

RESTRICTED – SERVICE INQUIRY

PART 1.5 – RECOMMENDATIONS

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| 1. In order to prevent recurrence, the Panel recommends that ACAS should: | |
| a. Determine if and how the flow of information made available to the general public about low flying operations could be improved. | Part 1.4 Para 13.b |
| b. Investigate the ramifications to the UK Low Flying System of placing permanent or temporary avoids around selected equestrian establishments. | Part 1.4 Para 13.c |
| 2. Whilst not directly related to the incident (the rider sustaining injuries), to improve air safety the Panel recommends that: | |
| a. DCinC Ops AIR Cmd should ensure that the procedures for endorsement and authorisation to fly OEC equipment fits is suitably robust in order to prevent aircraft flying with incorrect configurations and incorrect authorisation. | Part 1.4 Para 16.c |
| b. DCinC Ops AIR Cmd should conduct a review of the electronic tracking of currencies and qualifications for aircrew to confirm that it provides a suitable auditable trail in order to monitor crew proficiency. | Part 1.4 Para 19.c |
| c. AOC 1 Gp should review the requirement for Tornado pilots to complete a formal standards check every 24 months. If the requirement is valid, it should be suitably resourced and formally recorded as a red line entry in the front of the pilot's flying logbook. | Part 1.4 Para 19.d |
| d. The MAAIB should ensure that the Manual of Post Crash Management includes formal guidance on the procedures to be taken at flying stations following a non-accident air occurrence. | Part 1.4 Para 21.a |
| e. ACAS should review the procedures for notification of incidents and injuries to the HSE in accordance with MOD policy and JSP 375, Volume 2, Leaflet 14. | Part 1.4 Para 25.c |