

Royal Air Force BRIZE NORTON Defence Aerodrome Manual



STOP PRESS

13 Jul 16- TFN

Rwy 07. Aircrew may experience ILS Localiser false capture when closing to the ILS centreline from the south. Aircrew may experience large fluctuations in Glidepath guidance below 400' AGL.

Rwy 25. Aircrew may experience GP flags when closing the Glidepath from the left outside of 9.5NM & 5° left of centreline from below the Glidepath.

3 Mar 16 – TFN

Possible wind-shear may be experienced on final approach to Rwy 25, or on departure from Rwy 07 due to the hangar north of the intersection of the Rwy and Taxiway E. Aircrew experiencing wind-shear should report such iaw RA1410 or to ATC.

22 Feb 18- TFN

New Bay 5A established between Bays 5 & 6.

5 OCT 18 - TFN

Due to a failure of the Taxiway lights ATC will provide an alternative pattern. Various other Taxiways have unserviceability's:

B – Blue edges for bays 70-80 u/s

F – U/S

G – Every other light is U/S. Some PAN edge lighting ALSO U/S

J – Intermittent.

An up to date status can be obtained from ATC.

Jan19

To allow for emergency repairs to the Rwy Lighting
RUNWAY EMBARGO TIMES (ALL TIMES IN ZULU)

Jan

Fri 18 1815-0100 and Sat 19 0245 – 0700

Sat 19 1730 – Sun 20 0115

Mon 21 Jan – 1000-1900

Tue 22 Jan – 1400-1830

Wed 23 Jan – 1500-2000

Thu 24 Jan – 1130-1630

Fri 25 1000-1400

Fri 25 1900 – Sat 26 0200 and 0245 - 0600

Sat 26 2300 – Sun 27 0600

Mon 28 – 1400-1700

Tue 29 – 1330-1930

Wed 30 – 1330-2000

Thu 31 – 1430-1830

Oct 18 - TFN

To allow for the installation and operation of a temporary Runway lighting system ducting has been installed on the full length of the Runway. It is fixed and secured and is on both shoulders of the Runway in a line adjacent to the existing Runway edge lights.

Non-standard aerodrome infrastructure

This table will outline any non-standard airfield infrastructure services at RAF Brize Norton. This will include new construction, modification and restoration of facilities that require a waiver, and legacy infrastructure surfaces that do not require a waiver, but are worth highlighting to those operating at the aerodrome.¹

Ser.	Issue	Description	Mitigation	Resolution
1	Non-MADS Compliant Rwy AGL spacing	Lights are spaced at 24.5m. The lights should be spaced in rows at intervals of 30m ± 3m ²	Highlighted in DAM . MAA Waiver not required as legacy	The Rwy re-surface due around 2025 will incorporate a compliant Rwy AGL System
2	Infringement of Obstacle Free Zone as stipulated in MADS ³	In preparation for an upgrade of ATC equipment associated with Mode 'S' a Wide Area Multilateration (WAM) Antennae has been installed	MAA Waiver approved and in DAM	MAA Waiver expires in 2037 which is the expected life of this antennae
3	RAF Airfields use QFE as an approach datum	Brize uses QNH and has a MAA Waiver to approve this	Safety Survey completed. QFE is available on request and controllers routinely practice QFE approaches. Highlighted in the BINA	QFE approaches are available on request
4	Non MADS compliant information sign on the G1 runway Holding position marker	The G1 information sign is white on red The G1 information sign should be yellow on black ⁴	Highlighted in DAM. MAA Waiver not required as legacy Rectified 15 Nov 18	Work Service submitted and resolution is expected to be within FY17/18
5	Non MADS Compliant Taxiway markings Rectified 21 Feb 18	The MT Route along Taxiway D is marked with 400mm wide white lines The lines should be 150mm wide white lines ⁵	Highlighted in DAM MAA Waiver not required as legacy	Work Service submitted and resolution is expected to be within FY17/18
6	Non MADS Compliant Aerodrome Stand Floodlighting	Most of the Aerodrome Stand Floodlighting fall below the required 20 Lux ⁶	Highlighted in DAM. Portable floodlights are available on request from the DEOC. MAA Waiver not required as legacy.	Design of new floodlights due within FY17/18, with an aspiration to be installed during FY18/19

¹ law MADS Chapter 2 Para 3

² law MADS Chapter 3 Para 31b

³ MADS Chapter 5 Para 3

⁴ law MADS Annex 5A Para 49 & CAP637 Chapter 3 page 3

⁵ law MADS Chapter 6 Para 14.b

⁶ law MADS Chapter 6 para e(1)

TABLE OF CONTENTS

1. Table of Contents
2. Tables of Figures
3. Amendments
4. Annexes
5. Foreword

CHAPTER 1: INTRODUCTION

1.1	Regulatory Cross-Reference.....	1-1
1.2	Purpose of the Defence Aerodrome Manual (DAM).....	1-1
1.3	Scope.....	1-1
1.4	Information Accuracy.....	1-1
1.5	Master Copy.....	1-1
1.6	Responsibilities of an Aerodrome Operator.....	1-2

CHAPTER 2: TECHNICAL ADMINISTRATION

2.1	Name and Address of Aerodrome Operator.....	2-1
2.2	Aerodrome Operators Authority.....	2-1
2.3	Letter of Delegation.....	2-1
2.4	Safety Meeting Structure.....	2-1
2.5	Organizational Structure.....	2-1
2.6	Key Post Holders.....	2-1
2.7.	Aerodrome Operating Hazard Log (AOHL).....	2-1
2.8	Formal Aerodrome Related Agreements	2-2
2.9	Aerodrome Waivers, Exemptions and AAMC.....	2-2
2.10	Orders.....	2-2
2.11	Frequent Aerodrome Users List.....	2-2

CHAPTER 3: AERODROME LOCATION AND LAYOUT

3.1	Aerodrome Location.....	3-1
3.2	Local Area Map.....	3-1
3.3	Aerodrome Crash Maps.....	3-1

CHAPTER 4: AERODROME DATA, CHARACTERISTICS & FACILITIES

4.1	Location Indicator and Name	4-1
4.2	Aerodrome geographical and Administrative Data.....	4-1
4.3	Operational Hours.....	4-1
4.4	Handling Services and Facilities.....	4-1
4.5	Passenger Facilities	4-2
4.6	Rescue and Fire Fighting Services	4-2

4.7	Seasonal Availability – Clearing.....	4-2
4.8	Aprons, Taxiways and Check Locations Data	4-2
4.9	Surface Movement Guidance and Control System Markings	4-2
4.10	Aerodrome Obstacles	4-3
4.11	Meteorological Information	4-3
4.12	Runway Physical Characteristics.....	4-3
4.13	Declared Distances	4-3
4.14	Approach and Runway Lighting	4-3
4.15	Other Lighting, Secondary Power Supply.	4-4
4.16	Helicopter Landing Area	4-4
4.17	ATS Airspace	4-4
4.18	ATS Communication Facilities.....	4-4
4.19	Radio Navigation and Landing Aids.....	4-5
4.20	Local Traffic Regulations	4-6
4.21	Noise Abatement Procedures	4-6
4.22	Flight Procedures	4-6
4.23	Additional Information	4-6
4.24	Charts Relating to this Aerodrome	4-7

CHAPTER 5: EMERGENCY ORDERS – (AERODROME CRASH PLAN)

5.1	Emergency Orders/Aerodrome Crash Plan.....	5-1
5.2	Disabled Air System Removal.....	5-1

CHAPTER 6: RESCUE & FIRE FIGHTING SERVICE ORDERS

6.1	Emergency Organization.....	6-1
6.2	AO / DFRMO Relationship	6-1
6.3	Aerodrome Rescue and Fire Fighting Service Orders	6-1
6.4	Aerodrome Rescue and Fire Fighting Training Area Orders.....	6-1

CHAPTER 7: AIR TRAFFIC SERVICES AND LOCAL PROCEDURES

7.1	Air Traffic Control Orders.....	7-1
-----	---------------------------------	-----

CHAPTER 8: AERODROME ADMINISTRATION & OPERATING PROCEDURES

8.1	Aerodrome Reporting.....	8-1
8.2	Aerodrome Serviceability Inspections.....	8-1
8.3	Aerodrome Technical Inspections.....	8-2
8.4	Protection of Radar and Navigation Aids.....	8-2
8.5	Surveillance Equipment Maintenance & Monitoring.....	8-3
8.6	Navigation Equipment Maintenance & Monitoring.....	8-3
8.7	Aerodrome Works Safety.....	8-3
8.8	Control of Entry and Access.....	8-3
8.9	Aerodrome Users Vehicle and Pedestrian Control.....	8-4
8.10	Aerodrome Wildlife Management (Birds).....	8-4
8.11	Animal Management.....	8-5
8.12	Handling of Hazardous Materials (Spillage Plan).....	8-5
8.13	Air System Parking.....	8-5
8.14	Low Visibility Operations.....	8-5
8.15	General Conditions (Terms and Conditions).....	8-5
8.16	Breach of Terms and Conditions – Orders.....	8-7
8.17	Safeguarding Requirements. Waivers and Exemptions.....	8-7
8.18	Standards Checks / SQEP (Qualified Personnel)	8-7
8.19	Safety Management System.....	8-7
8.20	Thunderstorm and Strong Wind Procedures.....	8-7
8.21	Electrical Ground Power Procedures.....	8-7
8.22	Aviation Fuel Management Procedures.....	8-8
8.23	Jettison Area.....	8-8

8.24	Compass Swing Area.....	8-8
8.25	Explosive Ordnance Disposal Area.....	8-8
8.26	FOD Prevention, Training and Awareness.....	8-8
8.27	Dangerous Goods (DG) Procedures – Loading /Unloading.....	8-8
8.28	Hydrazine (H70) Leak.	8-8
8.29	Air System Arresting Mechanisms.....	8-8

CHAPTER 9: SNOW & ICE OPERATIONS

9.1	Snow and Ice Operations.....	9-1
-----	------------------------------	-----

CHAPTER 10: FORCE PROTECTION RESPONSIBILITIES

10.1	Force Protection Responsibilities.....	10-1
10.2	National/Multinational Security Responsibilities.....	10-1

2. Table of Figures

Fig	Details	Page
1	Amendment List.....	

