Defence Safety Authority

Defence Aerodrome Manual (DAM)
RAF Valley

Edition 12.0

Dec 23

To amend this document, contact VAL-OpsWg SO3 Plans

Sponsor:	**OC Ops Wg**

Owner:	**SLOps**

Editor:	**SO3 A5 Ops**

Foreword

This document, the RAF Valley Defence Aerodrome Manual (DAM), describes the airfield at RAF Valley 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 reference guide for the personnel operating the airfield and its services. This DAM conforms to the guidance provided by the Military Aviation Authority (MAA) Regulatory Article RA1026. This manual can be considered equivalent to the CAA CAP 168 Aerodrome Manual and should be read in conjunction with the RAF Valley Flying Order Book and Safety Management Plans. The terms aerodrome and airfield are used interchangeably with aerodrome used in the titles in recognition of CAP 168 nomenclature.

This DAM is the primary source of aerodrome information for RAF Valley, 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 the RAF Valley Flying Order Book. The DAM outlines some aspects of the RAF Valley Air Safety Management System; however, full details are contained in the RAF Valley Air Safety Management Plan and Contingency Plans.

The master copy of the DAM is held by RAF Valley Station Operations. Read only access is available via the RAF Valley SharePoint site, or on request from Station Operations (01407 767046 Ext 7404). If non-military users cannot access electronic links within this document, they should contact Station Operations, or the point of contact listed. Amendments to the information in this manual will be frequent and conducted at irregular intervals; updated versions of the DAM will be published at the earliest opportunity.

Notification of errors within this document and its annexes, or requests for amendment should be raised with the contacts listed in para 3.

C F Pote
Wg Cdr
RAF Valley / RLG Mona Aerodrome Operator
8 Dec 23

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3. Table of Amendment

Amendment No.	Amendment Date	Date of Incorporation	Name / Role	Signature
V12.0	23 Nov 23	6 Dec 23	Fg Off Joe Matthews – SO3 Plans	Joseph Matthews Digitally signed by Joseph Matthews Date: 2023.12.06 12:59:24 Z

4. Annexes

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

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

Wing Commander C F Pote

OC Ops Wing
Royal Air Force Valley
Holyhead
Isle of Anglesey
LL65 3NY

Contact to be made via Duty Operations Controller/SO3 Plans:

Mil ☎ 95581 7404 + Ext 7498
Civ ☎ 01407 762241 + Ext 7404 / 7498
Email : VAL-OpsWgDutyOpsController@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 in accordance with (iaw) RA 1026[1]. 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 organizational aviation Safety meeting structure is described in **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 captured at **Annex C**.

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**.

1.6 **Formal Aerodrome Related Agreements**. Formal Aerodrome related agreements are 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 captured at **Annex F**.

1.8 **Aerodrome Location and Control of Entry and Access**. A descriptive paragraph is provided at **Annex G.**

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

Chapter 2: Aerodrome Data, Facilities and Characteristics

2.1. Aerodrome Data. To avoid duplication of data, the Mil AIP at this link contains the relevant information.

2.2. Special Procedures. To avoid duplication of data the Mil AIP at this link contains the relevant information.

2.3 Noise Abatement Procedure Orders. Contained at **Annex H**.

2.4 Temporary Obstruction Orders. Orders, contained at **Annex I**.

2.5 Runway Strip Obstructions. All legacy[2] runway strip obstructions are published within the AOHL, Annex D. 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 Runway End Safety Area (RESA). RAF Valley has a RESA exemption for all runways; see **Annex F**.

2.7 Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor System (EMAS). Not fitted at RAF Valley.

2.8 Aerodrome Arresting System Orders. The safe operation of the Rotary Hydraulic Arrestor Gear and the Barriers or equivalents (including standard operating configurations), along with orders for the Maintenance and monitoring of the systems have been produced iaw extant Support Policy Statements (SPS) and RA 3268[4], contained at **Annex J**.

2.9 Manoeuvring Area Safety and Control Orders. Contained at **Annex K**, orders are produced for the safe parking, manoeuvring, refuelling, ground running[5] and servicing of Aircraft.

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[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.
[4] Refer to RA 3268 – Aircraft Arresting Systems.
[5] 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[6]. RA 3049[7] stipulates that Defence Contractor Flying Organizations operating MAA-regulated Aircraftmust meet the requirements detailed in DSA02 DFSR[8]. The relationship between the AO and the Defence ARFF Service Provider is defined within DSA02 DFSR[8] 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 produced and contained at **Annex L**, iaw guidance contained within the Manual of Post Crash Management (MAPCM), RA 1400(1)[9] and DSA02 DFSR[8]. Orders cover the eventuality of an Aircraft accident / incident, on the Aerodrome and within the Isle of Anglesey area iaw the MAPCM Area of Responsibility. The plan is to be exercised by tabletop or live-ex on alternate years iaw extant regulations. In addition, the Aerodrome Crash Plan will be made available to the local Resilience Forum.

3.3 **Aerodrome Rescue and Fire Fighting (ARFF) Services and Training Orders**. The Fire Station Manager, iaw DSA02 DFSR[8], is to ensure that the following information is produced and contained via hyperlinks at **Annex M**.

3.4 **Disabled Aircraft Removal**. The AO 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.

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

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 consider 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**.

Chapter 5: Aerodrome Administration and Operating Procedures

5.1 **Aerodrome Data Reporting**. The AO is responsible for the ownership of the Aerodrome data and ensures all data provided is always correct. Orders for the reporting procedures to advise the relevant agency of any permanent changes to Aerodrome information are contained at **Annex P**.

5.2 **Aerodrome Serviceability Inspections**. Orders, contained at **Annex Q**, for the inspection of the Aerodromes are produced and conducted iaw RA 3264[10].

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. A technical inspection of Aerodrome lighting is conducted daily by the qualified SME.

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 produced iaw extant Support Policy Statements and AP 600.

5.5. **Aerodrome Works Safety**. Orders, contained at **Annex T**, describe the control and supervision of work in progress on the Aerodrome.

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 written iaw RA 3262[11].

5.7. **FOD Prevention - Training and Awareness**. Orders, contained at **Annex V**.

5.8. **Aerodrome Wildlife Management**. RAF Valley has an established WCU facility, the AO includes comprehensive orders on wildlife management at **Annex W**.

5.9. **Low Visibility Operations (LVO)**. Orders, contained at **Annex X**.

5.10. **Snow and Ice Operations**. Snow and Ice Orders, contained at **Annex Y**, are written, exercised and reviewed annually iaw RA 3278[12].

5.11. **Thunderstorm and Strong Wind Procedures**. Orders, contained at **Annex Z**.

5.12. **Civil Registered Aircraft Aerodrome Usage - Terms and Conditions**. Use of MOD Aerodromes by civil registered Aircraft must be iaw JSP 360[13]. Orders contained at **Annex AA**, governing use by civil registered Aircraft produced.

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[14] 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 promulgated at **Annex F.**

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[15].

5.15. **Electrical Ground Power Procedures.** Orders, contained at **Annex BB**.

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[10] Refer to RA 3264 – Aerodrome Inspections.
[11] Refer to RA 3262 – Aerodrome Access.
[12] Refer to RA 3278 – Snow and Ice Operations.
[13] Refer to JSP 360 - Use of Military Aerodromes by Civil Aircraft. This will need to be made available to civil operators on request.
[14] Refer to RA 3500 Series – Aerodrome Design and Safeguarding.
[15] For example, Air Traffic Control BM STANEVAL (ATM) reports.

5.16. **Aviation Fuel Management Procedures**. Orders, contained at **Annex CC.**

5.17. **Hazardous Materials - Spillage Plan**. Orders, contained at **Annex DD**.

5.18. **Jettison and Fuel Dumping Area**. Not applicable at RAF Valley.

5.19. **Compass Swing Area**. Orders along with site certificate are 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**. Not applicable at RAF Valley.

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

5.22. **Hydrazine (H70) Leak**. Orders contained at **Annex II** are produced to cover the actions for potential Hydrazine (H70) leaks from visiting ac.

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

Annex A to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Operator Letter

Group Captain M D Hoare ADC MA RAF
Officer Commanding / Prif Swyddog

ROYAL AIR FORCE

Royal Air Force Valley
Llu Awyr Brenhinol Y Fali

Valley, Holyhead, Anglesey, LL65 3NY
Y Fali, Caergybi, Ynys Môn, LL65 3NY
Tel/ Ffôn: 01407 767033 VPN: 95581 7201
Email personal: chris.moon411@mod.gov.uk
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Wing Commander C Pote
Officer Commanding Operations Wing
RAF Valley
Holyhead
Anglesey
LL65 3NY

Copy to:

PSO/AOC No 22 (Trg) Gp
DFT
ADFT

Ref: 20220812/StnCdrLtd/StnC

12 August 2022

Wg Cdr Pote,

LETTER OF DELEGATION – AERODROME OPERATOR FOR RAF VALLEY/MONA

As Head of Establishment (HoE) at RAF Valley and Mona, I am required to execute DH-facing responsibilities by nominating a Suitably Qualified and Experienced (SQEP) Crown Servant Aerodrome Operator (AO) for "in scope" aerodromes[1]. The role of AO for RAF Valley and Mona is hereby delegated to Wg Cdr C Pote, OC Ops Wg at RAF Valley.

As AO, you are responsible for actively managing an aerodrome environment that accommodates the safe operation of aircraft at RAF Valley and Mona. This duty should be conducted in accordance with RA 1026, with particular note to the production and maintenance of a Defence Aerodrome Manual (DAM). The DAM provides the basic framework upon which additional areas may be added. You should review the DAM within 3 months of the commencement of your AO duties.

You are to acknowledge receipt of this Letter of Delegation and accept your appointment as AO in writing by 15 November 22.

[1] An "in scope" MOD aerodrome is one in which DH platforms operate from on a permanent basis, or where substantial regular activity by fixed wing, helicopter, glider, RPAS or airships occurs.

