



Defence
Safety
Authority

Defence Aerodrome Manual (DAM)

Military Aviation
Authority

Military Aviation Authority

MAA

BRIZE NORTON

Defence Aerodrome

Manual

STOP PRESS

21 Jun 16 – TFN

G1 RWY hold board is non-standard (colour) and none MADS compliant.

13 Jul 16- TFN

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

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

3 Mar 16 – TFN

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

3 Mar 16 – TFN

The floodlights around certain areas of the airfield are below that required in MADS. Additional portable lighting, if required, is available on request from the DOSC.

1 Mar – TFN

Approach and Rwy lighting: Uneven pattern and brilliancy settings. Every 4th light u/s, giving a 49m unlit space.

1 Feb 17- TFN

Waterfront Bays: Bay 3 Closed due to drain collapsing on entrance to bay. Bay 5 & 6 Tow in Tow off only.

30 May 17 - TFN

Due to a failure of the Taxiway lights on Taxiway D, the taxiway is closed at night and during Low Visibility Procedures from Bay 2/51 to Holding point D. ATC will provide an alternative pattern.

21 Aug 17 – TFN

Chapter 6: Rescue & Fire Fighting Service Orders has been re-written and significantly amended

13 Sep 17 – TFN

Chapter 4: Aerodrome Data, Characteristics and Facilities has been withdrawn and is available via UK Mil AIP or via 01993 895245

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FOREWORD

1. **Military Aviation Authority.** The Military Aviation Authority (MAA) is the single independent regulatory body for all Defence aviation activity. As the 'Regulator', Director MAA (D MAA) is accountable to S of S, through the Defence Safety Authority (DSA) for providing a regulatory framework, given effect by a certification, approvals and inspection process for the acquisition, operation and airworthiness of Air Systems within the Defence aviation environment. Through Director General (DG) DSA, D MAA is responsible for providing assurance to S of S that the appropriate standards of military Air Safety are maintained. DG DSA is the Convening Authority for Service Inquiries into aircraft occurrences.

2. **Regulatory Structure.** D MAA is the owner of the MAA Regulatory Publications (MRP) and has the authority to issue them on behalf of the S of S. There are 3 levels of documentation within the MRP, as outlined below:

- a. Overarching documents:
 - (1) MAA01: MAA Regulatory Policy.
 - (2) MAA02: MAA Master Glossary.
 - (3) MAA03: MAA Regulatory Processes.
- b. Regulatory Articles (RA):
 - (1) 1000 Series: General Regulations (GEN).
 - (2) 2000 Series: Flying Regulations (FLY).
 - (3) 3000 Series: Air Traffic Management Regulations (ATM).
 - (4) 4000 Series: Continuing Airworthiness Engineering Regulations (CAE).
 - (5) 5000 Series: Type Airworthiness Engineering Regulations (TAE).
- c. MAA Manuals:
 - (1) Manual of Air Safety.
 - (2) Manual of Post-Crash Management.
 - (3)
 - (4) Manual of Military Air Traffic Management.
 - (5) Manual of Aerodrome Design and Safeguarding.
 - (6) Display Flying Handbook.
 - (7) **Defence Aerodrome Manual.**
 - (8) Manual of Maintenance and Airworthiness Processes (MAP-01).

(9) Manual of Maintenance and Airworthiness Processes Supplement - MOD Form 700 Series of Forms (MAP-02).

The contents of each series are published on the MAA website, www.gov.uk/maa.

3. **Applicability.** Unless specifically excluded, the MRP documents, RAs and Manuals apply to any personnel be they civilian or military involved in the certification, design, production, maintenance, handling, control or operation of Air Systems on the UK Military Aircraft Register (MAR) and associated equipment¹, under MAA regulations, in accordance with chapter 2 of [MAA01](#).
4. **Scope of Activity.** The MAA has full oversight of all Defence aviation activity and undertakes the role of the single regulatory authority responsible for regulating all aspects of Air Safety across Defence.
5. **Military Applicability.** The RAs within the MRP (also referred to as “the Regulations”) are Orders within the meaning of the Armed Forces Act. The MRP has primacy over all other Defence aviation orders or instructions, except insofar as any regulation therein has been superseded by a Regulatory Notification.
6. **Equal Opportunities Statement.** All reference to the masculine gender (he, him and his) is to be taken to include the feminine gender (she, her and hers).
7. **Responsibilities.** The Regulations contained within the MRP do not absolve any person from using their best judgement to ensure the safety of Air Systems and personnel. Where safety or operational imperatives demand, the Regulations may be deviated from provided that a convincing case can be offered in retrospect. Where authorized individuals issue their own amplifying orders or instructions, they must be based on the Regulations and they must not be more permissive.
8. **Regulatory Notifications.** Where the routine amendment process for the MRP is not sufficiently agile, to effect timely communication of regulatory changes, the MAA will employ one of 2 types of notification, dependent upon the nature of the information conveyed:
 - a. **Regulatory Notice.** A Regulatory Notice (RN) will notify changes in structures, procedures, regulations, or provide operational or engineering guidance.
 - b. **Regulatory Instruction.** A Regulatory Instruction (RI) will provide mandatory operational or engineering direction.
9. Notifications will be approved at the appropriate level within the MAA depending on type, complexity and whether the Notification is contentious. They will be promulgated to those with delegated/contracted responsibility for Air Safety such as Aviation Duty Holders (Aviation DH) within the Services and Accountable Managers within Industry. Recipients will be required to acknowledge receipt and copies of the notifications will also be published on the MAA [website](#). Receiving organizations are responsible for cascading notifications internally in an effective way.
10. **Regulatory Waiver/Exemption.** Temporary Waivers (for a specified period) or permanent Exemptions from extant regulations may be employed² at the request of a Regulated Entity. For regulatory Waivers or Exemptions, the process outlined in [MAA03](#) is to be used.

