



Defence
Safety
Authority

Aviation Safe Operating Environment Manual (ASOEM)

RAF Halton

Military Aviation
Authority

Military Aviation Authority

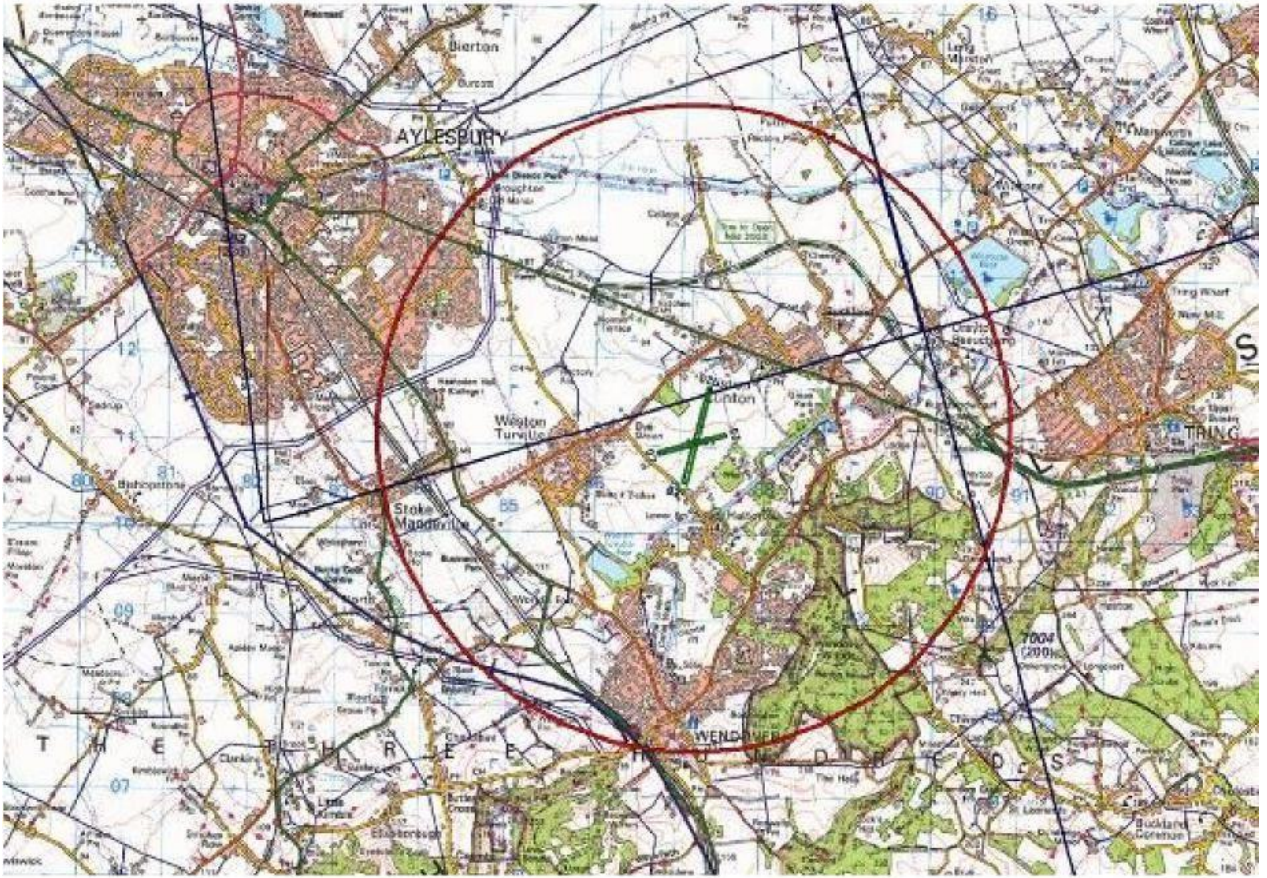
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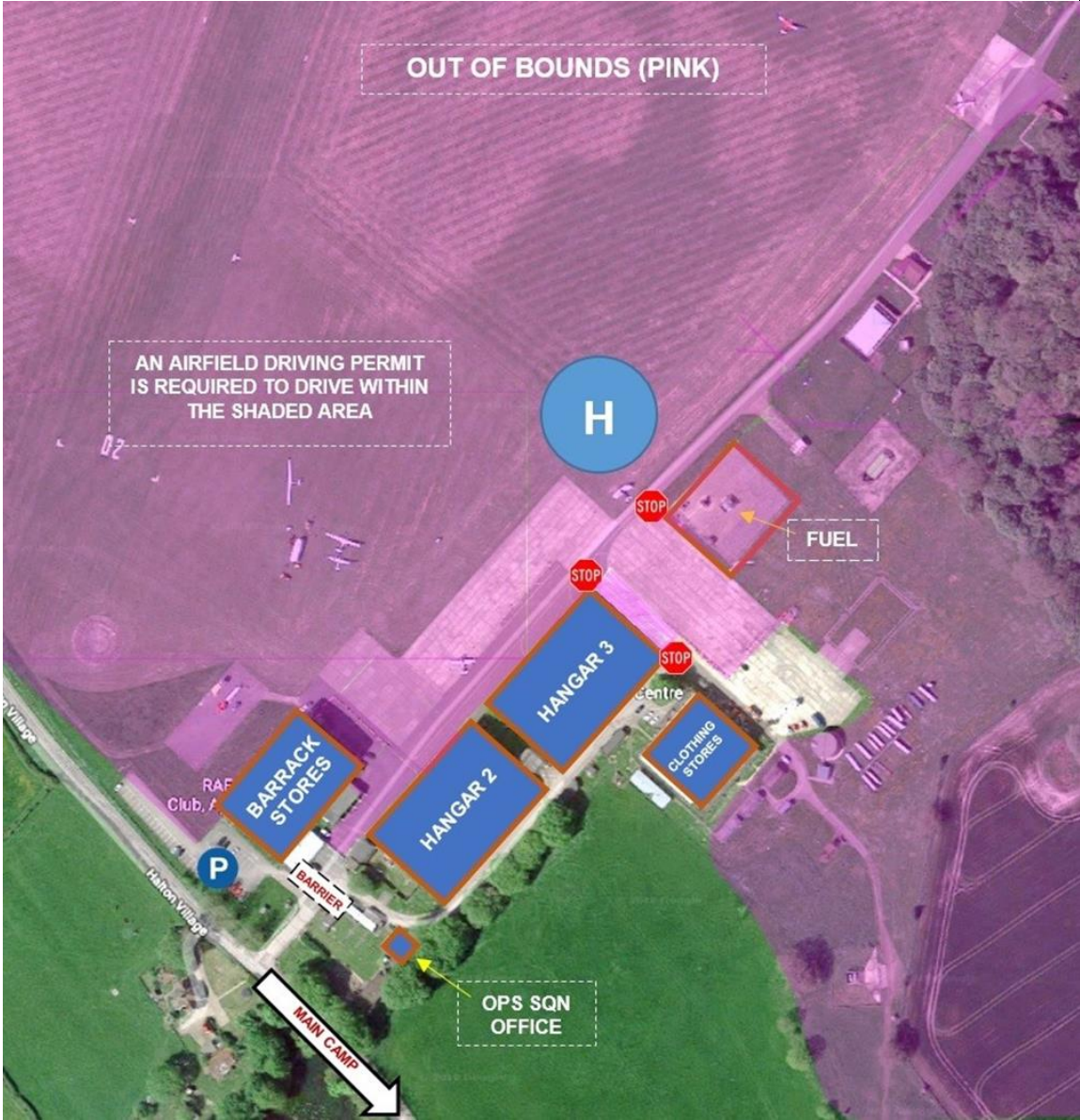


