

UKAB 2021 SAFETY RECOMMENDATIONS

ACCEPTED		PARTIALLY ACCEPTED	REJECTED	OPEN
Airprox	Recommendation	Comments		
2021057	The Drone and Model Aircraft Code, Point 3 currently states 'Always look and listen out for other aircraft that may be flying below 120m (400ft), such as air ambulances and police helicopters.' The CAA should consider adding 'military low-flying aircraft' to this paragraph.	The CAA has modified the Drone Code accordingly.		
2021121	That the MAA and CAA review conflicting Rules of the Air regulations with respect to formations of aircraft; specifically, Avoidance of Collisions within MAA RA2307 paragraph 9 and (UK) SERA.3210 Right-of-way.	<p>The CAA accepts this safety recommendation from the UK Airprox Board (UKAB), and we note the Board's conclusion that "each pilot was expecting the other to give way because each was operating to a different, and incompatible, regulation."</p> <p>The CAA considers that common, internationally harmonised, Rules of the Air are an essential foundation for the maintenance of aviation safety. It is important to note that the provision within the Standardised European Rules of the Air (SERA) highlighted by the UKAB originates from ICAO Annex 2 'Rules of the Air', and maintains the long-standing UK position on rights-of-way that existed prior to the implementation of SERA. Moreover, the CAA agrees with the Board's analysis that SERA.3210(b) does not infer that single aircraft should give way to formations of aircraft.</p> <p>The CAA has determined that it would be inappropriate to step away from our internationally harmonised position. We are considering the development of guidance material advising pilots to consider that formations of aircraft may be less manoeuvrable than single aircraft, when applying the right-of-way and determining how best to avert collision.</p>		
2021121	That the MAA and CAA review conflicting Rules of the Air regulations with respect to formations of aircraft; specifically, Avoidance of Collisions within MAA RA2307 paragraph 9 and (UK) SERA.3210 Right-of-way.	<p>The MAA appreciate that harmonization of SERA and RA 2307 may appear desirable, but the MAA view is that aircraft flying in formation are limited in their manoeuvrability due to the requirement for all aircraft to remain in close formation to maintain safe separation from the other aircraft in that formation.</p> <p>The MAA believes that the most appropriate resolution is to maintain SERA and RA 2307 as they are and to work with the CAA to develop guidance material for both civil and military aircrew. This guidance material should advise civil pilots to consider that formations of military aircraft may be less manoeuvrable than single aircraft, when applying the right-of-way; and to warn military pilots that civilian traffic might not give way to military formations so they should plan their deconfliction accordingly.</p>		

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2021156	The CAA considers highlighting the utility of monitoring relevant air communication frequencies to all drone operators, either through training syllabi or other appropriate media.	<p>Many GA users within uncontrolled airspace are unlikely to make use of VHF equipment to transmit position reports when not required; and that it is not reasonable to expect a recreational UAS operator to understand radio telephony phraseology without training, which in this instance would be disproportionate (in the Open category of operation) and may, in fact, distract them from the operation of the UAS, and obscure the sound of any approaching aircraft, thereby reducing their situational awareness.</p> <p>The CAA will recommend to providers of UAS flight control software to UAS Operators, that they incorporate other relevant hazards to UAS operators (such as microlight activity, glider sites, unlicensed airfields etc.) within their software; and</p> <p>The CAA will review open category training material, AMC and guidance material, and website information to ensure this is captured.</p> <p>The UKAB will consider the CAA's invitation to submit a recommendation to the Department for Transport in respect of the UKAB view on the right electronic conspicuity strategy for the UK in order to assist MAC avoidance within class G airspace.</p>		
2021202	The MAA re-examines the safety implications at military airfields of aircraft operating in the visual circuit on QFE.	<p>The MAA recognises that one aircraft operating on QFE and one aircraft operating on QNH was a factor in this Airprox. The use of QFE at military airfields has been the subject of multiple studies and reviews dating back to c1990, none of which have raised significant safety concerns regarding QFE operations. In addition, the MAA is not aware of any other instances where operating on QFE as opposed to QNH was a contributory factor. The MAA has therefore concluded that the barriers of Defence regulation and procedures make the use of QFE at military airfields acceptable.</p> <p>The UKAB notes that some military airfields currently operate solely on QNH under an MAA exemption, and that the use of QFE across Defence is the subject of continued MAA engagement across the Defence Air Environment.</p>		
2021248	The CAA reviews whether the Centralised Aviation Data Service (CADS) procedures, (Ref: UK IAIP ENR 1.10) generate the publication of sufficiently detailed information about operations below 500ft to enable other airspace users to accurately determine where the activity is taking place.	<p>The CAA has agreed that pipeline/powerline inspection operators should use CADS but is reluctant to change the conditions of the permission issued to these operators. However, the CAA has agreed, with the assistance of MAMC(LF), to: highlight the location of existing information within the IAIP to commercial operators and emphasise that the system should be used on all inspection flights, and; review training material and website information to ensure this is current and accessible, and; engage with the pipeline/powerline operators to remind them of the need to display dedicated secondary surveillance radar (SSR) code, 0036, when conducting pipeline/powerline operations.</p>		