



National Armaments
Director Group

MoD Boscombe Down

Defence Aerodrome Manual

Version 11.5

Active: 27 Jul 26



REGULATORY ARTICLES / REFERENCES

This document supports and must be read in conjunction with the following:

DOCUMENT	TITLE
RA 1010	Head of Establishment Aviation Responsibilities and Aviation Duty Holder / Accountable Manager (Military Flying) Establishment Responsibilities
RA 1026	Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities
RA 1030	Defence Aeronautical Information Management
RA 1032	Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying) – Facing Organizations – Roles and Responsibilities
RA 1200	Air Safety Management
RA 1205(4)	Responsibilities of Organizations Supporting an Air System Safety Case
RA 1400	Flight Safety
RA 1410	Occurrence Reporting and Management
RA 1430	Aircraft Post Crash Management and Significant Occurrence Management
RA 3000 Series	Air Traffic Management (ATM) Regulations
MAS	Manual of Air Safety
MAPCIM	Manual of Aircraft Post Crash and Incident Management
MMATM	Manual of Military Air Traffic Management
DSA02 DFRS	Defence Aerodrome Rescue and Fire Fighting (ARFF) Regulation
JSP 360	Use of Military Aerodromes by Civil Aircraft
AP 600	Royal Air Force Information and CIS Policy
BMO	Battlespace Management Orders
BSD AOHL	MOD Boscombe Down Aerodrome Operator's Hazard Log
BSD DAAF	MOD Boscombe Down Defence Aerodrome Assurance Framework

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S	Radar, Radio, and Navigation Aid Maintenance, Monitoring and Protection	SATCO, DSATCO
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Y	Snow and Ice Operations	QQ Hd of Avn Serv
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AA	Civil Aircraft Aerodrome Usage – Terms and Conditions	FLOps
BB	Electrical Ground Power Procedures	QQ AOM
CC	Aviation Fuel Management Procedures	QQ AOM
DD	Hazardous Materials Spillage Plan	QQ SOL
EE	Jettison and Fuel Dumping Area	FLOps
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TABLE OF AMENDMENTS

Amendment No.	Amendment Date	Date of Incorporation	Details	Name
11.0	28 Nov 24	12 Dec 24	See DAM V11.0 Cover Note	Flt Lt Britten
11.1	11 Dec 24	6 Jan 25	See DAM V11.1 Cover Note	Flt Lt Britten
11.2	12 Feb 25	26 Feb 25	See DAM V11.2 Cover Note	Flt Lt Britten
11.3	21 Mar 25	31 Mar 25	See DAM V11.3 Cover Note	Flt Lt Britten
11.4	04 Feb 26	16 Feb 26	See DAM V11.4 Cover Note	Sqn Ldr Slaughter
11.5	27 Jul 26	27 Jul 26	Updated BSD abbreviation Temporary Op MV changes.	Sqn Ldr Slaughter



Long-Term Partnering Agreement (LTPA) Aerodrome Operator's (AO's) Foreword

1. This document, the MoD Boscombe Down (**BSD**) Defence Aerodrome Manual (DAM), is a living document which provides, in a standardized format, a mechanism to inform both military and civilian operators of the Aerodrome facilities, services, operating procedures and any known Aerodrome Hazards.
2. The **BSD** DAM, when used in conjunction with the Defence Aerodrome Assurance Framework (DAAF), enables the LTPA AO to provide Assurance to the LTPA Head of Establishment (HoE) that the Aerodrome is being managed in a way that accommodates the safe operation of Aircraft, and that all Aerodrome management requirements are being met and assured correctly.
3. The DAM sits alongside the UK Mil AP – EGDM, the LTPA Air Safety Management Plan (ASMP), and above the **BSD** Aerodrome Order Book (AOB). Together they provide information on the management and Assurance of all Aerodrome activities, operating procedures, standards, Flight Safety, and regulatory compliance.

DAM Management

4. Overall accountability for the DAM resides with the LTPA AO. Responsibility for day-to-day management, update and review resides with **BSD** Flt Lt Ops (FLOps). FLOps is to:
 - a. Ensure that the DAM is a living document¹. Where amendments are made, publish to the [BSD SharePoint](#) (MODNet) and [BSD Flying Information](#) (External) as a PDF.
 - b. Annotate the Index and Annexes with the appropriate Sponsor and ensure that they formally review their area(s) at least annually, and prior to LTPA AO annual review.
 - c. **Staff amendments and changes resulting from Op MACE VECTOR (Op MV) for release as soon as possible.** Major amendments are to be circulated to key stakeholders for comment prior to issue of the approved amendment.
 - d. Formally review² the DAM as the result of any of the following:
 - (1) Annually - November.
 - (2) A change of TEST TL, LTPA HoE or LTPA AO.
 - (3) Major organisational changes at **BSD**³.
 - (4) In the event of an Air System Accident or Significant Occurrence.
 - (5) Changes in MAA Policy or regulation, or relevant Air Safety changes in Civil Safety Legislation.

¹ A working document is held on the "DES-Wpns TEST-LTPA Aerodromes-ASO" MS Teams Site.

² When the DAM is reviewed, FLOps is to ensure the DAAF is also reviewed for any required amendments captured.

³ Including changes to the management of all Aerodrome activities, operating procedures, standards, flight safety and regulatory compliance within the LTPA AO's AoR.

Assurance

5. The LTPA AO will assess performance of the DAM, DAAF and 1PA through the ASWG. 1PA periodicities are to be risk-based but should not normally exceed 12 months, or as directed by the LTPA AO through the DAAF. DAAF management is detailed within the DAAF.
6. Personnel nominated to conduct 1PA of the DAM should:
 - a. Assesses compliance with the MRP.
 - b. Assure the aeronautical information contained within the UK MIL AIP and DAM match, and where relevant, confirm appropriate assurance checks have been completed.
 - c. Identify strengths, weaknesses, and opportunities for improvement of the DAM.
 - d. Detail / hyperlink evidence within the DAAF, providing assurance to the LTPA AO that the Aerodrome management accommodates the safe operation of Air Systems. Appropriate information, to enable action for discrepancies, potential problems, or improvements, must be provided.
7. The DAM contains several hyperlinks leading to further regulations, orders, and instructions. The complex nature of **BSD**'s aerodrome management means some information is intellectual property and is, for example, only hosted on QinetiQ (QQ) or MOD servers. All hyperlinks work but users may lack the permissions to access. Main Ops can provide copies on request.
8. For questions and clarifications, please contact Main Ops at DESWpnsTEST-BSDOps@mod.gov.uk.

Mark C Walker

LTPA AO
MoD Boscombe Down
TEST PT

LIST OF ABBREVIATIONS¹

AAIB	Air Accident Investigation Branch	ATCO IC	Air Traffic Control Officer In Charge
AAMC	Alternate Acceptable Means of Compliance	BFC	Bustard Flying Club
Ac	Aircraft	BFSM	Boscombe Flight Safety Meeting
AD	Aerodrome	Bldg	Building
ADH	Aviation Duty Holder	BUAS	Bristol University Air Squadron
AFM	Airfield Manager	CCT	Circuit
AIP	Aeronautical Information Publications	Cdr	Commander
ALARP	As Low As Reasonably Practicable	CFAOS	Contractor Flying Approved Organization Scheme
AM	Accountable Manager	CMATZ	Combined Military Aerodrome Traffic Zone
AM(MF)	Accountable Manager (Military Flying)	CO	Commanding Officer
AMA	Aircraft Manoeuvring Areas	CCB	Compass Calibration Base
AMF	Air Mobility Force	Cx	Crash
AN	Air Notice	DAAF	Defence Aerodrome Assurance Framework
AO	Aerodrome Operator	DAIB	Defence Accident Investigation Branch
AOB	Aerodrome Order Book	DASOR	Defence Air Safety Occurrence Report
AOHL	Aerodrome Operator's Hazard Log	DCDSO	Deputy Chief of Defence Staff Duty Officer
AOM	Airfield Operations Manager	DDH	Delivery Duty Holder
APU	Auxiliary Power Unit	DG	Dangerous Goods
ARFF	Aerodrome Rescue and Fire Fighting	DIO	Defence Infrastructure Organisation
ASIMS	Air Safety Information Management System	Div	Division
ASMO	Air Safety Management Officer	DME	Distance Measuring Equipment
ASMP	Air Safety Management Plan	DOE	Duty Operations Executive
ASSG	Air Safety Steering Group	DSA	Defence Safety Authority
ASWG	Aircraft Safety Working Group	Eng	Engineer
ATC	Air Traffic Control	ERP	Emergency Response Plan
ATIS	Air Traffic Information System	ETPS	Empire Test Pilots' School
ATZ	Aerodrome Traffic Zone	FLOps	Flight Cdr Operations
ASWC	Air Space Warfare Centre	FOD	Foreign Object Debris
BSD	Boscombe Down	FODPO	Unit FOD Prevention Officer

¹ See also the [MAA Master Glossary](#)

FS	Flight Safety	QCF	QQ Civil Flying
FTS	Flying Training Squadron	QQ	QinetiQ
GADFLY	Aerodrome Electrician	RA	Regulatory Article
GRMS	Ground Radio Maintenance Section	REG	Radio Frequency Environment Generator
GSE	Ground Support Equipment	RESA	Runway End Safety Area
H70	Hydrazine	RHAG	Rotary Hydraulic Arrestor Gear
HIRTA	High Intensity Radio Transmission Area	RPAS	Remotely Piloted Air System
HoE	Head of Establishment	RRRF	Rotors Running Refuelling
ICAO	International Civil Aviation Organisation	RWTES	Rotary Wing Test and Evaluation Squadron
ILS	Instrument Landing System	SATCO	Senior Air Traffic Control Officer
JARTS	Joint Aircraft Recovery and Transportation Squadron	SDH	Senior Duty Holder
LoA	Letter of Agreement	SLA	Service Level Agreement
LTPA	Long-Term Partnering Agreement	SME	Subject Matter Expert
LVO	Low Visibility Operations	SOL	Site Ops Lead
LVP	Low Visibility Procedures	SOP	Standard Operating Procedure
Lytag	Light Aggregate	SPS	Support Policy Statement
MAA	Military Aviation Authority	SPTA	Salisbury Plain Training Area
MAPP	Military Aviation Planning Portal	SQEP	Suitably Qualified and Experienced Personnel
MATZ	Military Aerodrome Traffic Zone	Stn	Station
MMATM	Manual of Military Air Traffic Management	SUAS	Southampton UAS
MoD	Ministry of Defence	T&E	Test and Evaluation
MOU	Memorandum of Understanding	TAF	Terminal Aerodrome Forecast
NOTAM	Notice to Airmen	TAP	Terminal Approach Procedures
OC	Officer Commanding	TEST PT	Trials, Evaluation Services and Targets Project Team
ODH	Operational Duty Holder	TRA	Task Resource Analysis
OOH	Out of Hours	UAS	University Air Squadron
PAR	Precision Approach Radar	VFR	Visual Flight Rules
POC	Point of Contact	VHF	Very High Frequency
PPR	Prior Permission Required	VIP	Very Important Person
QARel	QQ Aircraft Release	WIP	Work in Progress
QAO	QinetiQ Airfield Operations		

Chapter 1: Technical Administration – Aerodrome Location, Layout and Access

1.1 Name and Work Address of LTPA AO:

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- 1.2 Letters of Authority **and Delegation**. See [Annex A](#).
- 1.3 Safety Meeting Structure. See [Annex B](#).
- 1.4 Aerodrome Key Stakeholders. See [Annex C](#).
- 1.5 AO's Hazard Log (AOHL). See [Annex D](#).
- 1.6 Formal Aerodrome Related Agreements (FORA). See [Annex E](#).
- 1.7 Aerodrome Alternative Acceptable Means of Compliance (AAMC), Waivers and Exemptions. See [Annex F](#).
- 1.8 Aerodrome Location and Control of Entry and Access. See [Annex G](#).

Chapter 2: Aerodrome Data, Characteristics and Facilities

2.1 Aerodrome Data. See UK MIL AIP, Part 3 Aerodromes (AD) – [EGDM](#). Op MV introduces temporary but significant changes to the aerodrome infra and services which will be communicated to aerodrome users through NOTAM, Air Notice, DHAN, DAM, AOHL and AOB where applicable.

2.2 Operational Hours.

2.2.1 Core BSD Aerodrome Hours. Core BSD Aerodrome Hours (local) and operating model remain unchanged:

2.2.1.1 Monday to Thursday: 0830 - 1730

2.2.1.2 Friday: 0830 - 1630

2.2.2 AMF Extended Aerodrome Hours. To enable AM FE output outside Core BSD Aerodrome Hours, additional aerodrome services including ATC, Operations & Flight Planning, Emergency Medical Cover, ARFF and Meteorological Services will be provided through Force Generated personnel and Defence support arrangements. These arrangements are established to support AMF activity only during Op MV and do not represent an enduring increase in service provision for other aerodrome activity:

2.2.2.1 Monday to Thursday: 1730 – 2359

2.2.2.2 Friday: 1630 – 2359

2.2.2.3 Saturday and Sunday: 0800 - 2359

2.2.3 AMF Standby Aerodrome Hours. Minimum services required to support pre-planned AMF operational flights and standby activation:

2.2.3.1 Monday to Sunday: 2359 – 0830

2.3 Special Procedures. See UK MIL AIP - AD 2 - EGDM - [1 - 9](#).

Elevation	Variation	TA	Position	Date	Chart No.
407ft	0·06°W (Dec 22)	3000ft	51°09'11.9"N 1°45'03.6"W	2 Oct 25	B1

Table 1 - Special Procedures

2.4 Noise Abatement Procedure Orders. See EGDM AD2.21, Special Procedures (UK MIL AIP - AD 2 - EGDM - [1 - 9](#)), Terminal Approach Procedure (TAP) Charts and [Annex H](#).

2.5 Temporary Obstruction Orders. See [Annex I](#).

2.6 Runway Strip Obstructions. There are 5 x electrical infrastructure obstacles within the graded portion of runway strips. All are Operationally Essential Obstructions and comply with RA3590(12)¹. Their locations are captured in the image (serials 4-7, 10 only) and table below.

¹ Siting boards have been completed, and the hazard is captured in the BSD AOHL.



Figure 1 - Runway Strip Obstructions (Left image Runway 05 Threshold. Right image Runway 23 Threshold)

Image Serial	Item	W3W Location
4	Eastern RHAG – South LDU	///rekindle.venturing.chariots
5	Eastern RHAG – North LDU	///talent.suggested.motor
6	Western RHAG – North LDU	///obeyed.simulates.splat
7	Western RHAG – South LDU	///airstrip.stitch.artichoke
10	Western Barrier – LDU junction box	///piled.unhelpful.sketch

Table 2 - Runway Strip Obstructions

2.7 **Runway End Safety Area (RESA).** Not declared for Runway 23.

2.8 **Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor System (EMAS).** Nil.

2.9 **Aerodrome Arresting System Orders.** Nil.

2.10 **Manoeuvring Area Safety and Control Orders.** See [Annex K](#).

Chapter 3: Emergency and Aerodrome Rescue and Firefighting Orders

- 3.1 **Emergency Organisation.** BSD complies with RA 3261(2), RA 3263, RA 3311 and DSA02 DFSR. Within Core BSD Aerodrome Hours, QQ are responsible for providing an Aerodrome Rescue and Fire Fighting (ARFF) service and Aerodrome Emergency Medical cover to the standards articulated within the LTPA. DPHC are responsible for providing MAME¹.
- 3.2 Under Op MV; AMF Extended and Standby Aerodrome Operating Hours are supported by augmented and Force Generated (FGen) services in line with Op MV OpO and DHAN.
- 3.3 **Emergency Orders / Aerodrome Crash Plan.** See [Annex L](#).
- 3.4 **Aerodrome Rescue and Fire Fighting Services and Training Orders.** See [Annex M](#).
- 3.5 **Disabled Aircraft Removal.** See [Annex N](#).

¹ MAME is provided by RAF Odiham, RAF Northolt and RAF Benson.

Chapter 4: Air Traffic Services and Local Procedures

4.1 Air Traffic Control Orders. Orders for Aerodrome Activity Sanitisation, Embargoes and Ground Restrictions, as well as for Visitors, can be found at [Annex O](#).

4.2 Air Traffic Squadron Order Book The ATSOB¹ covers ATC procedures for the safe and expeditious flow of air traffic.

4.3 Aerodrome Order Book (AOB). Conformance with the procedures laid out in the [AOB](#)² are mandatory for all involved in flying at **BSD**.

4.4 Aerodrome User Priorities.

4.4.1 **BSD** provides an operational aerodrome and related services for the benefit of Approved Aircraft³. **During Op MV**, the following Priority should be applied in support of the operation of Approved Aircraft at **BSD**⁴:

4.4.1.1 **HMG / MOD Directed Tasks.** Includes AM FE based at BSD during the period of Op MV when conducting DSCOM, Operational or National Standby tasking.

4.4.1.2 **Test and Evaluation.** Approved Test and Evaluation Flying of MOD sponsored Air Systems.

4.4.1.3 **ETPS.** The training of Test Pilots and Flight Test Engineers and other Air T&E specialists.

4.4.1.4 **Force Generation / Continuation Training.**

4.4.1.4.1 QCFO / ASWC RA1166 flying.

4.4.1.4.2 AM FE based at BSD during the period of Op MACE VECTOR when conducting force generation flying.

4.4.1.5 **6 FTS. SUAS, BUAS, 2AEF and 3AEF flying.**

4.4.1.6 **Other.** All other flying, including but not limited to practice diversions, routine MOD PPR, non-MOD T&E flying and commercial activity.

4.4.1.7 **Bustard Flying Club.**

4.4.1.8 The priority of non-directed MOD tasks that are approved by **National Armaments Materiel (NA-Materiel)** and contracted with QQ will be promulgated via the Shortcast.

4.4.2 Application of Priorities. The priorities above are intended to guide the Shortcast planning and deconfliction process and represent the normal order of precedence to be

¹ The **BSD** ATSOB complies with RA3000 series, MMATM and BMOs. A copy can be obtained on request to the **BSD** SATCO or DSATCO, via **BSD** Main Ops.

² The **BSD** AOB is hosted on MODNet. A copy can be obtained on request to **BSD** Main Ops.

³ Approved Aircraft is defined by the LTPA as Aircraft from the QintetiQ Airfleet or as authorised by the Authority (TEST PT TL, LTPA HoE, or LTPA AO on behalf of **NA-Materiel**) to operate at **BSD**.

⁴ Priority will be applied when sufficient notice of aerodrome activity requiring management (e.g., circuit priority, embargos, etc) is given. Flying units are to provide specific details during the Shortcast the week before the activity. Where this notice is not given at the Shortcast, priority is not guaranteed.

applied when allocating aerodrome capacity. They are not an absolute hierarchy and may be varied where operational circumstances, air safety considerations, efficiency or stakeholder agreement make this appropriate. The Shortcast retains discretion to adjust priorities by agreement between affected stakeholders, provided higher-priority operational outputs are not adversely affected. Where agreement cannot be reached, or where conflicts involve significant operational impact, issues are to be escalated to the Aerodrome Operator for direction.

4.5 Restricted Access. If required, QAO is to establish roadblocks to maintain >150m safety perimeter between the Runway edge and any person or vehicle and remain in situ and in continuous comms with ATC to control the safe zone.