Training Aircrew, Saving Lives and Sustaining the Frontline
Hyfforddi Criw Awyr ac Achub Bywyda

You are welcome to write to me in Welsh and English
Mae croeso i chi ysgrifennu ataf yn Gymraeg a Saesneg

Annex B to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Safety Meeting Structure

1. There are a number of mandatory routine Air Safety meetings and Working Groups which enable stakeholder engagement and inform decision-making on Air Safety risks. These meetings do not negate the requirement for constant communication throughout the chain to manage emerging issues. The mandatory meetings are shown RAF Valley Station Air Safety Management Plan (ASMP). There are a number of safety meetings throughout the year all following a particular schedule. The output of each meeting flows up to the next creating an Air Safety Battle Rhythm.

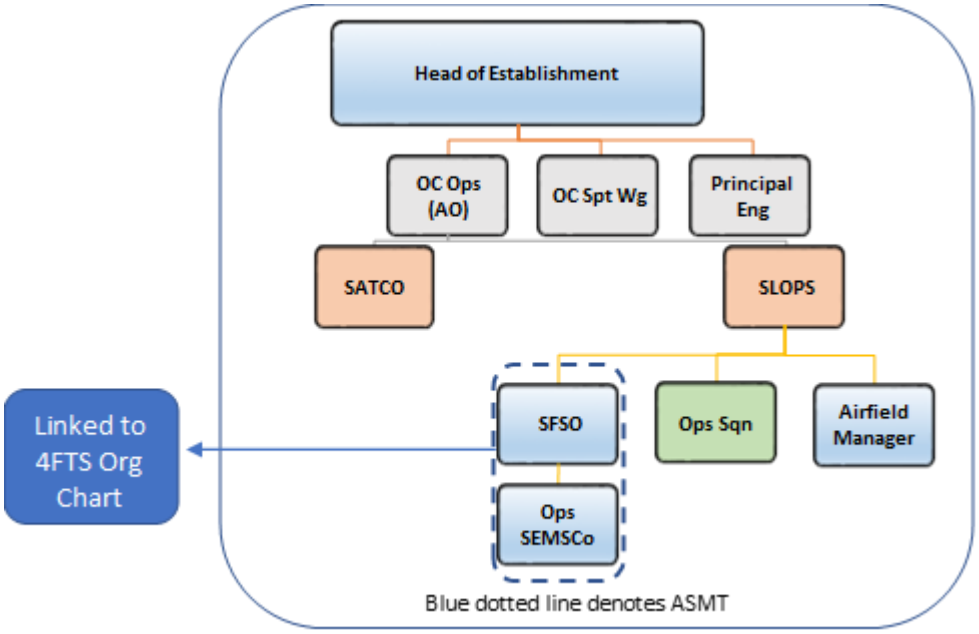
2. **Higher Level Meetings.** The RAF SDH chairs four safety meetings with an annual battle rhythm. The Total Safety Command Board is held in Jun and Dec. The 2Gp ODH chairs meetings as detailed in the 2 Gp SEMP.

3. **DH-Facing Meetings.** There are a number of meetings held by DH-Facing organisations which require Air Safety attendance to provide assurance and ensure the ADH viewpoint is represented. RAF Valley SFSO (Air Base) is to manage the RAF Valley attendance in support of these meetings.

If you require further information on the RAF Valley, Safety Meeting structure, please contact RAF Valley Station Flight Safety Officer (SFSO): 01407 762241 Ext: 6666.

Annex C to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Key Stakeholders



Annex D to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Operators Hazard Log

The RAF Valley Aerodrome Operating Hazard Log can be located on SharePoint at the following link

Annex E to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Formal Aerodrome Related Agreements

1. RAF Valley's Formal Aerodrome Related Agreements are managed by Stn Operations and ATC. The documents may be accessed via this link. If you are unable to access the link, or require further information, please contact SO3 Plans: 01407 762241 Ext.7498.

Serial	Document
1	LoA between Caernarfon SAR, the ARCC and RAF Valley
2	LoA between Mona Flying Club Ltd and RAF Valley
3	LoA between Comdt 1FTS and RAF Valley
4	LoA between Welsh Air Ambulance and RAF Valley
5	LoA between NPAS and RAF Valley
6	LoA between Model Flying Club and RAF Valley
7	LoA between Caernarfon Airport and RAF Valley ref Traffic Deconfliction
8	LoA between BAe Warton and RAF Valley
9	LoA between Hawarden Airfield and RAF Valley
10	LoA between MoD Aberporth, RAF(U) Swanwick, BAe Warton and RAF Valley ref Aberporth Range
11	LoA between RAFAT and RAF Valley ref AMPA NOTAMs
12	LoA between AWSC and RAF Valley ref Missile Misfire Div
13	LoA between SAC and RAF Valley ref D217 Complex
14	LoA between Air Caenarfon Ltd and RAF Valley
15	LoA between RAF(U) Swanwick and RAF Valley ref SSR failure
16	LoA between Skydive Snowdonia and RAF Valley
17	LoA between Karting Club and RAF Valley
18	LoA between Helicentre and RAF Valley

Annex F to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

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

1. RAF Valley has an exemption regarding a non-compliant Runway End Safety Area (RESA). The reference for the relevant document is: 20141023-MAA DOPS-RAF VLY EXEMPTION-RESPONSE, and it can be found on SharePoint.

2. RAF Valley has an exemption from the requirements of MAA Regulatory Article (RA) 3016(3): military aerodrome design and safeguarding criteria. The document reference is: 20150331-Notification_RAF_Valley_RLG_Mona_OEO_MAA_Response, and it can be found on SharePoint.

   a. This exemption has been extended by the MAA; however, the detail in the document referenced above remain extant. The extension document reference is: 20200501MAA_AWE_2015_010, and it can be found on SharePoint.

3. RAF Valley has a further exemption from the requirements of MAA Regulatory Article (RA) 3016(3): military aerodrome design and safeguarding criteria. The document reference is: 20150330-Exemption_RAF_Valley_Approach_Lighting_MAA_Response, and it can be found on SharePoint.

4. RAF Valley has authorisation of Alternative Acceptable Means of Compliance (AAMC) in relation to the use of ZA 293 units to provide inset low intensity omni-directional runway edge lighting. The document reference is: 20150429-VAL_AAMC_LISL_Response-O.doc and it can be found on SharePoint.

5. RAF Valley has a further AAMC in relation to Interleaving of Runway Threshold Lighting Circuits. The document reference is: 20150429-VAL_AAMC_THB_Interleaving_Response-I.doc and it can be found on SharePoint.

6. If you are unable to access any of these links please contact the SATCO: 01407 762241 Ext: 7461, for further information.

Annex G to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Location and Control of Entry and Access

CHAPTER 3: AERODROME LOCATION AND LAYOUT

3.1. RAF Valley is situated on the West coast of Anglesey, an island off the North-West coast of mainland Wales. A map of North Wales can be found at **Figure 1**, and a map of Anglesey can be found at **Figure 2**. The Irish Sea is to the West of Anglesey.

The main route to the aerodrome is along the A55, following the North Wales Coast. If travelling from the south, the A5 is also available.

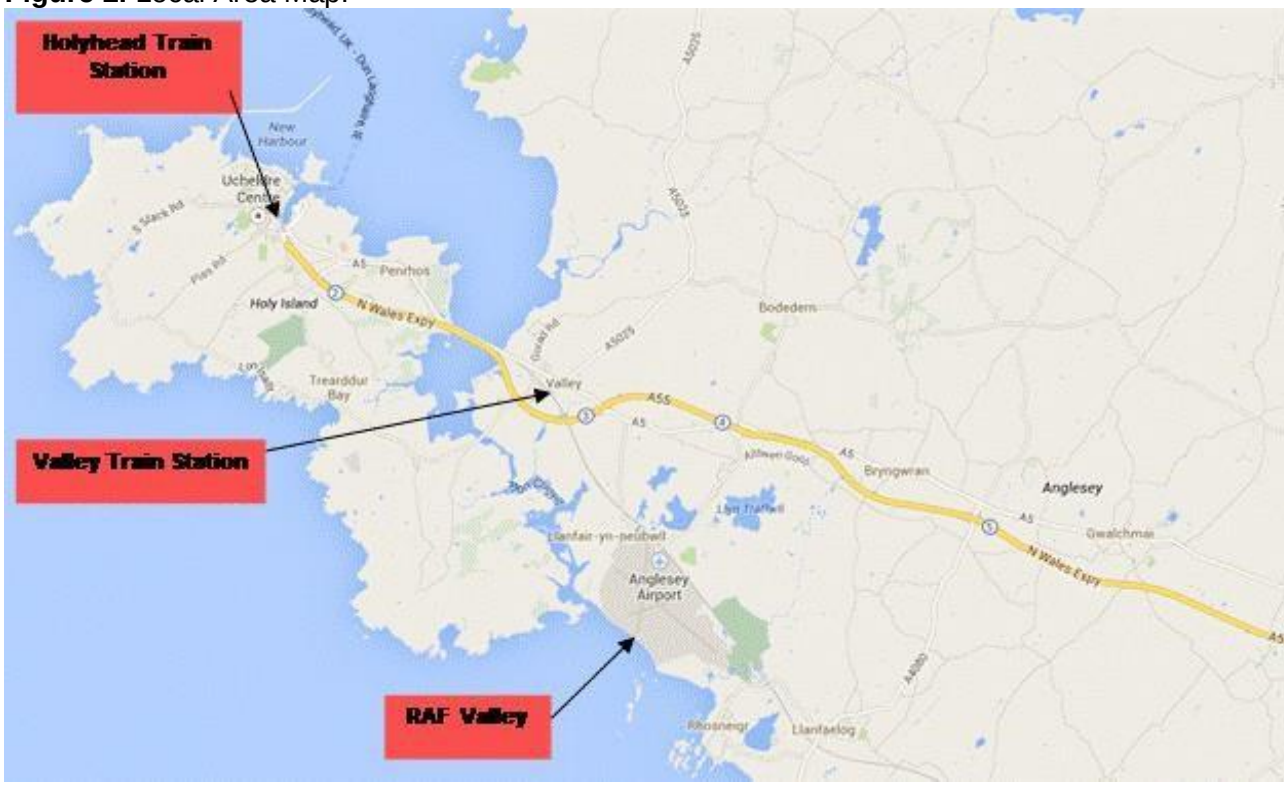
a. The nearest train station to RAF Valley is Valley, approximately 2 miles from the aerodrome. Not all trains stop here however, the nearest major railway station is Holyhead, approximately 8 miles from the aerodrome.

b. Information on the local bus services can be found by calling Traveline Cymru on 0800 464 0000.

c. The nearest civilian air links are Liverpool and Birmingham airports.

