

CAP 624

Air Traffic Controllers – Performance Objectives

Part 9 – Offshore Endorsement

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Enquiries regarding the content of this publication should be addressed to:
Air Traffic Standards Division, Safety Regulation Group, Civil Aviation Authority, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR.

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Foreword

1 Introduction

1.1 Background

This document is derived from the Requirements for Air Traffic Controllers developed for the European ATC Licence harmonisation project and has been updated to take account of requirements imposed by the European Union Directive (2006/23/EC) on a Community air traffic controller licence.

These requirements are the outcome of a functional analysis of the controller's job, which produce a series of statements called **Performance Objectives** which describe the actions, behaviours or outcomes that the controller should be able to demonstrate.

Each control discipline contains a number of **Key Roles**. For instance a key role common to all ratings is to 'Correlate information useful for the safe and efficient conduct of flights'. This key role is divided into two **Topics**, one dealing with Meteorological information and the other with Aeronautical information. Each Topic is then divided into **Sub-topics**, in this case to 'collect, to collate and to disseminate the information'.

Each sub-topic contains a number of Performance Objectives.

Each Performance Objective is qualified by a statement of **Conditions**. Conditions describe the context in which the Performance Objectives apply which means in its simplest form 'can the controller act with equal ability by day or night, and in good or poor weather conditions?'

Finally this document contains details of the **Essential Knowledge** that is, the knowledge and understanding a controller needs to carry out the task. In order to separate aircraft, the controller must not only know the separation standard to be applied, he must also understand how to apply it. Similarly the controller needs to understand some aspects of the formation of thunderstorms in order to be able to predict their effect on operations and to make allowance for those effects when exercising control.

The European Union Directive 2006/23/EC (the Directive) on a Community air traffic controller licence specifies in Annex II that compliance is required with EUROCONTROL's 'Guidelines for air traffic controller Common Core Content Initial Training', edition of 10 December 2004. The requirement for the Common Core Content syllabus is designed to ensure that all ATC Initial Training carried out throughout the European Union (EU) is carried out to a given minimum standard. Initial training is defined as training conducted by certified ATC Training Providers on courses approved by the CAA. Initial training comprises basic training and rating training. The object of initial training is to prepare a student for unit training.

The Common Core Content requirements are contained in EUROCONTROL Document T14 which may be found at http://www.eurocontrol.int/humanfactors/public/site_preferences/display_library_list_public.html#14. This provides, in nine documents, the Common Core Content (CCC) requirements for Initial training courses in Aerodrome Control Visual (ADV), Aerodrome Control Instrument (ADI), Aerodrome Radar Control Endorsement (ADI/RAD), Approach Control Procedural (APP), Approach Control Surveillance (APS), Area Control Procedural (ACP), Area Control Surveillance (ACS) and Terminal Control Endorsement (TCL).

These requirements, **against which providers of Initial training are required to demonstrate their compliance**, have been included in this version of CAP 624 so that all requirements may be contained in the same document. In order to distinguish the CCC requirements, they have been placed in tables following the UK requirements. CCC requirements for each topic are shown at the end of each particular topic.

Training organisations may also find useful EUROCONTROL's 'EATM Training Progression and Concepts', T38, which may be found at http://www.eurocontrol.int/humanfactors/public/site_preferences/display_library_list_public.html#38.

T38 classifies the training phases for Air Traffic Controllers (ATCOs) and Air Traffic Safety Electronic Personnel. It defines the concepts used in the specification of training and in the support of training design.

In T14, 'Part 2: Basic Training – Objectives and Syllabus' provides details of the training to be included in the basic training part of Initial training. As this is common to all ratings, it has been decided that a new CAP 624 Part (1) should be published containing these requirements. As a result, the CAP 624 Parts have been re-annotated Parts 1 to 16 inclusive and the title has changed to 'Air Traffic Controller – Performance Objectives'. The CCC contains, for all courses, a requirement for compliance with a module entitled 'Introduction to the Course'.

UK Air Navigation Service Providers (ANSPs) may assume that the training received by any student licence holder who has received their training from a CAA-certified Initial Training Provider will have completed the Common Core Content syllabus as appropriate to the UK environment, for example, legislation and UK-specific procedures. Such training will also be completed to the level as defined in the Terminal Objectives published for initial Training courses. These terminal objectives are included in the relevant rating Parts of CAP 624.

