

UKAB 2024 SAFETY RECOMMENDATIONS

ACCEPTED		PARTIALLY ACCEPTED	REJECTED	OPEN
Airprox	Recommendation	Comments		
2024002	Leicester Aerodrome Operator reviews circuit procedures with a view to introducing greater lateral separation between fixed-wing and rotary-wing traffic on final approach.	<p>The CFI and Aerodrome Manager from Leicester Aero Club (C152 operator in the incident) and the CFI from the Heli Centre (Operator of the Cabri) have met to review the respective and shared operating procedures (both operators operate from Leicester Aerodrome). The following actions have been agreed:</p> <ol style="list-style-type: none"> 1. Rotary approaches will follow the established rotary circuit. A Rotary approach may be made to the grass runway provided the final approach is clear of fixed-wing traffic. In the case of any conflict, the aircraft further out on approach will perform a go-around. Parallel approaches will not occur and are not permitted. 2. For all circuit traffic, a call of “Left/Right Base – Visual/Not visual with Fixed/Rotary traffic”, where radio congestion/capacity permits, will be made. This will be added to the Leicestershire Aero Club Operations manual. 3. Landing lights will be switched on during all circuit operations for both fixed- and rotary-wing aircraft. 4. When flying the NDB training approach procedure, fixed-wing aircraft will not descend below 1200ft AGL if there is rotary traffic operating in the circuit. 5. These procedures will be communicated throughout the club, club website and AIP. 		
2024057	Edinburgh Airport reviews the naming of their VRPs.	Edinburgh ATC has completed the review of the naming of the VRPs. The review concluded that the Kirknewton VRP is still useful for routeing and co-ordination purposes. The review also concluded that the existing VRP does not effectively meet the UK policy statement for the establishment of VRPs in that it is not based upon a prominent ground feature. An ACP (CAA ref - OTH-2025-003) has been raised to move the VRP to the railway station at Kirknewton and to rename the VRP as KIRKNEWTON RAILWAY STATION.		
	Edinburgh Airport publishes the details of the Kirknewton Designated Gliding Area in the UK AIP entry for Edinburgh Airport.	The details of the Kirknewton DGA are now included in the EGPW AD section of the AIP from AIRAC 04/2025, published on 17th April 2025.		
2024157	Oxford review their MATS Pt. 2 procedures to include R/T instructions for visiting pilots operating under VFR to remain clear of EGD129 when active.	Supplementary Instruction to the MATS Pt 2 which, amongst other things, includes the following:		

ACCEPTED		PARTIALLY ACCEPTED	REJECTED	OPEN
Airprox	Recommendation	Comments		
		<p>Notification of parachuting or gliding at WOTG is to be included in the ATIS broadcast. For D129 activation, the ATIS is to include an instruction to pilots to remain outside D129.</p> <p>Tower will instruct all visiting aircraft arriving/departing via, or established in, the standard circuit (left hand Runway 19, right hand Runway 01) to remain outside D129.</p>		
2024158	The MAA reviews the UK Mil AIP aerodrome entries for gliding activity maximum winch altitudes and hours of operation to ensure coherence with information contained within the UK 'Civilian' AIP.	Under Consideration.		
2024203	Gloucestershire Airport reviews its procedures with regard to integration of IFR and VFR traffic during multiple runway operations.	Under Consideration.		
2024226	Gloucestershire Airport reviews its procedures to ensure that effective mitigations are in place for occasions when the ATM is unserviceable.	Under Consideration.		
2024239	RAF Cranwell reviews the procedure for VRIAB with respect to the altitude at which a VRIAB is conducted when mixed aircraft types are in operation at the airfield. This should be coordinated through the MAA in case any findings are relevant to other Defence airfields where similar circumstances exist.	Under Consideration.		