Middle Wallop Defence Aerodrome Manual

Nov 2023

< CHANGES IDENTIFED IN RED>

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Foreword

1. **Military Aviation Authority**. On 1 April 2010, the Secretary of State for Defence (SofS) established by Charter the Military Aviation Authority (MAA) as the single independent regulatory body for all Defence aviation activity. The Director-General of the MAA (DG MAA) is responsible for providing assurance to SofS that the appropriate standards of military Air Safety are maintained and is the Convening Authority for Service Inquiries into Aircraft occurrences.

2. **Regulatory Framework**. DG MAA is the owner of the MAA Regulatory Publications (MRP) and has the authority to issue them on behalf of the SofS. There are 3 MRP documentation levels:

a. Overarching documents:

b. Regulatory Articles (RA): such as RA 1026 Aerodrome Operator (AO) Roles and Responsibilities

c. MAA Manuals, such as the Defence Aerodrome Manual (DAM).

3. **Applicability**. The MRPs are constituted as orders under the meaning of Orders in the Armed Forces Act and hold primacy over all other aviation orders or instructions (with the exception of Queen's Regulations and MAA Regulatory Notifications).

4. **MAA RA 1026.** MAA RA 1026 details the requirement for a Suitably Qualified and Experienced (SQEP) AO to be appointed; **for Middle Wallop (MW) this is CO 7 (Trg) Regt AAC**. The RA goes on to detail the requirement for the appointed AO to produce and take ownership of the DAM. The Defence Aerodrome Assurance Framework (DAAF) is produced in conjunction with the DAM.

5. **The MW Defence Aerodrome Manual (MW DAM).** The MW DAM is issued iaw MAA RA 1026. It will sit alongside the MW Flying Order Book (FOB) and Air Safety Management Plan (ASMP) to inform users of the aerodrome facilities and assure aviation Duty Holders (DHs) of a Safe Operating Environment.

6. **MW DAM Purpose.** The purpose of the MW DAM is to provide, in a standardized format, a mechanism to inform both military and civilian operators of aerodrome information that includes physical characteristics, available services, aerodrome hazards and operating procedures.

7. **Information Accuracy.** The AO is to ensure that information contained in the DAM is up to date and accurate. Where Aeronautical Information published in national Aeronautical Information Publications (AIPs)[1] is also published in the DAM, the information must be identical.

8. **Master Copy.** A master copy of the DAM is to be appropriately protected, held by the AO and made available on their MOD Share Point. Civil Aircraft operators if approved to use Middle Wallop will be provided an appropriate copy of the current DAM, redacted if required.

9. **Responsibilities.** Sqn and Lodger Unit Commanders are responsible to the AO in ensuring that all personnel under their command who are directly, or indirectly, involved with flying at MW have read and recorded the fact that they understand the content held within this manual and the appropriate parts of the publications. Visiting civil Aircraft operators and aerodrome users must comply with the rules and guidelines of this manual.

10. **Regulatory References**. The DAM supports and must be read in conjunction with the following:

[1] The AIP is the primary source for Aeronautical Information.

RA 1010	-	Head of Establishment – Aviation Responsibilities
RA 1020(4)	-	Responsibilities of Aviation Duty Holder-Facing Organizations
RA 1026	-	Aerodrome Operator and Aerodrome Supervisor (Recreational Flying) Roles and Responsibilities
RA 1030	-	Defence Aeronautical Information Management
RA 1200	-	Air Safety Management
RA 1205(4)	-	Responsibilities of Organizations Supporting an Aircraft Safety Case
RA 1400	-	Flight Safety
RA 1410	-	Occurrence Reporting and Management
RA 1430	-	Aircraft Post Crash Management and Significant Occurrence Management
RA 2415	-	Civil Use of Government Aerodromes
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[2]
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)

TWJ Pittaway MBE CFS AAC
Commanding Officer
7 (Training) Regiment Army Air Corps

DAM Table of Contents

[2] The policies and regulations published as chapters in this AP are mandatory for personnel at all Air Command Stations. However, other Top-Level Budgets (TLBs) that wish to adopt any policy from this AP are to publish guidance on which chapters are applicable to their subordinate Organizations.

1. Foreword

2. Table of Contents

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

Chapter 2: Aerodrome Data, Characteristics and Facilities

Chapter 3: Emergency and Aerodrome Rescue and Firefighting Orders

Chapter 4: Air Traffic Services and Local Procedures

Chapter 5: Aerodrome Administration and Operating Procedures

3. Table of Amendment

Amendment No.	Amendment Date	Date of Incorporation	Name / Role	Signature
Jun 21	7 Jun 21	Jun 21	Goodwin	
Sep 21	9 Sep 21	10 Sep 21	Goodwin	
Aug 22	5 Aug 22	8 Aug 22	Goodwin	
Mar 23	1 Mar 23	1 Mar 23	Goodwin	
Nov 23	20 Nov 23	20 Nov 23	Goodwin	

4. Annexes

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5. List of Abbreviations

A

AAIB - Air Accidents Investigation Branch
AAMC - Alternative Acceptable Means of Compliance
AD - Aerodrome
ADC - Aerodrome Controller
AGL - Above Ground Level
AIAA - Area of Intense Arial Activity
AIDU - Aeronautical Information Documentation Unit
AIP - Aeronautical Information Publication
ALARP - As Low As Reasonably Practicable
AM(MF) - Accountable Managers (Military Flying)
AO - Aerodrome Operator
AOHL - Aerodrome Operators Hazard Log
ASDA – Accelerate – Stop Distance Available
ASOS - Aircraft Operating Surfaces
APP - Approach
APU - Auxiliary Power Unit
ARFF - Aerodrome Rescue and Fire Fighting
ARP - Aerodrome Reference Point
AS – Aircraft
ASIMS - Air Safety Information Management System
ASMP - Air Safety Management Plan
ASMT - Airfield Specialist MT
ASP - Aircraft Servicing Platform
AST - Air Safety Team
AT - Air Transport
ATC - Air Traffic Control
ATCOB - Air Traffic Controllers Order Book
ATD - Actual Time of Departure
ATM – Air Traffic Management
ATIS - Automatic Terminal Information Service
ATS - Air Traffic Services
ATZ - Air Traffic Zone
ASSG - Air Safety Steering Group
ASSWG - Aircraft Safety Working Group

B

BA - Breathing Apparatus
BCU - Bird Control Unit

C

CAA - Civil Aviation Authority
CBA - Contained Breathing Apparatus
CAC - Centralised Approach Control
CNS - Communication, Navigation and Surveillance
COS - Chief Of Staff
CPO - Control panel operator
CSA - Compass Swing Area

D

DAAF - Defence Aerodrome Assurance Framework
DAM - Defence Aerodrome Manual
DASOR - Defence Air Safety Occurrence Reporting
DASOs - Delivery Duty Holder's Air Safety Officers
DDH - Delivery Duty Holder
DFS – Defence (Capita) Fire Service
DG - Dangerous Goods
DGRs - DG Regulations
DHs - Duty Holders
DHF - Duty Holder Facing
Defence AIB - Defence Air Accident Investigation Branch
DIO - Defence Infrastructure Organisation
DME - Distance Measuring Equipment
DOC - Duty Ops Controller
DSEA - Defence Safety and Environment Authority

E

EASA - European Aviation Safety Agency
ETA - Estimated Time of Arrival

F

FERA - Food & Environment Research Agency
FSO - Fireground safety officer
FLC - Front Line Command
FOB - Flying Order Book
FOD - Foreign Object Debris
FP - Force Protection
FS - Flight Safety

G

GRA's - Generic Risk Assessments
GRMS - Ground Radio Maintenance Section
GSE - Ground Support Equipment

H

HALS – Hardened Aircraft Landing Strip
HRDF - High Resolution Direction Finder
HO – Hours of Operation

I
IA - Internal Aids
IATA - International Air Transport Association
IBA - Internal Business Agreement
ICAO - International Civil Aviation Organisation
ICAO TIs - International Civil Aviation Organisation's Technical Instructions
IFR - Instrument Flight Rules
ILS - Instrument Landing System
IMC - Instrument Meteorological Conditions
IC - Incident commander

J
JBA - Joint Business Agreement
JHC - Joint Helicopter Command
JHSS - Joint Helicopter Support Squadron
JSP - Joint Service Publication

L
LDA - Landing Distance Available
LFF - Leading Firefighter / Crew Manager
LPG - Liquefied petroleum gas
LFA - Low Flying Area
LHC - Left Hand Circuit
LVO - Low Visibility Operations
LVP - Low Visibility Procedures

M
MAA - Military Aviation Authority
MAP - Missed Approach Point
MATZ - Military Aerodrome Traffic Zone
MDA – Minimum Descent Altitude
MEHT - Minimum Eye Height above Threshold
MET - Meteorological, Meteorology
METAR – Meteorological Terminal Aerodrome Report
MGR - Main Guard Room
MHz - Megahertz
MMATM - Manual of Military Air Traffic Management
MOD - Ministry of Defence
MPGS - Military Provost Guard Service
MT - Military Transport
MTOW - Maximum Take-Off Weight

N
NATS – National Air Traffic Services
NOTAM - Notice to Aviation
NOS - National Occupational Standards
NVD - Night Vision Devices
NVG - Night Vision Goggles

O
OC - Officer Commanding
OFZ - Obstacle Free Zone
OLS – Obstacle Limitation Surface

P
PAPI - Precision Approach Path Indicator
PAR - Precision Approach Radar
PCN - Pavement Classification Number
PFL - Practice Forced Landing
PinS – Point-in-Space
POL - Petrol Oils Lubricants
PPR - Prior Permission Required

Q
QFE - Atmospheric pressure at aerodrome elevation
QNH – Barometric Pressure adjusted to sea level

R
RADS - Rotor Analysis and Diagnostic System
RAIM – Receiver Autonomous Integrity Monitoring
RIV - Rapid Intervention Vehicle
RCF - Radio Communications Failure
RESA - Rwy End Safety Area
RHC - Right Hand Circuit
RNP – Required Navigation Performance
RRRF - Rotors Running Refuelling
RW - Rotary Wing
RWY - Runway

S
SATCO - Senior Air Traffic Control Officer
SC - Safety Cell
SFODO - Station FOD Officer
SME - Subject Matter Expert
SMRE - Secure Management Radio Equipment
SO - Senior Operator
SOP - Standard Operating Procedures
SQEP - Suitably Qualified and Experienced Personnel

T
TAF - Terminal Aerodrome Forecast
TAP - Terminal Approach Procedures
TDZ - Touch Down Zone
TDZE - Touch Down Zone Elevation
TIP's - Tactical Information plans
TLB - Top Level Budget

TODA - Take Off Distance Available
TORA - Take Off Run Available

U
UDF - Ultra High Frequency Direction Finder
UHF - Ultra High Frequency
USL - Underslung Load

V
VAS - Visiting Aircraft
VCR - Visual Control Room
VDF - Very High Frequency Direction Finder
VFR - Visual Flight Rules
VHF - Very High Frequency
VMC - Visual Meteorological Conditions
VOR - Very High Frequency Omni-directional Range

W
WIP - Work In Progress
WM - Watch Manager
WCMP – Wildlife Control Management Plan

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

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

Lt Col TWJ Pittaway MBE CFS AAC
Commanding Officer
7 (Training) Regiment Army Air Corps
Army Air Corps Centre
Middle Wallop
Stockbridge
Hampshire
SO208DY

Mil ☎ 94329 4313
Civ ☎ 01264 784313
Email: AACen-7AAC-RHQ-CO@mod.gov.uk

1.2 **AO Authority:** The AO is responsible for actively managing an environment that accommodates the safe operation of Aircraft in accordance with **RA1026**. The management and running of the aerodrome is a Duty Holder Facing (DHF) responsibility. The AO has been issued a letter of delegation by the Head of Establishment of the Army Aviation Centre Middle Wallop who has overall responsibility for the aerodrome. A copy of the AO's Letter of Delegation is contained at **Annex A**.

1.3 **Safety Meeting Structure** – The AACen Air Safety Management Organisation and meeting structure is captured at **Annex B**.

1.4 **Aerodrome Organization Structure and Key Stakeholders.** A list of aerodrome key stakeholders including their post role and work contact numbers is at **Annex C**.

1.5 **Aerodrome Operators Hazard Log (AOHL)** – The MW AOHL can be found at **Annex D**.

1.6 **Formal Aerodrome Related Agreements** - Copies of all formal aerodrome related agreements are captured at **Annex E**.

1.7 **Aerodrome Alternative Acceptable Means of Compliance (AAMC), Waivers and Exemptions (AAMC)** - AAMC, Waivers and Exemptions are captured at **Annex F**.

1.8 **Aerodrome Location and Control of Entry and Access.** Details on the location, Control of Entry and Access procedures are contained at **Annex G.**

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Chapter 2: Aerodrome Data, Facilities and Characteristics

2.0 All aircraft operating in the Middle Wallop visual circuit area and those conducting Instrument Departures and Approaches are to use the aerodrome QNH unless otherwise directed by ATC. In order to comply with RA3302, visiting VFR helicopters are to be given the Airfield Elevation (297ft) when joining for Heli-Points, visiting VFR aircraft joining for either the runway or the HALS, and all aircraft making an instrument arrival are to be given the appropriate TDZE.

Station based aircraft will not routinely be passed the airfield elevation or TDZE by ATC for VFR operations. Touchdown Zone Elevations are as follows:

- Rwy 08/17/26 - 288ft
- Rwy 35 - 281ft
- HALS 04/22 - 279ft

QFE will not to be used or issued during normal day-to-day flying operations at Middle Wallop. However, an ATCO may in exceptional circumstances provide visiting aircraft with the touchdown QFE if they decide that this is the most appropriate and/or safest process to adopt. The following data and information is collated to duplicate current UK Military AIPs, the DAM is to be considered the primary source document that feeds other military aviation publications.

2.1. Aerodrome Data. The AO is to ensure that all Aerodrome data provided is accurate and information contained in the DAM, wherever possible, is to mirror the equivalent information published within other military aviation publications.

LOCATION INDICATOR AND NAME
EGVP – Middle Wallop

AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA		
1	Aircraft Readiness Platform Co-ordinates and site at Aerodrome (AD):	N51 08 57.69 W001 34 12.90 Historical Point
2	Direction and distance from City / Town:	10nm NE of Salisbury
3	Elevation / Reference Temperature:	297ft / 22°C
4	Magnetic Variation / Annual Change:	+0°19'W / - 0°12'E
5	Geoid Undulation at AD Elev Position:	Not Provided
6	AD Administration Address: Telephone: Fax:	Airfield Manager Army Aviation Centre Middle Wallop Stockbridge Hampshire SO20 8DY Mil: 94329 x4380 (ATC Switchboard), x4848/4849 (Ops Civ: 01264 784380 (ATC Switchboard) Mil: 94329 x4145 (Ops) Civ: 01264 784145 (Ops)

	E-mail: Web site:	AACen-7AACRHQMailbox@mod.gov.uk Nil
7	Types of Traffic Permitted (IFR / VFR):	IFR / VFR
8	Remarks:	Nil

RESCUE and FIRE FIGHTING SERVICES		
1	AD Category for Fire Fighting:	H3.
2	Rescue Equipment:	As per H3.
3	Capability for removal of disabled Aircraft:	Limited to immediate removal from operating surfaces

AERODROME OBSTACLES (A link to Measured Height Survey Data is acceptable)					
Obstacle ID	**Latitude**	**Longitude**	**Metres (AMSL)**	**Feet (AMSL)**	**Comments[3]**
Link to Measured Height Survey					

2.2 SPECIAL PROCEDURES						
Elev	Var	TA			Date	Chart No.
297	+0°19'W	3000	TRL ATC		7 JAN 16	B1

2.3. Noise Abatement Procedure Orders. Orders, contained at **Annex H**.

2.4. Temporary Obstruction Orders. Orders to ensure that temporary obstructions are notified and marked correctly are contained at **Annex I.**

2.5. RWY Strip Obstructions. There are no Rwy Strip Obstructions of note at Middle Wallop. All know obstructions are captured in the **Measured Height Survey**. Any temporary obstructions will be NOTAM'd via Stn Ops.

2.6. RWY End Safety Area (RESA). There are no RESAs declared at Middle Wallop aerodrome. All operators should consider the LDA of the runways before planning to operate at Middle Wallop.

2.7. Manoeuvring Area Safety and Control Orders. Orders for the safe parking, manoeuvring, refuelling and servicing of Aircraft are contained at Annex K.

[3] Eg Operationally Essential Obstacles (RA 3590(12)), or obstacles that penetrate the Obstacle Limitation Surfaces or Obstacle Free Zones (RA 3512).

Chapter 3: Emergency and Aerodrome Rescue and Firefighting Orders

3.1 **Emergency Organization**. At Middle Wallop aerodrome support to Emergency and Rescue services are provided to the AO by the Defence ARFF Service Provider (Capita Fire and Rescue) and the provision of suitable medical cover during hours of operation. The Emergency and Rescue service at Middle Wallop is assured by the Capita Fire and Rescue Fire Station Group Manager and AACen Senior Medical Officer to ensure that an acceptable means of compliance in regards to RA 3261(2), RA 3263, RA 3049[4], AP1269 Lflt 12-08 and DSA02 DFSR.

3.2 **Emergency Orders / Aerodrome Crash Plan**. The Middle Wallop Aerodrome Crash Plan is contained at **Annex L**. The Middle Wallop ACP is exercised by table op or live-ex yearly. Records of these exercises are available through 7AAC AS SO3

3.3 **Aerodrome Rescue and Fire Fighting Services and Training Orders**. In accordance with DSA02 DFSR the Middle Wallop Fire Station Group Manager has produced Aerodrome Rescue and Fire Fighting Service and Training Orders for Middle Wallop Aerodrome; these are contained at **Annex M**.

3.4 **Disabled Aircraft Removal**. The Orders regarding Disabled Aircraft Removal are contained at **Annex N**. Any required initiation of these Orders will be confirmed by the AO on notification of an incident by ATC following any immediate ARFF Service requirement.:

[4] Refer to RA 3049 – Defence Contractor Flying Organization Responsibilities for UK Military Air System Operating Locations.

Chapter 4: Air Traffic Services and Local Procedures

4.1 **ATC Orders**. ATC Orders have been produced and cover all ATC procedures involved in the safe and expeditious flow of Air Traffic at Middle Wallop. Details of all operational ATM procedures and orders are contained in the Unit's Manual of Air Traffic Services Part 2 (MATS Pt 2) and have been approved by CAA SARG and RAF ATM STANEVAL. At Middle Wallop ATS are provided by NATS under MOD contract, as such the Middle Wallop ATC MATS Pt2 contains intellectual property owned by NATS. The aerodrome procedures that are contained within this document are reflected within the MW Local Procedures, minus the ATM Admin Orders, and are contained at **Annex O**.

Chapter 5: Aerodrome Administration and Operating Procedures

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

5.2 **Aerodrome Serviceability Inspections**. Orders for the inspection of the Aerodromes are conducted iaw RA 3264[5] and contained at Annex Q Although not exhaustive, as a minimum where ATC is present the following is to be covered:

5.3. **Aerodrome Technical Inspections**. Orders are contained at **Annex R** detailing the actions and responsibilities for the technical inspection of the aerodrome.

5.4 **Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection**. Orders for the Maintenance and monitoring of radar, radio and navigation equipment are contained at **Annex S.**

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

5.6. **Aerodrome Users - Vehicle and Pedestrian Control**. Orders for the control of vehicular and pedestrian traffic on the aerodrome are contained at **Annex U** and are iaw RA 3262[6]:

5.7. **FOD Prevention - Training and Awareness**. Orders, contained at **Annex V**, are to be produced with regards to FOD prevention, training and awareness.

5.8. **Aerodrome Wildlife Management**. Middle Wallop does not have a dedicated Wildlife Control Unit (WCU) supporting it operations however, it does have a Wildlife Control Management Plan and is subject to 2nd Party Assurance through Air Command and the bi-ennial Wildlife Management inspection conducted on Air Cmd's behalf by Birdstrike Management Ltd. Details pertaining to these Orders and Reports are contained at **Annex W**.

5.9. **Low Visibility Operations (LVO)**. Currently no Low Visibility Operations are authorised at MW and Flying Operations are to cease once the visibility has dropped below the station minima of 1500m.

5.10. **Snow and Ice Operations**. Snow and Ice Orders, contained at **Annex Y**, are to be written, exercised and reviewed annually iaw RA 3278[7].

5.11. **Thunderstorm and Strong Wind Procedures**. Orders covering Aircraft operations during thunderstorm (lightning risk) warning periods and periods of forecast strong winds contained at **Annex Z**.

5.12. **Civil Registered Aircraft Aerodrome Usage - Terms and Conditions**. At this time the AO only accepts external civilian operated Aircraft at Middle Wallop by invitation unless they are operating under a specific military contract, LOA or as part of an approved and authorized event. When operating under these situations specific instructions and guidance is provided separately to the Aircraft operator and the activity is conducted in accordance

[5] Refer to RA 3264 – Aerodrome Inspections.
[6] Refer to RA 3262 – Aerodrome Access.
[7] Refer to RA 3278 – Snow and Ice Operations.

with JSP 360 – Civil Use of MOD Aerodromes[8]. **Annex AA** provides the minimum level of information that should be passed to civilian registered aircraft users when accepted to land at Middle Wallop

5.13. **Safeguarding Requirements - Waivers and Exemptions**. The procedures involved in safeguarding the operational environment of military aerodromes is explained in greater detail in the RA 3500 Series[9]. Any waivers or exemptions issued by the MAA are promulgated at **Annex F** to the DAM and a corresponding record of the validity is recorded in the DAAF.

5.14. **Aerodrome Assurance Activity**. The AO captures all reports, surveys and assurance documentation, regarding the aerodrome and its facilities within the DAAF. In addition, the AO will include 2nd and 3rd Party assurance reports that are pertinent to the aerodrome and its operations[10].

5.15. **Electrical Ground Power Procedures.** Details for electrical ground power procedures are contained at **Annex CC.**

5.16. **Aviation Fuel Management Procedures**. Orders for aviation fuel management including policy guidance are contained at **Annex DD.**

5.17. **Hazardous Materials - Spillage Plan**. Orders for Hazardous Materials Spillage are contained at **Annex EE**.

5.18. **Compass Swing Area**. Orders and Middle wallop's Compass Bay Calibration Certificate are contained at **Annex GG.**

5.19. **UAS / RPAS Orders**. If applicable, Orders, contained **Annex KK**, are to be produced to cover the actions to be carried out if UAS / RPAS are to be operated within the Air Traffic Zone boundary.

5.20 **Aerodrome Early Closure**. Middle Wallop Aerodrome will remain open until at least 1700L daily. However, if Middle Wallop based Units have completed their flying programme early and there are no supported diversion commitments, SATCO can request to close the air navigation service provision early. The procedure to request early closure is as follows:

a. Review of STARS at 1500L.

b. On confirmation that there are no planned sorties or ground runs post 1700L request to close at 1700L to be made to 7 Regt AAC.

c. The following 7 Regt AAC personnel are authorised to approve the early closure of the Aerodrome:

i. CO 7 Regt AAC

ii. 2ic 7 Regt AAC

[8] Refer to JSP 360 - Use of Military Aerodromes by Civil Aircraft. This will need to be made available to civil operators on request.
[9] Refer to RA 3500 Series – Aerodrome Design and Safeguarding.
[10] For example, Air Traffic Control BM STANEVAL (ATM) reports.

iii. RQHI 7 Regt AAC.

iv. 7 Regt AAC SNCO Ops.

v. Middle Wallop Airfield Manager

d. Once authority has been received Stn Ops are to issue a NOTAM confirming the early closure, ATC are to inform the D&D Cell of the closure as per the normal closedown.

Annex A to MW DAM
Dated Nov 23

Commandant
Army Aviation Centre
Middle Wallop, Stockbridge
Hants SO20 8DY

Telephone [MOD]: 0126478[94329] 4301
Facsimile [MOD]: 0126478 [94329] 4558
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Lieutenant Colonel TWJ Pittaway MBE AAC
Commanding Officer
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Middle Wallop
STOCKBRIDGE
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14th Sep 2023

TERMS OF REFERENCE - APPOINTMENT OF LT COL TWJ PITTAWAY AS AERODROME OPERATOR

References:

A. RA 1020 (Issue 11) - Roles and Responsibilities: Aviation Duty Holder (ADH) and ADH – Facing Organizations.
B. RA 1026 (Issue 7) - Aerodrome Operator

PRINCIPAL RESPONSIBILITY

1. The Secretary of State for Defence, at Ref A, set out the requirement for an assurance process so that the highest standards of Air Safety[1] are maintained in the conduct of military aviation. In my role as the Army Aviation Centre Station Commander and Head of Establishment (HoE), and in accordance with Ref A and B, I hereby appoint you to be the Aerodrome Operator for Middle Wallop. Your primary responsibility is the provision of overarching assurance of the appropriate safety, coherence, risk identification and management of operations at Middle Wallop. You are to develop mechanisms and procedures which evidentially will provide me, as the HoE, with the necessary assurance that operations in Middle Wallop, meet the required Departmental (MAA informed) requirements.

RESPONSIBILITIES

2. In discharging your responsibilities to me for the self-regulation and internal assurance[2] of Air Safety activity, specifically operating procedures, standards and Flight Safety, you are to develop, populate and maintain the Defence Aerodrome Manual (DAM) for Middle Wallop. This is to include the Defence Aerodrome Assurance Framework (DAAF) which will consolidate existing information on aerodrome facilities and assure appropriate standards are being met in the delivery of Air Safety to all aircraft, airborne equipment and systems operating from the aerodrome.

3. In addition you are responsible for:

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[1] **Air Safety** is defined as the state of freedom from unacceptable risk of injury to persons, or damage, throughout the life cycle of military air systems. Its purview extends across all Defence Lines of Development and includes Airworthiness, Flight Safety, Policy, Regulation and the apportionment of Resources. It does not address survivability in a hostile environment.
[2] **Assurance** is defined as adequate confidence and evidence, through due process, that safety (and environment) requirements have been met (Def Stan 00-56/3).

a. Supporting me by ensuring that the aerodrome operates and accords with RA 1200 Defence Air Safety Management.

b. Establishing formal mechanisms to ensure robust communication of any hazards and/or issues relevant to me.

c. Establishing a formal relationship with me, the unit HoE, and other key personalities to ensure any decisions made are cognisant of the impact on Air Safety. These areas for consideration shall include, but are not limited to, facilities, personnel, equipment and material.

d. Establishing formal mechanisms to ensure monitoring and assurance of activities, operating procedures, standards and flight safety within and interfacing your AoR.

e. Ensure that the DAM is developed according to the output of the aerodrome and in compliance with the MRP.

4. In particular, you are to:

a. Provide me with assurance based on evidence of the Flight Safety, operating support and operating aspects of the aerodrome under command. This should include a formal annual assurance in report in September.

b. Ensure that personnel responsible for conducting key roles in implementing the assurance strategy are sufficiently qualified, competent and trained.

c. Sit on the AACen ASIMS Review Gp as directed by the AACen ASMS/P.

5. A core element of your responsibilities is Security of the aerodrome both within and external to the airfield perimeter.

6. If you or your staff become aware of any practice, procedure or circumstance which casts doubt upon the delivery of Air Safety at the aerodrome you are to draw the matter to my attention immediately.

7. You are to complete AS training in line with Ref B.

8. You are to confirm in writing that you have read and understood these Terms of Reference. Your confirmation should set out any limitations and constraints inherent in executing the above duties.

Brenden Shaw

B Shaw
Colonel
Commandant
Army Aviation Centre

Annex A to
TOR/MW AO
Dated Sep 23

RECEIPT OF APPOINTMENT LETTER AND TERMS OF REFERENCE AS APPOINTMENT OF MIDDLE WALLOP AERODROME OPERATOR.

1. I, Lieutenant Colonel TWJ Pittaway, acknowledge receipt of my personal letter of appointment dated 22 Mar 21 from the Army Aviation Centre Station Commander and HoE. I understand that I am responsible, accountable and answerable for as long as I hold my present post as Aerodrome Operator.

2. I confirm that I have read and understood my letter of appointment.

SIGNED.....

DATE.....18 SEP 23.....

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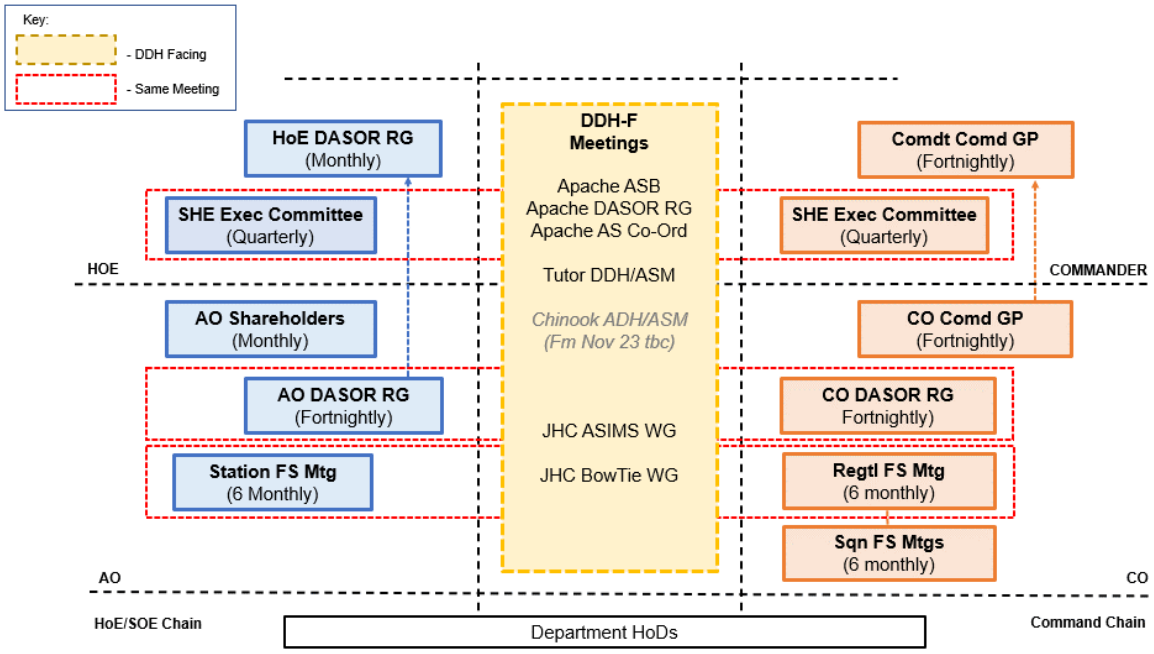
Annex B to MW DAM
Dated Nov 23

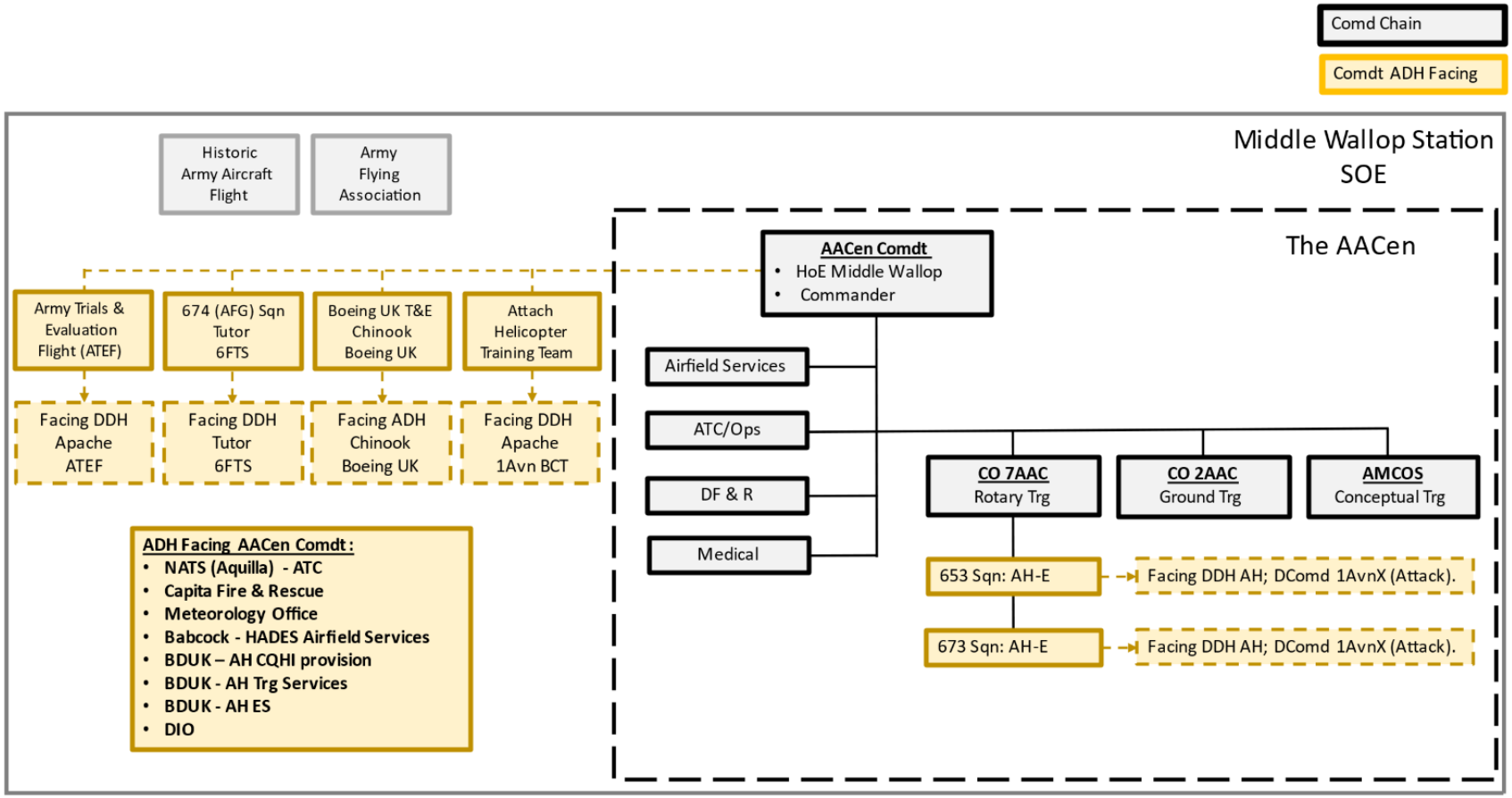
MW Air Safety Meeting Structure

1. The diagram below describes the MW Safety Meeting Structure and is taken from the AACen ASMP which can be viewed here. Frequencies of meetings are provided at each level. Each meeting has a standing agenda and attendance list with minutes being recorded for auditing purposes, further details can be sought if required from 7 Regt AAC ASM.



Annex C to MW DAM
Dated Nov 23

MW Organizational Structure & Aerodrome Key Stakeholders



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List of Key Stakeholders

1. These extensions all require one of the following prefixes:

   a. From a Civilian line dial 01264 78 followed by the ext number.

   b. From a DFTS (Military) Dialling Code dial 94329 followed by the ext number.

Post	Ext
Comdt (HOE)	Refer to COS
Chief of Staff	4135
Station Staff Officer	4756
CO 7 Regt & Aerodrome Operator	4313/4541
7 Regt Air Safety Manager	4727
7 Regt Ops	0300 1515267
RQHI	4236
Air Traffic Control	4380
Air Traffic Control Emergency	3333
Airfield Manager	0300 1576642
Fire Section Duty Crew	4276
Fire Station Manager	4580
Fire Section Emergency	4444
Medical Centre	4209
Aviation Medicine	4224
Orderly Officer	07831 693573
Guard Room	4272
Access Control	4002

Annex D to MW DAM
Dated Nov 23

AERODROME OPERATORS HAZARD LOG

MW Aerodrome Operating Hazard Log – AO Reviewed Nov 23						
Ser No	Nature of Hazard	Position of Hazard	Permanence of Hazard (Temporary or Permanent?)	Is the Hazard affected by season light or time?	What mitigation has been employed, if any, to reduce its impact?	AO Assessment
MW001	Manoeuvring area incursions by unknown vehicles and personnel.	MW Airfield	Permanent	No	Access Control for all visitors to the Unit with separate procedures for those requiring escorting to the airfield. Keycode barriers and controlled entry gates in use. Appropriate signage IAW MADS. Station and sub unit induction briefings. Instructions entered regularly on Station and Regt Part 1 Orders	TREAT
MW002	Manoeuvring area incursions by known vehicles and personnel.	MW Airfield	Permanent	No	Requirement to brief ATC/AFM on proposed activity prior to access to the airfield. Airfield Driving Training and Permit issue. Airfield Access Orders. ATCO lookout. AG9 not available to personnel for access or egress. Signs at all access points. Airfield Access Orders.	TREAT
MW003	Not all dispersals are visible to ADC, so CCTV cameras used on Alpha dispersal	MW Airfield	Permanent	No	CCTV camera overlooking Alpha Dispersal now solely an ATC Flight Safety Asset. ADC ATCOs trained on equipment. Vehicles entering the area must speak to ATC to ensure deconfliction with Aircraft. Alpha dispersal has 2 vehicle points of entry both under control of Boeing	TOLERATE
MW004	Grass cutting (birds)	MW Airfield	Permanent	Yes, worse over 'growing season' in summer	Short Grass policy within peri-track for all landing surfaces by DIO Grounds Maintenance Contract. Outside of the peri-track grass is managed through DIO Farmer Business Tenancies. LGP cannot be assured.	TOLERATE

MW006	MW has no BCU	MW Airfield	Permanent	Yes	Hangars utilise bird scaring technology and regular Raptor flying to deter birds. There is vermin and wildlife control via the Pottering Club. Deer culling provided by the Regional DIO Deer Officer. ATC log bird activity to assist with notification if increases occur. Middle Wallop Airfield WCMP.	TREAT
MW007	Non-standard Non-precision Approach Lighting	R/W lighting	permanent	No	Ref to non-standard lights in BINA + Mil AIP. Layout noted in TAPS Pilots trained to execute MAP if not content with visual refs provided by lights. Waiver IAW Regulatory Notice MAA_AWE_2015_89 (D MAA)	TOLERATE
MW008	Wallop Defence Services factory burning/testing of equipment causing smoke to drift across airfield	MW Airfield	Permanent	No	~~Burning is pre notified. If smoke is thought to effect flight safety they are not granted permission to burn until it is safety to do so~~ Burning activity completed.	CLOSED
MW009	Non-standard runway markings	Main runway	Permanent	No	Non-standard markings to facilitate local procedures involving multiple rotary wing Aircraft runway occupancy. Waiver IAW Regulatory Notice MAA/RN/2015/07 (D MAA). All new work to be compliant with RA3500 Series.	TOLERATE
MW010	Control and oversight of weekend activities	MW weekend users	Permanent	No	All activity notified at the weekly de-confliction meeting. Green sheets produced to inform all weekend users of approved activities taking place. Any full-size Aircraft operations must assure themselves that a Safe Operating Environment exists and at a minimum provide periodic Airfield Inspections, Supervision of activity within the ATZ, monitoring of radio transmissions and the ability to initiate an emergency response to an incident. A Unit nominated PCMIO is on duty at times when weekend activity is authorised.	TREAT
MW011	Activities organised by the Museum of Army Flying	MW weekend users	Permanent	No	~~Notification and deconfliction of activities is conducted by the Airfield Manager. Direction issued that no activities are authorised on the airfield unless approved by the Airfield Manager. All external activities provide Ground and Air Risk Assessments prior to approval to operate.~~ Activities now monitored through the Forecast of Events and 7 Regt AAC Planning Activities	CLOSED
MW012	Laser/light attacks on Aircraft	MW Airfield	Permanent	Yes worse at night	Crews are briefed on actions in the event of illumination. Map identifying positions where Laser/Light attacks have been notified in Stn Ops. ATC/Ops report any incidents to CIV POL.	TOLERATE

MW013	No Sweeping plan	MW Airfield	Permanent	No	Frequent FOD plods are conducted on dispersals and daily inspections are carried out on the airfield by ATC.	TREAT
MW014	Un-identified third party on the airfield	MW Airfield	Permanent	No	ATC look out, signage and security patrols	TREAT
MW015	Insecure Airfield Boundary fencing	MW Airfield	Permanent	No	Signage, guard force patrols, ATC look out	TREAT
MW016	Use of the airfield by third party non frequent user	MW Airfield	Temporary	No	Ad-hoc requests to use Middle Wallop Aerodrome by non-frequent users routinely denied. Any sponsored event that requires the participation of non-frequent users will be provided clear and specific operating instructions and will be supported by ATC and Unit Supervision.	CLOSED
MW017	Airfield Vehicle Marking not IAW RA 3500 Series	Bowser Pool	Permanent	No	Tactical vehicles provided for refuelling activities, All vehicles have an orange occulting flashing light when in operation.	TOLERATE
MW018	Airfield Gate unserviceability increases response time to incidents and may require emergency vehicle use of areas where aircraft are parked and personnel are working.	MW Airfield	Temporary	Yes	Airfield gate unserviceability reported through Central Management Fault reporting highlighting FS implications. Manual operation not routinely available on some gates. DEFRMO Watch Manager informed of unserviceability and alternate routes agreed with ATC. Repair plan owned by SSO and DIO.	TREAT
MW019	No Night Dispersal Flood Lighting	Alpha and Romeo Dispersals	Permanent	Yes	Any future major projects for dispersal repair are to include RA 3515 compliant lighting within the project. Personnel operating on the dispersals are issued torches and high visibility jackets/belts. Vehicles operate with standard road lighting and occulting orange lights.	TREAT

MW20	Insufficient Spill Response if catastrophic spill >4000 litres	All Dispersals	Permanent	No	Middle Wallop Major Spill Response Plan. Capita FR response. Intercepted Dispersals.	TOLERATE

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Annex E to MW DAM
Dated Nov 23

Formal Letters of Agreement

Copies of the following Letters of Agreement are contained within MW FOB which can be found using the following:

1. Low Level Routes between Shipton Bellinger and Grateley. Wilton and Airman's Cross, and Wilton and Grateley (Oct 23 – Oct 28). Here.

2. Letter of agreement between MOD Boscombe Down and AACen MW concerning procedures for helicopters operated by AACen MW undertaking instrument approaches to MOD Boscombe Down (Oct 23 – Oct 28). Here.

3. Letter of Agreement between MOD Boscombe Down and AACen MW concerning the operation of MOD Boscombe Down and AACen MW within the combined military air traffic zone (CMATZ) (Oct 23 – Oct 28). Here.

4. Letter of Agreement between DSTL Porton Down, MOD Boscombe Down and AACen MW (Sep 19 – Sep 24). Here.

5. Letter of agreement between MOD Boscombe Down and AACen MW concerning procedures for 7 Regt AAC Apache (AH) helicopters to undertake training at MOD Boscombe Down airfield (Sep 22 – Sep 27). Here.

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Annex F to MW DAM
Dated Nov 23

Aerodrome Safeguarding Waivers & Exemptions

1. The requirement for waivers, exemptions and alternative acceptable means of compliance (AAMC) in relation to the Aerodrome Design and Safeguarding is contained within the MAA RA 3500 Series.

2. The MAA Waiver for Non-Standard Aeronautical Ground Lighting at Middle Wallop (MAA_AWE_2015_89) can be read here. This document was updated in 2020 and can be read here.

3. The MAA Waiver for Non-compliant Slope Characteristics for Delta Dispersal, Foxtrot Dispersal and the Beaver Strip & Taxiway can be read here.

