

► This RA has been substantially re-written; for clarity no change marks are presented – please read RA in its entirety ◀

RA 3264 - Aerodrome Inspections

Rationale

An Aerodrome is intended to be a safe place for Aircraft to operate from. Without appropriate inspection regimes being conducted to identify any potential Hazards, Risk may not be identified and appropriate action could be missed. This could lead to an increased likelihood of Aircraft Incidents or Accidents. It is therefore necessary to conduct inspections of the Aerodrome, Movement Area and equipment at regular intervals and take action, if required, to ensure that a Safe Operating Environment remains.

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Regulation 3264(1)

Aerodrome Inspections

3264(1) Inspections of the Aerodrome, Movement Area and equipment **shall** be undertaken at MOD Aerodromes.

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Aerodrome Inspections

1. **Daily Aerodrome inspections.** As a minimum **should** be undertaken:
 - a. **At 24 hr units** - As soon as practicable after first light and again before last light and **should** include a functional test of Aerodrome lighting.
 - b. **At non-24 hr units:**
 - (1) Before the Aerodrome is opened and **should** include a functional test of Aerodrome lighting. If the initial inspection is carried out in darkness, a further inspection **should** be carried out at first light.
 - (2) Before last light if the Aerodrome has been open for day flying and night flying is planned, it **should** include another functional test of Aerodrome lighting.
2. **Weekly Aerodrome inspection¹.** This is in addition to the daily inspection and **should** ensure that any previously reported defects or reports of unserviceability's have been appropriately repaired / actioned.
3. **Ad Hoc Aerodrome inspection.** Additional Aerodrome inspections **should** be carried out in accordance with (iaw) local / unit orders or when the Air Traffic Control Officer in Charge considers it necessary.
4. An Aerodrome inspection **should** be undertaken post Accident / Incident on the Aerodrome.
5. **Qualifications.** Aerodrome inspections **should** be conducted by a Suitably Qualified and Experienced Person (SQEP):
 - a. Front Line Commands **should** issue orders that specify the SQEP criteria required to conduct both daily and weekly Aerodrome inspections.
6. As a minimum, Aerodrome inspections **should** include:
 - a. A physical check of the Movement Area, identifying and reporting any degradation of the surfaces.
 - b. A visual check of the shoulders, Runway / taxiway strips and the Runway End Safety Areas for any unknown obstacles².
 - c. Retrieving and reporting any Foreign Object Debris found.

¹ Aerodromes that open less than 3 days a week, if deemed appropriate, can combine the daily and weekly inspection but **should** ensure it meets the requirements of both.

² Refer to RA 3590(10): Safeguarding – Surface Obstructions.

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- d. A check of all Aerodrome lighting³ to ensure it is functional and not obscured.
7. Aerodrome inspections **should** include a check of the serviceability and function of Aerodrome Arrestor Gear and Barriers. Local / Unit Orders **should** define who is responsible for completion of these checks.
8. Personnel who undertake daily inspections of Aerodrome surfaces at Aerodromes where Rotary Hydraulic Arrestor Gear (RHAG) are fitted **should** be cognisant of the Hazard that imperfections on a Runway surface can present to RHAG operations. Any imperfections of the Runway surface that could cause an arrester hook to skip into the air and result in a missed cable engagement **should** be identified and arrangements made for rectification to be completed as soon as practicable. Aircraft equipped with a hook **should** be made aware of any such imperfections.
9. Aerodrome inspections **should** identify any dangerous or unusual conditions which **should** be recorded within the Aerodrome Operators Hazard Log iaw RA 1026(2)⁴, and reported to the appropriate authority as defined in unit orders. The following information **should** be recorded:
- a. Nature and position of the unserviceable area or obstruction.
 - b. Nature of markings by day and night.
 - c. Approximate period for which the area will remain unserviceable.
10. A report of the daily / weekly inspection **should** be entered into an appropriate log.

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11. The requirements for Aerodrome Maintenance and safeguarding are captured in RA 3590⁵.

³ Excludes off site Aerodrome lighting which **should** be checked by the Airfield electrician iaw local orders.

⁴ Refer to RA 1026(2): Aerodrome Operator Responsibilities.

⁵ Refer to RA 3590 – Maintenance and Safeguarding.