



Ministry  
of Defence

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# TEST

**Trials, Evaluation  
Services & Targets**

**MoD Boscombe Down  
Defence Aerodrome  
Manual**

**Issue 10.1**

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Working in partnership to deliver



## REGULATORY ARTICLES

This document supports and must be read in conjunction with the following:

- RA 1010 - Head of Establishment Aviation Responsibilities and Aviation Duty Holder / Accountable Manager (Military Flying) Establishment Responsibilities
- RA 1026 - Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities
- RA 1030 - Defence Aeronautical Information Management
- RA 1032 - Aviation Duty Holder-Facing Organizations and Accountable Manager (Military Flying) – Facing Organizations – Roles and Responsibilities
- 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 3000 Series - Air Traffic Management (ATM) Regulations
- JSP 360 - Use of Military Aerodromes by Civil Aircraft
- AP 600 - Royal Air Force Information and CIS Policy
- DSA02 DFSR - Defence Aerodrome Rescue and Fire Fighting (ARFF) Regulation

Manual of Air Safety (MAS)

Manual of Aircraft Post Crash Management (MAPCM)

Manual of Military Air Traffic Management (MMATM)

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## TABLE OF AMENDMENT

Amendment No.	Amendment Date	Details	Name
Initial Issue	9 Jun 14	Initial Issue	K Fieldhouse
Version 1	13 Oct 14	Multiple amendments	G Thorpe
Issue 2	17 Dec15	Complete Re-write	V Woodhead
Issue 3	21 Apr 17	Multiple amendments	C Grinham
Issue 4	10 Dec 18	Multiple amendments	M D Craig
Issue 5		Multiple amendments	M D Craig
Issue 6	1 Dec 20	Complete Re-write	M P Greene
Issue 6.1	16 Apr 21	Editorial changes	M Walker
Issue 7	7 Jul 21	New Format IAW MAA direction. Changes are not annotated in red due to the comprehensive reorganisation of contained info iaw MAA DAM template, version 7. New AO signature and approved.	M Walker
Issue 7.1	3 Aug 21	Minor editorial changes and correction of damaged hyperlinks.	M Walker
Issue 7.2	12 Nov 21	Inclusion of Merlin Crowsnest. Emergency Info in Chapter 3. Inclusion of new BLACKTOP levels table. Inclusion of new parking allocations considerations table. Reinstatement of Annex BB. Other Minor editorial changes.	M Walker
Issue 8	9 Feb 22	Minor editorial changes. Airfield elevation change. Supersession of AO, 04 Feb 22	M Walker
Issue 8.1	10 May 22	Minor editorial changes. Re-write of Safety Meeting Structure (Annex B). Withdrawal of Rwy 17/35. Inclusion of Helicopter Trg Area (HTA).	M Walker FLOps
	11 May 22	Review	D Monk QQ GL Aerodrome Facilities
	12 May 22	Approved	
Issue 8.2	5 Oct 22	Editorial changes. Hyperlinks amended to new MS Teams locations. Inclusion of ESA in Chapter 4. New Annex E, Annex K re-write – including removal of HAS 912 armed ac capability.	M Walker FLOps
Issue 8.3	28 Nov 22	Update to Annex E – LoA List.	M Walker

		Update to Annex D – New AOHL entries. Update to Annex F – New Waiver. Updates reference control of Main Apron to remove ambiguity.	FLOps
Issue 9.0	16 Jun 23	Changes throughout. New formatting and removal of info contained elsewhere. Changes are not annotated in red due to the comprehensive reorganisation of information iaw MAA DAM template, version 9.	WO Chick
Issue 9.1	11 Sep 23	MAA_AWE_2022_158: Extension Crash Map L1 updated (plus references) SUAS to read SUAS/BUAS throughout AOs Forward (2 x clarifications in red) 2.10 Approach Light changes 3.1.1 ARFF changes to timings 4.2 ATC Procedures 4.3 Aerodrome Sanitisation Updated cut of AOHL added Page Y-2 - Runway 23/05 surface issues below freezing added Annex K Para3 Correction RW parking spots Annex K update aerodrome chart Annex K Para5 Map-Buttslink to Papa	WO Chick WO Chick WO Chick AO AO AO AO AO WO Chick WO Chick  WO Chick  WO Chick WO Chick
Issue 10	Planned release incorporated into Issue 10.1 – amendments remain in RED	<ul style="list-style-type: none"> <li>• DAM 10 released by MAA.</li> <li>• Page E-2 LoA Expiry dates update.</li> <li>• Annex M – Update to ARFF provision.</li> <li>• Annex O updated.</li> <li>• Editorial changes.</li> </ul>	WO Chick
Issue 10.1	15 Jan 24	<ul style="list-style-type: none"> <li>• Annex F Waiver extension to Ser 6</li> <li>• Annex G What 3 words hyperlink and location updated</li> <li>• Annex H updated to include Beacon Hill</li> <li>• Annex W updated to clarify information flow and subsequent actions</li> </ul>	Flt Lt B Britten



## AERODROME OPERATOR'S FOREWORD

1. This Defence Aerodrome Manual (DAM) provides a mechanism to inform military and civilian operators of accurate MoD Boscombe Down (BDN) Aerodrome information that includes physical characteristics, available services, Aerodrome hazards and operating procedures. The DAM sits alongside the BDN Air Safety Management Plan (ASMP) and Aerodrome Order Book (AOB) to inform users of the aerodrome facilities and assure Aviation Duty Holders (ADHs), Accountable Managers (AM) and Accountable Managers (Military Flying) of the provision of a Safe Operating Environment (SOE).

2. This DAM, when used in conjunction with the Defence Aerodrome Assurance Framework (DAAF), enables the Aerodrome Operator (AO) to provide Assurance to the TEST **Head of Establishment** that the Aerodrome is being managed in a way that accommodates the safe operation of Aircraft. The DAM is a live document which provides a mechanism to inform both military and civilian operators of the Aerodrome facilities, services, operating procedures and any known Aerodrome Hazards. The DAM will provide reference material to the AO to ensure that all Aerodrome management requirements are being met and assured correctly.

### DAM Management

3. Overall accountability for the DAM resides with the AO. Responsibilities for the day-to-day management, update and review of the DAM resides with BDN Flt Lt Ops (FLOps). Information Owners are responsible for the update and review of their Section/Annex. FLOps is to:

- a. Ensure that the DAM is a living document, where amendments are made when changes occur, and the latest version published online.
- b. Maintain the DAM as a working document on the DES Wpns TEST-Aerodrome Mgr Teams Site.
- c. Annotate the DAM index and DAM annexes with the Information Owners post / position.
- d. Staff minor amendments for release as soon as possible. Major amendments are to be circulated to key stakeholders for comment prior to publication.
- e. Review the DAAF during the management of all the chapters and relevant annexes within the DAM.
- f. Ensure that the DAM is formally reviewed by the Information Owner prior to an annual review by the AO.
- g. Formally review the DAM as the result of any of the following:
  - (1) A change of TEST TL, LTPA HoE or AO.
  - (2) Major organisational changes at BDN.

(3) Changes to the management of all Aerodrome activities, operating procedures, standards, flight safety and regulatory compliance within the AO's AoR.

(4) Changes in MAA Policy or regulation.

(5) Relevant Air Safety changes in Civil Safety Legislation.

h. On issue or review, record the DAM on the [REC] DES Wpns TEST Aerodrome Operators SharePoint site as a PDF as the latest version.

## **DAAF Management**

4. Overall accountability for the DAAF resides with the AO. Responsibilities for the day to day management and review of the DAAF resides with BDN ATC USTANO/DUSTANO (USTANOs). Those annotated in the DAAF to conduct 1st Party Assurance (PA) are responsible for the 1PA of their Section/Annex. USTANOs are to:

a. Manage the DAAF for the recording of the Assurance of all the chapters and relevant annexes within the DAM.

b. Annotate the DAAF index with the post / position responsible for 1PA, ensuring that appropriate 1PA is conducted to confirm that a Safe Operating Environment (SOE) is being provided.

c. Ensure that the post / position responsible for 1PA has detailed / hyperlinked within the DAAF all supporting evidence found during the 1PA process.

d. Ensure that appropriate 2PA is recorded in the DAAF to confirm that a Safe Operating Environment is being provided.

e. Ensure all supporting evidence found during 2PA process is to be detailed / hyperlinked within the DAAF.

f. Inform the AO and DAM manager (FLOps) of any 1PA/2PA evidence that result in a Hazard to the SOE, or that require immediate amendment of the DAM.

## **Assurance**

5. Overall accountability for ensuring Assurance of the DAM resides with the AO. Personnel nominated to conduct 1PA of the DAM are responsible monitoring and feedback on the DAM to evaluate compliance, the effectiveness of the management of the DAM, and ensure changes to the system are implemented. The posts / positions responsible for 1PA should:

a. Assesses compliance with the MRP.

b. Assure the aeronautical information contained within the UK Mil AIP matches the information published in the DAM.

- c. Where relevant, confirm that appropriate assurance checks have been completed before aeronautical information contained within the DAM is passed for inclusion within the Mil AIP.
  - d. Identify strengths, weaknesses and opportunities for improvement of the DAM.
  - e. Provide the appropriate information to the AO to enable corrective action on reported discrepancies, preventive action on potential problems and to initiate system improvements whenever possible.
  - f. 1PA periodicities are to be risk-based but should not normally exceed 6 months, or as directed by the AO through the DAAF.
  - g. Ensure 1PA Assurance is captured in the DAAF, reporting findings, linking relevant reports / evidence, so that the AO can provide assurance that the Aerodrome is being managed in a way that accommodates the safe operation of Air Systems
6. The AO will assess performance of the DAM, DAAF and 1PA through the ASWG.
7. The DAM contains several hyperlinks leading to further regulations, orders and instructions. The complex nature of BDN's aerodrome management means some information is intellectual property and is, for example, only hosted on QinetiQ or MoD servers. All hyperlinks work but users may lack the permissions to access the soft copy. Main Ops can provide copies on request.
8. For questions and clarifications, please contact Main Ops at [BCEmainops@qinetiq.com](mailto:BCEmainops@qinetiq.com).

M C Walker

Aerodrome Operator  
MoD Boscombe Down  
TEST PT

## List of Abbreviations <sup>1</sup>

AAIB	Air Accident Investigation Branch	ATIS	Air Traffic Information System
AAMC	Alternate Acceptable Means of Compliance	ATZ	Aerodrome Traffic Zone
Ac	Aircraft	ASWC	Air Space Warfare Centre
ACN	Aircraft Classification Number	BCU	Bird Control Unit
AD	Aerodrome	BDMAC	Boscombe Down Model Aircraft Club
ADH	Aviation Duty Holder	BDN	Boscombe Down
AIDU	Aeronautical Information Documentation Unit	BFC	Bustard Flying Club
AIP	Aeronautical Information Publications	BFSM	Boscombe Flight Safety Meeting
ALARP	As Low As Reasonably Practicable	Bldg	Building
AFM	Airfield Manager	BUAS	Bristol University Air Squadron
AM	Accountable Manager	CAA	Civil Aviation Authority
AM(MF)	Accountable Manager (Military Flying)	CAE	Chief Air Engineer
AMA	Aircraft Manoeuvring Areas	CCT	Circuit
AN	Air Notice	Cdr	Commander
AO	Aerodrome Operator	CFAOS	Contractor Flying Approved Organization Scheme
AOB	Aerodrome Order Book	CMATZ	Combined Military Aerodrome Traffic Zone
AOHL	Aerodrome Operator's Hazard Log	CO	Commanding Officer
AMWG	Aerodrome Management Working Group	CCB	Compass Calibration Base
APU	Auxiliary Power Unit	CTP	Chief Test Pilot
ARA	Advisory Radio Area	Cx Cat	Crash Category
ARFF	Aerodrome Rescue and Fire Fighting	Cx Gate	Crash Gate
ARG	AOHL Review Group	DAAF	Defence Aerodrome Assurance Framework
ARP	Aerodrome Reference Point	DRG	DAAF Review Group
ASC	Air Safety Cell	DAIB	Defence Accident Investigation Branch
ASDA	Accelerate – Stop Distance Available	DASOR	Defence Air Safety Occurrence Report
ASIMS	Air Safety Information Management System	DCDSO	Deputy Chief of Defence Staff Duty Officer
ASM	Air Safety Manager	DDH	Delivery Duty Holder
ASMP	Air Safety Management Plan	DFRMO	Defence Fire Risk Management Organisation
ASSG	Air Safety Steering Group	DG	Dangerous Goods
ASWG	Aircraft Safety Working Group	DHF	Duty Holder Facing
ATC	Air Traffic Control	DHs	Duty Holders
ATEC	Aircraft Test and Evaluation Centre	DIO	Defence Infrastructure Organisation
		Div	Division
		DME	Distance Measuring Equipment
		DSA	Defence Safety Authority
		DSO	Duty Supervisor Operations

<sup>1</sup> See also the [MAA Master Glossary](#)

DSS	Duty Safety Supervisor	MATZ	Military Aerodrome Traffic Zone
DZ	Drop Zone	MFV	Major Foam Vehicle
Eng	Engineer	MMATM	Manual of Military Air Traffic Management
EOL	Engine Off Landing	MoD	Ministry of Defence
ERP	Emergency Response Plan	MSSR	Mono-pulse Secondary Surveillance Radar
ETPS	Empire Test Pilots' School	MTOW	Maximum Take-Off Weight
FLOps	Flight Cdr Operations	NOTAM	Notice to Airmen
FM	Facilities Management	NVD	Night Vision Devices
FOD	Foreign Object Debris	OC	Officer Commanding
FOD POs	Stn FOD Prevention Officer	ODH	Operational Duty Holder
FP	Force Protection	OOH	Out of Hours
FS	Flight Safety	PAPI	Precision Approach Path Indicator
FTS	Flying Training Squadron	PAR	Precision Approach Radar
Gadfly	Aerodrome Electrician	PCN	Pavement Classification Number
GPU	Ground Power Unit	PD	Practise Diversion
GRMS	Ground Radio Maintenance Section	POC	Point of Contact
GSE	Ground Support Equipment	POL	Petroleum, Oils and Lubricants
H70	Hydrazine	PPR	Prior Permission Required
HIRTA	High Intensity Radio Transmission Area	QARel	QQ Aircraft Release
HLS	Helicopter Landing Site	QAS	QinetiQ Airfield Services
HO	Hours of Operation	QCFO	QQ Civil Flying Organization
HoE	Head of Establishment	QQ	QinetiQ
ICAO	International Civil Aviation Organisation	RA	Regulatory Article
IFR	Instrument Flight Rules	RA	Royal Artillery
ILS	Instrument Landing System	RAFCAM	RAF Centre for Aviation Medicine
JARTS	Joint Aircraft Recovery and Transportation Squadron	REG	Radio Frequency Environment Generator
LARS	Local Area Radar Service	RESA	Runway End Safety Area
LDA	Landing Distance Available	RHAG	Rotary Hydraulic Arrestor Gear
LFA	Low Flying Area	RN	Royal Navy
LoA	Letter of Agreement	RN	Regulatory Notice
LTPA	Long Term Partnering Agreement	RPAS	Remotely piloted Aircraft
LVO	Low Visibility Operations	RRRF	Rotors Running Refuelling
LVP	Low Visibility Procedures	RTS	Release to Service
Lytag	Light Aggregate	RWTES	Rotary Wing Test and Evaluation Squadron
MAA	Military Aviation Authority	Rwy	Runway
MADS	Manual of Aerodrome Design and Safeguarding (NB withdrawn by MAA/RN/2019/04, 29 Mar 19)	SATCO	Senior Air Traffic Control Officer
MAP	Missed Approach Point	SDH	Senior Duty Holder
MAP	Manual of Maintenance and Airworthiness Process (obsolete)	SME	Subject Matter Expert
		SO	Senior Operator
		SOP	Standard Operating Procedure

SPS	Support Policy Statement	TORA	Take-off Run Available
SPTA	Salisbury Plain Training Area	TRA	Temporary Reserved Airspace
SQEP	Suitably Qualified and Experienced Personnel	Twy	Taxiway
Sqn Ldr	Squadron Leader	UAS	University Air Squadron
SLOps	Squadron Leader Ops	UAS	Unmanned Air System
Stn	Station	UDF	Ultra-High Frequency Direction
SUAS	Southampton UAS	UHF	Ultra-High Frequency
T&E	Test and Evaluation	VASS	Visiting Aircraft Servicing Section
TA	Transition Altitude	VDF	VHF Direction Finding
TAF	Terminal Aerodrome Forecast	VFR	Visual Flight Rules
TAP	Terminal Approach Procedures	VHF	Very High Frequency
TDZ	Touchdown zone	VIP	Very Important Person
TEST PT	Trials, Evaluation Services and Targets Project Team	Wg Cdr	Wing Commander
Thld	Threshold	WIP	Work in Progress
TODA	Take-off Distance Available	WK	Watchkeeper (RPAS)



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

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

Mr Mark Walker  
MoD Boscombe Down  
Bldg 628  
Salisbury, Wiltshire  
SP4 0JF

Mil: 9214807 Ext 4440

Civ: 03001650966

email: [mark.walker186@mod.gov.uk](mailto:mark.walker186@mod.gov.uk) / [DESWpnsTEST-AO@mod.uk](mailto:DESWpnsTEST-AO@mod.uk)

1.2. **AO's Authority and Letter of Delegation.** The AO is appointed by the HoE to be responsible for actively managing an environment that accommodates the safe operation of aircraft in accordance with (iaw) [RA1026](#). A copy of the AO Letter of Delegation is at [Annex A](#).

1.3. **Air Safety Meeting Structure.** A hierarchical structure of meetings forms the leadership framework through which Air Safety matters will be discussed and managed. The Air Safety meeting structure is at [Annex B](#).

1.4. **Aerodrome Key Stakeholders.** MOD Boscombe Down is managed under the Long Term Partnering Agreement (LTPA) between QinetiQ Ltd (QQ) and the UK Ministry of Defence. Under the Agreement, QQ is responsible for the operation of the MOD Boscombe Down Aerodrome and specialist test facilities, and the provision of specialist technical expertise and support services. DE&S TEST PT retains specific Crown Servant responsibility for the Aerodrome, including the Head of Establishment and Aerodrome Operator appointments, supported by RAF Service personnel providing ATC and Main Operations. The aerodrome's key stakeholders and organisational structure is detailed in at [Annex C](#).

1.5. **AO's Hazard Log (AOHL).** The AOHL clearly indicates the active BDN aerodrome operating hazards that might affect the safe conduct of flight or aircraft operations on the ground. Copies of a dynamic, standalone AOHL are available through Flt Cdr Ops (01980 663051). A snap shot of the AOHL is at [Annex D](#).

1.6. **Formal Aerodrome Related Agreements.** [Annex E](#) lists ATC held aerodrome related agreements.

1.7. **Aerodrome Alternative Acceptable Means of Compliance (AAMC), Waivers and Exemptions.** [Annex F](#) lists aerodrome related AAMC, waivers and exemptions and are held by ATC.

1.8. **Aerodrome Location and Control of Entry and Access.** The aerodrome's location and control of access is detailed at [Annex G](#).

## Chapter 2: Aerodrome Data, Characteristics and Facilities

### 2.1. Aerodrome Data.

ARP Co-ordinates and site at AD:	<a href="#">51°09'11.91"N 1°45'03.64"W</a> (Centre of Main Instrument Rwy)
Direction and distance from City:	6 nm (direct line) NNE of Salisbury
Elevation / Reference Temperature:	406ft / 18°C (ARP)
Magnetic Variation / Annual Change:	0°23' W (Jul 20) / Annual change (0°12'E)
Geoid Undulation at AD Elev Position:	44.454m (Jun 16)
AD Administration / Address:	MoD (DES OPS) MoD Boscombe Down SALISBURY Wiltshire SP4 0JF
Telephone / Fax:	01980 66+ 3246 (ATC) or 3052 / 3899 (Ops) or 3225 (Fax)
E-mail:	<a href="mailto:bcemainops@qinetiq.com">bcemainops@qinetiq.com</a>
Types of Traffic Permitted (IFR/VFR):	IFR and VFR

### 2.2. Special Procedures

Elevation	Variation	TA	Position	Date	Chart No.
406ft	0° 23' W (Jul 20)	3000ft	<a href="#">51°09'11.9"N</a> <a href="#">1°45'03.6"W</a>	18 Jun 20	B1

2.3. **Noise Abatement Procedure Orders.** (Incl high power ground running). See Terminal Approach Procedure (TAP) Charts and [Annex H](#).

