

Supplementary Instruction (SI)

CAP 493 MATS Part 1

Safety and Airspace Regulation Group

Intelligence, Strategy and Policy



Number: 2016/01

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Version: 1

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Change to the Method of Determining the Transition Level

1. Introduction

- 1.1 The purpose of this Supplementary Instruction is to introduce a change to the method of determining the transition level.

2. Background

- 2.1 In 2013, ICAO approved a proposal by the European Air Navigation Planning Group to amend the method of determining the transition level.
- 2.2 The purpose of the proposal was to ensure that the transition level was located at least 300 m (1,000 ft) above the transition altitude to permit the transition altitude and the transition level to be used concurrently in cruising flight, with vertical separation ensured.

3. Revised MATS Part 1 Procedures

- 3.1 With effect from 25 May 2017, the Manual of Air Traffic Services (CAP 493) is amended as shown at Appendix A.
- 3.2 This change will be incorporated into CAP 493 Edition 6 in due course.

4. Queries

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

ATS Enquiries
Intelligence, Strategy and Policy
CAA Safety and Airspace Regulation Group
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
E-mail: ats.enquiries@caa.co.uk

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

ATS Documents
Intelligence, Strategy and Policy
CAA Safety and Airspace Regulation Group
2W Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
E-mail: 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

Section 1: Chapter 7: Altimeter Setting and Vertical Reference

5B. Transition Level

5B.1 Transition level is the lowest Flight Level available for use above the transition altitude and shall be located at least a nominal 1,000 ft above the transition altitude to permit the transition altitude and the transition level to be used concurrently in cruising flight, with vertical separation ensured. Except where an alternative means of calculating the transition level is detailed within local instructions, the transition level may be determined from the table in Appendix A as follows:

- (1) Within controlled airspace by the controlling authority, where it will normally be based on the QNH of the major aerodrome;
- (2) Outside controlled airspace by the Aerodrome Operator, where it will be based on the aerodrome QNH.

Appendix A Pressure Setting Tables

Determining Transition Level

Aerodrome QNH (hectopascals)	Transition Altitude (feet)							
	3,000		4,000		5,000		6,000	
	Flight Level	Minimum IFR cruising level	Flight Level	Minimum IFR cruising level	Flight Level	Minimum IFR cruising level	Flight Level	Minimum IFR cruising level
1060	30	30	40	40	50	50	60	60
1050								
1049	35	40	45	50	55	60	65	70
1032								
1031	40	40	50	50	60	60	70	70
1014								
1013	45	50	55	60	65	70	75	80
995								
994	50	50	60	60	70	70	80	80
977								
976	55	60	65	70	75	80	85	90
959								
958	60	60	70	70	80	80	90	90
940								

Note: The calculation of the transition level is based upon:

- (a) Standard Pressure Setting (1013.25 hPa) – ICAO Doc 7488 Manual of the Standard Atmosphere and EASA Certification Specification – Definitions.
- (b) Assumed value of 27.3 ft per hPa derived from a linear correction which is applied to corrected barometric altitudes and confirmed as being utilised in aircraft and ATS systems.