CAP 744 Part 2, paragraph 6 details the procedures relating to the mutual recognition of Licences issued by other EU Member States in accordance with the EU ATCO Licence Directive. It is important that ANSPs understand that a Student licence holder whose training has been carried out by an Initial Training Provider based elsewhere in the EU normally will have been trained according to the National requirements of the State in which the training was carried out. Similar considerations will apply to an ATCO licence holder coming to the UK from another EU State.

It is the UK ANSP's responsibility to ensure that such a student/ATCO licence holder is trained in the relevant UK National requirements. ANSPs will be required to demonstrate that such training has been identified and successfully completed, before unit training commences.

In this document, reference to the male gender should be understood to include both male and female persons, except where inappropriate.

1.2 **Determining Competence by Assessment**

In order to determine Competence an Assessor (Examiner) seeks evidence of performance (can the trainee controller actually do the job) both by direct observation and by reference to the training records. Assessment differs from an examination system, by taking a longer more detailed view of performance, rather than taking an intense but short sample of the trainees' work. Performance is assessed in all areas under all conditions seeking to prove that the trainee can perform reliably and consistently to the required level of competence.

Performance must be assessed against the Performance Objectives on sufficient occasions to ensure competence has been demonstrated across all the Conditions for which performance evidence is required. Where performance is tested in only some of the contexts in the conditions, the application of knowledge must be tested by questioning for the remainder.

All items listed as Content must be tested to prove an understanding of the knowledge, the underlying principles and the application of the knowledge to performance in the workplace. A Trainee who demonstrates practically that he can do the job and can explain his reasons for acting in a particular manner, thereby demonstrating understanding, has fulfilled all the requirements without the need for additional written testing. It is essential that the Assessor (Examiner) determines understanding, rather than pure knowledge, when determining competence.

1.3 **Summary of Terms**

Conditions

Describe the contexts in which the Performance Objective applies.

Essential Knowledge

The fundamental knowledge and understanding necessary to perform to the Requirements and to transfer the skills from one situation to another.

Key Role

Describes in broad terms, the principal components of the controller's job.

Performance Objective

Describes the actions of the controller that demonstrate the correct performance of the Sub-Topic.

Sub-Topic

Defines specific areas of the topic.

Topic

Divides the Key Role into definable common areas.

1.4 **Language Proficiency**

The reader should note that, although language proficiency is a prerequisite to licensing and is included in the EU Directive and ICAO Annex 1, the subject has not been addressed in the CCC. UK requirements are detailed in CAP 624 Part 17.

1.5 **Application of this Endorsement**

This endorsement may be applied to those Approach Surveillance or Area Surveillance ratings which include an appropriate surveillance endorsement.

These requirements identify only those areas of specialist competence which differ from the basic rating requirements. The requirements are therefore additional to those for the rating and radar endorsement with which the Terminal Control endorsement is to be associated.

The Offshore endorsement is specific to the UK and, as a result, there are no CCC requirements for this endorsement.

KEY ROLES AND TOPICS FOR THE OFFSHORE ENDORSEMENT

KEY ROLES	TOPICS
KEY ROLE A COMMUNICATE WITH AIRCRAFT AND OTHER AGENCIES	A1 CHECK AND OPERATE COMMUNICATIONS EQUIPMENT A11 COMMUNICATE FROM AN OFFSHORE AIR TRAFFIC SERVICE UNIT
KEY ROLE B ESTABLISH AND UPDATE A REPRESENTATIVE FLIGHT DATA DISPLAY	B9 MAINTAIN A REPRESENTATIVE FLIGHT DATA DISPLAY FOR OFFSHORE AIR TRAFFIC SERVICE
KEY ROLE G MANAGE THE OPERATIONAL POSITION AND ITS TRAFFIC	G50 PROVIDE OFFSHORE AIR TRAFFIC SERVICE G51 CO-ORDINATE WITH OTHER AGENCIES G52 MANAGE DIVERSIONS AND HOLDING SITUATIONS
KEY ROLE H MANAGE EMERGENCIES AND DOMESTIC CONTINGENCIES	H11 MANAGE DEVELOPED EMERGENCIES FROM THE OFFSHORE AIR TRAFFIC SERVICE UNIT H12 MANAGE DOMESTIC CONTINGENCIES IN AN OFFSHORE CONTROL ROOM
KEY ROLE S SECURITY	S7 COMPLY WITH SECURITY REQUIREMENTS AT AN OFFSHORE CONTROL UNIT

