

---

STATUTORY INSTRUMENTS

---

**2016 No. 765**

**The Air Navigation Order 2016**

**PART 8**

[<sup>F1</sup>Aerodromes, lighting and en-route obstacles]

CHAPTER 1

Aerodromes, aeronautical lights and dangerous lights

**Licensing of aerodromes**

**212.**—(1) The CAA must grant a licence (“a national aerodrome licence”) for any <sup>F1</sup>... aerodrome in the United Kingdom [<sup>F2</sup>for which the operator is not required by the Aerodromes Regulation to hold an aerodrome certificate] if it is satisfied that—

- (a) the applicant is competent, having regard to its previous conduct and experience, and its equipment, organisation, staffing, maintenance and other arrangements, to secure that the aerodrome and the airspace within which its visual traffic pattern is normally contained are safe for use by aircraft;
- (b) the aerodrome is safe for use by aircraft, having regard in particular to the physical characteristics of the aerodrome and of its surroundings;
- (c) an effective safety management system is in place; and
- (d) the aerodrome manual submitted under paragraph (9) is adequate.

(2) If the CAA grants a national aerodrome licence it may do so subject to such conditions it deems appropriate.

(3) Subject to paragraph (4) and article 253, a national aerodrome licence remains in force for the period specified in the licence.

(4) A national aerodrome licence expires immediately in the event that an <sup>F3</sup>... aerodrome certificate is issued for the aerodrome.

(5) A national aerodrome licence holder must supply to any person on request information concerning the terms of the licence.

(6) A national aerodrome licence holder must not contravene or cause or permit to be contravened any condition of the national aerodrome licence at any time in relation to an aircraft flying on a flight specified in article 208, but the licence does not cease to be valid by reason only of such a contravention.

(7) A national aerodrome licence holder must take all reasonable steps to secure that the aerodrome and the airspace within which its visual traffic pattern is normally contained are safe at all times for use by aircraft.

(8) On making an application for an aerodrome licence the applicant must submit to the CAA an aerodrome manual for that aerodrome.

(9) An aerodrome manual required under this article must contain all such information and instructions as may be necessary to enable the aerodrome operating staff to perform their duties as such including, in particular, information and instructions relating to the matters specified in Schedule 12.

(10) Every national aerodrome licence holder must—

- (a) supply to the CAA any amendments or additions to the aerodrome manual before or immediately after they come into effect;
- (b) without prejudice to sub-paragraph (a), make such amendments or additions to the aerodrome manual as the CAA may require for the purpose of ensuring the safe operation of aircraft at the aerodrome or the safety of air navigation; and
- (c) maintain the aerodrome manual and make such amendments as may be necessary for the purposes of keeping its contents up to date.

(11) Every national aerodrome licence holder must make available to each member of the aerodrome operating staff a copy of the aerodrome manual, or a copy of every part of the aerodrome manual which is relevant to their duties and ensure that each such copy is kept up to date.

(12) Every national aerodrome licence holder must take all reasonable steps to secure that all members of the aerodrome operating staff—

- (a) are aware of the contents of every part of the aerodrome manual which is relevant to their duties; and
- (b) undertake their duties in conformity with the relevant provisions of the manual.

(13) In this article—

“aerodrome operating staff” means all persons (whether or not the national aerodrome licence holder and whether or not employed by the national aerodrome licence holder) whose duties—

- (a) are concerned with ensuring that the aerodrome and airspace within which its visual traffic pattern is normally contained are safe for use by aircraft; or
- (b) require them to have access to the aerodrome manoeuvring area or apron;

“national aerodrome licence holder” means a person who has been granted a licence under paragraph (1);

“visual traffic pattern” means—

- (a) the aerodrome traffic zone of the aerodrome; or
- (b) in the case of an aerodrome which is not notified for the purposes of rule 11 of the Rules of the Air Regulations 2015, the airspace which would comprise the aerodrome traffic zone of the aerodrome if it were so notified.

#### Textual Amendments

- F1** Word in art. 212(1) omitted (31.12.2020) by virtue of *The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019* (S.I. 2019/645), reg. 1, **Sch. 1 para. 55(a)(i)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F2** Words in art. 212(1) inserted (31.12.2020) by *The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019* (S.I. 2019/645), reg. 1, **Sch. 1 para. 55(a)(ii)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)
- F3** Word in art. 212(4) omitted (31.12.2020) by virtue of *The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019* (S.I. 2019/645), reg. 1, **Sch. 1 para. 55(b)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

**Changes to legislation:**

There are currently no known outstanding effects for the The Air Navigation Order 2016, Section 212.