NOTIFICATION OF AUTHORIZED AMENDMENT (MAA-NAA- 14/49)

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AUTHORIZED AMENDMENT

Regulatory Instruction (RI) MAA/RI/2014/03 (DOPs) provides details of the changes to the Military Manual of Air Traffic Management (MMATM) Annex 11D: ATC Procedures in Class E Airspace.

ISSUE STATE CHANGES (if more lines required, contact the MRP Team)

Document Title	***Previous Issue***		***New Issue***
Introduction of Class E Airspace to United Kingdom Flight Information Region (FIR)	N/A	*To*	RI14/03
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APPROVAL Approved by: (IAW MAA SOP 20 Matrix)	**Post** **Name** **Rank**	*MAA-D-Ops* *Redacted* *Redacted*	**Original, non redacted, signed**

Regulatory Instruction

10 Nov 14

MAA/RI/2014/03 (D Ops) – INTRODUCTION OF CLASS E AIRSPACE TO UNITED KINGDOM FLIGHT INFORMATION REGION (FIR)

Issue

1. On 29 Oct 14, CAA announced that revisions are being imposed on the separation standards to be applied between air systems operating in Class E airspace when it is introduced to the UK Flight Information Region (FIR) on 13 Nov 14. As a result of these changes, and following discussion with Defence Airspace and Air Traffic Management (DAATM), there is a requirement to provide MOD controllers with updated Acceptable Means of Compliance and Guidance Material in relation to the provision of Air Traffic Control Services within Class E Airspace.

Scope

2. This Regulatory Instruction (RI) provides details of the changes to the Military Manual of Air Traffic Management (MMATM) Annex 11D: ATC Procedures in Class E Airspace.

Implementation

3. This RI is effective from 0001 hrs on 13 Nov 14. Regulatory Article (RA) 3011 Types of Service and Separation Standards remains extant until 12 Jan 15 when RA 3011 will be superseded by RA 3228 Separation Standards (Regulatory Notice MAA/RN/2014/01 - (D Ops)); however, the Acceptable Means of Compliance and Guidance Material contained in this RI supersede those currently contained in the MMATM Annex 11D: ATC Procedures in Class E Airspace.

4. As a result of issuing this RI, the MAA will not amend the extant MMATM (Issue 7) but will ensure the amendments required as a result of the changes promulgated by the CAA are incorporated into RA 3228 Separation Standards, which will go live with effect from 12 Jan 15.

Queries

5. Any observations or requests for further guidance on the content of this RI should be submitted by email to MAA-Reg-ATM@mod.uk or by telephone on 030 679 82544 (9679 82544).

MAA Director (Operations)

►This Annex has been substantially re-written; for clarity no change marks are presented - please read in entirety◄

Annex 11D: ATC Procedures in Class E Airspace

1. Class E airspace is controlled airspace in which IFR and VFR flights are permitted, but only IFR flights are subject to ATC clearance.

Flight Rules

2. Controllers **should** ascertain the Flight Rules under which an aircraft is flying before the aircraft enters Class E airspace.

Entering and Leaving Class E Airspace

3. Controllers **should** inform pilots when they are entering and leaving different classifications of airspace in accordance with CAP 413 Radiotelephony Manual. Controllers **should** state the type of ATS being provided.

IFR Flights

4. **Clearances.** IFR flights require ATC clearance to enter Class E airspace.

5. **Air Traffic Service (ATS).** Radar Control **should** be provided to IFR aircraft within Class E Airspace.

6. **Instructions.** ATC instructions to IFR flights are mandatory and comprise routeing instructions, holding instructions or level restrictions to establish a safe, orderly and expeditious flow of air traffic.

7. **IFR v IFR Traffic.** ATC **should** separate IFR aircraft from other IFR aircraft.

8. **Separation.** Lateral and vertical separation **should** be applied between IFR flights as follows:

   a. **Lateral Separation**. If prescribed vertical separation does not exist, controllers **should** maintain a minimum lateral separation of 5nm. Reduced lateral separation is not permitted[1].

   b. **Vertical Separation.** If prescribed lateral separation does not exist, controllers **should** maintain a minimum vertical separation of 5000 ft against conflicting traffic that has not been co-ordinated. If co-ordination has been achieved, the minimum vertical separation to be employed can be reduced to 1000 ft.

9. **IFR v VFR Traffic.** IFR aircraft **should** be provided with traffic information, as far as is practical, on VFR aircraft. The controller **should** update the traffic information if it continues to constitute a definite hazard, or if requested by the pilot.

10. **Against Unknown Mode C Transponding Responses.** If the intentions of a transponding VFR aircraft are unknown, radar returns, however presented, are not allowed to merge unless the aircraft in receipt of traffic information advises that he intends to avoid the other aircraft without the controller's assistance.

