Defence Safety Authority

RAF Coningsby

Defence Aerodrome Manual (DAM)

Version 1.1 Dated 3 Mar 25

Military Aviation Authority

Military Aviation Authority

MAA

FOREWORD

1. This document is a re-issue of the RAF Coningsby Defence Aerodrome Manual (DAM) formatted in line with the MAA DAM Template Issue 10. It describes the airfield at RAF Coningsby and includes the management, physical characteristics, services available and operating procedures. The Manual is written to inform both military and commercial aircrew and to provide a definitive reference guide for personnel operating on the aerodrome. The DAM is issued in conjunction with Typhoon Air Wing (TyAW) DDH Orders and Air Safety Management Plan (ASMP) and can be considered equivalent to the CAA CAP 168 Aerodrome Manual. The terms aerodrome and airfield are used interchangeably with aerodrome used in the titles in recognition of CAP 168 nomenclature.

2. The DAM supports and must be read in conjunction with the following:

RA 1010	Head of Establishment – Aviation Responsibilities and Aviation Duty Holder / Accountable Manager (Military Flying) Establishment Responsibilities.
►◄	►◄
RA 1026	Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities including Aerodrome and Helicopter Landing Site Assurance Requirements
RA 1030	Defence Aeronautical Information Management
RA 1032	Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying) – Facing Organizations – Roles and Responsibilities
RA 1200	Air Safety Management
RA 1205(4)	Responsibilities of Organizations Supporting an Aircraft Safety Case
RA 1400	Flight Safety
RA 1410	Occurrence Reporting and Management
RA 1430	Aircraft Post Crash Management and Significant Occurrence Management
►◄	►◄
RA 3000 Series	Air Traffic Management Regulations (ATM)
DSA02 DFSR	Defence Aerodrome Rescue and Fire Fighting Regulation (ARFF)
JSP 360	Use of Military Aerodromes by Civil Aircraft

AP 600	Royal Air Force Information and CIS Policy[1]
Manual of Air Safety (MAS)	
Manual of Aircraft Post-Crash Management (MAPCM)	
Manual of Military Air Traffic Management (MMATM)	

3. The Manual contains detailed information regarding the runway and instrument approaches and informs updates to No1 Aeronautical Information Documents Unit (AIDU) and Navtech documents for the most up to date information. The document also provides links to detailed orders such as the TyAW DDH Orders and the RAF Coningsby Post Crash Management Plan.

4. The Master copy of the RAF Coningsby DAM is held by RAF Coningsby Station Operations (Stn Ops) and is available on the RAF Coningsby SharePoint site and the RAF Coningsby website. If non-military users cannot access electronic links on this document, they should contact RAF Coningsby Stn Ops (01526 347716). Amendments to the Manual will be made on a regular basis and the latest version published online.

This document will be reviewed annually iaw the Aerodrome Operators Assurance Framework or following any interim amendments. Notification of errors within this document or its annexes should be communicated to Stn Ops on 01526 347716 or by email to CON-GMBAirOps@mod.gov.uk. Any amendment requests should be requested through submission of an RAF Coningsby DAM Change Request Form and sent to CON-GMBAirOps@mod.gov.uk for consideration.

Officer Commanding Operations Support Wing
Aerodrome Operator (AO)
RAF Coningsby
3 Mar 25

[1] The policies and regulations published as Chapters in this AP are mandatory for personnel at all Air Command Stations. 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.

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12	20 Sep 23	20 Sep 23	Flt Lt A Shenton	
13	2 Feb 24	2 Feb 24	Flt Lt T Moore	
14	23 Feb 24	15 Apr 24	Flt Lt T Moore	
15	9 Apr 24	15 Apr 24	Flt Lt J Hodgon	
16	3 Mar 25	5 Mar 25	Flt Lt J Hodgon	

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Annex A	Aerodrome Operator Letter of Delegation
Annex B	Safety Meeting Structure
Annex C	Aerodrome Key Stakeholders
Annex D	Aerodrome Operators Hazard Log
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Annex F	Aerodrome Alternative Acceptable Means of Compliance (AAMC), Waivers and Exemptions
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Annex K	Manoeuvring Area Safety and Control Orders
Annex L	Emergency Orders / Aerodrome Crash Plan
Annex M	Aerodrome Rescue and Fire Fighting Services and Training Orders
Annex N	Disabled Aircraft Removal
Annex O	Air Traffic Control Orders

Annex P	Aerodrome Data Reporting Procedures
Annex Q	Aerodrome Serviceability Inspections
Annex R	Aerodrome Technical Inspections
Annex S	Radar, Radio, and Navigation Aid Maintenance, Monitoring and Protection
Annex T	Aerodrome Works Safety
Annex U	Aerodrome Users - Vehicle and Pedestrian Control
Annex V	FOD Prevention - Training and Awareness
Annex W	Aerodrome Wildlife Management
Annex X	Low Visibility Operations
Annex Y	Snow and Ice Operations
Annex Z	Thunderstorm and Strong Wind Procedures
Annex AA	Civil Aircraft Aerodrome Usage - Terms and Conditions
Annex BB	Electrical Ground Power Procedures
Annex CC	Aviation Fuel Management Procedures
Annex DD	Hazardous Materials - Spillage Plan
Annex EE	Jettison Area
Annex FF	Compass Swing Area
Annex GG	Explosive Ordnance Disposal Area
Annex HH	Dangerous Goods (DG) Procedures
Annex II	Hydrazine (H70) Leak
Annex JJ	RPAS Orders
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Annex LL	Embargo Procedures
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Annex NN	Areas of Poor VHF Reception
Annex OO	Typhoon Flare Operations

Expand as required for additional Annexes

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

1.1 **Name and Work Address of Aerodrome Operator:**

Officer Commanding Operations Support Wing

RAF Coningsby

Lincoln

Lincolnshire

LN4 4SY

Tel Mil: 95721 + Ext 7716

Tel Civ: 01526 34+ Ext 7716

Email: CON-GMBAirOps@mod.gov.uk

1.2 **Aerodrome Operators Authority and Letter of Delegation**. The AO is appointed by the HoE to be responsible for actively managing an environment that accommodates the safe operation of Aircraft iaw RA 1026[2]. A signed copy of the AO Letter of Delegation is to be contained in the DAM at Annex A

1.3 **Safety Meeting Structure**. An organisational aviation Safety meeting flow diagram is to be produced and captured at Annex B. The diagram may include the lowest level meetings (weekly / monthly) and flow up to the highest Unit level (monthly, bi-monthly, six monthly etc). Each meeting may include a standing agenda and an attendance list. Minutes or notes of action, dependant on the meeting size and level, may be recorded for audit purposes. Where mixed Civ-Mil installations exist, evidence must be provided that a means for consultation exists to foster coordination and Safety responsibilities.

1.4 **Aerodrome Key Stakeholders**. A pictorial representation of the structure that identifies / outlines the Key Stakeholders who have responsibility for, or directly support Aerodrome operations, is to be produced and captured at Annex C. It may include their post role and work contact number, identify Aviation DH, Accountable Manager (Military Flying) (AM(MF)) and DH-Facing Organizations and any additional Safety organisations that operate from within the site. Where mixed Civ-Mil installations exist, a consultation structure is to be established to foster coordination and to determine limits of responsibilities.

1.5 **Aerodrome Operators Hazard Log (AOHL)**. An AOHL clearly indicates the active Aerodrome operating Hazards and is to be produced and captured at Annex D. Hazards that affect the safe conduct of flight or Aircraft operations on the ground need to be presented in a standard AOHL format. To ensure that published AOHLs remain standard across Defence, the first 5 columns of the log below are to remain standard and will be the only columns published in the DAM. Additional columns may be added for internal use, to assist Safety Managers and when appropriate, for HoE, Front Line Command, Delivery DH, AM(MF) and Operating DH review but are not required to be seen by Aerodrome users. The following log format is to be employed:

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[2] Refer to RA 1026 – Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities.

Aerodrome Operators Hazard Log				
Nature of Hazard.	Position of Hazard.	Permanence of Hazard. Temporary / Permanent?	How is the Hazard affected by season / light or time?	What mitigation has been employed, if any, to reduce its impact?

1.6 **Formal Aerodrome Related Agreements**. The DAM is to contain copies of all formal Aerodrome related agreements in tabular form, showing dates of implementation and review and a link to the documents. Unless otherwise stated, the agreements are to be reviewed at least annually. These agreements are to be captured at Annex E.

1.7 **Aerodrome Alternative Acceptable Means of Compliance (AAMC), Waivers and Exemptions**. Copies of all Aerodrome related AAMC, Waivers and Exemptions are to be included in the DAM and captured at Annex F.

1.8 **Aerodrome Location and Control of Entry and Access**. A descriptive paragraph is required at Annex G, explaining where the Aerodrome is. If relevant, major routes in the Aerodrome vicinity and access points to the Aerodrome are also required. Information to the nearest rail and bus links are also to be highlighted if applicable. A local area ordnance survey or equivalent type of map at a suitably sized scale, may be produced showing points of entry and an Aerodrome crash map[3] may be included. The Annex may also contain orders for access to the Aerodrome and its associated manoeuvring area, these are to be reviewed annually. Consideration may be given to educate and brief those individuals or units not directly associated or familiar with flying activities at their specific Aerodrome.

[3] Refer to RA 3261(2): Aerodrome Emergency Services.

Chapter 2: Aerodrome Data, Facilities and Characteristics

2.1. Aerodrome Data. The AO is to ensure all Aerodrome data provided is accurate and information contained in the DAM, where applicable, is to mirror the equivalent information published in other military aviation publications.

