

FORMAL SAFETY RECOMMENDATIONS 2012

Airprox 2012002 C150 v Model ac 8 Jan 2012

Recommendation:

The North Weald Aerodrome Operator is recommended to update the Aerodrome Operating Manual and ensure the relevant Flight Guides reflect the update.

Action: North Weald aerodrome operator/manager

Update:

1. The North Weald Aerodrome manual has been reviewed and updated so that it more accurately reflects the model flying club's operations.
2. Relevant Flight Guides ie Pooleys have also been updated to reflect these updates.
3. Ground markers to be placed on the aerodrome to demarcate the model flying club's area of operations.
4. The distance between the model flying area and the edge of the runway 02/20 has been increased from 78m to 100m.

Status: **CLOSED**

Airprox 2012020 A340 v A321 25 Feb 2012

Recommendation:

The CAA is recommended to review the 5-letter name-code designators in this area to avoid potential confusion between BASET, BADSI and BAKUR.

Action: CAA/DAP

Update: The CAA provides NATS with a list of available 5-LetterName Codes (5LNCs) from the ICARD database. NATS review the list and can reject codes that may cause difficulty. As a stakeholder, it is for NATS to change the 5LNC if required. DAP requested NATS to investigate whether there was a history of incidents associated with BADSI and BASET reporting points; the only incident is Airprox 2012020. Nevertheless, as a result of their own internal analysis of the incident NATS have initiated a change to the 5LNC in this area.

Status: **CLOSED**

AIRPROX 2012060 KC-135R v TYPHOON T Mk3 27 APR 2012

Recommendation:

- i. The MoD reviews the SSR requirements for stream formations.

ii. The CAA should arrange, under the auspices of the ASI, a workshop of ATC stakeholders to review the arrangements and ATC provision for Northolt 'C' arrivals via BARKWAY.

Action: i. MoD – MAA Capt Bowker RN
ii. CAA – Colin Gill

Update:

i. The current rules for formation flights in receipt of an ATS are laid down in Chapter 11 of the Military Manual of Air Traffic Management (MMATM). It was determined that to balance the effect on flying/controlling operations with providing greater visibility of aircraft that are squawking, the following amendments (**in bold**) will be made to the existing MMATM guidance and invoked forthwith:

MMATM Chap 11, para 43a:

*The formation elements are contained within 1 nm laterally and longitudinally, and at the same level or altitude. Within Class F and G airspace only, at the controller's discretion, these limitations may be increased to 3 nm and/or up to 1000 ft vertically. **Controllers are to consider the impact on other airspace users when exercising their discretion to allow formations to increase the prescribed limitations and, when the situation demands, should ensure all elements of the formation are squawking Mode 3A & C or S.***

MMATM Chap 11, para 45

*The lead aircraft **should** squawk Mode 3A and C. If the stream extends for 3nm or more, the last aircraft **should** also squawk. For longer streams, intermediate aircraft **should** squawk as appropriate. **Controllers are to consider the impact on other airspace users when ac are operating in stream formations and, when the situation demands, should ensure all elements of the formation are squawking Mode 3A & C or S, even if within 3 nm/1000ft of the lead aircraft.***

ii. Workshop completed action in hand to enhance ATS to inbound traffic with ATS provisioned thru Lakenheath.

Status: Closed

AIRPROX 2012067 EC155 v CHINOOK 21 MAY 2012

Recommendation:

The EC155 operating company is recommended to review its procedures

Action: EC155 Operator Company

Update: The Operator has confirmed its intention to revise its risk assessment procedure to consider the possibility and consequences of poor communications with ATC on the ground. Also to revise its SOPs to emphasise the need to make radio contact or telephone ATC in controlled airspace at all times of day or night before starting the aircraft.

Status: Closed

AIRPROX 2012096 EC135 v YAK50 FORMATION 7 JUL 2012

Recommendations:

1. The Silverstone operator is recommended to review the AIC, in concert with CAA AUS, to provide additional guidance to pilots flying in the vicinity of the RA (T) and to review the briefing requirements for display crews.
2. The YAK50 formation display team is recommended to review its operating procedures.