Table 3 - Restricted Access - Looking SW



Table 4 - Restricted Access - Looking NE

4.6 Comms Plan. QAO will inform and warn aerodrome users through:

- 4.6.1 The Shortcast Meeting, Air Notices, briefings, QQ site portal and emails.
- 4.6.2 Information screens at the Main Gate on the morning of the activity.
- 4.6.3 Remaining on site to co-ordinate and communicate in real time.

4.7 Explosive Storage Area. A/c are to not to overfly the Explosive Storage Area below 900ft **BSD** QNH.



Table 5 - Explosive Storage Area

4.8 Cautions:

4.8.1 **Parallel Ops.** Parallel to Runway 23/05 is 23/05 Grass and 23/05 North. All Parallel Ops are under positive control by ATC and only available to BSD-based ac **when no conflict with Op MV Air Systems exists.**

4.8.2 No aerodrome ident beacon.

4.8.3 Non-compliant Runway 23/05 high intensity side lighting spacing.

4.8.4 A Cloud Base Recording Laser is projected vertically from the ground and fires approximately once every 5 secs. Crash Map E8.

4.8.5 50% of the Runway 23 Approach Lights are unserviceable.

Chapter 5: Aerodrome Administration and Operating Procedures

- 5.1 **Aerodrome Data Reporting.** See [Annex P](#).
- 5.2 **Aerodrome Serviceability Inspections.** See [Annex Q](#).
- 5.3 **Aerodrome Technical Inspections.** See [Annex R](#).
- 5.4 **Radar, Radio, & Navigation Aid Maintenance, Monitoring & Protection.** See [Annex S](#).
- 5.5 **Aerodrome Works Safety.** See [Annex T](#).
- 5.6 **Aerodrome Users - Vehicle and Pedestrian Control.** See [Annex U](#).
- 5.7 **FOD Prevention – Training and Awareness.** See [Annex V](#).
- 5.8 **Aerodrome Wildlife Management.** See [Annex W](#).
- 5.9 **Low Visibility Operations (LVO).** See [Annex X](#).
- 5.10 **Snow and Ice Operations.** See [Annex Y](#).
- 5.11 **Thunderstorm and Strong Wind Procedures.** See [Annex Z](#).
- 5.12 **Civil Registered Aircraft Aerodrome Usage Terms and Conditions.** See [Annex AA](#).
- 5.13 **Safeguarding Requirements – Waivers and Exemptions.** See [Annex F](#).
- 5.14 **Aerodrome Assurance Activity.** See [BSD DAAF](#).
- 5.15 **Electrical Ground Power Procedures.** See [Annex BB](#).
- 5.16 **Aviation Fuel Management Procedures.** See [Annex CC](#).
- 5.17 **Hazardous Materials - Spillage Plan.** See [Annex DD](#).
- 5.18 **Jettison and Fuel Dumping Area.** Nil.
- 5.19 **Compass Swing Area.** See [Annex FF](#).
- 5.20 **Explosive Ordnance Disposal Area.** Nil.
- 5.21 **Dangerous Goods (DG) Procedure.** See [Annex HH](#).
- 5.22 **Hydrazine (H70) Leak.** Nil.
- 5.23 **RPAS Orders.** See [Annex JJ](#).
- 5.24 **Aerodrome HIRTA Restrictions.** See [Annex KK](#).
- 5.25 **Transport of Ejection Seats.** The transportation of Ejection Seats at **BSD** will be conducted iaw ENG/INS/1390/4.0. On request, copies can be provided by **BSD** Main Ops.

Annex A: Letters of Authority and Delegation

Sponsor: LTPA AO

1. Letters of Authority and Delegation are held on Sharepoint. Copies are available on request through Main Operations.

Annex B: Safety Meeting Structure

Sponsor: FLOps

1. The **BSD** Safety Meeting Structure can be found within A4 of the [TEST ASMP](#).

Annex C: Aerodrome Key Stakeholders

Sponsor: FLOps

1. **BSD** is managed under the LTPA between QQ and the UK MOD. The Aerodrome / Flying Unit construct at **BSD** requires specific consideration of how one organisation interfaces with the other. Whilst most of these interactions already exist, the split of Duty Holder/Accountable Manager & Head of Establishment (HoE)/Aerodrome Operator (AO) responsibilities at **BSD** requires that these interactions are subject to continuous improvement to ensure that any associated Hazards and Air Safety risks are quickly communicated to the relevant staff on both sides.
2. **BSD Air Safety Structure.** The **BSD** Air Safety structure is headed by the LTPA HoE, managed by the LTPA AO. Further details (such as the day-to-day managerial oversight and assurance) can be found within A4 for the [TEST ASMP](#).
3. **Responsibilities and Supervision of Flying.** The maintenance of a Safe Operating Environment (SOE) and the Supervision of flying at the **BSD** aerodrome and in related airspace requires that interactions on the management of day-to-day flying operations are recognised, as follows:
 - a. **HoE.** IAW MAA RA1010(2), the HoE is responsible for providing a SOE to support aviation activity that is reliant on the aviation services provided by the establishment.
 - b. **AO.** IAW MAA RA1026(2), the AO is responsible for the management of the Aerodrome environment to support the safe operation of Air Systems. This will include the deconfliction, prioritisation and planning of the FlyPro (aerodrome activity) and the safe application of Air Traffic Services (ATS), as described in Aerodrome Order Book (AOB).
 - c. **Aviation Duty Holders (ADHs), Accountable Managers (Military Flying) (AM(MF)) and Accountable Managers (AM).** ADH, AM(MF) and AM are responsible for the supervision of flying within their AOR.
 - d. **Duty Operations Executive (DOE).** Suitably Qualified and Experienced Personnel (SQEP¹) within Ops Wg (Sgt-Sqn Ldr) are appointed by the LTPA AO as the DOE. During core operating hours², the LTPA AO empowers the DOE with the responsibility for the day-to-day management, deconfliction and prioritisation of routine Aerodrome activity. The DOE is to remain on the ground and within 15 minutes of the Unit throughout their duty. They are to provide support to the Unit / Squadron Duty Supervisors and to advise the AO of any event that may cause a hazard to aircraft. **Outside of core operating hours during Op MV, the DOE is on call and within 60 minutes of the Unit.**
4. **Safety Management Stakeholders and Interactions.** The relationships and interfaces that provide the SOE can be found within A5 of the [TEST ASMP](#).
5. **Resident Flying Organisations.** The interactions made with **BSD** resident ADHs, AM(MF), AM and other DH-Facing organisations are found within Annex G to the [TEST ASMP](#).

¹ Current SQEP individuals include SLOps, FLOps, PASOM, Main Ops ASOM and **AS&C**.

² As per Mil AIP – [EGDM](#).

Annex D: Aerodrome Operator's Hazard Log

Sponsor: FLOps

1. The **BSD** AOHL clearly indicates the active **BSD** Aerodrome operating Hazards. The **BSD** AOHL is a live document, reviewed Quarterly, and can be found at this [link](#)¹.
2. Known AGL hazards recorded within the AOHL have the potential to impact AMF operational output during Op MV, particularly during night and reduced visibility operations. SLOps has begun engagement with appropriate stakeholders to identify, assess and implement appropriate mitigations to support AMF operations, including consideration of Safety Assessment requirements, operational limitations, additional procedural controls and any necessary Waivers or Exemptions (AWEs). Residual risks and proposed controls will be presented through the Duty Holder chain to enable an assessment that risks remain ALARP and tolerable. Pending completion of this work, the LTPA AO reserves the right to impose additional restrictions or operational limitations as necessary to maintain a SOE.

¹ The AOHL is hosted on MODNet. If you are unable to access the link, please contact **BSD** Main Ops, who can provide a soft copy of the extant AOHL, on request.

Annex E: Formal Aerodrome Related Agreements

Sponsor: DSATCO

1. Formal Aerodrome Related Agreements (FORAs) are detailed below and can be found on the [BSD SharePoint](#). If access is required by those without access, individuals are to request through [BSD Main Ops](#). FORAs expiry dates are tracked via the [BSD DAAF](#), and [BSD Assurance Tracker](#) and are reviewed annually.

No.	Title	Effective Date	Expiry Date
BSD-LoA-19-001	Terms and conditions applying to aircraft under the control of MOD Boscombe Down ATC or Middle Wallop ATC overflying Porton Down range D127	Sep 19	Oct 28
BSD-LoA-22-001	LoA between MOD Boscombe Down and Old Sarum Aerodrome	12-Apr-22	Apr 27
BSD-LoA-22-002	LoA between MOD Boscombe Down and Go Skydive	12-Apr-22	Apr 27
BSD-LoA-22-004	7 Regt AAC Apache helicopters to undertake training after hours at MOD Boscombe Down airfield	19-Sep-22	Sep 27
BSD-LoA-22-005	Fast jets conducting live firing practices on Salisbury Plain to enter MOD Boscombe Down controlled airspace	03-Oct-22	Oct 27
BSD-LoA-23-002	Operation of aircraft in EGD126 and EGD128	01-Jul-23	Jul 26
BSD-LoA-23-004	Procedures for helicopters operated by AACEN Middle Wallop undertaking instrument approaches to MOD Boscombe Down	01-Oct-23	Oct 28
BSD-LoA-23-005	Aircraft within the Combined Military Air Traffic Zone (CMATZ)	01-Oct-23	Oct 28
BSD-LoA-23-006	Low level routes between Shipton Bellinger and Grateley, Wilton and Airman's Cross, and Wilton and Grateley	01-Oct-23	Oct 28
BSD-LoA-24-001	LoA between MOD Boscombe Down and Thruxton Aerodrome	01-May-24	May 29
BSD-LoA-24-002	LoA between MOD Boscombe Down and Wiltshire Air Ambulance (WAA)	13-Sep-24	Sep 29
BSD-LoA-24-003	LoA between MOD Boscombe Down, NATS, DIO and 78 Sqn SWK	01-Oct-24	Oct 26



No.	Title	Effective Date	Expiry Date
BSD-LoA-25-001.1	LoA enabling Boeing to conduct Chinook and Wedgetail aviation operations at MOD Boscombe Down	Jun 25	Jan 28
BSD-LoA-25-002	LoA between TJ Morris HLS Users and MOD Boscombe Down	Sep 25	Sep 27
BSD-LoA-25-003	LoA between MOD Boscombe Down and Shalbourne Soaring Society (Rivar Hill).	Nov 25	Nov 30
BSD-LoA-23-004	LoA between NATS and MOD Boscombe Down	Nov 25	Nov 30
BSD-ITSF-22-001	Border Force Internal Temporary Storage Facility (ITSF) Approval: Ministry of Defence – Boscombe Down	5-Jul-22	N/A
BSD-MSA-24-001	MSA for Beacon Hill Farm, Amesbury ¹	1-Aug-24	Aug 26

Table 6 - Formal Aerodrome Related Agreements

¹ Further detail can be found in 20241206-PL-2023-11131-Beacon Hill-Decision Notice.

Annex F: Aerodrome Alternative Acceptable Means of Compliance, Waivers and Exemptions

Sponsor: DSATCO

1. Aerodrome Alternative Acceptable Means of Compliance (AAMC), Waivers and Exemptions are detailed below, and can be found through the [BSD Assurance Tracker](#). If access is required by those without SharePoint access, individuals are to request through **BSD** Main Ops. FORAs expiry dates are tracked via the DAAF.

BSD Serial	Waivers, Exemptions and AAMC Title	Detail	Expiry Date
MAA-FTD-Approvals	Watchman MTI Marker Position	Waiver	PERM
MAA-AWE-15-008	BSD Exemption regarding Parallel Runway Operations	Exemption	TBC
MAA-AWE-17-005	BSD WAM Installation	Waiver	31 Dec 2037
MAA-AWE-20-085	BSD Taxiway Characteristics	Waiver	31 Dec 2026
FCN-23-280	RJ100 RFFS Category – AM Standing Dispensation	FCN	PERM
DSFR-R.0203.AMC.19	DSA DFSR Waiver against R0203.AMC.19 (ARFF Vehicle, Equipment, and Infrastructure Requirements) & R.0208.GM.20 (ARFF Training Requirements)	Waiver Extension	12 Oct 2026
DSFR-R.0205.AMC.32	DSA DFSR AAMC to R.0205.AMC.32 (ARFF Reserve Complementary Media)	Waiver	PERM

Table 7 - Waivers, Exemptions and AAMC

2. **Safeguarding Concession References.** Current, in-use safeguarding concession references for the PAR (inc MTI markers), Watchman (inc MTI markers), and ILS (Localiser, Glidepath or DME) can be provided from **BSD** Ground Radio. Requests should be made through **BSD** Main Ops.

3. **Master Infringement Register.** **BSD** maintains a Master Infringement Register which is managed and maintained by the QQ Air Traffic Management Equipment Approved Organisation Scheme (AAOS), and 1PA assured by QQ Aviation Safety Manager and QQ Airfield Manager (AFM). This document is held on QQ IT REST. A copy can be requested through **BSD** Main Ops¹.

¹ DESWpnsTEST-BSDOps@mod.gov.uk

Annex G: Aerodrome Locations & Control of Entry and Access [□](#)

Sponsor: FLOps

1. **Aerodrome Location.** BSD is 6 miles NNE of Salisbury, just SE of Amesbury and 1 hour 40mins from central London, if travelling by road. The main gate is to the NW of the aerodrome.

- a. **Access by Road.** From A303, take Porton Rd southbound and Main Rd.
- b. **Access by Rail.** Nearest train station is Grateley (no public transport to Amesbury, onward journey by taxi / car). Salisbury station has better public transport links.