TOPICS AND SUB-TOPICS FOR THE OFFSHORE ENDORSEMENT

KEY ROLE A	COMMUNICATE WITH AIRCRAFT AND OTHER AGENCIES
TOPICS	SUB-TOPICS
A1 Check and operate communications equipment	A.1.2 Use the communications equipment
A11 Communicate from an offshore air traffic service unit	A11.1 Use standard phraseology applicable to offshore air traffic service
KEY ROLE B	ESTABLISH AND UPDATE A REPRESENTATIVE FLIGHT DATA DISPLAY
TOPICS	SUB-TOPICS
B9 Maintain a representative flight data display for offshore air traffic service	B9.1 Correlate flight data into a display for offshore air traffic service B9.2 Update the offshore air traffic service flight data display
KEY ROLE G	MANAGE THE OPERATIONAL POSITION AND ITS TRAFFIC
TOPICS	SUB-TOPICS
G50 Provide offshore air traffic service	G50.1 Provide basic service without the aid of surveillance radar G50.2 Provide deconfliction service and traffic service with the aid of surveillance radar
G51 Co-ordinate with other agencies	G51.2 Co-ordinate with adjacent approach control positions and other offshore sectors
G52 Manage diversions and holding situations	G52.1 Manage diversions G52.2 Manage holding situations
KEY ROLE H	MANAGE EMERGENCIES AND DOMESTIC CONTINGENCIES
TOPICS	SUB-TOPICS
H11 Manage developed emergencies from the offshore air traffic service unit	H11.1 Manage radio failures H11.2 Manage situations arising from unlawful interference H11.3 Manage aircraft emergencies H11.4 Provide alerting service H11.5 Recover from an ATS surveillance system failure

TOPICS AND SUB-TOPICS FOR THE OFFSHORE ENDORSEMENT (continued)

H12 Manage domestic contingencies in the offshore control room	H12.1 Safely evacuate the control room
KEY ROLES	SECURITY
TOPICS	SUB-TOPICS
S7 Comply with security requirements at an offshore control unit	S7.1 Comply with security requirements at an offshore control unit

Explanation of the Layout of text in 'Essential Knowledge' column

Text in the 'Essential Knowledge' column refers to the relevant sections in a number of documents, the contents of which are specific to the topic concerned. The following explains the relevance of **bold** and regular fonts

The following example, taken from sub-topic A1.2, indicates the MATS Part 1 Section (Appendix E) followed by the headings of the four paragraphs within that Section which are applicable to the sub-topic.

MATS Part 1 Appendix E

- Introduction
- Distracting conversations
- Speech technique
- Test transmissions

The following example taken from topic G50, indicates MATS Part 1 Section 1, followed by the title of the Chapter concerned (**Air traffic services**) **in bold**, followed by the headings of the six paragraphs within that Chapter which are applicable to the sub-topic.

MATS Part 1 Section 1**Air traffic services**

- Introduction
- Language requirement
- Air traffic service
- Air traffic control units
- Safety and expedition

Topic A1 CHECK AND OPERATE COMMUNICATIONS EQUIPMENT**Sub-Topic A1.2 Use the Communications Equipment**

Performance Objectives	Conditions	Essential Knowledge
<p>A1.2.1 The readability of transmissions is assessed</p> <p>A1.2.2 Standard speech technique is adhered to</p> <p>A1.2.3 The appropriate frequency is selected and used</p> <p>A1.2.4 Transmit and intercom switches are used in accordance with standard procedures</p> <p>A1.2.5 The appropriate telephone is used</p> <p>A1.2.6 Ancillary telephone equipment is used in accordance with standard procedures</p> <p>A1.2.7 Standby radio and telephone equipment is used in accordance with published procedures</p>	<p>Communication methods Radiotelephony, Telephone</p>	<p>MATS Part 1 Appendix E Introduction Distracting conversations Speech technique Test transmissions</p> <p>MATS Part 2 Unit procedures</p> <p>RTF transmitter and receiver coverage Cross-coupling techniques</p>

