

UKAB 2018 SAFETY RECOMMENDATIONS

Accepted Recommendations

Airprox	Recommendation	Comments
2018005	HQ Air Command reviews the education of military pilots with respect to the avoidance of minor airfields.	An article for Air Clues was written and published.
2018005	MAA reviews the wording of RA2307 to reflect The Rules of the Air Regulations 2015 and SERA wording.	MAA agreed to undertake a review of the wording of RA2307 and a wider gap analysis to compare SERA to the 2000 series: flying regulations.
2018020	A NOTAM is issued to remind airspace users of the advantage of contacting Waddington LARS when operating in the vicinity of EG R313.	It was decided that a NOTAM was not the best option but the UK AIP EG R313 entry was changed to highlight that a surveillance-based ATS was strongly recommended when operating in the vicinity.
2018022	HQ Air Command review the radio procedures for CGS operations from Syerston.	CGS Syerston engaged with East Midlands Airport and proposed measures to improve the co-ordination of activities in the area. Other mitigations were also identified and were in the process of being staffed.
2018023	MAA reviews the wording of RA2307 to reflect The Rules of the Air Regulations 2015 and SERA wording.	MAA agreed to undertake a review of the wording of RA2307 and a wider gap analysis to compare SERA to the 2000 series: flying regulations.
2018025	The CAA consider further publicising the SERA Part C transponder requirements.	The CAA agreed with the Board that broader and more targeted information regarding the new transponder carriage and operation requirements was required, and that such messaging would help to reinforce the safety aspects of their mid-air collision programme.
2018027	Benson and local airfields engage in liaison to improve coordination of activities.	Benson Safety Cell instigated a number of Local Airspace Working Groups to both raise any concerns and enhance understanding of the different operational requirements. A meeting took place between Benson and White Waltham and this included a discussion regarding White Waltham's Aerobatic Boxes.
2018031	USAFE(UK) re-brief their aircrew and controllers on the need to anticipate the effect of aircraft flight vector on other aircraft's TCAS.	Lakenheath crews and controllers were reminded, via the Flight Crew Information Folder (the USAF equivalent of an Order Book) of the need not to vector unnecessarily close to TCAS equipped aircraft

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2018064	The CAA re-emphasise the provisions of a Basic Service.	The General Aviation Unit agreed to facilitate a GA press release to support this recommendation. They also published an appropriate article in the 'Clued Up' magazine.
2018090	That North Weald provide advice to pilots concerning the potential for confliction with the Stapleford visual circuit.	North Weald held one of their regular pilots' operational briefing sessions in November 2018 during which the potential for Airprox with Stapleford circuit traffic was one of the items specifically raised to heighten local pilots' situational awareness. They also amended their Airfield Operating Manual to highlight the potential for Airprox specifically, and local flying orders were also updated along with their online operational briefing available for download to include a specific section about Stapleford traffic because visitors may not be aware of the proximity of the two circuits.
2018092	Tatenhill update their AIP entry to remove ambiguity from the join procedure.	AIRAC 08/2019 EGBM AD 2.22 reflected a Tatenhill change of: 'Aircraft to make standard overhead join. Circuits are left hand for Runways 08 and 26.'
2018101	HQ Air Command investigate whether D&D should transmit on all transmitters and on 121.5MHz	The restriction on transmitting on all frequencies and transmitters was put in place after complaints from civil airline companies but the decision was now reversed and D&D once again transmits appropriate safety messages on both Guard frequencies and all available transmitters.
2018140	Dunkeswell review their AIP entry regarding pilots notifying a straight-in join.	<p>Dunkeswell AIP entry was amended to:</p> <p>1 CIRCUITS</p> <ul style="list-style-type: none"> a. Circuit directions: Runway 04 - RH; Runway 22 - LH. Circuit height: 800 ft. b. No overhead joins due to parachuting. c. No straight in approaches. d. No orbits in the circuit or on final approach, ie extend downwind or go around.
2018151	<p>1. That Lasham Gliding Society ensure that their powered aircraft departure procedures are promulgated to all pilots using the airfield.</p> <p>2. The PA31 operating company ensure that their pilots are aware of the Lasham powered aircraft departure procedures.</p>	Lasham procedures for all twin-engine aircraft operating into Lasham were revised and pilots with the PA31's operating company were required to sign to ensure authorisation to fly in and out of Lasham.

