

RAF NORTHOLT



AERODROME OPERATING HAZARD LOG (AOHL)

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Version History

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2.0	Dec 24	Flt Lt D O'Neill	06 Dec 24
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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 are in agreement 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. SATCO is responsible for the production and day-to-day maintenance of the AOHL.

The AO or their nominated deputy, will review the AOHL quarterly which must also coincide with the six-monthly Northolt Air Safety Board (NASB).

{Original Signed}

M Bond
Wg Cdr
OC Ops Wg

RAF Northolt AOHL

Ref	Nature of Hazard	Position of Hazard	Permanence of Hazard. Temporary / Permanent	How is Hazard affected by season / light or time?	What Mitigation has been employed, if any, to reduce its impact?
NHT 001	Non-delethalized objects within runway graded strip	• Manhole cover: Southern edge of Rwy, west of BRAVO intersection • Manhole cover: Southern edge of Rwy, east of CHARLIE intersection.	Permanent	No 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.
NHT 002	Non-frangible objects within runway strip	• PAR building and plinth: south of Charlie/Golf intersection. • ILS localiser & glidepath antenna. • HRDF. • PAPI installation. • AGL. • IRDMs. • PAR MTI markers. • Metal security fence and A40 road: south western corner of strip.	Permanent Permanent Permanent Permanent Permanent Permanent Permanent	No No No No No No No	a) Low Visibility Procedures - No approaches/departures below 1200m visibility. b) Runway edge & approach lighting. c) Reported runway conditions on ATIS. d) MAA Exemption – MAA/Exemption/2014/14-RAF Northolt
NHT 003	Obstacle Limitation Surface Penetration – Buildings ivo Rwy 25 approach	• St Mary's Church: Harrow-on-the-Hill • Buildings within Odyssey Business Park east of threshold	Permanent Permanent	• Yes – Serviceable 14 Nov 22. • Yes - Obstruction	a) No obstacles penetrate Instrument Flight Procedures. b) Only Cat I instrument approaches available. Procedure minima's allow

		• Shell Garage south east of threshold. • Officers' Mess north of threshold • Tedder Flats north east of threshold • Eagle Office Centre – South Ruislip • PRIDE Office • House • Bungalow, Cavendish Av – Ruislip • Office Block – Uxbridge • Hillingdon Hospital • Point West 1 – A4020 • Cutcliffe House • Flats – Southall	Permanent Permanent Permanent Permanent Permanent Permanent Permanent Permanent Permanent Permanent Permanent	lights fitted • Obstacle light requested. • Yes - Obstruction lights not fitted • Yes - Obstruction lights fitted • Yes – Obstruction light unknown • Yes – Obstruction light unknown • Yes - Obstruction lights not fitted • Yes - Obstruction lights not fitted • Yes – Obstruction light unknown • Yes - Obstruction lights fitted • Yes – Obstruction light unknown • Yes – Obstruction light unknown • Yes – Obstruction light unknown	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 listed in RAF Northolt DAM, AIP and within the RAF Northolt Measured Height Survey.
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NHT 004	Obstacle Limitation Surface Penetration – Trees ivo Rwy 25	• Odyssey Business Park • Trenchard Ave quarters • Gardens on eastern airfield boundary • Within airfield boundary, ivo Officers' Mess	Permanent Permanent Permanent Permanent	Low Vis / Night Low Vis / Night Low Vis / Night Low Vis / Night	a) No obstacles penetrate IFPs. b) Only Cat I instrument approaches available. Procedure minimas allow sufficient time to gain airfield required visual references. c) No approaches below 1200m visibility. d) Management of trees within MOD estate and Odyssey Business Park.
NHT 005	Obstacle Limitation Surface Penetration – Permanent Objects ivo Rwy 07	Lamp posts associated with A40 road on western boundary of airfield.	Permanent	Low Vis / Night Lamp posts are lit at night with white light	a) No obstacles penetrate IFPs. b) Only Cat I instrument approaches available. Procedure minimas allow sufficient time to gain airfield required visual references. c) No approaches below 1200m visibility. d) Crucial lamp posts are reduced in size.
NHT 006	Obstacle Limitation Surface Penetration – Trees ivo Rwy 07	Western airfield boundary, along and beyond fence line	Temporary	Low Vis / Night	a) No obstacles penetrate IFPs. b) Only Cat I instrument approaches available. Procedure minimas allow sufficient time to gain airfield required visual references. c) No approaches below 1200m visibility. d) Management of trees within MOD estate. e) AWMP
NHT 007	Undetected/unauthorised temporary obstacle on approach/departure	Take-off / approach surfaces	Temporary	Low light / Night	a) CAA crane policy (ANO, CAP 168). b) DIO and local council engagement with the airfield and developers. c) Local ATC crane policy, including issuing of Crane Permit/s.

