Defence Aerodrome Manual (DAM)

RAF Lossiemouth

Edition 1.6

6 Oct 25

To amend this document, contact LOS-OSW-Ops A3 FltCdr

FOREWORD

1. This document, the RAF Lossiemouth Defence Aerodrome Manual (DAM), describes the airfield at RAF Lossiemouth including the management, physical characteristics, services available and operating procedures. The manual is written to inform both military and civilian aircrew and flight operators and to provide a definitive reference guide for personnel operating on the aerodrome. This DAM conforms to the guidance provided by the Military Aviation Authority (MAA) Regulatory Article RA1026 and can be considered equivalent to the CAA CAP 168 Aerodrome Manual. This document should be read in conjunction with the RAF Lossiemouth Safety Management Plan (ASMP). The terms aerodrome and airfield are used interchangeably with aerodrome used in the titles in recognition of CAP 168 nomenclature.

2. The DAM is the primary source of aerodrome information for RAF Lossiemouth, but the appropriate Air Information documents should be used for flight planning purposes and for the conduct of flight. Additional orders for military users are also contained in Air Wing DDH Orders. The DAM outlines some aspects of the RAF Lossiemouth Air Safety Management System; however, full details are contained in the RAF Lossiemouth Air Safety Management Plan and Contingency Plans.

3. The master copy of the RAF Lossiemouth DAM is held by RAF Lossiemouth Station Operations (Stn Ops) and is available on the RAF Lossiemouth SharePoint site and the RAF Lossiemouth internet website. If non-military users cannot access electronic links on this document, they should contact RAF Lossiemouth Stn Ops (01343 816872). Amendments to the Manual will be made on a regular basis and the latest version published online.

4. This document will be reviewed annually iaw the Aerodrome Operators Assurance Framework and schedule (below),or following any interim amendments. Notification of errors within this document and its annexes, or requests for amendment should be communicated to Stn Ops (01343 816872) or by email to LOS-A3Ops@mod.gov.uk.

5. **Schedule for routine review.**

	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec
Annex A - Z	X		X	
Annex AA - SS		X		X

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Wg Cdr
OC Ops Spt Wg
Aerodrome Operator (AO)
RAF Lossiemouth

6 Oct 25

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3. Table of Amendments

Version No.	Amendment Date	Detail of Amendment	Name / Role	Signature
0	21 Apr 23	Complete Re-issue in line with MAA Template V9.	SLOPS	L Bell
1.1	27 Jun 23	Addition of para 5.34 and Annex PP	SLOPS	L Bell
1.2	3 Jul 23	Amend to Annex K, to update Voy parking on DELTA	SLOPS	L BELL

1.3	9 Nov 23	Incorporation of FOB Orders, Chapter 4, Annexes O, W, NN, QQ, RR, SS, updated links.	SLOps	E Carpenter
1.4	15 Apr 24	Change to QNH-based aerodrome	OC OSW	N J Rees
1.5	28 Mar 25	Change of key stakeholders, updates to links in Annex A, C, G, K, Z, V.	SLOps	E Carpenter
1.6	6 Oct 25	Annexes A-Z reviewed and links updated. Key stakeholders updated in Annex C. Updated ATC Orders at Annex O.	SLOps	C J Rice

4. Annexes

Annex A	Aerodrome Operator Letter of Delegation
Annex B	Safety Meeting Structure
Annex C	Aerodrome Key Stakeholders
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Annex E	Formal Aerodrome Related Agreements
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Annex S	Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection
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Annex U	Aerodrome Users - Vehicle and Pedestrian Control

Annex V	FOD Prevention Training and Awareness
Annex W	Wildlife Management
Annex X	Low Visibility Operations
Annex Y	Snow and Ice Operations
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Annex BB	Aerodrome Safeguarding Waivers and Exemptions
Annex CC	Electrical Ground Power Procedures
Annex DD	Aviation Fuel Management Procedures
Annex EE	Hazardous Materials - Spillage Plan
Annex FF	Jettison and Fuel Dumping Area
Annex GG	Compass Swing Area (Not applicable)
Annex HH	Armed Aircraft Aerodrome Orders
Annex II	Dangerous Goods (DG) Procedures
Annex JJ	Hydrazine (H70) Leak
Annex KK	RPAS Orders
Annex LL	Aerodrome Obstruction List
Annex MM	ARFF Assessment Requirements
Annex NN	Air Wing DDH Orders
Annex OO	P-8 Post Flight Rinse Facility
Annex PP	Voyager Parking Slots on DELTA Apron
Annex QQ	Quick Reaction Alert (Interceptor) North Procedures
Annex RR	Light Aircraft Operating Procedures
Annex SS	Special Operating Procedures

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

1.1 Name and Work Address of Aerodrome Operator:

Wing Commander J Jakubowski
Officer Commanding Operations Support Wing
Royal Air Force Lossiemouth
Lossiemouth
ELGIN
Morayshire
IV31 6SD

Mil: 95161 2050 / 6872
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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 in accordance with (iaw) RA 1026[1]. A signed copy of the AO Letter of Delegation is at **Annex A**.

1.3 Safety Meeting Structure. An organizational aviation safety meeting flow diagram is at **Annex B**.

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 at **Annex C**.

1.5 Aerodrome Operators Hazard Log (AOHL). An AOHL clearly indicates the active aerodrome operating hazards and is captured at **Annex D**.

1.6 Formal Aerodrome Related Agreements. All formal aerodrome related agreements are captured at **Annex E.** They are in tabular form, showing dates of implementation and review and a link to the documents. The agreements are reviewed at least annually.

1.7 Aerodrome Alternative Acceptable Means of Compliance (AAMC), Waivers and Exemptions. Copies of all aerodrome related AAMC, Waivers and Exemptions are captured at **Annex F**.

1.8 Aerodrome Location and Control of Entry and Access. A descriptive paragraph is at **Annex G**, explaining the location of the aerodrome.

[1] Refer to RA 1026 - Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities including Aerodrome and Helicopter Landing Site Assurance Requirements

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 is to mirror the equivalent information published in other military aviation publications. TAPs awaiting AIDU update following change to QNH-based procedures.