2.1.0 - AERODROME DATA FOR EGXC – RAF CONINGSBY	
ARP Co-ordinates and site at AD:	N53 05 35.4 W000 09 58.0 Mid-point of Runway (RWY) 07/25
Direction and distance from City:	8nm NW of Boston
Elevation / Reference Temperature:	24ft / 19ºC
Magnetic Variation / Annual Change:	Magnetic Variation / Annual Change 0.38°E / 0.12E° (Nov 23)
Geoid Undulation at AD Elev Position:	----
AD Administration:	Royal Air Force
Address:	Royal Air Force Coningsby Coningsby Lincolnshire LN4 4SY
Telephone:	01526 34 7443 (ATC) 01526 34 7716 (Ops)
Fax:	01526 34 7889 (Ops)
E-mail:	CON-GMBAirOps@mod.gov.uk
Web site:	RAF Coningsby | Royal Air Force (mod.uk)
Types of Traffic Permitted (IFR / VFR):	IFR / VFR

2.1.1 - OPERATIONAL HOURS	
AD:	PPR 24hr. 0800-1700 (Local) Mon-Fri (Specific timings Issued by NOTAM)
Customs and Immigration:	Customs only by prior arrangement.
Health and Sanitation:	Only by prior arrangement.
AIS Briefing Office:	Service available to meet operational requirements.
ATS Reporting Office (ARO):	Service available to meet operational requirements.
MET Briefing Office:	H24.
ATS:	Service available to meet operational requirements.
Fuelling:	Service available to meet operational requirements.
Handling:	Service available to meet operational requirements.
Security:	H24
De-Icing:	Service available to meet operational requirements.
Remarks:	PPR required for all military and civilian Aircrafts.

2.1.2 - HANDLING SERVICES & FACILITIES	
Cargo Handling Facilities:	Fork-lifts max 16000kg.
Fuel / Oil / Hydraulic Types:	100LL / F18, F34. O-128, 135, 149. H-515.
Fuelling Facilities / Capacity:	7 x 15500 litre OOAB, 10 x LCAR 20000 Ltr AVGAS 3 x 5000 Ltr
Oxygen:	Only gas available.
De-Icing Facilities:	LNT Gen 2.
Starting Units:	E1, 3, 5, 10, 11, 12, 15, A4.
Hanger Space for visiting Aircraft:	Limited, subject to prior arrangement.
Repair Facilities for visiting Aircrafts:	Limited.
Remarks:	Nil.

2.1.3 - PASSENGER FACILITIES	
Accommodation:	Service accommodation / messes only.
Medical Facilities:	Service medical centre.
Remarks:	Nil.

2.1.4 - RESCUE & FIRE FIGHTING SERVICES	
AD Category for Fire Fighting:	ICAO 5.
Rescue Equipment:	As required for ICAO 5.
Capability for removal of disabled Aircrafts:	Crane. Larg FLT

2.1.5 - SEASONAL AVAILABILITY - CLEARING	
Type of Clearing Equipment:	4 x Airfield Snow Clearance Vehicle - Schmidt CJS. 2 x Liquid Airfield De-icing Sprayer (LADS). 3 x Airfield De-icing Trailer (ADT) 2000L. 3 x K Blades. 3 x MATT Blades. De-icing substance used is LNT Gen 2.
Remarks:	Braking action assessment by Mu-Meter. Latest available information from ATC.

2.1.6 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA			
	Apron	**Surface**	**Strength**
Aprons Surfaces:	Hangars 1 & 2	Concrete	PCN 40/R/C/W/T
	Hangar 3	Concrete	PCN 35/R/C/W/T
	Hangar 4	Concrete	PCN 25, 30/R/C/W/T
	All HAS	Concrete	PCN 35/R/C/W/T

<table>
<tr><td></td><td>Main ASP</td><td colspan="2">Concrete</td><td colspan="2">PCN 45, 60/R/C/W/T</td></tr>
<tr><td></td><td>Sierra Dispersal</td><td colspan="2">Concrete</td><td colspan="2">PCN 25/R/C/W/T</td></tr>
<tr><td rowspan="9">Taxiway width, surface & strength:</td><td>Taxiway</td><td>Width</td><td>Surface</td><td colspan="2">Strength</td></tr>
<tr><td>Alpha (East of ATC)</td><td>18m</td><td>Asphalt</td><td colspan="2">PCN 40/R/C/W/T</td></tr>
<tr><td>Alpha (West of ATC)</td><td>15m</td><td>Asphalt</td><td colspan="2">PCN 50/R/C/W/T</td></tr>
<tr><td>Bravo</td><td>18m</td><td>Asphalt</td><td colspan="2">PCN 40/R/C/W/T</td></tr>
<tr><td>Charlie</td><td>18m</td><td>Asphalt</td><td colspan="2">PCN 40/R/C/W/T</td></tr>
<tr><td>Delta</td><td>18m</td><td>Asphalt</td><td colspan="2">PCN 70/R/B/W/T</td></tr>
<tr><td>Former RWY 12/30 N of RWY 07/25</td><td>45m</td><td>Concrete</td><td colspan="2">PCN 30/R/B/W/T</td></tr>
<tr><td>Former RWY 12/30 S of RWY 07/25</td><td>12m</td><td>Asphalt</td><td colspan="2">PCN 70/F/B/W/T</td></tr>
<tr><td>Access to CSP and ERP</td><td>12m</td><td>Asphalt</td><td colspan="2">PCN 70/F/B/W/T</td></tr>
<tr><td>Altimeter Check Location & Elevation:</td><td colspan="5">N/A</td></tr>
<tr><td>VOR Checkpoints:</td><td colspan="5">N/A</td></tr>
<tr><td>INS Checkpoints:</td><td colspan="5">N/A</td></tr>
<tr><td>Remarks:</td><td colspan="5">Aircrafts with a wingspan greater than 14m will be subject to special taxi instructions.</td></tr>
</table>

2.1.7 Taxiways. A maximum wingspan of the following has been set:

a. **Taxiway Alpha.** ac with a wingspan of up to 35m may be permitted to use taxiway alpha so long as they are briefed and/or advised to proceed with caution strictly on the centreline. Care should be taken when dealing with ac with a very low wing. Where there is any doubt, and for all ac with a wingspan in excess of 35m, a backtrack along the main RWY is to be used.

b. **Taxiway Bravo.** Maximum 15m wingspan.

c. **Taxiway Charlie.** Maximum 15m wingspan if no 3(F) Sqn GSE present on taxiway edge. If GSE is located within 5 meters of the taxiway then only Typhoon ac, or smaller, are allowed to taxi along taxiway Charlie.

d. **Taxiway Delta.** Ac with a wingspan of less than 36m may use taxiway delta without restriction. With extreme caution, and where appropriate under the guidance of marshallers and/or wing walkers, ac with a wingspan of between 36m – 44.5m may use taxiway delta to park on the ASP (ac to enter the ASP via the central access).

e. **Parking of large ac.** The northern portion of the 12/30 strip should be used to park a large ac wherever possible. All ac with a wingspan more than 44.5m (including C17) are to be parked on the northern 12/30 strip. All ac with a wingspan greater than 15m which need to be parked on Sierra dispersal are to use the 12/30 Strip. The CON ATC Supervisor is to liaise with Air Ops should a confliction arise.

f. **ASP restrictions.** The maximum wingspan of ac entering the ASP via the SE access is 15m.

2.1.8 - SURFACE MOVEMENT GUIDANCE & CONTROL SYSTEM MARKINGS	
Use of Aircrafts stand ID signs:	Nil.
Taxiway Guidelines & visual docking / parking guidance system of Aircraft stands:	Yellow taxiway markings. Parking slot guidance with ground marshallers.
RWY & taxiway markings & lighting:	RWY: Standard markings
	Taxiway: Standard markings
Stop Bars:	Nil.

2.1.9 - AERODROME OBSTACLES
Please refer to the “Measured Height Survey” data on the UK Mil AIP website www.aidu.mod.uk/aip.

2.1.10 - METEOROLOGICAL INFORMATION	
Associated MET Office:	Coningsby
Hours of Service:	H24.
MET Office outside hours:	Defence Met Office, HQ Air.
Office Responsible for TAF information:	Coningsby.
Periods of validity:	18 hours.
Type of landing forecast:	Trend / TAF.
Interval of issuance:	Trends issued hourly / TAFs issued 3 hourly during flying window.
Briefing / consultation provided:	Personal Telephone
Flight Documentation:	Charts / TAFs / METARs
Language(s) used:	Abbreviated plain language text.
Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location, cross section.
Supplementary equipment available for providing information:	PC Data display, MOMIDS, visual weather, SurfaceNet/ MORTy.
ATS units provided with information:	Nil
Additional information (limitation of services etc.):	Nil
Remarks:	Nil

2.1.11 - RUNWAY PHYSICAL CHARACTERISTICS

A list of all RWY characteristics are to be provided:

Designations RWY Number	True and Mag bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWT and Stopway	Threshold	Threshold elevation, highest elevation of TDZ of precision APP RWY
07	71°54'22" GEO 72°03'22" MAG	2744 x 57	PCN 75/F/A/W/T Asphalt with Concrete ends	N53 05 21.62 W000 11 08.12	18.3ft TDZE 22.11ft
25	251°56'14" GEO 252°05'04" MAG	2744 x 57	PCN 75/F/A/W/T Asphalt with Concrete ends	N53 05 49.17 W000 08 47.93	24.44ft TDZE 24.44ft

Desig & Slope of RWY / Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
07 – 0.07%U	29 x 61	208 x 150	2833 x 300	-	
25 – 0.07%D	29 x 61	39 x 150	2833 x 300	-	

Arresting Systems:

RWY 07 RHAG(B) (1300ft) _____ RHAG(B) (1300ft) RWY 25

Standard cable configuration is approach end cable down, overrun cable up.

Remarks:	Aerodrome Reference Code: 3A[4]

2.1.12 - DECLARED DISTANCES

RWY	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
07	2744	2951	2772	2744	Nil
25	2744	2782	2772	2744	Nil

[4] RA3510(2) – Aerodrome Reference Code in accordance with the characteristics of the predominant Aircraft for which the aerodrome is intended.

