

# 1998

**039c/98 13 Oct 98 involving an A320 and a B757 Risk C**

**RECOMMENDATION:** That in light of the revision to the Heathrow RW 27R Midhurst SID it may be timely for the CAA to consider the current one minute departure separation in order to establish that this is adequate in all relevant circumstances.

**CAA Action:** A Procedural Safety Analysis has been conducted by the Heathrow ATC Operations Department of the reconfigured Midhurst SID and its interaction with other Heathrow SIDs. The Analysis confirms that the current one minute departure separation, when correctly applied, is adequate in all relevant circumstances.

**STATUS – ACCEPTED – CLOSED**

**043/98 3 May 98 involving a Shorts Skyvan and a B737 Risk C**

**RECOMMENDATION:**

43/98-1 That LATCC examines the feasibility of electronically highlighting on radar displays, either EG D 129, or aircraft engaged in parachute dropping within EG D 129, or both.

43/98-2 That HQ MATO examines with LATCC what safety advantages might accrue if parachute dropping aircraft in EG D 129 were to operate on a LATCC R/T frequency, when flying above FL 85.

**43/98-1 STATUS – ACCEPTED – CLOSED**

**43/98-2 STATUS – NOT ACCEPTED – CLOSED**

**051c/98 22 Sep 98 involving a B737 and a B737 Risk C**

**RECOMMENDATION:** There would be merit in the CAA giving consideration to the need for controllers to undergo some form of recency check when returning to active controlling duties after an absence of one month or more, instead of 90 days

**CAA Action:** At units where a Local Competency Checking Scheme is in place, the responsibility for ensuring controller recency, following periods of leave, sickness, secondary training etc., rests with the unit management as determined by the Scheme. Where there is no such scheme the responsibility lies with the controller returning from an extended period of absence. Although the currency period of 90 days is always open to review by the Authority, we have no evidence to show that it currently requires to be amended.

**STATUS – NOT ACCEPTED – CLOSED**

**061/98**      **12 Jun 98 involving a Super Puma (A) and a Super Puma (B) Risk C**

**RECOMMENDATION:** The CAA and MOD jointly examine the feasibility of introducing a Radar Advisory Service for users of Helicopter Main Routes in the Moray Firth area.

**CAA Action:** Would require significant re-sectorisation, involving increased capital and staffing. There is no likelihood of reorganisation on this scale in the short term. However, NATS accepts merits of joint examination for possible improvements as a long-term measure; action with Aberdeen staff.

**STATUS – ACCEPTED (LONGTERM) – CLOSED**

**094/98**      **27 Jul 98 involving a C152 and a PA28 Risk B**

**RECOMMENDATION:** The Wellesbourne airport Director examines the 'go - around' and noise abatement procedures for RW 36 at Wellesbourne with a view to harmonising them to remove the existing potential for flight path conflicts on the deadside of the circuit.

**ACTION:** The circuit direction for RW 36 has been changed to RH during busy periods.

**STATUS – ACCEPTED – CLOSED**

**100/98**      **12 Aug 9 involving a Jaguar and a PA28 Risk C**

**RECOMMENDATION:** To bring to the attention of HQ MATO concerns that standard practices may be inadequate with regard to informing MATZ users about traffic crossing a zone.

**MOD ACTION:** Gp Capt Ops, HQ MATO has written to SATCOs reminding them that it is standard ATC practice to inform all traffic in a MATZ about other traffic in or crossing it - using combine calls if appropriate.

**STATUS – ACCEPTED – CLOSED**

**107/98**      **21 Aug 98 involving a B737 (A) and a B737 (B) Risk C**

**RECOMMENDATION:** That the RTF Working Group draws attention to standard phraseology listed in CAP 413

**ACTION:** The RTF Discipline Working Group will develop 2 leaflets on this topic for publication.

**STATUS – ACCEPTED – CLOSED**

**109/98 26 Aug 98 involving a Tornado and a Cessna Risk B**

**RECOMMENDATION:** The CAA considers printing military low flying system flow markings on CAA topographical flying charts.

**CAA ACTION:** The Maps and Charts Working Group rejected this recommendation for the following reasons:

- a. May cause obstruction and confliction between aeronautical and topographical symbols.
- b. Could be potentially dangerous, as pilots operating in the vicinity of a published flow arrow may feel encouraged to concentrate in one direction only.
- c. Inclusion of flow information and choke points would clutter rather than enhance charts.

**STATUS – NOT ACCEPTED – CLOSED**

**116/98 11 Sep 98 involving an MD11 and a B767 Risk C**

**RECOMMENDATION:** That the CAA considers encouraging airline operators to provide instructions to aircrew, on actions to be taken on discovering an incorrect IRS alignment position.

**CAA ACTION:** The Authority accepted this Recommendation and has produced AIC 106/1999 (Pink 201) dated 9 September 1999, which provides guidance to operators on the procedures to be followed by pilots upon discovering an incorrect IRS alignment position.

**STATUS – ACCEPTED –CLOSED**

**146/98 27 Nov 98 involving a Fokker 100 and a Tornado Risk C**

**RECOMMENDATIONS:**

- a. That the CAA considers drawing the attention of civil controllers to how urgently they should aim to achieve prescribed separation while providing a RAS in accordance with DAP's 8AP/51/08/01 dated 27 November 1997 and associated correspondence.
- b. That the CAA considers drawing to the attention of airline pilots that when under RAS, a Controller's advisory avoiding action instructions should be treated as avoiding action.

**CAA ACTION:**

- a. The whole area of collision avoidance is currently under consideration by the CAA. This work will be complete by March 2000 with any changes to documentation required by July of that year.

b. The CAA did not accept this Recommendation, since the UK Aeronautical Information Publication clearly describes, for the benefit of all pilots, the level of service provided under a Radar Advisory Service.

**a. STATUS – ACCEPTED – CLOSED**

**b. STATUS – NOT ACCEPTED – CLOSED**