

UKAB 2015 SAFETY RECOMMENDATIONS

Accepted Recommendations

Airprox	Recommendation	Comments
2015028	HQ Air Cmd and the CAA review the effectiveness of the promulgation of the ongoing VHF Low-Level Common frequency trial to the civil aviation community.	The RAF Safety Centre has widely promulgated the LL VHF common frequency trial to both military users and to its civil contacts. However, it appears that that the civil aviation community is not as well informed of this trial as we had hoped. DCom Ops is in the process of writing to Mr Mark Swan at the CAA to reinvigorate the civil processes for publicising this trial; Safety Centre staff stands by to assist in the provision of briefing materials and leaflets if required. The CAA endorsed the extension of the frequency trial and assisted the RAF in setting up a Survey Monkey feedback survey. The CAA also publicised the trial on the 'Flyer' magazine website.
2015049	The CAA liaise with NPCC to clarify Police response to ATC reports of Airprox involving Drones.	Liaison is in place with the CAA and NPCC and a guidance document for police officers outlining actions to be taken on receipt of a drone report has been issued to all police governors, this also includes a prioritisation list for the police deployment of resources. This will be monitored and updated as necessary. Of note, the same person has the police lead for laser attacks, therefore safety relevance is understood.
2015055	The CAA and NATS plc review the process of the introduction of the Southend CTR.	The CAA undertook a review of correspondence and meeting notes between sponsor and stakeholders which determined that information pertaining to the change had perhaps not been disseminated as widely as could be expected inside the stakeholder's organisation. Therefore, the CAA appended the Airspace Change Process to include a requirement for case officers to prompt a check of the preparedness of critical stakeholders. NATS also undertook an internal review of the implementation of the Southend Airspace Change; a number of improvements were identified, tracked and have subsequently been absorbed into the change process. Nevertheless, it was determined that all affected controllers had been briefed appropriately to be able to discharge their duties, and any controller who did not feel suitably prepared was afforded the opportunity to seek and obtain additional advice or support. More importantly, and with the support of the CAA, NATS is reviewing its process for assessing controllers preparedness for operational duties following change or an extended absence from operational duty (as this was considered to be a contributory causal factor to the occurrence).

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2015057	The BHPA consider measures to educate para-motor pilots on best practice for crossing airfield approach lanes.	BHPA agreed to consider an article for their SkyWings magazine.
2015072	Marham and Lakenheath review their coordination procedures with regard to simultaneous aircraft recovery and departure.	RAF Marham engaged with Lakenheath in order to update the working practices between the two units. A new LoA was approved by USAFE legal advisors and was signed by both units on 22 Feb 2016.
2015093	<p>1. HQ Air considers the value of having a Supervisor in both the VCR and the ACR.</p> <p>2. HQ Air reviews the use of using both runways simultaneously [at Boscombe Down] with inexperienced pilots.</p>	<p>A SQEP panel was convened to conduct a review into Supervisory requirements in both ACR and VCR environs; it concluded that current policy, regulations and guidance allow Unit commanders the flexibility to determine the appropriate level of supervision required. Consequently, a number of Unit Commanders have introduced additional levels of management support within the VCR during periods of high intensity workloads.</p> <p>Boscombe Down has now amended its procedure to allow only one solo student (Tutor pilot) in the circuit at any one time; 'warn-out' procedures now also require the pilot to annotate whether he/she is restricted to operations from the main runway only. The Duty Instructor is also required to monitor frequencies and become an additional look-out.</p>
2015170	Oxford reviews their VFR/IFR procedures with regard to traffic deconfliction.	Oxford are consulting with flying clubs to implement a departure RP. LoA received from Oxford to endeavour to resolve the recommendation through a change in procedures.

Partially Accepted Recommendations

Airprox	Recommendation	Comments
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Nil

Rejected Recommendations

Airprox	Recommendation	Comments
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Nil

Recommendations Remaining Unresolved

Airprox	Recommendation	Comments
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2015085	1. Gloucester review suitability of O/H join with mixed IFR and VFR traffic.	Acknowledgment received from Gloucester who are undertaking a comprehensive review of all procedures and will report back when complete. Formal response still awaited; see also 2015090.
	2. CAA considers providing additional advice with regard to O/H joins.	Initial response from CAA is that they do not consider that additional advice is required. Awaiting further review following further justification for the recommendation by UKAB Secretariat.
2015090	Gloucester considers reviewing their mixed runway procedures.	Acknowledgment received from Gloucester who are undertaking a comprehensive review of all procedures and will report back when complete. Formal response still awaited; see also 2015085.