



Defence
Safety
Authority

RAF Brize Norton Defence Aerodrome Manual (DAM)

Military Aviation
Authority

Military Aviation Authority

MAA

Royal Air Force BRIZE NORTON

Defence Aerodrome Manual



BRIZE NORTON FOREWORD

RAF Brize Norton is a complicated operating environment. It is the 24/7 Defence Gateway for air transport, routinely hosts several foreign military and commercial operators and acts as the UK Military Emergency Diversion Aerodrome (MEDA). It must be able to respond to supporting military commitments held at extreme high readiness and contains a number of Drop Zones (DZ), a Helicopter Landing Site (HLS) and helicopter trials areas within the airfield boundary, whilst operating 4 distinctly different air platforms, in addition to Force Protection drones.

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

The DAM contains detailed information regarding the runway and instrument approaches. However, Mil Aeronautical Information Publications (AIP), products of No1 Aeronautical Information Documentation Unit (AIDU) and Civ AIPs contain the most up to date planning documentation.

This document will be re-issued periodically (where possible annually) 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-OSW-XO@MOD.GOV.UK

< *Original signed* >

OC Operations Support Wg (Aerodrome Operator)
RAF Brize Norton
5 Oct 21

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|---------------|----------------|-----------------------|-------------|------------------|
| 1 | 14 Feb 22 | 14 Feb 22 | WO Reynolds | <i>CReynolds</i> |
| 2 | 13 May 22 | 13 May 22 | WO Pope | <i>S. Pope</i> |
| | | | | |

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

1.1 Name and Work Address of Aerodrome Operator:

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

Mil: 95461 6500 (Duty Ops Controller)
Civ : 01993 896500 (Duty Ops Controller)
Fax: 01993 897354
Email: BZN-DOC@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 Air Systems in accordance with (iaw) [RA1026](#). A signed copy of the AO Letter of Delegation is contained in the DAM at [Annex A](#).

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

1.4 **Aerodrome Key Stakeholders.** A list of aerodrome Key Post Holders including their role and contact numbers is captured at [Annex C](#).

1.5 **Aerodrome Operators Hazard Log (AOHL).** An AOHL must clearly indicate the active aerodrome operating hazards and is produced and captured at [Annex D](#).

1.6 **Formal Aerodrome Related Agreements.** The RAF Brize Norton formal aerodrome related agreements are captured at [Annex E](#).

1.7 **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 DAM and captured at [Annex F](#).

1.8 **Aerodrome Location and Control of Entry and Access.** [Annex G](#).

Chapter 2: Aerodrome Data, Facilities and Characteristics

2.0. The AO is to ensure all aerodrome data provided is accurate. Information contained in the DAM is to mirror the equivalent information published in other military aviation publications. The following information is set up to duplicate current AIP format to allow for easier amendment to both documents.

2.1 LOCATION INDICATOR AND NAME

EGVN RAF BRIZE NORTON

2.2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | Aircraft Readiness Platform Co-ordinates and site at Aerodrome (AD): | N51 44 59.95 W001 34 58.61 |
| 2 | Direction and distance from City / Town: | 4nm WSW of Witney |
| 3 | Elevation / Reference Temperature: | 287ft / 22°C |
| 4 | Magnetic Variation / Annual Change: | <u>0.55° W (OCT 19) / -0.18° decreasing.</u> |
| 5 | Geoid Undulation at AD Elev Position: | ---- |
| 6 | AD Administration Address: Telephone: Fax: E-mail: Web site: | Royal Air Force Royal Air Force Brize Norton Carterton Oxon Oxfordshire OX18 3LX Mil: 95461 7554 Civ: 01993 897554 (Ops) Mil: 95461 7785 Civ: 01993 897785 (ATC) Mil: 95461 7728 Civ: 01993 897728 (ATC) BZN-OpsWg-VisitorOps@mod.gov.uk https://www.raf.mod.uk/our-organisation/stations/raf-brize-norton/ |
| 7 | Types of Traffic Permitted (IFR / VFR): | IFR/VFR |
| 8 | Remarks: | Nil |

2.3. OPERATIONAL HOURS

| | | |
|----|-----------------------------|---------------|
| 1 | AD: | HO (PPR 24hr) |
| 2 | Customs and Immigration: | HO |
| 3 | Health and Sanitation: | HO |
| 4 | AIS Briefing Office: | HO |
| 5 | ATS Reporting Office (ARO): | H24 |
| 6 | MET Briefing Office: | H24 |
| 7 | ATS: | HO |
| 8 | Fuelling: | HO |
| 9 | Handling: | HO |
| 10 | Security: | H24 |
| 11 | De-Icing: | H24 |

| | | |
|----|----------|---|
| 12 | Remarks: | Airfield strictly PPR. Requests are to be made a minimum of 48hrs in advance. Responses will be actioned between 0800-1700. Requests for passenger and cargo flts must PPR 72hrs in advance. Visitor Ops working hours 0800-1700A Mon-Fri only. All foreign mil and civ acft strictly through (+44) 1993 895315. British mil PPR is available through Stn Ops ext 7554. Visitor Ops email: BZN-OpsWg-VisitorOps@mod.gov.uk All visitors must add the flight plan address EGVNYWYP Due to handling limitations, all PPR applications MUST confirm whether the aircraft is fitted with flares. All AS Standby Diversions to be booked through Stn Operations on 01993 897554 or 95461 7554. |
|----|----------|---|