Topic A11 COMMUNICATE FROM AN OFFSHORE AIR TRAFFIC SERVICE UNIT
Sub-Topic A11.1 Use Standard Phraseology Applicable to an Offshore Air Traffic Service

Performance Objectives	Conditions	Essential Knowledge
<p>A11.1.1 Standard phraseology is employed wherever possible in communications</p> <p>A11.1.2 Composition of messages is concise and unambiguous</p> <p>A11.1.3 Station identity is used correctly</p> <p>A11.1.4 Acknowledgements and readbacks are obtained and verified when required</p> <p>A11.1.5 Abbreviated phraseology is used when appropriate</p>	<p>Communication by Radiotelephone, Telephone</p> <p>Message Types Clearances, instructions, information</p>	<p>MATS Part 1 Appendix E Radiotelephony callsigns Communication with aircraft Transfer of communications Transmission of company messages by controllers Broadcast transmissions</p> <p>MATS Part 1 Appendix E (Attachment) Standard area control surveillance phraseology</p> <p>MATS Part 2 Unit procedures</p> <p>CAP 413 Radiotelephony Manual</p>

Topic B9 MAINTAIN A REPRESENTATIVE FLIGHT DATA DISPLAY FOR OFFSHORE AIR TRAFFIC SERVICE
Sub-Topic B9.1 Correlate Flight Data into a Display for Offshore Air Traffic Service

Performance Objectives	Conditions	Essential Knowledge
<p>B9.1.1 All relevant traffic is included on the display</p> <p>B9.1.2 Flight progress strips are organised in a manner which reflects the traffic situation in accordance with laid down procedures</p> <p>B9.1.3 Electronic flight data displays are organised in accordance with laid down procedures</p>	<p>Types of display Flight progress displays Electronic flight data displays</p>	<p>MATS Part 1 Appendix D</p> <p>MATS Part 2 Unit procedures</p>

Topic B9 MAINTAIN A REPRESENTATIVE FLIGHT DATA DISPLAY FOR OFFSHORE AIR TRAFFIC SERVICE

Sub-Topic B9.2 Update the Air Traffic Service Flight Data Display

Performance Objectives	Conditions	Essential Knowledge
<p>B9.2.1 Information is extracted from all relevant sources</p> <p>B9.2.2 The display is updated using information received</p> <p>B9.2.3 Clearances instructions and information passed to aircraft and other agencies are recorded</p> <p>B9.2.4 Co-ordination agreed with other agencies is recorded</p> <p>B9.2.5 The integrity of electronic flight data display performance and data is monitored</p> <p>B9.2.6 Offshore installation positions and status are obtained and displayed</p>	<p>Sources of information Pilot reports Information from other controllers Information from other agencies Computer derived information</p> <p>Methods of display Flight progress strips and electronic flight data displays</p>	<p>Aircraft performance Time, speed and distance calculations Effects of wind Report formats</p> <p>MATS Part 1 Appendix D</p> <p>MATS Part 2 Unit procedures</p>

Topic G50 PROVIDE OFFSHORE AIR TRAFFIC SERVICE

Sub-Topic G50.1 Provide Basic Service without the Aid of an ATS Surveillance System

Performance Objectives	Conditions	Essential Knowledge
<p>G50.1.1 Flight data is assessed for actual and potential traffic conflicts</p> <p>G50.1.2 Aircraft are informed of traffic in accordance with agreed local procedures</p>	<p>Airspace category G Notified area of service</p> <p>Types of flight Helicopters subject to memorandum of understanding</p>	<p>Altimetry, Heights, Altitudes and Flight Levels Aircraft performance Effects of weather on flight operations Effects of sea states on operations Use and limitations of navigation and communications aids Use and limitations of automatic remote weather reporting systems Ground based collision avoidance systems</p> <p>Rules of the Air General Flight Rules Instrument Flight Rules Visual Flight Rules</p> <p>CAP 774 Service provision Basic service</p> <p>MATS Part 2 Unit procedures</p>

