

USE OF MINISTRY OF DEFENCE LAND

A GUIDE TO OBTAINING PERMISSION TO

FLY MODEL AIRCRAFT

1.0 INTRODUCTION

- 1.1 Defence cuts, over the years, have drastically reduced the number of operational airfields available to model flyers, which in turn means that greater use will be made of those airfields still available.
- 1.2 To ensure that these airfields are not over-used it is vital to co-ordinate the applications for use. It will also mean that the B.M.F.A. may be forced to approach their affiliated clubs to ask if they will accommodate B.M.F.A. contests on an irregular basis.

2.0 RESPONSIBILITIES

- 2.1 Defence Council Instruction (D.C.I.) 8/75 now Estate Surveyors Instruction (ESI)19/78 updated in 1986 and now called JSP362 D.L. Handbook) states that only clubs affiliated to the B.M.F.A. may fly model aircraft from M.O.D. land under a D.E.O. (Defence Estate Organisation) licence F/Lands/430. This licence is validated by the General Secretary of the B.M.F.A. who must endorse all such licences for model flying on M.O.D. property. Under this Instruction, priority will be given to Service Clubs i.e. RAFMAA, RNMAA, ATC etc..

3.0 PROCEDURES

- 3.1 Where possible the following procedure is to be used. In the case of exceptions an explanation is to be forwarded to Chacksfield House when the application to use M.O.D. land is made.
- 3.2 This procedure should be adopted by Area Secretaries /Competition Secretaries, Technical Committee and Specialist Body Competition Secretaries:
 - 3.2a. Select a venue which looks suitable (MOD land only of course).
 - b. Contact Chacksfield House to ascertain if there is a current annual DEO Licencee in force on the site.

c. -If the answer is "YES"- :-

(i) Obtain the name and address of the Club/Area/Technical Committee secretary, holding the Licence and write to him/her seeking their co-operation in allowing their flying site to be used as a venue for your contest. Agreement to the local ground rules is vital.

Such liaison at this stage is vital to maintain goodwill.

(ii) Inform the licence holder of relevant details of the event i.e. type of event, number of persons, hours and dates of flying etc..

(iii) If your negotiation is successful, obtain a written invitation from the licence holder and from the Commanding Officer of the Station or his assistant or, if there is a RAFMAA Club on the site then the initial approach must be through the Officer in Charge of the RAFMAA Club.

(iv) Next, write to Chacksfield House requesting a licence for the event giving location and date and enclosing copies of the written permissions.

(v) The Licence will be obtained and paid for initially by Chacksfield House and subsequently charged to your contest account or invoiced to your Area as appropriate. Specialist Bodies will also be invoiced.

(vi) When the Licence has been approved and the fee paid, contact should be made with the local club or RAFMAA club, if there is one, to ascertain the local rules covering all aspects of the land usage. e.g. no-go areas, noise sensitive areas and procedures to be followed on arrival and departure from the site. These rules should be carefully observed.

(vii) If any person on the airfield for the event damages any airfield equipment they should inform the Duty Officer immediately **-and** the B.M.F.A. Office and the licence holder at the earliest possible opportunity, normally during the next working day.

d. - If the answer is "NO-":

(i) Ask the Head Office to obtain a licence on your behalf. However, to do this you must:

(ii) Obtain, in writing, the Commanding Officer's permission. See (c(iii)) above. This written permission must accompany the application for a licence.

(iii) When the Licencee has been approved and the fee paid, contact should be made with the local club or RAFMAA club, if there is one, to ascertain the local rules covering all aspects of the land usage. e.g. no-go areas, noise sensitive areas and procedures to be followed on arrival and departure from the site. These rules should be passed on to the applicant.

(iv) If any person on the airfield for the event damages any airfield equipment they should inform the Duty Officer immediately and the B.M.F.A. Office and the license holder at the earliest possible opportunity, normally during the next working day.

BMFA
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