

Supplementary Instruction

CAP 493 MATS Part 1

Safety and Airspace Regulation Group
Airspace, ATM and Aerodromes



Number: CAP493/SI/2025/01

Issued: 17 January 2025

Effective: 18 March 2025

Landing and Rollout Manoeuvres

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 enable a controller to request the pilot of an aircraft within the Light wake turbulence category and a helicopter within the Small wake turbulence category to land beyond the touchdown zone of a runway.

2. Background

- 2.1 An operational requirement has been identified to enable a controller to request a pilot to land beyond the touchdown zone of a runway when necessary or desirable to expedite traffic at some aerodromes.
- 2.2 Corresponding provisions are contained within ICAO Doc 4444 (PANS-ATM) paragraph 7.10.3, although additional measures have been identified through consultation with the CAA's ATC Procedures Working Group.
- 2.3 An impact analysis for the amendment, which includes the additional measures is included at [Appendix A](#).

3. Amendment to MATS Part 1 (CAP 493)

- 3.1 With effect from 18 March 2025, 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 Safety & Airspace Regulation 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 CAP493/SI/2025/01

1 Introduction

- 1.1 CAP 493/SI/2025/01 is intended to implement ICAO Doc 4444 (PANS-ATM) paragraph 7.10.3 into the MATS Pt 1.
- 1.2 An ANSP is not compelled to implement the provisions within the MATS Pt 1, section 2, chapter 1, paragraph 19A. However, an ANSP that determines that an operational need exists must:
- as part of the associated safety risk assessment activity, liaise with the aerodrome operator and local aircraft operators to consider:
 - The location of touchdown beyond point(s) and associated phraseology to be used.
 - Whether the procedure should be:
 - limited to specific aircraft operators.
 - inhibited below specified meteorological limits.
 - inhibited for specific types of operation, e.g. solo student flights in fixed wing aircraft.
 - inhibited for all, or for specific aircraft classes/types when particular runway conditions exist.
 - inhibited for all, or for specific aircraft classes/types during the hours of darkness.
 - enable the provision and document any additional restriction within MATS Pt 2.
 - liaise with the Aerodrome Operator to ensure an appropriate entry into the aerodrome's AIP AD2 entry, including:
 - the Landing Distance Available from touch beyond points inserted into AD 2.13 Declared distances with associated remarks inserted into column 6 of the table referring aircraft operators to AD 2.20 section 6 Use of Runways; and
 - associated restriction to be detailed within AD 2.20 section 6.

2 Impact Analysis

2.1 **Safety Impact. Positive** / ~~Negligible~~ / ~~No~~ / ~~Negative~~

- 2.1.1 The implementation of the PANS-ATM paragraph 7.10.3 b) into the MATS Pt 1, section 2, chapter 1, paragraph 19A enables an ANSP to determine whether there is an operational need for the procedure to be implemented. If an operational need has been identified, the completion of the associated safety risk assessment will enable the ANSP to determine any additional measures that might be needed. These actions should inhibit any extant informal use of the procedure.

- 2.1.2 In addition, the implementation of the PANS-ATM paragraph 7.10.3 a), c), and d) into the MATS Pt 1, section 2, chapter 1, paragraph 19B together with the addition of paragraph 19B.3 enables the PANS-ATM provisions to be implemented in a manner consistent with extant UK practice.
- 2.2 **Financial Impact.** ~~Positive~~ / **Negligible** / ~~No~~ / ~~Negative~~
- 2.2.1 The implementation of the procedure in the MATS Pt 1, section 2, chapter 1, paragraph 19A will only be applicable to ATCUs where an operational need has been identified.
- 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 assists controllers improve ATM/ANS efficiency whenever necessary or desirable at aerodromes where the procedure is implemented but subject to the conditions of the safety risk assessment.
- 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 2, Chapter 1****19A. Landing manoeuvres**

19A.1 When necessary or desirable to expedite traffic, and approved in MATS Pt 2, a controller may request the pilot of a landing aircraft within the LIGHT wake turbulence category, and a helicopter within the SMALL wake turbulence category aircraft, to land beyond the touchdown zone of the runway.

19A.2 When using this provision, controllers are to ensure the request to land beyond the touchdown zone is made, as far as practicable, before the aircraft turns onto or joins base leg, or reaches 3 nm from touchdown on final approach, and are to consider:

- (1) wake turbulence, including the wake generated by the preceding departure.

Note: The wake turbulence criteria to be applied behind the preceding departure shall be that prescribed in section 1, chapter 3, paragraph 9I for operations with a displaced landing threshold.

