

Follow-up Action on Occurrence Report

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ACCIDENT TO CESSNA F150L, G-BABB, NR SOUTHEND AIRPORT ON 19 JULY 2006

CAA FACTOR NUMBER : F25/2007
FACTOR PUBLICATION DATE : 10 August 2007
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2006/06377
AAIB REPORT : Bulletin 7/2007

SYNOPSIS

From AAIB Report:

The student, who was training at Southend Airport towards the issue of a Private Pilot's Licence, was on his second solo flight. Having established the aircraft on final approach, the student was instructed to go around so that a faster aircraft approaching to land behind his aircraft would not catch up with it. Both the controller's instruction and the student pilot's acknowledgement involved non-standard RTF phrases. In order to avoid any possibility of conflict between the two aircraft the student was then instructed to turn away from the final approach track. During this manoeuvre, the student flew level at low altitude and it is likely that the aircraft remained in the approach configuration with insufficient power applied to maintain flying speed. In level flight, the aircraft stalled at a height from which recovery was impossible and it struck the ground in a public park approximately 1nm from the airport. The student was fatally injured. Four safety recommendations were made.

FOLLOW UP ACTION

The four Safety Recommendations made by the AAIB following their investigation are reproduced below together with the CAA's responses.

Recommendation 2007-036

It is recommended that London Southend Airport includes information relating to the notification and handling of flights by inexperienced solo pilots in its Part 2 of the Manual of Air Traffic Services.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-037

The Civil Aviation Authority should amend MATS Part 1 so that, with the exception of issuing instructions to go-around, controllers should not issue instructions that would require an aircraft in the final stages of approaching to land to deviate from its expected flight path unless exceptional overriding safety considerations apply.

CAA Response

The CAA accepts this Recommendation and will amend MATS Part 1 to provide suitable instructions to controllers on this issue.

CAA Status - Open

Recommendation 2007-050

The Civil Aviation Authority should instigate the use of a suitable prefix, for use in civil radiotelephony, to signify a student pilot, flying solo.

CAA Response

The CAA accepts this Recommendation and will consider the introduction of suitable phraseology to enable a pilot to indicate his or her student status.

CAA Status - Open

Recommendation 2007-051

The Civil Aviation Authority should amend the Manual of Air Traffic Services Part 1 and the Radio Telephony Manual (CAP 413) to emphasise to controllers that pilots identifying themselves as students have limited ability, which must be taken into account when issuing instructions.

CAA Response

The CAA accepts this Recommendation. The CAA will develop and incorporate suitable amendments to the Manual of Air Traffic Services Part 1 to make it clear that pilots identifying themselves as students may have limited ability which should be taken into account by controllers when issuing instructions. CAP 413, Radiotelephony Manual, will be amended to inform pilots that by use of the prefix identifying a solo student pilot, controllers will be aware of the pilot's status and will take account of the student's limited ability when issuing instructions.

CAA Status - Open