

## UKAB 2022 SAFETY RECOMMENDATIONS

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Airprox	Recommendation	Comments		
2022024	The CAA and MAA jointly consider a coherent means by which non-recreational drone activity can be promulgated by drone operators and an associated method through which this information can be made available to other air users operating in either the UK Military Low Flying System or with a CAA permission to operate outside the provisions of ORS4 No.1496.	Both the CAA and the MAA acknowledge that the NOTAM system can be used to highlight unusual activity (such as non-routine UAS operations above 400ft agl) but that this system is not suitable for notification of routine UAS operations at or below 400ft agl. It is also acknowledged that there are several disconnected applications that are currently used by the RPAS industry but that their use is not mandated. Their disconnected nature would make reliance on their use impractical for crewed aviation as this would not provide a common picture. The CAA and MAA undertake to work in the existing joint working groups to consider how non-recreational drone activity can be integrated with, and communicated to, manned aircraft activity (military and civilian) below 500ft agl such that crews may plan to avoid them in a timely manner.		
2022030	The CAA facilitates the production of a consolidated data file, in a suitable electronic format, which permits the display of published Instrument Approach Procedures for aerodromes in Classes E, F and G airspace on moving map devices.	The CAA is working in collaboration with the UK AIS to deliver all digital datasets required by UK legislation (UK Reg (EU) 2017/373) and specified in ICAO Annex 15. This also includes Instrument Flight Procedure (IFP) datasets provided in AIXM data exchange format. In addition to the specified ICAO derived digital datasets, the CAA created a list of additional UK-specific datasets which the UK AIS has also been requested to deliver as part of the same implementation process. One of those additional datasets, an ICAO IFP Approach Chart Data Subset, to be provided as a separate subset (2D or 3D KML output), or part of a wider AIP Google Earth Data Subset, will directly address the UKAB Recommendation. The target date for all IFP-related tasks in this dataset workstream is for completion by the end of 2024, which takes into account the time necessary to develop the required enhancements in digital data exchange format and to review the associated costs to ensure that the necessary funding is in place.		
2022084	That JHC, HQAC, RNHQ and the CAA refresh publicity regarding the hazard associated with rotor downwash on low-mass air vehicles.	JHC: The February 2023 edition of JHC Air Safety Digest includes publication of an article on helicopter wake turbulence and downwash, an extract of Airprox 2022084, an extract of Chinook DASOR 22\10331 (now Airprox 2023246) and a link to 'Air Clues' Edition 15 with the article "Hang Glider Awareness and Avoidance'.		

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		<p>HQAC: RAF Air Clues Issue 40 includes publication of an article by the Chairman of the Yorkshire Dales Hang Gliding and Paragliding Club, highlighting the hazards to hang-gliders and paragliders created by helicopter downwash and wake turbulence.</p> <p>RNHQ: An article was published in the November 2022 BriefScan RN Flight Safety Bulletin highlighting Airprox 2022084 and the vulnerability of paragliders to helicopter wake/downwash. Additionally, the issue is to be highlighted in the spring edition of Cockpit magazine.</p> <p>CAA: The CAA will undertake the following actions: Publish a modernised CAA Safety Sense Leaflet No.17, Helicopter Airmanship, by August 2023, making more prominent and impactful its existing content reminding pilots of the effects of rotor downwash on other aircraft, particularly lighter aircraft such as hang-gliders and paragliders; Recommend that the British Hang-gliding and Paragliding Association (BHPA) include in their pilot training awareness of the dangers of hang-gliding, self-propelled hang-gliding, paragliding and paramotor operations near helicopters.</p>		
2022086	Blackbushe aerodrome reviews published circuit occupancy limitations to ensure that traffic complexity levels are appropriate for solo student pilot operations.	A full review of options to reduce circuit capacity and integration of dissimilar types has been undertaken. The outcome of the review has been to limit circuit numbers to a maximum of 3 fixed-wing on circuit detail, plus one aircraft departing and one aircraft returning, providing for a maximum of 5 fixed-wing at a time, together with limits on solo-student flying and limits on rotary aircraft.		
2022133	In the near-term, the CAA engages in a robust communication campaign to inform paramotor pilots of where and when they can operate.	The CAA will work with the British Hang-gliding and Paragliding Association to update and revise their Paramotor Code document which they last jointly published in June 2019, and then actively promote this document on the CAA website and Skywise mailouts. The aim for completion of this work is by the end of April 2023.		
	In the medium-to-long-term, the CAA considers how best to integrate paramotor activity into UK Airspace as part of the Airspace Modernisation Strategy.	The CAA will convene discussions by June 2023 with the paramotoring community experts along with CAA focal points in General Aviation and the Airspace Modernisation Strategy to explore possible measures to better integrate unregulated Self-Propelled Hang Glider operations into UK airspace. The aim is to develop recommendations for action by the end of September 2023.		
2022134	The CAA, in consultation with the MAA through an appropriate forum (such as the JANSC), considers a means by which existing facilities are utilised to provide a LARS in areas that are	The CAA accepts the UKAB Safety Recommendation associated with Airprox 2022134 for the JANSC to consider a means by which existing facilities are utilised to provide a LARS in areas that are currently not included in existing UK LARS provision. The outcome of the discussion was that the JANSC determined that consideration of how		