¹ Including Air Traffic Management (ATM) and Aerospace Battle Management (ABM).

² When approved by the Regulator.

11. **Alternative Acceptable Means of Compliance (AAMC).** Where the Regulated Entity believes there is an alternative way of satisfying the intent of a Regulation, it may utilise the AAMC process outlined in [MAA03](#) to apply to the MAA for approval.

12. **Commercial Implications.** The MRP will be applied through contract to those commercial organizations designing, producing, maintaining, handling, controlling or operating Air Systems on the UK MAR and associated equipment¹. Compliance with these Regulations will not in itself relieve any person from any legal obligations imposed upon them. These Regulations have been devised solely for the use of the UK Ministry of Defence (MOD), its contractors in the execution of contracts for the MOD and those organizations that have requested to operate their Air Systems on the UK MAR. To the extent permitted by law, the MOD hereby excludes all liability whatsoever and howsoever arising (including, but without limitation, liability resulting from negligence) for any loss or damage however caused when these Regulations are used for any other purpose. Contractors should be aware of the risks associated with following legacy Regulation and policy which is obsolescent and therefore no longer supported. All future contracts and contractual amendments should ensure that the requirement to comply with the extant MRP is captured at date of contract let or amendment. The MAA will continue to monitor this situation through audit and inspection.

13. **Amendment.** Sponsorship of the MRP and the authorization of amendments are the responsibility of D MAA. Proposals for amendments to the MRP can be made in accordance with Chapter 4 of [MAA01](#). MAA Regulatory Policy and [MAA03](#). MAA Regulatory Processes.

< Original signed >

J C DICKSON
Group Captain
Deputy Head (Regulation)
Military Aviation Authority
3 Jan 16

BRIZE NORTON FOREWORD

This document, the RAF Brize Norton Defence Aerodrome Manual (DAM) describes the airfield at RAF Brize Norton, its management, physical characteristics and services available. The Manual is written for military and commercial aircrew. The DAM conforms to the guidance provided by the Military Aviation Authority (MAA) in accordance with Regulatory Article (RA) 1026 and is the equivalent of the CAA CAP 168 Aerodrome Manual.

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

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

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

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

< *Original signed* >

OC Operations Wg (Aerodrome Operator)
RAF Brize Norton
31 Oct 16

CHAPTER 1: INTRODUCTION

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

RA 1020(4)	-	Responsibilities of ADH-Facing Organizations
RA 1200	-	Defence Air Safety Management
RA 1205(2)	-	Air System Safety Cases (Responsibilities of DH-Facing Organizations)
RA 1026	-	Aerodrome Operator
RA 1410	-	Occurrence Reporting
RA 1430	-	Aircraft Post Crash Management and Significant Occurrence Management
RA 1400	-	Flight Safety
RA 2415	-	Third Party Use of Military Airfields
ATM 3000	-	Air Traffic Management Regulatory Articles (RAs)
MAS	-	Manual of Air Safety (MAS)
MPCM	-	Manual of Post-Crash Management (MPCM)
MMATM	-	Manual of Military Air Traffic Management (MMATM)
MADS	-	Manual of Aerodrome Design & Safeguarding (MADS)
	-	<u>Use of Military Aerodromes by British and Foreign Civil Aircraft</u>
JSP 426	-	Defence Fire Safety and Fire Risk Management
AP 600	-	Royal Air Force Information and CIS Policy ³

1.2. **Purpose.** The purpose of the Defence Aerodrome Manual (DAM) is to provide, in a standardized format, a mechanism to inform both military and civilian operators of accurate aerodrome data that includes physical characteristics, available services, aerodrome hazards and operating procedures. It will also provide reference material to the Aerodrome Operator (AO) to ensure that all aerodrome management requirements are being met and assured correctly. The DAM acknowledges the essential requirements of European Commission (EC) legislation EC 216/2008 (as amended at Annex Va)⁴ and is to be read in conjunction with the documents set at Chapter 1 Para 1.1 of the DAM.

1.3 **Scope.** The DAM is to be used as a basic framework for AOs to develop their own bespoke Aerodrome Manual. The DAM is intended to be a living document in which AOs can add chapters and sections, dependent upon the complexity of the aerodrome. Note: AOs are to develop their own 'Foreword' and not use the one at the beginning of this document. A Defence Aerodrome Assurance Framework (DAAF) is to be contained within the DAM. The DAAF should cover all chapters and sub paras of the developed DAM to allow a record of full assurance at 1st / 2nd / and 3rd party level.

1.4 **Information Accuracy.** The AO is to ensure that information contained in the DAM is up to date and accurate. Where Aeronautical Information published in national Aeronautical Information Publications (AIPs)⁵ is also published in the DAM, the information must be identical. The AO is responsible for ensuring changes to Aeronautical Information are published according to relevant procedures, and that these changes are mirrored in the DAM⁶. Both the DAM and the AIP have legal authority.

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

⁴ Users are directed to the consolidated version of Regulation (EC) No 216/2008.

⁵ The AIP is the primary source for Aeronautical Information.

⁶ The Military AIP is amended through No.1 Aeronautical Information Documents Unit. The Civilian AIP is subject to a separate amendment process.

1.5 Master Copy. The master copy of the DAM is to be appropriately protected, held by the AO and made available on their Dii / MOSS / internet websites (to allow civil access). Amendments to the Manual must be made when changes occur and the latest version published online.

