

UKAB SAFETY RECOMMENDATIONS - 2013

Accepted Recommendations

Airprox	Recommendation	Comments
2013030	HQ Air Cmd is recommended to ensure that NOTAMs accurately describe the planned activity and the cooperation required from other airspace users	All Shawbury pilots have been re-briefed on the construct of the airspace around Chetwynd and the fact that there is no ATZ around the site. Additionally, civil series aeronautical charts are displayed in flight planning sections alongside the military series in order to highlight differences between the two aeronautical publications. Though not directly associated with this recommendation, the civil series low flying charts have now been updated to depict an area of intense military helicopter activity around Chetwynd.
2013055	Dunkeswell review their helicopter entry/exit procedures.	AIP entry exit amended to (d) Helicopter Arrival from north not below 500 ft and (e) Helicopter Departure to south not below 500 ft. AD 2.EGTU-5 dated 3 Apr 14 Newquay MATS Part 2 amended
2013056	Newquay ATC review their coordination procedures and responsibilities for integrating VFR traffic.	
2013059	The BGA Instructors' Panel reviews gliding activity at Booker.	The recommendation was accepted and addressed in liaison with the club. We understand that the club CFI made some changes among his instructor team and subsequently worked with the other airfield operators to ensure satisfactory co-ordination of activity.
	Wycombe reviews procedures for powered and glider traffic integration in the ATZ.	As result of the incident in question a Temporary Operating Instruction was issued to Wycombe ATC on 4 th September 2013 stating that "With immediate effect, when gliding is in progress, ATC must refuse all ATZ transit requests. Pilots must instead be instructed to remain outside the Wycombe Aerodrome Traffic Zone". Following consultation with our CAA inspectors this has now been made a permanent addition to our MATS Part 2.
	The CAA reviews the education of GA pilots regarding overall awareness of gliding operations with specific emphasis on flight in the vicinity of glider sites.	To be dealt with in the ongoing work on airborne conflict, to include emphasis during initial pilot training, awareness articles in Clued Up, via the GA press and will be added to the messages the CAA asks GASCo to deliver during its Safety Evening Programme for the remainder of the 2013/14 season and for next winter's programme.
2013062	Leuchars review the coordination procedure and responsibilities for MATZ crossers. Leuchars review altimeter setting procedures for MATZ-crossing aircraft.	RAF Leuchars Controller Order Book has been updated RAF Leuchars Controller Order Book has been updated
2013065	CAA to review education of GA pilots to improve understanding of implications of military low-flying 'flow arrows'.	The CAA accepts this Recommendation in as far as an article will be written in Clued Up magazine, to increase the general awareness of where and how both microlights and military fast jets operate to help avoid conflict. The Recommendation seeks to improve the understanding of 'military low-flying arrows' but these are only depicted on military low-flying charts and are therefore not available to the general public. Where possible the matter will also be explained at safety events supported by the CAA.

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2013067	The MAA consider giving additional guidance on the benefits of DS in IMC.	MAA have engaged with the FLCs on ATS selection.
2013071	The CAA reviews the education of ATSOCAS and specifically the benefits of DS in IMC, and that the MAA address this same issue through each Front Line Command.	The consultation on CAP774 change proposals has concluded and the CAA is in the process of considering the responses. The analysis of one particular issue requires additional work by the CAA: this is currently under way and will be completed as soon as possible. Once all responses have been duly considered and the resultant amendments finalised, supporting awareness material will be developed. Both the CAP774 changes and the supporting awareness activity will capture recommendation 1 to the CAA and the CAA reviews the education of ATSOCAS and specifically the benefits of DS in IMC, and that the MAA address this same issue through each Front Line Command as part of the CAP774 amendment implementation activity. Confirmation as to when this activity will be completed will follow in due course. MAA D Ops has written to the Front Line Commands regarding benefits of DS in IMC
	The CAA and MAA review the adequacy of guidance for provision of level allocation to pilots under a TS.	Version 2.1 of CAP774 (UK Flight Information Services) will come into force on 26 June 14. Level allocation under TS has been addressed.
	The MAA reviews harmonisation of MMATM and CAP413 phraseology.	The MAA had previously scheduled to undertake a full review of our Air Traffic Management Regulations during 2014. The MAA team responsible for the review of the 3000 Series Regulatory Articles, including the Manual of Military Air Traffic Management (MMATM) considered this proposal as part of their process. The 3000 Series regulations were published on 18 Aug 14 and will become effective on 12 Jan 15.
2013072	The CAA reviews annotation of gliding RTF on VFR charts and the AIP ENR5.5.	Glider site RTFs will be annotated in the chart frequency reference card (FRC)
	The CAA reviews the education of GA pilots regarding overall awareness of gliding operations with specific emphasis on flight in the vicinity of glider sites.	CAA will include further education on glider ops as part of their Airborne Conflict programme, to included emphasis during initial pilot training, awareness articles in Clued Up and the GA press, and inclusion in GASCo Safety Evening Programmes.
2013073	Lakenheath review their RT nomenclature and ATS provision.	48th Ops Gp have reviewed procedures and training and have instituted a number of changes to include: VGS callsign identification; additional RAPCON mandatory training requirements; more appropriate VGS ATS selection; and reinforcement of standard RT phraseology.
2013079	The BGA Competitions Committee reviews content of glider competition NOTAMs and promulgation of daily task notification.	The BGA has also developed a daily task notification tool. However, it is clear that this issue would be best served through a development within the UK's most popular GA NOTAM/flight planning software, ie Skydemon. The BGA will support but not lead that approach.
2013080	National Police Air Service reviews the equipping and employment of TCAS (and P-FLARM) in Police Helicopters.	All police Helicopters are being TCAS equipped