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	currently not included in existing UK LARS provision, prior to the implementation of the Airspace Modernisation Strategy.	existing facilities are utilised to provide a LARS was best considered as part of the LARS review scheduled for 2024. The UKAB recommendation will therefore be included within the scope of the LARS 2024 report.		
2022152	Cotswold Airport reviews published procedures and considers creation of circuit occupancy limitations to ensure that traffic complexity levels are appropriate.	We have considered the board's recommendations, and a general review of circuit occupancy has been undertaken outside of this particular incident. We now manage circuit traffic at the PPR stage when pilots telephone to book in and we can space their arrival times accordingly. This has the effect of not having too many arrivals at the most popular times and indeed, on several occasions recently we have not accepted any visiting aircraft. These two things have really helped us on the "sunshine" days in managing the circuit appropriately for the safety of all users and we have concluded that this is best way of managing the circuit pattern.		
2022165	The CAA considers reviewing the extant guidance to flight instructors for conducting exercises on quiet frequencies and include a recommendation that the flight be conducted in receipt of an appropriate level of ATS.	(i) The CAA is reviewing the extant guidance of Standards Doc 10 (A) and (H) ensuring that this recommendation is included in the amendment.  (ii) The CAA is committed to conduct the whole review of this document to ensure that all guidance for Instructors is up to date, fit for purpose and appropriate.		
2022173	Aston Down and Cotswold Airport work together to establish a mechanism to facilitate the notification of Aston Down's activity to pilots operating to, or from, Cotswold Airport.	Kemble can be a busy place and all R/T communication is conducted over a single VHF aeronautical frequency, where the aim is focused on clear, concise, and relevant advice and information delivery to all participating pilots in receipt of a Basic Service, on a transit, or traffic within the circuit as well as joining and departing. Consideration has been given to expanding the use of phraseology to utilise a more general R/T transmission that would effectively act as an ATIS message for Aston Down, however based on recorded incidents and occurrences this would be a disproportionate solution and would result in irrelevant information being passed to most pilots. On review, the existing procedures provide proportionate mitigation to Aston Down while maintaining the overall requirement to provide an effective FIS for Kemble.		
2022176	Lakenheath ATSU reviews its employment of STCA in support of UK FIS with regard to the potential for controller desensitisation.	Provision of Traffic Information under a Basic Service was reviewed with all of the air traffic controller leadership and training team to ensure that there were no ill-equipped or ill-informed controllers. Requirements and responsibilities were briefed and trained on extensively with not only the controllers involved, but all controllers. Additionally, due to the unique nature of the mission in support of two high-traffic airports handling over 60 fighter and 20 tanker/cargo operations daily, as well as a		

