

Supplementary Amendment CAP 1391 Electronic Conspicuity Devices



Safety and Airspace Regulation Group

Airspace, Air Traffic Management & Aerodromes

Number 2025/02

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Version: 2

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Licensing of 978 MHz UAT frequency for airborne transmission by Unmanned Aircraft

1 Introduction

- 1.1 On 11 March 2025, the CAA published Version 1 of the Supplementary Amendment to Electronic Conspicuity Devices (CAP 1391). Its purpose was to authorise the use of the 978 MHz frequency for Universal Access Transceiver (UAT) airborne transmissions onboard Unmanned Aircraft Systems (UAS), under the RTCA minimum performance standards DO-282B. (It is expected that DO-282C will be the standard from 2027.)
- 1.2 As part of the iterative development of Electronic Conspicuity, Version 2 of this Supplementary Amendment has been introduced to provide further clarification regarding the application of 24-bit aircraft addresses and differences in SSR Mode A codes.

2 Background

- 2.1 In December 2022, the Department for Transport (DfT) and CAA published a joint statement detailing their support for the recommended adoption of Automatic Dependent Surveillance-Broadcast (ADS-B) operating on 1090 MHz for manned aircraft and 978 MHz for UAS respectively, utilising existing global standards. The DfT and CAA are currently undertaking a programme of work to deliver this Electronic Conspicuity (EC) specification, aligned to the aims of the Airspace Modernisation Strategy (AMS), to support the rapidly evolving needs of new airspace users and to provide additional safety benefits to existing airspace users in Class G airspace in the UK.
- 2.2 The CAA engaged a test house facility to carry out a programme of compatibility measurement studies. The studies produced a set of test reports based on the interoperability of the 978 MHz UAT frequency with other technologies including the programme-making and special events (PMSE) radio microphones and in ear monitors as permitted through a spectrum sharing arrangement with Ofcom. These reports concluded that interoperability with other technologies is suitable to allow the airborne licensing of the 978 MHz UAT frequency.

3 Amendment to CAP 1391

- 3.1 With effect from 28 November 2025, CAP 1391 SA 2025/01 Electronic Conspicuity Devices is withdrawn and replaced by version 2.
- 3.2 CAP 1391 is amended as shown in Appendix E to this supplementary amendment, using red underline to show revisions. This change will be incorporated into CAP 1391 on the next amendment.

4 Queries

- 4.1 Any queries or further guidance required on the content of this Supplementary Amendment (SA) should be addressed to the Electronic Conspicuity Team at: EC@caa.co.uk

5 Cancellation

- 5.1 This SA shall remain in force until incorporated into CAP 1391 or it is cancelled, suspended, or amended.

CAP 1391 Appendix E

Editorial Note. The text **below** is inserted as a new appendix E.

APPENDIX E

Licensing of 978 MHz UAT frequency for airborne transmission by Unmanned Aircraft

Conditions of Use

- 1.1 The license is subject to the following conditions:
- Transmissions on the 978 MHz frequency are only to be made from Specific Category UAS operating beyond visual line of sight (BVLOS).
 - The device should function in accordance with the RTCA minimum performance standards DO-282B. (It is expected that DO-282C will be the standard from 2027.)
 - As per ICAO Doc 9924, the CAA will not normally issue a permanent ICAO 24-bit aircraft address (ADDRp) to Unmanned Aircraft. Instead, the time-based self-assigned temporary aircraft address function (ADDRt) should be enabled.
 - The detailed specification of the UAT equipment is declared to the CAA RPAS sector team during application for a Specific Category authorisation.
 - A 978 MHz UAT shall not transmit from a manned aircraft.

- 1.2 UAS operators can [apply for a 978 MHz UAT license](#) through the Ofcom UAS licensing product.
- 1.3 UAS operators should only request an [ICAO 24-bit hexadecimal aircraft address](#) when directed to do so.
- 1.4 SSR Mode A codes ('squawks') differ in the UK to those required by DO-282B/C. Where Mode A codes are used for flights in the UK, they should adhere to [UK AIP ENR 1.6](#).