

## RAF Little Rissington Airspace Change Proposal Safety Assessment

1. This Safety Assessment (SA) has been conducted to demonstrate that 2 FTS (the Sponsor) have reviewed the essential safety criteria associated with the proposed airspace change and identified and implemented the necessary safety management procedures to ensure that operations at RAF Little Rissington and in adjacent airspace remains safe. A summary of this Safety Assessment is at Annex A.

### Adjacent Airspace

2. 621-637 Volunteer Gliding Squadrons (VGS) are located at RAF Little Rissington and conduct Air Cadet gliding as part of 2 FTS. The site is located 12 miles to the north west of RAF Brize Norton and lies within Class G airspace (Fig 1). RAF Little Rissington is afforded the status of a Glider Site (GS). The VGS use up to five winch launched sailplanes, with the top height of the winch launch being 2731ft AMSL, 2000ft AGL. The gliding activity primarily takes place on weekends and public holidays; however, 2 FTS also conduct mid-week courses for up to 5 weeks a year.

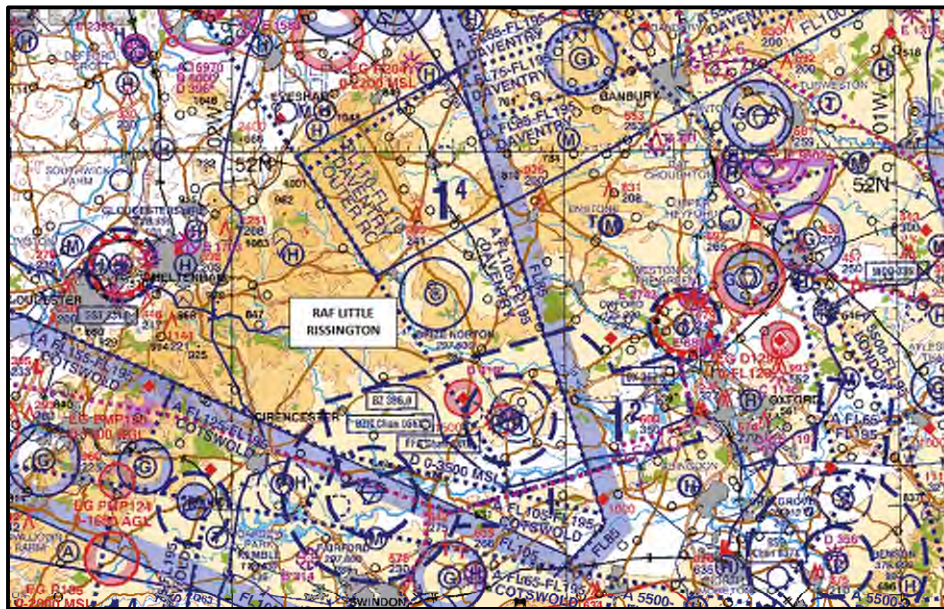


Figure 1 – RAF Little Rissington

3. RAF Little Rissington is located within Class G airspace and as such is afforded no protection from GA traffic operating in the vicinity. The airfield's location between Birmingham and Oxford effectively funnels aircraft transiting east/west/east, leading to a relatively high volume of Low-Level VFR traffic around RAF Little Rissington. Despite local agreements and procedures agreed between adjacent airfields and 2 FTS, there have been increasing incidents of GA encroaching into the VGS operating area and presenting a potential hazard to VGS operations.

4. The current risk identified is **Loss of Safe Separation Leading to Mid Air Collision (MAC)**. For 2 FTS, the Risk to Life for MAC is assessed and mitigated against two separate categories:

- a. **Away from the circuit.** This focusses on the RtL predominantly outside the circuit area, with the main barrier being lookout, enhanced with technical solutions: FLARM remains a 'go/no go' item; 2 FTS is investigating the use of Sky Echo, which could be carried into the Viking to provide a readout on Mode S radar.
- b. **Within the circuit. Glider Site Overflights** RAF Little Rissington is without any formal airspace (ie controlled or ATZ/RMZ) and is classed as a Gliding Site within Class G airspace, which is therefore afforded no protection from GA traffic. Incursions/Overflights by third parties are mitigated by Flying Supervision, lookout and SOPs. LOAs/liason with local airfields and the use of publicity information continues; and are further enhanced by supervision and local procedures.

Little Rissington DASOR Analysis

5. Data supplied by Airspace 4 All in support of CAA airspace safety activity identifies that the greatest risk of MAC to sailplanes are other sailplanes, which is true for the “Away from the circuit” incidents; however this tends not to be the case within the circuit at RAF Little Rissington.