2.2 SPECIAL PROCEDURES

Elev **40**	Var **2° W**	TA **3000**	TRL **ATC**		Date: **28 Dec 23**	Chart No. **B1**

FIXED WING

1. Aircraft requesting an IFR departure will be issued a release conforming to a published MID (see charts G1 and G2).

2. Visual Departures:

   i. Rwy 23 - Maintain rwy track until departure end of rwy before turning.
   ii. Rwy 05 - Maintain rwy track to not below 600ft QNH.
   iii. Rwy 28 - If unable to maintain high climb gradient, maintain rwy track until *500m* beyond the upwind threshold, then right turn onto track 310° climbing to not below 1000ft QNH.
   iv. Rwy 10 – Depart not below 1000ft QNH.

3. Visual circuit noise abatement procedures are detailed in chart C1 and are to be complied with by all fixed wing aircraft (including visual departures).

4. For all departures, reheat, if used, should be cancelled as soon as possible.

5. Aircraft overland within 15nm of Lossiemouth are not to be flown below 1000ft MSD.

ARMED AIRCRAFT

6. Visiting aircraft and diversions should inform ATC on initial contact if the aircraft is armed, including chaff and flare.

SLOW LANE

7. Lossiemouth operates a slow lane policy on the south side of the rwy in use; after landing, aircraft are to maintain in the slow lane unless otherwise authorised by ATC.

HELICOPTERS

8. Helicopter departures/recoveries should comply with the procedures in the Heli Landing Sites Directory. Visiting helicopters are to land and depart from a rwy threshold. Pilots should expect to land on the rwy not in use.

WARNINGS

~~9. Due to the proximity to Kinloss, aircraft on radar recovery to Lossiemouth Rwy 05/10 will only receive a Traffic Service when transiting through or overflying the Kinloss MATZ.~~

9. Avoid overflying Elgin, Duffus and Lossiemouth towns and Gordonstoun School.

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

2.4 Temporary Obstruction Orders. Orders, contained at **Annex I**, cover the actions involved in dealing with temporary obstructions on or around any manoeuvring area that are considered to be a hazard to either Aircraft, vehicles or pedestrians.

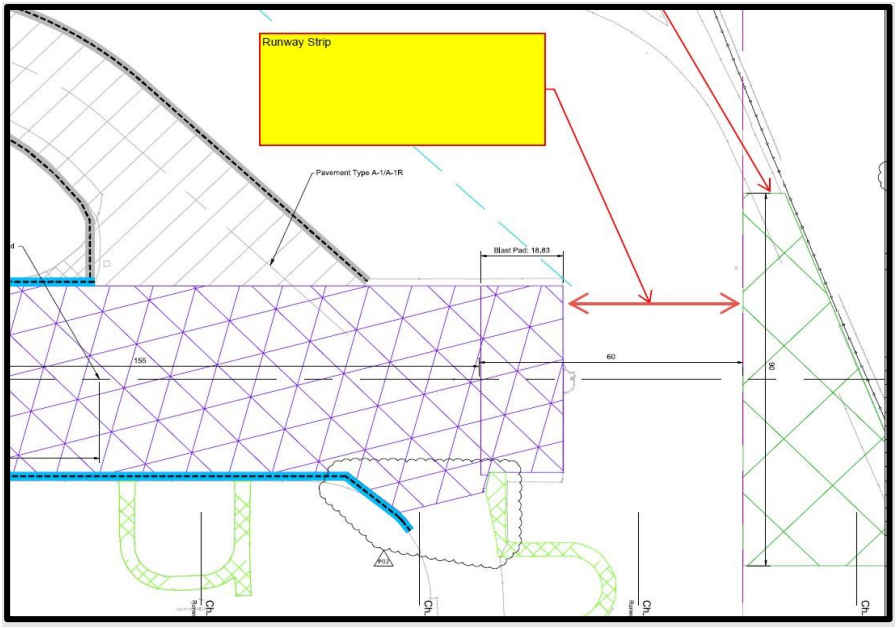
2.5 RWY Strip Obstructions. All legacy[2] runway strip obstructions are published within the AOHL, at Annex D. Detailed information on each obstruction can be found in **Annex LL.** Any new runway strip obstruction[3] will require a waiver request to be submitted and if authorized, will be contained within Annex F.

2.6 RWY End Safety Area (RESA). RESA are established for Rwy 05 and 23

Rwy 05 – Does not meet the minimum length minimum 9.5m, 27m on extended runway centreline, Width 90m
Rwy 23 – Less than minimum – Length 138.5m, Width 90m

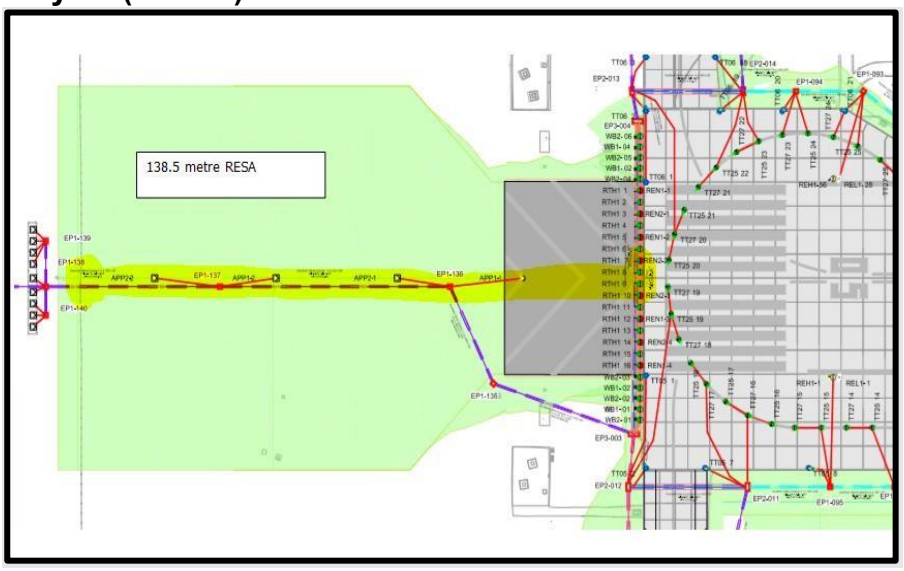
Diagrams:

Rwy 05 (23 end)



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

Rwy 23 (05 end)



2.7 Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor System (EMAS). Not applicable.

