RAF NORTHOLT



AERODROME OPERATING HAZARD LOG (AOHL)

Version History

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AERODROME OPERATOR'S FOREWORD

This Aerodrome Operators Hazard Log (AOHL) describes aerodrome hazards associated with operating at RAF Northolt and is an annex to RAF Northolt's Defence Aerodrome Manual (DAM).

The AOHL informs the Head of Establishment of aerodrome hazards and records associated management activities. It also provides both military and civil operators with accurate aerodrome information regarding aerodrome hazards and mitigation measures, which enables operators to assess risks associated with operating at RAF Northolt. By undertaking any flying activity to or from RAF Northolt, they agree that they are aware of those hazards and mitigations.

As the Aerodrome Operator (AO) I will ensure that each entry in the AOHL has been appropriately assessed and that mitigations are appropriate, whilst SATCO is responsible for the production and day-to-day maintenance of the AOHL. As AO, I will review the AOHL quarterly, coinciding with the six-monthly Northolt Air Safety Board (NASB).



R Tweats
Wg Cdr
OC Ops Wg

Nature of Hazard	Location of Hazard	Permanence of Hazard	Is the hazard affected by season, light or time?	What mitigation has been employed, if any, to reduce its impact?
Non-delethalized objects within runway graded strip.	Manhole cover; southern edge of Rwy, west of BRAVO intersection.	Permanent	No	a) Habitat management to bring the grass level to meet the manhole covers. b) Infrastructure works to repair the immediate groundwork and restore to a delethalized state. c) Habitat management plan reviewed and deemed as sufficient. Monitoring of the grassed edges to the manhole covers will be conducted during weekly inspections to monitor for further deterioration until remedial works is complete.
	Manhole cover; southern edge of Rwy, east of CHARLIE intersection.	Permanent	No	
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Non-frangible objects within the Runway Strip	PAR building and plinth	Permanent	No	a) Low Visibility Procedures (No approaches below 1200m visibility, no departures below 250m visibility). b) Runway AGL. c) Reported runway conditions on ATIS.
	ILS Localiser and Glidepath antenna	Permanent	No	
	HRDF	Permanent	No	
	PAPI installation	Permanent	No	
	AGL	Permanent	No	
	IRDMs	Permanent	No	
	PAR MTI markers	Permanent	No	
	Metal security fence	Permanent	No	
	A40 Road	Permanent	No	
	D1 Hold (Concrete plinths under D1 hold lights)	Permanent	No	a) Taxiways have centreline markings. b) Taxiway width sufficient for Cat C aircraft. c) Grass area surrounding plinths to be kept in good order to make plinths easily identifiable.

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Obstacle Limitation Surface (OLS) penetrations	Muiltiple penetrations as listed on the CAP 1732 Report (Type A Chart)	Permanent	No	a) No obstacles penetrate Instrument Flight Procedures. b) Only CAT I instrument approaches available. Procedure minima allow sufficient time to gain airfield required visual references. c) Some buildings are fitted with red obstruction lights. d) No approaches below 1200m visibility. e) Locations are listed in the RAF Northolt DAM, AIP and within the Measured Heights Survey. f) RAF Northolt Tree Management Plan g) Crucial lamp posts (end of Rwy) are reduced in size.
Taxiway strips not appropriately graded	Taxiway DELTA: Area of sunken ground in vicinity of D1 Hold.	Permanent	Ice/Wet Conditions	a) Taxiways have centreline markings. b) Daily airfield inspections to ensure serviceability. c) Taxiways fitted with taxiway AGL.
	Taxiway FOXTROT: Concrete AGL plinths along length of taxiway every 50m form steep drops.	Permanent	Ice/Wet Conditions	
	Taxiway ALPHA: Steep drop along inner apex of curve.	Permanent	Ice/Wet Conditions	

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Taxiway shoulders may be insufficient to bear weight of aircraft.	Taxiways ALPHA, CHARLIE, DELTA, DELTA-ALPHA, ECHO and FOXTROT.	Permanent	Seasonal; water saturation will weaken surfaces	a) Taxiways have centreline markings. b) Taxiways ALPHA, BRAVO, DELTA, ECHO and FOXTROT fitted with taxiway AGL. c) Taxiway DELTA width is sufficient for CAT C aircraft. d) Daily airfield inspections to ensure serviceability.
Taxiway strip transverse slope exceeds maximum gradient.	Taxiway DELTA: Southern edge, in vicinity of D2 Hold.	Permanent	No	a) Taxiway has centreline markings. b) Taxiway fitted with taxiway AGL. c) Taxiway DELTA width is sufficient for CAT C aircraft.
No taxiway lighting available.	Taxiway DELTA-ALPHA	Permanent	Low light / night	a) Taxiway not available for aircraft during hours of darkness and/or poor visibility. b) Mil AIP and DAM entries for Taxiway DELTA-ALPHA confirming availabilty. c) Taxiway DELTA-ALPHA board is illuminated.

