

SAN NEWS

Together We Can Fly

March 2025
Issue 4

169 AIRFIELDS IDENTIFIED AS STRATEGICALLY IMPORTANT

188 SAN surveys have been completed to date. The number of airfields identifying as strategically important has increased significantly as 35 glider sites have identified themselves as strategically important

SAN MAP UPDATED

The SAN map has been updated to show all the airfields who have identified as strategically important. The airfield categorisation has been included, depicted in the colour of the name

Category A—Major airfield

Category B—Regional airfield

Category C—Sub-Regional airfield

Category D—Local airfield



IS YOUR AIRFIELD STRATEGICALLY IMPORTANT?

We are calling on all airfields owners / operators that have not done so to complete the SAN survey and have the opportunity to say that you are significantly important to GA in the UK

AERODROME SAFEGUARDING

It is increasingly important for all GA airfields to have a Safeguarding Plan. However small or remote, developers may wish to promote schemes for forestry, solar or wind power, new buildings or villages, film studios - to name but a few. An up to date Safeguarding Plan, lodged with your Local Planning Authority, should give you early notice and an opportunity to resist and / or modify the scheme.

See the CAST guidance:

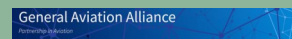
<https://www.caa.co.uk/media/nkqfsw2r/cast-advice-note-1-safeguarding-an-overview-apr-24.pdf>

Contact the BGA for gliding site guidance

Supported by



AIRFIELD OPERATORS GROUP



Contact

Ann Bartaby
Tel: 07796 338560
ann@bartaby.org

Louise Southern
Tel: 07885 697 054
louisesouthern@btinternet.com

Summary of Results

So Far

Is the Airfield?

28 Licensed

136 Unlicensed

4 Military

Traffic Type

159 VFR only

6 IFR

4 VFR/IFR

Nav Aids available on the Airfield

0 VOR/DME

2 DME

7 NDB

2 ILS

5 Lctr

Does the Airfield have associated airspace?

0 TMA

1 CTR

1 CTA

23 ATZ

3 MATZ

Does the Airfield have ATC?

87 Yes

86 No

What ATC services does the airfield have?

2 APP

3 TWR

1 GND

3 RAD

0 DEL

2 ATIS

10 AFIS

50 A/G

17 Safetycom

Types of Rwy lighting available

3 APP

14 Thr

19 Rwy

7 PAPI

2

ISSUE HIGHLIGHTED BY THE SAN SURVEY

The side bars in this Newsletter summaries the results so far. Each Newsletter will update the statistics and provide any analysis we think worthwhile.

In this newsletter we have drawn out comments made by the 169 to date that state that their Airfield is Strategically Important,

Note: Not all questions were answered by every airfield completing the survey

WHAT IS THE STRATEGIC AERODROME NETWORK FOR?

With thanks to Duncan Mackillop

Many of our aerodromes originated from, or were otherwise used as critical infrastructure in strategic locations during the Second World War. Around the UK they have been augmented by companies, enthusiasts, aerospace manufacturers and to meet transport, modern defence and communications needs. Most investment is made by private aerodrome operators.

There is no defined critical mass to provide a network of GA airfields and each has its own characteristics. However, there is a fairly obvious point that if one is lost it will not be replaced. The reasons are well known: primarily cost but public resistance or the impact on protected areas are also major challenges.

In terms of cost, a reasonable estimate could be £100m to create a new airfield with hard runways and basic support infrastructure. So, the investment 80, 60 or 40 years ago is extremely valuable and the definition and promotion of a Strategic Aerodrome Network starts with the premise of seeking to defend and retain that infrastructure.

Secondly, we know that we are on the cusp of a revolution in aviation as new technology will allow new forms of transport for passengers and freight, with new, less harmful, fuels and with much lower noise emissions. Companies such as Royal Mail and Amazon are determined to use drone transport for deliveries and hospitals are making significant time savings using drones to rapidly move organs or samples for tests. So, the SAN is focussed on protecting GA airfields to respond to these technological changes. In addition, the network exists and does not need any expensive or carbon-intensive intervening infrastructure such as new roads.

Thirdly, road capacity is fairly fixed but volumes of car and lorry movements are increasing. GB vehicle miles increased from 290 billion miles in 2000 to 339 billion miles in 2019 (this then declined during Covid but is now rapidly returning to the upward trend of this century). However, when face to face meetings are needed and speed (as well as the opportunity to attend multiple meetings in one day) is essential, GA offers huge benefits.