2. Local Area Maps.

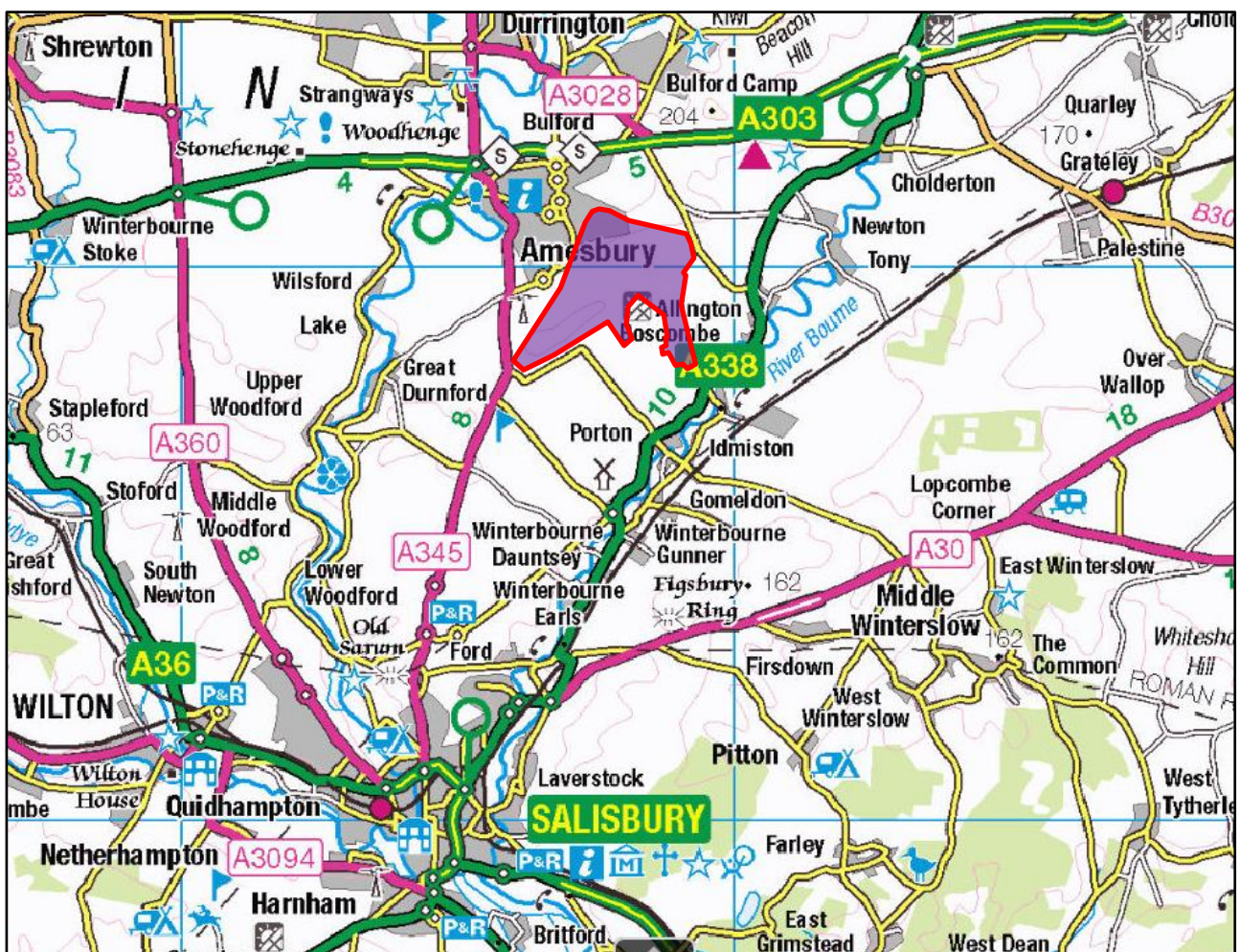


Table 8 - Local Area Map - General Location relative to Salisbury

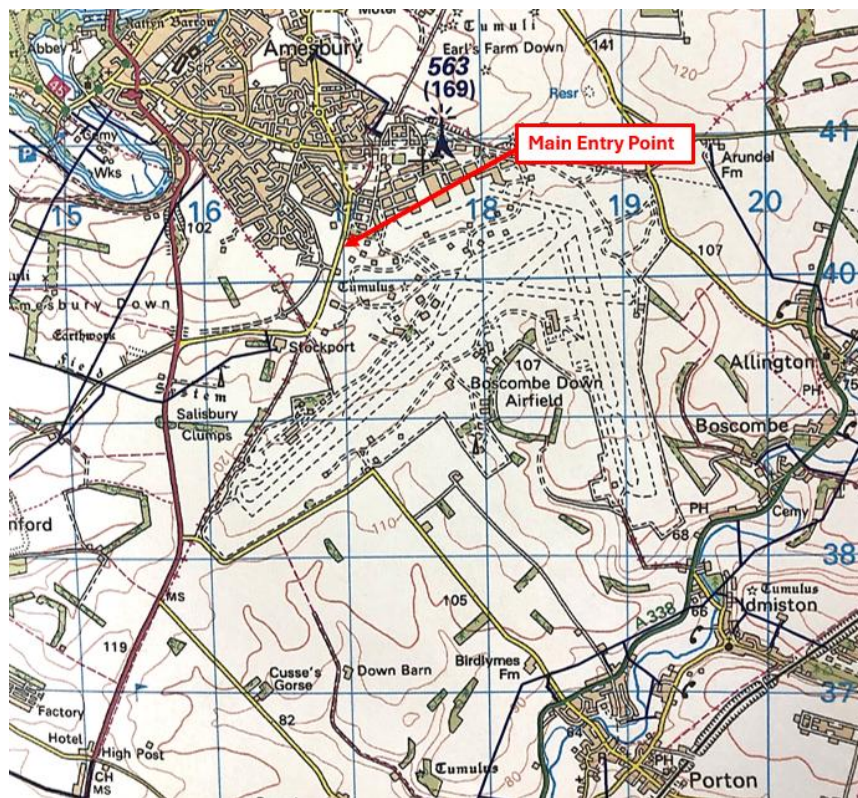
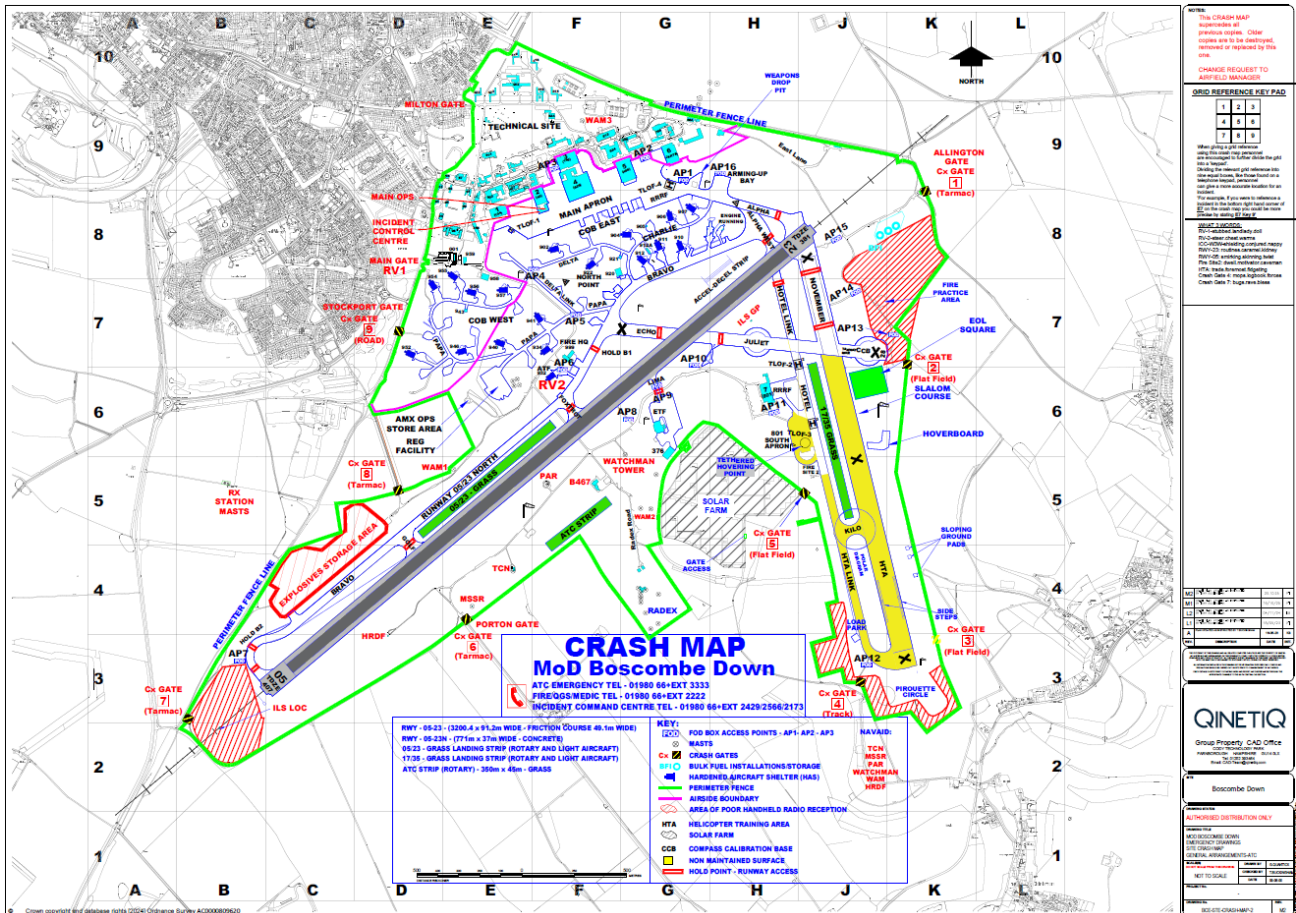


Table 9 - Local Area Map - Identifying Main Entrance



Table 10 - Aerial Photograph showing Aerodrome Layout

3. **Aerodrome Crash Map.** The **BSD** Aerodrome Crash Map (Rev “M2” (RA 3261 compliant) is stored on the **BSD** SharePoint. Fully scalable .pdf copies can be requested through **BSD Main Ops**¹. **Temporary Op MV infra changes and operating locations are not included in M2, but will be communicated to Aerodrome Crash Map users and stakeholders separately.**



¹ DESWpnsTEST-BSDOps@mod.gov.uk

4. **What 3 Words.** This is an alternative to grid referencing systems. Through its use, you can provide an accurate reference to your location or navigate to a given location using the 3 words provided. Points of Interest at **BSD** are provided using What 3 Words below:

Point of Interest	<u>What 3 Words Locations</u>	Remarks
Main Gate / RV1	///stubbed.landlady.doll	D8
South Site Entrance (Porton Gate)	///processes.moods.revolting	Limited weekday opening hrs
Air Traffic Control	///stance.available.glaze	Open for Flying
Main Ops and Eng Ops	///brands.desktops.sailing	1 st floor
Fire Section / RV 2	///steer.chest.warms	-
ICC	///shielding.conjured.nappy	1 st floor (01980 66 3052 for access)

Table 12 - Aerodrome Crash Map - What 3 Words

5. **Visitors.** All visitors accessing **BSD** by air¹ must book in through Main Ops and comply with the QQ MOD Boscombe Down Visitor & Events Local Instruction, which can be obtained from BCESite@QinetiQ.com.

6. Up to 10 working days' notice for visit approval may be required, dependant on the category of the visitor(s). IVCO clearance can take up to 21 days to obtain.

7. **Out of Hours/Increased ARFF Requirements.** These must be requested iaw Annex M, para 1.b.

¹ Whether crew, passengers or persons utilising **BSD** as an Air Point of Embarkation (APOE) or Disembarkation (APOD) only.

Annex H: Noise Abatement Procedure Orders

Sponsor: DSATCO

1. **General Orders for Noise Abatement.** To minimise noise in the local area, aircraft are to avoid direct overflight of towns and villages within **BSD** MATZ and ensure that noise nuisance around the airfield is kept to a minimum.
2. **Sensitive Areas List.** Sensitive Areas for the surrounding area of **BSD** can be found within the LFA [Sensitive Areas List](#)¹. These are also detailed on the MAPP application under the section relating to local avoids, which can provide a user-friendly visual overlay. Within the **BSD-MW** Sensitive Area, Middle Wallop hold responsibility for ensuring it is accurate and up to date.
3. **Engine Ground Running (EGR).** EGR requests are to be made through **BSD** Eng Ops and conducted iaw QQ Eng Instructions². The following ARFF restrictions apply:
 - a. **During Core Aerodrome Operating Hours.** EGR is to be conducted with the ARFF Service Levels of Protection for each aircraft, as outlined in DFSR 0201. Any Reduced Hazard Profile requests to accommodate EGR at a lower than published category is to be made by the ADH/AM Chain, in consultation with the **BSD** Stn Fire Officer, through the LTPA AO.
 - b. **Outside of Core Aerodrome Operating Hours.** All OOH EGR (**including Op MV AMF Air Systems**) are to be pre-notified to **BSD** Eng Ops, who will co-ordinate with ARFF to ensure the required cover is provided. A DFSR Form 04 will be raised as required.

¹ On request, copies can be provided by **BSD** Main Ops.

² The current edition, QQ ENG/INST/1521/5.0, can be accessed on QQ IT, or requested from **BSD** QQ Eng Ops.

Annex I: Temporary Obstruction Orders [□](#)

Sponsor: DSATCO

1. Temporary Obstructions on or around any Manoeuvring Area or Apron that are considered a Hazard to Aircraft, vehicles or pedestrians are to be marked and lit in accordance with extant regulations using approved high visibility markers, tape or fencing with additional red light markers at night. NOTAMs are to be issued and taxi patterns controlled. If relevant, pilots are to be briefed on landing or when calling for start.
2. **Taxi Patterns.** ATC may amend **BSD** Taxi Patterns if required. ATC will inform pilots, on start for outbound aircraft and prior to taxiing on arrival. If required, and on request, QQ VAS will provide wing walkers and/or follow-me vehicles.
3. **NOTAM Action.** Main Ops will issue a NOTAM as per extant FLIPs. The NOTAM will include:
 - a. Nature and position of unserviceable area or obstruction.
 - b. Nature of markings (day and night).
 - c. Approximate period for which the area will remain unserviceable.

Annex J: Aerodrome Arresting Systems [□](#)

Sponsor: QQ AOM

1. Nil.

Annex K: Manoeuvring Area Safety and Control Orders [□](#)

Sponsor: QQ AOM, QQ AFM, SATCO

1. Eng Ops control vehicle movements on the main apron, all other areas are under the control of ATC.

2. **Aircraft Movement Area (AMA).** The AMA is part of the aerodrome, excluding aprons (parking is detailed in Para 5 onwards of this Annex), used for take-off, landing and the movement of aircraft associated with take-off and landing. Movement on the AMA is controlled by ATC and in some cases restricted, notably:

a. **Runways:**

- (1) **Runway 23/05.** BSD Main Runways, for use by all aircraft types.
- (2) **Runway 23/05 North.** BSD-based LFW movements only (not visitors).
- (3) **23/05 and 17/35 Grass Strips.** BSD-based LFW and RW only.
- (4) **The 'ATC Strip'.** For BSD-based RW only.
- (5) Non-BSD based aircraft are to use Runway 23/05 only.

b. **Helicopter-specific Areas:**

- (1) **Helicopter Trg Area (HTA).** Used for helicopter training and not suitable for FW take-off and landing. Op MV introduces Contingency Parking slots C1-6 on southern HTA iaw Diagram 17a. HTA availability limitations apply when C1-6 parking is in use.
- (2) **Helicopter Landing Pads.** TLOF 1-4 as shown on AD-2 TAXI CHART. TLOF 2 and 3 out of use during Op MV.
- (3) **North Point.** Only to be used as a landing/departure point by BSD based and specially briefed crews only (not visitors). Taxi instructions to/from/via North Point will be passed by ATC iaw para 3 below.
- (4) **RW Test Areas.** "Tethered Hovering", "Sloping Ground Pads" and other test-specific areas are for BSD-based RW, or visiting trials aircraft that have received an ATC brief.
- (5) **Main Dispersal TLOF 4.** Used for the purposes of aircraft departures and arrivals during OOH use only or at DOE's (Main Ops) discretion.

c. **Other Areas.** With Main Ops' permission, other parts of the aerodrome may be used for trials or other purposes.

d. **Short Term AMA Deficiencies/Restriction Information.** Promulgated by NOTAM/Air Notice.

e. **Long Term AMA Deficiencies/Restriction Information.** Found in the [UK MIL AIP – AD 2 – EGDM](#).

f. **Grass Areas.** Due to wildlife feeding and burrowing activities causing damage to the grassed landing areas of the airfields, the following restrictions are to be observed by users:

(1) **23/05 Grass:** Available for helicopter EOLs. Helicopters should avoid the edges of the strip within 1 rotor span of the edge due to drains and other obstructions, and any areas of obvious damage.

A central area of the grass can cause abrupt deceleration for skidded helicopters. This is identifiable by its darker tone, and can be avoided if needed. Light FW aircraft can operate along the whole length.

(2) **17/35 Grass:** Available for helicopter EOLs. Helicopters should avoid the edges of the strip within 1 rotor span of the edge due to drains and other obstructions, and any areas of obvious damage. Light FW aircraft can operate along the whole length.

(3) **ATC Grass:** The ATC strip is available for Helicopter EOLs. Aircrew should avoid landing or running onto the undulating area of uncut grass in the central southern section.

(4) **EOL Square:** The EOL Square is available for Helicopter EOLs. Beware of the downslope at the eastern edge. Op MV may affect EOL availability when CCB, 801 Apron and Parking Slots C1-6 in use.

3. **Aircraft Taxiing.** [See UK MIL AIP – AD 2 – EGDM – TAXI CHART.](#)

a. **Radio Procedures.**

(1) **Engine / APU Start.**

(a) Unless by prior arrangement with Main Ops, Engines are not to be started before 0830L and be shut down no later than 1730 (Mon-Thu) / 1630 (Fri). Pilots must call 'Boscombe Ground' before starting engines.

(b) VHF only aircraft departing **BSD** should contact Boscombe Tower on 130.755 for start clearance.

(c) **Requesting Start.**

(1) Callsign, Aircraft Type, Location / Slot No, and POB is to be passed on initial contact with Boscombe Ground/Tower.

(2) ATC will confirm the runway in use, **BSD** QNH and bird activity (when HIGH or VERY HIGH) for all aircraft on taxi.

(2) **Taxi Clearance.** Aircrew are to obtain clearance from Boscombe Ground before taxi, stating ATIS information letter received, **BSD** QNH and remain with Ground until the runway holding point, except:

(a) Helicopters taxiing from Main Dispersal to North Point for VFR departure; change to Boscombe Tower at North Point.

(b) Helicopters taxiing from Apron 2 (Southside – 801) are to change to 'Boscombe Tower' at TLOF 2 or TLOF 3, as appropriate.

(3) **05/23N Holds.** When taxiing, aircraft are to request clearance to proceed past the BRAVO 1 or BRAVO 2 holds. This applies to aircraft taxiing for Runway 05 departure and when vacating Runway 23.

(4) **Departure Clearance.** Aircrew are to obtain departure clearance details from Ground before changing to Tower for take-off clearance.

(5) **Taxi Back Procedure.** After landing, fixed wing aircraft are to change from 'Boscombe Tower' to 'Boscombe Ground' upon vacating the Runway. Helicopters inbound to the Main Dispersal are to change to Boscombe Ground at North Point; helicopters inbound to 801 Apron are to change to Boscombe Ground at TLOF 2 or TLOF 3 as appropriate. Radio contact is to be maintained after landing until APU/engines are stopped.

b. **General Precautions.**

(1) **Taxiway ALPHA.**

(a) By Day Stn based FW/LFW with a wingspan of 11m or smaller may pass each other at the discretion of ATC on Taxiway ALPHA.

(b) By night, aircraft are not to pass each other on Taxiway ALPHA. When necessary, ATC will give priority to aircraft taxiing for departure.

(2) **Taxiway BRAVO.** Stn-based Tutor aircraft may pass on Taxiway BRAVO to the West of Taxiway ECHO. **For the duration of Op MV, the published UK Mil AIP restriction limiting the use of Taxiway BRAVO between FOXTROT and ALPHA WEST to aircraft below 50,000 kg is suspended for BSD based aircraft, subject to compliance with the overload operation controls. Aircraft may utilise this section of Taxiway BRAVO where operationally required. To minimise the potential for pavement deterioration, crews are to use the minimum power setting necessary when taxiing through this area.**

(3) **Taxiway CHARLIE.** Can be used by all Stn based FW except the RJ70/100 and King Air. Visiting LFW and FW may use Taxiway CHARLIE subject to ATC discretion. No heavy aircraft may use Taxiway CHARLIE unless pre-approved by Ops and QQ AFM.

(4) **Slots 1 – 26.** RW are not permitted to hover taxi on or in vicinity of these slots, unless within the RW dispersal area (A-N), conducting RRRF on slots 25-26 or unless authorised by Eng Ops.

c. **Taxiing for Departure.**

(1) **From Slots 1-30 for Runway 23 and 17 Grass Departures.** Aircraft are to use Taxiway ALPHA to the appropriate holding point.

(2) **From Slots 1-30 for Runway 05 Departures.** Aircraft are to use Taxiway ALPHA, Taxiway ALPHA WEST or Taxiway CHARLIE, as appropriate, and along Taxiway BRAVO to Hold Bravo One or Bravo Two.

(3) **From Slots A-N.** Aircraft may either taxi direct to North Point or via TLOF 1. Where taxi line markings exist, wheeled RW **should** ground taxi via TLOF 1 unless unable to do so for reasons of aircraft performance or flight safety.

(4) **From 801 Dispersal.** TLOF 2 and TLOF 3 are out of use for the duration of Op MV. If a 23/05 Runway departure is required, aircraft are to taxi via Taxiway HOTEL and Taxiway JULIET to one of the Taxiway NOVEMBER HOLDS.

d. **Taxiing after Arrival.**

(1) **Runway 23/05.** No aircraft may vacate the Runway without positive ATC clearance. When vacating Runway 23/05 at FOXTROT or GOLF, the Taxiway "Hold Short" lines do not provide safe separation from operations on Runways 23/05 Northern or 23/05 Grass. Aircraft that intend to exit Runway 23/05 at FOXTROT or GOLF are to remain south of the white line that marks the northerly edge of the main Runway until in receipt of positive clearance from ATC.

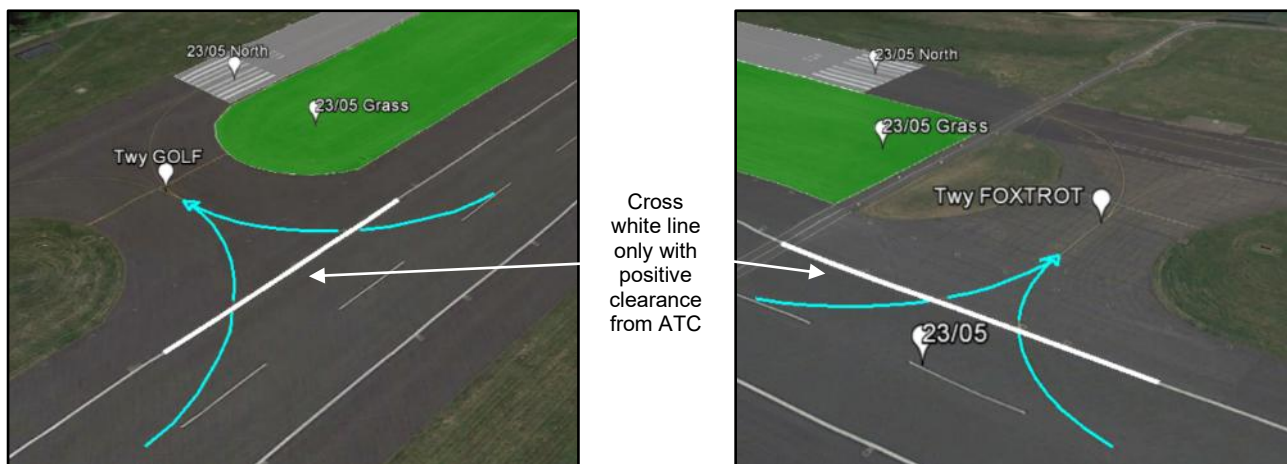


Table 13 - Taxiing after Arrival - Runway 23/05

(2) **Taxiway BRAVO.** When vacating Runway 23 at the upwind end, pilots are not to proceed past 'Hold BRAVO 2' without positive clearance from 'Boscombe Ground', to ensure de-confliction with Runway 23 North. (Do not confuse 'Hold Bravo 2' (used heading north-east) with the Runway 05 Hold (used heading south-east)).



Table 14 - Taxiing after Arrival - Taxiway BRAVO

(3) **RW Arrivals to Main Dispersal.** RW aircraft may be directed to park in 2 locations on the main dispersal:

(a) **To Slots A-N.** Aircraft may either taxi direct to Main Dispersal or via TLOF 1. Where taxi line markings to the intended spot exist, wheeled RW **should** ground taxi from TLOF 1 unless unable to do so for reasons of aircraft performance or flight safety.

