

## 2005

**023/05-01 02 Mar 05 involving an AS332L and an AS332L Risk B**

**RECOMMENDATION:** That the CAA should require NATS to devise and implement a standard procedure for use in the North Sea Area, under conditions agreed with the helicopter operators, such that in circumstances when helicopters would otherwise be obliged to fly at the same altitude on conflicting tracks, an acceptable form of separation is assured from the outset.

**ACTION:** The CAA accepts this Recommendation. The CAA recognises the unique operating environment that the North Sea presents and the challenges that are faced by those using this airspace. In accepting this recommendation, the CAA will seek from NATS, working in co-operation with the helicopter operators, a procedure that ensures that when helicopters would otherwise be constrained to operate at the same level on conflicting tracks, an acceptable form of separation is assured.

**UPDATE AT JAN 2006:** All work on this Recommendation is complete. NATS have introduced new procedures that avoid the need to utilise opposite direction, same level, tracks.

**STATUS – ACCEPTED – CLOSED**

**023/05-02 02 Mar 05 involving an AS332L and an AS332L Risk B**

**RECOMMENDATION:** That the AS332L operator should proceed with its plans to fit a CWS to its North Sea helicopter fleet with all speed.

**ACTION:** The AS332L operator accepts this Recommendation. The operator has now successfully fitted the first CWS to its AS332L2 aircraft and intends to continue with this programme. The operator expects to attend the presentation of the Eurocontrol-sponsored study into CWS in helicopters in 2006. A decision as to the further roll-out of CWS will be taken afterwards, the intention being to lobby all helicopter operators in order to promote this as an industry wide initiative.

**STATUS – ACCEPTED – CLOSED**

**061/05 06 May 05 involving an ASK 13 Glider and a Cessna 172 Risk A**

**RECOMMENDATION:** In the light of this Airprox, the chart production company should review its policy with respect to the depiction on its VFR GPS charts of aerodromes where glider winch launching takes place.

**ACTION:** The chart production company undertook to add a glider symbol for Lasham to its VFR/GPS chart at the next regular update. To cover the issue of airports in addition to Lasham where glider launching also takes place, the chart production company subsequently informed UKAB that various options are being studied with the intention of depicting winch launch glider sites, especially in the UK, on their VFR GPS charts. UKAB will be advised of the company's plans.

**UPDATE AT JAN 2006:** The chart production company has decided on a number of general specification changes which will be applied to all its VFR+GPS and Glider charts on an “as revised” basis. These changes include several new symbols such as one for glider airfields where winch launching takes place. In future, the launch height will be indicated (provided that this information is officially published by the responsible State authority). VFR customers will be informed about the latest specification changes through a briefing bulletin and through respective information on the company's VFR website.

**STATUS – ACCEPTED – CLOSED**

**072/05 18 May 05 involving a SAAB 340 and a Tornado F3 Risk C**

**RECOMMENDATION:** The MoD should review VID procedures taking into account their influence on ACAS equipment.

**ACTION:** The MoD accepts this Recommendation. A comprehensive review was conducted of VID procedures taking into account their influence on ACAS equipment. A range of possible actions was considered, the review concluding that any change to the fast jet flight profile would not benefit all airspace users. One of the key factors in this Airprox was the original tracking of the Saab as an unknown evaluated contact: had it been identified as ‘friendly’ the subsequent VID would not have been conducted. Accurate and correct initial identification will do most to reduce to the minimum the possibilities of VID being conducted against civil aircraft transiting notified exercise areas. The significance of this has been recognised and the issue has been highlighted to all military crews to reduce the risk of recurrence. It is considered that the necessary action has been completed to ensure best practice is followed such that the likelihood of events such as Airprox are reduced to a minimum.

**STATUS – ACCEPTED – CLOSED**

**118/05 11 JUL 05 involving a PA28-180 and a Harrier T10 Risk C**

**RECOMMENDATION:** The CAA and MoD should ensure that the airspace sharing arrangements specified in the LoA between RAF Leeming & Durham Tees Valley Airport accords fully with the stipulated requirements for the provision of an ATS to flights in Class D CAS.

**ACTION:** The CAA and MoD accept this Recommendation. A joint CAA SRG/MoD audit of the interface between RAF Leeming and Durham Tees Valley Airport was conducted, in part as a result of this incident, and a report produced in October 2005. The Report identified weaknesses in the arrangements in place at that time that allowed access by traffic under the control of RAF Leeming to Durham Tees Valley Airport Class D airspace. In particular, the Report noted that “...the units should detail in the LOA exactly how this airspace sharing will be managed locally and clarify the provision of service in Class D airspace.”

Since the publication of this report, the CAA and MoD have been working with the two units concerned to address the audit findings, and in particular to ensure that agreed procedures satisfy the minimum requirements for the provision of services in Class D airspace. Progress towards satisfactory closure of all the audit findings is ongoing and it remains the intention of both MOD and the CAA that this will be achieved.

**UPDATE AT DEC 2006:** The LOA has been completed and is passing through the final SRG / MOD approval process prior to implementation. The LOA between RAF Leeming and Durham Tees Valley Airport fully accords with the stipulated requirements for the provision of an ATS in Class D airspace.

**Note:** Enhanced civil-military coordination procedures have been introduced at the Scottish Centre in response to Safety Recommendation 059/04. These procedures 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.

