

## 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"> <li>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.</li> <li>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.</li> <li>3. Landing lights will be switched on during all circuit operations for both fixed- and rotary-wing aircraft.</li> <li>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.</li> <li>5. These procedures will be communicated throughout the club, club website and AIP.</li> </ol>		
2024057	Edinburgh Airport reviews the naming of their VRPs.	<p>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.</p>		
	Edinburgh Airport publishes the details of the Kirknewton Designated Gliding Area in the UK AIP entry for Edinburgh Airport.	<p>The details of the Kirknewton DGA are now included in the EGPH AD section of the AIP from AIRAC 04/2025, published on 17th April 2025.</p>		
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.	<p>Supplementary Instruction to the MATS Pt 2 which, amongst other things, includes the following:</p>		

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		<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.	<p>74% of ADs indicated that the information published within the Civ and Mil AIPs correctly reflected the nature of glider Ops at their AD and that no action was required.</p> <p>The identified discrepancies were split evenly between the Civ and Mil AIPs.</p> <p>DAATM actioned the required Civ AIP CRs to NATS AIS which was incorporated in AIRACs 05/25 and 06/25.</p> <p>ADs submitted CRs direct to No 1 AIDU for Mil AIP updates with Wattisham submission on 24 Nov 25.</p>		
2024203	Gloucestershire Airport reviews its procedures with regard to integration of IFR and VFR traffic during multiple runway operations.	<p>Procedures to limit volume of traffic have already changed since this Airprox occurred, which have had a profound and positive effect on traffic. Additionally, a risk assessment has been conducted, the outcome of which was that any associated risks are manageable. Following this, a survey of ATCOs has been undertaken to garner views on the current procedures. The majority of ATCOs were content and, to address the concerns of those that were not, a new safety notice has been issued highlighting the appropriate recommended actions when using multiple runways. Finally, a new FID is due to be installed in early 2026 which should aid controllers' situational awareness.</p>		
2024226	Gloucestershire Airport reviews its procedures to ensure that effective mitigations are in place for occasions when the ATM is unserviceable.	<p>Since the Airprox, Gloucestershire Airport has implemented procedures which have regulated the volume of traffic. As the ATM had remained unserviceable, a FID is due to be installed in early 2026 and, in the meantime, a temporary operating instruction has been issued to allow ATCOs to transfer IFR traffic to Tower earlier. Additionally, safety notices have been issued to remind controllers of the change in traffic management procedures, and that the preferred method of join is via the overhead.</p>		
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.	<p>RAF Cranwell conducted a SQEP panel and reviewed multiple potential options. Considering the factors of this occurrence but also other risk driving factors, the balance of risk was considered to be lowest continuing with the current circuit levels. However, additional procedural mitigations were identified and are being implemented. The circuit requirements across multiple stakeholders at RAF Cranwell</p>		

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		<p>have been acknowledged and RAF Cranwell continues to undertake regular active risk management activity which is closely monitored by the Duty Holding chains of the aircraft systems operating at Cranwell.</p> <p>The MAA has engaged with the airfield operators across all Services to ensure that the Airprox report, Recommendation and proposal are highlighted to the appropriate parties.</p>		
2024273	Sandtoft aerodrome operator ensures that the notified hours of operation of the ATZ and provision of AGCS are established in accordance with CAP 452 Supplementary Amendment 2022/01.	<p>Some action has been taken to improve AGCS cover for the Sandtoft ATZ particularly at weekends and for some periods during the week and it should be noted that the aerodrome is not available to aircraft/operators that require a licensed aerodrome during weekdays unless by prior agreement.</p>		
2024273	Sandtoft aerodrome operator ensures that a robust method of promulgation of unusual air activity within the ATZ/FRZ is established.	<p>The aerodrome operator has contracted an experienced person in flight/ground operations generally to improve communication and ensure greater promulgation of all air/ground activities that take place at Sandtoft Aerodrome.</p>		