Figure 1. Map of North Wales.

Figure 2. Local Area Map.



Control of Entry and Access.

1. Control of entry to the technical site is in force at the Main Gate, Crash Gate 2 and Offrs' Mess. There is also random control of entry at the Sgts' Mess, Airmen's Mess and Costcutter entrances. All vehicles are to stop at these points until directed to proceed by either the MPGS (Military Provost Guard Service) or the RAF Police. Personal ID and vehicle passes are to be shown to members of the MPGS prior to entry being permitted. During hours of darkness all drivers are to switch off headlights and reduce speed when approaching a guard post. Once entry has been gained to MOD Property all vehicles are to display a valid RAF Valley vehicle pass or if a Service vehicle, a work ticket for that vehicle.

2. Drivers are to note that their vehicle may be subject to search by the Stn Guard Force. Personnel are to drive their vehicle into the search lane if directed to do so by the sentry.

3. During periods of an increase in the Response Level these rules will also apply to all other control of entry points that may have been established.

4. Any person who declines to be searched or fails to produce identification is to be refused entry to the Stn.

Annex H to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Noise Abatement Procedure Orders

1. **Flying Operations.** Noise abatement procedures relating to flying operations can be found in the Mil AIP, terminal charts and RAF Valley Flying Order Book**.** This document can be accessed through the **following link.**

2. **Engineering Operations:**

   i. **Hawk.** High power engine ground running is to be conducted during normal working hours. Requests for ground running outside of normal working hours are to be approved by the ITLOC Principal Engineer.

   ii. **Texan.** High power engine ground running is to be conducted from 0800 – 2300 on weekdays and between 0800 – 1800 on weekends. Requests for ground running outside these hours are to be approved by the ITLOC Principal Engineer

Annex I to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Temporary Obstruction Orders

1. In the event of any situation which creates a temporary obstruction on or around any manoeuvring area, the following should occur:

a. The individual responsible for the obstruction should first convene a meeting with representatives from the following areas:

(1) Air Traffic Control (ATC) Sqn.
(2) Stn Ops.
(3) Fire Section (If required).
(4) Ground Radio Maintenance Section (If required).
(5) Stn Health and Safety.

b. The aim of the meeting will be to discuss the nature of the obstruction and decide whether permission to proceed can be granted. The following must be considered:

(1) What the obstruction is.
(2) The dimensions of the obstruction.
(3) The exact location of the obstruction.
(4) The duration that the obstruction will be in place for.

c. Once the obstruction is in place it is to be marked in accordance with extant regulations using approved high visibility markers, tape or fencing with additional red-light markers at night.

d. Stn Ops will issue a NOTAM with details of the temporary obstruction as required, including any amendments to taxi procedures (on advice from ATC).

e. ATC will provide progressive taxi instructions to departing/arriving Aircraft as appropriate.

Annex J to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Arresting System Orders

Rotary Hydraulic Arrestor Gear (RHAG) Orders

References:
A. RAF VALLEY ATC SQN ORDER BOOK PART 4 ORDER 25
B. RAF VALLEY ATC SQN ORDER BOOK PART 4 ORDER 27
C. DAP 119J-1405-12

1. **RHAG Configuration.** RAF Valley is fitted with RHAG cables on runway 13/31, specific detail of which can be found in section **2.12.12** and Ref B. The standard configuration for the RHAG for Station Based Aircraft is both cables DOWN.

2. **Visiting Aircraft**. As per Ref A, Other cable configurations are available on request and visiting ac recovering or departing from RAF Valley should be asked what cable configuration they require. The expected time required to change the cable configuration is 10 minutes. This is done through the Arrestor team, or if they are unavailable, the Fire Section.

3. **Non-Standard Configuration**. In the event that the cable configuration is changed from both down, then all AC are to be informed of the cable configuration before they are issued a clearance to use runway 31/13. This is particularly important for stn–based Hawks whose take-off calculations are based on the fact that both cables are down. TC(Grd) controllers are to inform ac on taxi if the cable state is non-standard and the standard cable configuration is to be reinstated as quickly as possible.

4. RAF Valley's RHAG systems are maintained by suitably qualified and trained personnel within the GEF / ARRESTOR team (BAE / Babcock). RHAG systems are maintained in accordance with Ref C which includes the following servicing:

   a. Prior to daily flying – Before Use Servicing (EIUS).

   b. 3 Monthly Maintenance and Recovery.

   c. 12 Monthly Maintenance.

5. **Further Information.**

   a. **Operation of RHAG.** Please contact ATC, RAF Valley on 01407 762241 Ext. 7461.

   b. **Maintenance of RHAG**. Please contact General Engineering Manager, Babcock, RAF Valley on 01407 762241 Ext: 7607.

Barrier Orders

References:
A. RAF VALLEY ATC SQN ORDER BOOK PART 3 ORDER 7
B. RAF VALLEY ATC SQN ORDER BOOK PART 4 ORDER 17
C. RAF VALLEY ATC SQN ORDER BOOK PART 5 ORDER 5
D. DAP 119J-1406-12

1. **Barrier Configuration.** RAF Valley is fitted with Type A Aircraft Arrestor Barriers (AAB) to all runways, specific detail of which can be found in section **2.12.12**. The standard configuration for the AAB for Station Based Aircraft is overrun barrier UP. In accordance with Ref B, ATC will configure the AAB with the requirement of the aircraft on approach for visiting aircraft. If a visiting aircraft is unable to take a Type A AAB, it must be in the lowered position prior to issuing a clearance to occupy the runway.

2. In accordance with Ref C, the AAB fitted to the approach of the RWY in use will be electrically isolated by ATC.

3. **Barrier Operation.** ATC will operate the AAB in accordance with reference A, B & C following confirmation from the ARRESTOR team that the Daily Servicing has taken place and the AAB is SERVICEABLE.

4. **Barrier Maintenance.** RAF Valley's AABs are maintained by suitably qualified and trained personnel within the GEF / ARRESTOR team (BAE / Babcock). AABs are maintained in accordance with Ref D, which includes the following servicing:

    a. Prior to daily flying – Before Use Servicing (EIUS).

    b. 3 Monthly Maintenance.

    c. 12 Monthly Maintenance.

    d. 60 Monthly Maintenance.

    e. Restoration Maintenance. (only in the event of an arrest).

    f. 12 Monthly Net Sample Submission.

    g. 60 Monthly Net Replacement.

    h. 60 Monthly Energy Absorption Unit Replacement.

5. **Further Information.**

    a. **Operation of AAB.** Please contact ATC, RAF Valley on 01407 762241 Ext. 7461.

    b. **Maintenance of AAB**. Please contact General Engineering Manager, Babcock, RAF Valley on 01407 762241 Ext: 7607.

Annex K to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Manoeuvring Area Safety and Control Orders

1. **Station based Aircraft parking areas.**

   a. Hawk T2. ASP 11 (Sparrowhawk).

   b. Jupiter. ASP 4.

   c. Texan T1. ASP 5 (Seahawk).

2. **Visiting Aircraft.** Stn Ops are to consult with ATC to determine where visiting Aircraft will park. The following factors are to be considered:

   a. Armed Aircraft are to park on an armed slot.

   b. Visiting Hawk T1 Aircraft should park on ASP 1 unless requested otherwise.

   c. ASP1, Slot 27 (southern most slot) should be kept clear at all times for the provision of SAR operational RRRF.

   d. All other Aircraft should be parked on ASP 1, unless instructed otherwise by Stn Ops. For example, exercise/visiting detachment Aircraft, VIP movements or Squadron hosted visitors.

3. **Movement on Ground.** Orders regarding the safe movement of Aircraft on the ground can be found at **Annex O**. Aircraft are to call ‘Valley Ground’ for start and follow all instructions. A suitably qualified follow me vehicle can be provided on request from ATC.

4. Local Operating Procedures relating to Ground Handling for Visiting Aircraft can be found in Document reference: Hawk IOS Schedule 3 - VAS Operations. For access to this document, please contact RAF Valley Station Operations on (Mil.95581) 01407 762241 7404.

5. Orders relating to Aircraft Refuelling can be found in JSP 317. The document can be located at the following **link**.

6. Annex V contains details on runway and apron sweeping plans.

Annex L to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Emergency Orders / Aerodrome Crash Plan

1. The RAF Valley Aircraft Post Crash Management Plan can be located on SharePoint at the following link. For further information, please contact Sqn Ldr Operations: 01407 762241 Ext: 7197.

Annex M to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Rescue and Fire Fighting Services and Training Orders

References.

A. DSA DFSR 02 DFSR Aerodrome Rescue Firefighting Regulations

1. **Generic Standard Operational Procedures -** The Airfield Firefighting & Rescue Services (ARFF) at RAF Valley and the relief landing ground at RAF Mona are required to satisfy the minimum standards of service delivery as outlined in DSA DFSR 02 Aerodrome Rescue & Firefighting (ARFF) Regulations.

2. **Local Standard Operational Procedures -** Currently, the ARFF service provision at RAF Valley is ICAO 3 x 2 during the published airfield opening times to cover split deployment. RAF Valley promulgate ICAO 5 for Strike Aircraft diversion, ICAO 3 is to be maintained at RAF Mona.

Table of minimum requirements for crewing and CFR vehicles & Crewing.