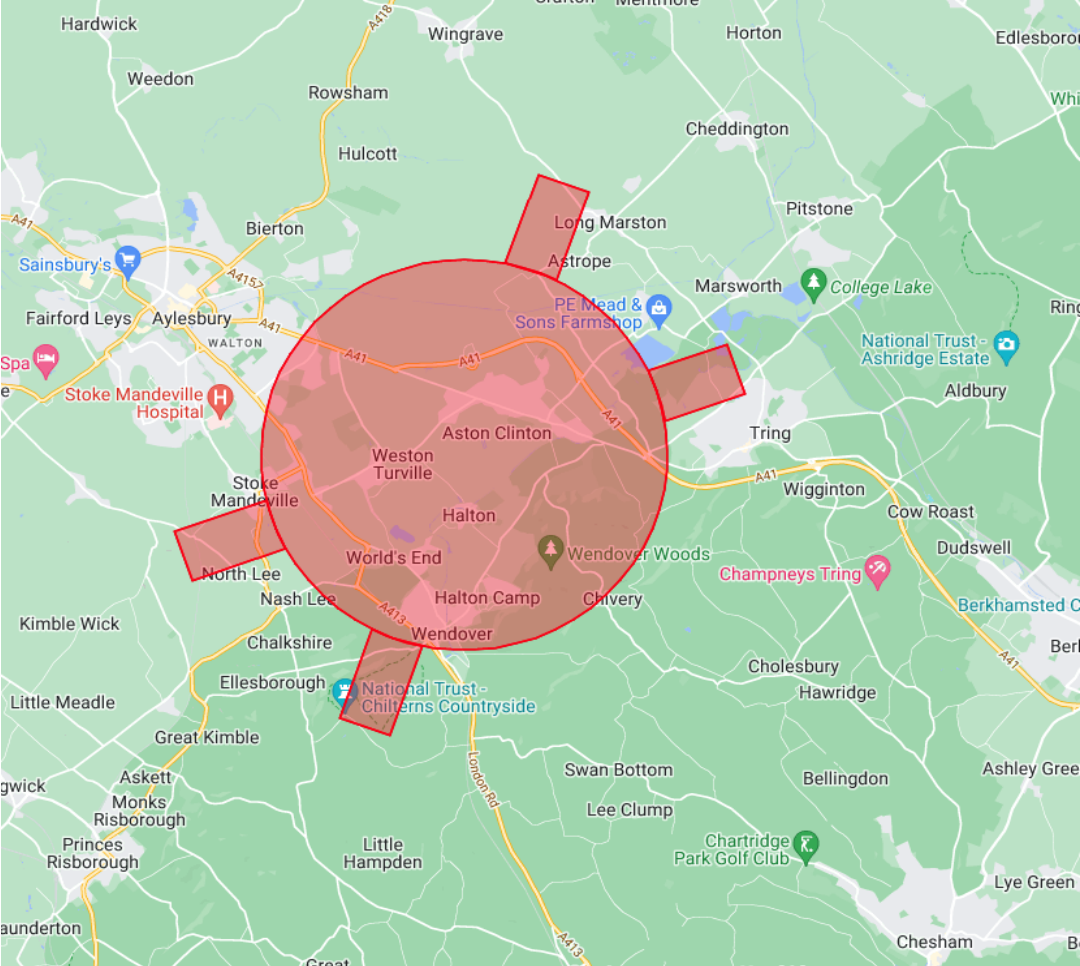
Compiled by (Name and Rank)	Flt Lt S Hindley
Role	FLOps & SFSO
Signature	<i>S Hindley</i>
Date	19 Jul 23
Approved	Wg Cdr A Toothill, OC Ops Wg
Signature	<i>A Toothill</i>
Date	19 Jul 23

