

**2004**

**004/04 21 Jan 04 involving a PA31 and a PA28 Risk C**

**RECOMMENDATION:** The MOD, MOD (DPA) and CAA should jointly review the applicable Boscombe Down, Thrupton and Middle Wallop aerodrome/approach procedures to ensure that these conform to the requirements of Rule 39 of the Rules of the Air so as to ensure the safe integration of air traffic at these closely located aerodromes.

**ACTION:** The CAA accepts this Recommendation. The joint review involving CAA (SRG, DAP), MOD and MOD (DPA), of the Boscombe Down, Thrupton and Middle Wallop ADC/APC procedures with respect to compliance with Rule 39 of the Rules of the Air is now complete. The CAA will issue a general exemption from Rule 39 for civil registered aircraft inbound/outbound to Boscombe Down and Thrupton airfields. This will permit pilots to remain on the appropriate Boscombe Down frequency whilst in the Thrupton ATZ and for civil aircraft departing Thrupton to adhere to the LOA, contacting Boscombe when airborne. This will enable Boscombe controllers to be aware of conflicting Thrupton traffic and pass pertinent traffic information as and when necessary.

A condition to the Thrupton Civil Aerodrome Licence will be added requiring the licence holder to take all reasonable steps to ensure that departing aircraft observe the provisions of the LOA. The text in the UK AIP, Pooley's guide, Military AIP and other relevant documents should be amplified to reflect the importance of the contents of the LOA and the history of the effects of non-compliance.

A revised LOA is being finalised by Boscombe and Thrupton to give effect to the substantive changes. This Response remains 'open' pending completion of the LOA.

**UPDATE AT JAN 2006:** It has not been possible to issue a general exemption to Rule 39 of the Rules of the Air as quickly as had been planned due to legal considerations although work is continuing in this area. All other action, including a revised LOA between Boscombe and Thrupton, is complete.

**STATUS – ACCEPTED – CLOSED**

**018/04 4 Mar 04 involving a Gulfstream G5 and an F16 Risk C**

**RECOMMENDATION:** The MOD should review the safety arrangements in respect of major air exercises with a view to establishing an Air Safety Cell for each such exercise in order to minimise the risk of participating aircraft infringing Controlled Airspace.

**ACTION:** The MOD accepts this Recommendation. Following an in-depth review of safety arrangements to establish the potential requirement for Air Safety Cells for major air exercises and following detailed consideration of the nineteen incidents that were reported as occurring during such exercises in the five-year period 2000-2004, it is considered that mandating Air Safety Cells for such exercises is not justified. Work continued to establish if any additional briefing or direction was needed to crews participating in major air exercises. The conclusion of this work was that all relevant specialists are involved in the design of air exercises (major or minor) in United Kingdom airspace and that participating aircrew receive extensive and comprehensive

briefs which provide all the information necessary for the safe conduct of flight and the avoidance of controlled airspace.

**STATUS – ACCEPTED – CLOSED**

**039/04      22 Mar 04 involving a B747 and a Hawk    Risk C**

**RECOMMENDATION:** The MOD review the applicable instructions and procedures for military ATC and ASACS controllers, when effecting co-ordination, to establish whether a requirement to give/obtain a 'read back' is warranted at the conclusion of such agreements with the aim of ensuring compatibility with promulgated civilian procedures and a unified joint procedure for use by all controllers who interact with one another in UK airspace.

**ACTION:** The MOD accepts this Recommendation. Having consulted with the other military air traffic service providers - namely, the Royal Navy and the Defence Procurement Agency - Headquarters No 3 Group, Strike Command is providing a consolidated response to this Recommendation. Extant military ATC coordination procedures are considered to be extremely robust and are very strictly adhered to by all controllers. A set format is used that identifies traffic involved and coordination is only complete when a course of action has been agreed. Such a requirement is clearly indicated with the words "request coordination". Coordination is often lengthy and complex and when carried out correctly, the course of action is clear and unambiguous. Any additional requirement to readback agreements would put an unacceptable burden on busy controllers. A change of military ATC procedures to incorporate a readback is not therefore warranted. However, the MOD has agreed to work with SRG with the intention of improving the comprehension associated with an act of coordination.

**STATUS – ACCEPTED – CLOSED**

**059/04      28 Apr 04 involving an Embraer 145 and a Tornado F3    Risk B**

**RECOMMENDATION:** The MOD and CAA should jointly review the terminology used by Air Defence and Air Traffic controllers when effecting co-ordination with other military and/or civilian ATSUs, the aim being usage of a standardised form of phraseology which minimises the potential for any misunderstanding.