(b) **To Slots 27-30 (Arming Up Bay).** Aircraft are to ground taxi, apart from aircraft where performance or configuration will not allow, along ALPHA Taxiway to enter and exit the main dispersal.

(4) **RW Arrivals to 801 Dispersals.** TLOF 2 and TLOF 3 are out of use for the duration of Op MV, due to proximity to the Temporary Cargo Handling Facility.

e. **Arrival or departure from the Arming up Bay (AUB).** Authorised aircraft may operate from the AUB. FW aircraft are to taxi in accordance with normal procedures. RW aircraft:

(1) Ground taxi to either NOVEMBER or 23-Hold and obtain departure instructions. If skidded, RW are to make an approach to the RW aiming Triangle and air taxi to the allotted parking slot.

(2) At respective Hold change freq to Stud 3 and call for departure.

(3) Taxi onto the intersection between NOVEMBER and 23 to depart.

(4) Final approach to be made to the Runway 23 or NOVEMBER.

(5) Taxi to the Hold area and change to Stud 2.

(6) Taxi via Taxiway ALPHA to the AUB.

4. **Cob West Aerodrome Traffic Lights and bollards for Aircraft Under Tow.** The Cob West aerodrome traffic lights provide aircraft marshallars with a means to stop vehicles at the REG access road traffic lights. The traffic-lights are located at the junction of Taxiway Papa and REG access road traffic lights. Aircraft marshallars stop the aircraft and tow combine at least 1m from the Runway Crossing Road They set traffic lights to RED using the control box, remove bollards to allow the combine to cross and tow the aircraft to at least 1m beyond the road on the other side, replace the bollards and set the lights to green again.

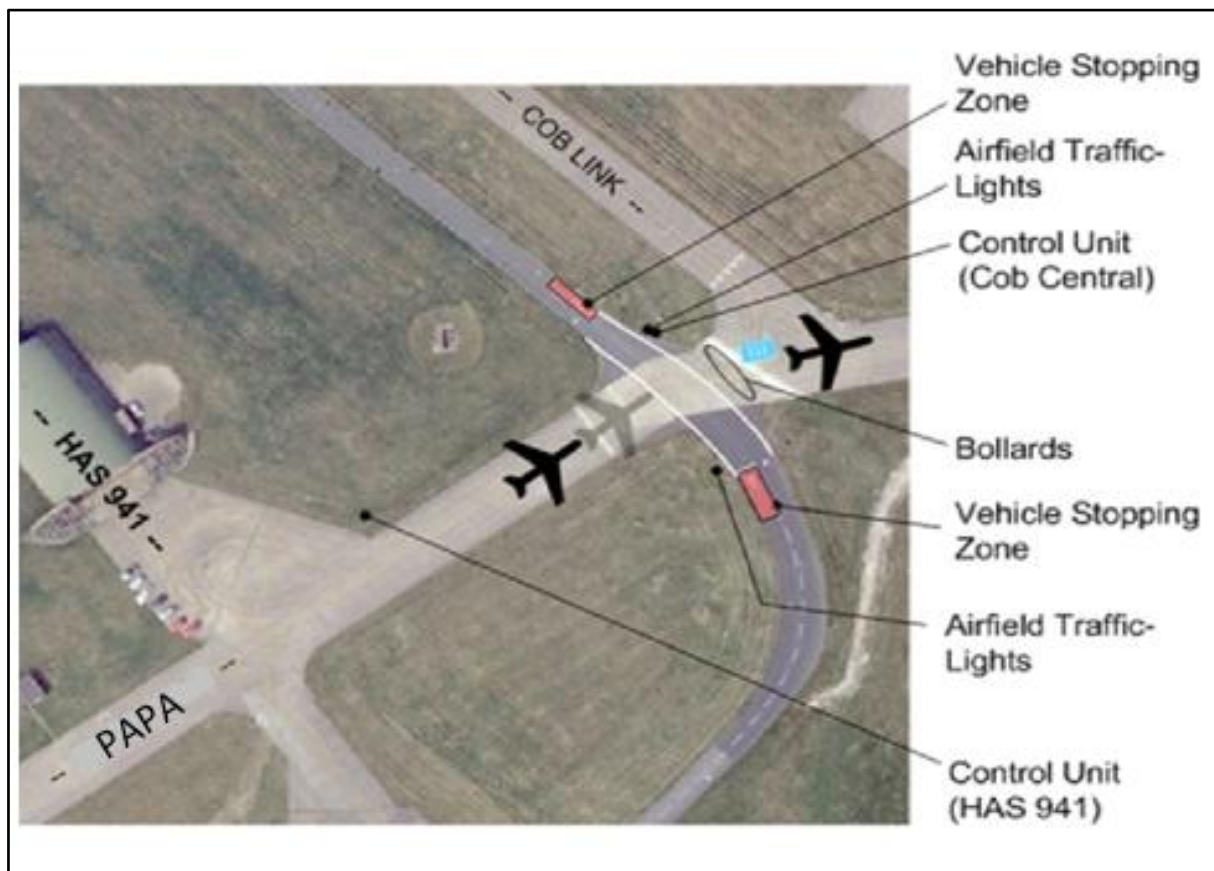


Table 15 - Cob West Aerodrome Traffic Lights and Bollards Overhead



Table 16 - Cob West Bollards Photograph

5. **Aircraft Parking.** Eng Ops allocate parking on Northern and Southern dispersals and other special parking. Unless directed by Eng Ops / ATC, **BSD**-based aircraft are to return to the slot they vacated.

- a. **Main Dispersal.** Aircraft parking on the main dispersal is found in the [UK MIL AIP – AD 2 – EGDM – APRON 1 CHART](#). Parking Slots have changed in accordance 17a diagrams. These changes have not yet updated within the AIP as works are ongoing as part of Op MV delivery. Parking information and availability will be managed by Eng Ops in line with Parking Slot Allocation Consideration (table 17b) and Air Notice.
- b. **Rotors Running Refuel (RRRF) Parking.** RRRF can only be carried out in specific locations. RRRF parking locations are found in the [UK MIL AIP – AD 2 – EGDM – RRRF CHART](#). Slot 32 RRRF unavailable during Op MV.
- c. **Southern HTA Slots C1-C6.** Op MV contingency parking slots. HTA activity restrictions apply when C1-6 in use.

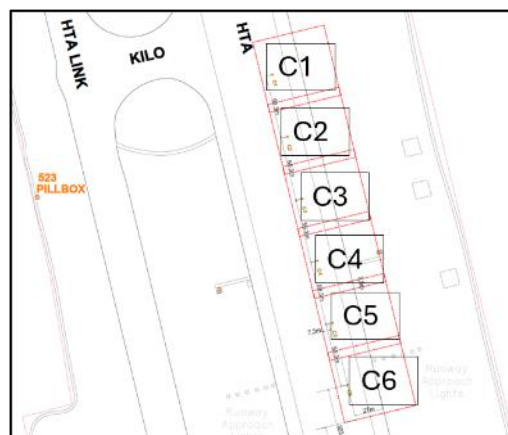
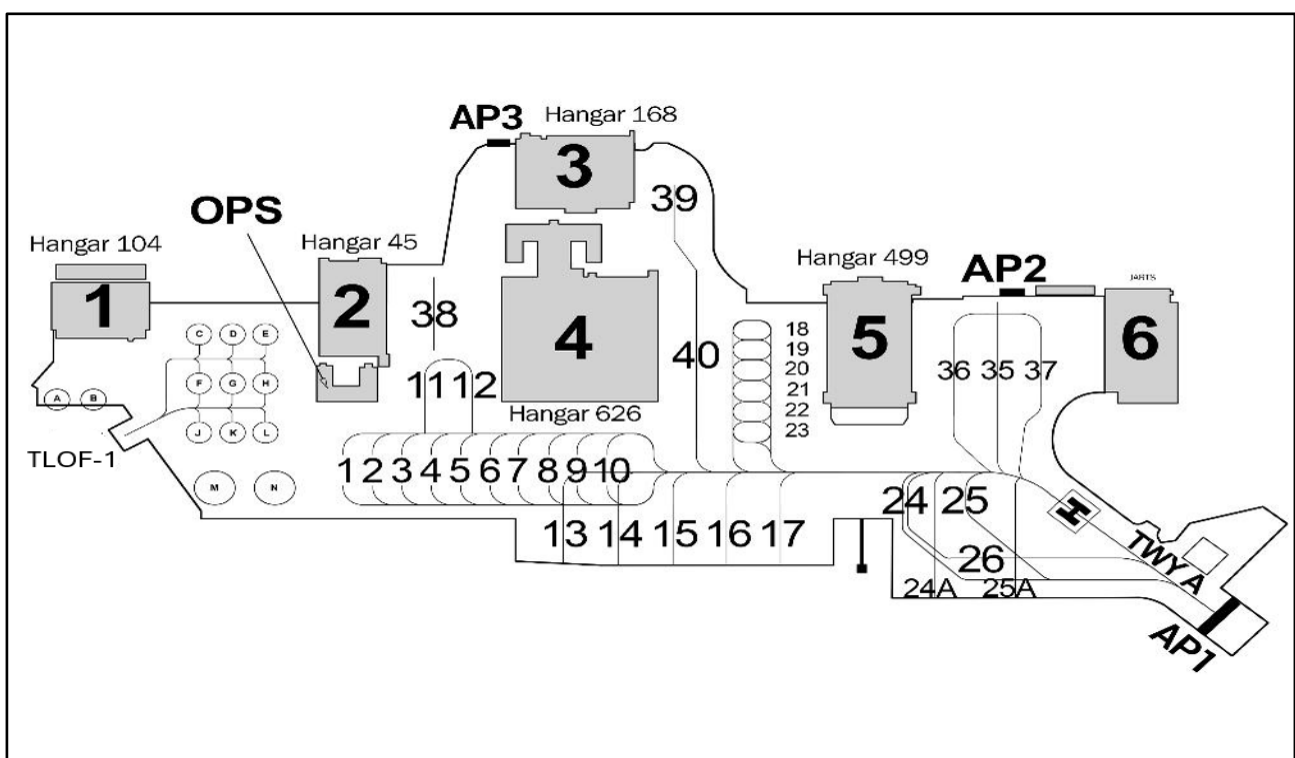


Diagram 177a – Op MV Parking

6. Parking Slot Allocation Consideration.

	Parking Slots /Spots	Fixed Wing							Rotary Wing								Key			
		Small	Large	Visitors	Armed/DAC	Fuel tasks	LP Ground Run	HP Ground Run	Light	Medium	Large	Visitors	Armed/DAC	Fuel Tasks	LP Ground Run		HP Ground Run	Not to use	Use under certain conditions	Free to use
Apron 1 (RW)	A																			VIP Only.
	B																			
	C																			
	D																			
	E																			
	F																			
	G																			
	H																			
	J																			
	K																			
	L																			
	M																			
	N																			

Key

Not to use

Use under certain conditions

Free to use

		Fixed Wing						Rotary Wing						Key					
	Parking Slots /Spots	Small	Large	Visitors	Armed/DAC	Fuel tasks	LP Ground Run	HP Ground Run	Light	Medium	Large	Visitors	Armed/DAC	Fuel Tasks	LP Ground Run	HP Ground Run	Not to use	Use under certain conditions	Free to use
Apron 1 (FW & RW)	1-10																		
	11-12																Access to/from Spots 11-12 only through Northern Main Apron Taxi line. APU Runs allowed, RW no ECU runs rotors running.		
	13-14																Out of use due to WIP. Up to 80% Engine Runs allowed.		
	15																Out of use due to WIP. Fixed wing Up to 80% Engine Runs allowed. If Large RW on this slot 16 is out of use.		
	16																Out of use due to WIP. Fixed wing Up to 80% Engine Runs allowed. If Large RW on this slot 15 & 17 is out of use.		
	17																Out of use due to WIP. Fixed wing Up to 80% Engine Runs allowed. If Large RW on this slot 16 is out of use.		
	18-23																		
	24-25																Armed A/C can use this slot with prior planning with Eng Ops. No Forward firing Weapons.		
	24a-25a																C17/A400M Operational Slot – Taxi in forwards or reverse in. Op MV LP EGR.		
	26																Armed A/C can use this slot with prior planning with Eng Ops. No Forward firing Weapons.		

Key	
Not to use	
Use under certain conditions	
Free to use	

		Fixed Wing						Rotary Wing						Key					
	Parking Slots /Spots	Small	Large	Visitors	Armed/DAC	Fuel tasks	LP Ground Run	HP Ground Run	Light	Medium	Large	Visitors	Armed/DAC	Fuel Tasks	LP Ground Run	HP Ground Run	Not to use	Use under certain conditions	Free to use
Arm Up Bay	27-29																		
	30																		
J	31																		
801	32																		
CCB	33																		
K	34																		

Armed A/C can use this slot with prior planning with Eng Ops. No Forward Firing Weapons. Fuelling tasks can be carried out, a fire truck will be in attendance whilst the fuelling task takes place.

Operational Slot. Available for A400 (not C17) due to PCN. Taxi in forwards or reverse in.

Armed A/C can use this slot with prior planning with Eng Ops. No Forward Firing Weapons. Fuelling tasks can be carried out, a fire truck will be in attendance whilst the fuelling task takes place.

Operational Slot.

Op MV Cargo Handling & Explosives Palletisation Site (CHEPS).

Fuelling tasks only to take place if necessary and a fire truck will be in attendance whilst the fuelling task takes place.

Out of use due to Op MV.

Operational Slot. Designated Op MV DAC Bay. Op MV HP EGR.

Armed A/C can use this slot with prior planning with Eng Ops. No Forward Firing Weapons. Fuelling tasks can be carried out, a fire truck will be in attendance whilst the fuelling task takes place.

Op MV HP EGR.

Fuelling tasks only to take place if necessary and a fire truck will be in attendance whilst the fuelling task takes place.

Key	
Not to use	
Use under certain conditions	
Free to use	

		Fixed Wing						Rotary Wing						Key Not to use Use under certain conditions Free to use			
	Parking Slots /Spots	Small	Large	Visitors	Armed/DAC	Fuel tasks	LP Ground Run	HP Ground Run	Light	Medium	Large	Visitors	Armed/DAC	Fuel Tasks	LP Ground Run	HP Ground Run	
H499 East	35																Operational Slot C17/A400M/757/RJ. Taxi in forwards or reverse in. Unavailable if 36 or 37 in use.
	36																Operational Slot C17/A400M/RJ. C17/A400M Taxi in forwards or reverse in. RJ can use loop between 36/37 if available. Unavailable if 35 in use.
	37																Operational Slot A400M/RJ. A400M Departures only (A/C to be towed into position). RJ can use loop between 37/36 if available. Unavailable if 35 in use.
H45E	38																C17/A400M Parking Only. A/C to be towed into position.
626E	39																A400M Parking Only. A/C to be towed into position (safety distance not available – wing walkers required).
626E	40																RJ Operational Slot.
HTA	C1-6																C17/A400M Parking Only. A/C to be towed in position.

Key	
Not to use	
Use under certain conditions	
Free to use	

Table 18b - Parking Slot Allocation Considerations

7. **Armed aircraft.** ~~Op MV affects BSD's ability to support armed aircraft due to temporary infra and organisational changes. Contact Main Ops for latest information and policy guidance. Aircraft may load and unload weapons and countermeasures only with Eng Ops' permission. Where flare safety distances are not known, a 360° 200m circle will apply. The weapons drop pit is not in use. Appropriate signs are to be always displayed.~~

a. ~~**Pre-arranged movements.** Booking requests with Main Ops for aircraft to operate carrying live ordinance require 1 wk's notice are to fully declare the nature of the weapons, including explosive category, NEQs and required safety distances. Bespoke licences will be requested through the QQ TL Armaments. Countermeasures may only be loaded, unloaded or parked on the "arming-up" bay or Taxiway MIKE as these require earthing points unavailable on forward firing points. Main Ops will issue Air Notices to warn stakeholders that armed aircraft are expected and advise of amended taxiing / road routes.~~

b. ~~**Unplanned arrivals.** Armed aircraft arriving unexpectedly (diversion, emergency, etc):~~

(1) ~~**With a weapons fault.** Park on the nearest safe hdg.~~

(2) ~~**With a weapon in a safe condition:**~~

(a) ~~**Forward Firing Weapons (FFW).** Aircraft carrying can park on either of the licenced armed parking areas.~~

(b) ~~**Other munitions.** Aircraft carrying explosives not greater than UN Class 1.3 (i.e., practice bombs, CMs etc) are to park on the AUB. Aircraft with munitions of categories greater than UN Class 1.3 are to park on the AUB or armed slot 2 as an emergency measure. BSD does not have the capability to supported routine, non-emergency, free fall weapon armed aircraft.~~

8. **Safe headings.** Surveyed safe area / headings for FFW are marked with painted yellow arrows and a direction at the locations below. The full map can be obtained from the QQ AFM through Main Ops.

Ser	Area	Authorised Operation	Directional Wpn Safe Dist Req ¹	Safest Bearing Deg (True)
4	End of Runway 05-23 (05 access)	After landing safe area / hdg for aircraft fitted with / carrying FFW or malfunctioning weapon systems.	General — 3.1km 27mm — 6.8km 30mm — 7.4km	087°
2	End of HTA (former 35 access)	After landing safe area / hdg for aircraft fitted with / carrying FFW or malfunctioning weapon systems.	General — 3.1km 27mm — 6.8km 30mm — 7.4km	235°

Table 19 - Safe Headings

9. **'Follow-Me' provision.** Follow me vehicles can be requested on PPR. Follow me instructions will be briefed and provided via ground frequency until marshallers are reported in sight. ATC-qualified drivers and the QQ AFM and QQ AOM may conduct follow-me duties, under authority of the **ATCO IC**.

¹ OME aerodromes SAF/INS/0266

10. **Protection from jet blasts.** Engine ground runs must be iaw QQ ENG/INS/1522/3.0² with permission of Eng Ops through Main Ops.
11. **Enforcement of safety precautions during aircraft refuelling.** QQ ENG/INS/1522/2.0³ covers Fuelling of Aircraft.
12. **Enforcement of safety precautions during aircraft ground running operations.** QQ ENG/INS/1521/5.0⁴ covers fuelling of aircraft. All procedures are iaw RA 4510.
13. **Aerodrome Sweeping Plan.** The AMA is swept on a weekly cycle by VAS, Runway 23/05 is swept daily by Property Ops. An AS90 sweeper will brush, vacuum & magnet. A second (domestic) sweeper is on site but it is not to be used airside. Further details on aerodrome sweeping can be sought from the QAO team. VAS to carry out routine daily sweeping between 07:30-09:30

DAY	TAXI-WAYS/ AREAS				
Mon	B	G	F	E	
Tues	MA	AUB	A	AW	
Wed	HTA	HTA link	K	H	
Thu	N	J	H Link	23 LHS	
Fri	C	D/ DL	P	L	23 RHS

Table 20 - Aerodrome Sweeping Plan

KEY					
A	Alpha	F	Foxtrot	L	Lima
AUB	Arming Up Bay	G	Golf	MA	Main Apron
AW	Alpha West	H	Hotel	N	November
B	Bravo	H Link	Hotel Link	P	Papa
C	Charlie	HTA	Helicopter Training Area	23 LHS	23 Left Hand Shoulder
D	Delta	HTA Link	HTA Link	23 RHS	23 Right Hand Shoulder
DL	Delta Link	J	Juliet		
E	Echo	K	Kilo		

Table 21 - Aerodrome Sweeping Plan Key

² Copies can be requested through BCEEngOps@QinetiQ.com

³ Copies can be requested through BCEEngOps@QinetiQ.com

⁴ Copies can be requested through BCEEngOps@QinetiQ.com

14. Reporting accidents and incidents on an apron:

- a. **Immediate** – Contact 2222 if ARFF and / or medical services are required.
- b. **Post incident** – All incidents or accidents are to be reported to either Main Ops or Eng Ops and appropriately formatted reports filed. QQ employees are to submit a post incident report on i-Rep which will be transferred to a DASOR by the Air Safety Cell.

