Defence Safety Authority

RAF Brize Norton
Defence Aerodrome Manual (DAM)

Military Aviation Authority

Military Aviation Authority
MAA

Foreword

RAF Brize Norton (BZN) operates within a uniquely complex and high-tempo environment, serving as the United Kingdom's 24/7 Defence Gateway for strategic and tactical air transport. As the designated UK Military Emergency Diversion Aerodrome (MEDA), BZN routinely accommodates foreign military and commercial operators, while supporting a broad spectrum of national and international commitments at extremely high readiness.

The station hosts three distinct air platforms alongside Force Protection drones, and incorporates Drop Zones (DZs) and helicopter trials areas within its boundary. This diverse infrastructure underpins BZN's ability to deliver agile and responsive air operations in support of Defence outputs.

The Defence Aerodrome Manual (DAM) provides detailed guidance on aerodrome operations and is accessible via the BZN Operations Support Wing (OSW) MODNet site. It is also published online at: https://raf.mod.uk/our-organisation/stations/raf-brize-norton/

While the DAM offers comprehensive operational information, the most current aerodrome data and planning documentation are maintained within the Military Aeronautical Information Publication (Mil AIP) and other products issued by No. 1 Aeronautical Information Documentation Unit (AIDU).

To ensure the DAM accurately reflects the aerodrome's physical characteristics and regulatory compliance, BZN employs the Aerodrome Safety Case (AdSC). This framework enables coherent communication across Duty Holder (DH)-facing organisations and externally to the DH Chain and Commander Air Wing (CAW).

Complementing this, the Defence Aerodrome Assurance Framework (DAAF) ensures that the DAM effectively informs both military and civilian users of BZN's facilities, services, operating procedures, and known hazards.

This document is reviewed and reissued periodically—annually where practicable—or sooner if significant amendments are required.

Any errors identified in this document, or its annexes should be reported to BZN-AirfieldAssurance@MOD.UK 01993 895315.

Wing Commander Tom Howell
OC Operations Support Wing (Aerodrome Operator)
RAF Brize Norton
16 Nov 25

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Glossary			
AAMC	Aerodrome Alternative Acceptable Means of Compliance	Grd	Ground Controller
ac	Aircraft	GSE	Ground Support Equipment
ADC	Aerodrome Controller	H70	Hydrazine
AIDU	Aeronautical Information Documentation Unit	HoE	Head of Establishment
AIP	Aeronautical Information Publication	HRME	high reach mechanical equipment
ALARP	Air Landed Arming & Refuel Point	IFR	Instrument Flight Rules
ALARP	As low as reasonibly practicable	ILS	Instrument Landing Systems
AMA	Aircraft Movement Area	IM	Information Management
AO	Aerodrome Operator	JADTEU	Joint Air Dispatch Test & Evaluation Unit
AOHL	Aerodrome Operators Hazard Log	JARTS	Joint Aircraft Recovery & Transportation Squadron
AOR	Area of Responsibility	LoD	Letter of Delegation
AOS	Aerodrome Operating Surface	LVO	Low Visibility Operations
ARFF	Aircraft Rescue and Fire Fighting	LVP	Low Visibility Procedures
ASMP	Air Safety Management Plan	Lytag	Light Aggregate
ASP	Aircraft Servicing Platform	MAPCIM	Manual of Post-Crash and Incident Management
AST	Airfield Support Team	MEDA	Military Emergency Diversion Aerodrome
ATC	Air Traffic Controll	Mil AIP	Military Aeronautical Information Publication
ATM	Air Traffic Management	MIP	Major Incident Plan
AWCU	Aerodrome Wildlife Control Unit	MIR	Master Infringement Register
AWE	Aerodrome Waivers and Exemptions	MMATM	Manual of Military Air Traffic Management
AWHM	Airfield Wildlife & Habitat Manager	OLS	Obstruction Limitation Surface
AWMP	Aerodrome Wildlife Management Plan	OSW	Operations Support Wing
BZN	RAF Brize Norton	PJI	Parachute Jump Instructors
BZZ	RAF Brize Norton IATA	PPR	Prior Permission Required
CAW	Commander Air Wing	RESA	Runway End Safety Area
Cct	Circuit	RHAG	Rotary Hydraulic Arresting Gear
CoC	Chain of Command	ROAD	Records of Actions and Decisions
CTR	Control Zone	RPAS	Remotely Piloted Air System
DAAF	Defence Aerodrome Assurance Framework	RSAG	Ramp Safety Action Group
DAM	Defence Aerodrome Manual	Rwy	Runway
DDM	Defence Deer Management	SEMP	Safety and Environment Management Plan
DEOC	Duty Engineering Operations Controller	SLOps	Squadron Leader Operations
DG	Dangerous Goods	SME	Subject Matter Expert
DGM	Dangerous Goods Manual	SoE	Safe Operating Environment
DH	Duty Holder	SOP	Standard Operating Procedure
DOC	Duty Operations Controller	SPS	Support Policy Statement
DSF	Digital Support Flight	SSWG	Station Safety Working Group
EA	Engineering Appraisal	TALT	Tactical Air-Land Training
EGR	Engine Ground Runs	TATCC(S)	Terminal Air Traffic Control Centre South
EGVN	RAF Brize Norton ICAO	TLB	Top Level Budget holder
EMAS	Engineered Material Arrestor System	VCR	Visual Control Room
EPU	Emergency Power Unit	VFR	Visual Flight Rules
ERO	Engine Running On and Off Load	WHMUM	Wildlife Hazard Management Unit Manager
FLOps	Flight Lieutenant Operations	WIP	Work in Progress
FOD	Foreign Object Debris	WM	Watch Manager

Table of Amendments

Amendment No.	Amendment	Date of incorporation	Name / Roles	Signature
Issue 11	Initial Issue	16 Nov 25	FLOps	B Ter Haar
Issue 11 AL1	Amendments to Annex PP	26 Nov 25	FLOps	A Robinson
Issue 11 AL2	Change emergency frequency to 121.605 MHz (Annex O, EE, HH)	12 Feb 26	FLOps	A Robinson
Issue 11 AL3	Amendments to Chapter 5.15 (High-Visibility) and Annex H, circuits approval	30 Mar 26	FLOps	A Robinson

List of Annexes

All annexes are included within this document. If further permission or support is required contact Airfield Assurance BZN-AirfieldAssurance@mod.gov.uk or out of hours contact the BZN DOC BZN-OSW-Ops-DOC@mod.gov.uk.

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

1.1 Name and Work Address of Aerodrome Operator

OC Operations Support Wing
RAF Brize Norton
Carterton
Oxfordshire
OX18 3LX
Email: BZN-OSW-Ops-DOC@mod.gov.uk

1.2 **Aerodrome Operators Authority and Letter of Delegation.** The Aerodrome Operator (AO) is appointed by the Head of Establishment (HoE) to be responsible for actively managing an environment that accommodates the safe operations of Aircraft (ac) as per RA 1026[1]. A signed copy of the AO Letter of Delegation is available at **Annex A**.

1.3 **Safety Meeting Structure.** The organisational Safety Meeting Structure for aviation matters is available at **Annex B**. Each meeting is to include a standing agenda and attendance list, and is to have minutes, notes or action or records of decisions recorded for audit purposes.

1.4 **Aerodrome Key Stakeholders.** An organogram of the key stakeholders who have responsibility for at directly support operations is available at **Annex C**.

1.5 **Aerodrome Operators Hazard Log (AOHL).** The AOHL is a live document and is reviewed no less than on a quarterly basis. It clearly indicates the active Aerodrome operating hazards. Further details and access to MOD users is available at **Annex D.**

1.6 **Formal Aerodrome Related Agreements.** All formal aerodrome related agreements are listed at **Annex E**.

1.7 **Aerodrome Alternative Acceptable Means of Compliance (AAMC), Waivers and Exemptions (AWEs).** All AAMC and AWE are detailed at **Annex F.**

1.8 **Aerodrome Location and Control of Entry and Access.** An explanation of the aerodrome location and control of access is detailed at **Annex G**.

[1] Regulatory Article 1026 – Aerodrome Operator and Aerodrome Supervisor Roles and Responsibilities.

Chapter 2: Aerodrome Data, Facilities and Characteristics

2.1 **Aerodrome Data.** The AO assures that all aerodrome data is accurate, and that the information contained within this DAM, where applicable, aligns with other military aviation publications, such as the Military Aeronautical Information Publication (AIP)[2].

Location indicator and Name	ICAO: EGVN	IATA: BZZ

2.2 **Special Procedures.** Detailed instruction on aerodrome special Procedures is available in the AIP.

Elevation	**Variation**	**TA**	**TRL**		**Date**	**Chart No.**
Elev 287	Var 1°E	TA 3000	TRL ATC		20 Mar 25	B1
Elev 287	Var 1°E	TA 3000	TRL ATC		20 Mar 25	B2

2.3 **Noise Abatement Procedure Orders.** All noise abatement procedures including high power ground runs are detailed in **Annex H**.

2.4 **Temporary Obstruction Orders.** Orders contained at **Annex I**, cover the actions involved in dealing with temporary obstructions on or around any manoeuvring area that are considered a hazard to ac, vehicles or pedestrians. Obstructions are to be marked in accordance with regulations using approved high visibility markers, tape or fencing with additional red-light markers at night. Where require for the safe movement of ac, NOTAMs are to be issued, and taxi patterns controlled. Additionally, pilots should be briefed on landing or when calling for start.

2.5 **Runway Strip Obstructions.** All legacy[3] runway (rwy) strip obstructions are to be published in the AOHL, Annex D. All new rwy obstructions[4] require a waiver request to be submitted and if authorised, will be contained within Annex F.

2.6 **Runway End Safety Area (RESA).** The RESA provides a cleared and graded area for undershoot and overrunning ac. RESA dimensions: 07: 142 x 120m, 25: 240 x 120m.

[2] AIDU UK Mil AIP
[3] Legacy is classified as any facility in place prior to the RA 3500 series being released in Sep 2018.
[4] Refer to RA 3590(10) – Safeguarding – Surface Obstructions.

2.7 **Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor System (EMAS).** Not present or used at BZN.

2.8 **Aerodrome Arresting System Orders.** The Rotary Hydraulic Arrestor Gear (RHAG) must be operated, maintained, and monitored safely in accordance with orders, Support Policy Statements (SPS), and RA 3268[5]. Further details are provided in **Annex J**.

2.9 **Manoeuvring Area Safety and Control Orders.** The orders contained in **Annex K** are produced to ensure the safe parking, manoeuvring, refuelling, ground running, and servicing of aircraft.

2.10 **Orders for Large Aircraft.** Guidance on the safe ground operations of large ac[6] are at **Annex JJ**.

[5] Refer to RA 3268 – Aircraft Arresting Systems.
[6] ICAO Code F

Chapter 3: Emergency and Aerodrome Rescue and Firefighting Orders

3.1 **Emergency Organisation.** The AO is familiar with RA 3261(2), RA 3263, RA 3311, and DSA02 DFSR. RA 3049 outlines that Defence Contractor Flying Organizations operating MAA-regulated Aircraft are required to meet the standards detailed in DSA02 DFSR12. The relationship between the AO and the Defence ARFF Service Provider is defined within DSA02 DFSR and the Business Agreements between the Defence ARFF Service Provider and the TLBs. The Defence ARFF Service Provider is a DH-Facing Organization, and its Fire Stations operate in accordance with national good practice, delivering a service to the AO.

3.2 **Emergency Orders /Aerodrome Crash Plan.** Emergency Orders and Aerodrome Crash Plans are produced and detailed in **Annex L**, in accordance with guidance contained within the Manual of Post-Crash and Incident Management (MAPCIM), RA 1440(1), and DSA02 DSFR. These orders cover the eventuality of an aircraft accident or incident occurring either on the aerodrome or within five nautical miles. The plan is to be exercised biennially, alternating between tabletop and live exercises, in line with regulatory requirements. The Aerodrome Crash Plan is available on Resilience Direct[7]. If the runway is declared 'BLACK' in a non-emergency situation, the Duty Operations Controller's (DOC) Standard Operating Procedures (SOPs) are to be followed.

3.3 **Aerodrome Rescue and Fire Fighting (ARFF) Services and Training Orders.** The Fire Station Manager provides ARFF services and training orders, which are hyperlinked in **Annex M** in accordance with DSA02 DFSR.

3.4 **Disabled Aircraft Removal.** The AO ensures that orders, as detailed at **Annex N**, are in place to address the requirement for the rapid and safe removal of an Aircraft that has temporarily closed a Runway, taxiway, or Aircraft Servicing Platform (ASP), but does not meet the criteria of an Accident handled under the Aerodrome Aircraft Crash Plan.

3.5 **Fire Cover for Casualty Evacuations, Aeromedical Movements, Dangerous Goods, and Suspected Communicable Disease Aircraft Movements.** Orders pertaining to fire cover for non-standard cargo or passenger aircraft movements are detailed in **Annex KK**.

[7] ResilienceDirect Hub Dashboard

Chapter 4: Air Traffic Services and Local Procedures

4.1 **Terminal Air Traffic Control Centre South (TATCC(S)) Orders.** The TATCC Commander produces orders covering all Air Traffic Control (ATC) procedures involved in the safe and expeditious flow of air traffic. These orders take into account any direction and guidance contained within the Manual of Military Air Traffic Management[8] (MMATM) and the RA 3000 Series to ensure compliance. Further information is detailed in **Annex O**.

4.2 **BZN Contingency Hold Procedures.** Local procedures for the use of the 'Malvern Hold' by aircraft under TATCC(S) control are outlined in **Annex QQ**.

4.3 **Wake Turbulence.** TATCC(S) will omit wake turbulence caution transmissions between station-based aircraft of similar wake turbulence categories conducting VFR approaches, in accordance with RA 3277.

4.4 **Flypasts.** Separate from the 1 Group flypast approval process for UK military aircraft, requests for flypasts within the BZN Control Zone (CTR) are to be submitted to the DOC. The DOC will liaise with TATCC(S) and other unit stakeholders to deconflict with ongoing activities. The request will then be staffed through SLOps to OC OSW for approval. All flypasts are to comply with the requirements of RA 2335.

[8] Manual of military air traffic management (MMATM) - GOV.UK

Chapter 5: Aerodrome Administration and Operating Procedures

5.1 **Aerodrome Data Reporting.** Orders for the reporting procedures to advise relevant agencies of permanent changes to aerodrome information are detailed in **Annex P**.

5.2 **Aerodrome Serviceability Inspections.** Orders detailing the inspection of the aerodrome are contained in **Annex Q** and are conducted in accordance with RA 3264.

5.3 **Aerodrome Technical Inspections.** Inspections are to be conducted in accordance with aerodrome regulations, with relevant orders detailed in **Annex R**. A technical inspection of aerodrome lighting is carried out daily by a qualified Subject Matter Expert (SME), while a more in-depth inspection of aerodrome infrastructure is conducted weekly by Airfield Assurance.

5.4 **Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection**. In accordance with RA 3000 and current Support Policy Statements, Programme MARSHALL and its contractors, Aquila/Thales, provide maintenance services for Air Traffic Management equipment. Air CySC, DSS South, BZN DSF, and the Airfield Support Team are responsible for ensuring the technical safeguarding of this equipment. Orders for the maintenance and monitoring of radar, radio, and navigation equipment are detailed in **Annex S**, including procedures for protecting and supervising access to these systems and their immediate surroundings.

5.5 **Aerodrome Works Safety.** Orders at **Annex T** detail the requirements of control and supervision of work on the aerodrome.

5.6 **Aerodrome Users – Vehicle and Pedestrian Control.** Orders for the control of vehicular and pedestrian traffic on the aerodrome are detailed in **Annex U**.

5.7 **FOD Prevention, Training and Awareness.** FOD prevention, training and awareness Orders are at **Annex V**.

5.8 **Aerodrome Wildlife Management.** BZN is supported by a contracted Aerodrome Wildlife Control Unit (AWCU). Comprehensive orders on bird and wildlife management are detailed in **Annex W**. Periods of high bird activity are broadcast via DATIS, notified through TATCC(S), and published by NOTAM.

5.9 **Low Visibility Operations (LVO).** Orders detailing LVO are contained in **Annex X** and are intended to protect aircraft during periods of reduced visibility.

5.10 **Snow and Ice Operations.** The aerodrome's response to snow and ice is captured within the Op BLACKTOP order. These procedures are exercised annually in accordance with RA 3278 and are summarised in Annex Y.

5.11 **Thunderstorm and Strong Wind Procedures.** Orders for aircraft operations during thunderstorm (lightning risk) warning periods and periods of forecast strong winds are detailed in **Annex Z**.

5.12 **Civil Registered Aircraft Aerodrome Usage - Terms and Conditions.** Use of BZN by civil-registered aircraft must be in accordance with JSP 360, and meet the criteria under EU No. 1254/2009[9] as summarised in **Annex AA**. Any breach of the terms and conditions may result in the temporary or permanent withdrawal of BZN operating privileges. Requests to use BZN are to be staffed to Airfield Operations on 01993 895315 or to BZN-airfieldoperations@mod.gov.uk.

