

UKAB SAFETY RECOMMENDATIONS - 2014

Accepted Recommendations

Airprox	Recommendation	Comments
2014006	The BGA reviews the education of glider pilots regarding IFR procedures and operations.	BGA published a news letter and is pursuing access to data which will allow glider pilots to display ILS paths on maps
2014013	The CAA considers use of Instructor Seminars to enhance GA understanding of glider operations.	The CAA will include glider operations in future Instructor Seminars and an article in Clued Up
2014017	HQ Air Command raises awareness of flight vector on generation of other aircraft TCAS RA.	HQ 1Gp ATM produced an article highlighting how the flight vector of a fast-jet ac may generate a warning to the crew of a TCAS-equipped ac. This article was published in Air Clues in the June 2015 Edition
2014021	HQ JHC consider the robustness of RPAS operations / coordination.	Cause identified as human error and airspace coordination measures were robust.
2014025	HQ JHC consider investigating Puma SSR and NATS radar compatibility.	Cause was an ICAO code incorrectly loaded in to the transponder. AI issued to check other transponders. Issue resolved and closed.
2014029	The CAA consider reviewing the charting and definition of 'disused aerodromes' where aerial sporting activity takes place.	The CAA requested that the VFR chart is be amended to indicate that Hibaldstow is an active airfield with an active DZ.
2014034	Arbroath review their notification procedures, including NOTAM issue and coordination with Dundee and RAF Leuchars.	NOTAM procedures have been reviewed and are still extant. Dundee and Leuchars will be contacted to inform them outside of normal routine activity by 662 VGS.
2014038	HQ Air Command considers installation of FLARM on VGS fleets.	The current pause in VGS flying presented the opportunity to review the provision of ACAS on the Viking and Vigilant fleets. Funding lines have been identified for the fitment of FLARM to all Viking and P-FLARM to all Vigilant gliders (the latter having the ability to satisfy the power requirement of the P-FLARM system). A timeline for embodiment is still being developed.
2014043	The CAA considers publishing guidance and information on the meaning and use of priority flights.	The CAA will consider the flight priorities, how associated guidance is presented in MATS Part 1, identify any need to communicate the priorities outside the ATS domain and determine the most appropriate means of undertaking any wider communication to industry.
2014052	1. Air Command consider liaising with CAA to publicise military fast jet behaviours near coast-lines. 2. CAA consider the inclusion of Railway Surveys Flights in their PINS review.	The RAF Safety Centre has engaged with the CAA and offered its services to assist in the update of CAA Safety Sense Leaflet 18: Military Low Flying. The update will describe what all users of class G airspace below 2,000ft AGL can expect to see from military fast jets in the vicinity of coastlines around the UK. Furthermore, it includes other common operating protocols of all military fleets to increase understanding within the GA community of military low level operations. CAA PINS review is underway and includes Network Rail