Action: i. Silverstone Heliport Manager & CAA (Hd of ORA & AUS)
ii. CFI Aerostars Aerobatic Team

Update:

Status: Open

AIRPROX 2012144 HAWK T2 v TORNADO GR4 13 SEP 2012

Recommendation:

HQ Air Cmd is recommended to expedite measures to improve situational awareness and deconfliction planning in order to mitigate the risk of collisions in the LFS.

Action: DCOM Ops HQ Air Cmd

Update: Recommendation Accepted. The MoD is progressing with plans for a Defence Aviation Collision Avoidance System (DACAS), which aims to address the concerns highlighted by this particular incident. Responsibility for DACAS has recently been transferred to HQ Air Cmd where it will receive continued support. Such technology-based solutions are complex and take time to develop; therefore, an interim system, Centralised Aviation Data Service (CADS), is currently being trialled and is a development of the system currently in use by Joint Helicopter Command for night-time deconfliction. Once in service, it is anticipated that CADS/DACAS will allow users of the LFS to enter their routes and be notified of potential conflicts resulting from other aircraft utilising the LFS. With an increased awareness of sorties that are geographically similar, it is anticipated that pre-flight coordination and deconfliction will be more effectively facilitated, or at the very least, lookout focussed towards areas of potential conflict.

It must be recognised that the effectiveness of such pre-flight systems is dependent on active participation, and is limited by the degree to which planned routes are adhered to both in geography and time; therefore, it will not be a panacea. Perhaps more effective will be the increased use of Airborne Collision Avoidance Systems by RAF aircraft, particularly following the authority granted to embody a Collision Warning System on Tornado GR4. This should have the added benefit of increasing crews' awareness of transponding non-military users of the LFS airspace.

HQ Air Cmd has also re-examined the use of the LFS UHF Common Frequency. Valley Hawks are limited by their radio fit, and as a result, formations of Hawk T1s are unable to monitor the UHF Common Frequency. A note has been added to the UK Low Flying Handbook to that effect and provides users with the VHF frequency used by the Valley

Hawks. In this event, had the Tornado crew been monitoring this VHF frequency, their awareness of the Hawks' position may have been improved.

In summary, DCOM Ops HQ Air Cmd intends to take a particular interest in the progress of CADS and DACAS and will attempt to expedite progress where the tightly regulated procurement process allows.

Status: Closed

AIRPROX 2012156 ATR42 v AW109

6 OCT 2012

Recommendation:

The CAA is recommended to review the regulations, processes and approvals encompassing the provision and use of ATSS employing SSR-only during periods of temporary loss of primary radar.

Action: CAA

Update: The CAA accepts this recommendation and anticipates completing this work by the end of summer 2013. However, the CAA feels that there are other factors which may have contributed to the root cause of the incident. Therefore the CAA will, as a matter of priority, conduct further work to establish the total system causal factors and chain of events, so that potential actions can be identified and considered. This will be initiated in April 2013 and will result in a report to GDSR in May 2013 identifying the causal factors with mitigation options.

Status: Open

AIRPROX 2012164 AW139 v C150

15 Nov 2012

Recommendation: The current RDP design for the Anglia Radar sector highlights the coastline in white, which is the same colour as radar tracks. NATS Ltd is recommended to amend the RDP to provide greater clarity between radar tracks and map features.

Action: NATS

Update: Following further investigation, NATS Ltd report that the media used for the AIRPROX investigation shows the radar map and the ac returns to be coloured white; this is not the case with radar display that the controller actually sees. The coastline, as displayed to the controller, is shown in beige but there is also a cyan coloured line along this section of the coast which denotes the boundary of the Anglia Offshore Safety Area (OSA); this combination of colours created the impression of white on the media used for the Board. NATS Ltd have concluded that the removal of the cyan line from the coastal boundary (whilst retaining it in the offshore areas) would not reduce the ATCOs' knowledge of the extent of the OSA, and may increase the possibility of the ATCO identifying a slow moving aircraft following the coastline. Consequently, NATS Ltd have accepted the recommendation and will take appropriate action to amend the way the maps on the radar displays.

Action expected to be complete by end Jul 13

Status: Open