| 2.4. HANDLING SERVICES and FACILITIES | | |
|---------------------------------------|---|--|
| 1 | Cargo Handling Facilities: | Aviva, Trepel, Industrial Tractors, Dolly trailers, Forklifts, Atlas 2k and 2A. |
| 2 | Fuel / Oil / Hydraulic Types: | F34. O-135, 156. H-515, OX-20. |
| 3 | Fuelling Facilities / Capacity: | Hydrant Refuelling System on Bays 1 - 14, 16 - 20, 23, 24, 35 & Southern Hydrant System. Bowers: 2x 44,000ltr; 3x 20,000ltr; 1x 15,000ltr. |
| 4 | Oxygen: | LOX. LOX can be issued to visiting aircraft by Ramp Services as long as visiting aircraft have the appropriate adaptors/connections. |
| 5 | De-Icing Facilities: | Aircraft de-icing vehicle (ADV), Killfrost ABC-K Plus Type II (75% AL342/25% water), Killfrost DF Plus Type I (60% Type 1/40% water). |
| 6 | Starting Units: | E5, 12, 16. A4. |
| 7 | Hanger Space for visiting Air Systems: | Limited. Subject to prior arrangement with <u>DEOC</u> . |
| 8 | Repair Facilities for visiting Air Systems: | Nil |
| 9 | Remarks: | Brize can handle passenger and freight Air Systems. The Maximum Air Systems on the Ground (MOG) is defined in the MOD Airfield Location Directory. In general terms, Brize can handle 3 Air systems concurrently that require movement staff assistance to unload/load. In the unlikely event that any Air Systems ETA is 20+ mins earlier than its initially planned arrival time, its early arrival is to be authorised by Brize Duty Ops Controller (DOC), through Brize Operations. This request can be via landline or, if the Air Systems is airborne, via ATC to request authorisation whilst en-route. Permission for early arrival will be considered against any increased functional risk associated with an exceeded MOG. If an early arrival cannot be approved, Air Systems may be placed in the BZN Hold or manoeuvred outside controlled airspace or given approval to land but the associated ground handling may be delayed. |

2.5. PASSENGER FACILITIES

| | | |
|---|---------------------|---|
| 1 | Accommodation: | Limited on base accommodation available for Service personnel and entitled passengers only. |
| 2 | Medical Facilities: | Medical Centre for Service personnel only and emergencies. |
| 3 | Remarks: | Nil |

2.6. RESCUE and FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD Category for Fire Fighting: | ICAO 8. |
| 2 | Rescue Equipment: | Full rescue capability to ICAO / CAA standard. |
| 3 | Capability for removal of disabled Air Systems: | Towing, crane, specialist removal. |

2.7. SEASONAL AVAILABILITY - CLEARING

| | | |
|---|-----------------------------|--|
| 1 | Type of Clearing Equipment: | Airfield Snow Clearance Vehicle (ASCV), equipped with snow clearing blades. Liquid Airfield De-icer Sprayer (LADS), equipped with snow clearing blades. Airfield De-icer Trailer (ADT), ISOMEX. Various Small Snow Clearance Blades for Medium Aircraft Towing Tractor (MATT). |
| 2 | Remarks: | Braking action assessment by Mu- Meter. Latest available information from ATC. |

2.8. APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

A detailed list of all apron and taxiway characteristics of all available aprons and taxiways is to be produced:

| 1 | Apron Surfaces: | Apron | | Surface | Strength |
|---|--------------------------------------|------------------------------------|----------------|----------------------------|----------|
| | | Passenger & Freight Apron | | Concrete | LCG II |
| | Base Hangar Apron | | Concrete Block | LCG IV | |
| 2 | Taxiway width, surface and strength: | Taxiway | Width | Surface | Strength |
| | | E (Main length) | 24m | Asphalt with Concrete Ends | LCG I |
| | | B, C, D, G (E end) & E (NW corner) | 24m | Asphalt with Concrete Ends | LCG II |
| | | A & F | 24m | Asphalt with Concrete Ends | LCG III |
| | | G (Main length) | 24m | Asphalt | LCG III |

| | | |
|---|---|--|
| 3 | Altimeter Check Location and Elevation: | N/A |
| 4 | VOR Checkpoint: | See AD 2 EGVN - 1 - 16 |
| | INS Checkpoint: | |
| 5 | Remarks: | <p>Caution Twy B - Due to a 2m high fence opposite bays 73-74, 41.5m from twy centreline (cl) and a 1.2m high fence opposite bay 70 38m from twy cl, acft with a wingspan of 60m/196ft or greater will have reduced wingtip clearance.</p> <p>Caution Twy C - Due to a 5.2m aerial opposite C1 hold, 45m from twy cl, acft with a wingspan of 60m/196ft or greater will have a reduced wingtip clearance.</p> <p>Caution Twy E - Due to a 2m fence north of twy J, 39.5m from twy cl and a 3m high building 41m from twy cl, acft with a wingspan of 60m/196ft or greater will have a reduced wingtip clearance.</p> <p>Acft captains who are not willing to accept the reduced wingtip clearance on the above obstacles are to inform ATC prior to arrival.</p> <p>ATC will not routinely use the above twys for acft with a wingspan of 64m or greater. Captains may only use these at their discretion. Obstacles between 47.5m and 57.5m may be encountered from all twy cl.</p> <p>Twy K is not air system suitable and is for vehicular use only as a runway entry/crossing point only when in communication with ATC via MRE.</p> |

