



Defence  
Safety  
Authority

# Defence Aerodrome Manual (DAM) RAF Lossiemouth

Military Aviation  
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**MAA**

**FOREWORD**

1. This document is a complete re-issue of the RAF Lossiemouth Defence Aerodrome Manual (DAM) formatted in line with the MAA DAM Template Issue 8. It describes the airfield at RAF Lossiemouth and includes the management, physical characteristics, services available and operating procedures. The Manual is written to inform both military and commercial aircrew and to provide a definitive reference guide for personnel operating on the aerodrome. The DAM is issued in conjunction with the RAF Lossiemouth Flying Order Book and Air Safety Management Plan (ASMP) and can be considered equivalent to the CAA CAP 168 Aerodrome Manual. The terms aerodrome and airfield are used interchangeably with aerodrome used in the titles in recognition of CAP 168 nomenclature.

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

RA 1020(4)	Responsibilities of Aviation Duty Holder-Facing Organizations
RA 1026	Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities including Aerodrome and Helicopter Landing Site Assurance Requirements
RA 1030	Defence Aeronautical Information Management
RA 1200	Air Safety Management
RA 1205(4)	Responsibilities of Organizations Supporting an Air System Safety Case
RA 1400	Flight Safety
RA 1410	Occurrence Reporting and Management
RA 1430	Aircraft Post Crash Management and Significant Occurrence Management
RA 2415	Civil Use of Government Aerodromes
ATM 3000	Air Traffic Management Regulations (ATM)
DSA02 DFSR	Defence Aerodrome Rescue and Fire Fighting Regulation
JSP 360	Use of Military Aerodromes by Civil Aircraft
AP 600	Royal Air Force Information and CIS Policy <sup>1</sup>
Manual of Air Safety (MAS)	
Manual of Post-Crash Management (MPCM)	
Manual of Military Air Traffic Management (MMATM)	

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

<sup>1</sup> The policies and regulations published as Chapters in this AP are mandatory for personnel at all Air Command Stations. However, other Top-Level Budgets (TLBs) that wish to adopt any policy from this AP are to publish guidance on which Chapters are applicable to their subordinate organizations. ▶◀

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

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

T McAuley

Wg Cdr

OC Ops Wg

RAF Lossiemouth

15 Nov 21

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Amendment No.	Amendment Date	Detail of Amendment	Name / Role	Signature
0	15 Nov 21	Complete Re-issue in line with MAA Template V8.	SLOPS	L Bell

## 4. Annexes

Annex A	<a href="#">Aerodrome Operator Letter of Delegation</a>
Annex B	<a href="#">Safety Meeting Structure</a>
Annex C	<a href="#">Aerodrome Key Stakeholders</a>
Annex D	<a href="#">Aerodrome Operators Hazard Log</a>
Annex E	<a href="#">Formal Aerodrome Related Agreements</a>
Annex F	<a href="#">Aerodrome Waivers, Exemptions and Alternative Acceptable Means of Compliance</a>
Annex G	<a href="#">Aerodrome Location and Control of Entry and Access</a>
Annex H	<a href="#">Noise Abatement Procedure Orders</a>
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Annex J	<a href="#">Aerodrome Arresting System Orders</a>
Annex K	<a href="#">Manoeuvring Area Safety and Control Orders</a>
Annex L	<a href="#">Emergency Orders / Aerodrome Crash Plan--*</a>
Annex M	<a href="#">Aerodrome Rescue and Fire Fighting Services and Training Orders</a>
Annex N	<a href="#">Disabled Air System Removal</a>
Annex O	<a href="#">Air Traffic Control Orders</a>
Annex P	<a href="#">Aerodrome Data Reporting Procedures</a>
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Annex R	<a href="#">Aerodrome Technical Inspections</a>
Annex S	<a href="#">Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection</a>
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Annex Z	<a href="#">Thunderstorm and Strong Wind Procedures</a>
Annex AA	<a href="#">Civil Air System Aerodrome Usage - Terms and Conditions</a>
Annex BB	<a href="#">Safeguarding Requirements – Waivers and Exemptions</a>
Annex CC	<a href="#">Electrical Ground Power Procedures</a>
Annex DD	<a href="#">Aviation Fuel Management Procedures</a>
Annex EE	<a href="#">Hazardous Materials - Spillage Plan</a>
Annex FF	<a href="#">Jettison and Fuel Dumping Area</a>
Annex GG	Compass Swing Area (Not applicable)
Annex HH	Explosive Ordnance Disposal Area (Not applicable)
Annex II	<a href="#">Dangerous Goods (DG) Procedures</a>
Annex JJ	<a href="#">Hydrazine (H70) Leak</a>

Annex KK	<a href="#">UAS / RPAS Orders</a>
Annex LL	<a href="#">Aerodrome Obstruction List</a>
Annex MM	<a href="#">ARFF Assessment Requirements</a>
Annex NN	<a href="#">RAF Lossiemouth Flying Order Book Link</a>

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

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

Wing Commander T McAuley  
Officer Commanding Operations Wing  
Royal Air Force Lossiemouth  
Lossiemouth  
ELGIN  
Morayshire  
IV31 6SD

Mil: 95161 2050 / 6872  
Civ: 01343 816872  
Fax: 95161 7148  
Email: LOS-A3Ops@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) RA 1026<sup>2</sup>. A signed copy of the AO Letter of Delegation is at [Annex A](#).