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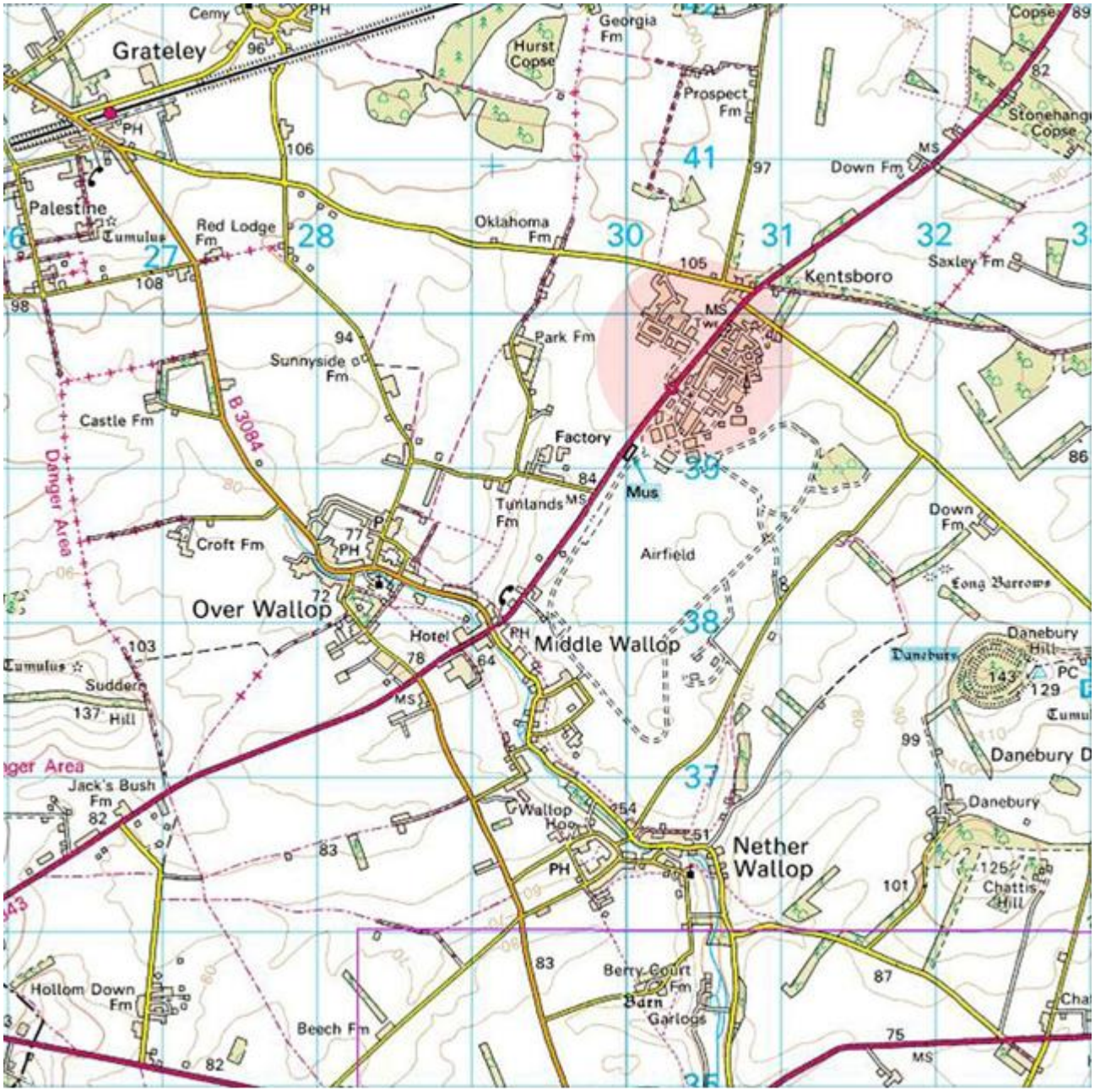
Annex G to MW DAM
Dated Nov 23

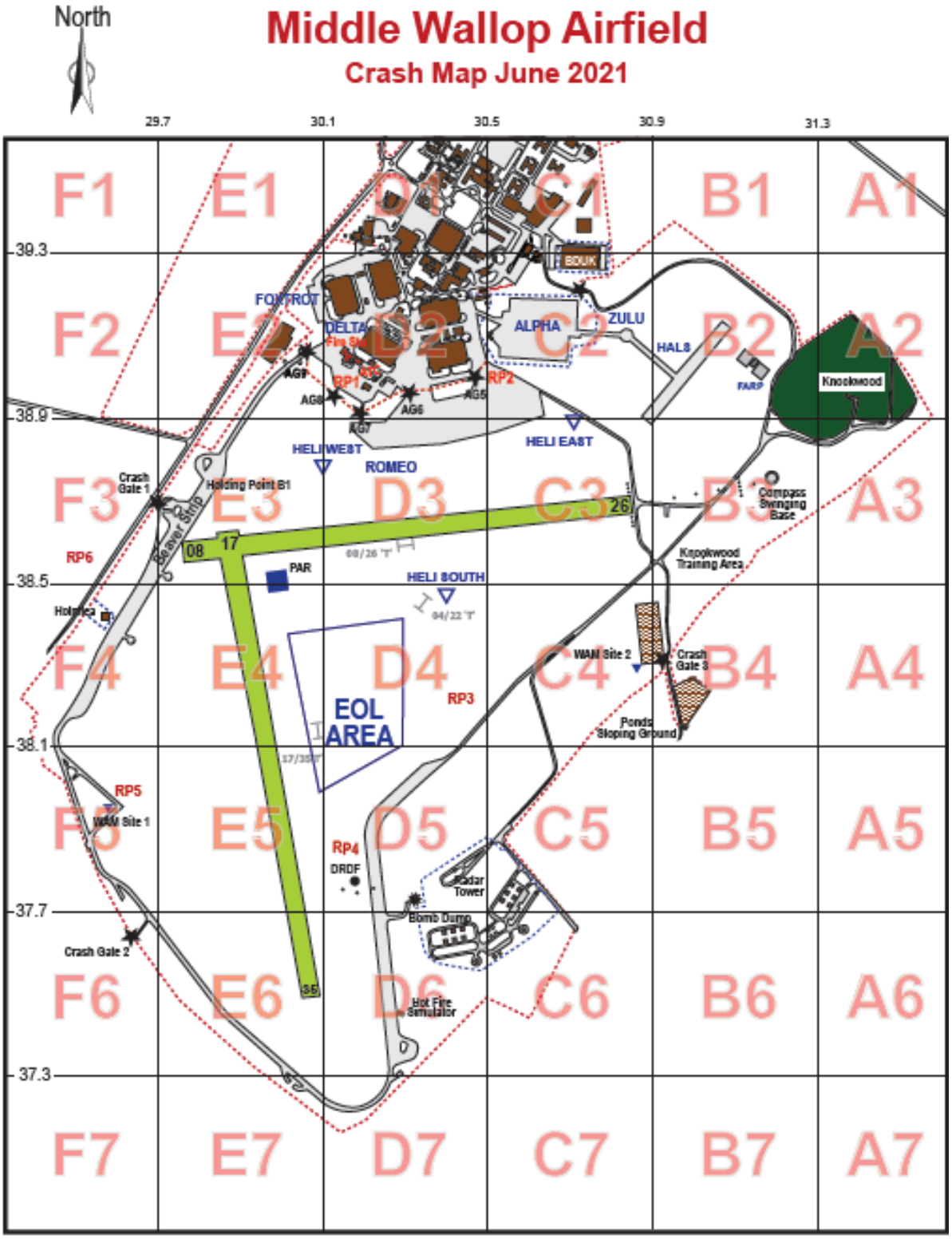
Aerodrome Location and Control of Entry and Access

1 **Aerodrome Location** – MW Aerodrome is situated on the A343 Andover to Salisbury road, approximately 6 miles south of Andover and 11 miles northeast of Salisbury in Hampshire (GR308398). The total site covers 251 hectares with a perimeter of 15 km.

2. Local Area Map



3. Airfield Access. The aerodrome can be accessed through the inner security fence line at Middle Wallop through seven internal gates allow entry onto the airfield operating areas. Access to the airfield can also be achieved via the three airfield Crash Gates as indicated on the Middle Wallop Crash Map.



4. **Control of Entry**. Control of entry to the site is managed by MPGS staff through Access Control. Airfield Crash Gates are locked with key control provided through an authorised to draw list at the Middle Wallop Guard Room.

5. **Airfield Access Orders**. Airfield Access Orders are reviewed annually by the Airfield Manager and posted on the 7 Regt Share Point Site here.

Annex H to MW DAM
Dated Nov 23

Noise Abatement Procedures

Minimum Noise Routing

1. The runway directions at MW have been designed so that the circuits avoid the local villages and the camp area.

CMATZ Transits

2. Military Aircraft transiting the MW Free Area under the control of ATC MW are to be instructed to fly not below 800ft QNH. Exceptions to this rule are Aircraft which are:

   a) Inbound to or outbound from MW and operating in accordance with published procedures.

   b) Aircraft which have been pre-authorised to operate below 800ft QNH by 7 (Trg) Regt AAC.

   c) Aircraft in emergency or engaged in Search and Rescue activity.

Noise Complaints - Action

3. Noise complaints inside the MW MATZ:

4. All noise complaint originating within the Middle Wallop MATZ should be passed to the Airfield Manager. On receiving a complaint personnel are to either record the details and pass to the Airfield Manager asap or request that the complainant recall Ext 4727 and leave the details of the complaint either with the Airfield Manager or on the answering machine for OOO/OOH complaints.

6. Noise complaints outside the MW MATZ, all such noise complaints, whether during the day or night, should be directed to the MOD Air Staff Low Flying Complaints and Enquiries Unit Tel: 01780 417558 or email 'SWK-LowFlying@mod.gov.uk' as detailed in the Military Low Flying Handbook and DIN 2018 03-003.

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Temporary Obstruction Orders

1. The Station Ops Officer will issue a NOTAM for all temporary obstructions on or around the manoeuvring area that are considered to be a hazard to Aircraft or vehicles.

2. All obstructions are to be reported to the Station Ops Officer and marked in accordance with extant regulations using high visibility markers.

3. All temporary aerodrome and approach obstructions are indicated by red marker lamps at night. The lamps are arranged to indicate the full dimensions of the obstructions, both horizontally and vertically (if the facility exists). Red lights must be placed at airfield obstructions so that they give taxiing Aircraft and moving vehicles adequate distance to manoeuvre well clear of the obstruction. Vehicles regularly operating in Aircraft movement areas carry flashing amber beacons. Emergency services, fire, ambulance etc, carry occulting blue lights.

4. Wherever any portion of a taxiway, apron or holding bay is unfit for the movement of Aircraft but it is still possible for an Aircraft to bypass the area safely, unserviceability markers should be displayed. MW use bad ground marker boards which are large red triangular markers which can me moved into place easily and can withstand the downdraught of helicopters.

5. On a movement area used at night, unserviceability lights should be used. Unserviceability lights should consist of a red fixed light. The light should be of a sufficient intensity to ensure perceptibility considering the intensity of the adjacent lights and the general level of illumination against which it would normally be viewed. In no case is the intensity to be less than 10 candela of red light. ATC will be responsible for ensuring lighting is positioned accordingly.

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Safe Parking Manoeuvring Refuelling & Servicing Of Aircraft

1. **Aircraft Parking**. ATC control all areas of the Aircraft Manoeuvring Area including Aircraft parking during normal operating hours. All Aircraft operations under power must commence and cease from authorised positions on the airfield or from numbered parking spots on aerodrome aprons. Aircraft are not normally marshalled at MW. Visiting light helicopters are to be instructed to park on Spot 1, 2 or 3 on Romeo Dispersal. Visiting military fixed wing Aircraft are to be parked on Delta or Foxtrot as directed by ATC.

2. **Aircraft Manoeuvring**. All Aircraft operations under power must commence and cease from authorised positions on the airfield or from numbered parking spots on aerodrome aprons. Aircraft are to follow the directions given by ATC until their arrival at the Aircraft dispersal. Aircraft are to be towed or manually handled onto dispersals prior to operations if utilising hangarage.

3. **Engine Starting**. Aircraft are not to commence engine start procedures unless attended by supporting ground crew. Engine start intentions are to be confirmed with ATC by advisory call on ***Wallop Radio 397.475.***

4. **Aircraft Push Back**. There is no requirement to perform this function at MW.

5. **Aircraft Marshalling**. Aircraft marshalling will be provided for visiting Aircraft only if requested prior to arrival through the Airfield Manager.

6. **Follow Me**. There is no facility to perform this function at MW.

7. **Jet Blast Safety.** There is no requirement to perform this function at MW.

8. **Runway and Apron Sweeping.** There is no facility to perform this function at MW. Manual FOD sweeping is conducted weekly and on an ad hoc basis.

9. **Refuelling**. Aircraft refuelling is to be carried out iaw **Annex DD** of these Orders Wherever a civilian Aircraft is refuelled, the conditions stated in JSP 360 Civil Use of MOD Aerodromes are to be complied with.

10. **Use of Mobile Telephones**. Mobile telephones may represent a RADHAZ if used in the vicinity of fuel, gas or Electronic Explosive Devices (EED) installations and may also interfere with Aircraft flight control, navigational or weapon systems. Therefore, mobile telephones are not to be used **anywhere** on airfield dispersals and must not be used within 100ft (33m) of an aircraft being refuelled.

10.1 No mobile telephone is to be taken within 100ft/33 meters of an armed or flared Aircraft. If a mobile telephone is to be taken closer than 33 meters then the battery is to be removed as the mobile telephone can emit a signal even when switched off.

Annex L to MW DAM
Dated Mar 23

Emergency Orders / MW Post Crash Management Plan

1. The actions in the event of an Aircraft accident, either on the airfield, near the airfield or within the PCM area of responsibility are detailed in the MW Post Crash Management Plan. A Copy of the Plan is available via the Air Safety Cell Share Point which can be accessed here. If a copy is required and you are unable to download the document using the above link, please contact AACen HQ Air Safety Cell on 01264 784727.

Annex M to MW DAM
Dated Nov 23

Aerodrome Rescue & Fire Fighting Service Orders

1. These orders supplement the MW Station Crash and Major Incident Plan and fall in-line with MW regarding the actions to be taken during an incident that may affect airfield operations. This could be an incident notified by the Civilian Emergency Services; Stn Ops Sqn or on guidance from ATC requiring pre-emptive emergency action to either Aircraft, technical or domestic situations.

2. Capita Fire & Rescue offer policy guidance in the form of Generic Risk Assessments (GRAs), Tactical Information Plans (TIPs), Fire Facts and Chief Fire Officer Instructions (CFOIs). These orders are highlighted below, anyone who needs access to these documents should contact the MW Fire Station Officer on 01264 784580 from civilian telephone networks or 94329 4580 from military networks.

a. **GRA's.** The GRA's capture the risks faced by all responding fire authorities in the execution of their duty.

b. **TIPs.** All Capita Fire Stations are required to complete and document a TIP for all 'Significant Risk23' premises within their areas of responsibility. TIPs inform and assess potential risks to fire-fighters in the event of a fire or incident and inform pre-planning strategies.

c. **Fire Facts** is a tool to assist an incident commander and offer incident support in order to select the correct course of actions and approach based on the analysis of recorded incident data at:

(1) Fires

(2) Rescues

(3) Special Services

(4) Miscellaneous incidents

d. **CFOI's.** These are a means of providing the Capita FS a single source of information for Civil Servants, Contactor Fire Services, Trade Group 7 (Fire) and the Royal Navy on current policy guidance, operating procedures and technical information in line with current practices.

(1) **Release of Airfield Rescue Fire Fighting (ARFF) Assets in Support of Incidents.** In accordance with DSA DFSR 02 - Defence Aerodrome Rescue and Fire Fighting (ARFF) Regulation in the event of an actual incident across MOD estates with 'persons reported' the ATC Supervisor or ATCO IC is authorized to release the ARFF and to reduce or lose the Crash Category in accordance with the following:

(a) Once informed of persons reported, the ATC Supervisor or ATCO IC is to authorize the Crew Commander to commit resources and reduce or lose the Crash Category. The ATC Supervisor or ATCO IC is to consult with Stn Ops who will confirm the sqns' requirements for any airborne Aircraft, in consultation with the sqn DAs. If possible, any RW Aircraft in the

visual circuit will be given landing instructions for any part of the airfield before the resources are committed. If this is not possible, the AO is to be consulted about authorization for Field Operations landings. FW Aircraft are to be sent around or diverted unless in the critical stages of flight; the ARFF are not to be delayed from crossing the runway by the landing Aircraft.

(b) If the ARFF are unable to attend the incident due to an agreed higher priority on-airfield incident, confirmation from the Crew Commander is required that the local authority has been alerted via 999. Additionally, all details are to be recorded in both the ATC and Stn Ops Watch Logs.

(c) When only small elements of a unit's capability are affected in support of an on-going off-airfield incident, the ATC Supervisor is to liaise with the Crew Commander and confirm the Crash Category. The Supervisor is then to liaise with Stn Ops and make a decision on whether to continue Aircraft operations from the airfield.

Aerodrome Rescue & Fire Fighting Training Area Orders

3. **Introduction**

3.1 There are two training simulators located on Middle Wallop Aerodrome. The Hot Fire Training Simulator is an all-steel construction, approximately 13 metres long and 5 metres wide. This simulator is a hybrid design consisting of a Sea King; Lynx bodied fuselage section and an AH nose cockpit section. The second simulator is a Breathing Apparatus (BA) Training Simulator which is a connected steel port-a-cabin design co-located with the Hot Fire Simulator.

3.2 The Hot Fire Simulator is fuelled by LPG from two, two tonne bulk storage tanks. These tanks are situated approximately thirty metres south of the simulator in a fenced enclosure. The BA Simulator is fuelled Separately and connected to the fuel source when in use.

3.3 The Hot Fire Simulator is operated from a central control panel through manual and pneumatic valves with compressed air fed from a standard air compressor.

3.4 Access to the Hot Fire Simulator is via the starboard side passenger door or by the rear door with fixed stairs and handrails.

The Hot Fire Simulator has eight external fire scenarios consisting of:

Starboard under-wing fire;
Rotor head fire;
High engine internal fire;
High engine inspection cover fire;
Fuselage fire screen 800mm x 800mm;
Cockpit fire;
Fuselage rail fire and;
Port side under-wing fire.

4. Fireground Safety Officer (FSO)

4.1 Responsibilities

4.1.1 The Fireground safety officer has overall responsibility for the conduct and safety of all personnel on the fireground. He/she is also responsible for the safe and correct operation of the multi-fire training simulators. He/she should be a supervisory rank/role of at least CM and be recognised by wearing a fluorescent tabard.

4.2 Duties - Pre-exercise

4.2.1 A full safety brief to all personnel will be given in accordance with chapter six of these procedures before training commences.

4.2.2 A CPO (Control Panel Operator) should be nominated to remain at the control panel throughout the entire training period and be aware of his/her responsibilities and duties in accordance with chapter three of these procedures.

4.2.3 If required a safety officer should be nominated and be aware of their responsibilities and duties. It may be necessary to have more than one safety officer depending upon the degree of training carried out, weather conditions and fire scenario in use, i.e. starboard side fire rail on the ‘blind’ side of the panel operator. A fire wand operator should be nominated and be made aware of his/her responsibilities and duties.

4.2.4 An inspection should be carried out of the fireground to ensure there are no hazards to personnel or vehicles around or on the approach to the simulator.

4.2.5 All padlocks should be removed from the LPG tanks and compound gate.

4.2.6 The LPG tank contents should be recorded in the fire rig log book and occurrence book before training commences.

4.2.7 All padlocks should be removed from the simulator doors and a safety check carried out to ensure that all doors and hatches open correctly.

4.2.8 A full visual safety check should be carried out of the multi-fire simulator internally and externally for abnormalities and obstructions.

4.2.9 All equipment required for the training should be available or in place prior to commencing training.

4.2.10 The airfield crash category should not be compromised without strict consultation with the Senior Fire Officer and ATC.

4.3 Duration of exercise

4.3.1 The FSO must remain in visual contact with the CPO at all times.

4.3.2 The FSO must ensure that there are no ambiguities between signals directed at the CPO and those directed to the pump operator manning the fire appliance/s.

4.3.3 The FSO is to ensure that all personnel are in an upwind position before giving the order to ignite any fire scenario.

4.3.4 The FSO is to ensure that no personnel enter the simulator until all fire scenarios have been extinguished.

4.3.5 The FSO is to ensure that no personnel enter the simulator if the gauge reading is in excess of 70^0C.

4.3.6 The FSO is to ensure that when BA procedures are in use the appropriate BA entry control procedures are implemented.

4.3.7 The FSO is to ensure that all firefighters remain fully dressed in PPE with helmet visors down when operating near to the simulator and to monitor personnel for signs of distress.

4.3.8 If any firefighter shows signs of distress, they are to be removed from the danger area without delay and if necessary the simulator should be shut down immediately.

4.3.9 Any ladders used on the nose section (Apache cockpit rescue) are to be footed at all times.

4.3.10 RIV crash side lines are to remain charged and the pump manned whenever fire fighting is in progress.

4.3.11 When internal searches of the fuselage are in progress the FSO should position himself so that he can safely monitor the proceedings. This is especially important when BA and/or smoke are in use.

4.3.12 The FSO is to act as liaison between the fireground and ATC and remain in radio contact at all times.

4.4. Post exercise

4.4.1 The simulator should be sufficiently cooled after training to prevent damage.

4.4.2 It must be ensured that the LPG pipework is vented from the control panel to the simulator on completion of training.

4.4.3 The LPG tank contents should be recorded on completion and the compound gate secured.

4.4.4 Once the simulator has cooled down an after use safety inspection of the simulator should be carried out for any damage and all doors shut and secured.

4.4.5 Any issues detected with the operation of the simulator should be immediately recorded to line management for rectification works.

4.4.6 The control panel room should be left clean and tidy and secured and the key returned to the key press.

4.4.7 ATC (if operating) should be notified when training on the simulator is complete.

4.4.8 Any injuries to personnel are to be dealt with immediately and recorded in the occurrence book. The SM must be notified (at the earliest opportunity) of any accidents to personnel.

5. Control Panel Operator (CPO)

5.1 Responsibilities

5.1.1 The CPO is to remain at the control panel throughout the entire training period, and must be competent top operate the control panel. He/she is to liaise directly with the FSO to establish which fire scenarios are to be operated and at what time. The CPO is to remain in visual contact with the FSO at all times and be ready to shut down the simulator in an emergency.

5.2 Duties - Pre-exercise

5.2.1 The CPO is to be nominated by the FSO.

5.2.2 The CPO is to check that the emergency stop button is released.

5.2.3 The CPO is to check the air dump valve is in the closed position.

5.2.4 The CPO is to turn on the electric isolator located at floor level on the left hand side of the control panel.

5.2.5 The CPO is to turn on the LPG tank pneumatic valves with the LPG tank valves key switch.

5.2.6 The CPO is to go to the LPG tanks and slowly turn n the manual ball valves on the LPG vapour line. The vapour system is now charged to the manifold on the simulator.

5.2.7 The CPO should slowly open the two LPG liquid valves under each tank.

5.2.8 The CPO is to press and hold the system enable button on the wandering lead (this opens the pneumatic valve in the line). Slowly open the manual ball valve. Once the pipeline is charged, release the system enable button.

5.3 Duration of exercise

5.3.1 The CPO is to check that the flame recognition device has approved the ignition of the pilot light. This shows that the relevant pilot indicator (S) illuminating, thus allowing air to reach the valve controlling the supply of the LPG liquid.

5.3.2 The CPO is to press and hold the system enable button on the pendant control.

5.3.3 Ensuring that the FSO is in a safe position turn on the control switch for the fire(s) chosen. This will be confirmed by the illumination of the main gas indicator(s) for the chosen scenario(s).

5.4 Post exercise

5.4.1 Shutdown can be initiated by either the system enable button on the trailing pendant or by pressing the emergency stop button on the control console. This closes the valves on the liquid propane supply line. The flames will continue to burn for a few seconds until the fuel in the line has been burnt off.

5.4.2 Close both LPG liquid valves under the tanks.

5.4.3 Operate the fires in the normal method – the flame will naturally reduce in height.

5.4.4 Turn off any open pilot light.

5.4.5 Turn off the manual valves in the LPG supply lines.

5.4.6 Operate the dump valve to release the air pressure.

5.4.7 Lock and remove the key from the air supply line and the LPG tank valves.

5.4.8 Turn off the electric isolator.

5.4.9 Secure the LPG compound checking the tank contents gauges have been recorded and logged.

5.4.10 Secure the control room and return keys to the FSO.

6. Safety Officer

6.1 Responsibilities

6.1.1 The nominated safety officer who can be of any rank/role is responsible for assisting the FSO in maintaining the conduct and safety of all personnel on the fireground. This will be especially necessary when using the ‘blind’ side of the simulator or using BA inside the simulator where the FSO requires greater control. The safety officer could also be the wand operator.

6.2 Duties – Pre-exercise

6.2.1 The safety officer is to fully briefed by the FSO as to the type of training to be carried out and what to do if they observe someone in difficulty.

6.2.2 The safety officer should observe at the exercise briefing as to whom has been nominated for the different tasks during the training exercise.

6.3 Duration of exercise

6.3.1 The safety officer must remain vigilant at all times and be ready to rectify any dangerous situation(s).

6.3.2 Make the FSO aware of any potentially dangerous actions/situations.

6.3.3 Make observations during the training and assist with the exercise de-brief.

6.4 Post exercise

6.4.1 The safety officer is to assist the crews in making up the equipment as soon as possible.

6.4.2 Assist the FSO and the Incident Commander (IC) during the exercise de-brief if required.

6.4.3 Maintain safety awareness during the ‘make-up’, i.e. gloves and helmets.

7. Wand Operator

7.1 Responsibilities

7.1.1 The wand operator is responsible for lighting the required fire scenario as directed by the FSO using the gas filled wand. The wand operator can also be a safety officer once the scenario has been ignited and the wand placed in safe position.

7.2 Duties – Pre-exercise

7.2.1 The wand should be inspected to ensure it is serviceable paying particular attention to the hose.

7.2.2 The wand operator should be fully briefed by the FSO as to which fire scenario(s) are to be used and which one is to be ignited first on the FSO's command.

7.3 Duration of exercise

7.3.1 When the FSO is satisfied with all arrangements the wand operator will light the wand. The wand operator is to be in full PPE at all times.

7.3.2 Care must be taken when placing the wand on the ground because of the clear flame. The wand must therefore be placed on the concrete area.

7.4 Post exercise

7.4.1 On completion of the training, the wand operator is to assist the crew in the 'make-up' of their equipment.

7.4.2 The wand operator is to ensure that the wand and spark lighter are returned to their storage location.

7.4.3 The wand operator is to bring to the attention of the FSO any deficiencies in the equipment and record it in the occurrence book.

8. Training multi-fire simulator – Safety Brief

8.1 There is to no smoking on the fireground.

8.2 The commands 'REST' and 'STILL' will be used for clarity and safety purposes during the training session.

8.3 Full firefighter PPE is to be worn at all times on the fireground.

8.4 During firefighting all personnel are to ensure that flashoods are worn and helmet visors are down

8.5 MPRV's are to remain on the hard standing at all times. All grass areas are out-of-bounds.

8.6 Permission is to be sought from ATC if MPRV's are to enter the Aircraft movement areas around the simulator.

8.7 The simulator is not to be lit until permission to do so is given by the FSO to the wand operator.

8.8 No entry is to be made into the fuselage until all external fires scenarios have been extinguished or the interior temperature has dropped below 70^0C.

8.9 Due to the levels of humidity and the heat absorbed by the simulator, entry into the fuselage is always to be in full BA.

8.10 Care is to be taken in/on and around the simulator where surfaces will become hot and slippery.

8.11 If ladders are utilised, they must be footed at all times.

8.12 The simulator rear door steps are for emergency exit only. Access to the fuselage is via the starboard side doors (unless directed otherwise by the IC).

8.13 The simulator is to be cooled with water on completion of training to prevent damage.

8.14 The FSO is to remain in radio contact with ATC throughout the training.

9. **Prolonged periods of shutdown**

9.1 During prolonged periods of shutdown it is advisable to drain down all LPG that remains in the underground lines. This is best achieved by the control panel operator closing the two manual LPG tank outlet valves and burning off the gas during the last exercise under the supervision of the FSO.

9.2 On completion and ensuring that all end of training checks are completed the LPG compound gates and the training simulator doors and hatches are to be padlocked shut.

9.3 The key bunch should be returned to the key press, and the fire training log book filled out.

ARFF Assessment Requirements.

10 To ensure that ARFF Services are operationally prepared for the provision of service, they are required as defined within DSA DFSR 02 - Defence Aerodrome Rescue and Fire Fighting (ARFF) Regulation to carry out the following assessments:

Operational Output	
1	Generic Standard Operational Procedures. – See DFRS Station Manager for Access
2	Local Standard Operational Procedures. – See DFRS Station Manager for Access
3	FRS Generic Risk Assessments. – See DFRS Station Manager for Access
4	Defence ARFF Service Provider Chief Fire Officers Instructions. – See DFRS Station Manager for Access
5	Tactical Information / Response Plans covering site-specific operational requirements. – See DFRS Station Manager for Access
6	Fire Section Orders. – See DFRS Station Manager for Access
7	Joint Business Agreement for Provision of Fire and Rescue Services
Task Resource Analysis (TRA)	
8	TRA Report for Middle Wallop Aerodrome TRA Sign Off for Middle Wallop Aerodrome.

ARFF Assessments	
9	DFR Form 01 - Response Area Assessment.
10	DFR Form 02 - 1000m Assessment.
11	DFR Form 03 - Water Assessment.
12	DFR Form 04 - Category for Specific Hazard Assessment[11].
13	DFR Form 06 - Reduction of ARFF cover[12].
14	DFR Middle Wallop Equiment Needs Analysis
ARFF Training Area Orders and Training Area Risk Assessments	
15	ARFF Training Area Orders. – As Above
16	ARFF Training Area Risk Assessments. – See DFRS Station Manager

Reduction in ARFF Category Provision.

11. Circumstances may require that flying is conducted to/from Middle Wallop Aerodrome with reduced levels of ARFF services. The HoE/ADH may approve such activity following a risk assessment informed by advice from the Defence F&R ARFF provider.

12. Further reductions to the ARFF provision at Middle Wallop Aerodrome may be required due to unplanned issues with vehicle serviceability or manpower. In this event CFR will provide a Hazard Assessment based on DSA02 DFSR to the AO detailing the specific circumstances that surround any requirement to reduce the level of cover available at the aerodrome.

[11] For Aerodromes operating under RA 3049 - Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations, Form 5 will be used.
[12] For Aerodromes operating under RA 3049 - Defence Contractor Flying Organization responsibilities for UK Military Air System Operating Locations, Form 7 will be used.

Annex N to MW DAM
Dated Mar 23

Disabled Aircraft Removal

1. The nature of operations conducted from Middle Wallop aerodrome (majority RW operations) mean that the requirement to quickly remove a disabled Aircraft from an operating area is not as much of an operational necessity as it may be at other Units. Any incident that falls short on the inaction of the Middle Wallop Post Crash Management Plan will be dealt with ad hoc by the AO with input from Key SMEs and the Operating Unit for the Aircraft involved. Recovery equipment is limited beyond towing equipment at Middle Wallop and the onus will be placed on the Operating Unit to provide any specialised equipment required.

2. On activation of these Orders by the AO the following agencies should complete and record the identified actions:

ATCO I/C	
1	Activate ARFF Services as required.
2	Record the Aircraft identification and type.
3	Record the Nature of Aircraft un-serviceability.
4	Identify and record the location of Aircraft.
5	Record Persons on Board (POB).
6	Identify and contact any planned Aircraft requiring the immediate use of a closed runway and initiate diversion instructions if required.
7	If immediate diversion has nto taken place, record the latest time for affected Aircraft to divert.
8	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	
9	Notify ATC of a disabled Aircraft if not already aware.
10	If required by AO raise NOTAM to reduce the availability of Middle Wallop aerodrome to visiting Aircraft.
11	Notify AO / 2ic 7 Regt / RQHI (Attack/Find) / 7 Regt ASO/ 7 Regt Ops SNCO or MW Airfield Manager of the incident.

SNCO Ops / Airfield Manager	
12	Obtain and record permission from the owner or duly authorized representative of the owner of the Aircraft to move the disabled Aircraft.
13	Notify all Aircraft operators likely to be affected if “RUNWAY BLACK”.
14	For civilian Aircraft, notify the Aircraft operating authority and AAIB.

Fire Section	
15	Respond iaw DSA02 DFSR – Defence Aerodrome Rescue and Fire Fighting (ARFF) Regulation and site-specific Incident Plan.

Babcock Airfield MT Support Section	
16	Once cleared by Ops, tow the disabled Aircraft clear.

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Air Traffic Orders

MW Local Procedures

References:

A. CAP 413
B. MW Manual of Air Traffic Services Part 2 (MATS Pt 2)
C. RA 3500 Series – Aerodrome Design and Safeguarding
D. QR Chap 11
E. DCI (General) Military Aid to the Civil Community
F. JDP 02 Operations in the UK: The Defence Contribution to Resilience
G. SPTA Standing Orders
H. HLS Directory
I. Netheravon DAM

1. **Introduction.** In addition to the procedures set out in the following paragraphs, ATC is to be carried out in accordance with References A to C.

2. **Airfield layout.**

2.1 **General.** MW airfield is utilised by both fixed wing and rotary wing Aircraft. To accommodate the differing requirements, the airfield operates with 4 grass RWYs, 08/26 and 17/35, HALS 04/22 and 3 helicopter arrival/departure points (Heli-East, Heli-West and Heli-South). The grass RWYs are 45m wide and are delineated by yellow cones spaced 100m apart. There is also an area designated as the Engine Off Landing Area (EOL Area) on the airfield. A diagram of the airfield is at Appendix B to this order and specific operating procedures for each runway direction are detailed at Appendix D to L.

2.2 HALS 04/22 is 300 metres long, 27m wide and is situated in the North Eastern quadrant of the airfield. HALS 04/22 is not a runway and is only to be used by wheeled rotary Aircraft. The HALS is not to be used by FW Aircraft at any time. In terms of clearances, the HALS is to be treated as a standard runway. Two squares adjacent to the HALS are referred to as the FARP. The FARP utilises the extant procedures established for the HALS. The squares are referred to as FARP Left or FARP Right based on the HALS landing direction. Aircraft may simultaneously occupy FARP Left, FARP Right and the HALS.

2.3 Aircraft dispersal areas are annotated as follows:

a. Alpha. AH dispersal.

b. Delta. HAAF / Visiting Aircraft / CH47 Parking only.

c. Foxtrot. Fixed Wing dispersal.

d. Romeo. Main helicopter dispersal.

2.4 Aircraft are only permitted to access and egress the main aerodrome operating areas by use of Air Gate 6 and Air Gate 9. All other Air Gates are primarily used for controlled vehicle movements. In extremis use of a different Air Gate may be granted by the AO and will be subject to specific requirements and SME assurance that de-confliction procedures are sufficient to maintain the Safe Operating Environment.

3. **Local Airspace.**

3.1 **General.** The local training area used by MW is LFA 1A as defined in the UK Military Low Flying Handbook (UKMLFHB). Major aviation considerations include: Salisbury Plain danger areas to the North and West, Boscombe Down to the west and Southampton to the south east. Appendix A depicts the division of airspace within the greater LFA 1 area as allocated to MW (1A), RAF Benson (1C) and RAF Odiham (1B).

3.2 Prohibited areas within LFA1 are listed in the UKMLFHB and a number of locally generated sensitive areas have been established. A list of these is published by RAF Odiham. This list is to be displayed in Station Operations and published on SharePoint. This list is to be displayed in Station Operations and Flight Planning rooms.

3.3 Fast jet activity in the area will be published on the SPTA daily airspace allocation sheet (Sheet 2).

3.4 **Salisbury Plain Training Area (SPTA).**

3.4.1 Orders for flights within SPTA are contained in SPTA Standing Orders (Ref G) for Training Part 4 and the HLS Directory UK (Ref H).

3.4.2 MW Aircraft are not to enter SPTA airspace without clearance. Aircraft flying in the vicinity of Netheravon ATZ are to conform with Netheravon DAM (Ref I).

3.5 **Southampton CTZ and CTA.** Operations underneath Solent controlled airspace should be conducted using the Southampton QNH: Aircraft with the RPS set may encroach controlled airspace inadvertently. If pilots are operating close to Southampton for a protracted period they may consider maintaining a listening watch and squawking accordingly (0011).

3.6 **Local Area Maps.** An up-to-date master wires & obstructions map of LFA 1A is to be maintained in Station Operations. In addition to the standard overlay, these maps are to show:

a. All known wires, obstructions, prohibited & danger areas and locally generated protected areas.

b. HIRTAs.

4. **THE BOSCOMBE DOWN COMBINED MATZ (CMATZ).**

4.1 A Combined Military Air Traffic Zone (CMATZ) is established around MW and Boscombe Down. Within the boundaries of the CMATZ, but excluded from it, are the Old Sarum and Thruxton ATZs, part of the Netheravon ATZ, D127 (Porton Down) and parts of D125 and D126 to the North of Boscombe Down.

4.2 The CMATZ comprises the airspace from ground level to 3000ft within 5 nm radius of the Aerodrome Reference Point at Boscombe Down (elevation 407ft amsl) and 5 nm radius of the Aerodrome Reference Point at MW (elevation 297 feet amsl). The height of the MATZ above MW is 3110 feet agl, so that it aligns with the top of the Boscombe Down MATZ.

4.3 The vertical dimensions of the CMATZ stubs are from 1000 feet above aerodrome level (AAL) to 3000 feet AAL. The lateral dimensions of the stubs are:

a. Boscombe Down - two stubs, orientated 050° T and 230° T, each having a length of 5nm and a width of 4 nm (2 nm either side of the centreline).

b. MW - a single stub, orientated 076° T, with a length of 3 nm and a width of 4nm. This stub is offset from the selected final approach path due to the presence of the Solent CTA.

4.4 **CMATZ Transit Traffic.** Air Traffic Control (MOD Boscombe Down), is the controlling authority for the CMATZ. CMATZ transit traffic is controlled by Boscombe Zone. Depending on the position and route of a MATZ crosser, fixed wing VFR overhead joins at MW may be placed under positive control in order to maintain adequate vertical separation.

4.5 **'Boscombe Down Closed' Procedures.** When Boscombe Down ATC (the CMATZ controlling authority) closes, MW ATC, will take responsibility for providing a service to transit traffic wishing to cross the CMATZ, including traffic using the low level routes. If the following apply, MW ATC will not take on the Boscombe Zone CMATZ crossing task, and control will remain with Boscombe Down ATC:

a. Boscombe ATC is still providing a tower service, but has closed Approach for any reason.

b. MW is providing a Tower-only service for any reason.

c. The level of activity on Boscombe Down frequencies (particularly 126.7MHz) is so high as to constitute a Flight Safety hazard with regard to the Approach task.

d. In order to ensure sufficient SA of traffic using the Wilton – Grateley route both day and night, MW crews using the in-bound Shipton to Grateley route are to change their UHF frequency to 'Wallop Approach' before departing Shipton.

4.6 In accordance with the LOA 7 at Annex F, 7 (Trg) Regt AAC may operate up to 2 unarmed AH simultaneously at Boscombe Down from airfield closure or night time (whichever is later) up to 2300(L), Mon -Thu. Boscombe Down Airfield layout is contained at Appendix N.

4.7 **Actions in the event of an Emergency at Boscombe Down.** An incident occurring OOH to MW based AH at Boscombe Down will be notified either by the aircrew via Boscombe Zone frequency or by land line from Boscombe Fire section. The following actions are to be taken:

a. If notified on Zone, the Boscombe Down Fire Section is to be contacted immediately (01980 662137 / 2140) to confirm that they are aware and are taking action.

b. The Boscombe MDP Watchkeeper (01980 662222) is then to be notified and, if appropriate, ordered to initiate the Boscombe Down Aircraft incident (crash) plan. In the case of a minor incident, such as a precautionary landing, they should be asked to notify the out of hours Boscombe Down Duty Flying Executive.

c. Although Boscombe Down Fire Section will provide fire and first-aid medical cover, wider response to any incident is to be initiated by the MW OC Night, before handing over to Boscombe at a later time. If medical assistance is required then civil ambulance/paramedics are to be called for, with MW medics ready to provide back-up if required.

5. VISUAL CIRCUIT AREA.

5.1 The MW ATZ is designated as the 'Visual Circuit Area'.

5.2 Aircraft operating within the ATZ are to be on Middle Wallop Tower Frequency unless in receipt of a service from Wallop Approach, Radar or Talkdown. All air Systems operating within the visual circuit area are to make standard RT calls on Tower (including departure and final calls)

including when established in the EOL circuit. Aircraft operating in the EOL circuit are to make blind calls when positioning downwind and final.

5.3 Aircraft are not to climb above 1300ft QNH within the ATZ without ATC clearance.

6. **MW LETTERS OF AGREEMENT.** To enhance local operations and safety, a number of letters of agreement have been produced. All Aircraft operating from MW are bound by these letters which are at Annex E.

7. **LOCAL AREA, AIRFIELD RESTRICTIONS AND HAZARDS.** The following specific restrictions and hazards apply within the airfield and local training area:

a. Boscombe MATZ NE Stub. Unless cleared to penetrate, MW Aircraft are to remain clear of the Boscombe Down MATZ NE stub at all times.

b. Civilian Aircraft Using Thruxton. In VMC, non-radio equipped civilian Aircraft may fly from Thruxton at 1300ft QNH along the track bearing 130º M from Thruxton

c. IFR Approach Centreline Crossing. Due to the lack of instrument approaches to runways 08 and 17, cross-runway operations are often used at MW, with Aircraft making IFR approaches to runways other than the notified active runway. Therefore, Aircraft flying outside of the circuit are to exercise caution when operating near to Rwy 26RH and Rwy 35 centrelines. Pilots wishing to cross Rwy 26RH and 35 IFR approach centrelines, whilst inside the MATZ, are to request clearance from MW Tower stating intentions and crossing height. Clearance to cross the centrelines of Rwy 17RH and 08 is not routinely required.

d. IFR Approach Centreline Crossing – HALS. When HALS22 or HALS04 is the declared runway in use, pilots are to request cross of the IFR approach centrelines for the HALS inside the MATZ.

Notes:

(1) When the radar pattern is active, pilots may be instructed to contact Wallop Approach for radar identification before crossing clearance is given.

(2) Crossing traffic is to then remain on Approach until cleared by the Approach controller.

(3) Crossing traffic must remain VFR. The Aircraft Capt is responsible for visual separation.

e. Aircraft Lighting at Night. Within the CMATZ; all singleton Aircraft operating at night are to display eye-visible navigation lights at BRIGHT plus RED strobe. In formations of up to four, forward Aircraft may extinguish red strobes provided all formation Aircraft are within 150 metres of each other. The rear Aircraft must continue to strobe RED. If environmental conditions make formation on visible lights difficult the formation is to transit the CMATZ as singletons with all Aircraft displaying full lighting.

8. **AH INTERNAL BORESIGHT PROCEDURE.**

8.1 Internal bore-sighting is to be carried out iaw AH-64E UK Checklist.

8.2 Unless specifically authorised, the laser is only to be used during the internal boresighting procedure. When operating at MW Airfield, this procedure is only to be carried out on the AH dispersal or on the landing point ‘Zulu’.

8.3 The laser is only to be fired during internal bore-sighting while the Aircraft is in the following configuration:

a. Nav Lights – Dim.

b. Landing Light – ON (directed down at the ground beneath the Aircraft).

8.4 When carrying out the internal bore-sighting procedure on the Alpha dispersal a suitably qualified person must be present and positioned behind the wing of the Aircraft. This person is to confirm that the landing light remains 'ON' and pointing down for the duration of the firing of the laser (max 5 secs) and that there are no personnel in the vicinity who are looking at the nose of the Aircraft. They are to order the crew to stop the procedure, if necessary.

8.5 Two-way communication must exist between the crew and the person outside the Aircraft in order that the following information may be passed:

a. When the laser trigger is pressed and released.

b. When the landing light is not activated or is not working.

c. To stop the procedure if necessary.

8.6 It is the responsibility of the Aircraft Capt to ensure that the drills specified in the FRCs are completed correctly, and that the laser is selected 'OFF' at the WPN UTIL page on the completion of the internal bore-sight.

8.7 The laser trigger must never be depressed without confirming that the Aircraft armament panel is set to the correct condition.

9. **OPERATING HOURS.**

9.1 **ATC Operating Hours.** With the exception of weekends, public holidays and official stand-downs, MW ATC is available as follows (all times local):

a. A full air traffic service, including Wallop Approach and Talkdown, is available between 0830-0130hrs (or the cessation of flying, whichever is earlier) Monday to Thursday and 0830-1700hrs on Fridays. An Aerodrome Control Service only is available from 0800-0830hrs Monday to Friday and from 0130-0200hrs Tuesday to Friday.

b. Wallop Radar is available for Aircraft operating in the Instrument Flying Training Areas from 0830 to 1700hrs Monday to Friday. Aircraft wishing to undertake IF outside of these times may do so, but a dedicated radar monitoring service will not be available.

Note: There may be no radar service available from MW between 0800 and 0830hrs daily due to mandatory radar checks. As soon as these checks are complete, a full service will be provided.

