

# Supplementary Amendment CAP 452 Aeronautical Radio Station Operator's Guide



**Safety and Airspace Regulation Group**

Airspace, ATM & Aerodromes

**Number 2022/01 (Version 1)**

**Issued: 04 AUG 2022**

**Effective Date: 04 AUG 2022**

## **Update to requirements for ROCC Holders**

### **1 Introduction**

1.1 The purpose of this Supplementary Amendment (SA) is to inform ROCC holders of the urgent updated requirements following an investigation of an incident by the Air Accident Investigation Branch (AAIB) and the subsequent discussions held between the AAIB and the CAA.

1.2 This document supports Article 203 of the Air Navigation Order 2016, and the training/operational requirements for ROCC holders and organisations employing them.

1.4 The requirements contained herein relate only to those operating as an AGCS or OCS operator with UK.

1.5 The terms and abbreviations contained within this document are sourced, primarily, from Air Navigation Order 2016 (as amended) and CAP 413.

### **2 Background**

2.1 Supplementary Amendment (SA) No 01/2022 to Aeronautical Radio Station Operator's Guide (CAP 452) introduces the updated provisions of ROCC.

Operators of Air Ground Communication Services (AGCS) are reminded of the guidance contained within CAP 452, and must adhere to all the below:

- The requirement to provide a continuous service during notified hours of operation.
- The importance of the expectation that the radio operator should be free from distractions, and
- The use of blind transmissions if no answer received outside of these notified hours.

### **3 Amendment to CAP 452**

3.1 With effect from 04 AUG 2022, CAP 452 is amended as shown in Appendix C. This change will be incorporated into CAP 452 in due course.

### **4 Queries**

4.1 Any queries or further guidance required on the content of this Supplementary Amendment (SA) 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](mailto:ats.enquiries@caa.co.uk)

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

ATS Documents  
Safety & Business Delivery  
CAA Safety and Airspace Regulation Group  
Aviation House  
Beehive Ringroad  
Crawley  
West Sussex  
RH6 0YR

E-mail: [ats.documents@caa.co.uk](mailto:ats.documents@caa.co.uk)

### **5 Cancellation**

5.1 This SA shall remain in force until incorporated into CAP 452 or it is cancelled, suspended or amended.

## CAP 452 Appendix C

*Editorial Note. The text **below** is inserted as a new appendix C. Only main body text has been red underlined, not the headings, to aid readability.*

### APPENDIX C

## Update to requirements for ROCC Holders

### Introduction

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- 1.1 The purpose of the ROCC AGCS/OCS is to improve the situational awareness for Pilots and to assist them by providing information that is useful for the safe and efficient conduct of flights.
- 1.2 The information passed by an ROCC operator shall not be considered an instruction and does not substitute for pilot's responsibility to ensure the safe operation of their aircraft at all times.

### Wireless Telegraphy Act (WTA) Aeronautical licence holder requirements

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- 1.3 The WT Act (WTA) Licensee is responsible for ensuring that:
- a) All individuals using the radio are:
    - i. In possession of an appropriate Radio Operator's Certificate of Competence (ROCC) where required, including those under training.
    - ii. Competent in both the operation of the equipment and local procedures.
    - iii. Operate in an environment which is free from distraction.
  - b) Operators are notified on occasions where AGCS/OCS cannot be provided during the hours of operation.

Note: *When the WTA licence holder is also the certificate holder this must be signed by an approved ROCC Examiner.*

*When the WTA licence holder is a company, this role is to be dispersed as above by the accountable manager.*

## General requirements

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### Provisions of Service

- 1.4 AGCS/OCS shall be provided to aircraft during the notified hours of operation. *\*Notified hours are as published in the AIP or promulgated via other means. Aircraft operator's must be notified on occasions where AGCS/OCS cannot be provided during the hours of operation.*
- 1.5 If no answer received outside of these notified hours the use of blind transmissions is required.
- 1.6 It is important that the radio operator should be free from distractions and keep additional admin tasks to an essential minimum.
- 1.7 Compulsory read-back of those ATS messages specified in the Radiotelephony Manual (CAP 413) paragraph 2.70 are required.
- 1.8 Information reported by pilots including position reports may only be used in a retransmission as an aid to assist other pilots in their lookout and safe operation of the aircraft. They are not to be assumed correct/incorrect or to be challenged by the AGCS/OCS operator.
- 1.9 Any information provided by the ROCC operator does not relieve the pilot-in-command of an aircraft of any responsibilities.

### Duty of Care

- 1.10 'Go-around' Suggestion/advisement may only be issued if there is immediate risk of danger/collision (which the AGCS/OCS operator has observed that the pilot may be unaware of). The pilot-in-command remains responsible for the safe operation of their aircraft at all times and may decide not to follow this proposed course of action.
- 1.11 'Occurrence Reports' although not mandatory for ROCC operators. AGCS/OCS operators are reminded of the importance of reporting any occurrence that may involve an actual or potential aviation safety risk. This provides vital information which may assist in preventing a similar incident from occurring in the future. Full details of reporting action can be found on the aviation reporting portal on the CAA webpage.

## **Additional Definitions in relation to ROCC**

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1.12 The following terms have been defined to remove any doubt about the meaning of instructions in the text of this document. Other terms and abbreviations used in this document are defined within CAP 413 the Radiotelephony Manual.

Terms annotated with an asterisk (\*) are based upon equivalent definitions as contained within UK Regulations relating to the ATS provision, which have been adapted to provide terminology appropriate for ROCC operators. This brings it into line with national licensing requirements in other ATS provisions.

### **A**

**Abnormal situation** Means circumstances, including degraded situations, which are neither routinely nor commonly experienced and for which ROCC operator has not developed automatic skills (\*UK CAA)

### **E**

**Emergency situation** Means a serious and dangerous situation requiring immediate actions. (\*UK CAA)

**Estimated position** The use of the visual indication and/or pilot report to provide the estimated position of an aircraft, aerodrome vehicle or other object. (\*UK CAA)

## **Administration**

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### **Certificate holder requirements**

1.13 ROCC holders are responsible for ensuring that their certificate contact details remain correct and up to date. Any changes are required to be notified to the CAA on form SRG 1411(E).