2.1.13 Runway Procedures. The following are Coningsby specific procedures surrounding Runway use:

a. **Slow lane.** The South-side of the RWY is designated the slow lane.

b. **BBMF exclusive use**. When BBMF have exclusive use of the RW, a non-SOP slow lane north can be briefed at their discretion.

c. **Backtrack Turns**. Aircrew are to use the full width of the RW when making 180 degree backtrack turns to avoid damage to the asphalt friction course; heavy ac are only to turn on the concrete thresholds or the Operation Readiness Platform.

d. **12/30 strip.** The 12/30 Strip is only to be used for take-off and landing by BBMF ac, at captain's discretion. Length 4600ft, available width 145ft. No other fixed wing ac may use the 12-30 strip as a RWY unless granted dispensation by OC Ops Spt Wg.

e. **Grass strip.** The grass strip is only to be used by the BBMF Chipmunk. Length 1365ft, width 111ft. No other ac may use the Grass Strip unless authority granted by OC Ops Spt Wg.

2.1.14 - APPROACH AND RUNWAY LIGHTING

RWY	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ Lighting Length	RWY C/L Lighting Length Spacing Colour Intensity	RWY Edge Lighting Length Spacing Colour Intensity	RWY End Lighting Colour Wingbars	Stop Lighting Length Colour
07	CL2B 1500ft / 457m Hi	Green	PAPI 3º ---- (9.75m / 32ft)	Nil	Nil	Elevated but flush at ORP intersection and around RHAG installations. White HI Uni, 30m White LI Omni, 90m	Red	Nil
25	CL5B 3000ft / 915m HI	Green	PAPI 3º ---- (13.11m / 43ft)	Nil	Nil	Elevated but flush at ORP, intersection and around RHAG installations White HI Uni, 30m White LI Omni, 90m	Red	Nil

2.1.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY

A Bn / I Bn location, characteristics & hours of operation:	I Bn: N53 05 54.00 W000 08 48.00 "CY" - • - • - • - - HO. Red.

Anemometer location & lighting:	SE corner of aerodrome. Red obstruction light.
Taxiway edge & C/Line lighting:	Blue edge or green centreline lighting.
Secondary Power supply:	Yes.
Switch-over time:	5 Seconds.
Remarks:	Nil.

2.1.16 - HELICOPTER LANDING AREA	
Location:	RWY 07/25
Elevation:	24ft
Lighting:	As per 2.1.12
Remarks:	Nil.

2.1.17 – AIR TRAFFIC SERVICE (ATS) AIRSPACE		
Designation and lateral limits	Vertical Limits	Airspace Classification
Coningsby MATZ. Standard size. Circle radius 5nm centred on N53 05 35·40 W000 09 58·02 with stub aligned Rwy 25.	3000ft AAL SFC	G
Coningsby ATZ. Circle radius 2·5nm centred on N53 05 35·40 W000 09 58·02.	2000ft AAL SFC	G
ATS Unit C/Sign: Language:	Coningsby English	
Transition Altitude:	3000ft	
Remarks:	Nil.	

2.1.18 - ATS COMMUNICATION FREQUENCIES					
Service Designation	C/Sign	Frequency MHz	Hours of Operation Winter	Summer	Remarks
CAC	Swanwick Mil	275.00 (ICF)	HO	HO	
APP	Coningsby Approach	234.675 362.300* 255.950(Dep)(L) 119.205(L)(M) 122.100*	HO	HO	*NATO Common Frequency. Available on request only. (L) LARS Frequency. (M) MATZ Crossing Frequency.
RAD	Coningsby Director	379.950	HO	HO	

PAR	Coningsby Talkdown	234.575 276.775 123.300*	HO	HO	*NATO Common Frequency. Available on request only.
TWR	Coningsby Tower	124.680 298.975 122.100*	HO	HO	*NATO Common Frequency. Available on request only.
GND	Coningsby Ground	357.125 121.855*	HO	HO	*NATO Common Frequency. Available on request only.
ATIS	Coningsby Information	278.800	HO	HO	
OPS	Coningsby Ops	379.350	HO	HO	HAVEQUICK timing available on 338.025

2.1.19 - RADIO NAVIGATION & LANDING AIDS

Type Category (Var)	Ident	Freq	Hour of Operation Winter	Summer # and by arrangement	Antenna Site co-ords	Elevation of DME Transmitting Antenna	Remarks
TACAN	CGY	Ch 48X 111.100	HO	HO	N53 05 27·75 W000 10 08·21	24ft	RWY 07: DME CGY reads 0.6d at Thld. RWY 25: DME CGY reads 0.88d at Thld.
UDF	CGY APP	282·725 277·500 376·350 362·300* 243·000	HO	HO			*NATO Common Frequency. Available on request only.
ILS/DME RWY 25	I-CNY	111.150 Ch 48Y	HO	HO	N53 05 50·27 W000 09 05·56	23ft	QFU 253º
Glidepath		331.550			N53 05 50·49 W000 09 05·74		3º ILS Ref Datum Height 52ft
Localiser		111.150			N53 05 17·04		LOC 253º

					W000 11 31·38		
WAM Mast					N53 05 58·04 W000 10 04·74		
Remarks: ILS auto-coupled approaches permitted to Cat I DA.							

2.1.20 - LOCAL TRAFFIC REGULATIONS
Airport regulations: None specified.
Ground Movement: To comply with ATC instructions.
CAT II / III Operations: Nil.
Warnings: a. When Rwy 07RH is in use: Acceptance of PDs will be limited due to the complexity of integrating traffic (tfc) in the Coningsby, Cranwell and Waddington instrument patterns. Inst Apps will be under a TS whilst transiting the Cranwell and Waddington MATZ. Aircraft will be procedurally separated from Cranwell IFR tfc. VFR tfc will maintain its own separation. b. BBMF historic aircraft operate to the north of the airfield between 600ft and 1500ft.
Helicopter Operations: Approaches are to be made to the active RWY. Taxi instructions will be passed by ATC to a relevant parking area.
Use of RWYs: See EGXC AD 2.12 – 12 Arresting Systems.
Training: None specified.

2.1.21 – FLIGHT PROCEDURES	
Procedures for in bound ac:	See TAP Charts
Departures:	See TAP Charts
Radio Comms Failure:	See TAP Charts
MAP:	See TAP Charts
Aerodrome Op Minima:	See TAP Charts
Remarks	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.

2.1.22 - CHARTS RELATING TO THIS AERODROME		
Terminal Approach Procedure Charts		En-Route Charts
Noise Abatement Visual Circuit	AD 2 - EGXC - 1 - 9	UK(L)1
Aerodrome Chart	AD 2 - EGXC - 1 - 10	UK(L)2
Taxi	AD 2 - EGXC - 1 - 11	UK(L)5
MID	AD 2 - EGXC - 1 - 12	UK(L)5 Offshore Installations
Radar Procedures	AD 2 - EGXC - 1 - 13	UK(H)2
TAC to PAR Rwy 07 - 3°	AD 2 - EGXC - 1 - 14	UK(H)6
TAC to PAR Rwy 25 - 3°	AD 2 - EGXC - 1 - 15	EU(H)SP1
PAR Rwy 07 - 3°	AD 2 - EGXC - 1 - 16	EU(H)SP1-OAT
PAR Rwy 25 - 3°	AD 2 - EGXC - 1 - 17	EU(H)SP2
SRA Rwy 07	AD 2 - EGXC - 1 - 18	
SRA Rwy 25	AD 2 - EGXC - 1 - 19	
ILS / DME Rwy 25	AD 2 - EGXC - 1 - 20	
TAC Rwy 07	AD 2 - EGXC - 1 - 21	
TAC Rwy 25	AD 2 - EGXC - 1 - 22	
Radar Vector Chart	AD 2 - EGXC - 1 - 23	

2.2 SPECIAL PROCEDURES						
Elev	Var	TA			Date	Chart No.
24ft / 7m	0.38°E					

2.3 Noise Abatement Procedure Orders. Orders, contained at Annex H are to be produced to cover all noise abatement procedures, including high power ground running.

2.4 Temporary Obstruction Orders. Orders, contained at Annex I, are to be produced to cover the actions involved in dealing with temporary obstructions on or around any manoeuvring area that are considered a Hazard to Aircraft, vehicles or pedestrians. Obstructions are to be marked iaw extant regulations using approved high visibility markers, tape or fencing with additional red-light markers at night. For those Aerodromes that operate Air Traffic Control (ATC) for the safe movement of Aircraft, NOTAMs are to be issued and taxi patterns controlled. If relevant, pilots are to be briefed on landing or when calling for start.

2.5 Runway Strip Obstructions. RAF Coningsby is classified in accordance with the RA 3500 series – Aerodrome Design and Safeguarding, as a Code 6 RWY (>=2750m / 9000ft in length). Accordingly, a RWY Strip clear of obstacles should extend at least 150m either side of the RWY centreline and 60m before the threshold and beyond the RWY end. A number of obstacles at Coningsby lie within the RWY strip as follows:

a. Essential aids to navigation or other safety critical infrastructure as permitted by RA 3500 including: RHAGs, PAPIs, PAR, DME, ILS glidepath, Watchman and PAR MTI markers, IRDM boards, approach lighting and traffic lights.

b. Windsock 135m south of centreline adjacent to the RWY 07 threshold.

c. Fence to the south of the RWY, approximately 120m from the centreline.

d. Signs on the perimeter road which routes through the RWY 07 undershoot:

(1) 2 signs to the south approximately 130m from the centreline before the RWY 07 threshold.