#### **STATUS – ACCEPTED – CLOSED**

#### **186/05-01 06 Oct 05 involving a Duo Discus T Glider and a Tornado F3 Risk A**

**RECOMMENDATION:** The MOD and the British Gliding Association should examine the merit of introducing a two-way information flow system that will alert each other of significant planned flying activity.

**ACTION:** The MoD and BGA accept this Recommendation. The BGA is, through its airspace subcommittee, discussing with MoD how ongoing communications can be achieved between gliding operations and the military when the weather is likely to give the conditions such that both will be flying in the same areas.

**UPDATE DEC 2006:** The MOD considers that progress made is very positive, this workstream being continued as a matter of priority. The BGA 'roadshow' continues to make presentations to increase the knowledge about where to find gliders and in what conditions. HQ STC have investigated a simple notification system through the Low Flying Booking Cell indicating where gliding conditions have resulted in a concentration of aircraft. An initial successful meeting was held between the parties in the Summer to outline the issues and establish a way forward. It was agreed that the two likely interfaces would be the Low Flying Booking Cell and the AWACs unit at Waddington. It is planned to define a simple process and then run a trial with a limited number of participants (probably two in Scotland and one in Wales). The key areas being considered are a simple way of signalling a potential wave day, probably using the existing scale system of '0' to '5' with zero being nil chance of wave to five being optimum conditions, and how these activities can in practice be signalled. The BGA website; Low Flying Booking Cell and on occasion AWACs are all possibilities for exchanging information and advice.

**UPDATE AT JUN 2007:** The improved liaison between HQ Air and the BGA continues and includes work to generate a 'late warning' of gliding activity by the Low Flying Operations Cell at RAF Wittering via a BGA 'trusted' Scottish site, this work should enable a trial to be in place for the autumn wave season. Leuchars have received the excellent brief provided by Mr Hugh Woodsend the UKAB Gliding Member and it will be provided at Lossiemouth and for key personnel of the Defence Aviation Safety Centre in the near future. Arrangements have been made with meteorological staff at RAF Lossiemouth to highlight to military crews days when waves are being generated that are likely to be utilised by the gliding community.

#### **STATUS – ACCEPTED – CLOSED**

**186/05-02 06 Oct 05 involving a Duo Discus T Glider and a Tornado F3 Risk A**

**RECOMMENDATION:** The CAA should continue to promote and with renewed urgency the production of a 'lightweight' transponder and, when available, consider mandating its carriage and use in gliders.

**ACTION:** The CAA accepts this Recommendation. The CAA proposes, "to amend the Air Navigation Order 2005 for the purpose of improving the technical interoperability of all aircraft in UK airspace" with the aim of introducing new regulatory requirements in March 2008. The Regulatory Impact Assessment, which received Cabinet Office approval for publication on 3 June 2006, will consult on the need to increase the carriage and operation of transponders to improve secondary radar conspicuity and to enhance ACAS and CWS capability. The CAA is promoting the development of a low powered SSR transponder to meet the needs of light-motorised and non-motorised aircraft.

**UPDATE DEC 2006:** The CAA is continuing to work towards development of a Low Powered Secondary Surveillance Radar Transponder (LPST), as covered in the published Regulatory Impact Assessment. A draft requirements document has been circulated to Industry and user groups and there are currently several companies in the UK that are in the process of developing a product.

**UPDATE JUN 2007:** A draft European Concept of Operations is being prepared by the CAA for submission into Eurocontrol and a European Civil Aviation Equipment Working Group (EUROCAE) meeting has been arranged for 29 June 2007 to discuss the associated technical issues.

**UPDATE AT DEC 2007:** The draft Concept of Operations was completed and submitted to Eurocontrol who have classified the document as Guidance material. The EUROCAE meeting in Jun 2007 was very constructive and resulted in a proposal for a review of Minimum Operational Performance Standards (MOPS) for LPST to be assigned to EUROCAE WG49. Confirmation that this task will be accepted is still awaited but European support for this is uncertain. Work on LPST development by several UK companies continues, but firm commitments will depend on the next stage of CAA-initiated consultation on proposed regulatory changes to transponder carriage and operation. This consultation is planned for Jan 2008. The CAA continues to work with Government departments to identify potential means of mitigating costs and encouraging development of a LPST.

**UPDATE JUN 2008:** The CAA consultation on the expansion of SSR carriage proposals closed on 31 May 08 and the responses are now being considered. The CAA continues to encourage development of an appropriate low cost transponder but it is recognised that the solution lies with industry. In respect of European activities, the CAA continues to lobby for development of appropriate MOPS by EUROCAE.

**UPDATE DEC 2008:** Following the consultation in 2008, a Summary of Responses and a Synopsis of Comments Received were published on the CAA Website in December 2008. These outline the proposed way forward, which was submitted, to the CAA Board on 17 December 2008.

The proposed next steps, which are based on the consultation proposals, were agreed and the CAA will now progress the submission of the necessary legislative proposals to the Department for Transport during 2009.

The CAA has continued to promote transponder development and it is noted that there is some reaction within the industry to develop transponders appropriate to the lighter end of the market. As commercial interest continues to grow in response to the changing regulatory and market environment, it is likely that industry will succeed in developing products compliant with existing international standards.

**STATUS – ACCEPTED – CLOSED**