9.1 **Weekends and Bank Holidays.** Outside of normal Operating Hours (OOH), the airfield is notified as closed to external powered full sized Aircraft. Medical services are not available outside ATC operating hours or on the weekend. Pre-notified Unit based Aircraft may operate OOH only if specifically authorised by the AO and as per the instructions detailed at para 32.

9.3 **Out Of Hours Support**. ATC services are not available on weekends unless authorised by the AO and requested at least 8 days in advance. When ATC is open for military operations all Aircraft must operate in accordance with published ATC procedures. Pre-notification of OOH Aircraft movements must be notified to Stn Ops for discussion/authorisation at the Middle Wallop

De-confliction Meeting by 1400hrs(L) on the Thursday prior to the weekend activity that is being requested.

10. RADIO, SSR AND ALTIMETER PROCEDURES - MW.

10.1 **General.** All radio calls are to be made in accordance with Reference B. Specific radio procedures for each frequency at MW are as follows:

10.2 **ATIS (240.8 MHz)** Pilots of UHF equipped Aircraft are required to listen to ATIS, otherwise pertinent information can be given by Tower or Approach. MW ATIS will be broadcast whenever ATC is manned. ATIS information is also available via landline on MW Extensions 4142.

10.3 **Wallop Tower (118.600 MHz).** The VHF Tower frequency is the primary control frequency for the airfield and the ATZ. It is to be used by all Aircraft when manoeuvring on the ground or flying in the ATZ except as detailed in para 10.5.

10.4 Wallop Radio (Wallop Tower Secondary UHF) (397.475 MHz) Initial start calls to Wallop Radio should notify type, POB and location. The Tower primary frequency is to be used for all movement into and out of the operating areas.

10.5 **UK Low Flying Safety Frequency (UKLFS Freq (130.49 MHz)).** This military frequency should be used by Aircraft operating within the UKLFS as specified in the UKMLFHB. This frequency is monitored by MW ATC.

10.6 **Wallop Approach (345.175 MHz).** The MW Approach frequency is to be used as follows:

a. By any Aircraft requiring a radar service (including LARS & instrument recoveries) from MW.

b. By any Aircraft requiring a Basic Service.

c. As a departure frequency for MW fixed wing Aircraft.

d. As the ICF for fixed wing recoveries.

10.7 **Wallop Radar (233.575 MHz).** The Wallop Radar frequency is to be used by Aircraft receiving a Traffic/Deconfliction Service from MW whilst operating in the IFTA or IF general handling in the local area.

10.8 **Frequency Changes.** Before leaving a frequency, pilots are to inform the ATC unit concerned of their intention and next agency/frequency.

10.9 **Radio Checks.** A check of both UHF & VHF radios is to be made prior to the Aircraft's first sortie of the day, before a sortie in IMC and before each night sortie.

10.10 **Radio Failure Procedures**. In the event of an Aircraft experiencing radio failure, the pilot is to follow the procedures laid down in the Flight Information Handbook/TAP Charts. If a pilot suspects that he has suffered an R/T failure, he is to select SSR Mode 3 A / C 7600, continue to make blind calls on the appropriate frequency and, if possible, carry out a VFR recovery to MW. Upon approaching the airfield, he should make blind calls in the normal circuit positions and watch for standard light signals from ATC.

10.11 **Non-Radio Aircraft**. Non-radio Aircraft are not routinely accepted during normal periods of military flying training. Requests for non-radio Aircraft movements are to be referred to the RQHI for approval. If such a movement is accepted, regular broadcasts will be made on the Tower, Approach and Circuit Quiet frequencies, giving details of the Aircraft, its ETA, direction of arrival and intentions. It may be necessary to suppress airfield activity until the non-radio Aircraft has

departed/landed. This is to be promulgated in the daily 'green sheet'. Pilots of non-radio Aircraft must receive a brief from the ATCO IC prior to departing or flying in MW Airspace.

10.12 Keevil Ops (233.375 MHz) This military frequency should be used when operating at Keevil. This frequency is monitored by MW ATC

11. **MW CALLSIGNS.**

11.1 **Individual Callsigns.** Individual call signs for MW pilots are allocated by Station Operations in conjunction with the RQHI. Pilots are to ensure they are allocated a call sign before flying solo. Call signs are to be prefixed by "Army Air".

11.2 **Formation Callsigns.** Formation call signs for use by MW Aircraft are assigned in JSP 506. In accordance with JSP 506 and CAP 413, formation call signs should not be used as individual call signs replicating pseudo operational call signs.

11.3 **Fixed-wing Callsign Prefix.** MW based fixed-wing Aircraft are to use the prefix "Foxtrot" when communicating with MW ATC.

12. **SSR PROCEDURES.** The following Mode 3/A or C SSR codes (with Mode C when fitted) are to be used by MW based Aircraft:

Usage	**Type**	**Squawk**
MW area up to and above 2500ft (Portland RPS) -where requested.	Rotary Wing	Mode 3A with C 2676
Fixed wing departing the circuit	Fixed Wing	Mode 3A with C 7000. Once identified Aircraft will be allocated 2670-2675
Fixed wing remaining in MW circuit,	Fixed Wing	Mode 3A with C 7010 (unverified)
Fixed wing returning to the circuit or on basic service from MW App	Fixed Wing	Mode 3A with C 2677 (verified)
SPTA	All	Mode 3A with C 7002
Low Level Routes within Boscombe Down CMATZ.	All	Mode 3A with C 2657
Radar Service fm MW.	All	Mode 3A with C 2661 to 2675

13. **ATC OPERATIONS – GENERAL.**

13.1 **VFR Departure and Re-Join Procedures.** Generic arrival and departure procedures are detailed below. Any specific daytime VFR procedures are detailed in the Annexes to this order. As fixed wing and rotary circuits overlap laterally, it is imperative that all pilots are familiar with both types of procedures and fly them unless cleared for non-standard procedures by ATC.

13.2 **VFR Helicopter Overhead Re-Join Procedures - Night.** If required, the procedure for RNF helicopters conducting a night, overhead rejoin is to route overhead the landing aid at 1800 ft QNH, at 90° to the landing direction from the live side, descending to 1300 ft QNH over the dead side to join the circuit on the crosswind leg at circuit height.

13.3 **Runway Direction Changes.** If a runway direction is changed, ATC will inform individual Sqn Ops. Runway changes will be initiated by the ATCO i/c utilising a period of low airfield activity whenever possible. Aircraft may be required to hold until the runway change is complete.

13.4 **HALS Circuits - Night.** Due to poor placement and alignment, the HALS is not to be the designated night runway. CO 7 (Trg) Regt AAC/ RQHI may approve intensive HALS night circuits when required. During intensive HALS night circuits:

a. There is to be no reversionary traffic programmed.

b. All other traffic is to be arrival or departure only.

14. ROTARY WING DEPARTURE AND ARRIVAL PROCEDURES - GENERIC.

14.1 The departure and arrival procedures are designed to allow the safe operation of fixed and rotary wing Aircraft at MW when runways 17/35 or 08/26 are in use. When HALS 04 / 22 is in use the departure arrival procedures preclude fixed wing circuits but do allow for sequenced fixed wing movements using an appropriate grass runway. The heights and routes used in the procedures do not negate the need for good lookout and positive control from ATC.

14.2 The following general points apply to all rotary wing departures and arrivals:

a. **Flight Safety**. All taxi instructions are to include a clearance limit and the current wind reading on first taxi. Aircraft are to remain at least 30m clear of active runways or HALS unless one of the following clearances has been received from ATC:

(1) “Cleared for Take Off”.

(2) “Line Up”.

(3) “Cross Runway…..Report Vacated”.

Note: The phrase “Report ready for departure” is not a clearance to enter a runway.

b. **Taxi Procedures**. When cleared, helicopters are to taxi as follows:

(1) **Heli West & East**. Taxi direct to the heli-point and when ready, report ‘ready for departure’.

(2) **Heli South**. If there is no traffic to Rwy 08/26, ATC may clear the Aircraft to “Cross runway 08/26, Taxi Heli South”. In this case, taxi direct to the heli-point and, when ready, report ready for departure. If there is traffic to affect, ATC will give an intermediate taxi clearance to “Taxi Hold short of RW 08/26”.

(3) **All Grass Runways**. Under normal circumstances, rotary wing IFR departures are to be made from a grass runway. When ready, the pilot is to report “C/S Ready for departure”. Upon receipt of a “Line-up” or “Cleared for Take-off” clearance, the pilot may then enter the runway.

(4) **HALS**. HALS Departures will be instructed by ATC to “Taxi Holding Point HALS 04/22”. Aircraft are to taxi and hold at the designated Holding Point. Upon receipt of a line-up clearance, the pilot may then enter the HALS and backtrack if required.

(5) **Taxiing**. Unless otherwise instructed by ATC, all taxiing helicopters are to give way to taxiing fixed wing Aircraft and manoeuvre such that their downwash will not affect the fixed wing Aircraft. In addition helicopter crews are to be aware of the effect of their rotor downwash on parked Aircraft, particularly visiting Aircraft, and avoid accordingly. To aid this ATC will pass wind readings when giving clearances.

c. **Transitions and Approaches**. Transitions are normally to be flown from the nominated departure point and approaches should be from a gate approach flown to an area short of an arrival point, allowing space for following Aircraft. Approach/departure paths are to be at least 50m laterally separated from the HALS and are not to overfly Zulu unless

specifically cleared by ATC. Where Aircraft are to remain clear of the engine off area this includes remaining clear of the approach and climb out lanes unless cleared by ATC. Aircraft may use the HALS for departures and arrivals. AH departures and arrivals from Zulu are permitted at ATC discretion as long as they do not adversely affect other rotary wing operations. A take-off clearance must be obtained from ATC before any departure is initiated.

d. **Positive Clearance**. Positive clearance must be obtained before landing at any point on the airfield, except for Aircraft established in the EOL circuit. When an arrival point is occupied subsequent traffic is to approach to a clear area short of the Aircraft ahead. Positive clearance from ATC is to be obtained before moving from a heli arrival point. This clearance does not negate the requirement to carry out a lookout turn.

e. **Heights**. The normal helicopter arrival/departure height within the MATZ is 800ft QNH. In poor weather this may be reduced by ATC to 600ft QNH to allow helicopters to remain VMC or to allow fixed wing Aircraft to carry out 'low-level' circuits. Fixed wing circuits are usually flown at 1300ft QNH. Rotary wing arrival and departure routes lie under the fixed wing circuit for runways 08 and 26. Rotary wing pilots are responsible for maintaining adequate separation against fixed wing Aircraft in the circuit. In the event of weather deterioration ATC may instruct inbound rotary wing Aircraft to hold to allow fixed wing to land safely. Aircraft joining for the EOL circuit must remain at 800ft QNH until given clearance to climb by ATC. The normal height for the EOL circuit is 1300ft QNH.

f. **Going Around**. Going around from an arrival heli point for training purposes is not permitted. In the event of a go around being required, pilots are to call "Going Around (name of arrival point)" on the Tower frequency. Aircraft are to avoid overflight of other Aircraft and remain clear of the fixed wing, EOL and HALS circuits. They are either to climb to 800ft QNH on a track to pass overhead the in-use departure point or they are to make an approach to a clear area. Calls are to be made on the Tower frequency to inform ATC and other traffic of the Aircraft Capt's intentions and to request the required positioning for a further approach.

g. **Use of Runways**. Helicopters may request the use of the grass runways or HALS for departures and arrivals. Aircraft utilising a runway or HALS are to use standard departure or arrival routes as appropriate and are to remain clear of helicopters using the Heli points. Aircraft using a runway for arrival are to establish a hover before requesting clearance for onward taxi.

h. **Non-standard Procedures**. Exceptionally, non-standard procedures will be considered if the normal circuit flow will not be affected. Aircraft wishing to use a non-standard procedure are to obtain positive clearance from Tower.

15. ENGINE OFF LANDING (EOL) AND HELICOPTER TRAINING CIRCUITS.

15.1 The EOL Area at MW is shown on the map at Appendix B. The EOL area is rectangular and delineated by white cones. The use of the EOL Area when HALS 22/04 is in use is at the discretion of the ADC Controller.

15.2 The safe separation and sequencing of Aircraft in the engine off area is the responsibility of Aircraft Capt operating within it.

15.3 All rotary EOL and training circuits are to be flown to the east, south or north-west of the airfield. The standard circuit is flown at 1300ft QNH, but may be reduced to 1000ft QNH to ensure that 200ft separation from cloud is maintained. The maximum height in the EOL area is 1300ft

QNH unless cleared higher by ATC. Aircraft established in the EOL circuit are to operate on 'Tower' (AH Aircraft flying circuits to the HALS are to remain on Tower frequency). The maximum number of Aircraft that may fly combined training and EOL circuits is as follows:

a. **HALS 04/22**:

(1) Aircraft operating in EOL/visual circuit is at discretion of ADC Controller.

(2) 3 AH operating to the HALS.

(3) No FW circuits, but FW may be allowed to depart/arrive to the most appropriate grass runway with ATC sequencing.

(4) No LL EOLs.

b. **Rwy 08/26**:

(1) Maximum of 2 in the EOL/visual circuit.

(2) No pre-planned HALS circuits, however individual departures and arrivals to the HALS may be approved at the discretion of the ATC subject to traffic and provided they conform to the circuit flow. In the case of RWY 26 being in use, a right hand turnout from HALS 22 will be expected.

(3) Rwy 08 - No LL EOLs.

(4) Rwy 26 – External operators (for example RWTES) may conduct LL EOL on Rwy 26.

c. **Rwy 17/35**:

(1) Maximum of 2 in the EOL/visual circuit.

(2) No pre-planned HALS circuits, however individual departures and arrivals to the HALS may be approved at the discretion of the ATC subject to traffic and provided they conform to the circuit flow.

(3) Rwy 17- No LL EOLs.

(4) Rwy 35 – External operators (for example RWTES) may conduct LL EOL on Rwy 35.

15.4 **Vacating the EOL Area**. Aircrew are to maintain a particularly good lookout for other Aircraft when taxiing clear of the EOL area.

15.5 Helicopter training circuits are usually to be flown to a suitable point at the edge of the in-use EOL area. However, ATC may allow helicopters to fly standard circuits using the fixed wing circuit to the in-use grass runway.

15.6 **EOL R/T Procedures**. Once established in the EOL circuit the following information calls are to be made on the Tower frequency:

a. joining for (type of EOL)". Once established in the EOL circuit, the initial call is "Callsign, positioning for (type of EOL)". A standard, straight-in, variable flare EOL is assumed unless stated otherwise.

b. "Callsign, Downwind for (type of EOL)".

c. "Callsign Final (type of EOL)". The “Final” call is to be made before the Aircraft enters autorotation prior to the EOL. This R/T transmission informs other Aircraft of the entry manoeuvre for the EOL not the terminal actions. Aircraft flying a 180 degree turning EOL may combine the "Downwind" and "Final" calls. If more than one Aircraft is ahead on final or is on the ground in the engine-off area, the “Final” call is to include the intended landing position i.e. "left/centre/right".

15.7 If the wind strength and direction necessitates landing into wind then the finals radio call is to include the phrase "into wind, heading (direction to be used)". However, unless ATC give a clearance, the in use runway/HALS is not to be infringed. Aircraft are not to overfly parked or taxiing Aircraft below 500 ft.

16. **USE OF THE HARDENED AIRCRAFT LANDING STRIP (HALS)**

16.1 Any rotary-wing Aircraft may use the HALS.

16.2 The orientation of the HALS conflicts with runways 08 / 26, 17 / 35 and part of the EOL Area, therefore, but may be used subject to the following limitations:

a. HALS circuits are to be flown 04 RIGHT HAND or 22 LEFT HAND.

b. Day and night circuits are to be flown not above 700 ft QNH and not below 200 ft AGL.

c. The maximum number of Aircraft in the HALS circuit is 3.

d. Full R/T is to be used by all HALS circuit traffic on MW Tower Frequency.

e. ATC may permit, at their discretion, departures from or arrivals to the HALS when HALS 04/22 is not the declared runway.

f. Normally AH should ground taxi to the departure end of the HALS and, on completion of a running landing, hover taxi clear of the HALS if there is waiting traffic.

g. HALS is not to be the designated night runway. (Annex N, para 13.4).

h. PinS approaches are normally only permitted for training purposes when HALS 04/22 is the declared runway in use. ATC may accept an ad hoc PinS approach when a grass runway is in use, provided that there is no other traffic to affect.

17. **RUN-ON LANDINGS AND PFLs.**

17.1 Practice run-on landings may not be made to grass runways but may be made to a clear area in the undershoot of arrival points. A clear approach path is to be left available for subsequent Aircraft. AHs are not to conduct run-on landings in the EOL area except in an emergency. Pilots are to inform Tower of their intention to carry out a run-on landing as soon as possible and are to position clear of other Aircraft on approach to the heli-point.

17.2 Pilots carrying out PFLs in the visual circuit area are to broadcast a ‘PFL’ call and their position, followed by a climbing away call. If there has been no ‘climbing away’ call within 2 minutes of the initial call ATC are to ascertain the status of the Aircraft.

18. **HOVER AREAS.** Pilots requiring the use of a hover area are to seek clearance on Tower frequency and blind -call on Circuit Quiet when established in the area. These areas may only be

used for exercises not above 50ft AGL unless cleared higher by ATC. Pilots are to blind-call when leaving the area. Specific hover areas are as follows:

a. **Knockwood**. Positioned south of Knockwood.

b. **Ponds**. Situated south west of the Knockwood Hover Area, this area contains mounds for sloping ground training.

c. **Holmlea**. The area situated south and east of Holmlea bungalow on the southern end of the Beaver Strip may be used for hover exercises but crews must not extend South beyond the 'Yellow Cross' and must be aware of the FOD Hazard as these surfaces are not maintained or swept.

d. **Beaver Strip**. The northern half of the Beaver Strip is suitable for limited running landing training, ground taxiing and hover training exercises. It may only be used for hover training or running landings when Rwys 17 or 35 are in use and there is no fixed wing traffic.

20. Helicopter Underslung Loads (USL). USLs may be conducted at Middle Wallop Aerodrome with prior notification to 7 Regt AAC Ops Officer or Middle Wallop Airfield Manager. All USL training must be conducted from FARP Training area next to the HALS. When operating from the FARP Training Area with an underslung load, Aircraft are to adopt the HALS circuit procedures as per para 16 above.

a. Joining the Airfield for USL. Aircraft joining the airfield are to join using the standard VFR procedures for the runway using HeliEast, HeliWest or HeliSouth as appropriate. On arrival at these points a request to taxi to FARP Training Area can be made to the ADC through Middle Wallop Tower Frequency.

b. USL from Romeo. When operating from Romeo dispersal, a request to taxi direct to the FARP Training Area can be made to the ADC on the Middle Wallop Tower Frequency.

21. Display Area. A designated Display Area within Middle Wallop ATZ has been identified in order to provide a safe operating environment for crews that are required to carry out high energy manoeuvres or displays and is displayed in the diagram below. Crews conducting high energy manoeuvres within their authorised sortie profile can do so within the Display Area with ATC providing positive deconfliction from other airspace users. Crews requiring the use of the Display Area for Display work up and practices are to have sole use of the Display Area and a period allocated to them where the airfield is sterilised for their use. The following procedures are to be followed:

a. **High Energy Manoeuvres.** 180º, 270 º, 360 º+ Wingovers, Pedal Turns, 90º Nose Up/Downs and High-speed laterals may be conducted at Middle Wallop Aerodrome within the designated Display Area. Authorisers and Aircraft Commanders must ensure that the Third-Party Risk to civil road traffic on the A343 is held paramount at the planning and execution phase.

b. **Joining the airfield for Training.** Aircraft joining the airfield are to join using the standard VFR procedures for the runway using HeliEast, HeliWest or HeliSouth as appropriate. Rolling joins should be confined to Full Display practices only.

a. **Sterile Airfield (Displays).** Prior notification of the requirement to use the Display Area for display work up or practices is required to be passed to Station Operations in order to ensure de-confliction of joining traffic. A request to the ADC on the Middle Wallop Tower Frequency to confirm that the Display Area is sterilised and request permission to conduct

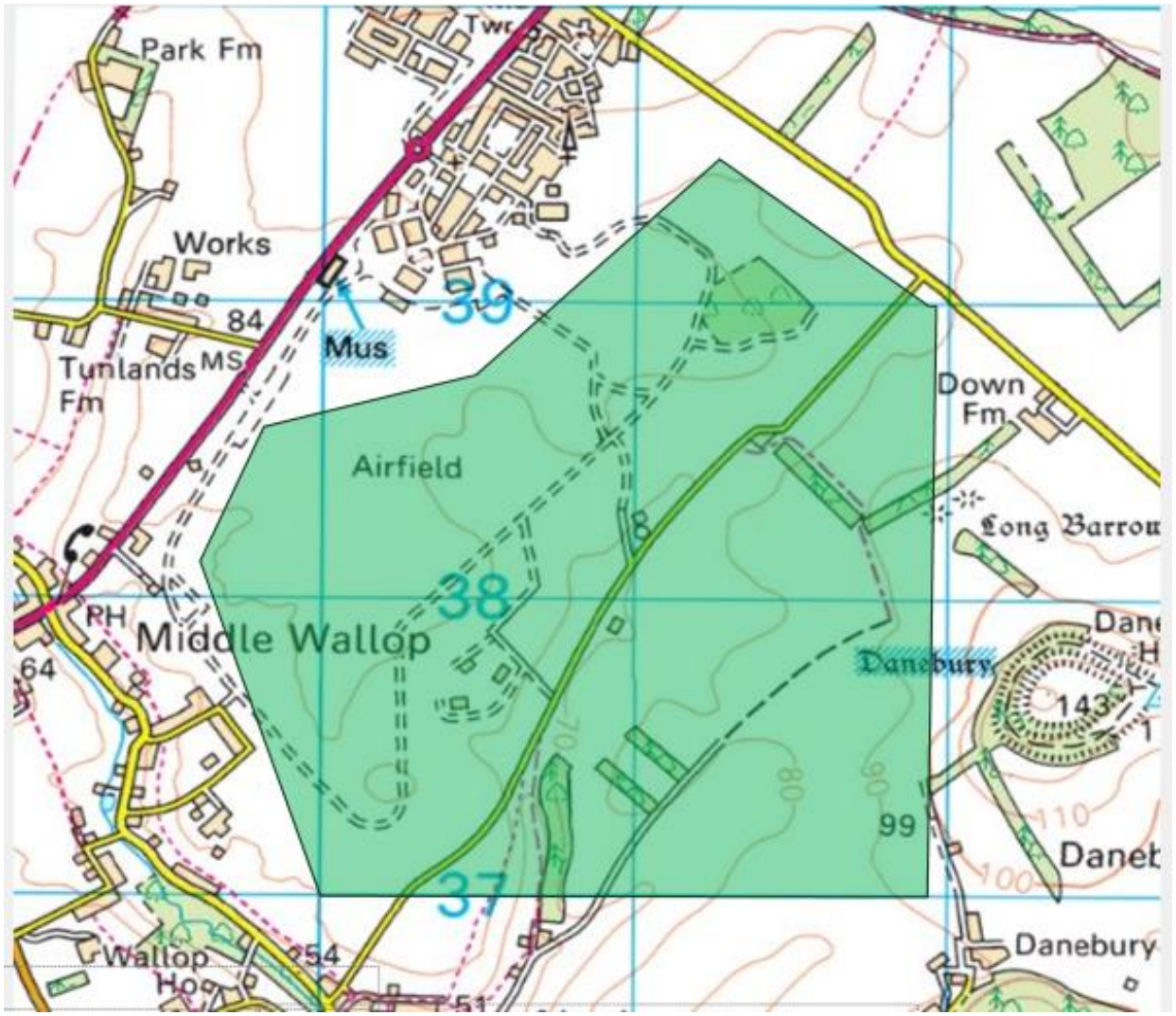
display practice is to be made prior to entering the area. The ADC and ATC will provide positive de-confliction of the airspace during the period the Display Area is active but crews utilising the Display Area should always be prepared to 'Knock-Off' and stop the activity should they be required to do so by ATC.

b. **Display Line.** Display Lines in the display area may be flown in any direction. The elected display pattern must not infringe the A343 edge or the northern edge of RWY 26/08, unless specific clearance to do so has been obtained from ATC and the FDD (if required) has ensured that traffic on the A343 is light. Circuit height in the Display area is from 50' AGL to 1800ft QNH, notwithstanding further limitations from RA 2335.

c. **Airtest profiles.** Low level (n.a.200'AGL) air test manoeuvres including rearwards and lateral flight up to 45KTAS should be flown primarily from the EOL area; but can extend, without PPR & unnotified, into the notional DA with ATC permission if traffic permits. The A343 should not be overflown at any time and consideration must be given to moving road traffic distraction by the Aircraft.

d. **Restrictions.** Middle and Nether Wallop villages are to not to be overflown.

Ser	Grid Ref	Description
1	SU 305 386	Northern edge of runway 08/26, 1000ft to go on RW08
2	SU 312 395	150m separation from the Middle Wallop / Stockbridge Rd, NE of the HALS
3	SU 319 389	150m separation from the Middle Wallop / Stockbridge R, E of Knock Wood
4	SU 319 370	150m separation from all Danebury housing
5	SU 300 370	Centre of field on the extended centreline of RW17/35
6	SU 295 383	150m separation from all houses and the A343
7	SU 297 385	Threshold 08 and 150m separation from the A343


Park Fm
Works
84
Tunlands Fm
MS
Mus
39
Airfield
Down Fm
Long Barrow
38
RH
Middle Wallop
64
Danebury
143
99
37
Waltop
Danebury

22. **RADAR PROCEDURES.** Pilots requiring a radar service in the MW area should make the initial request on Wallop Approach. Where a radar service is appropriate, ATC will always offer a Traffic Service unless the pilot requests a Deconfliction Service.

23. **INSTRUMENT APPROACH PROCEDURES.**

23.1 **Instrument Departures.** Radar monitored IFR climb-outs from MW are available to all Aircraft. Aircraft will be handed over to Wallop Radar for the Instrument Flying Training Area or to another ATSU for onward transit if necessary. Local instrument departure procedures are as follows:

a. Pilots are to request taxi clearance "for instrument departure" on Tower frequency.

b. During taxi Tower will pass instrument departure instructions. The Aircraft is to remain at the clearance limit and inform Tower when 'Ready for Departure'. Once cleared by Tower for take-off, rotary wing Aircraft may enter the runway and depart.

c. Aircraft are to adhere to the SID or as directed by ATC (pilots are to adjust their rate of climb/turn to ensure that they do not infringe D127 or Thruxton ATZ when departing runway 26 or 35 respectively).

d. The local standard instrument departures are as follows:

(1) **Runways 08 and 17**. Climb straight ahead on runway track to 2300ft QNH.

(2) **Runway 26 and 35**. Climb straight ahead on runway track and when passing 1300ft QNH turn right onto heading 050°M continuing the climb to 2300ft QNH. These turns are necessary for avoiding Porton Down danger area and Thruxton ATZ. ATC may not vector Aircraft below the levels depicted on the radar vector chart, pilots remain responsible for terrain clearance and should therefore maintain the climb.

(3) **HALS 04/22**. There is no SID for HALS 04/22. When HALS 04/22 is in use a grass runway will still be nominated for radar departures.

NOTES:

(1) SID clearances will be passed to MW based helicopters in the abbreviated form. If a pilot is unsure of the SID he is to request the SID in full.

23.2 **Instrument Approaches.** There are two types of instrument approaches at Middle Wallop – Surveillance Radar Approach (SRA) and Required Navigation Performance (RNP). A subset of RNP is Point-in-Space (PinS), which can only be conducted by rotary wing Aircraft.

SRAs and normal RNPs can be conducted to runway 26 and 35 and are referenced in altitude.

PinS can only be conducted to HALS22 and HALS04.

Aircraft in the visual circuit will be informed of instrument traffic by means of 6NM and 3NM 'all stations' calls on the Tower frequency so that pilots in the visual circuit can adjust their profile to sequence with the radar traffic. Clearances to radar traffic will normally be given on the Talkdown frequency at 3NM and no later than 2NM from touchdown.

Aircraft in the visual circuit are to adjust to route behind Aircraft at or within 3NM from touchdown, and go around maintaining circuit height if necessary. The following procedures and restrictions apply to instrument approaches:

a. **Circuit Height**. The SRA circuit is to be flown at 2300 ft QNH unless otherwise instructed by Wallop Approach. The RNP/PinS circuit is to be flown at 2300ft QNH.

b. **Circuit Direction**. The standard pattern on Rwy26 is right hand. The standard pattern on Rwy35 is a figure-of-eight positioning to the SW for a left base. The standard pattern for HALS04 is right hand. The standard pattern for HALS22 is left hand

c. **Landing Lamp**. The landing lamp is to be switched ON when on final in an instrument pattern and is to remain ON until the approach or overshoot is complete.

d. **Glideslope**. The final descent on all SRAs is to follow a 3º glideslope.

e. **Circling Approaches**. Fixed wing Aircraft completing an SRA to a runway different to that on which they intend to land are to apply the Circling Minimum Descent Altitude (CMDA). At or before CMDA or when directed by ATC Aircraft should position to join left/right base for the RWY in use and should inform the Talkdown/Approach Controller of their intentions when confirming approach minima. MW based FW Aircraft may request a downwind join and if approved are to fly down the length of the 'radar RWY' to join the visual circuit on the downwind leg. No circling minima is defined on the TAP chart for RNP approaches, however 860ft QNH may be issued if required.

f. **Discontinued Approach**. In the event of a discontinued approach (ie: an approach discontinued for reasons other than not obtaining the required visual references by the Missed Approach Point such as a RAIM alert during an RNP approach), the pilot is to inform the Talkdown Controller at the first available opportunity that the approach is being discontinued and request go around/climbout instructions.

g. **Going Round for further Instrument Approach**. Due to confliction with other circuits, Aircraft going round for a further training instrument approach in VMC (as opposed to a missed approach in IMC which is to be in accordance with published procedures) will generally be issued full instructions as follows:

SRA

"Maintain MDA until the upwind end of the runway then climb straight ahead to height 1300ft; then turn right heading 050°and continue climb to height 2300ft." After the low approach contact Wallop Approach, frequency 345.175 Mhz unless advised otherwise by ATC

RNP

"Maintain MDA until the upwind end of the runway then climb straight ahead to altitude 1300ft; then turn right heading 050°and continue climb to altitude 2300ft." After the low approach contact Wallop Approach, frequency 345.175 Mhz unless advised otherwise by ATC

Note 1: Crews are to be aware that this is a MW specific procedure to cater for the extraordinary mix of FW and RW traffic; low approaches at other airfields are to be initiated by a climb iaw ATC instructions

Note 2: PinS approaches are **not** permitted to conduct low approaches. For radar circuits, they will be instructed to execute the published missed approach at the missed approach point, and will be vectored by ATC when terrain safe.

h. Helicopters are to land within the first half of the grass runways.

23.3 **Lost Communication Procedure.** If no transmission is received within 20 seconds on final approach in IMC, carry out a missed approach procedure and try to regain contact on any frequency monitored by MW ATC.

24. **Holding.**

There are four Aircraft Holds, one located at the Initial Approach Fix (IAF) for each RNP approach. Where procedures have multiple IAFs, only one of the IAFs will be assigned a Hold. The Holds for each procedure are:

- RNP Z Rwy26 - VP26A
- RNP Rwy35 - VP35A
- RNP031 HALS04 - VP04A
- RNP221 HALS22 - VP22A

Holding levels are separated by a minimum 500ft, the lowest level that will initially be issued is 3000ft QNH. In poor weather conditions, 1000ft vertical separation will be applied.

2300ft QNH should be reserved in the hold:

- For Aircraft executing a missed approach from an RNP;
- To allow 500ft procedural separation from radar departures; and

- To allow 500ft vertical separation from Aircraft in the radar circuit.

Aircraft may be instructed to descend to 2300ft QNH when no conflictions exist and the Aircraft has cleared to leave the hold and commence the RNP approach.

25. **Receiver Autonomous Integrity Monitoring (RAIM) Alert**

Pilots are to report RAIM alerts to ATC as soon as possible with their intentions.

26. **Cross Runway Operations**

26.1 Due to the lack of instrument approaches to runways 17 and 08, wind conditions may dictate that although visual circuits are flown on these runways, instrument approaches are made to runway 26 or 35 respectively. In these circumstances, the following procedures apply:

a. Under IMC, instrument approaches to land have priority over visual circuit traffic, which must be held or instructed to 'go round' at 1000ft or extend downwind to join via "initial" to allow the instrument traffic to land.

b. When visual circuit traffic has priority, Aircraft making an SRA/RNP to land may be cleared to land on the threshold only (RW only) of the instrument runway in use providing that there is no traffic in the EOL area. If the traffic situation precludes a threshold-only landing the Talkdown Controller will instruct the pilot to break off the approach at 3nm and make a left/right base join (FW) or standard visual join (RW) for the in-use runway. The pilot is then to convert to a visual join and contact Tower.

c. Instrument approaches for a low approach are provided at the discretion of ATC and Aircraft in the visual circuit will have priority. Instrument approaches to low approach are not permitted if the visual circuit is, or is expected to become, active. If approved, the instrument approach Aircraft is to be either:

(1) Instructed to break off the approach at 3nm and be repositioned for a further training instrument approach if a low approach cannot be given.

(2) Allowed to carry out a full low approach at the discretion of the Tower controller providing there is no other traffic in or known to be entering the visual circuit.

26.2 When the HALS is in use, there are restrictions placed on instrument approaches and vice versa. These restrictions are detailed at the appropriate Annexes to this Order.

27. **Instrument Approaches Using an Internal Nav Aid.** Instrument approaches using an internal nav aid for positioning can be flown to MW providing the following conditions and restrictions are met:

a. The pattern flown conforms to the published procedure for the Aircraft type.

b. The final approach direction is aligned with the in-use instrument runway.

c. The final approach must be radar monitored.

d. No more than 2 Aircraft are to be using the 'internal nav aid' approach procedure at the same time.

e. Any changes of in-flight conditions are to be notified to the controller.

f. When 'internal nav aid' approaches are being flown, the Aircraft will be allowed to descend to the MDA published for the SRA at the discretion of ATC. Crews are to note any step down heights will apply to the approach and ATC clearance must be requested before any pilot-initiated descent is made. Approaches should not descend below a nominal 3° glide path.

g. The SRA Low Approach Procedure for the radar runway is to be used.

h. Limitations:

(1) Before descent may be initiated, positive confirmation that the Aircraft's track is on the radar centre line is to be obtained from ATC at 5nm final approach.

(2) Heading changes issued from ATC are mandatory.

(3) Internal Nav Aid approaches are not permitted to runway 08 or 17.

i. **R/T**. Pilots are to request a "radar-monitored 'internal nav aid' approach" during their initial call. Wallop Approach will request the pilot's outbound heading, MDA and intentions. Approach will home the Aircraft to overhead MW if required but the turn to outbound heading is pilot initiated. ATC will identify the Aircraft and clear descent to 1800ft QNH. During the subsequent inbound turn a change to Wallop Talkdown may be required. Clearance to descend to MDA will be passed to the pilot.

28. MW INSTRUMENT FLYING TRAINING AREA (IFTA)

28.1 **Description.** The IFTA is a volume of Class G airspace, which is used to harmonise IF training by AACen Aircraft. A map of the IFTA and training slot timings is at Annex B. The IFTA is sub-divided into 4 smaller areas designated as areas A-D. Each area is intended for single Aircraft operation. Aircraft may transit through other areas under the control of Wallop Approach/Wallop Radar or enter them for brief periods to complete a handling exercise. The levels of the IFTA areas are as follows:

a. A&B 3500' – 6000' Portland RPS or as directed by ATC

b. C&D 3500' – 5500' Portland RPS or as directed by ATC

28.2 **Radar Services.** Wallop Radar is established to provide a dedicated radar service to MW Aircraft operating in the IFTA. Wallop Radar will routinely offer a Traffic Service, but Aircraft Comds may request a Deconfliction Service if required. In this instance, pilots will no longer have 'own navigation rights' and must request heading changes. When in receipt of a Traffic Service, Aircraft Comds are discouraged from operating in intermittent VMC/IMC and should consider requesting a Deconfliction Service.

28.3 **SSR.** ATC may limit the number of Aircraft in the IFTA if necessary.

28.4 **Bookings.** Pilots wishing to make use of the IFTA are to obtain a slot booking from Stn Ops as detailed in Annex B.

29 **AIRCRAFT INCIDENT.** In the event of an Aircraft incident occurring on the airfield and, for MW based Aircraft, any incident off the airfield, the orderly officer is to be informed immediately. A decision will then be made as to whether the Station Post Crash Management Orders or the Station Unscheduled Landing Orders will be activated. A copy of these plans are to be held in all Sqn Ops rooms, ATC & Stn Ops. All supervisory personnel are to be familiar with these plans.

30 **MILITARY AID TO THE CIVIL AUTHORITIES (MACA).**

30.1 MACA is to be in accordance with References D - F.

30.2 MW Aircraft may be used to assist Police, Ambulance or Fire Service personnel during an emergency or for training in this role. The requesting authority will normally have completed a form of indemnity giving blanket coverage for all flights for a period of one year.

30.3 In exceptional circumstances when no other suitable transport is available, MW Aircraft may be used to carry seriously ill civilian patients.

31 **FIXED WING PROCEDURES**

31.1. **General**

a. **VFR Arrivals.** Specific details on the available VFR arrivals for each individual runway are contained within the appropriate Appendix to this Annex.

b. **IFR and Non standard VFR Departures.** Requests for an IFR departure, a climb to VMC or a non-standard VFR departure should ideally be made during taxi. Should a Tutor Aircraft require a full IFR departure the procedures detailed at Annex N para 23.1 are to be followed.

c. **IFR Arrivals.** IFR arrival procedures are detailed in Annex N para 23.2.

d. **VFR Circuits.**

(1) VFR fixed wing circuits. This order applies to all fixed wing circuits during the published opening hours at MW for AFG, AFA and civil/military visiting fixed wing Aircraft. In order to provide adequate separation from rotary traffic remaining in the circuit or departing at 800ft QNH fixed wing circuit traffic should climb straight ahead on runway track until reaching 1000ft QNH then commence the turn onto crosswind, climbing to 1300ft QNH downwind, or as directed by ATC.

(2) Departing Aircraft should follow the procedures outlined in appropriate Appendix to this Annex.

31.2. **Runway 26 Procedures.**

a. **Taxi Procedures.**

(1) Pilots are to follow the taxiway until they reach Holding Point Bravo1. After completing their run-up checks, they are to request clearance to cross runway 26. The Aircraft is to cross the RW08 threshold at 90˚ to the runway direction and report vacated and then proceed south of and parallel to RWY26 to the RWY26 holding point for pre-take off checks.

(2) After landing, Aircraft are to remain on the runway until west of the mid point markers and then vacate the runway to the north. They are then to taxi parallel to the northern edge of the runway to the taxiway before turning right for the dispersal. At ATC discretion, the pilot may be given the option to taxi direct if you wish.

(1) Where Heli-West helicopter activity may pose a hazard to fixed wing Aircraft vacating the runway early, the pilot may be instructed on final approach to vacate right at the end, allowing the pilot to land long if he so desires.

31.3. **Runway 08 Procedures.**

a. **Taxi Procedures.**

(1) Pilots are to follow the taxiway until reaching Holding Point 08. After completing run-up and pre-take off checks, they are then to report ready for departure.

(2) After landing, Aircraft are to vacate the runway to the north and taxi parallel to the northern edge of the runway to the taxiway before turning right for the dispersal. At ATC discretion, the pilot may be given the option to taxi direct.

31.4. **Runway 35 Procedures.**

a. **Taxi Procedures.**

(1) Pilots are to follow the taxiway until they reach Holding Point Bravo. After completing their run-up checks, they are to taxi to the west of and parallel to RWY35, remaining clear of the RWY08 threshold, to the RWY35 holding point for pre-take-off checks before reporting ready for departure.

(2) After landing, Aircraft are to vacate the runway to the west and taxi parallel to the western edge of the runway to the taxiway. They are then taxi along the taxiway to Foxtrot dispersal remaining clear of the RWY08 threshold.

31.5. **Runway 17 Procedures.**

a. **Taxi Procedures.**

(1) Pilots are to follow the taxiway to Holding Point 17. After completing run-up & pre-take off checks, request departure clearance. The RWY17 undershoot is available for the start of the take-off run.

(2) After landing, Aircraft are to vacate the runway to the west, taxi parallel to the runway to rejoin the Beaver strip taxiway and, remaining clear of the RWY08 threshold, route back to Foxtrot dispersal.

31.6. **HALS Procedures.** Restrictions exist on fixed wing operations when the HALS is the nominated runway. These restrictions are detailed at Appendix H to Annex N.

31.7. **Night Flying.** Due to the lack of permanent runway lighting, fixed wing night flying is not normally permitted at MW.

31.8. **Tutor Emergency Radio Failure Procedure.** If a MW based Tutor suffers a radio failure when above cloud, and is unable to recover to MW, the Aircraft should squawk SSR Mode 3/A 7600 (with Mode C if fitted) and attempt to contact MW on any published frequency. If this is unsuccessful the Captain should consider utilising their Diversion Airfield.

31.9. **Nonstandard Procedures.** ATC approval is required before conducting a non-standard procedure. A non-standard procedure is classified as any procedure that is not specifically covered in these instructions or detailed in the attached Appendices. The approval for a non-standard procedure will only given under the caveat that it is conducted as/when directed by ATC.

32. **Middle Wallop Museum Grass Dispersal.** The Middle Wallop Museum Grass Dispersal is located airside between Air Gate 8 and Air Gate 9. Standing authorisation for use of this area is for HAAF and AFA rotary-wing and fixed-wing Aircraft only. Other Aircraft can use this area on a case-

by-case basis as authorised by the Aerodrome Operator or Airfield Manager. The Museum Grass Dispersal can be requested and authorised during the Aerodrome's normal operating hours and will be routinely in use during weekend procedures. Aircraft will park in two parallel columns, the start of each being delineated by two red cones against the fence line. Rotary will normally be parked in the column closest to Gate 9, and fixed wing in the column closest to Gate 8.

32.1 A central taxiway is to be observed between the two columns for inbound and outbound aircraft. If activated during normal operating hours, controllers will instruct aircraft to "give way" when a confliction exists between inbound and outbound aircraft from the Museum Grass.

32.2 Aircrew may access the dispersal via Gate 8 without ATC permission so long as the intention to activate the Museum Grass Dispersal has been confirmed with ATC prior to the first aircrew walking to the dispersal.

32.3 Aircrew must not access the dispersal via Gate 9 unless walking alongside an aircraft being positioned from/to the Museum Grass Dispersal. Any person accessing the dispersal via Gate 9, who is not in 2-way communications with ATC will be reported via DASOR/STAR as an unauthorised incursion on an active taxiway.

32.4 Refuelling is not permitted on the Museum Grass, if a refuel is required, aircraft must relocate to Delta or Romeo dispersal.

33. **Passenger Access from Museum to the Museum Grass Dispersal.** ATC will be notified in advance when HAAF plan to fly passengers from the Museum Grass Dispersal as this will likely result in the taxiway at Gate 9 being crossed frequently. HAAF personnel will provide positive direction and guidance to any passengers crossing the taxiway and will adopt the callsign "Escort 1". Escort 1 is to always remain in 2-way communications with ATC and will request generic crossing permissions on each occasion the taxiway is to be crossed as well as confirming when the taxiway is vacated. The ADC will actively monitor this activity providing directions to Escort 1 as and when required. If operating at the weekend Escort 1 must not allow passengers to cross if G-OAFA has made a radio call informing airfield users of its intention to taxi to or from Foxtrot Dispersal. If the Army Flying Association aircraft is operating from the Museum Grass Dispersal passenger crossing of the taxiway os to be de-conflicted in the same way as for the HAAF Aircraft.

34. **Early Closure of the Aerodrome**. If flying training has been completed and there are no notified movements requiring ATC, ATC and Crash cover staff may be stood down at the discretion of CO 7 (Trg) Regt AAC/RQHI.