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

**1.4 Aerodrome Key Stakeholders.** A pictorial representation of the structure that identifies / outlines the Key Stakeholders who have responsibility for, or directly support aerodrome operations, is at [Annex C](#).

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

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

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

**1.8 Aerodrome Location and Control of Entry and Access.** A descriptive paragraph is at [Annex G](#), explaining where the aerodrome is.

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<sup>2</sup> Refer to RA 1026 - Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities including Aerodrome and Helicopter Landing Site Assurance Requirements



## Chapter 2: Aerodrome Data, Facilities and Characteristics

2.0. 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	
EGQS - Lossiemouth	

2.2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA		
1	Aircraft Readiness Platform Co-ordinates and site at Aerodrome (AD):	N 57° 42'18.11" W 003° 20'20.87" Geometrical centre of the runways
2	Direction and distance from City / Town:	4nm North of Elgin.
3	Elevation / Reference Temperature:	40ft / 18°C
4	Magnetic Variation / Annual Change:	1° 53'W (Oct 20) / 0.14' E decreasing
5	Geoid Undulation at AD Elev Position:	-----
6	AD Administration Address:  Telephone:  Fax:  E-mail: Web site:	Royal Air Force Lossiemouth Lossiemouth Moray IV31 6SD  Mil: 95161 7426 (ATC) / 2050 (Ops) Civ: (01343) 817426 (ATC) / 816872 (Ops)  Mil: 95161 7546 (Ops) Civ: (01343) 817148 (Ops)  <a href="mailto:LOS-A3Ops@mod.gov.uk">LOS-A3Ops@mod.gov.uk</a> <a href="http://www.raf.mod.uk/rafflossiemouth/">http://www.raf.mod.uk/rafflossiemouth/</a>
7	Types of Traffic Permitted (IFR / VFR):	IFR/VFR
8	Remarks:	Nil

2.3. OPERATIONAL HOURS		
1	AD:	HO, PPR 24HR. ++08-18 MON-THU, 08-17 FRI. AD Strictly PPR. Requests to be made minimum 24 hours in advance. Civilian flights must PPR 72 HRS in advance.
2	Customs and Immigration:	Prior arrangement for EU and Military flights.
3	Health and Sanitation:	Nil
4	AIS Briefing Office:	Nil
5	ATS Reporting Office (ARO):	HO
6	MET Briefing Office:	H24
7	ATS:	HO
8	Fuelling:	HO
9	Handling:	HO
10	Security:	H24

11	De-Icing:	Widebody Aircraft De-Icing capabilities, incl. C-17A / Voyager
12	Remarks:	<p>Airfield strictly PPR.  Requests are to be made a minimum of 24hrs in advance.  Responses will be actioned between 0800-1600.  Requests for civilian flight must be PPR 72hrs in advance.  British Mil, Civ acft and Foreign Mil must email: LOS-A3Ops@mod.gov. uk or call (+44) 1343 816872 or Ext 2052.  Aircraft requiring services from VASS are to land at least 30 minutes prior to the airfield closure.  All visiting acft will be restricted +/- 10 mins of their ETA.  Any changes must be approved by LOS OPS in advance.  All inbd Mil AS are to contact Winter Ops 291-150 20 miles prior to landing.  Time Zone: Adjust to DST when required.</p>

## 2.4. HANDLING SERVICES and FACILITIES

1	Cargo Handling Facilities:	Atlas transfer loader, ISO Container Forklift, 10K Forklift (for pallet transfer), HI Pax Steps.
2	Fuel / Oil / Hydraulic Types:	All F&L PPR/PNR.
3	Fuelling Facilities / Capacity:	15300ltr and 20000ltr Bowsers available with 24000ltr trailers.
4	Oxygen:	LOX, OXRB.
5	De-Icing Facilities:	AL342.
6	Starting Units:	E1, 3, 4, 11, 15. C4.
7	Hanger Space for visiting Air Systems:	Limited. Subject to prior arrangement.
8	Repair Facilities for visiting Air Systems:	Limited.
9	Remarks:	Nil.

## 2.5. PASSENGER FACILITIES

1	Accommodation:	Limited Accommodation in Service Messes. PPR. Local Hotac.
2	Medical Facilities:	Station Medical Centre, military personnel only.
3	Remarks:	Basic movements lounge. 150 personnel maximum.

