

Supplementary Instruction CAP 413 Radiotelephony Manual



Safety and Airspace Regulation Group

Airspace, ATM and Aerodromes

Number 2021/03 (Issue 1)

Issued: 18 February 2021

Effective Date: 20 May 2021

CAP 413 Radiotelephony Manual – Flight Priorities

1 Introduction

- 1.1 The purpose of this Supplementary Instruction (SI) is to detail changes made to the Radiotelephony Manual (CAP 413) relating to flight priorities involving Search and Rescue (SAR) aircraft.

2 Background

- 2.1 Following the national response to COVID-19 that required SAR operators to additionally undertake Helicopter Emergency Medical Services (HEMS) flights, a review of the flight priorities table within MATS Part 1 section 1, chapter 4 was undertaken.

- 2.2 This review has resulted in the following changes to CAP 413:

- (a) the addition of text detailing the priorities applicable to SAR flights, including SAR helicopter flights undertaking HEMS tasks.

3 Amendment to CAP 413

- 3.1 With effect from 20 May 2021, CAP 413 is amended as shown at Appendix A. This change will be incorporated into CAP 413 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
AAA
Civil Aviation Authority
Safety and Airspace Regulation Group
Beehive Ringroad
Crawley
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
Safety and Business Delivery
Civil Aviation Authority
Safety and Airspace Regulation Group
Beehive Ringroad
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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 it is cancelled, suspended or amended.

Appendix A

Radiotelephony Manual (CAP 413) Content – Flight Priorities

Editorial note: Paragraph 2.47 of CAP 413 Edition 23 Amendment 1 is deleted. The text below is to be inserted as paragraph 2.33 in the **Helicopter Emergency Medical Service Flights** section and subsequent paragraphs from **Student Flights** onwards are to be renumbered accordingly.

Search and Rescue (SAR)

2.33 SAR flights operate to and from incidents where a response is required for the safety of life, which might be time critical and may also involve the transportation of casualties to hospital. In addition, SAR helicopters may, on occasions, be required to undertake HEMS activities and will continue to use the “Rescue” callsign whilst undertaking these tasks.

The flight categories relevant to SAR operations are:

1. Flight Category A: applies to SAR flights when the safety of life is involved;
2. Flight Category B: applies to SAR or humanitarian flights when priority is required;
3. Flight Category E: is authorised for use by SAR aircraft positioning for the purpose of conducting SAR or HEMS duties, e.g. returning to its base after delivering a patient/casualty.
4. Flight Category Z: authorised for training and testing flights in SAR aircraft.

The call sign for SAR flights consists of the following elements:

- The radiotelephony call sign “Rescue”. The ICAO three-letter telephony designator is SRG.
- An individual flight/mission number allocated to each SAR flight by the ARCC;
- When on a flight that is afforded priority, the flight number is to be suffixed with the Flight Category letter, either ‘A’, ‘B’ or ‘E’ as appropriate, to highlight to the ATS provider the priority status requested by the pilot e.g. “Rescue 23A”. Flight category ‘Z’ is not utilised as a call sign suffix.

The call sign of SAR aircraft engaged in training and testing will be the aircraft’s registration.