35. MILITARY AIRCRAFT OPERATIONS WITH REDUCED AERODROME SERVICES AT MIDDLE WALLOP (MW)

35.1 **Military Aircraft Operations with Reduced Aerodrome Services (RAS) Procedure**. Normal operating hours at MW are at para X. During these times the Head Of Establishment (HoE) ensures a Safe Operating Environment (SOE) is provided to users through the provision of the services as published in the Mil AIP. These are the minimum required for the HOE to meet their ADH-Facing (ADH-F) obligations for 'Routine' Aerodrome operations. However, there may be occasions where services are interrupted or are unavailable. During these periods Rotary Wing Units can continue to operate at Middle Wallop under the RAS procedures if authorised by the HOE or their deputy. When the Middle Wallop RAS procedures are requested, the HOE/AO will dynamically assess the level of services that can still be provided against the need for the activity being proposed. If there is a military necessity to operate with RAS, the HOE will no longer view the Aerodrome activity as 'Routine' and they will restrict the airfield operations to a reduced level that ensures a SOE can be maintained for the specifically requested activity. The Middle Wallop RAS procedure represents the minimum level of services the HOE is required to provide to meet their ADH-F obligations outlined in MAA RA 1010. The risk of operating under the Middle Wallop RAS procedure and therefore not as published, sits with the Platform ADH. If the Platform ADH seeks to operate with a further reduction in services (e.g. Fire Crash Category), they can if the

HOE agrees there is a necessity to do so. In this instance the ADH should write to the HOE to acknowledge the acceptance of the increased risk.

35.2 **Restricting Operating Tempo**. When the aerodrome is no longer able to support 'Routine' operations due to lack of services the tempo of operations must reduce from normal levels. This is referred to as LOW INTENSITY operations. During Low Intensity operations the total number of aircraft movements per hour is limited to 16 (ac movement = 1 x Take Off and 1 x Landing), sqns are restricted to single or pairs aircraft ops spaced to reduce risk of MAC (min 1 minute spacing) and aircraft may only directly arrive and depart.

35.3 **Requesting Approval**. Any Unit requesting to operate at Middle Wallop Aerodrome under RAS must request this through the Aerodrome Operator in the first instance. Further guidance is provided on the Middle Wallop RAS Decision/Planning Flowchart at Appendix S.

35.4 **Flying Supervision Roles of Duty Aerodrome Supervisor**. If ATC are unavailable, The Duty Authoriser from the requesting Unit/Sqn will become the Middle Wallop Duty Aerodrome Supervisor (DAS) during RAS procedures and will be responsible for:

a. Deconflicting all military and civilian aircraft operations. Civilian aircraft to be on the ground 5 mins prior to and after a planned military ETA/ETD if in ATZ. If gliding is planned, the DAS is to confirm with the PNGC Duty Instructor that the ATZ is clear prior to military aircraft operations.

b. Military aircraft operations are to be planned to arrive and depart as SINGLETONS or PAIRS only with sufficient spacing to reduce the risk of a MAC to NIL (minimum 1 minute spacing).

c. If CFR are unavailable, then 7 Regt Ops will ensure required equipment is available on the dispersal. DAS to confirm with the AO that the Unit/Sqn is sufficiently SQEP to operate fire equipment.

d. The DAS is to confirm the start and cessation of flying activity with the Middle Wallop Duty Field Officer and PCMIO,

e. If activity is at the weekend, at cessation of military activity the DAS can hand the airfield back to the Nominated Aerodrome Supervisor for the weekend civilian activity. When military aircraft operations cease the DAS is to ensure that the Main Guard Room (MGR) knows what activity remains on the airfield and that the Airfield Security Gates can be closed.

35.5 **Middle Wallop RAS Restrictions**. The following restrictions are in place during RAS:

a. **Military Fixed Wing Operations are to cease**.

b. **HAAF, AFA and PNGC Operations are to cease until such time as requirement and deconfliction can be confirmed by the AO or Duty Aerodrome Supervisor.** RAS are different procedures from that afforded to the HAAF, AFA and PNGC at the weekends normally under Para 36. If RAS are required at the weekend due to a military flying requirement, this will override the normal weekend procedures and require all activity to be deconflicted by the DAS.

c. **Restrict vehicle movements on the airfield to essential services only**.

d. **Rotary Wing Low Intensity Operations Only**.

e. **Meteorological Conditions**. RAS is only authorised for VFR Ops as per JHC FOB 2306.115.1 (Day) and 2317.105.2 (Night).

f. **Crash Cover**. If no CFR, Crash Cover can be reduced from H3 to the minimum levels identified for Low Intensity Operations under CAP 789 by the provision of:

(1) 230 litres of Foam at a discharge rate of 230l/pm.

(2) 90 Kg of CO2.

(3) 9 Kg of Dry Powder.

g. **R/T Procedures**. If ATC is unavailable aircraft operating within the MW ATZ are to make blind calls on Wallop Tower VHF freq. Aircraft operating outside the MW ATZ but within the CMATZ should contact Boscombe Zone. The following R/T calls are to be made:

(1) Start and taxi.

(2) Take-off, downwind and finals.

(3) Entering or departing the ATZ and MATZ.

(4) Vacating the RWY and shut down.

h. **General Handling Manoeuvres**. General handling manoeuvres as part of arrivals and departures are permitted; however, the following are prohibited due to the increased risk associated with them:

(1) EOLs.

(2) Autos, PFLs and Flare Recoveries.

(3) Wingovers.

(4) Quickstops.

i. **Air Tests**. Air Tests are not permitted during RAS within the Middle Wallop MATZ. Should an Air Test be required within the MATZ then **dispensation** should be sought through the AO in the first instance.

j. **Notification Procedures**. All sorties are to be on STARS with associated bookings as normal. Stn Ops may support if they are available.

k. **Initiating Incident Response during RAS**. MW Twr Frequency is to be monitored at all times during RAS Ops. If ATC are unavailable this is to be done by the requesting Unit/Sqn who will also then be responsible for initiating any incident response.

36. **Procedures for Civilian Aircraft Only Out of Hours Use of the Airfield.** At weekends when ATC/Stn Ops are closed only Middle Wallop based civilian organisations who can meet the following criteria will be authorised to fly during OOH:

a. An Airfield Inspection is carried out prior to any Aircraft movements to confirm the serviceability of the operating areas.

b. When Capita Fire and Rescue is manned during the weekend on “Domestic Cover Only” they are able to provide a Crash response capability of H3 and would be expected to respond to a notified airfield incident. If Capita Fire and Rescue services were to be removed from the airfield OOH then a new assessment of minimum criteria to support OOH will be provided.

c. A SQEP member of the flying organisation is nominated to 'oversee' and inform other air users on the flying activity being conducted at Middle Wallop aerodrome. This nominated individual is to be located at Middle Wallop and will retain the responsibility for initiating any emergency response action during their period of duty.

d. Confirmation that two-way radio communications are available during the periods where the Aircraft are operated within Middle Wallop's ATZ. The nominated member must hold a valid, in date, Radio license as detailed in para 36(j) below.

e. Hours of operations are between dawn until dusk.

f. Deconfliction requirements between powered Aircraft and gliding activity is confirmed prior to the planned activity taking place. This will be pre-notified at the Middle Wallop Thursday De-confliction Meeting and then confirmed on the day between organisations via the contact details provided within the 'Green Sheet' operations information

g. No formation take offs, landings, fly pasts or aerobatics will be conducted unless expressly authorised by the AO.

h. Changes in operating conditions are communicated to all programmed airfield users for that day in order to ensure that should an organisation stop operating the remaining organisations are informed of their responsibilities in regards to this Order.

i. The Guardroom are informed on cease of flying for onward information to the Duty Field Officer and PCMIO.

37. **Nominated Airfield Supervisor (NAS)**. The NAS is the title to be adopted by the SQEP member of the flying organisation that provides support and maintains awareness of the requirements in Para 36. The Portsmouth Naval Gliding Club (PNGC), Historic Army Aircraft Flight (HAAF) and the Army Flying Association (AFA) are the only Middle Wallop based organisations operating civilian registered Aircraft that are currently approved to operate powered Aircraft at MW Aerodrome for pre-notified OOH movements. As the most regular OOH user of Middle Wallop Aerodrome PNGC will always be expected to provide the Nominated Airfield Supervisor during their operation. Should PNGC not be operating the HAAF/AFA are to ensure that the criteria outlined in para 36 above is met prior to operating. A list of individuals and their qualifications that are deemed SQEP to conduct the NAS role by all organisations is to be held by the AO and updated on change.

38. **Role of the NAS**. The NAS is charged with the continued provision of a Safe Operating Environment at Middle Wallop Aerodrome during OOH operations and will act as the primary point of contact for information on and de-confliction between gliding operations and pre-notified OOH powered departures and arrivals. The NAS will be provided a copy of the Green Sheets by Stn Ops to inform them of any authorised OOH powered Aircraft activity and the POCs for this activity. The NAS must ensure that the criteria outlined in para 36 is in place prior to OOH operations being conducted. The NAS is to maintain situational awareness of the Aircraft activity (ground and air) as well as vehicle and pedestrian movements within the airfield operating areas identified in Appendix S. The individual Aircraft operating units will be responsible for liaising with the NAS should they need to conduct overdue action on one of their Aircraft. If overdue action is being carried out the NAS is to inform the Duty Field Officer and the Airfield Manager.

39. **Watch Log**. The NAS is to ensure that during OOH operations at Middle Wallop a Watch Log is maintained which records significant changes in responsible personnel (i.e. on NAS handover), any significant occurrence including supporting details and parameters of specific de-

confliction activity incorporated for unusual/developing operational requirements (i.e. glider aerobatics). The Watch Log should be viewed as an evidentiary document and should be held as a record so that it can be investigated at a later date should it be required.

40. **OOH Powered Arrival Process**. When powered Aircraft and gliding are both operating at MW Aerodrome OOH the following rules must be adhered to:

a. The primary method of de-confliction between departing and arriving powered Aircraft movements and gliding is time allocated slots where gliding activity will be paused.

b. Returning Fixed Wing Aircraft should fly not below 2000ft where possible and carry out an orbit outside of the ATZ until radio communications have been made with the NAS and confirmation has been made that all gliders are on the ground or deconflicted from the powered circuit.

c. On confirmation of de-confliction the returning Fixed Wing Aircraft is to confirm their intended join procedure with the NAS.

d. Any RW Aircraft operating at the weekend should arrive and depart the airfield from the North and ensure they remain well clear of the gliding operating areas. Confirmation that winch launching has ceased and there is no gliding circuit traffic to affect must be gained prior to crossing the ATZ boundary.

e. If radio communications cannot be established then powered Aircraft can continue to recover in accordance with their current procedures, ensuring the pilot continues to transmit blind calls on 118.6Mhz at all the required reporting points. Extreme caution must be taken approaching the airfield and a good look out carried out during all aspects of the recovery.

41. **Provision of a Safe Operating Environment During Gliding Operations**. In order for the Head of Establishment to be assured that a SOE is being maintained during OOH operations at Middle Wallop Aerodrome the following restrictions and procedures are to be strictly enforced:

a. Airfield Inspection. The Airfield operating areas must be inspected for areas of Bad Ground and confirmation that a Safe Operating Environment exists by the NAS prior to any flying activity taking place or relocation to an alternative Launch Point/Runway. This inspection must be annotated within the Watch Log.

b. Aerodrome Access. PNGC are to provide a list of authorised personnel who they wish to be added to the Crash Gate Key List to the Station Staff Officer. This list is to be reviewed at least yearly. PNGC will the assume the responsibility for the control of entry and security of the aerodrome. If a combination lock is used at the primary point of entry then the code must be:

a. Regularly changed.

b. Only provided to authorised members.

c. Provided to Middle Wallop MPGS Platoon Commander should its use be required.

c. **Available Launch Points**. Currently the only Launch Points approved for use for gliding activities are identified in Appendix T and are configured next to the current orientation of the runways at Middle Wallop. Four Launch Points are available, 08/26 and 17/35.

d. **Aerodrome Safety and Hazard Briefing**. Prior to the start of OOH operations, the NAS is to hold an Aerodrome Safety and Hazard Briefing with all support and operating personnel. This brief will provide key information to all personnel on the ground and air restrictions pertinent to the Launch Point in use that day. The briefing will also provide an opportunity to brief personnel on any known hazards as well as any issues that have been identified on the Aerodrome Inspection. This briefing is to be completed again should a change in wind direction force the use of another Launch Point. As part of the de-confliction liaison on the day with organisations operating powered Aircraft this brief can be provided by telephone.

e. **Aerodrome Operating Areas**. Appendix T identifies by Launch Points and the protected Aerodrome Operating Areas where vehicle and pedestrian movement are severely restricted and must be conducted at all times under positive control and oversight.

f. **Vehicle Control and Parking**. Appendix T identifies the expected ground layout for each individual Launch Point. Part of the ground layout is the identification of approved parking areas for each Launch Point. The only vehicles that are approved access outside of the route from the point of entry to the designated vehicle parking area are those providing direct support to the operation. All efforts to minimise the number of vehicles used within the aerodrome operating areas should be made. Vehicle Control Points (VCPs) are identified in Appendix X and the NAS is required to ensure that there is sufficient barriers and signage in place to ensure that incursions into the operating areas are prevented. The following should be used as a guide with variance only approved by the NAS for specific tasks:

a. Glider Winch.

b. Operations Bus.

c. Crew Bus.

d. Cable retrieve vehicle.

e. Up to 4 x personal vehicles for glider towing.

g. **Launch Point Supervision and Assistance**. The NAS is charged with overall control of the PNGC Launch Point in use and the maintenance of a SOE on the aerodrome. Where manpower allows the allocation of a SQEP Launch Point Assistant should be considered to aid and increase the situational awareness of the NAS ongoing operations.

h. **Pedestrian Control**. Pedestrian use of the airfield operating areas is to be restricted and limited to the immediate areas next to the identified Launch Points. Personnel movement to and from Launch Points and Crew Buses to Aircraft parking areas, especially those requiring the transit of the undershoot to any active landing area, are only be conducted under positive control of the NAS. Personnel movements to and from the operating areas of the airfield required during OOH operations are to be supported by the PNGC Crew Bus. Pedestrian transit of powered Aircraft parking areas are strictly prohibited.

i. **Aerodrome Speed Limit**. During OOH operations a strict 20 mph speed limit is to be observed.

j. **Radio Procedures**. Anyone transmitting on Middle Wallop Tower Frequency (118.6 MHz) from a glider, motor-glider or Aircraft must be in possession of a licence conferring the radio-telephony privileges eg. PPL,CPL, ATPL, SPL or LAPL(S), unless on an approved 'student solo' flight authorised by an instructor. NAS and anyone transmitting from the

ground must be in possession of an Air-Ground Radio Licence. Radio procedures are to be conducted in accordance with CAP 413.

k. **PNGC Powered Aircraft Parking & Shut down procedures**. A sanitised area for powered Aircraft, including motor-gliders is to be identified for each Launch Point. The powered parking area should be positioned so that there is a minimum 50m separation between the parking area and where personnel are operating. No unauthorised personnel should be allowed access to the parking area. The parking area should not be situated so that it requires pedestrian/vehicle access through the area to reach the Launch Point.

l. **PNGC Powered Aircraft Start and Taxi Procedures**. The Pilot of a powered Aircraft operating in support of PNGC is to 'Declare Start' and gain positive confirmation from the NAS, over the radio, prior to starting their engines that the parking area is clear of unauthorised personnel. On confirmation from the NAS that the area appears to be clear a verbal "Clear Prop' call is also to be made by the Aircraft Captain prior to start. Before moving from the parking area, the Aircraft Captain is to confirm over the radio with the NAS that they are 'Taxing at my discretion'. Confirmation that this message has been received by the NAS is required before the Aircraft moves from the parking area.

m. **Non-PNGC Powered Aircraft operating during OOH Gliding Operations**. Non-PNGC powered Aircraft can operate at the same time as Gliding and aerotow operations however the activities will need to be actively de-conflicted by the NAS and the operating unit involved (AFA or HAAF). Confirmation of intentions should be made by telephone to the PNGC NAS (telephone number is held on the Green Sheets) prior to walking for the Aircraft. An initial airfield condition report, runway in use and current activity brief will be provided by PNGC at this stage. The operating unit will confirm intentions for departure and ETA back at Middle Wallop at this point.

n. **Non-PNGC FW Powered Aircraft Start, Taxy and Power Check Procedures**. Once ready to start non-PNGC powered Aircraft are to make the following radio transmissions:

a. "Callsign, START on Foxtrot/Delta* Dispersal" (*as required).

b. "Callsign, TAXY Air Gate 9"

c. "Callsign, HOLDING Air Gate 9"

The PNGC NAS is likely to acknowledge radio calls (1) and (2). This will afford the NAS the opportunity to ensure that all gliding activity is clear from the powered side below 2000' agl and will allow any gliders on approach to complete the landing process. On receipt of radio call (3) the PNGC NAS is to provide confirmation that there are no gliding operations to effect the continued taxy by the Aircraft to the power check areas at B1 (Rwys 08 & 17) and Taxiway Hold marker (Rwys 26 & 35).

Once power checks are complete the FW powered Aircraft is to make the following radio transmissions:

d. "Callsign, LINING UP, RWY 08/17/26/35*"

e. "Callsign, TAKE OFF, RWY 08/17/26/35*"

The PNGC NAS is likely to acknowledge these radio calls.

o. **Non-PNGC Powered Aircraft Returning Taxi and Shut Down Procedures**. Due to complex nature of mixed operations and the risk of cables on the airfield the following FW taxy routes are to be utilised during OOH concurrent gliding operations:

a. **RWY 08** – After landing on the runway the powered Aircraft is to exit the rwy to the **RIGHT** and taxy abeam the runway with enough separation to allow the safe continued use of the runway if required until approaching the Threshold markers. Stopping short before the threshold markers the following call is to be made:

(1) " Callsign HOLDING Rwy 08 Threshold for return to Delta/Foxtrot*"

The PNGC NAS will confirm that there are no gliders on approach to effect the continued taxy of the powered Aircraft and will make the following call:

(2) "RWY 08 Glider Approach Clear"

When this is received the powered Aircraft is able to continue at their discretion. Once the powered Aircraft has visually taxied clear of the Rwy 08 Approach path, the PNGC NAS can resume operations

b. **RWY 17** - After landing on the runway the powered Aircraft is to exit the rwy to the **LEFT** and taxy abeam the runway with enough separation to allow the safe continued use of the runway if required until approaching the Threshold markers. Stopping short before the threshold markers the following call is to be made:

(1) "Callsign Rwy 17 Threshold, TAXY for return to Delta/Foxtrot*"

The PNGC NAS is likely to acknowledge this call and resume PNGC operations.

c. **RWY 26** - After landing the powered Aircraft is to exit the rwy at the **END** of the to rwy. The powered airs system is to HOLD at B1 and the following call is to be made:

(1) " Callsign HOLDING B1 for return to Delta/Foxtrot*"

The PNGC NAS is to confirm that winch launch and aerotowing operations are suspended until the powered Aircraft has passed the winch site and make the following transmission:

(1) " PNGC TAKEOFFS PAUSED"

When this is received the powered Aircraft is able to continue at their discretion. Once the powered Aircraft has visually taxied clear of the winch site the PNGC NAS can resume operations.

d. **RWY 35** - After landing on the runway the powered Aircraft is to exit the rwy to the **RIGHT** and taxy abeam the runway with enough separation to allow the safe continued use of the runway if required until approaching the Rwy 17 Threshold markers. Stopping short before the threshold markers the following call is to be made:

(1) " Callsign Rwy 17 Threshold, TAXY for return to Delta/Foxtrot*"

The PNGC NAS is likely to acknowledge this call and resume PNGC operations.

p. **Non-PNGC RW Aircraft Start, Hover-Taxi and departure Procedures**. Once ready to start non-PNGC powered RW Aircraft are to make the following radio transmissions:

(1) "Callsign, START on Foxtrot/Delta* Dispersal".

(2) "Callsign, TAXY HELI WEST"

(3) “Callsign, HOLDING HELI WEST”

The PNGC NAS is likely to acknowledge radio calls (1) and (2). This will afford the NAS the opportunity to ensure that all gliding activity is clear from **HELI WEST** and to the North of the airfield below 2000’ agl and allow any gliders within the circuit to approach to and land . On receipt of radio call (3) the PNGC NAS is to provide confirmation that there are no gliding operations to affect the continued taxy by the Aircraft to **HELI WEST**. Once ready to depart the RW powered Aircraft is to make the following radio transmissions:

(1) “Callsign, TAKE OFF HELI-WEST, Departing NORTH”

The PNGC NAS is likely to acknowledge this radio calls. And will resume operations once the RW powered Aircraft has visually departed the aerodrome.

q. **Non-PNGC RW Aircraft Returning, Taxi and Shut Down Procedures**. As per para 35d above RW Aircraft operating at the weekend should arrive and depart the airfield from the North utilising HELI WEST if appropriate, ensuring they remain well clear of the gliding operating areas. Confirmation that winch launching has ceased and there is no gliding activity to affect must be gained prior to crossing the ATZ boundary. PNGC gliding operations will be paused until the Capt of the RW Aircraft makes the following call:

(1) “Callsign, LAND and SHUT DOWN DELTA Dispersal”

r. Use of Runways. All powered Aircraft, including motor gliders are to operate from the maintained runways at Middle Wallop. Blind calls when 'lining up', 'take off' and 'runway vacated' are to be made by operating powered Aircraft.

s. Concurrent Winch/Rwy Ops. Concurrent winch and runway operations are not approved at Middle Wallop and the NAS is charged with ensuring the safe de-confliction of powered and gliding take offs.

t. Refuelling Operations. PNGC refuelling Operations are to be conducted from Romeo Dispersal only and iaw the agreed AVGAS Policy which can be viewed here.

u. Circuit Directions. Opposing gliding and powered circuits will be in use during OOH operations at Middle Wallop. The following are to be adhered to:

d. Runway 08 – Gliding Left Hand Circuit (LHC), Powered Right Hand Circuit (RHC)

e. Runway 17 – Gliding RHC, Powered LHC

f. Runway 26 – Gliding RHC, Powered LHC

g. Runway 35 – Gliding LHC, Powered RHC

v. Circuit Safety Barrier. A distance of 50m between the edge of the nominated runway and the Launch Point is to be maintained. A Circuit Safety centre line/barrier as defined in Appendix T will ensure a safe separation between the gliding and powered operations. Below 2000’ agl the Circuit Safety Centre line is not be crossed by a glider unless confirmation that the powered side is inactive is gained from the NAS.

w. Circuit Calls and Positioning. All Aircraft on returning to the circuit are to make appropriate positioning stating their intention (i.e ‘Callsign X, Downwind to Land’). If a glider and powered Aircraft are both positioned at the safe time on opposing Base Legs, the powered Aircraft is to orbit until the glider is established on Finals. A single approach path into the Designated Landing Area is to be observed.

x. Designated Landing Area (DLA). For OOH operations a DLA of at least 50m into the available landing area for each Launch Point is to be identified and adhered to. The NAS is to ensure that all landings are conducted within the DLA and that landing aiming points ensure that there is sufficient clearance from Airfield Boundaries, adjacent roads and aerodrome obstructions.

y. Visiting Aircraft. The only powered Aircraft approved to operate OOH at Middle Wallop aerodrome are those required for the direct support to PNGC operations (i.e. involved in aero towing and motor gliding). Personal civilian registered Aircraft used to transport club members to Middle Wallop will not be accepted.

z. Aerobatics and Spin Training. Powered aerobatics are not approved within the Middle Wallop ATZ, unless expressly authorised by the Aerodrome Operator. Gliding aerobatics and spin training are to be annotated on the appropriate authorisation sheet and confirmation of deconfliction measures must be entered into the Watch Log.

aa. Wiltshire Air Ambulance. The NAS is to liaise closely with the Witlshire Air Ambulance Ops Room when operating at Middle Wallop Aerodrome. During a live emergency the NAS may be requested to provide positional information for Middle Wallop based Aircraft and ensure that those Aircraft are aware of the Air Ambulance's intentions; this includes awareness of the Low Level Porton Road procedure.

bb. Clay Pigeon Shooting Club Avoid. Middle Wallop Clay Pigeon Shooting Club are approved to operate within the confines of the Middle Wallop Aerodrome in the area referred to as the ‘Bomb Dump’, every second Sunday of the Month. The Green Sheets will confirm the operation is taking place and an avoid of dimensions 300m radius and 1000ft agl centred on 51°08′16″N, 001°33′57″W or SU 30469 37702 is to be observed between Sunrise and Sunset.

Appendix:

A. LFA 1 Airspace Map
B. Airfield Crash Map
C. IFTA Booking Slots & Training Area
D. Runway 08 Procedures – Rotary Daytime
E. Runway 08 Procedures – Fixed Wing Daytime
F. Runway 17 Procedures – Rotary Daytime
G. Runway 17 Procedures – Fixed Wing Daytime
H. Runway 26 Procedures – Rotary Daytime
I. Runway 26 Procedures – Fixed Wing Daytime
J. Runway 35 Procedures – Rotary Daytime
K. Runway 35 Procedures – Fixed Wing Daytime
L. Hals 04 Procedures - Daytime
M. Hals 22 Procedures - Daytime
N. Night Procedures – Runway 08/26
O. Night Procedures – Runway 17/35
P. MW Circuit Procedures Aide Memoire
Q. Boscombe Down – Diagrams
R. Airfield Security Procedure
S. Reduced Airfield Services Reaction/Planning Flowchart.
T. Weekend Airfield Layout and Operating Areas.

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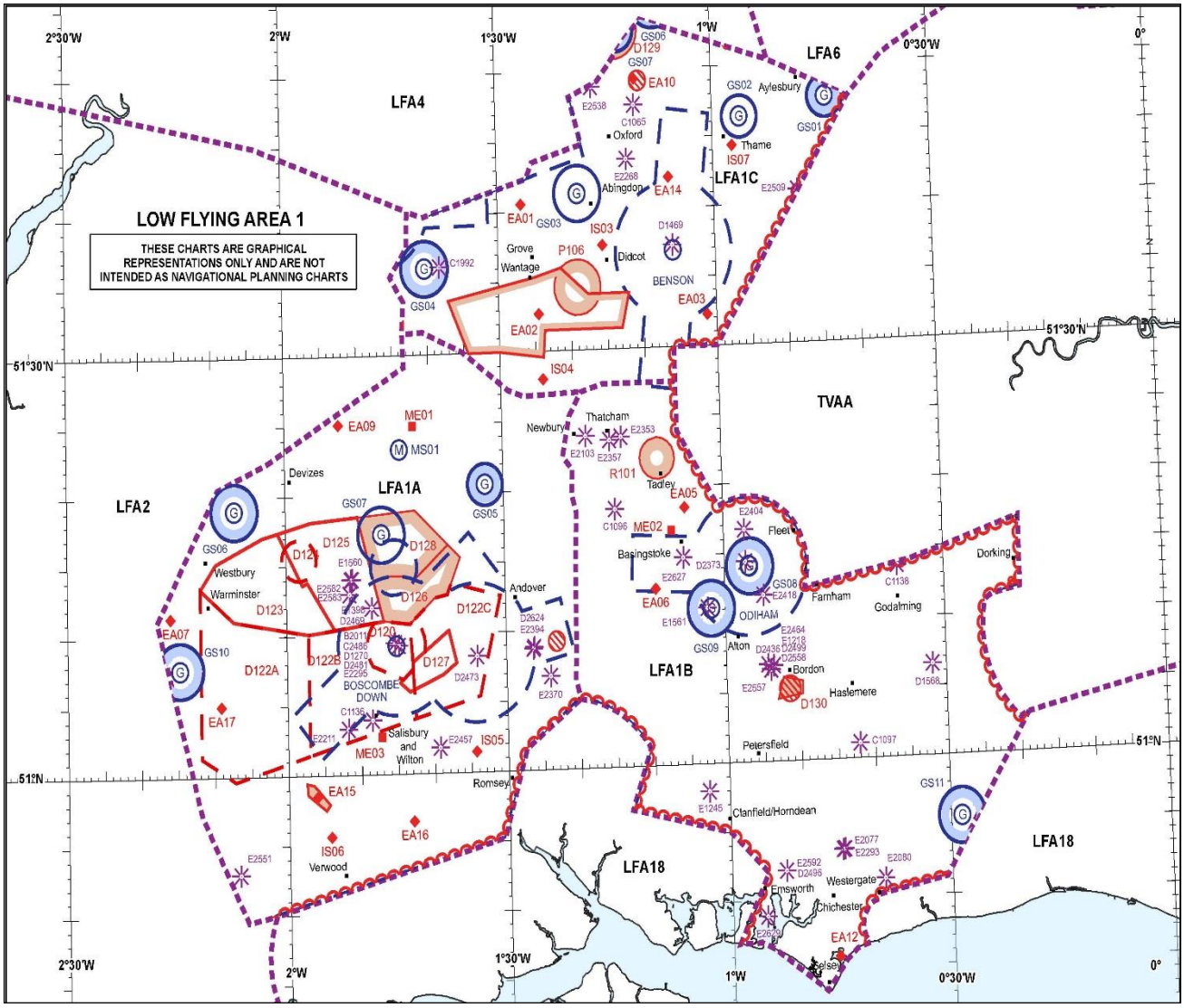
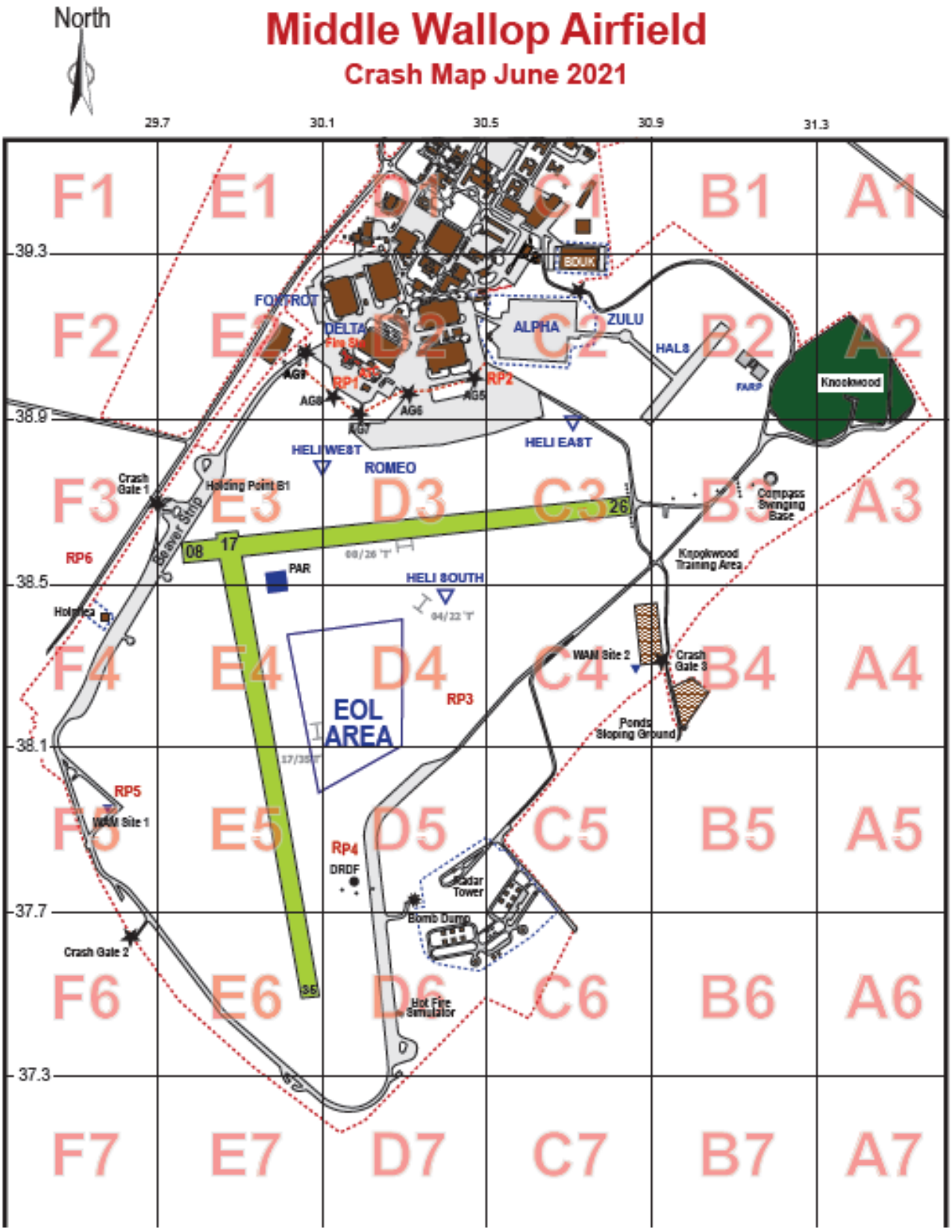
Appendix A to
Annex O to MW DAM
Dated Nov 23

LFA 1 Map (not for navigation purposes)



Appendix B to
Annex O to MW DAM
Dated Nov 23



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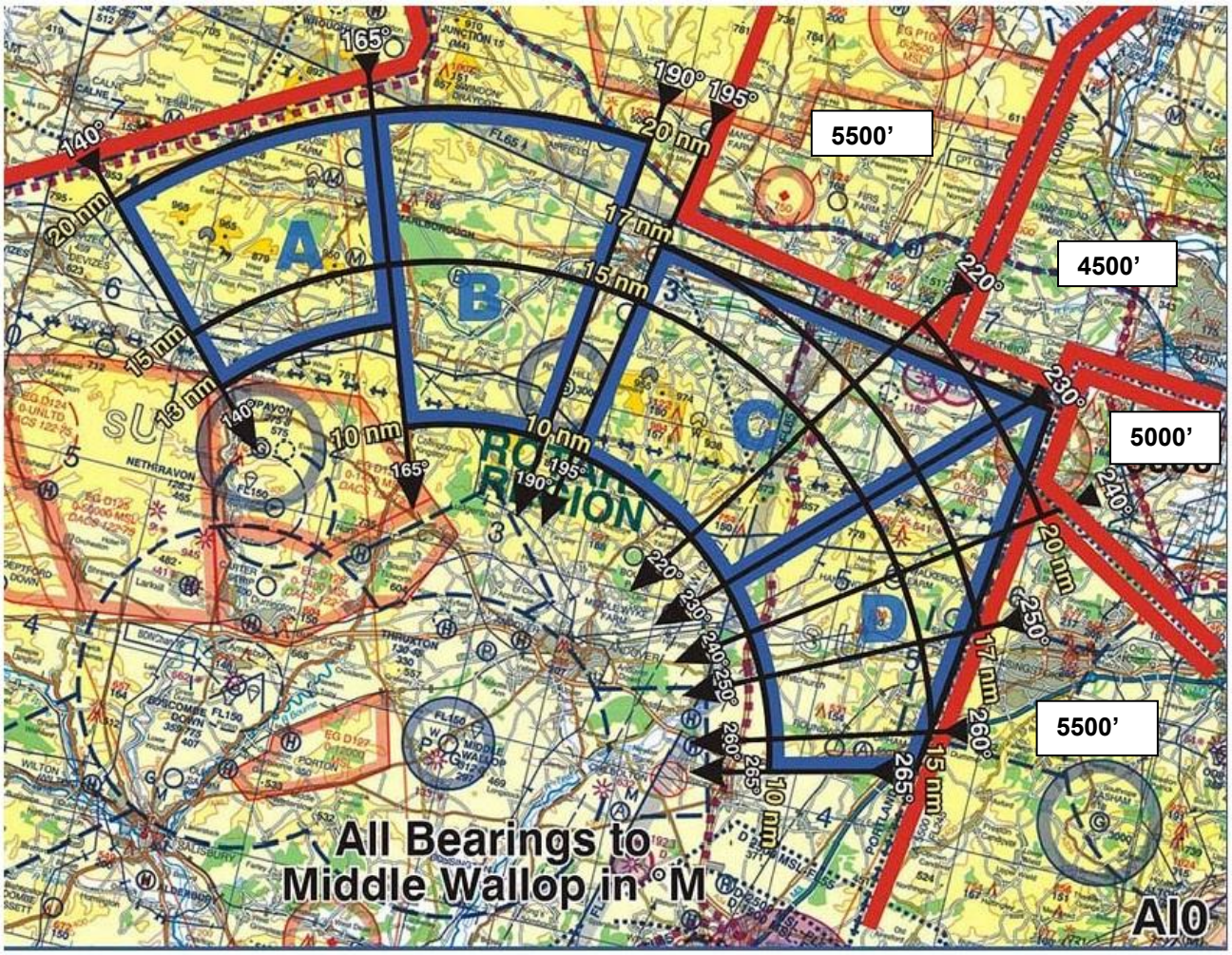
Appendix C to
Annex O to MW DAM
Dated Nov 23

INSTRUMENT FLYING TRAINING AREA SLOTS

AREA A	**A1** 0730 - 0830	**A3** 0915 - 1000	**A5** 1045 - 1130	**A7** 1215 - 1300	**A9** 1345 – 1430	**A11** 1515 – 1600
	A2 0830 - 0915	**A4** 1000 - 1045	**A6** 1130 - 1215	**A8** 1300 - 1345	**A10** 1430 - 1515	**A12** 1600 - 1645
AREA B	**B1** 0745 - 0845	**B3** 0930 - 1015	**B5** 1100 – 1145	**B7** 1230 - 1315	**B9** 1400 - 1445	**B11** 1530 - 1615
	B2 0845 - 0930	**B4** 1015 - 1100	**B6** 1145 - 1230	**B8** 1315 - 1400	**B10** 1445 - 1530	**B12** 1615 - 1700
AREA C	**C1** 0730 - 0830	**C3** 0915 - 1000	**C5** 1045 - 1130	**C7** 1215 - 1300	**C9** 1345 – 1430	**C11** 1515 – 1600
	C2 0830 - 0915	**C4** 1000 - 1045	**C6** 1130 - 1215	**C8** 1300 - 1345	**C10** 1430 - 1515	**C12** 1600 - 1645
AREA D	**D1** 0745 - 0845	**D3** 0930 - 1015	**D5** 1100 – 1145	**D7** 1230 - 1315	**D9** 1400 - 1445	**D11** 1530 - 1615
	D2 0845 - 0930	**D4** 1015 - 1100	**D6** 1145 - 1230	**D8** 1315 - 1400	**D10** 1445 - 1530	**D12** 1615 - 1700

Note: Bookings to be made to Stn Ops on ext 4848.

INSTRUMENT FLYING TRAINING AREA



RUNWAY 08 PROCEDURES – ROTARY DAYTIME

1. **VFR Departure Procedures.**

a. **Northbound**. Northbound helicopters are to depart from Heli-East then, remaining north of RW 08/26, route via Great Wood. AH may depart from HALS04 or Zulu in preference to Heli-East.

b. **Southbound**. Helicopters are to depart from Heli-South, remaining clear of the runway and EOL traffic, then route outbound via Turret Gate. Note that positive ATC clearance must be obtained to cross runway 08. See Annex N para 14.2.

2. **IFR Departure Procedures.** IFR departures are to be conducted in accordance with Annex N para 23.1.

3. **VFR Arrival Procedures**.

a. **From the North**. Helicopters inbound from the north are to route via Hurst to join offset finals for Heli-West. Aircraft joining for the EOL Area are to follow the Porton range boundary until south of the Rwy 08 centreline and then request a climb to join the EOL circuit on base leg or finals. ATC may approve an early climb to 1000ft.

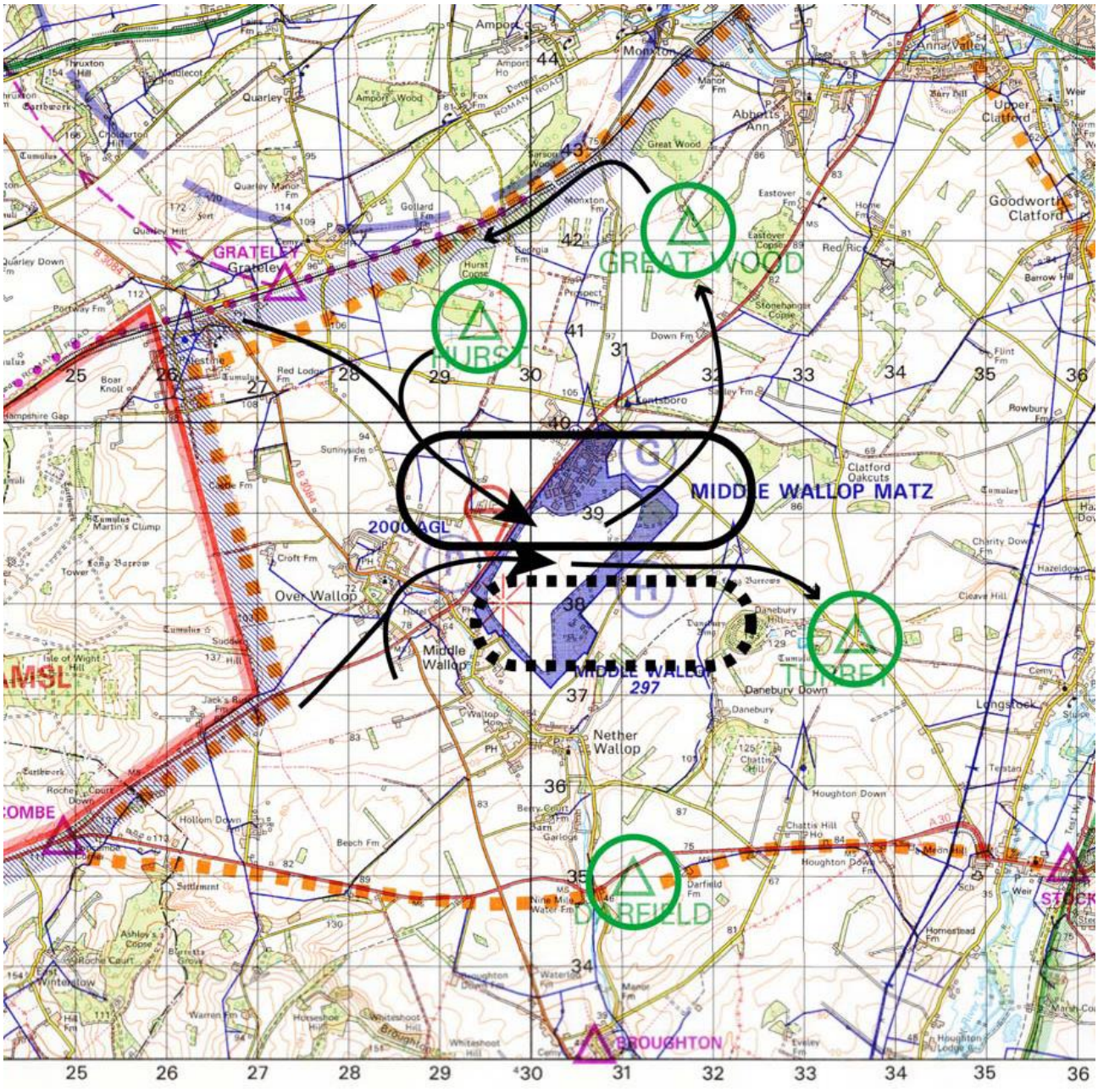
b. **From the South**. Helicopters inbound from the south are to route between Lopcombe and Darfield (avoiding overflight of the Wallop villages) to join base leg for Heli-South or the EOL Area. Aircraft joining for Heli-South will be notified if the EOL area is active and are to keep well clear of the EOL area approach making their own approach parallel to RWY26 and routing between the north of the EOL area and RWY26. Helicopters may join the EOL circuit downwind directly from the east.

c. **HALS Approaches**. Approaches to HALS 04 from the north may be allowed only if there is no other fixed wing or helicopter activity on the airfield. Approaches to HALS 04 from the south are permitted at ATC discretion, but the Aircraft is to make its approach to Heli-South initially. Further clearance to HALS 04 may be given subsequently.

4. **IFR Arrival Procedures**. There is no IFR approach to RW08. Instrument approaches may be made to RWY35 and are subject to visual circuit activity. IFR arrival procedures are detailed at Annex N para 23.2.

5. **Restrictions**. Individual, ad hoc, HALS circuits are permitted at ATC discretion if there is no conflicting traffic for the duration of the circuit. Longer periods of HALS usage are to be booked in advance through Station Ops, and the runway in use changed to HALS04.

RUNWAY 08 PROCEDURES – DAYTIME



RUNWAY 08 PROCEDURES – FIXED WING DAYTIME

1. **VFR Departure Procedures.** Climb straight ahead to 1300ft QNH, then to turn on to a south westerly heading, maintaining 1000ft and contacting Wallop Approach. Further climb is allowed only when cleared by the approach controller.

2. **IFR Departure Procedures.** IFR departures are to be conducted in accordance with Annex N para 23.1.