Amendment No.	Amendment Date	Date of Incorporation	Name	Role	Signature

SECTION 1 – ADMIN

LOCATION DATA		
1.1	Location	EGWN – RAF Halton
		
1.2	Address	Operations Flight RAF Halton Airfield Aylesbury Buckinghamshire HP22 5NS
1.3	Telephone	Mil: 95237 6367/6666 (Ops Flt), Ext 6211 (Main Guardroom) Civ: 01296 656367/656666 Airfield Manager: 07771522083
1.4	E-mail	HAL-OpsSqnCentral@mod.gov.uk
1.5	Web Site	https://www.raf.mod.uk/our-organisation/stations/raf-halton/ /http://www.haltonairfield.jimdo.com
1.6	Flt Lt Ops	Flt Lt Sarah Hindley Operations Flight RAF Halton Airfield Aylesbury Buckinghamshire HP22 5NS Mil: 95237 6367/6666 Civ: 01296 656367/656666 Email: Sarah.hindley101@mod.gov.uk
1.7	Aerodrome Operator (AO)	Wg Cdr Anna Toothill OC Ops Wg RAF Halton

		Wendover Bucks HP22 5PG
1.8	Formal Agreements	Aerodrome Operator's Letter of Authority. Bristow Helicopter Agreement to land Air Ambulances at RAF Halton Airfield for transfer by road of patients to/from Stoke Mandeville Hospital. NATS, London, Dunstable & CGC Gliding Clubs LoA – local airspace agreement. Hemel Hempstead Model Flying Club MoA – Club location and operating information.
1.9	Operating Hours	Office Hours: 0830-1700, with Deputy Airfield Manager available during evening/weekend hours. Airfield Operating Hours: 0900-2000 (L) or SS +15 mins Mon-Sun, whichever is earlier.
1.10	Security – Control of Entry and Access	1. RAF Halton Airfield – Airside, is out of bounds to all vehicles, personnel and their dependents as shown in the diagram below, unless authorised by Operations Flight. 2. "Air Side" should be considered as proceeding beyond the following: the red/white barrier between Hangar 3 and Clothing Stores; hangar-side of the white-painted wooden gates opposite the electronic barrier; through the entrances of any hangar onto the airfield. 

1.11	Security – Counter Unmanned Aerial System Plan	 1. RAF Halton is protected by an Unmanned Air Systems (UAS) Flight Protection Zone (FPZ), shown here. It is illegal to fly any drone at any time within this area without permission from Ops Flt. Some approved organisations are authorised to fly UAS within this Protected Zone, including ACSSU, RAFP and pilots of the Halton Model Aircraft Society. 2. Ops Flt and RAFP are always made aware of flights by these organisations but anyone seeing a drone flying over RAF Halton should contact Ops Flt or RAFP. 3. Anyone wishing to request a drone flight within the Halton FPZ should contact Ops Flt.
1.12	Remarks	None.
1.13	Concerns	None.

CONCURRENT / ADJACENT EXERCISES (Ex) / OPERATIONS (Op)