1.6 Responsibilities of an Aerodrome Operator. The AO will actively manage an aerodrome environment such that it accommodates the safe operation of Air System iaw with the requirements laid down in RA 1026 Aerodrome Operator. The DAM provides the basic framework upon which additional areas may be added. It is acknowledged that many of these functions may not necessarily fall under the direct authority of the AO and as such appropriate interfaces should be established. Ultimately the AO is responsible for providing assurance to the Head of Establishment and Aviation DH regarding a safe operating environment.

- a. Aerodrome Operator Responsibilities:
 - i. The AO is to establish formal relationships with Aviation DHs in order to ensure that any decisions made which affect the aerodrome or its facilities are cognisant of the impact of the impact on Air Safety. Areas to be considered are to include, but are not limited to, facilities, personnel, equipment and materiel. In addition, it is essential that the AO ensures that assurance activities regarding the documentation of tasks, roles, responsibilities, procedures, access to relevant data and record-keeping, are conducted in accordance with the MRP and related reference documents referred to at Chapter 1 Para 1.1.
 - ii. The AO is to verify that the requirements contained within the DAM are complied with at all times taking appropriate measures to ensure hazards are identified and highlighted to Duty Holders (DH) and civilian operators. Procedures shall be established and applied to make all users aware of such measures in a timely manner.
 - iii. The AO is to ensure that an appropriate aerodrome wildlife risk management programme is established and implemented in accordance with MADS.
 - iv. The AO is to ensure that movements of vehicles and persons in the movement area and other operational areas are coordinated with movements of aircraft in accordance with RA 3262 – Aerodrome Access.
 - v. The AO is to ensure that procedures to reduce the hazards associated with aerodrome operations in winter, adverse weather conditions, reduced visibility, or at night, if applicable, are established and implemented.
 - vi. The AO is to ensure that arrangements with other relevant organizations including, but not limited to, aircraft operators, air navigation & ground handling service providers whose activities or products may have an effect on aircraft safety are established, to ensure continuing compliance with extant aerodrome regulations.
 - vii. The AO is to ensure that procedures exist to provide aircraft with fuel which is uncontaminated and of the correct specification, either through service means, or by means of contracts with third parties.
 - viii. The AO is to ensure that the maintenance of aerodrome Communication, Navigation and Surveillance (CNS) equipment covers repair instructions, servicing information, troubleshooting and inspection procedures in accordance with extant support policy statements and the AP 600 – Royal Air Force Information CIS policy. (Note: The maintenance policy for an individual item of technical equipment, including software, is detailed in a Support Policy Statement (SPS) or equivalent Naval Ship Support Publication. The SPS is the executive document

specifying the support arrangements for equipment throughout its in-service life and reflects the broad policy contained in this leaflet and other relevant instructions within AP600, QRs Chapter 11 and specialist APs).

- ix. The AO is to ensure that the maintenance of aerodrome lighting and aircraft arresting equipment covers servicing information, troubleshooting, inspection procedures and repair instructions, in accordance with extant support policy statements.
- x. The AO is to ensure that all personnel who need to enter the movement area, as part of their TORs, are both trained and qualified to do so with the appropriate authority (line manager, ATC, etc.).
- xi. The AO is to ensure that an aerodrome emergency plan is developed in accordance with the MPCM, RA 1430 and JSP 426.
- xii. The AO is to ensure that adequate aerodrome rescue and fire-fighting services are provided in accordance with JSP 426 - MOD Fire Safety Manual. (Note: This is laid out in the Joint Business Agreement (JBA) or Internal Business Agreement (IBA) between DFRMO and the TLBs and should be contained within Annex F of the DAM
- xiii. The AO is to ensure that adequate aerodrome rescue and fire-fighting services are provided in accordance with JSP 426 - MOD Fire Safety Manual. (Note: This is laid out in the Joint Business Agreement (JBA) or Internal Business Agreement (IBA) between DFRMO and the TLBs and should be contained within Annex F of the DAM
- xiv. The AO will ensure that Obstacle Limitation Zones around aerodrome movement areas be safeguarded from obstacles, in accordance with MADS.
- xv. The AO will ensure that an effective Safety Management System (SMS) linked to the respective Front Line Command (FLC) or ADH SMS is established and maintained in accordance with guidance laid down in MAA 1200(1) Defence Air Safety Management.
- xvi. The AO will ensure that an occurrence reporting system using the Air Safety Information Management System (ASIMS) and the associated Defence. Air Safety Occurrence Reports is in place, in accordance with MAA RA 1410(1) Occurrence Reporting.
- xvii. The AO will strive to engender an engaged safety culture.

CHAPTER 2: TECHNICAL ADMINISTRATION

2.1 Name and Work Address of Aerodrome Operator:

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

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

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

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

2.4 Safety Meeting Structure. An organizational aviation safety meeting flow diagram is to be produced and captured at [Annex B](#). The diagram should include the lowest level meetings (weekly/monthly) and flow up to the highest level (monthly, bi-monthly, six monthly etc.). Each meeting should include a standing agenda and an attendance list. Minutes should be recorded for audit purposes. Where mixed Civ-Mil installations exist, evidence must be provided that means for consultation exists to foster coordination and safety responsibilities.

2.5 Organizational Structure. An organization structure that identifies/outlines the organization of aerodrome operations is to be produced and captured at [Annex C](#). It should identify ADH and DH-Facing Organizations and any additional safety organizations that operate from within the site. Where mixed Civ-Mil installations exist, a consultation structure is to be established to foster coordination and to determine limits of responsibilities.