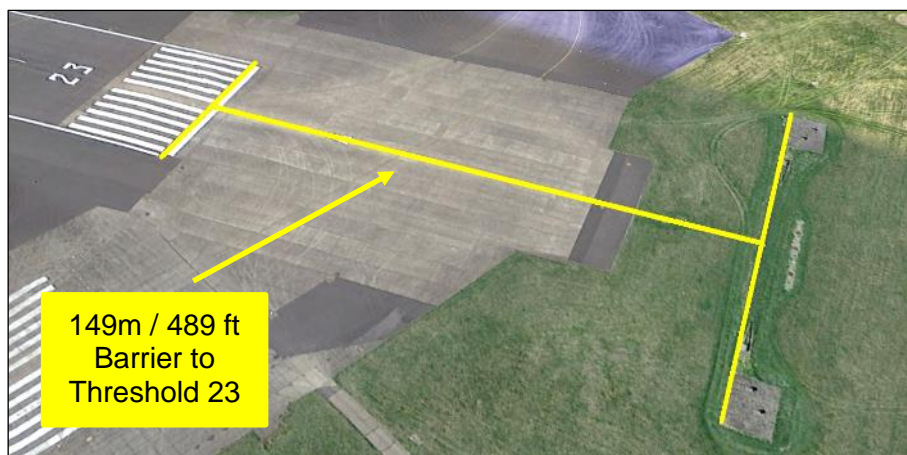
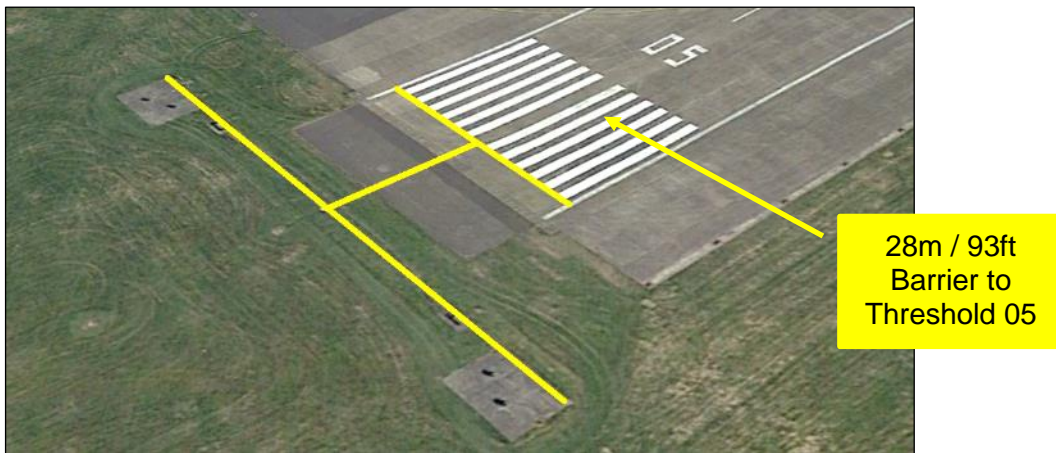
2.4. **Temporary Obstruction Orders.** See [Annex I](#). Temporary obstructions affecting manoeuvring areas considered hazards to ac will be NOTAM'd and highlighted in Main Ops' morning brief. Obstructions will be marked and lit iaw extant regs. Taxi patterns may be amended.

2.5. **Runway Strip Obstructions.** Legacy<sup>1</sup> runway strip obstructions are published in the [AOHL](#). Any new run Any new runway strip obstruction<sup>2</sup> will require a waiver request to be submitted and if authorized, will be contained within [Annex F](#).

2.6. **Runway End Safety Area (RESA).** Rwy RESAs comply with RA3500, with the only infringement being the aircraft arrestor barriers.

<sup>1</sup> Legacy is classified as any facility in place prior to the RA 3500 series being released in Sep 2018.

<sup>2</sup> Refer to RA 3590(10): Safeguarding – Surface Obstructions.



2.7. **Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor System (EMAS).** BDN has no light aggregate arrestor beds.

2.8. **Aerodrome Arresting System Orders.** Details on safe operation and maintenance of RHAG and barriers are at [Annex J](#).

2.9 **Manoeuvring Area Safety and Control Orders.** Manoeuvring area control orders are contained at [Annex K](#). It is the responsibility of Eng Ops to control vehicle movement on the main apron, all other areas are under the control of ATC.

## 2.10 **Cautions.**

2.10.1 **Caution.** High-intensity, multi-type, FW and RW ac ops occur to multiple operating surfaces as depicted on AD charts. Parallel to Runway 23/05 is 23/05 Grass and 23/05 North. Visual Cct procedures published in the AIP. All Parallel Ops are under positive control by ATC and only available to BDN-based ac. Local procedures are contained in the BDN Aerodrome Order Book. All overshoots to RWY23/05 are on RWY Track.

2.10.2 **Caution.** No aerodrome ident beacon.

2.10.3 **Caution.** Non-compliant Runway 23/05 high intensity side lighting spacing.

2.10.4 **Caution.** A Cloud Base Recording Laser is projected vertically from the ground and fires approximately once every 5 secs. Crash Map E8.

2.10.5 **Caution.** 50% of the Runway 23 Approach Lights are unserviceable.

2.10.6 **Caution.** Obstacle Limitation Surface (OLS) infringement:

2.10.6.1 Versatower (SU 17752 39245) – abeam ATC building.

2.10.6.2 Abacus mast (SU 17658 39145) – abeam ATC building.

2.10.6.3 WAM Antenna - (SU 17710 14089) - WAM3 on Cx Map.

Obstructions lit; u/s lights are notified by NOTAM. MAA Waiver in place for WAM OLS infringement, valid for NAVAID life.

2.10.7 **Caution.** Non-standard longitudinal slope (hump), Runway 23/05.

2.10.8 **Caution.** Runway 05 Approach Lights are non-compliant with Military Aviation Authority Regulation as the light posts sit below the level of the runway height due to terrain undulations.

### Chapter 3: [Emergency and Aerodrome Rescue and Firefighting Orders](#)

3.1. **Emergency Organisation.** QQ is responsible for providing an Aerodrome Rescue and Fire Fighting (ARFF) service to the standards articulated within the LTPA. See also [Annex M](#).

3.2. **Emergencies / Aerodrome Crash Plan** Under the LTPA, QQ – not MoD – is responsible for the [Emergency Response Plan](#). The subsequent Aircraft Post Crash Management will be in line with [RA3261\(2\)](#), [RA3263](#), [MPCM](#), [DSA02](#) and [DSA03](#) (Defence Fire Safety Regulations and Guidance), see also [Annex L](#). BDN will provide ARFF to 1000m outside the airfield boundary and APCM within the perimeter fence.

3.3. **Aerodrome Rescue and Fire Fighting Services and Training Orders.** ARFF procedures for safe and efficient aerodrome rescue and firefighting are held by the SFireO; copies can be obtained on request through Main Ops. See also [Annex M](#).

3.4. **Disabled Aircraft Removal.** Where an immobilised aircraft obstructs the AMA or aprons, and permission is secured to move it, Eng Ops will co-ordinate activity. Should there be safety concerns to the wider fleet, advice should be sought from the Defence Accident Investigation Branch (Defence AIB) (Air) or Civilian Air Accidents Investigation Branch (AAIB), as appropriate. See [Annex N](#).

3.5. **Merlin Crowsnest Dome Down Landing.** RWTES are conducting a Merlin Crowsnest Trial that will take place at BDN until approx Q4 2023. Should the aircraft be required to land with the radar dome in the down position the [linked](#) procedure is the be followed by RWTES and BDN ATC.



## Chapter 4: Air Traffic Services and Local Procedures

4.1. **Air Traffic Control Orders.** ATC Squadron Orders cover ATC procedures for the safe and expeditious flow of air traffic. They comply with [RA 3000 series](#), the [MMATM](#) and [BMOs](#). A copy can be obtained on request from the SATCO via Main Ops.

4.1.1. **Aerodrome Procedures.** Compliance with the [AOB](#) is mandatory for all involved in flying at BDN. The AOB is subordinate to the DAM; a copy can be obtained on request through Main Ops.

4.1.2. **Aerodrome 'Sanitisation' for Test and Evaluation.** Some ops at BDN carry an increased risk of aircraft leaving rwys on take-off or landing and may require the aerodrome to be 'sanitised' (i.e. clear of other users) through the use of flying Embargoes and Ground Restrictions.

4.1.3. **Authority.** Flying requiring sanitisation may only be approved by the AO who will consult with the aircraft operator, trials manager and AHASP committee.

4.1.4. **Implementation.** SLOps is to oversee sanitisation planning, as directed by the AO.

4.1.5. **Restricted Access.** If required QAS is to establish roadblocks to maintain >150m safety perimeter between the Rwy edge and any person or vehicle and remain in situ and in continuous comms with ATC to control the safe zone.



Looking South-West

Looking North-East



4.1.6. **Comms Plan.** QAS will inform and warn aerodrome users through:

4.1.6.1. The Shortcast Meeting, Aerodrome Notices, briefings, QQ site portal and emails.

4.1.6.2. Information screens at the Main Gate on the morning of the activity.



4.1.6.3. Remaining on site to co-ordinate and communicate in real time.

4.1.7. **Explosive Storage Area.** A/c are to not to overfly the Explosive Storage Area below 500' QFE.



## Chapter 5: [Aerodrome Administration and Operating Procedures](#)

- 5.1. **Aerodrome Data Reporting.** The AO through the QinetiQ Airfield Mgr is responsible for the ownership of the Aerodrome data and is to ensure all data provided is always correct. Orders for the reporting procedures to advise the relevant agency of any permanent changes to Aerodrome information are to be contained at [Annex P](#).
- 5.2. **Aerodrome Serviceability Inspections.** See [Annex Q](#); inspections comply with [RA3264](#).
- 5.3. **Aerodrome Technical Inspections.** QQ Ground Radio Maintenance Section (GRMS) is an Air Traffic Management Equipment Approved Organisation Scheme (AAOS), granted by the MAA. Aerodrome technical inspections (including lighting) are to be conducted by an authorised QAS staff member iaw [Annex R](#). A more in-depth QAS 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.** Procedures for access to aerodrome radars and navigation aids or their immediate vicinity are at [Annex S](#).
- 5.5. **Aerodrome Works Safety.** Work in progress on the aerodrome is controlled and carried out iaw the [MMATM](#). Information on the control and supervision of work in progress on the aerodrome are contained at [Annex T](#).
- 5.6. **Aerodrome Users - Vehicle and Pedestrian Control.** Vehicular and pedestrian control measures for the aerodrome is iaw [RA3262](#) (Aerodrome Access) and described at [Annex U](#).
- 5.7. **Foreign Object Damage / Debris (FOD) Prevention – Training and Awareness.** Please refer to [Annex V](#).
- 5.8. **Aerodrome Wildlife Management.** Wildlife control measures are contained at [Annex W](#).
- 5.9. **Low Visibility Operations.** Operations in visibility of less than 1600m are subject to procedures at [Annex X](#) as per [RA3274](#).
- 5.10. **Snow and Ice Operations.** Snow and Ice Orders are contained at [Annex Y](#). This is reviewed iaw [RA3278](#) (Snow and Ice Operations) in March and again in October before the period commences for the following year.
- 5.11. **Thunderstorm and Strong Wind Procedures.** Information on working during periods of thunderstorm (lightning risk) warning and forecast strong winds are at [Annex Z](#).
- 5.12. **Civil Registered Aircraft Aerodrome Usage Terms and Conditions.** Contained within [Annex AA](#).
- 5.13. **Safeguarding Requirements – Waivers and Exemptions.** Safeguarding of the operational environment is carefully regulated and explained in the [RA3500](#) series; much

depends on whether a proposed obstacle is on or outside MoD property. Contact the AFM for advice. Waivers and exemptions are recorded at [Annex BB](#).

5.14. **Aerodrome Assurance Activity.** All relevant assurance reports, surveys and documentation regarding the airfield, airfield services or airfield support personnel will be recorded within the BDN [DAAF](#).

5.15. **Electrical Ground Power.** Orders are contained at [Annex CC](#) for electrical ground power facilities.

5.16. **Aviation Fuel Management Procedures.** QQ manage fuel services at BDN and the MoD is not party to any contracts. See [Annex DD](#).

5.17. **Handling of Hazardous Materials Plan.** Orders for handling of hazardous materials and spillage are at [Annex EE](#).

5.18. **Jettison and Fuel Dumping Area.** BDN has no dedicated jettison areas.

5.19. **Compass Calibration Base.** See [Annex GG](#).

5.20. **Explosive Ordnance Disposal Area.** BDN has no Explosive Ordnance Disposal Areas.

5.21. **Dangerous Goods (DG) Procedure.** Dangerous goods procedures are at [Annex II](#).

5.22. **Hydrazine (H70) Leak.** See [Annex JJ](#).

5.23. **Drones: Unmanned Air System (UAS) / Remotely Piloted Air System (RPAS) Orders.**

- a. **Notification of UAS / RPAS use within the Flight Restriction Zones.** Drones and model aircraft are to be flown iaw [the law](#). Permission to fly drones within the 'Flight Restriction Zone' are to be sought from Main Ops, providing on request:

Location (Lat / Long or <a href="#">what3words</a> ).
Planned operating heights in AGL & AMSL.
Date & Time of proposed flight.
Name and POC of operator
Make and model of drone or Type / Size of Model.
Reason for using the Drone.
Copy of the operator's CAA Drone licence.
Liability insurance documents.

- b. If permission is granted, operators are to contact the ATC supervisor 30 mins before the drone's first flight, provide a direct-contact phone number and remain

contactable throughout. Flying is to be iaw any conditions given. Operators are to call ATC when finished.

c. **Notification of UAS / RPAS use outside Flight Restriction Zones.** Planned drone flying above 400ft AGL is to be notified to the Airspace Regulator (0207 453 6599) for NOTAM action; and below 400ft AGL to the Low Flying Operations Flight (email [SWK-LowFlying@mod.gov.uk](mailto:SWK-LowFlying@mod.gov.uk)). Using details as at para 5.23.a should be used to warn aircraft flying in the Low Flying System or by NOTAM or BDN-based operators only by Air Notice.

## Annex A. AO Letter of Delegation

1. The Letter of Authority between the HoE and AO has been approved and the AO responsibility accepted. A copy of the letter is included below.



Ministry  
of Defence



Dave Mealing  
TEST PT Chief Engineer & TAA  
LTPA Head of Establishment  
Defence Equipment and Support  
MoD Boscombe Down  
Amesbury  
SP4 0JF

Tel: 01980 662718  
Mil: 9214 807 2718  
Email: David.Mealing590@mod.gov.uk

Mark Walker  
Aerodrome Operator  
MoD Boscombe Down

31 May 23

### LETTER OF AUTHORITY – AERODROME OPERATOR

1. As the TEST TL<sup>1</sup> and in accordance with Military Aviation Authority (MAA) regulation<sup>2</sup>, I hereby authorise you to be the Aerodrome Operator for MoD Boscombe Down and the LTPA Aerodromes<sup>3</sup>. You are to report directly to me on all matters concerning the aerodrome environment for MoD Boscombe Down (BDN) and LTPA Aerodromes.
2. In appointing you to this role, your skills, experience and competences have been examined and have been deemed appropriate to make you suitably qualified, trained and experienced to discharge your duties. If you perceive any requirement for training, support or guidance to fulfil your position as my Aerodrome Operator, you should inform me. You should also note that you are subject to assurance by the MAA.
3. You are to carry out your roles and responsibilities in accordance with RA 1026 and all other publications and regulations mentioned therein. You may appoint Subject Matter Experts to advise you in the conduct of your role and responsibilities.
4. You will be primarily responsible for actively managing the BDN and LTPA aerodrome environments such that it accommodates the safe operation of Aircraft. You are specifically responsible for maintaining the mechanisms and procedures that provide me with the necessary assurance that BDN and LTPA Aerodromes remain a Safe Operating Environment. This includes

<sup>1</sup> The TEST TL retains the Crown Servant HoE responsibility for the delivery of Duty of Care where aviation activities are conducted within LTPA establishments, iaw RA 1010

<sup>2</sup> MRP RA 1026.

<sup>3</sup> In the context of this LoA, LTPA Aerodromes includes Heliports and Helicopter Landing Sites, including where operations involve only civil registered Aircraft that are being used for MOD activity; and TEST establishment at which aviation activity takes place, but where the purpose of the activity or receipt of aviation service is not directly related to landing or take-off, e.g., Air / Sea / Land Weapon Ranges and Electronic Warfare Ranges..

the management of a Defence Aerodrome Manual (DAM) and Defence Aerodrome Assurance Framework (DAAF) and the assurance activities.

5. As my AO, you are to manage the TEST Air Safety Management System and associated Air Safety Management Plan. You are empowered to liaise with MAA, CAA, DE&S, QinetiQ, DFR, the UK AIRPROX Board, and other Services' staffs as appropriate in the execution of your duties as AO.

6. You are empowered to close LTPA Aerodromes immediately should you judge they cannot be operated safely.

7. In addition to the responsibilities at RA 1026, you are authorised to raise, sentence and close DASORs as relating to aerodrome issues on my behalf, escalating to me as required.

8. This LoA is to be reviewed by 31 May 24.

Signed on MODNet

D W Mealing  
TEST TL  
HoE



## Annex B: Air Safety and Aerodrome Management

1. **Air Safety Governance Meetings.** A hierarchical structure of meetings forms the leadership framework through which Air Safety matters will be discussed and managed. At the head, the Air Safety Steering Group supports the HoE through the development of the ASMS and ASMP, managing the ASMS framework and thus providing AS assurance. Further detail will be contained within the extant [LTPA ASMP](#).

### 2. **Air Safety Meetings.**

a. **Air Safety Steering Group (ASSG).** The purpose of the ASSG is to provide leadership for the management of the LTPA ASMS. The ASSG is to be held 12 monthly, chaired by the LTPA HoE, attended by HoE-Facing, empowered and SQEP representatives as required. The ASSG will review and resolve any escalated issues associated with regulatory compliance and direct the appropriate management of Air Safety and Aerodrome Hazard Management. Overall output should be a statement of demonstrable assurance of a Safe Operating Environment prior to setting ASMS Air Safety objectives and priorities for the next 12 months.

b. **Air Safety Working Group (ASWG).** The purpose of ASWG is to support the TEST PT AO in discharging their responsibilities regarding the management of the BDN Aerodrome environment to support the safe operation of aircraft. The ASWG is to be held quarterly, chaired by the TEST PT AO. ASWG is attended by empowered and SQEP representatives of organisations delivering the management of all BDN Aerodrome and Site activities, operating procedures, standards, flight safety and regulatory compliance, and other HoE Facing representatives as required. The ASWG will inform the ASSG through escalation, and through provision of assurance of a SOE.

c. **BDN Flight Safety Meeting (BFSM).** Chaired by the TEST PT AO, the purpose of the BFSM is to provide an all-informed forum to raise the profile of flight safety issues, address trends and to enhance the working relationship between stakeholders. The meeting is informed by the Flight Safety Team's (FST) frequent interactions with Unit AS Reps. Everybody has a part to play in flight safety.

d. **DASOR Review Meeting.** Following investigation, identification of lessons learned and assignment of any required further action(s), Aerodrome-specific aviation safety reports and hazard observations are reviewed fortnightly by the TEST PT AO. The TEST PT AO has delegated authority to close aerodrome DASORs on behalf of the LTPA HoE.

e. **DAAF Review Group (DRG).** The purpose of the DRG is to ensure that the minimum DAAF review requirements are met and to conduct a full review of the DAAF every 6-months.

f. **AOHL Review Group (AOHL RG).** The purpose of the AOHL RG is to support the TEST PT AO to ensure that each hazard on the AOHL has been appropriately assessed and all mitigation for recorded hazards is appropriate. The AOHL RG will conduct a full review of the document, reporting by exception to the ASWG. Hazards

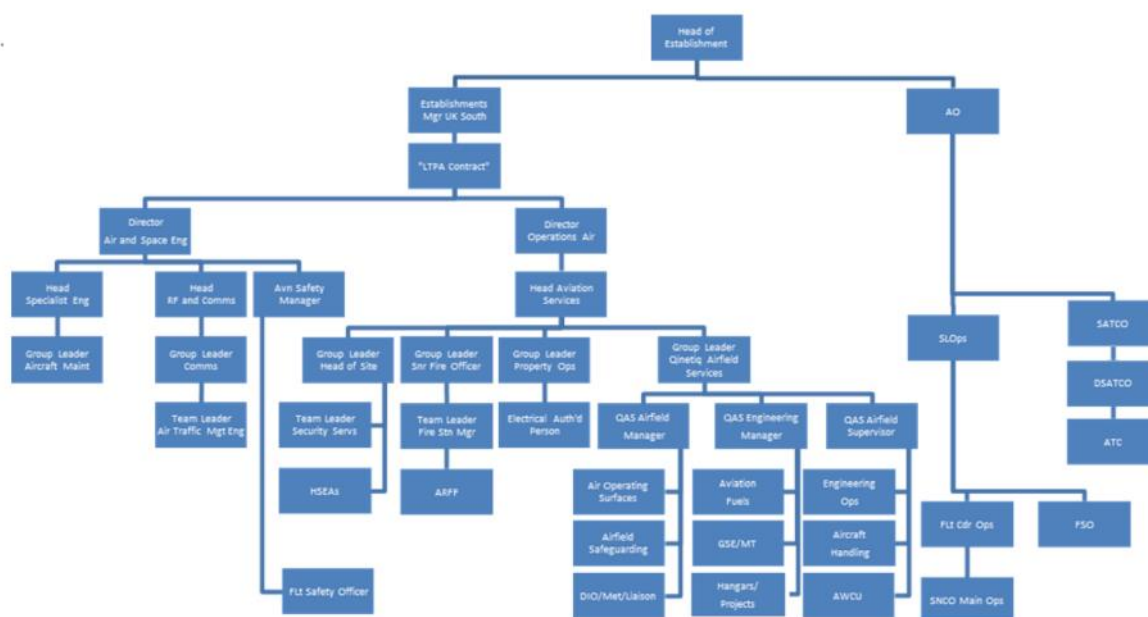
or changes will be communicated with ADH/AM(MF)/AM to allow operator review iaw RA 1210.

g. **Suitably Qualified and Experienced Person (SQEP) Panel.** A SQEP panel may be required for one off assessments of hazards and/or a significant issue and provide evidence for the AOHL. Membership will be determined by the TEST PT AO dependant on the subject.

h. **Other Safety Meetings.** The TEST PT AO is party to DE&S TEST strategic management and assurance meetings as appropriate and has a standing invitation to attend QQ Siting Boards and AHASP and Trial project meetings, as well as QQ Civilian Flying Organisation (QCFO) and QQ Flight Test Organisation (QFTO) AS meetings. He may also attend any unit FS or DASOR / OCR review meetings if requested or where Aerodrome safety issues are being discussed and require his input. In their DH-F role, the AO may also attend other FLC/ADHs ASSWG, ASB or other AS assurance meetings when required or requested.