2.8 Aerodrome Arresting System Orders. Orders for the safe operation of the Rotary Hydraulic Arrestor Gear (including standard operating configurations), along with orders for the Maintenance and monitoring of the systems are contained at **Annex J**.

2.9 Manoeuvring Area Safety and Control Orders. The AO is to ensure that orders, contained at **Annex K**, are produced for the safe parking, manoeuvring, refuelling, ground running[4] and servicing of Aircraft.

2.10 P-8 Post Flight Rinse Facility. Procedures for the operation of the P-8 Post Flight Rinse Facility are at **Annex OO**.

[4] Noise abatement procedures relating to high power ground runs are to be contained within Annex H – Noise Abatement Procedure Orders.

Chapter 3: Emergency and Aerodrome Rescue and Firefighting Orders

3.1 Emergency Organization. The AO is to be familiar with RA 3261(2), RA 3263 and DSA02 DFSR[5]. RA3049[6] stipulates that Defence Contractor Flying Organisations operating MAA-regulated Aircraft must meet the requirements detailed in DSA02 DFSR. The relationship between the AO and the Defence ARFF Service Provider is defined within DSA02 DFSR[7] 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 contained at **Annex L**, iaw guidance contained within the MPCM, RA 1400(1)[8] and DSA02 DFSR. Orders cover the eventuality of an Aircraft accident / incident, on the aerodrome or within the 1000 m area assessment from runway thresholds. The plan is to be exercised by table op or live-ex on alternate years iaw extant regulations. In addition, the Aerodrome Crash Plan may be made available to the local Resilience Forum.

3.3 Aerodrome Rescue and Fire Fighting Services and Training Orders. The Fire Station Manager, iaw DSA02 DFSR, is to ensure the information is produced and contained via hyperlinks at **Annex M**.

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.

3.5 Aircraft Emergency Procedures

3.5.1. Fuel Issues. There are three basic states of fuel issues:

a. **Minimum Fuel.** Aircrew should advise ATC of a minimum fuel state by broadcasting *"MINIMUM FUEL"*. This call means that the captain is content with the ac position in the queue of recovering ac, but that any delay or extension to the recovery may result in landing below planned alternate fuel. This also applies to electric-powered light aircraft, whose ability to hold may be limited due to battery endurance. These specific aircraft types will be identified by the addition of "ELECTRIC" to the c/s.

b. **Fuel Urgency.** Pilots should declare fuel urgency by broadcasting *"PAN PAN PAN FUEL"*, when the calculated fuel at landing is less than the planned alternate fuel. The ac captain should decide whether to divert or continue recovery to LOS. If the decision is made to continue recovery to LOS, then ATC will prioritise that ac for recovery. If ATC advise that this will detrimentally affect other ac having already declared *'MINIMUM FUEL'* then they may suggest that the ac divert, depending on relative ac positioning.

[5] Refer to RA 3261(2): Aerodrome Emergency Services, RA 3263 – Aerodrome Classification and DSA02 DFSR – Defence ARFF Regulation.
[6] Refer to RA 3049 – Defence Contractor Flying Organization Responsibilities for UK Military Aircraft Operating Locations.
[7] Refer to DSA02 DFSR – Defence ARFF Regulation
[8] Refer to RA 1400(1): Flight Safety

c. **Fuel Distress.** Aircrew should declare fuel distress by broadcasting *"MAYDAY MAYDAY MAYDAY FUEL"* when the calculated fuel at landing (either at LOS or the alternate) is less than the minimum permitted landing fuel. ATC will give recovery priority to that ac.

3.5.2. Navigation Light Failure at Night.

a. **In the Air.** The controlling agency should be notified and the ac recovered to base, ideally under the control of a radar unit. After landing, the ac is to await the arrival of a lead vehicle before taxying to dispersal.

b. **On the Ground.** After leaving dispersal, ac should taxi to the holding point and request a lead vehicle. If the radio is unserviceable, aircrew are to attract the attention of the TRC and await the arrival of a lead vehicle before taxying to dispersal.

3.5.3. Main Rwy Obstruction Considerations. If the main rwy becomes obstructed, ATC should inform the DCF/ISTAR SOF/DOC to discuss the likely impact and nature of the obstruction against the flying programme. If the obstruction does not permit ops on rwy 10/28 (or wind is out of limits) ac may be required to divert. Note that Poseidon can only operate from the main rwy.

3.5.4. Communications Failure Procedures.

a. **On the Ground.** After leaving dispersal ac may taxi to the holding point, stop and attract the attention of ATC or the TRC by flashing lights or opening the canopy iot request a lead vehicle.

b. **In the Air.** Ac are to Squawk 3/A 7600 (or 3/A 7700 if experiencing a further emergency) and attempt to contact LOS on any published frequency. Ac are to listen on the ILS Emergency Speech Facility (n/a for Ty). Aircrew are to use the last known QNH ~~QFE (QNH for Poseidon)~~ and proceed as follows:

(1) **VFR.** Maintain VMC and join iaw UK Basic Comms Failure Procedures for the last known rwy in use.