2.9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS

| | | |
|---|--|--|
| 1 | Use of Air System stand ID signs: Taxiway Guidelines and visual docking / parking guidance system of Air System stands: | Bays 1-6 equipped with AGNIS and illuminated stand numbers. All remaining bays indicated by painted number on ground. Solid yellow painted lines indicate bay entry/exit routes. All stops indicated by marshalls. |
| 2 | Runway and taxiway markings and lighting: | Runway: Runway Designation, Threshold, Runway Centreline, Side stripe, Wingbars, Illuminated Distance-to-go boards every 1,000ft. Taxiway markings: Yellow centreline & shoulder marking, Green centreline lighting. |
| 3 | Stop Bars and Runway Guard Lights | All other Stop Bars inoperable. Runway Guard Lighting installed. Cat 1 Ops. |
| 4 | Other runway protection measures | Nil |
| 5 | Remarks: | Displaced thresholds on both runways. Rwy 07/25 additional non-standard landing strip marked in white. Taxiway D has some non-standard markings. Caution - Marked vehicular traffic routes between B1 and JADTEU on twys B and G between E2 and abeam the Terminal on twy D. Traffic is not in RT contact with ATC. |

2.10. AERODROME OBSTACLES (A link to Measured Height Survey Data is acceptable)

Please refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip

| 2.11. METEOROLOGICAL INFORMATION | | |
|----------------------------------|---|---|
| 1 | Associated MET Office: | Brize Norton |
| 2 | Hours of Service: | H24 |
| 3 | Office Responsible for Terminal Aerodrome Forecast information: Periods of validity: | Brize Norton 24 hours |
| 4 | Type of landing forecast: Interval of issuance: | TREND Hourly |
| 5 | Briefing / consultation provided: | Self-briefing / personal / telephone |
| 6 | Flight Documentation: Language(s) used: | Charts / TAFs / METARs Abbreviated plain language text |
| 7 | Charts and other information available for briefing or consultation: | Actual / Forecast surface analyses and upper wind charts, rainfall radar, thunderstorm location. |
| 8 | Supplementary equipment available for providing information: | PC Data display - ODS / MMS, MOMIDS |
| 9 | ATS units provided with information: | Little Rissington, Weston on the Green. |
| 10 | Additional information (limitation of Services etc.): | Brize provides a backup service to RAF Odiham, as required. Brize Norton is back-up by the Defence Guidance Unit who fulfils the role of Regional Met Office. |
| 11 | Remarks: | Nil |

2.12. RUNWAY PHYSICAL CHARACTERISTICS

A list of all runway characteristics is to be provided:

| Designations Runway Number | True and Mag bearing | Dimensions of Runway (m / ft) | Strength (PCN) and surface of Runway and Stopway | Threshold co- ordinates | Threshold elevation, highest elevation of TDZ of precision APP Runway |
|----------------------------------|--|-------------------------------------|--|-------------------------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 073°28'55" GEO 074°01'55" MAG | 3050 x <u>56</u> | PCN 81/F/B/W/T Asphalt | N51 44 45-93 W001 36 14-81 | 283-92ft TDZE 286-94ft |
| 25 | 253°30'55" GEO 254°03'55" MAG | 3050 x <u>56</u> | PCN 81/F/B/W/T Asphalt | N51 45 13-95 W001 33 42-38 | 247-87ft TDZE 265-91ft |
| Desig and Slope of Rwy / Swy | Stopway Dimensions (m / ft) | Clearway Dimensions (m / ft) | Strip Dimensions (m / ft) | Obstacle Free Zone | |
| 7 | 8 | 9 | 10 | 11 | |
| 07 - 0-36%D | Nil | 202 x 150 | 3250 x 300 | - | 07: 142 x 120m |

| | | | | | |
|---|----------|--|------------|---|----------------|
| 25 - 0.36%U | Nil | 300 x 150 | 3250 x 300 | - | 25: 240 x 120m |
| 12 Arresting Systems: Rwy 07 RHAG (B) _____ 560m _____ RHAG (B) Rwy 25 | | | | | |
| 13 | Remarks: | For normal ops, both cables de-rigged minimum 20 mins PNR. The Runway construction between touchdown zones is Marshall Asphalt. The eastern and western ends are Stone Mastic Asphalt. PAPI TDZ Markings, not aligned due to taxiway position, offset 100m. | | | |