## Annex C: Aerodrome Key Stakeholders

1. As stated in Chapter 1, BDN is managed under the LTPA between QQ and the UK Ministry of Defence. Under the Agreement, QQ is responsible for the operation of BDN, and the provision of specialist technical expertise through QinetiQ Airfield Services. An integral part of the success of the Aerodrome is the day-to-day working relationships between the TEST PT team, including the HoE, AO and Estate Manager, and the QQ Head of Site and aviation personnel, where appropriate. Managerial oversight is as follows:



2. The nature of the BDN and the level of contractualisation and sub-contractualisation create a complex series of relationships and interfaces. The best method of depicting these relationships is to visualise the SOE as the BDN centre of gravity. Orbiting the SOE are the main partner organisations (planets) who, in turn, have their own orbiting organisations (satellites). As airfield activity changes or hazards emerge the orbits of the main organisations and their satellites change to become closer or further from maintaining the SOE.



What	Representation at regular meetings including Shortcast. Exec meetings, ASIMS and routinely in person, via phone or email.
When	Daily
Who	<b>Bustard Flying Club</b> - AM: Mr Steve Daniels
Why	Recreational flying club based at BDN.
What	Representation at regular meetings including Shortcast. ASIMS and routinely in person, via phone or email.
When	Daily
	Resident non-flying organisations.
Who	<b>QinetiQ Head of Aviation Facilities</b> – Mr Mike Taylor
Why	<b>Site and Aerodrome management based at BDN.</b>
What	Representation at regular meetings including Shortcast, Longcast and AMAR. ASIMS and routinely in person, via phone or email.
When	Weekly

## Annex D: Aerodrome Operator's Hazard Log

1. The AOHL is a key part of the DAM but maintained as a [live document](#) under constant review (and formally so, quarterly) and is managed as a stand-alone doc by Flt Cdr Ops. Copies can be obtained through Main Ops.
2. Noting that the AOHL is hosted on a MoD Teams [SharePoint](#) site that is not open to all users, the following is an **UNCONTROLLED SNAPSHOT** of the AOHL, **correct as at publication**. This snapshot is provided to indicate the hazards contained within the AOHL for information but **it should not** be used for aviation planning purposes. Main Ops can provide a soft copy of the extant AOHL on request.

Nature of Hazard	Location of Hazard	Permanence of Hazard.	How is the hazard affected by season / light or time?	Mitigation Activity
Congested Airspace.	<p>a. The airspace between Southampton Controlled Airspace and BDN/Middle Wallop CMATZ is Class G within TRA002.</p> <p>b. The airspace to the west of BDN up to RNAS Yeovilton MATZ is an area of intense aerial activity for general handling.</p> <p>c. UAS activity in local area, especially at Chilmark and Burcombe.</p>	Permanent	<p>a. During periods of favourable weather there will be increased funnelling of General Aviation and Gliding traffic through the airspace between the Southampton Controlled Airspace and BDN/Middle Wallop CMATZ.</p> <p>b. The area to the west of the BDN MATZ is heavily utilised at all times of the year.</p>	<p>a. ATC services. BDN ATC provides a radar ATS to Stn-based ac and other military / civil air users. A LARS is provided as per UK Civ AIP timings, subject to unit capacity. This includes provision of a Danger Areas Crossing Service for SPTA and EGD148 Keevil.</p> <p>b. A Regional Airspace Users Working Group is hosted by BDN every year to encourage co-ordination and continuous improvement between ATC and air users.</p> <p>c. Stn-based and visiting ac using BDN use STARS to provide situational awareness of fg activity. Stn-based users attend a weekly SHORTCAST.</p> <p>d. FLARM beacon hosted at BDN improving local area coverage.</p> <p>e. Requests for UAS activity within</p>



Nature of Hazard	Location of Hazard	Permanence of Hazard.	How is the hazard affected by season / light or time?	Mitigation Activity
				BDN MATZ are processed by Main Ops and approved by SLOps, and notified to Low Flying Ops.
Access to the aircraft manoeuvring area.	Approved control of entry to the airfield.	Permanent	N/A	<p>a. QQ manage a QQ Contractor Control Process. Airfield WIP is briefed to the ATC Supervisor daily, or as required by the ATC Sup. ATC conduct Airfield Driving Briefs, and all drivers with a reqt to drive on the airfield receive an Airfield Driving Permit (ADP).</p> <p>b. Signs, barriers and notices.</p> <p>c. All vehicles entering the manoeuvring area (except the Main ASP) are in 2-way radio comms with ATC.</p> <p>d. Vehicle access into Main ASP is managed by Eng Ops using radio comms.</p> <p>e. Personnel without an ADP are escorted at all times.</p>
Birds and wildlife.	<p>a. On the farmland surrounding the airfield and on the grassy areas on the airfield.</p> <p>b. Water tanks on airfield.</p> <p>c. Surrounding large buildings and high trees eg. Solstice Business Park.</p>	Permanent	The hazard remains extant at all times of the year, with seasonal peaks.	<p>a. Permanent Airfield Wildlife Control Unit, during notified operating hrs. There is an active Airfield Wildlife Management Plan and ATC has 2-way comms with the mobile AWCU.</p> <p>b. Bird intensity levels promulgated in the Stn Ops morning brief and on the ATIS.</p> <p>c. The AOB details further</p>

Nature of Hazard	Location of Hazard	Permanence of Hazard.	How is the hazard affected by season / light or time?	Mitigation Activity
	d. Beacon Hill shoot is causing increased bird activity. and altering wildlife norms.			mitigations in place for increased bird activity on the airfield.  d. Water tanks on airfield are covered to prevent bird activity.
Solar Panel Farm.  a. High electrical flow and metal structures could injure, and obstruct recovery of personnel.  b. Increased risk of dazzle through reflections.	Off-site Solar Panel Farm adjacent to the airfield, adjacent to Cx Gate 5. West of the HTA and SSE of RWY23/05, immediately adjacent to Cx Gate 5.	Permanent	Yes. Electricity flow increases with ambient light.	a. Aircrew to minimise overflight of solar farm, particularly during trials and when flying single engine helicopters.  b. Fire crews have procured a plastic hook in order to move personnel from the electrical hazard area if the panels are damaged during an incident.  c. Circuit pattern for single engine helicopter operations altered to minimise overflight of solar farm by night.
Cloud Base Recording (CBR) Laser. A laser beam is projected vertically from the ground and fires approximately once every 5 secs.	Met Office Instrument Compound. Cx Map E8.	Permanent	No.	a. The laser is safe at any distance for viewing by the unaided eye; a hazard exists if it is viewed through magnifying optics from less than 4000ft directly overhead the device.  b. Avoid if using magnifying optics.  By AO, 28/11/23 - Included in DAM 9.2. Ch 2
Unserviceable airfield lighting.	a. Elements of AMA and ASP.	Permanent	Yes, hazard greater during poor visibility and night operations.  Continued gradual degradation of airfield electrical infrastructure may	a. Night operations on ALPHA Taxiway prohibited for unfamiliar crews.  b. RW23/05 electrical infrastructure inspection requested.

Nature of Hazard	Location of Hazard	Permanence of Hazard.	How is the hazard affected by season / light or time?	Mitigation Activity
			exacerbate this hazard at short notice.	c. AMAR is monitoring the ongoing AGL serviceability issues.
ATC Standby Equipment.  Emergency Voice Communications System (EVCS) are transceivers, so there is greater potential for frequency blocking.	N/A	Permanent	No	a. ATC safety assessment conducted and mitigations identified.  e. ATC actions on R/T fail published in ATC Order Book and ATC Sup manages provision of ATS dependent on situation.  f. R/T fail procedures published in AOB Order 7.  g. Use of EVCS covered in MARSHALL Orders - ATS provision limited.
Degraded Air Traffic Control Communications/ Infra.  Copper cables (RT) / legacy fibre (IT) have failed or at risk of failure due to underground ducts collapsing. Lack of industry spt of older systems puts comms at long term risk  Possible impact: Possible airfield only able to operate VFR. Crash phone outage means sections must to monitor SMRE for initial Crash message. Inability to provide Radar services as mains and backup communications	IVO BDN Airfield.	Est. 12 months, subject to on-going review.	Degradation increases in wet weather.	a. Wiring reallocated to optimise and protect key frequencies.  b. EVCS unaffected.  c. QinetiQ working to establish reqt, funding and plan to replace copper with fibre to updated monthly at Airfield Management Board.  d. Published R/T fail procedures in AOB.

Nature of Hazard	Location of Hazard	Permanence of Hazard.	How is the hazard affected by season / light or time?	Mitigation Activity
required for all UK FIS, iaw Def-Stan 00-972.				
Clay shooting school within Airfield Approach.	Shoot is 1km NE of the RWY 23 threshold. This will affect circuit traffic using RW23 RH circuit or RW17RH circuit.	Temporary	No	Actions iaw AN 101 (AL25). NOTAM U6567/23 submitted 11 Oct 23.
Employment of bird scaring laser at BDN which may affect aircraft ops if used incorrectly.	Across the airfield .	Permanent	No, although increases	<p>AWCU are fully trained on the equipment and mitigations are in place.</p> <p>a. The laser will always have a ground based backdrop or above the horizon.</p> <p>b. The laser will not be fired at any personnel or areas where personnel may be present.</p> <p>c. Laser will not be used in vicinity of ongoing airfield operations where risks exists of an aircraft being affected.</p> <p>d. The laser will not be used on reflective surfaces, including wet ground.</p>
Low Level VFR Lanes in/out of the Visual Circuit. As AS join the lanes. Potential for Multiple AS in close proximity.	Either end of the lanes.	Permanent	VFR Only	<p>a. Details of the lane parameters in the AOB. Ac are in known locations</p> <p>b. ATS provision.</p> <p>c. Lateral and Vertical separation.</p> <p>d. Only used in VMC.</p> <p>e. Additional situational awareness through use of Station Flypro on STARS.</p>

Nature of Hazard	Location of Hazard	Permanence of Hazard.	How is the hazard affected by season / light or time?	Mitigation Activity
Limited VHF frequencies for use by ATC. Certain QinetiQ fleet aircraft only operate on VHF (A109, A139 and DA42).		Permanent	No	<p>a. ATC can cross-couple frequencies to increase SA amongst all ac iaw ATC Order Book.</p> <p>b. If freq cross-couple not possible due to workload or fragility of system, ATC will provide additional SA on other ac to enhance SA.</p> <p>d. NATO Common VHF frequencies to be added as Studs for ATC and Station ac (in progress with Aquila).</p>
RWY 23 Approach Light AGL at 50% failure.	a. RWY 23 Approach.	Temporary	Yes, hazard greater during poor visibility and night operations.	<p>a. DHAN (04/23) sent to airfield ADH/AM stakeholders prior to remedial works.</p> <p>b. NOTAM.</p> <p>c. Caution highlighted in the DAM.</p>
Known Private Helicopter site inside the ATZ.	Solstice Park inside BDN ATZ.	Permanent	No.	<p>a. Rules of the air and ATZ.</p> <p>b. ATC services.</p> <p>c. Excellent communication and working relationship with the user of the RW Pad.</p>
<p>Weekend Met Services for 6 FTS flying is non-compliant with RA3301(2).</p> <p>Pack-up issued to Ops by 0900 and Met consultancy available 0800-0930. From 0930, all manual services</p>	Airfield	Permanent	Yes.	<p>a. ATC have Access to Momids, Open Runway and MORTy.</p> <p>b. SUAS Ops - Met Office are in prior to them flying and present a Wx pack-up for the day.</p> <p>c. DHAN issued and ADH/AM</p>

Nature of Hazard	Location of Hazard	Permanence of Hazard.	How is the hazard affected by season / light or time?	Mitigation Activity
cease and only automated products are available.				responses received.  d. MAA Waiver issued to enable rectification, to 14 Dec 24.
Vehicle management on Apron is by Eng Ops, on a separate frequency and location from ATC.	Apron	Permanent	No.	a. All users hold an Airfield Driving Permit.  b. Eng Ops has a good view of the Apron from where it manages it.
05/23 RHAG Removal. All lethal infrastructure within the rwy safeguarded area has been removed and backfilled. The only remaining infrastructure are electrical boxes.	Runway 05/23	Permanent	No	a. Property Ops is conducting a survey of remaining electrical boxes to determine what can be isolated and/or removed to reduce the hazard to ALARP.  b. MAA Waiver 2023_039 for previous RHAG installations (including electrical boxes) is still in place until 31 Dec 23.
Mains Standby Generator.  a. In the event of total loss of electrical power and a failure of the mains standby generator, the following would fail: SSR, HRDF, and Airfield Lighting.	Boscombe Site	Temporary	N/A	a. ATC has its own back-up generator which would enable EVCS, Watchman and PAR. The ILS and TACAN would run on internal battery for 2-3 hrs.
Reduced AvMed resiliency for urgent clinical and emergency MAME cover during wknd and OOH movements.	Military Aviation Medical Examiner (MAME) responsibilities under RA 2135 [2] and [4] and RA 3263 [1].	Temporary	N/A	Engagement with key POCs (Defence Primary Health Care, AIR Command Flight Medical Officer (CFMO) and RAF Brize Norton SMO - previous cover) to establish contractual, LOA/MOU .
Signage installed on south-side, particularly around 17/35	South-side, around 17/35 thresholds.	Permanent	N/A	a. All agreed under Pj 6080.

Nature of Hazard	Location of Hazard	Permanence of Hazard.	How is the hazard affected by season / light or time?	Mitigation Activity
thresholds is presented in a blind-spot to LFW and RW using the 17/35 Grass.				b. Air Notice for use of Grass details signage so airfield users aware. c. Signage is reflective. d. ATM Eqpt safeguarding concession safety panel held 28 Nov 23.
Non-standard Hold point lines and Taxiway Transition Lines.	HTA onto 23/05.	Temporary	N/A	NOTAM'd till 10/02/24 (3mths max) U7268/23. AM to put into AIP



## Annex E: Formal Aerodrome Related Agreements

1. Extant LOAs and MOUs are recorded below; to considerably reduce this document size, scanned copies are no longer reproduced in the DAM but are [available on MoD internal computers](#) or through Main Ops. Expiry dates are captured and tracked in the [DAAF](#).

No	LoA Title	Effective date
1	LoA between MOD Boscombe Down, AACen Middle Wallop concerning procedures for helicopters operated by AACen Middle Wallop undertaking instrument approaches to MOD Boscombe Down.	Aug 19 (Expiry Oct 28)
2	LoA between MOD Boscombe Down and Middle Wallop concerning the operation of MOD Boscombe Down and AACen Middle Wallop aircraft within the CMATZ.	May 21 (Expiry Oct 28)
3	LoA between MOD Boscombe Down and Old Sarum Aerodrome (Old Sarum Airfield Ltd).	Apr 22 (Expiry Apr 27)
4	LoA between DSTL Porton Down, MOD Boscombe Down (AACen) Middle Wallop. Terms and conditions applying to aircraft under the control of MOD Boscombe Down ATC or Middle Wallop ATC overflying Porton Down range D127.	Sep 19 (Expiry Sep 24)
5	LoA between MOD Boscombe Down, Western Air (THRUXTON) Ltd	Jul 22 (Expiry Jul 27)
6	LoA between MOD Boscombe Down and Shalbourne Soaring Society (Rivar Hill).	Feb 20 (Expiry Feb 25)
7	LoA between MOD Boscombe Down, AACen Middle Wallop and Old Sarum concerning the operation of helicopters on the low level routes between Shipton Bellinger and Grateley, Wilton and Airman's Cross, and Wilton and Grateley.	Sep 22 (Expiry Oct 28)
8	LoA between MOD Boscombe Down, HQ DIO SDT SP and 7 Reg AAC concerning the operation of aircraft in EGD126 and EGD128 when MOD Boscombe Down MATZ is active.	Oct 22 (Expiry Oct 27)
9	LoA between London Area Control Centre Swanwick, MOD Boscombe Down and HQ DTE SP concerning the penetration of the Salisbury Plain Danger Areas.	Nov 22 (Expiry Nov 24)
10	LoA between MoD Boscombe Down and DT SPTA allowing Fast Jets conducting live firing practices on SPTA to enter Boscombe Down Controlled Airspace	Oct 22 (Expiry Oct 27)

11	LoA between MoD Boscombe Down and Go Skydive for parachuting operations at Old Sarum.	Apr 22 (Expiry Apr 27)
12	LoA between MoD Boscombe Down and Wiltshire Air Ambulance regarding Helimed aircraft transiting the Boscombe Down ATZ when ATC is unavailable.	Feb 23 (Expiry Feb 28)
13	LoA between MOD Boscombe Down and NATS regarding Q41 airspace.	Jun 23 (Expiry 25)
14	LoA between MOD Boscombe Down and AACen Middle Wallop concerning procedures for 7 Reg ACC Apache Helicopters to undertake training out of hours at MOD Boscombe Down airfield.	Sep 22 (Expiry Sep 27)
15	LoA between MOD Boscombe Down ATC, DIO SPTA and WKF – EGD148 Keevil	May 23

## Annex F: Aerodrome Alternative Acceptable means of Compliance, Waivers and Exemptions

1. Waivers and Alternative Acceptable Means of Compliance are detailed below; to considerably reduce this document size, scanned copies are no longer reproduced in the DAM but are [available on MoD internal computers](#) or through Main Ops. Expiry dates are captured and tracked in the [DAAF](#).

	Waivers, Exemptions and AAMC Description	Detail
1	Watchman MTI Marker Position	Waiver
2	MAA Authorisation of Exemption Application – Simultaneous Parallel Rwy Ops (MAA/Exemption/2020/1215 and MAA/Exemption/2015/08)	Exemption
3	OLS Infringement (WAM)	Waiver
4	RJ100 RFFS Category	FCN
5	MAA_AWE_2022_158: <b>Extension</b> MOD Boscombe Down waiver request for non-compliance with RA 3301(2) – Meteorological Information Requirements	Waiver
6	MAA Authorization of <b>Waiver Extension</b> Application MAA_2023_039 – MOD Boscombe Down Rotary Hydraulic Arrestor Gear (RHAG) Non-Compliance with RA 3511	Waiver

2. **Master Infringement Register.** BDN maintains a master infringement register which is managed and maintained by the QQ AAOS and 1PA assured by QQ Aviation Safety Manager and AFM. This document can be accessed on the QQ IT REST system using the following link ([Master Infringement Register](#)) or, for those personnel not on QQ REST, a copy can be requested by contacting Main Ops (FLOps).