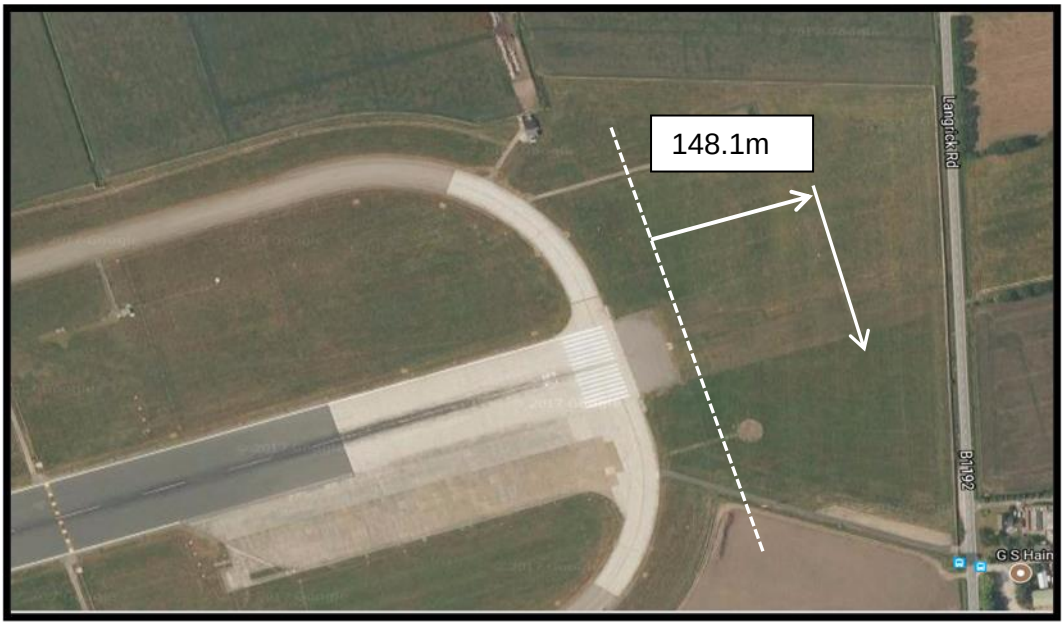
(2) Multiple signs to the north from approximately 30m from the centreline to the northern edge of the RWY Strip.

e. Fence routing through the undershoot of RWY 07 which cuts through the RWY strip running South-West to North-East from approximately 30m North of the centreline to the northern edge of the RWY Strip.

Note: part of the RWY strip (the north-west segment comprising less than 1% of total area of RWY Strip) is outside the aerodrome boundary. All legacy[5] runway strip obstructions are to be published within the AOHL, Annex D. Any new runway strip obstruction[6] will require a waiver request to be submitted and if authorized, will be contained within Annex F.

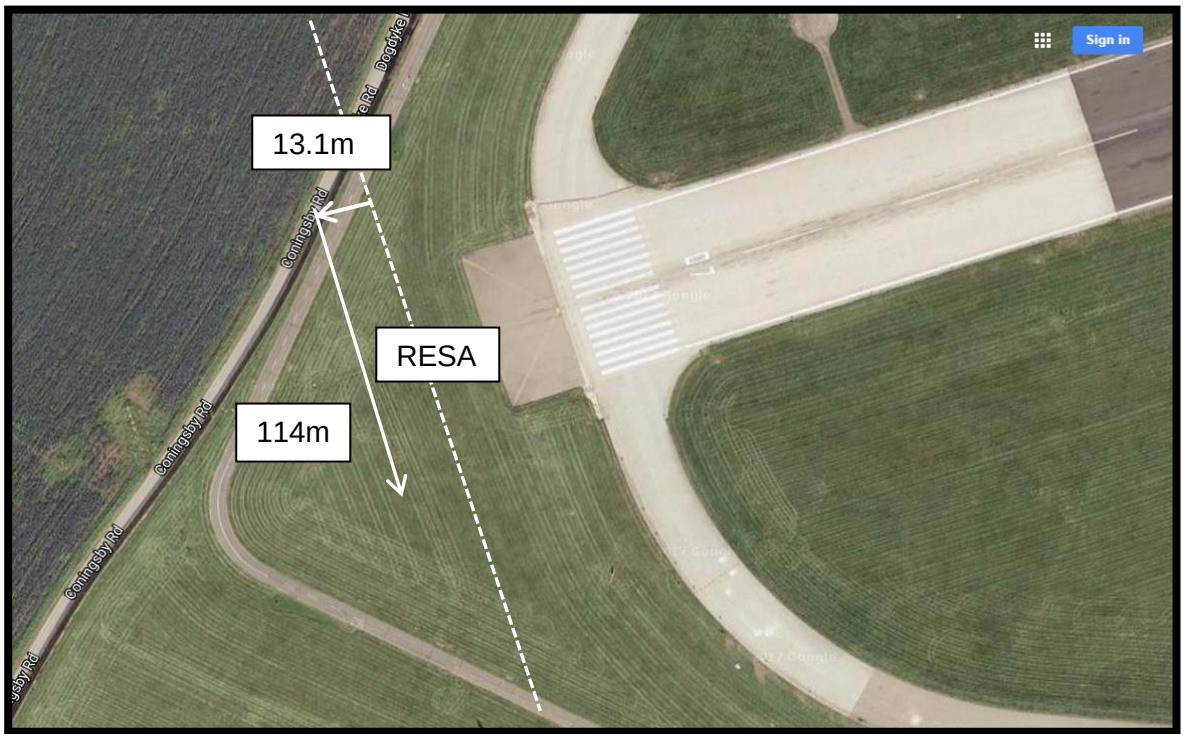
2.6 Runway End Safety Area (RESA). The RESA provides an undershooting or overrunning aircraft with a cleared and graded area The Coningsby RESA dimensions are as follows:

a. Eastern end (RWY 07 over-run): length 148.1m, width 114m.



[5] Legacy is classified as any facility in place prior to the RA 3500 series being released in Sep 2018.
[6] Refer to RA 3590(10): Safeguarding – Surface Obstructions.

b. Western end (RWY 25 over-run): length 13.1m (restricted by fence), width 114m.



2.7 Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor System (EMAS). Lytag or EMAS are not present at RAF Coningsby.

2.8 Aerodrome Arresting System Orders. Orders contained at Annex J cover the maintenance and safe operation of the RHAG iaw extant Support Policy Statements (SPS) and RA 3268[7].

2.9 Manoeuvring Area Safety and Control Orders. Orders for the safe parking, manoeuvring, refuelling and servicing of Aircraft are contained at Annex K.:

Manoeuvring Area Safety and Control Orders	
1	Arrangements for allocating Aircraft parking positions.
2	Arrangements for initiating engine start.
3	Ensuring clearance for Aircraft push-back (if required) / restricted taxiing.
4	Marshalling services.
5	‘Follow-Me’ provision.
6	Orders on operation of the ‘Follow-Me’ vehicle procedures and Aircraft marshalling.

[7] Refer to RA 3268 – Aircraft Arresting Systems.

Procedures to Ensure Manoeuvring Area Safety	
7	Protection from jet blast.
8	Enforcement of Safety precautions during Aircraft refuelling operations.
9	Enforcement of Safety precautions during Aircraft ground running[8] operations.
10	Orders for Runway and Apron sweeping; Apron cleaning.
11	Arrangements for reporting incidents and accidents on an apron etc.

2.10 Medical Response Equipment. The number and type of medical response vehicles are as follows:

a. **Published Aerodrome Opening Hours (0800(L)-1700(L)).** One MT Driver is to be on immediate readiness at the RMC with one Tactical Medical Vehicle (TMV). The Duty Medic and the MT Driver will respond to Aircraft incidents in the TMV. The Duty Doctor will respond to Aircraft incidents as required.

b. **Outside of Normal Working Hours and Weekends.** An MT Driver with one TMV is to be on standby at MT and the Duty Medic is to be on standby within a 7-minute travelling distance. If the aerodrome is opened (planned or QRA) the MT Driver and Duty Medic will immediately return to the RMC and revert to staffing as at para 2a. In the event of an Aircraft crash on Stn, the Duty Medic will respond in the TMV and ATC will telephone 999 for civilian emergency medical assistance. The Duty Doctor is available via the Duty Medic, at 2 hours' notice, for the coordination of aviation and occupational emergencies.

c. **QRA personnel requiring medical attention.** QRA personnel unable to leave their position will be triaged by the Duty Medic. If further medical attention is required, the Duty Medic will refer as appropriate. Outside of normal working hours (1830 – 0800hrs Mon – Thurs or 1830hrs Fri – 0830hrs Mon [inclusive] and Bank Holidays) urgent and emergency medical care is via NHS 111 or 999 as appropriate. The Duty Doctor is available via the Duty Medic, at 2 hours' notice, for the purpose of aviation medical advice for QRA pilots.

d. **Inspection of fire and medical vehicles.** The daily inspection of fire and medical vehicles is to be carried out at 0800hrs any un-serviceability is to be advised to CON ATC who in turn are to relay to Air Ops.

2.11 Windsocks. The main windsock is situated at the centre of the airfield to the South of the main RWY near the TACAN. Additional windsocks are located near the RWY25 and RWY07 thresholds and on the Truck Runway Caravan (TRC).

2.12 Hush-House/25m range. A hush-house is sited South of Foxtrot dispersal. When in use, over-flight of, or near, the Hush-House below 600ft QNH is prohibited. When the 25m Range is in use, direct over-flight below 1000' QNH is prohibited.

2.13 Engine shutdown. To avoid damage to the asphalt surfaces by aviation fuel, engines are not to be shut down until the ac is over a concrete surface - unless in an emergency.