(2) **IFR.** If IMC, consider diversion to an airfield with VMC. Due to prolonged issues with the LOS TACAN, the only NAVAID approach available is TAC-ILS on Rwy 23.

i. **Inside Initial Approach Fix (IAF).** If able, continue the approach. If not visual with the aerodrome execute Missed Approach Procedure.

ii. **Outside IAF**. Climb to or fly at Emergency Safe Altitude (6500 ft amsl) and attempt to gain contact on any published frequency and monitor the ILS Emergency Speech Facility if able. If unable to comply, maintain 6500ft amsl, adopt the UK Basic Comms Failure Procedures and proceed to planned alternate. If the last known rwy in use was rwy 23, proceed to the TACAN hold, carry out one hold then fly a TAC-ILS approach.

iii. **Rwy 05 / 10 / 28.** If weather conditions prevent a landing on Rwy 23, ac may conduct a circling approach to the active Rwy from the Rwy 23 TAC-ILS procedure. For LOS-based Typhoon ac only, due to the higher app minima for a circling CAT D approach, and where a tailwind cannot be accepted on Rwy 23, may conduct a TAC-ILS to Rwy 23, converting to a visual low-level circuit (600ft QNH) to the active Rwy.

c. In all cases, the appropriate pyrotechnic flare or lamp signal (under direction of ATC) will be used indicating permission or refusal to land as the ac commences the finals turn or approaches short finals on a straight-in approach. Note that the TRC is only present during the flying window. For OOH flying the lamp signals will be issued from the VCR as follows:

	Steady Red	Go Around
	Flashing Red	Total Refusal of Permission to Land
	Steady Green	You May Land
	Flashing White	Land at this Aerodrome after receiving Steady Green

3.5.5. Communications Failure with a Further Emergency. If a straight in approach to land is not required, ac should fly through the circuit at 600 ft QNH ~~QFE (QNH for Poseidon)~~ rocking the wings and exercising the engine throttles to signify a further emergency. If possible, climb to circuit height downwind (not below 600 ft QNH ~~QFE (QNH for Poseidon)~~). The presence of an ac with radio or total electrical failure in the visual circuit will be acknowledged by the use of a green flare as the ac proceeds downwind accompanied by the transmission "*RT failure/total electrics turning downwind*". The appropriate pyrotechnic signal twill be fired indicating permission or refusal to land as the ac commences the finals turn. At night, ATC will switch on the under-carriage lighting system (UCLS) when the ac is downwind, assuming a check is required.[9]

3.5.6. When using the UCLS, ac should overfly the lights from the finals turn at a height of 300ft AGL, using the following guidance:

a. **Rwy 05**. Over-fly UCLS heading 050°T before turning downwind.

b. **Rwy 23**. Over-fly UCLS heading 230°T before turning downwind.

c. **Rwy 28**. Over-fly UCLS heading 230°T before turning downwind.

d. **Rwy 10**. Over-fly UCLS heading 050°T before turning downwind.

3.5.7. Having overflown the UCLS, ac should climb to circuit height. Once established downwind, ATC will inform the ac of the assessed u/c position. If the ac has comms issues, pyrotechnic signals will be fired indicating the assessed u/c position, iaw the table below. Green indicates that u/c appears locked down, red indicates a position other than locked down.

[9] The UCLS are positioned on the grassed area between rwy 23 and Alpha North. By day, ac should fly abeam the tower.

1st Flare	Left main wheel
2nd Flare	Nose wheel
3rd Flare	Right main wheel
4th Flare	Hook (only if fitted and down)

3.5.8. A further pyrotechnic will be fired as the ac turns finals, giving permission or refusal to land. Unless the comms failure ac is approaching the promulgated rwy in use, ATC will instruct all other ac to vacate the visual circuit.

Emergency Dropping Areas

3.5.9. Jettison. In the event of an ac emergency requiring immediate jettison of external stores, aircrew should ensure this is actioned as expeditiously as possible to ensure ac safety. Ac are to jettison over the sea in coordination with Lossie Director using clear-range procedures. However, if time and circumstance allow, the following procedures apply:

a. **Jettison of Live or Inert Weapons.** Ac should jettison weapons at Tain AWR with clearance from range control. With clearance, when joining the range maintain an oversea track where possible, fly south of Dornoch to turn left base onto an LOA of 067°T. If Tain AWR is closed, it is not available for jettison.

Cable Procedures

3.5.10. Normal Cable Configurations. LOS cables will only be described with respect to a rwy direction and the suffix *"approach-end"* or *"overrun"*.

a. **Rwy 23/05.** The normal cable configuration for rwy 23/05 is approach-end cable 'Down'[10] and overrun cable 'Up'[11], unless there is a specific operational requirement (e.g. weather, 28/10 unavailable and large ac/Poseidon recoveries); in which case the approach-end cable will be 'de-rigged'[12].

b. **Rwy 10/28.** The normal cable configuration for rwy 10/28 is approach-end cable 'Down' and overrun cable 'Up' (rwy 10 is the default choice for QRA(I)N).

3.5.11. ATC will liaise with the QRA DFC and DCF regarding the most appropriate cable state for both rwys. Initial liaison should occur 1hr prior to the flying window, with follow-up engagement as required during the flying window. For all instrument approaches and the first visual approach, when the intention is to land or touch and go, ATC will confirm the cable state if they are in a non-standard configuration. Outside the published flying window, ATC will liaise with the QRA DFC regarding the most appropriate cable state.

3.5.12. Cable Engagement on Rwy 10. Rwy 10 approach-end cable engagements may encroach beyond the rwy intersection. In the event of a rwy 10 approach-end cable

[10] Down – Cable not supported and tensioned but can be 'up' at approx. 10 mins notice.
[11] Up – Cable is supported and tensioned.
[12] De-Rigged – Cable is removed and only available at approx. 40mins notice. This is to avoid large ac damaging the cable on landing.

engagement, aircrew should be aware the cable lies 518 ft from the threshold and approximately 200 ft short of the PAPIs.

3.5.13. Poseidon Recoveries when using Rwy 05. The approach-end cable will be de-rigged for Poseidon recoveries. If Ty requires a cable during this period and the wind favours rwy 10, consideration should be given to a tailwind cable engagement on rwy 28 iot avoid the situation in para 14. Note that rwy 28 has an extra 1,000ft of rwy distance available prior to the cable, simplifying the engagement procedure and allowing more distance to reduce to cable entry speed. Ty pilots should give ATC as much notice as possible of the requirement for an approach end cable to allow the rwy 05 cable to be re-rigged, and it may be prudent to contact the Sqn Auth or LOS ATC directly rather than relying on other agencies to relay the message and risk delays.

3.5.14. Aircraft captains are to note that on Rwy 10 there is runway arrestor cable equipment sub surface which consists of an exposed pit within the runway strip. This area is marked by day with RHAG marker boards which will be illuminated at night if the runway in use. It is also marked by a red obstacle light.