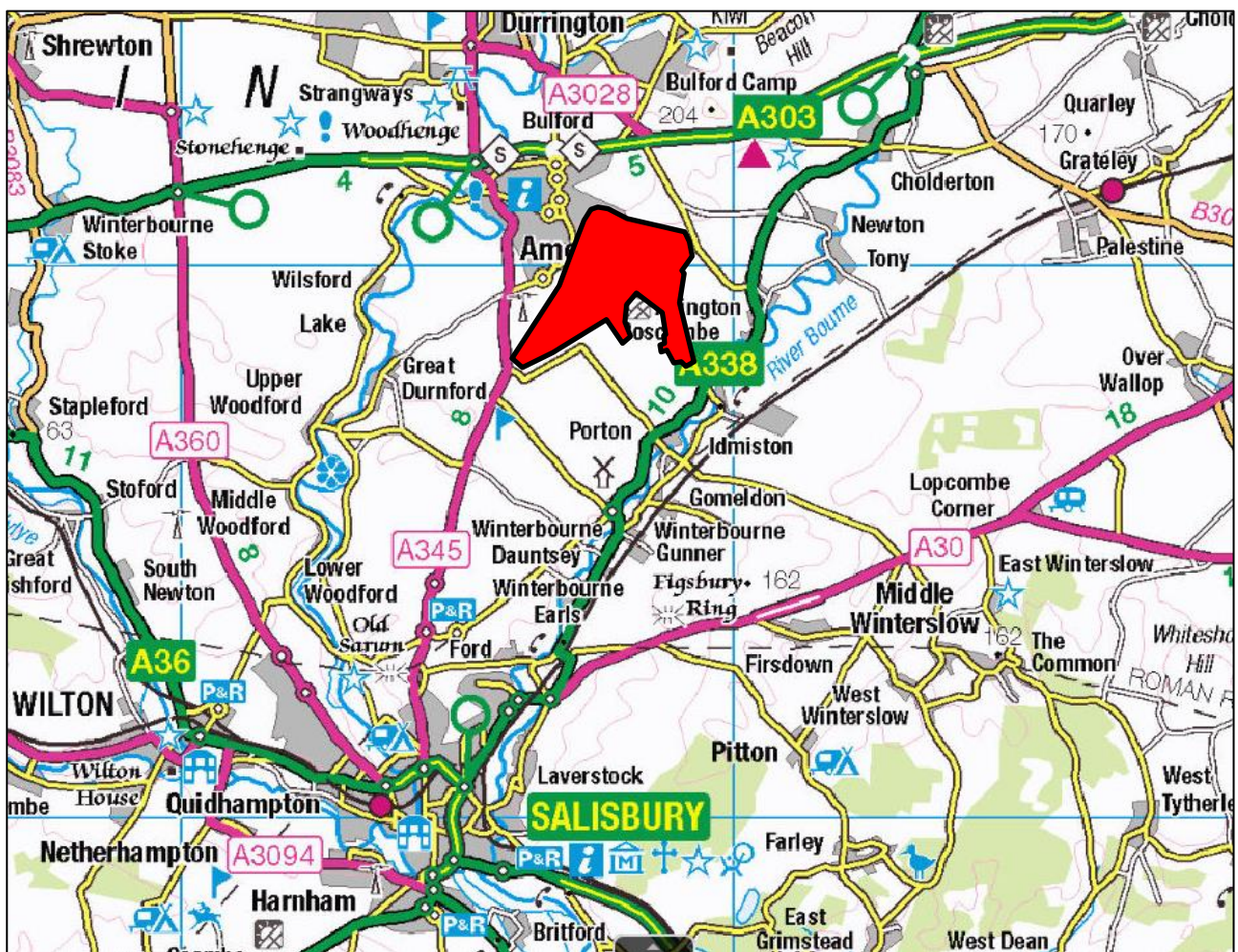
## Annex G: Aerodrome locations & Control of Entry and Access

1. **Aerodrome Location.** BDN is 6 miles NNE of Salisbury, just SE of Amesbury and 1 hour 40mins from central London, if travelling by road. The main gate is to the NW of the aerodrome.

a. **Access by Road.** From A303, take Porton Rd southbound and Main Rd.

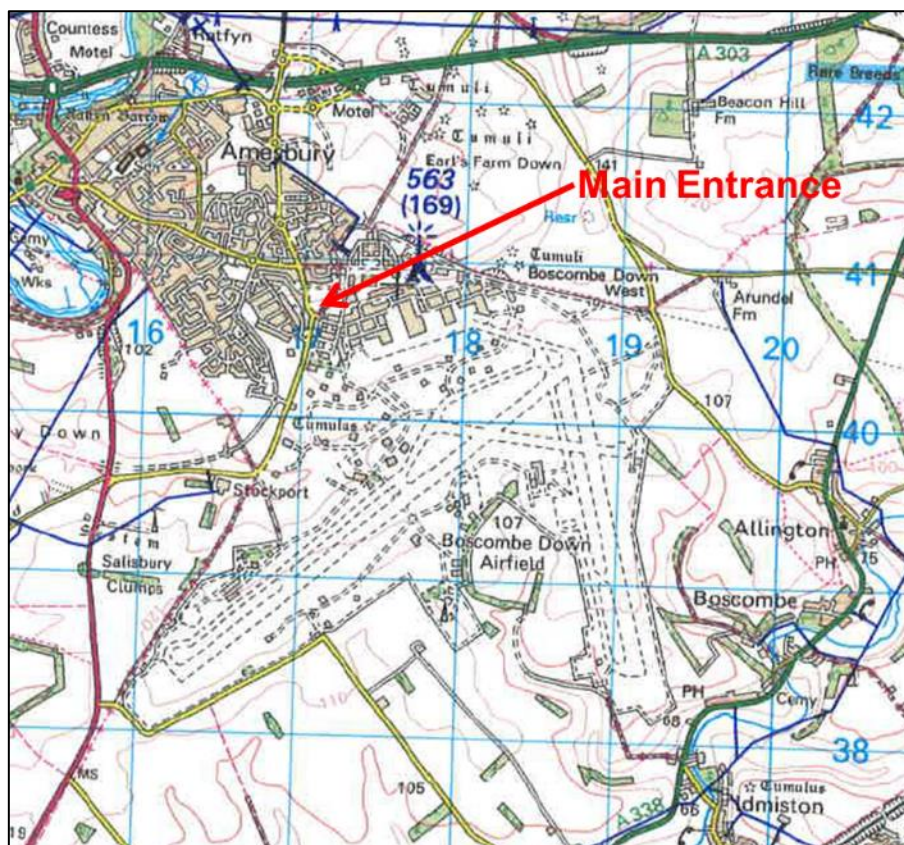
b. **Access by Rail.** Nearest train station is Grateley (no public transport to Amesbury, onward journey by taxi / car). Salisbury station has better public transport links.

### 2. Local Area Map.



General Location relative to Salisbury





**Local Area Map showing Main Entrance**



**Aerial Photograph showing Aerodrome Layout**





immediately and fully with all instructions given by members of the guard force and BDN permanent pass holder personnel.

b. **Non-permanent Staff Access.** Visitors must be over 18 unless holding a military dependant's pass or with prior permission from Head of Site. Access is restricted to persons:

(1) On official business (as defined by HOE, AO, CO BDN or QQ Head of Site).

(2) Notified as pre-planned visitors by Main Ops to the Site office as transiting through Site as a boarding / disembarking aircraft passenger, in which case, vehicle or escorts will be provided.

(3) Who are guests of a service person, civilian permanent member of staff or one of the Messes with Site Office permission.

c. **Notification, Passes and Permits.** BDN is a secure MoD Site managed by QQ on behalf of MoD and identity and vehicle checks may be conducted before entry. Non-permanent pass holders must be pre-booked by a permanent staff sponsor and present valid photo ID on arrival. "Unescorted pass" holders are to be escorted by their host. Passes are to be surrendered on exit or date of expiry.

d. **Limit of access.** The aerodrome is off-limits to all without a valid aerodrome permit or specific clearance by ATC if accessing the AMA. Access to the main apron is coordinated through Eng Ops (Ext 3388), **not ATC**. See also [Annex U](#).

e. **Orders.** Site Security instructions are managed by QQ Head of Site, a copy can be requested through the QQ Site team [BCESITE@qinetiq.com](mailto:BCESITE@qinetiq.com).

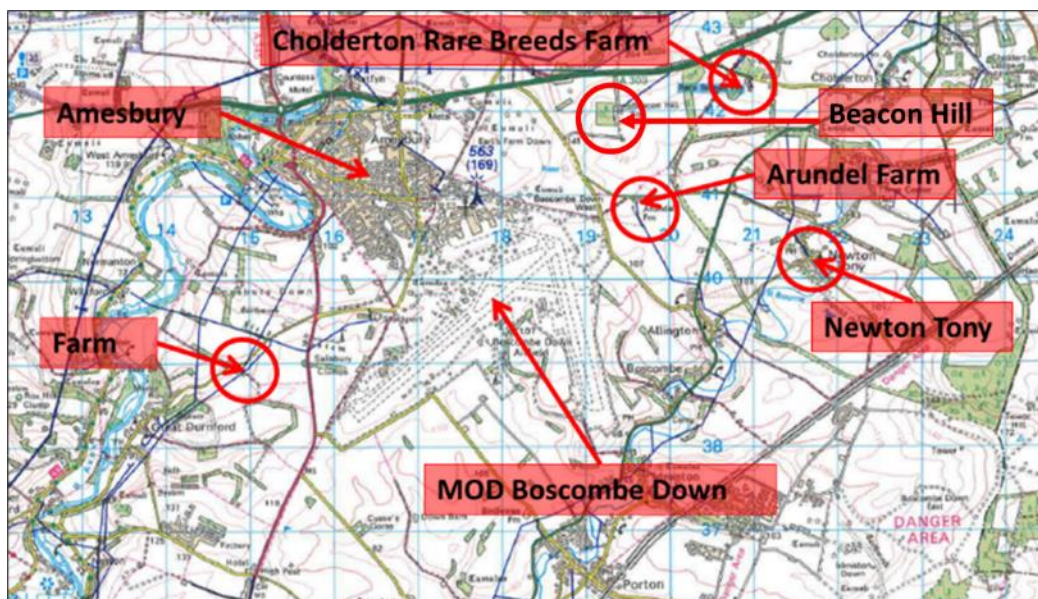


## Annex H: Noise Abatement Procedure Orders and Local Avoids

1. Areas to be avoided where possible are detailed on the BDN area of MAP application under the section relating to local avoids. Using this system will provide a user friendly visual overlay.

- a. [Arundel Farm](#)
- b. [Amesbury](#). No overflight below 1000ft QFE.
- c. [Great Durnford Estate](#). Marked as 'Farm' below.
- d. [Newton Tony](#).
- e. [Cholderton Rare Breeds Farm](#); over-flight inevitable on most approaches / departures from main Rwy but crews are asked to minimise noise.
- f. [Beacon Hill - Clay Shooting Range](#). Aircrew are to take their own responsibility for avoidance of the site and be advised that Tutor ac may continue to land long (abeam ECHO) and therefore fly a shorter downwind leg when operating to the Main.

(1) SUAS/BUAS/2AEF will continue to avoid overflight during visual ccts: 300m from the centre of the shooting range below 1100ft QFE (Allington road indicates western edge of restriction).



2. **Engine Ground Running.** Requests for engine ground runs are to be made through Main Ops and conducted iaw [QQ ENG/INS/1521/2.0](#).

## Annex I: Temporary Obstruction Orders

1. Temporary obstructions on the aerodrome are published by NOTAM or Air Notices (AN) by Main Ops. Limits of obstructions are marked and lit iaw the [MMATM](#). Visiting aircrew planning to operate at BDN for more than a simple arrival / departure – or staying over several days – are to receive aerodrome briefs and Main Ops will, on request, add visiting aircraft operating from BDN to the AN distribution.
2. **NOTAM Action.** Main Ops will issue a NOTAM if the aerodrome or any substantial part of it becomes unserviceable, or if any temporary obstruction, not clearly discernible from the air cannot be effectively indicated by the standard methods. The NOTAM will include:
  - a. Nature and position of unserviceable area or obstruction.
  - b. Nature of markings (day and night).
  - c. Approximate period for which the area will remain unserviceable.
3. **Taxi Patterns.** ATC will inform pilots of obstructions that affect taxi patterns. For outbound aircraft, pilots will be informed on start; for inbound aircraft, after landing but prior to taxi. When necessary, ATC will advise alternate taxi patterns and provide request wing walkers and / or follow-me vehicles on request.

## Annex J: Aerodrome Arresting Systems

1. These orders are not required for this document as BDN does not have any arresting systems.

## Annex K: Manoeuvring area Safety and Control Orders

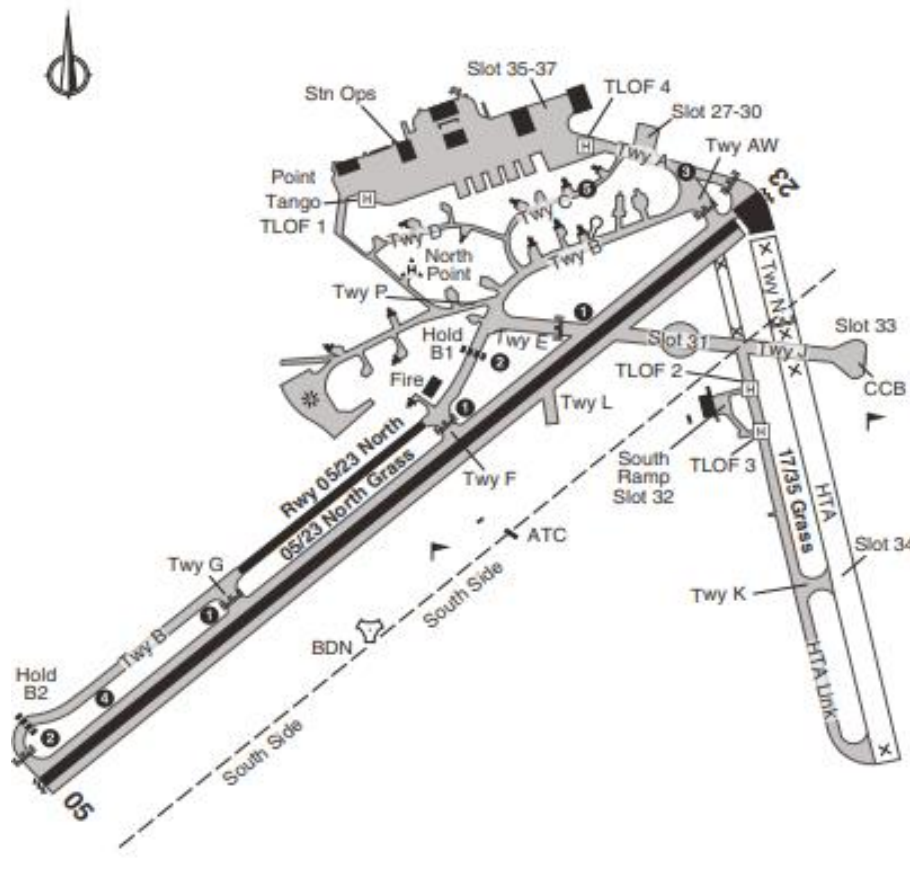
1. **Aircraft Movement Area (AMA).** The AMA is part of the aerodrome, excluding aprons (parking is detailed in Para 5 onwards of this Annex), used for take-off, landing and the movement of aircraft associated with take-off and landing. Movement on the AMA is controlled by ATC and in some cases restricted, notably:

a. **Runways:**

- (1) **Rwy 23/05.** BDN Main Rwys, for use by all aircraft types.
- (2) **Rwy 23/05 North.** BDN-based light aircraft movements only (not visitors).
- (3) **23/05 and 17/35 Grass Strips.** Light FW and RW only.
- (4) **The 'ATC Strip'.** For RW only.

b. **Helicopter-specific Areas:**

- (1) **Helicopter Trg Area (HTA).** Used for helicopter training and not suitable for use by FW for take-off and landing.
- (2) **Helicopter Landing Pads.** TLOF 2 and TLOF 3.
- (3) **North Point.** Entry and exit to slots A-N through point TANGO and North Point is reserved for BDN based and specially briefed crews only (not visitors).
- (4) **RW Test Areas.** "Tethered Hovering", "Sloping Ground Pads" and other test-specific areas are for BDN-based RW only.
- (5) **Main Dispersal TLOF 1.** Used for the purposes of aircraft departures and arrivals during OOHs use only or at DSO's (Main Ops) discretion.



c. **Other Areas.** With Main Ops' permission, other parts of the aerodrome may be used for trials or other purposes.

## 2. Aircraft Taxiing.

### a. Radio Procedures.

#### (1) Engine / APU Start.

(a) Unless by prior arrangement with Main Ops, Engines are not to be started before 0830L and be shut down no later than 1730 (Mon-Thu) / 1630 (Fri). Pilots must call 'Boscombe Ground' before starting engines with POB.

(b) VHF only aircraft departing BDN should contact Boscombe Tower on 130.750 on start up to ascertain aircraft activity. No response will indicate ATC service unavailable.

(2) **Air Traffic Information System (ATIS).** Aircrew are to obtain aerodrome information from ATIS before taxi.

(3) **Taxi Clearance.** Aircrew are to obtain clearance from Boscombe Ground before taxi, stating ATIS information letter received, QFE and POB and remain with Ground until the Rwy holding point, except:

- (a) Helicopters taxiing from Main Dispersal to Point NORTH for VFR departure; change to Boscombe Tower at Point NORTH.
  - (b) Helicopters taxiing from 801 Dispersals are to change to 'Boscombe Tower' at TLOF 2 or TLOF 3, as appropriate.
- (4) **Departure Clearance.** Aircrew are to obtain departure clearance details from Ground before changing to Tower for take-off clearance.
- (5) **Taxi Back Procedure.** After landing, fixed wing aircraft are to change from 'Boscombe Tower' to 'Boscombe Ground' upon vacating the Rwy. Helicopters inbound to the Main Dispersal are to change to Boscombe Ground at North Point; helicopters inbound to 801 Apron are to change to Boscombe Ground at TLOF 2 or TLOF 3 as appropriate. Radio contact is to be maintained after landing until APU/engines are stopped.
- (6) **Crossing Non-Active Runways.** Aircrew are to treat non-active Rwys as active and always to obtain clearance to cross from Tower or Ground as appropriate.
- b. **General Precautions.**
  - (1) **Twy ALPHA.**
    - (a) By Day Stn based FW/LFW with a wingspan of 11m or smaller may pass each other at the discretion of ATC on Twy ALPHA.
    - (b) By night, aircraft are not to pass each other on Twy ALPHA. When necessary, ATC will give priority to aircraft taxiing for departure.
  - (2) **Twy BRAVO.** Stn-based Tutor aircraft may pass on Twy BRAVO to the West of Twy ECHO. The crossing of aircraft will only be permitted during daylight hours and good visibility at the discretion of ATC.
  - (3) **Twy CHARLIE.** Can be used by all Stn based FW except the RJ70/100. Visiting LFW and FW may use Taxiway CHARLIE subject to ATC discretion. No heavy aircraft may use Taxiway CHARLIE unless pre-approved by Ops.
  - (4) **Slots 1 – 26.** RW are not permitted to hover taxi on or in vicinity of these slots, unless within the RW dispersal area (A-N), conducting RRRF on slots 25-26 or unless authorised by Eng Ops.
- c. **Taxiing for Departure**
  - (1) **From Slots 1-30 for Rwy 23 and 17 (Grass) Departures.** Aircraft are to use Twy ALPHA to the appropriate holding point.
  - (2) **From Slots 1-30 for Rwy 05 Departures.** Aircraft are to use Twy ALPHA, Twy ALPHA WEST or Twy CHARLIE, as appropriate, and along Twy BRAVO to Hold Bravo One or Bravo Two.

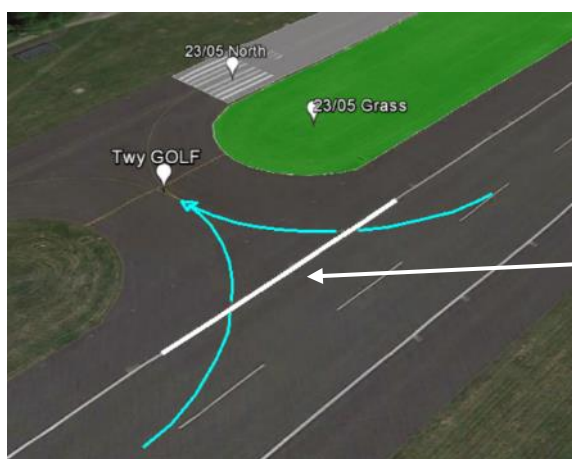


(3) **From Slots A-N.** Aircraft on Slots A and B (normally used as overflow or for special purposes) or C-E (normally used for wheeled aircraft) should route via Point Tango; if unable to do so for reasons of aircraft performance or flight safety, pilots are to ask ATC for a non-standard taxi direct to Point North across the southern edge of the dispersal to warn Eng Ops, who manage ground operations. If on Slots J, K and L (normally used for skidded aircraft) at captain's discretion, aircraft may hover taxi to Point North across the southern edge of the dispersal.