3. Table of Amendment

Amendment No.	Amendment Date	Date of Incorporation	Name	Signature
1	28 Feb 18	28 Feb 18	WO Peacock	
2	17 Jan 19	17 Jan 19	WO Peacock	

4. Annexes

Annex A	Letter of Delegation
Annex B	Safety Meeting Structure
Annex C	Organizational Structure
Annex D	List of Key Post Holders
Annex E	Aerodrome Hazard Log
Annex F	Formal Aerodrome Related Agreements
Annex G	Aerodrome Safeguarding Waivers and Exemptions
Annex H	Orders to cover all noise abatement procedures, including high power ground running Annex H
Annex I	Orders for temporary obstructions on or around any manoeuvring area that are considered to be a hazard to either Air System or vehicles. Annex I
Annex J	Orders for both the maintenance and safe operation of the RHAG Annex J .
Annex K	Orders for both the safe operation and maintenance of the barrier Annex K .
Annex L	Orders for the safe parking, manoeuvring, refuelling and servicing of Air Annex L
Annex M	Emergency Orders / Aerodrome Crash Plan
Annex N	Orders for Disabled Air System Removal
Annex O	Aerodrome Rescue and Fire Fighting Service Orders
Annex P	Aerodrome Rescue and Fire Fighting Training Area Orders – (including ARFF Training area risk assessments and orders)
Annex Q	Air Traffic Control Orders (Operational)
Annex R	Orders for the reporting procedures to advise No 1 AIDU of any permanent changes to aerodrome information.
Annex S	Aerodrome Serviceability Inspections. Orders
Annex T	Aerodrome Technical Inspections. Orders
Annex U	Protection of Radar and Navigation Aids. Orders
Annex V	Surveillance Equipment Maintenance & Monitoring. Orders
Annex W	Navigation Equipment Maintenance & Monitoring. Orders
Annex X	Aerodrome Works Safety. Orders
Annex Y	Control of Entry and Access. Control orders
Annex Z	Aerodrome Users. Vehicle and Pedestrian Control. Orders

Annex AA	Wildlife Management (Birds). Orders
Annex BB	Wildlife Management. Orders
Annex CC	Handling of Hazardous Materials (Spillage Plan). Orders
Annex DD	Air System Parking
Annex EE	Low Visibility Operations (LVP). Orders
Annex FF	General Orders – Terms and Conditions / Use of MOD Aerodromes by civil Air Systems
Annex GG	Breach of Terms and Conditions. Orders
Annex HH	Thunderstorm & Strong Wind Procedures. Orders
Annex II	Electrical Ground Power Procedures. Orders
Annex JJ	Aviation Fuel Management Procedures. Orders
Annex KK	Jettison Area. Orders N/A
Annex LL	Compass Swing Area. Orders
Annex MM	Explosive Ordnance Disposal Area N/A
Annex NN	FOD Prevention, Training and Awareness. Orders
Annex OO	Dangerous Goods (DG) Procedures. Loading /Unloading. Orders
Annex PP	Hydrazine (H70) Leak Orders
Annex PA	Task Resource Analysis
Annex PB	ARFF Assessment Requirements
Annex QQ	Air System Arresting Mechanisms (Rotary Hydraulic Arrestor Gear (RHAG) / Portable Hydraulic Arrestor Gear (PHAG) / Barriers) etc. Orders
Annex RR	Snow and Ice Operations. Orders
Annex SS	Force Protection Responsibilities. Force Protection (FP) Orders (To be kept separately due to security classification)

BRIZE NORTON FOREWORD

RAF Brize Norton is a complicated operating environment. It is the 24/7 Defence Gateway for air transport, routinely host to a number of foreign military and commercial operators and acts as the Military Emergency Diversion Aerodrome. It must be able to respond to supporting military commitments held at extreme high readiness and contains a number of HLS and Drop Zones within the airfield boundary whilst operating 4 distinctly different platforms.

The DAM is available via the RAF Brize Norton MODNet site, on raf.mod.uk/rafbrizenorton and any Annex is available on request from RAF Brize Norton Station Operations (01993 896500). The DAM should be read in conjunction with Brize Flying Order Book for station-based aircraft. Both the DAM and the [Flying Order Book](#) are **mandated reading** for station-based aircrew, Air Traffic Control, Air Movements Sqn and Serco personnel responsible for the delivery of airfield service.

The manual contains detailed information regarding the runway and instrument approaches, but **Mil Aeronautical Information Publication (AIP), No1 Aeronautical Information Documentation Unit (AIDU) and Civ AIP should be used as containing the most up to date planning documentation.**

This document will be re-issued prior to the annual Station Air Safety Steering Group (March) and reviewed every September, unless significant changes make a full re-issue more appropriate. Notification of errors of this document and its annexes should be sent for the attention of BZN-OpsWg-XO@mod.gov.uk.

< *Original signed* >

OC Operations Wg (Aerodrome Operator)
RAF Brize Norton
17 Jan 19

CHAPTER 1: INTRODUCTION

1.1 **Regulatory Cross-Reference.** This Manual supports and must be read in conjunction with the following MAA Documents and Regulations, and other policy documents:

RA 1020(4)	-	Responsibilities of ADH-Facing Organizations
RA 1200	-	Defence Air Safety Management
RA 1205(2)	-	Air System Safety Cases (Responsibilities of DH-Facing Organizations)
RA 1026	-	Aerodrome Operator
RA 1410	-	Occurrence Reporting
RA 1430	-	Aircraft Post Crash Management and Significant Occurrence Management
RA 1400	-	Flight Safety
RA 2415	-	Third Party Use of Military Airfields
ATM 3000	-	Air Traffic Management Regulatory Articles (RAs)
MAS	-	Manual of Air Safety (MAS)
MPCM	-	Manual of Post-Crash Management (MPCM)
MMATM	-	Manual of Military Air Traffic Management (MMATM)
MADS	-	Manual of Aerodrome Design & Safeguarding (MADS)
	-	<u>Use of Military Aerodromes by British and Foreign Civil Aircraft</u>
JSP 426	-	Defence Fire Safety and Fire Risk Management
AP 600	-	Royal Air Force Information and CIS Policy ⁷

1.2. **Purpose.** The Brize Norton Defence Aerodrome Manual (DAM) describes the airfield at RAF Brize Norton, including the management, physical characteristics, available services (should be read in conjunction with the Mil AIP) aerodrome hazards and operating procedures. The DAM is written to inform and direct military and civilian aircrew using the airfield and to provide orders for personnel operating on the airfield or providing airfield services. It will also provide reference material to the Aerodrome Operator (AO) to ensure that all aerodrome management requirements are being met and assured correctly. The DAM acknowledges the essential requirements of European Commission (EC) legislation EC 216/2008 (as amended at Annex Va)⁸ and is to be read in conjunction with the documents set at Chapter 1 Para 1.1 of the DAM.

1.3 **Scope.** The DAM is the framework by which the AO informs personnel operating at and from RAF Brize Norton. A Defence Aerodrome Assurance Framework (DAAF) is contained within the DAM. The DAAF covers all chapters and sub paras of the developed DAM to allow a record of full assurance at 1st / 2nd / and 3rd party level.

1.4 **Information Accuracy.** The AO ensures that information contained in the DAM is up to date and accurate in conjunction with the DAAF. As Aeronautical Information published in Mil AIP is accurate crews should also refer to that document. Both the DAM and the AIP have legal authority.

1.5 **Master Copy.** The master copy of the DAM is appropriately protected, held by and managed by OC Airfield and made available on via MOSS & internet websites. Amendments to the Manual are made when changes occur and the latest version published online.

1.6 **Responsibilities of an Aerodrome Operator.** The AO will actively manage an aerodrome environment such that it accommodates the safe operation of Air System iaw with the

⁷ The policies and regulations published as Chapters in this AP are mandatory for personnel at all Air Command Stns. However, other Top Level Budgets (TLBs) that wish to adopt any policy from this AP are to publish guidance on which Chapters are applicable to their subordinate organizations. Notwithstanding this, owing to CAA regulations and the MOD's self-regulatory position, personnel at **all** military aerodromes are to adhere to the policies covered in Chapter 3 - Maintenance and Responsibilities and Chapter 6 - Aerodromes.

⁸ Users are directed to the consolidated version of Regulation (EC) No 216/2008.

requirements laid down in RA 1026 Aerodrome Operator. This DAM provides the basic framework upon which additional areas may be added. Ultimately the AO is responsible for providing assurance to the Aviation DH regarding a safe operating environment. Aerodrome Operator Responsibilities:

- a. The AO will establish formal relationships with Aviation DHs in order to ensure that any decisions made which affect the aerodrome or its facilities are cognisant of the impact of the impact on Air Safety. Areas to be considered are to include, but are not limited to, facilities, personnel, equipment and materiel. The AO ensures that assurance activities regarding the documentation of tasks, roles, responsibilities, procedures, access to relevant data and record-keeping, are conducted in accordance with the MRP and related reference documents referred to in Chapter 1 Para 1.1.
- b. The AO will verify that the requirements contained within this DAM and ensure compliance with at all times, taking appropriate measures to ensure hazards are identified and highlighted to Duty Holders (DH) and civilian operators.
- c. The AO will ensure that an appropriate aerodrome wildlife risk management programme is established and implemented in accordance with MADS.
- d. The AO will ensure that movements of vehicles and persons in the movement area and other operational areas are coordinated with movements of aircraft in accordance with RA 3262 – Aerodrome Access.
- e. The AO will ensure that procedures to reduce the hazards associated with aerodrome operations in winter, adverse weather conditions, reduced visibility, or at night, if applicable, are established and implemented.
- f. The AO will ensure that arrangements with other relevant organizations including, but not limited to, aircraft operators, air navigation & ground handling service providers whose activities or products may have an effect on aircraft safety are established, to ensure continuing compliance with extant aerodrome regulations.
- g. The AO will ensure that procedures exist to provide aircraft with fuel which is uncontaminated and of the correct specification, either through service means, or by means of contracts with third parties.
- h. The AO will ensure that the maintenance of aerodrome Communication, Navigation and Surveillance (CNS) equipment covers repair instructions, servicing information, troubleshooting and inspection procedures in accordance with extant support policy statements and the AP 600 – Royal Air Force Information CIS policy. (Note: The maintenance policy for an individual item of technical equipment, including software, is detailed in a Support Policy Statement (SPS) or equivalent Naval Ship Support Publication. The SPS is the executive document specifying the support arrangements for equipment throughout its in-service life and reflects the broad policy contained in this leaflet and other relevant instructions within AP600, QRs Chapter 11 and specialist APs).
- i. The AO will ensure that the maintenance of aerodrome lighting and aircraft arresting equipment covers servicing information, troubleshooting, inspection procedures and repair instructions, in accordance with extant support policy statements.
- j. The AO will ensure that all personnel who need to enter the movement area, as part of their TORs, are both trained and qualified to do so with the appropriate authority (line manager, ATC, etc).

