

**UKAB 2017 SAFETY RECOMMENDATIONS**

**Accepted Recommendations**

Airprox	Recommendation	Comments
2017029	HQ Air Command reviews ATC tasking with regard to current manning at Brize Norton.	HQ Air Cmd noted that the ATC manning issue was widespread across Defence, therefore a full review of BM manning was undertaken. It was a complex issue that is not easily resolved, but a number of workstrands were being pursued to improve the situation. In the interim, all ODHs are aware of the capability limitations within military ATC and activity will be curtailed where necessary to ensure continued safe operations. Additionally, manning levels have improved since the date of the Airprox.
2017065	The BHPA publicises the greater mid-air collision risk associated with transiting close to busy airfields, especially within climb-out lanes.	The BHPA agreed to publicise the text of the recommendation in the next issue of the BHPA Club Bulletin and under Safety Matters in the BHPA magazine, SkyWings.
2017109	HQ Air Command and Netheravon agree a robust LoA with respect to parachuting operations from Netheravon and the implications for Boscombe Down operations.	A new LoA was issued in which Netheravon pilots were advised that they were to contact BDN zone before climbing above 1000ft and were to remain on the BDN Zone frequency throughout operations.
2017111	That Halton and Luton include additional considerations within the LoA regarding approaches to Luton RW08.	NATS conducted a review of their procedures and felt that the current guidance and regulations for controllers with respect to the LOA was satisfactory. However, noting that the controller could have done better in this instance, they have used the incident as a basis for discussion in all competence assessments.
2017142	ACAS review the wording of the regulation covering use of LFS airspace in the vicinity of the MFTA.	ACAS and DAATM reviewed the wording of the restrictions covering low-flying in the vicinity of the Snowdonia MFTA. Following consultation with the RAF Safety Centre, the entry in the Low Flying Handbook was updated as follows: - FW ac are not to enter the Llanberis Pass at any height unless, in avoiding the Pass, the safety of the ac is likely to be compromised. - FW ac are not permitted to fly in the MFTA except in the Nant Ffrancon (A5) Pass and the Caernarfon/Beddgelert (A4085) Pass where they may fly down to 250ft MSD. Overflight of the MFTA by FW ac is not to be below 1000ft AGL. This information was published in line with the AIRAC cycle on 4 January 2018.
2017160	HQ Air Command considers mandating that the RAFGSA only use transponder-equipped tug aircraft.	The RAFGSA no longer operates out of Halton, for daily operation at their home base, only transponder equipped tugs are now used. However, for competitions this is not practicable and other mitigations are therefore put in place.

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2017182	DAATM review the AIP wording regarding transit of the Valley ATA.	<p>DAATM-Airspace SO1 confirmed that the recommendation had been enacted and was to be reflected in the AIP in the next AIRAC cycle 24 May 18. Reference to London Info was removed from ENR 5.2.13 and ENR 6.5.1.2 as below. It has also been removed from several other entries on the same basis. The team are also now scrutinising the document for anomalies regarding the Swanwick Mil/London Radar callsign.</p> <p>ENR 5.2.13 3. VALLEY ☐☐0800-1800 Mon-Thu and 0800-1700 Fri. RAF Valley ATC or Swanwick Mil.</p> <p>ENR 6.5.1.2 Advisory Measures: Pilots crossing the area are advised to maintain constant vigilance and to request a radar service from Valley ATC or London Radar.</p>
2017201	HQ Air Command examine current Military regulations with regard to the status of aircraft operating under IFR in Class D CTRs who's pilots declare 'visual' with the airfield.	An assessment of MAA regulations was conducted and in the light of this, changes were made to various regulations. Furthermore, liaison was conducted with HQ 22 Gp ADFT to understand what crews were being taught. Procedures and orders were updated at Brize Norton and for the future, reminders will be sent out, through Air Safety Matters, of the recent changes to RAs and the wider implications of operating in different classes of airspace.
2017205	Farnborough ATSU publish in the UK AIP the minimum altitude at which a surveillance-based service will be provided.	Change was incorporated into UK AIP EGLF AD 2.18
2017272	USAFE-UK consider promulgation of North Sea helicopter activity to F15 crews.	USAFE-UK were in agreement with the comments regarding low altitude training in those areas beneath the 323 complex. They commented that the helicopter routes were briefed to new aircrews during their Theatre Indoctrination academics and periodic Instrument Refresher Courses. Finally, during any sortie where low altitude flying would occur in these areas, aircrew were briefed on the expected altitude of the helicopter routes and encouraged to contact Norwich control for further information on potential traffic.
2017278	USAFE-UK review the rate of climb once above safety altitude after a low-level abort.	USAFE-UK responded that aircrew were continually briefed of their own responsibility for terrain and flight path clearance when climbing out of the low fly structure but not that they should limit their climb rate. The presented situation highlighted that fast-jet aircrew must be ready for dangers coming from above as well as below. This includes climbing to "Route Abort Altitudes" without climb rate limitation to avoid the ground and then either levelling off or slowing their climb in order to contact ATC to receive a service. Continued emphasis on safety in and out of the low fly structure will help support the layered defence against mid-air collision avoidance.

**Partially Accepted Recommendations**

Airprox	Recommendation	Comments
2017265	The BGA consider recommending the fitment of transponders to tug aircraft.	BGA do not intend to recommend that all tug operators install a transponder. However, they will write to all clubs reminding themselves of the BGA guidance, to note the airprox, and to remind tug operators that a transponder may be appropriate for their particular towing operation.

**Rejected Recommendations**

Airprox	Recommendation	Comments
2017047	That Halfpenny Green review their AIP entry to ensure it contains pertinent information with regard to turn direction when departing the visual circuit.	Halfpenny Green responded that given that circuit discipline is generally good and no similar incidents have occurred over the past ten years, during which time the aerodrome dealt with almost half a million movements, no amendment to the current AIP entry was considered to be necessary.

**Recommendations Remaining Unresolved**

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Nil