Station	Category	CFR Vehicle MPRV	ARFF Crew
RAF Valley	ICAO 3 x 2	2	8
RAF Mona	ICAO 3	1	4

a. When aircraft are involved in incidents on or adjacent to aerodromes, the principle objectives of the ARFF service should be to:

i. Save life;

ii. Create and maintain survivable conditions;

iii. Initiate the rescue of those occupants unable to escape without direct aid;

iv. Make safe any special risks;

v. Minimise damage to aircraft and associated equipment;

vi. Reduce or mitigate effects on the environment; and

vii. Preserve evidence at incident location.

b. The Senior ARFF Officer present Should retain Incident Command and Control of all deployed ARFF assets until the incident is handed over to an appropriate member of an Emergency Response service or until the incident Emergency Response Phase is terminated.

c. Primary functions include:

i. To respond to all Aircraft emergency incidents that may be declared on and off the airfields at RAF Valley/Mona.

ii. Respond to structural incidents involving fire and/or special service including attendance at Road Traffic Incidents.

iii. Respond to spillages and flooding in accordance with the RAF Valley spillage

plan.

d. Secondary functions include - provide standby fire cover for Rotors running refuelling operations & as required at A/C defueling processes. To support the Rotary Hydraulic Arrester Gear (RHAG) cable and de rig the RHAG in the absence of ground support staffs. To recycle the RHAG following engagement and manually raise or lower the Aircraft arrester barrier in the absence of ground support staffs. To provide standby fire cover for Aircraft engine ground runs as required.

e. **Responses.** At an aerodrome the ARFF Services Should achieve the response times of two minutes (and not exceeding three minutes to any point of each operational runway as well as to any other part of the movement area), in optimum visibility and surface conditions.

f. **Reduction in Service Delivery.**

i. The AO should confirm that the ARFF Service Provider has sufficient policy/procedures in place to notify the DH/AM(MF) chain of any reductions in ARFF Services ensuring, through Risk Assessment, flying operations either continue, are restricted, or cease.

ii. The ARFF Service Provider should have policy/procedures in place to notify the Aircraft Duty Holder (ADH), Aerodrome Operator (AO) and Accountable Manager (Military Flying) (AM (MF)) of the risks associated with operating aircraft at aerodromes that are below the aircraft category for a specified aircraft.

iii. In the event of Fire Fighting media being expelled, the Vehicles are to be replenished as soon as possible so to enable the Fire Cover to be restored with minimum delay. Supplementary supplies of Foam (MOUSSOL) is stored at the Fire Section and Dry Powder replenishment will be supported via Capita internal support in conjunction with terms stipulated within Op Instruction 31 (6 hours including sufficient travel time)

g. **Responses to Structural Incidents - Concurrent with all flying operations**. ARFF crews are to respond to all emergency incidents within their areas of responsibility as a priority, when life may be at risk and/or an effective contribution to the incident can be made. Any consequent effect on aerodrome operations, through a reduction or loss of ARFF category, is to be considered secondary to the saving of life (Refer: MAA RA 3261 (2): Aerodrome Emergency Services).

3. **FRS Generic Risk Assessments.** FRS Generic Risk Assessments can be found at the following link.

4. **Defence ARFF Service Provider Chief Fire Officers Instructions.** The Defence ARFF Service Provider Chief Fire Officer Instructions can be found on Capita Live and provided on request via the Fire Station Manager.

5. **Tactical Information / Response Plans covering site-specific operational requirements.** Tactical Information / Response Plans covering site-specific operational requirements can be found at the following link.

6. **Fire Section Orders.** Fire Section Orders can be found at the following link.

7. **TRA Report for each ICAO Aerodrome category.** The RAF Valley Task Resource Analysis is scheduled to take place on the 19 Oct 21. Link to report will be provided when

issued to RAF Valley.

8. **DFSR Form 01 - Response Area Assessment.** Link.

9. **DFSR Form 02 - 1000m Assessment.** Link.

10. **DFSR Form 03 - Water Assessment.** Link.

11. **DFSR Form 04 - Category for Specific Hazard Assessment.** Link.

12. **DFSR Form 06 - Reduction of ARFF cover.** Link.

13. **ARFF Training Area Orders.**

    a. **Location.** The RAF Valley fire service training area is located on the south side of the aerodrome at Airfield Map grid reference U3 (OS: 352 754) and is accessed via the Bravo taxiway.

    b. **Description.** Steel fire training simulator and adjoining storage cabin replicating a BAE Hawk Aircraft used by the ARFF services to practice and train in realistic fire training simulation scenarios.

    c. **Fire Simulation Source.** Avtur F-34 (Jet AI Kerosene) delivered from a pressurised vessel in an adjacent enclosed cabin via a series of pipework.

    d. **Conditions of Use.** The fire training simulator (FTS) can only be brought in to use by members of the onsite ARFF teams. The following agencies are to be notified prior to lighting the simulator and following cessation of training.

        i. North Wales Fire & Rescue Service.

        ii. HM Coastguard.

        iii. Military Provost Guard Service.

        iv. The FTS is normally used when the airfield is closed however, permission is to be sought from ATC in those instances where use is sought concurrent with airfield opening hours. In any event, the use of the FTS should not compromise the response times of the ARFF services nor compromise the delivery of the appropriate airfield ARFF Crash category.

    e. **Security.** Access to the FTS is unrestricted from the Bravo taxiway. The fuel vessel cabin is kept locked shut when the FTS is not in use.

ARFF Training Area Risk Assessments. Link.

Annex N to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Disabled Aircraft Removal

1. **Overview.** This order outlines the actions to be taken when a requirement exists, 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 Station's APCMP. If there is any doubt as to the status of an incident, advice should be sought from the Military Accident Investigation Branch (MilAIB) or Air Accidents Investigation Branch (AAIB), if a Civil Registered Aircraft is involved.

2. **Valley Based Air Systems.** Should an RAF Valley-based Aircraft become disabled and cause a temporary closure to any Air Systems Operating Surface, the responsibility for the recovery of the Aircraft will lie with the relevant Sqn engineers. During the procedure the following actions are to be carried out:

a. **Air Traffic Control.** ATC are to assess the impact of the temporary closure on current flying operations. If necessary, they are to coordinate ARFF response and initial Aircraft diversion actions. If required, any unusable areas of the manoeuvring area are to be marked correctly. The following points should be considered:

ATCO I/C	
1	Notify 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	People 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, in accordance with MAA standards, to provide for safe Aircraft operation of the remaining areas.
Specifically, the ATCO IC is to pass the following information to Stn Ops.	
10	Aircraft Identification and Type.
11	Nature of unserviceability.
12	Location of Aircraft.
13	Section of the manoeuvring area affected.
14	POB.
15	Time until the next Aircraft requires use of the closed manoeuvring area.

b. **Station Operations.** Are to liaise with ATC to determine the time of the anticipated closure, submit a Runway BLACK NOTAM if necessary and coordinate the response to any Aircraft diversions.

Station Operations	
1	Notify ATC of a disabled Aircraft if not already aware.
2	Ensure the appropriate Notice to Airmen (NOTAM) has been raised.
3	If required carry out RUNWAY BLACK actions as appropriate.
4	Notify OC Ops Wg/OC Ops Sqn (or equivalent).
5	Notify Principal Engineer.
6	Notify VAHS (or equivalent).
7	Notify relevant Sqn (if it affects a station-based Aircraft).
8	Notify AAIB, for Civil Registered Aircraft, to verify that the establishment assessment of the incident falls beneath that warranting an AAIB investigation.[1] AAIB will require Aircraft identification and type; nature of Aircraft un-serviceability; location of Aircraft; section of the manoeuvring area affected and POB. • Accident reporting 01252 512299 • General enquiries 01252 510300
Duty Ops Controller	
9	Obtain and record permission from the owner or duly authorized representative of the owner of the Aircraft, for the movement of the disabled Aircraft. Due to potential for MOD liability for any damage caused during the rapid removal of a Civil Registered Aircraft, the Civil Registered Aircraft should normally only be moved under the supervision of the operating crew or owner. The speed of removal, supervision and precautions to avoid damage, will depend on the operational constraints or safety considerations at the time. OC Ops Wg or his Deputy is to be contacted as soon as the situation is understood, to make this decision in a timely manner.
10	Notify all Aircraft operators likely to be affected if “RUNWAY BLACK”.
11	For civilian Aircraft, notify the Aircraft operating authority and AAIB.
12	Activate the Stn Spillage Plan if appropriate.
Fire Section	
13	If requested by ATC the Fire Section will respond in accordance with DSA DFSR 02 – Defence Aerodrome Rescue & Fire Fighting (ARFF) Regulations and Sitespecific Crash Plans link here.
Sqn Eng. (Or equivalent)	
14	Once cleared by Ops, tow the disabled Aircraft clear with the appropriate towing arm or ‘universal dolly.’
Aircraft Owner	

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

3. **Visiting Military Aircraft.** Should visiting military Aircraft become disabled and cause a temporary closure to any Aircraft Operating Surface, the responsibility for the recovery of the Aircraft will lie with Station Ops. The actions outlined in Paragraph 2 shall be carried out along with the following actions:

a. **Station Operations.** Valley Station Operations are to liaise with the parent unit to inform them of the situation. They are also to nominate a parking bay for VAS to tow the Aircraft to for parking.

b. **Parent Unit Operations/Engineering Section.** Parent Unit Operations/Engineering Section are to coordinate a full recovery plan through RAF Valley Station Operations.

4. **Visiting Civil Registered Aircraft.** Should a Civil Registered Aircraft become disabled and cause a temporary closure to any Aircraft Operating Surface, the responsibility for the recovery of the Aircraft will lie with the Aircraft owner, as detailed on the certificate of registration. Under the authorisation/supervision of the Aircraft owner or Captain, VAS will initially tow the Aircraft clear of any Aircraft operating surfaces to a suitable parking bay if possible. The Aircraft owner is then responsible for organising all recovery actions in coordination with Station Operations. It should be noted that, in extremis, RAF Valley reserve the right to remove any disabled Aircraft should it pose a threat to safety or operational output.

