

UKAB 2023 SAFETY RECOMMENDATIONS

ACCEPTED		PARTIALLY ACCEPTED	REJECTED	OPEN
Airprox	Recommendation	Comments		
2023032	Turweston airfield reviews published airfield arrival and departure procedures.	[We] have updated our Aerodrome Rules accordingly. Various other amendments were made during our audit of the rules and part b has been changed to read: Standard overhead join. Circuit height 1000 ft QFE. This information is published on our website.		
2023058	HQ Air Command considers reviewing kill-removal procedures within Air-to-Air Training Rules.	Following a review of the Air-to-Air Training Rules there was an amendment to kill removal procedures in SPINS [Special Instructions] which was published in July 2024.		
2023116	Defence considers the addition of radar overlays for model aircraft operating sites that are notified in the UK AIP ENR 5.5.	Upon review, it was concluded that the decision to consider displaying model sites on radar overlays should be made directly through the Aviation Duty Holding chain via SQEP input from the local ATC Unit Commanders. This action has now been completed at all Tier 1 military aerodromes. The addition of the model aircraft operating site was deemed directly appropriate for one Tier 1 aerodrome.		
	Defence considers the addition of VFR chart symbols for model aircraft operating sites that are notified in the UK AIP ENR 5.5.	The recommendation to consider the addition of VFR chart symbols for model aircraft operating sites has been accepted and progressed in its entirety. The 23 model aircraft sites in ENR 5.5 have been added to the UKMLFHB and LFCs with effect from AIRAC 08/23.		
	Large Model Association (LMA) considers listing all sites that operate under the 'Over 25kg Scheme' for flight testing, as listed on the LMA website, in the UK AIP.	Accepted but not implemented.		
2023119	The CAA reviews the wording of NOTAMs associated with permissions for aircraft inspecting powerlines/pipelines to operate outside the provisions of ORS4 No.1496 to ensure that sufficient detail regarding the specific areas of operation is included.	The NOTAM quoted in the report - 'The Board noted that the EC135 operation had been NOTAM'd' - was for Pipeline operations and not Powerline. The EC135 Powerline Operator does not submit NOTAMs for any of its operations, nor is it required to do so. PINS NOTAMS are acknowledged in design to be broad, as stated in eAIS ENR1.10.		
2023124	Kent Gliding Club and Lydd Airport establish a Letter of Agreement to address the risk of concurrent activities in the same volume of airspace.	Kent Gliding Club and Lydd Airport have formalised an agreement through a Memorandum of Understanding signed by their respective representatives. In addition, Lydd Airport has updated its ATIS recording to include the notification "Challock Gliding Site: Active".		
	Lydd Airport includes Challock gliding site on the applicable Instrument Approach Charts.	Under Consideration.		

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2023158	The Thruxton airfield operator reviews their website and UK AIP entries to ensure coherence.	A recommended amendment has now been actioned on the Thruxton Aerodrome website relating to a potential perceived 'instruction' from AGCS, regarding the straight-in approach procedure to RW25 at Thruxton Aerodrome.		
2023183	The BHPA review training material with a view to including a structured lookout scan technique.	The BHPA review training material with a view to including a structured lookout scan technique.		
2023211	Liverpool and Hawarden review their LoA with a view to affording additional consideration for pilots operating under VFR and conducting Instrument Approaches to Hawarden. Liverpool and Hawarden review their LoA with a view to considering the application of a vertical separation buffer between Liverpool and Hawarden traffic.	A Safety Directive has been issued and the procedures therein will form the basis of a review of, and amendment to, the Letter of Agreement between Liverpool and Hawarden to clarify the separation of VFR traffic from traffic operating within the Radar Manoeuvring Area (RMA). All traffic undertaking instrument approach training within the RMA must be under IFR.		
2023236	Defence to review civilian and military AIP entries to ensure that CMATZ/MATZ hours of operation are specifically defined.	Regarding the recommendation at part 1, the AIP information relating to MATZ activity has been reviewed by DAATM. Following submission of a Statement of Need, the CAA determined that an amendment would be processed as an Applicability and Policy Alignment Check (APAC).		
	Leeming and Topcliffe review their Letter of Agreement to ensure that authority to grant CMATZ/MATZ penetration is defined whenever either aerodrome is operating.	Parts 2 and 3 of the recommendation consisted of a review of the LoA by the MAA and it was deemed fit for purpose under current regulation and policy. However, on review of the MAGROCC procedures, it became evident that the applicable entry in UK AIP ENR 2.2. lacked clarity for MATZ penetration procedures and did not align with ANO Rule 11. DAATM has drafted an update to UK AIP ENR 2.2 which has been submitted and is currently awaiting CAA progression.		
	MAA to review MAGROCC holders' privileges with respect to the authority to grant CMATZ/MATZ penetration.			