

Supplementary Instruction CAP 797 FISO Manual



Safety and Airspace Regulation Group

Airspace, ATM & Aerodromes

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Flight Priorities Table

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 flight priority table detailed in Section 1, Chapter 3, Paragraph 3.1.

2 Background

- 2.1 Following an internal review by the CAA's Airspace Regulation department, the flight priorities table contained within the FISO Manual has been updated. The changes to the table include the following:
- (1) Reference to post-accident flight checks in category B has been removed.
 - (2) The requirement for flights in category C to be notified by NOTAM/Temporary Supplement has been removed.
 - (3) The meaning of very senior government ministers in category D has been clarified.

3 Amendment to CAP 797

- 3.1 With effect from 18 April 2023, the FISO Manual (CAP 797) is amended as shown at [Appendix A](#). This change will be incorporated into CAP 797 in due course.

4 Queries

- 4.1 Any queries or further guidance required on the content of this SI should be marked for the attention of Airspace & ATM Policy and sent to ats.enquiries@caa.co.uk
- 4.2 Any queries relating to the availability of this SI should be marked for the attention of Safety & Business Delivery and sent to 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 3

Table of flight priorities

3.1 Normally requests shall be dealt with in the order in which they are received and issued according to the traffic situation. However, certain flights are given priority over others and the following table shows their categorisation.

Category	Type of Flight
A	Aircraft in emergency (e.g. engine fault, fuel shortage, seriously ill passenger). Aircraft which have declared a 'Police Emergency'. Ambulance/medical/search and rescue (SAR) aircraft when the safety of life is involved (see note).
B	Flights operating for SAR or other humanitarian reasons. Police flights under normal operational priority. <u>Other flights authorised by the CAA, including Open Skies flights.</u>
C	Royal Flights. Flights carrying visiting Heads of State.
D	<u>Flights carrying the:</u> <ol style="list-style-type: none"> (1) <u>Prime Minister,</u> (2) <u>Chancellor of the Exchequer,</u> (3) <u>Home Secretary, or</u> (4) <u>Secretary of State for Foreign, Commonwealth and Development Affairs.</u> Flights carrying visiting Heads of Government <u>notified by the CAA.</u>
E	<u>HEMS/SAR positioning flights.</u> <u>Other flights authorised by the CAA, including flight check aircraft engaged on, or in transit to, time or weather critical calibration flights.</u>
NORMAL FLIGHTS	
	<ol style="list-style-type: none"> i. Flights which have filed a flight plan in the normal way and conform with normal routing procedures. ii. Initial instrument flight tests conducted by the CAA Flight Examining Unit (RTF callsign "EXAM").
Z	Training, non-standard and other flights.

Note. Ambulance aircraft carry one or more patients or casualties, whereas medical aircraft carry harvested organs, biological material, medical equipment and/or medical personnel. SAR aircraft may operate as an ambulance or medical aircraft.