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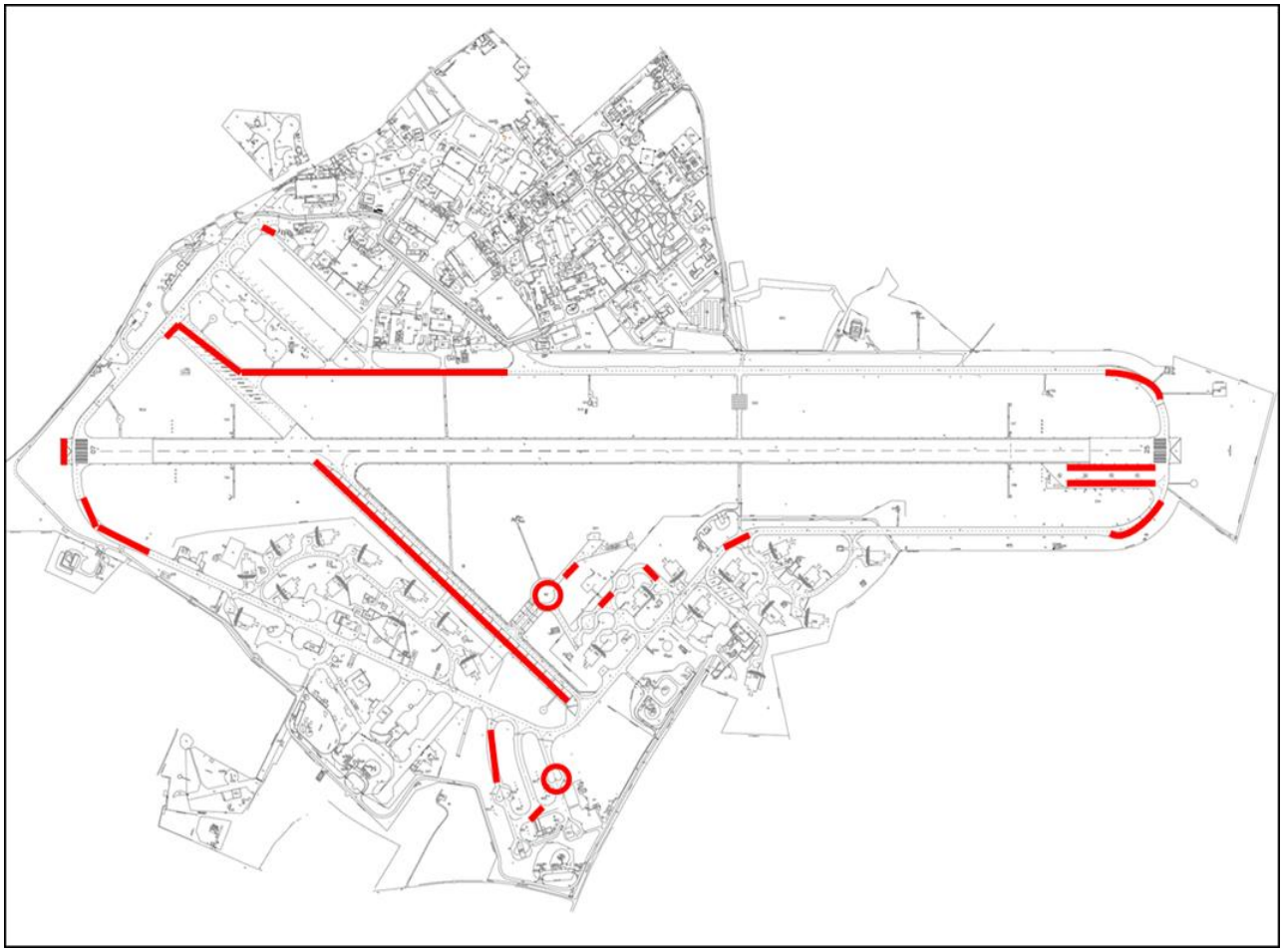
[8] Refer to RA 4510 - Ground Running of Aero-Engines and Auxiliary Power Units.

CON ATC is to be advised of any fuel or hydraulic fuel spillage on an asphalt surface so that appropriate Fuel Spillage Plan actions can be initiated iaw CP3.

2.14 Water pooling and poor friction areas. The map below shows known areas of water pooling on the airfield. During heavy rain ATC will inspect the areas and inform crews of any taxiway closure. ATCOs and pilots should take account of these areas and how standing water may affect the safe operation of ac. Additionally, these areas may become hazardous during the winter period as ice may form, reducing the amount of grip available to both ac and vehicles. There are no known areas of poor friction on the movement area.



Chapter 3: Emergency and Aerodrome Rescue and Firefighting Orders

3.1 **Emergency Organisation**. The AO is to be familiar with RA 3261(2), RA 3263 and DSA02 DFSR[9]. RA 3049[10] stipulates that Defence Contractor Flying Organizations operating MAA-regulated Aircraft must meet the requirements detailed in DSA02 DFSR[11]. The relationship between the AO and the Defence ARFF Service Provider is defined within DSA02 DFSR[11] and the Business Agreements between Defence ARFF Service Provider and the TLBs. The Defence ARFF Service Provider is a DH-Facing Organization and its Fire Stations operate to national good practice providing a service to the AO.

3.2 **Emergency Orders / Aerodrome Crash Plan**. Emergency Orders / Aerodrome Crash Plans are to be produced and contained at Annex L, iaw guidance contained within the Manual of Post Crash Management (MAPCM), RA 1400(1)[12] and DSA02 DFSR[11].

3.3 **Aerodrome Rescue and Fire Fighting (ARFF) Services and Training Orders**. The Fire Station Manager, iaw DSA02 DFSR[11], is to ensure that the following information is produced and contained via hyperlinks at Annex M.

Operational Output	
1	Generic Standard Operational Procedures.
2	Local Standard Operational Procedures.
3	FRS Generic Risk Assessments.
4	Defence ARFF Service Provider Chief Fire Officers Instructions.
5	Tactical Information / Response Plans covering site-specific operational requirements.
6	Fire Section Orders.
Task Resource Analysis (TRA)	
7	TRA Report for each ICAO Aerodrome category promulgated at Chapter 2.
ARFF Assessments	
8	DFSR Form 01 - Response Area Assessment.
9	DFSR Form 02 - 1000 m Assessment.
10	DFSR Form 03 - Water Assessment.
11	DFSR Form 04 - Category for Specific Hazard Assessment[13].

[9] Refer to RA 3261(2): Aerodrome Emergency Services, RA 3263 – Aerodrome Classification and DSA02 DFSR – Defence ARFF Regulation.
[10] Refer to RA 3049 – Defence Contractor Flying Organization Responsibilities for UK Military Air System Operating Locations.
[11] Refer to DSA02 DFSR – Defence ARFF Regulation.
[12] Refer to RA 1400(1): Flight Safety.
[13] For Aerodromes operating under RA 3049 - Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations, Form 5 will be used.

12	DFSR Form 06 - Reduction of ARFF cover[14].
ARFF Training Area Orders and Training Area Risk Assessments	
13	ARFF Training Area Orders.
14	ARFF Training Area Risk Assessments.

3.4 **Disabled Aircraft Removal**. The AO is to ensure that orders, contained at Annex N, are in place to cover the requirement to quickly and safely remove an Aircraft that has caused a temporary closure of a runway, taxiway or Aircraft Servicing Platform (ASP), but falls beneath the criteria of an accident that would be dealt with separately under the Aerodrome Aircraft Crash Plan. The following points may be considered:

Air Traffic Control Officer In Charge (ATCO I/C)	
1	Notification of the ARFF Services.
2	Aircraft identification and type.
3	Nature of Aircraft un-serviceability.
4	Location of Aircraft.
5	Section of the manoeuvring area affected.
6	Persons on Board (POB).
7	Estimated time of Arrival (ETA) of all Aircraft requiring use of the closed runway.
8	Latest time for affected Aircraft to divert.
9	Ensure that any unserviceable areas of the manoeuvring area are correctly marked, iaw MAA standards, to provide for safe Aircraft operation of the remaining areas.
Station Operations (or equivalent)	
10	Notify ATC of a disabled Aircraft if not already aware.
11	Ensure the appropriate NOTAM has been raised.
12	If required carry out RUNWAY BLACK plan.
13	Notify OC Ops Spt Wg / OC Ops Sqn (or equivalent), Eng Ops (or equivalent), VASF / Movements (or equivalent), appropriate Sqn (if it affects a station-based Aircraft).
14	Contact Defence Accident Investigation Branch (DAIB) Air, if applicable or if clarification is required that the Station assessment of the incident falls beneath that warranting an Air Accident Investigation Branch (AAIB) investigation[15].

[14] For Aerodromes operating under RA 3049 - Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations, Form 7 will be used.
[15] If the AAIB elect to conduct an on-scene investigation, the disabled aircraft cannot be removed until authorized by the AAIB. AAIB will require Aircraft identification and type; nature of un-serviceability; location; section of the manoeuvring area affected and POB. 2023DIN06-024 - The Defence Accident Investigation Branch contains additional information on when and by what method accidents and serious incidents are to be reported to the DAIB.

Station Duty Officer	
15	Obtain and record permission from the owner or duly authorized representative of the owner of the Aircraft to move the disabled Aircraft.
16	Notify all Aircraft operators likely to be affected if “RUNWAY BLACK”.
17	For civilian Aircraft, notify the Aircraft operating authority and AAIB.
Fire Section	
18	Respond iaw DSA02 DFSR – Defence ARFF Regulation and site-specific Incident Plan.
Aircraft Owner	
19	The Aircraft owner is defined as the holder of the Certificate of Registration and can be held responsible for the Aircraft removal and disposal of fuel and other hazardous materials that have been spilt because of an incident (noting the Aerodrome will have instigated the Unit Spill Plan). When advised of a disabled Aircraft, the owner can liaise with Station Operations (or equivalent) to discuss its removal.
VAHS / Eng Control	
20	Once cleared by Ops, tow the disabled Aircraft clear.
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 4: Air Traffic Services and Local Procedures

4.1 **ATC Orders**. ATC Orders are to be produced to cover all ATC procedures involved in the safe and expeditious flow of Air Traffic. The orders must also take into account any direction and guidance contained with the MMATM and iaw the RA 3000 Series to ensure compliance and are to be contained at Annex O Note: ATM admin orders are not required.

Chapter 5: Aerodrome Administration and Operating Procedures

5.1 **Aerodrome Data Reporting**. The AO is responsible for the ownership of the Aerodrome data and is to ensure all data provided is always correct. Orders for the reporting procedures to advise the relevant agency of any permanent changes to Aerodrome information are to be contained at Annex P. Management of these duties can be delegated at larger units, however responsibility for these actions will always remain with the AO. Further guidance on Aerodrome Information and notification is contained in the UK Civilian Air Information Publication (AIP) / Mil AIP.