3. **VFR Arrival Procedures**.

Station based fixed-wing Aircraft will make their initial call to re-join on the Approach frequency before entering the MATZ. `The standard fixed wing join is the Overhead join, however, other forms of join are available at the Aerodrome Controllers discretion. The Overhead Join for runway 08 is represented at Figure 1 and is to be conducted as follows:

a. **Overhead Join**. On initial contact with Tower, the pilot is to be told; "Join overhead runway…..QNH….. (number in the fixed wing circuit). Aircraft re-joining overhead will fly to the overhead at or descending to 2300 ft QNH descending on the 'deadside' to not below 1800ft QNH to remain above the EOA. The aircraft will then descend crosswind to establish at 1300ft QNH downwind. All fixed wing Aircraft are mandated to transmit "**dead side descending**" when conducting an overhead join. On receipt of this ATC will pass all pertinent traffic information.

4. **Runway 08 Circuit.** A generic RWY 08 circuit is represented at Fig 2 to this appendix.

5. **IFR Arrival Procedures**. There is no IFR approach to RWY 08.

6. **Restrictions**. Individual or ad hoc requests are permitted at the discretion of ATC if there is no conflicting traffic for the duration of the circuit. Any non-standard procedures are only to be conducted with approval by ATC and then as/when directed by ATC.

FIGURE 1 - RUNWAY 08 OVERHEAD JOIN

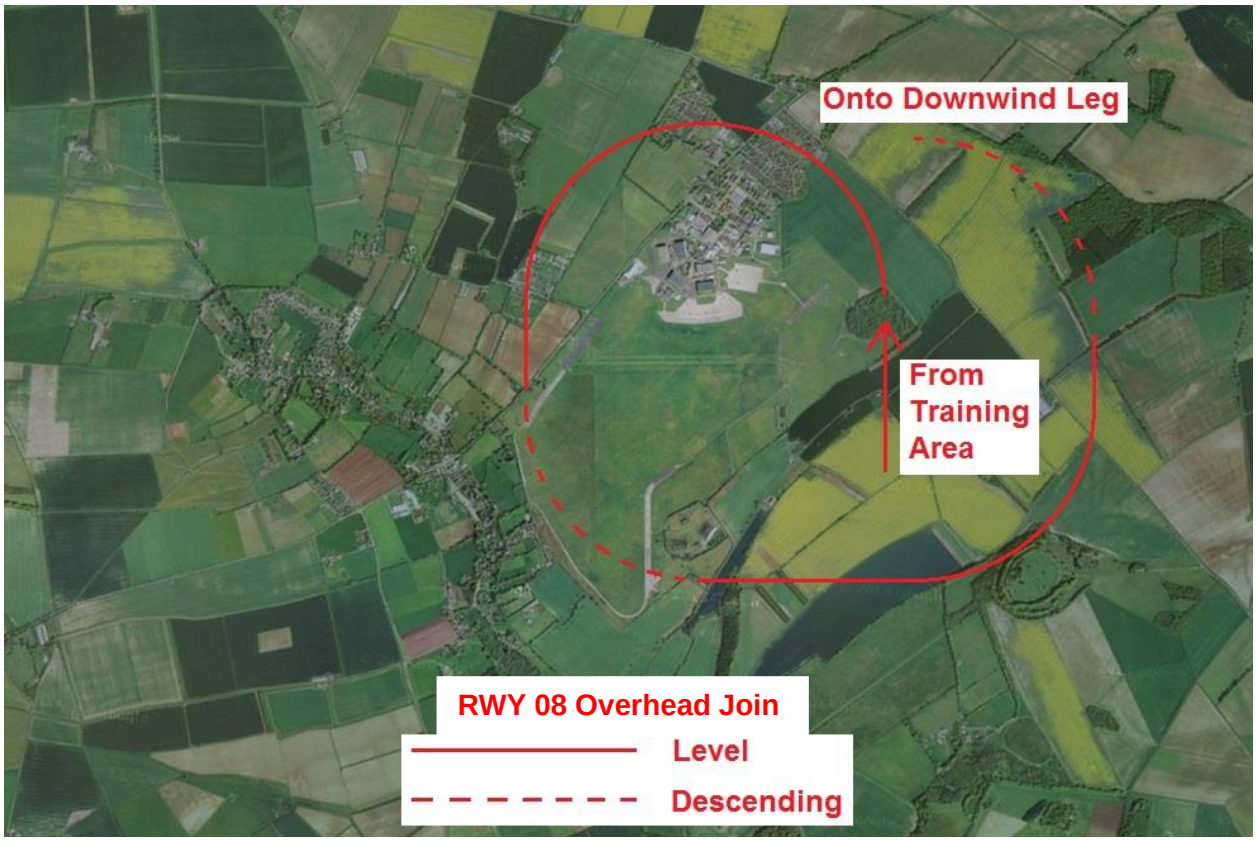
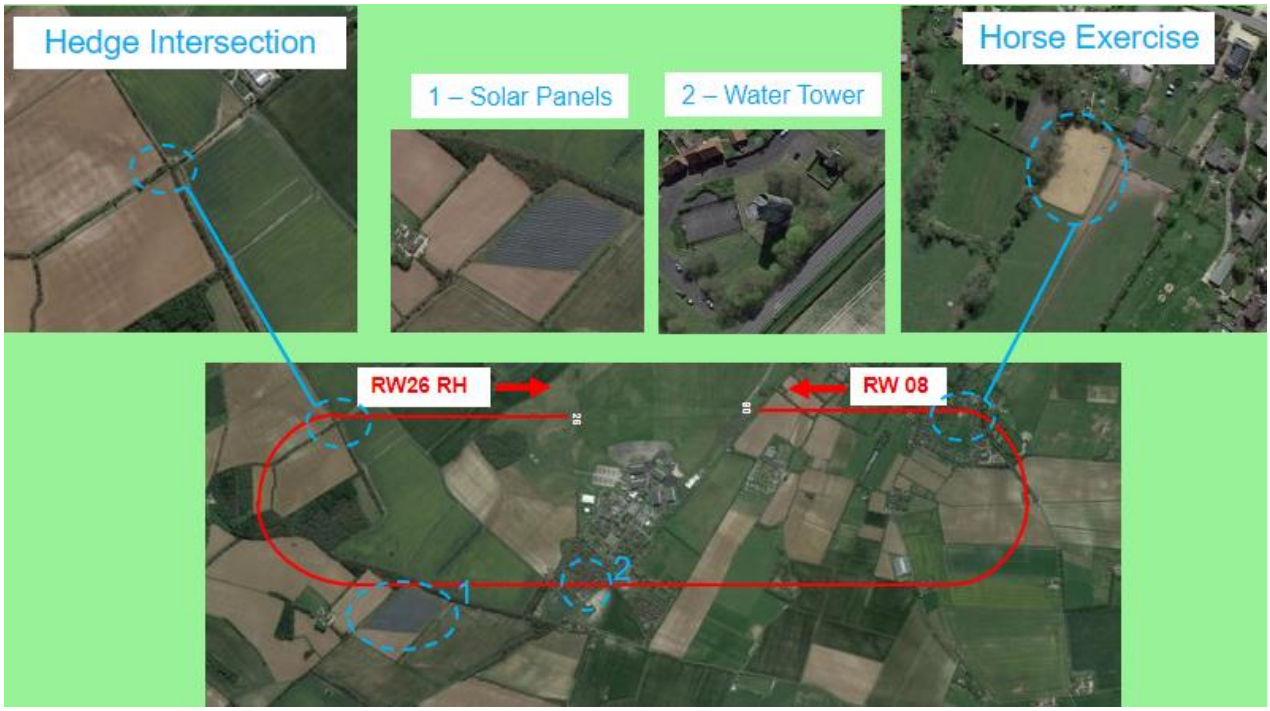


FIGURE 2 – RUNWAY 08/26 GENERIC CIRCUIT



RUNWAY 17 PROCEDURES – ROTARY DAYTIME

1. **VFR Departure Procedures**.

a. Helicopters are to depart from Heli-South, remaining clear of RWY17, its extended centreline and EOL Area, then route between Turret and Darfield Gates. Helicopters intending to join the low level route at Grateley are to route via Great Wood.

NOTE: If there is HALS 22 traffic or radar traffic to RWY26 ATC may only give a restricted initial taxi clearance.

b. AH may be cleared to depart from HALS 22 to route via Heli-South then proceed as above.

2. **IFR Departure Procedures**. IFR departures are to be conducted in accordance with Annex N para 23.1.

3. **VFR Arrival Procedures**.

a. Helicopters joining from the North are to route via Great Wood for Heli East. Helicopters joining the EOL Area may join long finals or left base as required.

b. Helicopters joining from the South are to remain clear of the FW and EOL circuits by remaining east of Darfield and Turret en-route to Great Wood.

c. AHs may make a single approach to land on HALS 22 or Zulu instead of Heli-East.

4. **IFR Arrival Procedures**. There is no IFR approach to RWY17. Instrument approaches may be made to RWY26 and are subject to visual circuit activity. IFR arrival procedures are detailed at Annex N para 23.2.

5. **Restrictions**. The following restrictions apply when RWY17 is in use:

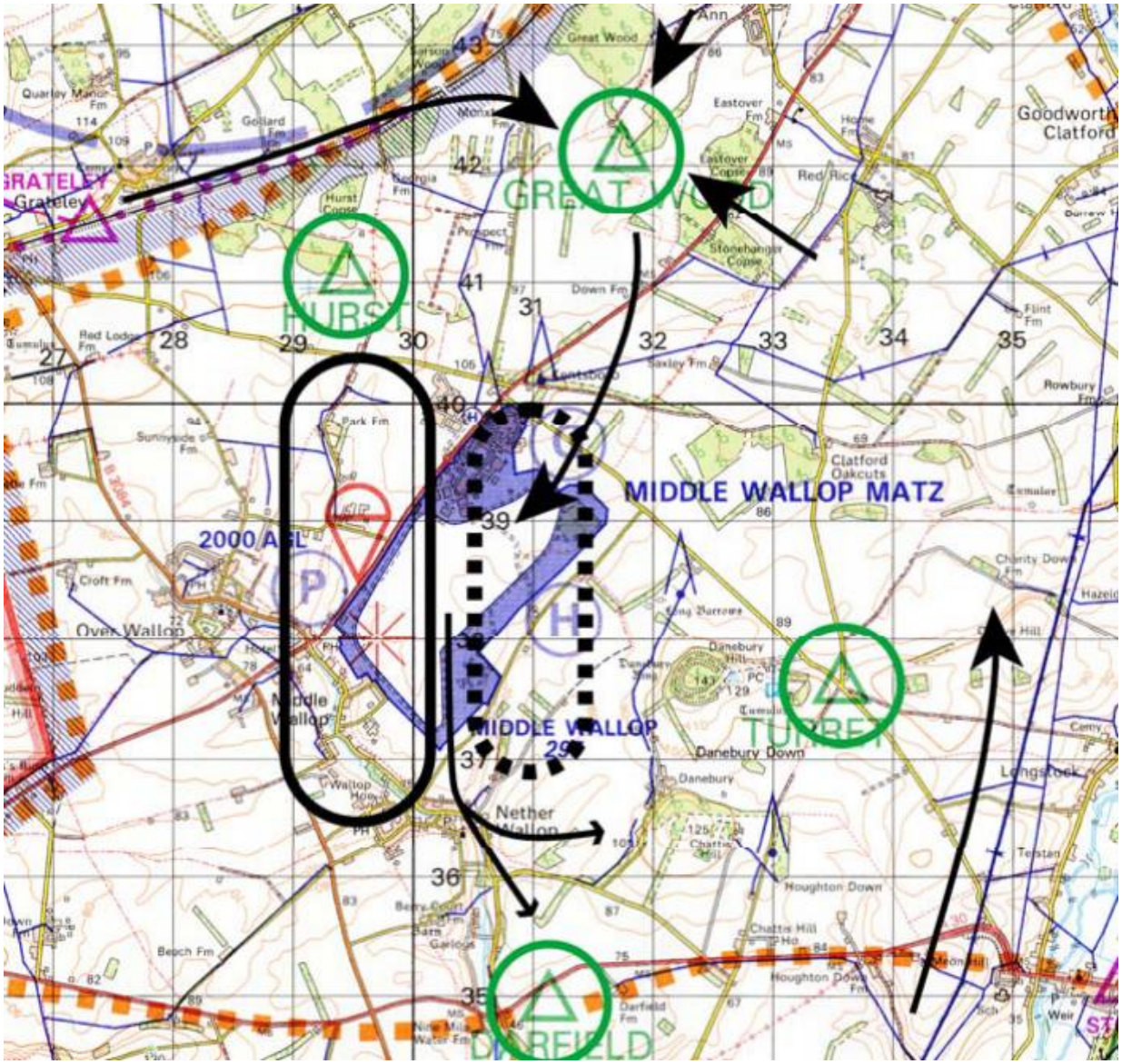
a. Individual HALS circuits are permitted at ATC discretion, if there is no other conflicting activity for the duration of the HALS circuit. Longer periods of HALS usage are to be booked in advance through Station Ops, and the runway-in-use changed to HALS22.

b. EOLs.

(1) Low Level EOLs are not permitted.

(2) Aircraft are to climb ahead to at least 800 ft QNH before turning into the EOL circuit.

RUNWAY 17 PROCEDURES – DAYTIME



→	INBOUND
⟶	OUTBOUND
▪▪▪▪▪	EOL CIRCUIT
———	FW CIRCUIT
△	RW GATES

RUNWAY 17 PROCEDURES – FIXED WING DAYTIME

1. **VFR Departure Procedures.** Climb straight ahead to maintain 1300ft QNH and then to contact Wallop Approach. Further climb is allowed only when cleared by the approach controller.

2. **IFR Departure Procedures.** IFR departures are to be conducted in accordance with Annex N para 23.1.

3. **VFR Arrival Procedures**.

Due to limited airspace and traffic density, Aircraft joining for RWY17 from the north are normally to use a standard overhead rejoin with a downwind rejoin as a secondary. If an Aircraft is joining from the north and there is limited traffic, ATC may clear an Aircraft for a non-standard join via Andover VRP and along the railway line, remaining clear of the Thruxton ATZ, for Initials or a straight in approach.

a. **Overhead Join**. On initial contact with Tower, the pilot is to be told; "Join overhead runway…..QNH….. (number in the fixed wing circuit). Aircraft re-joining overhead will fly to the overhead at or descending to 2300 ft QNH descending on the 'deadside' to not below 1800ft QNH to remain above the EOA. The aircraft will then descend crosswind to establish at 1300ft QNH downwind. All fixed wing Aircraft are mandated to transmit "**dead side descending**" when conducting an overhead join. On receipt of this ATC will pass all pertinent traffic information.

4. **Runway 17 Circuit.** A generic RWY 17 circuit is represented at Fig 2 to this appendix.

5. **IFR Arrival Procedures**. There is no IFR approach to RWY 17.

6. **Restrictions**. Individual or ad hoc requests are permitted at the discretion of ATC if there is no conflicting traffic for the duration of the circuit. Any non-standard procedures are only to be conducted with approval by ATC and then as/when directed by ATC.

FIGURE 1 - RUNWAY 17 OVERHEAD JOIN

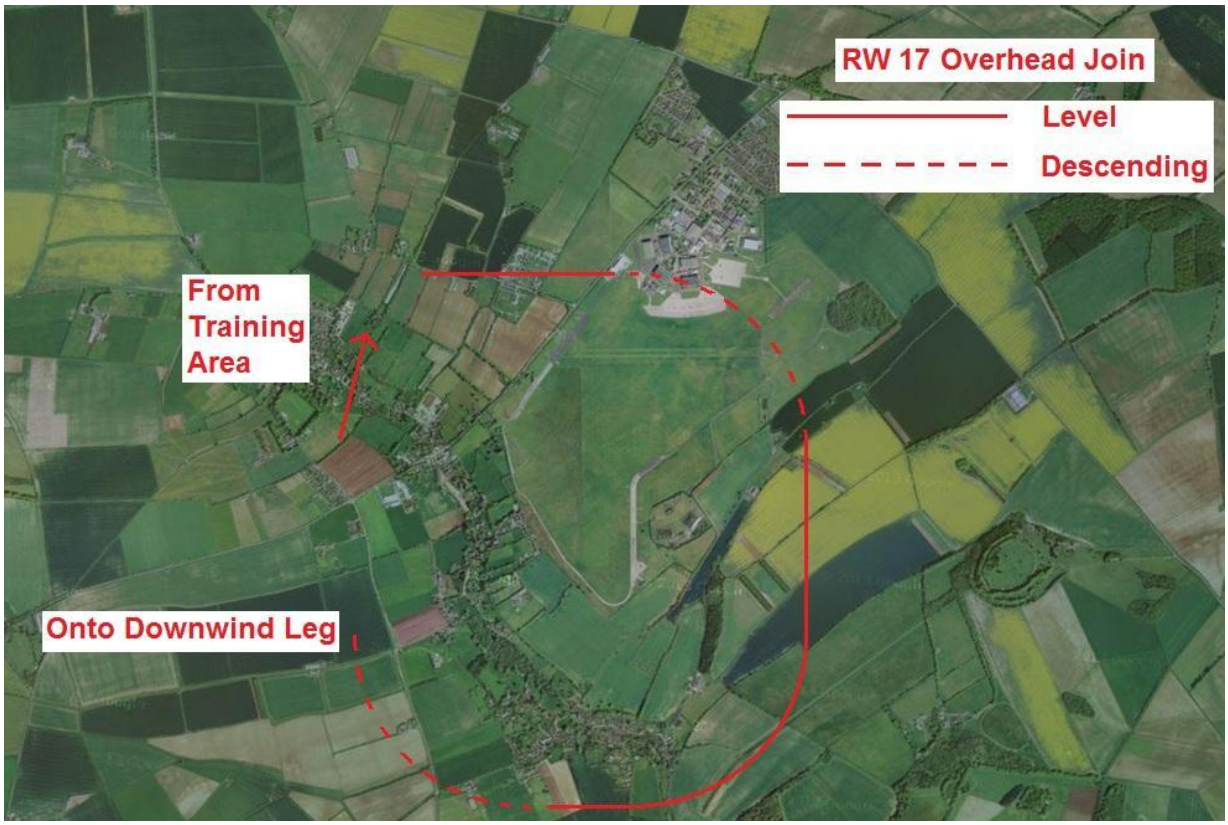
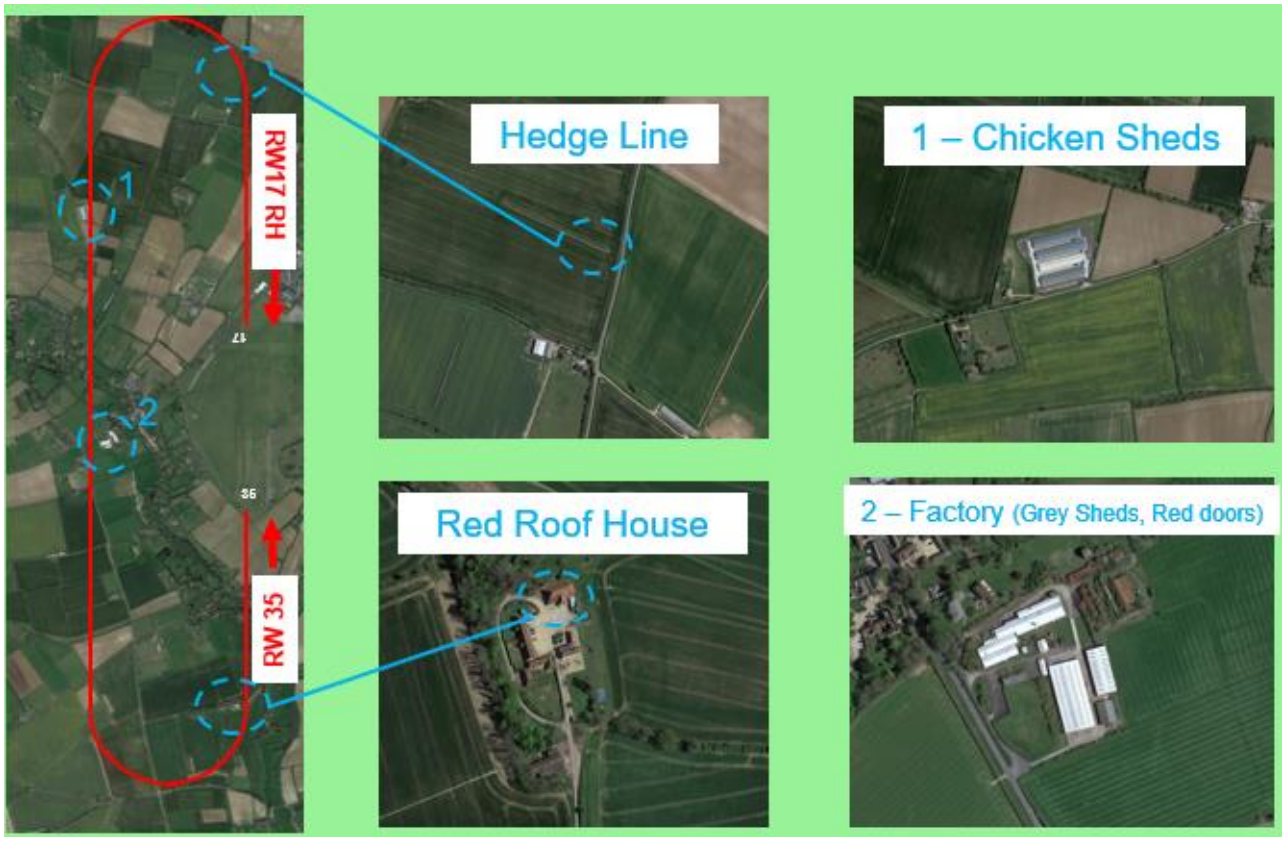


FIGURE 2 – RUNWAY 17/35 GENERIC CIRCUIT



RUNWAY 26 PROCEDURES – ROTARY DAYTIME

1. **VFR Departure Procedures.**

a. **Northbound**. Northbound helicopters are to depart from Heli-West, then route through Hurst Gate to join the LL route at Grateley or pass to the NW of Great Wood en route to Andover or Harewood.

b. **Southbound**. Southbound helicopters are to depart from Heli South, climbing straight ahead to 800ft QNH to avoid the climb out lane from the engine off area before turning to route between Lopcombe and Darfield. Crews are to exercise caution to remain clear of EOL circuit traffic. Note that Aircraft Captains must obtain a positive clearance from ATC to cross runway 26. (Annex N para 14.2)

c. **HALS 22**. Departures from HALS 22 are allowed at ATC discretion. A right hand turnout to depart via Hurst Gate will be expected, to conform with circuit direction. Unless a specific clearance to cross/recross RWY 26 has been given, remain clear of RWY 26.

2. **IFR Departure Procedures.** IFR departures are to be conducted in accordance with Annex N para 23.1.

3. **VFR Arrival Procedures.**

a. **From the North**. Helicopters inbound from the north are to route to Heli East via Great Wood. AH may make a single approach to Zulu/HALS 22. Helicopters may join the EOL circuit by remaining clear of the visual circuit until south of the RW 26 centreline then requesting a climb to join the EOL Circuit on finals. If there is no fixed-wing traffic to affect, ATC may approve an early climb to 1300ft QNH.

b. **From the South**. Helicopters inbound from the south are to route between Darfield and Stockbridge to join left base for Heli-South or the EOL area. Aircraft joining for Heli-South are to remain clear of the EOL circuit and area if active.

c. **EOL Area Join**. Helicopters joining the EOL circuit may do so as detailed in 3.a and 3.b above or via Grateley, requesting to cross the RWY 26 extended centreline at 800ft QNH. Once cleared, they are to follow the range boundary until south of the RW 26 centre line and then request a climb to join the EOL circuit (on downwind leg). ATC may approve an early climb to 1300ft QNH.

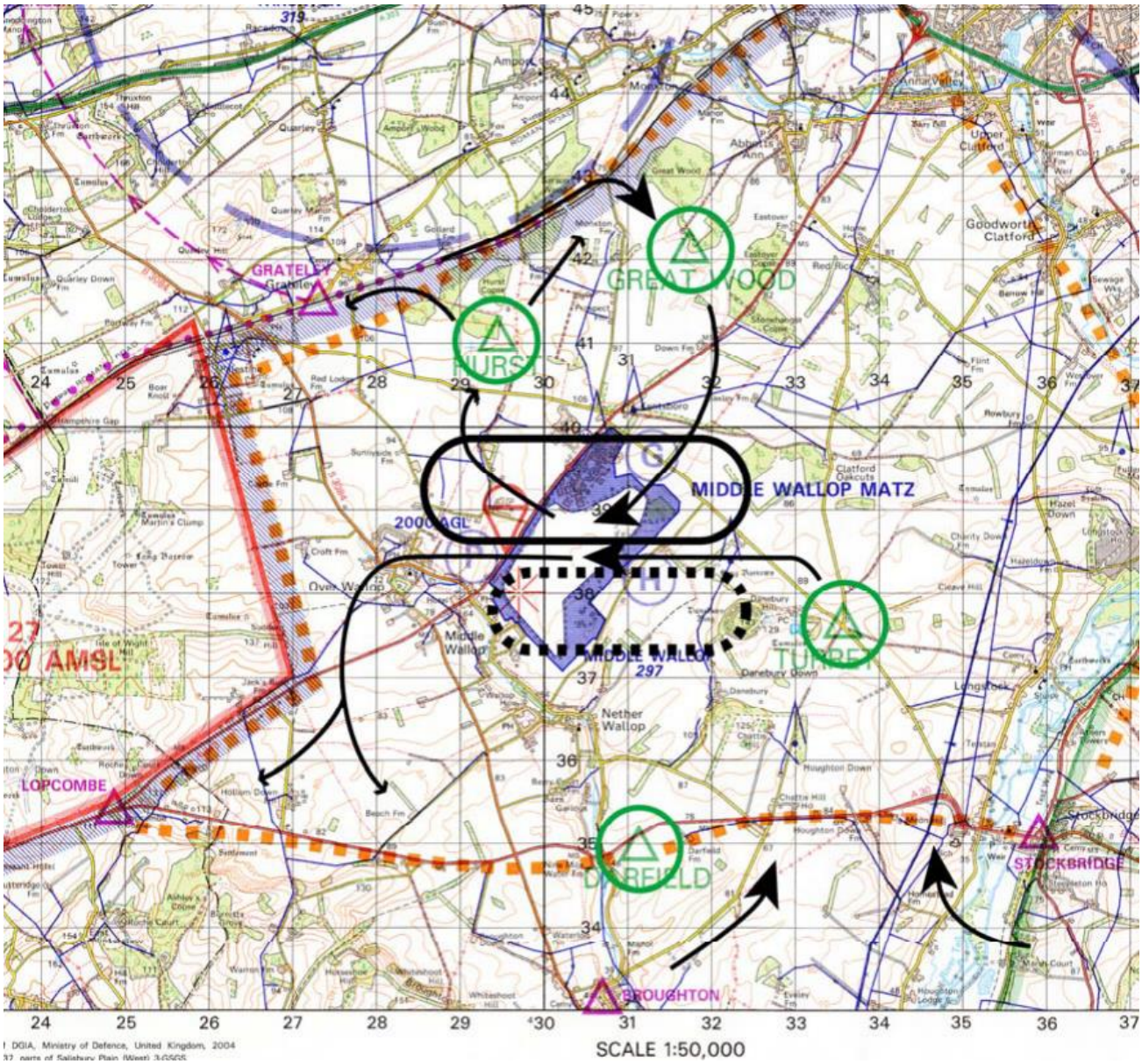
4. **IFR Arrival Procedures**. IFR arrival procedures are detailed at Annex N para 23.2.

5. **Restrictions**. The following restrictions apply when RWY26 is in use:

a. **HALS**. Individual HALS circuits are permitted at ATC discretion if there is no other conflicting activity for the duration of the HALS circuit. Longer periods of HALS usage are to be booked in advance through Station Ops, and the runway in use changed to HALS22.

b. **Compass Base**. The Compass Base is not to be used when RWY 26 is in use.

RUNWAY 26 PROCEDURES – DAYTIME



→	INBOUND
→	OUTBOUND
▪▪▪▪▪	EOL CIRCUIT
———	FW CIRCUIT
△	RW GATES

RUNWAY 26 PROCEDURES – FIXED WING DAYTIME

1. **VFR Departure Procedures.** The standard VFR Departure is to climb straight ahead, on passing 1000 ft QNH turn left onto 210° then level at 1300ft QNH before contacting Wallop Approach. The pilot is responsible for avoiding Porton Range and EOL circuit traffic. Further climb is allowed only when cleared by the approach controller.

2. **IFR Departure Procedures.** IFR departures are to be conducted in accordance with Annex N para 23.1.

3. **VFR Arrival Procedures**.

Station based fixed-wing Aircraft will make their initial call to re-join on the Approach frequency before entering the MATZ. `The standard fixed wing join is the Overhead join, however, other forms of join are available at the Aerodrome Controllers discretion. The Overhead Join for runway 08 is represented at Figure 1 and is to be conducted as follows:

a. **Overhead Join**. On initial contact with Tower, the pilot is to be told; "Join overhead runway…..QNH….. (number in the fixed wing circuit). Aircraft re-joining overhead will fly to the overhead at or descending to 2300 ft QNH descending on the 'deadside' to not below 1800ft QNH to remain above the EOA. The aircraft will then descend crosswind to establish at 1300ft QNH downwind. All fixed wing Aircraft are mandated to transmit “dead side descending” when conducting an overhead join. On receipt of this ATC will pass all pertinent traffic information.

b**. Initials Join**. The Initials Join is via an Initial Point (IP) which is at 1300ft QNH approximately 2nms, along the centre line of RWY 26RH. The pilot will inform Tower on approaching or reaching the appropriate VRP and will call "Initials" when at the IP, at which point the Aerodrome Controller is to either state "Circuit Clear" or give the position of any fixed wing traffic in the circuit as appropriate. The aircraft will turn crosswind at 1300ft QNH at the upwind end of the runway, then report downwind as for a normal visual circuit. Initials joins are not to be approved during dedicated HALS operations and pilots must be warned of any EOA traffic.

c. Run-in-and-Break. The Run-in-and-Break is similar to the profile of the Initials Join except that the pilot will descend to run in at 800ft QNH from the IP. The pilot will inform Tower on approaching or reaching the appropriate VRP and will call "Initials" when at the IP, at which point the Aerodrome Controller is to either state "Circuit Clear" or give the position of any fixed wing traffic in the circuit as appropriate. The aircraft will break hard over the threshold, making the RT call "C/S, on the break to land/touch-and-go/low approach", which is the equivalent of the downwind call. The next RT call will be "C/S final". Run-in-and-break joins are not to be approved during dedicated HALS operations. The Aerodrome Controller may only clear a Run-in-and-Break when there will be no conflict with other aircraft in the circuit or with rotary arrival/departure traffic.

4. **Runway 26 Circuit.** A generic RWY 26RH circuit is represented at Fig 2 to this appendix.

5. **IFR Arrival Procedures**. IFR arrival procedures are detailed at Annex N para 23.2.

6. **Restrictions**. Individual or ad hoc requests are permitted at the discretion of ATC if there is no conflicting traffic for the duration of the circuit. The Compass Base is not to be used when

RWY26 is in use. Any non-standard procedures are only to be conducted with approval by ATC and then as/when directed by ATC.

FIGURE 1 - RUNWAY 26 OVERHEAD JOIN

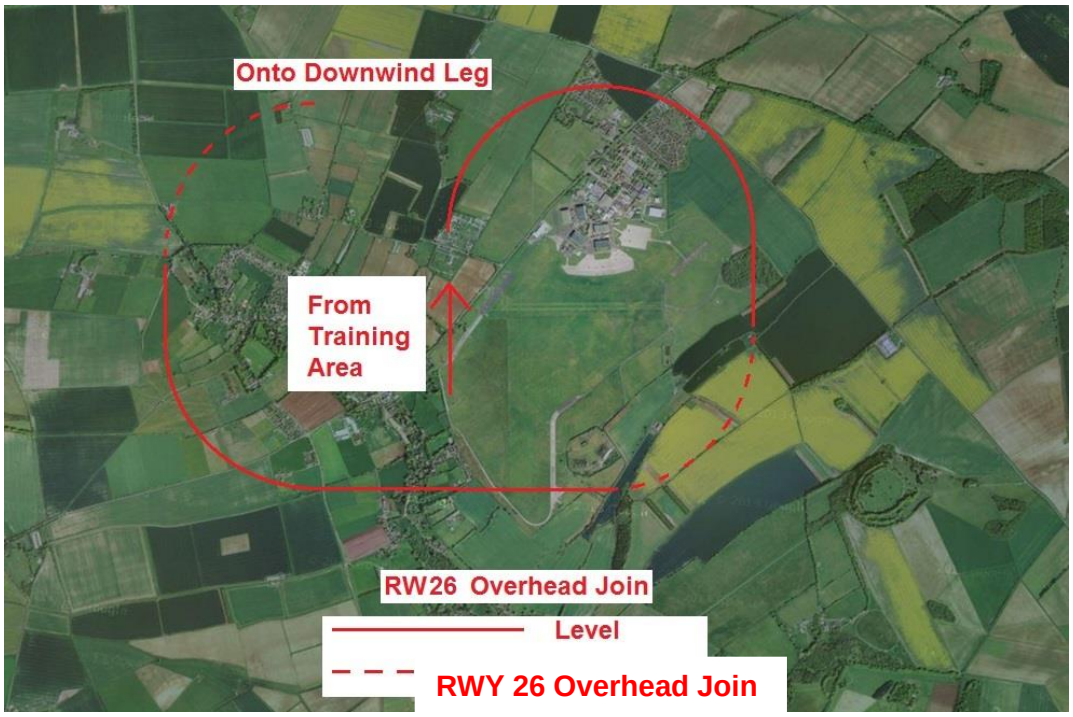
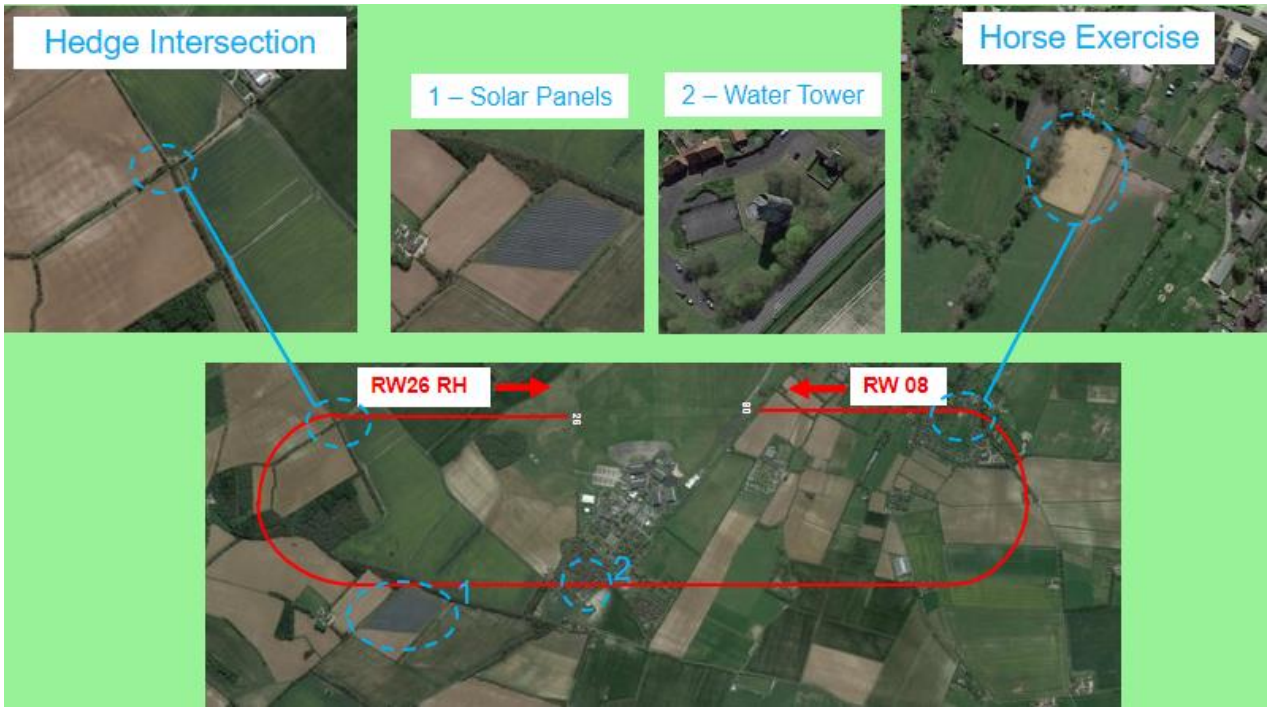


FIGURE 2 – RUNWAY 26/08 GENERIC CIRCUIT



RUNWAY 35 PROCEDURES – ROTARY DAYTIME

1. **VFR Departure Procedures.** Helicopters are to depart from Heli-East and route via Great Wood before turning en-route. Aircraft going to the south are to remain clear of the Visual Circuit and route via Stockbridge. AH may also depart from HALS 04 or Zulu.

2. **IFR Departure Procedures.** IFR departures are to be conducted in accordance with Annex N para 23.1.

3. **VFR Arrival Procedures**

   a. Helicopters are to route between Darfield and Turret Gates to join for Heli South. Helicopters recovering from a LL Route or the north are to remain outside Great Wood en-route. All inbound Aircraft are to remain clear of the visual and EOL Circuits. Helicopters may join the EOL circuit downwind, base or finals.

   b. Approaches to HALS 04 are permitted at ATC discretion, but Aircraft are to make their approach to Heli-South initially. Further clearance will not be given until ATC is visual with the Aircraft and confirms there will be no other conflicting traffic.

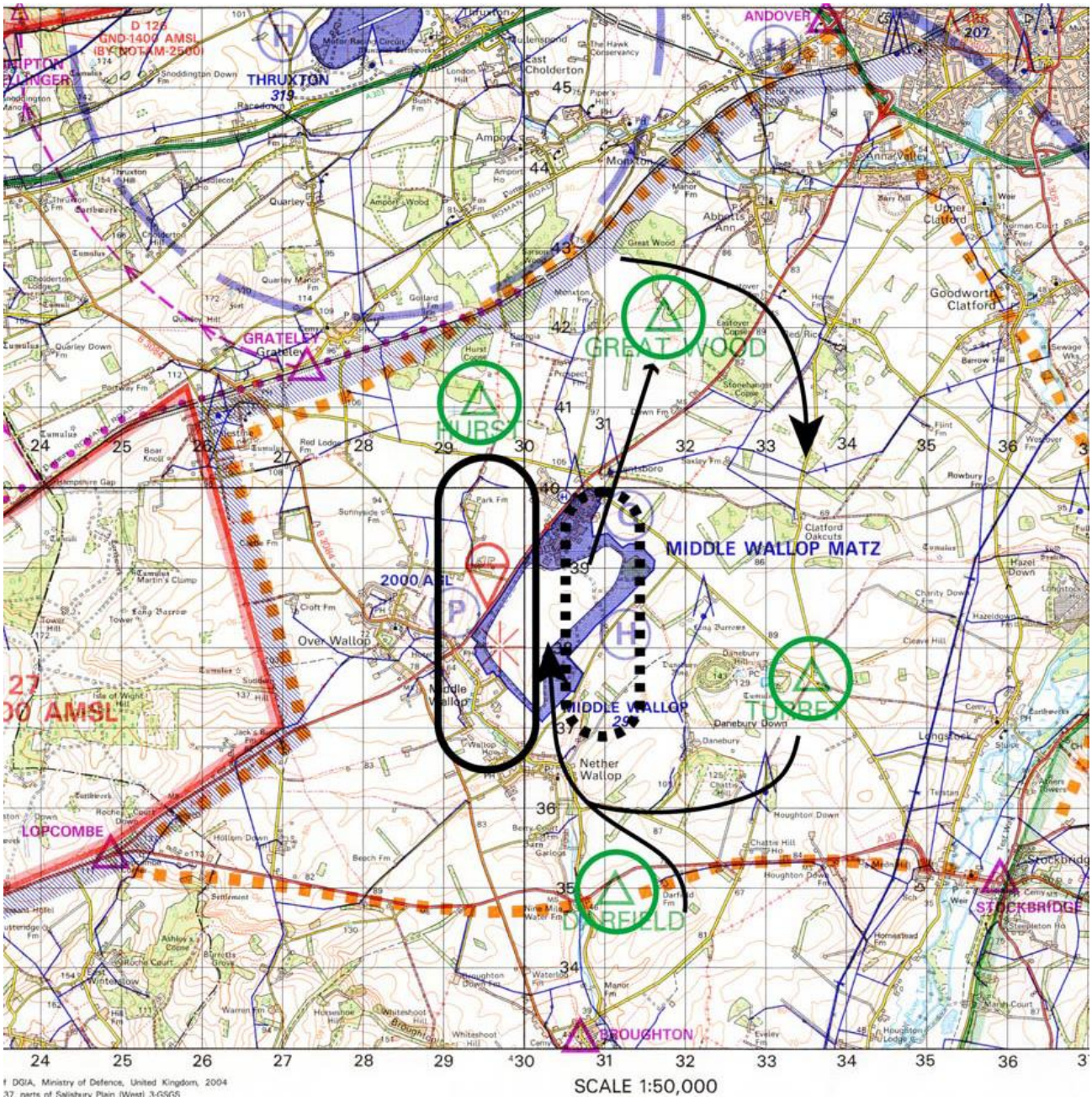
4. **IFR Arrival Procedures.** IFR arrival procedures are detailed Annex N para 23.2.

5. **Restrictions.** The following restrictions apply when RWY35 is in use:

   a. **HALS**. Individual HALS circuits are permitted at ATC discretion if there is no other conflicting traffic for the duration of the HALS circuit. Longer periods of HALS usage are to be booked in advance through Station Ops, and the runway-in- use changed to HALS04.

   b. **EOLs**. Low Level EOLs are only permitted with ATC approval. Turning EOLs are not to overfly Nether Wallop village. Aircraft are to climb ahead to at least 800 ft QNH before turning into the EOL circuit and are not to overfly the Camp area below 1300ft QNH.

c. **RUNWAY 35 PROCEDURES - DAYTIME**



→	INBOUND
⟶	OUTBOUND
▪▪▪▪▪	EOL CIRCUIT
———	FW CIRCUIT
△	RW GATES

RUNWAY 35 PROCEDURES – FIXED WING DAYTIME

1. **VFR Departure Procedures. .** Depart initially from the RWY35 downwind leg at 1300ft QNH. Once clear of the fixed wing circuit, depart to the south west, avoiding Porton Range, and contact Wallop Approach. Further climb is allowed only when cleared by the approach controller.

2. **IFR Departure Procedures.** IFR departures are to be conducted in accordance with Annex N para 23.1.

3. **VFR Arrival Procedures**

Station based fixed-wing aircraft will make their initial call to re-join on the Approach frequency before entering the MATZ. `The standard fixed wing join is the Overhead join, however, other forms of join are available at the Aerodrome Controllers discretion. The Overhead Join for runway 08 is represented at Figure 1 and is to be conducted as follows:

a. **Overhead Join**. On initial contact with Tower, the pilot is to be told; "Join overhead runway…..QNH….. (number in the fixed wing circuit). Aircraft re-joining overhead will fly to the overhead at or descending to 2300 ft QNH descending on the 'deadside' to not below 1800ft QNH to remain above the EOA. The aircraft will then descend crosswind to establish at 1300ft QNH downwind. All fixed wing aircraft are mandated to transmit "**dead side descending**" when conducting an overhead join. On receipt of this ATC will pass all pertinent traffic information.

b**. Initials Join**. The Initials Join is via an Initial Point (IP) which is at 1300ft QNH approximately 2nms, along the centre line of RWY 35. The pilot will inform Tower on approaching or reaching the appropriate VRP and will call "Initials" when at the IP, at which point the Aerodrome Controller is to either state "Circuit Clear" or give the position of any fixed wing traffic in the circuit as appropriate. The aircraft will turn crosswind at 1300ft QNH at the upwind end of the runway, then report downwind as for a normal visual circuit. Initials joins are not to be approved during dedicated HALS operations and pilots must be warned of any EOA traffic.

c. Run-in-and-Break. The Run-in-and-Break is similar to the profile of the Initials Join except that the pilot will descend to run in at 800ft QNH from the IP. The pilot will inform Tower on approaching or reaching the appropriate VRP and will call "Initials" when at the IP, at which point the Aerodrome Controller is to either state "Circuit Clear" or give the position of any fixed wing traffic in the circuit as appropriate. The aircraft will break hard over the threshold, making the RT call "C/S, on the break to land/touch-and-go/low approach", which is the equivalent of the downwind call. The next RT call will be "C/S final". Run-in-and-break joins are not to be approved during dedicated HALS operations. The Aerodrome Controller may only clear a Run-in-and-Break when there will be no conflict with other aircraft in the circuit or with rotary arrival/departure traffic.

