

# Supplementary Instruction

## CAP 413 Radiotelephony Manual



**Safety and Airspace Regulation Group**

Airspace, ATM & Aerodromes

**Number 2022/02 (Version 1)**

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**Effective: 23 January 2023**

### **Use of Cooperative ATS Surveillance Systems in Flight Information Service**

#### **1 Introduction**

- 1.1 The purpose of this Supplementary Instruction (SI) is to provide phraseology examples for the use of cooperative air traffic services (ATS) surveillance systems that support the provision of the Basic Service or the flight information service (FIS) provided by Aerodrome Control or an Aerodrome Flight Information Service (AFIS) unit.
- 1.2 For ATS providers, further information on the use of such ATS surveillance systems is contained within:
  - Flight Information Service Officer (FISO) Manual (CAP 797) Edition 4 (incorporating amendments) dated 24 March 2022; and,
  - SI 2022/10 'Use of Cooperative Surveillance Systems in Flight Information Service provision' to the Manual of Air Traffic Services (MATS) Part 1 (CAP 493).

#### **2 Background**

- 2.1 The CAA has been working with our industry and regulatory partners across Europe to develop equipment specifications for ATS surveillance systems whose purpose is solely to support the provision of flight information service (FIS).
- 2.2 It has been identified that such systems do not require the same level of integrity as ATS surveillance systems currently used to provide ATC surveillance separation and some aspects of the UK Flight Information Services. These developments can be seen in the wider context of the CAA's ongoing work to expedite the widespread adoption of electronic conspicuity utilising ADS-B across the aviation sector.
- 2.3 The information from ATS surveillance systems can be used to improve the situational awareness of controllers and FISOs and assist in mitigating the risks of mid-air collision, airspace infringement and controlled flight into terrain.
- 2.4 Combined, this work has resulted in amendments to Air Traffic Services Safety Requirements (CAP 670) and Aerodrome FISO Licensing (CAP 1032) alongside the amendments to CAP 797 and CAP 493 and now in CAP 413.

### **3 Amendment to CAP 413**

- 3.1 With effect from 23 January 2023, 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  
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 SI 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 SI shall remain in force until incorporated into CAP 413 or it is cancelled, suspended or amended.

## Appendix A

### CAP 413 Chapter 5: Phraseology associated with the use of ATS Surveillance Systems

**Editorial Note.** The text below is to be inserted as a new section of text following paragraph 5.45

## Operations with a Flight Information Display (FID)

### General

- 5.46 The purpose of a flight information display (FID) is to improve the situational awareness of controllers and FISOs and thus assist them in providing information that is useful for the safe and efficient conduct of flights.
- 5.47 The use of a FID does not permit the provision of an ATS surveillance service; therefore, controllers and FISOs must not use phraseology that implies the provision of such.
- 5.48 When approved by the CAA, the FID may be used to support the provision of the flight information service in performing the following functions:
- (1) flight path monitoring of aircraft on final approach;
  - (2) flight path monitoring of other aircraft in the vicinity of the aerodrome;
  - (3) providing navigation assistance to VFR flights; and,
  - (4) enhancing the provision of traffic information.

### RT phraseology for use of the FID

- 5.49 RT phraseology associated with the functions described in 5.48 above is as follows:

#### Flight path monitoring

<u>Aircraft on final approach</u>	<u>CONFIRM FINAL RUNWAY (number);</u> <u>CAUTION, CHECK LEVEL.</u>
<u>Other aircraft in the vicinity of the aerodrome</u>	<u>CAUTION, TRAFFIC BELIEVED TO BE YOU APPROACHING THE (location) CONTROL ZONE,</u> <u>CONFIRM INTENTIONS;</u> <u>CONFIRM DOWNWIND RUNWAY (number);</u> <u>CONFIRM YOUR POSITION (and/or LEVEL or ROUTING);</u> <u>CONFIRM EMERGENCY.</u>

## Navigation assistance to VFR flights

<p><u>Providing navigation assistance to VFR flights</u></p>	<p><u>CONFIRM YOUR POSITION (and/or LEVEL or ROUTING);</u></p> <p><u>TRAFFIC BELIEVED TO BE YOU INDICATING (number) MILES NORTH (or SOUTH etc) OF (location);</u></p> <p><u>CAUTION, TRAFFIC BELIEVED TO BE YOU APPROACHING THE (location) CONTROL ZONE, CONFIRM INTENTIONS;</u></p> <p><u>CAUTION, TRAFFIC BELIEVED TO BE YOU APPROACHING AN AREA OF RISING TERRAIN.</u></p>
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## Enhancing the provision of traffic information

5.50 Where cooperative surveillance data alone is utilised, aircraft not transmitting electronic conspicuity data will not be detected, therefore ATS will not be able to warn pilots of their proximity.

<p><u>Enhancing the provision of traffic information</u></p>	<p><u>ALL STATIONS, (location) TOWER (or INFORMATION), TRAFFIC BELIEVED TO BE (number) MILES EAST (or SOUTH etc) OF (location) TRACKING WEST (or EAST etc);</u></p> <p><u>TRAFFIC BELIEVED TO BE OPERATING (number) MILES NORTH (or SOUTH etc) OF (location);</u></p> <p><u>MULTIPLE AIRCRAFT BELIEVED TO BE OPERATING AT (or OVER etc) (location).</u></p>
	<p><u>TRAFFIC BELIEVED TO BE YOU HAS TRAFFIC CONVERGING FROM NORTH (or SOUTH etc) INDICATING (level)*.</u></p> <p><u>* Level information derived from the FID should not routinely be included in traffic information. However, when a controller or an AFISO considers that a definite risk of collision exists, where available, pilot reports or pressure-altitude-derived level information from the FID should be included.</u></p>