					d) ATC provide tactical management of crane activity in accordance with Crane Permit. e) NOTAM published. f) Crane activity broadcast on ATIS. g) Dispatching an authorised Stn person to crane/obstacle site to engage with site supervisor to lower unauthorised cranes. h) Pilot lookout.
NHT 008	Authorised Obstacle Limitation Surface Penetration – Temporary Objects	Take-off / approach surfaces	Temporary	Low light / Night	a) CAA crane policy (ANO, CAP 168). b) DIO and local council engagement with the airfield and developers. c) Local ATC crane policy, including issuing of Crane Permit/s. d) ATC provide tactical management of crane activity in accordance with Crane Permit. e) NOTAM published. f) Crane activity broadcast on ATIS. g) “Crane up, crane down procedure” – Cranes lowered to allow arrivals/departure without OLS temporary penetration.
NHT 009	Unauthorised and unregulated drone use	Vicinity of aerodrome	Temporary	Aggravated by darkness, especially if drone is not lit	a) Aircrew and ATC lookout. b) Procedures to stop arrivals/departures if drone sighted. c) Station Drone Action Plan. d) Proactive CAA/TMA/Civ Police incident management. e) ATC warning on frequency or ATIS.

NHT 010	Non-frangible objects within taxiway strip	Taxiway Delta: Concrete plinths either side of D1 hold. Underneath D1 hold lights.	Permanent	No	a) Taxiways have centreline markings. b) Taxiway widths are sufficient for Cat C AC. c) Large AC (Cat 4) not permitted on DELTA beyond the intersection with ECHO westbound. d) Future remedial works to replace lighting situation on the concrete plinth will include the plinth removal. e) Inclusion in the habitat management plan to improve the surrounds of the concrete plinths until they can be removed.
NHT 011	Locations within taxiway strips not appropriately graded	• Taxiway Delta: Area of sunken ground ivo southern edge of D1 hold. • Taxiway Foxtrot: Concrete AGL plinths along length of taxiway every 50m form steep drops (up to 15cm). • Taxiway Alpha: Steep drop (15cm) along inner apex of curve.	Permanent Permanent Permanent	Ice/wet conditions Ice/wet conditions Ice/wet conditions	a) Taxiways have centreline markings. b) Delta taxiway width is sufficient for Cat C AC. c) Delta taxiway is fitted with taxiway lighting. d) Large AC (Cat 4) not permitted on Delta except where taxiway is adjacent to ASP1, nor Foxtrot, or Alpha. e) Daily airfield inspections to ensure serviceability.
NHT 012	Taxiway shoulders may be insufficient to bear weight of AS	Alpha, Charlie, Delta, Delta-Alpha, Echo and Foxtrot taxiway shoulders	Permanent	Seasonal – water saturation will weaken the surface	a) Taxiways have centreline markings. b) Delta taxiway width is sufficient for Cat C AC. c) Alpha, Bravo, Delta, Echo, Foxtrot taxiways are fitted with taxiway lighting.

		- o Distance from crossbar 300m to crossbar 450m > 150±15m - o ALS centerline lights between crossbar 300m and crossbar 450m not evenly spaced at 30m ± allowable tolerance. - o ALS 25 lights plane slope between CH 0.00m to CH 156.00m > 1:66 (1:24). - o ALS 25 lights plane slope within pk CH 156.00m to CH 445.15m > 1:66 (1:57).			
NHT 016	Runway End Safety Areas do not meet recommended distance	• Runway 25 RESA: 131m • Runway 07 RESA: 180m	Permanent Permanent	No No	b) Recorded in AIP and DAM. c) RESAs utilise the maximum available space limited by the A40 and A4180 (West End Road).
NHT 017	Area of short grass located on the airfield increased presence of birds	• Helicopter Operating Area. Northern grass, centred on rwy midpoint. • PAR. South of rwy, between MTI markers (centre third).	Permanent Permanent	Seasonal with bird movements Seasonal with bird movements	a) Airfield Wildlife Control Unit present during published opening hours. b) Warnings recorded on ATIS/passed via ATC c) ATC lookout from Tower.
NHT 018	Bird Activity in Vicinity of Aerodrome	Aerodrome and vicinity	Permanent	Dawn and dusk. Seasonal – Increased bird activity in Spring/Summer	a) Airfield Wildlife Control Unit employed to manage and disperse bird activity. b) Airfield Wildlife Management Plan. c) Long Grass Policy (LGP) in place on airfield to deter bird activity.