4. **Runway 35 Circuit.** A generic RWY 35 circuit is represented at Fig 2 to this appendix.

5. **IFR Arrival Procedures**. IFR arrival procedures are detailed at Annex N para 23.2.

6. **Restrictions**. Individual or ad hoc requests are permitted at the discretion of ATC if there is no conflicting traffic for the duration of the circuit. Any non-standard procedures are only to be conducted with approval by ATC and then as/when directed by ATC.

FIGURE 1 – RUNWAY 35 OVERHEAD JOIN

FIGURE 2 – RUNWAY 35/17 GENERIC CIRCUIT

HALS 04 PROCEDURES – DAYTIME

1. **Fixed Wing VFR Departures – RWY35.**

a. When HALS 04 is in use, fixed wing Aircraft are to take off from RWY35 and depart from the downwind leg to the south west remaining not above 1000ft in the MATZ, calling Approach for further climb. If surface wind dictates the use of a different runway, HALS and EOL activity is to cease until the fixed wing traffic has levelled at 1000ft on departure.

b. HALS 04 circuit direction is right hand at 700ft QNH. Fixed wing Aircraft may only be cleared for take-off from RWY35 when HALS circuit traffic will not impede its safe departure.

Note: When RNP031 traffic is notified inbound, taxiing fixed wing Aircraft should be held at Holding Point B1 due to the RNP031 MAPt overflying Holding Point Rwy35 at height 300ft. Onward taxi instructions may be issued once the RNP031 traffic has passed the MAPt.

2. **Rotary Wing VFR Departure Procedures.**

a. Helicopters are to depart from Heli-East and route via Great Wood before turning en-route. Aircraft going to the south are to remain clear of the Visual Circuit and route between Turret and Stockbridge.

b. Due to the proximity of HALS04, Zulu and Heli-East, ATC is to treat all three as one departure point with regard to clearances, although it is permissible to have Aircraft occupying all three points simultaneously.

Note: RNP031 missed approach procedure conflicts with Heli-East. If it is anticipated a departure from Heli-East cannot be cleared for take-off before radar traffic reaches 3NM, they will be held on Romeo. Aircraft taxiing from Alpha may still taxi to Zulu, but an instruction to “Ground Taxi” will be issued.

3. **IFR Departure Procedures.** Aircraft requiring an IFR departure are to depart from the RWY35 following the RWY 35 SID. IFR departures are to be conducted in accordance with Annex N para 23.1.

4. **Fixed Wing VFR Arrivals – RWY35.**

a. When HALS 04 is in use, fixed wing Aircraft are to recover for RWY35 as follows:

(1) Overhead join at 2300ft QNH descending to 1800ft QNH dead side and to 1300ft QNH crosswind.

(2) Initials join at 1300ft QNH from the MATZ boundary via Lopcombe to the initials point.

b. During fixed wing recoveries to RWY35, HALS circuit traffic is to remain to the east of Heli-South. If an AH cannot comply, it is to land and hold on the ground until the fixed wing Aircraft has landed.

c. EOL Area activity is to be held on the ground or de-conflicted during fixed wing arrivals.

d. If the surface wind precludes a RWY35 arrival, HALS and EOL activity must cease until the fixed wing Aircraft has landed on a suitable runway.

e. Fixed wing circuit flying is not permitted when HALS 04 procedures are in place.

f. If RNP031 traffic is inbound and a 6NM call has been received by ATC before joining fixed wing traffic has established downwind, the fixed wing traffic will be instructed to route towards Lopcombe Corner, remaining outside D127 and position behind the radar traffic. Alternatively, the fixed wing traffic may be instructed to climb into the overhead at 2300ft QNH until the IFR traffic has landed or departed the ATZ following the missed approach procedure.

5. **Rotary Wing VFR Arrival Procedures.** Helicopter arrivals will be de-conflicted while Fixed Wing recoveries are undertaken. Therefore Helicopters are to be prepared to Hold clear until fixed wing Aircraft have landed.

a. Inbound helicopters are to remain clear of HALS and EOL Circuit traffic and route to Heli West as follows:

b. **From the North**. Route between Grateley (or Porton Transit Area if open) and Hurst.

c. **From the South**. Route via Lopcombe following the A 343 avoiding the Wallop Villages.

d. **EOL Circuit Rejoin**. Helicopters may join the EOL circuit downwind or route as above to join Finals or Left Base.

e. **HALS 04.** Helicopters downwind HALS 04 may be requested to route out towards Broughton to position behind inbound RNP031 inbound traffic.

6. **IFR Arrival Procedures.** IFR arrivals are to be conducted as follows:

a. RNP031 training will normally be the reason why HALS04 becomes the declared runway in use. As a result, RNP031 training circuits will take priority over all other training circuits during HALS04 runway configuration.

b. If weather conditions dictate an IMC Actual recovery, HALS activity is to be suspended to allow full, unimpeded Instrument recovery to the most suitable runway. IMC Actual Instrument recoveries have priority over HALS operations.

c. Aircraft requesting training Instrument Approaches for Rwy35:

i. Helicopters carrying out Instrument Approaches are to be vectored for Rwy35. In the event of there being no traffic using the HALS, and no helicopter traffic on recovery, the pilot may be cleared by the Aerodrome Controller to land on the threshold only of Rwy35. If the HALS circuit is active, the pilot is to be instructed to break off at 3NM to route inbound via Heli West

ii. Instrument Approaches to Rwy35 for low approach will only be available when there is no traffic to affect.

iii. Fixed wing training Instrument Approaches to Rwy35 can only take place if they do not conflict with HALS traffic, or is to be broken off at 3NM for further Instrument Approach.

7. **Weather Factors.**

a. When operating on HALS 04, strong or gusty wind conditions may exceed crosswind limits for fixed wing departures and arrivals to RWY35. In these circumstances ATC may allow a departure from RWY08, therefore HALS and EOL activity is to cease until the fixed wing traffic has levelled at 1000ft on departure.

b. Should the wind velocity require a fixed wing Aircraft to make an approach to RWY08, ATC is to formally change runways to RWY08 and apply the standard RW08 procedures as at Appendix D to Annex N.

c. If low cloud prevents fixed wing Aircraft from maintaining VFR at 1300ft QNH when departing from or recovering to RWY35, all HALS and EOL activity is to cease until the fixed wing Aircraft has either landed or departed. In the event that several fixed wing Aircraft need to either depart or recover to the airfield in a short space of time, ATC is to initiate a formal runway change to RWY35.

8. **EOL Area Activity.** Turning EOL circuits are to be flown left hand at 1300ft QNH. As this conflicts with fixed wing departures, before a fixed wing Aircraft departs from RWY35, Aircraft in the EOL Area are to hold on the ground and any joining Aircraft are to hold off (or refused an EOL Area join if there is to be a stream of departures) until ATC is content that the Aircraft can no longer pose a confliction to each other.

9 **Restrictions**. The following restrictions apply when HALS 04 is in use:

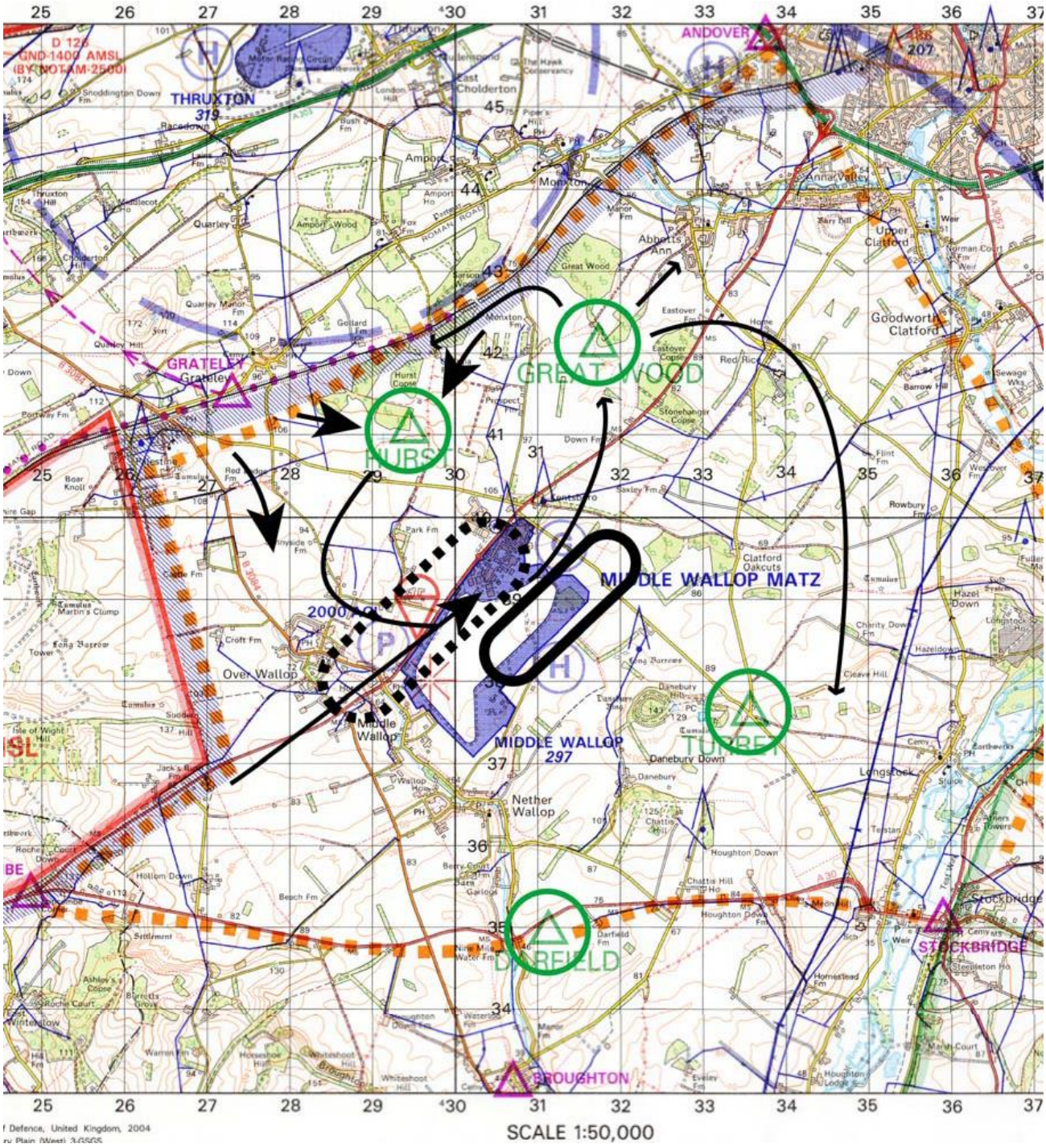
a. Maximum of 2 Aircraft in the HALS circuit.

b. EOL circuit is at the discretion of the ADC Controller.

c. No low level EOLs.

d. No training SRAs/RNPs

HALS 04 PROCEDURES – DAYTIME



→	INBOUND
⟶	OUTBOUND
▪▪▪▪▪	EOL CIRCUIT
———	HALS CIRCUIT
△	RW GATES

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HALS 22 PROCEDURES – DAYTIME

1. **Fixed Wing Departures – RWY17.**

a. When HALS 22 is in use, fixed wing Aircraft are to take off from RWY17. They are to climb straight ahead to 1000ft. Once level, they may turn and call Approach, remaining not above 1300ft QNH in the MATZ until cleared to climb.

b. HALS 22 circuit direction is left hand at 700ft QNH. Fixed wing Aircraft may only be cleared for take-off from RWY17 when HALS circuit traffic will not impede its safe departure.

c. If crosswind precludes a RWY17 departure, HALS activity must cease until the fixed wing Aircraft have cleared the visual circuit.

2. **Rotary Wing VFR Departure Procedures.**

Helicopter pilots wishing to depart VFR from a point other than the HALS are to follow one of the following procedures:

a. From Heli-West through Hurst Gate then along the railway line to Andover.Traffic intending to route via Grateley should route initially via Hurst Gate and then along the railway line to Grateley;

b. After a positive clearance to cross the HALS, depart from the compass base, with a left turn out through Darfield Gate to the South at 800ft QNH.

Outbounds via Harewood must route Andover then Harewood at 800ft QNH unless a direct routing has been requested by the pilot and approved by ATC.

Helicopter departures from Heli-West can conflict with fixed wing arrivals to Rwy17RH, therefore, once a fixed wing aircraft is downwind, helicopters are to be held at the departure point until:

a. The helicopter pilot confirms that they have visual contact with the fixed wing aircraft and therefore can keep their own visual separation whilst departing, or;

b. The Aerodrome Controller can see both aircraft, passes traffic information and is content that the aircraft will not be in confliction, or;

c. The fixed wing aircraft has landed.

The procedures for departures from HALS22:

a. Southbound – depart with a left turn out towards Darfield Gate to the South at 800ft QNH.

b. Northbound – depart downwind HALS22 via Harewood. If outbound via Grateley, route Harewood, Andover along the railway line to Grateley at 800ft QNH.

3. **IFR Departure Procedures.** Aircraft requiring an IFR climb are to depart from RWY17 following the SID. IFR departures are to be conducted in accordance with Annex N para 20.1.

4. **Fixed Wing VFR Arrivals – RWY17.**

a. When HALS 22 is in use, fixed wing Aircraft are to recover for RWY17 as follows:

(1) Standard overhead rejoin as laid down in Appendix J to Annex N.

(2) From the MATZ boundary at 1300ft QNH downwind via Lopcombe.

b. HALS 22 circuit direction is left hand. During fixed wing recoveries to RWY17 HALS circuit traffic is to remain to the east of Heli-South. If an AH pilot cannot comply he is to land and hold on the ground until the fixed wing Aircraft has landed.

c. If strong crosswinds preclude a RWY17 arrival, HALS and EOL activity is to cease until the fixed wing Aircraft have landed on a suitable runway.

d. The EOL circuit is right hand and conflicts with fixed wing arrivals. Therefore, EOL Area activity is to be suspended during fixed wing arrivals. Helicopters already established in the circuit are to hold on the ground, and any joining for the EOL circuit are to hold off until the fixed wing Aircraft has landed.

e. Due to the disruption to other circuit traffic, fixed wing circuit flying is not permitted.

5. **Rotary Wing VFR Arrival Procedures.**

The following helicopter VFR arrival procedures are to be followed:

a. From the North - Route from Grateley and the North via the railway line through Great Wood for Heli-East, or to join the EOA circuit on base leg or final.

b. From the South. Route from Stockbridge and the South to Harewood, Andover then Great Wood at 800ft QNH and join for Heli-East (or Zulu for AH), or to join the EOA circuit on base leg or final. Requests for a shorter routing remaining outside the visual circuit area to Great Wood for join at Heli East may be approved subject RNP221 traffic.

The procedures for arrivals to HALS22 or Zulu:

a. From the North – Route from Grateley and the North via the railway line through Great Wood for HALS22/Zulu.

b. From the South – Route from the South to join downwind HALS22.

6. **IFR Arrival Procedures.**

a. RNP221 training will normally be the reason why HALS22 becomes the declared runway in use. As a result, RNP221 training circuits will take priority over all other training circuits during HALS22 runway configuration.

b. If weather conditions dictate an IMC Actual recovery, HALS activity is to be suspended to allow full, unimpeded Instrument recovery to the most suitable runway. IMC Actual Instrument recoveries have priority over HALS operations.

c. Aircraft requesting training Instrument Approaches for Rwy26:

i. Helicopters carrying out Instrument Approaches are to be vectored for Rwy26. In the event of there being no traffic using the HALS, and no helicopter traffic on recovery, the

pilot may be cleared by the Aerodrome Controller to land on the threshold only of Rwy26. If the HALS circuit is active, the pilot is to be instructed to break off at 3NM to route inbound via Heli West

ii. Instrument Approaches to Rwy26 for low approach will only be available when there is no traffic to affect.

Fixed wing training Instrument Approaches to Rwy26 can only take place if they do not conflict with HALS traffic, or is to be broken off at 3NM for further Instrument Approach

7. **Weather Factors.**

a. When operating on HALS 22, wind velocity may exceed crosswind limits for fixed wing departures and arrivals to RWY17. In these circumstances ATC may allow a departure from RWY26, but HALS and EOL activity is to cease until the fixed wing traffic has levelled at 1000ft on departure.

b. Should the wind velocity require a fixed wing Aircraft to make an approach to RWY26, ATC is to formally change runways and apply the standard RWY26 procedures as detailed at Appendix F to Annex N.

c. If low cloud prevents fixed wing Aircraft from maintaining VFR at 1300ft QNH when departing from or recovering to RWY17, all HALS and EOL activity is to cease until the fixed wing Aircraft has either landed or departed. In the event that several fixed wing Aircraft need to either depart or recover to the airfield in a short space of time, ATC is to initiate a formal runway change to RWY17.

8. **EOL Area Activity.** EOL circuits are to be flown right hand at 1300ft QNH. Before a fixed wing Aircraft is cleared to depart from RWY17, Aircraft in the EOL Area are to hold on the ground and any joining Aircraft are to hold off (or refused an EOL Area join if there is to be a stream of departures) until ATC is content that the Aircraft can no longer pose a confliction with each other.

9. **Restrictions.** The following restrictions apply when HALS 22 is in use:

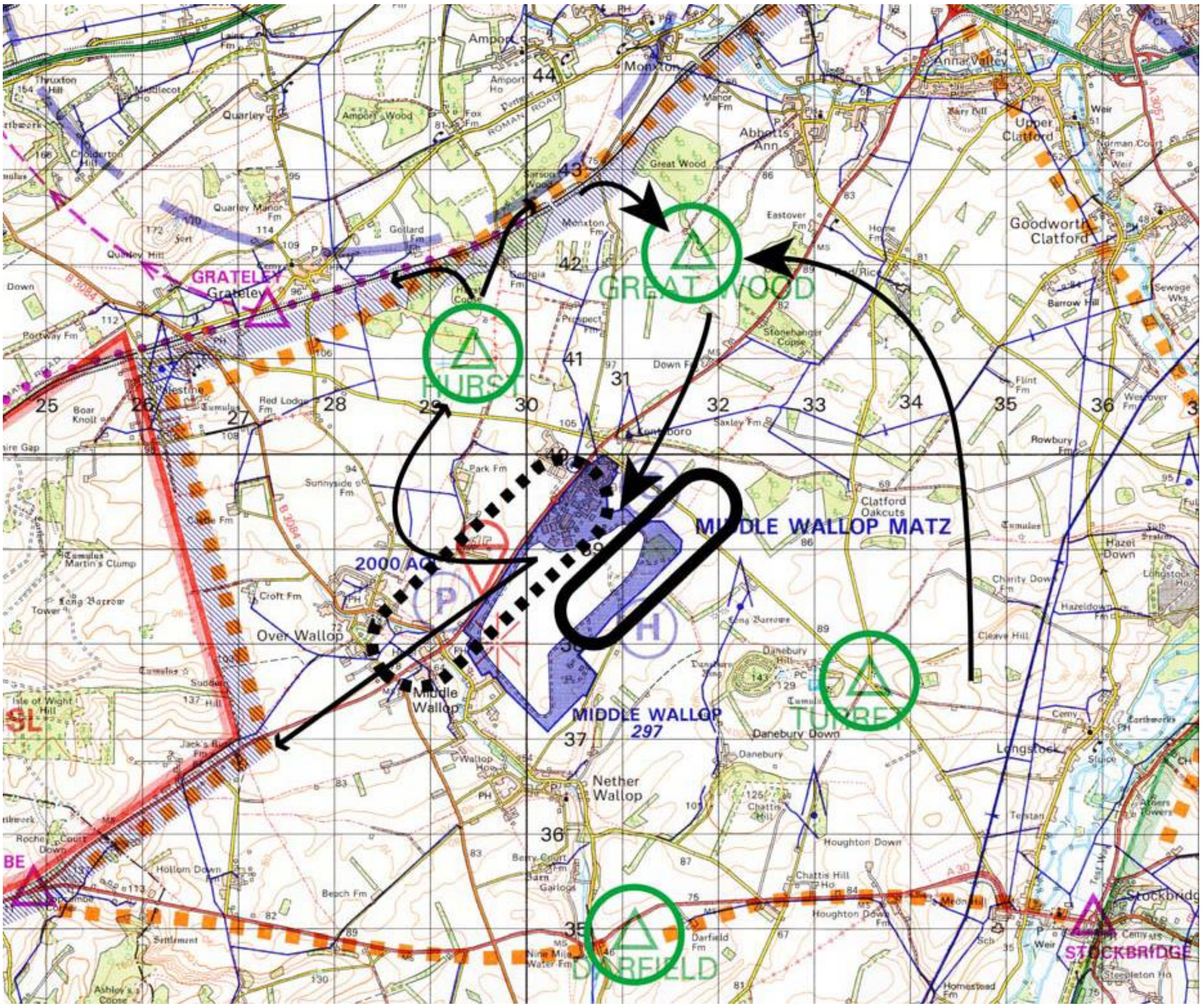
a. Maximum of 2 Aircraft in the HALS circuit.

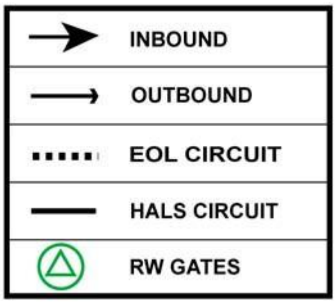
b. EOL circuit activity is at the discretion of the ADC Controller.

c. No fixed wing circuits, fixed wing or rotary training SRAs/RNPs.

d. No low level EOLs.

HALS 22 PROCEDURES – DAYTIME





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NIGHT PROCEDURES – RUNWAY 08/26

1. **Introduction**. Although the grass runways themselves are not usually utilized at night (apart from instrument approaches to RWY26), the night circuit directions are nevertheless aligned with them and therefore, the term 'runway' is used for the sake of clarity.

2. **Circuit Directions and Height**.

a. The NATO T for Landing Direction 08/26 is laid at SU 30680 38900, parallel to RWY08/26. In terms of clearances, the T is to be treated as a runway. Aircraft wishing to depart from the T are to be instructed to 'Taxi, hold short of the T' when they request taxi clearance. Aircraft are then to taxi to the T holding point, marked by 2 green visible lights approximately 50m north of and abeam the base of the T. Aircraft are not to taxi further until the pilot reports ready for departure and receives a positive clearance from ATC: either "Cleared take-off" or "Line up".

b. All circuits are to be flown to the north of the airfield, right hand for RWY26 and left hand for RWY08. Circuits are to remain within the lateral confines of the ATZ unless specific clearance to extend is obtained from ATC. Reversionary circuits are to be flown at 1300ft QNH.

c. The maximum number of Aircraft permitted in the reversionary circuit is three. However, one additional Aircraft may be permitted to join at ATC discretion providing the intention is to make a full stop landing from the first approach. Pilots are therefore requested to inform ATC of their penultimate circuit.

d. Apart from individual approach to land and departure requests, dedicated or pre-planned HALS circuits are not permitted whilst reversionary flying is taking place on the airfield. If an AH requests a 'one-off' HALS circuit, ATC may approve the request at the controllers discretion. At ATC discretion, 'Zulu' may be used for AH arrivals when Heli-East is the nominated rotary arrival point and for departures when Heli-East is the rotary departure point.

e. ATC is to exercise proactive and positive control over Aircraft departing from and arriving for the HALS, heli-points and T to ensure a safe and expeditious flow of circuit traffic.

3. **Rwy 26 Departures**

a. **Reversionary NATO T Departures**. Reversionary Aircraft are to depart cross-wind or from the downwind leg at 1300ft QNH. Further climb is not to be made without clearance from Wallop Approach.

b. **Availability of HALS 22 and Zulu**. AH may depart from HALS 22 and land at Zulu at the discretion of ATC as detailed in para 2d above. Departures from HALS 22 are to be considered 'non-standard' and clearance for the requested departure profile obtained from ATC prior to departure.

c. **NVD Departures**

(1) Northerly NVD departures are to depart from Heli-West then through Hurst Gate not above 800ft QNH. Southbound helicopters are to depart from Heli-South and route not above 800ft QNH through between Darfield and Lopcombe.

(2) In order to maintain lateral separation against the reversionary circuit during landing direction 08/26 operations, Heli-South is displaced to the SE corner of the EOL area. It is marked with two red visible lights.

(3) Pilots taxiing for Heli-South are to be initially instructed to 'Taxi, hold short of the T' if there is conflicting traffic.

4. **Rwy 26 Arrivals**

a. **Reversionary NATO T Arrivals**. Reversionary traffic may join overhead at 1800ft QNH descending on the dead side to 1300ft QNH or join the circuit direct on the downwind or base legs or on long final approach at 1300 ft QNH unless otherwise instructed by ATC.

b. **Availability of HALS 22**. ATC may clear an AH to join to land on HALS 22 or Zulu.

c. **NVD Arrivals**

(1) NVD Aircraft from the north are to join via Great Wood not above 800ft QNH for Heli-East. NVD Aircraft from the south are to join not above 800ft QNH via Turret Gate to Heli-South.

(2) Pilots wishing to taxi in from Heli-South may be instructed to hold if there is conflicting traffic in the reversionary circuit.

5. **Runway 08 Departures**

a. **Reversionary NATO T**. Reversionary Aircraft are to depart cross-wind or from the downwind leg at 1000ft. Further climb is not to be made without clearance from Wallop Approach.

b. **Availability of HALS 04 and Zulu**. AH Aircraft may depart from HALS 04 or Zulu at the discretion of ATC.

c. **NVD Departures**

(1) Northerly NVD departures are to depart from Heli-East, then through Great Wood Gate not above 800ft QNH and on to Grateley or Andover. Southerly departures are to taxi to Heli-South, then depart not above 800ft QNH through Darfield or Turret Gates.

(2) Pilots taxiing for Heli-South are to be initially instructed to 'Taxi hold short of the T' if there is conflicting traffic.

6. **Runway 08 Arrivals**

a. **Reversionary NATO T Arrivals**. Reversionary traffic may join overhead at 1800ft QNH descending to 1300ft QNH dead side or join the circuit direct on the downwind or base legs or on long final approach at 1300 ft QNH unless otherwise instructed by ATC.

b. **Availability of HALS 04**. Approaches to HALS 04 from the south are permitted at ATC discretion, but the AH is to make its approach to Heli-South initially. Further clearance to HALS 04 may be given when ATC is visual with the AH and is content that there will be no

other helicopter activity in the visual circuit. AH Aircraft are not permitted to make approaches to HALS 04 with other helicopters landing ahead at Heli-South.

c. **NVD Arrivals**

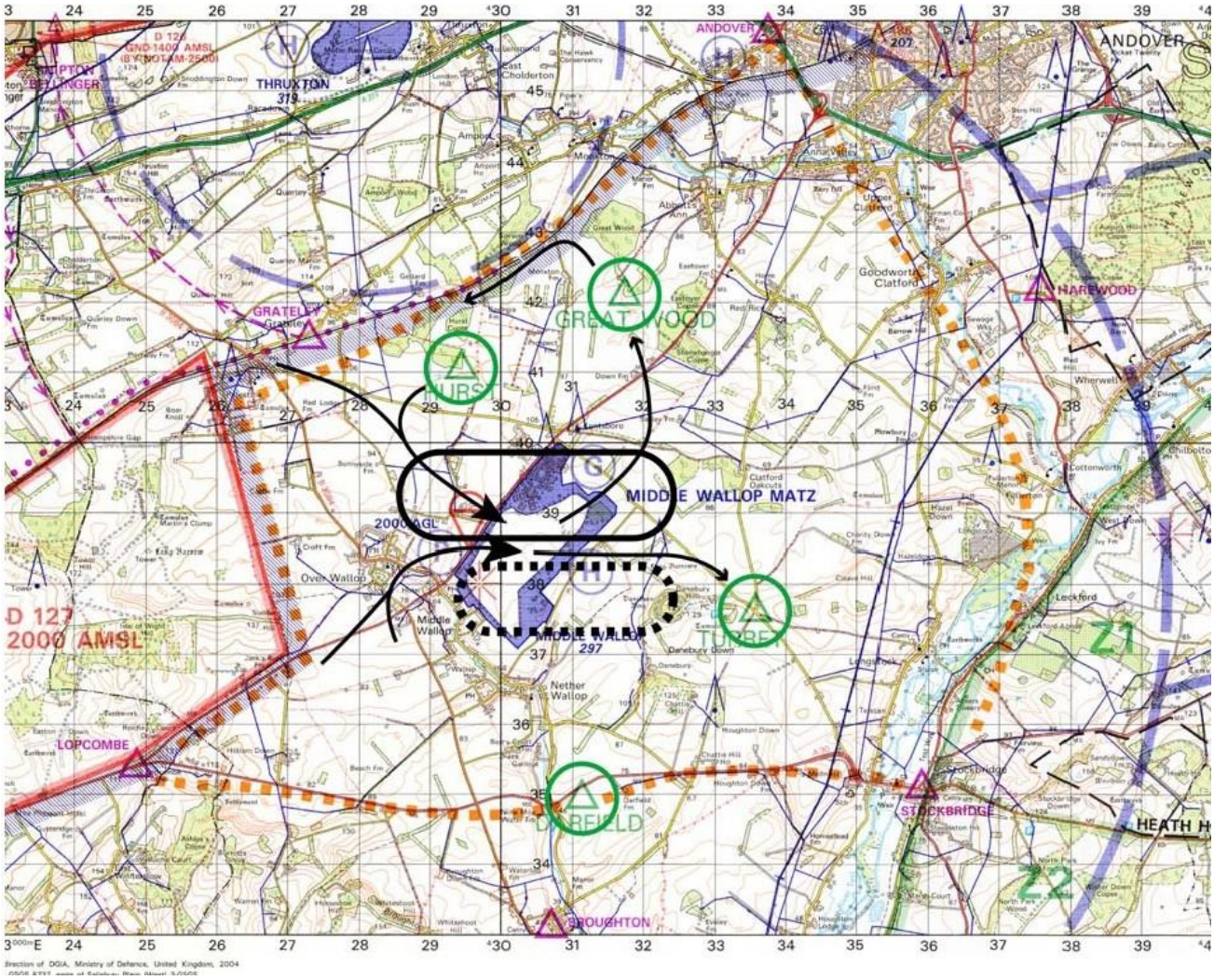
(1) NVD Aircraft joining from the north are to join via Hurst Gate not above 800ft QNH for Heli –West. Traffic joining from the south is to join through Darfield at not above 800ft QNH for Heli-South avoiding the Wallops.

(2) Pilots taxiing in from Heli-South are to be initially instructed to 'Taxi, hold South of the T' if the reversionary circuit is active. The Aircraft is then to hold south of the extended centreline of the T until they are given a positive clearance to 'cross the T Approach'.

7. **Surveillance Radar Approaches**

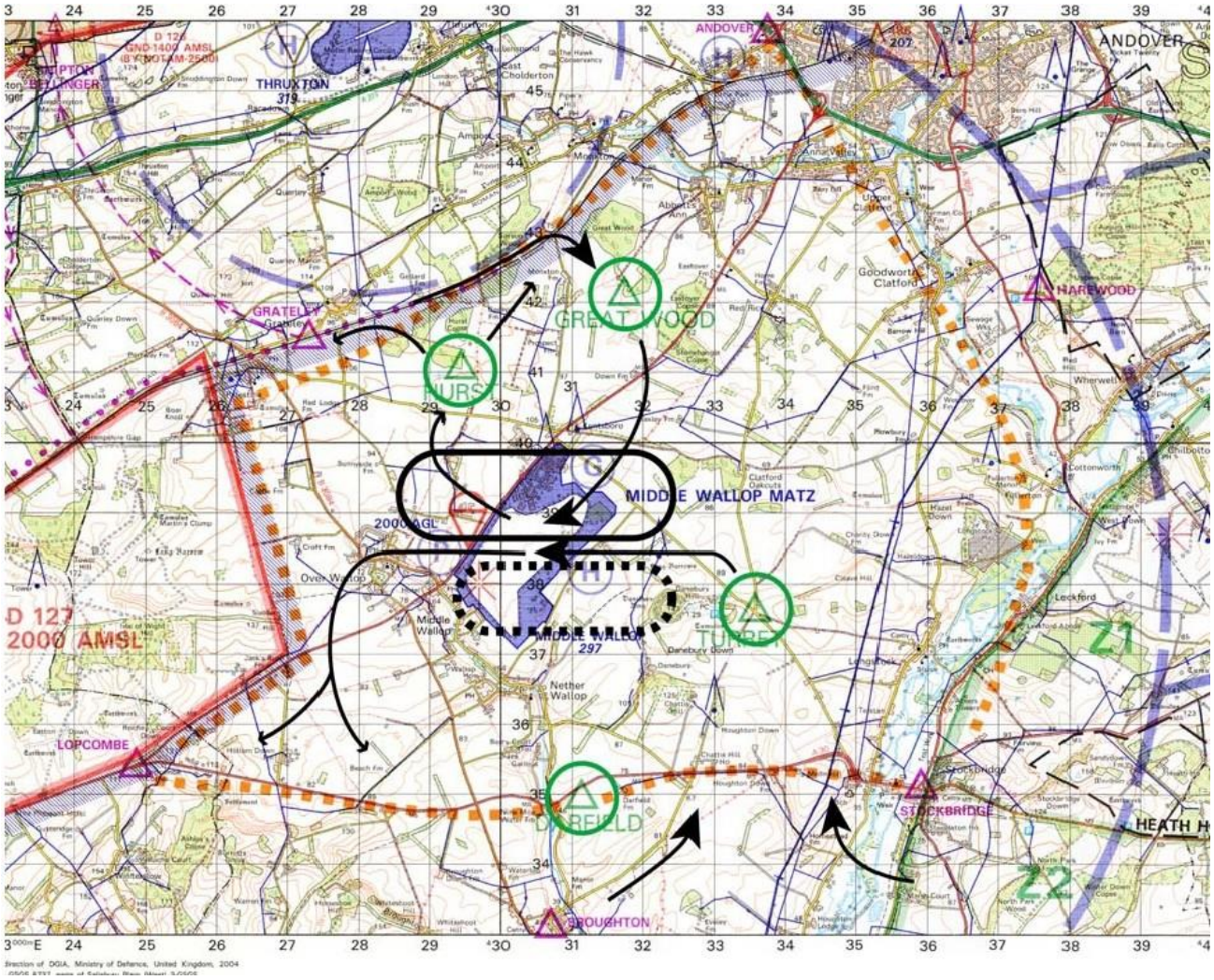
a. Instrument approaches are available to RWY26 and RWY35 at night in order to reposition for landing at the appropriate T or to execute the published missed approach procedure if further radar circuits are required. In the event that multiple radar approaches are required for training, OC Night is to time-deconflict those within night flying programme and brief personnel accordingly.

b. **NIGHT PROCEDURES – RUNWAY 08**



	INBOUND
	OUTBOUND
	EOL CIRCUIT
	HALS CIRCUIT
	RW GATES

NIGHT PROCEDURES – RUNWAY 26



→	INBOUND
→	OUTBOUND
▪▪▪▪▪	EOL CIRCUIT
———	HALS CIRCUIT
△	RW GATES

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NIGHT PROCEDURES – RUNWAY 17/35

1. **Introduction**. The night approach, departure and circuit directions are aligned with the grass fixed wing runway directions and therefore, the term 'runway' is used for the sake of clarity.

2. **Circuit Direction and Height**

a. The NATO T for Landing Direction 17/35 is laid at SU30000 38550, parallel to the 17/35 runway. In terms of clearances, the T is to be treated as a runway. Aircraft wishing to depart from the T are to be instructed to 'Taxi to the T hold' when they request taxi clearance. Aircraft are then to taxi to the T holding point, marked by 2 green visible lights approximately 50 metres east of and abeam the base of T. Aircraft are not to taxi further until the pilot reports 'ready for departure' and receives a positive clearance from ATC: either "Cleared for take-off" or "line up".

b. All circuits are to be flown to the west of the airfield, left hand for 35 and right hand for 17. Reversionary circuits are to be flown at 1300ft QNH and are to remain within the lateral confines of the ATZ unless specific clearance to extend is obtained from ATC.

c. The maximum number of Aircraft permitted in the reversionary circuit is three. However, one additional Aircraft may be permitted to join at ATC discretion providing the Aircraft's intention is to make a full stop landing from the first approach. Pilots are requested to inform ATC of their penultimate circuit.

d. Apart from individual approach to land and departure requests, HALS circuits are not permitted whilst any other reversionary flying activity is taking place on the airfield. If an AH requests a 'one-off' HALS circuit, ATC may approve the request at their discretion. At ATC discretion 'Zulu' may be used for AH arrivals.

e. ATC is to exercise proactive and positive control over Aircraft to ensure a safe and expeditious flow of circuit traffic.

3. **Rwy 35 Departures**

a. **Reversionary NATO T Departures**. Reversionary Aircraft are to depart straight ahead, cross-wind or from the downwind leg at 1300ft QNH. Further climb is not permitted without clearance from Wallop Approach.

b. **Availability of HALS 04 and Zulu**. AH Aircraft may depart from HALS 04 or Zulu at the discretion of ATC. Aircraft departing from either point are to route iaw NVD Departures, para 3c below.

c. **NVD Departures**. NVD Aircraft are to depart from Heli-East and route via Great Wood at not above 800ft QNH. They are to remain clear of the visual circuit area.

4. **Rwy 35 Arrivals**

a. **Reversionary NATO T Arrivals**. Reversionary traffic may join overhead at 1500ft descending deadside to 1000' or join the circuit directly at 1300ft QNH on the crosswind, downwind or base legs or long final, unless otherwise instructed by ATC.

b. **Availability of HALS 04**. Approaches to HALS 04 from the south are permitted at ATC discretion, but the AH is to make its approach to Heli-South initially. Further clearance to HALS 04 may be given when ATC is visual with the AH and is content that there will be no other conflicting helicopter activity.

c. **NVD Arrivals**. NVD Aircraft joining from Grateley are to route north of Great Wood, remaining outside the ATZ until turning in for Turret to join for Heli-South. NVD Aircraft routing from Andover are to remain clear of the ATZ until turning in for Turret Gate to join as above. If there is no circuit traffic to affect, ATC may clear Aircraft to route from Darfield directly to Heli-South.

5. **Runway 17 Departures**

a. **Reversionary NATO T**. Reversionary Aircraft may depart straight ahead, cross-wind or from the downwind leg. Aircraft are not to climb above 1300ft QNH without clearance from Wallop Approach.

b. **Availability of HALS 22**. AH may depart from HALS 22 at the discretion of ATC.

c. **NVD Departures.** NVD Aircraft are to depart from Heli South and route between Turret & Darfield, not above 800ft QNH. Aircraft joining the low level route at Grateley are to route around via Great Wood to follow the railway and are not to use the Porton Transit Route, even if open.

6. **Runway 17 Arrivals**

a. **Reversionary NATO T Arrivals.** Unless otherwise instructed by ATC, reversionary traffic may join overhead at 1800ft QNH descending deadside to 1300ft QNH or join the circuit directly at 1300ft QNH on the crosswind or downwind leg. Base leg joins from SPTA or the Wilton-Grately railway route may be requested subject to an early climb to de-conflict from NVD traffic and Aircraft already established in the circuit.

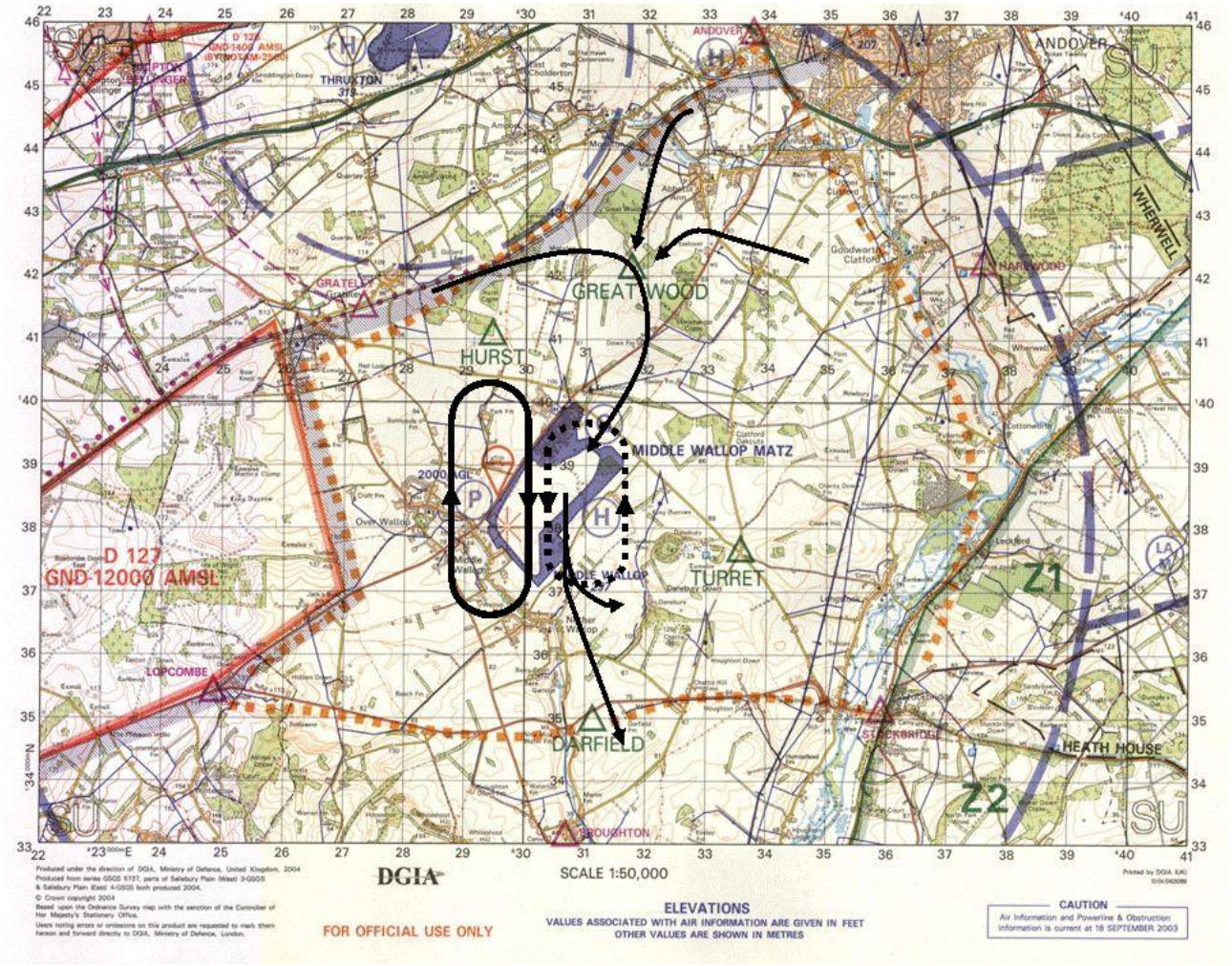
b. **Availability of HALS 22.** ATC may clear an AH to join to land on HALS 22 or Zulu. Aircraft arriving for HALS 22 or Zulu are to arrive iaw NVD Arrivals, para 6c below.

c. **NVD Arrivals**. NVD Aircraft are to remain clear of circuit traffic and route between Great Wood & Turret, not above 800ft QNH for Heli East. Those joining from Grateley are to route along the railway line. The Porton transit route is not to be used, even if open. Traffic joining from the south is to remain east of the extended centre line whilst in the ATZ.