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Non-compliant AGL.	RW07 HIAL; CL3B: a) Distance from crossbar 150m to crossbar 300m > 150±6m b) ALS centerline lights between crossbar 150m and crossbar 300m not evenly spaced at 30m ± allowable tolerance. c) ALS 07 lights plane slope between CH (Chainage) 62.40m & CH 242.95m > 1:66 (1:46).	Permanent	Low Visibility/ Night	a) Other AGL available (PAPIs, rwy side lights) provide required visual references. b) Recorded in Mil AIP and DAM. c) Low Visibility Procedures - No approaches/departures below 1200m visibility d) Review approach lighting configuration and design as part of FASI-S ACP airfield configuration.
	RW25 HIAL; CL3B a) Distance from crossbar 300m to crossbar 450m > 150±15m b) ALS centerline lights between crossbar 300m and crossbar 450m not evenly spaced at 30m ± allowable tolerance. c) ALS 25 lights plane slope between CH 0.00m to CH 156.00m > 1:66 (1:24). d) ALS 25 lights plane slope within pk CH 156.00m to CH 445.15m > 1:66 (1:57).	Permanent	Low Visibility/ Night	

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Runway End Safety Areas (RESA) do not meet recommended distances.	a) RW25 RESA: 131m b) RW07 RESA: 180m	Permanent	No	a) EMAS located within each runway overrun. b) Recorded in Mil AIP and DAM. c) RESAs utilise the maximum available space limited by the A40 and A4180 (West End Road).
High bird activity on airfield due to areas of short grass.	Helicopter Operating Area (Northern grass, centered on runway midpoint).	Permanent	Seasonal with bird movements	a) Airfield Wildlife Control Unit present during pulished airfield opening hours. b) Bird activity warnings issued on ATIS. c) ATC lookout; sightings passed to aircraft on frequency if applicable.
	PAR (South of runway between MTI Markers).	Permanent	Seasonal with bird movements	
Remote Control Flying Club Activity.	Northern airfield boundary	Temporary	Day Only	a) Proactive management and Letter of Agreement from the users. b) Permission requested by Flying Club to conduct activities through ATC. c) AC on frequency warned (likely RW transiting over area).
Risk to Northolt operations from air systems operating Special VFR within the Denham Local Flying Area.	In the vicinity of Denham Local Flying Area	Permanent	No	a) Aircrew and ATC lookout. b) ATC Warning on frequency (Traffic Information). c) LOA with Denham to ensure separation against Northolt IFR traffic.

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Vehicles in the RW25 undershoot.	RW25 Undershoot (NSLR)	Permanent	No	a) ATC select the NSLR traffic lights to red and lower the barrier at 5nm prior to clearance given at 3/2¼ nm. b) NSLR barriers raise automatically when approached by a vehicle from within the protected area of the Rwy so they can vacate. c) Airfield driving orders/training detail action in the event of the NSLR barriers closing whilst vehicle is transiting. All transiting vehicles must have in date AAP or be escorted to cross. d) ATC/Pilot lookout. e) NSLR closed during low visibility.
	RW25 Undershoot (West End Rd)	Permanent	No	a) ATC select West End Road traffic lights to red no later that 2nm in agreement with Hillingdon Council. b) For large AC or FJ aircraft West End Road traffic lights are supported by Met Police and/or RAFP, who fully close the road due to a lower approach profile and jet efflux. c) Pilot lookout. d) 3.5 Degree Glidepath for RW25 ILS/PAR.
OLS Infringement.	Mandeville Rd HS2 Site	Temporary	No	a) Site has agreed to restrict the crane to an altitude below the IFPs. b) Location does not impact the Heli Lanes. c) Osprey Ltd assessment has confirmed no further encroachment.