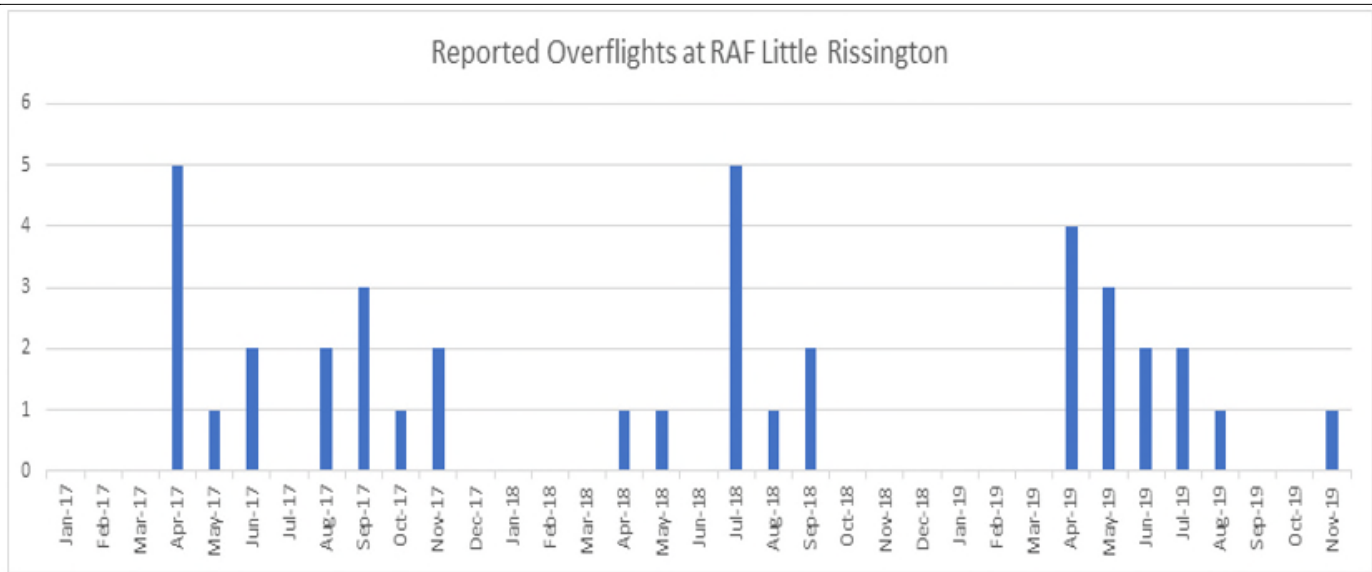


Fig 2 – Overflights at RAF Little Rissington

6. Since 2017 there have been 39 overflights at RAF Little Rissington (Fig 2) which resulted in DASORS, 2 of which were an Airprox. 38 of the overflights were below 2000ft AGL (the max height of the winch launch) and therefore fall into the “Within the circuit” category. The remaining DASOR which resulted in an Airprox, falls into the “Away from the circuit” category. The full narrative of the DASORS are at Annex B.

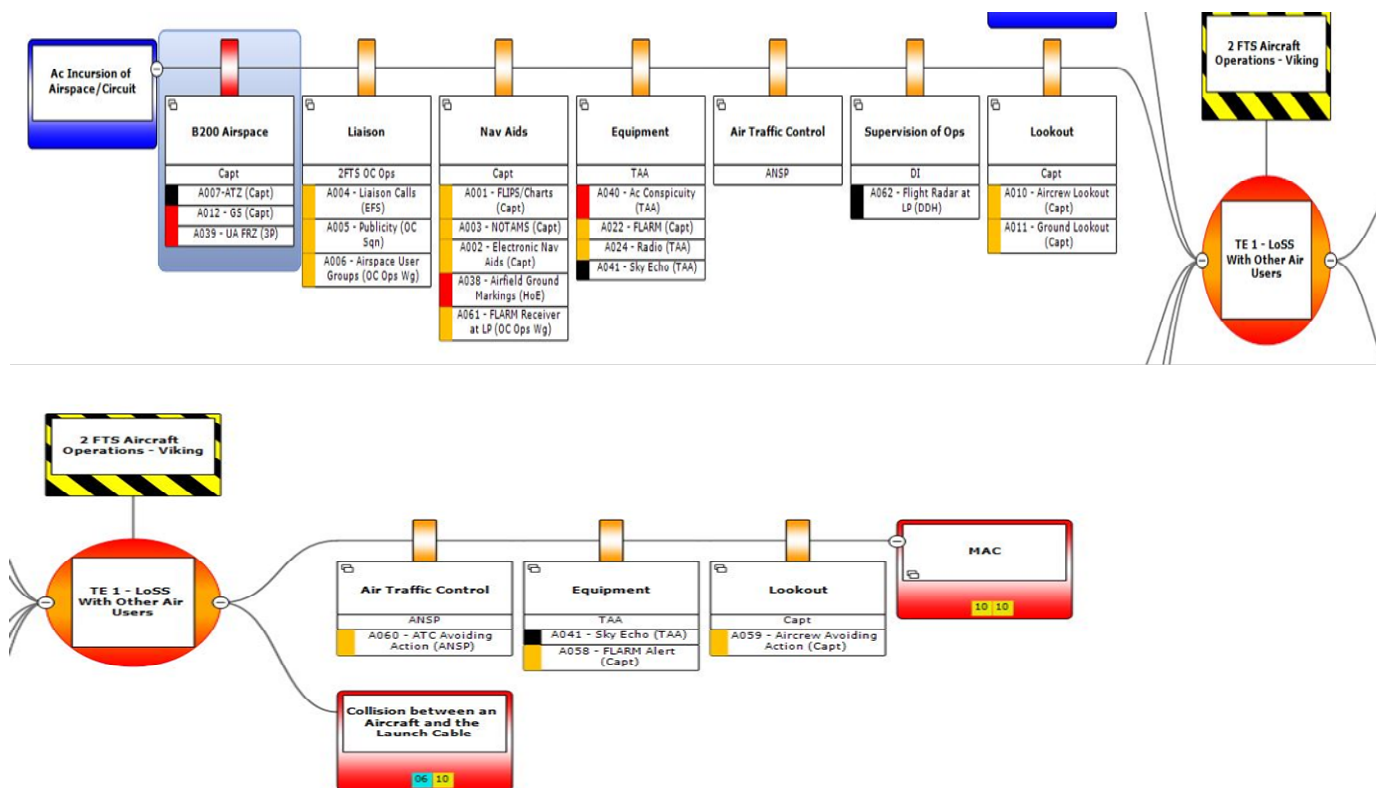
BowTie Risk and Mitigation Analysis

7. The 2 FTS Air Safety Management Team (ASMT) use BowTie methodology to assess Risk to Life for 2 FTS gliding operations. The BowTie identifies a Threat, (Ac Incursion of Airspace/Circuit), a Top Event (Loss of Safe Separation (LoSS) with other air users) and a Consequence (MAC). The ASMT assess the strength of the mitigations or Barriers that exist to either, prevent the release of the Top Event or, to prevent the Consequence should release occur.

8. Figure 3 shows the BowTie for the Top Event, LoSS with other air users resulting in MAC or MAC between an Aircraft and the Launch Cable due to the Threat of Aircraft Incursion of Airspace/Circuit. The barriers are colour coded to illustrate their effectiveness; Red – Inadequate, Amber – Weak, Green – Adequate, Black – not yet present. Most barriers are Amber due to the reliance on Human Factors.