Aerodrome Data Reporting Procedures		
1	**Legislation, Standards and Technical References.** Information relating to the Aerodrome serviceability or Hazards to air navigation is to be routinely updated through the AIP and NOTAM. (At larger establishments this can be managed by specified Ops or ATC staffs).	
2	**Reporting Procedures.** Any situation that may have an immediate effect on the Safety of Aircraft operations is be reported as soon as possible. In the first instance to ATC / Ops (if present) by radio or telephone. If no ATC / Ops then to the AO or deputy.	
3	**NOTAM[16].** The AO is to ensure that all NOTAM action is recorded for possible 1st / 2nd and 3rd party audit. NOTAMs will be originated in the standard NOTAM format for any of the following circumstances[17].	
	1	A change in the serviceability of approach aids and radios.
	2	A change in the operational information contained in the DAM and published in the Mil AIP.
	3	Aerodrome works affecting the manoeuvring area or penetrating the Obstacle Limitation Surfaces (OLS).
	4	New obstacles which affect the Safety of Aircraft operations.
	5	Bird or animal Hazards on or in the vicinity of the Aerodrome.
	6	A change in the availability of Aerodrome visual aids, i.e., markers and markings, runway lighting, etc.
	7	Any change in Aerodrome facilities published in AIP.
	8	Unusual air activities at the Aerodrome.

5.2 **Aerodrome Serviceability Inspections**. Orders, contained at Annex Q, for the inspection of the Aerodromes are to be produced and conducted iaw RA 3264[18]. Although not exhaustive, as a minimum where ATC is present the following is to be covered:

[16] NOTAM information must be provided by email. Where urgent advice can be given by telephone, it must be confirmed by email as soon as possible. Reporting Officers raising a NOTAM must subsequently check the issued NOTAM for accuracy.
[17] Where a permanent NOTAM is subsequently issued, the AO is to ensure that the Mil AIP is updated to reflect the change.
[18] Refer to RA 3264 – Aerodrome Inspections.

Aerodrome Serviceability Inspections		
1	Daily and weekly Aerodrome inspections are to be carried out by a Suitably Qualified and Experienced Person (SQEP) as specified by Front Line Commands (FLC).	
	1	Non-24 hr units: Daily inspections are to be conducted before the Aerodrome is opened for flying and is to include a functional test of Aerodrome lighting (if initial inspection is conducted in darkness, then a further inspection will be conducted after first light).
	2	If the Aerodrome has been open for day flying and night flying is planned a further inspection is to be conducted before last light and is to include another functional test of Aerodrome lighting.
	3	Where ATC is staffed on a 24-hour basis, an inspection is to be undertaken as soon as practicable after first light and again before last light and is to include a functional test of Aerodrome lighting.
	4	Weekly Aerodrome Inspections are to be conducted in addition to daily inspections to ensure previously reported defects / unserviceability's have been appropriately actioned.
	5	►◄
2	Daily and weekly inspections are to be logged into an appropriate logbook, including any issues raised.	
3	Any issues are to be reported to the relevant section Subject Matter Expert (SME) and any sweeping requests are to be logged.	
	Any work requests are to be put through the correct channels and a record of the request and subsequent action maintained.	
4	►◄	

5.3. **Aerodrome Technical Inspections**. Orders, contained at Annex R, for the technical inspection of the Aerodrome are to be produced and conducted iaw Aerodrome regulations. If present, it is suggested that a technical inspection of Aerodrome lighting is to be conducted daily by the qualified SME. At units with established ATC a more in-depth inspection of the Aerodrome and associated equipment is to be conducted each week on behalf of the AO. In addition to these inspections, it is suggested as a minimum routine Maintenance is to be carried out on all surfaces and equipment as follows:

Aerodrome Technical Inspections	
1	Routine inspections of the technical equipment (transmitters, receivers, ILS etc) with precision navigation aids being calibrated by a flight check Aircraft iaw AP 600-Royal Air Force Information CIS policy and relevant SPS or equivalent Naval Ship Support Publications.
2	Runway, taxiway, and obstruction lights, along with PAPIs and Aerodrome traffic lights are inspected daily.
3	Main earth points are to be tested every 24 months. The resistance is to be as low as possible but is not to exceed 10 ohms. Temporary earth points are to be tested at regular intervals (at least annually) and must not exceed 10,000 ohms.[19]
4	Manoeuvring Areas and drainage are inspected, maintained, and repaired iaw Defence Infrastructure Organisation (DIO) guidance.
5	All Aerodrome signs are inspected weekly, and monthly, by DIO SME.
6	Aerodrome lighting along with other essential equipment is backed up by stand-by power system. The stand-by power system is to be inspected daily with a switchover test being carried out monthly. Where the alternative input power supply is provided by independent generators, they must run for at least 15 min under full load when conducting this check.
7	Traffic lights, CCTV, and road barriers for the control of airside vehicle control measures are inspected daily.

5.4 **Radar, Radio, and Navigation Aid Maintenance, Monitoring and Protection**. Orders, contained at Annex S, for the Maintenance and monitoring of radar, radio and navigation equipment are to be produced iaw extant Support Policy Statements and AP 600. Orders may also contain details for the protection and supervision of access to the radar, radio, and navigation aids (including their immediate vicinity). When writing the orders, the following may be considered; equipment inspection regime, remote monitoring actions, security, and control of access to buildings (to include Health and Safety briefing for visitors) and Suitably Qualified and Experienced Person participation at Siting Boards to ensure equipment Safeguarding.

5.5. **Aerodrome Works Safety**. Orders, contained at Annex T, for the control and supervision of work in progress on the Aerodrome are to be produced. It is suggested that control of Working Parties is achieved through the use of the following:

[19] Refer to AEP-24 (STANAG 7009) – Aircraft Electrical Hazards on the Flight Line.

Aerodrome Works Safety		
1	**Work in Progress (WIP) Records**. WIP records are to be maintained iaw RA 3266[20]. At larger units with ATC / Ops facilities a plan of the Aerodrome is to be kept prominently displayed in both ATC and Aerodrome Operations for the purpose of marking all obstacles, nature of obstruction marking and work in progress. At smaller establishments individuals nominated by the AO are to maintain and display the Aerodrome plan iaw RA 3266[20].	
2	**WIP Log.** A WIP Log is to be established iaw RA 3266[20]. At larger units with ATC / Ops facilities, in addition to an Aerodrome plan, WIP Log is to be maintained in the control tower. At smaller units, the AO's nominated individual is to maintain a WIP log.	
3	**WIP Briefings.** Supervisors of any working parties are to be fully briefed on their responsibilities. At larger units with ATC / Aerodrome Operations facilities the ATCO in command is responsible for ensuring that the supervisor of the working party is properly briefed. At smaller units' individuals nominated by the AO are responsible for the briefing. The briefing is to include as a minimum the following details:	
	1	Limits of the work area.
	2	Direction of Aircraft movements.
	3	Route to be taken by works vehicles.
	4	Parking area for works vehicles and equipment.
	5	Control to be exercised over works vehicles and workers.
	6	Signals to be employed.
	7	FOD prevention.
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. Note: All Aerodrome work is to be clearly marked using approved high visibility markers and lit during hours of darkness.	
5	**Grass Cutting**. A grass cutting plan is to be established and maintained iaw the Aerodrome policy.	

5.6. **Aerodrome Users - Vehicle and Pedestrian Control**. Orders, contained at Annex U, for the control of vehicular and pedestrian traffic on the Aerodrome are to be written iaw RA 3262[21]. The following points are to be considered as a minimum:

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[20] Refer to RA 3266 – Aerodrome Maintenance.
[21] Refer to RA 3262 – Aerodrome Access.

Aerodrome Users - Vehicle and Pedestrian Control		
1	Aircraft Manoeuvring Area.	
2	Aprons.	
4	Aerodrome Access Permit (AAP).	
5	Aerodrome Access Briefs.	
6	Access Routes.	Expand as required.
7	Orders for Airside Vehicle Control.	
8	Additional Orders for Drivers on Aprons (ASPs).	
9	Additional Orders for the Control of Airside Vehicles at Night.	
10	Orders for Pedestrians / cyclists / riders / dog walkers / runners etc.	
11	Signals for the Control of Vehicles and Pedestrians.	
12	Speed Limits.	
13	Annual review of Aerodrome Driving Orders.	

5.7. **FOD Prevention - Training and Awareness**. Orders, contained at Annex V, are to be produced with regards to FOD prevention, training, and awareness.

5.8. **Aerodrome Wildlife Management**. At Aerodromes without a Wildlife Control Unit (WCU) capability AOs are to ensure known wildlife Hazards, on or in the vicinity of the Aerodrome, are recorded in the DAM Hazard Log. Where an established WCU facility exists, the AO is to ensure that comprehensive orders on wildlife management are to be produced and contained at Annex W. All units are to consider the following requirements as a minimum:

Aerodrome Wildlife Management	
1	Assess and effectively minimize the local bird Hazard to Aircraft through a coordinated bird control effort on the Station.
2	Record and collate recorded information on bird concentrations and movement patterns both on the Aerodrome and within its safeguarded zone.
3	Liaise with Station executives, DIO Property Management representatives, local authorities, 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.
4	Coordinate the use of bird dispersal equipment and materials and ensure that their use is properly controlled iaw current regulations.

Aerodrome Wildlife Management	
5	Ensure that all vehicles and wildlife control equipment is properly serviced iaw current servicing schedules and that any un-serviceability is rectified promptly.
6	Ensure that all WCU personnel are correctly trained in the use of bird dispersal equipment and its safe handling.
7	Ensure that bird Hazard warnings are issued iaw the procedures published in Flight Information Publications.
8	At the Station Safety Management Committee meeting, ensure the AO has the latest WCU report that covers any general concerns or wildlife related issues.
9	Ensure all Wildlife Strikes are reported on Air Safety Information Management System (ASIMS).
10	Seek specialist advice whenever necessary from SO2 ATM Infra or Department for Environment, Food and Rural Affairs.
11	Supervise the maintenance of the bird control log.
12	Measures are in place for discouraging wildlife such as grass and crop management.
13	Identify who is responsible for the management of wildlife management procedures and where applicable, ensure Terms of References are issued.
14	Detail the procedures required to control the presence of birds or mammals in the Aerodrome flight pattern or movement area, which pose a danger to Aircraft operations.
15	Ensure plans are in place for assessing any wildlife hazards.
16	Ensure wildlife control programmes are implemented.