[9] EU No. 1254/2009

5.13 **Safeguarding Requirements – Waivers and Exemptions.** The procedures for safeguarding the operational environment of military aerodromes are outlined in RA 3500. All safeguarding activities are to be conducted in accordance with the relevant regulations. Current and extant waivers from the MAA are recorded in **Annex F**, with their corresponding validity status documented in the Defence Aerodrome Assurance Framework (DAAF).

5.14 **Aerodrome Assurance Activity.** The AO determines which second-party assurance reports, relating to activities conducted on or around the aerodrome, are to be recorded.

5.14.1 The Airfield Assurance Section provides strategic oversight and management of airside infrastructure and systems. This includes monitoring and enforcing safe and compliant airside operations, such as adherence to airfield driving standards.

5.14.2 The Ramp Safety Team serves as the physical presence on the airside, focusing on aircraft ground handling activities. All airside users are expected to follow the directions and guidance issued by Ramp Safety. The team also maintains communication with airfield user organisations and manages the Ramp Safety Actions Group, which collaboratively reviews and addresses airside hazards and issues.

5.15 **High-Visibility.** All personnel operating airside on the aerodrome must wear high-visibility clothing at all times, at a minimum, a high-visibility tabard or jacket. Reflective belts are not an acceptable substitute, in accordance with AP1358. Personnel operating in the vicinity of JADTEU are approved to wear reflective belts, as an alternate to a tabard or jacket.

5.15.1 Airfield vehicles that must deviate from the directed Mechanical Transports routes are have operating amber beacons attached to vehicle.

5.16 **Electrical Ground Power Procedures.** Electrical Ground Power procedure orders are detailed in **Annex BB** and outline the prioritisation for the use of ground power. Personnel are trained in safe operation by their respective squadron Training Cells.

5.17 **Aviation Fuel Management Procedures.** Order **Annex CC** details Aviation Fuel Management, including policy guidance.

5.18 **Hazardous Materials - Spillage Plan.** Hazardous Materials Spillage Orders are at **Annex DD**.

5.19 **Fuel Jettison/Dumping Area and Aircraft Landing with Trailing Hose.** BZN does not have a designated fuel jettison or dumping area. Guidance for aircraft landing with a trailing hose is provided at **Annex EE**.

5.20 **Compass Swing Area.** Orders and site certificate are at **Annex FF**.

5.21 **Explosive Ordnance Disposal Area.** There is no area for disposal of Explosive Ordinance at BZN.

5.22 **Dangerous Goods (DG) Procedures.** The control, loading, unloading, and management of DG are detailed in the orders at **Annex GG**.

5.23 **Hydrazine (H70) Leak.** Generic guidance is provided at **Annex HH** and outlines the actions to be taken in the event of a potential H70 leak from visiting aircraft. In the event of an offsite H70 incident, CONPLAN 1 will be initiated.

5.24 **RPAS Orders**. **Annex II** contains the RPAS orders, which define the authorised parameters for the operation of RPAS within the BZN CTR.

5.25 **Combat Offload**. Orders detailing procedures for conducting combat offloads at BZN aerodrome are contained in **Annex NN**.

5.26 **Flare Misfire and Hang-up Procedure**. Flare Misfire and Hung Flare procedures are detailed in **Annex OO**, covering actions to be taken if an aircraft diverts to BZN with a suspected misfired or hung flare.

5.27 **Designated Parachute and Free-fall Drop Zones. Annex PP** contains details of the designated parachute and free-fall drop zones at BZN aerodrome.

5.28 **Engine Ground Runs (EGRs).** EGRs are an essential component of aircraft engineering for all platforms based at BZN. **Annex LL** outlines EGR responsibilities, communication protocols, designated locations, operational constraints, and procedures for visiting aircraft.

5.29 **JADTEU Operating Area.** JADTEU Operating Areas are annotated at **Annex QQ**.

5.30 **Entrapment Injury Prevention.** All personnel entering the Aircraft Movement Area (AMA) must ensure clothing and hair are properly secured to mitigate the risk of entanglement with moving vehicles, aircraft equipment, power-operated Ground Support Equipment (GSE), or rotating machinery.

5.30.1 Clothing must be worn correctly and securely fastened.

5.30.2 Hair must be secured in accordance with the IATA Airport Handling Manual, Standard 46219, typically in a bun, unless task-specific requirements (e.g. wearing flying helmets) necessitate otherwise.

5.31 **Air Landed Arming & Refuel Point (ALARP).** The siting and coordination requirements for live and dry ALARP operations by qualified crews are at **Annex UU**.

5.32 **Hot Pit and Rotors Running Refuelling.** BZN will facilitate Hot Pit and Rotors Running Refuelling operations. Orders governing this activity are detailed in **Annex VV**.

Annex A to
RAF Brize Norton DAM Issue 11
16 NOV 25

Letter of Delegation

Sponsor: Head of Establishment – Station Commander RAF Brize Norton

1. The letter of delegation from the Head of Establishment to the Aerodrome Operator is available on MODNet. The details of the current versions are detailed below.

Item Link	HoE	AO	Dated
LoD	Gp Capt Louise Henton	Wg Cdr Thomas Howell	23 October 24

Annex B to
RAF Brize Norton DAM Issue 11
16 NOV 25

Safety Meeting Structure

Sponsor: SO3 Safety & Information Management

1. RAF Brize Norton operates a Station Safety Working Group (SSWG), the Ramp Safety Action Group (RSAG), and the PARMIS Risk Review. These are all governed by the Air Safety Management Plan (ASMP) and the Safety and Environment Management Plan (SEMP). These documents outline the systems and mechanisms through which safety and risk are managed, in accordance with regulations.

Forum	Schedule	Comments
SSWG	Quarterly	
RSAG	Quarterly	
PARMIS Risk Review	Quarterly	

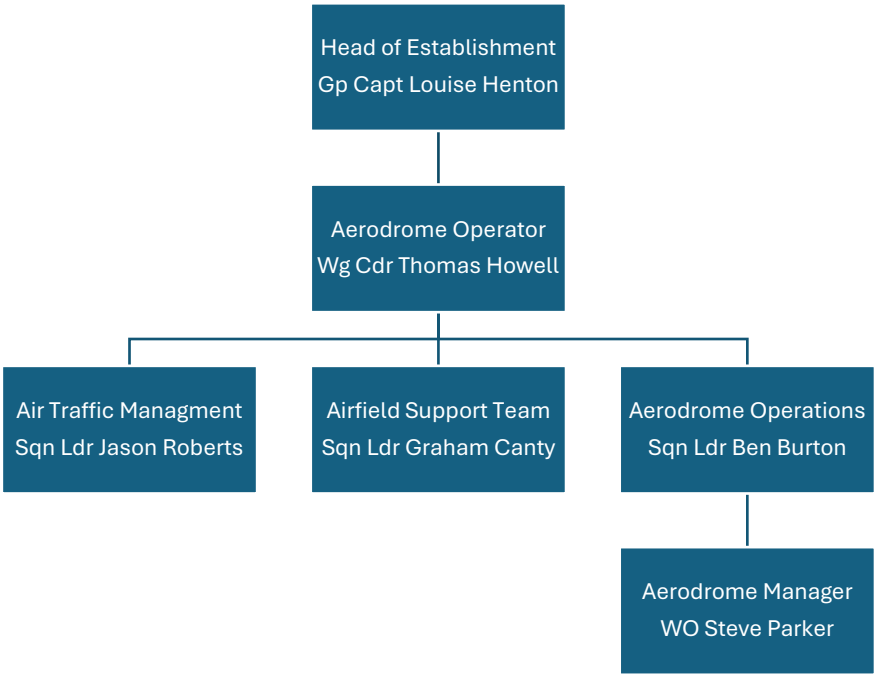
2. Access to Station and Air related safety documentation at BZN is available on the Safety Management SharePoint on MODNet.

Annex C to
RAF Brize Norton DAM Issue 11
16 NOV 25

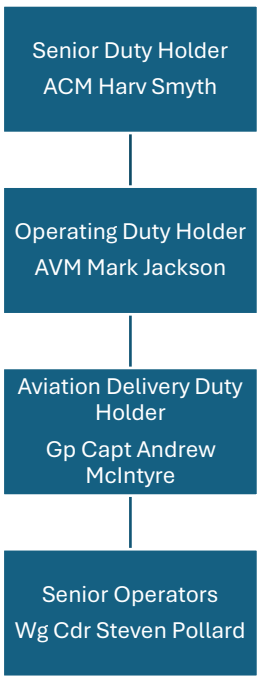
Aerodrome Key Stakeholders

Sponsor: FLOps

1. Aerodrome Stakeholders – Contactable through MODNet



2. Aviation Stakeholders – Contactable through MODNet



Annex D to
RAF Brize Norton DAM Issue 11
16 NOV 25

Aerodrome Operators Hazard Log (AOHL)

Sponsor: OC OSW

1. The AOHL is available on MODNet via the Airfield Assurance SharePoint page.

2. The AOHL is to be reviewed at least quarterly. The last review was conducted in November 2024. Records of Actions and Decisions (ROADs) are available on MODNet[10] for reference and on the RAF Brize Norton website.

[10] Airfield Assurance - Minutes - All Documents

Annex E to
RAF Brize Norton DAM Issue 11
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Formal Aerodrome Related Agreements

Sponsor: SLOps

1. The list of all aerodrome-related agreements is maintained by TATCC(S). A summary of these agreements is provided below.

Agreement	Dated	Signatories
Service Level Agreement – Brize Flying Club	8 May 25	Gp Capt Henton Sqn Ldr Coffey
6FTS Support	1 Sep 25	Gp Capt Barker Wg Cdr Howell
Fairford Diversion Support	TBC	Wg Cdr Howell Lt Col Huddleston
HALE Q-4 RPAS – Letter of Agreement	22 Aug 24	NATS RAF Brize Norton No. 78 Sqn USAFE A3
Leeds Bradford – Standby & Diversion Agreement	1 Mar 24	Flt Lt Bradshaw Mr Babbin

Annex F to
RAF Brize Norton DAM Issue 11
16 NOV 25

Aerodrome Alternative Acceptable Means of Compliance (AAMC), Waivers and Exemptions (AWEs)

Sponsor: Airfield Assurance

1. All MAA waivers and exemptions are available on MODNet via the Airfield Assurance SharePoint. A summary of the current and extant waivers is provided below.

Ser	Issue	Expiry	Description	Mitigation	Resolution
1	Infringement on the Obstacle Free Zone	Perm	The A400M (Atlas) Hangar infringes on the obstacle free zone.	MAA_Exemption_2014_024	MAA Exemption
2	Runway markings non-compliance (RA 3514)	Perm	Runway markings are not compliant with RA 3514 when C-17 conducts short approaches and/or take-offs	MAA_Exemption_2014_009	MAA Exemption
3	Infringement of the Inner Horizontal Surface	31 Mar 37	Installed as part of Programme MARSHALL, STAR-NG radar infringes the Inner Horizontal Surface by 2.45m	MAA_AWE_2021_090	MAA waiver

2. The Master Infringement Register (MIR) is managed and owned by the Airfield Support Team (AST). Access to the register[11] is available on MODNet via the AST SharePoint.

[11] 20200715_Master Infringement Register.xlsx

Annex G to
RAF Brize Norton DAM Issue 11
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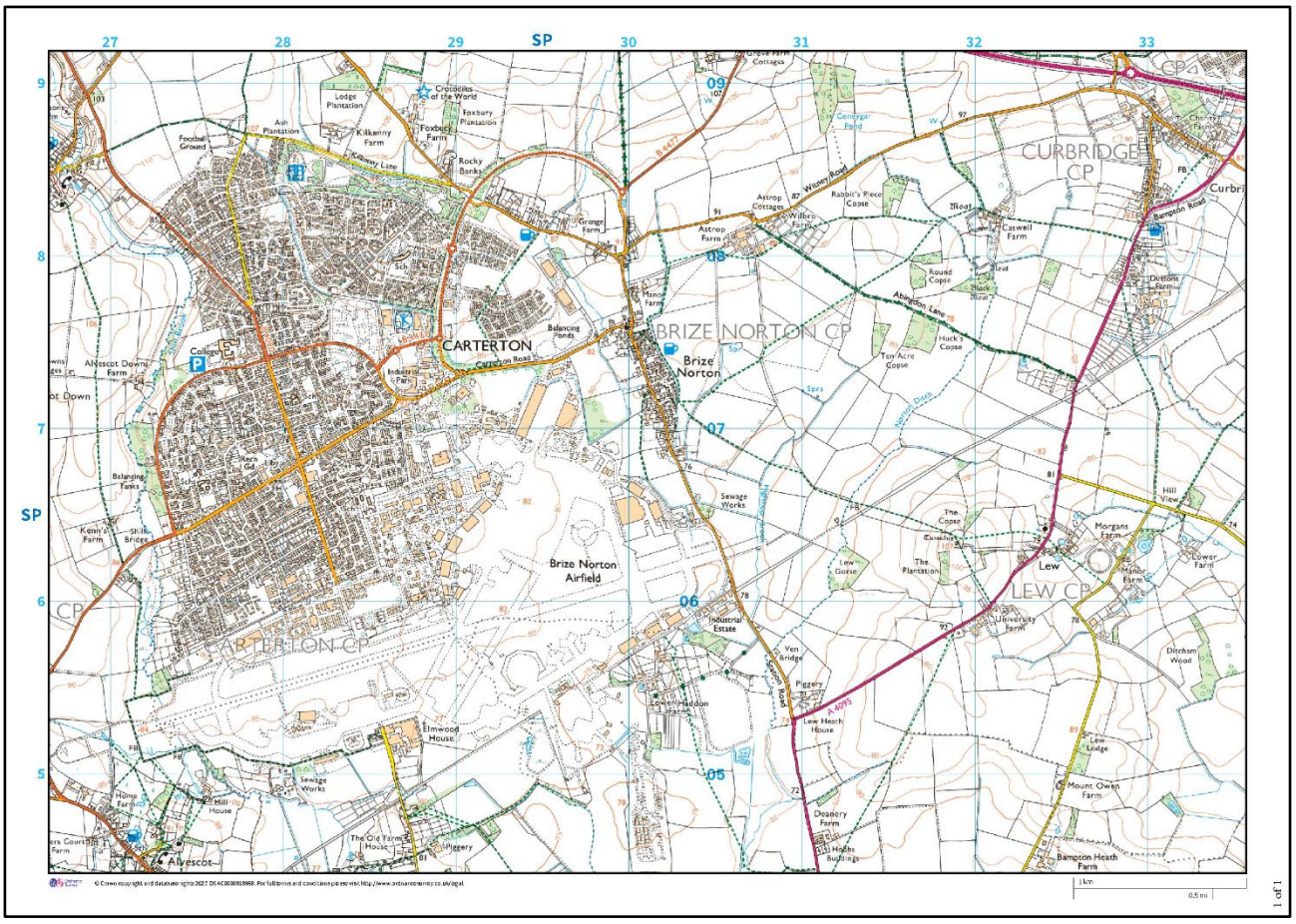
Aerodrome Location, Control of Entry and Access

Sponsor: Airfield Operations

1. **Aerodrome Location.** RAF Brize Norton is situated within the town of Carterton in Oxfordshire, England, around 15 miles west of Oxford. The aerodrome is situated just off the A40, a major route connecting Oxford to Cheltenham, and is also accessible via the B4477, which leads directly to the main entrance. The primary access point to the station is via the main gate. The nearest railway station is Hanborough, approximately 13 miles to the northeast, offering regular services to Oxford and London Paddington. Alternatively, Oxford railway station, about 18 miles away, provides more frequent and direct national rail connections. Local bus services, including Stagecoach routes, operate between Carterton, Witney, and Oxford, with stops near the station perimeter, offering additional public transport options for personnel and visitors.

2. **Control of Entry and Access.** As a military establishment, access to the station is restricted to holders of a valid MOD ID. All other personnel must be pre-booked and sponsored by either a station-based service person or an authorised military contractor. Access for visiting aircraft crew and passengers will be coordinated by the appropriate handling agent.



Annex H to
RAF Brize Norton DAM Issue 11
16 NOV 25

Noise Abatement Procedures

Sponsor: SLOps

1. Noise generation at BZN must be managed sensitively. During periods of routine activity, a balance should be maintained between operational requirements and noise abatement practices. However, where operational demands necessitate, the noise abatement measures outlined in this and supporting annexes may be disregarded when authorised at a suitable level.

2. Specific air traffic management noise abatement procedures are published in the AIP[12]. Guidance relating to engine running ground runs is detailed in Annex LL, activity involving the BZN Flying Club is covered in Annex TT. All other noise abatement procedures are included within this annex.