## 2.6. RESCUE and FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	ICAO 5 for Typhoon aircraft during operational hours ICAO 6 for C130 aircraft iso Op MONOPTIC as required ICAO 7 for P-8 Poseidon aircraft during operational hours ICAO 8 for Voyager, C17 & A400M aircraft iso Op SHADER, as required
2	Rescue Equipment:	<p>RAF Lossiemouth Fire Service currently utilise the following vehicle sets to provide ICAO 7 ARFF response - 1 x SUV, 1 x Multipurpose Response Vehicle (MPRV) and 1 x Oshkosh Striker using performance level B foam. DSA02 DFSR Table 1, ICAO 7 minimum usable amounts of extinguishing agents.</p> <p><b><u>Water Capacities</u></b> 1 x MPRV = 4500 litres 1 x Striker = 9500 litres Total = 14000 litres</p> <p><b><u>MPRV (multipurpose response vehicle)</u></b> Water tank capacity – 4500 litres Foam tank capacity – 650 litres Discharge rate monitor 3000 litres per minute (LPM) Dry Powder 250kg at 7kg per second</p> <p><b><u>OSHKOSH STRIKER</u></b> Water tank capacity – 9500 litres Foam tank capacity – 1140 litres Discharge rates monitor High flow 6000lpm, Low 3000lpm Dry Powder 175kg at 8kg per second</p> <p>The above ARFF vehicle set requires 1 additional Striker to surge to ICAO 8 with an additional manpower requirement.</p>

3	Capability for removal of disabled Air Systems:	Limited to station-based types only.
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### 2.7. SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing Equipment:	4 x ASCV 3 x LADS 1xTJS 3 x ADV 5 x ADT 4 x MATT Plough
2	Remarks:	Braking action assessed 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
		Alpha North		Concrete	PCN 65 R/B/W/T
		Alpha South		Concrete	PCN 25 R/B/W/T
		Delta		Concrete	PCN 60 R/C/W/T
		Bravo		Concrete	PCN 25 R/B/W/T
		Echo		Concrete	PCN 45 R/B/W/T
		Hotel		Concrete	PCN 20 R/B/W/T
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		Alpha	15m	Asphalt	PCN 55 R/B/W/T
		A1 - Foxtrot	7.5m	Asphalt	PCN 55 R/B/W/T
		Alpha Twy Foxtrot to A North apron <sup>1</sup>	10m	Asphalt	PCN 55 R/B/W/T
		Bravo	15m	Asphalt	PCN 85 R/B/W/T
		B4 link	45m	Concrete	PCN 35 R/B/W/T
		B5	15m	Asphalt	PCN 100 F/A/X/T
		Charlie	18m	Asphalt	PCN 56 F/C/W/T
		Delta	18m	Concrete	PCN 60 R/C/W/T
		Portion of Delta from D5 – 23 TH	23m	Concrete	PCN 60 R/C/W/T
		D6 link	40m	Concrete	PCN 30 R/B/W/T
		Echo	45m	Concrete	PCN 45 R/B/W/T
		Foxtrot	12m	Asphalt	PCN 55 F/A/X/T
		Golf	15m	Concrete / Asphalt	PCN 50 R/B/W/T
		Hotel 1	14m	Asphalt	PCN 20 R/B/W/T
		Juliet 1	15m	Asphalt	Pending
		L 1	18m	Concrete	PCN 60 R/C/W/T
		Bravo Loop	15m	Concrete	PCN 30 R/B/W/T
		Delta Loop	15m	Concrete	PCN 30 R/B/W/T
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints:	Nil			
	INS Checkpoints:	Nil			
5	Remarks:	1. Twy A between F and Alpha South Apron restricted to Station based Typhoon aircraft only due to fence within the Twy Strip – See AOHL - LOS 020.			

		<ol style="list-style-type: none"><li>2. Portion of Delta Twy from 23 Threshold to Delta Apron 23m wide (D5-D7)</li><li>3. Overload operations on Runways, Aprons and Taxiways. Aircraft with ACN exceeding PCN may be approved, only with PPR through Ops.</li><li>4. Alpha North Apron. Markings restrict use to a max Wingspan of 12.5m and/or a max Outer Main Gear Wheel of 4.5m.</li><li>5. Alpha South Apron. Markings restrict use to a max Wingspan of 11.5m and/or a max Outer Main Gear Wheel of 4.5m.</li></ol>
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## 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:	Nil  Yellow taxiway markings & parking slot guidance with ground marshallers.
2	Runway and taxiway markings and lighting:	Runway: Edge marking terminates prior to threshold marking. Touch down and aiming point markings present. White HISL and LISL. Yellow HISL marking the last 600m of runway. Approach Lighting - High Intensity Centreline and Crossbar Approach System for runway 05/23: mast position outside equidistant spacing and longitudinal separation.  Taxiway: Standard markings
3	Stop Bars and Runway Guard Lights	Stop bars – Nil Runway Guard lights at Rwy holds.
4	Other runway protection measures	1. Enhanced taxiway centreline. Runway Ahead and Runway designation markings. Marker Boards 2. Traffic lights on road holding positions on TRC and RHAG access tracks to Rwy.
5	Remarks:	Windsocks serving Rwy 23 Illuminated. Rwy 05, 10, 28 not illuminated.