Note: For details concerning RAF Aerodrome WCU policy see Battlespace Management (BM) Force Orders. For details concerning RN bird control policy contact SO2 FGen NAvn ATM Policy and Safety.

5.9. **Low Visibility Operations (LVO)**. Orders, contained at Annex X, for Low Visibility Operations are to be produced iaw RA 3274[22]. The orders may be contained within the DAM or referred to and hyperlinked to another document. If required, details of how to measure and report Runway Visual Range are contained within RA 3275[23]. The AO is to consider the following points as a minimum:

[22] Refer to RA 3274 – Low Visibility Procedures.
[23] Refer to RA 3275 – Runway Visual Range.

Low Visibility Procedures (LVP)	
1	Authority for air movements, restrictions of ground movements, etc.
2	List responsibilities, who authorizes / cancels LVP.
3	Provide instructions on how to perform LVP (checklists).

5.10. **Snow and Ice Operations**. Snow and Ice Orders, contained at Annex Y, are to be written, exercised and reviewed annually iaw RA 3278[24].

5.11. **Thunderstorm and Strong Wind Procedures**. Orders, contained at Annex Z, are to be produced to cover Aircraft operations during thunderstorm (lightning risk) warning periods and periods of forecast strong winds. The following may be considered as a minimum:

Thunderstorm and Strong Wind Procedures	
1	Strong wind and gale procedures.
2	Use of vehicles to protect / shield Aircraft vulnerable to strong winds.
3	Passenger loading / unloading limits in strong winds.
4	Lightning risk orders.
5	Aircraft refuelling operations.

5.12. **Civil Registered Aircraft Aerodrome Usage - Terms and Conditions**. Use of MOD Aerodromes by civil registered Aircraft must be iaw JSP 360[25]. Orders contained at Annex AA, governing use by civil registered Aircraft are to be produced. Orders may also cover the eventuality of a breach of terms and conditions; any breach could constitute grounds for the privilege of operating at the Aerodrome being withdrawn temporarily or permanently. Civil registered Aircraft captains wishing to operate in and out of a MOD Aerodrome must agree to abide by the Aerodromes extant Terms and Conditions which must reflect JSP 360 and include the following parameters as a minimum:

[24] Refer to RA 3278 – Snow and Ice Operations.
[25] Refer to JSP 360 - Use of Military Aerodromes by Civil Aircraft. This will need to be made available to civil operators on request.

Civil Registered Aircraft Aerodrome Usage - Terms and Conditions (Expand as Required)		
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, the following.	
	1	Winter operations.
	2	Operational support.
	3	Passenger handling.
	4	Animal handling.
	5	Refuelling services.
	6	Catering.
	7	Aircraft Maintenance.
	8	Security.
	9	Flight Safety.
	10	Aircraft handling.
	11	Airworthiness.
2	Whilst the 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 will not be liable for any loss or damage (whether direct or indirect) arising out of any change in the Terms and Conditions.	
3	All civilian users are to operate iaw extant Department for Transport National Aviation Security Programme and wider Air Transport Security protocols.	
4	Opening hours for civilian operators (Including weekdays and public holidays).	
5	Confirmation if Charter [Airline] operations are permitted to operate from the Aerodrome.	
6	Confirmation if Scheduled Aircraft operations are permitted to operate from the Aerodrome.	
7	Confirmation if the Aerodrome is a designated Port of Entry, and if it has permanent HM Revenue and Customs (HMRC), UK Border Agency or SO15 (CTC) presence.	

8	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:	
	1	Loss / Reduction of Crash category.
	2	Repatriation of troops.
	3	Loss of power to all, or parts, of the Aerodrome.
	4	Interruptions in communications both within the Aerodrome and with external agencies.
	5	Unforeseen natural disaster (Flooding, etc.).
	6	Unforeseen national epidemics (Swine Flu / Covid-19).
Note: In the event of such a closure, all access to the Aerodrome for any reason whatsoever may be restricted and no liability is accepted for any loss or damage (whether direct or indirect) arising.		

5.13. **Safeguarding Requirements - Waivers and Exemptions**. The procedures involved in safeguarding the operational environment of military Aerodromes is explained in greater detail in the RA 3500 Series[26] and depends upon whether the obstacle is sited within or outside MOD property. All Safeguarding activities are to be conducted iaw extant regulations and any waivers or exemptions issued by the MAA are to be promulgated at Annex F to the DAM and a corresponding record of the validity recorded in the DAAF.

5.14. **Aerodrome Assurance Activity**. The AO will ensure that reports, surveys, and Assurance documentation, regarding the Aerodrome and its facilities are captured within the DAAF. In addition, the AO will determine which 2nd Party Assurance reports (of those involved in activities on or around the Aerodrome) are also captured[27].

5.15. **Electrical Ground Power Procedures.** Orders, contained at Annex BB, for electrical ground power procedures are to be produced. The following areas may be considered as a minimum:

Electrical Ground Power Procedures	
1	Use of fixed electrical ground power.
2	Use of mobile ground power units.
3	Use of Auxiliary Power Units (APU's).
4	Use of 28 Volt conversion units.

5.16. **Aviation Fuel Management Procedures**. Orders, contained at Annex CC, for aviation fuel management including policy guidance are to be produced. The following areas may be covered as a minimum:

[26] Refer to RA 3500 Series – Aerodrome Design and Safeguarding.
[27] For example, Air Traffic Control BM Assurance (ATM) reports.

Aviation Fuel Management Procedures	
1	Management of Bulk Fuel installations.
2	Fuel storage, quality, and delivery.
3	Safety procedures.
4	Fuelling zone procedures.
5	Bonding and grounding of ac and fuelling equipment.
6	Fuelling with passengers on board.
7	Fuelling with engines running.
8	Fuelling and de-fuelling in hangers.
9	Fuel spillage procedures.

5.17. **Hazardous Materials - Spillage Plan**. Orders, contained at Annex DD, for Hazardous Materials Spillage are to be produced.

5.18. **Jettison and Fuel Dumping Area**. If applicable, orders contained at Annex EE are to be produced to cover the use and access to and from designated jettison and fuel dumping areas.

5.19. **Compass Swing Area**. If applicable, orders along with site certificate may be contained at Annex FF, stating the use, access to and from designated compass swing areas and unit controlling authority.

5.20. **Explosive Ordnance Disposal Area**. If applicable, orders contained at Annex GG for the use and access of EOD areas are to be produced.

5.21. **Dangerous Goods (DG) Procedures**. If applicable, orders contained at Annex HH are to be produced for the control, loading, unloading and management of DG iaw extant regulations.

5.22. **Hydrazine (H70) Leak**. If applicable, orders contained at Annex II

are to be produced to cover the actions for potential Hydrazine (H70) leaks from visiting ac.

5.23. **RPAS Orders**. If applicable, orders contained at Annex JJ are to be produced to cover the authorized operation of RPAS within the Air Traffic Zone Boundary.

5.24. **Supervision of flying**. The Stn Cdr is the Airfield Operating authority for RAF Coningsby. The Stn Cdr is also responsible to the CON SEMP and support resident Air Wings ASMPs, specifically through upkeep of the Airfield Operators Hazard Log (AOHL). To implement elements laid down within the aforementioned documentation the following are key supervisory functions:

a. **Typhoon Supervisor of Flying (SOF).** The Ty SOF is the daily senior Supervisor for resident Typhoon Sqns. The Ty SOF is to be a flying branch officer, be a minimum of Flt Lt, and be considered Suitably Qualified and Experienced Personnel (SQEP). Individuals appointed as Ty SOF must be:

(1) Approved by the Commander Air Wing (CAW) Typhoon.

(2) Briefed and endorsed by both the Aerodrome Operator and Deputy CAW.

(3) During routine flying hours when Stn flying is in progress, the Ty SOF is to be immediately contactable and within 10 minutes of the Lincs Terminal Air Traffic Control Centre (TATCC). The Ty SOF can utilise a comms panel and headset in the Lincs TATCC VCR to assist them in the conduct of their duties. For single sqn out of hours flying, that sqn should provide or arrange for Ty SOF cover during that period of flying.

(4) The Ty SOF will normally delegate their direct supervisory responsibilities jointly to each sqn Duty Authorising Officer (DAO); being supported by the Duty Operations Controller (DOC) and the CON ATC Supervisor. However, throughout their tour of duty, the Ty SOF is to ensure that they are immediately available to the ATC Supervisor. The Ty SOF is to ensure the DOC and the CON ATC Supervisor have their current contact details for the entire period of their duty.

(5) The AO will set the framework within which resident air wings will comply subject to type and activity.

b. **CON ATC Supervisor.** A CON ATC Supervisor will be rostered to work during published airfield opening hours. The rostered supervisor may assume the role of ATCO IC when they deem the traffic situation allows, taking into account the number of ac airborne, weather, number of controllers on shift and any other relevant circumstances. Outside of published airfield opening hours an ATCO IC will be rostered. The CON ATC Supervisor or ATCO IC is directly responsible, through the Lincs TATCC Cdr to OC Ops Spt Wg for:

(1) The safe and efficient control of ac on CON frequencies.

(2) The maintenance of high standard of controlling and RT discipline.

(3) Determining the correct recovery state in consultation with resident Air Wing Supervisors and the flowchart depicted in Figure 1 below.

Recovery states.

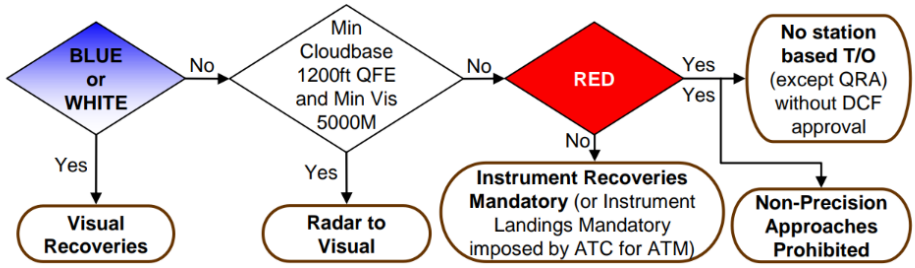

Figure 1

(4) The alert and dispatch of airfield emergency services in support of Stn domestic incidents and the Stn flying task.

