

RA 1800 – Aerodrome and Air Weapon Range Aviation Activity - Management of Environmental Impacts and Risks

Rationale

Aviation activity has adverse effects on the natural environment on and around MOD Aerodromes and Air Weapon Ranges. Without adequate processes and tools for managing the Environmental Impacts and Environmental Risks associated with this aviation activity, opportunities to minimize these adverse effects may be missed. This Regulatory Article (RA) requires ownership and management of the Environmental Impacts and Environmental Risks associated with aviation activity at MOD Aerodromes and Air Weapon Ranges.

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Definitions Relevant to this RA

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Definitions

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1. **Environmental Impact**¹. An adverse or beneficial change to the environment resulting from the organization's environmental aspects.
2. **Environmental Risk**¹. The chance, however large or small, that an item, event, activity, or situation could cause damage to the environment.
3. **Best Practicable Environmental Option (BPEO)**². The outcome of a systematic and consultative decision-making procedure which emphasises the protection and conservation of the environment across land, air and water.
4. **Aircraft Operator**. The person who at the relevant time has Responsibility³ for the management of the military Aircraft. This might be a Delivery Duty Holder or Accountable Manager (Military Flying).

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1800(1) Heads of Establishment (HoEs)³ **shall** manage the Environmental Impacts and Environmental Risks associated with aviation activity at an MOD Aerodrome or Air Weapon Range.

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5. HoEs **should** identify and assess the Environmental Impacts and Environmental Risks associated with aviation activity at the MOD Aerodrome or Air Weapon Range.
6. HoEs **should** take steps to reduce any adverse Environmental Impacts, where reasonably practicable, and mitigate Environmental Risks using the BPEO.
7. An Environmental Management System **should** be utilized to manage the Environmental Impacts and Environmental Risks. Where appropriate, the management arrangements put in place to reduce, control or mitigate the adverse Environmental Impacts and any Environmental Risks **should** be communicated in an appropriate and auditable manner, for example noise abatement procedures.
8. To support the identification and mitigation of noise impacts arising from aviation activity, HoEs **should** ensure that Military Aviation Noise Contours (MANCs) are produced and maintained for the MOD Aerodrome⁴ or Air Weapon Range.

¹ Refer to Joint Service Publication (JSP) 418 – Management of Environmental Protection in Defence, Master Glossary.

² Refer to JSP 816 – Defence Environmental Management System Volume 2, Element 5: Supervision, Contracting and Control of Activities.

³ Refer to MAA 02: MAA Master Glossary.

⁴ Including overseas Aerodromes when the HoE determines it appropriate.

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9. The MANC⁵ **should** be generated from the following data:
 - a. Noise-Power-Distance (NPD) curves and associated spectral information. This data **should** be provided by the Delivery Team Leader or other nominated individual.
 - b. Flight tracks and profile information (including associated Altitudes, speeds and power settings) and engine ground run data. This data **should** be provided by the Aircraft Operator⁶.
 - c. Number of Aircraft movements for the preceding 12-month period, categorized by day (07:00 to 19:00), evening (19:00 to 23:00) or sleeping (23:00 to 07:00) periods⁷. This data **should** be provided by the HoE.
10. MANCs **should** be reviewed and updated on a periodic basis and whenever there is a change in the aviation activity at the MOD Aerodrome / Air Weapon Range⁸.

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11. While not exhaustive, Environmental Impacts and Environmental Risks associated with aviation activity at the Aerodrome / Air Weapon Range may include:
 - a. Noise nuisance.
 - b. Waste arising from Aircraft and Aircraft Maintenance activities.
 - c. Water and effluent (such as from Aircraft washing).
 - d. Substances used on the Movement Area eg anti-icing fluids.
 - e. Substances used during the operation and Maintenance of Aircraft eg fuel, de-icing fluids and other petrol, oil and lubricants.
12. MOD environmental protection policy for Environmental Management Systems can be found in:
 - a. JSP 816 – Defence Environmental Management System.
 - b. JSP 418 – Management of Environmental Protection in Defence.
13. For new or refurbished Aerodrome / Air Weapon Range buildings or infrastructure the Environmental Impacts and Environmental Risks may also include visual effects and other disturbances to the environment or public. MOD environmental protection policy for buildings and infrastructure can be found in:
 - a. JSP 850 – Infrastructure and Estate Policy, Standards and Guidance.
14. A MANC graphically shows the noise emitted from aviation activity around the Aerodrome / Air Weapon Range and is a useful tool for noise nuisance management.
15. The HoE, in consultation with the Aircraft Operator, will define the geographical boundaries of their responsibilities, and manage the Environmental Impacts and Risks, including noise, within those boundaries.
16. The Royal Airforce Centre for Aerospace Medicine (RAF CAM) can be contacted for further details on the format of the data required and for MANC tasking⁹.

⁵ Examples of MANCs are available on the UK Government website: [Military Aviation Noise Contours - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

⁶ The HoE **should** coordinate the provision of this data for non-Military Aircraft that are permanently based at the Aerodrome.

⁷ To enable the annoyance induced by noise during those periods to be accounted for.

⁸ For example, following the introduction of a new Aircraft type or a change to the Aircraft's configuration that affects the Aircraft's noise characteristics.

⁹ Via email - Air COS Spt-CAM-OEM-NVD-HD.