					d) Bird activity reported to AC by ATC via RT and/or ATIS/ BIRDTAMS. e) Airfield habitat management, including tree crowing. f) Liaison and engagement with local organisations regarding habitat management. e) AWCU conduct regular inspections of locations with known bird activity within 13km of airfield.
NHT 019	No AWCU Outside of Published Airfield Hours.	Across aerodrome	Permanent	Seasonal – Lighter early mornings	a) AWCU able to conduct limited activity with sufficient notice. ATC to notify AWCU of pre-planned movements to assure cover where possible. b) Pilot look out detects wildlife activity. c) ATC look out detects wildlife activity and reported to AC via RT and/or ATIS. d) ATC procedures to hold AC. e) ATC conduct a runway inspection to confirm roosting birds are not settled on the Rwy prior to departure. f) CFO procedure requires aircraft to ground taxi to minimise risk of wildlife ingestion whilst in the low hover.
NHT 020	Unauthorised runway incursion: AS	Runway/Taxiways	Permanent	Yes - Low vis/poor weather	a) ATC instructions give hold points which must be read back by the pilot to check understanding. b) Pilot training - Should not pass hold point unless instructed to do so.

					c) Cat I Hold bars present at all runway intersections, alongside illuminated hold signs. Some intersections also have Cat II holds. d) Guard lights are located at BRAVO 1 and DELTA 1 holds. e) Painted Runway Ahead markers located on BRAVO and DELTA holds. c) Enhanced taxiway markings located at DELTA 1 and ALPHA 1 holds. d) ATC lookout. Subsequent instructions may be given to other AC to avoid incident (e.g. Initiating a go-around). e) LVP orders in place. This includes use of 'Follow me' escort vehicle and restrictions on how many AC operating at once.
NHT 021	Unauthorised airfield incursion: vehicle	Airfield	Permanent	Yes - Low vis/poor weather/night time.	a) Airfield is fenced with limited access points. b) Airfield access points have signage. c) Airfield access points are controlled by airfield traffic lights and barriers. d) An Airfield Access Permits (AAP) is required by personnel requiring access to the airfield. This a mandatory brief and confirmation of understanding examination and is required to be renewed annually. All AAP holders must read and conform to Airfield

					Driving Orders. e) Lookout maintained by ATC, pilots and drivers. f) Vehicle movements on AOS outside of MT routes are controlled by Management Radio. g) Hold bars, and illuminated signs are present on the taxiways. h) Link road crossing Rwy 25 Threshold closed during Low Visibility Procedures. i) Traffic lights to control access at taxiway/MT route intersections. – Currently 50% unserviceable. j) Random spot checks of AAP and removal from surfaces as required.
NHT 022	Unauthorised airfield incursion: pedestrian	Airfield	Permanent	Yes - Low vis/poor weather/night time.	a) Airfield is fenced with limited access points. b) Airfield access points have signage stating no pedestrians. c) Airfield access points are controlled by airfield traffic lights and barriers. e) Lookout maintained by ATC and pilots. f) Regular use of MT routes would identify pedestrian during core hours. g) Regular guard patrols of airfield by Guard Force.
NHT 024	FOD present on airfield	Across the airfield	Permanent	No	a) Airfield sweeping plan in place. b) 2x daily airfield inspections carried out by ATC. c) Other airfield regular users (AWCU) provide FOD inspections. d) FOD awareness highlighted in Airfield Driving Brief.

					e) FOD Grids in place where MT routes are present on the airfield. f) Fence line acts as barrier to FOD ingress onto the airfield. g) Monthly airfield maintenance inspection to identify areas of damaged AOS and initiate repairs (over banding). h) FOD Officer and FOD Report Form in place. i) Annual FOD inspections across entire airfield, IAW FOD management plan. j) Partial closure of taxiways if required. k) Daily FOD sweep conducted by ATC ASOS. l) Engagement with local authority to remove rubbish from A40 fence line.
NHT 025	LASER distraction	Vicinity of aerodrome	Temporary	Aggravated at night, due to glare from laser	a) Aircrew training b) AC routing away from hotspots c) Proactive Civilian Police/CAA reporting and incident management.
NHT 026	Model Flying Club	Northern Airfield Boundary	Temporary	Day time only	a) Proactive management and Letter of Agreement from the users. b) Permission requested by Flying Club to conduct activities through ATC. b) AC warned on frequency. c) Approach Controller informed for inbounds. d) Model flying is not allowed to operate in low cloud (<) or in low visibility (<).
NHT 027	Use of Helipad South	Light stations in vicinity of HS.	Permanent Permanent	Night Night	a) No approaches from the South. b) Aerodrome obstruction lights on buildings (Terminal, BFPO)

		• Terminal/BFPO buildings in vicinity of HS. • ERB proximity to HS.	Permanent	No	c) ATC to warn of ground runs. d) Heli South closure during high-power ground runs. e) Taxiing AC controlled by ATC, unless operating under approved CFO. f) AC readback taxi instructions. g) Control of vehicles on airfield by Management Radio. h) All airfield vehicle users attend Airfield Driving briefs. i) Entry to ASP1 controlled with barriers. j) AC under tow controlled by ATC. k) Pedestrians either operating as movements staff or known working parties, both of which are thoroughly briefed. l) When CFO procedures in force, vehicle movement is limited to only those supporting the aircraft, taxi routes and pre-authorised and single/single formations movements only.
NHT 028	ABACUS radio mast located in vicinity of AOS	North airfield	Permanent	No	a) Mast lit with obstruction light and marked with red and white obstruction stripes. b) Mast detailed on Aerodrome Terminal Chart. c) Mast recorded in DAM. d) Approaches to GOLF taxiway are not permissible in low visibility. e) Only RW are approved to operate direct to GOLF taxiway. f) Mast recorded in FOB for approved operator. g) Aircrew/ATC lookout.

