



## 11.0 THE LICENSING OF AERODROMES

Article 92 of the Air Navigation Order, 1995 sets out the requirements for licensing an aerodrome (published by the CAA in CAP 168).

Unless an airfield is licensed by the C.A.A., the following flying activities are prohibited:-

- Public Transport.
- Instruction for pilots' licences (unless exempt).
- Flying tests for pilots' licences (unless exempt).
- Public charter flights or aerial tours.
- Gliding for public transport or instruction (other than for club members).
- Provision of air traffic services or flight information services.

In order to meet CAA requirements for licensing, aerodromes must conform to strict safety standards. Aerodrome licence holders must demonstrate proof of competence of management, staff and equipment and must prove that the aerodrome and all airspace within its visual traffic pattern are safe for use by aircraft. An approved aerodrome manual is also required.

A licensed aerodrome is required to remain open throughout its licensed hours and the management is required to ensure that the services and facilities, as authorised, should be available to all persons on equal terms and conditions.

Gliding in the U.K. is restricted to a Visual Flight Rules operation only and takes place primarily from unlicensed airfields, the requirements for which are published by the CAA in CAP 428 "Safety Standards at Unlicensed Aerodromes".

The Air Navigation Order, 1995, places the responsibility upon the commander of the aircraft for ensuring that a flight can safely be made. CAP 428 contains guidance for the owner or operator of an unlicensed aerodrome regarding the following matters:-

- (i) Rules of the Air Regulations, 1990, as they affect low flying aircraft at unlicensed aerodromes
- (ii) physical characteristics of the aerodrome and recommended minimum criteria for runways
- (iii) ground signals and aerodrome markings
- (iv) obstacles and safeguarding (refer Section 12, Airfield Safeguarding)
- (v) aerodrome lighting
- (vi) provision of duty officer
- (vii) parking of aircraft
- (viii) air traffic control
- (ix) emergency services – fire fighting and rescue equipment
- (x) aircraft fuelling and fuel storage procedures.

Generally, the criteria for gliding sites are less demanding than for powered aeroplanes. More specific advice about any particular aerodrome or its surroundings may be obtained from:-

CAA  
Directorate of Aerodrome Standards  
2<sup>nd</sup> Floor, West Wing  
Gatwick Airport South  
West Sussex  
RH6 OYR

