.1 During 2014 Class F airspace established within the UK was replaced in part by Class E airspace and as part of this change, Class E airspace ATS procedures contained within the MATS Pt 1 were amended. However, during the post implementation review that occurred during 2017, industry feedback highlighted that these revised procedures had generated inefficiencies within the ATM system which needed to be addressed.
- 2.2 During 2018 the Civil Aviation Authority (CAA) consulted the CAA's National Air Traffic Management Advisory Committee (NATMAC) and several Air Navigation Service Provider (ANSP) stakeholders on proposed refinements to Class E airspace ATS procedures to address these inefficiencies. Subsequent analysis of consultation comments identified that the CAA's preferred choice best balanced different stakeholder opinions, however implementation of the revised procedures would require a two-phase approach. The first phase only required amendment of the MATS Part 1, this was implemented through MATS Pt 1 [SI 2019/03](#) published on 17 May 2019, which became effective on 16 July 2019
- 2.3 The second phase of change to class E airspace ATS procedures requires several changes to the following:
- (i) MATS Pt 1 (CAP 493) which is implemented through [MATS Pt 1 SI 2019/06](#);
 - (ii) Radiotelephony Manual (CAP 413) which is implemented through this SI; and
 - (iii) UK's Aeronautical Information Publication (AIP), which will be published with a double-AIRAC cycle notice period ahead of the effective date of 27 February 2020.
- 2.4 Additional notice of these changes is also given through the promulgation of the following Aeronautical Information Circulars (AICs) on the AIS website:
- (i) [AIC Y 127/2019](#) – Changes to class E ATS procedures; and
 - (ii) [AIC Y 128/2019](#) – Changes to SSR transponder code procedures.

2.5 For further details please review the following document:

[CAP 1800: Consultation Report – Change Proposals for Class E Airspace Procedures](#)

3. Revised Procedures

3.1 With effect from 27 February 2020, the Radiotelephony Manual (CAP 413) is amended as shown at Appendix A.

3.2 This change will be incorporated into CAP 413 at the next amendment in due course.

4. Queries

4.1 Any queries or further guidance required on the content of this SI should be addressed to:

ATS Enquiries
Future Safety
CAA Safety and Airspace Regulation Group
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
E-mail: ats.enquiries@caa.co.uk

4.2 Any queries relating to the availability of this SI should be addressed to:

















ATS Documents
Future Safety
CAA Safety and Airspace Regulation Group
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
E-mail: ats.documents@caa.co.uk

5. Cancellation

5.1 This SI shall remain in force until incorporated into CAP 413 or is cancelled, suspended or amended.

Appendix A

5.9 The pilot must respond to SSR instructions, reading back specific settings.

 BIGJET 347, squawk 6411	 6411, BIGJET 347
 BIGJET 347, squawk ident	 Squawk ident, BIGJET 347
 BIGJET 347, squawk 6411 and ident	 6411 and ident, BIGJET 347
 BIGJET 347, confirm squawk?	 6411, BIGJET 347
 BIGJET 347, reset squawk 6411	 Resetting 6411, BIGJET 347
 BIGJET 347, check altimeter setting	 1013 set, BIGJET 347
 BIGJET 347, confirm transponder operating ?	 BIGJET 347, negative transponder unserviceable
 <u>BIGJET 347,</u> <u>squawk conspicuity</u>	 <u>Squawk conspicuity,</u> <u>BIGJET 347</u>

Note: Conspicuity codes are listed in the UK AIP ENR 1.6 paragraph 2.2.2.1.3

5.12 Pilots must be advised if a service commences, terminates or changes when:

1. outside controlled airspace;
2. entering controlled airspace;
3. leaving controlled airspace, unless pilots are provided with advance notice as follows:
 - a) The lateral or vertical point at which the aircraft will leave controlled airspace. Such notice should be provided between 5-10 NM or 3,000-6,000 ft prior to the boundary of controlled airspace.
 - b) The type of ATS that will subsequently be provided, unless the aircraft is co-ordinated and transferred to another ATS unit before crossing the boundary of controlled airspace.



BIGJET 347, on passing (geographical position/level) you will leave controlled airspace, what service do you require?



BIGJET 347, on passing (geographical position/level) you will leave controlled airspace (type of service).



BIGJET 347, in (number) miles, you will leave controlled airspace what service do you require?



BIGJET 347, in (number) miles, you will leave controlled airspace (type of service).




BIGJET 347, leaving controlled airspace what service do you require.




BIGJET 347, leaving controlled airspace (type of service).


Additionally, pilots of IFR flights will be advised when they enter or leave Class E airspace in the following circumstances:


- a) when the flight is an unplanned diversion;
- b) when no flight plan has been filed at the time a clearance to enter controlled airspace is requested.

 BIGJET 347, (Entering / leaving) Class Echo airspace.


 (Entering / leaving) Class Echo airspace BIGJET 347.


5.27 Avoiding action is given as follows:

 G-CD, avoiding action, turn left immediately heading 270 degrees traffic left 10 o'clock 5 miles converging indicating 3,000 feet fast moving


 Left heading 270 degrees, G-CD


or

 G-CD, avoiding action descend immediately FL280. Traffic 12 o'clock, 10 miles opposite direction, same level

 Descend immediately FL280, G-CD

or

 G-CD, traffic 9 o'clock 6 miles crossing left right behind no height information fast moving. If not sighted turn right heading 040 degrees

 Right heading 040 degrees, G-CD

or in Class E airspace when traffic avoidance advice is requested by a pilot following receipt of traffic information



BIGJET 345, VFR traffic
right 2 o'clock, 6 miles
right left no height
information slow moving.



Request vectors,
BIGJET 345



BIGJET 345, avoiding
action, turn left
immediately heading 270
degrees.



Left heading 270
degrees, BIGJET 345