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

2.7 Aerodrome Operating Hazard Log (AOHL). An AOHL must clearly indicate the aerodromes operating hazards and is to be produced and captured at [Annex E](#). Hazards that affect the safe conduct of flight or Air System operations on the ground need to be presented in a standard AOHL format. To ensure that published DAM hazard logs remain standard across Defence, the first 5 columns of a DAM hazard log are to remain standard and will be the only columns published in the DAM. Additional columns may be added for internal use to assist Safety Managers and when appropriate, for Heads of Establishment (HoE), FLC, Delivery Duty Holder (DDH) & Operating Duty Holder (ODH) review but are not required to be seen by aerodrome users. The following log format is to be employed:

2.8 **Formal Aerodrome Related Agreements.** The manual is to contain copies of all formal aerodrome related agreements. Unless otherwise stated, the agreements are to be reviewed annually. These agreements are to be captured at [Annex F](#).

2.9 **Aerodrome Waivers, Exemptions and Alternative Acceptable Means of Compliance (AAMC).** Copies of all aerodrome related Waivers, Exemptions and AAMC are to be included in the manual and captured at [Annex G](#).

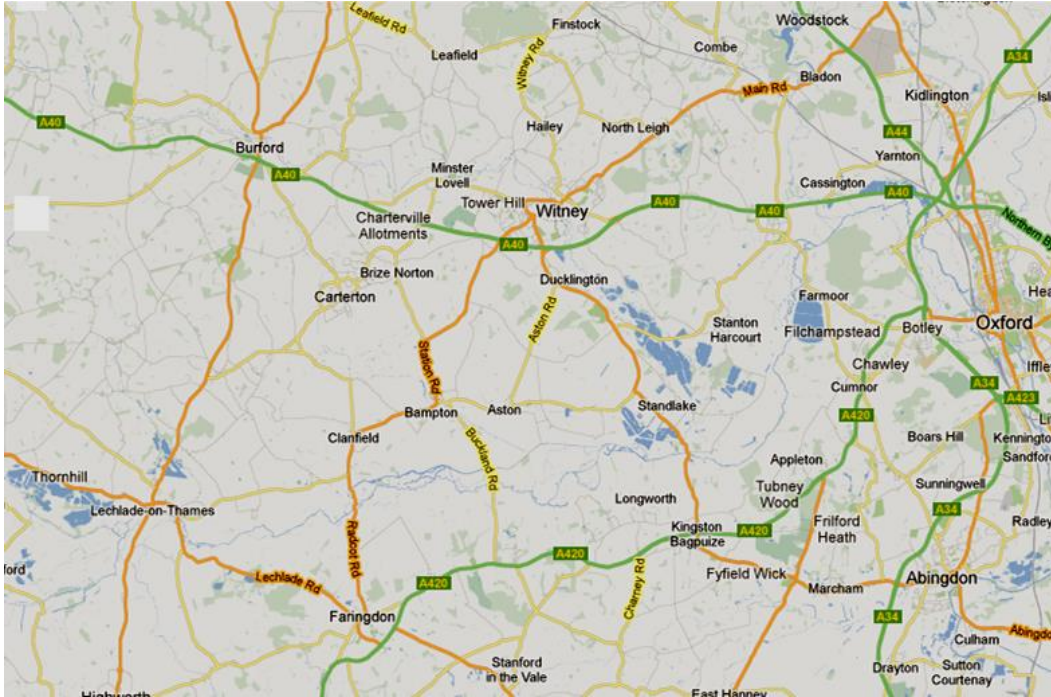
2.10 **Orders.** All separate orders, requested in the DAM, are to be located as an Annex so that they can be amended without having to reissue the whole document following any amendment.

2.11 **Frequent Aerodrome Users.** A list of Air System operators (both civil and military) that utilise the aerodrome frequently will be produced in order to facilitate ease of communication in urgent or emergency scenarios (such as fuel or water contamination and major infrastructure works affecting serviceability).

CHAPTER 3: AERODROME LOCATION AND LAYOUT

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

3.2. Local Area Map.



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

CHAPTER 4: AERODROME DATA FACILITIES & CHARACTERISTICS

4.0. The above is all available via the UK Mil AIP. If you are unable to access this a copy can be obtained via 01993 895245

Chapter 5: EMERGENCY ORDERS – (AERODROME CRASH PLAN)

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

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

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

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

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

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

CHAPTER 6: RESCUE & FIRE FIGHTING SERVICE ORDERS

The AO is to be familiar with the following documents and requirements:

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

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

6.2 AO / DFRMO Relationship. The relationship between the AO and the DFRMO Fire Section is defined within JSP 426, Volume 3, Leaflet 02 and the Joint Business Agreement/Internal Business Agreement between DFRMO and the TLBs. The Fire Section is a service delivery component of the DFRMO which is operated under the direction of DFRMO and provides a DH-Facing service to the AO. Note: All orders are to be contained at separate Annexes.

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

6.4 Aerodrome Rescue and Fire Fighting Training Orders. ARFF Training area risk assessments and orders are to be produced and contained at [Annex P](#). For Units that do not have onsite training facilities this annex is to provide details of how all Mandated Core Competencies required by ARFF personnel are maintained.

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

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

6.7 Reduction in ARFF Category Provision. Circumstances may require that flying is conducted to/from aerodromes with reduced levels of ARFF services. HoE/ADHs may approve such activity following a risk assessment informed by advice from the Defence F&R ARFF provider. JSP 426 Volume 3 Leaflet 2 Appendix 2 to Annex A contains this risk assessment form. This is N/A at Brize Norton.

Annex PA: Task Resource Analysis

1. As defined within JSP 426 Volume 3 Leaflet 2 RAF Brize Norton will carry out a Task Resource Analysis (TRA) to assess the aerodrome ARFF response capability and to determine the minimum requirement of rescue and firefighting equipment, personnel and supervisory grades. Details will be published when completed.

