

RA 3202 – Entitlement to provide Air Traffic Services, an Air Ground Communication Service (Military) or use Air Ground Radios and Air Traffic Management Equipment

Rationale

To ensure the safe provision of Air Traffic Services (ATS) or an Air Ground Communication Service (Military) (AGCS(Mil)) and the appropriate use of Air Ground Radios and Air Traffic Management (ATM) Equipment, Military and MOD Contracted civilian personnel will operate within the bounds of their entitlement. When services are applied incorrectly it can lead to the delivery of unsafe operations, increasing the Risk to Life in an Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)) operation. This Regulatory Article (RA) sets the requirements for personnel who provide an ATS, an AGCS(Mil), or who communicate with Aircraft using Air Ground Radios to ensure that they are appropriately qualified, trained, Competent and current to do so.

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Definitions

Definitions Relevant to this RA

1. **Air Traffic Service.** Generic term meaning variously, Flight Information Service (FIS), Alerting service, Air Traffic advisory service¹, Air Traffic Control (ATC) service (Area Control Service, Approach Control Service or Aerodrome Control Service).
 - a. **FIS.** A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights by means of radio signals to Aircraft. In the case of an Aerodrome, this also includes the granting or refusal of permission to Aircraft flying in or intending to fly within the Aerodrome Traffic Zone of that Aerodrome².
 - b. **Alerting Service.** A service provided to notify appropriate organizations regarding Aircraft in need of Search and Rescue aid and assist such organizations as required³.
 - c. **ATC Service.** A service provided for the purpose of preventing collisions between Aircraft (and, on the Manoeuvring Area between Aircraft and obstructions) and expediting and maintaining an orderly flow of Air Traffic².
2. **Air Ground Communication Service (Military) (AGCS(Mil))⁴.** A service provided to pilots at specific MOD Aerodromes. However, it is not viewed as an ATS because it does not include an Alerting service as part of its content. For the purposes of this RA, the term AGCS(Mil) is used to distinguish it from a civilian provided AGCS⁵. Whilst both provide an equivalent level of service, the AGCS(Mil) is provided in support of military tasks.

¹ An Air Traffic advisory service is a service provided within Class F airspace which is not currently established in the UK.

² Refer to the Air Navigation Order 2016.

³ Refer to Civil Aviation Publication (CAP) 493 – Manual of Air Traffic Services – Part 1.

⁴ The Term Military Air Ground Communication Service (MAGCS) is also acceptable.

⁵ For clarity, throughout this RA the term AGCS(Civ) will hereafter be used to indicate an AGCS in support of civilian flying operations, the provision of which is regulated by the CAA.

Regulation 3202(1)

Qualifications and Entitlement to provide Air Traffic Services

3202(1) In order to provide an ATS, Controllers **shall** be qualified and in possession of an applicable Certificate of Competence (CofC)⁶, ATC Officer (ATCO) or FIS Officer (FISO) Licence.

Acceptable Means of Compliance 3202(1)

Qualifications and Entitlement to provide Air Traffic Services

3. An ATS **should** only be provided by those personnel who have attended and passed the appropriate course for their role, as defined by the relevant Front Line Command (FLC) / MOD contract authority⁷, at a UK Defence / Civil Aviation Authority (CAA) accredited training facility and have been awarded an appropriate CofC, ATCO Licence or FISO Licence.

4. The CofC / Licence **should** be documented with each subsequent control endorsement and qualification gained. It **should** include training ratings where applicable.

5. The CofC / Licence **should** contain a medical certificate⁸.

6. A ► **Special Use Airspace** ◀ Crossing Service ► **(SUACS)** ◀ **should** only be provided by an ATCO at the nominated service unit as detailed in the UK Aeronautical Information Publication (AIP)⁹.

7. A ► **Special Use Airspace** ◀ Activity Information Service ► **(SUA AIS)** ◀ **should** only be provided by an ATCO or FISO at the nominated service unit detailed in the UK AIP⁹.

Guidance Material 3202(1)

Qualifications and Entitlement to provide Air Traffic Services

8. The nominated ► **SUACS** ◀ Unit will, when the Danger Area activity permits, provide a clearance for an Aircraft to cross the Danger Area under a suitable type of service¹⁰.

9. A ► **SUA AIS** ◀ enables pilots to obtain, via a nominated service unit an airborne update of the activity status of a participating Danger Area whose position is relevant to the flight of the Aircraft. The service can only provide information on the activity status of a Danger Area and cannot provide a clearance to cross that Danger Area, whether it is active or not¹⁰.

Regulation 3202(2)

Controller Training

3202(2) Controllers **shall** be appropriately trained.

Acceptable Means of Compliance 3202(2)

Controller Training

10. FLCs / MOD contract authorities⁷ **should** issue orders / instructions detailing the unit training scheme for each role within their Area of Responsibility (AoR) in relation to ATS provision.