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

Elevation Datum. Elevations are given for all points and are Above Ordnance Datum (AOD) Newlyn Datum, and GRS80 Ellipsoid as per specification requirements iaw CAP 1732. A list is contained at [Annex LL](#).

## 2.11. METEOROLOGICAL INFORMATION

1	Associated MET Office:	Lossiemouth H24 -----
2	Hours of Service: MET Office outside hours	Lossiemouth. 18 hours. TAF. 3 Hourly.
3	Office Responsible for Terminal Aerodrome Forecast information: Periods of validity:	Self-briefing / personal / telephone / MOMIDS. Charts / TAFs / METARs. Abbreviated plain language text.
4	Type of landing forecast: Interval of issuance:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location, remote camera. PC Data display - ODS / MOMIDS / CD / MODNET/DII.
5	Briefing / consultation provided:	Tain, Garvie, Buchan, Leuchars, Kinloss, Detached Squadrons. Nil.
6	Flight Documentation:	Nil.

	Language(s) used:	Lossiemouth
7	Charts and other information available for briefing or consultation:	H24 ----- Lossiemouth. 18 hours.
8	Supplementary equipment available for providing information:	TAF. 3 Hourly. Self-briefing / personal / telephone / MOMIDS.
9	ATS units provided with information:	Charts / TAFs / METARs. Abbreviated plain language text. Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location, remote camera.
10	Additional information (limitation of Services etc.):	PC Data display - ODS / MOMIDS / CD / MODNET/DII. Tain, Garvie, Buchan, Leuchars, Kinloss, Detached Squadrons.
11	Remarks:	Nil. Nil.

## 2.12. RUNWAY PHYSICAL CHARACTERISTICS

A list of all runway characteristics are 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
05	043°41'18" GEO 045°34'18" MAG	2764 x 45	PCN 60 R/C/W/T Concrete / Grooved Marshall Asphalt	N57 41 52.70 W003 21 12.20	20.75ft TDZE 41.74ft
23	223°42'52" GEO 225°35'52" MAG	2764 x 45	PCN 60 R/C/W/T Concrete / Groove Marshall Asphalt	N57 42 55.25 W003 19 20.53	24.42ft TDZE 28.87ft
10	096°26'36" GEO 098°19'36" MAG	1863 x 45	PCN 37 <sup>(Remarks 3)</sup> R/C/W/T Concrete Groove Marshall Asphalt	N57 42 25.73 W003 20 31.87	39.51ft TDZE 39.88ft
28	276°28'05" GEO 278°21'05" MAG	1863 x 45	PCN 37 <sup>(Remarks 3)</sup> R/C/W/T Concrete	N57 42 19.37 W003 18 46.81	36.88ft TDZE 36.89ft

			Groove Marshall Asphalt		
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	
05 – 0.067%Up	Nil	58 x 150	2884 x 280		
23 – 0.05%U	Nil	151 x 150	2884 x 280		
10 – 0.04%D	22 x 45	225 x 150	1983 x 280		
28 – 0.04%U	122 x 45	122 x 150	1983 x 280		
12	Arresting Systems:				
Rwy 05	RHAG(B) _____		RHAG(B) Rwy 23		
	(396.24/1300ft)		(426.72m/1400ft)		
Rwy 10	RHAG(B) _____		RHAG(B) Rwy 28		
	(161.54/530ft)		(426.72m/1400ft)		
Normal Typhoon operations: App cable down, overrun cable up. Normal Poseidon operations: App cable de-rigged, overrun cable up.					
13	Remarks:	<ol style="list-style-type: none"> <li>Turning area at 05 Threshold suitable for Voyager / C17.</li> <li>RW05 has a 0.067% upslope in first 3000ft.</li> <li>Rwy 10-28 PCN 60 R/C/W/T at Rwy 10 concrete end; then 112 F/C/W/T between intersection of 05-23 and Echo; from Echo towards 28 end PCN 66 F/C/W/T; and 37 R/C/W/T at 28 concrete end.</li> </ol>			

### 2.13. DECLARED DISTANCES

Runway	TORA (m / ft)	TODA (m / ft)	ASDA (m / ft)	LDA (m / ft)	Remarks
1	2	3	4	5	6
05	2764	2823	2764	2764	
23	2764	2916	2764	2676	
10	1863	2089	1885	1751	
28	1863	1986	1986	1863	

### 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
05	CL5B: 3000ft/914m HI	Threshold Green HI Uni	PAPI 3° --- (56ft)	Nil	Nil	Elevated but flush at intersections	Red Uni HI	Nil