- k. The AO will ensure that an aerodrome emergency plan is developed in accordance with the MPCM, RA 1430 and JSP 426.
- l. The AO will ensure that adequate aerodrome rescue and fire-fighting services are provided in accordance with JSP 426 - MOD Fire Safety Manual. (Note: This is laid out in the Joint Business Agreement (JBA) or Internal Business Agreement (IBA) between DFRMO and the TLBs and should be contained within Annex F of the DAM
- m. The AO will ensure that adequate aerodrome rescue and fire-fighting services are provided in accordance with JSP 426 - MOD Fire Safety Manual. (Note: This is laid out in the Joint Business Agreement (JBA) or Internal Business Agreement (IBA) between DFRMO and the TLBs and should be contained within Annex F of the DAM
- n. The AO will ensure that Obstacle Limitation Zones around aerodrome movement areas be safeguarded from obstacles, in accordance with MADS.
- o. The AO will ensure that an effective Safety Management System (SMS) linked to the respective Front Line Command (FLC) or ADH SMS is established and maintained in accordance with guidance laid down in MAA 1200(1) Defence Air Safety Management.
- p. The AO will ensure that an occurrence reporting system using the Air Safety Information Management System (ASIMS) and the associated Defence. Air Safety Occurrence Reports is in place, in accordance with MAA RA 1410(1) Occurrence Reporting.
- q. The AO will strive to engender an engaged safety culture.

CHAPTER 2: TECHNICAL ADMINISTRATION

2.1 Name and Work Address of Aerodrome Operator:

OC Operations Wing
Royal Air Force
Brize Norton
Carterton
OXON
OX18 3LX

Mil ☎ 95461 7700
Civ ☎ 01993 897700
Fax : 01993 896434
Email : BZN-OpsWgOC@mod.gov.uk

2.2 **Aerodrome Operators Authority.** The AO is responsible for actively managing an environment that accommodates the safe operation of Air Systems in accordance with [RA1026](#). The management and running of the aerodrome is a Duty Holder Facing (DHF) responsibility.

2.3 **Letter of Delegation.** A copy of the Letter of Delegation is to be contained in the DAM at [Annex A](#)

2.4 **Safety Meeting Structure.** An organizational aviation safety meeting flow diagram is captured at [Annex B](#).

2.5 **Organizational Structure.** An organization structure that identifies/outlines the organization of aerodrome operations is captured at [Annex C](#).

2.6 **Key Post Holders.** A list of aerodrome key post Holders including their post role and work contact numbers is captured at [Annex D](#).

2.7 **Aerodrome Operating Hazard Log (AOHL).** The RAF Brize Norton AOHL is captured here [Annex E](#).

2.8 **Formal Aerodrome Related Agreements.** The RAF Brize Norton formal aerodrome related agreements is captured at [Annex F](#).

2.9 **Aerodrome Waivers, Exemptions and Alternative Acceptable Means of Compliance (AAMC).** Copies of all aerodrome related Waivers, Exemptions and AAMC is captured at [Annex G](#).

2.10 **Orders.** All pertinent separate orders are in the Annexes, so that they can be amended without having to reissue the whole document.

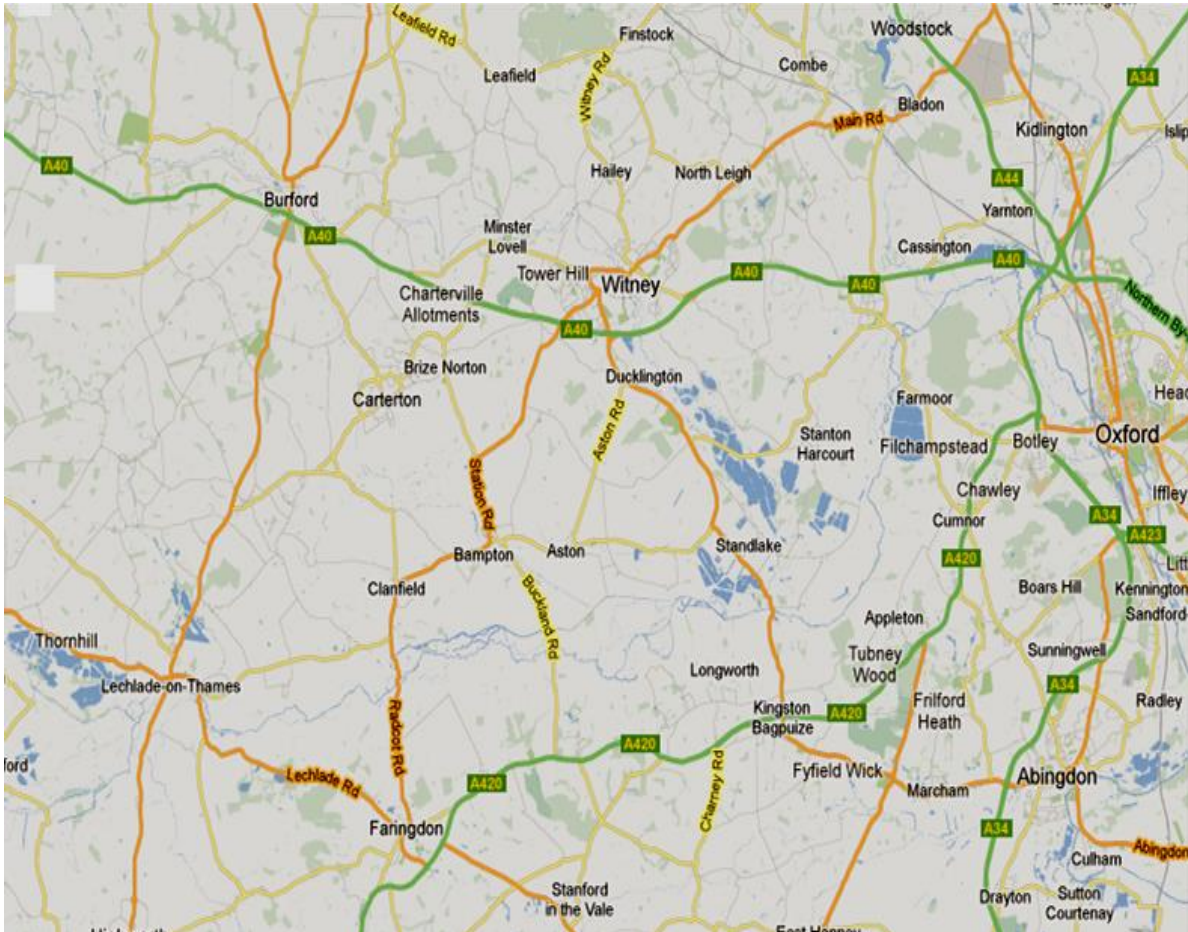
2.11 **Frequent Aerodrome Users.** Below is a list of Air System operators (both civil and military) that utilise the aerodrome frequently with their contact details should they be required in an emergency. Brize Norton visitors are required to obtain a PPR via Stn Operations on 01993 896500 prior to arrival.

Frequent Aerodrome Users List					
Ser	Org	Stn Based	Ac Type	Civ / Mil	Contact Details
1	AirTanker Services Ltd	Yes	A330-200	Civ	01993 873000
2	Summit Air	No	Skyvan	Civ	UK contact: Steve Scott 07846 809322
3	Cobham Aviation	No	King Air, DA42	Civ	01202409000
4	Brize Norton Flying Club	Yes	PA28	Civ	Lynne Westnage 07917861950
5	Marshall Aerospace and Defence Group	No	C182, C130	Civ	Natasha Birkett 01223 373987

CHAPTER 3: AERODROME LOCATION AND LAYOUT

3.1. **Aerodrome Location.** – RAF Brize Norton is located between Brize Norton village and Carterton, south of the M40, about 22 miles west of Oxford. RAF Brize Norton is approx. 30 minutes travelling time to Oxford, and 1 hour 50 minutes to London. The nearest railway stations are Oxford and Swindon.

3.2. Local Area Map.



3.3 **Aerodrome Crash Map.** The Station Crash Map can be found at this [LINK](#).

CHAPTER 4: AERODROME DATA FACILITIES & CHARACTERISTICS

4.1	LOCATION INDICATOR AND NAME
EGVN – BRIZE NORTON	

4.2	AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	
4.2.1	ARP Co-ordinates and site at AD	N51 44 59.95 W001 34 58.61
4.2.2	Direction and distance from City:	4nm WSW of Witney
4.2.3	Elevation/Reference Temperature:	287ft / 22°C
4.2.4	Magnetic Variation / Annual Change:	1° 10'W (OCT 16) / 0° 09' decreasing
4.2.5	Geoid Unulation at AD Elev Position	----
4.2.6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Royal Air Force Royal Air Force Brize Norton Carterton Oxon Oxfordshire OX18 3LX Mil: 95461 7554 Civ: 01993 897554 (Ops) Mil: 95461 7354 Civ: 01993 897354 BZN-OpsWg-VisitorOps@mod.gov.uk www.raf.mod.uk/rafbrizenorton/
4.2.7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
4.2.8	Remarks:	Nil

4.3	OPERATIONAL HOURS	
4.3.1	AD:	HO (PPR 24hr).
4.3.2	Customs and Immigration:	HO
4.3.3	Health and Sanitation:	HO
4.3.4	AIS Briefing Office:	HO
4.3.5	ATS Reporting Office (ARO):	H24
4.3.6	MET Briefing Office:	H24
4.3.7	ATS:	HO
4.3.8	Fuelling:	HO
4.3.9	Handling:	HO
4.3.10	Security:	H24
4.3.11	De-icing:	H24
4.3.12	Remarks:	Airfield strictly PPR. Requests are to be made a minimum of 48hrs in advance and must be during Visitor Ops working hours only. Requests for passenger and cargo flts must PPR 72hrs in advance. Visitor Ops working hours 0800-1700A Mon-Fri only. All foreign mil and civ acft strictly through (+44) 1993 895315. British mil PPR is available through Stn Ops ext 7554. Visitor Ops email: BZN-OpsWg-VisitorOps@mod.gov.uk All visitors must add the flight plan address EGVNYWYQ. Due to handling limitations, all PPR applications MUST confirm whether the aircraft is fitted with flares.