Guidance Material 3202(2)

Controller Training

11. Nil.

Regulation 3202(3)

Controller Periodicity of Assessment of Competence

3202(3) Controller Competence **shall** be periodically assessed.

⁶ Refer to MAA02: MAA Master Glossary.

⁷ In the context of this RA 'contract authority' refers to a non-military organization contracted to deliver or support military aviation activity.

⁸ Refer to RA 3203 – Military and MOD Contracted Civilian Controller Medical Requirements.

⁹ Refer to UK Aeronautical Information Publication (AIP) ENR 5.1.

¹⁰ Refer to UK AIP ENR 1.1.

**Acceptable
Means of
Compliance
3202(3)**

Controller Periodicity of Assessment of Competence

12. A continuous rolling assessment process **should** be activated from the initial award of an operating endorsement to demonstrate continued Competence.
13. FLCs / MOD contract authorities⁷ **should** stipulate in orders / instructions the periodicity and scope of Controller assessment and, where applicable, assessment for additional qualifications held.
14. All evidence of such activity **should** be recorded.

**Guidance
Material
3202(3)**

Controller Periodicity of Assessment of Competence

15. Recording of assessment may be in the CofC and / or another suitable database as determined by the FLC / MOD contract authority⁷.

**Regulation
3202(4)**

Controller Currency

- 3202(4) Controllers **shall** maintain currency.

**Acceptable
Means of
Compliance
3202(4)**

Controller Currency

16. All personnel involved in controlling duties **should** maintain currency for each endorsement held and, where applicable, additional qualifications held.
17. FLCs / MOD contract authorities⁷ **should** stipulate in orders / instructions the currency requirements for each discipline within their AoR. The process for regaining currency where it has lapsed **should** also be stipulated.

**Guidance
Material
3202(4)**

Controller Currency

18. Nil.

**Regulation
3202(5)**

Qualifications, Training, Competence and Currency to provide an Air Ground Communication Service (Military)

- 3202(5) Personnel providing an AGCS(Mil) **shall** be appropriately qualified, trained, current and have their Competence periodically assessed.

**Acceptable
Means of
Compliance
3202(5)**

Qualifications, Training, Competence and Currency to provide an Air Ground Communication Service (Military)

19. An AGCS(Mil), **should** only be provided by those personnel who have attended and passed the appropriate course for their role, as defined by the relevant FLC, and have been awarded a Radio Operator's Certificate of Competence (Military) (ROCC(Mil))¹¹.
20. FLCs / MOD contract authorities⁷ **should** issue orders / instructions detailing how an AGCS(Mil) will be provided within their AoR, and the associated training requirements.
21. A continuous rolling assessment process **should** be activated from the initial award of a ROCC(Mil) to demonstrate continued Competence.
22. FLCs / MOD contract authorities⁷ **should** issue orders / instructions detailing the periodicity and scope of Competency assessments and the currency requirements for the provision of AGCS(Mil) within their AoR. The process for regaining currency where it has lapsed **should** also be stipulated. All evidence of such activity **should** be recorded.

¹¹ The term Military Air Ground Radio Operator's Certificate of Competence (MAGROCC) is also acceptable.

Acceptable Means of Compliance 3202(5)

23. There is considerable difference between the provision of ATS and AGCS(Mil). Therefore:
- When providing an AGCS(Mil), personnel **should** ensure that they do not pass a message which could be construed to be the provision of ATS.
 - ATS qualifications do not entitle the holder to provide an AGCS(Mil). Qualified ATS personnel who are invited by an MOD establishment to provide an AGCS(Mil)¹², at events such as an air show or air power demonstration, **should** only do so if they hold a ROCC(Mil).
 - Qualified ATS personnel **should** be particularly vigilant in the application of an AGCS(Mil), to ensure they do not lapse into giving an ATS or any part thereof, a FIS, or any implied control.
24. AGCS(Mil) phraseology **should** be consistent with the AGCS(Civ) phraseology in CAP 413¹³.
25. Personnel providing an AGCS(Mil) **should** ensure that the full call sign, including the suffix 'RADIO', is used in response to the initial call from an Aircraft and on any other occasion where there may be doubt about the service being provided.