Apron ops comply with Manual of Maintenance and Airworthiness Process (MAM-P).	
Minimum Requirements – Arrangements with ATC and the Supply and Movements Organisation (QQ)	
Allocation of aircraft parking.	See Annex K .
Arrangements for engine start.	Call for start on 'Boscombe Ground'.
Aircraft Marshalling.	Aircraft Marshalling is mandatory for FW but optional for RW at DOE's (Main Ops) discretion. Eng Ops will arrange marshallers as required.
'Follow-Me' vehicles.	'Follow-me' should be requested through Main Ops when booking-in if req'd.
'Follow-Me' drivers.	ATC/QAO-qualified drivers may conduct follow-me duties, under authority of the ATCO IC .
Apron Safety	
Protection from jet blasts.	Engine ground runs must be iaw QQ ENG/INS/1521/5.0 (undated) with permission of Eng Ops through Main Ops.
Enforcement of safety precautions during aircraft refuelling.	QQ ENG/INS/1522/2.0 dated Oct 18 covers Fuelling of Aircraft and can be requested from Eng Ops through Main Ops. All procedures are iaw JSP 317 .
Runway & Apron sweeping.	See para 14 above.
Reporting accidents and incidents on an apron.	Immediate – Contact 2222 if ARFF and / or medical services are required. Post incident – All incidents or accidents are to be reported to either Main Ops or Eng Ops and appropriately formatted reports filed. QQ employees are to submit a post incident report on IMR which will be transferred to a DASOR by the Air Safety Cell.
Vehicle Access to the Apron	Drivers are to: Hold a valid aerodrome access permit Request apron access from, and be in radio contact with Eng Ops (01980 663388), notifying when leaving the Apron. Vehicles are to stop within designated FOD boxes at AMA entry checks points. Personnel are to get out of vehicles and check for FOD on the vehicle before rolling forward to check tyre tread not visible on the initial check.

	Display; an occulting blue or green; or flashing amber light as appropriate (replacement vehicles should utilize Hazard warning lights). Wear PPE iaw QQ ENG/INS/2100/1.0 date 10 May 18.
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Table 22 - Minimum Requirements and Apron Safety

Annex L: Emergency Orders / Aerodrome Crash Plan

Sponsor: FLOps

1. **Orders.** **BSD** Orders cover the eventuality of an Aircraft accident / incident and capture that **BSD** will provide ARFF to 1000m outside the airfield boundary and APCM within the perimeter fence. APCM will be conducted iaw RA3261(2), RA3263, MPCM, DSA02 and DSA03 (Defence Fire Safety Regulations and Guidance). Specific Emergency Orders / Aerodrome Crash Plan for **BSD** are:
 - a. **Aerodrome Emergency Plan (AEP).** The AEP encompasses the immediate actions to be taken by the Ops Wg and Aerodrome Emergency Services (AES) in response to an aircraft emergency. **Changes to AEP Emergency and Aerodrome Service Providers outside of Core Operating Hours are included within Op MV OpO and the AEP.**
 - b. **Emergency Response Plan (ERP).** Under the LTPA, QQ, not the MOD, are responsible for the **BSD** ERP¹ including activation of the Incident Command Centre (ICC).
 - c. **Aircraft Post Crash Management Plan (APCMP).** The **BSD** APCMP should be read in conjunction with the **BSD** AEP and ERP. It is exercised by table-top or live exercise on alternate years iaw extant regulations, and a copy is available on request from Main Ops. **Temporary amendments to APCIM responsibilities during Op MV are detailed within Op MV OpO, DHAN and BSD APCIMP.**
 - d. **Passenger Evacuation Management System (PEMS).** **QinetiQ operate the BSD PEMS through QINETIQ/EMEA/AS/PROC260131.1 (available through Eng Ops).** Additionally for Op MV, 1AMW and MT will support AMF passenger emergency management in line with the current RAF Brize Norton Major Incident Plan PEMS whilst at BSD.
2. **Emergency Ground Frequency - Fire Master.**
 - a. Comms between Crash Fire Service and aircraft during an emergency may take place on 121.6 MHz.
 - b. Aircraft with smoke, fire or hot brakes will be directed by ATC to call "BOSCOMBE FIRE" on 121.6 MHz.
 - c. For other emergencies, aircraft captains may request the attendance of the Fire Master and transfer to 121.6 MHz. Comms will only take place when the aircraft is on the ground and the pilot should, wherever possible, maintain a listening watch on the appropriate ATC freq too.
 - d. For single radio aircraft, ATC will monitor 121.6 MHz and can be contacted on that freq.

¹ Copies can be requested through BCESITE@qinetiq.com

Annex M: Aerodrome Rescue and Fire Fighting Services and Training Orders

Sponsor: QQ Snr Fire Officer

1. **Aerodrome Rescue & Fire Fighting (ARFF)**. QQ provides **Core Operating Hours** fire cover at MOD Boscombe Down, including the provision of the appropriate equipment and fire engines as detailed below:

- a. ARFF service on the following basis:
 - (1) Core operating hours (local):
 - (a) **AUG – MAR**: 08:30 to 17:30 Mon - Thu; and 08:30 to 16:30 Fri.
 - (b) **APR – JUL**¹: 09:00 to 18:00 Mon – Thu; and 08:30 to 16:30 Fri.
 - (2) Subject to bespoke agreement between the LTPA AO and the QQ Head of Aviation Services, an extension to 18:15 may be utilised to support activities taking place outside of core operating hours.
 - (3) In accordance with an Event Type where it explicitly references the provision of fire fighters and operating parameters.
 - (4) ARFF to be provided to meet ICAO Crash Category 6 (**8 for AMF aircraft during Op MV**). Any reduction to the Crash Category to be agreed at the local level between the LTPA AO and the QQ Head of Aviation Services, subject to the requesting Party providing a minimum of 2 weeks' notice or such other period as may be mutually agreed in writing. If the need exceeds Crash Category 6 then this would require further tasking services to be arranged in accordance with paragraph 1.b.
 - (5) Fire fighters will be unavailable on Bank Holidays (BH) and Public Holidays (PH).
 - (6) Bustard Flying Club (BFC) only are permitted to conduct flying operations at **BSD** outside of QQ ARFF provision, provided a BFC Immediate Emergency Response (IER) is in place.
- b. Additional cover may be arranged outside of the above parameters provided always that there is a minimum of 2 weeks' notice (unless otherwise mutually agreed in writing between the Parties) and subject to mutual agreement of the relevant Tasking Order or Other Works Authority.

2. **AMF Extended and Standby Aerodrome Hours ICAO Crash Cat 8 ARFF** is provided through AIR augmentation, FGen and operated in accordance with Op MV OpO and DSA02 DFSR. The Op MV ARFF capability is provided to support aviation operations and does not constitute assured structural or domestic fire cover for BSD buildings or non-aviation activities. The ARFF Watch Commander may, subject to a dynamic risk assessment and operational priorities, elect to assist at structural incidents.

¹ Exact dates agreed and promulgated through Longcast and Shortcast.

3. In the event of an unexpected reduction in Crash (Cx) Cat capability, e.g., unserviceability of a vehicle/specialist equipment, response to domestic site emergency² or unplanned shortage of fire or aerodrome emergency medical personnel, the Senior ARFF Officer on duty will inform ATC to allow the LTPA AO to determine what action will be taken concerning continuance of flying operations. The ADH/AM(MF)/AM will be informed, with the decision to approve flying to/from the Aerodrome with a reduced Crash Cat/Medical level³ retained by the ADHs/AM(MF)/AM, in consultation with the LTPA AO, and following a Risk Assessment⁴. Until such ADHs/AM(MF)/AM approval is given:

- a. Airborne aircraft should not make an approach to the runway when the aerodrome ARFF Cx Cat is below that required for their aircraft type.
- b. Aircraft on the ground should hold or return to the dispersal if ARFF Cx Cat below their requirement.

4. **Training Orders.** Under the LTPA, QQ manage ARFF and associated orders. To ensure version control, orders, and Task Resource Analysis (up to and including ICAO 8 sized aircraft) are held by the Senior Fire Officer. Copies of these documents can be gained from the QinetiQ Fire Section SFireO.

5. **Task Resource Analysis (TRA).** Completed TRAs for each ICAO Aerodrome Category (ICAO 1-9 & H1-H3) are stored on [MS Teams](#). On request, copies of the TRAs can be provided by **BSD** Main Ops.

6. **DSA DSFR Forms.** Completed DFSR Forms are stored on [MS Teams](#). On request, copies of the documents can be provided by **BSD** Main Ops:

- a. [Form 01 – Response Area Assessment](#). Released 25 Jul 24. **Reviewed 10 Jul 26**
- b. [Form 02 – 1000 Meter Assessment](#). Released 21 Oct 25. **Reviewed 10 Jul 26.**
- c. [Form 03 – Water Assessment](#). Released 25 Jul 24. **Reviewed 10 Jul 26.**
- d. [Form 04 – ARFF Category for Specific Tasks Hazard Assessment](#). A Form 04 will be raised for specific tasks outside of **BSD** ARFF Operating Hours as required.
- e. [Form 06 – Reduction of Cover Hazard Assessment](#). A Form 06 will be raised when required, with archived forms stored in MS Teams.

7. **Dry Powder Replenishment Policy.** An AAMC⁵ is in place removing the need for **BSD** to hold 100% stock of complementary agent identified in DSFR R.0201.AMC.Table1 (225kg). Perren Eng Ltd are contracted with QQ to attend, replenish, and recertify a system or systems, after use, following an incident, within 24 hours (but normally within 4 - 5 hours)⁶. Two additional Cobra 2 vehicles are on site. If serviceable, they can be brought into service. If not serviceable, dry powder can be transferred to the serviceable vehicles.

8. **BFC IER Risk Assessment.** The BFC IER risk assessment to enable flying operations at **BSD** outside of QQ ARFF provision is stored on [MS Teams](#).

² law RA3261 (para 46)

³ For a domestic incident, ICAO Crash Category 6 will reduce to 4; Category 5 will reduce to 0.

⁴ [DFSR form 06 / 07: Reduction of Cover Hazard Assessment \(DDH/AM\(MF\)\) templates](#)

⁵ See Annex F: DSFR-R.0205.AMC.32

⁶ law [MR3349.A](#), dated 12 Mar 25

Annex N: Removal of Disabled Aircraft

Sponsor: QQ AOM

1. There are no specific orders for the removal of a disabled aircraft at **BSD**. Where an immobilised aircraft obstructs the AMA or aprons, Eng Ops will co-ordinate removal activity.
2. Should there be safety concerns to the wider fleet, advice should be sought from the Defence Accident Investigation Branch (Defence AIB) (Air) or Civilian Air Accidents Investigation Branch (AAIB), as appropriate.
3. If circumstances merit neither activation of the APCM Plan nor require an aircraft to remain in-situ for investigation¹, Eng Ops can deploy a tug. Aircraft documents may contain instructions for moving an aircraft that is incapable of being towed. JARTS are based at **BSD** and if permission from the DCSDSO is given, advice or assistance can be requested if the aircraft requiring to be removed is of an unusual or difficult nature. Points for **consideration**:

Air Traffic Control Officer In Charge (ATCO I/C)	
1	Notification of the ARFF Services.
2	Aircraft identification and type.
3	Nature of Aircraft un-serviceability.
4	Location of Aircraft.
5	Section of the manoeuvring area affected.
6	Persons on Board (POB).
7	Estimated time of Arrival (ETA) of all Aircraft requiring use of the closed runway.
8	Latest time for affected Aircraft to divert.
9	Ensure that any unserviceable areas of the manoeuvring area are correctly marked, iaw MAA standards, to provide for safe Aircraft operation of the remaining areas.

Table 23 - Points for Consideration - ATCO I/C

¹ Advice should be sought from the Air Accident Investigation Branch (AAIB) Defence AIB as appropriate.

Main Operations

10	Notify ATC of a disabled Aircraft if not already aware.
11	Ensure the appropriate NOTAM has been raised.
12	If required carry out RUNWAY BLACK plan.
13	Notify LTPA AO, SLOps, DOE, Eng Ops VAS / Movements (or equivalent), appropriate Sqn (if it affects a station-based Aircraft).
14	Contact Defence Accident Investigation Branch (DAIB) Air, if applicable or if clarification is required that the Station assessment of the incident falls beneath that warranting an Air Accident Investigation Branch (AAIB) investigation ² .

Table 24 - Points for Consideration - Main Ops

Duty Operations Executive

15	Obtain and record permission from the owner or duly authorized representative of the owner of the Aircraft to move the disabled Aircraft.
16	Notify all Aircraft operators likely to be affected if "RUNWAY BLACK".
17	For civilian Aircraft, notify the Aircraft operating authority and AAIB.

Table 25 - Points for Consideration - DOE

Fire Section

18	Respond iaw DSA02 DFSR – Defence ARFF Regulation and site-specific Incident Plan.
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Table 26 - Points for Consideration - Fire Section

Aircraft Owner

19	The Aircraft owner is defined as the holder of the Certificate of Registration and can be held responsible for the Aircraft removal and disposal of fuel and other hazardous materials that have been spilt because of an incident (noting the Aerodrome will have instigated the Unit Spill Plan). When advised of a disabled Aircraft, the owner can liaise with Main Operations (or equivalent) to discuss its removal.
----	--

Table 27 - Points for Consideration - Aircraft Owner

VAS / Eng Control (Or equivalent)

20	Once cleared by Ops, tow the disabled Aircraft clear if permissible.
----	--

Table 28 - Points for Consideration - VAS/Eng Control

² If the AAIB elect to conduct an on-scene investigation, the disabled aircraft cannot be removed until authorized by the AAIB. AAIB will require Aircraft identification and type; nature of un-serviceability; location; section of the manoeuvring area affected and POB. 2022DIN06-005 contains additional information on when and by what method accidents and serious incidents are to be reported to the DAIB.

4. **Indemnity and Release Form for Civilian Aircraft.** Aircraft operators are to be contacted before disabled aircraft are moved. For UK military owned-and-flown aircraft, contact the aircraft's home unit Senior Engineering Officer. For all other operators, (including [CFAOS](#)) a signed statement is required:

To: Long-Term Partnering Agreement Aerodrome Operator

I, the undersigned, being the owner or the duly authorised representative of the owner of the aircraft described below hereby agree to provide this indemnity and release on the conditions set out below.

I agree and consent to the Long-Term Partnering Agreement Aerodrome Operator (LTPA AO), its servants, agents, contractors, and employees to move at any time required the aircraft at my sole cost and expense.

In consideration of the LTPA AO moving the aircraft I agree to indemnify and keep indemnified the LTPA AO against all and any loss damage cost charge expense or other liability however suffered paid or incurred by or threatened against the LTPA AO in relation to or arising out of or in consequence of any action, proceeding, claim or demand which is or may be brought made or prosecuted or threatened against the LTPA AO in respect of any loss of or damage to property, loss of life or personal injury or other loss that may arise in any way from the moving of the aircraft by the LTPA AO.

I further agree to release the LTPA AO from all claims actions, causes of actions, proceedings and demands which I and or the owner now has or but for this indemnity and release would or might at any time in the future have against the LTPA AO and from all present and future liability of the LTPA AO to me and or the owner however caused in relation to or arising out of or in consequence of the moving of the aircraft.

I confirm that it is the intention of this indemnity and release that each servant, agent, contractor, and employee of the LTPA AO obtain the benefits expressed in their favour under this indemnity and release and be entitled to enforce such benefits.

I confirm that I and the owner have abided and will abide by all applicable laws including without limitation acts, regulations, bylaws, directions and determinations relating to or made by the Civil Aviation Authority, the Aircraft Accident Investigation Branch, the LTPA AO and any other relevant authority or body which has authority in relation to interference with or movement of an aircraft.

Aircraft type and Registration:

Full name:

Position and authority:

Signed by:

Date:

Annex O: Air Traffic Control Orders

Sponsor: DSATCO

1. **Aerodrome Activity Sanitisation, Embargoes and Ground Restrictions.** To support specific events; Activity Sanitisation, Embargoes and Ground Restriction may be approved by the LTPA AO. User's requests are to be made in accordance with the following:

- a. To minimise disruption to the Aerodrome flying programme, all requests should be submitted to Main Ops with one week's notice where possible.
- b. Requests should be tailored to specific activity requirements, as per the table below.
- c. Once approval has been sought from the LTPA AO¹, activity details and event specific restrictions will be added to STARS and notified to Site/Property Ops, ATC and airfield users through Air Notice and Shortcast (a NOTAM may be issued if required).

Activity		Example Event Specific Restrictions
Sanitisation Type		Dedicated Flying Unit Window: Circuit priority for LFW or FWRW or T&E iaw AOB. Sole Unit: Multiple AC from LFW or FWRW or T&E flying windows only. Single Aircraft: Single AC flying (can be restricted to spec area/circuit pattern etc).
Sanitisation Activity		- Start-Ups, Taxiing, Take-Offs, Circuits, Transits, and Landings. - Operating area is to be specified as per user requirements (e.g. Northside, Southside, runway, and circuit only or applicable to aerodrome).
Embargo	Noise	Aircraft Activity and Engine Ground Runs are to cease.
	Flying	All airborne activity is to cease. Ground runs and ground movements may continue.
Ground Restrictions		Restrictions on aircraft and vehicle movements on runways, taxiways, or aircraft dispersals (Eng Ops coordinate Main Apron movements for vehicles and unpowered aircraft).

Table 29 - Example Event Specific Restrictions

- d. N.B. Air systems in emergency take priority over all activity.
- e. **Implementation.** SLOps is to oversee sanitisation planning, as directed by the LTPA AO.

2. **ATC Brief.** All aircrew flying from **BSD** **should** receive an ATC brief by a qualified ATCO, iaw the DAM and AOB. Pilots who have not received the brief will be subject to the same restrictions as a visiting aircraft, as outlined in para 3 below. The brief **should** be booked through ATC and conducted:

¹ Flying requiring sanitisation may only be approved by the LTPA AO who will consult with the aircraft operator, trials manager and AHASP committee as required.

- a. Before their first flight from **BSD**.
- b. As directed by the respective ADH/AM.

3. **Visitors.**

- a. All visiting Aircraft are to recover to Boscombe to land, no circuits or other operations will be approved until an Air Traffic brief has been delivered.
- b. All recoveries are to be either via Radar or a Visual Straight in Approach.
- c. Prior to start, departing visiting Aircraft are to warn out via STARS.
- d. By default, a departing visiting Aircraft will be given a runway track departure regardless of their destination.

