

Supplementary Amendment

CAP 452 Aeronautical Radio Station Operator's Guide



Safety and Airspace Regulation Group

Airspace, ATM & Aerodromes

Number 2024/01 (Version 1)

Issued: 16 FEB 2024

Effective Date: 16 FEB 2024

ROCC 'Flight Safety Message' requirement

1 Introduction

- 1.1 The purpose of this Supplementary Amendment (SA) is to remind ROCC holders of the requirement to pass urgent flight safety messages following an investigation of an accident 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 operators within the 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 01/2024 to Aeronautical Radio Station Operator's Guide (CAP 452) in addition to [Supplementary Amendment \(SA\) No 01/2022](#) and [SN-2024/001: ROCC 'Flight Safety Messages' Requirement](#) remind ROCC holders of the 'duty of care' requirement whilst providing this service.

Operators of Air Ground Communication Services (AGCS) and Offshore communication service (OCS) are also reminded of the guidance contained within CAP 452.

3 Amendment to CAP 452

- 3.1 With effect from 16 FEB 2024, CAP 452 is amended as shown in Appendix E. 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

- 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

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 E

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

APPENDIX E

ROCC 'Flight Safety Message' requirement

Introduction

- 1.1 The purpose of the Radio Operator's Certificate of Competence (ROCC) Air-ground communication service (AGCS) and Offshore Communication Service (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 ROCC holders are reminded of the requirement to consider 'Duty of care' to aircraft whilst operating on the AGCS/OCS frequency, and the importance of passing Flight safety messages, and additional safety information for the purpose of alerting aircraft of hazards and avoiding immediate danger. This includes timely information regarding adverse weather to an aircraft in flight or about to depart.
- 1.3 The ROCC holder discharges their 'Duty of care' to pilots by providing the AGCS or OCS in accordance with the provisions described within the Aeronautical Radio Station Operator's Guide (CAP 452).
- 1.4 It is important to remember that AGCS and OCS are not air traffic services. One of the key differences is that the AGCS and OCS radio station operator is not required to be able to observe the movement area or airspace around the aerodrome or platform.
- 1.5 Information provided by an AGCS/OCS radio station operator may be used to assist a pilot in making a decision; however, the safe conduct of the flight always remains the pilot's responsibility.
- 1.6 Typically, information provided to pilots by an AGCS or OCS radio station operator may include:
 - (a) retransmission of information on the position of an aircraft based on pilot's reports;
 - (b) information from the aerodrome/platform operator on the condition of the aerodrome/platform and its facilities;
 - (c) information on weather conditions affecting the aerodrome/platform.
- 1.7 The AGCS or OCS radio station operator may become aware of a hazard that poses an immediate danger to flights operating on and in the vicinity of the aerodrome or platform. This may be received via reports from other pilots or from the aerodrome/platform operator. Some examples of these are:
 - (a) significant and/or rapid deterioration of weather conditions in the vicinity of the aerodrome or platform;
 - (b) aircraft that are at immediate risk of collision;
 - (c) issues affecting access to aerodrome/platform surfaces; and,
 - (d) the provision of rescue and firefighting services.

In these instances, the AGCS or OCS radio station operator should inform affected pilots of the hazard as soon as possible.

- 1.8 Depending on the operational circumstance these messages including any Meteorological advice of immediate concern may be individually communicated or passed via a broadcast on the frequency.
- 1.9 Information regarding adverse weather conditions (although this is not an official meteorological report) should be passed to aircraft concerned with the use of the following prefixes “reported by a pilot (at time)....” or “unofficial observation”.
- 1.10 Transmissions must be passed in a clear and concise manner ensuring the use of unambiguous language, plain language may also be used to pass these safety critical messages if required.
- 1.11 Examples of meteorological information messages (list not exhaustive).

“Unofficial observation, fog observed to East”

“Departing aircraft (at time) reported low cloud base of approximately 200ft”

“Windshear reported (at time) by landing aircraft on final approach”

“Thunderstorms reported by a pilot (at time)....”