Annex PB: ARFF Assessment Requirements

Response Area Assessment

1. The operational objective of the ARFF service is to achieve response times of two minutes and not exceeding three minutes to any point of each operational runway, as well as to any other part of the operating area (response area), in optimum surface and visibility⁷.

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

RAF Brize Norton Response Area Assessment is located [here](#)

⁷Optimum visibility and surface conditions are defined as daytime, good visibility, no precipitation with normal response route free of surface contamination e.g. water, ice or snow and aircraft movement restrictions.

1000Mtr Assessment

3. As defined within JSP 426 Volume 3 Leaflet 2 assessment of the approach and departure areas within 1000m of the runway threshold⁸ should be carried out to determine the options available for rescue. In considering the need for any specialist rescue and access routes, the environment of the risk area, in particular the topography and composition of the surface should be considered.

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

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

RAF Brize Norton 1000Mtr Assessment is located [here](#)

Water Assessment

6. Additional water supplies shall be provided. The objective of providing additional water supplies at adequate pressure and flow is to ensure rapid replenishment of ARFF vehicles. This supports the principle of continuous application of extinguishing media to maintain survivable conditions at the scene of an aircraft incident for far longer than that provided for by the minimum amounts of water defined in JSP 426 Volume 3 Leaflet 2 Table 1. Additional water to replenish vehicles may be required in as little as five minutes after an incident.

RAF Brize Norton Water Assessment is located [here](#)

⁸ If required for rotary wing aircraft all undershoot/overshoot areas for the operating areas.

CHAPTER 7: AIR TRAFFIC SERVICES AND LOCAL PROCEDURES

7.0 **Air Traffic Control Orders.** ATC Operational Management Orders are to be produced to cover all ATC procedures involved in the safe and expeditious flow of ATC. The orders must also take into account any direction and guidance contained with the MMATM, MADS and in accordance with ATM 3000 (RAs) to ensure compliance and are to be contained at [Annex Q](#).
Note: ATM admin orders are not required.

CHAPTER 8: AERODROME ADMINISTRATION & OPERATING PROCEDURES

8.1 Aerodrome Reporting

Aerodrome Reporting	
8.1.1	Purpose. The AO is responsible for the ownership of the aerodrome data and is to ensure all data provided is correct at all times.
8.1.2	Responsibilities. Orders for the reporting procedures to advise the relevant agency of any permanent changes to aerodrome information are to be contained at Annex R . Management of these duties, can be delegated at larger units. Responsibility for these actions will always remain with the AO. Further guidance on Aerodrome Information and notification is contained in UK AIP/Mil AIP.
8.1.3	Legislation, Standards and Technical References. Information relating to the aerodrome serviceability or hazards to air navigation is to be routinely updated through the Aeronautical Information Publications (AIP) and NOTAM. (At larger establishments this can be managed by specified Ops or ATC staffs).
8.1.4	Reporting Procedures. Any situation that may have an immediate effect on the safety of Air System operations is to be reported as soon as possible. In the first instance to ATC/Ops (if present) by radio or telephone. If no ATC /Ops then to the AO or deputy.
8.1.5	NOTAM⁹. The AO is to ensure that all NOTAM action is recorded for possible 1 st / 2 nd and 3 rd line audit. NOTAMs will be originated in the standard NOTAM format for any of the following circumstances.
	8.1.5.1 A change in the serviceability of the manoeuvring area.
	8.1.5.2 A change in the operational information contained in this manual and published in the Mil AIP.
	8.1.5.3 Aerodrome works effecting the manoeuvring area or penetrating the OLS.
	8.1.5.4 New obstacles which affect the safety of Air System operations.
	8.1.5.5 Bird or animal hazards on or in the vicinity of the airport.
	8.1.5.6 A change in the availability of aerodrome visual aids, i.e. markers and markings, runway lighting, etc.
	8.1.5.7 Any change in aerodrome facilities published in AIP.

8.2 Aerodrome Serviceability Inspections. Orders, contained at [Annex S](#), for the inspection of the Aerodromes are to be produced and conducted iaw RA 3264 – Aerodrome Inspections. Although not exhaustive, it is suggested where ATC is present the following is to be considered:

Aerodrome Serviceability Inspections. Orders	
8.2.1	Aerodrome Inspections are to be carried out by the Aerodrome Controller (ADC) who is to carry out a comprehensive inspection of the movement area.
	8.2.1.1 Daily, before the aerodrome is opened for flying on each occasion.
	8.2.1.2 If night flying is to be conducted a further inspection is to be conducted prior to last light.
	8.2.1.3 Prior to sunset, before any planned night movements.
	8.2.1.4 Check the serviceability of all aerodrome traffic lights.

⁹ NOTAM information must be provided by fax or email. Where urgent advice can be given by telephone, it must be confirmed by fax or email as soon as possible. Reporting Officers raising a NOTAM must subsequently check the issued NOTAM for accuracy.

	8.2.1.5	Controllers are to vacate the vehicle at random intervals and conduct a close up visual inspection of an area of the runway.
8.2.2		All inspections are to be logged in the ATC logbook, including any issues raised.
8.2.3		Any issues are to be reported to the relevant section subject matter expert (SME) Any sweeping requests are to be logged.
		Any work requests are to be put through the correct channels and a record of the request and subsequent action maintained.
8.2.4		Where ATC is not present the AO can delegate management of inspection to other individuals but not the responsibility.