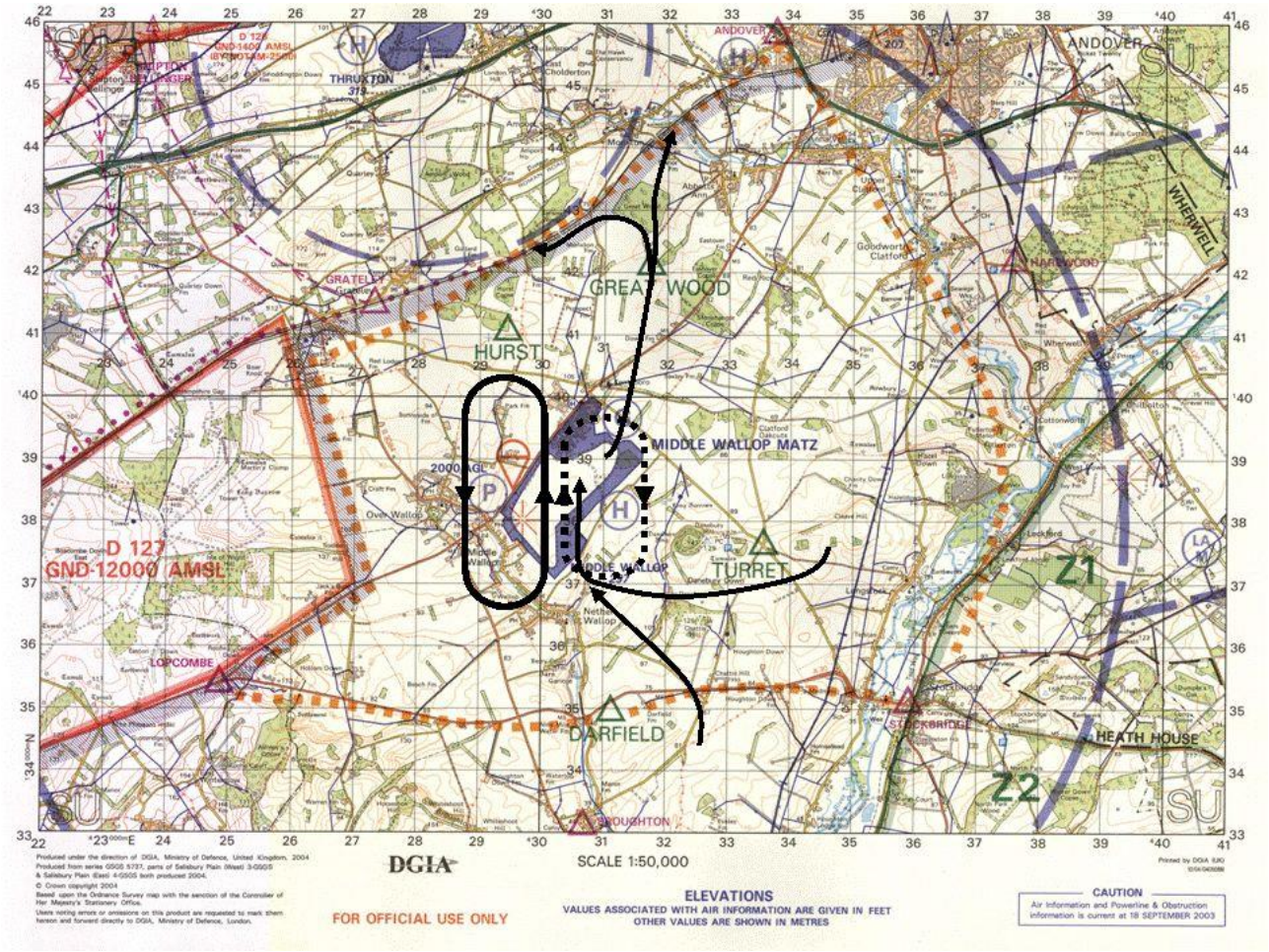
7. **Instrument Approaches**

a. Instrument Apporaches are available to RWY26 and RWY35 at night in order to reposition for landing at the appropriate T or to execute the published missed approach procedure if further radar circuits are required. In the event that multiple radar approaches are required for training, OC Night is to time-deconflict those within night flying programme and brief personnel accordingly.

RUNWAY 17 PROCEDURES – NIGHT

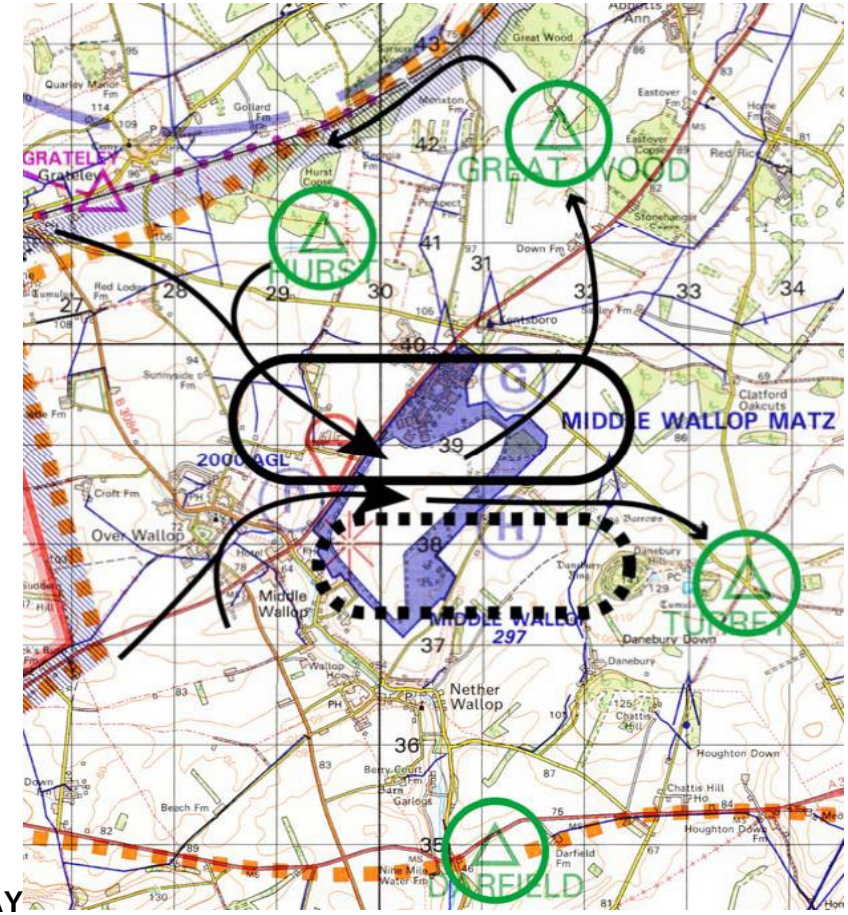


RUNWAY 35 PROCEDURES – NIGHT



CIRCUIT AIDE MEMOIRE

RUNWAY 08



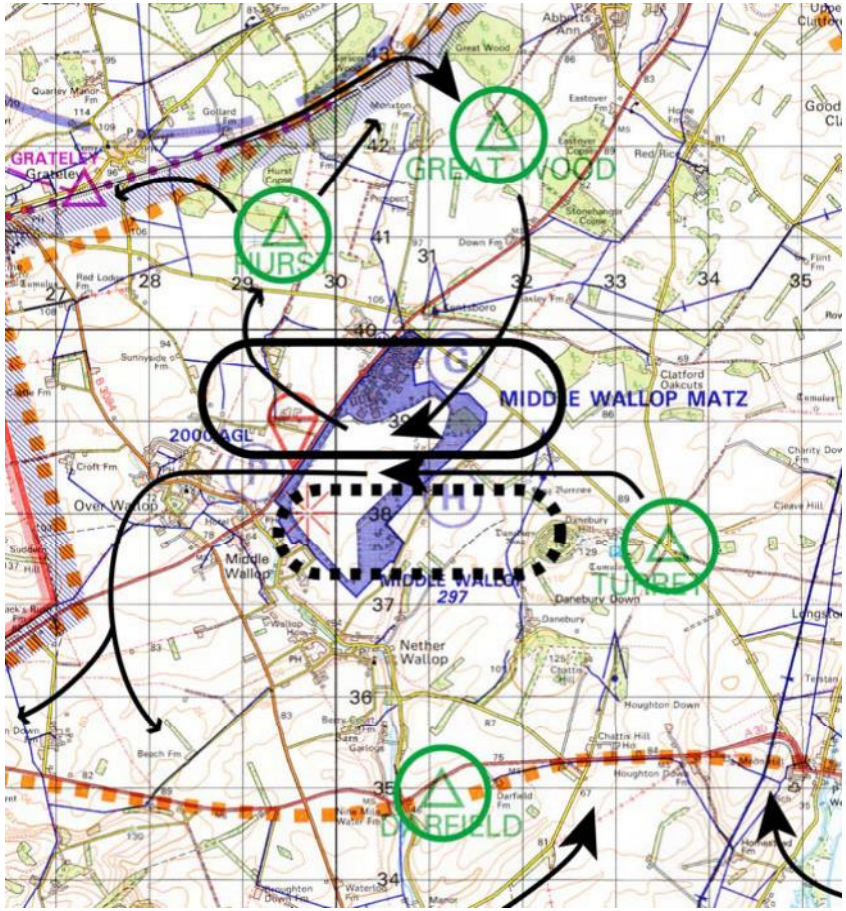
DAY

VFR: Departures from Heli East or Heli South. Arrivals to Heli West or Heli South.

RESTRICTIONS: No LL EOL. Maximum of 4 helicopters permitted in EOL / Visual Circuit. No HALS Circuits.

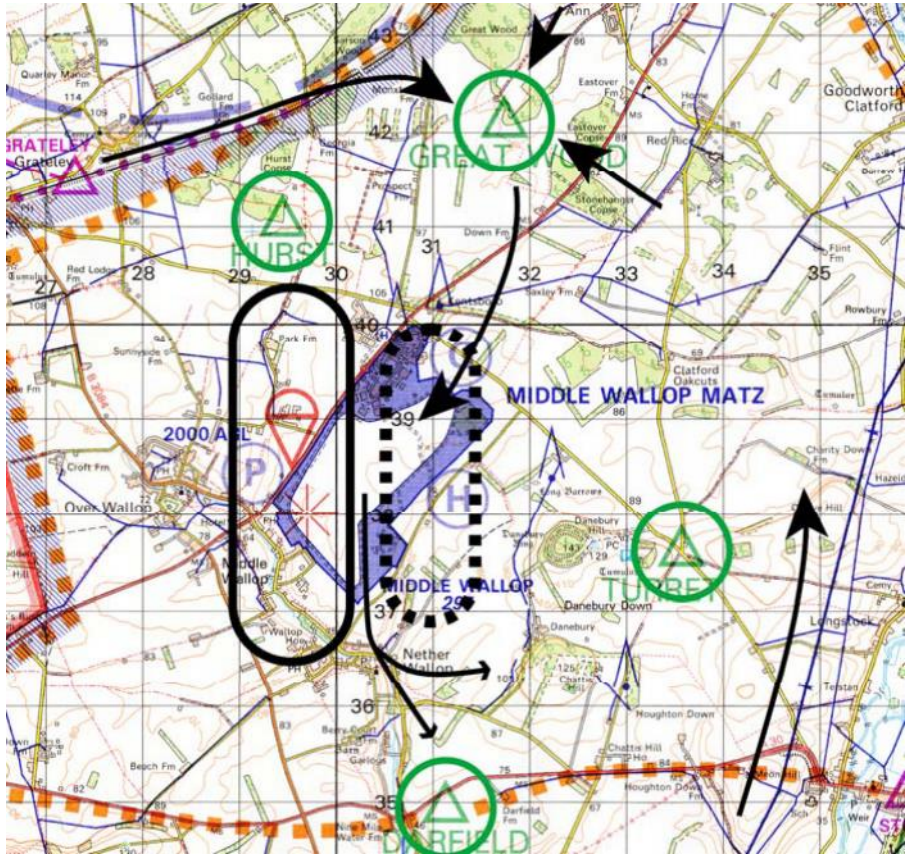
IFR: There is no IF approach to RWY08. Local SID: Climb runway track to 2300ft QNH. SRAs/RNPs may be made to RWY35 subject to circuit activity.

RUNWAY 26 – DAY



VFR: Departure from Heli West or Heli South. Arrivals to Heli East or Heli South (remain clear of EOL cct).
RESTRICTIONS: Maximum of 4 helicopters permitted in EOL / Visual Circuit. No HALS ccts.
IFR: SRA/RNP available. Local SDR: Climb runway track to 2300ft QNH, on passing 1300ft QNH turn right onto 050°M. Low approach – maintain not above MDH until upwind end of runway then climb 1800ft QNH. On passing 1300ft QNH turn right onto 050°M.

RUNWAY 17 – DAY

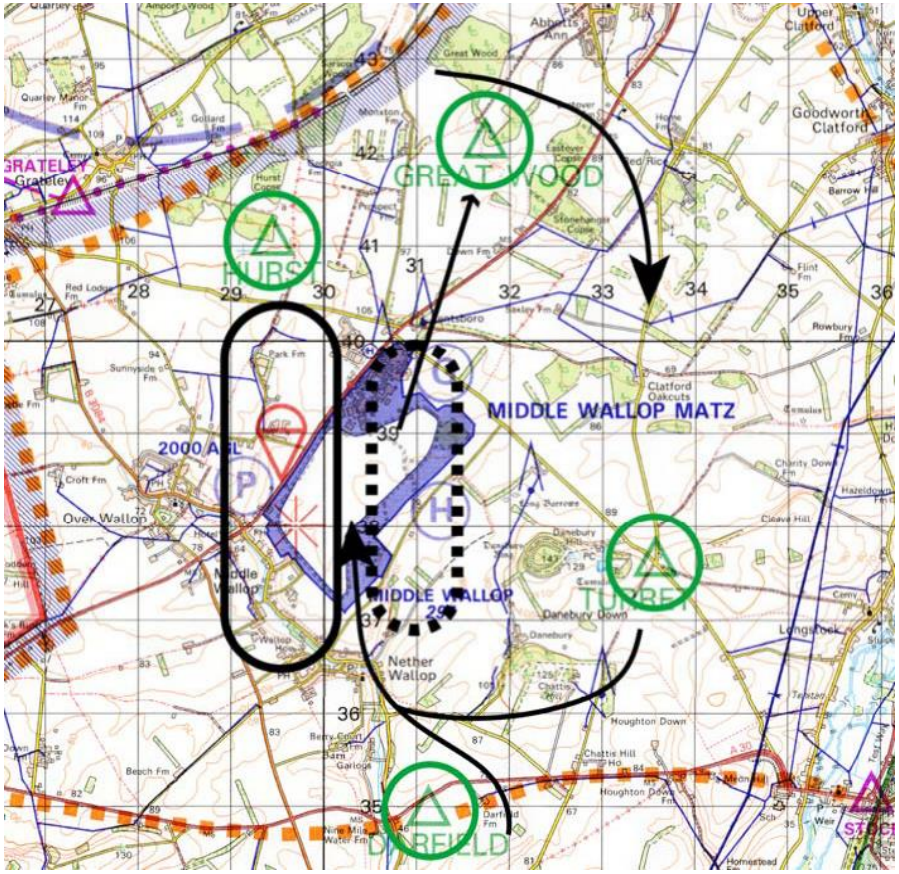


VFR: Departures from Heli South remaining clear of 17 centreline & EOL area. Arrivals to Heli East.

RESTRICTIONS: Maximum of 4 helicopters permitted in EOL/Visual Circuit. No LL EOL. Aircraft are to climb above 800ft QNH before turning into EOL circuit. HALS circuits & single dep / app at ATC discretion. Do not use Porton Transit Route

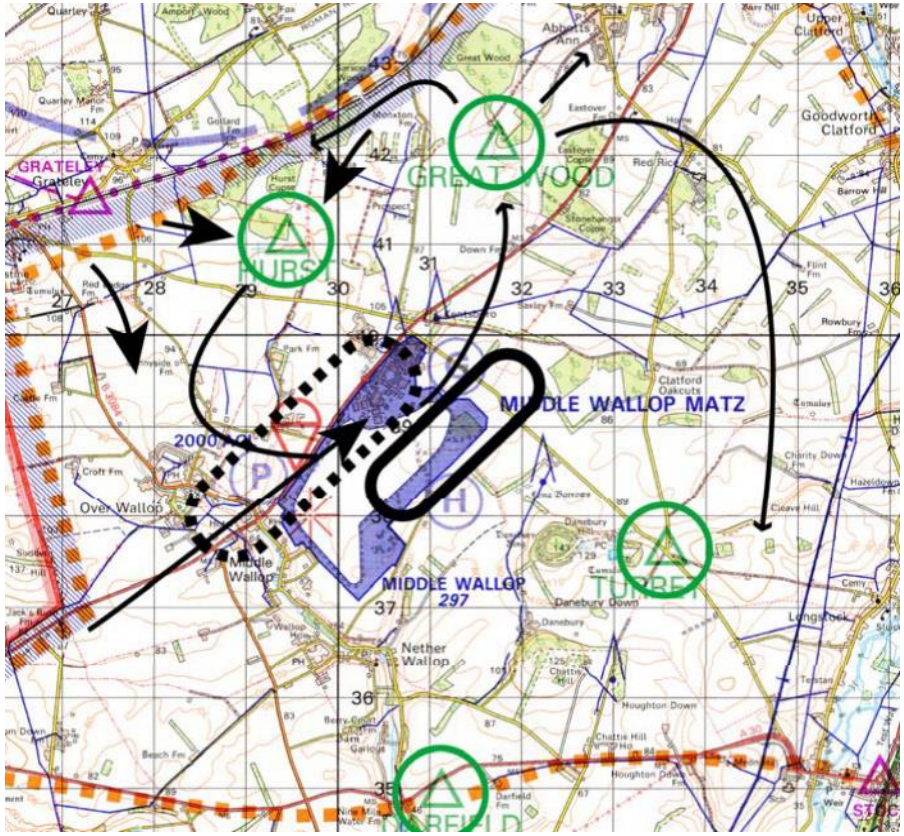
IFR: There is no IF approach to RWY17. Local SDR: Climb runway track to 2300ft QNH. SRA/RNPs may be made to RWY26 subject to circuit activity.

RUNWAY 35 – DAY



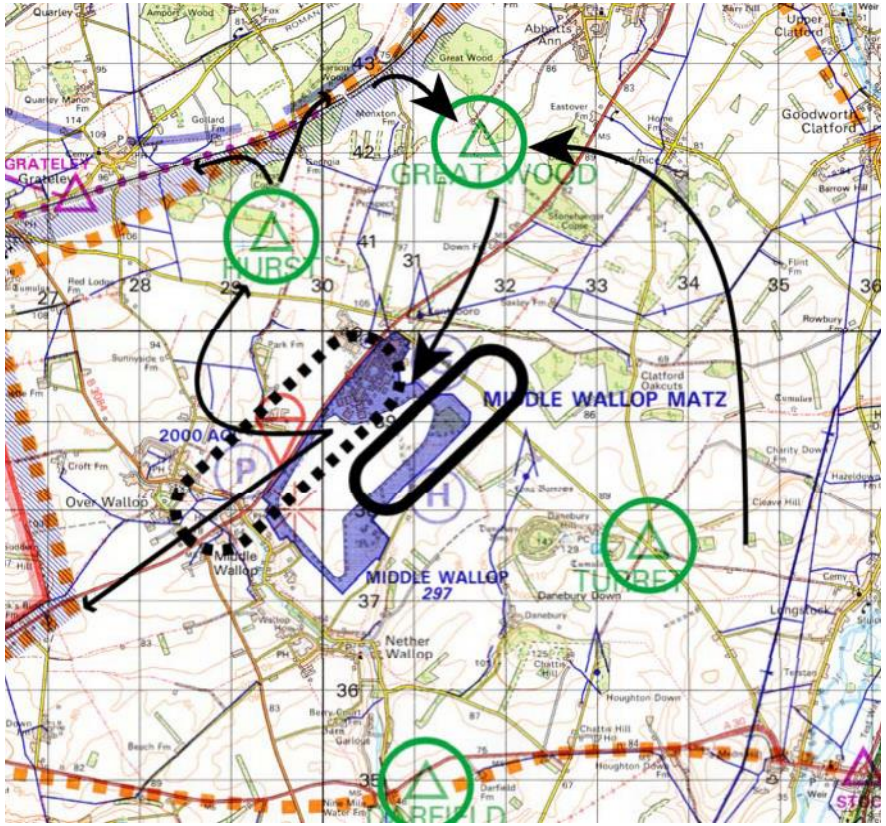
VFR: Departures from Heli East. Arrivals to Heli South (remain clear of visual & EOL circuits).
RESTRICTIONS: LL EOLs with ATC approval. Aircraft are to climb above 800ft QNH before turning into EOL circuit. Do not overfly the camp below 1300ft QNH or Nether Wallop village. Maximum of 4 helicopters permitted in EOL/Visual Circuit. No HALS ccts.
IFR: SRA/RNP available. Local SDR: Climb runway track to 2300ft QNH, on passing 1300ft QNH turn right onto 050°M. Low approach - maintain not above MDH until upwind end of runway then climb 1800ft QNH. On passing 1300ft QNH turn right onto 050°M.

HALS 04 – DAY



VFR: FW departures from 35. HALS circuit height 700ft QNH. Heli departures from HALS or heli-east. EOL circuits Left Hand 1300ft QNH. Mixed FW arrivals & departures & other rotary circuits - exercise caution.
RESTRICTIONS: Max of 2 Aircraft in the HALS circuit. Max of 2 Aircraft in the EOL circuit. No LL EOLs. FW circuits not permitted. HALS circuit traffic to remain East of heli-south during FW recoveries to 35. EOL traffic to be suspended during FW arrivals. Rotary arrivals may be suspended during FW recoveries.
IFR: Instrument approaches to 35. HALS Aircraft to be prepared to hold for instrument traffic.

HALS 22 – DAY

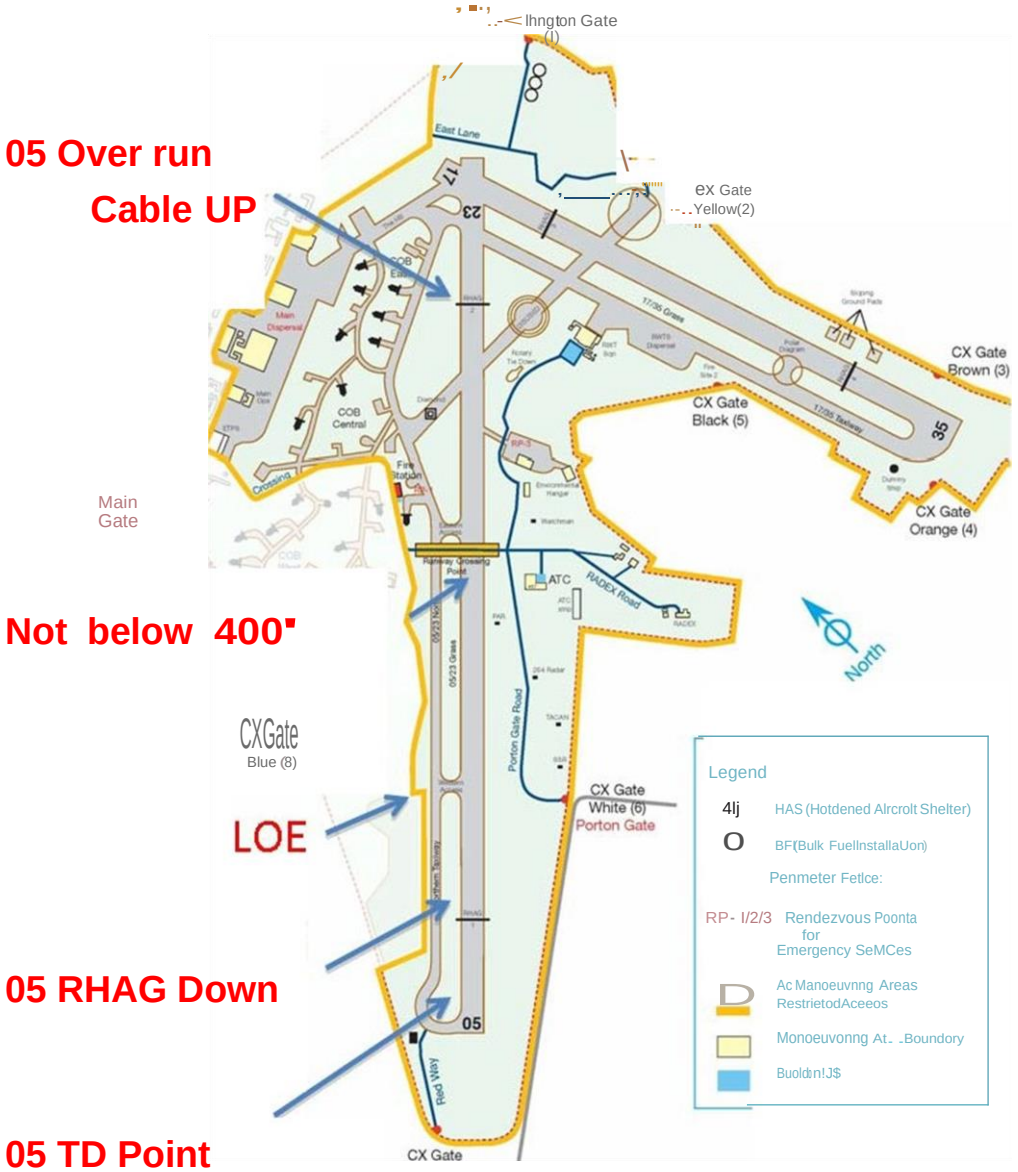


VFR: FW departures from 17. HALS circuit height 700ft QNH. Heli departures from HALS or heli-west. EOL circuits Right Hand 1300ft QNH. Mixed FW arrivals & departures & other rotary circuits - exercise caution.
RESTRICTIONS: Max of 2 Aircraft in the HALS circuit. Max of 2 Aircraft in the EOL circuit. No LL EOLs. FW circuits not permitted. HALS circuit traffic to remain East of heli-south during FW recoveries to 17. EOL traffic to be suspended during FW arrivals. Rotary arrivals may be suspended during FW recoveries.
IFR: Instrument approaches to 17. HALS Aircraft to be prepared to hold for instrument traffic.

Appendix Q to
Annex O to MW DAM
Dated Nov 23

BOSOMBE DOWN AIRFIELD BOUNDARY

Runway 05 RH CCT



Boscombe Down Airfield Boundary

RUNWAY 23 LH

RUNWAY 05 RH

RUNWAY 17 RH

RUNWAY 35 LH

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AIRFIELD SECURITY PROCEDURES

SECURITY OF AIRCRAFT AND CONTENTS

1. Aircraft Capts are to ensure that suitable security measures are taken to protect MW Aircraft and their contents from potential security breaches. Aircraft caps are to make all necessary arrangements for the safe custody of their Aircraft when landing away from their home base, paying particular attention to the type of threat that exists. Guidance for the recommended levels of security to be implemented can be found in JSP440. Particular attention should be paid to security levels provided when carrying wpns.

AIRFIELD SECURITY PROCEDURES

2. All AACen personnel are to be familiar with the contents of AACen Security Standing Orders, a copy of which is to be held on each Squadron and by the 7 (Trg) Regt AAC Adjt.

OP TESSERAL

3. In the event that a TESSERAL AMBER warning is received, RHQ, 7 (Trg) Regt AAC or OC Night Flying is to take the following action:

a. Inform ATC that the TESSERAL AMBER warning is to be broadcast and all Aircraft are to recover immediately at low level during daylight and 'no-lights' with positive control at night.

b. Inform the Adjutant, HQ AACen or the Field Officer to ensure security patrols are arranged.

c. Inform CO 7 (Trg) Regt AAC and RQHI.

d. Brief all aircrew on the meaning and implications of OP TESSERAL.

4. In the event that an OP TESSERAL RED warning is received, OC 7 Regt (Trg) AAC or OC Night Flying is to carry out the above actions but, where possible, Aircraft are to be recovered to an airfield that is not at TESSERAL RED. Consideration should be given to use of the nominated diversion, Netheravon Airfield or another suitable location as appropriate.

EVACUATION OF ATC

5. In the event that ATC is evacuated at short notice due to a fire, bomb threat or any other reason the following procedure will apply:

a. The phrase 'Middle Wallop ATC is evacuating', will be broadcast 3 times simultaneously on all R/T Channels.

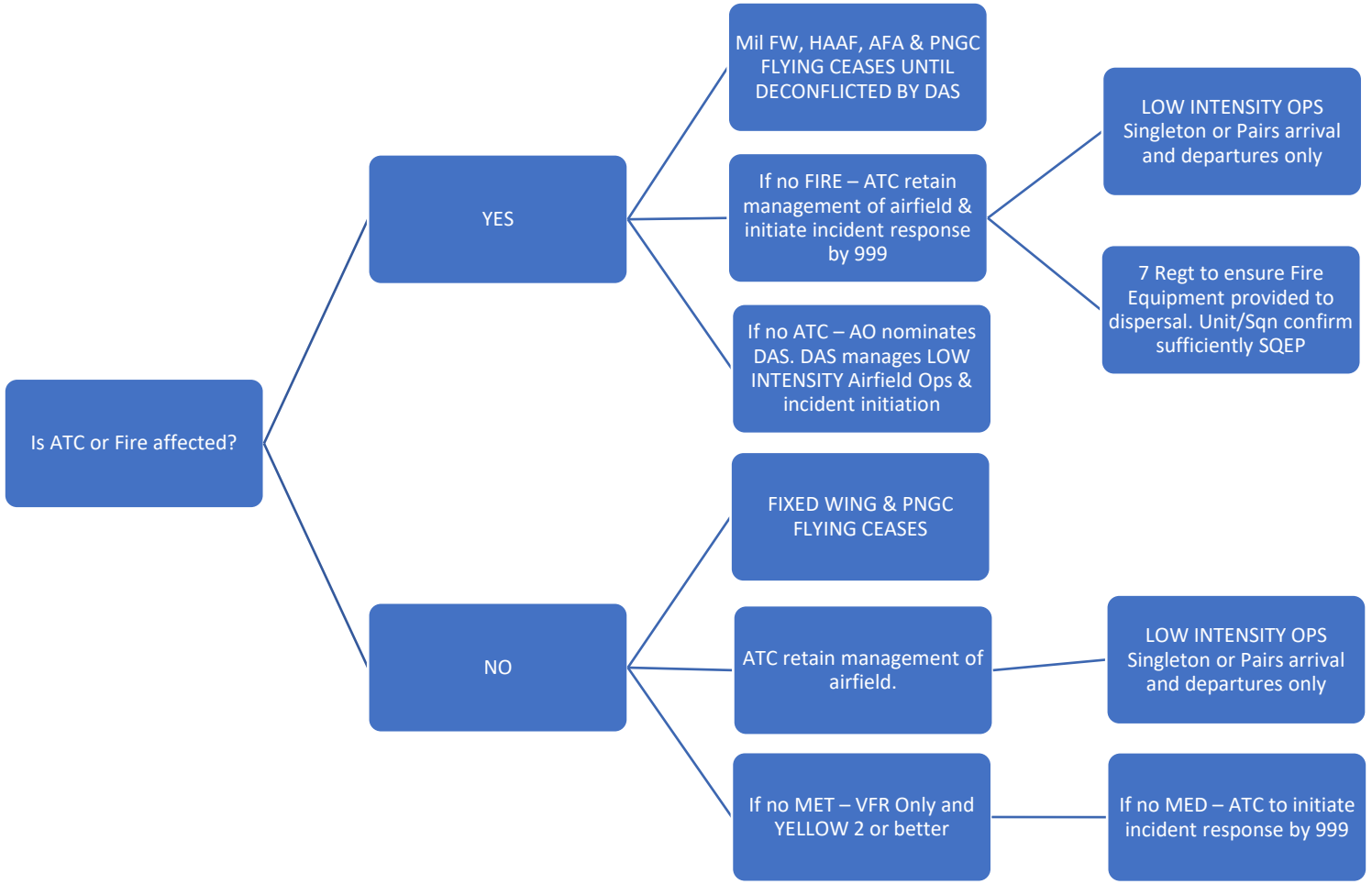
b. Radar and HRDF and will not be available. Aircraft in IMC are to contact Boscombe Zone for a recovery to Boscombe Down or another available airfield. Aircraft may then return to MW VFR, if the weather is suitable.

c. VFR operations can continue unless otherwise instructed. Advisory calls on standard frequencies are to be made by Aircraft inside the MATZ. The immediate area of the ATC tower is to be avoided.

d. The alert state will be cancelled and ATC Services re-established as soon as possible following the cessation of the incident.

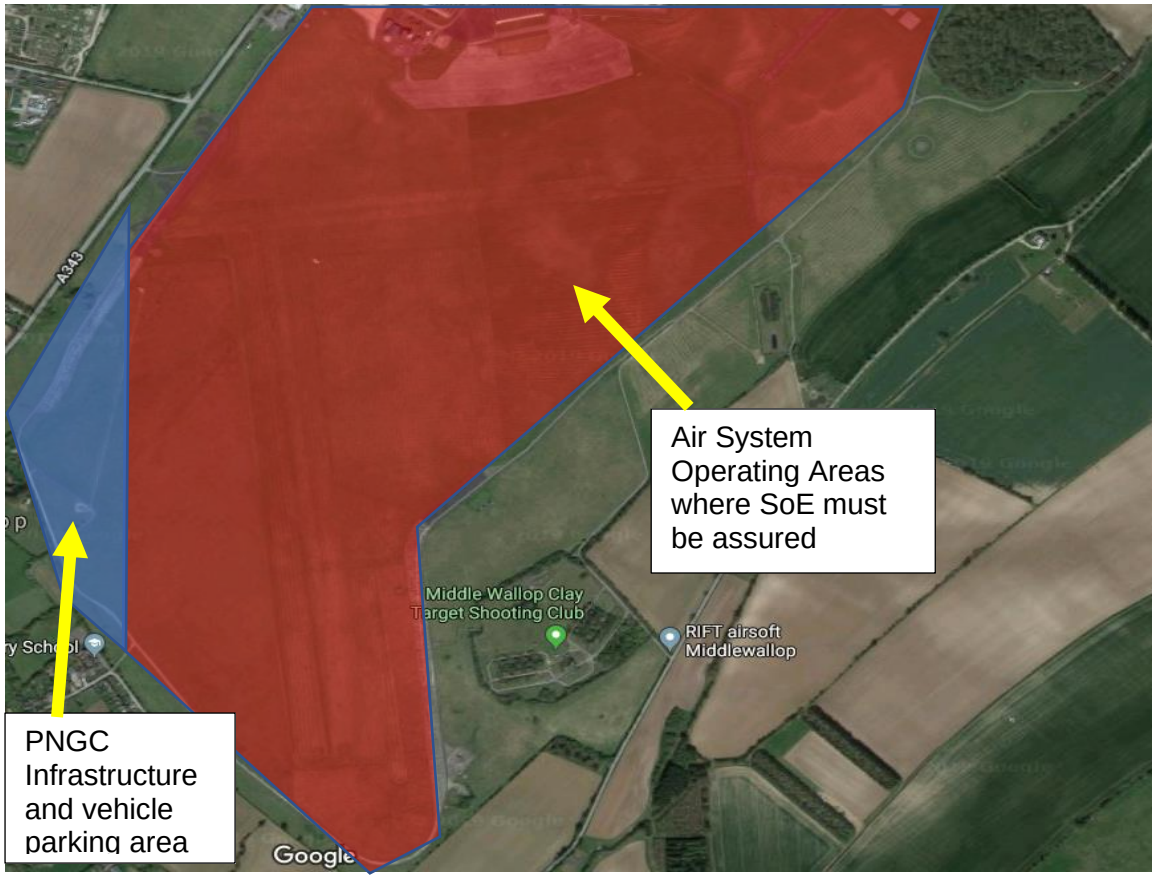
Appendix S to
Annex O to MW DAM
Dated Nov 23

Middle Wallop Reduced Airfield Services Reaction/Planning Flowchart

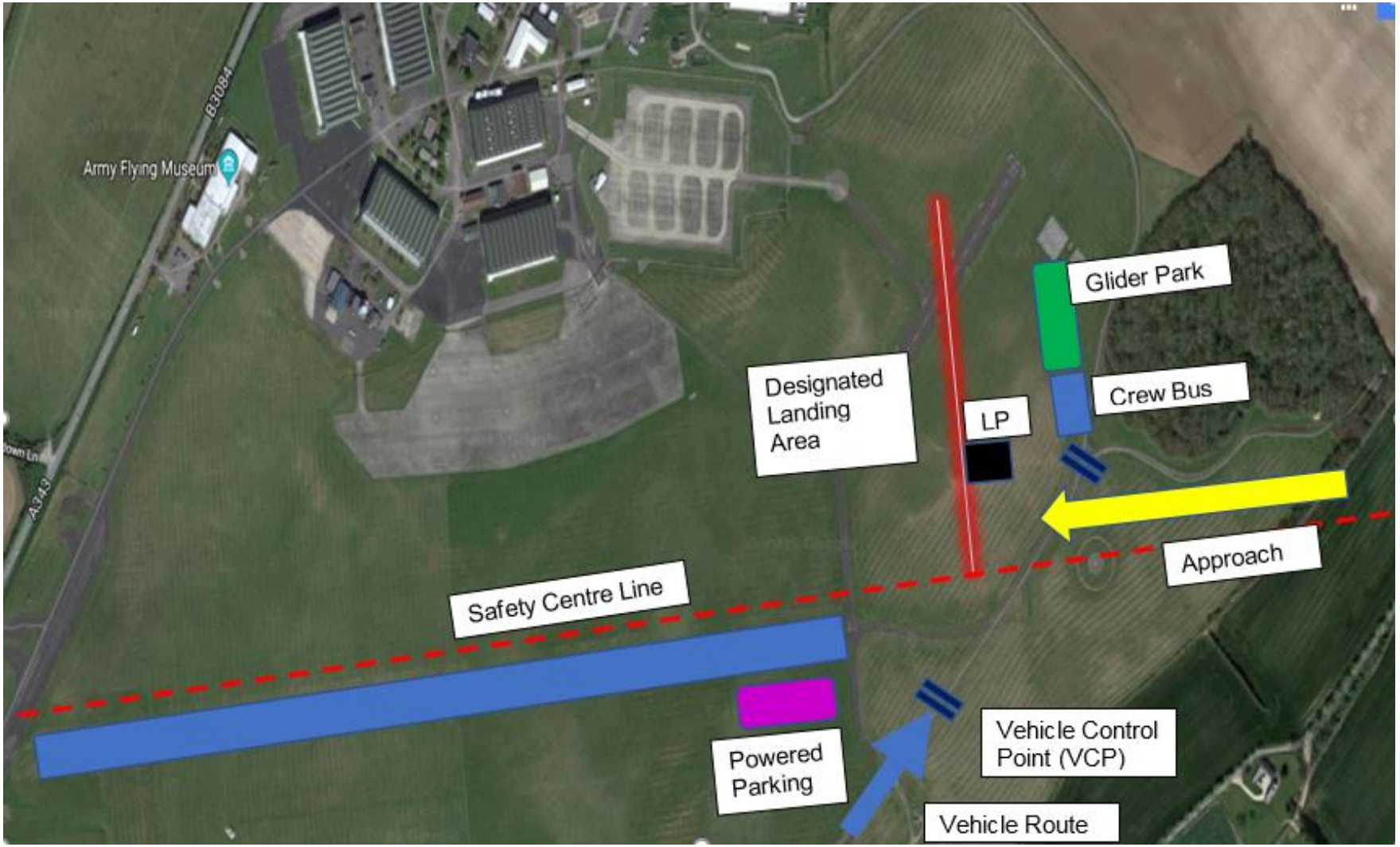


Appendix T to
Annex O to MW DAM
Dated Nov 23

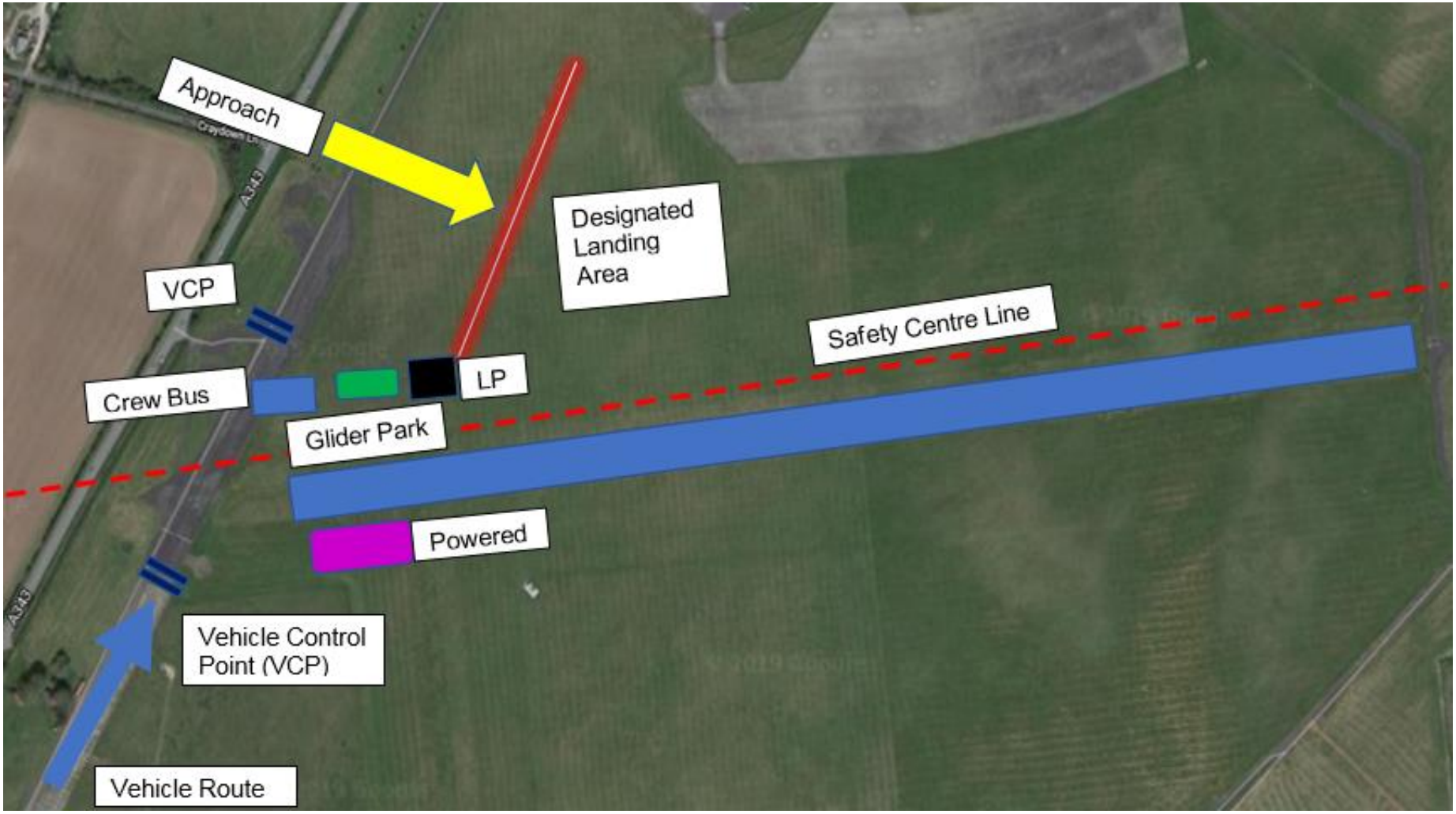
Weekend Airfield Layout and Operating Areas