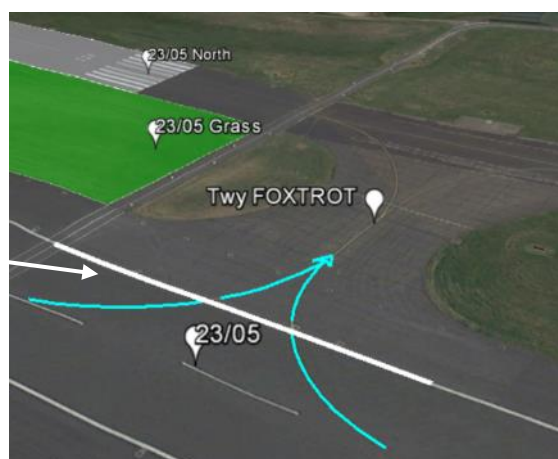
(4) **From 801 Dispersal.** When Rwy 05/23 is in use, RW aircraft are to taxi to TLOF 2 or TLOF 3 as appropriate for departure. If a 23/05 runway departure is required, aircraft are to taxi via Twy HOTEL and Twy JULIET to one of the Twy NOVEMBER HOLDS.

d. **Taxiing after Arrival**

(1) **Rwy 23/05.** No aircraft may vacate the Rwy without positive ATC clearance. When vacating Rwy 23/05 at FOXTROT or GOLF, the Twy "Hold Short" lines do not provide safe separation from operations on Rwy 23/05 Northern or 23/05 Grass. Aircraft that intend to exit Rwy 23/05 at FOXTROT or GOLF are to remain south of the white line that marks the northerly edge of the main Rwy until in receipt of positive clearance from ATC.



Cross white line only with positive clearance from ATC



(2) **Twy BRAVO.** When vacating Rwy 23 at the upwind end, pilots are not to proceed past 'Hold BRAVO 2' without positive clearance from 'Boscombe Ground', to ensure de-confliction with Rwy 23 North. (Do not confuse 'Hold



Bravo 2' (used heading north-east) with the Rwy 05 Hold (used heading south-east).

(3) **Rotary Wing Arrivals to Main Dispersal.** RW aircraft may be directed to park in 2 locations on the main dispersal.

3. **Main Dispersal (Slots A-N).** RW aircraft are to make an approach to North Point and air taxi to the dispersal. Not applicable to visiting aircraft or crews. Aircraft on Slots A-H should route via Point Tango unless unable to do so for reasons of aircraft performance or flight safety, pilots are to ask ATC for a non-standard taxi direct from Point North across the southern edge of the dispersal to warn Eng Ops, who manage ground operations. If on Slots J, K or L, at captain's discretion, aircraft may hover taxi from Point North across the southern edge of the dispersal.

4. **Arming Up Bay (Slots 27-30).** Aircraft are to ground taxi, apart from aircraft where performance or configuration will not allow, along ALPHA taxiway to enter and exit the main dispersal.

a. **Rotary Wing Arrivals to 801 Dispersals.** Aircraft are normally to make an approach to TLOF 2 or TLOF 3, as directed by ATC, and taxi to dispersal slot 32.

b. **Arrival or departure from the Arming up Bay (AUB).** Authorised aircraft may operate from the AUB. FW aircraft are to taxi in accordance with normal procedures. RW aircraft:

(1) Ground taxi to either NOVEMBER or 23-Hold and obtain departure instructions. If skidded, RW are to make an approach to the RW aiming Triangle and air taxi to the allotted parking slot.

(2) At respective Hold change freq to Stud 3 and call for departure.

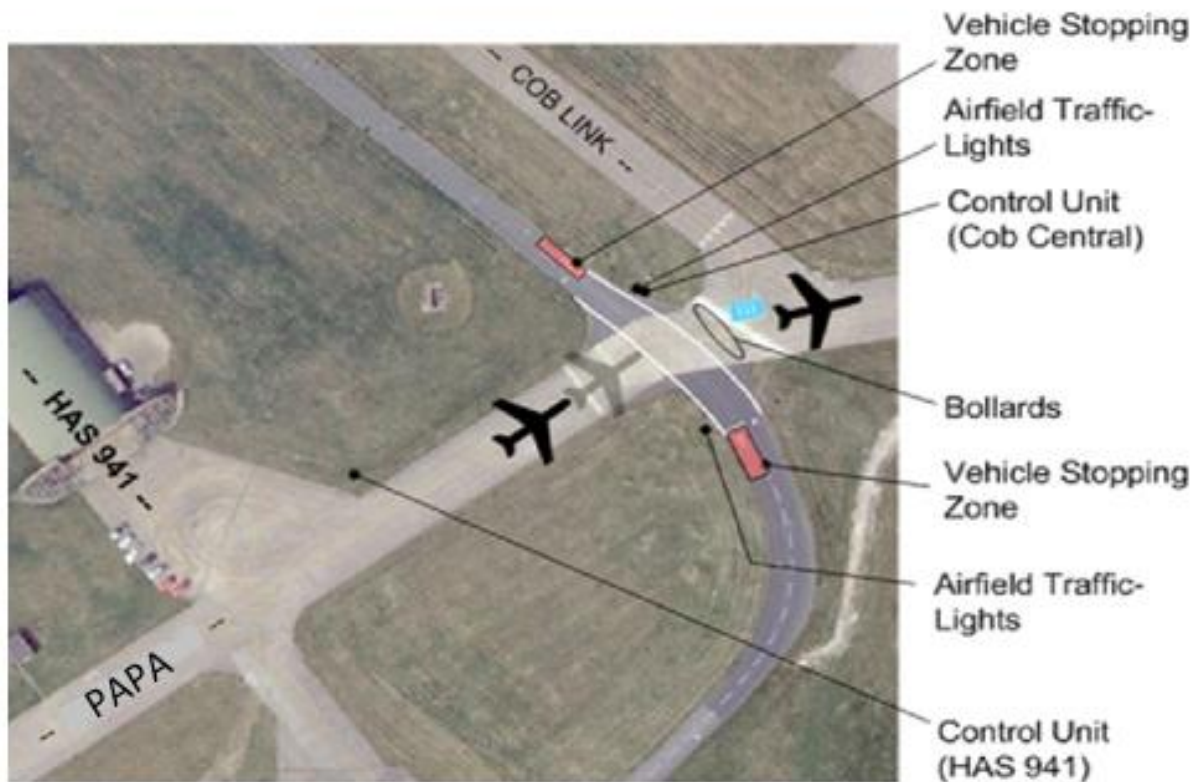
(3) Taxi onto the intersection between NOVEMBER and 23 to depart.

(4) Final approach to be made to the Rwy 23 or NOVEMBER.

(5) Taxi to the Hold area and change to Stud 2.

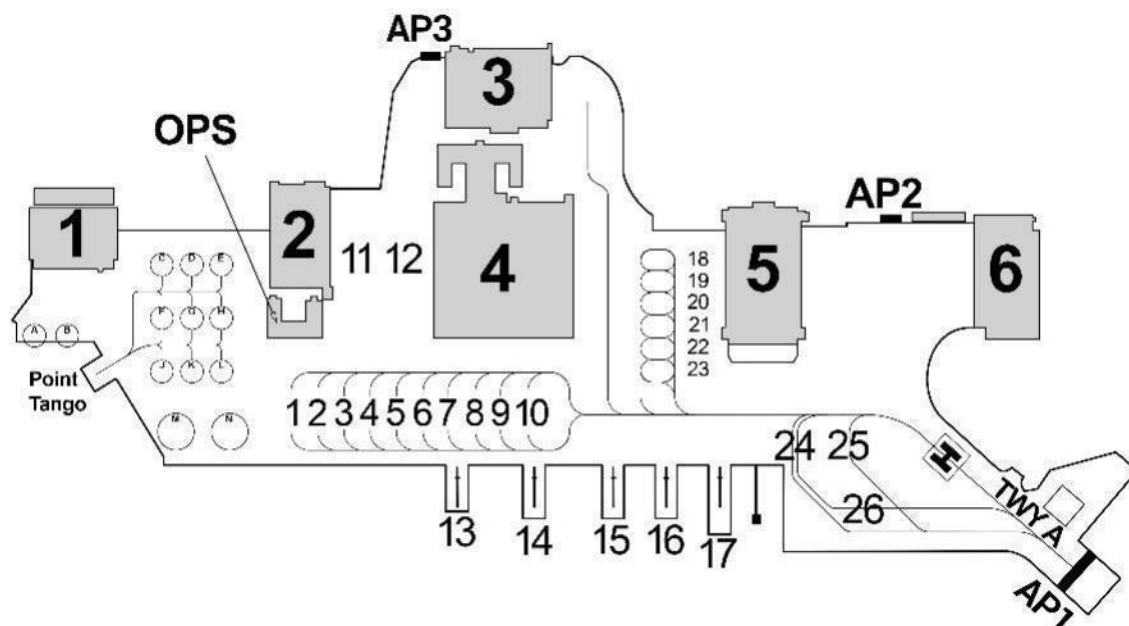
(6) Taxi via Twy ALPHA to the AUB.

5. **Cob West Aerodrome Traffic Lights and bollards for Aircraft Under Tow.** The Cob West aerodrome traffic lights provide aircraft marshallers with a means to stop vehicles at the REG access road traffic lights. The traffic-lights are located at the junction of taxiway Papa and REG access road traffic lights. Aircraft marshallers stop the aircraft and tow combine at least 1m from the Rwy Crossing Road They set traffic lights to RED using the control box, remove bollards to allow the combine to cross and tow the aircraft to at least 1m beyond the road on the other side, replace the bollards and set the lights to green again.

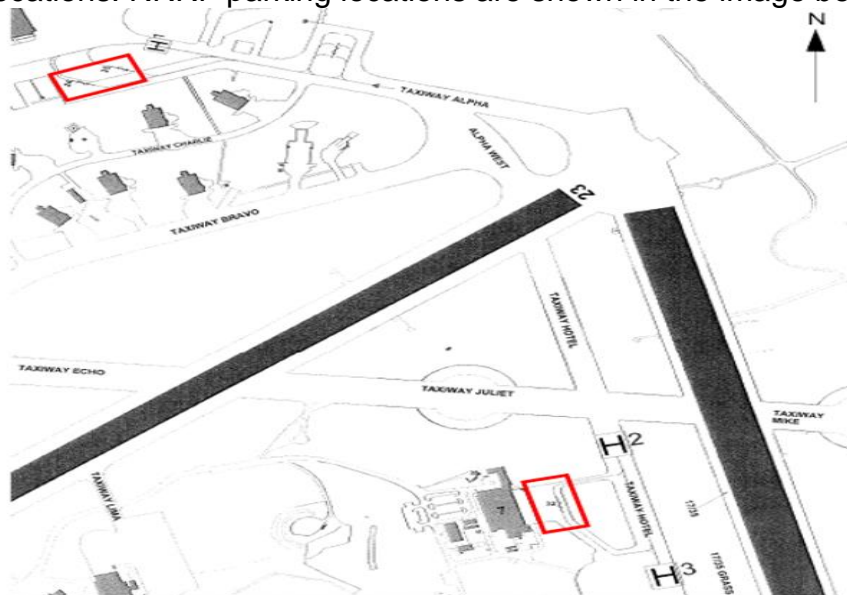


6. **Aircraft Parking.** Eng Ops allocate parking on Northern and Southern dispersals and other special parking. Unless directed by Eng Ops / ATC, BDN-based ac are to return to the slot they vacated.

- a. **Main Dispersal.** Aircraft parking on the main dispersal is indicated below:



**Rotors Running Refuel (RRRF) Parking.** RRRF can only be carried out in specific locations. RRRF parking locations are shown in the image below:



- 1 Rotors Running Refuel is available on Slots 24,25 (North side) and 32 (South side).
- 2 Visiting RW are to book in with Main Operations with 24hrs PPR to ensure availability.
- 3 Short Notice requests can be considered for operational purposes.
- 4 Request 30 min prior notification (PNR) on frequency to Boscombe ATC when inbound.
- 5 Air taxi is permitted for skid fitted aircraft.

## 7. Parking Slot Allocation Considerations.

Key-	
Not to use.	
Use under certain conditions.	
Free to use.	

	Parking Slots	Fixed Wing						Rotary Wing								HP Ground Run	
		Small	Large	Visitors	Armed/DAC	Fuel tasks	LP Ground Run	HP Ground Run	Light	Medium	Large	Visitors	Armed/DAC	Fuel Tasks	LP Ground Run		
Northern Dispersal (RW)	A																VIP Only, Taxi straight to North Point.
	B																Taxi straight to North Point.
	C																Taxi via Tango then North Point.
	D																Taxi via Tango then North Point.
	E																Taxi via Tango then to North Point.
	F																Taxi via Tango then to North Point.
	G																Taxi via Tango then to North Point
	H																Taxi via Tango then to North Point.



J																	Taxi via Tango then to North Point. If no A/C on spots M and N can Taxi straight to North Point.
K																	Taxi via Tango then to North Point. If no A/C on spots M and N can Taxi straight to North Point.
L																	Taxi via Tango then to North Point. If no A/C on spots M and N can Taxi straight to North Point.
M																	Taxi straight to North Point.
N																	Taxi straight to North Point.

Northern Dispersals (FW and FW)	1																
	2																
	3																
	4																
	8																
	9																
	10																
	11																APU Runs allowed, RW no ECU runs rotors running.
	12																APU Runs allowed, RW no ECU runs rotors running.
	13																Up to 80% Engine Runs allowed.
	14																Up to 80% Engine Runs allowed.
	15																Fixed wing Up to 80% Engine Runs allowed. If Large RW on this slot 16 is out of use.



	16															Fixed wing Up to 80% Engine Runs allowed. If Large RW on this slot 15 & 17 is out of use.
	17															Fixed wing Up to 80% Engine Runs allowed. If Large RW on this slot 16 is out of use.
	18															
	19															
	20															
	21															
	22															
	23															
	24															Armed A/C can use this slot with prior planning with Eng Ops. No Forward firing Weapons.
	25															Armed A/C can use this slot with prior planning with Eng Ops. No Forward firing Weapons.
	26															Armed A/C can use this slot with prior planning with Eng Ops. No Forward firing Weapons.
Arming Up Bay	27															Armed A/C can use this slot with prior planning with Eng Ops. No Forward Firing Weapons. Fuelling tasks can be carried out only this slot if armed only and a fire truck will be in attendance whilst the fuelling task takes place.
	28															Armed A/C can use this slot with prior planning with Eng Ops. No Forward Firing Weapons. Fuelling tasks can be carried out only this slot if armed only and a fire truck will be in attendance whilst the fuelling task takes place.
	29															Armed A/C can use this slot with prior planning with Eng Ops. No Forward Firing Weapons. Fuelling tasks can be carried out only this slot if armed only and a fire truck will be in attendance whilst the fuelling task takes place.

30																Armed A/C can use this slot with prior planning with Eng Ops. No Forward Firing Weapons. Fuelling tasks can be carried out only this slot if armed only and a fire truck will be in attendance whilst the fuelling task takes place.
31																Fuelling tasks only to take place if absolutely necessary and a fire truck will be in attendance whilst the fuelling task takes place.
32																
33																Armed A/C can use this slot with prior planning with Eng Ops. No Forward Firing Weapons. Fuelling tasks can be carried out only this slot if armed only and a fire truck will be in attendance whilst the fuelling task takes place.
34																Fuelling tasks only to take place if absolutely necessary and a fire truck will be in attendance whilst the fuelling task takes place.

8. **Armed aircraft.** Aircraft may load and unload weapons and countermeasures only with Eng Ops' permission. Where flare safety distances are not known, a 360° 200m circle will apply. The weapons drop pit is not in use. Appropriate signs are to be displayed at all times.

a. **Pre-arranged movements.** Booking requests with Main Ops for aircraft to operate carrying live ordinance require 1-wk's notice are to fully declare the nature of the weapons, including explosive category, NEQs and required safety distances. Bespoke licences will be requested through the QQ TL Armaments. Countermeasures may only be loaded, unloaded or parked on the "arming-up" bay or Twy MIKE as these require earthing points unavailable on forward firing points. Main Ops will issue Air Notices to warn stakeholders that armed aircraft are expected and advise of amended taxiing / road routes.

b. **Unplanned arrivals.** Armed aircraft arriving unexpectedly (diversion, emergency, etc):

(1) **With a weapons fault.** Park on the nearest safe hdg.

(2) **With a weapons in a safe condition:**

(a) **Forward-Firing Weapons (FFW).** Aircraft carrying can park on either of the licenced armed parking areas.

(b) **Other munitions.** Aircraft carrying explosives not greater than UN Class 1.3 (i.e., practice bombs, CMs etc) are to park on the AUB. Aircraft with munitions of categories greater than UN Class 1.3 are to park on the AUB or armed slot 2 as an emergency measure. BDN does not have the capability to supported routine, non emergency, free fall weapon armed aircraft.

9. **Safe headings.** Surveyed safe area / headings for FFW are marked with painted yellow arrows and a direction at the locations below. The full map can be obtained from the AFM through Main Ops.

Ser	Area	Authorised Operation	Directional Wpn Safe Dist Reqt <sup>1</sup>	Safest Bearing Deg (True)
1	End of Rwy 05-23 (05 access)	After landing safe area / hdg for aircraft fitted with / carrying FFW or malfunctioning weapon systems.	General – 3.1km 27mm – 6.8km 30mm – 7.4km	087°

<sup>1</sup> OME aerodromes SAF/INS/0266

2	End of HTA (former 35 access)	After landing safe area / hdg for aircraft fitted with / carrying FFW or malfunctioning weapon systems.	General – 3.1km 27mm – 6.8km 30mm – 7.4km	235°
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10. **‘Follow-Me’ provision.** Follow me vehicles can be requested on PPR. Follow me instructions will be briefed and provided via ground frequency until marshalls are reported in sight. ATC-qualified drivers and the AFM may conduct follow-me duties, under authority of the ATC supervisor.

11. **Protection from jet blasts.** Engine ground runs must be iaw QQ ENG/INS/1522/3.0 with permission of Eng Ops through Main Ops.

12. **Enforcement of safety precautions during aircraft refuelling.** QQ ENG/INS/1522/2.0 covers Fuelling of Aircraft and can be requested from Eng Ops through Main Ops.

13. **Enforcement of safety precautions during aircraft ground running operations.** QQ ENG/INS/1521/3.0 covers fuelling of aircraft and can be requested from Eng Ops through Main Ops. All procedures are iaw RA 4510.

14. **Aerodrome Sweeping Plan.** The AMA is swept on a weekly cycle by VAS, Rwy 23/05 is swept daily by Property Ops. An AS90 sweeper will brush, vacuum & magnet. A second (domestic) sweeper is on site but it is not to be used airside. Further details on aerodrome sweeping can be sought from the QAS team.

VAS to carry out routine daily sweeping between 07:30-09:30

DAY	TAXI-WAYS/ AREAS				
Mon	B	G	F	E	
Tues	MA	AUB	A	AW	
Wed	HTA	HTA link	K	H	
Thur	N	J	H Link	23 LHS	
Fri	C	D/ <b>DL</b>	<b>P</b>	L	23 RHS

Key-

MA	Main Apron
AUB	Arming Up Bay
A	Alpha
AW	Alpha West
B	Bravo
C	Charlie
D	Delta

DL	Delta Link
P	Papa
E	Echo
F	Foxtrot
G	Golf
H	Hotel
H Link	Hotel Link
HTA	Helicopter Training Area
HTA Link	Helicopter Training Area Link
J	Juliet
K	Kilo
L	Lima
N	November
23 LHS	23 Left Hand Shoulder

Any sweeping that cannot be carried out by VAS or there is a need to keep currency with the vehicle and operation current Tanker Pool staff are to backfill the requirement.

15. **Reporting accidents and incidents on an apron.**

**Immediate** – Contact 2222 if ARFF and / or medical services are required.

**Post incident** – All incidents or accidents are to be reported to either Main Ops or Eng Ops and appropriately formatted reports filed. QQ employees are to submit a post incident report on i-Rep which will be transferred to a DASOR by the Air Safety Cell.

Apron ops comply with Manual of Maintenance and Airworthiness Process ( <a href="#">MAM-P</a> ).	
<b>Minimum Requirements – Arrangements with ATC and the Supply and Movements Organisation (QQ)</b>	
Allocation of aircraft parking.	See <a href="#">Annex K</a> .
Arrangements for engine start.	Call for start on 'Boscombe Ground'.
Ac Marshalling.	Ac Marshalling is mandatory for FW but optional for RW at DSO's (Main Ops) discretion. Eng Ops will arrange marshallers as required.
'Follow-Me' vehicles.	'Follow-me' should be requested through Main Ops when booking-in if req'd.
'Follow-Me' drivers.	ATC-qualified drivers and the AFM may conduct follow-me duties, under authority of the ATC supervisor.
<b>Apron Safety</b>	
Protection from jet blasts.	Engine ground runs must be iaw <a href="#">QQ ENG/INS/1521/2.0</a> (undated) with permission of Eng Ops through Main Ops.