Fourthly, the rail network was very significantly reduced (some 30% of all route miles) in the 1960s. There is move now to encourage more freight but principally this is suited to bulky goods. Passenger networks do not always offer necessary flexibility and connectivity.

In response to the (last) Government's Future Flight Challenge a consortium of aerospace companies and organisations is aiming to accelerate the introduction of 'Advanced Air Mobility' (AAM). This principally based on vertical lift technology which may take time to be established as a universally viable option.

WHAT IS THE STRATEGIC AERODROME NETWORK FOR? CONT

With thanks to Duncan Mackillop

The (last) Government's Guidance, 'Transport Evidence Bases in plan making and decision taking' states:

*'Aviation makes a significant contribution to economic growth across the country, including in relation to small and medium sized airports and airfields (aerodromes). An aerodrome will form part of a larger network. Local planning authorities should have regard to the extent to which an aerodrome contributes to **connectivity** outside the authority's own boundaries, working together with other authorities and Local Enterprise Partnerships as required by the National Planning Policy Framework. As well as the National Planning Policy Framework, local planning authorities should have regard to the Aviation Policy Framework, which sets out government policy to allow aviation to continue making a significant contribution.'* (My emphasis)

York Aviation in its General Aviation Airfields Study, March 2021 identified connectivity as a strategic policy objective – providing a global and connected Britain and strengthening ties with the Union.' It examined runway lengths but made no attempt to categorise the contribution of any particular site to connectivity.

This is understandable as 'connectivity' has a myriad of layers and facets. Connectivity is undoubtedly important and GA airfields can all play a role in this - whether at a national, regional or local level.

That is why the AOG / UK VFR Flight Guide recognises that small farm strips can provide local connectivity and be identified as of strategic importance and licensed larger airfields with hard runways can provide sub-regional, regional and international connectivity.

To do this, our network of General Aviation airfields must be protected so as to support changes in aviation technology (some of which may be beyond what is currently anticipated), as well as to be able to respond to demand for alternatives to road transport and improved connectivity.

It is also important to note that some airfields have a finite capacity – for example to train new pilots and so if one airfield closes, others may not be able to provide substitute services.

In some cases, modification and innovation may be needed to enhance real-estate value and enable GA to continue to operate alongside other land uses.

There is no fixed GA airfield network and some former airfields have closed. It is not possible to define a rigid network but any further loss will reduce flexibility and future opportunity.

Therefore, the first clear definition of airfields that consider they are of strategic importance, at the end of 2024, is a starting point and from this, measures to protect airfields (and particularly those defined in the SAN) will be promoted by those organisations with a direct interest in this – the AOG, UK VFR Flight Guide, General Aviation Awareness Council, the Airfields Working Group of the APPG-Airfields, the LAA, GAA and BMAA.

Measures to seek to improve protection include promoting and supporting appropriate town and country planning policies, objecting to development that could have a direct adverse impact on an airfield, liaising with the CAA and DfT on regulation and policy matters and in all those areas working closely with the organisations representing the wide variety of aviation sports and activities.

Summary of Results So Far

What are the Airfield operating Hrs?

7 H24
68 SR-SS
79 PPR only
11 Out of Hrs cover

Is the Airfield Border Force designated?

75 Yes
98 No

Fuel availability

6 Electric
0 Hydrogen
54 AVGAS 100LL
23 JET A1
11 Mogas
28 UL91/94

Aircraft parking on Airfield

134 Grass
29 Hard

Does the Airfield provide maintenance facilities?

20 Part ML
7 Part CAO
5 BCAR
8 Part 145
17 Part 21
15 CAMO
0 Part 147

Does the Airfield have compulsory handling?

4 Yes
56 No
107 N/A

Airframe de-icing availability

10 Yes
163 No

**Summary of Results
So Far**

**Meteorological
services available on
the Airfield?**

8 METAR

7 TAF

6 ATIS Tel

5 ATIS Radio

52 Webcam

**Does the Airfield have
noise abatement
procedures in place?**

76 Yes

91 No

**Is there fire cover on
the Airfield?**

58 Yes

107 No

**What type of ground
support is available?**

7 GPU

14 Electric charge

14 Handling

12 RR refuelling

**Does the Airfield have
heritage links?**

81 Yes

79 No

Is your Airfield at risk?

17 Short term

52 Medium Term

42 Long term

**Does the Airfield
provide services for?**

15 SAR

29 HEMS

26 Police

39 Military

20 Utility companies

**Would you be interest-
ed in the new Drone
infrastructure?**

62 Yes

101 No

AIRFIELD FOCUS—DERBY PART 2

BY MARTIN JONES



www.derbyaeroclub.com

www.theturbulent.co.uk

www.cometracerproject.co.uk

Continuing from SAN 3!