- (2) the type of aircraft.
- (3) runway length.
- (4) location of exit taxiways.
- (5) prevailing meteorological conditions.

19B. Roll-out manoeuvres

19B.1 A controller may, when necessary or desirable, request the pilot of a landing aircraft to:

- (1) hold short of an intersecting runway after landing.
- (2) vacate the runway at a specified taxiway or intersecting runway.
- (3) expedite vacating the runway.

19B.2 When employing these provisions controllers shall consider:

- (2) the type of aircraft.
- (3) runway length.
- (4) location of exit taxiways.
- (5) any contaminant or reports that for the runway or taxiway might affect performance.
- (6) prevailing meteorological conditions.

19B.3 When using these provisions in cross-runway operations, the controller shall wait for the landing aircraft to:

- (1) become stationary,

- (2) turn at taxiing speed to vacate, or
- (3) commence a backtrack of the landing runway,

and ensure it is not infringing the runway strip of the intersecting runway before issuing a take-off, landing, low approach, or touch and go clearance to another aircraft intending to use the intersecting runway.

19C. Instructions to Aircraft in the Final Stages of Approaching to Land

- 19C.1 The final approach represents an increased period of flight deck workload. Unusual situations and emergencies during this period can be particularly demanding for the pilot. Therefore, with the exception of instructions to go-around, instructions shall not be issued to aircraft in the final stages of approaching to land that would require it to deviate from its expected flight path unless exceptional and overriding safety considerations apply.

Appendix C

MATS Part 1, Section 2, Chapter 1

19A. Landing manoeuvres

19A.1 When necessary or desirable to expedite traffic, and approved in MATS Pt 2, a controller may request the pilot of a landing aircraft within the LIGHT wake turbulence category, and a helicopter within the SMALL wake turbulence category aircraft, to land beyond the touchdown zone of the runway.

19A.2 When using this provision, controllers are to ensure the request to land beyond the touchdown zone is made, as far as practicable, before the aircraft turns onto or joins base leg, or reaches 3 nm from touchdown on final approach, and are to consider:

(1) wake turbulence, including the wake generated by the preceding departure.

Note: The wake turbulence criteria to be applied behind the preceding departure shall be that prescribed in section 1, chapter 3, paragraph 9I for operations with a displaced landing threshold.

(2) the type of aircraft.

(3) runway length.

(4) location of exit taxiways.

(5) prevailing meteorological conditions.

Origin.	Rationale.
ICAO Doc 4444 (PANS-ATM) paragraph 7.10.3.1 b)	<p>This provision is absent from the MATS Pt 1. Additional measures have been added to:</p> <p>1- limit its use to aircraft (aeroplane and gyroplanes, including helicopters) within the light wake turbulence category, and helicopters within the small wake turbulence category; and</p> <p>2- to ensure that controller requests are made, as far as practicable, before the aircraft reaches 3 nm from touchdown, to provide the pilot sufficient time to consider and respond to the request.</p>

19B. Roll-out manoeuvres

19B.1 A controller may, when necessary or desirable, request the pilot of a landing aircraft to:

(1) hold short of an intersecting runway after landing.

(2) vacate the runway at a specified taxiway or intersecting runway.

(3) expedite vacating the runway.

19B.2 When employing these provisions controllers shall consider:

- (2) the type of aircraft.
- (3) runway length.
- (4) location of exit taxiways.
- (5) any contaminant or reports that for the runway or taxiway might affect performance.
- (6) prevailing meteorological conditions.

19B.3 When using these provisions in cross-runway operations, the controller shall wait for the landing aircraft to:

- (1) become stationary,
- (2) turn at taxiing speed to vacate, or
- (3) commence a backtrack of the landing runway,

and ensure it is not infringing the runway strip of the intersecting runway before issuing a take-off, landing, low approach, or touch and go clearance to another aircraft intending to use the intersecting runway.

Origin.	Rationale.
ICAO Doc 4444 (PANS-ATM) paragraph 7.10.3.1 a), c) and d)	These provisions are absent from the MATS Pt 1. Additional measures have been added in paragraph 19B.2 to prevent misinterpretation, and incorrect application in cross-runway operations.

19C. Instructions to Aircraft in the Final Stages of Approaching to Land

19C.1 The final approach represents an increased period of flight deck workload. Unusual situations and emergencies during this period can be particularly demanding for the pilot. Therefore, with the exception of instructions to go-around, instructions shall not be issued to aircraft in the final stages of approaching to land that would require it to deviate from its expected flight path unless exceptional and overriding safety considerations apply.