3. **General Operating Hours.** BZN operates on a 24/7 basis therefore flying and ground activity is to be expected at all hours.

4. **Circuit and Control Zone.** Training activity is essential to maintaining the operational effectiveness of the RAF. However, due to its regularity and persistence, it carries a higher risk of noise generation. To mitigate this risk as far as practicable, while maintaining output during normal operating posture, the following definitions and limitations are in place.

a. **Defined operating hours.**

All times local	**Monday-Thursday**	**Friday**	**Weekends & Bank Holidays**
Normal Operating	0700-1900	0700-1900	N/A
Unsociable	1900-2200	1900-2100	N/A
Out of Hours	2200-0700	2100-2359	0001-2359

b. **Limitations.**

(1) **Number of aircraft.** A maximum of three aircraft are permitted in the visual circuit at any one time. Aircraft returning from tasking[13] are exempt from this limitation; however, visiting aircraft are included within the count.

(2) **Consecutive circuits.** During normal operating hours, aircraft are restricted to a maximum of six consecutive circuits. After this, they must either:

(a) Conduct an intermediate landing,

(b) Route out to initials, or

(c) Complete an instrument approach before re-entering the circuit.

[12] UK Mil AIP | Home
[13] Define as DSCOM or Operational tasking.

(3) During unsociable hours, this limitation is reduced to a maximum of three consecutive circuits.

(4) **Low level circuits.** Low-level circuits are limited to a maximum of six within any 24-hour period. The TATCC(S) is responsible for managing and tracking this limit. Any requirement to exceed this threshold must be approved by SLOps. JADTEU trails work is exempt from this limit.

(5) **Aircraft returning from task.** Any aircraft returning from tasking may conduct one of the following without requiring higher authorisation, during both normal and unsociable hours:

(a) A single approach,

(b) A touch-and-go,

(c) A low approach into a single circuit, or

(d) A further single instrument approach to land.

c. **Visiting aircraft use.** Visiting aircraft, both military and civilian, may be accepted into the BZN circuit under the following conditions:

(1) **Civilian Aircraft**. Civilian operators must:

(a) Book requests through the DOC,

(b) Obtain approval from FLOps, and

(c) Will be charged in accordance with JSP 360.

(2) **Military Aircraft (UK or Foreign).** Military aircraft must book in through Airfield Operations. The DOC should use discretion and, if necessary, escalate to FLOps before accepting any military visiting aircraft that is unfamiliar to the area or may cause disruption.

d. **Out of Hours.** There are occasions when circuit flying outside of normal operating hours is necessary. This includes, but is not limited to:

(1) Night flying (with or without NVGs[14]),

(2) Test flights,

(3) Currency training, particularly when serviceability or aircraft availability during normal hours has been restricted.

e. Authorisation for out-of-hours activity rests with the AO, delegated to SLOps, but for routine activity is further delegated to FLOps to approve in the weekly A5 planning meeting. This may be further delegated, where appropriate, to a minimum level of the DOC, depending on the operating climate.

[14] Night Vision Goggles.

f. **Short-notice flying requests.** Requests made during the current week, including weekends and Public Holidays, are to be staffed directly through the DOC for approval. Particular attention will be given to:

(1) Operational necessity,

(2) Recent activity levels, and

(3) Any disturbance complaints.

g. Approval may be granted with specific flying caveats to help minimise noise disturbance.

h. **Management.** TATCC(S) is responsible for the daily management and enforcement of circuit limitations. All unsociable and out-of-hours circuit activity must be recorded and approved in accordance with the procedures outlined in this annex. The DOC is to maintain records of all requests, approvals, and denials, while TATCC(S) will retain records of all flying activity at the aerodrome. The DOC holds delegated authority from the AO to cancel any booked or ongoing circuit activity if it is deemed appropriate to do so under noise abatement considerations.

Annex I to
RAF Brize Norton DAM Issue 11
16 NOV 25

Temporary Obstructions

Sponsor: WO Airfield Assurance

References:
CAP 232 Ch 6 - Aerodrome Survey Information
CAP 168 Ch 4 Para 4.8 to 4.49 - The assessment and treatment of obstacles
RA 3518 Permanent Fixed Wing Aerodrome - Visual Aids for Denoting Obstacles

1. **Obstruction within the Airfield Boundary**. When there is a requirement for a temporary obstruction i.e. high reach mechanical equipment (HRME), crane or other structure within the airfield boundary regardless of height, it is incumbent on the individual responsible for the obstruction to provide Airfield Assurance, via email (bzn-airfieldassurance@mod.uk), as soon as practicably possible but ideally at least 6 weeks before the planned date of obstacle erection:

   a. Planned dates and duration (in ZULU) of the obstacle's presence.

   b. Location (latitude and longitude in degs, min, secs e.g. 51°45′41″N , 001°34′26″W).

   c. Height of the obstacle or max. height of the HRME/crane working height.

   d. Elevation of site above mean sea level (https://whatismyelevation.com/).

   e. What the obstacle is (crane, mast, etc.).

   f. The dimensions of the obstacle.

2. **The requestor must await permission to proceed before taking any further action.** Airfield Assurance will coordinate stakeholders to ensure a safe operating area for those using the obstacle, other airfield users and ac operating at the aerodrome**:**

   a. **TATCC(S)** will establish if the equipment position/height infringes on the circuit height of VFR/IFR and any impact to ac taxi pattern, informing Airfield Assurance of any impacts**.**

   b. **Airfield Assurance** will identify any impact to the Obstruction Limitation Surface**.**

   c. **Airfield Support Team (AST)** will ensure the Safeguarding of ATM equipment via a request for an Engineering Appraisal (EA). A further request for a Concession will be submitted if EA indicates one is required, informing Airfield Assurance of the outcome.

   d. **Duty Engineering Operations Controller (DEOC)** will identify any impact to parking bays and taxiway usage and highlight to sqn eng sections and TATCC(S).

3. Once approval is given by Airfield Assurance, the following is to take place:

a. Airfield Assurance to publish a NOTAM containing details of the obstacle. A further NOTAM is required if the obstacle impacts on any operating surface, changing availability as per the BZN AIP.

b. TATCC(S) to publish NOTAM detailing any impact to ATM equipment during the period of the obstacle being established.

c. Airfield Assurance to liaise with airfield users, TATCC(S), DEOCs, DOC and CoC to ensure any impact on the AOS are understood in advance of the obstacle being erected.

4. When the obstacle is in place, it is to be marked in accordance with extant regulations using approved high visibility markers, tape or fencing with additional red-light markers at night. Any fencing is to be secured to prevent a potential hazard in high winds. TATCC(S) will provide progressive taxi instructions to departing/arriving ac as appropriate.

5. **Identification Markers**. Markers, fencing or barriers are to be arranged by the agency erecting the obstacle to indicate the full dimensions of the obstructions to ensure a safe area of maneuverability to all airfield users. All airfield obstructions are identified in such a way to ensure they give taxiing ac and moving vehicles adequate distance to maneuver safely. Any doubt on the use of the surface during the erection of a temporary obstruction should be addressed to Airfield Assurance in the first instance, and the DOC OOH.

6. **Informing Aircrew**. TATCC(S) is responsible for informing ac captains of any unserviceability of the aerodrome that will affect them. Outbound, the ac captain will be informed on start. Inbound, the ac captain will be informed at an appropriate time and published on the ATIS.

7. **Obstruction outside of the airfield boundary**. When there is a requirement for a temporary obstruction which exceeds **10m in height within 6km of the airfield**, a Crane or Tall Equipment Permit must be submitted and approved by key stakeholders. This is to provide assurance that due diligence has been taken to ensure the height and location of the obstruction does not pose a hazard to the Safe Operating Environment (SoE) of ac within the vicinity of the aerodrome. The process to request and issue a permit:

a. The individual responsible for the obstruction is to complete a Crane and Tall Equipment Permit Request and submit via email to Airfield Assurance (BZN-Airfieldassurance@mod.uk). All sections of the Permit Request MUST be completed otherwise the application will be rejected.

b. **Airfield Assurance** will assess whether the request is within 6km and above 10m, identify any impact to the Obstruction Limitation Surface (OLS) and if required, forward to AST and TATCC(S).

c. **AST** will ensure the Safeguarding of ATM equipment via a request for an EA. A further request for a Concession will be submitted if EA indicates one is required, informing Airfield Assurance of the outcome.

d. **TATCC(S)** will establish if the equipment position/height infringes on the circuit height of VFR/IFR and any impact to ac taxi pattern, informing Airfield Assurance of any impacts.

8. On completion of the above elements, TATCC(S), AST and Airfield Assurance will convene via a Siting Board to review impacts and ascertain whether the request should be approved or declined.

9. The individual responsible for the obstruction will be informed of the decision including any NOTAM or reference numbers; if applicable.

10. Airfield Assurance retain a register of applications, awarded serial numbers, impact and approval/rejected status with any associated NOTAMs.

RAF Brize Norton Crane and Tall Equipment Permit Request

AUTHORISATION PERMIT FOR THE USE OF CRANES AND OTHER TALL EQUIPMENT

*"The appointed person should consult the aerodrome/airfield manager for permission to work if a crane is to be used within **6 km of the aerodrome/airfield and its height exceeds 10m** or that of surrounding structures or trees, if higher."* (BS7121, Part 1)

Name of hire company	
Type of crane or equipment (e.g. mobile/fixed/tower)	
Max vertical height above ground level that the crane or equipment will be raised to during task (in meters)	
Max swing radius of crane jib during task (in metres)	
Location of crane or equipment (latitude and longitude in degs, min, secs e.g. 51°45′41″N , 001°34′26″W)	
Elevation of site above mean sea level (https://whatismyelevation.com/)	
Crane operator/lifting supervisor contact name	
Crane operator/lifting supervisor contact phone number	
Date(s) of operation (inclusive)	
Times of operation (inclusive in zulu)	

I certify that the information given is accurate and will immediately inform RAF Brize Norton of any changes to the above information.

Applicants name		Applicants phone number	
Applicants email address		Applicants Signature	

Annex J to
RAF Brize Norton DAM Issue 11
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Maintenance and Safe Operation of the Rotary Hydraulic Arresting Gear (RHAG)

Sponsor: XO OSW

1. Orders with respect to both the maintenance and safe operation of the RHAG are iaw with DAP119J-1405-5F: Rotary Hydraulic Arresting Gear.

Annex K to
RAF Brize Norton DAM Issue 11
16 NOV 25

Manoeuvring Area Safety and Control Orders

Sponsor: XO OSW

1. Ac parking is managed iaw BZN AESO Bk2, Pt1, Ch1, Order 50.

2. The TATCC(S) TSOB (Sect 504, Para 1s) details arrangements for initiating engine start. Ac will be provided clearance for engine start by TATCC(S).

3. Marshalling services are carried out iaw STANAG 3117.

4. A 'Follow Me' escort vehicle is available to all ac upon request to TATCC(S) and will be conducted by Airfield Ops. Progressive taxi instructions or Follow Me will be offered to visitors as standard procedure.

5. Protection from jet blast. All safety distances for jet blast can be found in the ac specific Technical Documentation Set.

6. Enforcement of safety precautions during ac refueling operations are detailed in BZN AESO Bk2, Pt1, Ch3, Order 6.

7. Enforcement of safety precautions during ac ground running operations are outlined in AESO Bk2, Pt1, Ch2, Order 1.

8. Orders for runway and apron sweeping including apron cleaning are at BZN AESO Bk2, Pt1, Ch3, Order 21.

Annex L to
RAF Brize Norton DAM Issue 11
16 NOV 25

Emergency Orders and Aerodrome Crash Plan

Sponsor: SLOps

1. Emergency Orders and the BZN Aerodrome Crash Plan are detailed at CONPLAN 1, in accordance with the MAPCIM, RA 1440(1), and DSA02 DSFR. These documents outline the procedures to be followed in the event of an aircraft accident or incident occurring either on the aerodrome or within the 1,000-metre assessment area from the runway thresholds. The plan includes action cards for key roles and is managed by BZN Resilience Flt. It is exercised biennially, alternating between tabletop and live exercises, in line with regulatory requirements. The Aerodrome Crash Plan is available via Resilience Direct. If the runway is declared ‘BLACK’ in a non-emergency situation, the DOC’s SOPs are to be followed.

Annex M to
RAF Brize Norton DAM Issue 11
16 NOV 25

Aerodrome Rescue and Fire Fighting Services and Training

Sponsor: OC Fire

Operational Output	**Link**	**Notes**
Generic Operating Procedures	No change	No change
Local Standard Operational Procedures	No link	Please contact FSM for SOPs
FRS Generic Risk Assessments	Risk Assessments Ac GRAs	Link to the Fire sections risk assessments and Ac GRA's
Defence ARFF Service Provider Chief Fire Officers Instructions	Op Ins	
Tactical information plans (TIPS) (Op Risk Cards)	Op Risk Cards LAFRS SSRI	LAFRS is a document produced by Oxfordshire Fire Service. It states risk information and PDA with BZN
Fire Section Orders	Fire Section Orders	
Task Resource Analysis	**Link**	**Notes**
TRA	TRA	Document is password protected. To gain access contact must be made with the FSM or TM Via Ext 7220
ENA	ENA	
ARFF Assessments	**Link**	**Notes**
Response Area Assessment	Response Area Assessment	
1000m assessment	1000m Assessment	
Water assessment	Water Assessment	
Category for specific hazard assessment		None made for BZN
Reductions in Cover DFSR Form 04/06s	Form 04/06s	All completed Form 04/06s are uploaded here and filed by year and month
ARFF Training Area Orders and Training Area Risk Assessments	**Link**	**Notes**
ARFF TRG area orders	Fire Section Orders	
ARFF BA Trg area RA	BATF	

Annex N to
RAF Brize Norton DAM Issue 11
16 NOV 25

Disabled Aircraft Removal

Sponsor: SLOps

2. Should an ac become unable to vacate a portion of the AOS (stranded), causing temporary closure of that area to other ac, the immediate action is to determine whether the incident is deemed an ac accident, or a ground incident.

3. If the incident is deemed an ac accident, the following COAs are to be implemented:

a. The Major Incident Plan (CONPLAN 1-MIP) is to be activated, including consultation with the Joint Aircraft Recovery & Transportation Squadron (JARTS).

b. Aircraft should not be moved until the AAIB have been consulted.

4. If the aircraft becomes stranded due to a ground incident, such as, but not limited to; towing issues; engineering issues or inability to continue taxi; the following COAs are to be implemented:

a. The DEOC is to contact the relevant Sqn Eng/ac operator and determine the minimum rectification required to remove the ac safely and expediently to enable the reopening of the affected area.

b. Should the incident be caused by visiting ac, the DEOC is to consult the Chief Air Engineer in the first instance and may utilise Eng personnel within their AOR to aid developing a suitable plan to safely. However, recovery may involve several agencies including Serco, BZN based units or JARTS.

Annex O to
RAF Brize Norton DAM Issue 11
12 FEB 26

Terminal Air Traffic Control Centre (South)

Sponsor: TATCC(S) Cdr

1. This section contains information relevant to ATC procedures. It has been consolidated into a single Order to provide aerodrome users with straightforward and convenient access to the relevant guidance.

2. **CTR recovery states**. The CTR has 2 recovery altitude as follows:

a. **VFR**. VFR recoveries and departures are permissible when the visibility is 5000m or greater; or the cloud ceiling is 1500ft or more. Whilst recoveries/departures may be suitable for VFR, the Supervisor/ATCO I/C is authorized to declare the visual cct unfit for use at their discretion based upon reported and observed met conditions.

b. **IFR**. IFR recoveries and departures are mandatory when the visibility is less than 5000m; or the cloud ceiling is less than 1500ft. Note. A SVFR clearance may be provided on request in accordance with published SVFR criteria.

3. **Altimeter setting procedures**.

a. The Transition Altitude is 3000ft (BZN QNH), 6000ft inside the Daventry CTA.

b. A common Transition Level based on BZN QNH is to be used for BZN and RAF Fairford.

c. Touchdown Zone elevation will only be passed to visiting Ac flying approaches on the BZN QNH.

4. **Ac Priorities**. Instrument pattern traffic normally has priority over visual cct traffic. In addition, the following priorities (in descending order) are applicable to Ac operating in the BZN CTR:

a. Emergencies.

b. Ac declaring minimum fuel.

c. National Standby, TANSOR and AD priority sorties. TANSOR should be given priority both outbound and on recovery to regenerate the asset.

d. Departures for specific ATC slot times/timed take-offs for AAR trails and Tac AT sorties.

e. Op VESPINA.

f. VIP Ac (**star and above).

g. Schedule flights (including Aeromed/Casevac).

h. Simulated double asymmetric Ac descending on final approach.

i. Other training flights (including practice drops by the Falcons, unless otherwise prioritised by Ops).

5. **Visual Cct and Runway Selection**:

a. Cct Altitudes.