Annex P: Aerodrome Data Reporting Orders [□](#)

Sponsor: QQ AFM

1. The LTPA AO through the QQ Airfield Manager is responsible for the ownership of the Aerodrome data and is to ensure all data provided is always correct.
2. Aviation stakeholders at **BSD** have a responsibility to report errors identified in current aerodrome information documents at the earliest opportunity.
3. Reports of errors or requests for permanent changes to publications should be made primarily through QQ AFM (Ext 4141), with FLOps/Main Ops at Cc as the secondary (Ext 3052).

Aerodrome Data Reporting Procedures	
1	Legislation, Standards and Technical References. Information relating to the Aerodrome serviceability or Hazards to air navigation is to be routinely updated through the AIP and NOTAM. At BSD this is through QQ AFM, as the Unit AIM Sponsor.
2	Reporting Procedures. Any situation that may have an immediate effect on the Safety of Aircraft operations is to be reported as soon as possible. In the first instance to ATC / Ops by radio or telephone.
3	NOTAM¹. The LTPA AO is to ensure that all NOTAM action is recorded for possible 1 st / 2 nd and 3 rd party audit. NOTAMS will be originated in the standard NOTAM format for any of the following circumstances ² . NOTAMS are only to be used for 3 months and can only be extended with NATS Approval for a further 3 months.
	3.1 A change in the serviceability of approach aids and radios.
	3.2 A change in the operational information contained in the DAM and published in the Mil AIP.
	3.3 Aerodrome works affecting the manoeuvring area or penetrating the OLS.
	3.4 New obstacles which affect the Safety of Aircraft operations.
	3.5 Bird or animal Hazards on or in the vicinity of the Aerodrome.
	3.6 A change in the availability of Aerodrome visual aids, i.e. markers and markings, runway lighting, etc.
	3.7 Any change in Aerodrome facilities published in AIP.
	3.8 Unusual air activities at the Aerodrome.
4	WIP & Projects. WIP and Projects planned for durations greater than 6 months should be recorded in the Mil-AIP.

Table 30 - Aerodrome Data Reporting Procedures

¹ NOTAM information must be provided by email. Where urgent advice can be given by telephone, it must be confirmed by email as soon as possible. Reporting Officers raising a NOTAM must subsequently check the issued NOTAM for accuracy.

² Where a permanent NOTAM is subsequently issued, the LTPA AO is to ensure that the Mil AIP is updated to reflect the change.

Annex Q: Aerodrome Serviceability Inspections [□](#)

Sponsor: SATCO

1. **Orders.** Aerodrome serviceability inspections are carried out iaw procedures laid down in BMOs and the ATC Sqn Order Book available through Main Ops.

Aerodrome Serviceability Inspections		
1	Daily and weekly Aerodrome inspections are to be carried out by SQEP¹.	
	1.1	Daily inspections are to be conducted before the Aerodrome is opened for flying and is to include a functional test of Aerodrome lighting (if initial inspection is carried out in darkness then a further inspection will be carried out after first light).
	1.2	If the Aerodrome has been open for day flying and night flying is planned a further inspection is to be carried out before last light and is to include another functional test of Aerodrome lighting.
	1.3	Weekly Aerodrome Inspections are to be conducted and recorded by the QQ AFM in addition to daily inspections to ensure previously reported defects / unserviceability's have been appropriately actioned.
	1.4	ATCO IC / QQ AOM should consider conducting or requesting additional Airfield Inspections at their discretion, particularly following adverse weather and following reports from airfield users.
2	Daily and weekly inspections are to be logged into an appropriate logbook, including any issues raised. Otherwise, it will state 'Fit Ops'.	
3	AGL or traffic light unserviceabilities are entered into a separate lighting logbook and the ATCO IC and aerodrome electricians informed via QQ Airfield Services. Similarly, worn, or obliterated markings / signs are reported to the QQ AOM and ATCO IC for action.	
4	Areas of grass in need of cutting; areas in need of sweeping are reported to the QQ AOM and Eng Ops. Other works requests are made to the appropriate department and a record of the request and subsequent action monitored.	
5	All deficiencies are to be reported to QQ AFM or QQ AOM for Maintenance actions and WIP monitoring actions.	
6	The AMA is assessed for aircraft and vehicle operations. Controllers leave their vehicles periodically to conduct a close-up visual inspection of surfaces. The QQ AOM are to ensure that work in progress and obstructions are appropriately identified, marked and lit. Air Traffic Controllers or QAO complete a FOD check following physical check of grassed operating surfaces. If ATC is not present, the LTPA AO can delegate management of inspection to other individuals.	

Table 31 - Aerodrome Serviceability Inspections

¹ SQEP are defined in BM Orders and QQ Airfield Operations – Eng Ops Processes.

Annex R: Aerodrome Technical Inspections [□](#)

Sponsor: QQ AOM/ QQ TL ATM Eng

1. QQ Ground Radio Maintenance Section (GRMS) is an Air Traffic Management Equipment Approved Organisation Scheme (AAOS), granted by the MAA. A more in-depth QAO inspection of the aerodrome and associated equipment is to be conducted each week on behalf of the LTPA AO

2. QQ are contracted to conduct routine inspections, maintenance, and repair of many aerodrome facilities. Technical inspections are carried out periodically by QAO and GRMS. Schedules can be requested from the QQ AFM, QQ AOM or QQ TL ATMEGR through Eng Ops:

- a. **Radio and NavAids.** GRMS inspect technical eqpt (transmitters, receivers, ILS, etc) with precision nav aids being calibrated by a flight check aircraft iaw AP 600 and Support Policy Statements.
- b. **Aerodrome Electrics.** Aerodrome electricians inspect aerodrome lighting (runway, taxiway, obstruction, traffic, and other lights), barriers and CCTV and HV and LV power distribution. Including the back-up stand-by power system, which is inspected daily and switchover tested at least weekly and run for 15 min under full load when carrying out this check.
- c. **Earthing Points.** Independent checks to assure sufficient earthing points allow safe refuelling and other servicing to take place across the aerodrome. Main earth points are to be tested every 24 months. The resistance is to be as low as possible but is not to exceed 10 ohm. Temporary earth points are to be tested at regular intervals (at least annually) and must not exceed 10,000 ohm. IAW AEP-24 (STANAG 7009).
- d. **Surfaces and Drainage.** The QQ AFM and ATC inspect the AMA and drainage iaw DIO guidance informed by bi-annual DIO inspection (BAIR). Additionally, iaw RA3272, the QQ AFM produces an annual [Pooling Chart](#).
- e. **Signage.** The QQ AFM, QQ AOM and ATC are responsible for inspecting (weekly) and maintaining Aerodrome signs; repair requests are passed to QQ Property Operations.
- f. **Vehicles and Equipment.** Aerodrome spt vehicles (including AWCU and ARFF) and eqpt (including bird-scarers, lasers, radios and weapons) are inspected, tested and maintained daily iaw manufacturers' instructions and regulations.

Annex S: Radar, Radio, and Navigation Aid maintenance, monitoring and Protection [□](#)

Sponsor: SATCO, DSATCO

1. **BSD**'s primary and secondary surveillance radars and navigation aids are the responsibility of QQ's Ground Radio Maintenance Section (GRMS). During working hours, ATC monitor systems and report faults to the Aquila Help desk. Others who believe there may be faults should report them immediately to ATC. Local maintenance procedures, produced in conjunction with RAF High Wycombe's Eng Role Office and Battlespace Management Force are iaw extant regulations, AP600 and Support Policy Statements (SPS); copies are available through GRMS' manager (01980 663103).

Annex T: Aerodrome Works Safety

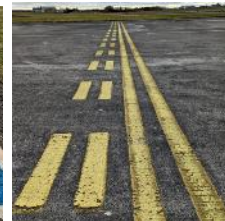
Sponsor: SATCO, DSATCO

Aerodrome Works Safety		
Site contractor control and aerodrome works on BSD are managed under QQ's Contractor Control Local Instructions; real-time aerodrome access is managed by ATC / Eng Ops by radio.		
1	Work in Progress (WIP) Records. WIP records are maintained iaw RA3266 (Aerodrome Maintenance). An aerodrome map is made available to both ATC and Main Ops detailing temporary obstacles, and work in progress. Additionally, the QAO and ATC maintain a log of work in progress.	
2	WIP Log. No airside WIP that involves ground or infrastructure works is allowed without Siting Board approval. Project Managers coordinate works with the QQ AFM and Property Ops who check Risk Assessment Methods-Safety (RAMS), brief contractors on control processes, issue Works Permits, assigned escorts to accompany them to ATC for a WIP briefing. ATC keep a WIP log iaw RA3266 and liaise with QQ Property Operations to ensure that contractors are in and out briefed from the aerodrome daily.	
3	WIP Briefings. When work must be carried out during flying, personnel will be briefed by ATC as to procedures and any special measures to ensure safety. Supervisors of any working parties are fully briefed on their responsibilities. The ATCO IC will ensure that working party supervisors are briefed on, but not limited to, mandatory elements of the MMATM:	
	1	Limits of the work area.
	2	Direction of Aircraft movements.
	3	Route to be taken by works vehicles.
	4	1. Parking area for works vehicles and equipment.
	5	2. Control to be exercised over works vehicles and workers.
	6	3. Signals to be employed.
	7	4. FOD prevention.
4	Control Measures. The QAO Ops team will warn stakeholders of planned WIP at the Shortcast Meeting; Main Ops may issue Local Air Notices. Aerodrome works are clearly marked and lit using approved means. Those conducting work on the airfield are to comply with Contractor Control Local Instructions and all orders as briefed.	
5	Grass Cutting. Property Ops cut aerodrome grass iaw the Wildlife Control Management Plan and RA3270. Property Ops and ATC will co-ordinate grass cutting location iaw the MOD Boscombe Down Hectare Map . Work is notified through the morning Ops brief.	
6	Assurance. The QAO are responsible to the LTPA AO for ensuring that WIP is safeguarded against flying and completed to the specified requirements, whilst operational oversight of the work parties is managed through QQ Property Operations.	
7	WIP Completion. The QQ AFM, QQ AOM and Airfield Ops Co-ord are authorised to certify works completion on the aerodrome. The QAO Ops Form 2 is to be reviewed daily on WIP completion for all airside work parties to ensure areas are left in a safe condition.	

Annex U: Aerodrome Users, Vehicles and Pedestrian Control

Sponsor: SATCO, DSATCO

Aerodrome Users - Vehicle and Pedestrian Control	
Control of vehicle and pedestrian traffic on the aerodrome is iaw RA 3262 (Aerodrome Access) and RA 3500. The Aircraft Movement Area (AMA) comprises (1) the area used for take-off, landing and taxiing (the 'Manoeuvring Area') and (2) aprons and dispersals (for parking, loading etc). Access to the AMA is reserved only for personnel with an authorised and justified reason in the completion their duties.	
1	Aerodrome Access Permits (AAP). ATC administer AAPs which are only issued after a brief and training.
2	Aerodrome Access Briefs (AAB). AAB can now be accessed online by MODNET users. Briefs for permanent staff and non-MODNET users are held on the first Wednesday of the month at 1030L in the QQ Lecture Hall. Attendance does not need to be pre-booked with ATC. All new permit holders require proof of colour perception (CP), to the minimum of CP2 or CP3 defective reds/greens safe. Proof is provided by an optician's report, a pilot medical or print out/screenshot from JPA. Contractors are required to justify their requirement for an AAP. They then will be briefed by ATC as part of their contractor controls or trials coordination process as a condition of site access.
3	Training and requirement. Prior to attending a brief, personnel are to organise an airfield familiarisation with a designated SQEP person within their section. The familiarisation should consist of understanding the airfield layout, operating in regular working areas, and basic radio comms practice including phraseology. Upon completion of a familiarisation, proof of CP and completion of the AAB, personnel will be issued a 'R' Permit once they have demonstrated proficiency to ATC that they are able to safely operate on the airfield. The permit can then be collected from ATC.
4	Periodicity of Aerodrome access permit. Permits are valid for 1 year from date of issue. Infringements of rules may result in permits being revoked.
5	Audit and Assurance process. Under review by IC Airfield Driving
6	When permits can be revoked or suspended. If airfield users fail to follow the rules laid out in the Aerodrome Access Brief, RA 3262 and CAP 790, AAPs can be revoked or suspended. Each incident and its severity to flight safety will be reviewed prior to any decision. Reasons include but are not limited to; entering runway/taxiway without clearance from ATC, failing to follow Air Traffic instructions, operating in an unsafe manner. Spot checks will be conducted periodically.

7	Driving Airside at Night. Vehicles towing aircraft at night are to display an illuminated triangle on the front of the vehicle and a spotlight at the rear to illuminate the aircraft wing on the offside of the vehicle.														
8	Types of Access. Types of access are detailed below in para 3														
9	Speed Limits. 10mph (16kph) on Aprons at all times. On manoeuvring areas by day up to 30 mph (50kph) and by night up to 20 mph (30kph)														
10	Details of Runway and Movement Area boundaries. Entry to the Movement Areas is by Access Points 1-16. At each of these APs are FOD Check Points where all airfield users are to check their vehicle tyres and underside of the vehicle for any loose articles or issues that could lead to FOD on the airfield.  Runway 23/05 and Runway 23/05 North are protected by Hold Lines (see image) on each taxiway. The Hold Lines are at a distance from the runway to give the required separation for aircraft landing and taking off from vehicles on taxiways.														
11	Parking arrangements. No parking on runway or taxiways without approval from ATC. Parking within the Movement Areas is permitted within the HAS bays and in the car park situated next to 912A.														
12	Signal Lamps. Light signals may be used to control traffic on the manoeuvring area: <table><tr><td>Lamp Signals</td><td>Red</td><td>Emergency Stop</td></tr><tr><td rowspan="4">Lights</td><td>Flashing Green light</td><td>Clear to Proceed</td></tr><tr><td>Steady Red Light</td><td>Stop/Hold Position</td></tr><tr><td>Flashing Red</td><td>Clear the runway or taxiway immediately</td></tr><tr><td>Flashing White</td><td>Return to start point or do as briefed</td></tr></table>			Lamp Signals	Red	Emergency Stop	Lights	Flashing Green light	Clear to Proceed	Steady Red Light	Stop/Hold Position	Flashing Red	Clear the runway or taxiway immediately	Flashing White	Return to start point or do as briefed
Lamp Signals	Red	Emergency Stop													
Lights	Flashing Green light	Clear to Proceed													
	Steady Red Light	Stop/Hold Position													
	Flashing Red	Clear the runway or taxiway immediately													
	Flashing White	Return to start point or do as briefed													
13	Access Routes. Access to the AMA is marked by signs and in some areas, coded barriers. Access points have painted blue FOD boxes; a check for FOD is mandatory; see also Annex V .														
14	Official Reception Parties and VVIPs. If VVIPs are to be greeted, hats may be worn to pay compliments but only from immediately after aircraft shuts down until immediately before engine start (flashing beacon) ; common sense should apply with helicopters. Passengers must be escorted to vehicles or the nearest building or walkway. Vehicles on the Movement Area must be co-ordinated/escorted by Security, ATC or the QAO Ops team. Exceptional permission to dispense with FOD box checks lies with the SATCO.														
15	High-Visibility (Hi-Vis) Reflective Clothing and PPE.														

	a. Manoeuvring Area¹. Personnel with an authorised reason to be on the Manoeuvring Area are to wear a Hi-Vis reflective clothing (jacket, vest or belt). This includes pedestrian/runners using the 'Sills Trail' and cyclists on MT routes between Porton Gate and ATC, RADEX, and 801 Hangar and from the Main Site to the Fire Section. b. Aprons². Aprons are not to be used for convenient access between buildings unless there is an identified marked walkway. Personnel with an authorised reason to be on an Apron should wear Hi-Vis reflective clothing (jacket, vest or belt) and hearing protection when in the vicinity of running engines/aircraft. Groups (including escorted passengers and parachutists) require at least one member to wear Hi-Vis reflective clothing.
16	Aerodrome Driving Orders are reviewed annually.

1. **Movement on the AMA.** Driving on the AMA is to be iaw ATC instructions whether passed directly or indirectly by radio or lamp apart from the Main Apron which is controlled by Eng Ops.

- a. **Near Aircraft.** Vehicles are to give way to aircraft according to the ['Rules of the Air'](#) and ADP regulations as briefed, even if clearing the manoeuvring area risks vehicle damage. Drivers are to take all necessary precautions to avoid collisions.
- b. **Away from Aircraft.** Vehicles are to be driven according to 'rules of the road' but may not overtake moving vehicles. Vehicles are to stop as infrequently as necessary and, in any event, not park on or near taxiways. Drivers are not to leave vehicles unattended.
- c. **Breakdowns.** Drivers are to remain with vehicle. Hazard warning lights are only to be used to warn that the vehicle presents an obstruction. Drivers are to notify ATC by radio, phone (x3246), pre-arranged signal (by lifting the vehicle bonnet) or by contacting a passing vehicle.
- d. Drivers are not to proceed on to the Manoeuvring Area without specific permission from the Aerodrome Controller. With permission, drivers may enter the manoeuvring area with caution and must report to the Aerodrome Controller when leaving; drivers escorting convoys are to ensure all vehicles are clear before reporting vacated. Vehicles and pedestrians are to stop at holding (or other designated) points until cleared by radio, traffic lights or signal lamp. Even when cleared, drivers are to positively check that no aircraft are approaching the runway.

2. **Movement on Aprons.** Drivers are not to:

- a. Enter aprons until sure that no aircraft or vehicle is moving, or likely to move, near the point of entry.
- b. Reverse on aprons without the guidance of a qualified marshaller.

¹ That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

² A defined area, on a land Aerodrome, intended to accommodate aircraft for purposes of Loading or unloading Passengers or Cargo, fuelling, parking or Maintenance.

- c. Enter the Main Apron during aerodrome operating hours without contacting Eng Ops by radio or prior arrangement by telephone. Instructions are to be read back and followed.

3. **Types of Access.**

a. **Vehicles.**

- (1) Drivers who require aerodrome access:

- (a) Are to hold an appropriate, valid aerodrome access permit.
- (b) When operating within active Movement Areas, ensure that:
 - (a) They are in 2-way comms with ATC or Eng Ops.
 - (b) Drivers of vehicles without 2-way comms are to be escorted by a SQEP permanent pass holder who have 2-way comms with ATC or Eng Ops.
 - (c) When the aerodrome is closed **or during Standby Hours**, drivers are to broadcast blind calls to ATC or Eng Ops, as if open.

- (2) Ensure vehicles³ are road worthy and insured for AIRSIDE use. RA3267s wording states that vehicle markings and lights are for vehicles regularly operating within Movement Areas. Personal vehicles would not be considered regular (such as Bustard Flying Club).

b. **Pedestrians (inc. Runners).**

- (1) Pedestrians may only access the Movement Area⁴ if they are authorised personnel while performing their duties, e.g., aircrew, engineers, passengers, airfield maintenance:
 - (a) On marked walkways where identified.
 - (b) Pedestrians/runners using the 'Sills Trail' (shown below). Use of the Sills Trail is restricted to those in Hi-Vis clothing and in daylight only.

³ At **BSD**, motorised, electric, or self-powered bikes are not permitted during Aerodrome opening hours to access the Manoeuvring Area, outside of Annex U Para 10.b. allowances, unless operationally required, and with prior permission from ATC.

⁴ That part of an Aerodrome intended for the surface movement of aircraft, including the Manoeuvring Area and Apron(s), Airside Boundary displayed on Crash Map – Annex G Table 11.



