

# 1999

**017/99 10 Feb 99 involving a Fokker 50 and a Tornado F3 Risk C**

**RECOMMENDATION:** That the RAF reviews rules on 'interceptions' so that non-military or non-exercise traffics is not given any cause for concern on safety.

**RAF ACTION:** HQ No 11/18 Gp has ordered units to adopt the following as Standard Operating Procedure (SOP). Under all exercise conditions ac are to be passed to their controller via a marshalling position, which has access to an unjammed radio frequency and radar picture. Additionally, the Fighter Marshal should highlight the existence of non exercise traffic entering the exercise area to the Fighter Allocator, who can determine what further action should be taken.'

**STATUS – ACCEPTED – CLOSED**

**048/99 12 Apr 99 involving a B737 and a B737 Risk C**

**RECOMMENDATION:** That the CAA considers introducing a more formal approach to the dynamic process of face-to-face co-ordination between controllers so that an audit trail results.

**CAA ACTION:** The CAA will commence a review of the relevant procedures at unit level and within generic requirements. The review and follow-up actions are expected to be complete by the end of June 2000.

**STATUS – ACCEPTED – CLOSED**

**058/99 28 Apr 99 involving a PA38 and a BAe 146 Risk A**

**RECOMMENDATION:** That the CAA reviews the way ATC instructions are given in sequence to aircraft prior to take-off so that post departure instructions are separated from take-off clearance.

**CAA ACTION:** The CAA will commence a review of the appropriate ATC phraseology and procedures as contained in the Manual of Air Traffic Services Part 1. The review and subsequent follow-up actions are expected to be complete by the end of June 2000.

**STATUS – ACCEPTED – CLOSED**

**065/99 6 May 99 involving a B757 and a B737 Risk C**

**RECOMMENDATION:** The UKAB endorsed the ATSI view that LATCC gives further consideration to displaying the MSL and 'variable' outbound levels more prominently.

**CAA ACTION:** The CAA accepts this recommendation and, following further consideration of the matter, has decided that the Minimum Stack Level should be displayed on LATCC Terminal Control 'NODE-L' radar displays. It is planned to implement the necessary software changes by the end of 2001.

Follow up action: The MSL is now displayed at each LTCC Terminal Control 'NODE-L' radar display.

**STATUS – ACCEPTED – CLOSED**

**097/99 22 Jun 99 involving an ATR 72 and a PA23 Aztec Risk A**

**RECOMMENDATION:** That the CAA considers a review of current ATC practice at Bournemouth International Airport to ensure that aircraft conducting the standard missed approach procedure are deconflicted from other IFR inbound/holding aircraft.

**CAA ACTION:** The Authority accepts this recommendation. A review of the current ATC practice at Bournemouth International Airport is currently being conducted to ensure that aircraft carrying out the standard missed approach procedures are deconflicted from other inbound/holding aircraft. It is expected that these actions will be completed by the end of March 2000.

**STATUS – ACCEPTED – CLOSED**

**098/99 24 Jun 99 involving a Chipmunk and a Tucano Risk A**

**RECOMMENDATION:** That the CAA reviews the decision to exclude LFS 'flow arrows' from those civil charts commonly used by civilian pilots flying below 2,000 ft outside controlled airspace.

**CAA ACTION:** The CAA, through the Maps and Charts Working Group (MCWG), considered that the reasons given in answer to the same Recommendation submitted previously (109/98) for not showing flow arrows remained valid, and that the disadvantages of including them significantly outweighed any perceived advantage. It recognised that a flight safety problem existed, but felt strongly that education was the key factor in overcoming the problem. To this end, the MCWG agreed to a note being included at suitable positions on the CAA VFR charts highlighting the dangers of encountering low flying military aircraft.

**STATUS – NOT ACCEPTED – CLOSED**

**127/99-1 19 Jul 99 involving a B757 and a B757 Risk C**

**RECOMMENDATION:** 127/99-1 That NATS considers reviewing arrangements on the display and handling of Limited Data Blocks on radar screens.

**NATS ACTION:** NATS accepts this recommendation and will conduct a review. It is expected that the review will be complete by 31 October 2000 and the findings will be reported to UKAB.

Follow – up action: Review complete and report to be sent from NATS

**STATUS – ACCEPTED – CLOSED**

**127/99-2 19 Jul 99 involving a B757 and a B757 Risk C**

**RECOMMENDATION:** 127/99-2 That NATS considers reviewing arrangements and guidance on how to decide when sectors should be 'split'.

**NATS ACTION:** NATS accepts this recommendation and will conduct a review. It is expected that the review will be complete by 31 October 2000 and the findings will be reported to UKAB.

Follow – up action: Guidelines have been issued.

**STATUS – ACCEPTED – CLOSED**

**172/99 17 Sep 99 involving a CARJ and an FK100 Risk B**

**OBSERVATION:** The LATCC and Birmingham MATS Pt 2 entries for traffic inbound and outbound to Birmingham are not entirely aligned and this is a matter that might benefit from review. Under current arrangements at LATCC, control of Birmingham inbound and outbound flights is split between two TC controllers (COWLY SC and WELIN SC). Advantage might be gained if the (single) Birmingham controller retained the outbound ac on his frequency and co-ordinated further climb clearance with TC against inbound flights. This outbound traffic could be transferred subsequently to TC once the inbound and outbound aircraft had passed each other.

**CAA ACTION:** The Birmingham and LATCC procedures were identical but the amplifying details in Birmingham's MATS Pt II were not included in the LATCC manual. A LATCC Temporary Operating Instruction has been published to clarify responsibilities until a full review of Birmingham/Terminal Control Midlands sector is completed.

**STATUS – ACCEPTED – CLOSED**

**174/99 24 Sep 99 involving an ATR-42 and a BA11 Risk C**

**OBSERVATION:** Some parallels existed to another Airprox (127/99) in which the question of manning levels and split sectors had been a contributory factor. On these grounds it might be useful to consider if general guidelines might be helpful on when to introduce a co-ordinator.

**CAA ACTION:** NATS accepts this Observation and will include its content under the arrangements for the review into Recommendation 127/99. It is expected that the review will be complete by 31 October 2000 and the findings will be reported to UKAB.

Follow up action: Guidance has been issued

**STATUS – ACCEPTED – CLOSED**

**219/99 11 Dec 99 involving a B75-2 and a B73-4 Risk C**

**RECOMMENDATION:** The Board endorsed the ATSI recommendation that CAA/NATS, through LATCC Management staff, should review with the appropriate authorities the vectoring restriction for ac on right turn-out SIDs from RW 26L/26R at Gatwick.

**NATS ACTION:** NATS accepts this Recommendation and is currently reviewing the issues associated with the vectoring restriction, which is a DETR requirement. If considered appropriate, an approach will be made to the DETR to remove or modify the restriction as considered necessary in the interest of safety. The review is expected to be complete by the end of January 2001 and the outcome will be reported to the UKAB.

**STATUS – ACCEPTED – CLOSED**

**221/99 14 Dec 99 involving an FK100 and an A321 Risk C**

**RECOMMENDATION:** That the CAA considers providing guidelines to operators on the response expected from aircrew when ATC gives instructions using the phrase "avoiding action".

**CAA ACTION:** The CAA has published AIC 100/2000, dated 16 November 2000, which reminds pilots of the response expected when ATC gives instructions using the phrase "Avoiding Action".

**STATUS – ACCEPTED – CLOSED**