SECTION REMOVED – NOT REQUIRED

SECTION 2 – OPERATIONS

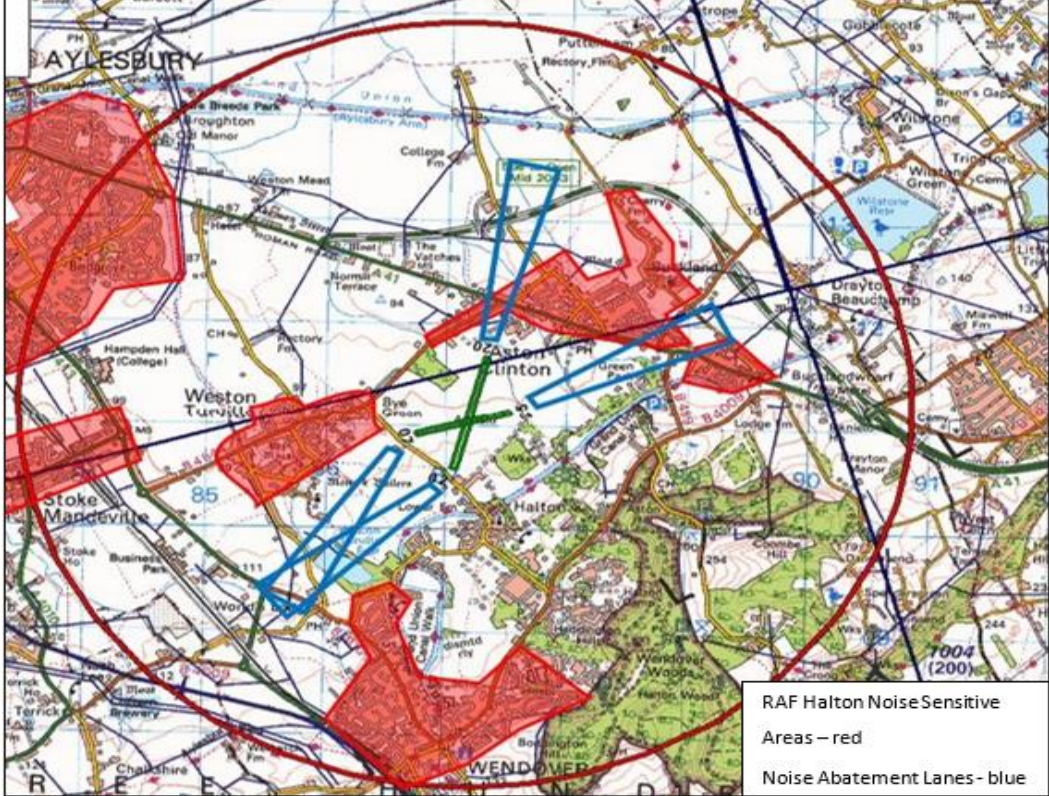
OVERSEAS LOCATIONS

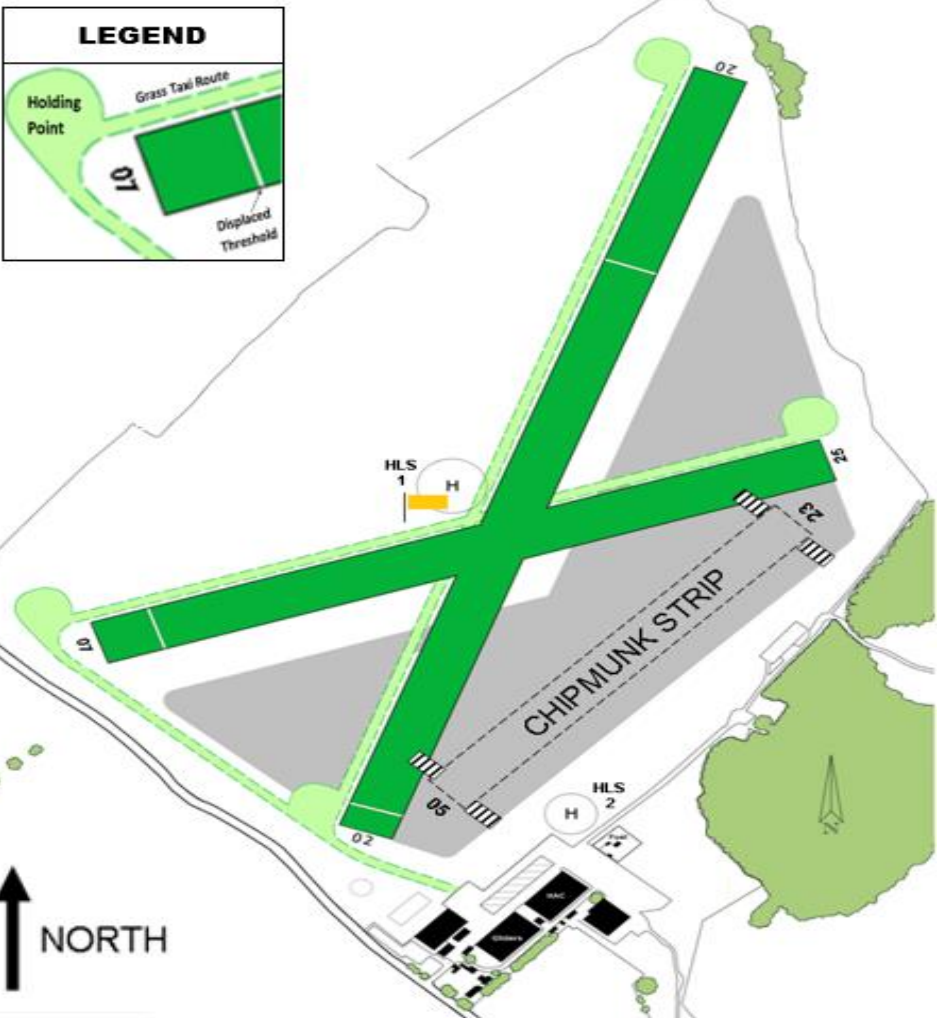
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AIRCRAFT OPERATIONS