9. Based on analysis of the RAF Little Rissington DASORS, the one Preventative Barrier that is inadequate in this BowTie is that of Airspace. Within this Barrier, the UA FRZ is Inadequate since these can only be established in conjunction with an ATZ and the GS is Inadequate as it provides such poor protection for 2 FTS gliders in the circuit. Additionally, unlike the BGA, 2 FTS exist solely for the purpose of providing flying training for the Air Cadet Organisation. The Amber barrier of Lookout could be significantly weakened in the case of a 12 year old Air Cadet on their first flight or a 16-year-old on their first solo flight.

10. To reinforce the value of an ATZ as a barrier, in 2019, RAF Little Rissington as a GS, had 1 airprox and 12 DASOR incidents of aircraft flying within the GS. During the same year the VGS operating at RAF Ternhill and RAF Syerston, whilst within an ATZ, reported 1 and 2 suspected infringements respectively.



**Fig 3 – Top Event – LoSS with other air users resulting in MAC**

## RAF Little Rissington ACP

11. In line with the principles of Airspace Modernisation, 2 FTS will ensure that the volume of the proposed airspace is kept to a minimum and that there will be measures to allow flexible use of airspace by use of NOTAMs. The 2FTS ACP normally only requires an ATZ at weekends and Public Holidays, which is the minimum required to cover their activity. There would be no ATZ during weekdays, apart from where 2 FTS conduct mid-week courses (around 4 or 5 weeks a year) based around school holidays. Generally, for approximately 80% of the year, there would be no ATZ established mid-week. Weather permitting, 2 FTS generally operate throughout the flying day; however, at times when they are not operating, the airfield radio would be manned during the hours of watch to enable ATZ crossings.

**Annex A to  
RAF Little Rissington  
ACP Safety Assessment**

<b>Safety Assessment</b>	<b>Yes / No / or Mitigation Action</b>	<b>Explanation by the sponsor</b>
Can the ATZ be implemented without significant effect on adjacent aerodromes and/or adjacent airspace structures, which would require procedures and processes to be developed to ensure safety was maintained?	Yes	There will be no direct effect to adjacent airspace structures.  Whilst the ATZ is activated and the VGS are operating, other air users will be required to route over or around the ATZ
Will the provision of an ATZ at RAF Little Rissington mitigate against MAC in the circuit	Yes	An ATZ should reduce the frequency of airfield overflights.  RAF Little Rissington as a GS had 1 airprox and 12 reported incidents of aircraft flying within the GS. During the same year RAF Ternhill and RAF Syerston, while operating within an ATZ, reported 1 and 2 suspected infringements respectively
Has the aerodrome established robust procedures for the activation / deactivation of the ATZ outside of aerodrome operating hours?	Yes  Via NOTAM  Via Telephone	Flexible use of airspace by use of NOTAMs
How will the aerodrome ensure that adjacent aerodromes are notified of the ATZ becoming active /deactivated?	Yes  Via NOTAM  Via Telephone	Notification of activation will be made via NOTAM and by Telephone on a daily basis
ATZ crossing clearances	No  Air Ground Communication Service (AGCS)	AGCS is unable to provide a crossing clearance on the same way that a full ATC service is able; however, during the hours of watch, aircraft commanders can obtain information from the air/ground communication service to enable the flight to be conducted safely within the ATZ
Robust communications and procedural agreements	Yes  LOA	Local agreements and procedures agreed between adjacent airfields and 2 FTS

### **RAF Little Rissington Overflights, Circuit Infringements and Airprox.**

#### **Summary**

	2017	2018	2019
Total	16	10	13
Airprox	0	1	1
Percentage that occurred below 2000ft	100%	100%	92% - 1 @ 2500ft

#### **Detail**

<b>DASOR No.</b>	<b>Date/Time/ Height AGL</b>	<b>Narrative</b>	<b>VGS Impact</b>
17/3858	2/4/2017 1030  800-100ft	At approximately 10:37 Local, a low wing SEP was observed flying overhead RAF Little Rissington at circa 800-1000ft AGL in a north north east direction. At the time of the occurrence, the VGS was not operational; however, the airfield was setup and the aircraft overflew the winch.	Airfield was setup – no flying had begun.
17/4234	16/6/2017 1700  1000ft	At 17:07 (L) a Jet Ranger helicopter was seen flying through the notified gliding zone around RAF Little Rissington. It was seen routing from a southwest to northerly direction at around 1000ft AGL at approximately 1nm distance away. No radio calls were made to Rissington Radio. After contacting Brize radar, they indicated the jet ranger appeared to start from Kemble (not confirmed). Brize Radar were not in communication with the jet ranger either. RAF Little Rissington was operational with one aircraft.	Operations had finished – no aircraft airborne.
17/4252	17/4/2017 1140  1200ft	At 1140L a SIRRUS SR22 aircraft [REDACTED] was seen transiting through the Gliding Zone in place around RAF Little Rissington, approximately 1200AGL. The aircraft flew from an easterly direction. The aircraft was not in communication with Rissington Radio. The 637VGS Duty Instructor (DI) contacted Brize Norton ATC to enquire if they were talking to the aircraft, they were not talking the aircraft. Brize Radar indicated that they had basic information on an aircraft tracking towards Gloucester Airport. The DI then contacted Gloucester airport to determine if they were talking to the SIRRUS aircraft. Gloucester reported that they were controlling a SIRRUS who was about to land at their location. The DI explained the occurrence that had happened	Aircraft had completed launch 60 seconds earlier.

