



Civil Aviation Authority

SAFETY NOTICE

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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 SPO Operators. 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. This 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 aerodrome has a responsibility to clearly identify obstacles that might need to be taken into account by operators so that the operators can satisfy themselves normal safety margins can be achieved. If there are any non-compliances with normal procedure standards then this should be clear within the AIP including some statement of operator responsibility to conduct specific assessment.
- 1.4 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 2016](#) and [Assimilated Regulation \(EU\) No. 2018/1139 \(the UK Basic Regulation\)](#) and its Implementing Rules when operating at Government aerodromes.

- 2.2 In particular, the Operator, in accordance with CAT.POL.A.105 (where applicable NCC.POL.115, NCO.POL.110 or SPO.POL.120) should ensure any data used for performance calculations meets the requirements for that class of aircraft.
- 2.3 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;
 - When utilising a database to conduct performance calculations on an EFB (or when using paper equivalent), ensure all relevant obstacles have been assessed;
 - 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.
- 2.4 Civil aircraft operators flying at Government Aerodromes should use the relevant information published in aeronautical information products:
- MIL aeronautical information products incl. MIL AIP are available on the MIL AIS website: [UK Mil AIP | Home \(mod.uk\)](#)
 - all other UK aeronautical information products incl. UK AIP and NOTAM are available on the UK AIS website: [NATS UK | Home \(ead-it.com\)](#).
 - UK AIP section AD 1.1 and AD 1.4 and MIL AIP section AD 1.1.2 provide more information about the civil use of government aerodromes.
- 2.5 Operators should also follow the relevant Defence Aerodrome Manual (DAM) and any additional instructions promulgated by the aerodrome.
- 2.6 Government Aerodrome Operator's Hazard Log is usually included in the DAM but may also be available upon request.

2.7 Operators using Government Aerodromes are encouraged to participate in operational safety forums at the 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, NCC and SPO Operators should contact ncc-spo@caa.co.uk and other operators/pilots should contact ga@caa.co.uk.

5 Cancellation

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