(1) Military AT Ac 1800ft QNH.

(2) Light Ac 1300ft QNH.

(3) Low-level ccts are permitted for A400M essential trg and currency but are to be kept to the absolute minimum necessary.

(4) A400M and C17 crews conducting Tactical Air-Land Training (TALT) may request a cct altitude up to the limit of the CTR and are to pre-brief ATC with their requirements to ensure safe integration with other CTR traffic.

b. Runway and Visual Cct Direction. For noise abatement reasons, the Supervisor / ATCO IC is to vary the cct direction, whenever possible, to avoid annoyance to one specific sector of the local community. Pilots will be informed of the visual cct direction when recovering to BZN. The following general guidelines apply:

(1) When both BZN and RAF Fairford are active, similar RW directions are to be used and the cct direction at BZN is to be to the north.

(2) RW 25 is the preferred RW at BZN unless either the tailwind component exceeds 5kts, or the pilot requests otherwise.

6. **Visual Cct Procedures**. Local noise sensitive areas are detailed in Terminal Charts South. Overflight of these areas below 1800ft QNH is not permitted.

a. **Visual Joins**. Visual joins are normally to be made on the deadside, unless instructed.

b. **IFR Joins**. All Ac pilots requesting to join the visual cct from IFR are to terminate IFR with ATC prior to joining the visual cct. SERA 5015c refers (CAP493 Sect 1 Ch2 Para 7).

c. **Run and Break**. There are two types of break that can be flown: initials and abeam. For an initials break, Ac are to run in deadside at 1300ft QNH. Jet Ac are to carry out a climbing break to 1800ft QNH. If light Ac are in the visual cct, a level break at 1800ft QNH is to be flown. For an abeam break, Ac are to run in on a track perpendicular to the runway in use at 1300ft QNH and, once across the runway, make a 270° turn onto final approach. The following rules apply to “run and break” joins in the A400M and C-17:

(1) **Height**. Unless required by weather or ATC, the normal altitude for breaks will be cct altitude (1800ft QNH). Should a lower altitude be necessary the minimum altitude for >< A400M breaks will be circling minimum (800ft QNH) and C-17 will be circling minimum (1300ft QNH). A higher altitude for breaks can be requested, up to the upper limit of the CTR.

(2) **Speed.** Standard speeds are 280kts (A400M) and 320kts (C-17).

(3) **Break**. Standard breaks are to be level using a maximum of 45° angle of bank for >< A400M and a maximum of 60° angle of bank for C-17.

(4) **Finals**. Roll out on final should be achieved not below 600ft QNH and not less than 0.5 nm from the landing threshold.

d. **Low-Level Ccts and Circling Approaches**. Circling approaches are permitted to the south of the airfield only, provided that the visual cct is clear and that there is no IFR traffic in the instrument pattern. For A400M Ac, Low-Level ccts are permitted to the south of the airfield and are to be flown not below 800ft QNH. Low-level circuits to the north of the airfield will only be permitted if forced to do so by weather, after which the AC will either land or continue training to the south side. Low-level ccts for all other types are not permitted at BZN. An exemption is granted to BZN Flying Club Ac, which, with the prior approval of the ATC supervisor, may carry out low level ccts iaw the timings detailed in DAM Annex H, not below 900ft QNH, for the following reasons:

(1) Licence issue.

(2) IMC Rating Test initial and 2 yearly renewal.

e. **Number in the Visual Circuit**. A maximum of three Ac are permitted in the visual cct at one time; this number might be reduced at the ATC Supervisors discretion.

f. **Large Air Systems - RW 25RH**. Pilots flying visual ccts to RW 25 RH are not to overfly the following below 1800 QNH: Minster Lovell, Shilton, Westwell, Witney and the Cotswold Wildlife Park (this is also to be avoided by 1nm). Following take-offs, low approaches and touch and goes, Ac are to climb straight ahead to a minimum altitude of 1300ft QNH before turning downwind, passing to the north of the Wildlife Park and avoiding Westwell. Base legs are to be made short of Witney, to the south of the old A40 (south west of the town). Pilots wishing to extend the downwind leg to the north and east of Witney are to request permission from ATC to 'Go Round Witney'. This procedure is not to be approved when instrument traffic is on final approach, unless the pilot in the visual cct has, and is able to maintain, visual contact with the instrument traffic.

g. **Large Air Systems - RW 07LH**. Ac flying visual ccts to RW 07 LH are to avoid the town of Witney. The turn onto the downwind leg is to be made short (to the south west) of Witney and to the south of Minster Lovell. When 'Going around' from downwind, Ac may fly between Shilton and the Cotswold Wildlife Park, avoiding Westwell, but must maintain normal cct altitude.

h. **Large Air Systems - RW 07RH AND RW 25LH**. Pilots flying visual ccts to RW 07 RH and RW 25 LH are to avoid (preferably to the South) the villages of Clanfield, Bampton and Aston. Following take-offs, overshoots and rolls, Ac are to climb straight ahead to a minimum altitude of 1300ft QNH before turning downwind.

i. **Light Aircraft - RW 25RH**. Light aircraft flying visual ccts to RW 25 RH are not to overfly the following below 1300 QNH: Minster Lovell, Shilton, Westwell, Witney and the Cotswold Wildlife Park. Following take-offs, low approaches and touch and

goes, light aircraft are to climb straight ahead to a minimum altitude of 800ft QNH before turning crosswind, at all times avoiding direct overflight of built up areas.

j. **Light Aircraft - RW 07RH AND RW 25LH**. Light aircraft flying visual ccts to RW 07 RH and RW 25 LH are to avoid the villages of Clanfield, Bampton and Aston and are not to overfly the Explosive Storage Area. Following take-offs, overshoots and touch and go, light aircraft are to climb straight ahead to a minimum altitude of 800ft QNH before turning crosswind.

7. **Integration of Visual and Instrument Traffic**:

a. ATC will broadcast when inbound radar traffic is at 8nm. Additionally, on receipt of the downwind call, the ADC will confirm the current state of instrument traffic. Any radar traffic within 8nm will be deemed to be ahead and in response to the downwind call, ATC will broadcast: “one ahead on radar”. In response, the visual cct traffic should respond:

(1) If visual with the radar traffic, pilots of Ac in the cct should inform ATC and can then extend downwind to sequence behind the radar traffic.

(2) If not visual with the radar traffic, pilots of Ac in the cct should ‘Go Around’ at cct altitude, NLT 1nm from the landing threshold.

b. If there is more than one Ac ahead on radar, ATC may initiate a ‘Go around’.

c. Pilots instructed to ‘Go around’ are to make a 'Deadside' call; this call is for information only and will not be acknowledged.

8. **Rolling Take-off**. To expedite the departure of an Ac waiting to take-off, ATC may ask if the pilot is ready for an immediate departure. This is defined as a rolling take-off, with no stopping on the runway prior to commencing the take-off run.

9. **Use of Runway Loops/Backtracking**. For training purposes, or when operationally necessary, 180□ turns will be permitted on the RW.

10. **Restricted Lighting**. Ac in the visual cct that require to make an approach with restricted approach and runway lighting are to make the request at the downwind position. Following the approach, if no other request has been made for restricted lighting, the approach and runway lighting will be returned to normal.

11. **Ac Emergencies**. Ac captains wishing to communicate directly with the Fire Crew Cdr are to call “Brize Crew Cdr” on frequency 121.605 MHz. This frequency is monitored by the Crew Cdr and ATC Local during any emergency incident.

12. **Op MONOCLE Flight**. During the arrival and departure of Op MONOCLE flights, the visual cct is to be closed and Ac are to be restricted to instrument approaches. All IFR departures are to follow the published routes. The restricted times are as follows:

a. From ETD until 15 min after ATD.

b. From 15 min before ETA until ATA. Any pilot intending to overshoot, or required to execute a missed approach, is to be instructed not to overfly the notified parking area.

13. **Overflight Avoidance**. Pilots operating within the visual circuit are to avoid overflight of the Explosive Storage Area below 1300’ AMSL. No military helicopters are permitted to overfly the ESA below 1300’ AMSL. No overflight of RAF Fairford airfield north of the runway below 1,800’ AMSL. Flights over RAF Fairford south of the runway or outside the airfield boundary unaffected. All aircrew are reminded of the high risk and catastrophic impact to RtL, output and infrastructure should a potential disaster occur due to overflight of large ESAs. Whilst remote, aircrew are requested to consider avoidance of the ESA to maintain ALARP principles.

14. **Instrument Patterns and Recovery Procedures**. Instrument patterns and recovery procedures are laid down in TAPs. Ac carrying out instrument approaches will be released to Tower when established inbound; the approach will not be monitored unless the pilot specifically requests a monitor.

15. **Arrival and Departure Procedures**. All normal arrival and departure procedures are detailed in TAPs and the BZN AIP.

16. **Noise Abatement**. All Brize-based Ac are to follow the appropriate SID on departure unless otherwise instructed by ATC.

17. **TacAT Departures**. TacAT departures are normally to be flown not above 1800ft QNH via the following visual sectors:

a. **Tac N Departure**. Sector bounded by Little Rissington and Enstone glider sites.

b. **Tac E Departure**. Route via the Peartree Roundabout (N51 47.70 W001 16.1) as per the PTS departure profile.

c. **Tac S Departure**. Sector bounded by Shrivenham glider site and Didcot power station (EGP 106) or the A34; pilots are to be aware of, and comply with, the restrictions regarding the Lambourn Gallops.

d. **Tac SW Departure**. Sector bounded by South Cerney glider site and Swindon.

e. **Tac NW Departure**. Sector bounded by Little Rissington and South Cerney glider sites.

18. When meteorological conditions and instrument traffic allows, crews should transit at 2000ft AGL, or as close as possible, to reduce the noise footprint in the local area.

Annex P to
RAF Brize Norton DAM Issue 11
16 NOV 25

Aerodrome Data Reporting Procedures

Sponsor: OC OSW

1. **Aerodrome Data Ownership and Management.** The AO is responsible for the ownership and accuracy of aerodrome data. The AO delegates the responsibility for notifying No. 1 AIDU of any permanent changes to BZN aerodrome information to SLOps. Permanent changes are to be submitted via the web address outlined in Chapter 5 of the MMATM or through the Military AIP online Request for Change (RFC) system.

2. Management responsibilities for key aerodrome documents at BZN:

   a. **Defence Aerodrome Manual (DAM):** SLOps

   b. **Military Aeronautical Information Publication (Mil AIP):** SLOps

   c. **Defence Aerodrome Assurance Framework (DAAF):** WO Airfield Assurance

   d. **Aerodrome Safety Case (AdSC):** SLOps

Annex Q to
RAF Brize Norton DAM Issue 11
16 NOV 25

Aerodrome Serviceability Inspections

Sponsor: SLOps

1. **Aerodrome Serviceability Inspections**. Aerodrome inspections are to be conducted in accordance with the BM Order Book and RA 3264.

2. **Airfield Inspections.**

a. The DOC is to ensure that an airfield inspection is carried out each day, as soon as practicable after first light, and again before last light. The inspection is to confirm the following:

(1) A physical check of all movement areas, including shoulders, runway/taxiway strips, and RESA, ensuring they are fit for aircraft and vehicle operations. Any surface degradation or unidentified obstacles must be reported.

(2) All markings are clearly visible and not worn or obliterated.

(3) SOS telephones located either side of the runway threshold routes are serviceable. Any unserviceable telephones must be reported to VINCI and DATO, and added to the Airfield Works Matrix.

(4) All traffic lights and aerodrome lighting, including temporary lighting, ducting installations, and PAPI systems, are serviceable and unobstructed.

(5) Any FOD found on the airfield is to be retrieved and reported. A FOD report must accompany the item. If the object may have originated from an aircraft, it is to be taken immediately to the DEOC. All other items are to be removed. FOD reporting is to be conducted in accordance with the BZN FOD Prevention Plan.

(6) Any work in progress or obstructions are identified and appropriately marked.

(7) Exceptions to the sweeping programme are to be identified and reported to ASMT, the sweeper driver, and Airfield Assurance.

(8) Short grass areas being maintained in accordance with Annex V.

(9) The JADTEU Helipad/Fire Training Area is to be clear of FOD.

b. All information arising from the inspection that is relevant to operations is to be passed to the DOC and the TATCC(S) Supervisor/ATCO IC for onward transmission to the appropriate agencies.

c. Any unserviceability identified during inspections are to have a Work Services Request raised via the VINCI Helpdesk on 0800 0042010, using the Airfield Assurance GMB as the contact email address. The issue is then to be recorded on the Airfield Works Matrix, and Airfield Assurance is to be notified.

d. All inspections relating to the airfield surface, lighting, PAPI systems, and pre-night flying checks are to be logged in the Airfield Ops Watch Log (F6658), along with any discrepancies.

e. In addition to daily inspections, a weekly aerodrome inspection is to be conducted. This inspection should verify that any previously reported defects or unserviceability have been appropriately repaired or actioned.

f. Ad hoc aerodrome inspections are to be carried out when contractors have been working on the runway, or when deemed necessary by ATC, Airfield Assurance, or the DOC.

g. An aerodrome inspection is also required following any accident, incident or period of increment weather.

Annex R to
RAF Brize Norton DAM Issue 11
16 NOV 25

Aerodrome Technical Inspections

Sponsor: WO Airfield Assurance

3. **Technical Equipment**. Routine inspections of technical equipment, including transmitters, receivers, and Instrument Landing Systems (ILS), are carried out by Aquila and Digital Support Flight (DSF), AST. Precision navigation aids are calibrated by a flight check air system in accordance with AP 600, Royal Air Force Information CIS Policy. The Aquila Service Desk is the point of contact for all equipment, excluding MRE and IRVR.

4. **Lighting Systems**. Runway, taxiway, and obstruction lights, along with PAPI systems and aerodrome traffic lights, are inspected daily by Airfield Ops and weekly by the Airfield Electrician.

5. **Manoeuvring Areas and Drainage**. These areas are inspected, maintained, and repaired in accordance with DIO guidance.

6. **Earthing Points**. All earthing points are inspected either every 11 months or annually, depending on their usage, by VINCI.

7. **Aerodrome Signage**. Aerodrome signs are inspected daily by Airfield Ops, weekly by VINCI, and routinely by Airfield Assurance.

8. **Airfield Ground Lighting (AGL) Power Systems**. The AGL “B” Centres and “A” Centre TATCC(S) are supported by Standby Power Systems, which are inspected fortnightly, monthly, six-monthly, annually, or as per manufacturer recommendations. A switchover test is conducted on the first Sunday of each month. Standby generators are inspected at intervals of monthly, six-monthly, annually, or eight-yearly, depending on system requirements.

9. **Traffic Management Systems.** Traffic lights, CCTV, and road barriers are inspected daily by Airfield Ops.

Annex S to
RAF Brize Norton DAM Issue 11
16 NOV 25

Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection

Sponsor: OC DSF

1. In accordance with RA 3136, technical safeguarding for all BZN Air Traffic Management (ATM) equipment is managed by the AST through the MIR. The MIR includes a map of the ATM equipment Technical Safeguarding Zone, with all known infringements clearly annotated. It also contains details on the status of each infringement concession, including the supporting engineering appraisal and the AO's impact assessment on air safety.

Annex T to
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Aerodrome Works Safety

Sponsor: TATCC(S)

1. Aerodrome Working Parties are briefed in accordance with RA 3266[15].

2. **Work in Progress (WIP)**. A plan of the aerodrome is fully maintained and prominently displayed in TATCC(S) for the purpose of identifying all obstacles, nature of obstruction, markings and work in progress. It is the responsibility of the TATCC(S) Supervisor/ATCO IC to ensure the information provided on the plan is accurate.

3. **WIP Briefings**. TATCC(S) Cdr should ensure that working parties are appropriately briefed, by a SQEP ADC ATCO, prior to commencing work on the Aerodrome. As a minimum, the briefing should include the following details:

   a. Limits of the work area.

   b. Direction of ac movements.

   c. Route to be taken by works vehicles.

   d. Parking area for works vehicles and equipment.

   e. Control to be exercised over works vehicles and workforce.

   f. Lamp and pyrotechnic signals that may be employed.

   g. FOD prevention.

   h. Any additional measures to be employed, e.g. If an escort is in attendance.

4. The WIP Brief can be delegated to the Ground Controller (Grd) if required.

5. **Aerodrome Maintenance Logbook**. An accurate Aerodrome Maintenance Logbook should be maintained iaw RA 3204[16]. Each WIP entry in the Aerodrome Maintenance Logbook should be signed by the individual who briefs the working party and by the working party manager to certify that the briefing has been fully understood. This must be completed before any work commences and stored in the Visual Control Room (VCR).