		<p>and Gloucester undertook to discuss with the SIRRUS pilot the situation. The SIRRUS Pilot then contacted the DI and apologised for the situation. During the conversation the SIRRUS Pilot indicated that he was not sure if he had transited RAF Little Rissington and was not sure of his track as he was avoiding weather?. The SIRRUS pilot indicated that he was in contact with Oxford Airport, his point of departure, at the time. The DI contacted Oxford ATC and discussed the situation to try to confirm that Oxford understood that Gliding operations were active at RAF Little Rissington, Oxford indicated that they were aware of the SIRRUS aircraft and that normally areas of activation would be notified to them when they became active and that they were operating a procedural service and would not necessarily pass on such information unless requested. It was unclear if Oxford had been informed that RAF Little Rissington was active. Following a check of the RAF Little Rissington Flying Order Book (FOB), specifically the Letter of Agreement (LoA) with RAF Brize Norton ATC it was identified that the contact number stated within the LoA (Brize ATC Supervisor) was to be used to inform them of operations at RAF Little Rissington, however, it was noted that the number within the DI's watch log was labeled incorrectly and the contact details were for Brize ATC Ops, this is the number that was contacted before ops started at RAF Little Rissington on 17 April 2017. On further investigation the DI contacted the correct number (Brize Supervisor) to clarify the situation and discuss if using the wrong number had triggered Brize ATC not to contact Oxford Airport, which is a requirement of the LoA. The Brize ATC supervisor questioned this requirement and asked for clarification around the LoA details, date of issues, Ref etc. It became clear that the Brize ATC Supervisor had been using a previous version of the LoA and was in-fact 5 years out of date.</p> <p>Background: Gliding operations have been paused at RAF Little Rissington for nearly 3 years and have only just started in March 2017. The revised operations now involve a different aircraft type and operations, i.e., powered aircraft to conventional gliding (winch) operations. This change has been captured through the normal MAA and CAA channels and publications changed to reflect the different type of operation. Had this SIRRUS aircraft flown through some 60 seconds earlier it is highly likely there would have been less</p>	
--	--	---	--









17/9100	20/8/2017 1150  1500-2000ft	<p>At approximately 11:50Z, a Viking T.1 commenced its launching sequence off RWY 27 Grass. During the take-up slack stage, a light aircraft approached the airfield on a NNW heading. As DI it was perceived that there was potential to conflict during the launch phase. The light operator was instructed to stop the launch. At the same time the wing tip orderly shouted stop. The launch was aborted. The aircraft had the appearance of a PA28, white with red livery and was estimated to be around 1500ft-2000ft. The aircraft proceeded over the center of the airfield in a straight track before turning on to a westerly heading. As Duty Instructor, I called up BZN RADAR who could see the aircraft but was not talking to it. The RADAR Controller, contacted Oxford Approach who also could see the aircraft but was not talking to it. The aircraft was not visible on Flight RADAR. The QFE at the time of the occurrence was between 998 and 999. Due to the lack of a barometer, this is an estimate from an aircraft.</p>	Operations ongoing, launch aborted.
17/9557	2/9/2017 1237  1500ft	<p>At 12:37L a Helicopter was seen to transit the airfield of RAF Little Rissington on a Southerly heading. Flight Radar did not yield any results but the aircraft was identified as a R22/44 heading approximately 170 degrees with and approx 1500 AAL. RADAR at RAF Brize Norton were contacted but were too busy to assist. The aircraft was in close proximity to the launch line albeit, no launch was in progress. With the meteorological conditions on the day, launch heights were between 1000-1200ft AAL and soaring heights to cloud base (4000ft AAL) were possible.</p>	Operations ongoing, no launch in progress.
17/10083	15/9/2017 1400  950ft	<p>Whilst readying a glider to launch on R/W 31 at Little Rissington following a pause to operations for rainfall the launch team observed a fast moving light single engine aircraft approach low from the NW. The aircraft was observed to overfly the winch and the northern side of the airfield. Using flightrader24 the aircraft was shown to be Mooney M20J [REDACTED] flying at 140kts and 1680ft AMSL. This is approximately 950 ft AGL. Brize Norton Radar was contacted but they were not in communication with the aircraft. No call was received on Rissington Radio 124.10 which is published on all charts.</p> <p>The glider was being made ready to launch but was not in a position for launch orders to be given so this time there was no conflict.</p>	Operations ongoing, launch being prepared.

		However aircraft overflying winch launch sites present a hazard to themselves and the gliders as launch heights greater than the approximate height of this aircraft were being achieved.	
<b>17/10308</b>	<b>23/9/2017</b> <b>1155</b>  <b>425ft</b>	<p>RAF Little Rissington was active using Runway 13R/H with two conventional gliders winch launching to 1200-1300ft AGL. Whilst a launch was in progress, a helicopter was seen transiting to the South of the airfield on a South Easterley heading. The helicopters position was just to the South of the Southern hangars. The aircraft commander elected to continue the launch as he was visual with the helicopter and in order to gain sufficient height for safety reasons. The helicopter was then seen to turn left to head away from the cable. The aircraft commander had seen this turn and continued the launch.</p> <p>BZN zone controller was contacted he had been in contact with the helicopter. BZN had warned the helicopter that LR was active with gliding in progress. The helicopter was 1100ft on the BZN QNH of 1021hPa. QFE at LR at the time was 996hPa, which would mean that the helicopter would have been approx 425ft AGL.</p>	Operations ongoing, launch ongoing.
<b>17/11705</b>	<b>28/10/2017</b> <b>1300</b>  <b>1700ft</b>	<p>A light a/c, possibly Cherokee [REDACTED], was observed overhead Little Rissington airfield at a height showing on FlightRadar 24 as some 1700ft AGL.</p> <p>637 VGS was operating at the time.</p> <p>The a/c approach the airfield from the south west, circled over the airfield and then departed on a Northerly heading. within a few minutes, the aircraft re-appeared overhead and again departed, this time on a NW heading.</p> <p>BZN Ops were informed, but they advised us that there had been a "mis-communication" at BZN and they had not advised the intruding a/c that 637 VGS were operating (we phoned them in the morning as per SOP).</p> <p>The incident was an intrusion into Little Rissington overhead, and at no time did 637 VGS a/c come into proximity or conflict with the PA28.</p>	Operations ongoing.
<b>17/12830</b>	<b>26/11/2017</b> <b>1415</b>  <b>1300ft</b>	Aircraft came though the Little Rissington overhead ( at 1412L) on 2000ft AMSL (Taken from transponder readout)- approximately 1300ft AGL. Did not come from Oxford BUT was worked by Oxford and they warned him of our operations, he was not worked by RAF Brize Norton. From flight radar information, we seen he landed at Staverton airport. I contacted Staverton ATC and asked them to have the pilot to contact me. 30mins later the	Operations ongoing.