		Wingbars Green Hi Uni				and RHAG pullout area. White HI Uni, 50m. White LI Omni, 100m.		
23	CL5B: 2835ft/864m HI	Threshold Green HI Uni  Wingbars Green Hi Uni	PAPI 3° --- (66ft)	Nil	Nil	Elevated but flush at intersections and RHAG pullout area.  White HI Uni, 50m. White LI Omni, 100m.	Red Uni HI	Nil
10	CL3B : 1500ft/457m HI	Threshold Green HI Uni  Wingbars Green Hi Uni	PAPI 3° --- (37ft) left side only.	Nil	Nil	Elevated but flush at intersections and RHAG pullout area. White HI Uni, 50m. White LI Omni, 100m.	Red Uni HI	Red Uni HI
28	CL2B : 1500ft/457m HI	Threshold Green HI Uni  Wingbars Green Hi Uni	PAPI 3° --- (48ft)	Nil	Nil	Elevated but flush at intersections and RHAG pullout area. White HI Uni, 50m. White LI Omni, 100m.	Inset Red Uni HI	Elevated Red Uni HI
10. Remarks:		<ol style="list-style-type: none"> <li>1. Yellow HISL marking the last 600m of runway.</li> <li>2. All runway lighting is LED except for PAPI's</li> <li>3. Rwy 23 HIA lights condensed distance due to proximity of coast.</li> <li>4. Rwy 10 PAPI left hand side only.</li> <li>5. Windssocks serving Rwy 23 Illuminated. Rwy 05, 10, 28 not illuminated</li> </ol>						

2.15. OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	A Bn / I Bn location, characteristics and hours of operation:	Removed from service.
2	Anemometer location and lighting:	N57 42 31.75 W003 19 37.48. Unlit.
3	Taxiway edge and Centreline lighting:	Blue edge lighting on all taxiways, except linking Twy at B4 (no Twy lighting). Green Centre-line lights from D6 to 23 Threshold Alternate Yellow and Green CL Lighting in (Cat 1) ILS protection area
4	Secondary Power supply: Switch-over time:	All B centres have individual standby generators for runway lighting. 15 seconds.
5	Remarks:	Nil

2.16. HELICOPTER LANDING AREA		
Details of all helicopter landing areas or emergency landing strips on the aerodrome are to be recorded:		
1	Location:	N/A
2	Elevation:	N/A
3	Lighting:	N/A
4	Remarks:	Visiting helicopters are to land and depart from a runway threshold. Pilots should expect to land on the runway not in use.

2.17. ATS AIRSPACE		
Designation and lateral limits	Vertical Limits	Airspace Classification
1	2	3
Lossiemouth MATZ.  Standard. 5nm radius centred on N57 42 23.97 W003 20 16.40 with stub aligned RW23.	<u>3000ft AAL</u> SFC	G
Lossiemouth ATZ.  Circle, 2.5nm radius centred on N57 42 23.97 W003 20 16.40	<u>2000ft AAL</u> SFC	G
4	ATS Unit C/Sign: Language:	Lossie. English.
5	Transition Altitude:	3000ft
6	Remarks:	

2.18. ATS COMMUNICATION FREQUENCIES					
Service Designation	C/Sign	Frequency MHz	Hours of Operation		Remarks
1	2	3	Winter	Summer	4
1	2	3	4		5
APP	Lossie Approach	315.150 (M)(L) (ICF) 362.200* 362.775 123.300*	HO	HO	*NATO Common Frequency.  Available on request only. (M) MATZ Crossing Frequency. (L) LARS Frequency.

DIR	Lossie Director	277.525 123.300*	HO	HO	*NATO Common Frequency. Available on request only.
DEP	Lossie Departures	308.850 119.575 (M) (L)	HO	HO	(M) MATZ Crossing Frequency. (L) LARS Frequency.
PAR	Lossie Talkdown	378.775 (P) 255.925 (S) 123.300*	HO	HO	*NATO Common Frequency. Available on request only.
TWR	Lossie Tower	279.050 118.900	HO	HO	
GND	Lossie Ground	268.625 118.900	HO	HO	
ATIS	Lossie Information	369.150	HO	HO	
OPS	Winter Ops	291.150	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 #	Summer and by arrangement			
1	2	3	4		5	6	7
TACAN	LSM	Ch 50X 111.300	HO	HO	N57 42 37-5896 W003 19 38-775	42ft	
UDF/VDF	I-LOS	258.700 234.875 118.900	HO	HO	N57 42 22.71 W003 18 53.00		
ILS/DME	I-LOS	111.550 Ch 52Y	HO	HO	N57 42 49.66 W003 19 40.42	22ft	QFU 226°
Glidepath		332.750			N57 42 49.75 W003 19 40.60		3° ILS Ref Datum Height 59ft
Localiser		111.550			N57 41 42.27 W003 21 30.81		LOC 226°
MM		75MHz			N57 43 16.03 W003 18 45.17		

Remarks:  
 ILS auto-coupled approached permitted to Cat I DH.  
 PAR restricted to 18nm in clear and 14m in rain mode on Rwy 23/05 and Rwy 28.