5. **AAIB Involvement.** In the event of a disabled Civil Registered Aircraft, the AAIB should be contacted to verify that the assessment of the incident falls beneath that warranting an AAIB investigation. Specifically, the AAIB should be passed the following information:

a. Aircraft Identification.

b. Aircraft Type.

c. Nature of unserviceability.

d. Location of Aircraft.

e. POB.

If it is deemed that an investigation is required, the Aircraft should not be moved from its location.

Annex O to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Air Traffic Control Orders

1. RAF Valley Air Traffic Control orders can be found in the ATC Sqn Order book which can be located on SharePoint at the following link.

Annex P to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Data Reporting Procedures

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.
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.** 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: 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 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, ie markers and markings, runway lighting, etc. 7. Any change in Aerodrome facilities published in AIP. 8. Unusual air activities at the Aerodrome.

Annex Q to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Serviceability Inspections

1. Orders relating to Aerodrome Serviceability Inspections can be found within the orders for the Aerodrome Controller (Valley).

Annex R to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

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 by the MOD contracted service provider.

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 ohm. Temporary earth points are to be tested at regular intervals (at least annually) and must not exceed 10,000 ohm.

4. Manoeuvring Areas and drainage are inspected, maintained and repaired iaw Defence Infrastructure Organisation (DIO) guidance.

5. All Aerodrome signs are inspected weekly by ATC (if established) 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 carrying out this check.

7. Traffic lights, CCTV and road barriers for the control of airside vehicle control measures are inspected daily.

Annex S to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection

The Airfield Support Team (AST) is responsible for the site security, safety, service safeguarding and infrastructure of Ground Radio Installations (GRIs). This is achieved through regular inspections and active involvement with Boards of Officers/Siting Boards. In accordance with AP600- CIS Policy.

1. **Integrity of Ground Radio Installations Site Check.** Although this order provides specific details to the AST, it is incumbent on all staff employed in the maintenance of GRIs to ensure their integrity. Instructions on how to conduct GRI Site checks are as follows:

a. The Site Log Book is completed.

b. All Site surfaces are clean and dust free including the floor.

c. All Site rubbish is disposed of, this is to include contractors visiting the installation. The AST will ensure this is carried out to prevent occurrences of FOD.

d. All Site posters and notices are current and in good condition.

e. All Site Air Publications are in good condition, tidy and at the correct amendment state.

f. All Site First Aid Fire Appliances are present and serviceable.

g. All Site First Aid Kits are present and correct.

h. All Site tools are controlled and managed in accordance with Tool Control procedures.

i. All equipment leads, extender cards etc are serviceable and in good condition.

j. All Site Test and Measuring Equipment are serviceable and ‘in Cal’.

k. All Site Minor GSE is serviceable and its associated maintenance is ‘in date’.

l. All Site Brownfield Equipment spares are; retained in their original/primary packaging where practicable, within maximum/minimum levels and their locations are labelled correctly. That all spares for Brownfield Equipment have their own bin/storage location and that it is labelled with the relevant stock/NATO Stock Number.

m. All Site Line Replaceable Units are serviceable.

2. **Monthly Inspection Schedule.** To ensure the integrity of all GRIs, whether manned or unmanned, they are to be subject to Monthly site checks by the AST.

3. **Site Infrastructure.** AST carry out a check of the site infrastructure for signs of building or facility deterioration. Consider building access, security, cleanliness, heating, cooling, power, water ingress etc.

4. **Site Safeguarding.** AST conduct a 360° sweep of the site safeguarding area, laid down in as per JSP 604 Lflt 3032 and the equipment associated Range Card

Having identified all site infringements ensure that they all have been annotated a unique reference number and been recorded in the Unit's Master Infringement and Concession Certificate Register, Site Infringement and Concession Certificate Register and on the Site Range Card. Ensure that every site infringement has either:

a. An entry in the Commissioning/Handover report.

b. A Concession Certificate.

c. Is subject to the Engineering Control Process.

d. An entry into the Unit's Actions & Issues Log/Risk Register

5. **Corrosion.** Aquilla GRMS are to carry out a check for signs of corrosion, annotating corrosion records as necessary. Consider the main equipment, racks, masts, towers and supporting structures.

6. **Workshop facilities.** AST & Aquilla GRMS are to ensure compliance with all relevant Health & Safety instructions. Consider local work instructions, risk assessments, COSHH, fire & first aid safety, electrical safety, tool control, TME, Minor E, PPE, workshop safety and means of summoning assistance.

7. **Notices and Site Integrity.** AST are to ensure that all requisite notices and a Site Integrity Sign, clearly visible to anyone approaching from an approved direction, are displayed at each site.

8. **Monthly Inspection Recording.** On completion of each Monthly Site Check AST will annotate each Site Log Book, in RED ink, to the effect that an inspection has taken place along with details and any associated further action.

9. **3-Monthly Inspection Schedule.** All GRIs are also subject to a Site Check by the AST on a 3-monthly basis. The check comprises a full site inspection and Range Card accuracy check. On completion of these checks the AST annotates the Site Log Book, in RED ink, that an inspection has taken place along with details and any associated further action.

10. **Work Services.** The AST maintains a central log containing all infrastructure issues and subsequent actions taken. All Work Services requests are to be recorded along with the date they were requested, hastened and cleared. The AST will assess whether any action taken is appropriate and escalate issues that jeopardise ATC capability through their Chain of Command as necessary.

11. **Boards of Officers/Siting Boards.** The AST also controls the integrity of GRIs through involvement with Boards of Officers/Siting Boards. Any GRI infringements noted, or planned, will be subject to the process defined in JSP 604 Lflt 3032. Each infringement/potential infringement is also recorded in the Unit's Master Concession Register and any affected Sites' Infringement and Concession Certificate Register. GRI infringements/potential infringements beyond MOD boundaries, within the UK, are administered by Defence Infrastructure Organisation (DIO) safeguarding. For this process the MOD provide the Local Government Planning Officer (LGPO) with relevant safeguarding/restrictions maps, which mark areas with restrictions. The LGPO is required to notify the MOD, through DIO safeguarding, of any planning applications that infringe safeguarded areas so that their impact may be assessed. Any potential infringements believed to be an issue are to be notified to DIO.

NAVIGATION

Navigation Equipment Maintenance & Monitoring. Navigation Aid Equipment Maintenance is carried out by suitably trained, experienced and authorised personnel within

Aquila ATMS & Ground Radio Maintenance Section.

Maintenance Policy. The maintenance policy for each individual item of technical equipment is detailed in the relevant Support Policy Statement (SPS). The SPS is the executive document specifying the support arrangements for each equipment throughout its in-service life and reflects the broad policy contained in the AP600 – CIS Policy, QRs Chapter 11 and relevant specialist APs. Each individual piece of equipment has an associated Technical AP which details the type and periodicity of Preventative maintenance. A full set of these are held by GRS in the technical library.

Daily Maintenance Policy. Modern maintenance philosophy for electronic equipment calls for the minimum of scheduled maintenance. To avoid unnecessary duplication, controllers perform daily functional checks of ground radio installations in ATC towers. Where the equipment has been in use or set-up by the technical staff it will be necessary for the controller to determine/confirm that the equipment is serviceable. Engineering checks, which include the controller's checks, are detailed in the maintenance schedules for individual equipment.

Depth 'A' Maintenance. Where daily maintenance is indicated in the maintenance schedules, it is completed by the time the airfield opens.

Depth 'B' Maintenance. There are operational requirements to:

a. Minimise the amount of scheduled maintenance downtime for navigation and landing aids.

b. Ensure the minimum amount of overlap between adjacent stations, and between stations and their nearest diversion airfield. AP600 contains a scheduled maintenance pattern to meet these requirements, and all stations are to ensure that maintenance times requiring equipment downtime are carried out on the day assigned to them.

Corrective Maintenance. Corrective maintenance embraces those maintenance activities carried out after a fault has occurred in order to restore an item to a serviceable state. Maintenance activities undertaken when a fault is indicated, but in the event not confirmed, are also corrective maintenance. A fault may be identified from the application of condition monitoring techniques as part of preventive maintenance. When a fault is reported to, or detected, the main equipment concerned becomes unserviceable and the unserviceability is formalized by reporting the
Equipment failure to the Aquila Service Desk (01329 722711) and obtaining an ASD Task Number. ASD will then contact either a member of GRMS or Regional Maintainer and issue the task number and fault symptoms to the Duty GRMS Technician. The Duty GRMS Technician then raises the appropriate work order entry in the F707 Log book for Brownfield Equipment only. Telephones, ARIP and Management Radio should go through the C4i Tasking Tool on the RAF Valley SharePoint site. Serviceability is regained on completion of the appropriate recording action supporting one of the following:

a. Diagnosis and test which fails to confirm the fault and proves the system.

b. Diagnosis and remedial action to eliminate the fault, restore the affected item to a serviceable state, and prove the system.

c. Diagnosis and remedial action to temporarily restore the affected item to a serviceable state and deferment of further remedial action in accordance with item d below.

d. Deferment of remedial action by declaring the fault as acceptable for continued operation without limitation for a specified period at which point the fault is to be reviewed or eliminated.

18. Deferment of remedial action by permitting, in liaison with the appropriate equipment operation staff, further operation with a specified limitation on operation or handling.

Annex T to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Works Safety

1. **Airfield Work in Progress (WIP).** Prior to the commencement of any WIP on the manoeuvring area and/or dispersals, the foreman of the working party is to report to ATC to receive a WIP and Airfield Driving Brief iaw RA 3266. The WIP brief is to include the following:

    a. Limits of the work area.

    b. Direction of Aircraft movements.

    c. Route to be taken by works vehicles.

    d. Parking area for works vehicles and equipment.

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

    f. Signals to be employed.

    g. FOD prevention.

2. The details of the WIP are to be recorded in the WIP book and the WIP folder located in the ATC Visual Control Room (VCR).