2.1	Aeronautical Information Service / Office Hours and Contact Details	Ops Flt, RAF Halton Airfield, Aylesbury, Bucks, HP22 5NS 95237 6367/6666 or 01296 656367/656666 or 0777 152 2083 0900 to sunset +15 mins or 2000, whichever is earlier. 24 hrs PPR required.
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2.2	Airfield Key Stakeholders	Head of Establishment: Station Commander
		Aerodrome Operator: OC Ops Wg
		Flt Lt Ops/SFSO: 95237 6666 or 6367 or 01296 656666 or 656367
		Airfield Manager (AFM) & Deputy AFMs (DAFM): 0777 152 2083
		Halton Aeroclub (HAC), RAF Halton, Aylesbury, Bucks, HP22 5PG Tel: 01296 622697
		Halton Microlight Club (HMC), RAF Halton, Aylesbury, Bucks, HP22 5PG Tel: 01296 656275
		Chilterns Gliding Centre (CGC), RAF Halton, Aylesbury, Bucks, HP22 5PG Tel: 07971 282068
2.3	Aerodrome Grass Cutting	The Airfield is closed to flying on a Monday morning until 12:30 local to enable grass runway cutting.
2.4	Aerodrome Serviceability Inspections	The Airfield Supervisor is to ensure at the beginning of the flying day, and periodically during the day, that the airfield is free from FOD and is suitable for use by all feasible aircraft.
2.5	Aerodrome Work in Progress and Works Safety	Any Work in Progress shall be notified to Ops Flt, contractors briefed using a Work in Progress Brief and a record kept. Notification of works affecting airfield operations are notified to pilots via the Halton Flying Programme, Airfield "Hot Poop" announcements or via PPR acknowledgement as applicable.
2.6	Arrangements for Aircraft Parking	1. Privately owned aircraft are parked at RAF Halton at the sole risk of the owner. All parking is to be in the yellow box in front of the 2 large hangars or on the grass immediately in front of the hangars unless directed differently by RAF Halton Ops Flt staff. Visiting pilots are reminded that overnight hangarage is not available. 2. Air Systems parked in the open at RAF Halton Airfield, either permanently or for short periods are to be secured/tethered according to their Pilots' Operating Handbook, in an area that affords the minimum risk of damage to, or by, other airfield users, with consideration given to the current and forecast weather conditions to afford the Air System protection. Ring-tethers are available; however, pilots must provide their own tethering equipment.
2.7	Arrangements for Initiating Engine Start	Engine starts at Halton are at pilot's discretion. Care should be taken to avoid / minimise propwash into hangars and across other parked aircraft within the immediate vicinity.
2.8	Civil Air Systems using the Airfield - Permanent	1. Air Systems housed at RAF Halton airfield are to be sufficiently insured iaw JSP 360 (Use of Military Airfield by British and Foreign Civil Aircraft) and recorded by Ops Flt. 2. Permission to base an air system at Halton is required from the Stn Cdr. The air system owner must complete an application form and forward to Stn Ops Flight along with a copy of the aircraft insurance (and a MOD Crown Indemnity Waiver Certificate if applied for).
2.9	Civil Air Systems using the Airfield - Visiting	24 hrs PPR required. Civil aircraft visiting RAF Halton are to send a copy of their aircraft insurance to HAL-OpsSqnCentral@mod.gov.uk at least one working day prior to arrival.
2.10	Electrical Ground Power	N/A.
2.11	Flight Following Procedures	N/A.
2.12	FOD Prevention	1. The FOD Prevention Officer is the AFM, contactable on 95237 6799 or 0777 152 2083. 2. All airfield users are to be vigilant for FOD and conduct regular sweeps of their areas. Significant occurrences should be reported using the Station InForm, or DASOR where appropriate, system.

2.13	'Follow-Me' Orders	N/A.
2.14	Marshalling Services	N/A.
2.15	Passenger Handling	N/A.
2.16	Noise Abatement Procedures	Noise Abatement Procedures exist for each runway as follows: <u>1. RWY 02.</u> After take-off, and at the upwind threshold turn left approximately 10 degrees to fly over the petrol station junction (the narrowest and least populated section of Aston Clinton) and the A41 "Red Bins" junction. Glider tugs should route over the Arla Dairy then between the A41 and the Grand Union canal whenever possible. <u>2. RWY 20.</u> After take-off, and at the upwind threshold, turn to the right approximately 20 degrees to fly over the Northern end of the Weston Turville Reservoir. Glider tugs should route over the centre of the Reservoir before turning 'glider side'. <u>3. RWY 07.</u> After take-off, and at upwind threshold, turn left approximately 5 degrees to cross the least populated area of Aston Clinton between Buckland Wharf and Icknield Way. Ensure that you stay clear of the villages of Buckland, Buckland Wharf and the main part of Aston Clinton by turning just prior to the A41 dual carriageway. <u>4. RWY 25.</u> After take-off, and at the upwind threshold, turn left approximately 20 degrees to fly over the Northern end of the Weston Turville Reservoir. Glider tugs should route over the centre of the Reservoir before turning 'glider side'. 
2.17	Overdue Action Procedures	Airfield movements are tracked via the Halton Flying Programme. The Duty Airfield Manager is required to account for all RAF Halton aircraft and any visiting aircraft, taking overdue action as required.
2.18	Snow and Ice Plan	1. The RAF Halton Snow & Ice Plan (SIP) is published separately and managed by the SIP Cdr. 2. No snow clearance occurs on the airfield. 3. Gritting only occurs when winter weather is predicted. The Airfield is not gritted beyond the manual barrier on Aviation Avenue. As salt accelerates corrosion on aircraft undercarriages, it is not used 'airside' beyond the wooden gate next to Bldg 290, Aircraft captains are requested to shut down and manually walk the aircraft to the BFI to prevent grit being scattered across the apron by propeller wash.

