

**044/08            16 Apr 08 involving an ATR72 and an EMB195    Risk C**

**RECOMMENDATION:** In the light of this Airprox, the CAA should initiate a review of the currently promulgated London Gatwick SIDs in relation to NPRs to ensure clarity.

**ACTION:** The CAA accepts this Safety Recommendation. The CAA's Directorate of Airspace Policy has reviewed the relevant UK AIP pages and a small discrepancy between the turn point described in the NPR (I-GG 3.5NM) and that specified in the SID (I-GG DME 3NM) has been detected. This discrepancy will be corrected. Additionally, the CAA intends to clarify the diagram for the London Gatwick Southampton SID as it appears in the UK AIP. These revisions are being targeted for AIRAC 5/2009 which will come into effect on 7th May 2009.

**UPDATE JUN 2009:** These revisions were not included in AIRAC 5/2009. It is now planned to include the revisions in AIRAC 10/2009 which is due to come into effect on 24th September 2009.

**23 March 2011 Update:** The CAA's Directorate of Airspace Policy has reviewed the relevant UK AIP pages. A minor discrepancy between the turn point described in the Noise Preferential Route and that specified in the SID has been detected and will be corrected. Additionally, the CAA intends to clarify the diagram for the London Gatwick Southampton SID as it appears in the UK AIP. There are ongoing discussions between the CAA and the air traffic service provider regarding these amendments, however it is anticipated that the revisions will be included in AIRAC 7/2011 (effective 30 June 2011).

**27 Jun 2012 Update** A number of textual refinements were agreed with the air traffic service provider and incorporated into the procedure chart. These feature in the current iteration (AD2-EGKK-6-6 dated 17 Nov 11).

**STATUS – COMPLETED-CLOSED**

**100/08            22 Jul 2008 involving a B412 Griffin and a Fokker 50    Risk C**

**RECOMMENDATION:** In concert with the MoD, the CAA should, for the benefit of controllers and pilots alike, review references to the term 'clearance limit' in MATS Pt 1; CAP413 and the applicable JSPs to ensure consistency both of meaning and usage of this RT phraseology.

**INITIAL ACTION:** The CAA accepts this Safety Recommendation. Supplementary Instruction (SI) 2009/003 was issued on 24 March 2009 advising that "where a controller requires a VFR aircraft operating in Class D airspace to hold at a specific point pending further clearance this is to be explicitly stated to the pilot". The phraseology is to include the instruction "hold at (specific point)". This requirement will be reflected in the next amendment to Manual of Air Traffic Services (MATS) Pt 1 which will be published on 18 June 2009, and effective from 2 July 2009. Relevant sections of CAP 413 (Radiotelephony Manual) will be expanded to clarify the phraseology to be used and will appear in Edition 19, due for publication December 2009. The SI has also been copied separately to the MoD representative on the CAA Phraseology Working Group.

**FURTHER ACTION:** Relevant CAA and MOD documentation has been reviewed and adjusted as planned. CAP 413 (Radiotelephony Manual), is now the definitive, top-level, phraseology policy document for UK civil and military aviation provision. MATS (Part 1), CAP 413 and JSP552 have been updated as planned and SI 2009/003 has been withdrawn.

Therefore, a common approach to the procedure and phraseology to be used when it is necessary for VFR aircraft operating within Class D airspace to hold at a specific point or location is now in place.

**STATUS – ACCEPTED – CLOSED**

**148/08            15 Oct 2008 involving an Airbus A321 and a pair of Eurofighters    Risk C**

**RECOMMENDATION:** The MoD should conduct a thorough review of the recovery phase of the subject TLP to ensure that all lessons are identified and acted upon so that the risk of such circumstances occurring again is significantly reduced.

**ACTION:** The MoD accepts this Safety Recommendation. A review of the recovery phase of the subject TLP has been initiated. To ensure a timely and comprehensive response, Air Command (Air Traffic Control) has been asked to co-ordinate action. MoD will advise the outcome of the review in due course.

**UPDATE FEB 2010 Overtaken by events; the TLP base was moved from Belgium to Spain in 2009. However, the review will have relevance to exercises other than TLP**

**STATUS – ACCEPTED – CLOSED**