Topic G50 PROVIDE OFFSHORE AIR TRAFFIC SERVICE

Sub-Topic G50.2 Provide Deconfliction Service and Traffic Service with the Aid of an ATS Surveillance System

Performance Objectives	Conditions	Essential Knowledge
<p>G50.2.1 Flight data is assessed for actual and potential traffic conflicts</p> <p>G50.2.2 Aircraft are identified</p> <p>G50.2.3 A control strategy is developed to deconfliction with the least average delay to flights</p> <p>G50.2.4 Appropriate deconfliction minima is established</p> <p>G50.2.5 The situation display is monitored to ensure that deconfliction minima is not eroded</p> <p>G50.2.6 The deconfliction minima established is the most appropriate taking into account safety and expedition</p> <p>G50.2.7 Immediate action is taken to restore the established deconfliction minima when it has been eroded</p> <p>G50.2.8 Appropriate traffic information is passed without delay</p> <p>G50.2.9 Radar procedures are adjusted to allow for the effects of weather on flight operations</p> <p>G50.2.10 Radar procedures are adjusted to allow for the effect of degradation of essential navigational and communication services on flight operations</p>	<p>Airspace category F and G</p> <p>Types of ATS surveillance system PSR; SSR; ADS-B</p> <p>Service categories Deconfliction Service Traffic Service</p> <p>Control techniques Radar Monitoring, Vectoring, Speed Control</p> <p>Types of flight Aircraft operating within the notified area of service</p>	<p>Altimetry, Heights, Altitudes and Flight Levels. ATS surveillance system principles of operation and limitations Aircraft performance Effects of weather on flight operations Effects of sea states on operations Use and limitations of navigation and communications aids Use and limitations of automatic remote weather reporting systems</p> <p>Vectoring techniques Speed control techniques Ground based collision avoidance systems</p> <p>Rules of the Air General Flight Rules Instrument Flight Rules Visual Flight Rules</p> <p>MATS Part 1 Section 1 Air traffic services Introduction Language requirement Air traffic service Air traffic control units Safety and expedition</p>

Performance Objectives	Conditions	Essential Knowledge
		<p>Flight Rules Division of airspace Classification of airspace Speed limit Visual Flight Rules Instrument Flight Rules Cancellation of IFR flight Failure of Navigation Lights Action when Captive Balloons break free</p> <p>Separation Standards Vortex wake spacing requirements</p> <p>Control of Traffic</p> <p>ATS Surveillance Systems</p> <p>Royal Flights</p> <p>Airborne Collision Avoidance System</p> <p>MATS Part 1 Supplementary Instructions All applicable current instructions</p> <p>CAP 774 Service provision Deconfliction service Deconfliction minima Traffic service</p> <p>MATS Part 2 Unit procedures</p> <p>CAP 717</p>

Topic G51 CO-ORDINATE WITH OTHER AGENCIES**Sub-Topic G51.2 Co-ordinate with Adjacent Approach Control Units and other Offshore Sectors**

Performance Objectives	Conditions	Essential Knowledge
<p>G51.2.1 Co-ordination for arriving aircraft is initiated in sufficient time to permit its implementation</p> <p>G51.2.2 Departing aircraft are integrated whilst minimising disruption to the en route flow of traffic</p>	Single and multiple arrivals and departures	<p>Aircraft performance</p> <p>MATS Part 1 Section 1 Control of traffic</p> <ul style="list-style-type: none"> Co-ordination Transfer of identity <p>ATS surveillance systems</p> <ul style="list-style-type: none"> Radar handover Radar release <p>MATS Part 1 Section 4 Area control procedures</p> <ul style="list-style-type: none"> Co-ordination – approach control units <p>MATS Part 2</p> <ul style="list-style-type: none"> Unit procedures