3. All personnel required to drive on the manoeuvring area and/or dispersals are to receive an Airfield Driving Brief and shall be in possession of a valid Airfield Driving Permit (ADP) or be escorted by a suitably qualified person at all times. The Airfield driving brief will cover direction of Aircraft movements, correct route to be taken by works vehicles, signals and parking. The Ground Controller is responsible for checking the ADP of the driver and/or suitable escort and recording the details on the reverse of the WIP sheet. For multiple drivers, the foreman is responsible for ensuring all drivers are in possession of an ADP. **Without proof of a valid ADP, the WIP is not to be authorised.**

4. Details of any SMRE issued are to be recorded in the switchboard room.

5. Limits to working areas will be agreed prior to any work commencing between OC Ops Wg, SATCO and SILO.

6. Both the foreman and Ground Controller are to sign the WIP sheet. The VCR asst is then responsible for ensuring the following;

    a. The WIP details are added to the WIP log.

    b. The WIP details are added to the WIP folder.

    c. The WIP details are added to the WIP board.
    d. The WIP details are added to the Air Traffic Presentation.

7. **Foreign Object Debris Prevention Plan** is managed by RAF Valley Air Traffic Control. The FOD Plan can be located on SharePoint at the following link.

Annex U to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Users - Vehicle and Pedestrian Control

1. Orders relating to aerodrome users – vehicle and pedestrian control - orders for drivers on the airfield can be located on SharePoint at the following link.

Annex V to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

FOD Prevention - Training and Awareness

1. The RAF Valley FOD Prevention Plan can be found here. If you are unable to access this link or for further information**.**, please contact ATC: 01407 762241 Ext: 7461.

Annex W to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aerodrome Wildlife Management

MOD Bird Strike Risk Management.

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

2. Aerodrome Wildlife Control (AWC) is conducted during all periods of fixed wing flying operations at RAF Valley, both day and night. The RAF Valley Aerodrome Wildlife Control Unit (AWCU) is a contracted service provided by Phoenix Bird Control Services, an approved MOD AWC contractor.

3. The AWCU Manager is responsible, through the Senior Air Traffic Control Officer (SATCO), for the provision of AWC and liaison with the Estate Manager to manage the wildlife habitat at RAF Valley, to ensure that wildlife do not adversely affect air operations. Full details of how AWC is conducted can be found in the RAF Valley Aerodrome Wildlife Control Management Plan, linked in para 6 of these orders.

RAF Valley Bird Activity.

4. RAF Valley is situated on the Western coast of the Isle of Anglesey in North Wales and is surrounded by habitat that is attractive to birds of all species due to large natural areas used for feeding and roosting. The Irish Sea Coastline runs alongside the Western and Southern edges of the airfield. The Northern and Eastern edges border a RSPB reserve with common land, a golf course and the area which is known locally as the lake district of Anglesey.

5. The species that pose the biggest threat to RAF Valley are Corvids, Gulls & Waders; these are an indicator species for other birds and attract a variety of other species. Locally identified birds that pose a risk to flight safety can be found in the RAF Valley Aerodrome Wildlife Control Management Plan, linked in para 6 of these orders.

6. The RAF Valley Aerodrome Wildlife Control Management Plan can be found at the following link. If you are unable to access this link or require further detail, please contact the Aerodrome Wildlife Control Unit Manager on 01407 762241 Ext. 7461.

Animal Management.

1. VIVO Defence Services are responsible for grass cutting and habitat management, details of which can be found within the Wildlife Management Plan.

2. VIVO Defence Services are responsible for conducting regular checks of the fences around the aerodrome, to ensure that no wildlife can enter.

3. VIVO Defence Services are responsible for Pest Control across the station.

Annex X to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Low Visibility Operations

1. 4 FTS does not routinely operate during periods of Low Visibility but RAF Valley will, if the need arises for a visiting Air System. The procedure can be found in ATC SOB Part 6 Order 1. SOB.

Annex Y to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Snow and Ice Operations

1. The Station Snow and Ice functional safety document can be accessed here. If you are unable to access the link or for further information, please contact RAF Valley Duty Operations Controller: 01407 762241 Ext 7405.

Annex Z to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Thunderstorm and Strong Wind Procedures

1. The Station Met Office provides sufficient notice of weather events that may impact upon the safety or efficiency of operations. The following sections are informed:

    a. Air Traffic Control – Ext. 7461.

    b. IV(AC) Sqn – Ext. 6764.

    c. XXV(F) Sqn - Ext. 6764.

    d. 72(F) Sqn – Ext. 6717.

    e. Stn Ops – Ext. 7404.

2. **Gale Warning.** In accordance with JSP465 Chapter 5, Annex 5D Appendix 5D-1 (Mean speed equal or greater than 34 KT, or gust equal or greater than 43 KT), these warnings are not issued. However, warnings for locally agreed higher threshold criteria of 52 KT and 70 KT are issued.

3. **Strong Surface Wind.** In accordance with JSP465 Chapter 5, Annex 5D, Appendix 5D-10. Locally agreed criteria; gusts of equal to, or greater than 30 KT and 41 KT.

4. **Thunderstorm Warning**. In accordance with JSP465 Chapter 5, Annex 5D-10.

5. **Thunderstorm Level**. In accordance with JSP465 Chapter 5, Annex 5D-12.

6. **Thunderstorm Risk.** (When Met Office Valley is closed) in accordance with JSP465 Chapter
5, Annex 5D-16. The ‘area’ as agreed between S Met O and the station authorities for Thunderstorm Risk warnings, is considered to be the airfield.

7. **ATC Procedures – Wind Warnings**. On receiving a wind warning, ATC tannoy the warning across the station.

8. **ATC Procedures – Thunderstorm Warnings**. When the Met Office pass a thunderstorm warning to ATC, the Sup is to arrange for the warning to be tannoyed. RAF Valley personnel are then to comply with existing regulations regarding thunderstorm warnings. Dispensation from those regulations can only be granted by OC Ops Wg or the Babcock Chief Engineer. Alternative procedures exist for the Regional Met Centre at RAF Waddington to notify thunderstorm activity to the Guardroom when there is no forecaster on duty, generally during the period from cease flying on Friday until 2200 hrs local on Sunday and grants.

9. **Engineering Operations – Thunderstorm Warnings.**

    a. BAE Systems Explosive and Prohibited Weapons, Safe System of Work containing Explosive Operating Procedures for Royal Air Force Valley, WESOB section A-15. The document can be found on SharePoint at the following link.

Annex AA to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Civil Aircraft Aerodrome Usage - Terms and Conditions
Introduction.

1. All matters relating to Civil Registered Aircraft use of RAF Valley are governed by JSP 360.

2. These General Terms and Conditions are applicable to all Civil Registered Aircraft operating to/from RAF Valley. The Aerodrome Operator reserves the right to alter or cancel these Terms and Conditions at any time.

3. RAF Valley operates a PPR airfield. All movement requests are to be submitted through RAF Valley Operations (+44 (0)1407 762241 Ext 7404) at least 48 hours in advance of the scheduled landing/departure time for Flights from Overseas and CTA, 24 hours in advance of the scheduled landing/departure time for flights within the UK.

Winter operations

4. **Winter clearance plan**. RAF Valley does not have a plan to clear aerodrome surfaces, pedestrian areas are to be cleared by individual work parties.

5. **Operating surface clearance.** RAF Valley do not maintain the operating surface with regards to clearance from Snow/Ice.

6. **Aircraft de-icing.** Aircraft de-icing is not available for visiting Civil Registered Aircraft

Operational support.

7. **Flight planning.** RAF Valley is able to provide the following Flt Planning services:

   a. Flt plan submission/change/cancellation.

   b. NOTAM pack-up.

8. **Flight following.** RAF Valley can provide a Flight Following Service for visiting Civil Registered Aircraft during published airfield hours on request.

Passenger handling.

9. **PAX handling facility.** No passenger handling facilities are available at RAF Valley.

10. **Transport.** Visitors are responsible for organising their own onward transport from the aircraft

11. **Customs / immigration.** No customs/immigration service exists at RAF Valley.

12. **Charter Aircraft operations.** Charter airline operations may be permitted providing the AO agrees to the handling of the aircraft.

13. **Scheduled Aircraft operations.** Scheduled aircraft operations are permitted at RAF Valley. Enquiries should be forwarded to SLOps.

14. **In-flight catering.** There is no In-flight catering available for visiting Civil Registered

Aircraft at RAF Valley.

Aircraft handling.

15. **Refuelling services.** Re-fuelling may be available for certain Civil Registered Aircraft with prior arrangement at the time of booking, minimum 24 hours in advance through RAF Valley Station Operations. Stn Aircraft will receive priority for refuels unless prior arrangements have been made through the AO.

16. **Aircraft marshalling.** Air Systems entering designated parking bays/ASPs are to do so under the direction of a qualified Aircraft marshaller. For visiting Civil Registered Aircraft, this will be carried out by the VAS or appropriate section with prior agreement.

17. **Aircraft parking.** Visiting Civil Registered Aircraft will park on ASP1, unless specific requirements dictate an alternative location. Slot number will be assigned by RAF Valley Operations / VAS.

18. **Maintenance of Aircraft.** RAF Valley will provide no maintenance assistance for visiting Civil Registered Aircraft

19. **Ground Support Equipment (GSE).** RAF Valley may be able to provide certain elements of GSE. Requirements are addressed on a case by case basis and should be articulated to RAF Valley Operations in advance of any planned movement. Stn Aircraft retain priority over Stn GSE at all times

20. **Airfield fire protection.** Airfield Fire Protection is detailed at **Annex O** in this manual.

21. **Security of Aircraft**. RAF Valley is a secure site patrolled by RAFP and MPGS. Unless requested, specific security measures will not be applied to visiting Civil Registered Aircraft.

22. **Flight Safety.** The AO retains the right to deny landing/take off clearance to any Aircraft where flight safety/airworthiness concerns exist. Flight safety concerns are to be forwarded to the RAF Valley Flight Safety Officer.

Contingency plans.

1. **Loss of fire category.** Aircrew will be informed in the event of a drop in Fire Protection. In this event, the AO retains the right to deny take off/landing.

2. **Loss of power / communications.** Contingency plans exist for the restoring of power and communications to the airfield. Where a flight safety concern exists, the AO retains the right to deny take off/landing clearances.

