

Supplementary Instruction CAP 413 Radiotelephony Manual



Safety and Airspace Regulation Group

Airspace, ATM & Aerodromes

Number 2022/01 (Issue 1)

Issued: 13 January 2022

Effective Date: 24 March 2022

CAP 413 Radiotelephony Manual – Radio Mandatory Zones

1 Introduction

- 1.1 The purpose of this Supplementary Instruction (SI) is to detail changes made to the Radiotelephony Manual (CAP 413) relating to radio mandatory zones (RMZ).

2 Background

- 2.1 The CAA has undertaken a review of its airspace policy statement for RMZ and, following consultation with the National Air Traffic Management Advisory Committee (NATMAC), this has resulted in the development of:

- (a) new acceptable means of compliance (AMC) and guidance material (GM) to SERA.6005 (in the Annex to Reg (EU) No. 923/2012 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018); and,
- (b) a revised airspace policy statement.

3 Amendment to CAP 413

- 3.1 With effect from 24 March 2022, CAP 413 is amended as shown at [Annex A](#) to this SI. 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
Airspace & ATM Policy
Airspace, ATM & Aerodromes
CAA Safety and Airspace Regulation Group
Aviation House
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 & Business Delivery
CAA Safety and Airspace Regulation Group
Aviation House
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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.

Annex A

CAP 413

Editorial Note. Paragraphs 9.49 to 9.53 below are new text and replace existing text in chapter 9.

Radio Mandatory Zones (RMZ)

- 9.49 A RMZ is airspace of defined dimensions wherein the carriage and operation of suitable/appropriate radio equipment is mandatory (SERA.6005(a) refers). RMZ airspace is to be operated in accordance with the regulations pertaining to the background airspace classification.
- 9.50 Flights operating in airspace designated as a RMZ by the CAA, shall establish two-way communication before entering the RMZ and maintain a continuous air-ground voice communication watch, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP. If unable to establish two-way radio communication with the designated ANSP the pilot is to remain outside the RMZ.
- 9.51 Two-way communication is considered to have been achieved once the pilot has provided at least the following information on the appropriate communication channel:
- Callsign;
 - Type of aircraft;
 - Position;
 - Level;
 - Flight rules; and,
 - Intentions of the flight.
- and has received acknowledgement from ATS.
- 9.52 Where aircraft are based at aerodromes or operating sites located within a RMZ and radio communications are not possible either prior to getting airborne, or at all, pilots of such flights are directed to:
- a) seek to agree letters of agreement with the ANSP describing alternative provisions for compliance; and,
 - b) establish two-way radio communications (where appropriate) at the earliest opportunity after take-off.
- 9.53 The pilot of an aircraft that wishes to operate in a RMZ without the necessary radio equipment must operate in accordance with conditions promulgated for the specific RMZ or in accordance with agreed tactical

arrangements with the ANSP. If a pilot is unable to make such tactical arrangements, they are to remain outside the RMZ, unless in an emergency.