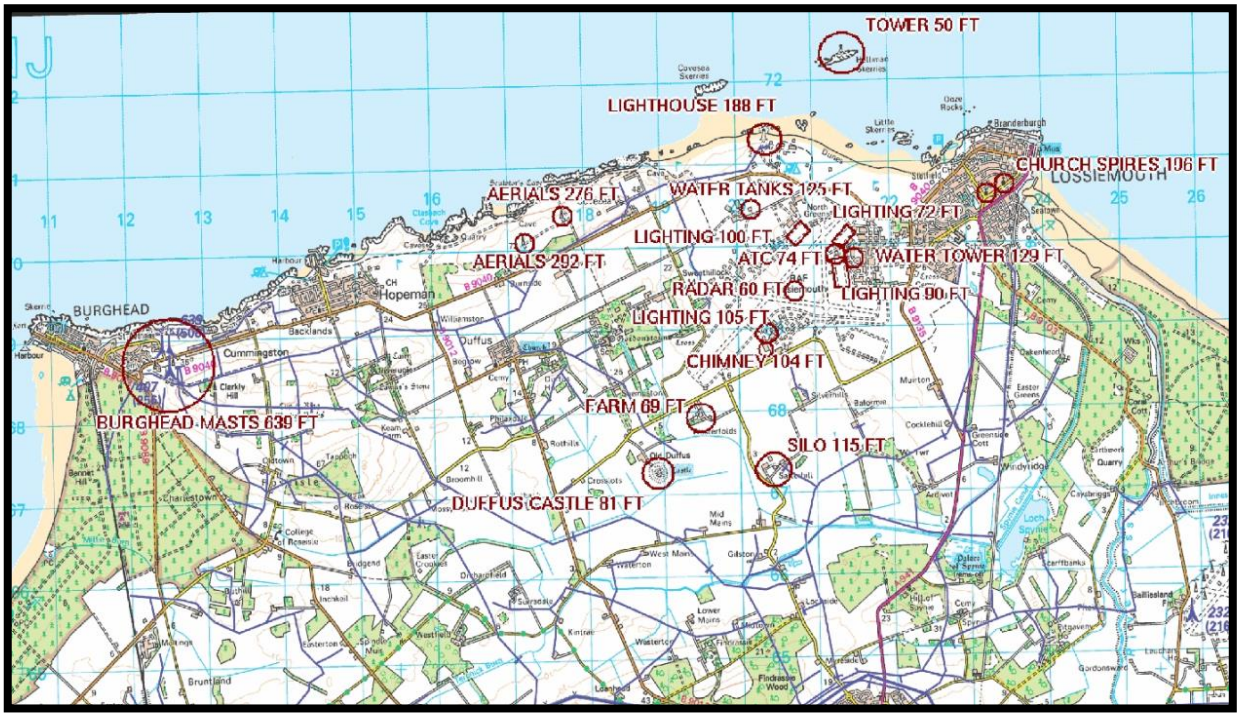
Chapter 4: Air Traffic Services and Local Procedures

4.1 ATC Orders. ATC Orders are produced to cover all ATC procedures involved in the safe and expeditious flow of Air Traffic. The orders take into account any direction and guidance contained with the MMATM and iaw ATM 3000 (RAs) to ensure compliance and are contained at **Annex O AL2**.

4.2 Local Operating Procedures. Operating procedures for RAF Lossiemouth are contained within **Annex O AL2.** Procedures for Quick Reaction Alert (Interceptor) North are contained within **Annex QQ**.

4.3 Local Obstructions, Avoids, and Local Flying.

4.3.1 Local Obstructions. Local area obstructions are shown below:



In addition, the following should be noted:

a. Burghead Masts 642 ft AMSL, 274°M / 4.3 nm. Lit at night.

b. Covesea Lighthouse 188 ft AMSL, 500M North of rwy 23 Threshold.

c. York Tower 399 ft AMSL, 225°M / 4.3 nm.

d. Knockmore Mast 1544 ft AMSL, 155°M / 12 nm. Lit at night.

4.3.2 Local Avoids

a. **Controlled Airspace.** Multiple areas of controlled or regulated airspace exist near LOS. Flight within these areas is to be under the control of the appropriate

agency except in an emergency or in situations covered by the arrangements for QRA Air Defence Priority Flight (ADPF).

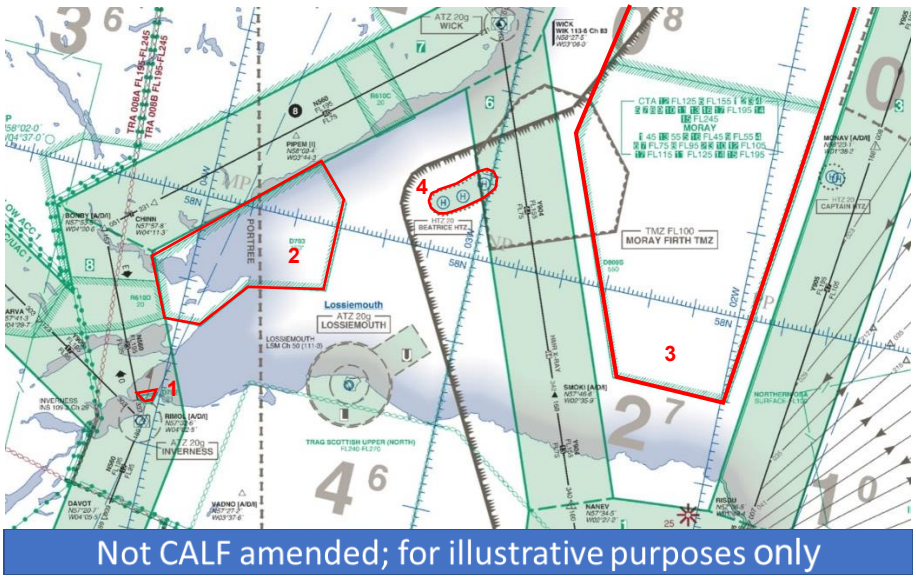
b. **Local Danger Areas and Avoids.** The local danger areas are:

(1) **D702 Fort George**. Active 0800 -1600 Local daily SFC to 2100 ft AMSL. Other times by NOTAM.