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		<p>significant amount of civilian aviation traffic, it is imperative to maintain usage of STCA as a situational awareness and safety tool for all air traffic operations.</p> <p>Lakenheath RAPCON takes any safety incident seriously and this Airprox was handled internally with the utmost scrutiny on controller practices and air traffic control processes. Monitoring, evaluation and adjustment of processes will continue to ensure that a high level of flight safety is maintained.</p>		
2022233	The Cranfield aerodrome operator considers a means by which controller SA of traffic utilising airspace surrounding the Cranfield ATZ can be improved.	Cranfield is in the process of having an ADS-B system approved with a view to ATCOs utilising it for situational awareness in both the tower and approach positions and has commenced a project to install radar, with the application for planning permission already with the local authority.		
	Cranfield-based training organisations review their risk assessments with respect to their local operations without a surveillance-based ATS.	<p>The Airtask fleet risk-register has been reviewed within the past 12 months, and mid-air collision in Class G airspace, and at Cranfield in particular, was identified as a top risk. In March 2023, company Safety Notice 01-23 was re-issued, which prohibits training and non-essential operations from Cranfield during the summer months, when GA traffic density is at its highest.</p> <p>When starting operations at Cranfield, a team from L3Harris investigated the risks faced at the new location. The lack of radar cover was one of the key issues raised by the instructors. It was decided to enhance visibility to, and of, other traffic by adding FLARM detection along with ADS-B in/and out to the entire fleet. The solution included an iPad for each instructor along with Bluetooth audio integration to enable traffic alerts to be given via audio alerts. The result of this is that the instructors feel that they are able to operate at a good level of safety in the local area.</p> <p>The National Flying Laboratory Centre (NFLC) Operations Manuals, Standard Operating Procedures, and risk assessments have been reviewed as advised. It was found that the current practices are suitable for the flying operations being carried out. In particular, safety is enhanced through the use of PowerFLARM at all times in the operating area. The Declared Training Organisation (DTO) manual is reviewed and revised on an annual basis to capture any changes to operating procedures.</p>		
2022241	Gloucestershire Airport considers applying for an SSR transponder conspicuity code.	The Supplementary Instruction to the MATS Part 2 (SI04/2023 effective 5 Oct 23) details the introduction of conspicuity squawks for aircraft that are carrying out instrument approaches at (or are in contact with) Gloucestershire Airport.		

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2022250	The CAA includes a means on VFR charts to highlight the military airfields that operate Instrument Approach Procedures outside controlled airspace, and that pilots are strongly recommended to contact the ATSU before flying within 10NM.	<p>At present, VFR charts in the UK can be considered cluttered with too much information provided in certain areas making it overwhelming for its users. It is therefore important to be mindful of the potential of chart clutter and subsequent impact to flight safety.</p> <p>The CAA is already engaged in a project with UK AIS to review and deliver a new charting specification for UK VFR charts. The new charting specification aims to improve the 1:500k and 1:250k charts and provide information to satisfy the requirements of visual air navigation for low speed, short or medium range operations at low and intermediate altitudes.</p> <p>The CAA will incorporate this recommendation into the scope of this project. This project will include consultation and engagement activities with aviation users, review of the criteria for data items, review of how information is displayed (symbolology, font, size, colour etc...) and review the product for overall chart clutter. The output of this project will determine if and how the recommendation can be implemented.</p>		
2022274	Gloucestershire aerodrome operator reviews and clarifies the published standard helicopter departure.	<p>The following procedure encapsulates the requirements and lessons learnt from the Airprox whilst still allowing pilots the freedom to operate safely knowing they can deviate from the procedure so long as they keep ATC informed:</p> <p>Standard Helicopter Departure North: Lift and remain clear of fixed-wing active runways. After lifting, depart the ATZ promptly tracking directly to the north not above height 750ft (subject to runway crossing clearance if required and remaining clear of fixed wing final approach and</p>		

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		<p>climb out). Please note that fixed wing circuits may be active. Any requirements to deviate from this Standard Departure must be advised to ATC.</p> <p>For clarity (for ATCOs and other pilots):                      Helicopter pilots communicating with Gloster Air Traffic Control should prefix each transmission of their callsign with the word "Helicopter" e.g. "Helicopter G-AB (or Helicopter AB) downwind".</p>		