FORMAL SAFETY RECOMMENDATIONS 2010

2010004/005 DH3 UAV v AH64 and DH3 v Sea King 12 Feb 2010

Recommendation

The MoD is recommended to ensure that FACs are instructed in Airprox reporting and investigation procedures.

Action

Air Cmd JALO has been tasked to ensure that the syllabus at the Joint FAC Standards and Evaluation Unit (JFACSEU), the organisation that oversees and regulates all UK FAC training and practises, includes a module describing the Airprox reporting and investigation procedures.

Status

Closed

2010014 S92A v Tornado 9 Mar 2010

Recommendations

- 1. The MoD is recommended to amend the Low Flying Handbook to provide more comprehensive guidance on SAR training flights.
- 2. The Maritime Coastguard Agency considers using existing CANP procedures to notify military crews about Coastguard training flights.

Action

A meeting of relevant civilian and military representatives was held on 20 May 2011. The outcome was agreement to conduct a trial of "SAR boxes" with nominated RT frequencies to be used for SAR training. The trial is due to conclude on 13 Dec 2011. There will be a publicity campaign to ensure that all crews are familiar with the trial.

Status

Closed

2010018 B737 v F15E 5 Mar 2010

Recommendations

The CAA and MoD are recommended to:

- 1. Remind pilots to comply with standard phraseology in order to minimise the possibility of misleading controllers about TCAS contacts and reactions.
- 2. Remind controllers to seek clarification whenever a received transmission is ambiguous.

Action

CAA Safety Notice SN-2011/012 issued on 8 Sep 2011.

Status Closed

2010053

19 May 10 involving 2 Grob Tutors Risk C

Recommendation

It is recommended that outside CAS, where local procedures deem that an ATS may be automatically provided, that controllers state the actual service on the RT as a reminder to pilots of the ATS actually being given.

Action

AOBM – Accepted 14 Oct 2011

Status Closed

2010091 PA28 v C152 10 Jul 2010

Recommendation

The Airfield Operator is recommended to review the Andrewsfield AIP entry with the aim of including details of the recommended non-standard cct pattern, specifically for the benefit of visiting pilots.

Action

The Andrewsfield Aerodrome Manager reports that the Airprox Board's report was discussed with the CFI and a member of CAA Flt Ops. The Airprox in the circuit was the first reported in well over 10 years and, having also discussed the matter with the instructor in the C152, it was clear that the matter was more of poor look out in the circuit by Andrewsfield club aircraft than the issue of instructions in the AIP. It was considered that it was important for visiting aircraft who are unfamiliar with the airfield and are concerned about our proximity to EGSS controlled airspace that looking for the airfield visually plus looking for circuit traffic is a big enough work load and to then look for 3 unfamiliar circuit waypoints would possibly hinder the safe conduct of the flight. It was decided, therefore, that the Airprox Board's recommendation would be noted and the situation monitored. Since the report in question no further incidents have occurred.

Status

Closed

Recommendation:

It is recommended that RAF Valley r	eviews its procedures for	r co-ordinating helicopter	movements
underneath fixed-wing circuit traffic.			

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HQ Air Cmd

Status:

Open

2010153 TUCANO v 2 HAWKS - 7 OCT 2010

Recommendation:

It is recommended that RAF Linton-on-Ouse reviews the SOP requiring visiting ac to squawk standby when transferring to TWR'.

Action:

HQ Air Cmd

Response

Further analysis, subsequent to the UKAB deliberation, has determined that there was not in fact a formal SOP at RAF Linton-on-Ouse for visiting aircraft to squawk standby when entering the visual circuit. At the time of the Airprox the lead pilot advised the Director that he was transferring to Tower and squawking standby - the controller did not pick up on this, so did not issue an instruction to the pilot to continue squawking. RAF Linton-on-Ouse controllers have been rebriefed to instruct visiting aircraft to squawk the discrete visual circuit squawk (4506) used at Linton-on-Ouse when transferring to the TWR frequency in accordance with the Unit's Flying Order Book.

Status

Closed