UKAB 2025 SAFETY RECOMMENDATIONS

ACCEPTED	PARTIALLY ACCEPTED	REJECTED	OPEN

Airprox	Recommendation	Comments
2025056	The CAA considers implementing a discrete conspicuity SSR code for gliders.	The CAA is not convinced that a separate discrete squawk would in itself encourage those who are minded to switch off their transponders to do otherwise. Therefore, the CAA will not be implementing this recommendation.
2025065	The CAA considers publishing a list of established drone training locations in the UK AIP.	This recommendation will be considered as part of a wider program of work concerning 'information airspace' within the UK AIP and as part of the overall Airspace Modernisation Strategy.
2025099	Lasham Gliding Club considers introducing a start-of-day transponder check by which the serviceability of equipped tugs' transponders can be verified.	Introducing additional 'head-in-cockpit' tasks, such as proceduralised start-of-day or per-sortie transponder checks beyond existing standard practices, risks diverting attention from critical duties. The Recommendation does not fully address the principal failure mode identified in a System Safety Assessment of Transponder Serviceability, specifically, the transponder being left off during one of many rapid restarts. A single start-of-day check would not mitigate this risk in practice, as the opportunity for omission occurs repeatedly throughout the operating day rather than at its commencement.
2025099	The BGA considers issuing guidance to clubs regarding the verification of the serviceability of tug aircraft SSR transponders.	An email has been sent from the BGA to Club Tugmasters in which they were reminded about methods of verification of tug transponder's serviceability, and also reminded of the requirement, under (UK)SERA.13001, to operate the transponder in all modes.
2025126	Sherburn Aero Club remove the expired AIC Y 083/2023 from their website and ensure the RNP Instrument Approach Procedures 'Pilot Brief' and 'RNP Pilot Crib Sheet' are consistent.	The RNP Pilot crib sheet and AIC Y 083/2023 have been removed from the Sherburn Aero Club website.
2025153	In the CAA review of CAP413, consideration be given to the wording at paragraph 4.165 to permit a response to transmissions on unattended aerodrome frequencies.	Under Consideration.
2025205	The CAA to review the remarks for the Oxford AIAA within the UK AIP ENR 5.2 with regard to advising pilots of possible alternative radar service providers when operating within the AIAA.	Under Consideration.

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2025212	The CAA considers promoting the existence and use of the Low Level VHF Common frequency to civilian pilots.	Under Consideration.
2025226	RAF Coningsby considers a further review of all their departure profiles, including a review of the balance between RT brevity and pilot experience.	The DAM ATC Orders (Annex O) were updated within days of the event to reflect the updated RTC (published 31 Oct 25). Specifically, para 20.c: 'Non-Standard IFR RTC. Applicable to both runways and in compliance with climb out instructions passed from Approach or Director, turns are not to be commenced until passing 1700ft QNH or reaching CON 2.5d, whichever is later.' AI 22/05/26 - Closure letter sent The TATCC Order Book and all associated training material has also been updated to reflect the above change.
2025235	The MAA reviews the MRP GEN 1600 series: uncrewed air systems (UAS) to highlight to their regulated community the existence of the 2000 series (FLY) and its applicability to UAS operations within the UKMLFS (specifically RA 2330). Concurrently, the MAA reviews the content of the UKMLFHB to ensure that military UAS operations within the UKMLFS are considered.	The MAA has reviewed the regulations appropriate to the operation of UAS and their integration with crewed aviation and has assessed that no regulatory change is necessary. The operators of Specific S2 sub-category and Certified category UAS are required to comply with all applicable regulations in the MRP (which includes RA 2330) except for the circumstances where RA 1605 or RA 1606 (depending on which category the UAS is categorized in) mandate alternatives. The operators of Open category and Specific S1 sub-category UAS are required to comply with the contents of RA 1601, RA 1602, RA 1603, or RA 1604 (dependent on which sub-category the UAS is categorized in) and compliance with the wider MRP is not required. The regulatory requirement to promulgate VLOS operations up to 400ft by NOTAM will be removed, with amendments to RA 1601-1604 to be drafted. DAATM colleagues have considered the UK Military Low Flying Handbook (UKMLFH) and note that current entry states 'CADS is to be used by all Defence AS, by day and night, who plan to operate within the confines of the UK Low Flying System (LFS), at or below 2000ft AGL/AMSL'. This will be amended to clearly articulate the requirement for operators of Defence UAS below 2000ft AGL/AMSL in Class G airspace to submit their sorties onto CADS. Additionally, it will add RA 1601-1604 as regulatory references for the requirement to submit a CADS entry for all Defence open category UAV.