		<p>pilot did phone and claimed he was at 2000ft to remain clear of us, when I challenged him whether that was on QNH or QFE he started to get very defensive but still insisted to he was well clear. After further discussion he did state he was on QNH but again insisted he was well clear!!</p> <p>Launch heights were 1400 - 1600ft.</p>	
17/12829	<b>26/11/2017</b> <b>1315</b>  <b>1300ft</b>	<p>Aircraft came though the Little Rissington overhead ( at 1319L) on 2000ft AMSL (Taken from transponder readout)- approximately 1300ft AGL. Did not come from Oxford and was not worked by RAF Brize Norton. Unknown destination and no contact made.</p> <p>Launch heights were 1400 - 1600ft.</p>	Operations ongoing.
18/4155	<b>29/4/2018</b> <b>1025</b>  <b>1100ft</b>	<p>At approx 1025Z on 29 Apr 18, 637VGS had just set up to commence gliding operations when an aircraft was observed to fly just below cloudbase and overhead the launch control caravan from north to south. FlightRadar24 suggests the aircraft was [REDACTED] at 1900ft AMSL (approx 1100ft AGL - BZZ metar reports QNH 1012) and the aircraft then transited BZZ MATZ and ATZ. We did not have capacity to contact BZZ ATC about this incident but they had been informed of our operation earlier that day. There were no VGS aircraft active in the circuit at that time.</p>	Airfield setup, no aircraft airborne.
18/5348	<b>26/5/2018</b> <b>1545</b>  <b>500-700ft</b>	<p>At 1545L a Viking [REDACTED] had just launched from R/W 04, shortly after cable release a Gazelle helicopter was observed flying low along the western edge of the airfield boundary. The airborne aircraft confirmed the helicopter was tracking the A424 (approx 500m from the winch situ) and had flown approx 300 feet below the glider- but there was no collision risk. The supervisor of Brize Norton ATC confirmed that information on our winch operations had been passed to the aircraft (reg [REDACTED]) but the aircraft was not under a controlled service. The biggest risk here was as the aircraft was low it popped up after all pre-launch lookouts and was in proximity to the falling launch cables.</p>	Operations ongoing, aircraft just off the launch.
18/7148	<b>06/07/2018</b> <b>2000</b>	<p>A civilian glider ([REDACTED]) landed out on the airfield at around 2010 hours local. The pilot reported to the Sqn HQ and apologised for landing out. The glider pilot then arranged for the glider to be collected via a trailer from its home base at Nympsfield airfield. After a while the glider pilot stated that their home base and told them that they have now sent a Tug aircraft to recover the glider. I informed the</p>	Aircraft land out, recovered.

	<b>Ground Level</b>	glider pilot that they do not have authority to land or take off from RAF Little Rissington and that recovery by trailer was the only approved method available to them. Despite the glider pilot best efforts they were unable to contact Nympsfield airfield and stop the tug aircraft. At around 2050 hours local a tug aircraft ([REDACTED]) landed on runway 04 and positioned to recover the glider, no radio calls were heard by Rissington Radio. The tug pilot was informed by myself that they do not have permission to operate from RAF Little Rissington and they were asked to remind their CFI (who had instructed the Tug pilot to collect the glider) of this situation. At 2107 hours local the tug combination departed from runway 22, again no radio calls heard by Rissington Radio. It is worth noting that the glider pilot had now been placed in a situation where despite their efforts they had been placed under a lot of stress because of the unauthorised recovery method, this glider pilot was on the final leg of a 500K sortie and unfortunately fell short of this task by landing out at RAF Little Rissington. This pilot was now effectively pushed into flying an aircraft in a stressed out, rushed and with around 20 minutes remaining till sunset situation by their operating authority. This is assessed as a LOW perceived severity of occurrence at RAF Little Rissington, however it would be a high perceived severity of occurrence for the glider pilot.	
<b>18/7186</b>	<b>07/07/2018</b>          <b>900ft</b>	At around 1610 local time an aircraft transited through the RAF Little Rissington (LR) overhead. According to Flight Radar 24, the aircraft was believed to be a Piper PA -32R-301 ([REDACTED]) having departed from Gloucester, the aircraft height was indicated at 1600' QNH which would be around 900' AGL above LR on a heading of 1400. LR was active on runway 31 at the time of this transit with launch heights of around 1000' AGL and thermal soaring up to 4000' AGL. Both RAF Brize Norton and Oxford ATCs were notified that LR was active. After discussion with Gloucester the aircraft was confirmed as the one identified on Flight Radar and the commander was contacted and he stated that he was at 2000' QNH and it seemed that he was not aware that LR is 720' AMSL. At the time of this transit a VGS aircraft was in the process of "crewing up" for its next sortie.	Operations ongoing, All aircraft on ground.
<b>18/7188</b>	<b>7/7/2018 1230</b>	At 1228 local time a yellow aircraft transited close to the RAF Little Rissington (LR) airfield and passed through the upwind section of	Operations ongoing, all aircraft on ground.