(2) **D703 Tain**. Active 0900 – 2200 L Mon – Thur and 0900 – 1400 Local Fri SFC to 15000 ft AMSL. Other times by NOTAM SFC to 22000 ft AMSL.

(3) **D809 North, Central and South**. Activated by NOTAM SFC to 55000 ft AMSL.

(4) **Beatrice A**. Ac are to avoid the Beatrice A complex by 1.5 nm and 2000 ft (dimensions of the HPZ). Helicopters operating from Beatrice A use frequency 122.8.MHz.



c. **Safety Altitudes.** The safety altitude within the following stated radii is:

(1) **25 nm**. 3800 ft AMSL based upon Ben Rinnes, 2759 ft AMSL, 180°M / 19 nm.

(2) **100 nm**. 6500 ft AMSL based upon Ben Nevis, 4406 ft AMSL, 235°M / 75 nm, however, Ben Macdui, elevation 4296 ft AMSL, 205°M / 40 nm.

4.3.3 Local Flying Activity

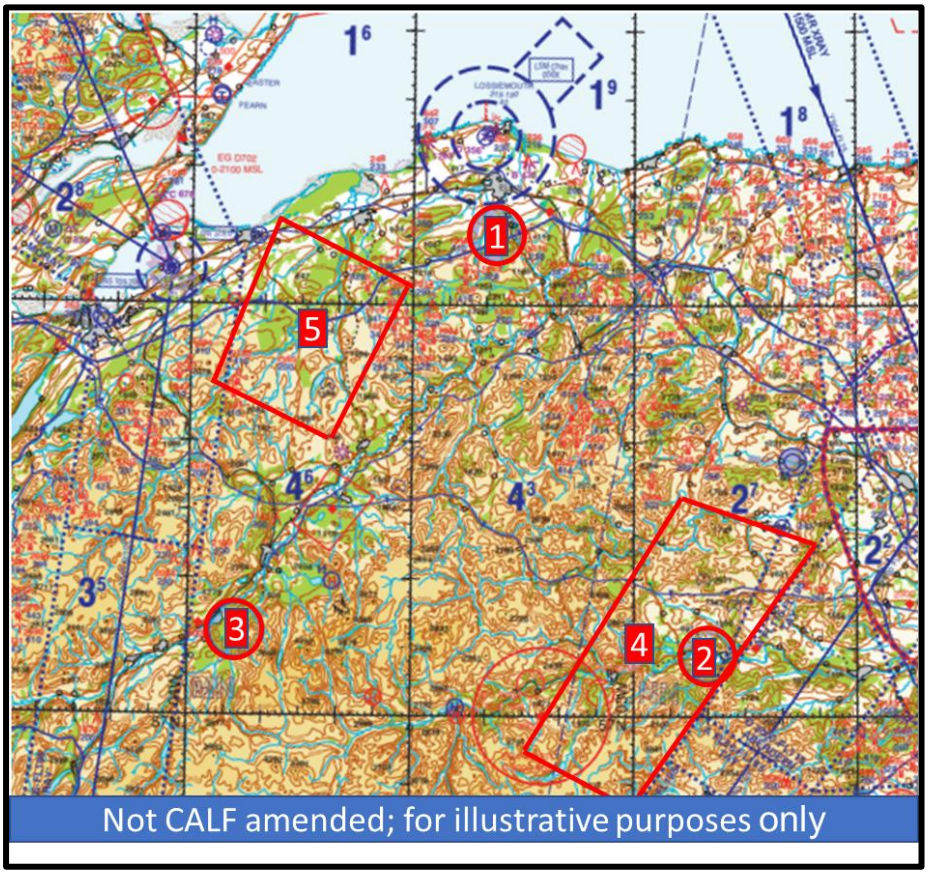
a. **Easterton Glider Site.** Easterton Glider Site is located 7.5nm south of LOS (N57 35.14 W003 18.58, NJ217558, 2000ft agl / 2nm radius) and can be active from sunrise to sunset (LoA between Highland Gliding Club and RAF Lossiemouth regarding Easterton Glider Site).The Highland Gliding Club should notify ATC (Mon – Fri) when flying commences and ceases. Activity is promulgated on DATIS as *'Easterton Hot'*, when any flying operations are notified. Through negotiation with the

CAA and LOS, the Club is permitted to launch by winch, cable or ground tow, to a height of more than 2000 ft.

b. **Shempston Airfield.** Shempston Airfield is located 500m SW of LOS, adjacent to the rwy 05 undershoot. Approach and departure to and from the grass strip conflicts with arrivals/departures from rwys 23 and 05 at LOS. Shempston ac will call LOS ATC on VHF before departure and prior to recovery to assist de-confliction. Non-radio equipped ac will liaise with ATC on landline prior to flight.

Gliding sites, TRA(G) Aboyne and Moray Flying Club LTA

Gliding sites: (2nm/2000ft unless otherwise specified)			
1	Easterton	573514N 0031858W	NH 855029
2	Aboyne	570418N 0024938W	NJ 217558
3	Feshiebridge	570610N 0035317W	NO 494985
Other Users:			
4	TRA(G) Aboyne Note: Activated by NOTAM. A minimum notice of 2 hours is required to activate TRA(G)	571700N 0025300W - 571216N 0023532W - 565301N 0030005W- 565730N 0031500W - 571700N 0025300W	FL195-240.
5	Moray Flying Club (MFC) LTA	SFC-10,000’ AMSL	



4.4 Light Aircraft Operating Procedures. Procedures for light aircraft operating from LOS, including Moray Flying Club (MFC), visiting University Air Squadrons (UAS) and Air Experience Flight (AEF) aircraft are contained within **Annex RR AL1**.

4.5 Special Operating Procedures. Procedures relating to Helicopter activity in support of local Oil Rigs and SAR, and Inverness airspace procedures are contained within **Annex SS.**

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 always correct. Orders for the reporting procedures to advise the relevant agency of any permanent changes to aerodrome information are at **Annex P**. Management of these duties can be delegated, however responsibility for these actions will always remain with the AO. Further guidance on Aerodrome Information and notification is contained in UK Air Information Publication (AIP) / Mil AIP.

