

Issued: 10 August 2015

Use of Remotely Piloted Aircraft Systems (RPAS) at Aerodromes

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodrome Operators
Air Traffic:	All ATC
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All Unmanned Aircraft Operators
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 There has been considerable advancement in the use of RPAS (Drones) for aerial photography, surveying, sensing and data gathering. Current CAA advice to the public drone operators is '**Always keep your drone away from aircraft, helicopters, airports and airfields**'. However, it is very likely that aerodrome operators may wish to make use of the RPAS capability as part of their planned engineering maintenance programme particularly with regard to manoeuvring or movement area inspections. There could also be landside surveillance activities for which these vehicles may have applications.
- 1.2 Aerodrome Operators considering the use of RPAS on or in the vicinity of aerodromes should in the first instance become familiar with guidance in [CAP 722](#) - Unmanned Aircraft System Operations in UK Airspace – Guidance, and the general CAA guidance on RPAS at www.caa.co.uk/uas. This website has useful information particularly with regard to the use of Small Unmanned Aircraft Systems (SUAS) and obtaining 'permissions' to operate from the CAA.

2 Scope

- 2.1 This IN provides guidance for all UK Certificated Aerodromes that are subject to the EASA Aerodrome Regulation 139/2014, or are licensed and are covered by CAP 168 Licensing of Aerodromes.

3 Operational Issues To Be Considered

- 3.1 The use of Small Unmanned Aircraft Systems for aerodrome survey, inspection or data gathering will be considered as 'aerial work' and therefore will require a CAA 'permission' to operate. Details can be found on how to apply for permission at the CAA website are listed in 1.2 above.
- 3.2 A Small Unmanned Aircraft: Congested Areas Operating Safety Case (CAOSC) should be developed by the drone operator in cooperation with the aerodrome operator and the air navigation service provider. Full details of the CAOSC can be found on the [CAA website](#).
- 3.3 The use of drones at an aerodrome should be reflected in the Aerodrome Manual and the Manual of Air Traffic Services Part 2.

4 Queries

- 4.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Intelligence, Strategy and Policy (ISP)
Safety & Airspace Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

E-mail: ISPOperationsManagementTeam@caa.co.uk

5 Cancellation

- 5.1 This Information Notice will remain in force until 1 August 2016.