

2006

015/06 **08 Feb 06 involving an Embraer 145 and a Tornado F3** **Risk C**

RECOMMENDATION: The CAA should re-emphasise to pilots who fly in uncontrolled airspace in the UK and to UK-based civil controllers that it is essential for the pilot and controller to agree the type of ATC service that is to be provided. The respective responsibilities of pilots and controllers in such circumstances should be reiterated.

ACTION: The CAA accepts this Recommendation. On 4 September 2006, the CAA issued AT SIN 90, which addresses this Recommendation from the perspective of air traffic controllers. In addition, AIC 119/2006 (Pink 107) "Radar Service Outside Controlled Airspace" was issued on 9 November 2006 which addresses this Recommendation from the perspective of pilots.

STATUS – ACCEPTED - CLOSED

078/06 **15 Jun 06 involving a Saab SF340 and a Tornado F3** **Risk C**

RECOMMENDATION: The CAA and MoD should further develop procedures to ensure that during notified UK air exercises integration of exercise traffic and passenger-carrying aircraft is improved.

ACTION: The CAA accepts this Recommendation. The pertinent procedures have been further developed to ensure that, during notified UK air exercises, integration of exercise traffic and passenger-carrying aircraft is improved. Specifically, specialist advice to military exercise planners has been increased and CAA now provides a Liaison Officer at Norwich, in addition to Newcastle, when required.

The MOD accepts this Recommendation. Although failure of exercise planning was not cited as a contributing factor in this Airprox it is nevertheless an on-going concern within UK airspace. This concern is reflected by the fact that the issue is captured within the Airspace and Safety Initiative and this important area of work will be overseen and progressed by that process.

STATUS – ACCEPTED – CLOSED

136/06 **22 Aug 06 involving a PA38 and a C172** **Risk C**

RECOMMENDATION: The CAA should review the procedures applicable to flight in the Manchester Special Low Level Route in the light of this Airprox.

ACTION: The CAA accepts this Recommendation. The CAA will undertake a review of the airspace and associated procedures applicable to the Manchester Special Low Level Route. It is anticipated that the review will be complete by the end of July 2007, which will be followed by the implementation of any recommended changes.

UPDATE AT JUN 2007: Work continues with a target completion date of end of July 2007.

UPDATE AT DEC 2007: Changes to the Manchester Special Low Level Route procedures have been incorporated into an airspace change proposal (ACP) currently

being developed by NATS/Manchester ATC that includes changes to the Manchester CTR. However, as an interim measure, NATS Manchester have agreed to review and revise Low Level Route related Visual Reference Points (VRPs) in advance of the ACP. The purpose of the revised VRPs is to enhance visual referencing in relation to the adjacent portions of the Manchester and Liverpool CTRs. In addition, Manchester ATC have been tasked to ensure that Liverpool ATC is fully aware of LL Route procedures from an ATC perspective in order to ensure common and consistent service provision in the area.

STATUS – ACCEPTED – CLOSED

143/06 17 Sept 06 involving a Tornado formation and a PA28 Risk B

RECOMMENDATION: The MOD and CAA should jointly review the arrangements, safety provisions and notification procedures for formation flights in Class G airspace such as these, so as to minimise the risk of a conflict arising between formations of ac and non-participating flights.

ACTION: The MOD and CAA accept this Recommendation. Working with appropriate military personnel, the CAA has completed a review of the arrangements, safety provisions and notification procedures for such formation flights in Class G airspace. The CAA's conclusion, supported by MOD, is that whilst the system overall is robust and does not require change, the following detailed amendments are appropriate:

- the Airspace Co-ordination Notice wording related to weather minima is to be removed;
- the route that small formations of aircraft follow for over-flight of London has been modified to remain outside the Stapleford ATZ; and
- flights of multi-element formations will continue to follow the previous route but will be afforded the additional protection of a Restricted Area (Temporary) (RA (T)).

STATUS – ACCEPTED – CLOSED