6. **Control Measures**. When work is to be carried out on the airfield, and it is not possible to stop flying, additional measures should be enforced to safeguard the working party and ac. The Works Supervisor (WS) is to be issued with an MRE radio at the point of the WIP Briefing. The WS is to maintain radio contact with TATCC(S) via the MRE and ensure the working party moves clear of the manoeuvring area prior to any ac movement in their vicinity, as directed by TATCC(S). The TATCC(S) Supervisor/ATCO IC is responsible for issuing orders and instructions to the work party. Airfield Ops are to inform Ac captains of any work in progress that may affect ac operations via NOTAM and

[15] RA 3266: Aerodrome Maintenance.
[16] RA 3204: Air Traffic Management Records

briefings. All airfield work is to be clearly marked using approved high visibility markers and is to be lit during hours of darkness. Where these additional measures include an escort, the escort should be properly briefed on:

a. Their responsibilities.

b. Any equipment they may be issued.

c. Methods of communication.

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Aerodrome Users – Vehicle and Pedestrian Control

Sponsor: WO Airfield Assurance

1. Orders for the control of vehicular and pedestrian traffic on the aerodrome are iaw guidance contained in the RA326217 and published in Station Standing Orders18.

[17] RA3262: Aerodrome Access
[18] Station Standing Orders Annex H: Orders for Airfield Access.

Annex V to
RAF Brize Norton DAM Issue 11
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FOD Prevention, Training and Awareness

Sponsor: WO Airfield Assurance

1. Orders for FOD prevention and training and awareness:

   a. BZN FOD Prevention Policy.

   b. BZN FOD Prevention and Recovery Plan.

Annex W to
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Airfield Wildlife & Habitat Management Plan

Sponsor: Airfield Wildlife & Habitat Manager

1. The BZN Aerodrome Wildlife Management Plan (AWMP)[19], maintained by SLOps, outlines comprehensive measures to mitigate bird strike risks in accordance with MOD and ICAO standards. Wildlife Hazard Management is delivered by Baines Simmons under contract ACT/3270, with oversight from the Wildlife Hazard Management Unit Manager (WHMUM) and Airfield Wildlife & Habitat Manager (AWHM). The plan includes habitat control, bird dispersal, culling, and legal compliance, supported by regular inspections, risk assessments, and stakeholder engagement. Key responsibilities are delegated across WHMUM, WHM Operators, and supporting agencies, with detailed protocols for equipment use, firearms safety, and off-site monitoring.

2. The AWMP is reviewed annually and incorporates lessons learned, contract changes, and regulatory updates. It integrates with the Aerodrome Operating Hazard Log and Defence Deer Management (DDM) protocols, ensuring risks to life are escalated appropriately. Habitat management follows the Long Grass Policy (LGP), and periodic standards checks guide continuous improvement. Off-site visits and hangar bird control are also addressed, ensuring a holistic approach to wildlife hazard mitigation across the aerodrome environment.

3. **Grass Cutting**. A grass cutting plan is established and managed by the Airfield Wildlife & Habitat Manager. The plan is reviewed alongside key stakeholders, and any concerns are raised and quarterly Airfield Wildlife & Habitat Management meetings.

[19] AWMP July 2025 AL1.docx Available on MODNet

Annex X to
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16 NOV 25

Low Visibility Operations

Sponsor: TATCC(S)

1. The following Low Visibility Procedures (LVP) are intended to protect ac during periods of low visibility by deploying guard vehicles to prevent Rwy incursions and conducting a physical check for obstructions on the Rwy prior to its use.

2. The TATCC(S) Supervisor/ATCO IC is to ensure the Crew Cdr is kept updated on timings of ac movements during anticipated periods of LVP.

3. **LVP in Force**. LVP procedures are to be implemented by TATCC(S) under the following conditions:

a. **Visibility Condition 1**. Whenever one or both of the Rwy thresholds are not clearly visible, but visibility is equal or greater than 550m and no ac are due to use the Rwy. When Visibility Condition 1 is in force, TATCC(S) **shall** ensure, as far as reasonably practicable, that activity on the manoeuvring area is minimised to operationally essential activity only.

b. **Visibility Condition 2**. When the Runway Visual Range (RVR) deteriorates to lower than 550m, or the cloud ceiling reduces below 200ft, and there is an Ac due to use the Rwy. When Visibility Condition 2 is in force LVP iaw para 4 **shall** be implemented.

4. **LVP Procedures.** The following is to be implemented when LVPs are in force:

a. A ‘LVP In Force’ tannoy **shall** be made by TATCC(S) (except between 2200-0700).

b. Only one ac shall be permitted to taxi at any one time. Ac shall not be permitted to taxi until all blocking vehicles are confirmed in position. When an ac has taxied and come to a halt, its location **shall** be positively identified before any other ac is permitted to use the Rwy.

c. **Inbound Ac.**

(1) Despatch 4 Fire vehicles, Airfield Ops and SAPPHO ensuring they are in position at the allocated Rwy access locations prior to the ac reaching the ‘20-mile’ point.

(2) At the ‘20-mile’ point, all traffic lights are set to red and instruct Airfield Ops and SAPPHO (who should have been pre-positioned at the 25 threshold, irrespective of the Rwy in use) to perform a physical check to ensure there are no obstructions, wildlife, or other vehicles on the Rwy.

(3) If there is a gap of 15 minutes or more SAPPHO will require to complete a further wildlife check, therefore para 2 will be repeated.

(4) The 25/07 MT route traffic lights are to be set to red when the ac is at 8nm.

(5) At the 8nm point, the relevant airfield LVP traffic lights are to be selected to red. If the ac is going to vacate the Rwy north side, the base hangar lights are to be selected to red. This light can be selected to green once the ac has established on a bay or Twy J. If the ac is going to vacate south side, the JADTEU, Old 47 Eng, Hangar 88 and TATCC(S) traffic lights are to be selected to red. These traffic lights can be selected back to green when the ac has either crossed the Rwy north side or has established on a bay.

d. **Departing Ac.**

(1) Despatch 4 Fire vehicles, Airfield Ops and SAPPHO, ensuring they are in position at the allocated Rwy access locations prior to the ac calling for taxi[2].

(2) When the ac is taxiing, ensure the centre, eastern and western traffic lights are set to red and instruct Airfield Ops and SAPPHO (who should have been pre-positioned at the G1 Hold, irrespective of the Rwy in use) to perform a physical check to ensure there are no obstructions, wildlife or other vehicles on the Rwy. The timing of this check is at the discretion of the TATCC(S) ADC but should be completed before the ac is ready for departure.

(3) If there is a gap of 15 minutes or more between movements SAPPHO will require to complete a further wildlife check, therefore para 2 will be repeated.

(4) The 25/07 MT route traffic lights are to be set to red before an ac taxiing from northside crosses the Rwy (Echo to Golf for Rwy 25 or Delta to Charlie for Rwy 07) or prior to taxi instruction from south side bays.

(5) When the ac taxies, the relevant airfield LVP traffic lights are to be selected to red.

(6) If the ac is north side and will use Twy D between Bay 5 and the D/E intersection; prior to the ac taxiing the Base Hangar traffic lights are to be selected red. These lights can be selected to green once the ac reports at the D/E holding points.

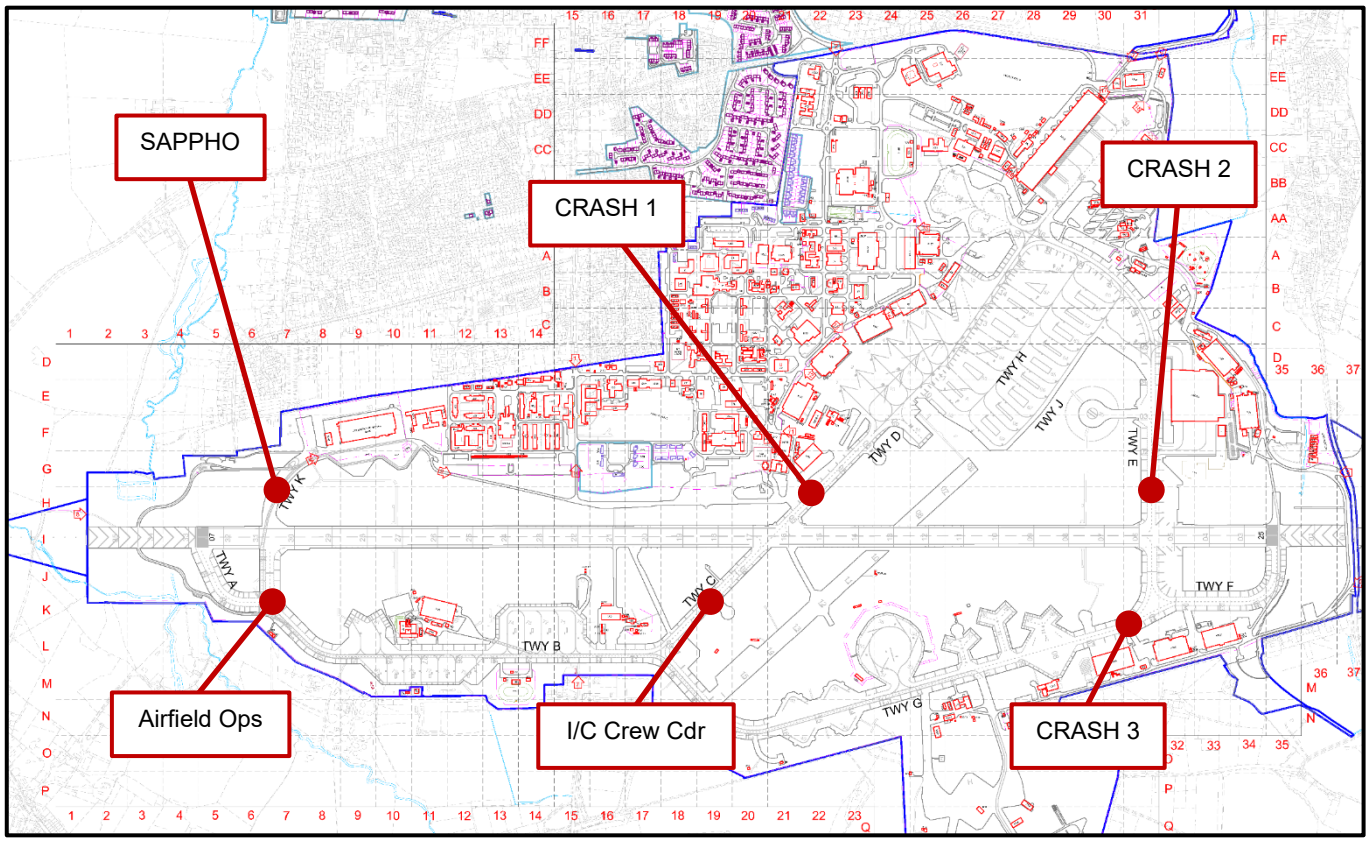
(7) If the ac is going to use Twy B or Twy G between JADTEU traffic lights and Bravo/Charlie/Golf intersection, the JADTEU, old 47 Eng, Hangar 88 and TATCC(S) LVP traffic lights are to be selected to red prior to the ac crossing the Rwy or taxiing from south side bays. These lights can be selected to green once the ac reports at Alpha or Foxtrot holding points.

5. Once the Rwy threshold traffic lights are selected to red, they must remain on red until the ac has landed/departed. It is acknowledged that putting the lights on red so early is non-expeditious for vehicle traffic, but safety is paramount during low visibility operations.

6. **LVP Terminated**. A tannoy is to be made from by TATCC(S) (except between 2200L-0700L) when LVP are terminated.

7. **Visiting Ac**. When a visiting ac is taxiing during LVP a ‘Follow Me’ vehicle **shall** be provided.

8. **Vehicle positioning during LVP**.



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Snow and Ice Procedures

Sponsor: SLOps

1. The snow and ice clears procedures are held within Op BLACKTOP[20] and conducted in accordance with AP 119J-0100-1.

2. Op BLACKTOP is BZN's contingency plan to maintain operational capability during severe winter weather from 01 Nov to 15 May. It ensures safe aircraft operations and station mobility through coordinated snow and ice clearance across airfield and domestic areas. The plan mandates pre-season preparation, including equipment checks, workforce training, and a Snow & Ice Committee review. Command and control is exercised by OC OSW via the BLACKTOP Commander, supported by BLACKTOP ONE (airfield clearance), BLACKTOP TWO (site clearance and accommodation), and BLACKTOP THREE (vehicle control). Vinci and Serco provide contracted support for domestic and specialist tasks.

3. BLACKTOP operates under readiness states (GREEN, AMBER, RED, WHITE, ICE PREVENTION) with priorities set by the Command Advisory Group. Key measures include runway/taxiway clearance, aircraft parking management, use of ISOMELT for de-icing, and strict adherence to movement flow constraints. Self-help responsibilities apply to squadrons for local clearance. The plan also details workforce generation, accommodation, and communication protocols to ensure resilience during adverse conditions.

[20] Op BLACKTOP available on the Resilience Team SharePoint on MODNet

Annex Z to
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Thunderstorm and Strong Wind Procedures

Sponsor: SLOps

1. **Strong Wind.** During a Strong Wind Warning, all sections must take immediate action to secure loose equipment, vehicles, and materials to prevent damage or FOD. Activities involving elevated platforms, aircraft servicing, or movement of equipment in exposed areas should be suspended unless specifically authorised. Personnel must follow local SOPs for securing assets and remain alert to changing conditions. For full details on required actions and operational restrictions, refer to AESO Order 11 – Action to be Taken on Receipt of Adverse Weather Warnings in Book 2 Part 1[21].

2. **Thunderstorm.** During a thunderstorm level high, all sections must immediately cease any work involving aircraft fuelling, engine running, or operations involving elevated platforms or exposed areas. Personnel must seek shelter and avoid open spaces, metal structures, and tall equipment. Ground servicing and movement of aircraft are suspended unless specifically authorised under controlled conditions. Safety precautions are paramount, and any activity that risks exposure to lightning or severe weather must be halted. For full details on restrictions and required actions, refer to AESO Order 11 – Action to be Taken on Receipt of Adverse Weather Warnings in Book 2 Part 1.

[21] Engineering Publications AESO are available on MODNet.

Annex AA to
RAF Brize Norton DAM Issue 11
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Use of RAF Brize Norton by Civil Aircraft

Sponsor: SLOps

1. **General Use Authority.** The use BZN by British and foreign civil aircraft is authorised in accordance with JSP 360 – The MOD Manual of Air Traffic Management and the MAA Regulatory Articles (RA 1026 and RA 1027), which govern the civil use of military aerodromes. All operations must comply with the conditions set out therein, including safety, airspace integration, and operational control requirements.

2. **Aerodrome Classification and Access Criteria**. BZN is designated as a CAA Non-Directed Aerodrome. Civil aircraft may only operate at BZN under derogation set out in EU 1254/2009; meeting one or more of the following criteria:

a. aircraft with a maximum take-off weight (MTOW) of less than 15,000 kg.

b. Helicopter.

c. State, military and law enforcement flights.

d. Fire suppression flights.

e. Flights for medical services, emergency or rescue services.

f. Research and development flights.

g. Flights for aerial work.

h. Humanitarian aid flights.

i. Flights operated by air carriers, aircraft manufacturers or maintenance companies, transporting neither passengers and baggage, nor cargo and mail.

j. Flights with aircraft with a MTOW of less than 45,500 kg, owned by a company for the carriage of own staff and non-fare-paying passengers and goods as an aid to the conduct of company business.

k. Flights with aircraft with a MTOW of less than 45,500 kg, chartered or leased in its entirety by a company from an aircraft operator with which it has a written agreement for the carriage of own staff and non-fare-paying passengers and goods as an aid to the conduct of company business.

l. Flights with aircraft with a MTOW of less than 45,500 kg, for the carriage of the owner of the aircraft and of non-fare-paying passengers and goods.

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Electrical Ground Power Procedures

Sponsor: XO OSW

1. To minimise noise pollution and promote energy efficiency, ac on the ground should, whenever practicable, be supplied with electrical power in the following order:

   a. Fixed mains powered voltage / frequency converter (‘Plinth’).

   b. Mobile Ground Power Units (‘Power Set’).

   c. Onboard Auxiliary Power Unit (APU). Note: Auxiliary Power Units should only be operated for the minimum time necessary to complete the task.

2. All equipment to be operated IAW the appropriate publications with training carried out by individual platform/sqns training cells.

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Aviation Fuel Management Procedures

Sponsor: OC Logs Sqn

Aviation Fuel Management Procedures		
1	Management of Bulk Fuel installations.	'JSP 317, Part 2, Volume 2, Chapter 1 and Chapter 3'
2	Fuel storage, quality and delivery.	JSP 317, Part 2, Volume 3
3	Safety procedures.	JSP 317, Part 2, Volume 1
4	Fuelling zone procedures.	Ramp and Flare Safety Briefs
5	Bonding and grounding of ac and fuelling equipment.	MAM-P Ch 3.4.1 Para 4
6	Fuelling with passengers on board.	MAM-P Ch 3.4.1 Para 6.3 Further information is also contained within AESO 2-1-2-6
7	Fuelling with engines running.	MAM-P Ch 3.4.1 Para 5
8	Fuelling and de-fuelling in hangers.	MAM-P Ch 3.4.1 Para 6
9	Fuel spillage procedures.	JSP 317, Part 2, Volume 4' and 'CONPLAN 2 USRP

1. Fuelling procedures at BZN are covered in BZN AESOs.[22]

[22] AESO 2.1.2.6: Ac Fuelling.