(5) Keeping the resident Air Wing Supervisor informed of any event that results in, or could develop into, a hazardous situation. They are to call the Ty SOF to Lincs TATCC whenever they consider there is a need for closer supervision of flying or whenever a pilot declares an emergency. The Ty SOF is to be informed of any change in weather conditions which have not been forecast.

(6) Deciding what, if any, emergency action is to be taken in response to an ac problem[28].

c. **Duty Operations Controller (DOC).** Resident Air Wings will nominate Alternates. Resident Air Wing Supervisors will normally delegate the direct management to the DOC. The DOC is directly responsible to the resident Air Wing Supervisors for:

(1) Ensuring that Alternates are booked and promulgated.

(2) Liaising with the CON ATC Supervisor to ensure that the Air Wing declared flying states are promulgated.

(3) Ensuring that the appropriate sqn DAO has been notified by CON ATC when an ac declares an emergency. The DOC is responsible for the proper dissemination of the information across all functional areas of the Stn.

(4) Ensuring that resident Air Wing Supervisors are advised of any event that may cause a hazard to ac.

(5) Maintaining the Air Ops logbook as appropriate.

[28] IAW MMATM

(6) The DOC is to inform the resident Air Wing Supervisors immediately of any factors which could affect the flying state or Alternate management; in particular, the DOC is to refer to the Ty SOF in cases of significant weather deterioration or Alternate difficulties.

d. **Meteorological Services.** The Coningsby Met Office is to conduct the following:

(1) The Met office is to be staffed continuously by a qualified observer, with forecasting provided either in person or remotely.

(2) The Met Office is to produce PowerPoint briefs and brief aircrew and Stn authorities when and where required.

(3) The Met Office is to take observations and produce met reports[29]. The reports are to be disseminated in a timely manner according to the distribution list held in local orders.

(4) HQ Air Cmd has directed units to instigate a formal system to record poor or unsatisfactory Met Office performance. Accordingly, all aircrew are to report any cases of poor or unsatisfactory Met Office performance to both the Ty SOF and the Senior Met Officer. Following these discussions, if appropriate, a record of the poor performance is to be forwarded to OC Ops Spt

(5) The duty Met Forecaster is to promulgate warnings of thunderstorm activity near CON to the CON ATC Supervisor, Ty SOF, flying sqns, and DOC via email. In all cases where thunderstorms feature within the Terminal Aerodrome Forecast (TAF) at base or a potential Alternate the Ty SOF and Air Ops should liaise with the Duty Forecaster to establish the location of current thunderstorms, their density, speed, and direction of travel, as well as their top height and forecast development during the flying window. This is to include the transit to and from the desired operating area or nominated Alternate, as well as the conditions at the destination locations.

5.25. **QRA(I) South priority.** The following priorities are to be enforced:

a. QRA(I) scrambles are to take precedence over all routine, exercise, and training flights.

b. Except for QRA(I) Tango scrambles, when a scramble message is received only ac already cleared to land, those that have called ‘finals’ in the visual circuit, and those within 4nm on an instrument approach may land. When a Tango scramble message is received, clearances for other ac to land may still be issued until the Aerodrome Controller is in sight of the scrambled ac approaching the hold. All other ac will be broken-off by CON ATC and are to hold in the overhead at 1500ft QNH, or as directed by CON ATC.

[29] IAW local orders.

c. Large ac already taxing to the RWY25 threshold on receipt of a QRA(I) South Scramble Message are to be held on the ORP, ensuring that there is enough space for the QRA(I) South ac to taxi past them for an inset take-off from RWY25.

d. All Alpha QRA(I) sorties are afforded Air Defence Priority Flight status. This ensures that QRA(I) ac receive the highest ATC priority over all known movements.

e. QRA(I) Tango scrambles including sqn 'Practice' scrambles are to be afforded extra priority over the normal daily flying task where possible.

f. QRA(I) South RWY selection**.** RWY25 is the preferred RWY for QRA(I) South ac irrespective of the duty RWY. When RWY07 is in use, CON ATC will endeavour to ensure western cable is rigged and raised prior to QRA launch.

5.26. **Visiting Aircraft.**

a. **Handling of visiting ac**. Visiting ac Handling Section (VAHS) is responsible for the handling of all visiting ac. Additional visiting ac and attachments outside the capacity of VAHS will be handled by nominated flying sqns tasked by OC Ops Spt Wg.

b. **Procedures for hosting sqns.** The SEngO of a nominated host sqn is to direct their staff to provide engineering support to the visitors. The ASP or dispersals will normally be used for hosted visitors.

c. **Parking of visiting ac.** Eng Ops Sqn (EOS) is responsible for selecting suitable parking area for visiting ac.

d. **VIP visitors.** VAHS will normally be tasked with marshalling VIP ac. The NCO IC VAHS is to ensure that visiting ac carrying VIPs are met by personnel in white overalls. Civilian visitors' status will be advised to NCO IC VAHS by Air Ops. Parking slots for VIP ac will be as directed by EOS. Embargos or other special procedures may be put in place to facilitate the receipt and handling of visitors. These are discussed in Annex LL.

e. **Additional VAHS tasking.** VAHS is established only for receipt, refuel and despatch of visiting ac for which it is tasked. Essential flight servicing is the responsibility of the visiting ac captains and any additional work that is requested of VAHS is to be authorised by OC Ops Sqn.

f. **Out of hours visiting ac.** QRA has primacy at all times over the use of the RWY. This Order seeks to address the risks inherent of visiting aircraft potentially blacking the RWY without VAHS expertise to tow them clear. In general, ac will only be accepted outside of a core flying window and that of an extant bespoke LOA under the following circumstances:

(1) Only light aircraft will be accepted.

(2) Aircraft are permitted to self-handle at Captain's discretion. The captain of such ac is responsible for securing the ac until it can depart or until engineering support arrives from the home Stn.

(3) Captains must accept if their visiting ac blacks the runway, this aircraft may be forcibly moved should the runway be needed for QRA(I) operations.

(4) No engineering, supply, admin, MT, or accommodation support is available for diverted aircrew (unless by prior agreement). In extremis, Captains must be prepared to remain at CON until the next core flying window.

(5) ATC workforce provision OOH is to provide support to QRA. The ATCO IC will assess spare capacity and only advise OC Ops Spt Wg, through the Lincs TATCC Cdr to accept additional moves if safe to do so.

g. **VAHS operating times.** VAHS are open during the promulgated flying window. Any extension to these times needs to be approved by OC Ops Sqn via Air Ops.

h. **Alternate bookings**. The CON Duty Typhoon Sqn will act as the Eng Crash Recovery Team for any Typhoon ac diverting to CON. VAHS will act as the Eng Crash Recovery Team for any other ac type holding CON as an Alternate. Alternate bookings should only be accepted from non-Stn ac if VAHS is staffed (unless prior arrangements have been made for another Sqn Eng team to hold the visiting ac Crash Recovery Team commitment).

i. **Practice Alternates**. Practice Alternates (PD) by visiting ac are permitted when VAHS is not staffed

j. **Out of hours refuelling of on-task SAR or police helicopters**. Rotors-off refuelling may be requested out of hours by on-task police or SAR helicopters. Refuelling of these helicopters may be permitted where safe parking can be assured and risk to RWY07/25 can be minimised. Marshalling will not be available, so prior to acceptance of such a request, CON ATC should endeavour to conduct a sweep of the planned taxiing and parking areas. The route and parking area are to be clear of ground servicing equipment and other hazards. At night, the parking area must have serviceable overhead lighting. Sierra and the ASP are the preferred parking areas. CON ATC are to arrange for a fire vehicle to be in attendance for engine start.

5.27. Armed Aircraft Safety Orders.

a. **Loading and unloading of explosive armament stores and parking of armed ac.** The loading/unloading of explosive armament stores and parking of armed ac is to take place iaw the references[30]. The nature of the ac load (e.g., high explosive weapons, practice bombs, directional weapons etc), Net Explosive Quantity (NEQ) and location of other ac, both armed and unarmed, will determine the precise location where the ac may be parked. When parking an armed ac Eng Ops should be notified in the first instance to allocate a slot, with detailed guidance on the explosive licences and where ac can be parked in different states of arming found in Annex A to the following AESO: Order 2-1-7-1-03 – Armed Aircraft Safety Orders.

[30] IAW Local Orders.

5.28. **Typhoon work-up**

a. **Typhoon practice displays.** Typhoon display practices (and any approved visiting FJ displays) are to be limited to the following slots Mon-Fri:

(1) 1015-1045(L).

(2) 1400-1430(L) (to be de-conflicted with BBMF).

b. **Recovery of non-display ac.** These slots have been arranged to cause minimum disturbance to the local community and night shift workers. They are to not to be changed without the approval of OC Ops Spt Wg who will consult with the Stn Media and Communications Officer (MCO). BINGO+10 will be applied to all programmed Typhoon displays. Ac that recover during a Typhoon display will be held-off iaw the above requirements, or as directed by CON ATC. No ac is to be permitted to hold in the overhead.

c. **Bingo times conflict.** Ac that recover during a Typhoon display will be held-off iaw the above requirements, or as directed by CON ATC. No ac is to be permitted to hold in the overhead. If BBMF and Typhoon display times conflict, the BBMF ac are to wait until the Typhoon has completed its display.

d. **South-side airfield movements.** No ac will be allowed to taxi on the south-side of the airfield once a display has commenced.

5.29. **Aerodrome Preferred Brake Chute Drop Points**. These are detailed within Annex MM.

5.30. **Areas of Poor VHF Reception.** These details are contained within Annex NN.

5.31. **Typhoon Flare Operations.** These are detailed within Annex OO