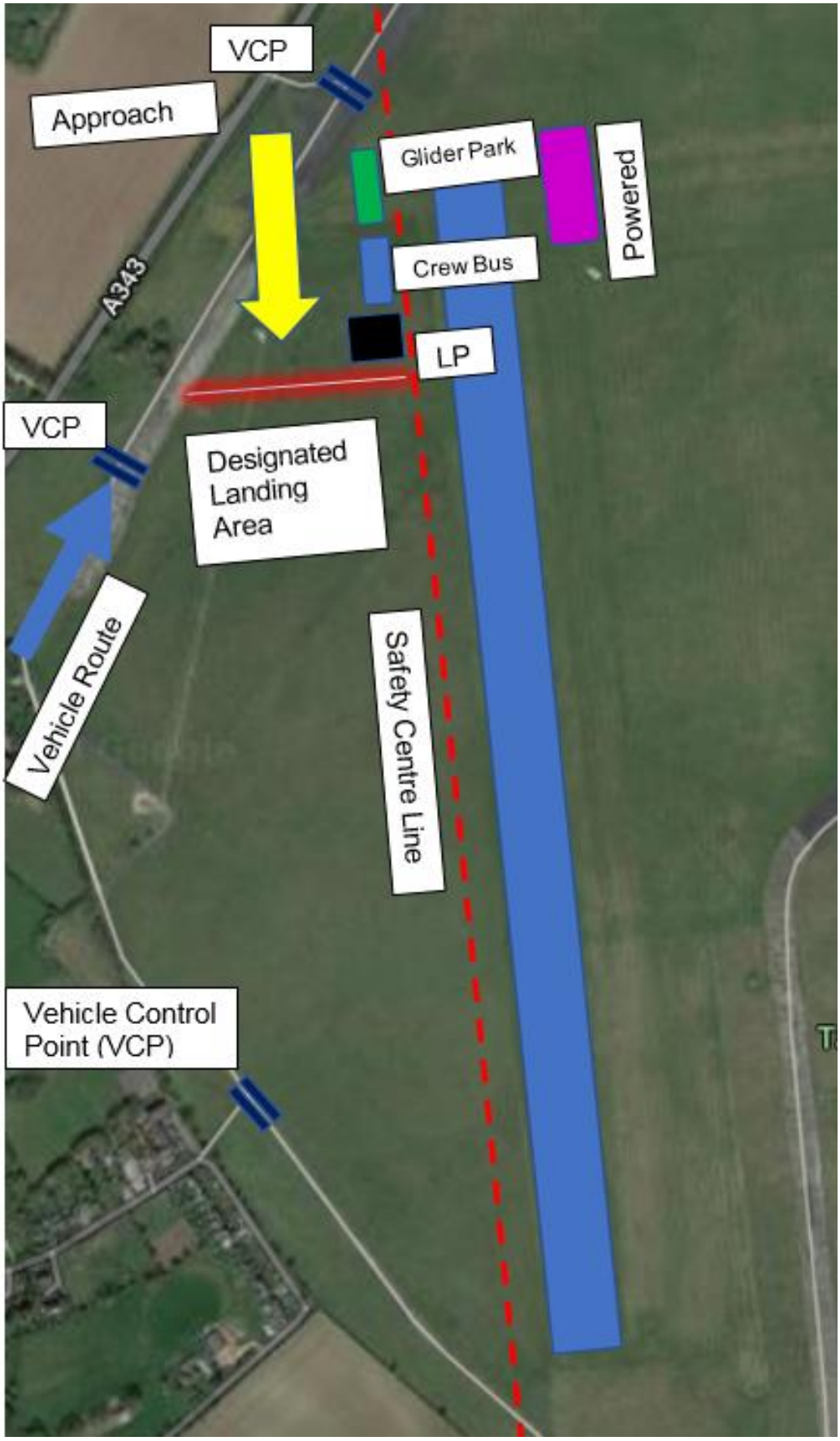
PNGC Layout Runway 26



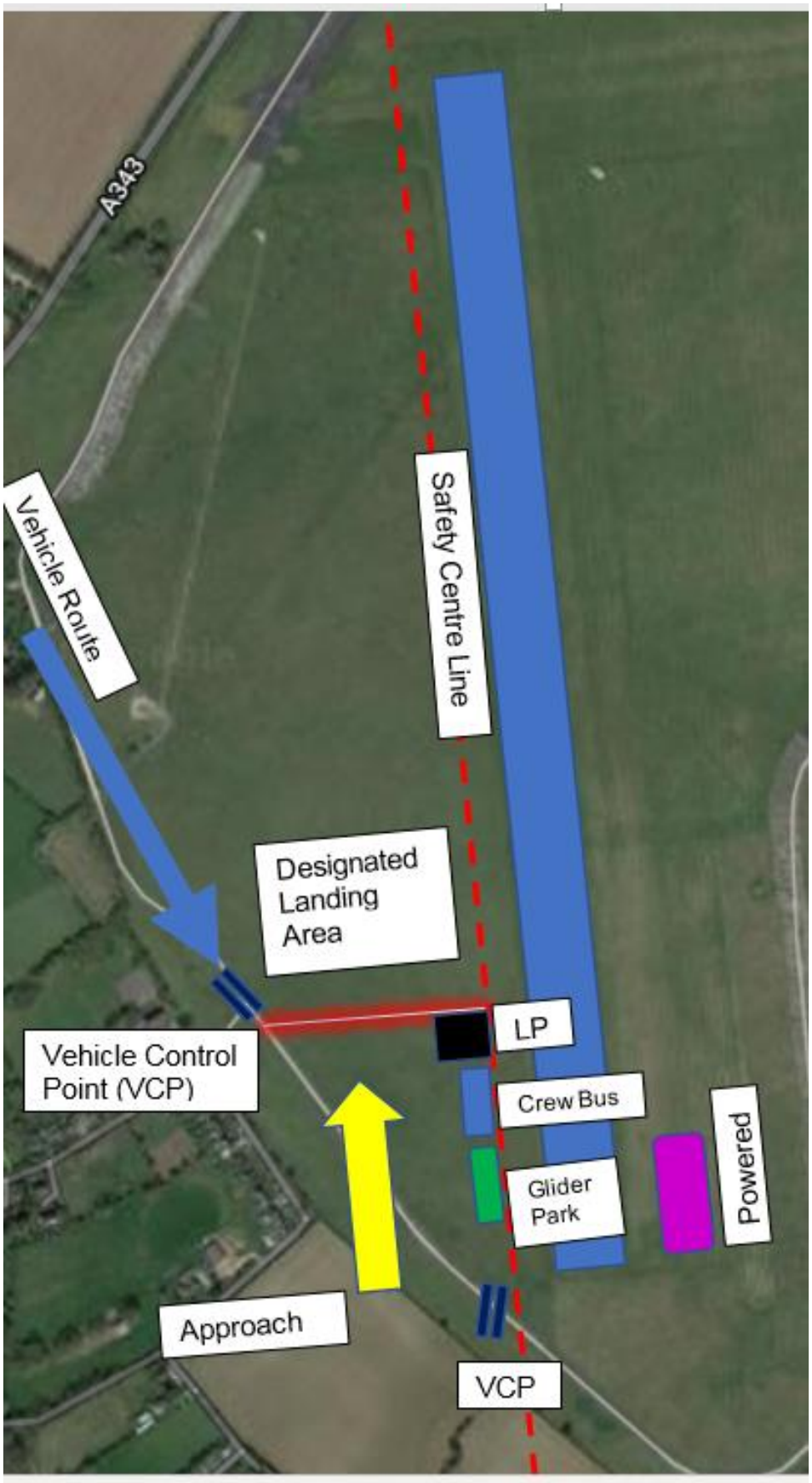
PNGC Layout Runway 08



PNGC Layout Runway 17



PNGC Layout Runway 17



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Annex P to MW DAM
Dated Nov 23

Aerodrome Data Reporting

1. **Legislation, Standards and Technical References.** Any requests for permanent changes to aerodrome information are to be submitted via email to SATCO and the Airfield Manager for approval. Following consultation with relevant agencies, approved changes will be passed to No1 AIDU by the Stn Ops Officer. NOTAMs will be issued to inform all personnel of approved changes. It is the responsibility of all personnel to inform SATCO/Airfield Manager of any errors identified in current aerodrome information documents at the earliest possible opportunity. Further information on reporting procedures is contained in Mil AIP/UK AIP.

2. Reporting Procedures. Any situation that may have an immediate effect on the safety of Aircraft operations is be reported as soon as possible. During airfield operating hours issues should be immediately informed to ATC or Ops by radio or telephone. If OOH or no response from ATC or Ops then reports should go direct to the Airfield Manager, AO or their nominated deputy.

3. NOTAM[13]. The AO is to ensure that all NOTAM action is recorded for possible 1st / 2nd and 3rd line audit. NOTAs will be originated in the standard NOTAM format for any of the following circumstances:

a. A change in the serviceability of approach aids and radios.
b. A change in the operational information contained in the DAM and published in the Mil AIP.
c. Aerodrome works effecting the manoeuvring area or penetrating the OLS.
d. New obstacles which affect the safety of Aircraft operations.
e. Bird or animal hazards on or in the vicinity of the aerodrome.
f. A change in the availability of aerodrome visual aids.
g. Any change in aerodrome facilities published in AIP.
h. Unusual air activities at the aerodrome.

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

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Annex Q to MW DAM
Dated Nov 23

Aerodrome Serviceability Inspections

1. ATC personnel will switch on and test all equipment, frequencies and the Management Radio in the Visual Control Room (VCR) each morning by 0800 hrs local time. The Duty Operations Assistant will open all the airfield security gates by 0700 hrs daily.

2. The ADC is to carry out the following checks daily upon opening the watch:

a) Carry out a functional check of the Alpha dispersal gate control.

b) Switch on the Alpha dispersal CCTV.

c) Select and check tower frequencies.

d) Select and check standby radios on tower frequencies.

e) Test communications with Approach and Talkdown.

f) Confirm Crash Alarms and telephones have been checked.

g) Confirm Capita FS Crash Category.

h) Ensure binoculars available.

3. The duty ADC is responsible for the General Responsibilities specified in RA 3261. In addition he is responsible for the following specific duties:

a) Carrying out the morning inspection of the airfield in accordance with the guidance laid down at MW MATS Part 2 ADC Chapter 7.

b) Carrying out the morning inspection of the aerodrome lighting in accordance with MW MATS Part 2, ADC Chapter 7.

c) Selecting the Runway in use in accordance with MW MATS Part 2 ADC Chapter 1.5.

d) Monitoring the surface wind and initiating runway changes when necessary.

e) Switching on the appropriate airfield lighting.

f) Informing the RHQ 7 (Trg) Regt AAC of any significant change to the aerodrome facilities or depletion of the Aerodrome Crash Rescue Services.

g) Instructing the captains of visiting civil Aircraft to report to Station Operations immediately after landing to pay their landing fees or to present evidence of any waiver.

h) Instructing the captains of visiting civil Aircraft to report to ATC for a departure brief.

i) The supervision of the Monitor and Visual Control Room ATSA’s

j) Recording Aircraft movement data on the airfield and circuit pinboard and/or on Flight Progress Strips as appropriate.

k) Exercising control over all vehicle and pedestrian movement on the airfield.

l) Monitoring bird activity on the airfield and warning pilots of any bird concentrations. Recording relevant details in the birdstrike report log.

m) Maintaining the ATC Watch Log (F6658) on behalf of the SATCO and in accordance with the instructions contained inside the front cover of the RAF Form 6658 and in accordance with any other local requirements.

n) Briefing WIP parties prior to them entering the airfield and ensuring the WIP log sheet is completed.

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Annex R to MW DAM
Dated Nov 23

Aerodrome Technical Inspections

1. Technical inspections of the aerodrome are to be undertaken as follows;

1.1 **Technical Equipment**. Inspections of the aerodrome technical equipment (transmitters, receivers, ILS, PAR etc) are conducted on a regular basis by Aquilla Ground Radio personnel. Precision navigation aids are calibrated by a 'Flight Checker' in accordance with AP600.

1.2 **Aerodrome and AGL**. ATC will conduct a daily inspection of the aerodrome and AGL daily as detailed in **Annex Q** of this document. SATCO (or nominated deputy) will conduct an in-depth inspection of the aerodrome and associated equipment on a weekly basis. Details of all ATC inspections are to be recorded in the ATC Watch Log.

1.3 **Earthing Points**. As a minimum, all earthing points will be checked on an annual basis by DIO representative.

1.4 **Manoeuvring Areas**. Manoeuvring Areas and drainage are inspected, maintained and repaired in accordance with DIO guidance and a monthly report is submitted to the RPC.

1.5 **Aerodrome Signs**. The AFM will conduct a monthly inspection of all aerodrome signage.

1.6 **Standby Power**. The standby power system is to be inspected monthly by Vinci Facilities Defence Services, with a switch over test being carried as required.

1.7 **ARFF Vehicles and Equipment**. All ARFF vehicles and equipment are inspected and tested iaw manufacture's instructions and MOD policy.

1.8 **SMC Vehicles and Equipment**. All SMC vehicles and equipment are inspected and tested iaw manufacture's instructions and MOD policy.

1.9 **Aerodrome Driving Orders.** Annual review of Aerodrome Driving orders is undertaken by SATCO.

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Annex S to MW DAM
Dated Nov 23

Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection

Protection of Radar & Navigation Aids

1. Only authorised personnel are allowed access to aerodrome navigation aids. Anyone requiring access must contact RAF Odiham Airfield Support Team and Aqilla GRMS via SATCO and the Aquilla Helpdesk.

Surveillance Equipment Maintenance & Monitoring – Orders

2. To ensure that all surveillance equipment at MW meets the required service schedules the orders in AP 600, in conjunction or direction from the HQ Air Engineering Role Office are strictly enforced and adhered to.

3. Local orders, within this annex for the maintenance and monitoring of surveillance equipment have been produced in accordance with extant Support Policy Statements (SPS), AP 600 and in conjunction with the HQ Air Engineering Role Office.

4. All MW GRMS navigation aids & associated equipment are checked on a daily basis to ensure security, if during daily operation any fault is found to be present a fault report is to be made to the Airfield Manager who will engage specialist support from RAF Odiham and Aquilla.

5. During normal working hours ATC utilise the navigation equipment and ground to air communications; if during this period a fault is suspected ATC will report all changes to the operational status through the Aquilla Reporting process and Airfield Manager.

6. Any airfield operator who believes there may be a fault with a particular system should report it immediately to either ATC for onward fault reporting.

Navigation Equipment Maintenance & Monitoring

2. Only authorised personnel are allowed access to aerodrome navigation aids. Anyone requiring access must contact Aqilla GRMS via SATCO and the Aquilla Helpdesk.

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Annex T to MW DAM
Dated Nov 23

Aerodrome Works Safety

1. The table below details the actions taken at Middle Wallop regarding the control and supervision of work in progress on the aerodrome.

Aerodrome Works Safety – Orders		
1	**Work in Progress (WIP) Records.** ATC display WIP on a plan of the aerodrome and hold details of works being undertaken.	
2	**WIP Book.** A WIP Book is held within ATC, in which details of the WIP are recorded. Accuracy of the WIP book is confirmed by signature of both ATCO IC and the WIP rep. Details are given to the OPS who disseminates to the squadron operations staff.	
3	**WIP Briefings.** ATCO IC briefs all WIP representatives prior to commencement of the works. Details are recorded in the WIP Book. The briefing is to include, as a minimum, the following details:	
	3.1	Limits of the work area
	3.2	Direction of Aircraft movements
	3.3	Route to be taken by works vehicles
	3.4	Parking area for works vehicles and equipment
	3.5	Control to be exercised over works vehicles and workers
	3.6	Signals to be employed
	3.7	FOD prevention
4	**Control Measures.** When work is to be carried out on the aerodrome and it is not possible to stop flying, special control rules are to be enforced by ATC to safeguard the working part. All aerodrome work is to be clearly marked using high vis markers and suitably lit during the hours of darkness.	
5	**Grass Cutting.** A Managed Grass policy is maintained at MW; the grass cutting is the responsibility of DIO through the Grounds Maintenance Contract. ATC is informed in the morning if any grass cutting is to take place.	

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Annex U to MW DAM
Dated Nov 23

Aerodrome Users - Vehicle and Pedestrian Control

Control of Entry & Access To Middle Wallop Aerodrome

1. **General rules**. All visitors entering the Unit must have a valid reason for doing so. The Unit is subject to patrols by both live armed Guards and Military Working Dog Teams. It is imperative that visitors comply immediately and fully with all instructions given by Station Guard personnel or Military Working Dog Handlers.

2. **Aerodrome Access Orders**. All access to the aerodrome at Middle Wallop is strictly controlled. All airfield operating areas are always to be considered as active. Middle Wallop Aerodrome Access Orders including vehicle and pedestrian control can be found here.

3. **Contact details**. Further information may be obtained from the Airfield Manager on 0300 1576642.

4. Orders for Cyclists / Riders / Dog Walkers / Runners. Due to the potentially hazardous nature of many areas of the aerodrome, cyclists / riders / dog walkers / runners are not permitted the use of the any part of the aerodrome unless specifically authorised by the AO.

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Annex V to MW DAM
Dated Nov 23

FOD Prevention - Training and Awareness

1. In order to mitigate Aircraft damage caused by FOD, there is a Station wide requirement for regular 'FOD Plods' (Link to FOD PLOD Designated Areas). All MW flying sub-units, and all other units working within the boundaries of MW Station are to raise the profile of FOD awareness and coordinate and record a programme of weekly 'FOD Plods' as a bare minimum (Link to FOD Register). FOD remains a continuing problem within MOD aviation which calls for ongoing care and vigilance from all who work at MW Station.

2. FOD is caused by any solid object, regardless of size, impacting an Aircraft. Typically this can be man-made items such as small pieces of locking wire, rivets, drinks cans, plastic tie wraps and small stones to natural items such as walnut shells, all of which can cause considerable damage to Aircraft. Keeping the Station and its environs clean can reduce the problem dramatically. FOD from the technical site and living sites, can migrate to Aircraft operating areas, blown by the wind, picked up in vehicle tyre treads or spread by birds.

3. FOD wastes limited resources and money and is capable of causing injury and death. In the same way that Flight Safety is everyone's business, so too is FOD prevention.

FOD AWARENESS AND PREVENTION

4. Simple preventative measures can help keep FOD under control: Dispose of FOD generated in the workplace correctly and do not let loose items accumulate in toolboxes, workbenches, hangar and workshop floors and personal clothing. Encourage a "Pick It Up" culture amongst all that work within the boundaries of MW Station and dispose of FOD wherever and whenever it is found. Keep FOD bins and skips properly closed, and do not park cars too close to skips blocking access for the refuse lorry.

5. Do not overfill skips and do not stack bagged FOD around skips if they are full. Keep it under cover until the situation is resolved. Report the problem to the QM(A) department (ext 4252). The QM(A) department should be contacted for any FOD sightings or problems that cannot be resolved on the spot. In addition, if the FOD sighting or problem is Airside then the Airfield Manager (Ext 4727) or ATC (Ext 4380) should be contacted in the first instance.

6. The focal point for all matters concerning FOD on the establishment is SO2 Air Safety. Nominated FOD representatives within individual sections should be the first point of contact for FOD issues and are to be the focus of the training and awareness campaigns in their respective departments.

WEEKLY 'FOD PLODs'.

7. On the first working day of the week, regardless of weather, squadrons, departments and sections are to carry out a comprehensive 'FOD plod' of their allocated areas. Non-airside departments and sections (See Appendix 1) are to skirmish an area within 25 metres of their buildings. Vigilance and attention to detail is the key to a successful 'FOD plod'; particular attention should be shown to the areas between hangars and buildings, around skips and parking areas.

ADDITIONAL 'FOD PLODs'

8. A whole-airfield FOD plod is to be done in addition to the weekly FOD plod whenever a major event has taken place or the FOD amount is assessed to be on the increase. This event is to be known as Operation CLEAN SWEEP.

9. **OPERATION CLEAN SWEEP** is a whole Airfield FOD plod including main landing areas, grassed runways, taxiways and other appropriate Aircraft manoeuvring areas not normally covered by the weekly FOD Plod. All Service personnel are to participate and civilian personnel are strongly encouraged to take part. Departmental Regulators or Building Managers are responsible for organising their manpower to carry out a comprehensive FOD plod of their allocated areas and are to report completion of CLEAN SWEEP to Station Operations on 4848 or 4849. The areas of responsibility are to be coordinated by the 7 (Trg) RSM.

10. **UNIT / DEPT / SECT FOD PREVENTION OFFICER RESPONSIBILITIES**

a. Establish, monitor and control a FOD prevention programme.

b. Advise and assist all unit/dept/sect personnel in their understanding and execution of the FOD prevention programme.

c. Ensure that all FOD incidents are fully investigated and reported in accordance with current instructions.

d. Maintain a record of all FOD incidents at unit/dept/sect level for reference and local analysis.

e. Maintaining liaison with 7 (Trg) Regt RQHI Dept (or ATC) for minimizing the FOD hazard associated with works services and to ensure the briefing of external contractors concerning the dangers of FOD prior to their employment on operational areas of the airfield.

f. Ensure that FOD prevention is effectively publicised throughout the unit/dept/sect.

g. Inform the FSRP of any issues that need urgent attention, so they are dealt with in a timely manner.

Appendix 1 to
Annex V to MW DAM
Dated Nov 23

MW FOD REPRESENTATIVES ARE REQUIRED IN THE FOLLOWING UNITS, DEPARTMENTS AND SECTIONS

Section	Section	General AOR
7 Regt HQ		No 3 Hangar
653 Sqn AAC		No 4 Hangar
673 Sqn AAC	ACM	No 5 Hangar
Army Trials & Evaluation Flight (ATEF)		No 1 Hangar
674 Sqn AFG	Babcock	No 1 Hangar
GDSH		No.2 Hangar / Bld 347
SERCO/NATS		ATC
Capita Fire and Rescue		Fire Station / Fire Trg Ground
668 Sqn AAC		Stockwell Hall / TAR Trg Facil / Car Park B
676 Sqn AAC		Bld 23 / Accomm Blks / Car Park C
QM Dept		Bld 8 / Car Park A
Gym PTI's		Bld 315 / 462 / Car Park A
Guard Room		Bld 13 / Car Park A
Stn MT		Bld 72 / 73 / BFI / Fuel Point
SES		Bld 425
Stn HQ Sqn		Bld 46
Access Control		Bld 381
Medical Centre		Bld 20
AACen HQ		Bld 17
AAvn Stds		Bld 376
Avn EFSO		Bld 66
BDUK		Bld 431
Thales Eagle		Bld 441
Museum		Museum
Army Flying Association		Army Flying Association Bld
Media Centre		Bld 23
Recruitment Team		Recruitment Blds

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Annex W to MW DAM
Dated Nov 23

Aerodrome Wildlife Management

1. MW does not have an established Wildlife Control Unit supporting its operations. Although a wildlife hazard does exist at the aerodrome there have been no recorded birdstrikes in the last 10 years and a robust Aerodrome Wildlife Management Plan is in place. The Aerodrome Operator is supported by a number of individuals to assure that the risk posed by wildlife is reduced to ALARP: AACen Pottering Shoot has been established as a Habitat Control Unit to fill this void and is responsible to Comdt AACen for the following;

   a. The Airfield Manager as the Wildlife Control Officer for the Aerodrome.

   b. The Principle Deer Manager (PDM) who as part of the Defence Deer Management Unit is currently stationed at Middle Wallop.

   c. The AACen Pottering Shoot who help reduce the amount of vermin on MW Station and the aerodrome.

   b. Grounds Maintenance Contractors who assit with wildlife damage repairs and habitat management.

2. A Long Grass Policy has been introduced iaw RA 3270. At Middle Wallop Aerodrome Long Grass will be maintained on areas outside of the airfield perimeter track. All areas within the airfield perimeter track will be cut short to enable Aircraft operations from a naturally surfaced aerodrome.

3. A copy of the Middle Wallop Aerodrome Wildlife Control and Management Plan (AWMP) can be found here.

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Annex Y to MW DAM
Dated Nov 23

Middle Wallop Aerodrome Snow & Ice Order

Operation BLACK TOP

1. Operation Black top is the application of resources to counter the effects of winter frosts and snows on flying operations with the aim of ensuring continuity of operation where ever practical. The Middle Wallop Aerodrome Op BLACK TOP Orders can be viewed here.

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Annex Z to MW DAM
Dated Nov 23

Thunderstorms & Strong Wind Procedures

1. The Duty Met Officer will forecast the likelihood of thunderstorms in the vicinity of the Aerodrome in accordance with the definitions shown below. The following definitions of Thunderstorm Level are copied directly from JSP 465 Part 2 Vol 3 – Defence Geospatial Intelligence Policy. At Middle Wallop it is local practice to issue a general Thunderstorm Warning at the start of the day when the conditions exist and update with 'High' and 'Low' warnings as required throughout the period.

a. **High**. A thunderstorm is occurring, or is expected over the site in the immediate future (normally in about 15 minutes).

b. **Moderate.** Thunderstorms are developing, or have been reported, within about 40 KM of the site, but are not expected to affect the site in the immediate future.

c. **Low.** Thunderstorms are not occurring at the present time or are not expected.

2. When a thunderstorm risk/'HIGH' level warning has been issued or thunderstorm activity is apparent in the vicinity of an Aircraft, fuelling operations must cease unless directed to the contrary by the AO for operational reasons. However, when operating from a remote location with no on-site Meteorological Office, the:

a. Local Commander (if available), or

b. The Authority Level J, if no Local Commander present may, upon receipt of a generic thunderstorm risk, assess the situation and, provided there is no evidence of thunderstorm activity within 10 km of the site, allow fuelling to proceed.

3. Personnel in the immediate vicinity of the Aircraft must be advised that fuelling is taking place.

4. Fuel must be issued to and received from Aircraft in accordance with JSP 317.

5. Fuelling operations must cease in the event of a spillage and should not recommence until it has been cleaned up.

6. Authority to use emergency fuels detailed in the Aircraft leading particulars is vested with local engineering management, recording amounts and duration in Aircraft documentation as necessary. The relevant Project Team (PT) must be informed at the earliest opportunity that an Aircraft has been operating with emergency fuel.

STRONG WIND CONDITIONS

7. The Duty Met Officer will issue a strong wind warning when mean wind speeds are forecast to exceed 20 KT, 30 KT and 45KT. These warnings will be issued to the Station Ops Officer, ATC and all local Sqns by fax.

8. Personnel should also be aware that for hangar safety when high winds are forecast, personnel must ensure that hangar doors are kept closed where possible. There is a risk to the safety of the structure and damage to roof cladding. High winds can be considered to be

gusts more than 27m/s (60mph / 52kts). (NB the wind speed stated is the gust speed as against a steady wind speed).[14]

9. For operation of hangar doors personnel should also be aware that the doors are subject to the following caveat by the manufacturer:

"During high wind conditions i.e. in excess of 30 kts, it is strongly recommended that the doors be kept closed and all bolts engaged. If they have to be opened, ensure that they are fully open and secured open. It is recommended that you do not attempt to close a door electrically in such winds – this may damage the motor".[15]

10. Hangar Doors at Middle Wallop are only to be opened with mean wind speeds in excess of 30 Kts if there an operational need to do so and the AO has given their approval.

[14] Taken from Technical Bulletin 99/29 "Hangars – Safety of Structure – Recommendations for Users During Adverse Weather Conditions" paragraph 7.

[15] Taken from "Operation, Safety & Maintenance Manual for Osprey Folding Doors" page 6 part (e)

Annex AA to MW DAM
Dated Nov 23

Civil Registered Aircraft Aerodrome Usage - Terms and Conditions

1. Use of Middle Wallop Aerodrome by civil registered Aircraft is iaw JSP 360.

2. Middle Wallop Lodger Units and organisations operating at Middle Wallop under License, do so within the operating procedures and conditions laid out within the DAM and specifically Annex O.

3. Middle Wallop Aerodrome only accepts external civil registered aircraft by invitation. If invited civil aircraft operators are supplied with specific bespoke Operating Procedures with Term and Conditions relevant to their requirement to operate. These procedures, terms and conditions will contain, at a minimum, information as follows:

Civil Registered Aircraft Aerodrome Usage - Terms and Conditions		
1	The Terms and Conditions may be varied at any time by the Aerodrome Operator to reflect any changes, amendments or additions to working practices at Middle Wallop	
	1	Winter Operations – **Op BLACKTOP Annex Y**
	2	Operational support. **HO Stn Ops (01264 784848)**
	3	Passenger handling. **NIL**
	4	Animal handling. **NIL**
	5	Refuelling services. **NIL**
	6	Catering. **NIL**
	7	Aircraft Maintenance. **NIL**
	8	Security. **MOD Secure site, Airfield not secure.**
	9	Flight Safety. **7 Regt Air Safety Manager (01264 784727)**
	10	Aircraft handling. **By request**
	11	Airworthiness.
2	Whilst the AO will use all reasonable endeavors to advise civilian users of any changes to the Terms and Conditions, it will be for the civilian users to ensure that they are aware of extant Terms and Conditions. The AO will not be liable for any loss or damage (whether direct or indirect) arising out of any change in the Terms and Conditions.	
3	All civilian users are to operate iaw extant Department for Transport National Aviation Security Programme and wider Air Transport Security protocols.	
4	Opening hours: **Strictly by PPR Mon – Thur 0800 – Sunset Fri 0800 – 1700.**	
5	No Charters	
6	No scheduled aircraft operations	

Civil Registered Aircraft Aerodrome Usage - Terms and Conditions		
7	Middle Wallop is NOT a Port of Entry to the United Kingdom	
8	Declaration that in the event of a Local or National Emergency whether declared or not the Aerodrome may be closed to civilian operators. A non-exhaustive list of potential circumstances includes:	
	1	Loss / Reduction of Crash category.
	2	Loss of ATC
	3	Loss of power to all, or parts, of the Aerodrome.
	4	Interruptions in communications both within the Aerodrome and with external agencies.
	5	Unforeseen natural disaster (Flooding, etc).
	6	Unforeseen national epidemics (Swine Flu / Covid-19).
Note: In the event of such a closure, all access to the Aerodrome for any reason whatsoever may be restricted and no liability is accepted for any loss or damage (whether direct or indirect) arising.		

Annex CC to MW DAM
Dated Nov 23

Electrical Ground Power Procedures

Mobile Ground Power Units

1. MW Airfield holds a number of mobile ground power units. These units are available by prior arrangement via the Airfield Manager or BABCOCK transport department on 01264 784208 from civilian telephone network or 94329 4208 from military network.

Annex DD to MW DAM
Dated Nov 23

Aviation Fuel Management Procedures.

References:

A: JSP 317 Joint Service Safety Regulations for the Storage and Handling of Fuels and Lubricants.

B: Manual of Maintenance and Airworthiness Processes.

C: **Annex EE** of this DAM – Handling of Hazardous Materials (Spillage Plan) Orders.

1. The table below gives a referencing guide for those seeking to find further information on the procedures employed at MW for the management of fuels. The list is by no means exhaustive and those seeking additional information should first consult the above references.

Aviation Fuel Management Procedures	
1	Management of Bulk Fuel installations can be found at **Reference A**
2	Fuel storage, quality and delivery can be found at **Reference A**
3	Safety procedures can be found at **Reference B**
4	Fuelling zone procedures can be found at **Reference B**
5	Bonding and grounding of Aircraft and fuelling equipment can be found at **Reference B**
6	Fuelling with passengers on board can be found at **Reference B**
7	Fuelling with engines running (Rotors Running Refuel (RRRF)). a. RRRFs are only to be conducted during daylight hours, Mil Crews are to request RRRF through Stn Ops. b. Visiting crews are to confirm RRRF when applying for PPR through Stn Ops. c. A danger area of 100 ft (33 m) in every direction is to be observed when RRRF are being carried out

2. The information contained herein is applicable to all Stns/Units operating or maintaining UK military Aircraft. Wherever a civilian Aircraft is refuelled, the conditions stated in JSP 360 and JSP 317 are to be complied with.

Management of Aviation Bulk Fuel Installations (BFIs)

3. The HQ Sqn QM(A) is responsible for the delivery and storage of bulk aviation fuel from the Authority's supplier; management of the BFI is undertaken by the SNCO Fuel Manager.

Fuel Storage, Quality and Delivery

4. JSP 317 – Safety Regulations for the Storage and Handling of Fuels and Lubricants – sets out the standards of practice to be observed within the Ministry of Defence for the storage and handling of fuels and lubricants. The 'End to End' remit is applicable from receipt of the fuel or lubricant into the military storage system, through its safe handling and processing to the point of issue to the operating platform.

5. The regulations contained in JSP 317 are derived from international and national legislation, international, NATO and national standards, professional codes of practice and Guidance Notes.

Safety Precautions

6. BFIs and bowsers are to be operated by competent personnel as stipulated in JSP 317. The following general precautions **must** be adhered to when conducting Aircraft refuelling operations:

a. The fuelling point and fuelling equipment must be manned by appropriately authorised personnel at all times during the fuelling operation.

b. Personnel must ensure the fuelling equipment is serviceable.

c. Personnel must confirm that the fuel dispenser contains fuel appropriate to the Aircraft being fuelled in accordance with the regulations in JSP 317 and the associated Aircraft's Maintenance Manual.

d. Fuelling equipment must be sited outside Aircraft fire hazard areas where practicable.

e. Appropriate first aid fire-fighting must be suitably located to enable immediate use.

f. Relevant personnel must wear Personal Protective Equipment in accordance with JSP 317.

g. Personnel must not wear studded or metal tipped footwear.

h. Aircraft and fuelling equipment must be electrically bonded in accordance with the procedure detailed below.

i. When a thunderstorm risk/'HIGH' level warning has been issued (JSP 465 Part 2 Vol 3 refers) or thunderstorm activity is apparent in the vicinity of an Aircraft, fuelling operations must cease unless directed to the contrary by local command for operational reasons. However, when operating from a remote location with no on-site Meteorological Office, the:

(1) Local Commander (if available), or

(2) The Authority Level J, if no Local Commander present may, upon receipt of a generic thunderstorm risk, assess the situation and, provided there is no evidence of thunderstorm activity within 10km of the site, allow fuelling to proceed.

j. Personnel in the immediate vicinity of the Aircraft must be advised that fuelling is taking place.

k. Fuel must be issued to and received from Aircraft in accordance with JSP 317.

l. Fuelling operations must cease in the event of a spillage and should not recommence until it has been cleaned up.

m. Authority to use emergency fuels detailed in the Aircraft leading particulars is vested with local engineering management, recording amounts and duration in Aircraft

documentation as necessary. The relevant Project Team (PT) must be informed at the earliest opportunity that an Aircraft has been operating with emergency fuel.

n. Personnel must not operate mobile telephones or non-intrinsically safe electrical items on any dispersal where refuelling activity is taking place or within 100ft (33m) of an aircraft being refuelled whichever is the greater distance.

o. Fuelling or De-fuelling activities are not to be conducted within Hangar areas and are limited to aircraft aprons and dispersals.

Fuel Spillage Procedures

7. The Spillage Response Plan is contained at **Annex EE** of these orders.

8. Any fuel spilt remains the responsibility of the parent unit and must be reported to the Station Environmental Office.

Visiting Aircraft

9. Visiting Aircraft are to contact the AM to ensure that fuel services are available.

10. Anyone who requires further information should call the Airfield Manager on 01264 78 4727 from civilian telephone networks or 94329 4727 from military networks.

Annex EE to MW DAM
Dated Nov 23

Hazardous Materials – Middle Wallop Major Spillage Response Plan

1. The orders for Handling of Hazardous Material (Spillage Plan) at MW can be accessed through the Unit's Spill Response Plan here. Anyone who requires external access to or is experiencing difficulties opening this document should call the MTO via email <2AAC-671HQ-MT-MTO>.

Annex GG to MW DAM
Dated Nov 23

Compass Swing Area

1. **Maintenance and Calibration of the CSA.** All maintenance and calibration of the CSA is in accordance with the MAA's RA 3500 Series, Compass Calibration Bases. Responsibility for the CSA rests with the Airfield Manager; routine maintenance is contracted to the local contractor, Vinci Facilities.

2. There are no specific orders laid down for the use of the CSA however the Aircraft Capt is to coordinate the activity beforehand with ATC.

3. The CSA is not to be used when Rwy 26 is active. The ADC remains responsible for the deconflicted use of the CSA iaw the MATS Pt2.

4. The CSA Calibrations Certificate can be viewed here.

Annex KK to MW DAM
Dated Nov 23

UAS / RPAS Orders

Drone Activity

1. Unmanned Aircraft System (UAS) is an unmanned aircraft and the equipment to control it remotely. As a UAS does not operate under VFR or IFR, ATC does not need to provide separation. UAS operations fall under 3 categories which are defined as:

a. **Open:** Operate without CAA authorisation if they are:

- Below 25kg
- Operating within Visual Line of Sight (VLOS)
- Operating at 400ft or below

b. **Specific**: Require CAA authorisation if they are unable to comply with one or more of the Open category criteria.

c. **Certified:** The operation is carried out in the same manner as a manned a/c, so the same rules of the air apply.

2. Drone activity in the UK has been subject to recent stringent regulations. Legislation came into force on 13 Mar 19 that provided clear limitations as to how drones can be operated near to a protected aerodrome. In terms of the legislation Middle Wallop Aerodrome is classified as a Protected Aerodrome and drone use in its vicinity is subject to restrictions

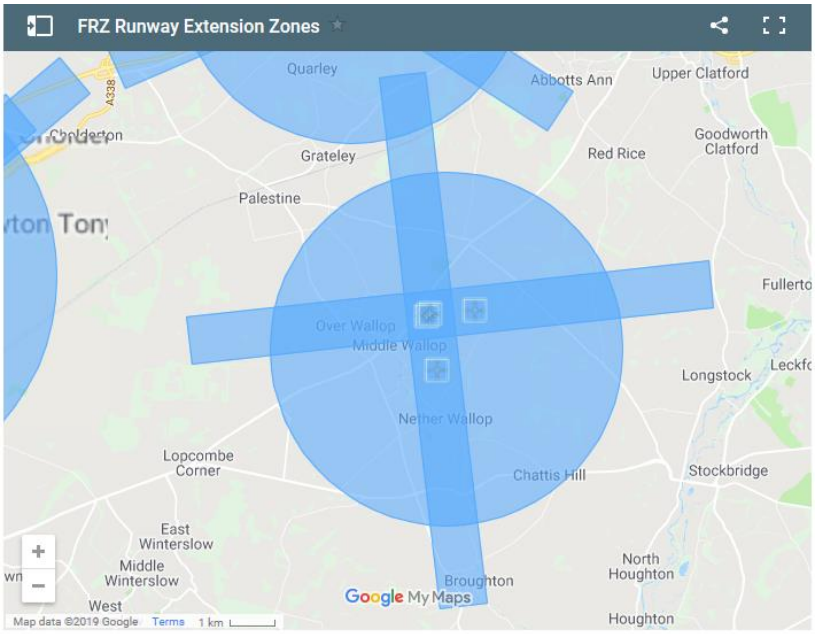
3. Drone use is totally restricted within an Aerodrome's ATZ, for Middle Wallop the ATZ has the following dimensions:

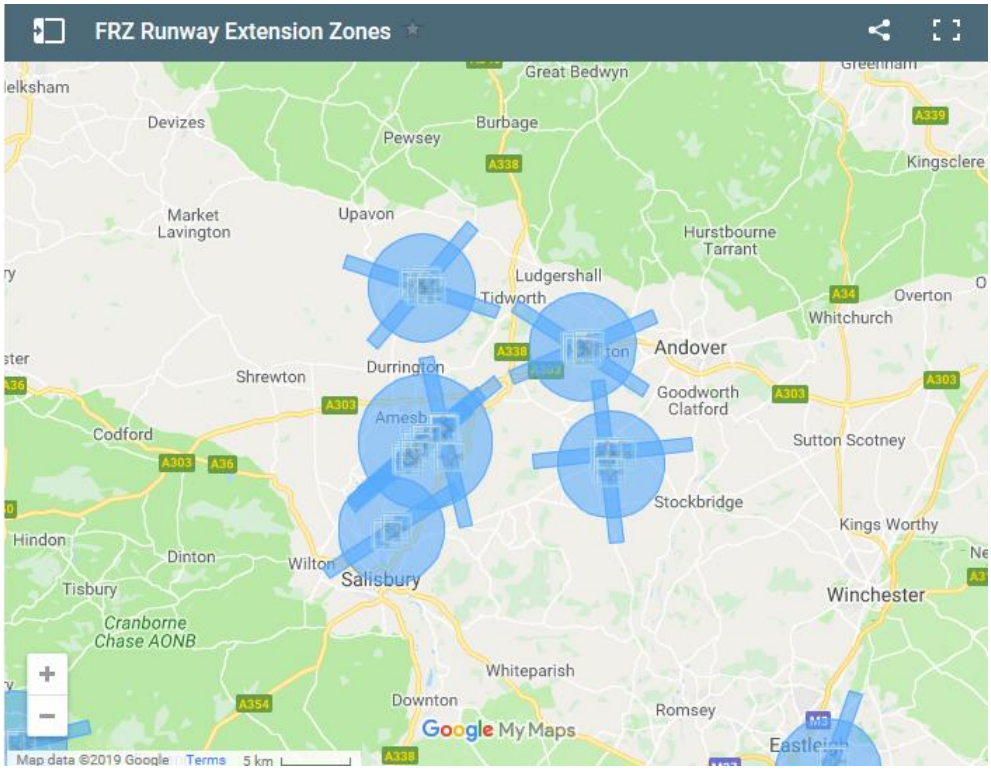
a. Radius of 2nm from the centre of the airfield.

b. Height of 2000' Above Ground Level.

4. Further restrictions of five kilometres by one-kilometre zones starting from the threshold at the end of each of the airfield's runways is also included.

5. For Middle Wallop Aerodrome and the local area the following are the restricted operating areas in force:





6. It is illegal to fly any drone at any time within these restricted zones unless you have permission from air traffic control at the airport or, if air traffic control is not operational, from the airport itself.

7. All Aircraft operating from Middle Wallop Aerodrome are to report any identified drone use within the Middle Wallop Restricted areas to ATC.

8. The Aerodrome Operator will allow for UAS operations within the Middle Wallop Flight Restricted Zone (FRZ) under certain circumstances. For “Open” or “Specific” category UAS operations within the Middle Wallop FRZ, requests are to be directed to the Airfield Manager

who has the authority delegated from the Aerodrome Operator, to unlock the geofencing restrictions within the FRZ.

9. Once pre-authorisation has taken place, an ATC clearance is required on the day of the operation immediately prior to commencement of the UAS operations and again when operations have ceased. The operator is to call the VCR Assistant on 01264 784380 who will issue the clearance on the direction of the Aerodrome Controller using the following phraseology:

Airspace	Circumstances and Requirements	Phraseology
Open category Inside MATZ but outside the FRZ	No requirement for ATC to be notified. However, should an ATS unit be contacted by an operator, ATC should use this phraseology.	"Thank you for the notification of your intended flight. The flight is required to take place in accordance with the Open category requirements and you are responsible for avoiding any risk of collision with any manned aircraft and discontinue the flight when by continuing it may pose a risk to other aircraft, people, animals, environment or property".
Specific category Inside MATZ but outside FRZ above 400ft.	Operator required to have an OA from the CAA (via an online application via the CAA's website). Prior to the day of the operation or on the day of the operation. ATC are only required to be notified. ATC may not specifically issue, or reject, a permission for entry to such airspace however ATC advice should be followed by the UAS Operator.	"Thank you for the notification of your intended flight. The flight is required to take place in accordance with the operational authorisation issued to you by the CAA and you are responsible avoiding any risk of collision with any manned aircraft and discontinue the flight when by continuing it may pose a risk to other aircraft, people, animals, environment or property".
	If ATC believe that the flight should not take place for safety, or other operational reasons, they should advise the operator accordingly. If the operator challenges this advice or ATC believe the operator may ignore this advice, ATC should use this additional phraseology.	"Failure to follow this advice is likely to lead to a breach of a number of other regulatory requirements, such as ANO article 240, which sets out that a person must not recklessly or negligently act in a manner likely to endanger an aircraft".
Open category Inside FRZ	Requires permission of either ATC/AFIS (during operating hours) or	"You are permitted to enter the Flight Restriction Zone remaining within the stated operating area of your NSF

	Aerodrome Operator (outside operating hours) prior to the day of notification. Requires on the day ATC/AFIS permission. If permission is granted, this phraseology is to be used by ATC	approval. The flight is required to take place in accordance with **the Open category requirements** and you are responsible avoiding any risk of collision with any manned aircraft and discontinue the flight when by continuing it may pose a risk to other aircraft, people, animals, environment or property".
Specific category Inside FRZ	In addition to the above operator requires an OA from the CAA via an online application via the CAA's website.	"You are permitted to enter the Flight Restriction Zone remaining within the stated operating area of your NSF approval. The flight is required to take place in accordance with **the operational authorisation issued to you by the CAA** and you are responsible for avoiding any risk of collision with any manned aircraft and discontinue the flight when by continuing it may pose a risk to other aircraft, people, animals, environment or property".

10. All requests for "Certified" category UAS operations within the vicinity of the airfield are to be directed to the Airfield Manager. Instructions regarding the handling of UAS that fall under this category will be released on an individual basis.

11. The FRZ is a combination of the ATZ and the Runway Protection Zone (RPZ), which extends out 5km from each of the 4 main Runway Thresholds and 500m laterally either side of the extended centrelines up to 2000ft above the surface. **The portion of the Middle Wallop FRZ (runway 17) that is also covered by Thruxton Aerodrome's ATZ is controlled by Thruxton and can only be used with their separate authorisation if acceptable to Middle Wallop.**