Enforcement of safety precautions during aircraft refuelling.	<a href="#">QQ ENG/INS/1488/1.0</a> dated Oct 18 covers Fuelling of Aircraft and can be requested from Eng Ops through Main Ops. All procedures are iaw <a href="#">JSP 317</a> .
Rwy & Apron sweeping.	See para 14 above.
Reporting accidents and incidents on an apron.	<p><b>Immediate</b> – Contact 2222 if ARFF and / or medical services are required.</p> <p><b>Post incident</b> – All incidents or accidents are to be reported to either Main Ops or Eng Ops and appropriately formatted reports filed. QQ employees are to submit a post incident report on i-Rep which will be transferred to a DASOR by the Air Safety Cell.</p>
Vehicle Access to the Apron	<p>Drivers are to:</p> <p>Hold a valid aerodrome access permit</p> <p>Request apron access from, and be in radio contact with Eng Ops (01980 663388), notifying when leaving the Apron.</p> <p>Vehicles are to stop within designated FOD boxes at AMA entry checks points. Personnel are to get out of vehicles and check for FOD on the vehicle before rolling forward to check tyre tread not visible on the initial check.</p> <p>Display; an occulting blue or green; or flashing amber light as appropriate.</p> <p>Wear PPE iaw QQ <a href="#">ENG/INS/1176/1.0</a> date 10 May 18.</p>



## Annex L: Emergency Orders / Aerodrome Crash Plan [□](#)

1. **Aircraft Post Crash Management Plan.** QQ own and manage the Site Emergency Response Plan with Main Ops holding responsibility for the Aircraft Post Crash Management (APCM) Plan. The APCM plan stands apart from the Site Emergency Response Plan although should be read in conjunction. The APCM Plan and is available on request from Main Ops.
2. **Emergency Ground Frequency - Fire Master.** Comms between Crash Fire Service and aircraft during an emergency may take place on 121.60 MHz. Aircraft with smoke, fire or hot brakes will be directed by ATC to call "BOSCOMBE FIRE" on 121.60 MHz. For other emergencies, aircraft captains may request the attendance of the Fire Master and transfer to 121.60 MHz. Comms will only take place when the aircraft is on the ground and the pilot should, wherever possible, maintain a listening watch on the appropriate ATC freq too. For single radio aircraft, ATC will monitor 121.6 MHz and can be contacted on that freq.

## **Annex M: Aerodrome Rescue and Fire Fighting Services and Training Orders**

1. **Aerodrome Rescue & Fire Fighting (ARFF).** QinetiQ provides fire cover at MOD Boscombe Down, including the provision of the appropriate equipment and fire engines as detailed below:

- a. Aerodrome Rescue & Fire Fighting (ARFF) service on the following basis:
  - (1) Core operating hours:
    - (a) 08:30 to 1730 Mon – Thurs; and
    - (b) 08:30 to 1630 Fri.
  - (2) Subject to mutual agreement between the Airfield Operator and the QinetiQ Head of Aviation Services, an extension of up to forty-five (45) minutes at end of day may be utilised to support activities taking place outside of core operating hours. The ARFF capability will be maintained for a period of not less than 15 minutes following these extended flying operations.
  - (3) In accordance with an Event Type where it explicitly references the provision of fire fighters and operating parameters.
  - (4) ARFF to be provided to meet ICAO Crash Category 6. Any reduction to the Crash Category to be agreed at the local level between the Aerodrome Operator and QinetiQ Head of Aviation Services subject to the requesting Party providing a minimum of 2 weeks notice or such other period as may be mutually agreed in writing. If the need exceeds Crash Category 6 then this would require further tasking services to be arranged in accordance with paragraph 1.b.
  - (5) Fire fighters will be unavailable on Bank holidays and Public holidays.
- b. Additional cover may be arranged outside of the above parameters provided always that there is a minimum of 2 weeks notice (unless otherwise mutually agreed in writing between the Parties) and subject to mutual agreement of the relevant Tasking Order or Other Works.

2. In the event of an unexpected reduction in Crash (Cx) Cat capability, e.g. unserviceability of a vehicle, specialist equipment or unplanned shortage of fire personnel, the Senior ARFF Officer on duty will inform Main Ops to allow the AO to determine what action will be taken concerning continuance of flying operations. The ADH/AM(MF)/AM will be informed, with the decision to approve flying to/from the Aerodrome with a reduced Crash Cat level retained by the ADHs/AM(MF)/AM, in consultation with the AO, and following a Risk Assessment. Until such ADHs/AM(MF)/AM approval is given:

- a. Airborne aircraft should not make an approach to the Rwy when the aerodrome Cx Cat is below that required for their aircraft type.
- b. Aircraft on the ground should hold or return to the dispersal if Cx Cat below their requirement.

3. **Training Orders.** Under the LTPA, QQ manage ARFF and associated orders. To ensure version control, orders and Training Risk Assessments (up to and including ICAO 8 sized aircraft) are held by the Senior Fire Officer. Copies of these documents can be gained from the QinetiQ Fire Section SFireO.

## Annex N: Removal of Disabled Aircraft

1. There are no specific orders for the removal of a disabled aircraft. If circumstances merit neither activation of the APCM Plan nor require an aircraft to remain in-situ for investigation<sup>1</sup>, Eng Ops can deploy a tug. Aircraft documents may contain instructions for moving an aircraft that is incapable of being towed. JARTS are based at BDN and if permission from the DCDSO is given, advice or assistance can be requested if the aircraft requiring to be removed is of an unusual or difficult nature. Points for **consideration**:

Air Traffic Control Officer In Charge (ATCO I/C)	
1	Notification of the ARFF Services.
2	Aircraft identification and type.
3	Nature of Aircraft un-serviceability.
4	Location of Aircraft.
5	Section of the manoeuvring area affected.
6	Persons on Board (POB).
7	Estimated time of Arrival (ETA) of all Aircraft requiring use of the closed runway.
8	Latest time for affected Aircraft to divert.
9	Ensure that any unserviceable areas of the manoeuvring area are correctly marked, iaw MAA standards, to provide for safe Aircraft operation of the remaining areas.
Station Operations	
10	Notify ATC of a disabled Aircraft if not already aware.
11	Ensure the appropriate NOTAM has been raised.
12	If required carry out RUNWAY BLACK plan.
13	Notify AO, SLOps, DSO, Eng Ops VASS / Movements (or equivalent), appropriate Sqn (if it affects a station-based Aircraft).
14	Contact Defence Accident Investigation Branch (DAIB) Air, if applicable or if clarification is required that the Station assessment of the incident falls beneath that warranting an Air Accident Investigation Branch (AAIB) investigation <sup>2</sup> .
Duty Supervisor Ops	

<sup>1</sup> Advice should be sought from the Air Accident Investigation Branch (AAIB) Defence AIB as appropriate.

<sup>2</sup> If the AAIB elect to conduct an on-scene investigation, the disabled aircraft cannot be removed until authorized by the AAIB. AAIB will require ► Aircraft ◀ identification and type; nature of un-serviceability; location; section of the manoeuvring area affected and POB. ► 2022DIN06-005 contains additional information on when and by what method accidents and serious incidents are to be reported to the DAIB. ◀

15	Obtain and record permission from the owner or duly authorized representative of the owner of the Aircraft to move the disabled Aircraft.
16	Notify all Aircraft operators likely to be affected if "RUNWAY BLACK".
17	For civilian Aircraft, notify the Aircraft operating authority and AAIB.
<b>Fire Section</b>	
18	Respond iaw DSA02 DFSR – Defence ARFF Regulation and site-specific Incident Plan.
<b>Aircraft Owner</b>	
19	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 Unit Spill Plan). When advised of a disabled Aircraft, the owner can liaise with Station Operations (or equivalent) to discuss its removal.
<b>VASS / Eng Control (Or equivalent)</b>	
20	Once cleared by Ops, tow the disabled Aircraft clear.

2. **Indemnity and Release Form for Civilian Aircraft.** Aircraft operators are to be contacted before disabled aircraft are moved. For UK military owned-and-flown aircraft, contact the aircraft's home unit Senior Engineering Officer. For all other operators, (including [CFAOS](#)) a signed statement is required:

*To: Aerodrome Operator*

*I, the undersigned, being the owner or the duly authorised representative of the owner of the aircraft described below hereby agree to provide this indemnity and release on the conditions set out below.*

*I agree and consent to the Aerodrome Operator (AO), its servants, agents, contractors and employees to move at any time required the aircraft at my sole cost and expense.*

*In consideration of the AO moving the aircraft I agree to indemnify and keep indemnified the AO against all and any loss damage cost charge expense or other liability however suffered paid or incurred by or threatened against the AO in relation to or arising out of or in consequence of any action, proceeding, claim or demand which is or may be brought made or prosecuted or threatened against the AO in respect of any loss of or damage to property, loss of life or personal injury or other loss that may arise in any way from the moving of the aircraft by the AO.*

*I further agree to release the AO from all claims actions, causes of actions, proceedings and demands which I and or the owner now has or but for this indemnity and release would or might at any time in the future have against the AO and from all*

*present and future liability of the AO to me and or the owner however caused in relation to or arising out of or in consequence of the moving of the aircraft.*

*I confirm that it is the intention of this indemnity and release that each servant, agent, contractor and employee of the AO obtain the benefits expressed in their favour under this indemnity and release and be entitled to enforce such benefits.*

*I confirm that I and the owner have abided and will abide by all applicable laws including without limitation acts, regulations, bylaws, directions and determinations relating to or made by the Civil Aviation Authority, the Aircraft Accident Investigation Branch, the AO and any other relevant authority or body which has authority in relation to interference with or movement of an aircraft .*

*Aircraft type and Registration:*

*Full name: Position and authority:*

*Signed by: Date:*



## Annex O: Air Traffic Control Orders

1. ATC Orders are available on request from SATCO via Main Ops.

### VISITORS

2. All visiting Aircraft are to recovery to Boscombe to land, no circuits will be approved until an Air Traffic brief has been delivered.
3. All recoveries are to be either via Radar or a Visual Straight in Approach.
4. Prior to start, departing Aircraft are to warn out via STARS.
  - a. By default, a departing Aircraft will be given a runway track departure regardless of their destination.
  - b. If an aircraft wishes to do a non-standard departure they are to contact ATC on 3246 to discuss their request to the ATC Supervisor.
    - (1) If the request is approved the departure is to be updated on STARS.
    - (2) Upon passing the departure details to the aircraft the Ground Controller is to receive a readback.
  - c. ATC will impose a Runway track departure if there is any uncertainty regarding familiarity with the aerodrome, traffic conditions and/or weather limitations.

## Annex P: Orders for the Reporting Procedures to Advise No1 AIDU of any Pertinent Changes to Aerodrome Information

1. Aviation stakeholders at BDN have a responsibility to report errors identified in current aerodrome information documents at the earliest opportunity.
2. Reports of errors or requests for permanent changes to publications should be made primarily through QQ Airfield Manager (Ext 4141), with FLOps/Main Ops at Cc as the secondary (Ext 3052).

Aerodrome Data Reporting Procedures	
1	<b>Legislation, Standards and Technical References.</b> Information relating to the Aerodrome serviceability or Hazards to air navigation is to be routinely updated through the AIP and NOTAM. At BDN this is through AFM.
2	<b>Reporting Procedures.</b> Any situation that may have an immediate effect on the Safety of Aircraft operations is to be reported as soon as possible. In the first instance to ATC / Ops by radio or telephone.
3	<b>NOTAM<sup>1</sup>.</b> The AO is to ensure that all NOTAM action is recorded for possible 1 <sup>st</sup> / 2 <sup>nd</sup> and 3 <sup>rd</sup> party audit. NOTAMs will be originated in the standard NOTAM format for any of the following circumstances <sup>2</sup> .
	1 A change in the serviceability of approach aids and radios.
	2 A change in the operational information contained in the DAM and published in the Mil AIP.
	3 Aerodrome works affecting the manoeuvring area or penetrating the OLS.
	4 New obstacles which affect the Safety of Aircraft operations.
	5 Bird or animal Hazards on or in the vicinity of the Aerodrome.
	6 A change in the availability of Aerodrome visual aids, i.e. markers and markings, runway lighting, etc.
	7 Any change in Aerodrome facilities published in AIP.
	8 Unusual air activities at the Aerodrome.

<sup>1</sup> NOTAM information must be provided by email. Where urgent advice can be given by telephone, it must be confirmed by email as soon as possible. Reporting Officers raising a NOTAM must subsequently check the issued NOTAM for accuracy.

<sup>2</sup> Where a permanent NOTAM is subsequently issued, the AO is to ensure that the Mil AIP is updated to reflect the change.

## Annex Q: Aerodrome Serviceability Inspections

1. **Orders.** Aerodrome serviceability inspections are carried out iaw procedures laid down in [MMATM](#) and the ATC Sqn Order Book available through Main Ops.
2. **Occasions for Inspections.** ATC inspects the movement area:
  - a. Daily **and Weekly**, before the Aerodrome is opened for flying on each occasion **and is to include a functional test of Aerodrome lighting** (if initial inspection is carried out in darkness then a further inspection should be carried out after first light). An inspection should be carried out prior to sunset if any night movements are planned.
  - b. If night flying is to be conducted a further inspection is carried out before last light **and is to include a functional test of Aerodrome lighting**.
  - c. **Weekly Aerodrome Inspections are to be conducted in addition to daily inspections to ensure previously reported defects / unserviceability's have been appropriately actioned.**
  - d. ATC Supervisor / ATCO IC / Airfield Mgr should consider conducting or requesting additional Airfield Inspections at their discretion, particularly following adverse weather and following reports from airfield users.
3. **Inspections.** The AMA is assessed for aircraft and vehicle operations. Controllers leave their vehicles periodically to conduct a close-up visual inspection of surfaces. A check is made that work in progress and obstructions are appropriately identified, marked and lit. Controllers complete a FOD check following physical check of grassed operating surfaces. If ATC is not present, the AO can delegate management of inspection to other individuals but not the responsibility.
4. **Record Keeping and Reports of Required Work.** Inspections are recorded in the ATC logbook, including issues raised; AGL unserviceabilities are entered into a separate lighting logbook and the ATCO IC and aerodrome electricians informed via QQ Airfield Services, similarly, worn or obliterated markings / signs are reported to the AFM and ATCO IC for action as are areas of grass in need of cutting; areas in need of sweeping are reported to the AFM and Eng Ops. Other works requests are made to the appropriate department and a record of the request and subsequent action monitored.

## Annex R: Aerodrome Technical Inspections

1. QQ are contracted to conduct routine inspections, maintenance and repair of many aerodrome facilities. Technical inspections are carried out periodically by QQ Airfield Services. Schedules can be requested from the AFM through Main Ops:

- a. **Radio and NavAids.** GRMS inspect technical eqpt (transmitters, receivers, ILS, etc) with precision nav aids being calibrated by a flight check aircraft iaw AP 600 and Support Policy Statements.
- b. **Aerodrome Electricics.** Aerodrome electricians inspect aerodrome lighting (rwy, twy, obstruction, traffic and other lights), barriers and CCTV and HV and LV power distribution. Including the back-up stand-by power system, which is inspected daily and switchover tested at least weekly and run for 15 min under full load when carrying out this check.
- c. **Earthing Points.** Independent checks to assure sufficient earthing points allow safe refuelling and other servicing to take place across the aerodrome. Main earth points are to be tested every 24 months. The resistance is to be as low as possible but is not to exceed 10 ohm. Temporary earth points are to be tested at regular intervals (at least annually) and must not exceed 10,000 ohm. IAW AEP-24 (STANAG 7009).
- d. **Surfaces and Drainage.** The AFM and ATC inspect the AMA and drainage iaw DIO guidance informed by bi-annual DIO inspection (BAIR (formerly known as AMIR)). Additionally the AFM produces an annual drainage chart (pooling plan) to comply with [RA3272](#).
- e. **Signage.** The AFM and ATC are responsible for inspecting (weekly) and maintaining Aerodrome signs; repair requests are passed to QQ Property Operations.
- f. **Vehicles and Equipment.** Aerodrome spt vehicles (including AWCU and ARFF) and eqpt (including bird-scarers, lasers, radios and weapons) are inspected, tested and maintained daily iaw manufacturers' instructions and regulations.

## **Annex S: Radar, Radio and Navigation Aid maintenance, monitoring and Protection**



1. BDN's primary and secondary surveillance radars and navigation aids are the responsibility of QQ's Ground Radio Maintenance Section (GRMS). During working hours, ATC monitor systems and report faults to the Aquila Help desk. Others who believe there may be faults should report them immediately to ATC. Local maintenance procedures, produced in conjunction with RAF High Wycombe's Eng Role Office and Battlespace Management Force are iaw extant regulations, AP600 and Support Policy Statements (SPS); copies are available through GRMS' manager (01980 663103).

## Annex T: Aerodrome Works Safety

1. Site contractor control and aerodrome works on BDN are managed under QQ's [Contractor Control Local Instructions](#); real-time aerodrome access is managed by ATC / Eng Ops by radio.
2. No airside WIP that involves ground or infrastructure works is allowed without Siting Board approval. Project Managers coordinate works with the AFM and Property Ops who check Risk Assessment Methods-Safety (RAMS), brief contractors on control processes, issue Works Permits, assigned escorts to accompany them to ATC for a WIP briefing.
3. **WIP Briefings.** When work must be carried out during flying, personnel will be briefed by ATC as to procedures and any special measures to ensure safety. Supervisors of any working parties are fully briefed on their responsibilities. The ATCO IC will ensure that working party supervisors are briefed on, but not limited to, mandatory elements of the [MMATM](#):
  - a. Limits of the work area.
  - b. Direction of aircraft movements.
  - c. Route to be taken by works vehicles.
  - d. Parking area for works vehicles and equipment.
  - e. Control to be exercised over works vehicles and workers.
  - f. Signals to be employed.
  - g. FOD prevention.
4. **WIP Log.** ATC keep a WIP log iaw [RA3266](#) and pass details to Main Ops and the AFM to ensure that contractors are in and out briefed from the aerodrome daily.
5. **Control Measures.** The QAS Ops team will warn stakeholders of planned WIP at the Shortcast Meeting; Main Ops may issue Local Air Notices. Aerodrome works are clearly marked and lit using approved means. Those conducting work on the airfield are to comply with [Contractor Control Local Instructions](#) and all orders as briefed.
6. **Grass Cutting.** Property Ops cut aerodrome grass iaw the Wildlife Control Management Plan and [RA3270](#). Work is notified through the morning Ops brief.
7. **Records.** WIP records are maintained iaw [RA3266](#) (Aerodrome Maintenance). An aerodrome map is made available to both ATC and Main Ops detailing temporary obstacles, and work in progress. Additionally, the QAS Ops team and ATC maintain a log of work in progress.
8. **Assurance.** The QAS Ops team are responsible to the AO for ensuring that WIP is safeguarded against flying and completed to the specified requirements, whilst operational oversight of the work parties is managed through QQ Property Operations.



9. **WIP Completion.** The AFM and Airfield Ops Co-ord are authorised to certify works completion on the aerodrome. The QAS Ops Form 2 is to be reviewed daily on WIP completion for all airside work parties to ensure areas are left in a safe condition.

## Annex U: Aerodrome Users, Vehicles and Pedestrian Control

1. Control of vehicle and pedestrian traffic on the aerodrome is iaw [RA 3262](#) (Aerodrome Access) and [RA 3500](#). The Aircraft Movement Area (AMA) comprises (1) the area used for take-off, landing and taxiing (the 'Manoeuvring Area') and (2) aprons and dispersals (for parking, loading etc).
2. **Vehicle Access to Aerodrome.** Drivers who require aerodrome access are to:
  - a. Hold an appropriate, valid aerodrome access permit.
  - b. Be in 2-way comms with ATC or Eng Ops. Drivers of vehicles without 2-way comms are to be escorted by a SQEP permanent pass holder. When the aerodrome is closed, drivers are to broadcast blind calls to ATC or Eng Ops, as if open.
  - c. Ensure vehicles are road worthy, insured for AIRSIDE use and display vehicle markings and lights iaw [RA3267](#) (See also para 2.32.10).
3. **Aerodrome Access Permits (AAP).** ATC administer aerodrome access permits: which are only issued after a brief and training. Permits are valid for 1 year from date of issue. Infringements of rules may result in permits being revoked.
4. **Aerodrome Access Briefs.** Briefs for permanent staff are held on Weds at 1030L in the QQ Lecture Hall. Attendance must be pre-booked with ATC (Ext 3246). Contractors will need to justify any need for an Aerodrome Access Permit to the AFM and be briefed by ATC as part of their contractor controls or trials coordination process as a condition of site access.
5. **Access Routes.** Access to the AMA is marked by signs and in some areas, coded barriers. Access points have painted blue FOD boxes; a check for FOD is mandatory; see also [Annex V](#).
6. **Movement on the AMA.** Driving on the AMA is to be iaw ATC instructions whether passed directly or indirectly by radio, lamp or pyrotechnic signals, apart from the Main Apron which is controlled by Eng Ops.
  - a. **Near Aircraft.** Vehicles are to give way to aircraft according to the '[Rules of the Air](#)' and ADP regulations as briefed, even if clearing the manoeuvring area risks vehicle damage. Drivers are to take all necessary precautions to avoid collisions.
  - b. **Away from Aircraft.** Vehicles are to be driven according to 'rules of the road' but may not overtake moving vehicles. Vehicles are to stop as infrequently as necessary and, in any event, not park on or near taxiways. Drivers are not to leave vehicles unattended.
  - c. **Breakdowns.** Drivers are to remain with vehicle. Hazard warning lights are only to be used to warn that the vehicle presents an obstruction. Drivers are to notify ATC by radio, pre-arranged signal or by contacting a passing vehicle.
  - d. **Speed Limits:**

(1) **Apron.** All times: 10mph (16kph)

(2) **Manoeuvring Area:** Day: 30mph (50kph)

Night: 20mph (30kph)

e. Proceed on the Manoeuvring Area without specific permission from the Aerodrome Controller. With permission, drivers may enter the manoeuvring area with caution and must report to the Aerodrome Controller when leaving; drivers escorting convoys are to ensure all vehicles are clear before reporting vacated. Vehicles and pedestrians are to stop at holding (or other designated) points until cleared by radio, traffic lights or signal lamp. Even when cleared, drivers are to positively check that no aircraft are approaching the Rwy.