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2018160	HQ Air Command pursue the use of a system for notification of commercial drone operations to pilots operating in the UK Low Flying System.	HQ Air Command commented that the Government proposed mandating the use of a Flight Information Notification System (FINS) for drone users in their most recent consultation (Sep 18), the ambition being to provide digital, interactive and real-time information on drone flights. In a response co-ordinated by the RAF Safety Centre, the MOD urged the government to push this proposal into legislation, citing the risk of MAC in the UKLFS. On 7th Jan 19 the Government took the decision not to mandate FINS, but instead to continue to develop the policy as part of a future Unmanned Traffic Management system. In the absence of any legislation or regulation to mitigate the risk of collision in the UKLFS, the RAF Safety Centre continues to address the issue using its 3E strategy. As part of this strategy, a Freephone hotline is advertised to drone users to have their flights published on CADS and be informed of military low flying activity in their area of operation. Until such time as notification of commercial drone activity is mandatory, the MOD (through the use of CADS or a successor capability) will continue to apply 'best effort' to informing crews of military low flying aircraft about notified drone operations.
2018162	Lasham and Farnborough liaise to discuss mutual operations.	Farnborough will implement airspace changes on 27th Feb 2020 and Lasham are in discussion with them about closer cooperation and a future LoA for airspace sharing.
2018182	The CAA and MAA remind FDDs of their responsibility to proactively direct activities in the display to ensure deconfliction.	<p>The CAA agreed to: brief the recommendation at the pre-display season symposium and the next FDD course (Jan), email all FDD with the CAP 403 change and encourage them to read the Airprox report, update CAP 403 to include 'pro-active display item deconfliction' in the responsibilities of the FDD.</p> <p>The MOD agreed to: circulate the DASOR and UKAB report to all military FDDs; highlight the incident to all candidates of the joint CAA/MAA FDD training course; highlight the incident to all attendees of the CAA/MAA pre-season display symposium in March 19; a copy was also circulated to all military event committees encouraging dissemination to all military flying display participants and display organisers; review MAA Reg article 2335.</p>

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2018205	The CAA consider expanding GNSS theoretical knowledge and flying training syllabi.	<p>CAA commented that this recommendation raised several important safety issues affecting the UK GA sector and they have carefully considered how they should respond to achieve the best possible proportionate and risk-based outcome. The CAA will therefore:</p> <ol style="list-style-type: none"> 1. Via the CAA Aircrew TeB Member, contact EASA and ask the Agency to consider an EASA initiative to review and if deemed appropriate expand GNSS theoretical knowledge and pilot training syllabi for EU Part-FCL PPL and LAPL GA pilot licences. The purpose of this is to help ensure GA pilots are proficient in the use of a GPS based devices for navigation. 2. Liaise with The General Aviation Safety Council (GASCo) to determine if there are any new opportunities for CAA / GASCo engagement on education and awareness on GNSS technology use in the UK GA sector. 3. Review of the UK's Alt MoC PPL and LAPL syllabus knowledge and flying training syllabi with regard to opportunities to enhance GNSS theoretical knowledge and pilot training elements."
2018235	<ol style="list-style-type: none"> 1. Sywell revise the use of 'Sloane procedures' during the LAA Rally. 2. Sywell review the AIC to emphasise the importance of going-around if in conflict with other traffic. 3. Sywell review the AIC to emphasise that pilots will not be in receipt of an Aerodrome Control Service. 	Sywell have implemented procedures and amendments to the AIC to fully accept all these recommendations.

Partially Accepted Recommendations

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2018069	Drone Assist should display all minor airfields more obviously.	NATS accepted that there was an issue with displaying minor airfields, many of which were not in the AIP and were only displayed on VFR charts, but as yet no solution was available due to the difficulties with displaying all the information on any zoom level without causing so much clutter that meaningful insight was lost. However, NATS were constantly looking at enhancements and were currently reviewing how airspace was displayed, including the FRZ alongside the ATZ/ground hazard.