## 2.20. LOCAL TRAFFIC REGULATIONS

1	<p><b>Airport regulations</b> All visiting aircraft will be restricted +/- 10 mins of their ETA. Any changes must be approved by Los Ops in advance. All inbound aircraft are to contact Winter Ops on 291.1500 30 mins prior to landing. Also see BINA + TAPS.</p>
2	<p><b>Ground Movement</b> See BINA + TAPS.</p>
3	<p><b>CAT II/III Operations</b> Nil.</p>
4	<p><b>Warnings</b></p> <p>a. Aircraft making non-precision Apps to Rwy 10, 28 and 05 are to follow a mandatory notional 3° GP.</p> <p>b. SSR, TACAN, replacement PAR Rwy 23, are currently infringed by trees and do not comply with Safeguarding requirements. For further info call ATC on civ 01343 817426 or mil 95161 7426.</p> <p>c. Poor visibility on and in the vicinity of the aerodrome caused by dust clouds produced by strong winds in periods of dry weather after local fields have been ploughed and smoke from seasonal gorse fires.</p>
5	<p><b>Helicopter Operations</b> Special Procedures apply for Helicopters - See HLS Directory (UK) + TAPS</p>
6	<p><b>Use of Runways</b> See BINA + TAPS + HLS Directory (UK)</p>
7	<p><b>Training</b> See BINA + TAPS</p>

## 2.21. NOISE ABATEMENT PROCEDURES

1	<p><b>Local Area Noise Abatement.</b> Orders, contained at <a href="#">Annex H</a>, cover all noise abatement procedures.</p>
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## 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:	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.

## 2.23. ADDITIONAL INFORMATION

1	Practice diversions are to be booked through ATC on Ext 7426.
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## 2.24. CHARTS RELATING TO THIS AERODROME

TAP Charts		En-Route Charts	
B1	Special Procedures	AD 2 - EGQS - 1 - 10	UK(L)2
C1	Noise Abatement	AD 2 - EGQS - 1 - 11	UK(L)3
D1	Aerodrome	AD 2 - EGQS - 1 - 12	UK(L)5
E1	Taxi	AD 2 - EGQS - 1 - 13	
G1	Rwy 23, 28 MID	AD 2 - EGQS - 1 - 14	UK(L)5 Offshore Installations

G2	Rwy 05, 10 MID	AD 2 - EGQS - 1 - 15	UK(H)2 UK(H)6  EU(L)7  EU(H)7 EU(H)12 EU(H)SP1 EU(H)SP1 – OAT  AT(H)1
K1	Radar Procedures (1)	AD 2 - EGQS - 1 - 16	
K2	Radar Procedures (2)	AD 2 - EGQS - 1 - 17	
K3	TAC to PAR Rwy 05	AD 2 - EGQS - 1 - 18	
K4	TAC to PAR Rwy 23	AD 2 - EGQS - 1 - 19	
K5	TAC to PAR Rwy 28	AD 2 - EGQS - 1 - 20	
K6	PAR Rwy 05	AD 2 - EGQS - 1 - 21	
K7	PAR Rwy 23	AD 2 - EGQS - 1 - 22	
K8	PAR Rwy 28	AD 2 - EGQS - 1 - 23	
K9	SRA Rwy 05	AD 2 - EGQS - 1 - 24	
K10	SRA Rwy 10	AD 2 - EGQS - 1 - 25	
K11	SRA Rwy 23	AD 2 - EGQS - 1 - 26	
K12	SRA Rwy 28	AD 2 - EGQS - 1 - 27	
M1	TAC to ILS/LOC/DME Rwy 23	AD 2 - EGQS - 1 - 28	
R1	TAC Rwy 05	AD 2 - EGQS - 1 - 29	
R2	TAC Rwy 10	AD 2 - EGQS - 1 - 30	
R3	TAC Rwy 23	AD 2 - EGQS - 1 - 31	
R4	TAC Rwy 28	AD 2 - EGQS - 1 - 32	
RVC	Radar Vectoring Chart	AD 2 - EGQS - 1 - 33	

## 2.25. SPECIAL PROCEDURES

Elev	Var	TA	TRL	Date	Chart No.
<b>40</b>	2°W	3000	ATC		
<b>4.25.1</b>	<b>FIXED WNG</b>	Aircraft requesting an IFR departure will be issued a release conforming to a published MID (see charts Mil AIP G1 and G2).  Visual Departures: i. Rwy 23 - Maintain rwy track until departure end of rwy before turning. ii. Rwy 05 - Maintain rwy track to not below 500ft QFE. iii. Rwy 28 - Maintain rwy track until 500m beyond the upwind threshold, then right turn onto track 310° climbing to not below 1000ft CQFE. iv. Rwy 10 – Depart not below 1000ft QFE.  Visual circuit noise abatement procedures are detailed in Mil AIP chart C1 and are to be complied with by all fixed wing aircraft (including visual departures). For all departures, reheat, if used, should be cancelled as soon as possible. Aircraft overland within 15nm of Lossiemouth are not to be flown below 1000ft MSD..			
<b>4.25.2</b>	<b>ARMED AIRCRAFT</b>	Visiting aircraft and diversions should inform ATC on initial contact if the aircraft is armed, including chaff and flare.			
<b>4.25.3</b>	<b>SLOW LANE</b>	Lossiemouth operates a slow lane policy on the south side of the rwy in use; after landing, aircraft are to maintain in the slow lane unless otherwise authorised by ATC.			
<b>4.25.4</b>	<b>HELICOPTERS</b>	Helicopter departures/recoveries should comply with the procedures in the Heli Landing Sites Directory. Visiting helicopters are to land and depart from a rwy threshold. Pilots should expect to land on the rwy not in use.			
<b>4.25.5</b>	<b>WARNINGS</b>	Avoid overflying Elgin and Lossiemouth towns and Gordonstoun School.			