2014059	DA42 Operating Company consider reviewing use of IF screens.	The report was reviewed by their Safety Action Group and recommendation was accepted. A proposal was put to the CAA to use the 'foggles' instead of screens. Working in conjunction with Licensing Standards Inspector and the CAA Chief Examiner, an amendment has appeared in CAA SRG Standards Document 1 to enable them to introduce them.
2014063	1. MoD and CAA investigate use of FLARM displays to aid SA in ATC.	MOD - HQ Air Command Air Traffic Management (ATM) Force Command (FC) is currently monitoring the trial of FLARM-derived information to mil units. Individual unit commanders have been empowered to decide exactly where this information resides according to specific local requirements though it is envisaged that, for the most part, it is likely to be available in sqn operations rooms or similar environments. For those units that include FLARM-derived information in an ATC environment the ATM FC is preparing draft guidelines for its use. Furthermore, the benefits of using FLARM-derived information will be promoted to the mil flying and ATC communities through individual Group safety organisations. RAF Linton-on Ouse is currently one of the most advanced units on the integration of FLARM-derived information and ATM FC visited this unit at the end of March in order to identify possible pitfalls and areas of best practice.
	2. RAF Benson conducts coordination with local airspace users.	RAF Benson have instituted a comprehensive engagement plan with local airspace users
2014074	The CAA consider reviewing the use of the word 'crosswind' for both joining the visual circuit and visual circuit position.	The CAA has reviewed the use of the term "crosswind" and accept that there is a possibility for confusion. Whilst they are unwillingly to change the adopted terminology for fear of introducing further ambiguity they will consider how to address the issue, possibly by enhancing the CAP413 circuit diagrams.
2014090	The CAA investigate the use of the phrase 'minimum fuel' and its application.	The CAA will consider how to further align MATS Part 1 and CAP413 in-flight fuel management content with ICAO Doc 4444 PANS-ATM text, and will also raise awareness of the term 'minimum fuel' within the industry as part of its general safety awareness activities.
2014100	Goodwood reviews the procedures for high traffic density events.	RS spoke with Rob Wildeboer 27/1/15. Meetings arranged with ATC, and procedures being reviewed, expect formal response in the next few weeks. 27 Mar 15: Changes to procedures received, largely strengthening the guidance on routing and making fixed wing and rotary circuit heights and routes clearer. They have chosen not to use an Air Traffic Controller.
2014103	Oxford reviews the Letter of Agreement with BZN and their MATS Part 2, in light of their recent radar installation.	The revised MATS 2 more clearly reflects the current procedures in use. Also, on the 12 th Aug, I hope to meet with representatives from all sectors to discuss the most appropriate procedures applicable to Oxford a/c joining and leaving CTR.
2014120	The CAA and HQ Air Command review the utility of hosting PINS on CADS	CAA did not see this as their issue and deferred a response to HQ Air Command. PINS routings are now depicted on CADS. This has also been dictated by the CAA as part of their agreement for PINS operators to be granted a licence to operate. This now allows accurate detailed planned routings for deconfliction rather than relying solely on the very broad NOTAM. Alongside CADS, the 'Y' NOTAM is still issued on receipt of information from PINS Operators as CADS is not assured for the generation of Aeronautical Information. With the 'Y' Series NOTAM cessation pending this is likely to migrate to a 'H' Series issued by AIS, but requires agreement from NATS.

2014121	The MAA review the provision of Aerodrome Control Service at military airfields	MAA carried out review and does not wish to adopt Aerodrome Control Service. Units were directed to review visual circuit procedures and enforce compliance.
2014133	GASCo consider ways of improving pilot's understanding of RMZs.	GASCo have included educational pieces about RMZs in their Safety Evening presentations.
2014159	Dundee considers reviewing their departure and arrival procedures and phraseology to ensure traffic deconfliction.	Local procedures amended in AIP.
2014167	HQ Air Command reviews GA education with regard to flow arrows.	A similar UKAB recommendation in Airprox Report 2013065 requested that the 'CAA review the education of GA pilots to improve understanding of the implications of military low flying 'flow arrows''. The response provided to the UKAB from the CAA indicates that 'military low-flying arrows are only depicted on military low-flying charts and are therefore not available to the general public'. This is incorrect as the UK AIP details military flow arrows within section ENR 6. The information contained within the UK Military Low Flying Handbook (UKMLFHB) is accessible for inclusion in civilian publications and charts if required. The RAF Safety Centre has engaged with the CAA and offered its services to assist in the update of CAA Safety Sense Leaflet 18: Military Low Flying and is still awaiting a response from the CAA.
2014207	GASCo educate GA on TCAS envelopes and the implication of flight vectors.	GASCo have included educational pieces about TCAS envelopes and flight vector considerations in their Safety Evening presentations.

