

## UKAB 2016 SAFETY RECOMMENDATIONS

### Accepted Recommendations

Airprox	Recommendation	Comments
2016010	HQ Air Command review the provision of an appropriate Air Traffic Service within the Cranwell training areas.	Commandant of No 3 Flying Training School (3FTS) mandated that King Air crews operate under a Traffic Service for all training activity in Class G airspace.
2016025	HQ Air Command review coordination of military activity in the Lincolnshire AIAA.	A review was conducted and a number of recommendations made including: a reduction in the vertical limit of the AIAA to FL100, an extension of the lateral limits to include the Wittering area, division of the area into quadrants; new measures for using QNH, consideration of extending the use of CADS to include the AIAA.
2016032	HQ USAFE review their NOTAM notification procedures.	HQ USAFE made adjustments to their Low Fly awareness in CADS and undertook to continue to monitor the safety of their procedures to ensure they minimize these kinds of occurrences in the future.
2016068	Leicester review their circuit procedures.	The fixed-wing circuit height was increased to 1200ft QFE.
2016083	The Extra pilot uses the standard phraseology contained in CAP413 for transmitting blind.	The Extra pilot has agreed to use the phraseology outlined in CAP413.
2016124	Farnborough and Odiham review the purpose and effectiveness of their current agreement.	The LOA between Odiham and Farnborough was updated and includes changes to the co-ordination of aircraft in the radar training circuit.
2016186	The BGA provides guidance on NOTAM content sufficient to describe the extent of planned activity.	BGA issued guidance to their competition organisers to ensure that 2 NOTAMS are issued for competitions: an aerodrome NOTAM highlighting the activity at the base airfield; and an area NOTAM highlighting that groups of gliders may be operating up to xx miles from the airfield.
2016212	Dundee ATC include Errol airfield parachuting site details in their AIP entry and on their instrument procedure plates.	Dundee had already noted the lack of any depiction of Errol on their IAP charts following the production of their draft RNAV charts at the end of last year which had Errol indicated. On that basis they requested that their conventional IAP charts were amended to reflect the location of the parachuting site and the revised charts were published in the March AIRAC cycle (03 March 2017). Additionally, they undertook to make specific mention of the Errol drop zone in the notes section of their AIP to reinforce the charts.

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2016221	HQ Air Command review the tasking, manning and supervision during Northolt extended hours operations.	The BM Force reviewed the Northolt Approach manning situation at Swanwick and 2Gp's need to place Northolt on extended hours and possibly 24 hour operations. Subsequently, the BM Force HQ directed RAF(U) Swanwick to prioritise Northolt Radar manpower and a controller has already been moved from area control duties into Northolt Radar to alleviate their manning situation.
2016223	HQ JHC undertake a review of the Odiham and Lasham LOA.	A new MOU was issued Jun 17. Additionally a successful liaison day was organised, inviting Lasham pilots to Odiham for briefings and flying.
2016254	Oxford reviews the integration of traffic conducting instrument approaches and traffic in the visual circuit.	A new Supplementary Instruction was issued for controllers, outlining that when the RW01 visual circuit is active, ac undertaking the RW099 procedure must circle to RW01.

### Partially Accepted Recommendations

Airprox	Recommendation	Comments
Nil		

### Rejected Recommendations

Airprox	Recommendation	Comments
Nil		

### Recommendations Remaining Unresolved

Airprox	Recommendation	Comments
Nil		