7. **Movement on Aprons.** Drivers are not to:

a. Enter aprons until sure that no aircraft or vehicle is moving, or likely to move, near the point of entry.

b. Reverse on aprons without the guidance of a qualified marshaller.

c. Enter the Main Apron during aerodrome operating hours without contacting Eng Ops by radio or prior arrangement by telephone. Instructions are to be read back and followed.

8. **Driving Airside at Night.** Vehicles towing aircraft at night are to display an illuminated triangle on the front of the vehicle and a spotlight at the rear to illuminate the aircraft wing on the offside of the vehicle.

9. **Signal Lamps and Pyrotechnics.** Light signals and pyros may be used to control traffic on the manoeuvring area:

Pyrotechnics	Red	Emergency Stop
Lights	Flashing Green light Steady Red Light Flashing Red Flashing White	Clear to proceed Stop/Hold position Clear the Rwy or Twy immediately Return to start point or do as briefed

## 10. Pedestrians, Runners, Cyclists, Dogs and Horses.

a. **Pedestrians.** Pedestrians may only access the Movement Area<sup>1</sup>, i.e. south of the red line shown below, if they are:



(1) Authorised personnel in the course of performing their duties, e.g., aircrew, engineers, passengers, airfield maintenance.

(2) Pedestrians on marked walkways where identified.

(3) Pedestrians/runners using the 'Sills Trail' (shown below). Use of the Sills Trail is restricted to those in Hi-Viz clothing and in daylight only.



b. **Dogs and Horses.** Dogs and horses are not allowed on the Movement Area unless operationally required.

c. **Cyclists.** Cyclists may only use MT routes between Porton Gate and ATC, RADEX, and 801 Hangar and from the Main Site to the Fire Section. Bicycles are to display road lights at night. Hi-Viz reflective clothing is to be worn.

## 11. High-Visibility Reflective Clothing and PPE.

a. **Manoeuvring Area<sup>2</sup>.** Personnel with an authorised reason to be on the Manoeuvring Area as part of their duties are to wear a high-visibility (Hi-Viz) reflective clothing, e.g., jacket, vest or belt. This includes pedestrian/runners using the 'Sills

<sup>1</sup> That part of an Aerodrome intended for the surface movement of aircraft, including the Manoeuvring Area and Apron(s).

<sup>2</sup> That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Trail' and cyclists on MT routes between Porton Gate and ATC, RADEX, and 801 Hangar and from the Main Site to the Fire Section.

b. **Aprons**<sup>3</sup>. Aprons are not to be used for convenient pedestrian access between buildings unless there is a marked walkway where identified. Personnel with an authorised reason to be on an Apron as part of their duties should wear hearing protection in the vicinity of running engines/aircraft. Hi-Viz reflective clothing such as a jacket, vest or belt is to be worn, with the following exceptions:

(1) As approved by an ADH/AM(MF)/MF, who remain accountable for the Risk to Life within their AoR. Examples might include: aircrew and passengers accessing a waiting aircraft by the most direct route; or aircrew performing pre-flight inspections.

(2) Groups where at least one member of any group is wearing Hi-Viz reflective clothing.

12. **Official Reception Parties and VVIPs.** If VVIPs are to be greeted, hats may be worn to pay compliments but only from immediately before aircraft come to a halt until immediately after moving off; common sense should apply with helicopters. Passengers must be escorted to vehicles or the nearest building or walkway. Vehicles on the Movement Area must be co-ordinated/escorted by Security, ATC or the QAS Ops team. Exceptional permission to dispense with FOD box checks lies with the SATCO.

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<sup>3</sup> A defined area, on a land Aerodrome, intended to accommodate aircraft for purposes of Loading or unloading Passengers or Cargo, fuelling, parking or Maintenance.

## Annex V: FOD Prevention, Training and Awareness

1. Foreign Object Debris (FOD) is defined in as any item or material, other than birds or wildlife, that originates from any source, either external to or part of an aircraft, and which then has the potential to cause damage.
2. FOD presents a significant risk to Air Safety since latent damage caused by FOD could cause catastrophic failure at any time. Personal injury, loss of life, damage to, or loss of, an aircraft through avoidable FOD risk undermines safety principles. It is imperative that every effort be made to ensure that all avoidable FOD incidents are prevented and that all instances of FOD are reported in order to enable effective investigation and analysis.
3. The MOD Boscombe Down FOD Prevention plan is at this [LINK](#).



## Annex W: Aerodrome Wildlife Management

### 1. Wildlife Management.

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

b. The primary task of the BDN Airfield Wildlife Control Unit (AWCU) is to maintain a continuous bird/wildlife deterrent programme on the airfield and its approach areas and to minimise the bird strike hazard to aircraft within the circuit area.

2. **Aerodrome Wildlife Control Management.** Wildlife Control services are provided to MOD Boscombe Down by Warrington Wildlife Services who operates under contract to QinetiQ. The QQ Airfield Manager is the contract manager and POC. The Aerodrome Wildlife Control Unit (AWCU) are to provide an efficient wildlife & pest control system of habitat management seven days a week when FW flying is being conducted in accordance with the RA3270, BM Orders and this DAM. The BDN Aerodrome Wildlife Control Management Plan:



Boscombe Down  
Wildlife Control Ma

3. **Monitoring, Reporting and Trend Analysis.** AWCU regularly inspects the aerodrome and local off-unit sites (e.g., landfill) to identify wildlife that may affect flying and report back to the AFM. Wildlife seen on the aerodrome and in safeguarded areas is recorded for monthly analysis and trend reporting; reports are available from the AFM (01980 664141). Wildlife/bird strikes are reported by DASOR. AWCU and AFM liaise with local ornithological societies, Defence Infrastructure Organization, local authorities, landowners / farmers with land adjacent to the aerodrome to identify and dispersal of local bird concentrations and eliminate food sources and topographical features which might attract birds.

4. AWCU will report bird activity levels to ATC / Ops by 0815L daily for inclusion in Main Ops' Morning Brief, display in ops rooms and included in aircrew 'out-briefs'. Additionally, ATC monitor bird activity and liaise closely with AWCU to discuss control measures and the flying programme. **AWCU will report to ATC all bird activity under the below categories:**

- a. **Normal.** Bird activity but easily cleared with no increased risk to aircraft.
- b. **High.** Increased risk to aircraft from numbers or species of birds which are increasingly difficult to clear and may remain around aerodrome. Consideration may

be given to limiting numbers of circuits flown. ATC will warn airborne aircraft and those taxiing out.

c. **Very High.** Increased risk to aircraft from birds persistently on the aerodrome that are proving extremely difficult to clear. **ATC will promulgate 'Very High' bird activity on the ATIS and broadcast on frequency.** Ultimately should the bird activity become unmanageable, the AO may pause flying.

5. **ATC will inform Main Ops of all changes to Bird Activity Levels, who notify BDN Fg Sqns and visiting detachments ops. For 'Very High' bird activity, the DSO may elect to publish a NOTAM.**

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Very few birds visiting airfield. Rooks reoccupy rookeries after winter roosts.	Migrant birds arrive; rooks active building nests.	Majority of rooks sitting on eggs. Males feed in small groups.	Young rooks leave nests, feeding more. Chafer beetles hatch end May.	Young rooks from local rookeries come to airfield, annual numbers peak.	Beetle hatch finished, harvest on farms starts; birds source food off-airfield.	Ploughing on farms brings in large numbers of gulls to airspace.	swallows, swifts & martins feed on crane flies; gulls rest on airfield in wet.	Rooks damaging airfield grass digging for beetle larvae.	Beetle larvae still an issue; golden plovers & lapwings on airfield in wet.	Winter frosts drive food underground reducing bird activity.	

Green – Normal  
Amber – High  
Red – Very High

Guide only. See morning Ops Brief for activity level in force.

6. **Passive Control Measures.** QQ Property Ops engages a grounds maintenance contractor to cut aerodrome and former 'COB West' grass iaw MAA [RA3270](#) and CAP772. Birds on the aerodrome respond to the presence of AWCU vehicles alone at considerable distance.

7. **Active Control Measures.** AWCU deals with threats to aircraft ops by animals on and around the aerodrome using full spectrum measures; including lawful lethal control. AWCU is well-equipped incl 2 vehicles with roof mounted "distress call units" speaker systems, 12-bore shotguns, air rifles, rimfire rifles and bird scaring laser. BDN manages the wildlife habitat iaw a 'Class licence' issued by Natural England including species-specific licences. AWCU holds a falconry license and uses Peregrine and Gyr falcons to kill gulls and corvids. The wildlife control management plan is held by the AFM and is tracked in the [DAAF](#).

8. **Bird Strikes.** The ACWU will attend all suspected or confirmed birdstrike incidents to gather samples for identification or analysis by DEFRA. ACWU should be notified through Eng Ops.

## Annex X: Low Visibility Operations

1. **Purpose.** Performing normal aerodrome activities in reduced visibility introduces hazards to aviation, limiting air traffic controllers', pilots', drivers' and others' ability to identify hazards and manage risk. Ops in visibility of 800m reported Met visibility<sup>1</sup> or less, require Low Visibility Procedures (LVP) to ensure only essential aircraft, people and vehicles are on the aerodrome. Limiting activities reduces the likelihood of collision between people, vehicles and aircraft. These procedures provide guidance for LVP ops and meet MAA regulation<sup>2</sup>; operating outside of these procedures should only be considered for an immediate air safety or H&S reason and be reported post-incident.
2. **Scope.** These procedures apply to all persons when airside<sup>3</sup> on foot or in vehicles or aircraft.
3. **Responsibility.** On behalf of the AO:
  - a. ATC are responsible for instigating and suspending LVP below unless unmanned, in which case, see para 7.
  - b. Main Ops is responsible for communicating the plan with aerodrome users.
4. **Authority and Notification.** Met Office provide half-hourly observations to ATC, as well as special reports when there is significant change outside these reporting times. Weather warnings are sent to Ops who promulgate to aerodrome users. When initiated by the ATC Supervisor / ATCO IC, procedures will be notified by:
  - a. **Email.** Main Ops will email a standing LVP distribution list, saying that LVPs are in force and the associated visibility condition. Changes to visibility condition will be promulgated as required. Email templates for each visibility condition and the distribution list are at Table 2.
  - b. **Radio.** Main Ops will Tannoy; ATC and Eng Ops will transmit on their respective SMRE channels that LVPs are in force and the associated visibility condition. Changes will be promulgated as required.
  - c. **Signage.** Main Ops will programme the electronic signs on the Main, Porton and Stockport Gates to effect that LVPs are in force along with the associated visibility condition. Changes will be promulgated as required.
5. **Application.** The ATC Supervisor / ATCO IC is responsible for initiating LVPs and subsequent changes to visibility conditions. LVPs should be initiated when visibility drops below 1600m reported Met visibility and forecast to drop below 800m. There may be occasions where visibility drops below the upper limit but is unlikely to reduce further; the ATC Supervisor / ATCO IC will liaise with the MetO to determine if it is appropriate to activate LVPs. Conversely, at other times – such as fast-moving weather – early activation

<sup>1</sup> MAA [RA3274](#) specifies that LVP implementation should be defined in relation to Runway Visual Range but BDN does not have RVR measuring equipment. Should it be required by a pilot, RVR may be calculated from the MET visibility law MAA RA 3275: Runway Visual Range.

<sup>2</sup> MAA [RA3274](#): Low Visibility Procedures.

<sup>3</sup> As defined in the BDN Crash Map.

of LVPs (even before the visibility threshold is officially reported) may be prudent; this will be at ATC Supervisor / ATCO IC's discretion.

6. There may be occasions where visibility is not consistent across the aerodrome e.g. Main Apron visibility good but the rest of the aerodrome poor. In such circumstances, having discussed with the MetO, the ATC Supervisor / ATCO IC may delegate responsibility for lifting LVPs **on the Main Apron only** to the Eng Ops Controller, who controls access and vehicle movement on Management Radio Equipment (MRE). If the visibility degrades again, the Eng Ops Controller is responsible for re-applying LVPs on the Main Apron. Ceding control to Eng Ops may allow aircraft to be towed-out, or (subject to in situ fire cover and approval by Eng Ops and ATC) ground run engines. Aircraft will not be allowed to start until ATC are able to start a surface / lighting inspection. Aircraft may not taxi until ATC's aerodrome inspection is complete.

7. When ATC is unmanned e.g., prior to aerodrome opening, Main Ops are the authority for instigating LVPs and should coordinate with ATC as soon as available. Main Ops should use their locally produced visibility range cards and consult the MET Office, to determine which visibility code to promulgate.

8. **Visibility Condition Codes.** Three condition codes have been defined to group restrictions appropriate to visibility. Visibility may vary across the aerodrome and the ATC Supervisor / ATCO IC should use judgement and Met O advice to determine which to declare:

<b>Visibility Condition 1</b>  (Normal ops)	<b>Reported Met visibility 1600m or greater<sup>4</sup>.</b>  Visibility sufficient for pilot to taxi and avoid collision with other traffic on taxiways and intersections; ATC personnel able to exercise control of the AMA visually. No requirement for activation of LVPs.
<b>Visibility Condition 2</b>	<b>Reported Met visibility &lt;1600m<sup>5</sup>.</b>  Visibility sufficient for pilot to taxi and avoid collision with other traffic on taxiways and intersections; ATC personnel able to exercise control of the AMA visually. If visibility is likely to deteriorate, notification of "Condition 2" allows time to prepare aerodrome users and the manoeuvring area for LVP and clear all non-essential users while the aerodrome can still be seen by ATC.
	<b>Reported Met visibility &lt;800m<sup>6</sup>.</b>

<sup>4</sup> Equates to the visibility component of colour code YLO2 or better.

<sup>5</sup> Equates to the visibility component of colour code AMB.

<sup>6</sup> Equates to the visibility component of colour code RED.

<b>Visibility Condition 3</b>	Visibility sufficient for pilot to taxi and avoid collision with other traffic on taxiways and intersections; insufficient visibility for ATC personnel to exercise control of traffic visually. A guide for ATC to change to Visibility Condition 3 is when the Aerodrome Controller is unable to see both thresholds of the main runway. Once LVP measures are in place, LVP should be declared. All aircraft departures and arrivals require AO or SLOps approval.
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9. **Aircrew responsibilities.** Aircraft Captains are to decide whether met conditions are suitable for departure/recovery, iaw regulations. The minimum visibility for recovery is recorded in the Terminal Approach Procedures (TAP) and modified as appropriate for regulations under which the aircraft Captain is operating. Aircrew should consider the impact of actual/forecast conditions for planned and emergency recoveries. Aircrew are reminded that in case of incident, low visibility may delay crash response; personnel should provide as accurate a position report as possible to assist crash crews.

10. **Table 1 - Visibility Conditions and Corresponding Actions.**

Visibility Condition	MET Visibility	Safeguarding Actions	Aircraft	Vehicles	WIP Personnel
1	>1600m	<p><b>If coming down from a higher visibility condition code, sections should:</b></p> <p><b>Ops:</b> Send email "Visibility Condition 1" (see Table 2) to LVP distribution list. Transmit by Tannoy: <i>"Visibility condition 1 - Low Visibility Procedures are no longer in force. Normal operations on the aerodrome may resume."</i></p> <p><b>ATC and Eng Ops<sup>1</sup>:</b> Notify mobile units by radio: <i>"Visibility Condition 1 - Low Visibility Procedures are no longer in force. Normal operations on the aerodrome may resume."</i></p>	Normal ops.	Normal ops.	Normal ops.
2	≤1600m and >800m	<p><b>Ops:</b> Send email "Visibility Condition 2" (see Table 2) to LVP distribution list. Transmit by Tannoy: <i>"Visibility condition 2 - Low Visibility Procedures are now in force."</i> Inform AFM and Site Security Control Room.</p> <p><b>ATC:</b> Consider suspension of routine NavAid maintenance, noting the nature and location of the activities. Notify units operating on the aerodrome by SMRE <i>"Visibility Condition 2 - Low Visibility Procedures are now in force. Non-essential vehicles and personnel are to vacate the Manoeuvring Area and return to unit."</i> Ensure aerodrome lighting is set to the appropriate level. Suspend WIP to allow contractors time to clear site in good visibility. In consultation with ATC Supervisor and the AM, the AO may permit critical WIP activities to continue.</p>	Flying activity restricted in the visual circuit iaw the AOB.	Manoeuvring Area and Apron out of bounds to non-essential vehicles.	Suspend WIP and contact ATC/AFM for approval to continue, if essential activity. Escorts may be provided if considered necessary.

<sup>1</sup> Eng Ops do not need to broadcast if LVPs have already been lifted on the Main Apron.



Visibility Condition	MET Visibility	Safeguarding Actions	Aircraft	Vehicles	WIP Personnel
3	≤800m	<p><b><u>If visibility &lt;800m before aerodrome opening time:</u></b></p> <p><b>Ops:</b> Send email "Visibility Condition 3" (see table 2) to LVP distribution list. Transmit via Tannoy: <i>"Visibility condition 3 - Low Visibility Procedures are now in force."</i> Main Operations are to inform all Sqns and any pre-booked inbound aircraft that the aerodrome is closed due to poor visibility. Inform AFM and Site Security Control Room.</p> <p><b>ATC:</b> Inform Main Operations that the aerodrome will remain closed due to poor visibility and pass on the Met Office estimate for improvement. Broadcast on SMRE: <i>"Visibility Condition 3 - Low Visibility Procedures are now in force. The aerodrome will remain closed until further notice, all non-essential vehicles and personnel are to vacate the Manoeuvring Area and return to unit."</i></p> <p><b>Eng Ops:</b> Broadcast on SMRE: <i>"Visibility condition 3 - Low Visibility Procedures are now in force. The apron will remain closed until further notice, all non-essential vehicles and personnel are to vacate the Manoeuvring Area and return to unit."</i></p> <p><b><u>Aerodrome closed, LVPs in force – single aircraft departure:</u></b> <i>Likely to be requested for aircraft departing with the intention to land-away. Operators are to ask permission for movements from SLOps, or their deputy, through Main Ops. If approved, there must be at least 30 min notice prior to taxi.</i></p> <p><b>ATC:</b> Sup/ATCO IC is to ensure (if time permits) a pre-emptive SMRE broadcast is made saying all rwy access points will be closing for LVP in XX mins. ADC is to close runway access points and Rover 1 is to complete a rwy inspection to perform a lighting check / ensure no obstructions or FOD on rwy.</p>	<p>Only aircraft permitted to taxi at a time if movement approved by SLOps or their nominated deputy.</p> <p>Follow-me vehicle for taxiing aircraft at ATC discretion.</p> <p>No aircraft to commence an approach until previous arriving aircraft have landed and are visible to the controller, or their position on the aerodrome is confirmed to the controller by the pilot.</p>	<p>Manoeuvring Area and Apron out of bounds to non-essential vehicles.</p>	<p>No WIP permitted on manoeuvring area or apron, unless outside runway and specifically approved to continue by the AO.</p>

Visibility Condition	MET Visibility	Safeguarding Actions	Aircraft	Vehicles	WIP Personnel
		<p>Movement of all vehicles under ATC control is to cease on AMA prior to starting the rwy inspection. Essential movements should only restart when the aircraft is established en route.</p> <p>Once the rwy inspection is complete, Sup/ATCO IC is to declare to Main Ops / D&amp;D that the aerodrome is open for a single movement only.</p> <p>Close the aerodrome again 15 minutes after the aircraft departs and, if relevant, rwy access points are to be re-opened and an appropriate SMRE broadcast made.</p> <p><b>Eng Ops:</b> Ensure no movements on the apron that could endanger the taxiing aircraft.</p> <p><b><u>Aerodrome Open - Visibility Deteriorates to less than 800m.</u></b></p> <p><b>Ops:</b> Actions as per <i>visibility &lt;800m before aerodrome opening time.</i></p> <p><b>ATC:</b> If the visibility deteriorates to less than 800m, the aerodrome will remain open and the Sup/ATCO IC is to liaise with the SLOps / DSO regarding planned movements.</p> <p>Broadcast on SMRE: <i>"Visibility condition 3 - Low Visibility Procedures are now in force. All non-essential vehicles and personnel are to vacate the Manoeuvring Area and return to unit."</i></p> <p>Approved aircraft movements (departures and recoveries) should be conducted iaw ATC actions 1-3 of 'Aerodrome Closed, LVPs in Force - Single Aircraft Departure'.</p> <p>Once the last movement is complete, or successfully diverted, aerodrome is to be declared closed to Main Ops and D&amp;D (Sup/ATCO IC will determine whether temporarily or permanently following liaison with Met O).</p> <p><b>Eng Ops:</b> Suspend engine runs on ERB (low-power runs on Apron may still be approved subject to fire cover being in place if ATC cannot see the Apron).</p>			

Visibility Condition	MET Visibility	Safeguarding Actions	Aircraft	Vehicles	WIP Personnel
		<p>Broadcast on SMRE: “<i>Visibility condition 3 - Low Visibility Procedures are now in force. The apron will remain closed until further notice, all non-essential vehicles and personnel are to vacate the apron and return to unit.</i>”</p> <p>Ensure no movements or activities on the apron that would endanger taxiing aircraft.</p> <p><b><u>Main apron only visibility fit for normal ops:</u></b></p> <p><b>Eng Ops / ATC:</b> If visibility on main apron is greater than – and not expected to fall again below – 85m movements on the main dispersal may continue.</p> <p><b>Eng Ops:</b> If appropriate, broadcast on SMRE: “<i>Visibility condition 3 in force – normal activities with caution may take place on the Main Apron only. All other parts of the aerodrome remain closed to non-essential vehicles.</i>”</p>			

#### 11. Table 2 - LVP Email templates

Ops to Email <sup>2</sup>	Text
<b>Visibility Condition 1</b>	“ <i>BOSCOMBE DOWN AERODROME - LOW VISIBILITY PROCEDURES</i> <i>Visibility Condition 1 - Low Visibility Procedures are no longer in force. Normal rules on aerodrome movements apply.</i> ”
<b>Visibility Condition 2</b>	“ <i>BOSCOMBE DOWN AERODROME - LOW VISIBILITY PROCEDURES</i> <i>Visibility Condition 2 is now in force - personnel are to ensure familiarity with LVPs in the DAM Annex X – Standby for further emails updating restrictions according to changes in visibility.</i> ”
<b>Low Visibility Condition 3</b>	“ <i>BOSCOMBE DOWN AERODROME - LOW VISIBILITY PROCEDURES.</i> <i>Visibility Condition 3 is now in force until further notice. Airside is out of bounds to all vehicles except:</i> ”

<sup>2</sup> Eng Ops make a back-up phone call to ARFF, Tanker Pool and Flying Units (permanent and temporary). Inform BFC that aerodrome is out of bounds to club members for Condition 3.