2.13. DECLARED DISTANCES

| Runway | TORA | TODA | ASDA | LDA | Remarks |
|--------|----------|----------|----------|----------|--|
| | (m / ft) | (m / ft) | (m / ft) | (m / ft) | |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 07 | 3050 | 3252 | 3050 | 3050 | TORA = Thr 07 to Thr 25. TODA = Thr 07 to Fence. LDA = Thr 07 to Thr 25. ASDA = Thr 07 to Thr 25. |
| 25 | 3050 | 3351 | 3050 | 3050 | TORA = Thr 25 to Thr 07. TODA = Thr 25 to Fence. LDA = Thr 25 to Thr 07. ASDA = Thr 25 to Thr 07. |

2.14. APPROACH AND RUNWAY LIGHTING

| Runway | Approach Lighting Type Length Intensity | Threshold Lighting Colour Wingbars | PAPI VASIS Angle Distance from Thr (Minimum Eye Height Over Threshold) | TDZ Lighting Length | Runway C/L Lighting Length Spacing Colour Intensity | Runway Edge Lighting Length Spacing Colour Intensity | Runway End Lighting Colour Wingbars | Stop Lighting Length Colour |
|--------------|--|--|--|---------------------------|---|--|---|--------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 07 | CD5B 2,995ft/913m HI | Green HI Uni 3 Elevated 3 Inset | PAPI 3° Port 322m S/board 295m (58ft) | --- | Red/White HI 30m | White HI Omni, 24.5m | Red Uni HI | --- |
| 25 | CD5B 2,979ft/908m HI Supplementary barrettes | Green HI Uni 3 Elevated | PAPI 3° Port 303m S/board 295m (51ft) | 900M | Red/White HI 30m | White HI Omni, 24.5m | Red Uni HI | --- |
| 10. Remarks: | | | Rwy 07/25 RCLL irregular pattern due to lights management. | | | | | |

2.15. OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | A Bn / I Bn location, characteristics and hours of operation: | I Bn: "BZ" - . . . - . . . H24. Red. Operated iaw RA 3265 (1). |
| 2 | Anemometer location and lighting: | 300m SE of ATC. Unlit. |
| 3 | Taxiway edge and Centreline lighting: | Green centreline lighting on all taxiways. |
| 4 | Secondary Power supply: Switch-over time: | Yes. 15 Secs or less. |
| 5 | Remarks: | Apron Floodlighting and Obstruction lighting. |

2.16. HELICOPTER LANDING AREA

Details of all helicopter landing areas or emergency landing strips on the aerodrome are to be recorded:

| | | |
|---|------------|--------------------------------|
| 1 | Location: | JATEU - South of Taxiway G. |
| 2 | Elevation: | 274ft. |
| 3 | Lighting: | Nil |
| 4 | Remarks: | JATEU trials helicopters only. |

2.17. ATS AIRSPACE

| Designation and lateral limits | | Vertical Limits | Airspace Classification |
|---|-------------------------------|--|-------------------------|
| 1 | | 2 | 3 |
| Brize Norton Control Zone. (CTR). N51 45 56 W001 52 02 - N51 50 06 W001 29 25 thence clockwise by the arc of a circle rad 5.5nm centred on N51 45 13 W001 33 34 to N51 47 37 W001 25 37 - N51 48 34 W001 19 58 - N51 43 49 W001 17 53 - N51 39 51 W001 40 31 - thence clockwise by the arc of a circle rad 5.5nm centred on N51 44 43 W001 36 31 to N51 42 18 W001 44 27 - N51 41 20 W001 50 01 - N51 45 56 W001 52 02. | | <u>3,500ft</u> SFC | D |
| Brize Norton ATZ. Circle radius 2.5nm centred on N51 44 59.95 W001 34 58.61. | | <u>2,000ft AGL</u> SFC | D |
| 4 | ATS Unit C/Sign: Language: | Brize English | |
| 5 | Transition Altitude: | The Transition Altitude within airspace underneath the DTY CTA is 6000ft, the Transition Altitude in airspace outside this area is 3000ft. | |
| 6 | Remarks: | Nil | |

| 2.18. ATS COMMUNICATION FREQUENCIES | | | | | |
|-------------------------------------|-------------------|---------------------------------|--------------------|--------|---|
| Service | C/Sign | Frequency | Hours of Operation | | Remarks |
| Designation | | MHz | Winter | Summer | |
| 1 | 2 | 3 | 4 | | 5 |
| LARS | Brize Radar | 278.3500 (ICF) 124.275 (ICF) | HO | HO | LARS avail 0900(L)-1700(L) Mon-Sun. (unless NOTAM'd) |
| APP | Brize Approach | 231.9500 362.300* 127.250 | HO | HO | * NATO Common Frequency. Available on request only |
| Zone | Brize Zone | 119.000* (ICF) | HO | HO | * Brize Norton Class D CTZ active H24, remain outside unless a positive crossing clearance has been obtained on frequency 119.0 MHz |
| RAD | Brize Director | 399.0250 133.750 | HO | HO | |
| SRA/PAR | Brize Talkdown | 362.2250 123.550 | HO | HO | VHF frequency as instructed by Director. |
| TWR | Brize Tower | 269.1750 257.800* 123.725 | HO | HO | *NATO Common Frequency. Available on request only |
| GND | Brize Ground | 341.2000 121.725 | HO | HO | |
| TIS | Brize Information | 284.9750 126.500* | HO | HO | Answerphone Ext 7142 *VHF freq subject to availability OPS |
| Ops | Brize Ops | 369.900 373.100 130.075 | HO | HO | |

