

## Follow-up Action on Occurrence Report

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**ACCIDENT TO PIPER PA28-140, CHEROKEE, G-BRWO AT HUMBERSIDE AIRPORT, NORTH  
LINCOLNSHIRE ON 26 SEPTEMBER 2009**

**CAA FACTOR NUMBER** : F3/2010  
**FACTOR PUBLICATION DATE** : 26 August 2010  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 200910444  
**AAIB REPORT** : 7/2010

#### SYNOPSIS

(From AAIB Report)

The aircraft was making an approach to land on RW26. During the flare the aircraft rolled uncontrollably to the right and struck the ground. The aircraft came to rest inverted beside the runway close to the fire training facility. The most probable reason for the roll is that G-BRWO had flown through the wake vortex generated by a S76 helicopter which had landed immediately before it.

#### FOLLOW UP ACTION

The one Safety Recommendation made by the AAIB, following their investigations, is reproduced below, together with the CAA's Response.

#### Recommendation 2010-026

It is recommended that the Civil Aviation Authority review CAP 493, Section 1, Chapter 3 and AIC P64/2009 and provide clear advice regarding the potential hazards to fixed wing aircraft when following a helicopter in the same wake turbulence weight category.

#### CAA Response

The CAA accepts this Recommendation and has reviewed CAP 493 Section 1, Chapter 3 and AIC P64/2009. Amendments to the CAP are in preparation to amplify its guidance in relation to how air traffic services communicate and deal with wake vortex hazards. The AIC will be re-issued and will contain additional guidance and information concerning the avoidance of helicopter wake turbulence by other aircraft, particularly light aircraft. These amendments and the AIC re-issue are expected to be published by the end of October 2010.

In addition, Safety Sense Leaflet 15c, which provides wake vortex advice and information aimed at general aviation pilots, has also been reviewed. It will be amended so that the advice it contains is, to the maximum extent possible, harmonized with that in the CAP and AIC. The Safety Sense leaflet revision is expected to be complete and the leaflet re-published, by the end of October 2010.

**CAA Status - Open**