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

Aerodrome Technical Inspections. Orders		
8.3.1		Routine inspections of the technical equipment (transmitters, receivers, ILS etc.) with precision navigation aids being calibrated by a flight check Air System in accordance with AP 600-Royal Air Force Information CIS policy and relevant SPS or equivalent Naval Ship Support Publications.
8.3.2		Runway, taxiway and obstruction lights, along with PAPIs and aerodrome traffic lights are inspected daily.
8.3.3		All earthing points are checked annually.
8.3.4		Manoeuvring Areas and drainage are inspected, maintained and repaired in accordance with DIO guidance.
8.3.5		All aerodrome signs are inspected weekly by ATC (if established) and monthly by DIO SME.
8.3.6		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 weekly.
8.3.7		All ARFF vehicles and equipment are to be inspected and tested in accordance with manufacturer's instructions and MOD policy.
8.3.8		The Crash Ambulance and associated equipment is inspected and tested in accordance with manufacturer's instructions and MOD policy.
8.3.9		If established, Bird Control Unit equipment and vehicle is inspected daily with vehicle maintenance carried out in accordance with manufacturer's recommendations.
8.3.10		Traffic lights, CCTV and road barriers for the control of airside vehicle control measures are inspected daily.
8.3.11		Annual review of Aerodrome Driving orders.

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

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

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

8.7. Aerodrome Works Safety. Orders, contained at [Annex X](#), for the control and supervision of work in progress on the aerodrome are to be produced. It is suggested that control of Working Parties is achieved through the use of the following:

Aerodrome Works Safety – Orders	
8.7.1	Work in Progress (WIP) Records. WIP records are to be maintained in accordance with RA 3266 – Aerodrome Maintenance. At larger units with ATC/Ops facilities a plan of the aerodrome is to be kept prominently displayed in both ATC and Aerodrome Operations for the purpose of marking all obstacles, nature of obstruction marking and work in progress. At smaller establishments individuals nominated by the AO are to comply with the above but maintain and display the aerodrome plan.
8.7.2	WIP Log. A WIP Log is to be established in accordance with RA 3266 – Aerodrome Maintenance. At larger units with ATC/Ops facilities, in addition to an aerodrome plan, WIP Log is to be maintained in the control tower. At smaller units the AO's nominated individual is to maintain a WIP log.
8.7.3	WIP Briefings. Supervisors of any working parties are to be fully briefed on their responsibilities. At larger units with ATC/Aerodrome Operations facilities the ATCO IC is responsible for ensuring that the supervisor of the working party is properly briefed. At smaller units individuals nominated by the AO are responsible for the briefing. The briefing is to include as a minimum the following details:
8.7.3.1	Limits of the work area.
8.7.3.2	Direction of Air System movements.
8.7.3.3	Route to be taken by works vehicles.
8.7.3.4	Parking area for works vehicles and equipment.
8.7.3.5	Control to be exercised over works vehicles and workers.
8.7.3.6	Signals to be employed.
8.7.3.7	FOD prevention.
8.7.4	Control Measures. When work is to be carried out on the aerodrome and it is not possible to stop flying, special control rules are to be enforced to safeguard the working party. Orders for these control measures to be produced. Note: All aerodrome work is to be clearly marked using approved high visibility markers and lit during hours of darkness.
8.7.5	Grass Cutting. A grass cutting plan is to be established and maintained in accordance with the aerodrome policy.

8.8. Control of Entry and Access. Control orders, contained at [Annex Y](#), for the access to the base aerodrome and its associated manoeuvring area are to be produced. Consideration should be given to educate and brief those individuals or units not directly associated or familiar with flying activities at your specific aerodrome. Force Protection responsibilities are addressed separately at Chapter 10.

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

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

8.10. Aerodrome Wildlife Management (Birds). At aerodromes without a Bird Control Unit (BCU) capability AO's are to ensure known bird hazards, in the vicinity of the aerodrome, are recorded in the DAM hazard log. Where an established BCU facility exists the AO is to ensure that comprehensive orders on bird management are to be produced and contained at [Annex AA.](#) In addition to any extant contractual obligations, those units established with a BCU contract are to consider the following requirements be conducted as a basic minimum.

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

Note: For details concerning RAF Aerodrome BCU policy see Battlespace Management (BM) Force Orders. RN bird control policy is contained at BR 767 Order 500.10.

8.11. Animal Management – The AO is to ensure that the Estates Manager produces comprehensive orders, contained at [Annex BB](#), on wildlife management. Items for consideration are as follows:

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

8.12. Handling of Hazardous Materials (Spillage Plan). Orders, contained at [Annex CC](#), for the Handling of Hazardous Materials (Spillage Plan) are to be produced and detailed in an Establishment Spillage Plan. Where commercial freight operations occur at any military aerodrome full details of the procedures are to be recorded and held by the AO. Details of military freight operations are to be detailed in Air Movements Section (Or equivalent) Orders.

8.13 Air System Parking. Orders, contained at [Annex DD](#), for the co-ordinated parking of ac are to be produced that include agreements from respective ATC/Ops/Movements sections.

8.14 Low Visibility Operations (LVO). Orders, contained at [Annex EE](#), for Low Visibility Operations are to be produced in accordance with RA 3274 – Low Visibility Procedures (LVP). The orders may be contained within the manual or referred to and hyperlinked to another document. (It is suggested that the orders need to include all actions taken by control and movements staffs at specific levels of visibility to be determined by each establishment). The AO should consider as a minimum the following:

Low Visibility Operations (LVO)	
8.14.1	Authority, restrictions, etc.
8.14.2	List responsibilities, who authorises/cancels LVO.
8.14.3	Provide instructions on how to perform LVO (checklists).
8.14.4	Particulars of procedures to be introduced for low-visibility operations, including the measurement and reporting of runway visual range as and when required, and the names and telephone numbers, during and after working hours, of the persons responsible for measuring the runway visual range.

