

## **FORMAL SAFETY RECOMMENDATIONS 2010**

**2010004/005          DH3 UAV v AH64 and DH3 v Sea King 12 Feb 2010**

### **Recommendation**

The MoD is recommended to ensure that FACs are instructed in Airprox reporting and investigation procedures.

### **Action**

Air Cmd JALO has been tasked to ensure that the syllabus at the Joint FAC Standards and Evaluation Unit (JFACSEU), the organisation that oversees and regulates all UK FAC training and practises, includes a module describing the Airprox reporting and investigation procedures.

### **Status**

Closed

**2010014          S92A v Tornado    9 Mar 2010**

### **Recommendations**

1. The MoD is recommended to amend the Low Flying Handbook to provide more comprehensive guidance on SAR training flights.
2. The Maritime Coastguard Agency considers using existing CANP procedures to notify military crews about Coastguard training flights.

### **Action**

A meeting of relevant civilian and military representatives was held on 20 May 2011. The outcome was agreement to conduct a trial of "SAR boxes" with nominated RT frequencies to be used for SAR training. The trial is due to conclude on 13 Dec 2011. There will be a publicity campaign to ensure that all crews are familiar with the trial.

### **Status**

Closed

**2010018          B737 v F15E            5 Mar 2010**

### **Recommendations**

The CAA and MoD are recommended to:

1. Remind pilots to comply with standard phraseology in order to minimise the possibility of misleading controllers about TCAS contacts and reactions.
2. Remind controllers to seek clarification whenever a received transmission is ambiguous.



**Recommendation:**

It is recommended that RAF Valley reviews its procedures for co-ordinating helicopter movements underneath fixed-wing circuit traffic.

**Action:**

HQ Air Cmd

**Status:**

Open

**2010153 TUCANO v 2 HAWKS – 7 OCT 2010****Recommendation:**

It is recommended that RAF Linton-on-Ouse reviews the SOP requiring visiting ac to squawk standby when transferring to TWR'.

**Action:**

HQ Air Cmd

**Response**

Further analysis, subsequent to the UKAB deliberation, has determined that there was not in fact a formal SOP at RAF Linton-on-Ouse for visiting aircraft to squawk standby when entering the visual circuit. At the time of the Airprox the lead pilot advised the Director that he was transferring to Tower and squawking standby - the controller did not pick up on this, so did not issue an instruction to the pilot to continue squawking. RAF Linton-on-Ouse controllers have been rebriefed to instruct visiting aircraft to squawk the discrete visual circuit squawk (4506) used at Linton-on-Ouse when transferring to the TWR frequency in accordance with the Unit's Flying Order Book.

**Status**

Closed