**ACTION:** The MOD accepts this Recommendation. As a result, an agreement has been reached that the CAA and MOD will form a Working Group to jointly review the coordination process and terminology used by military Air Traffic or Air Defence controllers and civilian controllers when providing traffic information or effecting coordination with other military and/or civilian ATSUs. Where considered appropriate, terminology will then be amended accordingly.

The CAA accepts this Recommendation. The CAA, MOD and RAF Strike Command will review jointly the coordination process and terminology used by Military and Air Defence Controllers and Civil Air Traffic Controllers when effecting coordination with other military and/or civilian ATSUs. The CAA will seek to standardise civil procedures and terminology where practicable, and will disseminate any improvements to the coordination process via a MATS Part 1 supplementary instruction and amendments, truce training, and the regular ATSU/ATSSD audit processes throughout 2005.

**UPDATE AT JAN 2006:** The work planned for 2005 has been progressed. CAA and MOD representatives continue to discuss issues within the Working Group where any new issues are considered; consequently, enhanced civil-military co-ordination procedures will be evaluated within the Scottish Centre later this year.

**UPDATE AT MAY 2006:** The results of the trial of enhanced civil-military co-ordination procedures at the Scottish Centre have still to be evaluated fully but the initial findings are encouraging. The trial is being extended whilst this work is completed.

**UPDATE AT DEC 2006:** Following the successful civil/military coordination trial that took place at the Scottish Centre, the process has moved on to aligning the corresponding regulations. The military element of this process needs to be considered as a formal amendment proposal for Joint Service Publication (JSP) 552. Responses to that formal amendment proposal are required by 8 December 2006 to allow sufficient time for a final version to be circulated for inclusion within a planned amendment to Change 4 of JSP552, in March 2007.

The civil element of this process requires the CAA-led ATC Procedures Working Group (CAPWG) to facilitate the incorporation of the agreed enhanced procedures into the Manual of Air Traffic Services Part 1 (MATS Pt 1). The next meeting of the CAPWG is on 17 January 2007 and will be attended by the military staff officer with responsibility for the JSP 552 procedures. The next available date in the MATS Pt 1 amendment cycle is end July 2007; therefore, the CAA intends to promulgate the revised procedures via an ATSIN ahead of the formal amendment. The ATSIN will be released to coincide with the date of Change 4 to the military JSP 552.

Meanwhile the enhanced civil-military procedures continue to be used at the Scottish Centre and are being adopted for use between RAF Leeming and Durham Tees Valley Airport under a local Letter of Agreement as part of the response to Safety Recommendation 118/05.

**UPDATE AT JUN 2007:** Work has continued on this complex issue and has now reached completion. CAA Safety Regulation Group issued an Air Traffic Services Information Notice (ATSIN) detailing the Procedures for Verbal Co-ordination Between Air Traffic Services Personnel on 17 May 2007 giving advance notice of the procedures pending their publication in the MATS Part 1 amendment 74 on 5 July 2007. On the military side the JSP 552 regulations were amended to incorporate the relevant information and phraseology in support of this work on 15 March 2007.

**STATUS – ACCEPTED – CLOSED**

**097/04**

**25 May 04 involving an MD80 and a CRJ Risk C**

**RECOMMENDATION:** The CAA revise the UK AIP clearly to promulgate the requirement for flight crews to report inter alia their cleared level and, if appropriate, passing level, on initial contact with a controller subsequent to an RT frequency change.

**ACTION:** The CAA accepts this Recommendation. The work to produce the necessary amendments to both the UK AIP and CAP 413 'Radiotelephony Manual' has been completed. Aeronautical Information Publication (AIP) Amendment AL8/05, effective date 04 August 2005, will promulgate a revision which introduces a new section on Initial Call and Level Reporting. Consequential changes to the CAP 413 will be issued at the next amendment to the CAP.

**UPDATE AT JAN 2006:** The revised requirements have been promulgated in the UK AIP, AIC 96/2005, a FODCOM and a R/T Discipline Pamphlet. The CAP 413 amendment is complete and will be issued before the end of February 2006.

**STATUS – ACCEPTED – CLOSED**

**124/04**

**01 Jul 04 involving a Gulfstream 4 and a Falcon 20 Risk C**

**RECOMMENDATION:** That the MOD review the use of the traffic information phraseology promulgated at JSP552 915 Serial 5, with a view to including a more comprehensive caution as to its use, highlighting again to military controllers the potential for confusion when traffic information is transmitted to civilian/foreign aircrews.

**ACTION:** The MOD accepts this Recommendation. In the light of this Airprox, the existing JSP instructions and the rationale behind them have been re-emphasised to all Military air traffic controllers and a review of the subject JSP has been included as part of the action following acceptance of UKAB SRs 039/04 and 059/04.

**STATUS – ACCEPTED – CLOSED**