| 2.19. RADIO NAVIGATION and LANDING AIDS | | | | | | | |
|---|------------|-------------------|-----------------------------|--------|-------------------------------------|---------------------------------------|---|
| Type Category (Variation) | Ident | Frequency | Hour of Operation | | Antenna Site co-ordinates | Elevation of DME Transmitting Antenna | Remarks |
| | | | Winter # and by arrangement | Summer | | | |
| 1 | 2 | 3 | 4 | | 5 | 6 | 7 |
| TACAN | <i>BZN</i> | Ch 56X 111.900 | HO | HO | N51 44 53.51 W001 36 12.61 | 331 ft | Rwy 07: DME BZN reads 0.06d at Thld. Rwy 25: DME BZN reads 1.6d at Thld. |
| LCTR | <i>BZ</i> | 386.000 | HO | HO | N51 44 58.08 W001 36 06.20 | | |

| | | | | | | | |
|----------------|--------------|-------------------|----|----|-------------------------------------|-------|--|
| UDF/ VDF* | | | HO | | | | Bearings inaccurate beyond 70nm. * Available on all published frequencies. |
| ILS/DME Rwy 07 | <i>I-BZA</i> | 108.550 Ch 22Y | HO | HO | N51 44 52.99 W001 36 00.86 | 288ft | QFU 075° DME reads 0d at Thld. Rwy 07 ILS not suitable for auto-coupled apps to Cat I DH. |
| Glidepath | | 329.750 | | | N51 44 53.09 W001 36 00.85 | | GP 3.24° Ref Datum Height 61ft |
| Localiser | | 108.550 | | | N51 45 18.18 W001 33 19.39 | | LOC 075° |
| ILS/DME Rwy 25 | <i>I-BZB</i> | 108.550 Ch 22Y | HO | HO | N51 45 07.56 W001 33 55.17 | 248ft | QFU 255° |
| Glidepath | | 329.750 | | | N51 45 07.49 W001 33 55.14 | | 3° ILS Ref Datum Height 51ft |
| Localiser | | 108.550 | | | N51 44 39.35 W001 36 50.55 | | LOC 255° |

Remarks:

1. Rwy 25 ILS: auto-coupled approaches permitted to Cat I DH. Aircrew may experience GP flags when closing the glidepath from the left outside of 9.5nm & 5° left of CL from below the glidepath.
2. Rwy 07 ILS: not suitable for auto-coupled approaches to Cat I DH. Aircrew may experience ILS Localizer false capture when closing to the ILS CL from the south. Aircrew may experience large fluctuations in glidepath guidance below 400' AGL.
3. Rwy 25 DME: false ranges may occur between 17nm and 25nm when left of centreline.
4. All ILS approaches are unmonitored unless requested.
5. Rwy 07 ILS GP coverage at 0.45 Theta at 008° left of the CL at 1600ft AGL. Below tolerance, (-1 decibel) CP structure poor inside 1nm. Aircrew may experience GP flags when closing the GP from the left outside 9.5nm and 008° left of CL from below GP. Aircrew may experience large fluctuation in GP guidance below 800ft AGL. ILS will be monitored on PAR.

2.20. LOCAL TRAFFIC REGULATIONS

| | |
|---|---|
| 1 | See Terminal Approach Procedures (TAP) Charts |
|---|---|

2.21. NOISE ABATEMENT PROCEDURES

| | |
|---|---|
| 1 | See Terminal Approach Procedures (TAP) Charts |
|---|---|

2.22. FLIGHT PROCEDURES

| | | |
|---|-------------------------------------|----------------|
| 1 | Procedures for in bound Air System: | See TAP Charts |
| 2 | Departures: | See TAP Charts |
| 3 | Radio Comms Failure: | See TAP Charts |
| 4 | Missed Approach Procedure: | See TAP Charts |
| 5 | Aerodrome Operating Minima: | See TAP Charts |
| 6 | Remarks: | See TAP Charts |