Topic G52 MANAGE DIVERSIONS AND HOLDING SITUATIONS

Sub-Topic G52.1 Manage Diversions

Performance Objectives	Conditions	Essential Knowledge
<p>G52.1.1 Information necessary to facilitate the diversion is obtained</p> <p>G52.1.2 Other relevant agencies are informed of the diversion</p> <p>G52.1.3 Flight plan data is amended</p> <p>G52.1.4 Diversion messages are issued when appropriate</p>	<p>Types of diversion</p> <p>Pilot initiated</p> <p>ATC initiated</p> <p>Company initiated</p>	<p>Reasons for diversions.</p> <p>Sea States</p> <p>Background on weather minima.</p> <p>Background on fuel management.</p> <p>MATS Part 1 Section 3</p> <p>Diversions</p> <p>MATS Part 1 Section 1</p> <p>Air traffic services</p> <p>Diversion procedures</p> <p>Royal Flights</p> <p>Diversions</p> <p>MATS Part 1 Section 3</p> <p>Approach services</p> <p>Diversions</p> <p>Aerodromes receiving diversions</p> <p>MATS Part 1 Section 4</p> <p>Diversion</p> <p>MATS Part 2</p> <p>Unit procedures</p> <p>Background on weather minima</p> <p>Background on fuel management</p> <p>Effects of sea states</p>

Topic G52 MANAGE DIVERSIONS AND HOLDING SITUATIONS**Sub-Topic G52.2 Manage Holding**

Performance Objectives	Conditions	Essential Knowledge
<p>G52.2.1 Information is assessed to determine the need for holding</p> <p>G52.2.2 Aircraft are informed of the need to hold in sufficient time</p> <p>G52.2.3 Manage holding aircraft</p> <p>G52.2.4 Aircraft are advised of the expected delay</p> <p>G52.2.5 Other relevant agencies are informed of the holding</p> <p>G52.2.6 Flight data is amended</p> <p>G52.2.7 In a radar environment identity is re-established when aircraft leave the holding pattern</p>	<p>Holding</p> <p>For traffic, weather or airfield closure</p> <p>Offshore helideck closure</p> <p>Offshore installation emergency</p>	<p>Reasons for holding</p> <p>ICAO Doc. 8168</p> <p>Holding criteria</p> <p>MATS Part 1 Section 3</p> <p>Approach control</p> <p>Expected approach time</p> <p>Holding for weather improvement</p> <p>MATS Part 1 Section 4</p> <p>Area control procedures</p> <p>Aircraft holding</p> <p>MATS Part 2</p> <p>Unit procedures</p>

Topic H11 MANAGE DEVELOPED EMERGENCIES FROM THE OFFSHORE AIR TRAFFIC SERVICE UNIT

Sub-Topic H11.1 Manage Radio Failures

Performance Objectives	Conditions	Essential Knowledge
<p>H11.1.1 Aircraft radio failure is recognised from available information</p> <p>H11.1.2 Standard radio failure procedures are implemented</p>	<p>Types of failure Ground radio Partial and complete aircraft radio</p> <p>Environment Surveillance and non-surveillance</p>	<p>MATS Part 1 Section 1 Flight Rules Availability of supplementary flight plan information</p> <p>MATS Part 1 Section 5 Radio failure</p> <p>MATS Part 1 Section 6 Reporting procedures</p> <p>MATS Part 2 Unit procedures</p> <p>CAP 382</p> <p>CAP 745</p>

Topic H11 MANAGE DEVELOPED EMERGENCIES FROM THE OFFSHORE AIR TRAFFIC SERVICE UNIT

Sub-Topic H11.2 Manage Situations Arising from Unlawful Interference

Performance Objectives	Conditions	Essential Knowledge
<p>H11.2.1 The possibility of unlawful interference is recognised from available information</p> <p>H11.2.2 Standard procedures are adhered to when dealing with aircraft subject to unlawful interference</p>	<p>Aircraft overflying, intending to land within area of jurisdiction</p>	<p>MATS Part 1 Section 1 Flight Rules Availability of supplementary flight plan information</p> <p>MATS Part 1 Section 5 Hijacking and unlawful interference Bomb warnings - aircraft</p> <p>MATS Part 1 Section 6 Reporting procedures</p> <p>MATS Part 2 Unit procedures</p> <p>CAP 382</p> <p>CAP 745</p>

Topic H11 MANAGE DEVELOPED EMERGENCIES FROM THE OFFSHORE AIR TRAFFIC SERVICE UNIT**Sub-Topic H11.3 Manage Aircraft Emergencies**