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Spillage Plan for Hazardous Materials

Sponsor: SLOps

1. RAF Brize Norton's Hazardous Materials Spillage Plan combines the Major Incident Plan (CONPLAN 1) and the Unit Spillage Response Plan (CONPLAN 2)[23] to ensure a structured and effective response to fuel, chemical, and sewage spills. The MIP provides command and control protocols for incidents that exceed local capabilities, activating the Incident Coordination Centre and deploying specialist roles such as the Pollution Control Officer and Spillage Advisory Team. It ensures coordination with civilian emergency services and outlines clear responsibilities for containment, communication, and escalation.

2. CONPLAN 2 focuses on immediate actions for personnel discovering a spill, categorising incidents into Tier 1 (local), Tier 2 (unit-wide), and Tier 3 (requiring external support). It includes detailed procedures for containment, reporting, clean-up, and disposal, supported by mapped drainage systems, spill kit inventories, and contact directories. Together, these plans prioritise safety, environmental protection, and operational continuity through training, exercises, and compliance with MOD and environmental legislation.

[23] CONPLANs 1 & 2 are available on the Resilience Team SharePoint on MODNet

Annex EE to
RAF Brize Norton DAM Issue 11
12 FEB 26

Fuel Jettison/Dumping Area and Aircraft Landing with Trailing Hose

Sponsor: SLOps

1. **General.** BZN does not have a designated fuel jettison area. Below are Orders regarding actions for a Voyager landing with a deployed hose. When an ac is committed to landing at BZN with a hose deployed, the ac captain is to declare a **PAN**, ATC are to initiate an **Emergency State 2**, and the following procedures (IAW ATC BMOB Pt 2 Order 8 Annex D and AESO 2.1.6.1) are to be followed:

a. **After Landing.** After touchdown, the ac is to initially stop on the runway. Landing with a hose deployed will normally result in fuel spillage where the ac stops. There is a slight possibility of sparks from the drogue igniting fuel on the landing run.

b. **When Stationary.** The ac captain is to inform ATC and the Crash Crew Commander on 121.605 MHz when it is safe to approach the ac. If there is an issue communicating on this frequency, messages are to be relayed by ATC until the Crash Crew Commander can establish direct communications with the captain using a ground intercom lead.

c. If a pod hose is deployed, the adjacent engine is also to be shut down.

2. **Engineering Support.** Any engineering support personnel dispatched to meet the ac are to contact ATC on the management radio, stating they are responding to the incident.

a. ATC should prioritise runway crossing/access clearance for engineering support to expedite their arrival at the ac. Ground crew are not to approach the ac until given clearance to do so by the ac captain or Crash Crew Commander.

b. **Centre Hose Deployed.** If the centre hose is deployed, the ac is to be shut down and towed back to dispersal.

c. **Pod Hose Deployed.** If a pod hose is deployed, the ac captain, in conjunction with the ground crew, will decide whether the hose is to be jettisoned.

(1) If the hose is jettisoned, once complete and all equipment and personnel are clear of the ac, the crew may restart the engine and taxi clear of the runway.

(2) If the hose is retained, the ac is to be shut down and towed clear of the runway at walking pace.

3. **Runway Vacated.** Once the runway has been vacated, a runway inspection is to take place prior to recommencing flying operations.

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16 NOV 25

Compass Swing Area

Sponsor: SLOps

1. Bay 25 is the designated Compass Swing Area for aircraft compass calibration at BZN.

2. The Compass Calibration Base must be provided in accordance with MAA RA3521 for a Class 2 base.

3. The Compass Bay Certificate of Calibration is available upon request via email: BZN-AirfieldAssurance@mod.uk .

4. **1 AMW** Orders for guidance on the loading of magnetic material onto aircraft can be found in the Dangerous Goods Manual – Book 2 Part 2 Chapter 18B Order 5

5. **OC ASMT** Orders for sweeping the Compass Swing Area are detailed in the AESOs[24].

[24] AESOs available on MODNet

Annex GG to
RAF Brize Norton DAM Issue 11
16 NOV 25

Dangerous Goods Procedures - Loading/Unloading

Sponsor: SAMO

1. Control and management of Dangerous Goods (DG) orders and extant regulations can be found within BZN AESOs.

2. DG are handled in accordance with the Movement and Transport Safety Regulator (MTSR) Dangerous Goods Manual (DGM).

a. DSA03 DLSR - Movement and Transport Safety Regulations.

b. DSA03 DLSR – Dangerous Goods Manual (DGM).

Annex HH to
RAF Brize Norton DAM Issue 11
12 FEB 26

Hydrazine (H70) Leak

Sponsor: OC Fire

References:

A. DSA02 DFSR
B. CONPLAN 1 (MIP)
C. CONPLAN 2 (USRP)
D. Public Health England: Hydrazine Incident Management.

1. Hydrazine carrying aircraft from various NATO nations, including F-16, may divert into BZN owing to the Military Emergency Diversion Aerodrome (MEDA) commitment. F-16s have an Emergency Power Unit (EPU), fuelled by H-70 hydrazine, which in the event of a leak, can pose a serious health hazard.

2. Hydrazine is a highly toxic and flammable material and therefore precautions must be taken to avoid exposure of personnel to hydrazine vapor or liquid, and situations where mixtures of its vapor could be ignited. When used for fuelling an EPU it is mixed with water (70 per cent hydrazine / 30 per cent water) and is known as hydrazine H-70 (or aqueous hydrazine).

3. **Limitations.** The RAF Fire Service at BZN have no capability to deal with a Hydrazine Leak, attendance from the Local Authority Fire and Rescue Service (LAFRS) and/or the F-16 Det hydrazine Response Team will be required. The Procedures below set out the initial actions that can be conducted, to reduce RtL.

4. There are 3 possible scenarios for a hydrazine issue:

   a. **EPU Firing**. If the EPU is operated there is a possibility that a hydrazine leak may develop, and that unburnt hydrazine may be present in the exhaust gases. Therefore, all F-16s that have operated their EPU are to be treated as a hydrazine incident until confirmed otherwise.

   b. **EPU System Leak.** The EPU system itself may develop a leak, resulting in hydrazine leaking from the EPU drain ports. This is an unlikely but serious scenario, as it could result in significant quantities of hydrazine escaping.

   c. **F-16 Crash.** The initial response to an F-16 crash is the same as for any other aircraft crash and should be actioned IAW Ref. B with the exception that all non-essential personnel are to be evacuated to a minimum 100m upwind from the aircraft.

5. **Initial Actions on EPU firing/System Leak**

   a. When notified of a hydrazine incident, ATC will declare an Emergency State 2 and direct the F-16 to park in a location to minimise the downwind hazard (a

minimum of 100m away from any building or personnel). Bay 41 should be used as a preferred location when available.

b. All vehicles responding to the incident are to check in on SMRE with ATC, pass their location and, unless instructed otherwise, are to position at the 'STATE 2' location under the direct control of the ARFF Crew Cdr.

c. On arrival the ARFF Crew Cdr will establish a 100m inner cordon around the aircraft.

d. ARFF Crew Cdr will request LAFRS attendance via ATC (dial 999) and/or the Det Hydrazone response Team (if applicable).

e. OC Police will establish a 200m outer cordon. Cordons may be expanded depending upon the wind direction and the size of the leak; the downwind cordon may extend to 300m if required.

f. The ARFF Crew Cdr should utilise 121.605 MHz or ATC to gather information from the F-16 pilot on status of the EPU.

g. Once initial actions are complete, the ARFF Crew Cdr is to ensure no personnel enter within the cordon until LAFRS arrive. If the aircraft concerned is part of an F-16 detachment, which has suitably equipped ground crew deployed, the visiting ground crew are to take the lead in dealing with the incident support by the RAF Fire Service as Bronze Commander.

6. The LAFRS response will consist of the following:

a. Hazmat Large Response:

(1) OXFRS- 3 Pumps

(2) GFRS- 1 Pump

(3) OXFRS H1 (HAZMAT/DECON)

(4) OXFRS Incident Command

(5) 1- HMA officer

(6) 2- ICSL2 officer

b. Hazmat Small Response:

(1) OXFRS- 2 Pumps

(2) 1- HMA officer

(3) 2- ICSL2 officer

7. On arrival of the LAFRS/Det Hydrazine Response Team the ARFF Crew Cdr is to liaise and provide additional support to process IAW Ref C, D and additional LAFRS SOPs.

8. **Environmental Protection.** Hydrazine is a volatile chemical that could have a serious impact on the local water table and environment. Therefore, all contaminated liquids and materials must be disposed of safely. Under no circumstances is hydrazine to be allowed to migrate into the local watercourse or drains.

9. The DOC is to contact the Station Environmental Protection Officer (SEPO) to arrange attendance at the incident by an Environment Protection Agency (SEPA) specialist to assess the environmental impact of the discharge.

Annex II to
RAF Brize Norton DAM Issue 11
16 NOV 25

RPAS Operations within RAF Brize Norton Flight Restriction Zone (FRZ)

Sponsor: SLOps

References:

A. RA1600 – Remotely Piloted Air Systems
B. RA1602 – RPAS Class 1(B)
C. RA1603 – RPAS Class 1(B) Mil
D. FP Centre Flying Orders – FP Class 1(B) Mil RPAS

1. For the purposes of this annex, the term RPAS includes all drones.

2. No RPAS, regardless of size, may be operated within the BZN FRZ without prior permission from the DOC.

3. **Authorisation Process for Civilian RPAS Activity within the FRZ.** Civilian RPAS operators must obtain prior authorisation from the TATCC(S) Supervisor/ATCO IC before commencing any activity. The Supervisor/ATCO IC is to consult with the DOC, who holds final approval authority. The DOC maintains situational awareness of sensitive ground activity within the airfield boundary that may be affected by RPAS flights.

4. Short-notice requests will be considered based on operational necessity and other commitments. If deemed contentious, the DOC is to escalate to FLOps, who holds delegated authority from SLOps.

5. **Procedure for Military RPAS Activity within the FRZ.** RPAS flying programmes may be scheduled to support Lodger Units or other operational requirements. Launch Zone (LZ) detailed in this Annex.

6. All military RPAS users must submit flight requirements to the DOC via bzn-osw-ops-doc@mod.gov.uk with a minimum of one week's notice.

7. The DOC is responsible for:

   a. Notifying TATCC(S), flying squadrons, and the Flying Club of RPAS operations.

   b. Maintaining tactical command of all RPAS operations.

8. TATCC(S) is responsible for tactical control. The RPAS Operator (RPASO) is responsible for safe execution in accordance with TATCC(S) and DOC direction.

9. **Operating Approval Procedure.**

   a. At least 30 minutes prior to planned activity, the **RPASO must**:

   b. Request permission from the DOC (Tel: 01993 896500). **The DOC will**:

      (1) Confirm there are no operational or tactical conflicts.

(2) Liaise with TATCC(S) Supervisor to deconflict RPAS activity with aircraft movements.

(3) Provide approval and any local limitations.

c. RPASO must establish and maintain two-way communications with TATCC(S) via MRE from the intended Launch Site (LS) at least 10 minutes prior to activity.

10. **RPASO SOP.** Sorties may last up to 30 minutes. RPAS must launch from a pre-defined LS within an approved LZ. RPASOs must:

a. Operate in accordance with References A–D.

b. Request LZ activation ("Hot") once MRE comms are established.

c. Comply with all control instructions from TATCC(S).

d. Ensure clearance to launch is received via MRE before take-off.

e. Notify TATCC(S) immediately when the RPAS has landed.

f. Avoid operating in the ‘No Fly Zone’ (see Para 5).

g. Operate only within the lateral limits of approved LZs and below 400 ft AGL.

h. Inform TATCC(S) when the LZ can be returned to ‘Cold’ status.

11. **TATCC(S) SOP.** Upon authorisation by the DOC and notification by the RPASO, TATCC(S) must:

a. Ensure the Supervisor/ATCO IC remains in the VCR during RPAS activity.

b. Ensure VCR staff follow voice procedures per Ref D.

c. Coordinate LZ activation/deactivation with the RPASO.

d. Broadcast RPAS activity on ATIS:

e. “Remotely Piloted Air System activity North/South of the runway; not above 400 ft AGL.”

f. Update the CIS Info page with:

g. “RPAS LZ(A/B/C/D/E/F) Hot”

h. Record LZ status changes in the Watch Log:

i. “RPAS Launch Zone Alpha Hot; XX:XX Local time”

j. “RPAS Launch Zone Alpha Cold; XX:XX Local time”

k. Display the ‘Centurion 1’ marker on the ADC pinboard with LZ designator. Use the ‘Runway Obstructed’ plaque to deconflict movements.

l. Inform all arriving/departing aircraft and circuit traffic of RPAS activity.

m. Prohibit low-level visual circuits during RPAS activity. If approved, RPAS must land before circuits commence.

12. **Contingency SOP.**

a. If MRE becomes unserviceable, only essential manned aircraft movements may proceed until RPAS has landed. Any changes or refusals must be logged.

b. In case of emergency or short-notice aircraft movements, the following options may be passed to the RPASO via MRE or mobile phone (Ref D):

(1) **Option 1**: Home and land – RPAS returns to LS (up to 2 minutes).

(2) **Option 2**: Land now – RPAS lands vertically at current location (up to 1 minute).

c. If required, RPASO is to fly at/below a newly assigned maximum height using Ref D phraseology.

d. In the event of control loss, RPAS will automatically return to LS via direct route.

e. If safety concerns arise, RPASO must cease operations using the most appropriate option from Para 12.b.

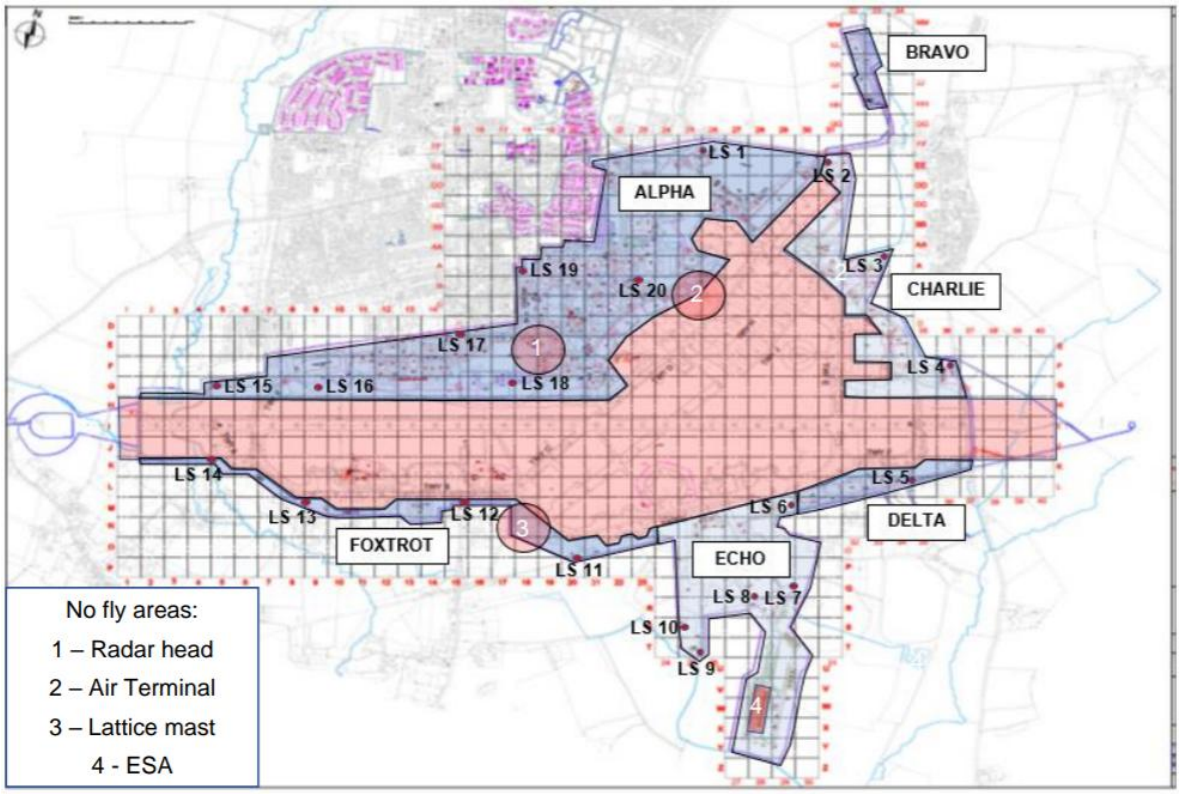
13. **RPAS Sightings Reporting Procedure.** The initial contact number for drone sightings is the TATCC(S) Supervisor: Tel: 01993 897878

a. If RPAS activity is deemed unauthorised:

(1) The DOC must immediately inform RAFP and TATCC(S).