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High bird activity in concentrated area close to approach/departure area.	Suez Recycling Plant (approx 1.5nm SE of RW25 Threshold)	Permanent	Yes	a) Regular engagement with the Suez Recycling Centre to share wildlife control practices. b) Engagement with DIO and local council for updated permissions and mitigation measures. c) NOTAM high bird activity. d) Proactive bird control on the aerodrome to scare migrating gulls from the Suez site.
Uncoordinated guidance to aircraft through Non PANSOPS Compliant FAF for SRA RW07 and RW25.	Northolt Approaches	Permanent	No	a) Compliant with MIPS criteria.
Station Crash Map not up to date, could lead to incident on Runway and/or Taxiway.	Airfield: a) No D2 Hold. b) No areas of poor RT marked on map.	Temporary	No	a) ATC positive SMRE control b) ATC lookout and ability to intervene. c) Poor RT Survey completed, areas known to ATC? d) ATC don't use D2 hold in clearances

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Airfield Incursion due to known gaps within inner airfield boundary fenceline.	North South Link Road (NSLR)	Permanent	Yes	a) ATC controlled traffic lights and barrier in place. b) ATC lookout prior to aircraft moves. c) Snow cones mark route across active runway. d) Requirement to hold an Airfield Driving Permit (Tier 1) to cross the NSLR. This a mandatory brief and confirmation of understanding examination and is required to be renewed periodically. All permit holders must read and conform to Airfield Driving Orders. e) NSLR closed during Low Visibility.
	Northern MT Route Access	Permanent	Yes	a) ATC controlled traffic lights and barrier in place. b) ATC lookout prior to aircraft moves. c) Requirement to hold an Airfield Driving Permit (Tier 2) to access airfield at Northern MT Route. This a mandatory brief and confirmation of understanding examination and is required to be renewed periodically. All permit holders must read and conform to Airfield Driving Orders.
	Fire Section	Permanent	Yes	a) ATC lookout prior to aircraft moves.

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Low PCN (17) on Taxiway BRAVO, including areas on shoulder where PCN drops to 8.	Taxiway BRAVO	Temporary	No	a) Heavy ac not authorised to use Taxiway BRAVO unless specifically approved by AO under Overload Operations. b) Station Operations monitor PCN of booked aircraft, recording any instances of PCN being exceeded (delegated authority to allow overload operations within certain conditions). c) ATC inspections to follow any significant overload operation by heavy aircraft. d) If BRAVO has to be used by large aircraft in extremis, straight line from Runway to be used only, no turns on CHARLIE/BRAVO intersection.
Some Aerodrome Approach Lights (Rwy 07) are not visible to due overgrown vegetation.	Rwy 07 Approach Lights	Temporary	Yes	
Increased risk of bird strike due to weeds in aerodrome grassed areas.	Large swathes of aerodrome grassed areas	Temporary	Seasonal with bird movements	a) Airfield Wildlife Control Unit present during pulished airfield opening hours. b) Bird activity warnings issued on ATIS. c) ATC lookout; sightings passed to aircraft on frequency if applicable.
Increased risk of bird strike due to lack of availability of control resources.	Aerodrome	Temporary	Seasonal with bird movements	a) Airfield Wildlife Control Unit present during pulished airfield opening hours. b) Bird activity warnings issued on ATIS. c) ATC lookout; sightings passed to aircraft on frequency if applicable.

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No illuminated Wind Direction Indicator: **Aircrew are unable to obtain a visual indication of surface wind speed and direction during night operations.**	Aerodrome	Temporary	Yes, Night Flying	a) Observed surface wind is passed on the ATIS. b) Average (2 min) surface wind is passed to aircrew by ATC. c) Info to be passed to aircrew planning to conduct Closed Field Ops (at night).
Runway Incursion due to absence of defined road holding position.	Taxiway MARS, Taxiway VENUS and area (known locally as) SOUTHERN GRASS	Temporary	No	a) ATC Marker Boards placed at either side of road holding positon. b) ATC have positive control of vehicles entering these Taxiways, access is denied (or re-routed) if aircraft operations are ongoing.
Degraded taxiway centreline markings resulting in reduced visual guidance for aircraft operating on the manoeuvring area.	Taxiway DELTA	Temporary	No	a) ATC positive control of aircraft utilising Taxiway DELTA. b) Marshallers in place on ASP when aircraft taxiing. c) LVP for inclement weather will restrict use of Taxiway DELTA unless escorted by ATC Follow Me.