8.15 General Conditions (Terms and Conditions). Use of MOD Aerodromes by civil Air Systems shall be in accordance with [Use of Military Aerodromes by British and Foreign Civil Aircraft](#)¹⁰. Orders (Terms and Conditions), contained at [Annex FF](#), governing use by civil Air Systems are to be produced. Civil Air System captains wishing to operate in and out of a MOD aerodrome must agree to abide by the aerodromes extant Terms and Conditions which should

¹⁰ Will need to be made available to civil operators on request.

reflect Use of Military Aerodromes by British and Foreign Civil Aircraft and should include the following parameters as a minimum.

General Conditions (Terms and Conditions) for Civilian Operators		
8.15.1	The Terms and Conditions may be varied at any time by the Aerodrome Operator to reflect any changes, amendments or additions to working practices at the specific aerodrome. Factors may include some or all of the following.	
	8.15.1.1	Winter Operations.
	8.15.1.2	Operational Support.
	8.15.1.3	Passenger Handling.
	8.15.1.4	Animal Handling.
	8.15.1.5	Refuelling Services.
	8.15.1.6	Catering.
	8.15.1.7	Air System Maintenance.
	8.15.1.8	Security.
	8.15.1.9	Flight Safety.
	8.15.1.10	Air System Handling.
	8.15.1.11	Airworthiness.
8.15.2	Whilst the AO will use all reasonable endeavors to advise Civilian Users of any changes to the Terms and Conditions, it will be for the Civilian Users to ensure that they are aware of extant Terms and Conditions. The AO shall not be liable for any loss or damage (whether direct or indirect) arising out of any change in the Terms and Conditions.	
8.15.3	All Civilian Users are to operate in accordance with extant DfT NASP and wider ATSy protocols.	
8.15.4	Opening hours for civilian operators (Including weekdays and public holidays)	
8.15.5	Declared ICAO Crash Category of the Aerodrome.	
8.15.6	Confirmation if Charter [Airline] operations are permitted to operate from the aerodrome	
8.15.7	Confirmation if Scheduled Air System operations are permitted to operate from the aerodrome.	
8.15.8	Confirmation if the aerodrome is a designated Port of Entry, and if it has permanent HM Revenue and Customs (HMRC), UK Border Agency or SO15 (CTC) presence.	
8.15.9	Declaration that in the event of a Local or National Emergency whether declared or not the aerodrome may be closed to civilian operators. A non-exhaustive list of potential circumstances includes.	
	8.15.9.1	Loss of appropriate Fire or Crash cover.
	8.15.9.2	Repatriation of troops.
	8.15.9.3	Loss of power to all, or parts, of the aerodrome.
	8.15.9.4	Interruptions in communications both within the aerodrome and with external agencies.
	8.15.9.5	Unforeseen natural disaster (Flooding, etc.).
	8.15.9.6	Unforeseen national epidemics (swine flu/bird flu).
Note: In the event of such closure all access to the aerodrome for any reason whatsoever may be restricted and no liability is accepted for any loss or damage (whether direct or indirect) arising.		

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

8.17 Safeguarding Requirements. Waivers and Exemptions. The procedures involved in safeguarding the operational environment of military aerodromes is explained in greater detail in Chapter 16 of the Manual of Aerodrome Design and Safeguarding (MADS) and depends upon whether the proposed obstacle is sited within or outside MOD property. All Safeguarding activities are to be conducted in accordance with extant regulations and any waivers or exemptions issued by the MAA are to be promulgated at Annex G to the manual and a corresponding record of the validity recorded in the DAAF.

8.18 Standards Checks / SQEP (Qualified personnel). All personnel involved in activities on or around the aerodrome, are to be suitably trained, standardized and assured (SQEP)¹¹. The below list is not exhaustive and will expand or contract dependent upon what the AO wishes to maintain assurance of. Details of the assurance process and associated reports related to each role should be contained within the DAAF.

Standards Checks / SQEP (Qualified personnel)	
8.18.1	ATC/ABM Controllers (If present).
8.18.2	ATC/ABM/FOA/ASO (If present).
8.18.3	Aircrew.
8.18.4	Ground Radio Engineers (Or equivalent).
8.18.5	Firefighters
8.18.6	Medics.
8.18.7	Armourer / Supply & Movement Staff/Aerodrome Electrician (Or equivalent) etc.
8.18.8	Expand as required.

8.19 Safety Management System. A functioning Safety Management System, which is reviewed and updated and is based upon the lead FLC document is to be evident.

8.20 Thunderstorm & Strong Wind Procedures. Orders, contained at [Annex HH](#) are to be produced to cover Air System operations during thunderstorm (lightning risk) warning periods and periods of forecast strong winds. The following should be considered as a minimum:

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

8.21 Electrical Ground Power Procedures. Orders, contained at [Annex II](#), for electrical ground power procedures are to be produced. The following areas should be considered as a minimum:

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

¹¹ The assurance processes detailed in the DAAF should be related to a role and not related to specific individuals i.e. the assurance process for ATC staff is carried out through complying with BM STANEVAL (ATM) orders.

8.21.4	Use of 28 Volt conversion units.
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8.22 Aviation Fuel Management Procedures. Orders, contained at [Annex JJ](#), for aviation fuel management including policy guidance are to be produced. The following areas should be covered as a minimum:

Aviation Fuel Management Procedures	
8.22.1	Management of Bulk Fuel installations.
8.22.2	Fuel storage, quality and delivery.
8.22.3	Safety procedures.
8.22.4	Fuelling zone procedures.
8.22.5	Bonding and grounding of ac and fuelling equipment.
8.22.6	Fuelling with passengers on board.
8.22.7	Fuelling with engines running.
8.22.8	Fuelling and de-fuelling in hangers.
8.22.9	Fuel spillage procedures.