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2018069	The CAA re-emphasise that drone operators are required to have access to a current VFR chart before commencing operations.	CAA commented that drone operators that do not already hold an acceptable aviation qualification were required to undertake an assessment process with a CAA-approved NQE. Part of this assessment was use and understanding VFR charts. However, this was only for those operators that the CAA is required to authorise, there remained a large numbers of recreational and private drone operators within the UK for which the primary link is through dronesafe.uk and apps such as Drone Assist.
2018232	Boscombe and Thrupton to review their LoA.	A revised LOA was agreed although Boscombe still had reservations about its veracity regarding some Thrupton departures.
2018252	That Wickenby and Waddington consider the use of the 7010 squawk for Wickenby circuit traffic.	SATCO Waddington engaged with Wickenby to encourage them to look at adopting a 7010 squawk when in the circuit. Despite repeated attempts, they haven't been able to secure an undertaking that a change request to the UKAIP will take place.
2018266	The CAA and MAA review the regulations and procedures pertaining to ATC use of 'unassured data' such as FLARM for the provision of Traffic Information.	<p>MAA commented that scrutiny of individual Unit orders by Air Command had highlighted subtle differences in the employment of FLARM by MoD ATS providers. They intended to conduct an holistic review which will examine the current restrictions on its use and, if appropriate, seek to make recommendations which might enhance exploitation of the available data for situational awareness.</p> <p>CAA commented that whilst the technical specifications of currently existing equipment do not meet the standard necessary to achieve certification for the full provision of an ATS, they recognised the value of such data and that there were ongoing efforts to review and, if possible maximise the benefits available to both civilian and military controllers from the use of all Electronic Conspicuity mechanisms in operation in the UK today.</p>

Rejected Recommendations

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2018010	Merryfield controllers are equipped to detect the position of traffic in the visual circuit at night.	The UKAB recommendation was investigated fully however, because of the unsuitability of ATM or NVD, it was not implemented. Additional work to ensure the distances between 'T's and the runway meet regulatory compliance was nearing completion. This would remove any legacy procedures and increase separation between an air system flying to a 'T' and a second air system flying to the runway. In addition, the pattern of lighting designating the runway in use was being investigated and a rectangular configuration to denote the available landing area was likely to be implemented. These actions would

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		mitigate any possible reduction in a controller's ability to detect the position of aircraft in the visual circuit and address the factors which have been identified as additionally contributing to the cause.
2018012	The Avon Hang Gliding & Paragliding Club and SPTA Ops refresh their LoA to cover usage of the Bratton launch site and how that information is conveyed.	Both SPTA Ops and the Avon HGPG Club stated that notification of usage at Bratton was too unreliable to make such a system useful.
2018216	The CAA review licensing requirements for paramotor activities.	The CAA reviewed licensing requirements for paramotor activities and decided to reject the recommendation and tolerate the associated risk based on an estimate of 1.1 paramotor occurrences per 100,000 estimated flying hours, compared to 15.9 for the overall GA fleet. They noted that introducing any form of regulation including pilot licensing or mandatory training requirements for paramotors would constitute a fundamental change to the currently unregulated status of this category of aircraft. This would require an extensive and detailed review of the issues to generate policy options in cooperation with the stakeholders, which would then be subject to public consultation followed by amendments to the Air Navigation Order. Given the significance of the changes they would need to propose, they do not believe there to be sufficient evidence at this time to warrant any immediate or urgent action with regards to introducing licensing for paramotors.
2018237	That Sywell consider specifying that parallel approaches are not to be conducted.	The recommendation to stop parallel approaches was not applied. Sywell stated that aircraft position onto final from a single stream and then split onto hard/grass runway. They opined that a parallel approach would only occur if aircraft speeds differed once established on final.

Recommendations Remaining Unresolved

Airprox	Recommendation	Comments at time of writing report
2018185	The CAA review current regulation concerning RLLCs.	The CAA were still reviewing current RLLC regulations, particularly with reference to civilian pilot responsibility. The CAA had been engaged with the DfT, Royal Household and TQHF to provide improvement in this area since March 2018. Due to several factors including BREXIT and additional requests from the Royal Household this had resulted in a lengthy process to ensure correct measures were taken moving forward. The CAA was committed to undertaking this review correctly and ensuring any future change, if agreed, is implemented appropriately and without any ambiguity.

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2018239	North Weald consider promulgating specific helicopter procedures.	North Weald were still in the process of updating their procedures and were waiting for the agreement of NPAS and Air Ambulance prior to the police helicopter operations starting in August 2018.
2018312	The CAA develop guidance for aerodrome operators regarding complexity of operations versus the level of ATS provision.	No progress at time of writing report.
2018319	The CAA investigate options for the cost-effective and straightforward means to afford additional protection of traffic operating in the immediate vicinity of busy minor aerodromes.	No progress at time of writing report.