2.19	Taxy Plan	1. Turns off runway are non-standard. Always vacate to the northern side of the runways and taxi to cross the western thresholds with calls to Halton Radio. Captains may request a direct taxi when there are no glider ops; in this instance turning off the runways to the southern side may be available. 2. Taxying aircraft should maintain a good lookout when approaching glider landing areas or the runway threshold and crossing the out of use runway. They should give way to all aircraft on final approach or observed to be about to start the turn on to final approach. 3. The Aerodrome Apron (concrete hard-standing) has been marked by yellow lines to show safe taxi routes to and from the yellow-hatched aircraft parking areas at the front of 1,2 & 3 Hangars. 
2.20	Temporary Obstructions Orders	1. Temporary ground obstructions are notified to airfield users via local flying orders or by Notice to Aviation (NOTAM). 2. Areas of bad ground are marked with an orange/white marker up to 1m in length.
2.21	Remarks	1. VFR ops only. 2. All Rwy's have a displaced threshold. 3. Circuit training not available to non-Halton based aircraft. 4. Gliding ops with winch launches to 2400ft AMSL. 5. Mirror circuits in operation, so no dead-side traffic permitted or overhead joins. 6. Opposite circuit directions are flown by powered aircraft and gliders. All powered traffic operates north side of the AD, gliders operate south of the AD. 7. Powered aircraft circuit patterns; Rwy's 20 and 25 RH; Rwy's 02 and 07 LH.

		8. Motor Gliders may use either glider or powered circuit pattern. 9. A public footpath runs along the eastern boundary and a public road along the south-western boundary. 10. Military aircraft may operate outside the airfield published hours. All aircraft are advised to call Halton Radio whenever flying in the local area.
2.22	Concerns / Issues	1. Possible turbulence on approach to Rwy 07 and 20 in winds from the east through to the southwest, and on approach to Rwy 25 in winds from the west through to the northwest. See Met Section for 'Wind Effects' at Halton. 2. Tall trees on approach to Rwy 20, 07 and 25. 3. Red Kite soaring is common in the area and flocks of gulls are often attracted to the airfield.

AIRFIELD / HLS / FIELD					
2.23	ATZ Airspace	Circle radius 2nm centred on N51 47 32.22 W000 44 11.22 SFC to 2000ft AGL Class G Airspace.			
2.24	Airfield Elevation	369 ft.			
2.25	HLS Elevation	HLS 1	342 ft	Halton Circle	Near Windsock, marked by chalk circle with chalked 'HALTON' letters. Currently difficult to see – awaiting re-marking.
		HLS 2	362 ft	Apron in front of hangars	Unmarked. Helios may land on hard-standing or grass – liaise with Ops Flt for ground conditions.
		HLS 3	422 ft	Nuffield Pavilion	Best approach HDG 270 degrees. Land at northern end of sports field. CAUTION: Surface stony and sports goalposts very nearby.
2.26	Airfield Obstacles	Please refer to the "Measured Height Survey" data on the UK Mil AIP website: https://www.aidu.mod.uk/aip/pdf/MeasuredHeightSurveyData.zip			
2.27	Approach Lighting	N/A.			
2.28	Armed Aircraft Safe Headings	N/A.			
2.29	Dispersal Dimensions	N/A.			
2.30	Dispersal Lighting	N/A.			
2.31	Dispersal Markings	Taxi routes – yellow lines. Aircraft Parking Area – yellow hatched markings.			
2.32	Dispersal Surfaces	Concrete and asphalt hard-standing surfaces.			
2.33	Hours of Operation and Contact Details	As per Airfield Admin Section 1 of this document.			
2.34	Identification Beacon	N/A.			
2.35	Obstruction Lighting	Standard lighting on buildings.			
2.36	Runway Lighting	N/A.			
2.37	Runway Markings	White chalk dashed edge-markings, white chalk 'numbers' at thresholds, physical black/white markers at displaced thresholds.			
2.38	Runway Surfaces	Grass.			
2.39	Taxiway Lighting	N/A.			
2.40	Taxiway Markings	Taxiways are delineated by grass cut shorter on northern sides of runways.			
2.41	Taxiway Surfaces	Grass.			

AIRFIELD / HLS / FIELD		
2.42	Remarks	None.
2.43	Concerns / Issues	None.