(2) The DOC must then notify SLOps of the sighting and actions taken.

14. RPAS Launch Zones and Launch Sites



Annex JJ to
RAF Brize Norton DAM Issue 11
16 NOV 25

Management of Large Aircraft

Sponsor: SLOps

1. **Definition of Large Aircraft.** For the purpose of this annex, a large aircraft is defined as one falling under ICAO Designation Code F—characterised by a wingspan exceeding 65 metres and a main wheel span exceeding 14 metres. Examples of ICAO Code F (or greater) aircraft include:

Ac Type	Length	Wingspan	ICAO Code
Antonov AN124	69.1m	73.3m	F
Boeing 747-8	76.4m	68.5m	F

2. **Prior Permission Required (PPR).** Large aircraft are subject to the same PPR requirements as other types. Airfield Operations reserves the right to refuse permission to land at BZN. Operators intending to land large aircraft at BZN must be aware that, the airfield does not meet ICAO Code F standards.

3. **Parking Bay Allocation**. Parking bay allocation is subject to operational considerations at BZN. The preferred parking locations for large aircraft are:

   a. Southside: Bay 28 or Bay 35

   b. Northside: Bay 59

4. **Taxiways.** There are no longer any restrictions on taxiway routes for large aircraft. However, to minimise the risk of wheels straying off paved surfaces or wingtip collisions with fixed obstacles, operators should remain aware of potential limitations. Should any taxiway routes become unavailable, revised routing will be coordinated between the TATCC(S) Supervisor and the DOC.

5. Due to RA 3511 non-compliance regarding separation distances on Taxiway G for Code F aircraft, wing walkers are available at the aircraft captain's discretion but are not mandated by BZN. All areas with reduced wingtip clearance are detailed in the BZN Military Aeronautical Information Publication (Mil AIP)[25].

[25] EGVN Mil AIP

Annex KK to
RAF Brize Norton DAM Issue 11
16 NOV 25

Fire Cover for CASEVAC/AEROMED/DG/SCD Aircraft Movements

Sponsor: OC Fire

1. **CASEVAC or Aeromedical flights**:

   a. **Inbound**:

      (1) On receipt of notification that a CASEVAC /Aeromedical flight is inbound to BZN, the DOC is to notify TATCC(S) Supervisor/ATCO IC.

      (2) At 20 nm to touchdown, the TATCC(S) Aerodrome Controller is to inform the Watch Manager (WM).

   b. **Outbound**:

      (1) The DOC is to ensure all CASEVAC /Aeromedical details are notified to TATCC(S).

      (2) The Aerodrome Controller (ADC) is to inform the WM when the CASEVAC/Aeromedical ac requests start.

2. **Dangerous Goods (UN Class 1 and UN Classes 2 to 9) Fire cover procedures**:

   a. **Inbound**:

      (1) On receipt of notification that a DG flight is inbound to BZN, the DOC is to inform the ADC of the call-sign and the flight ETA.

      (2) At 20nm from landing, the ADC is to inform the WM.

      (3) ARFF Services are to be brought to the ES3 position for DG 1.1, 1.2, 1.3, 1.5. If the ac Captain requests cover for 1.4, the ARFF Service will be brought to the ES3 position by the WM.

      (4) Once the ac lands, the WM will deploy an ARFF vehicle to escort the ac to its allocated parking bay. The ARFF vehicle is to remain in position until the ac doors are open and unobstructed, and the ac has shutdown.

      (5) ARFF Services will be stood down at the discretion of the WM post ac shutdown.

   b. **Outbound**:

      (1) The DG NOTOC for an associated flight number is to be passed to TATCC(S) by the allocated movement team leader.

      (2) The ADC is to notify the Fire Section of an Outbound DG ac movement; the WM will deploy an ARFF vehicle to the ac prior to engine start. The WM will

liaise with the aircrew and movements personnel to ascertain the nature of the DG (amount, location, POB).

(3) ARFF Services will be brought to ES3 position by the ADC when the DG ac requests permission to start engines.

(4) The DG ac is to be escorted to the rwy threshold by one ARFF vehicle. The remaining ARFF Service will remain on station in the Fire Section.

(5) The ADC will terminate the ES3 when the ac has departed.

c. **Unloading and loading:**

(1) Due to the regular requirement for DG loading and unloading at BZN, the ARFF Service will remain on standby at the Fire Section unless presence is requested at the ac by the ADC, the ac Captain or Movements Sqn.

3. **Note:** An aircrew member or Movements Team Leader are to contact the Fire Section via the ADC if it is decided other classes or amounts of DG (other than UN Class 1) require fire cover for inbound or outbound ac movements (or during loading procedures for specialist tasks).

4. **Suspect Communicable Diseases (SCD)**:

a. On receipt of notification that an ac carrying a SCD is inbound to BZN, the DOC is to notify TATCC(S).

b. If TATCC(S) have prior notification of an on board SCD, the Supervisor is to inform the DOC at the earliest opportunity.

c. At 20nm to landing, the ADC is to inform the WM of the allocated parking bay.

Annex LL to
RAF Brize Norton DAM Issue 11
16 NOV 25

Aircraft Engine Ground Runs

Sponsor: XO OSW

References:

A. AESO – 1.2.1.2
B. AESO – 2.1.2.1

1. EGRs are to be conducted in accordance with References A–C. To minimise noise disturbance to the local community, EGRs must adhere to the following restrictions:

a. **Normal Operating Hours**: Routine EGRs are to be conducted between:

(1) 0700L–1900L, Monday to Saturday

(2) 0830L–1900L, Sundays and Bank Holidays

b. **Out-of-Hours (OOH):** EGRs requested between 1900L–0700L require approval from the DOC (DOC), who holds delegated authority from OC OSW. If approved, they must be conducted in accordance with AESOs.

2. **Responsibilities.**

a. **Senior Engineering Officer (SEngO):** Responsible for actively managing the requirement for EGRs to minimise the need for OOH EGRs.

b. **Sqn Personnel:** Must request EGRs via the DEOC. Requests must include:

(1) Number of engines

(2) Power setting

(3) Duration of the run

(4) For OOH EGRs, include the anticipated operational and engineering impact if permission is denied.

c. **DOC:** All EGRs require DOC approval. The DOC must record all applications in the EGR Log and assess operational necessity against potential noise disturbance.

d. **DEOC:** Upon DOC approval, the DEOC determines the most appropriate location for the EGR.

3. **Communication.** The DOC must inform Brize Norton TATCC(S) when a High Power (HP) EGR is required. During the EGR, TATCC(S) may instruct engineers to reduce power to idle if jet blast could affect aircraft movements. Continuous communication between engineering personnel and TATCC(S) is essential.

4. Post-EGR, engineers must inspect the area behind the aircraft to ensure no Foreign Object Debris (FOD) hazard has been created.

5. **Engine Runs on Taxiways.**

a. **Northerly Wind**

(1) Normal Hours (Taxiway Charlie):

(a) JADTEU traffic lights to RED

(b) MT route on Taxiway Bravo blocked south abeam TATCC(S) by engineering staff

(2) OOH (Taxiway Delta):

(a) Avoid obstructing Flying Club and AVGAS Bay entrance

b. **Southerly Wind**

(1) Use Taxiway Charlie; aircraft towed to face into wind

(2) Junction of Taxiways Bravo, Charlie, and Golf must remain unblocked

c. **Easterly Wind**

(1) Use Golf 3 Hold, aligned with taxiway

(2) JADTEU lights to RED

(3) MT route blocked at Bravo/Charlie/Golf junction by engineering staff

d. **Westerly Wind**

(1) 3 or 4-engine HP EGRs:

(a) Position abeam bays 40/41

(b) JADTEU lights to RED

(c) MT route blocked at Bravo/Charlie/Golf junction

(2) 1 or 2-engine HP EGRs:

(a) Position abeam bays 29/30

(b) MT route remains open

(c) No need to set JADTEU lights to RED

e. **Runway Use for EGRs.** Use of the runway for EGRs is only permitted in exceptional circumstances. Aircraft must:

(1) Be taxied into position

(2) Held on brakes during the run

(3) Taxied off upon completion

(4) Towing onto the runway for EGRs is strictly prohibited.

6. **HP EGR Locations (C-17, Voyager, A400M, Visiting Aircraft)**

a. Taxiway Delta (Northerly Wind)

(1) Maintain contact with TATCC(S)

(2) Position aircraft close to the hold

(3) Consider nearby parked aircraft, especially light types

b. Taxiway Charlie (Northerly/Southerly Wind)

(1) North: Park nose into wind; block MT route on Bravo; JADTEU lights to RED

(2) South: Ensure junction of Bravo, Charlie, and Golf remains unblocked

c. Golf 3 Hold (Easterly Wind)

(1) Park in line with taxiway

(2) Block MT route at Bravo/Charlie/Golf junction

(3) JADTEU lights to RED

(4) DEOC to assess DAC ASP impact

d. Taxiway G (East of MT Route, near Hangar 94)

(1) Used for east/west winds

(2) Park east of bay 28 entrance

(3) DOC and TATCC(S) to assess MT route impact

(4) Notify Atlas Eng early for Hangar 94 planning

(5) Contact JADTEU for awareness

(6) Note: A400M HP EGRs are not permitted here

7. **Auxiliary Power Unit (APU) Restrictions**

a. C-17

(1) Normal Hours: Only on EGR-cleared bays

(2) During Towing: APU may run during tow to southern airfield; DOC must be informed and permission sought

b. A400M

(1) Normal Hours: Only on EGR-cleared bays

8. **Visiting Aircraft – LP and HP EGRs.** All EGRs for visiting aircraft require prior DOC approval. Location is determined by DOC in consultation with TATCC(S) Supervisor/ATCO IC and DEOC, considering:

a. Noise level

b. Prop/jet efflux intensity

c. Aircraft size and engine configuration

9. Visiting aircrew/engineering teams must ensure the location is suitable and free from hazards (e.g. drain covers, signage, lighting, buildings).

Annex MM to
RAF Brize Norton DAM Issue 11
16 NOV 25

Engine Running On and Off Load (ERO)

Sponsor: SLOps

1. **Location.** Consideration must be given to the location of the ERO and the safe movement of passengers on an active aerodrome. Sufficient escorts and safety staff must be available, with escorts positioned at the front and rear of any column, and safety staff on either side. If required, a passenger bus is to be tasked to collect or drop off passengers at the designated location. Once at the ERO site, passengers will be under the control of the ALM and any additional safety personnel. EROs should be conducted in areas where passenger movement is minimised; Bays 8–10 or Bay 28 are preferred, subject to operational commitments, though EROs are not limited to these bays. Where taxiways are partially obstructed due to ERO activity, Airfield Ops must ensure a NOTAM is submitted.

2. **Justification.** Due to the increased risk associated with loading/unloading passengers and freight while aircraft engines are running, careful consideration must be given to the justification for conducting an ERO. Where possible, engines should be shut down prior to loading. While EROs are routine for operational tasking or exercise objectives, requests made to improve tasking efficiency must weigh risk against benefit and consider the wider impact on other planned activities.

3. **Approval Process.** All ERO requests are to be submitted to the DOC (DOC) via bzn-osw-ops-doc@mod.gov.uk. ERO requests for visiting aircraft are to be managed as part of the Prior Permission Required (PPR) process. Serco Ramp Services will support EROs for visiting aircraft and must be involved in the planning process. They are not required for station-based aircraft EROs. ERO approvals are managed as follows:

   a. **UK Military Personnel.** The DOC may authorise EROs involving UK military personnel and will liaise with relevant stakeholders, such as 1 AMW Plans, to ensure appropriate safety measures are in place. Depending on the scale and complexity of the ERO, a platform supervisor from UK MAMS may be required to support and supervise the ERO alongside Squadron ALMs.

   b. **Foreign Military Personnel.** For EROs involving foreign military personnel, the DOC remains the point of contact and will coordinate activity; however, approval authority rests with SLOps. Once authorised, the DOC must inform the DEOC and the requestor of the decision and provide relevant airfield limitations and/or notices.

   c. **Civilians.** For EROs involving civilians, including Civil Servants and Air Cadets, the DOC remains the point of contact and will coordinate activity; however, approval authority rests with OC OSW. Once authorised, the DOC must inform, DEOC, and the requestor of the decision and provide relevant airfield limitations and/or notices.

4. **Airfield Limitations.** EROs can be conducted on aircraft at BZN for the purpose of loading/unloading passengers or freight and departing immediately, without sufficient time to shut down engines. Requests for EROs during hours of darkness must be highlighted at the earliest opportunity. Loading/unloading is only to be conducted via the tail ramp; para or crew doors are not to be used for EROs.

5. **Procedure.** Pilots of aircraft authorised to conduct an ERO at BZN must confirm ERO intentions during the inbound RT message. Safety personnel assigned to the ERO must be in position before the operation begins. The ALM is responsible to the aircraft captain for the safety and security of passengers and freight, as well as the safety of the aircraft. Once the aircraft is stationary at the ERO location, loading/unloading is to be carried out under the specific direction of the ALM.

6. Escorts and safety personnel supporting the ERO must wear high-visibility jackets and position themselves at the front, rear, and either side of the passenger column during loading/unloading. Serco Ramp Services will not support EROs conducted by station-based aircraft but will support those involving visiting aircraft. If Serco Ramp Services marshal an aircraft into a designated location, they must await further instructions from the aircraft ALM, who will control the ERO.

7. For parachuting EROs, Parachute Jump Instructors (PJIs) are to load/unload parachutists under the direction of the ALM. All PJIs must be visible and position themselves at the front, rear, and either side of the passenger column.

Annex NN to
RAF Brize Norton DAM Issue 11
16 NOV 25

Combat Offloads

Sponsor: SLOps

1. Military transport aircraft require training in the capability to offload pallets of cargo without the use of ground handling facilities. The preferred area for completing Combat Offloads is Twy G

2. All Combat Offloads must be requested through the DOC for approval by SLOps.

3. **Airfield Assurance Oversight.** During any trial involving a new aircraft type conducting Combat Offloads, Airfield Assurance must be invited to inspect and monitor for any damage to operating surfaces. When not in attendance any evidenced damage is to be reported directly to the DOC.

4. **Procedure.** These procedures are for Twy G. Should an alternate location be used, procedures should be used that deliver the same intent as those detailed below.

5. When Combat Offload training is conducted, the TATCC(S) Supervisor or ATCO IC must ensure the ADC carries out the following actions:

a. Confirm that the training has been approved by Airfield Ops and that Bays 33–37B are not in use for DG operations.

b. Prior to the commencement of Combat Offload training:

(1) Set the JADTEU traffic lights to red.

(2) Lower the JADTEU barrier if possible.

(3) Dispatch an Airfield Driver to the intersection of Taxiways B, C, and G to block the MT route on Taxiway G.

(4) The driver must be in position before the Combat Offload begins.

c. Once the aircraft has taxied into position, it will be instructed to report “ready to commence ground manoeuvre.”

d. Upon receiving the “ready” call, and confirming the taxiway is sterile, issue the instruction: “Ready to commence ground manoeuvre, report complete.”

e. Once complete, Ground Handling will remove the pallets. Airfield Ops will task the Airfield Driver to conduct a surface inspection and FOD sweep of Taxiway G.

f. To reduce traffic congestion at the JADTEU lights or on the taxiways, controllers should identify suitable gaps to release traffic. This should only occur once the pilot confirms the aircraft will hold position until the taxiway is sterile again.

g. Once all activity is complete, the ADC controller must inform TATCC(S) and the DOC.

h. Exercise caution when standing down the Airfield Driver, as multiple offloads may be required.

Annex OO to
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16 NOV 25

Flare Misfire / Hang Up Procedure

Sponsor: SLOps

1. The C-17 and A400M aircraft are equipped with Defensive Aid Systems (DAS) that deploy flares to counter infrared (IR) threats. If flares are dispensed, there is a risk of malfunction, resulting in a misfire or hang-up. These faults are not detectable from inside the aircraft, leaving the flare(s) in an unknown and potentially hazardous state. The status of the flare dispensers can only be confirmed via external inspection after landing.

2. **Aircraft Recovery to BZN.** If flares have been dispensed, the crew must inform Airfield Ops via TATCC(S) or AERO-I at the earliest opportunity. The aircraft should proceed with a standard recovery to land.

3. Upon notification, the DOC (DOC) is to inform the Duty Engineering Operations Coordinator (DEOC), enabling advance coordination with 99 Sqn Engineering, the A400M Senior Engineering Officer (SEngO), and Station Armament personnel. These teams must be briefed on the aircraft's flare status prior to arrival.