Partially Accepted Recommendations

Airprox	Recommendation	Comments
2014016	The CAA considers reviewing the criteria for deconfliction minima under a Deconfliction Service.	CAA considers that the key issue is ATCO and unit management understanding of the intent (which is the requirement to attempt to achieve the deconfliction minima), but that, due to the nature of the environment, it will not always be possible to achieve. Consequently, they will remind controllers of this and point out that in some circumstances it may be better to provide the DS, with its limitations, than to defer to a Traffic Service.
2014040	BGA consider reviewing the feasibility of fitting radar reflectors in gliders.	The BGA sought a review of any technical assessment that had informed the recommendation for reflectors in gliders and noted that any changes to gliders would likely result in formal modification action. In response, the UKAB advised that there was no formal technical assessment as yet, and that this was the point of the recommendation. Although unable to allocate resources themselves, in response to a suggestion from UKAB that the RAF may be able to assist the trialing reflectors, the BGA stated they would be happy to assist including with RAFGSA input. Action now awaits the RAF glider fleet return to flying.
2014041	BGA consider reviewing the feasibility of fitting radar reflectors in gliders.	As above.

2014060	Shoreham consider reviewing integration of IFR traffic with joining and transiting VFR traffic.	Options were limited due to airspace/fiscal/operating constraints. ATCOs were rebriefed by Unit Training Officer, Airprox discussed during TRUCE (Training in Unusual Circumstances and Aircraft Emergencies) exercises, GNSS redesign currently being undertaken.
2014136	That the CAA review progress on delivery of the 'Skyway Code'.	CAA continues to support the Skyway Code project and will consult on this as part of their GA Review of ANO 2009 later in 2015 after which plans for the Code will be drawn up at some point in the future.
2014154	Air Command consider reviewing the entry and exit procedures for the Machynlleth loop.	Partially accepted in recognition of the fact that the RAF did conduct a review and therefore satisfied the wording of the recommendation to do so, but their review did not accept the need to amend the procedures for the Machynlleth loop and so the intent of the recommendation was rejected. RAF response was: "RAF Flight Safety staff have conducted a review of the entry and exit procedures for the Machynlleth Loop and have found that the current regulation of flow around the loop is fit for purpose. Indeed, the introduction of entry and exit points may induce undesirable two-way traffic in certain areas. However, since this potential issue may not be restricted to the Machynlleth Loop, and also as Air Command has no influence over civilian flow in areas depicted as such on military low flying charts, entries have been made in the UK Military Low Flying Handbook highlighting that crews should exercise caution when entering and exiting the Loop and that opposite flow civilian traffic may be encountered in any flow depicted on military charts. This course of action has 2* support".
2014180	CAA investigates procedures to permit 'out of hours' access for emergency services aircraft to sites within Government airfield ATZs.	The CAA is not minded to make an amendment to the Rules of the Air and had no oversight of what activity (permitted by the airspace operator/authority) occurs within any specific 'active outside-of-hours' ATZ. Notwithstanding, they are reviewing, with MoD, the appropriateness of a ATZ being established at locations outside of the hours of ATC service provision.

Rejected Recommendations

Airprox	Recommendation	Comments
2014047	BHPA consider producing a catalogue of paraglider launch sites, including usage under given wind conditions.	The BHPA rejected this recommendation on the grounds that there are too many sites and variables to chart all of them and, only including some may mislead 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.
2014063	MoD and CAA investigate use of FLARM displays to aid SA in ATC.	The CAA currently has no plans to consider the use of FLARM displays to aid situational awareness at ATS units, nor to bring such displays into the scope of CAP670.
2014100	Goodwood considers using an Air Traffic Controller for high traffic density events.	Meetings were arranged with ATC and procedures were reviewed. Changes to procedures were made, largely strengthening the guidance on routing and making fixed wing and rotary circuit heights and routes clearer. However, they have chosen not to use an Air Traffic Controller.
2014232	Stapleford and the CAA review the suitability of the Stapleford A/G Service.	The CAA does not consider it viable for Stapleford to offer an upgraded service, but offered comments on how Stapleford might improve adherence to current procedures in order to avoid recurrence of incidents of this type.

Recommendations remaining unresolved

Airprox	Recommendation	Comments
2014097	The CAA considers producing a chart of UK airfield IFR holding pattern positions (see also 2014126)	Initial review conducted, detailed further CAA response awaited.
2014126	The CAA considers producing a chart of UK airfield IFR holding pattern positions (see also 2014097)	Initial review conducted, detailed further CAA response awaited.
2014155	Gloucester considers reviewing their mixed runway procedures.	Response awaited.