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2013082	The CAA reviews the regulation and licensing of para-motor glider pilots.	CM has notified industry stakeholders of its intention to review the regulation and licensing of paramotor pilots and will be seeking their input to develop proportionate risk-based policy in this area. CM would anticipate being in a position to report the results of this review, and any recommendations, by mid-2014.
2013089	Wellesbourne Mountford review and update their Aerodrome Manual and AIP entries wrt grass runway operations.	We can inform you that we have discussed at length an update to the Wellesbourne Airfield AIP entry to include the use of grass strip and have finalised the information we intend to include in the publication. The information will be published in due course in line with the AIP update process and timescales.
2013096	1. HQ Air Command reviews Leuchars' SIDs with respect to Class C airspace in the vicinity.	The Standard Instrument Departures (SID) at RAF Leuchars have been reviewed by the SATCO, RAF Leuchars. The outcome of the review was that to revise the SIDs to stop the climb below the level of the TRA would, in fact, place traffic departing Leuchars into a busier section of airspace than if the climb continued into the TRA. Therefore, the Leuchars SIDs will remain unchanged.
2013100	The CAA reviews TCAS interaction between local traffic and CAT inbound and outbound LCY.	CAA and NATS are reviewing Thames Radar operations around LCY in order to reduce the likelihood of TCAS interactions.
2013115	1. Marham and Mildenhall review the coordination and SOPs for operations at Sculthorpe.	Close coordination between multiple users of the airspace around Sculthorpe is conducted through the Regional Airspace Users' Working Group (RAUWG). More specifically, we now have formal and agreed processes between RAF Marham and RAF Mildenhall firmly in place to mitigate against a future repeat of this incident. Moreover, we have also established much better and more regular personal communications between Marham and Mildenhall SOG.
	2. The CAA review the applicability of conspicuity squawk '0033'.	The CAA has developed and agreed an appropriate amendment to the definition of Special Purpose code 0033 - This will now read: 'Unless a discrete Mode A code has already been assigned, pilots of transponder equipped aircraft should select Mode A code 0033, together with Mode C pressure altitude reporting mode of the transponder, five minutes before the drop commences until the drop is complete and parachutists or loads are known or estimated by the pilot to be on the ground'
2013126	Shoreham review their IFR approach procedure tracks with consideration for intensive gliding operations in the area.	Shoreham have reviewed their IFR approach tracks and, whilst sympathetic to the needs of other airspace users, the constraints of surrounding airspace have meant that they have not at present been able to identify any changes that would markedly affect the routing of IFR aircraft. However, they will be reviewing and redesigning their RNAV GNSS procedures in the coming months and, in so doing, will make all efforts to take account of local glider sites.