4. If a misfire or hang-up is suspected or confirmed during post-flight inspection, preparations must be made to taxi the aircraft to a remote parking slot. TATCC(S) is to initiate an Emergency State 2 upon crew notification of a suspected flare malfunction.

5. **Post-Landing Actions.** After landing, the aircraft is to vacate the runway as directed by TATCC(S). In accordance with SOPs, the ALM is to inspect the flare dispensers at the earliest opportunity.

6. **If no misfire or hang-up is detected:**

   a. The aircraft may taxi to a standard dispersal for de-arming.

   b. Flare Danger Area (FDA) restrictions must be observed throughout.

7. **If a misfire or hang-up is detected:**

   a. The aircraft is to be taxied to the designated safe area[26] as specified by the DOC.

   b. Squadron engineering personnel are to receive the aircraft, remaining outside the FDA at all times.

   c. The aircraft is to be shut down in accordance with the engine shutdown checklist.

   d. Passengers may only disembark via the ramp and only after shutdown is complete.

[26] Bay 35 is the preferred bay but if this is not available another suitable location is to be selected in conjunction with the DEOC.

e. The aircraft captain retains the authority to order evacuation at any time if deemed necessary for safety.

f. Vehicles transporting passengers must remain behind the aircraft and must not enter the FDA under any circumstances.

g. Once all passengers have disembarked and it is safe to do so, the aircraft is to be shut down completely to a ‘black cockpit’ state.

h. The aircraft is then to be handed over to Station Armament personnel to render the flare dispensers safe. No maintenance or loading/unloading operations are to commence until the dispensers have been declared safe by authorised personnel.

8. **Visiting Aircraft – Flare Misfire or Hang-Up Procedure.** In the case of a visiting aircraft that has dispensed flares and is suspected to have experienced a misfire or hang-up, the same notification and recovery procedures apply. However, if Station personnel are not qualified to render the flare dispensers safe, the visiting unit must dispatch their own authorised armament personnel to BZN to carry out the necessary safety procedures.

9. The DOC is to liaise with the visiting unit to confirm the dispatch of qualified personnel and ensure coordination with Airfield Ops and Station Armament staff. The aircraft is to be parked in a designated remote location[27] and placed in a ‘black cockpit’ state until visiting armament personnel arrive and confirm the flare dispensers are safe.

10. No maintenance, loading/unloading, or passenger movement is to occur until the aircraft has been formally handed over to the visiting unit’s armament personnel and the flare system has been declared safe.

[27] Bay 35 is the preferred location if available.

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RAF Brize Norton DAM Issue 11
26 NOV 25

Designated Parachute/Free-Fall Drop Zones

Sponsor: SLOps

1. **Designated Drop Zones within Station Bounds.** The following is currently the only designated area for parachute and free-fall operations within BZN:

a. **Station Sports Pitch** – Currently available for use.

2. **TATCC(S) Supervisor / ATCO IC Responsibilities**. Prior to the commencement of any parachuting activity at BZN, the TATCC(S) Supervisor or ATCO IC is to liaise with the Drop Zone Safety Officer (DZSO) and/or the aircraft captain to ensure all safety and airspace requirements are met. Before each drop, the following actions must be completed:

a. **Airspace Clearance**

(1) Ensure a minimum of 2 nautical miles of sterile airspace around the station, or more if agreed in consultation with the aircraft captain and/or DZSO.

(2) This includes the exclusion of low-level rotary aircraft and all forms of Remotely Piloted Aircraft Systems (RPAS).

b. **Ground Activity Restrictions**

(1) Confirm that no rotors are running, jet engines are running, or propellers are turning on the aerodrome.

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Annex QQ to
RAF Brize Norton DAM Issue 11
16 NOV 25

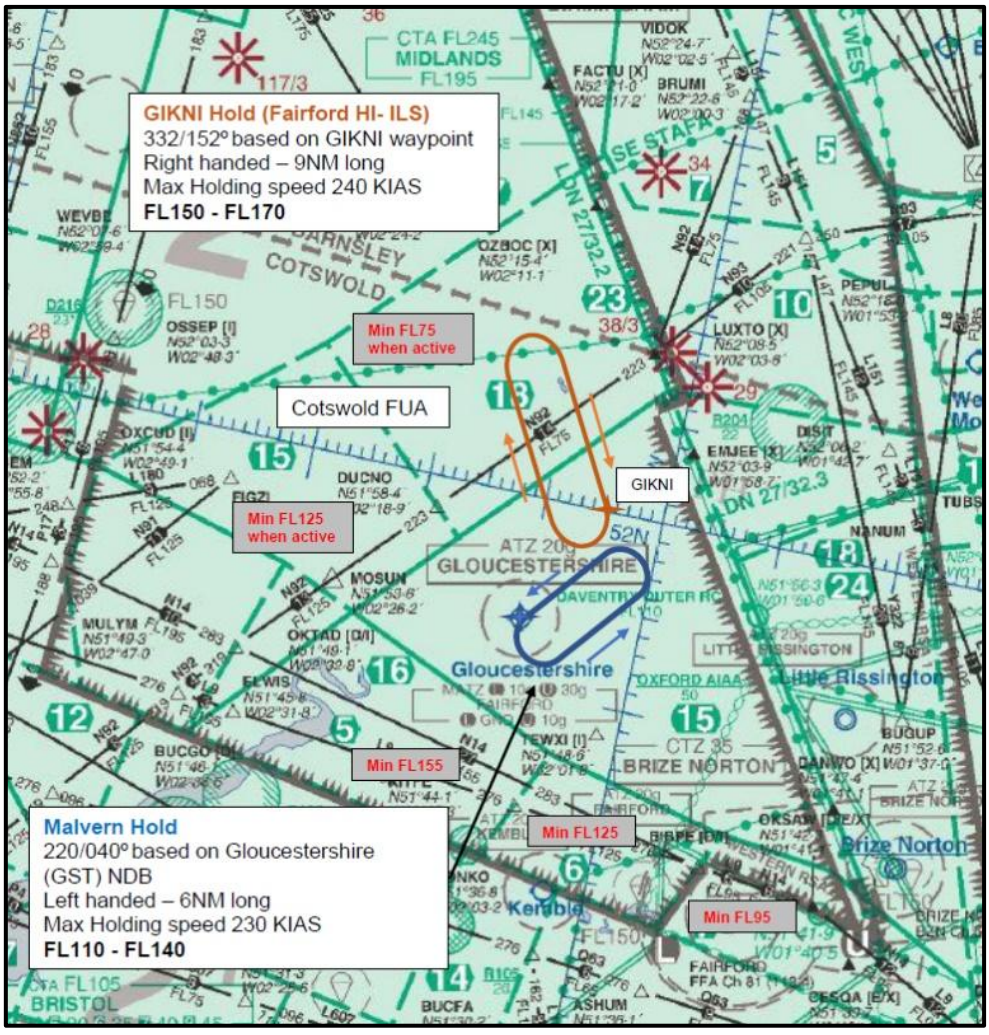
Contingency Hold Procedures

Sponsor: TATCC(S)

1. High density General Aviation (GA) traffic (below FL100) coupled with an increased number of ac being stacked in the BZN Hold outside of the BZN CTR, or in low altitude tactical holds to the North and West of BZN required BZN to establish a contingency hold designated the 'Malvern Hold'.

2. If the BZN Hold is occupied (2800ft QNH inside the CTR) for an extended period, ac will be offered 'Malvern Hold' based on the Gloucestershire (GST) NDB between FL110-140, left hand orbit (to the south), 6nm in length and 220° inbound track. Malvern Hold is within Class G airspace, is not published within the UK AIP and is only to be used by ac authorised by, and under control of, TATCC(S). A Traffic or Deconfliction Service will be provided to ac utilising the Malvern Hold.

3. Malvern Hold is not available when COTSWOLD Flexible Use Airspace (FUA) is active.



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RAF Brize Norton DAM Issue 11
16 NOV 25

JADTEU Operating Area

Sponsor: SLOps

1. Designated JADTEU operating areas are detailed in the BZN HLS Directory which is available on request from BZN-OSW-Ops-DOC@mod.gov.uk.

2. For use of the operating areas aircraft and activity must be booked and approved through PPR process. On arrival at the aerodrome aircraft will take a standard approach before being actively controlled to the pre-approved operating area.

Annex SS to
RAF Brize Norton DAM Issue 11
16 NOV 25

Combined Omni-Directional Runway and Taxiway Edge Light (COREL)

Sponsor: SLOps

References:

A. Regulatory Article (RA) 3265: Aerodrome Lighting Operating Requirements

1. During night vision operations at BZN, Controlled Operational Runway Edge Lights (CORELs) are used to mark the designated NVG landing area. This plan outlines the notification process and placement configuration for CORELs.

2. **Notification Process**. The Airfield Operations is responsible for monitoring sortie details via STARS. Any sortie indicating the use of NVGs will trigger the initiation of the COREL Placement Plan.

3. **COREL Placement Plan.** A total of six CORELs are required for each NVD operation. Each COREL is to be placed on a pre-installed base plate at the specified locations for the runway direction in use. Placement is as follows:

   a. **Landing Box Markers (4 CORELs):** Two CORELs are placed at the corners of the landing box, aligned with the 8000 ft Distance-To-Go (DTG) marker boards. Two additional CORELs are placed halfway between the 8000 ft and 7000 ft DTG markers.

   b. **Runway End Markers (2 CORELs):** These are positioned at the 3000 ft DTG marker boards, indicating the end of the NVG-usable runway.

Runway 25 CORELS	
Runway 07 CORELS	
No. of CORELS	6

Annex TT to
RAF Brize Norton DAM Issue 11
16 NOV 26

RAF Brize Norton Flying Club Procedures

Sponsor: SLOps

Sortie Booking Criteria

1. **VFR/IFR Circuits**. VFR and IFR circuits (ccts) are available to the Brize Norton Flying Club (FC) at the following times:

a. **Mon to Fri 0900L – 1700L (excl. Public Holidays)**.

(1) Must be booked via Airfield Ops NLT 0900L on day of flight.

(2) FC cct slots will be reviewed against STARS by Airfield Ops and deconflicted against Cat C/D/E IFR and VFR movements to comply with wake turbulence criteria detailed in RA 3277.

(3) A maximum of 3 x FC aircraft (ac) can use the cct concurrently.

b. **Mon to Fri 1700L – 2200L (excl. Public Holidays):**

(1) Must be booked via Airfield Ops NLT 1200L on day of flight.

(2) FC cct slots will be reviewed against STARS by Airfield Ops and deconflicted against Cat C/D/E IFR and VFR movements to comply with wake turbulence criteria detailed in RA 3277.

(3) A maximum of 3 x FC ac can use the cct concurrently.

c. **Sat and Sun 1000L – 1100L and 1500L – 1600L** (inc, Public Holidays):

(1) Must be booked via Airfield Ops NLT 0900L on day of flight.

(2) FC cct slots will be reviewed against STARS by Airfield Ops and deconflicted against Cat C/D/E IFR and VFR movements to comply with wake turbulence criteria detailed in RA 3277.

(3) A maximum of 3 x FC ac can use the cct concurrently.

2. On the first Fri of each month between 1700L – 2200L, FC VFR and IFR ccts will be afforded priority and protected iaw the following criteria:

a. All booking requests must be made to Airfield Ops NLT 2359L, 14 days prior to day of flight iot be prioritised and protected.

b. Within 14 days prior to flight, FC cct requests can still be made through Airfield Ops but this will be subject to the BZN Ac Order of Priorities[28] and afforded no priority or protection.

3. Should high priority taskings occur, the DOC retains the right to cancel or amend bookings at short notice.

4. FC may be directed by ATC to vacate the CTR or land at any time to ensure compliance of RA 3277 Wake Turbulence separation criteria and to facilitate mandatory ATC breaks.[29]

5. In the event of ATC workforce shortfalls, FC ccts will be reviewed and may result in cancellations. ATC will notify the DOC at the earliest opportunity.

6. **Departures/Recoveries**. Departures and recoveries are available 24/7 subject to restrictions listed at Annex H and:

a. **Between 2200L – 0900L**.

(1) On flights of at least 2 hrs in duration, FC ac may conduct a take-off to leave the CTR and a single landing.

(2) A radar service from BZN TATCC(S) may not always be available.

(3) Must be booked via Airfield Ops NLT 1200L on day of flight.

b. **Pre/Post Flying embargos**. FC are to contact Airfield Ops prior to 0900L on the day of an embargo to deconflict arrivals, departures or ccts against the BZN Ac Order of Ac Priorities.[30]ATC workforce. ATC will inform Airfield Ops/DOC of staffing issues at the earliest opportunity which may prevent FC activity.

7. **Booking Procedure**. The FC are to request all ccts, arrivals and departures via Airfield Ops.

8. It is advised that the FC contact Airfield Ops on a weekly basis to schedule planned movements for the week. Short notice requests may be denied

[28] TSOB Order 507.1
[29] AMC1 ATS.OR.320(a)(4) Air Traffic Controllers' Rostering System(s)
[30] TSOB Order 507.1

Annex UU to
RAF Brize Norton DAM Issue 11
16 NOV 25

Air Landed Arming & Refuelling

Sponsor: SLOps

References:

A. BZN CONPLAN 2. Unit Spillage Response Plan

1. BZN can be used for Air Landed Arming & Refuelling Point (ALARP)[31] trg. All activities must be requested via Airfield Operations and approved by SLOps.

2. The stn has no onsite capability to support ALARP. Units and ac must provide their own equipment and personnel.

3. **Conditions and Mitigations.** The following conditions and mitigations must be met before approval:

(a) One individual conducting the trg is to be monitoring Ground frequency for the duration of the activity.

(b) Only simulated arming activities can be practised at BZN. No live armed weapons or countermeasures are to be fitted, used or handled.

(c) Refuelling can be live or simulated. Ac, both providing and receiving fuel, must be shut down. For live refuelling:

(1) ATC must initiate an Emergency State 3 for the duration of refuelling.

(2) ATC must cease MT and ac movements around the immediate live activity site.

(3) The planned or estimated fuel transfer must be recorded during the booking process.

(4) The DEOC is to inform Fuel and Lubricants Flight of the activity, the quantity of fuel to be transferred and ensure preparedness for CONPLAN 2.

4. **Siting.** BZN ALARP activities are to be conducted on:

(a) Live refuelling – Bays 38-41.

(b) Simulated refuelling – Bays 25, 35 and 38-41

[31] Also known as a Forward Arming & Refuelling Point (FARP).

Annex VV to
RAF Brize Norton DAM Issue 11
16 NOV 25

Hot Pit and Rotors Running Refuelling

Sponsor: SLOps

1. Hot Refuel (HR) operations involve refuelling aircraft with engines running or rotors turning. When conducted these must comply with safety and regulatory requirements outlined aircraft-specific Technical Instructions (TIs).

2. **Request Process.** HR requests must be submitted to Airfield Ops (included in PPR for visiting aircraft). Once approved by SLOPS/FLOPS, coordination is handled by Duty Engineering Operations Controllers (DEOCs). Requests must include:

   a. Aircraft clearance for HR.

   b. Personnel details (if supporting ground staff require base and airfield access).

   c. Danger areas and emergency procedures.

   d. Fuel type and aircraft capacity.

3. **Location.** DEOCs confirm bay allocation (typically south-side of airfield). Location must have earthing points and be clear of normal aircraft operations during HR.

4. **Constraints & Considerations.**

   a. HR area must be isolated from unrelated personnel and operations.

   b. NCO IC/Safety Person must maintain visual/speech contact with fuelling team and aircrew.

   c. Equipment must be outside aircraft danger zones.

   d. Adequate fire cover and FAFA must be available.

   e. No other replenishments (e.g., LOX) allowed during HR.

   f. Consider platform-specific complications (e.g., Hydrazine leaks).

   g. Communication headsets and support equipment must be provided by the requesting unit.

5. **Hot Refuelling Process.**

   a. Procedures must be agreed with Eng Ops, ASMT, Fire Section, and ATC.

   b. HR team: Two TG1 technicians (NCO IC/Safety Person and Person A).

   c. Bowser positioned outside danger area, control panel in line of sight of refuel point.

d. Aircraft must be correctly earthed.

e. Aircraft captain remains in contact with ATC.

f. ASMT conducts standard fuelling; ground crew connects refuel hose.

g. Only authorised personnel may connect/disconnect refuel hose.

h. Post-fuel procedures handled by ASMT.

i. Additional aircraft may be tactically held by ATC/Eng Ops.

6. **Emergency Procedures.**

a. Emergency Action Drills (EADs) must be briefed by NCO IC.

b. NCO IC remains in radio contact with ATC.

c. Fuel Spill: HR must cease immediately; spill contained and DEOC informed (CONPLAN 2).

d. Fire Emergency: HR ceases if fire crew is unavailable or called away.

e. Armed Aircraft: HR of armed aircraft is prohibited at BZN.

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