**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.

**2.28. RWY Strip Obstructions.** All new and legacy infringements of the Aerodrome and Safeguarding Runway Strip are to be published in [Annex LL](#).

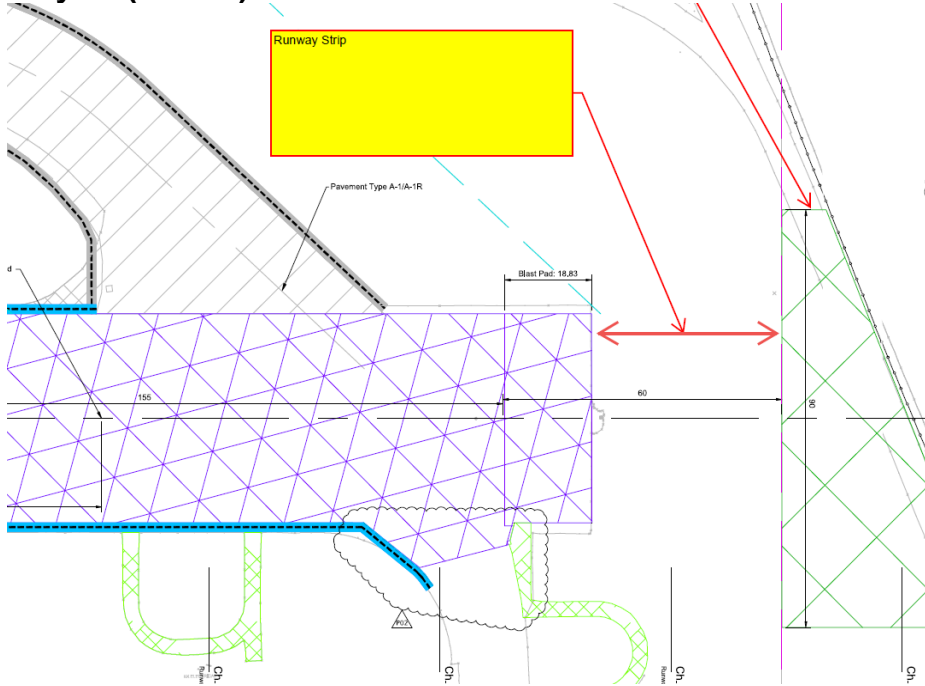
**2.29. RWY End Safety Area (RESA).** RESA are established for Rwy 05 and 23

Rwy 05 – Does not meet the minimum length minimum 9.5m, 27m on extended runway centreline, Width 90m

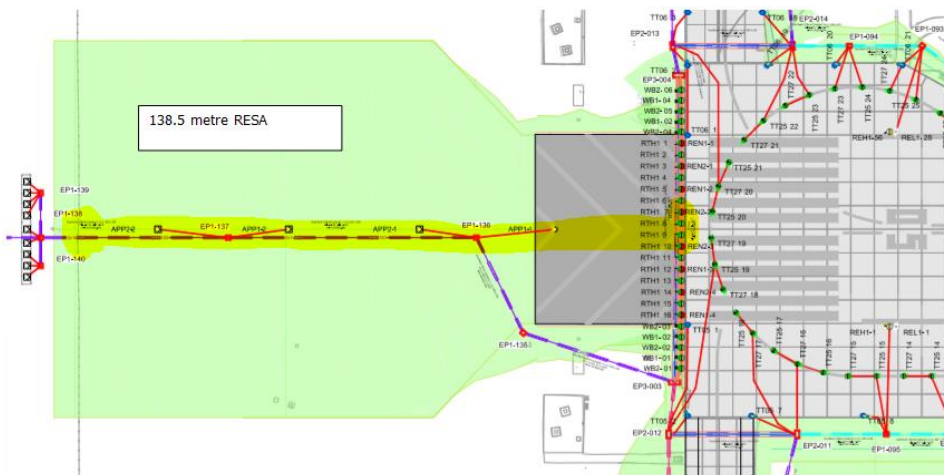
Rwy 23 – Less than minimum – Length 138.5m, Width 90m

Diagrams:

### Rwy 05 (23 end)



### Rwy 23 (05 end)



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

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

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

## Chapter 3: Emergency and Rescue and Firefighting Orders

**3.1 Emergency Organization.** The AO is to be familiar with RA 3261(2), RA 3263 and DSA02 DFSR<sup>3</sup>. 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 3049<sup>4</sup> 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.

