

Supplementary Instruction (SI)

CAP 493 MATS Part 1

Safety Regulation Group
Air Traffic Standards



Number 2009/16

Issued 18 December 2009

Effective 15 January 2010

CROSSING INOPERABLE RED STOP-BARS

1. Introduction

- 1.1 The purpose of this SI is to provide notice of revisions to CAP 493 (MATS Part 1) procedures for allowing, under exceptional circumstances, aircraft or vehicles to cross an inoperable red stop-bar.

2. MATS Part 1 Stop-Bar Procedures

- 2.1 Following discussion at the ATC Procedures Working Group (ATCPWG), the Runway Incursion Steering Group (RISG) and the Phraseology Working Group (PWG), it was agreed that further clarification and guidance was needed in MATS Part 1 regarding the issue of instructing aircraft or vehicles to cross an inoperable red stop-bar.
- 2.2 As part of the ongoing collaborative effort to reduce the number of runway incursions the issue of not crossing red stop-bars has been central to many initiatives. As a basic principle, controllers are NOT to instruct aircraft or vehicles to cross any red stop-bars. However, there are exceptional circumstances when due to the sudden loss of control of a stop-bar selected at red, aircraft or vehicles need to be moved across runway or intermediate holding positions for reasons of safety and efficiency.
- 2.3 Appendix A of this SI provides revised procedures and phraseology for MATS Part 1 which gives guidance on how and when this exceptional procedure may be used. The revisions will be included in Amendment 6 to MATS Part 1, effective on 11 March 2010, however due to the urgent need for this revision prior to the Winter period the SI effective date will be 15 January 2010.

3. Queries

- 3.1 Any queries or further guidance required on the content of this SI should be addressed to:

ATS Enquiries
Air Traffic Standards
CAA Safety Regulation Group
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
E-mail: ats.enquiries@caa.co.uk

3.2 Any queries relating to the availability of this SI should be addressed to:

ATS Documents
Air Traffic Standards
CAA Safety Regulation Group
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
E-mail: ats.documents@caa.co.uk

4. Cancellation

4.1 This SI shall remain in force until 11 March 2010.

The following SIs remain current:

Number	Title
2009/06	<i>Procedures and Phraseology Concerning Level Restrictions associated with Standard Instrument Departures</i>
2009/09	<i>Revised Procedures and Phraseology for Speed Control applicable to an Aircraft at or near the Level at which Speed Changes from Mach Number to Indicated Airspeed (IAS)</i>
2009/14	<i>Phraseology for Climb Clearances to Aircraft on Standard Instrument Departures</i>
2009/15	<i>Surveillance Clutter Procedures</i>
2009/16	<i>Crossing Inoperable Red Stop-Bars</i>

Appendix A

CAP 493 MATS Part 1 Section 2, Chapter 1, Paragraph 3.4

9.3.4 Controllers are not to instruct aircraft or vehicles to cross illuminated red stop-bars used at runway and intermediate taxiway holding positions. The Aerodrome Operator may decide, on the grounds of safety, that inoperable stop-bars and associated taxiways be withdrawn from service and alternative routes used where practicable.

On the occasions when the withdrawal of inoperable stop-bars is not possible and the stop-bars cannot be readily suppressed, under exceptional circumstances, an aircraft may be instructed to cross such an illuminated stop-bar subject to the following minimum conditions.

- a) The affected runway or intermediate holding position and the aircraft are visible to the controller. This requirement may be satisfied by the use of SMR/SMGCS as specified in MATS Part 2. When an aerodrome is not SMR/SMGCS equipped, local alternate solutions based on risk assessment and detailed in MATS Part 2 may be employed.
- b) The phraseology used is to leave the pilot or driver in no doubt that the crossing instruction only applies to the particular inoperable stop bar. Conditional clearances shall not be used under these circumstances.
- c) Additional MATS Part 2 procedures may be required where local risk assessments have identified that further mitigation measures may be necessary.

In all cases particular care should be taken if this contingency procedure is to be used in Low Visibility Operations or at night as the green taxiway centreline lights linked to the stop-bar will not be available.

MATS Part 1 Attachment to Appendix E

Taxi Instructions

Stop-bar unserviceable, cross red stop-bar at (holding point designator)*

**Only to be used in the case of an inoperable red stop-bar.*

ACTIVE RUNWAY

Prior to take-off

Stop-bar unserviceable, cross red stop-bar, via (holding point designator) line up runway (designator)*

**Only to be used in the case of an inoperable red stop-bar.*