AIR TRAFFIC CONTROL		
2.44	Availability and Contact Details	No ATC. Provision is Air-Ground Service, Halton Radio on 130.425. Contact details as per Airfield Admin Section 1 of this document.
2.45	ATC Orders Applicable	1. RAF Halton does not have a dedicated Air Traffic Control service. RAF Halton Ops Flt provides the essential capabilities for RAF Halton's Minor Government Aerodrome status. All members of the Airfield Team have a Radio Operators' Certificate of Competency (ROCC). 2. ATC Orders are contained within the ATM 3000 section of the RAF Halton Aerodrome Order Book.
2.46	Arrival and Departure Procedures	1. Call Halton Radio when 10 nautical miles out but be aware that aircraft south of Wendover Ridge may not be heard until much closer. 2. Visiting Aircraft are to join down-wind or base-leg, via Terrick or Lakes Reporting Points if preferred, to land. No circuits are to be flown unless going around for safety. All powered circuits are to the north of the ATZ towards Aylesbury. THERE ARE TO BE NO OVERHEAD JOINS AS GLIDERS FREQUENTLY OPERATE AT RAF HALTON UP TO THE BASE OF CONTROLLED AIRSPACE. 3. There is a notional 200ft wide 'glass wall' between powered and gliding traffic along the length of the runway in use and the departure lane within the Halton ATZ from surface level to 2000' AGL. Simultaneous landings and departures are not permitted. 4. Pilots are reminded about the proximity of Class D airspace overhead Halton (base 3500ft amsl) and the Luton CTA (base 2500ft amsl) 2nm east. 5. Departures are to follow the noise abatement lanes for each runway (see diagram and description in Noise Abatement Procedures, 2.16) 6. Arrivals and Departures are to avoid overflying Weston Turville, Aston Clinton, Wendover and other local noise sensitive areas unless to do so would compromise flight safety, increase risk of aircraft collision, or when taking off or making an approach to land (see diagram in 2.16).
2.47	Comms Failure	Aircraft operating with a failed radio or No-Radio (NORDO) should conduct a standard join to the appropriate side of the circuit whilst keeping a good lookout and land from that approach. NORDO pilots should expect the 'worst case' of both the powered and glider circuits being active and in no circumstances should an overhead join be attempted.
2.48	Missed Approach Procedure	MAP is as per Noise Abatement Procedures (in Aircraft Ops Section 2.16).
2.49	Bird / Wildlife Control Management Plan	RAF Halton has an Aerodrome Wildlife Control Management Plan. Aerodrome Wildlife Control is conducted by Ops Flt personnel assisted by suitably qualified and authorised personnel when required.
2.50	Frequency	130.425
2.51	Local Traffic Regulations	1. On behalf of the Head of Establishment and the Aerodrome Operator, RAF Halton Ops Flt are responsible for the control and supervision of vehicles and pedestrians on the aerodrome. 2. All visitors shall be in possession of the correct passes whenever they are at Halton Airfield. 3. Airfield Out of Bounds Areas are shown in Section 1 - Admin, 1.10.

2.52	Local Airspace Restrictions	Refer to Aeronautical Charts.
2.53	Low Visibility Operations	RAF Halton Aerodrome normally only operates in 'Day VMC' Conditions.
2.54	Radio and Navigational Aids	N/A.
2.55	Remarks	None.
2.56	Concerns / Issues	There are frequently glider operations in the southern half of the ATZ and captains should be alert for gliders 'landing out'. Gliders losing lift along the Chiltern ridge may elect to land at any time and will have right of way iaw the Rules of the Air.

RESCUE AND FIRE FIGHTING SERVICES		
2.57	Availability and Contact Details	1. RAF Halton is a Crash Cat Special Airfield as agreed by DFR. Any incidents on the Airfield will be responded to in accordance with the Aerodrome Emergency Plan which forms part of the RAF Halton Emergency Response Plan (ERP), using guidance from DSA02 DFSR and the Manual of Post-Crash Management (MPCM). 2. ARFF at Halton is covered during airfield opening hours by Initial Emergency Response (IER) 1, which is the AFM or DAFM, and IER 2 when airfield activity requires it.
2.58	Crash Category	Crash Cat 'Special' . Captains are responsible for ensuring they have the correct RFF category for their activity and aircraft type.
2.59	Capability for Removal of Disabled Aircraft	1. In the event of a disabled civilian Air System, Ops Flt will contact the AAIB to confirm whether an AAIB investigation is required. Specifically, the AAIB should be passed the following information: Air System Identification; Air System Type; Nature of unserviceability; Location of Air System; POB. 2. If an AAIB investigation is required, the Air System should not be moved from its location. 3. Visiting Civilian Air Systems. Responsibility for the recovery of civilian air systems which becomes disabled at Halton lies with the air systems owner, as detailed on the certificate of registration. 4. Under the authorisation/supervision of the Air System owner or Captain, Ops Flt or a Club vehicle will initially tow the air system clear of airfield operating surfaces to a suitable parking area provided a compatible towing arm is available. If a towing arm is not available, then consideration should be given to a manual move based on advice from the air system owner / aircraft captain. The air system owner is then responsible for organising all recovery actions in coordination with Halton Ops Flt. 5. In extremis, RAF Halton reserve the right to remove any disabled Air System should it pose a threat to safety or operational output.
2.60	Fire and Rescue Vehicles	IER Buggy and Airfield Vehicle.
2.61	Fire Appliance / Rescue Equipment	Emergency Water Supply, 4 x 90l foam extinguishers, various hand-held extinguishers including 3 x 6kg CO2 extinguishers on the fire buggy or in the airfield vehicle.
2.62	Method of Raising Alarm	Radio/AFM mobile phone/IER2 mobile phone.
2.63	Aircraft Hazard Data Sheets	N/A.
2.64	Remarks	
2.65	Concerns / Issues	CAUTION: Many of the Halton-based Microlight aircraft have Ballistic Recovery Systems (BRS) fitted. Rocket-activated BRS are produced and installed by a variety of manufacturers, and warning signs can be variable in appearance. BRS should be treated as live following an accident/incident. A typical safety distance is 30m from the aircraft fuselage.