**3.2 Emergency Orders / Aerodrome Crash Plan.** Emergency Orders / Aerodrome Crash Plans are contained at [Annex L](#), iaw guidance contained within the MPCM, RA 1400(1)<sup>5</sup> and DSA02 DFSR. Orders cover the eventuality of an Air System accident / incident, on the aerodrome or within the 1000 m area assessment from runway thresholds. The plan is to be exercised by table op or live-ex on alternate years iaw extant regulations. In addition, the Aerodrome Crash Plan may be made available to the local Resilience Forum.

**3.3 Aerodrome Rescue and Fire Fighting Services and Training Orders.** The Fire Station Manager, iaw DSA02 DFSR, is to ensure 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 – contained in <a href="#">Annex MM</a>	
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 <sup>6</sup> .
12	DFSR Form 06 - Reduction of ARFF cover <sup>7</sup> .
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 is to ensure 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.

<sup>3</sup> Refer to RA 3261(2): Aerodrome Emergency Services, RA 3263 – Aerodrome Classification and DSA02 DFSR – Defence ARFF Regulation.

<sup>4</sup> Refer to RA 3049 – Defence Contractor Flying Organization Responsibilities for UK Military Air System Operating Locations.

<sup>5</sup> Refer to RA 1400(1): Flight Safety.

<sup>6</sup> For Aerodromes operating under RA 3049 - Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations, Form 5 will be used.

<sup>7</sup> For Aerodromes operating under RA 3049 - Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations, Form 7 will be used.





## 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 to be contained at [Annex O](#). Note: ATM admin orders are not required.

ATC Orders	
1	Local Flying Orders are contained in the RAF Lossiemouth Flying Order Book at <a href="#">Annex NN</a> .

## 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 at [Annex P](#). Management of these duties can be delegated, however responsibility for these actions will always remain with the AO. Further guidance on Aerodrome Information and notification is contained in UK Air Information Publication (AIP) / Mil AIP.

**5.2 Aerodrome Serviceability Inspections.** Orders, contained at [Annex Q](#), for the inspection of the Aerodromes are to be conducted iaw RA 3264<sup>8</sup>.

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

**5.4 Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection.** Orders, contained at [Annex S](#), for the Maintenance and monitoring of radar, radio and navigation equipment have been produced iaw extant Support Policy Statements and AP 600. Orders also contain details for the protection and supervision of access to the radar, radio and navigation aids (including their immediate vicinity).

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

**5.6. Aerodrome Users - Vehicle and Pedestrian Access Control.** Orders, contained at [Annex U](#), for the control of access for vehicular and pedestrian traffic on the aerodrome have been written iaw RA 3262<sup>9</sup>.

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

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

**5.9. Low Visibility Operations (LVO).** Orders, contained at [Annex X](#), for Low Visibility have been produced iaw RA 3274<sup>10</sup>.

**5.10. Snow and Ice Operations.** Snow and Ice Orders, contained at [Annex Y](#), are to be exercised and reviewed annually iaw RA 3278<sup>11</sup>.

**5.11. Thunderstorm and Strong Wind Procedures.** Orders contained at [Annex Z](#) have been produced to cover Air System 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 must be iaw JSP 360<sup>12</sup>. Orders contained at [Annex AA](#), governing use by civil Air Systems have been produced. The orders also cover the eventuality of a breach of terms and conditions; any breach could constitute grounds for the privilege of operating at the aerodrome being withdrawn temporarily or permanently. Civil 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 reflect JSP 360.

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<sup>8</sup> Refer to RA 3264 – Aerodrome Inspections.

<sup>9</sup> Refer to RA 3262 – Aerodrome Access.

<sup>10</sup> Refer to RA 3274 – Low Visibility Procedures.

<sup>11</sup> Refer to RA 3278 – Snow and Ice Operations.

<sup>12</sup> Refer to JSP 360 - Use of Military Aerodromes by Civil Aircraft. This will need to be made available to civil operators on request.

5.13. **Safeguarding Requirements - Waivers and Exemptions.** The procedures involved in safeguarding the operational environment of military aerodromes is explained in greater detail in the RA 3500 Series<sup>13</sup> and depends upon whether the obstacle is sited within or outside MOD property. All Safeguarding activities are to be conducted iaw extant regulations and any waivers or exemptions issued by the MAA have been promulgated at [Annex BB](#) to the DAM and a corresponding record of the validity recorded in the DAAF.

5.14. **Aerodrome Assurance Activity.** The AO will ensure that reports, surveys and assurance documentation, regarding the aerodrome and its facilities are captured within the [DAAF](#). In addition, the AO will determine which 2<sup>nd</sup> Party assurance reports (of those involved in activities on or around the aerodrome) are also captured<sup>14</sup>.

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

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

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

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

5.19. **Compass Swing Area.** Not applicable.

5.20. **Explosive Ordnance Disposal Area.** Not applicable.

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

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

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

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<sup>13</sup> Refer to RA 3500 Series – Aerodrome Design and Safeguarding.

<sup>14</sup> For example, Air Traffic Control BM STANEVAL (ATM) reports.