Table 31 - 'Sills Trail'

- c. **Cyclists (inc. Motorcyclists).** During Aerodrome opening hours, cyclists, including motorcyclists, may only use MT routes between Porton Gate and ATC, RADEX, and 801 Hangar and from the Main Site to the Fire Section. Bicycles are to display road lights at night and cyclists are to wear Hi-Vis reflective clothing.
- d. **Dogs and Horses.** Dogs and horses are not allowed on the Movement Area unless operationally required.

Annex V: FOD Prevention, Training and Awareness

Sponsor: FODPO

1. Foreign Object Debris (FOD) is defined in as any item or material, other than birds or wildlife, that originates from any source, either external to or part of an aircraft, and which then has the potential to cause damage.
2. FOD presents a significant risk to Air Safety since latent damage caused by FOD could cause catastrophic failure at any time. Personal injury, loss of life, damage to, or loss of, an aircraft through avoidable FOD risk undermines safety principles. It is imperative that every effort be made to ensure that all avoidable FOD incidents are prevented and that all instances of FOD are reported to enable effective investigation and analysis.
3. The **BSD** FOD Prevention Plan, managed by the Unit FOD Prevention Officer (FODPO), is stored on the **BSD** [SharePoint](#). On request, copies can be provided by **BSD** Main Ops.

Annex W: Aerodrome Wildlife Management

Sponsor: QQ AFM

1. Wildlife Management.

a. The Ministry of Defence, by policy, conforms to ICAO Standards and operating procedures if they do not conflict with military requirements. ICAO Annex 14 states that “when a bird strike hazard is identified at an aerodrome, the appropriate authority will take action to decrease the number of birds constituting a potential hazard to aircraft operations by adopting measures for discouraging their presence on or in the vicinity of an aerodrome”. The object of wildlife management at **BSD** is to implement those measures necessary to reduce the wildlife risk, particularly that of bird strike, to a level that accords to the ALARP principles within MoD Risk Management.

b. The primary task of the **BSD** Airfield Wildlife Control Unit (AWCU) is to maintain a continuous bird/wildlife deterrent programme on the airfield and its approach areas and to minimise the bird strike hazard to aircraft within the circuit area.

2. **Aerodrome Wildlife Control Management.** Wildlife Control services are provided to MOD Boscombe Down by Warrington Wildlife Services who operates under contract to QinetiQ. The QQ AFM is the assigned contract manager and POC. The Aerodrome Wildlife Control Unit (AWCU) are to provide an efficient wildlife & pest control system of habitat management seven days a week when FW flying is being conducted in accordance with the RA3270, BM Orders and this DAM. The **BSD** Wildlife Control Management Plan is stored on the [BSD SharePoint](#).

3. **Monitoring, Reporting and Trend Analysis.** AWCU regularly inspects the aerodrome and local off-unit sites (e.g., landfill) to identify wildlife that may affect flying and report back to the QQ AFM. Wildlife seen on the aerodrome and in safeguarded areas is recorded for monthly analysis and trend reporting; reports are available from the QQ AFM (01980 664141). Wildlife/bird strikes are reported by DASOR. AWCU and QQ AFM liaise with local ornithological societies, Defence Infrastructure Organization, local authorities, landowners / farmers with land adjacent to the aerodrome to identify and dispersal of local bird concentrations and eliminate food sources and topographical features which might attract birds.

4. AWCU will report bird activity levels to ATC / Ops by 0815L daily for inclusion in Main Ops’ Morning Brief, display in ops rooms and included in aircrew ‘out-briefs’. Additionally, ATC monitor bird activity and liaise closely with AWCU to discuss the control measures and the flying programme. AWCU will report to ATC all bird activity under the below categories:

- a. **Normal.** Bird activity but easily cleared with no increased risk to aircraft.
- b. **High.** Increased risk to aircraft from numbers or species of birds which are increasingly difficult to clear and may remain around aerodrome. Consideration may be given to limiting numbers of circuits flown. ATC will warn airborne aircraft and those taxiing out.
- c. **Very High.** Increased risk to aircraft from birds persistently on the aerodrome that are proving extremely difficult to clear. ATC will promulgate ‘Very High’ bird activity on the ATIS and broadcast on frequency. Ultimately should the bird activity become unmanageable, the LTPA AO may pause flying.

5. ATC will inform Main Ops of all changes to Bird Activity Levels, who notify **BSD** Fg Sqns and visiting detachments ops. For 'Very High' bird activity, the DOE may elect to publish a NOTAM.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Very few birds visiting airfield.	Rooks reoccupy rookeries after winter roosts.	Migrant birds arrive; rooks active building nests.	Majority of rooks sitting on eggs. Males feed in small groups.	Young rooks leave nests, feeding more. Chaffer beetles hatch end May.	Young rooks from local rookeries come to airfield, annual numbers peak.	Beetle hatch finished, harvest on farms starts; birds source food off-airfield.	Ploughing on farms brings in large numbers of gulls to airspace.	swallows, swifts & martins feed on crane flies; gulls rest on airfield in wet.	Rooks damaging airfield grass digging for beetle larvae.	Beetle larvae still an issue; golden plovers & lapwings on airfield in wet.	Winter frosts drive food underground reducing bird activity.

Green - Normal
Amber - High
Red - Very High

Guide only. See morning Ops Brief for activity level in force.

Table 322 - Bird Activity Level Guide

6. **Passive Control Measures.** QQ Property Ops engages a grounds maintenance contractor to cut aerodrome and former 'COB West' grass iaw MAA RA3270 and CAP772. Birds on the aerodrome respond to the presence of AWCU vehicles alone at considerable distance.
7. **Active Control Measures.** AWCU deals with threats to aircraft ops by animals on and around the aerodrome using full spectrum measures; including lawful lethal control. AWCU is well-equipped incl 2 vehicles with roof mounted "distress call units" speaker systems, 12-bore shotguns, air rifles, rimfire rifles and a bird scaring CAT 3B laser. **BSD** manages the wildlife habitat iaw a 'Class licence' issued by Natural England including species-specific licences. AWCU holds a falconry license and uses Peregrine and Gyr falcons to kill gulls and corvids. The wildlife control management plan is held by the QQ AFM and is tracked through the DAAF and the QAAF.
8. **Bird Strikes.** The ACWU will attend all suspected or confirmed birdstrike incidents to gather samples for identification or analysis by DEFRA. ACWU should be notified through Eng Ops.

Annex X: Low Visibility Operations

Sponsor: SATCO/DSATCO

1. **Purpose.** Performing normal aerodrome activities in reduced visibility introduces hazards to aviation, limiting air traffic controllers', pilots', drivers' and others' ability to identify hazards and manage risk. Ops in visibility of 1600m reported Met visibility¹ or less, require Low Visibility Procedures (LVP) to ensure only essential aircraft, people and vehicles are on the aerodrome. Limiting activities reduces the likelihood of collision between people, vehicles and aircraft. These procedures provide guidance for LVP ops and meet MAA regulation²; operating outside of these procedures should only be considered for an immediate air safety or H&S reason and be reported post-incident.
2. **Scope.** These procedures apply to all persons when airside³ on foot or in vehicles or aircraft.
3. **Responsibility.** On behalf of the LTPA AO:
 - a. ATC are responsible for instigating and suspending LVP below unless unstaffed, in which case, see para 7.
 - b. Main Ops is responsible for communicating the plan with aerodrome users.
4. **Authority and Notification.** Met Office provide half-hourly observations to ATC, as well as special reports when there is significant change outside these reporting times. Weather warnings are sent to Ops who promulgate to aerodrome users. When initiated by the ATCO IC, procedures will be notified by:
 - a. **Email.** Main Ops will email a standing LVP distribution list, saying that LVPs are in force and the associated visibility condition. Changes to visibility condition will be promulgated as required. Email templates for each visibility condition and the distribution list are at Table 2.
 - b. **Radio.** Main Ops will Tannoy; ATC and Eng Ops will transmit on their respective SMRE channels that LVPs are in force and the associated visibility condition. Changes will be promulgated as required.
 - c. **Signage.** Main Ops will programme the electronic signs on the Main, Porton and Stockport Gates to effect that LVPs are in force along with the associated visibility condition. Changes will be promulgated as required.
5. **Application.** The ATCO IC is responsible for initiating LVPs and subsequent changes to visibility conditions. LVPs should be initiated when visibility drops below 1600m reported Met visibility and forecast to drop below 800m. There may be occasions where visibility drops below the upper limit but is unlikely to reduce further; the ATCO IC will liaise with the MetO to determine if it is appropriate to activate LVPs. Conversely, at other times – such as fast-moving weather – early activation of LVPs (even before the visibility threshold is officially reported) may be prudent; this will be at ATCO IC's discretion.

¹ MAA [RA3274](#) specifies that LVP implementation should be defined in relation to Runway Visual Range but [BSD](#) does not have RVR measuring equipment. Should it be required by a pilot, RVR may be calculated from the MET visibility iaw MAA [RA 3275](#): Runway Visual Range.

² MAA [RA3274](#): Low Visibility Procedures.

³ As defined in the [BSD](#) Crash Map.

6. There may be occasions where visibility is not consistent across the aerodrome e.g. Main Apron visibility good but the rest of the aerodrome poor. In such circumstances, having discussed with the MetO, the ATCO IC may delegate responsibility for lifting LVPs **on the Main Apron only** to the Eng Ops Controller, who controls access and vehicle movement on Management Radio Equipment (MRE). If the visibility degrades again, the Eng Ops Controller is responsible for re-applying LVPs on the Main Apron. Ceding control to Eng Ops may allow aircraft to be towed-out, or (subject to in situ fire cover and approval by Eng Ops and ATC) ground run engines. Aircraft will not be allowed to start until ATC are able to start a surface / lighting inspection. Aircraft may not taxi until ATC's aerodrome inspection is complete.
7. When ATC is unstaffed e.g., prior to aerodrome opening, Main Ops are the authority for instigating LVPs and should coordinate with ATC as soon as available. Main Ops should use their locally produced visibility range cards and consult the MET Office, to determine which visibility code to promulgate.
8. **Visibility Condition Codes.** Three condition codes have been defined to group restrictions appropriate to visibility. Visibility may vary across the aerodrome and the ATCO IC should use judgement and Met O advice to determine which to declare:

Visibility Condition 1 (Normal ops)	Reported Met visibility 1600m or greater⁴.
	Visibility sufficient for pilot to taxi and avoid collision with other traffic on taxiways and intersections; ATC personnel able to exercise control of the AMA visually. No requirement for activation of LVPs.
Visibility Condition 2	Reported Met visibility <1600m⁵.
	Visibility sufficient for pilot to taxi and avoid collision with other traffic on taxiways and intersections; ATC personnel able to exercise control of the AMA visually. If visibility is likely to deteriorate, notification of "Condition 2" allows time to prepare aerodrome users and the manoeuvring area for LVP and clear all non-essential users while the aerodrome can still be seen by ATC.
Visibility Condition 3	Reported Met visibility <800m⁶.
	Insufficient visibility for ATC personnel to exercise control of traffic visually. A guide for ATC to change to Visibility Condition 3 is when the Aerodrome Controller is unable to see both thresholds of the main runway. Once LVP measures are in place, LVP should be declared. All aircraft departures and arrivals require LTPA AO or SLOps approval.

Table 333 - Visibility Condition Codes

9. **Aircrew responsibilities.** Aircraft Captains are to decide whether met conditions are suitable for departure/recovery, iaw regulations. The minimum visibility for recovery is recorded in the Terminal Approach Procedures (TAP) and modified as appropriate for regulations under which the aircraft Captain is operating. Aircrew should consider the impact of actual/forecast conditions for planned and emergency recoveries. Aircrew are reminded that in case of incident, low visibility

⁴ Equates to the visibility component of colour code YLO2 or better.

⁵ Equates to the visibility component of colour code AMB.

⁶ Equates to the visibility component of colour code RED.

may delay crash response; personnel should provide as accurate a position report as possible to assist crash crews.

10. **Security Patrols.** In all met conditions, Security and QRF should not be denied access to conduct fenceline perimeter security patrols and inspections.

Visibility Condition	MET Visibility	Safeguarding Actions	Aircraft	Vehicles	WIP Personnel
1	>1600m	If coming down from a higher visibility condition code, sections should: Ops: Send email "Visibility Condition 1" (see Table 2) to LVP distribution list. Transmit by Tannoy: <i>"Visibility condition 1 - Low Visibility Procedures are no longer in force. Normal operations on the aerodrome may resume."</i> ATC and Eng Ops¹: Notify mobile units by radio: <i>"Visibility Condition 1 - Low Visibility Procedures are no longer in force. Normal operations on the aerodrome may resume."</i>	Normal ops.	Normal ops.	Normal ops.
2	≤1600m and >800m	Ops: Send email "Visibility Condition 2" (see Table 2) to LVP distribution list. Transmit by Tannoy: <i>"Visibility condition 2 - Low Visibility Procedures are now in force."</i> Inform QQ AOM and Site Security Control Room. ATC: Consider suspension of routine NavAid maintenance, noting the nature and location of the activities. Notify units operating on the aerodrome by SMRE <i>"Visibility Condition 2 - Low Visibility Procedures are now in force. Non-essential vehicles and personnel are to vacate the Manoeuvring Area and return to unit."</i> Ensure aerodrome lighting is set to the appropriate level. Suspend WIP to allow contractors time to clear site in good visibility. In consultation with ATCO IC and the QQ AOM, the LTPA AO may permit critical WIP activities to continue.	Flying activity restricted in the visual circuit iaw the AOB.	Manoeuvring Area and Apron out of bounds to non-essential vehicles.	Suspend WIP and contact ATC/QQ AOM for approval to continue, if essential activity. Escorts may be provided if considered necessary.

¹ Eng Ops do not need to broadcast if LVPs have already been lifted on the Main Apron.

Visibility Condition	MET Visibility	Safeguarding Actions	Aircraft	Vehicles	WIP Personnel
3	≤800m	<u>If visibility <800m before aerodrome opening time:</u> Ops: Send email “Visibility Condition 3” (see table 2) to LVP distribution list. Transmit via Tannoy: <i>“Visibility condition 3 - Low Visibility Procedures are now in force.”</i> Main Operations are to inform all Sqns and any pre-booked inbound aircraft that the aerodrome is closed due to poor visibility. Inform QQ AOM and Site Security Control Room. ATC: Inform Main Operations that the aerodrome will remain closed due to poor visibility and pass on the Met Office estimate for improvement. Broadcast on SMRE: <i>“Visibility Condition 3 - Low Visibility Procedures are now in force. The aerodrome will remain closed until further notice, all non-essential vehicles and personnel are to vacate the Manoeuvring Area and return to unit.”</i> Eng Ops: Broadcast on SMRE: <i>“Visibility condition 3 - Low Visibility Procedures are now in force. The apron will remain closed until further notice, all non-essential vehicles and personnel are to vacate the Manoeuvring Area and return to unit.”</i> <u>Aerodrome closed, LVPs in force – single aircraft departure:</u> <i>Likely to be requested for aircraft departing with the intention to land-away. Operators are to ask permission for movements from SLOps, or their deputy, through Main Ops. If approved, there must be at least 30 min notice prior to taxi.</i> ATC: ATCO IC is to ensure (if time permits) a pre-emptive SMRE broadcast is made saying all runway access points will be closing for LVP in XX mins.	Only one aircraft permitted to taxi at a time if movement approved by SLOps or their nominated deputy. Follow-me vehicle for taxiing aircraft at ATC discretion. No aircraft to commence an approach until previous arriving aircraft have landed and are visible to the controller, or their position on the aerodrome is confirmed to	Manoeuvring Area and Apron out of bounds to non-essential vehicles.	No WIP permitted on manoeuvring area or apron, unless outside runway and specifically approved to continue by the LTPA AO.

Visibility Condition	MET Visibility	Safeguarding Actions	Aircraft	Vehicles	WIP Personnel
		ADC is to close runway access points and Rover 1 is to complete a runway inspection to perform a lighting check / ensure no obstructions or FOD on runway. Movement of all vehicles under ATC control is to cease on AMA prior to starting the runway inspection. Essential movements should only restart when the aircraft is established en route. Once the runway inspection is complete, ATCO IC is to declare to Main Ops / D&D that the aerodrome is open for a single movement only. Close the aerodrome again 15 minutes after the aircraft departs and, if relevant, runway access points are to be re-opened and an appropriate SMRE broadcast made. Eng Ops: Ensure no movements on the apron that could endanger the taxiing aircraft. <u>Aerodrome Open - Visibility Deteriorates to less than 800m.</u> Ops: Actions as per <i>visibility <800m before aerodrome opening time.</i> ATC: If the visibility deteriorates to less than 800m, the aerodrome will remain open and the ATCO IC is to liaise with the SLOps / DOE regarding planned movements. Broadcast on SMRE: “<i>Visibility condition 3 - Low Visibility Procedures are now in force. All non-essential vehicles and personnel are to vacate the Manoeuvring Area and return to unit.</i>” Approved aircraft movements (departures and recoveries) should be conducted iaw ATC actions 1-3 of ‘Aerodrome Closed, LVPs in Force - Single Aircraft Departure’. Once the last movement is complete, or successfully diverted, aerodrome is to be declared closed to Main Ops and D&D (ATCO IC will determine whether temporarily or permanently following liaison with Met O).	the controller by the pilot.		

Visibility Condition	MET Visibility	Safeguarding Actions	Aircraft	Vehicles	WIP Personnel
		Eng Ops: Suspend engine runs on ERB (low-power runs on Apron may still be approved subject to fire cover being in place if ATC cannot see the Apron). Broadcast on SMRE: <i>“Visibility condition 3 - Low Visibility Procedures are now in force. The apron will remain closed until further notice, all non-essential vehicles and personnel are to vacate the apron and return to unit.”</i> Ensure no movements or activities on the apron that would endanger taxiing aircraft. <u>Main apron only visibility fit for normal ops:</u> Eng Ops / ATC: If visibility on main apron is greater than – and not expected to fall again below – 85m movements on the main dispersal may continue. Eng Ops: If appropriate, broadcast on SMRE: <i>“Visibility condition 3 in force – normal activities with caution may take place on the Main Apron only. All other parts of the aerodrome remain closed to non-essential vehicles.”</i>			

Table 344 - Visibility Conditions and Corresponding Actions

Ops to Email ²	Text
Visibility Condition 1	<i>"BOSCOMBE DOWN AERODROME - LOW VISIBILITY PROCEDURES</i> <i>Visibility Condition 1 - Low Visibility Procedures are no longer in force. Normal rules on aerodrome movements apply."</i>
Visibility Condition 2	<i>"BOSCOMBE DOWN AERODROME - LOW VISIBILITY PROCEDURES</i> <i>Visibility Condition 2 is now in force - personnel are to ensure familiarity with LVPs in the DAM Annex X – Standby for further emails updating restrictions according to changes in visibility."</i>
Low Visibility Condition 3	<i>"BOSCOMBE DOWN AERODROME - LOW VISIBILITY PROCEDURES.</i> <i>Visibility Condition 3 is now in force until further notice. Airside is out of bounds to all vehicles except:</i> Those undertaking emergency response or safety-related duties, incl AWCU, GADFLY and SWEEPER if conducting maintenance / repair. ATC vehicles undertaking LVP-related duties e.g., surface inspections. If visibility allows, with ATC permission and managed by Eng Ops; vehicles and towed aircraft on the Main Apron only. Those supporting operationally essential movements approved by the LTPA AO. Others as specifically cleared by the LTPA AO or SLOps through ATC. Personnel cleared airside are to note: Runway access points are not to be driven past without ATC permission. Drivers are to drive with caution and operate with dipped headlights and fog lights, where fitted. ATC may challenge drivers to justify their journeys. <i>Pedestrians on the main apron may only use marked pedestrian walkways, are to wear suitable 'hi-vis' PPE and only such hearing protection commensurate with safety as affords appropriate situational awareness.</i> <i>Work in progress on or near manoeuvring areas is suspended unless specially cleared by the LTPA AO.</i> <i>Standby for further emails updating restrictions or suspension of Low Visibility Operations."</i>

² Eng Ops make a back-up phone call to ARFF, Tanker Pool and Flying Units (permanent and temporary). Inform BFC that aerodrome is out of bounds to club members for Condition 3.