4.4	HANDLING SERVICES AND FACILITIES	
4.4.1	Cargo Handling Facilities:	Aviva, Trepel, Industrial Tractors, Dolly trailers, Forklifts, Atlas 2k and 2A.
4.4.2	Fuel/Oil /HydraulicTypes:	F34. O-135, 156. H-515, OX-20
4.4.3	Fuelling Facilities/Capacity:	Hydrant Refuelling System on Bays 1 - 14, 16 - 20, 23, 24, 35 & Southern Hydrant System. Bowsers: 2x 44,000ltr; 3x 20,000ltr; 1x 15,000ltr
4.4.4	Oxygen:	LOX. LOX can be issued to visiting aircraft by Ramp Services as long as visiting aircraft have the appropriate adaptors/connections.
4.4.5	De-icing Facilities:	Aircraft de-icing vehicle (ADV), Killfrost ABC-K Plus Type II (75% AL342/25% water), Killfrost DF Plus Type I (60% Type 1/40% water).
4.4.6	Starting Units:	E5, 12, 16. A4.
4.4.7	Hangar space for visiting aircraft:	Limited. Subject to prior arrangement with DOSC.
4.4.8	Repair facilities for visiting aircraft:	Nil.
4.4.9	Remarks:	Brize can handle passenger and freight Air Systems. The Maximum Air Systems on the Ground (MOG) is defined in the MOD Airfield Location Directory. In general terms, Brize can handle 3 Air systems concurrently that require movement staff assistance to unload/load. In the unlikely event that any Air Systems ETA is 20+ mins earlier than

		its initially planned arrival time, its early arrival is to be authorised by Brize Duty Ops Controller (DOC), through Brize Operations. This request can be via landline or, if the Air Systems is airborne, via ATC to request authorisation whilst en-route. Permission for early arrival will be considered against any increased functional risk associated with an exceeded MOG. If an early arrival cannot be approved, Air Systems may be placed in the BZN Hold or manoeuvred outside controlled airspace, or given approval to land but the associated ground handling may be delayed.
--	--	---

4.5	PASSENGER FACILITIES	
4.5.1	Accommodation:	Limited on base accommodation available for Service personnel and entitled passengers only
4.5.2	Medical Facilities:	Medical Centre for Service personnel only and emergencies.
4.5.3	Remarks:	Nil

4.6	RESCUE AND FIRE FIGHTING SERVICES	
4.6.1	AD Category for Fire Fighting:	ARFF ICAO 8.
4.6.2	Rescue Equipment:	As required for ARFF ICAO 8
4.6.3	Capability for removal of disabled aircraft:	Salvage team available to remove disabled aircraft from runways/taxiways.

4.7	SEASONAL AVAILABILITY - CLEARING	
4.7.1	Type of Clearing equipment:	Airfield Snow Clearance Vehicle (ASCV), ROLBA, Plough Blades, Liquid airfield De-Icer Sprayer Mk2 (LADS), Airfield De-Icer Trailer (ADT), ISOMEX.
4.7.2	Remarks:	Braking action assessment by Mu- Meter. Latest available information from ATC.

4.8	APRONS, TAXIWAYS AND CHECK LOCATIONS DATA				
4.8.1	Apron surfaces:	Apron	Surface	Strength	
		Passenger & Freight Apron	Concrete	LCG II	
		Base Hangar Apron	Concrete Block	LCG IV	
4.8.2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		E (Main length)	24m	Asphalt with Concrete Ends	LCG I
		B, C, D, G (E end) & E (NW corner)	24m	Asphalt with Concrete Ends	LCG II
		A & E	24m	Asphalt with Concrete Ends	LCG III
		G (Main length)	24m	Asphalt	LCG III
4.8.3	Altimeter Check Location and Elevation:	N/A			
4.8.4	VOR Checkpoints: INS Checkpoints:	See AD 2 EGVN - 1 - 16			
4.8.5	Remarks:	Caution Twy B - Due to a 2m high fence opposite bays 73-74, 41.5m from twy centreline (cl) and a 1.2m high fence opposite bay 70 38m from twy cl, acft with a wingspan of 60m/196ft or greater will have reduced wingtip clearance. Caution Twy C - Due to a 5.2m aerial opposite C1 hold, 45m from twy cl, acft with a wingspan of 60m/196ft or greater will have a reduced wingtip clearance. Caution Twy E - Due to a 2m fence north of twy J, 39.5m from twy cl and a 3m high building 41m from twy cl, acft with a wingspan of 60m/196ft or greater will have a reduced wingtip clearance. Acft captains who are not willing to accept the reduced wingtip clearance on the above obstacles are to inform ATC prior to arrival. ATC will not routinely use the above twys for acft with a wingspan of 64m or greater. Captains may only use these at their discretion. Obstacles between 47.5m and 57.5m may be encountered from all twy cl.			

4.9	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEMS MARKINGS	
4.9.1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Bays 1-6 equipped with AGNIS and illuminated stand numbers. All remaining bays indicated by painted number on ground. Solid yellow painted lines indicate bay entry/exit routes. All stops indicated by marshallers.
4.9.2	Runway & taxiway markings & lighting:	Runway: Runway Designation, Threshold, Runway Centreline, Sidestripe, Wingbars, Illuminated Distance-to-go boards every 1,000ft.
		Taxiway: Yellow centreline & shoulder marking, Green centreline lighting.

4.9.3	Stop Bars:	8x Red, 1x Green centre (during CAT II Ops only).
4.9.4	Remarks:	Displaced thresholds on both runways. Rwy 07/25 additional non-standard landing strip marked in white. Taxiway D has some non-standard markings. Caution - Marked vehicular traffic routes between B1 and JADTEU on twys B and G 7 between E2 and abeam the Terminal on twy D. Traffic is not in RT contact with ATC.

4.10	AERODROME OBSTACLES
Please refer to the "Measured Height Survey" data on the MilFLIP website.	

4.11	METEOROLOGICAL INFORMATION	
4.11.1	Associated MET Office:	Brize Norton
4.11.2	Hours of service: MET Office outside hours:	H24 -----
4.11.3	Office responsible for TAF information: Periods of validity:	Brize Norton 24 hours
4.11.4	Type of landing forecast: Interval of issuance:	TREND Hourly
4.11.5	Briefing/consultation provided:	Self-briefing / personal / telephone
4.11.6	Flight documentation: Language(s) used:	Charts / TAFs / METARs Abbreviated plain language text
4.11.7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location
4.11.8	Supplementary equipment available for providing information:	PC Data display - ODS / NIMBUS, MOMIDS
4.11.9	ATS units provided with information:	Little Rissington, Weston on the Green.
4.11.10	Additional information (limitation of services etc):	Brize provides a backup service to RAF Odiham, who is the regional Met Office as required.
4.11.11	Remarks:	Nil.

4.12	RUNWAY PHYSICAL CHARACTERISTICS				
Designations Runway Number	True and MAG Bearing	Dimensions of Runway (m)	Strength (PCN) and Surface of Runway and Stopway	Threshold Co- ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
4.12.1	4.12.2	4.12.3	4.12.4	4.12.5	4.12.6
07	073.48° GEO 074.65° MAG	3050 x 56	PCN 81/F/B/W/T Asphalt	N51 44 45.93 W001 36 14.81	283.9ft TDZE 286.9ft
25	253.52° GEO 254.68° MAG	3050x56	PCN 81/F/B/W/T Asphalt	N51 45 13.95 W001 33 42.38	247.9ft TDZE 265.9ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
4.12.7	4.12.8	4.12.9	4.12.10	4.12.11	4.12.12
07 0 0.36%D	Nil	202 x 150	3250 x 300	-	07: 142 x 120m
25 - 0.36%U	Nil	300 x 150	3250 x 300	-	25: 240 x 120m
4.12.13	Arresting Systems				
Rwy 07 RHAG(B)-----560m 560m-----RHAG(B) Rwy 25					
4.12.14	Remarks	For normal ops, both cables de-rigged minimum 20 mins PNR. The Runway construction between touchdown zones is Marshall Asphalt. The eastern and western ends are Stone Mastic Asphalt.			

4.13	DECLARED DISTANCES				
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
4.13.1	4.13.2	4.13.3	4.13.4	4.13.5	4.13.6
07	3,050	3,252	3,050	3,050	
25	3,050	3,350	3,050	3,050	

4.14	APPROACH AND RUNWAY LIGHTING							
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Length Spacing Colour Intensity	Stopway lighting Length (m) Colour

4.14.1	4.14.2	4.14.3	4.14.4	4.14.5	4.14.6	4.14.7	4.14.8	4.14.9
07	CD5B 2,995ft/913m HI	Green HI Uni 3 Elevated 3 Inset	PAPI 30 Port 322m S/Board 295m (58ft)	---	Red/White HI 30m	White HI Omni, 24.5m	Red Uni HI	---
25	CD5B 2,979ft/908m HI Supplementary barrettes	Green HI Uni 3 Elevated 3 Inset	PAPI 30 Port 303m S/Board 295m (51ft)	900m	Red/White HI 30m	White HI Omni, 24.5m	Red Uni HI	---
4.14.10	Remarks:		Nil.					

4.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	
4.15.1	A Bn/I Bn location, characteristics and hours of operation: I Bn: "BZ" - ••• - - •• H24. Red. Operated iaw RA 3265 (1).
4.15.2	Anemometer location and lighting: 300m SE of ATC. Unlit.
4.15.3	Taxiway edge and centreline lighting: Green centreline lighting on all taxiways.
4.15.4	Secondary power supply: Switch-over time: Yes. Times as required.
4.15.5	Remarks: Apron Floodlighting and Obstruction lighting.

4.16 HELICOPTER LANDING AREA	
4.16.1	Location: JATEU - South of Taxiway G.
4.16.2	Elevation: 274ft.
4.16.3	Lighting: Nil.
4.16.4	Remarks: JATEU trials helicopters only

4.17 ATS AIRSPACE			
Designation and lateral limits		Vertical limits	Airspace Classification
4.17.1		4.17.2	4.17.3
Brize Norton Control Zone. (CTR). N51 45 56 W001 52 02 - N51 50 06 W001 29 25 thence clockwise by the arc of a circle 3,500ft D rad 5.5nm centred on N51 45 13 W001 33 34 to N51 47 37 W001 25 37 - N51 48 34 W001 19 58 - N51 43 49 W001 17 53 - N51 39 51 W001 40 31 - thence clockwise by the arc of a circle rad 5.5nm centred on N51 44 43 W001 36 31 to N51 42 18 W001 44 27 - N51 41 20 W001 50 01 - N51 45 56 W001 52 02		3,500ft SFC	D
Brize Norton ATZ. Circle radius 2.5nm centred on N51 44 59.95 W001 34 58.61.		2,000ft AGL SFC	G
4.17.4	ATS Unit Callsign: Language:	Brize. English.	
4.17.5	Transition Altitude:	The Transition Altitude within airspace underneath the DTY CTA is 6000ft, the Transition Altitude in airspace outside this area is 3000ft	
4.17.6	Remarks:	Nil.	