	<b>800ft</b>	<p>what was the active circuit. RAF Brize Norton was contacted and they indicated that the aircraft was a Piper Cub and was tracking north-easterly and previously at a height of 1500' QNH, which would be a height of around 800' AGL above LR, the aircraft was not squawking. RAF Brize Norton stated that the aircraft had been informed that LR was active. LR was in the process of changing runways from 04 to 31 while the Piper Cub flew through, had this aircraft flown through some 5-10 mins before, as LR had an aircraft operating within the 04R circuit, it is highly likely that it would have encountered the LR aircraft. This incident is assessed as a low perceived severity of occurrence as the LR aircraft was on the ground at the time of the transit, however it would be assessed as high had it been up to 10 mins earlier.</p>	
<b>18/8247</b>	<b>25/7/2018</b> <b>1830</b>  <b>800ft</b>	<p>At 1830 hrs local Rissington Radio received a call from "██████" informing us of his position upwind of the airfield. The transmission was strength 3 but I acknowledged the call. I did not have the A/C visual.</p> <p>Two Viking gliders were operating and ██████ identified "██████" from the top of a launch from 1100 feet. ZE 590 was on the ground. ██████ was at approx 800 feet upwind of the circuit passing left to right. ██████ then transmitted again advising of his intention to track downwind and position for a re-start. I now had the glider visual, I acknowledged his call and advised we were utilising a left-hand circuit on 220. ██████ flew downwind on the dead side of the circuit then turned a base leg configuration at approx 400 feet.</p> <p>On turning for a final approach still at 400 feet it was noticed that a self-sustaining engine was deployed and the pilot had started it. ██████ continued down 220 under full power and began to climb away.</p> <p>I called ██████ asking the pilot for any further intentions; there was no answer. ██████ transmitted 4 minutes later informing us that he was continuing west out of the area.</p> <p>████████████████████</p>	Operations ongoing, 1 aircraft off the launch.
<b>18/7905</b>	<b>26/7/2018</b> <b>1223</b>  <b>1100ft</b>	<p>At approximately 12:23L whilst flying a SGS exercise 11, a civilian high winged aircraft ██████ (as identified on FlightRadar) at approx 1100ft AGL flew overhead ██████ as it started the downwind leg at approximately 800ft, ██████ acknowledged ██████ by rocking its wings as it flew overhead, at no</p>	Operations ongoing, 1 aircraft airborne.

		<p>time was any radio communication heard from the aircraft.</p> <p>FLightRadar showed the aircraft altitude as 1951ft although aerodrome elevation is 700ft.</p>	
<b>18/8776</b>	<b>18/8/2018</b> <b>1700</b>  <b>600-700ft</b>	<p>At 17:00 a PA28-140 registration [REDACTED] flew past RAF Little Rissington heading northbound inside the circuit close to the threshold of r/w 22LH, at an approximate height of 600-700 ft AGL.</p> <p>All a/c were on the ground at the time of the airspace infringement. At the time the PA28 was in contact with Brize Norton. Brize Norton confirmed the aircrafts destination as Wellsbourne Mountford flying club, to which the DI subsequently phoned and spoke to the a/c commander.</p>	Operations ongoing, all aircraft on the ground.
<b>18/9748</b>	<b>16/9/2018</b> <b>1330</b>  <b>1000ft</b>	<p>Two instances of a light aircraft PA28-style with red and white colours crossed overhead RAF Little Rissington as follows:</p> <p>0954 local - aircraft was seen heading east to west at approximately 1000ft AGL overhead the airfield. Two gliders were in operation at the time (both airborne - one in circuit and one on launch). Contacted Brize Radar who said that the aircraft was Squawking with no modes C or S available, but not on radio with Brize.</p> <p>1325 local - believed the same aircraft on a reciprocal heading (west to east) tracking towards the east at approximately 1000ft AGL. In this instance one glider on the launch with self as aircraft commander - had to pull off at approximately 700' AGL in order to avoid a potential conflict. Contacted Brize Radar and then Oxford with responses as follows:  Brize Radar - aircraft was in class G airspace, not talking to them and that they were 'not interested' owing to this area being class G.  Oxford - stated they had just received a call from Brize radar asking the same questions about the aircraft in question. Oxford further stated they had tracked the aircraft and it was latterly observed heading south east and to the south of their zone. The aircraft transponder was ON with no modes C or S and the aircraft was not in communication with Oxford.</p>	Operations ongoing, aircraft airborne at both times.
<b>18/10308</b>	<b>29/9/2018</b> <b>1445</b>	<p>Aircraft (Cessna 182) approached me directly from 12 o'clock. Noticed during lookout scan as it came out from the white background. My height was 850ft AGL on late downwind of runway 27 left (heading 090) with a +200 ft per min rate of ascent. Cadet was in control of aircraft practicing straight and level from the</p>	Airprox



	<p><b>1050ft</b></p>	<p>rear seat (due to weight restrictions). I took control from the cadet to take avoiding action. A 180 degree turn to the right was done followed by a 180 turn to the left to ensure safe separation. Landed without further issue. Aircraft subsequently traced from data provided by RAF BZN as being [REDACTED] Cessna 182, on flight into Gloucester. Having traced the a/c to Gloucester, the pilot was requested to contact 637 VGS. He later telephoned 637 VGS and spoke to [REDACTED].</p> <p>Pilot, [REDACTED] claimed to be a regular flyer over this area and had never seen a glider from LR. He believed he was closer to 2,000ft AGL, and on his descent to Gloucester. The Viking pilot report that he was some 200 ft above a glider showing as 850 ft AGL suggests otherwise.</p> <p>[REDACTED] confirmed he had not seen our Viking today, despite it being head on to him, on a steady reciprocal course and only some 200ft below.</p> <p>When advised not to overfly any airfield with a G on the chart at anything below 2,000ft AGL, Mr [REDACTED] appeared adamant that he had been flying safely and reluctant to agree he had done anything worthy of censure. The conversation ended politely, with repeated advice to avoid overflying any gliding sites below 2,000 ft.</p> <p>Half an hour later, [REDACTED] phoned again to say he was using a 1:500,000 chart that did NOT show LR as a gliding site. With only military 1:500,00 charts to hand, which do show a G for LR, we were unable to contradict him. The second conversation ended with apparent belief by [REDACTED] that he was quite within his rights to fly as he had, and with our repeated advice to avoid overflying any gliding sites below 2,000 ft, and even better to try a radio contact - which he had not attempted today.</p>	
<p><b>19/4057</b></p>	<p><b>20/4/2019</b></p> <p><b>1400</b></p> <p><b>450ft</b></p>	<p>A helicopter was seen to transit through the LIVE circuit at low level. Routing in a North Westerly to South Easterly direction, although the helicopter was also seen at last minute to change direction to prevent it from flying directly overhead the airfield. It is possible that the helicopter is a Robinson R44 Clipper II, Registration [REDACTED] accordingly to the Flight Radar App, the time is captured as 13:59(L). (screenshot attached). Flight Radar indicates an Altitude of 1150ft, which would potentially put it at around 450ft AAL. The duty instructor reported that no radio communications were transmitted by this helicopter. This DASOR is</p>	<p>Operations ongoing, 1 aircraft in circuit.</p>

