

SECTION TWELVE - CIVIL USE OF RAF AIRFIELDS AND CUSTOMS

Q. What document contains the regulations for the civil use of MOD Airfields.

A. JSP 360

(JSP 360)

Q. How is the information contained in JSP 360 made available to civil pilots?

A. UK Air Pilot (AGA)

(JSP 360/INTRO)

Q. What forms are used to recover charges for civil use of Service airfields?

A. F400

(JSP 360/0412)

Q. How many copies of the F400 are there, and how are they distributed?

A. There are three copies which are distributed as follows:

- (1) Original copy to Accounts Officer.
- (2) Second copy to the pilot.
- (3) Third copy is retained in the pad.

(JSP 360/0412)

Q. Which service airfields may be used by civil aircraft in distress?

A. Any civil aircraft in distress may make a forced landing on any MOD airfield at any time.

(JSP 360/0201)

Q. May a civil aircraft divert to a MOD airfield without prior permission because of adverse weather at its original destination?

A. Only MEDAS may be used by diverting aircraft without prior permission.

(JSP 360/0201)

Q. What is MOD policy towards the civil use of defence facilities?

A. Policy is to encourage the use of MOD airfields by civil pilots and COs are to consider all requests sympathetically.

(JSP 360/0101)

Q. The pilot of a civil aircraft complains that as GCA was not available to him, the charges for navigation services should be reduced. Can this be done?

A. No. The charge for navigation services will be made whether or not the services are actually used or could be used with the equipment installed in the aircraft.

(JSP 360/0401)

Q. On what occasions may landing and navigation charges to civil aircraft be reduced?

A. (1) Aircraft on authorised scheduled services providing that the preceding point of take-off was in the UK, Channel Islands or in the Isle of Man and the stage is up to 185kms.

(2) Landings in the UK which terminate a flight of not more than 185kms provided that the preceding point of take-off was outside the UK, Channel Islands or the Isle of Man.

(3) Flights carried out for training or testing of flying personnel.

(4) Training circuits, rollers, practice overshoots, instrument familiarisation which may not involve a landing.

(5) R and D trials where MOD have an interest in the results.

(6) Flights carried out in connection with crop spraying.

(JSP 360 Ch 4 Ann B)

Q. What details are maintained of the visits of civil aircraft to MOD airfields?

A. (1) Name of pilot and owner.

(2) Type, nationality and registration marks of aircraft.

(3) Date and time of arrival and previous stopping place.

(4) Services rendered and stores supplied.

(5) Date and time of departure and destination.

(JSP 360/0206)

Q. What charges may be levied on a civil aircraft landing at an MOD airfield?

A. (1) Landing Fees.

(2) Navigation Services Fees.

(3) Housing and Parking Fees.

(4) VAT

Q. On what basis are the fees for civil aircraft calculated?

A. Maximum all-up weight of the aircraft.

(JSP 360/0403)

Q. For what reasons are surcharges levied on civil aircraft visiting service airfields?

A. (1) Landings outside normal hours of watch, except where landing is in emergency.

(2) Take-offs outside normal hours of watch, except where take-off is within one hour of the initial landing for which a surcharge has been levied.

(JSP 360/Chap 4 Annex C)

Q. What instructions apply to civil pilots using MOD airfields?

A. (1) Aircraft must have two way R/T communications with the tower on one of the published frequencies.

(2) Before take-off pilots must report to ATC to give the particulars of their flight, crew and passengers and obtain taxiing instructions.

(3) Civil pilots must comply with the ATC procedures in force at the airfield.

(4) After landing pilots must report to ATC to give details of crew and passengers.

(JSP 360/0207)

Q. What are the restrictions on civil aircraft wishing to depart on a flight from a MOD airfield to a place outside the UK?

A. Such departures are not normally permitted unless prior permission has been given by HM Customs or unless the aircraft departs from a Customs airport (RAF Manston or RAF Valley).

(JSP 360/0306)

Q. What action is to be taken if an aircraft on a flight between Northern Ireland or the Republic of Ireland and Great Britain lands at an airfield without prior approval?

A. Local Police should be informed immediately.

(JSP 360/0307)

Q. After what period of time are the parking fees for civil aircraft charged?

A. After a period of four hours.

(JSP 360/0406)

Q. How are the fees for helicopters calculated?

A. The same as for a fixed wing aircraft of the same maximum all-up weight.

(JSP 360/0408)

Q. How are the parking fees for gliders calculated?

A. They are based on the fully rigged weight of the glider.

(JSp 360/0409)

Q. Where is information on the waiver of fees to be logged?

A. Details are to be logged in the ATC Watch Log (F6658) and the Movements Log (F68) together with the authority for the waiver.

(JSP 360/0411)

Q. To which pilots are credit facilities extended?

A. Members of the Business Aircraft Users Association are extended credit facilities on production of a current membership card.

(JSP 360/0412)

Q. Under what circumstances may the necessary fees be waived?

A. (1) Aircraft belonging to any department of the Crown but not of Government controlled corporations.

(2) Aircraft carrying members of defence Council, Admiralty, Army or Air Force Boards or Procurement Executive Management Boards, on official visits.

(3) Aircraft paying a ceremonial visit at the request of MOD or of the Command concerned.

(4) Aircraft taking part in 'Open Days' or 'At Home Days' at the request of the Station.

(5) Contractors' aircraft in connection with the performance of contracts for MOD.

(6) Member of a university air squadron visiting a Station in connection with the work of his squadron.

(7) Civil aircraft operating under charter to MOD for trooping and the carriage of cargo.

(8) Military aircraft of some specified governments.

(9) Aircraft of foreign naval, military or air attaches.

(10) Aircraft of St John Ambulance Wing on a mercy flight.

(11) Aircraft belonging to and piloted by regular personnel of the UK Armed Forces not flying for hire or reward.

Q. For what is the Low Flying Section at LATCC (MIL) responsible?

A. Co-ordination of all notified military aircraft using the UK Low Flying System, the promulgation by NOTAM of closures of elements of the UK LFS, including closures arising from CANP, and the maintenance of low flying statistical data.

(JSP 318A/2/0902)

Q. What is the function of the Air Movements Section at LATCC (MIL)?

A. Processing of flight plan data concerning air traffic movements within the LATCC area of responsibility.

(JSP 318A/2/0902)

Q. What is the purpose of the Air Defence Notification Section?

A. Provision of air traffic information for air defence purposes.

(JSP 318A/2/0902)

Q. What are the major responsibilities of the ATCC organisational substructure at SCATCC (MIL)?

A. (1) Distress and diversion.

(2) Flight information service.

(3) Air defence notification service.

(JSP 318A/2/0902)

Q. List the eight primary military ATCRUs?

A. (JSP 318A/4601)

Q. List any eight autonomous radar units who may provide a radar service in the middle and/or upper airspace.

A. (JSP 318A/4601)