8.23 Jettison Area. If present, orders, contained at [Annex KK](#), are to be produced to cover the use and access to and from designated jettison area.

8.24 Compass Swing Area. If present, orders, contained at [Annex LL](#), are to be produced for the use and access to and from designated compass swing areas.

8.25 Explosive Ordnance Disposal area. N/A

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

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

8.28 Hydrazine (H70) Leak. Where required, Orders, contained at [Annex PP](#), are to be produced to cover the eventuality of potential Hydrazine (H70) leaks from visiting ac.

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

CHAPTER 9: SNOW & ICE OPERATIONS

9.1 **Snow and Ice Operations.** Snow and Ice Orders, contained at [Annex RR](#), are to be written, exercised and reviewed annually in accordance with RA 3278 – Snow and Ice Operations.

CHAPTER 10: FORCE PROTECTION RESPONSIBILITIES

10.1 Force Protection Responsibilities. Force Protection (FP) Orders, contained at [Annex SS](#) are to be produced, exercised and activated as required. Due to the nature of the task and security classification of the orders they should be saved with the correct security classification and linked separately to the DAM.

10.2 National / Multinational Security Responsibilities. In the event that the Aerodrome, either due to its geographical position, or its strategic importance, has host nation or multi nation aerodrome security responsibilities; a comprehensive formal agreement, which clearly describes each countries Force Protection roles and responsibilities, is to be produced to assure the AO that the level of Force Protection is sufficient to accommodate the safe operation of the Air Systems within his AoR. It is suggested that the formal agreement is signed off at FLC SRO level. Note: FP activities will have DHF responsibilities.

RAF BRIZE NORTON AERODROME OPERATING HAZARD LOG 27/07/2017					
Nature of hazard.	Location of hazard.	Permanence of hazard. Temporary / Permanent.	Potential credible Consequence(s)	Is the hazard affected by season / light or time?	
<i>A short title used for the easy identification of the hazard. Included at the end of the title should be the post title of the person raising the hazard.</i>			<i>Detail the worst credible consequence(s) of the hazard and the possible impact on BM/DH and wider operational activity.</i>		
BZN/AOHL/ 01 Rwy Incursion (Vehicles) (Vehicles and or personnel operating in or close to the protected area of an active runway.)	Runway	Permanent		1. Reduced visibility in adverse weather increases possibility of driver disorientation. 2. Reduced visibility at night and in adverse weather reduces effectiveness of ATC, pilot and driver lookout. 3. Sun glare may reduce ability of airfield drivers to observe traffic light signals.	

<p>BZN/AOHL/ 02 Taxiway Incursions (Vehicles)</p> <p>(Vehicles and or personnel operating in or close to the protected area of an active taxiway).</p>	<p>Taxiways</p>	<p>Permanent</p>		<p>Increased chance of driver disorientation during poor visibility, at night and during LVP.</p>	
<p>BZN/AOHL/ 03 Rwy Incursion (a/s V a/s).</p> <p>(Air systems operating on the ground or in close proximity to a protected area of an active runway.)</p>	<p>Runway</p>	<p>Permanent</p>		<ol style="list-style-type: none"> 1. Reduced visibility in adverse weather increases possibility of pilot disorientation. 2. Reduced visibility at night and in adverse weather reduces effectiveness of ATC or pilot lookout. 3. Sun glare may reduce ability of pilots to observe airfield lights. 	
<p>BZN/AOHL/ 04 Potential collision between wildlife and air systems other than birds.</p>	<p>All operating surfaces.</p>	<p>Permanent.</p>		<p>Increased like hood during breeding season and at times of reduced visibility.</p>	

BZN/AOHL/ 06 Non MADS compliant obstacles in OFZ/ Rwy excursion	OFZ	Permanent		No	
BZN/AOHL/ 07 Environment al Factor. (Trees in the 25 Approach lane.)	Approach lane Rwy 25.	Permanent		Affected by season- migratory cycles, breeding season. Birds roosting in the Approach lane pose credible risk to inbound ac, especially ac in trail. (First ac passes and disturbs birds which ride the wash, thereby becoming a hazard for subsequent ac.)	

BZN/AOHL/ 08 FOD	All operating surfaces.	Permanent		Night hrs. reduce the effectiveness of lookout to mitigate against FOD. The large number of building projects on the airfield and the high number of personnel who are able to access to the manoeuvring area leads to an increased risk of FOD.	
BZN/AOHL/ 09 Increased risk of fire or fuel spill due to re-fuelling engines on.	A/C Dispersals.	Permanent		No	

BZN/AOHL/ 16 Possible windshear on short finals Rwy 25	Rwy 25 Short Finals	Permanent		Only when wind from NNW	
BZN/AOHL/ 17 Non-MADS Compliant Apron Stanchion Lighting	ASP and Aprons	Permanent		Night time only	
BZN/AOHL/ 18 Enviromenta l-Trees infringing ILS Glidepath Rwy 07	07 Approach	Until trees topped		No	
BZN/AOHL/ 19 Engine running off/on load of pax and freight.	ASP and Aprons	Permanent		No	
BZN/AOHL/ 20 Unreliable Runway edge lighting.	Runway	UFN		No	
BZN/AOHL/ 21 Operating from an Ageing Runway	Runway	UFN		No	
BZN/AOHL/ 22 Flare Danger Area Incursion	Licensed DG bays.	Permanent.		No.	
BZN/AOHL/ 23 Drones	Airfield.	UFN		No	