Airprox	Recommendation	Comments
2013130	<p>1. HQ Air Command ensures Shawbury pilots are aware of the nature of the airspace at Chetwynd.</p> <p>2. HQ Air Command considers the provision of Hi-Brite at Ternhill</p>	<p>All Shawbury pilots have been re-briefed on the construct of the airspace around Chetwynd and the fact that there is no ATZ around the site. Additionally, civil series aeronautical charts are displayed in flight planning sections alongside the military series in order to highlight differences between the two aeronautical publications. Though not directly associated with this recommendation, the civil series low flying charts have now been updated to depict an area of intense military helicopter activity around Chetwynd.</p> <p>In this particular incident the provision of Hi-Brite would have had no bearing on the outcome as neither of the aircraft involved were within Shawbury radar cover. However, it is evident that a Hi-Brite at Ternhill would prove useful towards the management of the local airspace; therefore, a business case for the provision of Hi-Brite to Ternhill, using the Shawbury radar feed, was re-submitted to HQ 22(Trg) Gp and has been approved. A timeline for installation has yet to be established.</p>
2013141	Aberdeen airport considers the fitment of stop-bar 'auto-timeout' functionality.	AIAL are very proactive in this area but after consideration they feel that 'Auto-Timeout' facility for the Runway Guard Bars would not be a suitable mitigation for the operation. However, AIAL are currently participating with NATS and the CAA in a trial of a new Runway Incursion Alerting System (RIAS).
2013147	The CAA ensure that future considerations of unusual air activity requests employ a risk-based approach, are practical, are effectively promulgated and co-ordinated, and appropriately balance the needs of other operators.	The CAA considered that a risk-based approach had been used for this event but accepted that an intermediate or periodic inspection would have been appropriate in the case of such specialized operations.
2013159	As a part of the LARS review, the CAA considers further subdividing the Farnborough LARS airspace.	The CAA will consider further sub-dividing the Farnborough LARS airspace during the next stage of the LARS review.
2013162	<p>1. JHC, HQAC, NCHQ, AAC and the CAA publicise the effect of rotor downwash on canopy-suspended air vehicles.</p> <p>2. HQAC considers tasking UKLF Sqn/No 1 AIDU to annotate key hang-glider sites on 1:250000 charts.</p>	<p>Military HQs have publicised the information; rejected by the CAA which considers that information for helicopter pilots on the hazards to other aircraft of rotor downwash and wake turbulence is sufficiently promulgated.</p> <p>1AIDU have annotated key hang-glider sites.</p>
2013169	Lee-on-Solent reviews their arrival procedure to mitigate easterly and westerly joining traffic.	Following on from your Airprox Board recommendations from the 2013 reported event; I can confirm RCAM have now introduced as part of our Airfield Safety Initiatives, a Full Airfield Pilot Briefing created with the support of the Daedalus Air Safety Committee, NATS and Fleetlands, alongside the launch of our new official Airfield website (www.daedalusairfield.co.uk), with dedicated pages to Visiting by Air. We have also enacted a mandatory PPR for visitors, to enable PPR to be a tool to ensure better safety briefing and awareness.

Airprox	Recommendation	Comments
2013072	HQ Air Command considers reviewing the location of the Brize East training area with respect to suitability and coordination with other airspace users.	OC OUAS and the HQ 3 FTS AS team are constantly reviewing ops from Benson and 22(Trg) Gp HQ supports the SQEP panels and risk reviews that have been and are being conducted. The MAC risk with GA/gliders has been for some time, and continues to be, actively managed and the present D&G is 'no TS, no fly'. No 3 FTS has engaged with HQ JHC regarding weekend provision of ATC at Benson and have a formal arrangement with SATCO RAF Brize Norton regarding provision of a TS when possible. Furthermore, and not specifically related to this Airprox, a funding line has been identified to fit P-FLARM to all Tutor ac (in addition to the TAS already fitted) to further mitigate MAC risk with gliders.
2013180	CAA considers highlighting radio-sonde procedures to potential operators.	CAA SARG has been in discussions with the Royal Meteorological Society about the communication of the requirements of the ANO to school, universities and members of the public. CAA are also reviewing the contents of CAP 736 which refers.

Partially Accepted Recommendations

Airprox	Recommendation	Comments
2013095 2013099 2013121	The CAA reviews VFR/SVFR traffic procedures within CAS wrt RA occurrences in TCAS equipped aircraft.	The CAA does not fully accept this recommendation and are of the view that an understanding of the locations of TCAS RAs involving VFR/IFR integration in CAS, the frequency of these and the severity of the resultant events is required before any further action to review VFR/SVFR traffic procedures within CAS is undertaken. Such analysis may of course precipitate detailed consideration of VFR/IFR integration procedures, should the results indicate this is appropriate.