3. **Unforeseen natural disasters / pandemics / emergencies.** In the event of an unforeseen disaster, the AO retains the right to deny landing/take-off clearances for visiting Civil Registered Aircraft. Additionally, it may be decided that previously agreed Stn support to Aircraft (including Aircraft parking) will be withdrawn.

Annex CC to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Electrical Ground Power Procedures

1. Orders relating to the Electrical Ground Power Procedures in place at RAF Valley can be found in the following documents;

Electrical Ground Power Procedures		
Code	**Description**	**AP Reference**
HAR	60kva 200-volt AC Ground Power Unit	DAP 120H-014812
HRZ	60kva 200vAC/28vDC Ground Power Unit	DAP 120H-0148-12
DFK	20kva 200v AC Ground Power Unit	DAP 120H-0143-123
DFP	7kva 28VDC Ground Power Unit	DAP-120H-0145
DMR	28v Battery A/C Starter Trolley	DAP 120H-0602123
DFA	28vDC Hangar use only	DAP 120H-0507-1235F
DJB	45kva/20KW 200v/28v DC Ground Power unit	DAP 120H-0156-12
DJC	90kva 200v 400HZ	DAP 120H-0154-12
DJF	260 Amp/H 28v DC Starter Trolley	DAP 120H-0603-12

2. If you are unable to access the above links, please contact RAF Valley General Engineering Manager, Babcock, RAF Valley, 01407 762241 Ext: 7607.

Annex DD to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Aviation Fuel Management Procedures

References:
A. JSP 317
B. MAM-P

1. **Management of Bulk Fuel Installations (BFI).** RAF Valley BFIs are managed and controlled by the Fuels & Lubricants Section, a contracted service provided by Babcock Aerospace Ltd. BFIs are maintained by DIO in liaison with the Fuels & Lubricants Section Manager. Management, control and maintenance of BFIs is in accordance with Ref A.

2. **Fuel Storage, Quality & Delivery.** RAF Valley has 2 x BFIs with a maximum working capacity of 1,018,000 litres combined, for the storage of F34 FSII Aviation Fuel. Aviation Fuel is delivered to Stn via road transport with testing carried out iaw Ref A & B.

3. **Safety Procedures.** When conducting Aircraft fuelling operations, the following precautions apply:

a. Before fuelling operations commence, appropriately authorized personnel are to ensure the fuelling equipment is Serviceable.

b. Before fuelling operations commence, appropriately authorized personnel are to ensure the Aircraft is prepared to receive fuel in accordance with (iaw) the Technical Instruction (TI).

c. Aircraft and fuelling equipment is to be electrically bonded iaw Para 3 of these orders.

d. The fuelling point and fuelling equipment is to be manned by competent personnel at all times during the fuelling operation.

e. Before fuelling operations commence, appropriately authorized personnel are to ensure the fuel dispenser contains the correct fuel, iaw Ref A and TI.

f. Fuelling equipment is to be sited outside the Aircraft fire hazard areas.

g. Appropriate first aid fire-fighting equipment is to be suitably located to enable immediate use.

h. Personnel in the immediate vicinity of the Aircraft are to be advised that fuelling is taking place.

i. Fuelling operations are to cease in the event of a spillage and are not to recommence until the spillage has been cleaned up.

j. Before fuelling operations commence, supervisors are to ensure that Personal Protective Equipment (PPE) is provided and worn by all personnel involved in Aircraft fuelling.

k. Locally produced Risk Assessments for Aircraft refuelling are to include any additional PPE in accordance with Ref A to suit the task/conditions/environment.

l. Personnel are not to wear studded or metal tipped footwear.

m. Radiation Hazard (RADHAZ) precautions are be followed iaw the TI.

n. When a thunderstorm Risk/level high warning has been issued, or thunderstorm activity is apparent in the vicinity of an Aircraft, fuelling operations are to cease.

4. **Bonding and Grounding of Aircraft and Fuelling Equipment.** The following procedures are to be adhered to during fuelling operations:

a. Ensure that the fuel bowser earth strap is touching the ground.

b. Connect the bowser bonding lead to an appropriate earth point on the Aircraft.

c. Connect the hose bonding strap to a conducting part of the Aircraft or specific bonding point, if available.

d. Connect the fuelling hose and commence fuelling.

e. When fuelling is complete, firstly disconnect the fuelling hose, then the bowser bonding lead and the hose bonding strap.

5. **Fuelling with Passengers Onboard.** Fuelling operations with passengers on-board is a rare occurrence at RAF Valley. Should it be required, it is to be authorized by the appropriate Aircraft Commander and Local Delivery Duty Holder. Procedures to be followed iaw the TI, Ref A & Ref B.

6. **Fuelling with Engines Running.** Procedures for conducting Rotors Running Refuelling (RRRF) are contained in **Appendix 1** to this Annex.

7. **Fuelling and De-Fuelling in Hangars.** A fuelling operation is only to take place in a hangar when:

a. It has been authorized.

b. There is adequate ventilation and egress capability.

c. There is a high-volume fire-fighting vehicle in attendance.

d. There are suitable towing vehicles and trained personnel immediately available to remove any/all Aircraft in the event of an incident.

e. The fuel bowser is to be located outside the hangar. Where entry of the bowser into the hangar is unavoidable, there is to be a clearly defined obstruction-free escape route.

8. **Fuel spillage procedures.** The Station Spillage Response Plan can be found at this link. If you are unable to access this link or require further detail, please contact RAF Valley Business Continuity Manager on 01407 762241 Ext: 7303.

Appendix 1 to Annex DD

Rotors Running Refuelling Procedures

References:

A. MFTS-P-004 ROTORS TURNING/ENGINES RUNNING REFUELLING PROCEDURE
B. JSP 317
C. MAM-P
D. RA-053 FIRE SECTION RRRF RISK ASSESSMENT

1. **RAF Valley RRRF.** Due to the increased Risk associated with rotors turning/engine running refuelling, additional precautions are to be taken as detailed in these orders.

2. **202 Sqn Operations.** RRRF for 202 Sqn helicopters is operationally essential and will be conducted on ASP 4 in accordance with Ref A and D.

3. **Visiting Aircraft.** Visiting rotary aircraft will only receive RRRF if it is deemed operationally imperative to do so. RRRF will be conducted in accordance with Ref B, C & D, with specific RAF Valley procedures as follows:

a. **RRRF Location.** The two marked rotary spots on ASP 1 are the designated RRRF spots for operational refuels. Tactical Supply Wing (TSW) may operate a RRRF site on ASP 5 adjacent to Hangar 116 for visiting detachments with prior authorisation from OC Ops Wg.

b. **Adjacent Slots.** When RRRF is in progress, adjacent spots/parking slots are not to be occupied.

c. **RAF Valley VAS Engineers / Refuelling Staff.** RRRF at RAF Valley are to be conducted by the crew of the helicopter being refuelled, provided that they are trained to do so and the aircraft is cleared for the task, iaw the relevant TI and RTS. VAS Engineers and Refuelling Staff are to remain outside of the ‘disc’ area under the movement of the rotor blades at all times. The bonding leads and refuelling hose are to be passed to the helicopter crewman outside of this area in order for the refuel to be conducted.

d. **Fire Cover.** A fire vehicle should be in attendance before RRRF commences. A 90-litre extinguisher (the minimum requirement for TSW operated refuel sites) should be positioned at the edge of the dispersal; a hand-held fire extinguisher may be made available to the crewman conducting the refuel.

e. **Safety Frequency.** Ac commanders should monitor Valley Ground (Stud 1). Radio transmissions should only be made in an emergency.

f. **Positioning.** To enable RRRF operations to be carried out into wind, bowsers may position as required around the designated refuel points. Positioning should allow an unobstructed view from the attending fire vehicle. Refuelling equipment should be positioned a minimum of 10 ft clear of the rotor disc.

g. **Refuelling Actions.** The aircraft commander should position the aircraft such that clear line of sight between the bowser operator and the crewman conducting the refuel is maintained during the refuel. The crewman conducting the refuel should ensure that:

i. All personnel around the refuelling area are correctly dressed and have eye and ear protection.

ii. Appropriate firefighting equipment is available and conveniently located.

iii. An approved fuel is used.

iv. The bowser is chocked, if applicable.

v. Bonding is in place.
vi. Fuel flow rate is regulated to avoid splashback.

h. **Completion of RRRF.** When refuelling is complete, the crewman or operator should ensure that:

i. The fuel contents and amounts transferred are recorded.

ii. The fuel filler cap is secure, cover panel closed and locked (where required)
iii. Bonding leads are removed from the aircraft.
iv. The aircraft commander is advised when refuelling has been completed.

k. **Refuelling Emergencies – Fire (Crewman Actions).** In the event of fire during RRRF, the crewman conducting the refuel should:

i. Warn the crew.
ii. Stop the refuel and, if possible, have the hose disconnected.
iii. Fight the fire or, with a fire crew in attendance, give the signal for fire

iv. If time permits, secure the fuel filler cap and remove bonding leads calling "Clear". If the fire is on the aircraft, evacuate any personnel on the aircraft.

l. **Refuelling Emergencies – Fire (Handling Pilot Actions).** In the event of fire during RRRF, the HP should:

i. **Fire on Refuelling Point.** If safe to do so, call "Lifting" and fly the aircraft to a safe area in such a manner as not to worsen the situation.

ii. **Fire on the Aircraft.** Shut down and egress the aircraft to the clear side.

m. **Fuel Spillage.** In the event of significant fuel spillage, the crewman conducting the refuel should:

i. Warn the crew.

ii. Stop refuelling, disconnect the hose and bonding leads, secure the filler cap and, if not contaminated, board the aircraft or move clear of the aircraft as appropriate.

The aircraft commander should: Direct whether to shut down in situ or move the aircraft.