Guidance Material 3202(5)

Qualifications, Training, Competence and Currency to provide an Air Ground Communication Service (Military)

26. The ROCC(Mil) is a military equivalent of the civilian ROCC. FLCs wishing to provide an AGCS(Mil) will need to establish the means to implement the training and examination required to issue a ROCC(Mil), and an appropriate Assurance regime to enable compliance with this RA¹⁴.
27. When in receipt of an AGCS(Mil), pilots operating on and in the vicinity of the Aerodrome are provided with traffic and weather information. Such traffic information is based primarily on reports made by other pilots and whilst it may be used to assist a pilot in making a decision, the safe conduct of the flight remains the pilot's Responsibility.
28. ATS qualifications do not entitle the holder to provide an AGCS(Civ). Qualified ATS personnel who are invited by civil Aerodrome authorities to provide an AGCS(Civ)¹², at events such as an air show or air power demonstration, will be expected to hold or obtain a civilian ROCC issued by CAA Safety and Airspace Regulation Group (SARG).
29. If an AGCS(Civ) is required in support of civilian activity¹⁵ at an MOD establishment, it will be regulated by the CAA and therefore falls outside the remit of MAA Regulation. In such circumstances, a civilian ROCC must be obtained from CAA SARG, and the AGCS provided in accordance with (iaw) CAP 452¹⁶.
30. Any holder of an ATC CofC issued to a member of His Majesty's Forces with a current unit validation may apply directly to the UK CAA for a civilian ROCC, by completing a Safety Regulation Group (SRG) 1413 application form¹⁶, without having to take the written or practical examinations.

Regulation 3202(6)

Training and Competence to transmit to Aircraft on Air Ground Radios

- 3202(6) Personnel transmitting to Aircraft on Air Ground Radios for the purpose of assisting the pilot(s) with the safe conduct of flight other than the provisions of RA 3202(1) or RA 3202(5),

¹² Note that this is separate to the role of a Flying Display Director (FDD) which is covered in RA 2335 – Flying Displays, Display Flying, Role Demonstrations and Flypasts.

¹³ Refer to CAP 413: UK Radiotelephony Manual.

¹⁴ The ROCC(Mil) is currently only available within RAF 22Gp. FLCs wishing to establish a ROCC(Mil) may wish to liaise accordingly to benefit from their experience.

¹⁵ For example, a civilian flying club using the Aerodrome at the weekend.

¹⁶ Refer to CAP 452: Aeronautical Radio Station Operator's Guide.

**Regulation
3202(6)**

shall be appropriately trained and have their Competence periodically assessed.

**Acceptable
Means of
Compliance
3202(6)**

Training and Competence to transmit to Aircraft on Air Ground Radios

31. FLCs / MOD contract authorities⁷ **should** issue orders / instructions detailing the training requirements for roles within their AoR that transmit to Aircraft on Air to Ground radios for the purpose of assisting the pilot with the safe conduct of the flight.
32. A continuous rolling assessment process **should** be activated to demonstrate continued Competence.
33. FLCs / MOD contract authorities⁷ **should** stipulate in orders / instructions the periodicity of Competency assessments for personnel that transmit to Aircraft on Air Ground Radios for the purpose of assisting the pilot with the safe conduct of flight. These assessments **should** include checks for Competence and radiotelephony standards.
34. All training and Competency assessments **should** be recorded.
35. When Air to Ground Radios are being used for purposes other than the provision of an ATS or AGCS, FLCs / MOD contract authorities⁷ **should** issue orders / instructions to ensure that their use, for transmissions, does not inadvertently constitute the provision of an ATS or AGCS. Details on the phraseology to be employed **should** be included.
36. Training and Competency assessments for transmitting to Aircraft on Air Ground Radios **should not** be applied to qualified and current Aircrew or personnel who are qualified iaw RA 3202(1) or RA 3202(5). These personnel are authorized to transmit to Aircraft on Air Ground Radios by virtue of their already existing qualifications.

**Guidance
Material
3202(6)**

Training and Competence to transmit to Aircraft on Air Ground Radios

37. Where Air to Ground Radios are used to provided information to pilots and mission crews that is not related to the safe conduct of flight, this is outside the scope of this RA.
38. Nothing in this RA prevents any person from transmitting to an Aircraft on an Air Ground Radio for the purpose of avoiding immediate danger.

**Regulation
3202(7)**

Use of Air Traffic Management Equipment and Data

3202(7) ATM Equipment and data¹⁷ **shall** only be used by personnel who are appropriately qualified, trained and assessed as Competent to do so.

**Acceptable
Means of
Compliance
3202(7)**

Use of Air Traffic Management Equipment and Data

39. ATM Equipment and data **should** only be used for the provision of ATS by personnel who are qualified iaw RA 3202(1).
40. FLCs / MOD contract authorities⁷ **should** issue orders / instructions to ensure that the use of ATM Equipment and data by personnel not qualified iaw RA 3202(1), does not inadvertently constitute the provision of an ATS, including consideration of any phraseology to be employed.
41. FLCs / MOD contract authorities⁷ **should** issue orders / instructions detailing the training requirements for all roles within their AoR that are required to use ATM Equipment and data.

¹⁷ In the context of this RA, ATM Equipment and data refers to equipment and / or data whose primary purpose is the provision of ATS.

**Guidance
Material
3202(7)**

Use of Air Traffic Management Equipment and Data

42. Nil.