2.23. ADDITIONAL INFORMATION

| | |
|---|-----|
| 1 | Nil |
|---|-----|

2.24. CHARTS RELATING TO THIS AERODROME

| TAP Charts | | | En-Route Charts |
|------------|-------------------------------------|----------------------|-----------------|
| B1 | Special Procedures 1 | AD 2 - EGVN - 1 - 10 | |
| B2 | Special Procedures 2 | AD 2 - EGVN - 1 - 11 | |
| D1 | Aerodrome | AD 2 - EGVN - 1 - 12 | |
| E1 | Taxi | AD 2 - EGVN - 1 - 13 | |
| F1 | Ramp | AD 2 - EGVN - 1 - 14 | |
| F2 | Ramp INS Co-ordinates | AD 2 - EGVN - 1 - 15 | |
| G1 | Rwy 07 SID | AD 2 - EGVN - 1 - 16 | |
| G2 | Rwy 25 SID | AD 2 - EGVN - 1 - 17 | |
| H1 | STAR | AD 2 - EGVN - 1 - 18 | |
| K1 | Radar Procedures (1) | AD 2 - EGVN - 1 - 19 | |
| K2 | Radar Procedures (2) | AD 2 - EGVN - 1 - 20 | |
| K3 | PAR Rwy 07 - 2.5°. | AD 2 - EGVN - 1 - 21 | UK(L)1 |
| K4 | PAR Rwy 07 - 3° | AD 2 - EGVN - 1 - 22 | UK(L)2 |
| K5 | PAR Rwy 07 - 3.2° | AD 2 - EGVN - 1 - 23 | UK(L)4 |
| K6 | SRA Rwy 07 - 2.5° | AD 2 - EGVN - 1 - 24 | UK(L)SP1 |
| K7 | SRA Rwy 07 - 3° | AD 2 - EGVN - 1 - 25 | UK(H)2 |
| K8 | SRA Rwy 25 - 2.5° | AD 2 - EGVN - 1 - 26 | UK(H)6 |
| K9 | SRA Rwy 25 - 3° | AD 2 - EGVN - 1 - 27 | EU(L)2 |
| M1 | NDB to ILS/DME Rwy 07 (Cat A, B) | AD 2 - EGVN - 1 - 28 | EU(L)9 |
| M2 | NDB to ILS/DME Rwy 07 (Cat C, D, E) | AD 2 - EGVN - 1 - 29 | EU(H)2 |
| M3 | NDB to ILS/DME Rwy 25 (Cat A, B) | AD 2 - EGVN - 1 - 30 | EU(H)2 |
| M4 | NDB to ILS/DME Rwy 25 (Cat C, D, E) | AD 2 - EGVN - 1 - 31 | EU(H)9 |
| M5 | TAC to ILS/DME Rwy 07 (Cat A, B) | AD 2 - EGVN - 1 - 32 | EU(H)12 |
| M6 | TAC to ILS/DME Rwy 07 (Cat C, D, E) | AD 2 - EGVN - 1 - 33 | EU(H)13 |
| M7 | TAC to ILS/DME Rwy 25 (Cat A, B) | AD 2 - EGVN - 1 - 34 | . |
| M8 | TAC to ILS/DME Rwy 25 (Cat C, D, E) | AD 2 - EGVN - 1 - 35 | EU(H)SP1 |
| P1 | NDB/DME Rwy 07 (Cat A, B) | AD 2 - EGVN - 1 - 36 | EU(H)SP2 |
| P2 | NDB/DME Rwy 07 (Cat C, D, E) | AD 2 - EGVN - 1 - 37 | EU(H)SP3 |
| P3 | NDB/DME Rwy 25 (Cat A, B) | AD 2 - EGVN - 1 - 38 | .EU(H)SP1 - OAT |
| P4 | NDB/DME Rwy 25 (Cat C, D, E) | AD 2 - EGVN - 1 - 39 | AT(H)2 |
| R1 | TAC Rwy 07 (Cat A, B) | AD 2 - EGVN - 1 - 40 | AT(H)3 |
| R2 | TAC Rwy 07 (Cat C, D, E) | AD 2 - EGVN - 1 - 41 | |
| R3 | TAC Rwy 25 (Cat A, B) | AD 2 - EGVN - 1 - 42 | |
| R4 | TAC Rwy 25 (Cat C, D, E) | AD 2 - EGVN - 1 - 43 | |
| V1 | VISUAL | AD 2 - EGVN - 1 - 44 | |
| RVCRVC | Radar Vector Chart QFE | AD 2 - EGVN - 1 - 45 | |
| | Radar Vector Chart QNH | AD 2 - EGVN - 1 - 46 | |

2.25. SPECIAL PROCEDURES

| | |
|---|---|
| 1 | See Terminal Approach Procedures (TAP) Charts |
|---|---|

2.26. Noise Abatement Procedure Orders. Orders, contained at [Annex H](#), cover all noise abatement procedures, including high power ground running.

2.27. Temporary Obstruction Orders. Orders, contained at [Annex I](#), cover the actions involved in dealing with temporary obstructions on or around any manoeuvring area that are considered to be a hazard to either Air Systems, vehicles or pedestrians. Obstructions are marked iaw extant regulations using approved high visibility markers, tape or fencing with additional red-light markers at night. Notice to Aviation (NOTAM's) are issued and taxi patterns controlled. Pilots are briefed on landing or when calling for start.

2.28. RWY Strip Obstructions. All new and legacy infringements of the Aerodrome and Safeguarding Runway Strip are to be published in full². At Brize this is the A400M Maintenance Hanger, fencing around Bay 35, old infrastructure such as old refuel plant work and the Stn Cdrs House, including the garden wall.

2.29. RWY End Safety Area (RESA). The RESA is full Rwy width and extends approx. 150m at either end of the Rwy, which provides an undershooting or overrunning AS with a cleared and graded area.