NHT 029	Use of QNH rather than QFE for mil users	N/A	N/A	N/A	a) Published in DAM/Mil AIP. b) Aircrew and ATC readback procedures when passing QNH. c) Unambiguous ATC phraseology. d) QFE available on request. e) QNH and QFE published on ATIS. f) QNH is the standard datum for the majority of aircraft operators at NHT.
NHT 030	DAC / Armed Aircraft Parking infringes on Rwy Strip.	Taxiway Charlie	Permanent	No	a) Temporarily DAC aircraft moved out of Runway Strip Dimension. b) If AC armed, Taxi-way B/C will be closed to allow for safe distance procedures as annotated in Platform AESO's. c) NOTAM will be published for closed taxi-ways. d) Utilisation of DAC parking slot on G subject to PCN requirement.
NHT 034	Refuelling/Defueling an AS	ASP1, ASP2, Golf Taxiway	Permanent	No	a) Training b) Policy c) Thunderstorm rules d) Serviceable equipment
NHT 041	Failure of traffic lights & barrier control in the event of a power failure	Aerodrome	Permanent	No	a) ATC procedures. b) Include requirement to connect to standby generator in future AGL works. c) NS Link Road barrier should default in the down position and traffic lights should default to red for unserviceability's. Access roads remained closed unless ATC procedures are implemented for vehicle control.

NHT 044	Risk to Northolt Operations from aircraft operating Special VFR (SVFR) within the Denham Local Flying Area (LFA.)	Vicinity of the Denham Local Flying Area (LFA)	Permanent	No	a) Aircrew and ATC lookout b) ATC Warning on frequency (Traffic Information). c) IFR departure profile designed to maintain outside Denham ATZ.
NHT 046	Vehicles in the Rwy 25 undershoot	RWY 25 undershoot - NSLR RWY 25 undershoot - A4180	Permanent Permanent	No No	NSLR 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) Low visibility procedures. A4180 (West End Road) f) ATC select West End Road traffic lights to red no later than 2nm in agreement with Hillingdon Council. g) For large AC or FJ aircraft West End Road traffic lights are supported by Met Police who fully close the road due to a lower approach profile and jet efflux. h) Pilot lookout.
NHT 047	Lack of assurance of unpaved surfaces on the aerodrome	Unpaved areas on aerodrome	Permanent	Yes	a) Seasonable habitat management including: 1.Regular grass cutting when the surface allows.

					2. Strimming around taxiway lights, hold lights and runway edge lighting. 3. Heavy rolling of the surfaces. b) Monthly detailed airfield inspections by SATCO/AFM. c) Taxiway and runway edge lighting.
NHT 048	OLS Infringement – Mandeville Road HS2 site	3km southeast of Runway 25 Threshold	Temporary – 2 years	No	a) Site has agreed to restrict the crane to an altitude below the IFPs. b) Location and maximum operating altitude will be NOTAM'd for awareness. c) Location listed in RAF Northolt DAM and AIP. d) Location does not impact the Heli Lanes. e) Osprey Ltd assessment has confirmed no further encroachment.
NHT 049	AOS surface break up – Taxiway B	Taxiway B, west of centreline adjacent to Taxiway D – 2m x 6m area.	Temporary	No	a) Twice daily inspections with additional inspections following large AC movements. b) Taxiway closed to FJ taxiing. c) Seal and conduct a patch repair.
NHT 050	Cracks on the Rwy surface	Multiple as reported in monthly reports	Temporary	No	a) Twice daily inspections with additional inspections following large AC movements. b) Monthly measuring to determine the speed of growth. c) Overbanding to minimise growth and water ingress.
NHT 051	Taxiway lights on taxiway Delta unserviceable	Taxiway Delta Rwy 07 to adjacent ASP1 parking line 3	Temporary	Yes	a) Taxiway Delta is not used during the hours of darkness. b) SON submitted for rectification works.

					c) Temporary lighting (MOSKIT) distributed periodically along taxiway Delta.
NHT 052	High bird (gulls) activity in the vicinity of the Suez Recycling Centre.	Suez recycling centre is located 1.5nm southeast of the Rwy 25 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.