4.18 ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation Winter Summer		Remarks
4.18.1	4.18.2	4.18.3	4.18.4		4.18.5
LARS	Brize Radar	277.075(ICF) 124.275(ICF)	HO	HO	LARS avail 0900(L)-1700(L) Sun-Mon
APP	Brize Approach	297.800 362.300* 127.250	HO	HO	* NATO Common Frequency. Available on request only
ZONE	Brize Zone	119.000* (ICF)	HO	HO	* Brize Norton Class D CTZ active H24, remain outside unless a positive crossing clearance has been obtained on frequency 119.0 MHz
RAD	Brize Director	264.775 133.750	HO	HO	
SRA/PAR	Brize Talkdown	339.850 123.550	HO	HO	VHF frequency as instructed by Director.
TWR	Brize Tower	379.750 257.800* 123.725	HO	HO	* NATO Common Frequency. Available on request only

GRD	Brize Ground	240.550 121.725	HO	HO	
ATIS	Brize Information	259.000 126.500*	HO	HO	Answerphone Ext 7142 *VHF freq subject to availability
OPS	Brize Ops	268.400 130.075	HO	HO	

4.19 RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	Ident	Frequency	Hours of Operation Winter Summer # and by arrangement		Antenna Site Co-ordinates	Elevation of DME Transmitting antenna	Remarks
4.19.1	4.19.2	4.19.3	4.19.4		4.19.5	4.19.6	4.19.7
TACAN	<i>BZN</i>	Ch 56X 111.900	HO	HO	N51 44 53.51 W001 36 12.61	331ft	Rwy 07: DME BZN reads 0.06d at Thld. Rwy 25: DME BZN reads 1.6d at Thld.
LCTR	<i>BZ</i>	386.000	HO	HO	N51 44 58.08 W001 36 06.20		
UDF/VDF*			HO	HO			Bearings inaccurate beyond 70nm. *Available on all published frequencies.
ILS/DME Rwy 07	<i>I-BZA</i>	108.550 Ch 22Y	HO	HO	N51 44 52.99 W001 36 00.86	288ft	QFU 075° DME reads 0d at Thld. Rwy 07 ILS not suitable for auto- coupled apps to Cat I DH
Glidepath		329.750			N51 44 53.09 W001 36 00.85		GP 3.24° Ref Datum Height 61ft
Localiser		108.550			N51 45 18.18 W001 33 19.39		LOC 075°
ILS/DME Rwy 25	<i>I-BZB</i>	108.550 Ch 22Y	HO	HO	N51 45 07.56 W001 33 55.17	248ft	QFU 225°
Glidepath		329.750			N51 45 07.49 W001 33 55.14		3° ILS Ref Datum Height 51ft
Localiser		108.550			N51 44 39.35 W001 36 50.55		LOC 255°
Remarks:							
1. Rwy 25 ILS: auto-coupled approaches permitted to Cat I DH. Aircrew may experience GP flags when closing the glidepath from the left outside of 9.5nm & 5° left of CL from below the glidepath.							
2. Rwy 07 ILS: not suitable for auto-coupled approaches to Cat I DH. Aircrew may experience ILS Localiser false capture when closing to the ILS CL from the south. Aircrew may experience large fluctuations in glidepath guidance below 400' AGL.							
3. Rwy 25 DME: false ranges may occur between 17nm and 25nm when left of centreline.							
4. All ILS approaches are unmonitored unless requested.							

4.20	LOCAL TRAFFIC REGULATIONS
4.20.1	<p>Airport regulations</p> <p>a. Airfield is PPR through Brize Norton Operations. Use of aerodrome is governed by regulations applicable to Brize Norton CTR.</p> <p>b. All personnel to wear high profile jackets when on manoeuvring area</p>
4.20.2	<p>Ground Movement</p> <p>a. Restricted taxiway access along Taxiways B and G for C5, B747, A340 and AN124 aircraft and other aircraft types with a wingspan of more than 64m; pilots should expect to turn on loops at the end of the runway and 'backtrack' to dispersal.</p> <p>b. All visiting acft must be in receipt of a Brize Ramp Services ground marshal before requesting ground move or start clearance from Brize Ground. Marshalls can be requested on (Ops) 01993 847551 or via either of the Ground/Ops frequencies.</p> <p>c. Taxiing acft may encounter vehicles transiting on the MT routes on twys B, D and G. Traffic is not in RT contact with ATC.</p> <p>d. Due to multiple new lead on/off lines to Bays 76-80, pilots are to exercise caution when transiting Taxiway B and entering/leaving bays 76-80.</p>
4.20.3	<p>CAT II/III Operations</p> <p>Nil</p>
4.20.4	<p>Warnings</p> <p>a. The aerodrome lies within the Oxford AIAA. Oxford Kidlington ATZ overlays north eastern corner of the Brize Norton CTR.</p> <p>b. Light aircraft flying club operates seven days a week (visual circuit height 1,300ft QNH).</p> <p>c. Aerodrome is notified parachute / free-fall drop zone up to 15,000 ft.</p>
4.20.5	<p>Helicopter Operations</p> <p>a. Helicopters operate South of Taxiway G normally not above 800ft QNH.</p> <p>b. Helicopters should normally approach and depart from the Main Runway & hover taxi to dispersal as required.</p>
4.20.6	<p>Use of Runways</p> <p>a. Pilots who require the full length of Rwy 25 should inform ATC as they may need to hold short of the 25 loop to protect the ILS signals.</p> <p>b. Heavy aircraft may only carry out 180° turns on the Rwy in exceptional circumstances.</p> <p>c. Runways have non-standard gradients.</p> <p>d. Caution: wind shear may be experienced on final approach to Rwy 25, or on departure from Rwy 07, due to the buildings north of the intersection of the runway and Taxiway E.</p>
4.20.7	<p>Training</p> <p>a. Limited training available because of noise abatement procedures; restrictions on visual circuits apply.</p> <p>b. Practice diversions 0800(A)-2200(A) Mon-Fri only, except holidays. After 1700(A), only one straight in approach to touch and go/low app will be permitted. For booking of Practice Diversion or Radar Services call Brize ATC, x7785</p>
4.21	NOISE ABATEMENT PROCEDURES
See TAP Charts	

4.22 FLIGHT PROCEDURES		
4.22.1	Procedures for in bound aircraft.	Radar monitoring on final approach will only be provided on request.
4.22.2	Departures.	See TAP Charts
4.22.3	Radio Communication Failure.	See TAP Charts
4.22.4	Missed Approach Procedure.	See TAP Charts
4.22.5	Aerodrome Operating Minima.	See TAP Charts
4.22.6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

4.23 ADDITIONAL INFORMATION	
Nil.	

4.24 CHARTS RELATING TO THIS AERODROME		
Terminal Approach Procedure Charts		En-Route Charts
Special Procedures 1	AD 2 - EGVN	UK(L)1
- 1 - 11		UK(L)2
Special Procedures 2	AD 2 - EGVN	UK(L)4
- 1 - 12		UK(L)SP1
Noise Abatement.....	AD 2 - EGVN	
- 1 - 13		UK(H)2
Aerodrome.....	AD 2 - EGVN - 1 - 14	UK(H)6
Taxi	AD 2 - EGVN - 1 - 15	
Ramp.....	AD 2 - EGVN	EU(L)2
- 1 - 16		EU(L)9
Ramp INS Co-ordinates	AD 2 - EGVN	
- 1 - 17		EU(H)2
Rwy 07 SID.....	AD 2 - EGVN	EU(H)9
- 1 - 18		EU(H)12
Rwy 25 SID.....	AD 2 - EGVN	EU(H)13
- 1 - 19		
STAR	AD 2 - EGVN - 1 - 21	EU(H)SP1
Radar Procedures (1).....	AD 2 - EGVN - 1 - 22	EU(H)SP2
Radar Procedures (2).....	AD 2 - EGVN - 1 - 23	EU(H)SP3
PAR Rwy 07 - 2.5°.....	AD 2 - EGVN - 1 - 24	EU(H)SP1 - OAT
PAR Rwy 07 - 3°.....	AD 2 - EGVN - 1 - 25	
PAR Rwy 07 - 3.2°.....	AD 2 - EGVN - 1 - 26	AT(H)2
SRA Rwy 07 - 2.5°.....	AD 2 - EGVN - 1 - 27	AT(H)3
SRA Rwy 07 - 3°.....	AD 2 - EGVN - 1 - 28	
SRA Rwy 25 - 2.5°.....	AD 2 - EGVN - 1 - 29	
SRA Rwy 25 - 3°.....	AD 2 - EGVN - 1 - 30	
NDB to ILS/DME Rwy 07 (Cat A,B).....	AD 2 - EGVN - 1 - 31	
NDB to ILS/DME Rwy 07 (Cat C,D,E) ..	AD 2 - EGVN - 1 - 32	
NDB to ILS/DME Rwy 25 (Cat A,B).....	AD 2 - EGVN - 1 - 33	
NDB to ILS/DME Rwy 25 (Cat C,D,E)...	AD 2 - EGVN - 1 - 34	
TAC to ILS/DME Rwy 07 (Cat A,B).....	AD 2 - EGVN - 1 - 35	
TAC to ILS/DME Rwy 07 (Cat C,D,E)....	AD 2 - EGVN	
- 1 - 36		
TAC to ILS/DME Rwy 25 (Cat A,B).....	AD 2 - EGVN	
- 1 - 37		
TAC to ILS/DME Rwy 25 (Cat C,D,E)....	AD 2 - EGVN	
- 1 - 38		
NDB/DME Rwy 07 (Cat A,B)	AD 2 - EGVN	
- 1 - 39		
NDB/DME Rwy 07 (Cat C,D,E)	AD 2 - EGVN	
- 1 - 40		
NDB/DME Rwy 25 (Cat A,B)	AD 2 - EGVN	
- 1 - 41		
NDB/DME Rwy 25 (Cat C,D,E)	AD 2 - EGVN	
- 1 - 42		
TAC Rwy 07 (Cat A,B).....	AD 2 - EGVN	
- 1 - 43		
TAC Rwy 07 (Cat C,D,E).....	AD 2 - EGVN	
- 1 - 44		
TAC Rwy 25 (Cat A,B).....	AD 2 - EGVN	
- 1 - 45		
TAC Rwy 25 (Cat C,D,E).....	AD 2 - EGVN	
- 1 - 46		

VISUAL.....	AD 2 - EGVN	
- 1 - 47		
Radar Vector Chart QFE.....	AD 2 - EGVN - 1 - 48	
Radar Vector Chart QNH.....	AD 2 - EGVN - 1 - 49	

Chapter 5: EMERGENCY ORDERS – (AERODROME CRASH PLAN)

5.1 Emergency Orders / Aerodrome Crash Plan - To use the resources of BZN, in conjunction with local Civilian Emergency Services (CES), to respond effectively to an incident on the station or in the immediate local area. This generic plan should be used to respond to any major incidents or major accidents. This may include Air Systems crashes, Polymer Composite Materials, building collapses, major fires, explosions, fuel spills (CONPLAN 2) and RTCs. The BZN Major Incident Plan ([CONPLAN 1](#)), managed by the BZN Contingency Plans, is at [Annex M](#), with key areas holding hard copies. CONPLAN 1 is to be activated for the following scenarios:

- a. Major Accidents or Incidents.
- b. Air System Crash on-Stn or within 5nm.