Performance Objectives	Conditions	Essential Knowledge
<p>H11.3.1 The possibility of an emergency situation existing is recognised from available information</p> <p>H11.3.2 The nature of the emergency is determined</p> <p>H11.3.3 The level of priority over other traffic is evaluated</p>	<p>Types of emergency</p> <p>Engine</p> <p>Airframe</p> <p>Fuel based</p> <p>Medical</p>	<p>Aircraft performance and performance limitations</p> <p>MATS Part 1 Section 1 Flight Rules Availability of supplementary flight plan information</p> <p>MATS Part 1 Section 5 Aircraft emergencies Aircraft lost</p> <p>MATS Part 1 Section 6 Reporting procedures</p> <p>MATS Part 2 Unit procedures</p> <p>CAP 382</p> <p>CAP 745</p>

Topic H11 MANAGE DEVELOPED EMERGENCIES FROM THE OFFSHORE AIR TRAFFIC SERVICE UNIT

Sub-Topic H11.4 Provide Alerting Service

Performance Objectives	Conditions	Essential Knowledge
<p>H11.4.1 Available information is evaluated to determine the phase of emergency existing</p> <p>H11.4.2 Actions follow laid down procedures appropriate to the phase of the emergency</p>	<p>Phases of emergency Uncertainty Alert Distress</p>	<p>MATS Part 1 Section 1 Flight rules Availability of supplementary flight plan information</p> <p>MATS Part 1 Section 5 Aircraft emergencies Alerting service Miscellaneous procedures</p> <p>MATS Part 1 Section 6 Reporting procedures</p> <p>MATS Part 2 Unit procedures</p> <p>CAP 382 Responsibilities of and liaison with the Coastguard</p>

Topic H11 MANAGE DEVELOPED EMERGENCIES FROM THE OFFSHORE AIR TRAFFIC SERVICE UNIT

Sub-Topic H11.5 Recover from an ATS Surveillance System Failure

Performance Objectives	Conditions	Essential Knowledge
<p>H11.5.1 Aircraft are informed of the failure</p> <p>H11.5.2 Flight data is assessed for actual and potential traffic conflicts</p> <p>H11.5.3 A control strategy is developed to achieve separation with the least average delay to flights</p> <p>H11.5.4 Immediate action is taken to achieve procedural separation</p> <p>H11.5.5 Appropriate traffic information is passed without delay</p> <p>H11.5.6 The applied separation is the most appropriate taking into account safety and expedition</p> <p>H11.5.7 Appropriate traffic flow restrictions are applied</p> <p>H11.5.8 Aircraft are identified on resumption of surveillance service</p> <p>H11.5.9 Aircraft are informed of the resumption of surveillance service</p>	<p>Airspace category A, C, D, F and G</p> <p>Operating environment Surveillance</p> <p>Types of flight Aircraft en route, joining, crossing and leaving controlled and advisory airspace</p>	<p>Altimetry, Heights, Altitudes and Flight Levels Effects of weather on flight operations Use and limitations of navigation and communications aids Aircraft performance</p> <p>MATS Part 1 Section 1 ATS surveillance systems PSR/SSR failure</p> <p>MATS Part 1 Section 6 Reporting procedures</p> <p>MATS Part 1 Supplementary Instructions All applicable current instructions</p> <p>Ground based collision avoidance systems</p> <p>MATS Part 2 Unit procedures.</p> <p>CAP 382</p>

Topic H12 MANAGE DOMESTIC CONTINGENCIES IN AN OFFSHORE CONTROL ROOM

Sub-Topic H12.1 Safely Evacuate the Control Room

Performance Objectives	Conditions	Essential Knowledge
H12.1.1 Available information is evaluated to determine the need to evacuate the control room H12.1.2 Traffic is disposed of in accordance with laid down procedures H12.1.3 Evacuation is conducted in accordance with laid down procedures	Reasons for evacuation Fire and Bomb Warnings	MATS Part 2 Unit procedures

Topic S7 COMPLY WITH SECURITY REQUIREMENTS AT A TERMINAL CONTROL UNIT

Sub-Topic S7.1 Comply with Security Requirements at a Terminal Control Unit

Performance Objectives	Conditions	Essential Knowledge
S7.1.1 Comply with security procedures as required.		MATS Part 2 Unit procedures

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