

Supplementary Instruction

CAP 797 FISO Manual

Safety and Airspace Regulation Group

Airspace, ATM & Aerodromes



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CAP 797 Flight Information Service Officer Manual – Regional Pressure Setting

1 Introduction

- 1.1 The purpose of this Supplementary Instruction (SI) is to detail changes made to the Flight Information Service Officer (FISO) Manual (CAP 797), relating to the use of the regional pressure setting (RPS).

2 Background

- 2.1 The CAA's work to identify the causal and contributory factors behind controlled airspace infringements has highlighted that, in some instances, the RPS is being used by pilots for flight below volumes of controlled airspace. Whilst the RPS can provide an effective mitigation against the risk of controlled flight into terrain, its use can increase the risk of vertical airspace infringement.
- 2.2 The CAA has amended Section 1 Chapter 2 of the FISO Manual (CAP 797) to highlight this risk.

3 Amendment to CAP 797

- 3.1 With effect from 9 January 2023, the FISO Manual (CAP 797) is amended as shown at [Appendix A](#). This change will be incorporated into CAP 797 Edition 4 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
Airspace & ATM Policy
Airspace, ATM & Aerodromes
CAA Safety and Airspace Regulation Group
Beehive Ring Road
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
Beehive Ring Road
Crawley
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 797 or it is cancelled, suspended or amended.

Appendix A

Section 1 Chapter 2

Regional Pressure Setting

- 2.5 The regional pressure setting (RPS) is a conservative forecast of the lowest QNH value within an altimeter setting region (ASR). As such, the RPS can provide an effective mitigation against the risk of controlled flight into terrain (CFIT); however, its use can increase the risk of vertical airspace infringement.
- 2.6 The RPS values which are made available hourly for the period hour (H) + 1 to (H) + 2 are given in whole hectopascals.
- 2.7 AFIS Units are to have available the RPS for the ASR in which they are situated and appropriate adjacent regions. Area FIS Units are to have available RPS for their area of coverage and appropriate adjacent regions. These values are to be passed to pilots when requested or at the discretion of the FISO. However, the RPS shall not be volunteered if a FISO is uncertain that it is appropriate to the flight; for example, where an aircraft is operating below that controlled airspace which is notified in AIP ENR 1-7-2.
- 2.8 Airspace below Terminal Control Areas (TMAs) and Control Areas (CTAs) listed in the UK Aeronautical Information Publication (AIP) at ENR 1-7-2 does not form part of the ASR Regional Pressure Setting system. Instead, the QNH of an adjacent aerodrome should be used for aircraft at or below the Transition Altitude.