E-mail dist list	Per Ops' SOP.
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Table 355 - LVP Email Templates

Annex Y: Snow and Ice Operations

Sponsor for Clearance: QQ Hd of Aviation Services

1. **General.** QQ's site Adverse Weather Plan, contains the QQ Snow and Ice Plan. It is available on QQ SharePoint or on request from QQ Site Ops¹.
2. Aerodrome operating surfaces will not be cleared routinely. Clearance concentrates on maintaining the normal (non-airside) site routine over air ops after snowfall or severe icing.
3. **Review.** These orders are reviewed in March and October.

Sponsor for Operations: SATCO

4. **Restrictions on Movements.** When the aerodrome is unsuitable for flying due to snow/ice, "Aerodrome Black" is declared to prohibit aircraft / vehicle movements on manoeuvring areas. This avoids significant hazards and minimises compaction of snow or ice to promote faster recovery. Requests for exception are to be made to Eng Ops (Main Apron) or ATCO i/c (rest of AMA) for LTPA AO approval.
5. **Partial Recovery.** If snow/ice clears from aprons before runways and taxiways, SATCO or their deputy may cancel "Aerodrome Black" and instead declare: "Runway Black". This condition is site-specific and intended to allow aircraft / vehicles movements on aprons only. Helicopter flying may be authorised iaw below table:

Level	Name	Restrictions	Authorised	Comms / Tannoy
1	AERODROME BLACK	Vehicle and aircraft movements prohibited.	ATC to declare aerodrome BLACK.	<i>"The aerodrome is now BLACK. All vehicles and aircraft are prohibited from using runways, taxiways and aprons until further notice"</i>
2	RWY BLACK	Vehicle and aircraft movements prohibited from using Runways and Taxiways. Vehicles and aircraft may access main aprons to the minimum extent to allow RW Ops. RW Ops may resume using North Point.	SATCO or nominated duty person to assess main apron and approve it for use. SATCO can approve RWY BLACK and allow RW Ops in liaison with Airfield Operations.	<i>"Runway only BLACK is in force. All vehicles and aircraft are prohibited from using runways, and taxiways. Until further notice, vehicles and aircraft may access aprons to the minimum extent necessary to conduct rotary wing operations."</i>
3	NORMAL OPS	All vehicle and aircraft restrictions are lifted and	Authorised by SATCO	<i>"The aerodrome is no longer BLACK. All vehicle restrictions have now been removed."</i>

¹ BCESITE@ginetiq.com.

		normal operations may resume.		
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Table 366 - Blacktop Levels

6. **Runway 23/05 surface issues below freezing.** Ice blisters / ice mushrooms can appear along the full length of the Runway when temperature drops to freezing. The runway may still be used , mitigated through the following actions:

- a. ATC daily inspections.
- b. Blisters / mushrooms are regularly monitored by the QQ AOM and are treated where required.
- c. Runway friction testing and pavement survey completed iaw RA3500.

Annex Z: Thunderstorms and Strong Wind Procedures

Sponsor: FLOps

1. BSD Met Office will provide the below Met Warnings during Core BSD Operating Hours. RAF Brize Norton Met Office supported by BSD AMO ASOS providing observations will provide Met Warnings during AMF Extended Hours and Standby Aerodrome Hours in accordance with Op MV OpO.
2. **Strong Winds Warnings.** The Met Office will distribute forecasted wind speeds by email to relevant sections on the Area Forecast, Aerodrome Cross Section and the Daily Weather Report.
 - a. **Hangar Doors.** Managers of aircraft hangars are to ensure hangar doors are closed in winds >25 kts or local orders if more restrictive.
 - b. **Aircraft Parking and GSE.** Aircraft are to be hangered / sheltered when possible. The use of vehicles as shelter should be considered. If hangarage or shelter is unavailable, covers, blanks and main-rotor blade securing ropes are to be fitted. Care should be taken to secure GSE and loose items in the vicinity of aircraft.
 - c. **Safety of personnel.** As BSD does not have passenger handling facilities, aircraft captains and commanders are responsible for crew and passenger safety, including boarding and deplaning; especially so in inclement weather.
 - d. **Safety of Visiting Aircraft.** Crews of visiting aircraft are responsible for the safety of their own aircraft and personnel in strong winds. Requests for shelter or hangars should be made to Main Ops.
3. **Thunderstorms and Lightning Risks.** The Met Office notifies thunderstorm warnings (per JSP 847) by email during Core BSD Operating Hours; Main Ops will Tannoy moderate and high warnings upon receipt of the email.
 - a. **Aircraft refuelling under Thunderstorm Warnings.** law MAM-P:
 - (1) **Thunderstorm Warning High.** When a thunderstorm Risk/level high warning has been issued, or thunderstorm activity is apparent in the vicinity of an Aircraft, fuelling operations are to cease.
 - (2) **Thunderstorm Warning Moderate.** Refuelling may be undertaken, but only on the direct authorisation of a QQ Engineering Manager and the aircraft operating authority.
 - (3) **Thunderstorm Warning Low.** Refuelling may be carried out as normal.

Annex AA: Civil Registered Aircraft Aerodrome Usage - Terms and Conditions [□](#)

Sponsor: FLOps

Civil Registered Aircraft Aerodrome Usage - Terms and Conditions (T&Cs)		
1	The use of BSD by civil registered aircraft will be conducted iaw JSP360 ¹ . Civil registered Aircraft captains wishing to operate in and out of BSD must agree to abide by the extant T&Cs. Extant T&Cs and prices are available from Main Ops on request; however, the T&Cs may be varied at any time by the LTPA AO to reflect any changes, amendments, or additions to working practices at BSD . Factors may include some or all the following:	
	1	Winter Operations
	2	Operations Support
	3	Passenger Handling
	4	Animal Handling
	5	Refuelling Services
	6	Catering
	7	Aircraft Maintenance
	8	Security
	9	Flight Safety
	10	Aircraft Handling
	11	Airworthiness
2	Whilst the LTPA AO will use all reasonable endeavours to advise civilian users of any changes to the T&Cs, it will be for the civilian users to ensure that they are aware of extant T&Cs. The LTPA AO will not be liable for any loss or damage (whether direct or indirect) arising out of any change in the T&Cs.	
3	All civilian users are to operate iaw extant Department for Transport National Aviation Security Programme and wider Air Transport Security protocols. With some exceptions, the restrictions for civil aircraft carrying (fare paying) passengers exceeding 10 tonnes cannot be met at BSD	
4	Opening hours are captured UK MIL AIP, Part 3 Aerodromes (AD) – EGDM . Civilian visitors are not accepted outside of published hours, on public holidays or at weekends. BSD may	

¹ Civil registered aircraft delivering T3E, including **BSD** based QCF aircraft, are subject to separate contractual arrangements under the LTPA.

	operate exclusively for priority test and evaluation flying and training when the aerodrome is notified as open. Op MV temporarily amends Aerodrome operating and opening times in accordance with Chapter 2 - Para 2.2.
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Civil Registered Aircraft Aerodrome Usage - Terms and Conditions (T&Cs)	
5	Charter operations are not permitted to operate from BSD. This does not preclude small business jets and UK Gov tasked aircraft using the aerodrome
6	Scheduled Aircraft operations are not permitted to operate from BSD. This does not preclude small business jets and UK Gov tasked aircraft using the aerodrome.
7	Under the Border Force (BF) Internal Temporary Storage Facility (ITSF) Approval, BSD is a designated Port of Entry. However, there is no permanent HM Revenue and Customs, UK Border Agency, or SO15 (CTC) presence. Small ports Farnborough is the closest BF Agency.
8	In the event of a Local or National Emergency whether declared or not BSD may be closed to civilian operators. A non-exhaustive list of potential circumstances includes:
	1 Loss / reduction of ARFF category
	2 Repatriation of troops
	3 Loss of power to all, or parts, of the Aerodrome
	4 Interruptions in communications both within the Aerodrome, and with external agencies.
	5 Unforeseen natural disaster (Flooding, etc).
	6 Unforeseen national epidemics (Swine Flu, COVID-19, etc)
	Note: In the event of such a closure, all access to the Aerodrome for any reason whatsoever may be restricted and no liability is accepted for any loss or damage (whether direct or indirect) arising.
9	Breaches of the T&Cs are considered on a case-by-case basis by the LTPA AO who may withdraw permission to use the aerodrome either temporarily or permanently
10	Any complaints of feedback should be made to BSD Main Ops in the first instance.

Annex BB: Electrical Ground Power

Sponsor: QQ AOM

1. Ground power is available on request to Eng Ops:
 - a. **Fixed Ground Power.** Unavailable outside hangars 45, 168, 801 and 626.
 - b. **Auxiliary Power Units.** APUs may be run on all designated parking slots.
 - c. **Mobile Ground Power.** Details in the Mil AIP.

Annex CC: Aviation Fuel Management

Sponsor: QQ AOM

1. QQ manage fuel services at **BSD**, and the MoD is not party to any contracts.
2. **Fuel Sources at BSD.** QQ supply aviation fuel at **BSD**, not the MoD; visitors requiring fuel should make a request when booking in with Main Ops. QQ uses the NATO/NSPA 'GAS' contract as far as possible for MOD and NATO fuel uplift transactions. UK MOD aircraft do not need to seek preauthorisation; however, NATO do via their own national eCIS portals.
3. **Procedures.** The following reference related to fuelling procedures.

Aviation Fuel Management Procedures	Reference
Management of Bulk Fuel Installations (BFI).	Air-AFD-Bulk Fuel Installation and Tanker Pool Instructions
Fuel storage, quality and delivery.	Air-AFD-Bulk Fuel Installation and Tanker Pool Instructions
Safety procedures	Air-AFD-Bulk Fuel Installation and Tanker Pool Instructions and MAM-P
Fuelling zone procedures	QQ Eng Instructions and MAM-P
Bonding and grounding of Aircraft and fuelling equipment	Air-AFD-Bulk Fuel Installation and Tanker Pool Instructions and MAM-P.
Refuelling with pax-on-board: To be conducted under the aircraft operators own guidance process. Acft commanders shall ensure that ARFF presence and aircraft passenger steps shall be placed against the aircraft by QQ AOT before any refuelling takes place.	QQ Eng Instructions and MAM-P
Fuelling with engines running (Rotors Running Refuel (RRRF)).	QQ Eng Instructions and MAM-P
Fuelling and de-fuelling in hangars	QQ Eng Instructions and MAM-P
Fuel spillage procedures	Pollution Incident Response Plan

Table 377 - Aviation Fuel Management Procedures

Annex DD: Handling of Hazardous Materials (Spillage Plan)

Sponsor: QQ Hd of Site

1. QQ manage the aerodrome Pollution Incident Response Plan(PIRP), which is accessible on the QQ SharePoint. On request, copies can be provided by QQ Site Ops¹.
2. **Fuel Leaks – Action by Aircrew.** On discovery of a Fuel Leak, Aircrew should, without putting lives or aircraft in unnecessary risk:
 - a. **Fuel Leak on Start.** Inform ATC, shutdown and withdraw from aircraft to a safe distance. ATC and Eng Ops will then activate the PIRP.
 - b. **Fuel Leak on Taxi.** Inform ATC, who will confirm with Eng Ops appropriate shutdown location. If necessary, abandon the aircraft with the park brake engaged/set, advising ATC of intentions. ATC and Eng Ops will then activate the PIRP.
 - c. **Recovery to the Aerodrome with a Fuel Leak.** Inform ATC, recover to **BSD** and if possible, taxi to parking spots 24-26, shutdown and withdraw from aircraft to a safe distance. ATC and Eng Ops will then activate the PIRP.
 - d. **Use of Grass.** Unless unavoidable, aircraft suffering from fuel leaks should not overfly or use grassed areas to save contaminating the ground or water table.

¹ BCESITE@ginetiq.com.

Annex EE: Jettison and Fuel Dumping Area [□](#)

Sponsor: FLOps

1. Nil.

Annex FF: Compass Swing Area [□](#)

Sponsor: QQ AOM

1. **Active Compass Swing Area.** The MAGNETIC Compass Calibration Base (CCB) is active and requests to use the CCB are to be made with Eng Ops on 01980 66 3388. Main Ops will publish an Air Notice for local users detailing restrictions if bay is active.
2. The CCB (Slot 33) is available as temporary DAC / DG Bay and managed through Eng Ops.



Table 388 - Compass Swing Area

3. **Maintenance and Calibration.** QAO is responsible for maintaining the CCB and ensures 5-yearly calibration checks are carried out iaw RA 3521(3). Certification information is available from the QQ Eng Ops; it is Class 1 certified until the date recorded in the DAAF.

Annex GG: Explosive Ordnance Disposal Area [□](#)

Sponsor: FLOps

1. **BSD** has no Explosive Ordnance Disposal Area.

Annex HH: Dangerous Goods (DG) Procedures

Sponsor: QQ AOM

1. Aircraft carrying DG are not routinely handled at **BSD** unless:
 - a. Experiencing an in-flight emergency.
 - b. Mandatory through the PPR process, made at least one week in advance.
 - c. Mandatory approval through LTPA AO.
 - d. Approved Other Works Approval (OWA) Task through QQ LTPA Commercial Manager.
2. Should DG aircraft operate at **BSD** as per above, QAO are responsible for the parking, control, loading, unloading and management of DG iaw extant Regulations, seeking support as required.

Annex II: Hydrazine (H70) Leak [□](#)

Sponsor: FLOps

1. **BSD** does not routinely accept or publish orders for aircraft that use Hydrazine.

Annex JJ: RPAS Orders

Sponsor: FLOps

1. **General.** Remotely Piloted Air Systems (RPAS), including model aircraft, are to be flown iaw the law¹.
2. **RPAS use within the BSD Flight Restriction Zone (FRZ).** Permission to fly RPAS within the BSD FRZ is to be sought from BSD Main Ops: DESWpnsTEST-BSDOps@mod.gov.uk, who will provide the operator with the latest BSD Drone / RPAS Request Form. The following caveats apply:
 - a. **QinetiQ (QQ).** QQ operate small drones at BSD outside published opening hours, managed iaw the BSD Aerodrome Order Book (AOB) Order 12, and do not need to complete the BSD RPAS Request Form.
 - b. **Surveillance Technology, including RPAS, from Vendors of Concern.** Not permitted on site or within the BSD FRZ, without prior LTPA AO or HoE approval.
 - c. **Approval.** If permission is granted, operators are to comply with the information contained within the BSD RPAS Request Form.
 - d. **Breaches.** Any breaches to the requirements or control provided to the operator(s) may result in future requests being rejected, and notification of relevant authorities.
 - e. **Aircraft Notification.** Main Ops will produce an Air Notice for approved drone flights below 400ft AGL within the FRZ. Drone flights above 400ft AGL will be notified via NOTAM. On notification of drone activity, ATC will pass warning information to all affected air systems.
3. **RPAS use outside FRZ.** BSD will not action any non-BSD RPAS operating outside of the BSD FRZ. Operators planning to conduct RPAS flying outside the BSD FRZ should consider the following notification requirements:
 - a. **Above 400ft AGL.** Planned RPAS flying above 400ft AGL is to be notified by the operator to the Airspace Regulator (0207 453 6599) for NOTAM action.
 - b. **Below 400ft AGL.** Planned RPAS flying below 400ft AGL is to be notified by the operator to the Military Airspace Management Cell (MAMC) Low Flying Operations Flight: SWK-LowFlying@mod.gov.uk.
4. **Suspicious RPAS activity within the BSD FRZ.** Any suspicious RPAS activity within the BSD FRZ should be considered to not have prior approval and must be reported to BSD Main Ops (01980 663052) immediately for investigation, who will notify ATC. A standard sighting format is requested, to contain:

A	When? DTG
B	Where is it? Consider What 3 Words
C	Where are you? Consider What 3 Words
D	What is it?
E	What is it doing?

¹ [Drones: how to fly them safely and legally](#)

F	What are you doing about it?
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Table 3939 - RPAS Standard Sighting Format

Annex KK: Aerodrome HIRTA Restrictions

Sponsor: RF Spectrum Mgr

1. **HIRTA permanent sources.** There are no A Band HIRTA sources at **BSD**, but there are five permanent HIRTA sources in the other bands at three separate sites on the aerodrome shown below.

Serial	Identity	Descriptor	Location
B 2011 (CW)	REG HF suite	HF EMC Test Facility	<u>51°09'23.5"N</u> <u>001°45'13.7"W</u>
D 1270 (CW & Pulsed)	Watchman Radar	RNAS WATCHMAN	<u>51°09'12.54"N</u> <u>001°44'43.47"W</u>
E 2295 (CW & Pulsed)	REG Microwave suite	EMC Test Facility	<u>51°09'23.5"N</u> <u>001°45'13.7"W</u>
C 2486# (CW)	REG VHF Suite	VHF EMC Test Facility	<u>51°09'23.5"N</u> <u>001°45'13.7"W</u>
D 2481 (CW & Pulsed)	REG	EMC Test Facility	<u>51°09'23.5"N</u> <u>001°45'13.7"W</u>

Table 400 - **BSD** HIRTA Bands

2. **HIRTA Temporary Sources.** Sometimes, additional temporary local HIRTAs may be notified by Air Notice or NOTAM for trials on or close to the aerodrome.

3. **HIRTA restrictions at BSD.** Avoidance distances vary with freq band and are published in the UK Low-Flying Handbook (LFHB)⁵³ but some temporary HIRTAs may require greater avoids. Aircraft susceptibility grades are listed in Releases to Service and QARel (or equivalent); the effect of exposing aircraft to RADHAZ is platform-specific; aviation risk holders and manufacturers' orders and instructions are to be reviewed as authoritative but the following diagram is shown for guidance; Unless notified otherwise by Main Ops, avoidance distances / areas around the Radio Frequency Environment Generator (REG) are fixed for aircraft with B HIGH, C HIGH and D HIGH, (including Pulse HIGH) or E HIGH restrictions; the area marked below shows the HIRTA hazard area with a safety height of 600ft agl. For aircraft with more restrictive HIRTA clearances (SEVERE) or for aircraft of unknown clearance, further advice may be sought through Main Ops.



Table 411 - HIRTA Hazard Area

⁵³ UK LFHB Section 1 Annex D describes a HIRTA scheme iaw JSP 846 to define policy and strategy for radio site protection and clearance. The HIRTA scheme in the UK LFHB covers threats from both average and peak (pulsed) RF environment to aircraft electrical/electronic avionic systems, and weapon systems (including electro-explosive devices).