

## 2001

### 032/01 12 Feb 01 involving a Sea King and a BAe 146 Risk C

**RECOMMENDATION:** That the MOD considers conducting a risk analysis assessment at units where fixed and rotary wing aircraft engage in simultaneous operations from more than one take-off or landing area.

**MOD ACTION:** The MOD directed military Operating Authorities to review operating procedures at appropriate units, to ensure that the conduct of any simultaneous operations of fixed and rotary wing aircraft is considered to be acceptably safe. Results showed that controls are in place to prevent any repetition of events such as those experienced in Airprox 32/01.

**STATUS – ACCEPTED – CLOSED**

### 100/01 23 Jun 01 involving a Sea Fury and a JetRanger Risk C

**RECOMMENDATION:** That the CAA and MOD consider reviewing policy regarding the co-ordination of civilian events, where military ac have been invited to participate in flying displays, to ensure a consensus between all three services and the civilian regulatory authority.

**CAA ACTION:** The CAA has reviewed its policy regarding the co-ordination of civilian events where military aircraft have been invited to participate in flying displays. Co-ordination of military flying at civil displays where a Permission under Article 70 of the ANO has been issued and civil aircraft are displaying together with military aircraft is already satisfactorily covered. Every such display has a nominated Flying Display Director whose responsibilities include co-ordination of flying.

However, Article 70 specifically does not apply to military displays over military-owned property or at any venue where only military aircraft are displaying. Such events are therefore outside CAA jurisdiction and are totally a military responsibility. Nevertheless, the CAA has held discussions with the Headquarters Strike Command RAF (HQ STC) to clarify the situation. The latter has agreed to regulate more closely those civil events in which it participates where there is no CAA-issued Permission. Joint Service Publication 318 details the level of supervision required for military flying displays. HQ STC has also agreed to liaise with the appropriate Naval and Military authorities to ensure they are aware of their responsibilities.

**STATUS – ACCEPTED – CLOSED**

### 116/01 11 Jul 01 involving a JetRanger and a Harrier Risk C

**RECOMMENDATION:** That MOD/HQ STC reviews the height regulations attaching to the 'flow arrow' in the Marham - Kings Lynn gap with a view to deconflicting military low flying ac and civilian helicopters engaged on Pipeline Inspection Sorties.

**MOD ACTION:** The MoD has made a change to the UK Low Flying System regulations (MIL AIP Vol 3, Pt 1). The 'northward flow' to the west of RAF Marham is to be flown at or below 500 feet agl; aircraft are to call RAF Marham Approach, as before, for transit through the gap.

**STATUS – ACCEPTED – CLOSED**

**119/01 14 Jul 01 involving a C152 and a Bell 222 Risk C**

**RECOMMENDATION:** That MOD/HQ PTC review arrangements for providing an Air/Ground Service at government aerodromes where an ATZ is established, but where no formal ATC is provided.

**MOD ACTION:** In the case of RAF Halton, which operates a mixture of civilian and military recreational flying clubs, we have been assured that the number of (civilian) licensed Air to Ground (A/G) Station operators has been increased sufficiently to cover its operating hours.

However, there are a number of Air Cadet Volunteer Gliding Schools (VGS), which operate from RAF airfields having Military Airfield Traffic Zones that revert to ATZ status outside their main operating hours. These have discrete A/G Stations that are manned by a Duty Instructor (B Category) for supervisory purposes. HQ Personnel and Training Command has therefore suggested to HQ Air Cadets that it should establish a means of licensing its B Category Instructors to a standard comparable with the CAA A/G Station licensing system. This would be irrespective of the nature of the host airspace and would be common for all VGS. The Air Cadet Central Gliding School has agreed to extend its B Category training syllabus to encompass the relevant parts of CAP452 (Aeronautical Radio Station Operators' Guide). It is then envisaged that the Central Flying School should include A/G Station operations within its routine oversight of the VGS. HQ Strike Command has indicated (informally) that it would be willing to ensure compatibility of A/G procedures with mainstream military ATC standards. We believe this provides a pragmatic solution, in sympathy with civilian standards, which satisfies the need with minimal disruption and resource implications.

**STATUS – ACCEPTED – CLOSED**

**147/01 21 Aug 01 involving a B737 and a F16 x 2 Risk: C**

**RECOMMENDATION:** That the MoD considers a review of supervisory arrangements attaching to mission planning by foreign military aircrews taking part in Exercises in UK airspace.

**MOD ACTION:** HQ STC has circulated advice to subordinate units in the form of a brief (with inputs from the DASC and DAP/CAA) for visiting foreign military aircrews. The brief aims to ensure that foreign pilots are made aware of relevant local and national airspace issues and procedural differences in the UK, in order to improve flight safety for all airspace users.

**STATUS – ACCEPTED – CLOSED**

196/01

10 Nov 01 involving a B747 and a A330 Risk: B

**RECOMMENDATION:** That the CAA considers:

- a. A review of ATC and aircrew procedures and arrangements to eradicate errors in OCA entry estimates.
- b. Including a check of the entry clearance time as part of the OCA entry clearance message.
- c. A review of procedures and equipment used to transmit emergency messages immediately to aircraft in oceanic airspace.

**CAA ACTION:** The CAA accepts this Recommendation. NATS has already agreed to undertake the actions called for by this Recommendation, and the review process will be audited by the Safety Regulation Group's ATS Standards Department.

In addition, the CAA has issued a Flight Operations Department Communication (FODCOM), No 25/2002 dated 16 October 2002, to all transatlantic operators bringing this serious incident to their attention. It recommended that all operators review their procedures for the cross-checking of Oceanic Airspace entry point estimates, amending their operations manuals where necessary. Operators were also recommended to ensure that all flight crew engaged on flights that enter Oceanic Airspace are reminded of the importance of ensuring that the Oceanic Boundary estimate is correct.

Following discussions with the [Irish Aviation Authority \(IAA\) at Ballygirreen](#) IAA to agree a method of speedier delivery of emergency messages and the phraseology to be used new procedures have been produced.

These new procedures were published to all Prestwick Oceanic Centre Staff in Supplementary Instruction 22/03. The new procedures detailed in SI 22/03 were approved by UK CAA Safety Regulation Group on 24th April 2003, and published to staff on 13th May 2003 - effective immediately

**STATUS ON a, b AND c – ACCEPTED – CLOSED**