

UKAB 2019 SAFETY RECOMMENDATIONS

		Accepted Recommendations
Airprox	Recommendation	Comments
2019002	Wellesbourne Mountford update their AIP entry to reflect the BRUNO approach.	Whilst we see the values and benefits in formalising the BRUNO procedures as an instrument training aid for use in VMC conditions, our CAA ATS Inspector has stated that the use of this approach is likely to introduce significant risk to the operation of the airfield, as well as the safety management system and has informed us that the practice of using this procedure even in VMC conditions must cease with immediate effect. Subsequently we have met with stakeholders and have communicated that the BRUNO procedure must not be used.
2019028	The P68 operating company consider the incorporation of a TAS.	PDG purchased 2 x SkyEcho2 portable ADSB receiver units to trial on their P68 aircraft. These units were evaluated over 3 months and pilot feedback was canvassed. The SkyEcho2 unit integrated with and overlaid onto on-board iPads running Sky Demon software. They found that this form of electronic conspicuity did add some value, however the effect was limited. Commercial airliners were all detectable. Some GA aircraft were detectable. The 'bearing-less target' mode for Mode C detection had been disabled by the manufacturer. The addition of a 'FLARM' licence for the Sky Demon software led to some suitably equipped gliders being detectable. The trial was extended onto one of their rotary survey helicopters for further evaluation.
2019101	SkyDemon review the selection and depiction of sites used for aerial sporting and recreational activities	SkyDemon agreed to review the selection and depiction of sites used for aerial sporting and recreational activities with a view to enhancing map conspicuity and preventing inappropriate deselection of such sites from map depiction.
2019110	SkyDemon review the selection and depiction of sites used for aerial sporting and recreational activities	SkyDemon agreed to review the selection and depiction of sites used for aerial sporting and recreational activities with a view to enhancing map conspicuity and preventing inappropriate deselection of such sites from map depiction.
2019210	Gloucestershire Airport to clarify their AIP entry regarding departure procedures.	An AIP change has been submitted and should be in place in the October AIRAC.
2019227	1. The C404 operating company considers further mitigations to MAC for survey operations.	RVL Group has reviewed the Risk Assessment, is considering TAS for the lighter (<5700kg) aircraft in their fleet, is reviewing supplementing lookout (through use of the task specialist, rather than a supplementary crewmember), is reviewing task locations and scheduling and has re-issued a Safety Notice to crews on the subject of operating ivo glider sites.

Partially Accepted Recommendations

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2019004	CAA and MAA provide advice and guidance on the interpretation and use of electronic conspicuity equipment.	<p>Extract from response letter: the CAA is leading a programme to enable the carriage and operation of ‘interoperable’ electronic conspicuity equipment, this programme is well underway, having made a call for evidence and held a multi-stakeholder conference on the issue. The programme is now moving into the phase in which the strategy for deployment will be crafted; that phase will be led by the CAA but inclusive of ALL affected stakeholders. A full consultation on the draft final strategy will be held before mandated deployment is initiated.</p> <p>In support of that strategy there are a number of key issues that will be addressed, such as: the creation of and/or alignment to suitable standards for use and fitting of such equipment; a fully integrated trial to ‘prove the concept’; consideration of the integration of other users, such as Drones; the Human Factors associated with the introduction of new equipment into the cockpit, and, the education of pilots in its use.</p>
2019008	CAA and MAA provide advice and guidance on the interpretation and use of electronic conspicuity equipment.	As above.
2019071	The CAA review R/T procedures at non-ATS aerodromes.	<p>We have reviewed CAP 413 (Radiotelephony Manual) Chapter 4 Aerodrome Phraseology but do not believe there is a case for introducing a requirement for pilots to report at all designated positions in the aerodrome traffic circuit. However, the review has highlighted the need for some structural changes to Chapter 4, and the following will be considered:</p> <ul style="list-style-type: none"> • Page 1 subtitle ‘Aerodrome Control Service Phraseology’ to move to page 5. • Paras 4.6 and 4.7 to be moved to Chapter 4 Introduction. • ‘Designated Positions in the Traffic Circuit’ and ‘Standard Overhead Join Procedure’ content to follow the Introduction and be applicable to ATC, AFIS and AGCS alike. • New header to indicate applicability. • Requirement in both cases for aircraft to report base leg to be enhanced to read ‘if required by ATS provider or aerodrome operator’. It may not be universally applicable - the decision can be made at local level to satisfy local requirements.

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2019201/208/226/227	<p>1. The P68 operating company considers further mitigations to MAC for survey operations.</p> <p>2. The CAA considers mandating additional cockpit crew to enable enhanced lookout for single-pilot survey operations.</p>	<p>CAA revised response - 'We recognise the unique hazard of the operations in question and therefore, in response to the recommendation, confirm that the CAA Partially Accepts this recommendation and will conduct a review of the risk assessments of survey operators, to ensure they meet the requirements of AMC SPO.OP.230(b) and are robust in addressing this risk.'</p>
2019287	<p>Nottingham/Tollerton airfield to consider publishing procedures for the integration of faster jet aircraft with other circuit traffic.</p>	<p>The airport safety committee re-visited the incident with the possibility of a fast jet circuit being implemented at Nottingham. Of the committee members present at the meeting, there was a unanimous decision against a fast jet circuit. Following on from a previous meeting the Jet Provost crews have agreed to re-join the circuit via an overhead join. The Nottingham AIP entry will be amended to warn users that a fast-jet operates from the airfield and posters have been displayed for increased awareness of local pilots.</p>

Recommendations Remaining Unresolved

Airprox	Recommendation	Comments at time of writing report
2019151	Westonzoyland and Middlezoy airfield managers develop a letter of agreement regarding integration of their operations.	Awaiting response from WZ and MZ.
2019192	Gloucester considers reviewing fixed-wing and rotary-wing circuit separation.	30 Jul 20 - A steering group had been set up to conduct the review, but had to be suspended due to Cv-19. It is hoped that work will re-convene in September.
2019221	Old Sarum to review their AIP entry to ensure coherence with the Old Sarum website and proprietary flight guide information.	No Progress at time of writing.
2019238	The MAA ensures that military operators fully understand the definition and application of the term 'MARSA'.	No response received ATT.
2019257	Gloucester to consider applying for an SSR transponder conspicuity code.	30 Jul 20 - Cv-19 has led to reduced manpower and increased workload so that this work has been put on hold for now.
2019264	Goodwood to review fixed-wing and rotary-wing circuit deconfliction.	Response received 22 Jun. Delay due to Coronavirus (stakeholders unavailable). When flying trg orgs re-start then meeting to discuss recommendation will be held.
2019282	Kent Gliding Club and Lydd Airport establish a Letter of Agreement to address the risk of concurrent activities in the same volume of airspace.	No progress ATT.
2019294	The BGA reiterate guidance to gliding clubs regarding the significant mitigation to mid-air collision afforded by fitment of SSR transponders to tug aircraft.	
2019298	Dunkeswell airfield and the Devon And Somerset Gliding Club reach agreement to include parachuting operations within their Letter of Agreement.	
2019300	MoD considers the introduction of a flow arrow for the Honister Pass.	No progress ATT.

Airprox	Recommendation	Comments at time of writing report
2019323	The CAA considers reviewing the UK AIP, ENR 1.6, paragraph 4.5.5, to define the point at which the 'lifting' call is to be made.	Awaiting response.