

Supplementary Instruction

CAP 493 MATS Part 1

Safety and Airspace Regulation Group

Airspace, ATM and Aerodromes



Number: CAP 493 SI 2024/03

Issued: 13 September 2024

Effective: 13 September 2024

Clarification of Reduced Separation in the Vicinity of an Aerodrome

1. Introduction

- 1.1 The purpose of this Supplementary Instruction (SI) to the Manual of Air Traffic Services (MATS) Part 1 (CAP 493) is to clarify provisions concerning the application of reduced separation in the vicinity of an aerodrome, and to clarify the requirement concerning the provision of recommended wake turbulence separation minima.

2. Background

- 2.1 A recent industry enquiry has highlighted a misunderstanding of the application of reduced separation in the vicinity of the aerodrome. Specifically, the enquiry incorrectly asserted that MATS Pt 1, section 1, chapter 3, paragraph 3A.1(1) can be applied to wake turbulence separation minima for the purpose of reducing the wake turbulence separation a controller is expected to provide.
- 2.2 To prevent this misinterpretation, a note has been inserted beneath this provision to clarify that wake turbulence separation minima cannot be reduced.
- 2.3 An impact analysis for the amendment is included at [Appendix A](#). Of note, the CAA considers this amendment to be editorial in nature, and not one that represents a change to the functional system.

3. Amendment to MATS Part 1 (CAP 493)

- 3.1 With effect from 13 September 2024, the MATS Part 1 is amended as shown at [Appendix B](#). This change will be incorporated into the MATS Part 1 at the next amendment in due course.
- 3.2 In addition, to assist industry in assessing the change, [Appendix C](#) includes the text of the amendment which has been arranged to show new, deleted or amended text. At relevant points, the CAA has recorded its rationale for specific changes that it considered important to highlight for industry and to record for audit purposes.

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 CSP and sent to ats.documents@caa.co.uk

5. Cancellation

- 5.1 This SI shall remain in force until incorporated into CAP 493 or is cancelled, suspended or amended.

Appendix A**Impact Analysis in Relation to CAP 493 SI 2024/03****1 Introduction**

1.1 SI 2024/03 is intended to prevent misinterpretation of MATS Pt 1, section 1, chapter 3, paragraph 3A.1(1).

2 Impact Analysis**2.1 *Safety Impact.* Positive / Negligible / No / Negative**

2.1.1 By addressing the aspect highlighted in paragraph 1.1 above, the potential of misinterpreting the provision, and its associated incorrect application with wake turbulence separation minima is removed.

2.2 *Financial Impact.* Positive / Negligible / No / Negative

2.2.1 This amendment does not have a financial impact.

2.3 *Security Impact.* Positive / Negligible / No / Negative

2.3.1 This amendment is not related to security.

2.4 *Environmental Impact.* Positive / Negligible / No / Negative

2.4.1 This amendment is not related to the environment.

2.5 *Efficiency Impact.* Positive / Negligible / No / Negative

2.5.1 This amendment does not affect ATM/ANS efficiency.

2.6 *Equality Impact.* Positive / Negligible / No / Negative

2.6.1 This amendment does not affect people who are protected under the Equality Act 2010.

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Appendix B**MATS Part 1, Section 1, Chapter 3****3. Reduced Separation**

3.1 In addition to the following paragraphs, standard separation may be reduced when authorised by the CAA and published in MATS Part 2.

3A. In the Vicinity of Aerodromes

3A.1 In the vicinity of aerodromes, standard separation minima, may be reduced if:

- (1) adequate separation can be provided by the aerodrome controller when each aircraft is continuously visible to this controller; or

Note: Wake turbulence separation minima cannot be reduced.

- (2) each aircraft is continuously visible to the pilots of other aircraft concerned and the pilots report that they can maintain their own separation; or
- (3) when one aircraft is following another, the pilot of the succeeding aircraft reports the other aircraft is in sight and can maintain their own separation.

Appendix C**MATS Part 1, Section 1, Chapter 3****3. Reduced Separation**

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- (3) when one aircraft is following another, the pilot of the succeeding aircraft reports the other aircraft is in sight and can maintain their own separation.

Origin.	Rationale.
Industry enquiry	Note added to paragraph 3A.1(1) to prevent misinterpretation of the provision.