		written to capture this significant circuit incursion, as there was Little Rissington traffic operating, with one aircraft undertaking circuit training.	
<b>19/4056</b>	<b>20/4/2019</b> <b>1630</b>  <b>1300ft</b>	At approximately 16:30(L) a civilian glider was seen to be operating around the North Eastern edge of the airfield, apparently over the domestic housing site. It was then seen to transit through the overhead at an estimated/visually assessed height of around 1300ft AAL. This glider transited to join two RAF Glider aircraft that were thermalling to the South west of the airfield just outside the circuit. Although this aircraft is generally above circuit height it is within the Glider zone and this DASOR is raised as no radio communication was received from the glider.	Operations ongoing, aircraft joined VGS aircraft in thermal.
<b>19/4058</b>	<b>21/4/2019</b> <b>1530-1630</b>  <b>1200-1500ft</b>	From around 15:30(L) over a period of approximately 1:00hr, around 13 or so civilian gliders were seen to transit through the airfield overhead at various heights (1200 - 1500ft AAL, estimated). These aircraft came through in clusters of 2-4 aircraft at a time. 2 of which were also seen to thermal in the vicinity of overhead the winch, which directly stopped Little Rissington based gliders from launching. Although most of the gliders appeared to be above circuit height, this DASOR is written as no radio calls were received by any of the aircraft. It is to be noted that the MAGROCC operator transmitted "traffic" information to Rissington based aircraft as each wave of gliders transited.	Operations ongoing, prevented any aircraft from launching.
<b>19/4222</b>	<b>25/4/2019</b> <b>1615</b>  <b>2500ft</b>	Aircraft had been soaring to gain height to carry out stalling exercise as part of Return to Flight, at approximately 2500ft AGL north of the village Upper Rissington after carrying out HASELL Checks and doing a look out turn in both directions just prior to stall we rolled wings level on an approximate heading of 022 from a right look out turn and started with the patter of P2 on the controls about to demonstrate a stall. P1 spotted a Twin Engine Aircraft flying from South to North at the same height in the 10 O'Clock position and on a converging course. P1 immediately took control upon spotting the aircraft and made an obvious avoiding turn to the Left and the Twin Engine Aircraft passed. The Twin engine aircraft passed approximately 300 ft in front of the glider and had avoiding action not been taken a collision may have occurred. It appeared that the powered aircraft had acknowledged by taking a turn to the left to give separation.	Airprox

		Aircraft subsequently identified on flight Radar as [REDACTED] at 2500ft.	
19/4557	4/5/2019 1245  500ft	<p>Having departed the circuit to carrying out some general handling revision on a Gliding Scholarship (GS) trainee, including various stalls in the nearby local area to RAF Little Rissington and established within a thermal. A Helicopter was seen routing from in a Southerly Easterly to North Westerly direction and transited below and about 1/4NM west of my position directly through the Great Rissington location. I was positioned approximately 1.5NM south of RAF Little Rissington at an indicated 1400ft AAL. I made a radio call to Rissington Radio to inform them of the nearby traffic, this call was acknowledged and the helicopter spotted by the Duty Instructor. The Helicopter completed its transit and I completed my sortie with no further incident. No radio transmission was observed from the helicopter and a check of FlightRadar24 indicated that the helicopter could be an Airbus AS355 Ecureuil, registration [REDACTED] transiting at 1200ft QNH, which would put the helicopter at around 500ft AAL (screenshot attached). This DASOR has been raised to as RAF Little Rissington continues to see incursions through and nearby its charted gliding zone. It is quite possible that the Helicopter could have been in a conflicting position to the RAF Little Rissington circuit had a trainee first solo been taking place.</p>	Operations ongoing, 1 aircraft airborne.
19/4555	4/5/2019 1630  400ft	<p>At around 1630 Local time, two civilian gliders were seen to transit from the North east of the airfield and descend towards the active circuit. Both gliders appeared to be of similar type and each had their "pop up" engines in use as they could be heard from the ground. Both gliders were seen to fly up and down the active circuit and the lowest visual height would have been around 400ft AAL. No radio calls were observed from either glider and two blind calls were given by Rissington Radio on two gliding frequencies (130.1 &amp; 129.975) each with no response. FlightRadar24 indicated that at least one of the gliders could have been a Schleicher ASH-30 MI Registration [REDACTED] at 1400ft QNH, which would put the glider at around 700ft AAL. (Screenshot attached). This DASOR has been raised as RAF Little Rissington continues to see incursions through and nearby its charted gliding zone. These gliders would have been in a conflicting position in the RAF Little Rissington circuit had a trainee first solo been taking place. It was fortuitous that both the station based gliders</p>	Operations ongoing, no aircraft airborne due to previous overflights.