2.30. Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor System (EMAS). N/A

2.31. Aerodrome Arresting System Orders. Orders for the safe operation of the Rotary Hydraulic Arrestor Gear (including standard operating configurations-de-rigged), along with orders for the Maintenance and monitoring of the systems are produced iaw extant Support Policy Statements (SPS) and [RA 3268](#)³, contained at [Annex J](#).

2.32 Manoeuvring Area Safety and Control Orders. he AO ensures that orders, contained at [Annex K](#), are produced for the safe parking, manoeuvring, refuelling and servicing of Air Systems.

Chapter 3: Emergency and Rescue and Firefighting Orders

3.1 Emergency Organization. The AO is familiar with RA 3261(2), RA 3263 and DSA02 DFSR⁴. DSA02 DFSR provides greater detail on Aerodrome Crash / Rescue Fire Services whilst acceptable means of compliance and guidance material are contained within RA 3261(2) and RA 3263. RA 3049⁵ stipulates that all organizations operating MAA-regulated Air Systems must meet the requirements detailed in DSA02 DFSR. The relationship between the AO and the Defence ARFF Service Provider is defined within DSA02 DFSR ARFF Regs 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. The BZN Major Incident Plan (MIP) ([CONPLAN1](#)) managed by the BZN Contingency Plans, with individual sections on Station holding hard copies. CONPLAN 1 is to be activated for the following scenarios:

- a. Major Accidents or Incidents.
- b. Air System Crash at BZN or within 5nm.
- c. If Lansdowne Chemicals instigate their Major Incident Plan

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

3.2 Emergency Orders / Aerodrome Crash Plan. Emergency Orders / Aerodrome Crash Plans are to be produced and contained at [Annex L](#), iaw guidance contained within the MPCM, [RA 1400\(1\)](#)⁶ and DSA02 DFSR. Orders are to cover the eventuality of an Air System accident / incident, on the aerodrome or within the 1000 m area assessment from runway thresholds, AOs may also consider the establishment's Post Crash Management Area of Responsibility. The plan is to be exercised by table op or live-ex on alternate years iaw extant regulations. In addition, the Aerodrome Crash Plan may be made available to the local Resilience Forum. Consideration may be given to producing specific orders in the event the runway is declared 'BLACK'.

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

| Operational Output | |
|--------------------|--|
| 1 | Generic Standard Operational Procedures. |
| 2 | Local Standard Operational Procedures. |
| 3 | FRS Generic Risk Assessments. |
| 4 | Defence ARFF Service Provider Chief Fire Officers Instructions. |
| 5 | Tactical Information / Response Plans covering site-specific operational requirements. |
| 6 | Fire Section Orders. |

| Task Resource Analysis (TRA) | |
|------------------------------|---|
| 7 | TRA Report for each ICAO Aerodrome category promulgated at Chapter 2. |

| ARFF Assessments | |
|------------------|---|
| 8 | DFSR Form 01 - Response Area Assessment. |
| 9 | DFSR Form 02 - 1000m Assessment. |
| 10 | DFSR Form 03 - Water Assessment. |
| 11 | DFSR Form 04 - Category for Specific Hazard Assessment ⁷ . |
| 12 | DFSR Form 06 - Reduction of ARFF cover ⁸ . |

| ARFF Training Area Orders and Training Area Risk Assessments | |
|--|--------------------------------------|
| 13 | ARFF Training Area Orders. |
| 14 | ARFF Training Area Risk Assessments. |

3.4 Disabled Air System Removal. The AO ensures that orders, contained at [Annex N](#), are in place to cover the requirement to quickly and safely remove an Air System that has caused a temporary closure of a runway, taxiway or Air System Servicing Platform (ASP), but falls beneath the criteria of an accident that would be dealt with separately under the Aerodrome Air System Crash Plan. If there is any doubt as to the status of an incident, advice may be sought from the Defence Accident Investigation Branch Air (Defence AIB Air) if a civilian Air System is involved.

Branch Air (Defence AIB Air) if a civilian Air System is involved. At larger units with ATC / Ops facilities the following points may be considered:

Chapter 4: Air Traffic Services and Local Procedures

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

Chapter 5: Aerodrome Administration and Operating Procedures

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

| Aerodrome Data Reporting Procedures | | |
|-------------------------------------|---|---|
| 1 | Legislation, Standards and Technical References. Information relating to the aerodrome serviceability or hazards to air navigation is routinely updated through the Aeronautical Information Publications (AIP) and NOTAM. | |
| 2 | Reporting Procedures. Any situation that may have an immediate effect on the safety of Air System operations is to be reported as soon as possible. In the first instance to ATC via MRE radio (Brize Tower on channel 2) or telephone Ext 3333 | |
| 3 | NOTAM⁹. The AO ensures that all NOTAM action is recorded for possible 1 st / 2 nd and 3 rd line audit. Requests for NOTAMs at RAF Brize Norton are made via either Station Operations or ATC. 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 effecting the manoeuvring area or penetrating the OLS. |
| | 4 | New obstacles which affect the safety of Air System 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. | |

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

5.3. Aerodrome Technical Inspections. Orders for the technical inspection of the Aerodrome are produced and conducted in accordance with aerodrome regulations. In addition to the inspections contained at [Annex R](#):

5.4 Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection. Orders, contained at [Annex S](#), for the Maintenance and monitoring of radar, radio and navigation equipment are to be produced iaw extant Support Policy Statements and [AP 600](#).