	<p>Those undertaking emergency response or safety-related duties, incl AWCU.  GADFLY, SWEEPER and ARRESTER, if conducting maintenance / repair.  ATC vehicles undertaking LVP-related duties e.g., surface inspections.  If visibility allows, with ATC permission and managed by Eng Ops; vehicles and towed aircraft on the Main Apron only.  Those supporting operationally essential movements; permission is required from the AO to support these.  Others as specifically cleared by the AO or SLOps through ATC.  Personnel cleared airside are to note:  Runway access points are not to be driven past without ATC permission.  Drivers are to drive with caution and operate with dipped headlights and fog lights, where fitted.  ATC may challenge drivers to justify their journeys.</p> <p><i>Pedestrians on the main apron may only use marked pedestrian walkways, are to wear suitable 'hi-viz' PPE and only such hearing protection commensurate with safety as affords appropriate situational awareness.  Work in progress on or near manoeuvring areas is suspended unless specially cleared by the AO.  Standby for further emails updating restrictions or suspension of Low Visibility Operations."</i></p>
<b>E-mail dist list</b>	<i>Per Ops' SOP.</i>

## Annex Y: Snow and Ice Operations

- General.** QQ's site Snow and Ice Plan is available on request through Main Ops in the QQ Adverse Weather Management Plan. Aerodrome operating surfaces will not be cleared routinely. Clearance concentrates on maintaining the normal (non-airside) site routine over air ops after snowfall or severe icing.
- Restrictions on Movements.** When the aerodrome is unsuitable for flying due to snow/ice, "Aerodrome Black" is declared to prohibit aircraft / vehicle movements on manoeuvring areas. This avoids significant hazards and minimises compaction of snow or ice to promote faster recovery. Requests for exception are to be made to Eng Ops (Main Apron) or ATCO i/c (rest of AMA).
- Partial Recovery.** If snow/ice clears from aprons before runways and taxiways, SLOps or their deputy may cancel "Aerodrome Black" and instead declare: "Rwy Only Black". This condition is site-specific and intended to allow aircraft / vehicles movements on aprons only but not runways or taxiways. Helicopter flying may be authorised by the SLOps or their deputy. A table is provided below.
- Blacktop Levels.**

Level	Name	Restrictions	Authorised	Comms / Tannoy
1	AERODROME BLACK	Vehicle and aircraft movements prohibited.	ATC to declare aerodrome BLACK.	<i>"The aerodrome is now BLACK. All vehicles and aircraft are prohibited from using runways, taxiways and aprons until further notice"</i>
2	RWY ONLY BLACK	Vehicle and aircraft movements prohibited from using rwys and taxiways.  Vehicles and aircraft may access main aprons to the minimum extent to allow RW Ops. RW Ops may resume using North Point.	Airfield Manager or nominated duty to assess main apron and approve it for use.  Once approval received from Airfield manager, SLOps can approve RWY ONLY BLACK and allow RW Ops.	<i>"Runway only BLACK is in force. All vehicles and aircraft are prohibited from using runways, and taxiways. Until further notice, vehicles and aircraft may access aprons to the minimum extent necessary to conduct rotary wing operations."</i>

3	NORMAL OPS	All vehicle and aircraft restrictions are lifted and normal operations may resume.	Authorised by SLOps under advice from ATC and Airfield Manager.	<i>"The aerodrome is no longer BLACK. All vehicle restrictions have now been removed."</i>
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5. **Runway 23/05 surface issues below freezing.** Ice blisters / ice mushrooms can appear along the full length of the runway when temperature drops to freezing. Mitigated through the following actions:

- a. ATC daily inspections.
- b. Blisters / mushrooms are regularly monitored by the Airfield Manager and are treated where required.
- c. Rwy friction testing and pavement survey completed iaw RA3500.

## Annex Z: Thunderstorms and Strong Wind Procedures

1. **Strong Winds Warnings.** The Met Office will distribute forecasted wind speeds by e-mail to relevant sections on the Area Forecast, Aerodrome Cross Section and the Daily Weather Report. The Met Office will not provide additional warnings or updates outside of 0730-0930hrs during weekend flying in support of Tutor AEF Ops.

- a. **Hangar Doors.** Managers of aircraft hangars are to ensure hangar doors are closed in winds >25 kts or local orders if more restrictive.
- b. **Aircraft Parking and GSE.** Aircraft are to be hangered / sheltered when possible. If unavailable, covers, blanks and main-rotor blade securing ropes are to be fitted. Care should be taken to secure GSE and loose items in the vicinity of aircraft.
- c. **Safety of personnel.** As BDN does not have passenger handling facilities, aircraft captains and commanders are responsible for crew and passenger safety, including boarding and deplaning; especially so in inclement weather.
- d. **Safety of Visiting Aircraft.** Crews of visiting aircraft are responsible for the safety of their own aircraft and personnel in strong winds. Requests for shelter or hangars should be made to Main Ops.

2. **Thunderstorms and Lightning Risks.** The Met Office notifies thunderstorm warnings (per JSP 847) by email during the weekday flying window; Main Ops will Tannoy the warning upon receipt of the email. Met Office will not issue thunderstorm warnings outside 0730-0930hrs during weekend flying in support of Tutor AEF Ops.

- a. **Aircraft refuelling under Thunderstorm Warnings.** law [MAM-P](#):
  - (1) **Thunderstorm Warning High.** When a thunderstorm Risk/level high warning has been issued, or thunderstorm activity is apparent in the vicinity of an Aircraft, fuelling operations are to cease.
  - (2) **Thunderstorm Warning Moderate.** Refuelling may be undertaken, but only on the direct authorisation of a QQ Engineering Manager and the aircraft operating authority.
  - (3) **Thunderstorm Warning Low.** Refuelling may be carried out as normal.



## Annex AA: Civil Registered Aircraft Aerodrome Usage Terms and Conditions [□](#)

1. **Terms and Conditions.** JSP 360 governs civil use of MoD aerodromes. Current T&Cs and prices are available from Main Ops on request but may be varied at any time; the MoD and AO shall not be liable for any loss or damage (whether direct or indirect) arising out of any change in the terms and conditions or pricing structure.
2. **Types of Operation.** Scheduled passenger and fixed-based charter ops are not permitted to operate from BDN but this does not preclude small business jets and UK Gov tasked aircraft using the aerodrome. A Border Force Temporary Storage Approval may be in place to ease the movement of cargo for certain tasks, this is to be confirmed with the QAS team.
3. **Opening Hours.** See chapter 2, para 2.3.1. Civilian visitors will not be accepted outside of published hours, on public holidays or at weekends. Even when the aerodrome is notified as open, while every effort will be made to accommodate visitors, it may operate exclusively for priority test and evaluation flying and training. Where possible, an explanation will be given.
4. **Breaches of Terms and Conditions.** Breaches of terms and conditions are considered on a case-by-case basis by the AO who may withdraw permission to use the aerodrome either temporarily or permanently.
5. **Passenger Handling Facilities**
  - a. **Passengers and Animals.** The aerodrome has neither passenger nor animal handling facilities. With some exceptions, civil aircraft carrying (fare paying) passengers exceeding 10 tonnes are likely subject to National Aviation Security Programme restrictions that cannot be met at BDN; Main Ops should be called for advice. Passengers of those aircraft that can be handled will be escorted to / from the airside boundary in their own vehicles.
  - b. **Security.** While there is no dedicated aircraft security, the aerodrome has a perimeter fence and secure entrances; the aerodrome is covered by 24/7 foot and vehicle patrols and CCTV.
  - c. **Police, Borders and Customs.** BDN is not a designated Port of Entry. There is no permanent HM Revenue and Customs, UK Border Agency or SO15 (CTC) presence. Visitors are to comply with the Aviation Security Act 1982 and wider air transport security protocols.
  - d. **Catering.** The aerodrome has no aircraft catering facilities.
6. **Aircraft Handling Facilities**
  - a. **Aircraft Handling.** QAS handle visiting aircraft and are tasked to handle visiting civil aircraft as part of booking-in with Main Ops.
  - b. **Refuelling.** AVTUR (F34) and AVGAS (F18) and limited SAF is stored on site in Bulk Fuel Installations and available from QQ on request. See [Annex DD](#).

- c. **Aircraft Maintenance.** None available for visiting aircraft beyond assisting with re-fuelling and any ground manoeuvring of aircraft.
- d. **De-icing.** The aerodrome has no aircraft de-icing capability.
- e. **Complaints.** Feedback should be made to Main Ops in the first instance.

7. **Airworthiness and Safety.** Visiting aircraft are to be maintained to standards recognized by their national regulator. All personnel at BDN, including civilians, are responsible for flight safety. The MoD uses a Defence Aviation Safety Occurrence Report (DASOR) format to enter data to an Air Safety Information Management System (ASIMS). Visitors are encouraged to contact Main Ops for help in reporting incidents or accidents – or through any appropriate system.

## Annex **BB**: Electrical Ground Power

1. Ground power is available on request to Eng Ops through Main Ops:
  - a. **Fixed Ground Power.** Unavailable outside hangars 45, 168, 801 and 626.
  - b. **Mobile Ground Power.** GPUs are available; only trained QQ personnel and those trained by QQ may operate them.
  - c. **Auxiliary Power Units.** APUs may be run on all designated parking slots.
  - d. **28 Volt Conversion Units.** BDN holds:
    - (1) 4x GPU (140 Kva).
    - (2) 1x 90 Kva Twin AC.
    - (3) 3x GPU (90 Kva) ac/dc
    - (4) 2x Coolspool
  - e. **Air Start Units.** None.

## Annex **CC**: Aviation Fuel Management

1. **Fuel Sources at BDN.** QQ supply aviation fuel at BDN, not the MoD; visitors requiring fuel should make a request when booking in with Main Ops. QQ uses the NATO/NSPA 'GAS' contract as far as possible for MOD and NATO fuel uplift transactions. UK MOD aircraft do not need to seek pre authorisation, however NATO do via their own national eCIS portals.

2. **Procedures.** The following reference related to fuelling procedures.

Aviation Fuel Management Procedures	Reference
Management of Bulk Fuel Installations (BFI).	Air-AFD-Bulk Fuel Installation and Tanker Pool Instructions
Fuel storage, quality and delivery.	Air-AFD-Bulk Fuel Installation and Tanker Pool Instructions
Safety	Air-AFD-Bulk Fuel Installation and Tanker Pool Instructions and <a href="#">MAM-P</a>
Fuelling zones	QQ Eng Instructions and <a href="#">MAM-P</a>
Bonding / grounding of aircraft and fuelling eqpt	Air-AFD-Bulk Fuel Installation and Tanker Pool Instructions and <a href="#">MAM-P</a> .
Refuelling with pax-on-board:  To be conducted under the aircraft operators own guidance process. Acft commanders shall ensure that ARFF presence and aircraft passenger steps shall be placed against the aircraft by QQ Ground Handling staff before any refuelling takes place.	QQ Eng Instructions and <a href="#">MAM-P</a>
Fuelling with engines running (Rotors Running Refuel (RRRF)).	QQ Eng Instructions and <a href="#">MAM-P</a>
Fuelling and de-fuelling in hangars	QQ Eng Instructions and <a href="#">MAM-P</a>
Fuel spillage procedures	<a href="#">Pollution Incident Response Plan</a>

3. **Fuel Leaks – Action by Aircrew.** Even small quantities of fuel quickly destroys tarmac; without putting lives or aircraft at unnecessary risk, aircraft suffering fuel leaks should:

- a. **Fuel Leak on Start.** Inform ATC, shutdown and withdraw from aircraft to a safe distance.

- b. **Fuel Leak on Taxi.** Inform ATC and return to parking spot if safe to do so. If necessary abandon the aircraft with the park brake engaged/set, advising ATC of intentions.
- c. **Recovery to the Aerodrome with a Fuel Leak.** Recover to BDN and if possible taxi to parking spots 24-26, shutdown and withdraw from aircraft to a safe distance.
- d. **Use of Grass.** Unless unavoidable, leaking aircraft should not use grassed areas to save contaminating the ground or water table. Equally, overflight of grass and tarmac should be kept to a minimum.

## **Annex DD: Handling of Hazardous Materials (Spillage Plan)**

1. QQ manage the aerodrome [Pollution Incident Response Plan](#): a hard copy is held in Main Ops.

## Annex **EE**: Jettison and Fuel Dumping Area

1. There are no fuel dumping locations at BDN.



## Annex **FF**: Compass Calibration Base [□](#)

1. **Active CCB.** The MAGNETIC CCB is active and can be booked via Eng Ops. Main Ops will publish an Air Notice for local users detailing restrictions if bay is active.



2. **Maintenance and Calibration.** QAS is responsible for maintaining the CCB and ensures 5-yearly calibration checks are carried out iaw [RA 3521](#)(3). Certification information is available from the AFM; it is Class 1 certified until the date recorded in the [DAAF](#).

3. **Use of the CCB.** Requests to use the CCB are to be made with Eng Ops on 01980 66 3388.

## Annex **GG**: Explosive Ordnance Disposal Area

1. There is no explosive ordnance disposal area at BDN, however weapons malfunction procedures are listed below.

2. **Weapon Malfunction Procedures.** Action to be taken by aircrew following weapon malfunctions is at [RA 2325](#). More stringent orders and safety precautions may be specified in individual trials instructions or Group level orders and the no-less-permissive order is to apply. If landing at BDN, immediately after vacating the Rwy pilots, if applicable, is to set the Master Armament Safety Switch/Break to safe. The following is for guidance:

- a. CBLS - A hung-up practice bomb on a CBLS are authorised to taxi to the Arming-Up Bay; The pilot is to shut down and secure the aircraft and so far as possible 'safe' all weapons once out of their acft (NB the QQ armourers at BDN work in the Ejections Seat Bay only and do not attend aircraft, QQ Aircraft Ground Handlers are not authorised to make safe any weapons).
- b. QRA - Up to two Quick Reaction Alert (QRA) aircraft with any 'load out' are authorised to taxi to the approved parking area via the most expeditious route when carrying forward firing weapons. The pilot is to shut down and secure the aircraft and, so far as possible 'safe' all weapons once out of their acft (NB the QQ armourers at BDN work in the Ejections Seat Bay only and do not attend aircraft, QQ Aircraft Ground Handlers are not authorised to make safe any weapons and no acft qualified armourers are based at BDN ).
- c. Malfunctions - Aircraft experiencing forward firing/jettisonable weapon/Defensive Aid Suite (DAS) malfunctions are to taxi to the nearest safe parking point at Annex K, para 9.
  - (1) Failure of any forward firing or directional weapon / armament systems.
  - (2) Failure to jettison any type of armament store.
  - (3) Failure of countermeasure flares and pyrotechnic dischargers.

## **Annex HH: Dangerous Good (DG) Procedures**

1. Aircraft carrying Dangerous Goods are not routinely handled at BDN unless:
  - a. Experiencing an in-flight emergency or
  - b. Further to a request made at least one week in advance and with the support of the UK Controlling Air Movement Authority (CAMA):
    - (1) The UK Controlling Air Movement Authority (CAMA): Air Freight Centre, JSC, MoD Abbey Wood, Cedar 3C #3351, Bristol, BS34 8JH. (Tel: Civ: 030 9679 Ext 81113 / 81114 or Mil: 9679 Ext 81113 / 81114).
    - (2) DSCOM/Gp Level taskers
    - (3) LTPA Commercial Manager as an approved Other Works Approval Task.
    - (4) Explicit request through the PPR process

## **Annex II: Hydrazine (H70) Leak**

2. These orders are not required for this document as BDN does not routinely accept aircraft that use Hydrazine. This annex has, however, been included for continuity and reference purposes so that it is in accordance with all other versions of the DAM.

## **Annex JJ: UAS / RPAS Orders**

1. QQ will operate small drones for currency training at BDN outside normal airfield opening. This will be managed iaw Order 14 of the BDN AOB. Independent operators wishing to fly within the FRZ are to contact Main Operations and complete the relevant request forms.

## Annex **KK**: Aerodrome HIRTA Restrictions

1. **HIRTA permanent sources.** There are no A Band HIRTA sources at BDN, but there are five permanent HIRTA sources in the other bands at three separate sites on the aerodrome shown below.

Serial	Identity	Descriptor	
B 2011 (CW)	REG HF suite	HF EMC Test Facility	<u>51°09'23.5"N</u> <u>001°45'13.7"W</u>
D 1270 (CW & Pulsed)	Watchman Radar	RNAS WATCHMAN	<u>51°09'12.54"N</u> <u>001°44'43.47"W</u>
E 2295 (CW & Pulsed).....	REG Microwave suite	EMC Test Facility	<u>51°09'23.5"N</u> <u>001°45'13.7"W</u>
C 2486# (CW)	REG VHF Suite	VHF EMC Test Facility	<u>51°09'23.5"N</u> <u>001°45'13.7"W</u>
D 2481 (CW & Pulsed)	REG	EMC Test Facility	<u>51°09'23.5"N</u> <u>001°45'13.7"W</u>

2. **HIRTA Temporary Sources.** Sometimes, additional temporary local HIRTAs may be notified by Air Notice or NOTAM for trials on or close to the aerodrome.

3. **HIRTA restrictions at BDN.** Avoidance distances vary with freq band and are published in the UK Low-Flying Handbook (LFHB)<sup>23</sup> but some temporary HIRTAs may require greater avoids. Aircraft susceptibility grades are listed in Releases to Service and QARel (or equivalent); the effect of exposing aircraft to RADHAZ is platform-specific; aviation risk holders and manufacturers' orders and instructions are to be reviewed as authoritative but the following diagram is shown for guidance; Unless notified otherwise by Main Ops, avoidance distances / areas around the Radio Frequency Environment Generator (REG) are fixed for aircraft with B HIGH, C HIGH and D HIGH, (including Pulse HIGH) or E HIGH restrictions; the area marked below shows the HIRTA hazard area with a safety height of 600 ft agl. For aircraft with more restrictive HIRTA clearances (SEVERE) or for aircraft of unknown clearance, further advice may be sought through Main Ops.



<sup>23</sup> UK LFHB Section 1 Annex D describes a HIRTA scheme iaw JSP 846 to define policy and strategy for radio site protection and clearance. The HIRTA scheme in the UK LFHB covers threats from both average and peak (pulsed) RF environment to aircraft electrical/electronic avionic systems, and weapon systems (including electro-explosive devices).