Environment: Derby is a grass airfield. We use no insecticides or herbicides. We mow the manoeuvring areas electrically now and simply make hay on the outfield fed to horses reared by Margaret around the site. Of the 80 acres here it was once calculated that the growing grass sequesters the carbon dioxide exhaled by 320 persons a day. Our AVGAS bowser is solar powered! We offer fuel saving and performance enhancing modifications for certified aircraft by virtue of our dealerships. We installed two EV charging points and hope to instal a charging point for electric aircraft soon. We also plan to instal solar PV panels on the SW facing aspects of our two newest hangars which would generate up to 125 kWp. The hangars were designed to bear the weight. We persuaded the local electricity district network operator to instal a new transformer in anticipation. Our supply is three phase. We now have fibre to the premises and fibre connections to all of the buildings. Whilst noise was a major issue at our planning permission stage it is uncanny how many visitors claim how peaceful and tranquil they find the airfield to be. We are now seen locally as an important green space separating the village of Egginton from the rapidly developing adjacent town of Hilton (the fastest growing town in the UK).

We do our best to encourage young people. We are frequent hosts to the Royal Aeronautical Society's "Cool Aeronautics" initiative in conjunction with Rolls Royce. We arrange visits from local schools, beavers, cubs, rangers and ATC cadets. We set up a charity to restore to flight a Druine Turbulent made famous in 1959 when it was flown by HRH Prince Phillip. This is the only single seat aircraft ever to have been flown by a royal person and the restoration has been instrumental in providing opportunities for young people working towards their Duke of Edinburgh Awards. We are active with the Light Aircraft Association and provide inspection and flight testing services. We even have a project involving the restoration of a nationally significant racing aircraft of the 1930s. We are restoring the first British aircraft to fly with a combination of technical features now common enough. The features were retractable undercarriage, variable pitch propellers, flaps and a monocoque construction. It is Amy Johnson's dH 88 Comet G-ACSP 'Black Magic.' This was the first of three Comets built in 1934 to compete in the famous MacRobertson race to Australia to celebrate the centenary of the founding of the state of Victoria. G-'SP started as favourite but broke down in India. Sister Comet G-ACSS went on the win in record time and is kept in airworthy condition as part of the Shuttleworth Collection at Old Warden. The Comets were the predecessors of the incredible dH Mosquito. We are restoring our Comet because we can.

AIRFIELD FOCUS—DERBY PART 2

BY MARTIN JONES

We bring together vast engineering experience vested in a group of seniors working as volunteers in our bespoke engineering building.

Hopefully the picture portrayed here is that of a small company that provides so many vital aviation services catering for educational, engineering, recreational, career and community needs in a responsible forward-looking professional facility. The company punches well above its weight. Airspeed has three separate CAA approvals- aircraft maintenance, flight training (DTO) and aerodrome licence. We were holders of the prestigious Lennox Boyd trophy for services to the flying training industry for many years. Martin Jones was honoured to be made a fellow of the Royal Aeronautical Society. The Derby Aero Club was awarded a certificate of merit by the Royal Aero Club and Martin won an LAA certificate of merit for building a Rollason Beta.

Visitors are always welcome by air or otherwise. Full details appear in the UKAIP, in the commercial directories and SkyDemon. Please check the runway declared distances and be sure to telephone us for a briefing and PP.

Finally please join us in applauding Ann Bartaby and Louise Southern for the sterling work they have done on behalf of us all by launching the aerodrome survey, coordinating the data and highlighting the parameters necessary to fulfil the opportunities in the future of our aerodromes. Thank you ladies. Thank you too for these SAN Newsletters.

APHRA BRANDRETH MP VISITS DAIRY HOUSE FARM AIRFIELD, CHESHIRE

Aphra Brandreth MP, newly elected to represent Chester South & Eddisbury constituency was invited to visit Dairy House Farm airfield, Nantwich, Cheshire in October 2024. The airfield is 1 of 2 airfields in her constituency—Ashcroft Farm and Dairy House Farm. She came to learn about all aspects and issues faced by airfields in the UK



Louise Southern and Fred Pervical (airfield owner) organised the visit. A representee from all the businesses based on the airfield attended—Spreadwise, Cheshire Microlight Centre, Cheshire Flyers, Dulson Training Cheshire

‘Great to visit Dairy House Farm Airfield to learn more about the economic, recreational, and emergency service value of this fantastic site.