5.2 Aerodrome Serviceability Inspections. Orders, contained at **Annex Q**, for the inspection of the Aerodromes are to be conducted iaw RA 3264[13].

5.3. Aerodrome Technical Inspections. Orders, contained at **Annex R**, for the technical inspection of the aerodrome are to be conducted iaw aerodrome regulations. A technical inspection of aerodrome lighting is to be conducted daily by the qualified SME. A more in-depth inspection of the aerodrome and associated equipment is to be conducted each week on behalf of the AO.

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 have been produced iaw extant Support Policy Statements and AP 600. Orders also contain details for the protection and supervision of access to the radar, radio and navigation aids (including their immediate vicinity).

5.5 Aerodrome Works Safety. Orders, contained at **Annex T**, for the control and supervision of work in progress on the aerodrome have been produced.

5.6 Aerodrome Users - Vehicle and Pedestrian Access Control. Orders, contained at **Annex U**, for the control of access for vehicular and pedestrian traffic on the aerodrome have been written iaw RA 3262[14].

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

5.8 Aerodrome Wildlife Management. Comprehensive orders on wildlife management have been produced and are contained at **Annex W**.

5.9 Low Visibility Operations (LVO). Orders, contained at **Annex X**, for Low Visibility have been produced iaw RA 3274[15].

5.10 Snow and Ice Operations. Snow and Ice Orders, contained at **Annex Y**, in the RAF Lossiemouth Snow and Ice Plan are to be exercised and reviewed annually iaw RA 3278[16].

[13] Refer to RA 3264 – Aerodrome Inspections.
[14] Refer to RA 3262 – Aerodrome Access.
[15] Refer to RA 3274 – Low Visibility Procedures.
[16] Refer to RA 3278 – Snow and Ice Operations.

5.11 Thunderstorm and Strong Wind Procedures. Orders contained at **Annex Z** have been produced to cover Aircraft operations during thunderstorm (lightning risk) warning periods and periods of forecast strong winds.

5.12 Civil Registered Aircraft Aerodrome Usage - Terms and Conditions. Use of MOD Aerodromes by civil registered Aircraft must be iaw JSP 360[17]. Orders contained at **Annex AA**, governing use by civil registered Aircraft have been produced. The orders 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 reflect JSP 360.

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[18] 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 have been 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[19].

5.15 Electrical Ground Power Procedures. Orders, contained at **Annex CC**, for electrical ground power procedures have been produced.

5.16 Aviation Fuel Management Procedures. Orders, contained at **Annex DD**, for aviation fuel management including policy guidance have been produced.

5.17 Hazardous Materials - Spillage Plan. Orders, contained at **Annex EE**, for Hazardous Materials Spillage have been produced.

5.18 Jettison and Fuel Dumping Area. Orders, contained at **Annex FF**, cover the use and access to and from designated jettison and fuel dumping areas.

5.19 Compass Swing Area. Not applicable.

5.20 Explosive Ordnance Disposal Area. Not applicable.

5.21 Dangerous Goods (DG) Procedures. Orders, contained at **Annex II**, have been produced for the control, loading, unloading and management of DG iaw extant regulations.

[17] Refer to JSP 360 - Use of Military Aerodromes by Civil Aircraft. This will need to be made available to civil operators on request.
[18] Refer to RA 3500 Series – Aerodrome Design and Safeguarding.
[19] For example, Air Traffic Control BM STANEVAL (ATM) reports.

5.22 Hydrazine (H70) Leak. Orders, contained at **Annex JJ**, have been produced to cover the actions for potential Hydrazine (H70) leaks from visiting ac.

5.23 RPAS Orders. Orders, contained **Annex KK**, have been produced to cover the actions to be carried out if UAS / RPAS are to be operated within the RAF Lossiemouth Flight Restriction Zone (FRZ).

Aerodrome Operating Procedures

5.24 Operating Hours. The published opening hours are from 0800-1800 (Local) Mon-Thu and 0800-1700 (Local) Fri (excluding English bank holidays). The approval of the AO or his nominated deputy is required for planned flights outside normal operating hours. SATCO is to provide ATC s for programmed Stn night flying Mon to Thu; Sqns are to provide notification of the requirement for night flying a minimum of one week in advance. SATCO is to ensure ATC is staffed 24 hrs to make provision for QRA(I)N & Poseidon ops.

5.25 Out of Hours (OOH) Movements. Where OOH movements (not including QRA(I)N/ Poseidon Operational missions) are approved the airfield is to be opened as follows:

a. A minimum of 1 hour before the first ETD to a UK destination.

b. A minimum of 1½ hours before the first ETA from a UK departure point.

c. A minimum of 1½ hours before the first ETD to an overseas destination or earlier at the Sqn's request.

d. A minimum of 3 hours before the first ETA from an overseas departure point. The DOC is responsible for establishing the ATD/ETA of the Aircraft. The DOC is then to ensure that all the relevant sections are notified and is to keep them informed of any changes to the scheduled times.

Once OOH movements are complete, the airfield will revert to QRA(I)N/ Poseidon Operational mission support as follows:

a. On Departure, not before 15 minutes after the ATD from Lossiemouth; on notification from ATC, with the Aircraft established en-route.

b. On Arrival, the following criteria must be met:

(1) At least 30 minutes after engine shut down.

(2) When passengers have disembarked, and all crew requirements have been met.

5.26 Authorised Operating Surfaces. The RAF Lossiemouth Airfield Map is shown at **Annex G**. ATC will report Runway Condition Codes (RCC) IAW ICAO.

5.27 Slow Lane. The South side of all Rwys is the designated slow lane. Individual formations are responsible for clearing elements to cross the Fast Lane.

5.28 Backtracks. Pilots are to use the full width of the Rwy when making 180° backtrack turns to avoid damage to the grooved marshall asphalt; heavy Aircraft are only to turn on the concrete thresholds.

5.29 Windsocks. There are windsocks positioned at the thresholds for Rwy 05, 23, 28 and the Truck Runway Control (TRC). The windsock on the threshold for Rwy 23 is illuminated. The other windsocks are not.