Annex EE to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Hazardous Materials - Spillage Plan

The Station Spillage Response Plan can be found here. If you are unable to access this link, please contact RAF Valley Business Continuity Manager: 01407 762241 Ext: 7303, for further information

Annex FF to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Compass Swing Area

1. **Maintenance and Calibration of the CSA.** All maintenance and calibration of the CSA is in accordance with RA3590(6): Maintenance and Safeguarding, Compass Calibration Bases. Responsibility for the CSA rests with RAF Valley Stn Ops; routine maintenance is carried out by local contractors. RAF Valley Stn Ops is responsible for ensuring the mandated 2 yearly calibration checks are carried out by QinetiQ.

2. **Use of the CSA**. All requests for use of the CSA are to be coordinated through Stn Ops on 01407 762241 ext.7404 from civilian telephone networks or 95581 7404 from military networks.

3. **Access to the CSA**. On taxi, crews are to obtain permission from the Aerodrome Controller to route to the CSA; they are to maintain radio contact throughout the process.

4. **Restriction of use of the CSA.** Air systems will not be permitted to occupy the compass base when:

   a. A flight calibration aircraft is inbound on an ILS approach or;

   b. When the colour code is GREEN or worse, and an aircraft on an ILS approach is inbound.

   c. Under advice of the Aerodrome Controller.

5. **Calibration Certificates.** Please use the following links to access the calibration certificates for both East and West Compass Swing Areas:

   a. Valley CCB East Calibration Certificate.

   b. Valley CCB West Calibration Certificate.

Annex GG to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Explosive Ordnance Disposal Area

Not Applicable at RAF Valley.

Annex HH to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Dangerous Goods (DG) Procedures

1. Dangerous Goods are handled by the Station Receipt and Despatch (R&D) section, all procedures are in accordance with the following documentation:

a. **Transport by Air.** Procedures are governed by the International Air Transport Association Dangerous Goods Regulations.

b. **Transport by Road.** Procedures are governed by the European Agreement Concerning the International Carriage of Dangerous Goods by Road, Volumes 1 and 2.

c. **Transport by Sea.** Procedures are governed by the International Maritime Dangerous Goods Guide, Volumes 1 and 2.

2. For further information please contact the station R&D Supervisor: 01407 762241 Ext: 7341.

Annex II to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

Hydrazine (H70) Leak

1. **Hydrazine Equipped Aircraft.** Hydrazine (H70) is a highly toxic fluid, as detailed in **Appendix 1** to this Annex, used to fuel the emergency power unit of F16 aircraft. RAF Valley does not possess the capability to fully handle a confirmed or potential Hydrazine leak and therefore do not routinely accept Hydrazine equipped aircraft.

2. **Visiting Aircraft Request.** Should a Hydrazine equipped aircraft request a pre-planned visit to RAF Valley, permission will be requested from the AO. If approved, the visiting aircraft operator may require to forward deploy a Hydrazine Response Team and associated equipment.

3. **Emergency Diversion.** Should a Hydrazine equipped aircraft divert into RAF Valley the pilot is responsible for directing procedures for handling any leaks or suspected leaks. In the event of a suspected leak the pilot is likely to take the following actions:

a. Advise ATC.

b. Request parking in a remote area. **Appendix 2** to this Annex details the remote parking areas for consideration by ATC.

c. Request that entry to the parking area be strictly controlled.

d. Require all equipment and personnel to remain upwind of their aircraft.

e. Require the establishment of rapid communication with his home base to discuss technical assistance.

4. **ATC Actions.** Should the aerodrome receive an F-16 in these circumstances the ATCO IC is to take the actions detailed at **Appendix 3** to this Annex.

Appendix 1 to Annex II

5. Medically, the amount of water (30 percent) in H-70 does not significantly reduce the Toxicity and does not alter the hazards of exposure. Therefore, H-70 should always be treated as pure Hydrazine. The hazards of Hydrazine are as follows:

a. Hydrazine is toxic below the threshold of smell (3-5 parts per million), therefore respiratory protection is to be worn by personnel approaching a suspected Hydrazine leak.

b. Exposure to the eyes causes itching, burning and swelling. Eye irritation may occur with a latent period of up to 10 hours following exposure. Personnel deployed in response to hydrazine incidents are not to wear contact lenses.

c. Inhaled vapours cause irritation of the nose, throat and respiratory tract.

d. Prolonged inhalation of vapours causes dizziness, nausea and hoarseness.

e. Repeated exposure to hydrazine can cause irreversible damage to the liver and kidneys, as well as causing anaemia.

f. Severe exposure may result in blindness.

g. Skin contact may result in local damage or burns.

h. Hydrazine can penetrate the skin and cause systemic effects similar to inhalation effects.

i. Ingestion will cause nausea, dizziness and headaches and may prove fatal.

j. The safe occupational exposure toxicity level over an 8-hour period is 0.02 parts per million.

k. The safe short-term occupational exposure limit (15 minutes) is 0.1 part per million.

l. Hydrazine is a known carcinogen with evidence of effects on the reproductive system.

m. Personnel are not to wear contact lenses if responding to a Hydrazine Incident. If contact lenses are worn inadvertently, individuals are to be briefed (by the Incident Cdr) that they may be susceptible to eye irritation in the following 24 hr period. Personnel who believe they are affected are to report to the Medical centre immediately.

6. If an individual becomes exposed to Hydrazine the following procedures should be carried out:

a. Remove the victim from the scene, remove all contaminated clothes and flush skin using copious amounts of water for 15 minutes; follow with thorough washing with soap and water.

b. If the eyes are exposed, flush with water for at least 15 minutes.

c. If H-70 is ingested, administer large quantities of water but do not induce vomiting as this will occur naturally.

d. Contaminated clothing should be removed from the casualty and treated as hazardous waste.

e. If breathing has stopped, perform artificial respiration, ensuring that there is protection between the victim's and the resuscitator's mouths eg, use a face shield, Laerdal mask or preferably a bag and mask, to prevent the resuscitator being contaminated.

f. Transfer the victim to professional medical care as soon as possible.

Appendix 2 to Annex II

1. Initiate Emergency State 2 and assemble the safety services at the fire section.

2. Inform the SMO. Prepare an MRE equipped vehicle for use by the F16 pilot in ground-ground communications.

3. Consider diverting AS in the event of the ARFF crews deploying their equipment or discharging their vehicle tanks.

4. Modify the taxy patterns, where necessary to keep all traffic upwind of the incident.

5. React to further instructions from the F16 pilot or the Hydrazine Response Team/AC Home unit advice.

6. Airfield or Runway 13/31 BLACK may be required, at the discretion of the ATC Supervisor.

7. The Tannoy broadcast for notification of Emergency State 2 for a suspected or confirmed Hydrazine Leak is to conform to the following format:

"AN **EMERGENCY STATE 2 IS DECLARED** AT…… FOR AN **F-16 AIRCRAFT WITH A POSSIBLE HYDRAZINE LEAK**.
THE AIRCRAFT WILL PARK AT LOCATION ……
HYDRAZINE PARKING SLOT IN GRID P7* or P5* * Delete as applicable
ALL UNAUTHORIZED PERSONNEL **ARE TO STAY CLEAR OF THE AREA**. A 100M CORDON IS TO BE ESTABLISHED.
ANYONE IN THE VICINITY WHO DETECTS A **FISH-LIKE OR AMMONIA-LIKE SMELL** IS TO **REPORT TO THE MEDICAL CENTRE IMMEDIATELY**.
THE **SURFACE WIND DIRECTION** IS …… I SAY AGAIN".

Annex JJ to file reference 20231208-VALLEY_DAM-O 08 Dec 2023

RPAS Orders

1. Flight Restriction Zones (FRZ) are implemented at RAF Valley & RLG Mona in order to enhance safety for airspace users within the vicinity of the aerodrome, details of which can be found in Appendix 1 to this Annex. FRZs are always active. In order to operate UAS / RPAS / Drones (referred to as Drones throughout this order) within the FRZ(s), permission must be sought from RAF Valley Operations in writing.

2. Applicants to operate drones within the FRZs should provide a minimum of 7 days' notice, applying in writing to: **VAL-OpsWgDutyOpsController@mod.gov.uk.**

3. The following information must be supplied as a minimum:

   a. Name
   b. Phone Number
   c. Email Address
   d. Sponsoring Company / Principle Contractor (if on MOD Estate)
   e. Drone Operator Name
   f. Drone Operator Phone Number
   g. Drone Operator Registration Number
   h. Details of Drone Operator Qualification
   i. Nature of Drone Operations
   j. Drone Type
   k. Drone Registration
   l. Drone Insurance Held
   m. Location of Operations, including Lat/Long, radius & max height (AGL).
   n. Operating Date & Time

4. On receipt of the information requested, the Duty Operations Controller should plot the location of intended operations and pass the detail to OC Ops Flt to determine whether the activity is permitted.

5. The Duty Operations Controller should issue a NOTAM for all drone activity authorised within the ATZ. For activity within the FRZ 'stub' but outside of the ATZ, a NOTAM should be requested via AR Ops.

Appendix 1 to Annex JJ

The RAF Valley / RLG Mona Flight Restriction Zone (FRZ) consists of the following areas:

1. **The Aerodrome Traffic Zones (Surface to 2,000ft AGL):**

   a. **RAF Valley** – An area of 2.5 nautical mile radius centred on existing Aerodrome Traffic Zone position N53 14 53·40 W004 32 07·20.

   b. **RLG Mona** – An area of 2 nautical mile radius centred on existing Aerodrome Traffic Zone position N53 15 33·48 W004 22 26·44.

2. **Runway Protection Zones (Surface to 2,000ft AGL):**

a. **RAF Valley** – Areas which extend out 5km from each notified Runway Threshold and 750m laterally either side of the extended centre line based upon:

i. 13: N53 15 13·65W004 32 46·89

ii. 31: N53 14 25·61W004 31 12·86

iii. 01: N53 14 36·63W004 32 25·61

iv: 19: N53 15 27·16W004 32 16·29

b. **RLG Mona** – Areas which extend out 5km from each notified Runway Threshold and 750m laterally either side of the extended centre line based upon:

i. 04: N53 15 13·75 W004 22 51·46

ii. 22: N53 15 54·40 W004 21 59·82