The airfield at Dairy House Farm is one of 169 listed as being strategically important to UK aviation infrastructure. Thank you to the fantastic team for showing me around and for the chance to sit in the Ikarus C42! ‘



Aphra Brandreth MP

Summary of Results So Far

Activities on Airfield

91 Flight training
128 Recreational flying
21 AOC
16 Flying displays
29 Aviation related commercial activities
13 Airshows

Does the Airfield have flight training available?

68 PPL
68NPPL
6 MEP
12 IR
11 CPL

54 Ground school
22 Aerobatics

Does the Airfield have environmental measures in place?

58 Habitat conservation
36 Biodiversity
27 Animal grazing
33 Land cultivation

Does the Airfield have non-aviation activities?

96 Yes
70 No

Does the Airfield engage with community groups?

69 School visits
76 Cadets/scouts
38 Aviation history clubs
16 Social learning groups
49 Voluntary groups
67 Open days
16 Flying displays
15 Apprenticeships

Airfields Stating Strategically Important

Category A – Major airfield

Blackbushe, Blackpool, Caernarfon, Chichester Goodwood, Denham, Derby, Duxford, East Midlands, Elstree, Kirkwall, Lydd, Manchester Barton, Old Buckenham, Oxford, Popham, Rochester, Sherburn in Elmet, Shobdon, Sleaf, Sumburgh, Teesside, Turweston

Category B – Regional airfield

Aston Down, Balado, Bagby, Bodmin, Burn, Coventry, Compton Abbas, Cumbernauld, Eaglescott, Earls Colne, Enniskillen, Enstone, Eshott, Fair Oaks, Fenland, Halton, Haverfordwest, Husbands Bosworth, Kemble, Lands End, Lasham, Lee on Solent, Little Gransden, Long Mynd, Manston, Old Warden, Parham, Perth, Portmoak, Scilly Isles, Strathaven, Sutton Bank, Swansea, Tibenham, Wellesbourne Mountford, White Waltham

Category C – Sub Regional airfield

Beccles, Bellarena, Beverley, Bicester, Bolt Head, Brighton, Brenthor, Cae Mawr, Castle Kenedy, Challock, Chirk, Clench Common, Clipgate, Cromer, Dairy House Farm, Darlton, Dornoch, Eastbach, Eastchurch, Easterton, East Kirkby, Eday, Eggesford, Falgunzeon, Farway Common, Feshiebridge, Fife, Full Sutton, Glenswinton, Grandsen Lodge, Halesland, Kenley, Kingstanding, Kirkbride, Kirton in Lindsey, Kittyhawk, Little Snoring, Lundy Island, Lyveden, Membury, Milfield, Milson, Movenis, Netherthorpe, North Hill, Nympsfield, Pembrey, Ridgewell, Ringmer, Ripple, Rivar Hill, Saltby, Seighford, Shenington, Shipmeadow, Skegness, Snitterfield, Strubby, Talgarth, The Park, Tilstock, Upavon, Upwood, Walton Wood, West Wales

Category D – Local airfield

Ashcroft, Auhgrim, Berrier, Bognor, Chilbolton, Crowland, Deanland, Devizes-Coate, Easter, Errol, Fadmoor, Felixkirk, Glenforsa, Gt Massingham, Headon, Holmbeck, Home Farm – Ebrington, Inch, Ledbury, Longside, Lydeaway, Main Hall Farm, Newport City, Oaklands Farm – East Tytherley, Pent Farm, Perranporth, Pitsford, Pocklington, Pointon, Rectory Farm, Rothwell, St Michaels, South Cave/Mount Airy, Stoke Golding, Strathallan, Strubby North, Talybont, Temple Bruer, Tibenham Priory Farm, Tiffenden, Troutbeck/Keswick, West Tisted, Weybourne, Whittles Farm, Willow Farm, Wooburn

STRATEGIC AERODROME NETWORK (SAN)

We plan to issue this Newsletter 4 times a year.

Each Newsletter will highlight common issues and challenge faced by Airfields and alongside will identify potential solutions to managing those challenges. We can draw on the excellent information provided in the Survey. Please highlight any issues you would like to raise.

Each Newsletter will have a short description of the activities and issues at one Airfield – if you would like to follow Derby and be show cased please let us know!

We know how isolated Airfields can sometimes feel, but many challenges, innovations and experiences are faced by many and highlighting these will help to protect and sustain our Network of General Aviation Airfields.

Together we can help protect GA Airfields!

Together We Can Fly!

If you have not received a survey link by email, please email louisesouthern@btinternet.com

The survey takes 10 mins to complete

Thank you for helping to protect the UK airfields for the future generations

Thank you for taking the time to read the SAN Newsletter

Ann & Louise