		were on the ground at the launch point, waiting to launch. However, this incursion delayed the operation for around 20 minutes.	
<b>19/4552</b>	<b>4/5/2019</b> <b>1635</b>  <b>900ft</b>	At around 1635 Local a civilian light aircraft was seen to route from a westerly to easterly direction approximately 1/4NM north of the active circuit, transiting directly overhead the domestic site of RAF Little Rissington. FlightRadar24 indicated that the aircraft could have been an Aerospool WT-9 Dymanic, Registration [REDACTED] at 1650ft QNH, which would put the aircraft around 900ft AAL (screen shot attached). It was fortuitous that station based operations were stopped at this time due to a previous incursion some 10 minutes before. This DASOR has been raised as RAF Little Rissington continues to see incursions through and nearby its charted gliding zone. This aircraft could have been in a conflicting position in the RAF Little Rissington circuit had a trainee first solo been taking place.	Operations ongoing, no aircraft airborne due to previous overflights.
<b>19/5514</b>	<b>2/6/2019</b> <b>1110</b>  <b>896ft</b>	At 1110(L) a helicopter was seen to transit through the Northern half of the active gliding zone around RAF Little Rissington, directly over the Upper Rissington/Former Station domestic site, routing from the North East direction. Flight Radar 24 indicates that the helicopter could be Registration [REDACTED], at 1675ft (QFE 896) approximately 1/4NM from the active runway, that had departed from Coventry (Screenshot attached). No radio call was made to Rissington Radio from this helicopter. This DASOR has been raised to emphasise the continued Gliding Zone incursions by various aircraft at RAF Little Rissington despite the details of the operations being readily available and indicated on relevant charts, including winch cables up to 2000ft.	Operations ongoing, no aircraft airborne.
<b>19/6585</b>	<b>30/6/2019</b> <b>1550</b>  <b>1600ft</b>	At 1550(L) a helicopter was seen to transit through the Southern half of the active gliding zone around RAF Little Rissington, directly over the Great Rissington village routing from a North Westerly direction. Flight Radar 24 indicates that the helicopter could be registration [REDACTED], at 1600ft (QFE 994) approximately 1/4 NM from the airfield tracking generally across the active downwind leg as the runway in use at the time was 27 Left hand (Screenshot attached). At the time no Little Rissington based aircraft were	Operations ongoing, no aircraft airborne.

		<p>airborne. No radio call was made to Rissington Radio from this helicopter. This DASOR has been raised to emphasise the continued Gliding Zone overflight by various aircraft at RAF Little Rissington, despite the details of operations being readily available and indicated on relevant charts, including winch cables up to 2000ft. a Further note is that an active NOTAM was in place for the change of radio frequency at Little Rissington, which, had been used the previous day by other nearby GA traffic.</p>	
19/7264	13/7/2019 1200  1400-1600ft	<p>On the second of a series of launches from runway 31 and just at the top of the launch (1100ft, 999 QFE) at 1155(L) a light aircraft was seen to transit through the Northern half of the active gliding zone around RAF Little Rissington, directly between the Little Rissington and the Upper Rissington villages routing from a North Westerly direction, almost on a reciprocal heading. This aircraft was not seen or traced through Flight Radar 24. After releasing the winch cable and while selecting the normal gliding attitude the light aircraft was observed to take what could be described as avoiding action and turned in an Easterly direction. The light aircraft was approximately 1/4 NM from our position and between 300-500ft above. No radio call was made to Rissington Radio from this light aircraft. Little Rissington airfield was active with three glider at this time however, only one was airborne with a second waiting to launch. This DASOR has been raised to emphasise the continued Gliding Zone Fly throughs by various aircraft, at RAF Little Rissington, despite the details of operations being readily available and indicated on relevant charts, including winch cables up to 2000ft. A further note is that an active NOTAM is in place for the change of radio frequency at Little Rissington.</p>	Operations ongoing, 1 aircraft airborne.
19/7261	13/7/2019 1312  1475ft	<p>At 1312(Z) a Light aircraft was seen to transit through the active gliding zone around RAF Little Rissington, directly over the Great Rissington village routing from a South Westerly direction. Flight Radar 24 indicates that the light aircraft could be registration [REDACTED], at 1475ft (QFE 999). This light aircraft flew straight overhead the active circuit and directly overhead the airfield (Screenshot attached). At the time no Little Rissington based aircraft were airborne. No radio call was made to Rissington Radio from this light aircraft. This DASOR has been raised to emphasise the continued Gliding Zone Fly</p>	Operations ongoing, no aircraft airborne.

		Throughs by various aircraft, at RAF Little Rissington, despite the details of operations being readily available and indicated on relevant charts, including winch cables up to 2000ft. A further note is that an active NOTAM is in place for the change of radio frequency at Little Rissington.	
19/8662	22/8/2019 1645  1000ft	When waiting to launch a glider a blue/white PA-28 was spotted during the all-clear above and behind checks. The launch was halted and the aircraft overflew the old technical site of RAF Little Rissington at an estimated height of 1000' AGL. Another glider was airborne on in the circuit upwind of Little Rissington, so whilst the incident occurred in class G airspace in the reporter's opinion the aircraft was not sufficiently far to the deadside of the active circuit to comply with the traffic pattern. No radio call was received from the aircraft. RAF Brize Norton stated the aircraft following that track was not on their service but had an Oxford assigned squawk, the aircraft was mode C only with no ADSB output. Oxford Radar suggested the aircraft could have been [REDACTED] but they were no longer providing a service to the aircraft.	Operations ongoing, launches halted.
19/11811	16/11/2019 1146 1610  1975ft	Throughout the operation period of 16 November, a number of observations were made, of low flying aircraft in the proximity of RAF Little Rissington during flying operations. At approximately 11:46(L) a helicopter was observed to fly on the dead-side of the airfield at a visually low height, with an observed track towards the airfield. The aircraft's observed track was viewed to have potentially entered upwind area of movement and/or the crosswind leg for the active runway 04 circuit. RAF Brize Norton was contacted and there was no ID with Air Traffic Control of this aircraft. A RAF glider was flying within the circuit at the time this aircraft was observed. Again, at approximately 1610(L) a helicopter was seen to transit down the downwind leg on runway 31, with a RAF glider in the active circuit of runway 31. Local pressure reading at the time was noted to be 981hPa. It is possible the helicopter observed was [REDACTED] [REDACTED] accordingly to a Flight Radar App which indicated an altitude of 1975ft for the observed helicopter. This DASOR is raised to highlight the continued lack of communication from local General Aviation to RAF Little Rissington during operations as they transit within close proximity of the airfield and gliding operations.	Operations ongoing, 1 glider airborne in both cases.