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

| Aerodrome Works Safety | | |
|------------------------|---|--|
| 1 | Work in Progress (WIP) Records. WIP records are to be maintained iaw RA 3266 ¹¹ . A plan of the aerodrome is kept prominently displayed in both ATC and Aerodrome Operations for the purpose of marking all obstacles, nature of obstruction marking and work in progress. | |
| 2 | WIP Log. A WIP Log is established iaw RA 3266 . In addition to an aerodrome plan, the WIP Log is maintained in ATC. | |
| 3 | WIP Briefings. Supervisors of any working parties are to be fully briefed on their responsibilities. The ATCO IC is responsible for ensuring that the supervisor of the working party is properly briefed. The briefing is to include (but not limited to) the following details: | |
| | 1 | Limits of the work area. |
| | 2 | Direction of Air System movements. |
| | 3 | Route to be taken by works vehicles. |
| | 4 | Parking area for works vehicles and equipment. |
| | 5 | Control to be exercised over works vehicles and workers. |
| | 6 | Signals to be employed. |
| 7 | FOD prevention. | |
| 4 | Control Measures. When work is to be carried out on the aerodrome and it is not possible to stop flying, special control rules are to be enforced to safeguard the working party. Orders for these control measures are produced to manage these activities. Note: All aerodrome work is clearly marked using approved high visibility markers and lit during hours of darkness. | |
| 5 | Grass Cutting. A grass cutting plan has been established and maintained iaw the aerodrome policy and is held with DIO. | |

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](#)¹²

5.7. **FOD Prevention - Training and Awareness.** Orders, contained at [Annex V](#), are produced with regards to FOD prevention, training and awareness.

5.8. **Aerodrome Wildlife Management.** RAF Brize Norton is subject to contracted BCU provision. Comprehensive orders on bird management are produced and contained within the [Annex W \(AWMP\)](#). High bird activity is broadcast on both DATIS and by controllers, are also published via NOTAM.

5.9. **Low Visibility Operations (LVO).** Orders, contained at [Annex X](#), for Low Visibility Operations are produced iaw [RA 3274](#)¹³.

5.10. **Snow and Ice Operations.** Snow and Ice Orders, contained at [Annex Y](#), are written, exercised and reviewed annually iaw [RA 3278](#)¹⁴.

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

5.12. **Civil Air System Aerodrome Usage - Terms and Conditions.** Use of MOD Aerodromes by civil air systems shall be in accordance with [Use of Military Airfields by British and Foreign Civil Air System](#). Requests to use RAF Brize Norton should be addressed to Station Operations on 01993 896500. Orders governing use by civil Air Systems are produced [Annex AA](#). Costs are available via the RAF Brize Norton internet page. Terms and Conditions cover the following: Use of MOD Aerodromes by civil Air Systems must be iaw JSP 360¹⁵.

5.13. Safeguarding Requirements - Waivers and Exemptions. The procedures involved in safeguarding the operational environment of military aerodromes are explained in greater detail in [RA 3500 Series](#). All Safeguarding activities are conducted in accordance with extant regulations and any waivers or exemptions issued by the MAA. These are promulgated in [Annex BB](#).

5.14. Aerodrome Assurance Activity. The Airfield Assurance department, which includes the Ramp Safety team, provides the strategic oversight and management of airside infrastructures and systems. They monitor and ensure safe, compliant airside activity including airfield driving standards. They maintain communications with airfield user organisations and administer the Airfield User Working Group and Ramp Safety Action Group to collaboratively review and manage airside hazards and issues. 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).

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

5.16. Aviation Fuel Management Procedures. Orders, contained at [Annex DD](#), cover aviation fuel management.

5.17. Hazardous Materials - Spillage Plan. Orders contained at [Annex EE](#), for Hazardous Materials Spillage are produced.

5.18. Jettison and Fuel Dumping Area. Orders contained at [Annex FF](#), are produced to cover the use and access to and from designated jettison and fuel dumping areas.

5.19. Compass Swing Area. Orders along with site certificate (available on request) may be contained at [Annex GG](#), stating the use, access to and from designated compass swing areas and unit controlling authority.

5.20. Explosive Ordnance Disposal Area. Orders contained at [Annex HH](#), for the use and access of EOD areas are produced.

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

5.22. Hydrazine (H70) Leak. Generic Guidance is contained at [Annex JJ](#), are produced to cover the actions for potential Hydrazine (H70) leaks from visiting ac. In the event of a H70 incident from an adjoining industrial Unit [CONPLAN 1](#) will be initiated.

5.23. RPAS Orders. Orders contained at [Annex KK](#), are produced to cover the actions to be carried out as RPAS are operated within the Air Traffic Zone boundary.