5.30 Truck Runway Control. The TRC is to be manned for all RAF Lossiemouth-FJ based Aircraft movements during normal operating hours including planned night flying. The TRC is also to be manned for all planned Aircraft movements where aircrew would expect a TRC at their airfield of origin. RAF Lossiemouth is not scaled to provide a TRC at weekends; however, the TRC is to be manned to meet exercise/operational requirements and ad hoc Stn FJ movements.

In the event of a Thunderstorm Warning ATC will inform the TRC ASOS of the Thunderstorm Level (TL) and the necessary actions. Permission should be obtained from SATCO or DSATCO to remove the TRC controller from TRC. If neither is available, the Supervisor has delegated authority to balance the risk of no TRC being available for last look checks vs the risk to the safety of the TRC ASOS.

5.31 Permanent Lighting.

a. **Rwys 05 and 23.** Rwys 05 and 23 have CL5B approach lighting; the PAPIs consist of 8 units, 4 on either side of the Rwy, and are set at a 3° glidepath. There is yellow HISL marking the last 600m of rwy.

b. **Rwy 10.** Rwy 10 has CL3B approach lighting; the PAPIs consist of 4 units on the left-hand side only of the Rwy and are set at a 3° glidepath.

c. **Rwy 28**. Rwy 28 has CL2B approach lighting; the PAPIs consist of 8 units, 4 on either side of the Rwy, and are set at a 3° glidepath.

5.32 Taxiways.

a. **Wet Rwy.** Due to differences in the definitions between the RTS and ATC definitions, Typhoon pilots are not to operate on rwys declared as having water patches on the area of rwy required for take-off or landing. During periods of persistent rainfall, the ATC Sup/ATCO IC is to instigate periodic rwy inspections to determine whether the rwy has ‘patches of standing water’ or is ‘flooded,’ as defined in the Flight Information Handbook (FIH). The DCF and Sqn Duty Auths are to be informed when these conditions exist.

b. **ILS Holding Points.** During unmonitored ILS approaches, taxying Aircraft will be instructed to hold at D5 the CAT 1 Hold on the DELTA Taxiway on receipt of the 8-mile call to avoid infringing the ILS glidepath beam.

5.33 Hot-Pit / Rotors Running Refuelling. Hot-Pit Refuelling (HR) / Rotors Running Refuelling (RRR) is permitted for Typhoon Aircraft and rotary Aircraft as detailed in

AESOs[2021]. The Helicopter Parking Area (HPA) ivo H1 is currently not in use for this purpose due to ongoing construction works. This will be reviewed in due course. Whilst conducting HR the Aircraft will be parked, where practicable, into wind on the appropriately designated Apron. While HR is taking place, fire crews are to be made aware iaw AESOs. Due to fire cover restrictions, HR can only take place in one location on the airfield at any one time.

5.34 Voyager Operations at LOS. VOY Ops from LOS may be conducted at any time. Assessment of available parking space by Air Tanker has concluded that there are 3 VOY compatible parking slots on DELTA which allow for sufficient access and taxi space. Expected aircraft maximum weights must always be considered against PCN limits. Further details contained at **Annex PP**.

5.35 Visiting Aircraft Detachments

5.35.1 General. LOS may accept visiting mil and civ ac for operational, training or commercial purposes, iaw HQ AIR requirements and JSP 360 Use of Military Airfields by Civil Aircraft. Eng requirements are detailed at Ref B. This facility is coordinated through Stn Ops in liaison with ATC, VASS, Movements, RAFP and the Fire Section.

5.35.2 Handling. Visiting ac are primarily handled by VASS. However, in certain circumstances, they may be handled by the flying sqns on stn iaw RAF Lossiemouth AESOs. Visiting aircrew will be expected to turn their ac, assisted by VASS where required. Detachments of 3 or more ac are expected to be self-supporting.

5.35.3 Detachment Commander. The visiting Det Cdr is responsible to the LOS Stn Cdr for the supervision and safe conduct of detachment flying at LOS. The Det Cdr is to contact ATC as soon as possible after arrival for a briefing. They should also contact OC Ops or SLOps to discuss their requirements and flying programme prior to commencing flying.

5.35.4 Hosting / Liaison Officer. The LOS Exercise Plans Officer (Ex Plans O) will nominate an Officer or SNCO to act as primary liaison with the visiting detachment. The LO is to ensure all visiting personnel adhere to local restrictions and regulations, and will act as POC for any requests for support from LOS.

5.35.5 ATC/Ops Briefings. The LOS Exercise Plans Officer (Ex Plans O) will arrange ATC and Ops briefings for visiting aircrew who intend to operate from LOS. The Det Cdr is responsible for ensuring all visiting aircrew have received the required briefings before commencing flying.

5.35.6 Specific Orders. Specific orders for light ac, including Moray Flying Club (MFC) are at Annex RR.

5.35.7 DAM Access. The Det Cdr is responsible for ensuring that all visiting aircrew and engineers (for the purposes of Engine Ground Runs) have read and signed for all relevant sections of the DAM.

[20] AESO Book 2 Pt 1 Ch 3 Sect 1 Order 10

[21] LOS AESO 7-3 Rotors Running Refuelling Operations at RAF Lossiemouth

5.35.8 Detachment Duty Aircrew Officer. The Det Cdr is to nominate a Duty Aircrew Officer to be available for liaison with ATC, DOC, DCF throughout any visiting flying periods. They should be immediately contactable in the event of any visiting ac emergencies.

5.35.9 Out of Hours Operations. Visiting units requiring operations outside the Stn flying window require prior approval from LOS OC Ops Wg.

5.35.10 Engine/Rotor Running Refuels on the Airfield. Engine/Rotor Running Refuels (ERR) are only to take place on concrete surfaces and are to be carried out iaw MAA RA2315 - Role Specific Rotary Wing.

5.35.11 Rotary Aircraft Specific Orders. RW ac should expect the following restrictions at LOS:

a. Underslung Loads should only be conducted from Echo dispersal. Other dispersals are unsuitable due to proximity of obstructions.

b. Ground taxying is to be used unless operational necessity or safety requires hover taxy. Requests for hover taxi should be passed to ATC in advance where possible.

c. Parking locations will be pre-arranged through the Ex Plans O. Echo dispersal will be the primary parking location for RW ac.