

Current / Ex-Military Aircraft Operations

Airside Operational Instruction 30

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A. AMENDMENTS

This document will be subject to a routine review, over a period not exceeding 18 months. The latest version will be included in the annual reissue of the Aerodrome Manual; interim reviews are carried out as deemed necessary.

Only operational related amendments will prompt the issue of a new Version; pertinent amendments being highlighted in green text & indicated by a green bar in the right margin. Indication of any amendment of an administrative nature will be listed below.

B. REVIEW / AMENDMENT HISTORY

REVIEW SUMMARY			
VERSION / REVIEW REF:-	1.1	REVIEW COMPLETED BY:-	CATHY WILLOUGHBY-CRISP
DATE:-	SEP 16	ROLE:-	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	<i>Nil</i>

REVIEW SUMMARY			
VERSION / REVIEW REF:-	V2.0	REVIEW COMPLETED BY:-	CATHY WILLOUGHBY-CRISP
DATE:-	DEC 17	ROLE:-	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	New ownership

1. INTRODUCTION

1.1

The procedures detailed in this AOI have been generated to formalise the procedures for the authorisation of operations involving current military or ex-military jet aircraft.

The procedures have been established in compliance with CAP 642 and with reference to the Health and Safety Executive guidance on risk management.

2. PURPOSE

2.1

This AOI is intended to clearly state the procedures to be adopted in the operation of aircraft, which are known to have the potential for the jet efflux to cause damage to asphalt surfaces. These aircraft are:-

- Vampire
- Venom
- Gnat
- Other aircraft with jet exhaust(s) angled down towards the surface

Other instructions relating to the operation of military or ex-military jet aircraft are also included. These mostly relate to the control of noise but also refer to their operations for air display purposes.

3. VAMPIRE, VENOM AND GNAT

3.1 General Hazard

Due to the inclined thrust line, these aircraft have the potential to cause damage to asphalt surfaces even at low power settings, especially when the aircraft is static. It is important therefore, to minimise the exposure of asphalt surfaces to jet efflux when either the aircraft is static with the engine running or to only a short transient exposure at higher thrust settings when the aircraft is moving.

Pilots of these aircraft are to use the minimum power settings possible consistent with expeditious and safe operation and must also be aware of the damage that can be caused to asphalt surfaces when excessive thrust settings are used.

Additionally, a hazard could exist for other aircraft by the possible turbine ingestion of loose material caused by the erosion of asphalt surfaces, which may also damage propellers or other parts of an aircraft structure.

3.2 Procedures

The following procedures are to be followed for the operation of these aircraft:-

- a) At least 30 minutes prior notice of the aircraft operation shall be given to ATC.
- b) ATC approval must be sought prior to engine start, which may only be carried out when the aircraft jet efflux is over a concrete surface and appropriate ATC Clearances have been obtained. All checks, including pre take-off checks will be performed prior to commencement of taxiing, which requires ATC approval.

Once taxi instructions have been given, aircraft should not be required to come to rest but should be able to proceed onto the Runway and take-off without delay. ATC procedures are detailed in the MATS Part 2.

- c) When operating from Runway 26, aircraft must perform a rolling take-off and formation departures will not be permitted.

Formation departures from Runway 08 are permitted from the extremity of the concrete extension. Additionally, there will be no restriction as to the thrust used when static, other than that dictated by airmanship to ensure that excessive jet efflux does not affect other aircraft. If the concrete extension is not used and the take-off run commences from abeam Holding Point M, then the procedures detailed for Runway 26 apply.

- d) After landing, aircraft should ideally not be brought to rest until actually parking. In the event minimum safe thrust settings should always be used.

If the aircraft develops a fault, it should vacate the Runway and return to their original location. It is not permissible for aircraft to remain static on the Runway in order to investigate faults or malfunctions.

- e) Air Traffic Control should arrange for a Runway inspection after any movement by such aircraft. ATC should ensure that the inspection vehicle is available to carry out the inspection immediately following take-off or landing and if there likely to be a delay post departure, engine start clearance should be delayed until an inspection team is available.

4. ARRIVAL PROCEDURES

- 4.1 Single aircraft may be permitted, subject to ATC requirements, to join and to carry out a break manoeuvre and subsequent landing. The minimum height for the break manoeuvre is 500 feet above aerodrome level.

To minimise any noise nuisance, formations of aircraft, where permitted by ATC, should arrange to carry out their break manoeuvre not below 1,000 feet above aerodrome level.

Where there has been an authorised display by an officially recognised and sponsored team, e.g. The Red Arrows, the join, break and landing will be in accordance with the Team's Standing Operational Procedures.

In any event, ATC will have the final decision at any time as to whether joins and breaks by high speed jet aircraft are permissible, in accordance with any restrictions or requirements of Manual of Air Traffic Services Part 1 and Part 2.

5. DEPARTURE PROCEDURES

- 5.1** Variations from promulgated departure procedures will require the prior approval and agreement by ATC; ad-hoc requests are unlikely to be granted.

6. AIR DISPLAYS AND PRACTICES FOR AIR DISPLAYS

- 6.1** Air displays at Bournemouth Airport will only be permitted with the express approval of the Managing Director and where the requirements of CAP 403 are fully met.

Practices for Air Displays will only be permitted with the express approval of the Managing Director and where the relevant CAA Authorities are in place.

Air Displays, which are planned to take place, either partly or wholly within the Controlled Airspace of either Southampton or Bournemouth Airports, are subject to the approval of the appropriate controlling authority.