For fuel spillages Unit Spillage Response Plan ([CONPLAN 2](#)) can be activated via the Duty Ops Spt Controller (DOSC) outside of the MIP.

5.2 Disabled Air System Removal. Orders, contained at [Annex N](#), are raised to cover the requirement to quickly and safely remove an Air System that has caused a temporary closure of a Rwy, twy or Air Systems Servicing Platform (ASP), but falls beneath the criteria of an accident that would be dealt with separately under the Aerodrome Air Systems Crash Plan. If there is any doubt as to the status of an incident, advice should be sought from the Defence Accident Investigation Branch Air (Def AIB Air) or Air Accidents Investigation Branch (AAIB), if a civilian air system is involved

ATCO I/C	
5.2.1	Notify the ARFF Services.
5.2.2	Aircraft identification and type.
5.2.3	Nature of aircraft un-serviceability.
5.2.4	Location of aircraft.
5.2.5	Section of the manoeuvring area affected.
5.2.6	People On Board (POB).
5.2.7	Estimated time of Arrival (ETA) of all aircraft requiring use of the closed runway.
5.2.8	Latest time for affected aircraft to divert.
5.2.9	Ensure that any unserviceable areas of the manoeuvring area are correctly marked, in accordance with MAA standards, to provide for safe aircraft operation of the remaining areas.
Station Operations (Or equivalent)	
5.2.10	Notify ATC of a disabled aircraft if not already aware.
5.2.11	Ensure the appropriate Notice to Airmen (NOTAM) has been raised.
5.2.12	If required carry out RUNWAY BLACK plan.
5.2.13	Notify.
5.2.14	OC Ops Wg / OC Ops Sqn (or equivalent).
5.2.15	Eng Ops (or equivalent).
5.2.16	VASS/Movements (or equivalent).
5.2.17	XX Sqn (if it affects a station based aircraft).
5.2.18	AAIB, for civilian aircraft, to verify that the establishment assessment of the incident falls beneath that warranting an AAIB investigation. AAIB will require aircraft identification and type; nature of aircraft un-serviceability; location of aircraft; section of the manoeuvring area affected and POB.

Station Duty Officer.	
5.2.19	Obtain and record permission from the owner or duly authorized representative of the owner of the aircraft to the movement of the disabled aircraft.
5.2.20	Notify all aircraft operators likely to be affected if "RUNWAY BLACK".
5.2.21	For civilian aircraft, notify the aircraft operating authority and AAIB.
Fire Section	
5.2.22	Respond iaw JSP426, Volume 3, Leaflet 2 and site specific Crash Plan.
Aircraft Owner	
5.2.23	The aircraft owner is defined as the holder of the Certificate of Registration and can be held responsible for the aircraft removal and disposal of fuel and other hazardous materials that have been spilt because of an incident (noting the aerodrome will have instigated the Stn Spill Plan). When advised of a disabled aircraft, the owner should liaise with Station Operations (or equivalent) to discuss its removal.
VASS / Eng Control (Or equivalent)	
5.2.24	Once cleared by Ops, tow the disabled aircraft clear with the appropriate towing arm or 'universal dolly.'
Note: At smaller establishments without ATC/Ops, AO's or their nominated representatives are to make every effort to comply with the above guidance.	

CHAPTER 6: RESCUE & FIRE FIGHTING SERVICE ORDERS

6.0 The following documents form the reference and requirements for the AO:

RA 3261(2): Aerodrome Emergency Services
RA 3263 – Aerodrome Classification
JSP 426. Defence Fire Safety and Fire Risk Management

6.1 Emergency Organization. The Fire and Rescue Service at RAF Brize Norton provides Aerodrome Category ICAO 8 24/365 iaw JSP 426. The AO is to be familiar with RA 3261(2): Aerodrome Emergency Services, RA 3263 – Aerodrome Classification and JSP 426 Defence Fire Safety and Fire Risk Management (specifically [JSP 426 Vol 3, Leaflet 2](#) (Apr 16)). JSP 426 Volume 3 Leaflet 02 provides greater detail on Aerodrome Crash / Rescue Fire Services whilst Acceptable Means of Compliance and Guidance Material are contained within RA 3261(2): Aerodrome Emergency Services and RA 3263 – Aerodrome Classification. Note: RA 3049 – Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations stipulates that all organizations operating MAA-regulated Air Systems **shall** meet the requirements detailed in JSP 426 Volume 3 Leaflet 02.

6.2 AO / DFRMO Relationship. The relationship between the AO and the DFRMO Fire Section is defined within JSP 426, Volume 3, Leaflet 02 and the Joint Business Agreement/Internal Business Agreement between DFRMO and the TLBs. The link to the DFRMO Customer Service agreement (internal business agreement) is here: [DFRMO Air Customer Supplier Agreement](#). The Fire Section is a service delivery component of DFRMO which is operated under the direction of DFRMO and provides a DH-Facing service to the AO. The HQ DFRMO ASMP Master Policy Document is here: [CFOI-PPR-015 PPR ASMP](#).

6.3 Aerodrome Rescue and Fire Fighting Services Orders. In addition to ARFF Operational Guidance Documents, FRS Generic Risk Assessments, DFRMO Chief Fire Officers Instructions, detailed Tactical Information Plans covering site specific operational requirements are to be produced, by the Station Fire Officer, in accordance with DFRMO direction. These together with Fire Section Orders are contained at [Annex O](#).

6.4 Aerodrome Rescue and Fire Fighting Training Orders. ARFF Training area risk assessments and orders are contained at [Annex P](#).

6.5 Task Resource Analysis (TRA). ARFF minimum staffing levels are to be calculated by the completion of the TRA process defined within JSP 426 Volume 3 Leaflet 2. The Aerodrome Operator (AO) endorsed TRA complete with all required assessments is contained at [Annex PA](#)

6.6 ARFF Assessment Requirements. To ensure that ARFF Services are operationally prepared for the provision of service, they are required as defined within JSP 426 Volume 3 Leaflet 2 to carry out the following assessments: Response Area Assessment, 1000Mtr Assessment and Water Assessment. These assessments are contained at [Annex PB](#)

6.7 Reduction in ARFF Category Provision. Circumstances may require that flying is conducted to/from aerodromes with reduced levels of ARFF services. HoE/ADHs may approve such activity following a risk assessment informed by advice from the Defence F&R ARFF provider. JSP 426 Volume 3 Leaflet 2 Appendix 2 to Annex A contains this risk assessment form. RAF Brize Norton uses this assessment tool to calculate residual risk concerning the reduction in ARFF Category due to loss of vehicle or personnel. Refer to Fire Service Order Part 3, Order no 22 at Annex O here: [Crash Vehicle States and Reduction in Crash Category](#) The link to the

assessment tool is here : [Reduction in Aerodrome Category RA](#) Reduction in Aerodrome Category RA

Contextual Information - ARFF Task Resource Analysis

6.8 As defined within JSP 426 Volume 3 Leaflet 2 RAF Brize Norton will undergo a Task Resource Analysis (TRA) at intervals defined by the Hd Defence Fire Services, the TLB or the BZN AO, to assess the aerodrome ARFF response capability and to determine the minimum requirement of rescue and firefighting equipment, personnel and supervisory grades. Details will be published in this chapter when completed.

6.9 The initial TRA was conducted by a HQ DFRMO TRA Team on 5 Jul 17. To date, no report has been issued to publish the outcome of that TRA.

Additional Contextual Information - ARFF Assessment Requirements para 6.6

6.10 Response Area Assessment. The operational objective of the ARFF service is to achieve response times of two minutes and not exceeding three minutes to any point of each operational runway, as well as to any other part of the operating area (response area), in optimum surface and visibility⁹.

6.11 Response time is the time between the initial call to the ARFF service, and the time when the first responding vehicle(s) is (are) in position to apply foam at a rate of at least 50 per cent of the discharge rate required as defined within Table of JSP 426 Volume 3 Leaflet 2.

6.12 1000Mtr Assessment. As defined within JSP 426 Volume 3 Leaflet 2 assessment of the approach and departure areas within 1000m of the runway threshold¹⁰ should be carried out to determine the options available for rescue. In considering the need for any specialist rescue and access routes, the environment of the risk area, in particular the topography and composition of the surface should be considered.

6.13 Emergency access roads should be provided on an aerodrome where terrain conditions permit their construction to facilitate achieving minimum response times. Particular attention should be given to the provision of ready access to approach areas up to 1000 m from the threshold, or at least within the aerodrome boundary. Where a fence is provided, the need for convenient access to outside areas should be considered.

6.14 Where an aerodrome is located close to uneven ground or difficult terrain, and where a significant portion of approach or departure manoeuvres take place over these areas, the ARFF service will be expected to respond to incidents in these areas and should be appropriately resourced with specialist rescue/firefighting equipment and training.

6.15 Water Assessment. Additional water supplies shall be provided. The objective of providing additional water supplies at adequate pressure and flow is to ensure rapid replenishment of ARFF vehicles. This supports the principle of continuous application of extinguishing media to maintain survivable conditions at the scene of an aircraft incident for far longer than that provided for by the minimum amounts of water defined in JSP 426

⁹Optimum visibility and surface conditions are defined as daytime, good visibility, no precipitation with normal response route free of surface contamination e.g. water, ice or snow and aircraft movement restrictions.

¹⁰ If required for rotary wing aircraft all undershoot/overshoot areas for the operating areas.

Volume 3 Leaflet 2 Table 1. Additional water to replenish vehicles may be required in as little as five minutes after arrival at an incident.

6.16 RAF Brize Norton Fire Service - Air Safety Key Personnel. The Fire Service has key positions holding ASIMS accounts. These are allocated to OC Fire, S Fire O, Admin SNCO and all SNCO Crew Cdrs. The position of LEMSCo sits with the SNCO administration post, JPAN 1014590. The deputy LEMSCO, a JNCO, sits with JPAN 1014779. ¹¹

6.17 Air Safety Training. Air Safety process training is delivered to all Fire Service personnel as defined, and in compliance with, the RAF Air Safety Policy. Additionally, all personnel receive a standardised DASOR / INFORM presentation every 3 months as part of the TG8 Fftr Maintenance of Competence Training System. All training is recorded on the Section database and in individual's Personal Development Record.

¹¹ The suggestion within the DFRMO ASMP that the S Fire O should hold the LEMSCo position is in direct conflict with the fundamental principles that the S Fire O is the Line Manger the LEMSCo reports to.