[1] Except where surveillance data is provided by NATS and NATS has stipulated an alternative separation minima.

11. Traffic is normally considered to be relevant when, in the judgement of the controller, the conflicting aircraft's observed flight profile indicates that it will pass within 3 NM and, where level information is available, 3000 ft of the aircraft in receipt of the Radar Control Service. However, controllers may also use their judgement to decide when such traffic is not relevant, eg passing behind or within the parameters but diverging. Controllers **should** take account of the aircraft's relative speeds, lateral and vertical closure rates, and track histories.

12. High controller workload and radio telephony (RT) loading may reduce the ability of the controller to pass traffic information, and the timeliness of such information.

13. IFR flights **should** be provided with avoiding action when requested by the pilot. If the pilot reports that he has the unknown aircraft in sight further controller action may then be limited to passing traffic information[2]. CAP 413 Radiotelephony Manual contains detail of avoiding action RT.

14. **Primary Contacts (Non-squawking) and Mode A Only Traffic.** When providing Radar Control to an IFR aircraft within Class E with an associated Transponder Mandatory Zone (TMZ), controllers are authorised to deem primary contacts and Mode A only traffic to be outwith the vertical limits of CAS provided that:

a. The aircraft receiving Radar Control is 1000ft above the base of CAS.

b. The primary contact or Mode A only traffic has not been notified as operating in CAS.

If it is known or suspected that the primary contact or Mode A only traffic:

a. Is lost or has experienced radio failure.

b. Has inadvertently penetrated CAS.

The radar returns, however presented, are not allowed to merge unless the aircraft in receipt of traffic information advises that he intends to avoid the other aircraft without the controller's assistance.

15. **Terrain Clearance.** Responsibility for terrain clearance for IFR flights is as follows:

a. Controllers utilising surveillance-derived data to provide a service to IFR flights are responsible for terrain clearance through the use of the relevant Radar Vector Chart or equivalent system.

b. When surveillance-derived data is not available, the pilot remains responsible for terrain clearance, but controllers are not to assign a level to the pilot below the relevant sector safe altitude. The pilot **should** be advised that surveillance-derived data is not available and that he is responsible for terrain clearance.

VFR Flights

16. **Clearances**. VFR flights do not require ATC clearance to enter Class E airspace and, subject to compliance with the notified TMZ requirements, do not require two-way communications. VFR flights in receipt of an ATS in Class E airspace that are transitioning into

[2] Provision of collision avoidance advice to IFR flights is considered to be addressed through extant 'duty of care' and does not need to be explicitly prescribed with regard to Class E airspace.

Class C or D airspace **should** request a clearance, and subject to such a clearance, will be advised of any subsequent ATS changes.

17. **ATC Service.** VFR flights that request an ATS **should** be provided with traffic information as far as practical. This **should** be achieved through the provision of the UK Flight Information Service requested by the pilot, subject to ATS unit capability to provide the requested service. The parameters and conditions for the provision of Traffic Service and Basic Service to VFR aircraft in Class E airspace are as promulgated in CAP 774 UK Flight Information Services.

18. **Instructions.** When passing instructions to VFR flights, the preferred method is through the use of geographical routeing instructions. Surveillance vectors to VFR aircraft can be used as a last resort, used with extreme caution, and with special attention paid to the RVC and terrain clearance. Similarly, whenever possible, level restrictions **should** be based on an instruction to fly not above a particular level rather than at a specified level. However, aircraft that have accepted surveillance vectors **should not** be subjected to level restrictions. When Surveillance is used to monitor the conduct of a VFR flight, there is no requirement for the controller to advise the pilot that his aircraft has been identified unless, or until, the controller provides the pilot with Surveillance vectors.

19. **Terrain Clearance**. Pilots of VFR flights are responsible for terrain clearance. In addition, the pilot of a VFR flight who accepts radar vectors remains responsible for terrain clearance.

20. **VFR Flights unable to maintain VMC**. If a pilot of a VFR aircraft reports that they are unable to maintain VMC the controller **should**:

a. Provide Radar Control (if the ac is in contact with an unit authorised to provide such service) and separate aircraft as soon as practical. Reduced vertical separation may be applied as necessary until standard separation is able to be applied. Essential traffic information **should** be provided.

b. If the aircraft is in contact with an ATS unit that is not authorised to provide Radar Control, the controller **should**:

(1) Instruct the aircraft to squawk SSR code 7700.

(2) Pass essential traffic information and provide collision avoidance advice where the controller considers that a definite risk of collision exists.

(3) Pass information to the relevant en-route sector and any other ATC agencies as necessary.

c. Pilots operating without an ATS that are unable to maintain VMC **should**:

(1) Squawk SSR code 7700.

(2) Contact the airspace controlling authority, or an appropriate autonomous radar unit, or D&D UHF 243.0 MHz or VHF 121.5 MHz.