



Civil Aviation Authority
SAFETY NOTICE
Number: SN-2015/007



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Use of Government/Military Aerodromes by Civil Aircraft Operators

This Safety Notice contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders and PAOC Holders. All Operators of Non-commercial Aircraft.
Licensed/Unlicensed Personnel:	All Pilots

1 Introduction

- 1.1 For the purpose of this Safety Notice 'Government aerodrome' means any aerodrome in the United Kingdom which is in the occupation of any Government Department or visiting force and covers military aerodromes.
- 1.2 Civil flight operations into Government aerodromes are commonplace. However, it cannot be guaranteed that Government aerodromes meet the requirements of ICAO Annex 14 Volume I – 'Aerodrome Design and Operations' and Volume II — 'Heliports'.
- 1.3 The purpose of this Safety Notice is to remind operators that additional factors may need to be taken into account when contemplating operations at Government aerodromes.

2 Necessary Action

- 2.1 Operators must satisfy themselves that they can meet all applicable requirements of the UK Air Navigation Order 2009 and EU Regulation No. 216/2008 (EASA Basic Regulation) and its Implementing Rules when operating at Government aerodromes.
- 2.2 Operators should make assessments using their Safety Management System (SMS) to identify hazards related to the use of Government aerodromes and apply acceptable mitigating measures.

These assessments should include but not be limited to:

- Ensuring that any requirements specified in their Operations Manuals regarding operations at Government aerodromes are up to date and can be complied with;
- Ensuring that the correct performance criteria and requirements applicable to the types of aircraft operated will be met;
- The presence and status of Aircraft Arresting Barriers and Aircraft Arresting Cables are taken into account;
- Air Traffic Services (ATS) availability;
- Rescue and Fire Fighting Services (RFFS) availability;
- Runway physical characteristics and markings;
- Declared distances;
- Approach, runway and other lighting including secondary power supplies;
- Helicopter landing area(s);
- Radio Navigation and Landing Aids including, where appropriate, the use of Precision Approach Radar (PAR) and Surveillance Radar Approach (SRA) procedures;
- Local Traffic Regulations;
- Noise Abatement Procedures;
- Flight Procedures and surrounding airspace classification;
- Obstacles on or in the vicinity of the aerodrome.

2.3 The CAA has been working with the Military Aviation Authority to ensure that suitable information is contained in each of the Defence Aerodrome Manuals (DAMS) and the MIL AIP for each government/military aerodrome.

3 Operations Manual

3.1 Operators using Government aerodromes should ensure that their Operations Manuals contain all necessary additional information and guidance to support safe operations.

4 Queries

4.1 For AOC holders, any queries or requests for further guidance as a result of this communication should be addressed to the assigned CAA Flight Operations Inspector. Other operators/pilots should contact ISPOperationsManagementTeam@caa.co.uk

5 Cancellation

5.1 This Safety Notice will remain in force until further notice.