Rejected Recommendations

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2013035	NATS Ltd review the procedure for Mode S display, especially near the FIR boundary.	NATS Ltd rejected the need to change its procedures regarding Mode S display and intends to make no change to the current use of Mode S SFL information in the LAC operations.
2013063	CAA GA unit consult with non-powered aircraft parent organisations to review prior promulgation of competition task routeing and way-points to AIS and airfields close to task track.	The CAA notes this Recommendation but considers that through the auspices of the Airspace and Safety Initiative (ASI) the matter has already received sufficient exposure with organisations such as the British Gliding Association (BGA) and the British Hang Gliding and Paragliding Association (BHPA).
2013096	The CAA and MAA review the suitability of ATS procedures within the Class C elements of TRAs.	DAATM did not consider that the background classification of the airspace had a bearing on the Airprox. In the UK, above FL195, the background airspace classification is Class C; however, when the TRA is active the Class C rules are suspended, as is the case for Military Danger Areas and Military Training Areas, and different rules are applied. To ensure the utility of the TRAs for mil operational training it is vital that the rules applied are appropriate to the type of activity that is taking place, regardless of the background classification. The ability to adopt different rules for activities within the TRA is fundamental to the Flexible Use of Airspace (FUA).

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2013071	HQ Air Command develops SOPs and phraseology for Tactical Approaches.	Each ac type will employ different tactical approach procedures, so the development of SOPs and phraseology for all tactical approaches would be impossible to achieve. However, crews have been reminded of the importance of passing timely and accurate positional information calls, with intentions, to ATC when conducting non-standard, tactical approaches to airfields.
2013145	The CAA reviews the required content of airfield briefs with specific emphasis on informing foreign visiting pilots of their responsibilities under ATSOCAS.	The CAA have rejected this recommendation.
2013146	Panshanger aerodrome reviews their booking in and out procedures.	Rule 17 of the Rules of the Air (2007) requires that: "The commander of an aircraft arriving at or departing from an aerodrome in the United Kingdom shall take all reasonable steps to ensure, upon landing or prior to departure, as the case may be, that the person in charge of the aerodrome or the air traffic control unit or flight information service unit at the aerodrome is given notice of the landing or departure." Despite the fact that the light aircraft pilot in question had not recorded his/her landing, the Panshanger Airfield manager declined to review his airfield's booking in and out procedures.
2013148	The BHPA publicise the location of commonly used launch sites to the wider aviation community.	The BHPA have rejected this recommendation on the grounds that there are too many sites and variables to chart all of them and only including some may misled pilots into believing this is an exhaustive list. Furthermore, some sites may be extremely active in favourable weather conditions but then not used for the majority of the time, again misleading pilots into believing it is an unused site. The BHPA notes that the number of Airprox involving its members is an extremely small percentage and the members themselves view the risk of MAC as low.
2013150	The CAA reviews the required content of airfield briefs with specific emphasis on informing foreign visiting pilots of their responsibilities under ATSOCAS.	CAA have rejected this recommendation.
2013071	HQ Air Command considers the provision of additional surveillance in areas of poor radar performance.	ATM Force HQ has investigated and carefully considered the technical feasibility of integrating NATS radar feeds into Watchman radar displays to supplement coverage in areas of known poor radar performance. However, it is unrealistic to utilise NATS radar feeds at this time as the data provided via the Onward Routed Radar Data contract remains non-assured. ATM and ASACS Force Commands continue to work with NATS towards a resolution.
2013162	The BHPA considers publication of an article in the wider aviation press regarding the correlation between weather, wind and launch site usage.	The BHPA feels that it has produced numerous articles in the past and is reluctant to produce an article for an editor that doesn't want one. It feels a better strategy would be to include information on its operations within military training. Finally it considers an article on the correlation between weather and launch site would only serve to mislead pilots (see response to 2013148).
	JHC, HQAC, NCHQ, AAC and the CAA publicise the effect of rotor downwash on canopy-suspended air vehicles.	Military HQs have publicised the information; rejected by the CAA which considers that information for helicopter pilots on the hazards to other aircraft of rotor downwash and wake turbulence is sufficiently promulgated.