CHAPTER 7: AIR TRAFFIC SERVICES AND LOCAL PROCEDURES

7.0 **Air Traffic Control Orders.** ATC Operational Management Orders are produced to cover all ATC procedures involved in the safe and expeditious flow of ATC. The orders take into account any direction and guidance contained with the MMATM, MADS and in accordance with [ATM 3000](#) (RAs) to ensure compliance and are contained at [Annex Q](#).

CHAPTER 8: AERODROME ADMINISTRATION & OPERATING PROCEDURES

8.1 Aerodrome Reporting

Aerodrome Reporting	
8.1.1	Purpose. The AO is responsible for the ownership of the aerodrome data and ensures all data provided is correct at all times.
8.1.2	Responsibilities. Orders for the reporting procedures to advise the relevant agency of any permanent changes to aerodrome information are contained at Annex R . Management of these duties, can be delegated at larger units. Responsibility for these actions will always remain with the AO. Further guidance on Aerodrome Information and notification is contained in UK AIP/Mil AIP.
8.1.3	Legislation, Standards and Technical References. Information relating to the aerodrome serviceability or hazards to air navigation is routinely updated through the Aeronautical Information Publications (AIP) and NOTAM
8.1.4	Reporting Procedures. Any situation that may have an immediate effect on the safety of Air System operations is to be reported as soon as possible. In the first instance to ATC via MRE radio (Brize Tower on channel 2) or telephone Ext 3333
8.1.5	NOTAM¹². The AO ensures that all NOTAM action is recorded for possible 1 st / 2 nd and 3 rd line audit. Requests for NOTAMs at RAF Brize Norton are made via Air Traffic Control. NOTAMs will be originated in the standard NOTAM format for any of the following circumstances.
8.1.5.1	A change in the serviceability of the manoeuvring area.
8.1.5.2	A change in the operational information contained in this manual and published in the Mil AIP.
8.1.5.3	Aerodrome works effecting the manoeuvring area or penetrating the Obstacle Limitation Surfaces.
8.1.5.4	New obstacles which affect the safety of Air System operations.
8.1.5.5	Bird or animal hazards on or near RAF Brize Norton.
8.1.5.6	A change in the availability of aerodrome visual aids, i.e. markers and markings, runway lighting, etc.
8.1.5.7	Any change in aerodrome facilities published in AIP.

8.2 Aerodrome Serviceability Inspections. Orders, contained at [Annex S](#), for the inspection of the Aerodromes are conducted iaw [RA 3264 – Aerodrome Inspections](#). These include:

Aerodrome Serviceability Inspections. Orders	
8.2.1	Aerodrome Inspections are to be carried out by SQEP from ATC who are to carry out a comprehensive inspection of the movement area.
8.2.1.1	Early morning depending on light levels.
8.2.1.2	Before night flying
8.2.1.3	As 8.2.1.2.
8.2.1.4	Check the serviceability of all AGL and aerodrome traffic lights.

¹² NOTAM information must be provided by fax or email. Where urgent advice can be given by telephone, it must be confirmed by fax or email as soon as possible. Reporting Officers raising a NOTAM must subsequently check the issued NOTAM for accuracy.

	8.2.1.5	Controllers are to vacate the vehicle at random intervals and conduct a close visual inspection of an area of the runway.
8.2.2	All inspections are to be logged in the ATC logbook, including any issues raised.	
8.2.3	Any issues are to be reported to the Airfield Works Manager (AWM). Any sweeping requests are to be logged and ASMT informed.	
	Any work requests are to be put through the AWM and a record of the request and subsequent action maintained.	

8.3. Aerodrome Technical Inspections. Orders for the technical inspection of the Aerodrome are produced and conducted in accordance with aerodrome regulations. In addition to the inspections contained at [Annex T](#); a minimum routine maintenance is carried out on all surfaces and equipment as follows:

Aerodrome Technical Inspections. Orders		
8.3.1	Routine inspections of the technical equipment (transmitters, receivers, ILS etc) with precision navigation aids being calibrated by a flight check aircraft accordance with AP 600-Royal Air Force Information CIS policy and relevant SPS.	
8.3.2	Runway Surfaces - Daily by ATC and inspected monthly on a rolling programme by Amey. Taxiway Surfaces - Daily by ATC and inspected monthly on a rolling programme by Amey. Runway Lights - Daily by ATC and inspected monthly if MRL is below the required level or 6 monthly if the MRL is above the required level on a rolling programme by Amey. Taxiway Lights - Daily by ATC and inspected monthly if MRL is below the required level or 6 monthly if the MRL is above the required level on a rolling programme by Amey. Obstruction lights- Daily by ATC and inspected yearly. or as required by Amey. PAPIs – Daily by ATC and inspected daily, 2 monthly, 3 monthly of Yearly as required by Amey. Aerodrome traffic lights- Daily by ATC and inspected 3 monthly for tungsten lamps or 4 yearly for LED's by Amey.	
8.3.3	All earthing points are checked 11 monthly or yearly by Amey depending on the use of the earth points.	
8.3.4	Manoeuvring Areas and drainage are inspected, maintained and repaired in accordance with DIO guidance by Amey. See also 8.3.2 above.	
8.3.5	All aerodrome signs are inspected daily by ATC and weekly by a CA as well as periodically by the Airfield Works Manager.	
8.3.6	The AGL "B" Centres and "A" Centre (ATC) are backed by Standby Power Systems. These are checked fortnightly, Monthly, 6 Monthly, Yearly or as required by manufacturers recommendation. The switchover test is carried out on the first Sunday of each month. Stand-by Generators are inspected 1 monthly, 6 monthly, 1 yearly or 8 yearly	
8.3.7	All ARFF vehicles and equipment are inspected daily and tested in accordance with manufacturer's instructions and MOD policy.	
8.3.8	The Crash Ambulance and associated equipment is inspected daily and tested in accordance with manufacturer's instructions and MOD policy.	
8.3.9	The Bird Control Unit (BCU) equipment and vehicle is inspected daily with vehicle maintenance carried out in accordance with manufacturer's recommendations.	
8.3.10	Traffic lights, CCTV and road barriers for the control of airside vehicle control measures are inspected daily by ATC. All faults should be reported to the CA Helpdesk in the first instance.	

8.3.11	Annual review of Aerodrome Driving orders is carried out by Airfield Assurance.
--------	---

8.4 **Protection of Radar and Navigation Aids.** Orders, contained at [Annex U](#), for the supervision of access/entry to any of the aerodrome navigation aids or their immediate vicinity are produced as part of the GRSF maintenance plan.

8.5 **Surveillance Equipment Maintenance & Monitoring.** Orders, contained at [Annex V](#), for the maintenance and monitoring of surveillance equipment are produced in accordance with extant Support Policy Statements (SPS) and the AP 600.

8.6 **Navigation Equipment Maintenance & Monitoring.** Orders, contained at [Annex W](#), for the equipment maintenance and monitoring of all aerodrome navigation equipment are produced in accordance with extant policy regulations and the AP600 to ensure navigation and approach aid equipment (TACAN/ILS/etc.) have a continuously monitored fault and check procedure.

8.7. **Aerodrome Works Safety.** Orders, contained at [Annex X](#), for the control and supervision of work in progress on the aerodrome are produced. These include (but are not limited to) use of the following:

Aerodrome Works Safety – Orders	
8.7.1	Work in Progress (WIP) Records WIP records are maintained in accordance with RA3266 - Aerodrome Maintenance . A plan of the aerodrome is displayed in both ATC and Operations for the marking of all obstacles, the nature of the obstruction, its marking and all work in progress.
8.7.2	WIP Log. A WIP Log is established in accordance with RA3266 - Aerodrome Maintenance . In addition to an aerodrome plan, the WIP Log is to be maintained in the control tower.
8.7.3	WIP Briefings. Supervisors of any working parties are to be fully briefed on their responsibilities. The ATCO IC is responsible for ensuring that the supervisor of the working party is properly briefed. The briefing is to include (but not limited to) the following details:
	8.7.3.1 Limits of the work area.
	8.7.3.2 Direction of Air System movements.
	8.7.3.3 Route to be taken by works vehicles.
	8.7.3.4 Parking area for works vehicles and equipment.
	8.7.3.5 Control to be exercised over works vehicles and workers.
	8.7.3.6 Signals to be employed.
	8.7.3.7 FOD prevention.
8.7.4	Control Measures. When work is to be carried out on the aerodrome and it is not possible to stop flying, special control rules are to be enforced to safeguard the working party. Orders for these control measures are to be produced. All aerodrome work is to be clearly marked using approved high visibility markers and lit during hours of darkness.
8.7.5	Grass Cutting. A grass cutting plan is established and maintained in accordance with the aerodrome policy.

8.8. **Control of Entry and Access.** Control orders, contained at [Annex Y](#), for the access to the base aerodrome and its associated manoeuvring area are produced. Force Protection responsibilities are addressed separately at Chapter 10.

8.9. **Aerodrome Users. Vehicle and Pedestrian Control.** Orders, contained at [Annex Z](#), for the control of vehicular and pedestrian traffic on the aerodrome are written iaw [RA 3262 – Aerodrome Access](#)

Aerodrome Users. Vehicle and Pedestrian Control		
8.9.1	Air System Manoeuvring Area.	
8.9.2	Apron.	
8.9.3	Aerodrome Driving Permit (ADP).	
8.9.4	Aerodrome Driving Briefs.	
8.9.5	Access Routes.	
8.9.6	Orders for Airside Vehicle Control.	LINK.
8.9.7	Additional Orders for Drivers on Aprons (ASPs).	
8.9.8	Additional Orders for the Control of Airside Vehicles at Night.	
8.9.9	Orders for Pedestrians.	N/A
8.9.10	Orders for Pedal Cyclists.	N/A
8.9.11	Orders for riders / dog walkers / runners / etc.	N/A
8.9.12	Signals for the Control of Vehicles and Pedestrians.	N/A
8.9.13	Speed Limits.	N/A

8.10. Aerodrome Wildlife Management (Birds). RAF Brize Norton is subject to contracted BCU provision. Comprehensive orders on bird management are produced and contained at [Annex AA](#). High bird activity is broadcast on both DATIS and by controllers and is also published via NOTAM

Aerodrome Wildlife (Bird) Management	
8.10.1	Assess and effectively minimise the local bird hazard to Air Systems through a coordinated bird control effort on the Station.
8.10.2	Record and collate recorded information on bird concentrations and movement patterns both on the aerodrome and within its safeguarded zone.
8.10.3	Liaise with Station executives, DIO Property Management representatives, local authorities and landowners and tenant farmers whose land abuts the aerodrome, concerning such matters as the identification and dispersal of local bird concentrations, and the elimination of bird food sources and other topographical features which might attract birds to the aerodrome vicinity.
8.10.4	Coordinate the use of bird dispersal equipment and materials, and ensure that their use is properly controlled in accordance with current regulations.
8.10.5	Ensure that all bird control equipment is properly serviced in accordance with current servicing schedules and that any un-serviceability is rectified promptly.
8.10.6	Ensure that all bird control personnel are correctly trained in the use of bird dispersal equipment and its safe handling.
8.10.7	Ensure that bird hazard warnings are issued in accordance with the procedures published in FLIPs.
8.10.8	At Station Safety Management Committee ensure the AO has the latest BCU report that covers any general concerns or bird related issues.
8.10.9	Ensure all Wildlife Strikes are reported on a DASOR.
8.10.10	Seek specialist advice whenever necessary from SO2 ATM Infra or DEFRA.
8.10.11	Supervise the maintenance of the bird control log.

Note: For details concerning RAF Aerodrome BCU policy see Battlespace Management (BM) Force Orders.

8.11. **Animal Management** – RAF Brize Norton is subject to contracted Airfield Wildlife provision. Comprehensive orders on wildlife management are produced and contained at [Annex BB](#).

Aerodrome Wildlife (Animal) Management	
8.11.1	Consider prevention, any regulation, crop management, grass management, etc.
8.11.2	List responsibilities, who manages the wildlife management procedures, who is in charge of the tasks, etc.
8.11.3	Provide instructions on how to perform the tasks.
8.11.4	Particulars of the procedures to deal with the danger posed to Air System operations by the presence of birds or mammals in the aerodrome flight pattern or movement area, including the following.
	8.8.4.1 Arrangements for assessing wildlife hazards.
	8.8.4.2 Arrangements for implementing wildlife control programmes.

8.12. **Handling of Hazardous Materials (Spillage Plan).** Orders for the handling of hazardous materials are contained at [Annex CC](#).

8.13 **Air System Parking** Orders for the co-ordinated parking of air systems are contained at [Annex DD](#).

8.14 **Low Visibility Operations (LVO).** Orders for LVOs iaw [RA 3274 – Low Visibility Procedures \(LVP\)](#) are contained at [Annex EE](#).

Low Visibility Operations (LVO)	
8.14.1	Authority, restrictions, etc.
8.14.2	List responsibilities, who authorises/cancels LVO.
8.14.3	Provide instructions on how to perform LVO (checklists).
8.14.4	Particulars of procedures to be introduced for low-visibility operations, including the measurement and reporting of runway visual range as and when required. ATC COB Orders

8.15 **General Conditions (Terms and Conditions).** Use of MOD Aerodromes by civil air systems shall be in accordance with [Use of Military Airfields by British and Foreign Civil Air System](#). Requests to use RAF Brize Norton should be addressed to Station Operations on 01993 896500. Orders governing use by civil Air Systems are produced [Annex FF](#).

General Conditions (Terms and Conditions) for Civilian Operators	
8.15.1	The Terms and Conditions may be varied at any time by the Aerodrome Operator to reflect any changes, amendments or additions to working practices at the specific aerodrome. Factors may include some or all of the following.
	8.15.1.1 Winter Operations.
	8.15.1.2 Operational Support.
	8.15.1.3 Passenger Handling.
	8.15.1.4 Animal Handling.
	8.15.1.5 Refuelling Services.
	8.15.1.6 Catering.
	8.15.1.7 Air System Maintenance.
	8.15.1.8 Security.
	8.15.1.9 Flight Safety.

	8.15.1.10	Air System Handling.
	8.15.1.11	Airworthiness.
8.15.2	The AO will use all reasonable endeavors to advise Civilian Users of any changes to the Terms and Conditions, it will be for the Civilian Users to ensure that they are aware of extant Terms and Conditions. The AO shall not be liable for any loss or damage (whether direct or indirect) arising out of any change in the Terms and Conditions.	
8.15.3	All Civilian Users are to operate in accordance with extant DfT NASP and wider ATSy protocols.	
8.15.4	Brize Norton is a 24-hour Unit	
8.15.5	Declared ICAO Crash Category of the Aerodrome.	
8.15.6	Confirmation if Charter [Airline] operations are permitted to operate from the aerodrome	
8.15.7	Confirmation if Scheduled Air System operations are permitted to operate from the aerodrome.	
8.15.8	Border Force are available 24 hours a day, 7 days a week.	
8.15.9	Declaration that in the event of a Local or National Emergency whether declared or not the aerodrome may be closed to civilian operators. A non-exhaustive list of potential circumstances includes.	
	8.15.9.1	Loss of appropriate Fire or Crash cover, including Manpower issues or Vehicle unserviceability's.
	8.15.9.2	Repatriation of troops.
	8.15.9.3	Loss of power to all, or parts, of the aerodrome, including Aerodrome/Rwy lighting.
	8.15.9.4	Interruptions in communications both within the aerodrome and with external agencies.
	8.15.9.5	Unforeseen natural disaster (Flooding, etc.).
	8.15.9.6	Unforeseen national epidemics (swine flu/bird flu).
Note: In the event of such closure all access to the aerodrome for any reason whatsoever may be restricted and no liability is accepted for any loss or damage (whether direct or indirect) arising.		

8.16 Breach of Terms and Conditions. Orders covering the eventuality of a breach of terms and conditions are contained at [Annex GG](#). Any breach of Terms and Conditions could constitute grounds for the privilege of operating at the aerodrome being withdrawn temporarily or permanently.

8.17 Safeguarding Requirements. Waivers and Exemptions. The procedures involved in safeguarding the operational environment of military aerodromes are explained in greater detail in Chapter 16 of the [Manual of Aerodrome Design and Safeguarding \(MADS\)](#). All Safeguarding activities are conducted in accordance with extant regulations and any waivers or exemptions issued by the MAA. These are promulgated in [Annex G](#).

8.18 Standards Checks / SQEP (Qualified personnel). All personnel involved in activities on or around the aerodrome, are suitably trained, standardized and assured (SQEP)¹³. The below list is not exhaustive and will expand or contract dependent upon what the AO wishes to maintain assurance of.

¹³ The assurance processes detailed in the DAAF should be related to a role and not related to specific individuals i.e. the assurance process for ATC staff is carried out through complying with BM STANEVAL (ATM) orders.

Standards Checks / SQEP (Qualified personnel)	
8.18.1	ATC Staff (including Controllers, FOM & FOA personnel).
8.18.2	Operations Staff (including Ops Controllers, FOM & FOA personnel.)
8.18.3	Squadron TG9 personnel.
8.18.4	Aircrew.
8.18.5	Air system Engineers.
8.18.6	Armourers.
8.18.7	Ground Radio Engineers.
8.18.8	GEF Personnel.
8.18.9	Firefighters.
8.18.10	Medics.
8.18.11	MT & ASMT personnel.
8.18.12	Aerodrome Electricians.
8.18.13	Bird Control Unit personnel.
Note. This list is not exhaustive and it may expand or contract dependent upon what personnel the AO wishes to maintain assurance of.	

8.19 **Safety Management System.** A functioning Safety Management System is in place with an Air Safety Management Plan [ASMP](#)

8.20 **Thunderstorm & Strong Wind Procedures.** Orders, contained at [Annex HH](#) have been produced to cover Air System operations during thunderstorm (lightning risk) warning periods and periods of forecast strong winds.

Thunderstorm & Strong Wind Procedures	
8.20.1	Strong wind and gale procedures.
8.20.2	Use of vehicles to protect /shield ac vulnerable to strong winds.
8.20.3	Pax loading/unloading limits in strong winds.
8.20.4	Lightning Risk Orders.

8.21 **Electrical Ground Power Procedures.** Orders contained at [Annex II](#), deal with priorities for using Ground Power. Personnel are trained by Sqn Training Cell on how to operate safely.

Electrical Ground Power Procedures	
8.21.1	Use of fixed electrical ground power.
8.21.2	Use of mobile ground power units.
8.21.3	Use of auxiliary Power units (APU's).
8.21.4	Use of 28 Volt conversion units.

8.22 **Aviation Fuel Management Procedures.** Orders, contained at [Annex JJ](#), for aviation fuel management including policy guidance are to be produced. The following areas should be covered as a minimum:

Aviation Fuel Management Procedures	
8.22.1	Management of Bulk Fuel installations.
8.22.2	Fuel storage, quality and delivery.
8.22.3	Safety procedures.

8.22.4	Fuelling zone procedures.
8.22.5	Bonding and grounding of ac and fuelling equipment.
8.22.6	Fuelling with passengers on board.
8.22.7	Fuelling with engines running.
8.22.8	Fuelling and de-fuelling in hangers.
8.22.9	Fuel spillage procedures.

8.23 **Jettison Area.** Brize doesn't have a designated Jettison area as such. However Orders for jettisoning of refuelling Hose and JADTEU underslung load jettison are found here [Annex KK](#).

8.24 **Compass Swing Area.** Orders for the use of and access to the compass swing area are contained at [Annex LL](#)

8.25 **Explosive Ordnance Disposal area.** There is no dedicated explosives ordinance disposal Area.

8.26 **FOD Prevention, Training and Awareness.** Orders, following the guidance and instructions contained within [RA 1400](#) with regards to FOD prevention, training and awareness are contained at [Annex NN](#),

8.27 **Dangerous Goods (DG) Procedures. Loading / Unloading.** Orders, contained at [Annex OO](#), are produced for the control and management of DG in accordance with extant regulations.

8.28 **Hydrazine (H70) Leak.** The guidance for H70 response operations is produced to cover the eventuality of potential Hydrazine (H70) leaks from visiting ac. Refer to Fire Service Generic Guidance for H70 at [Annex O](#) and [Generic Guidance H70](#)

8.29 **Air System Arresting Mechanisms.** (Rotary Hydraulic Arrestor Gear (RHAG) / Portable Hydraulic Arrestor Gear (PHAG) / Barriers) etc. Orders for the maintenance and monitoring of air system Arresting Mechanisms are produced in accordance with extant Support Policy Statements (SPS) and [AP 600](#) and contained at [Annex QQ](#),

CHAPTER 9: SNOW & ICE OPERATIONS

9.1 **Snow and Ice Operations.** Orders for snow and ice operations at RAF Brize Norton, known locally as Operation BLACKTOP, are exercised and reviewed annually iaw [RA 3278 – Snow and Ice Operations](#). These are contained at [Annex RR](#),

CHAPTER 10: FORCE PROTECTION RESPONSIBILITIES

10.1 Force Protection Responsibilities. Due to the nature of the task and security classification of these orders they are not included in this document. Force Protection (FP) Orders contained at [Annex SS](#) has been included as a placeholder in accordance with the DAM template. Further details from RAF Police.

10.2 National / Multinational Security Responsibilities. RAF Brize Norton does not currently host any national or multinational forces.