MEDICAL		
2.66	Availability and Contact Details	No services available at RAF Halton Medical Centre. Call 999 for Emergency Services.
2.67	Local Hospital Contact Details	Stoke Mandeville Hospital. Mandeville Road, Aylesbury HP21 8AL.
2.68	Med Centre Contact Details	N/A.
2.69	Method of Raising Alarm	Dial 999 for Emergency Services.
2.70	Number and Type of Medical Response Vehicles	None at RAF Halton. Dial 999 for Emergency Services. Yellow emergency telephones are positioned around the airfield. Any 999 emergency calls made should be followed by dialling 222 on a yellow phone to alert the military operator to the emergency.
2.71	Remarks	None.
2.72	Concerns / Issues	None.

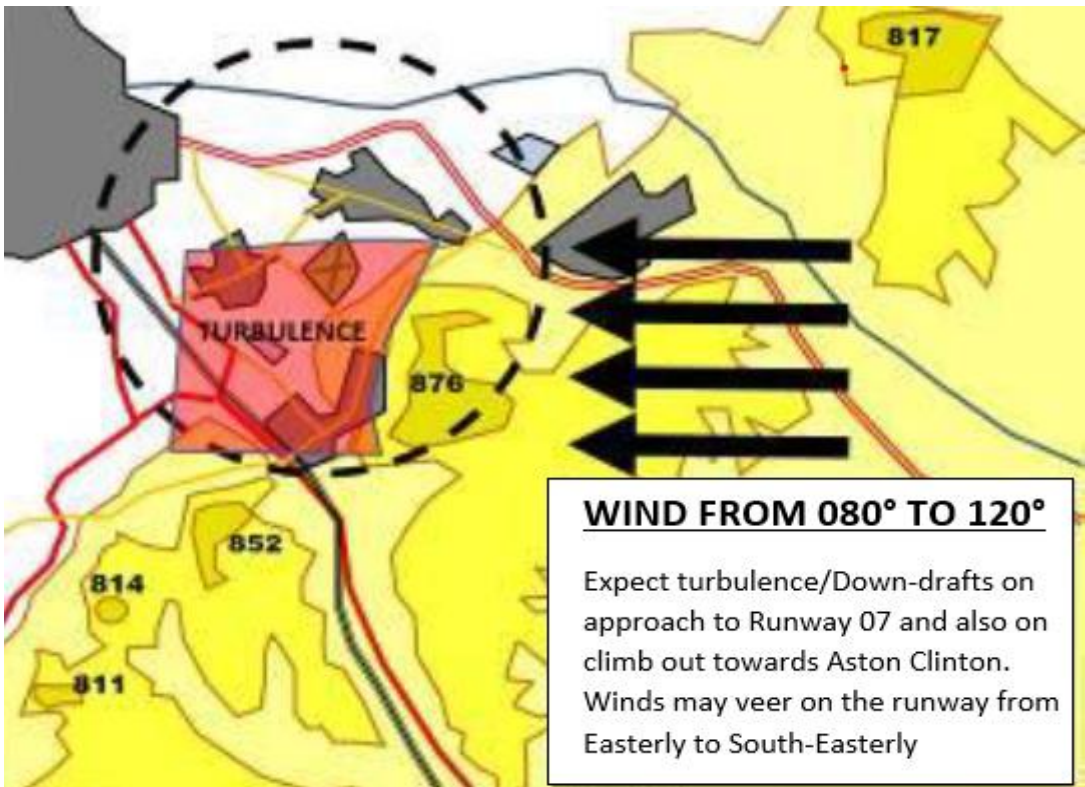
MET		
2.73	Contact Details	Local Met available through Ops Flt on request.
2.74	Hours of Service	Airfield opening hours.
2.75	Information Available	A daily cross-section is issued by RAF Benson during the week and DGU South on weekends. Local wind speeds can be provided using an onsite wind speed meter. However, the meter is not calibrated and reported wind speeds are provided to aid situational awareness only. Pilots remain responsible for ensuring weather conditions are appropriate for their intended flight.
2.76	Adverse Weather Orders	<u>Special Procedure – Wind Effects Halton</u> FIGURE 1 – WINDS FROM 080° TO 120°  WIND FROM 080° TO 120° Expect turbulence/Down-drafts on approach to Runway 07 and also on climb out towards Aston Clinton. Winds may veer on the runway from Easterly to South-Easterly

FIGURE 2 – WINDS FROM 120° TO 160°

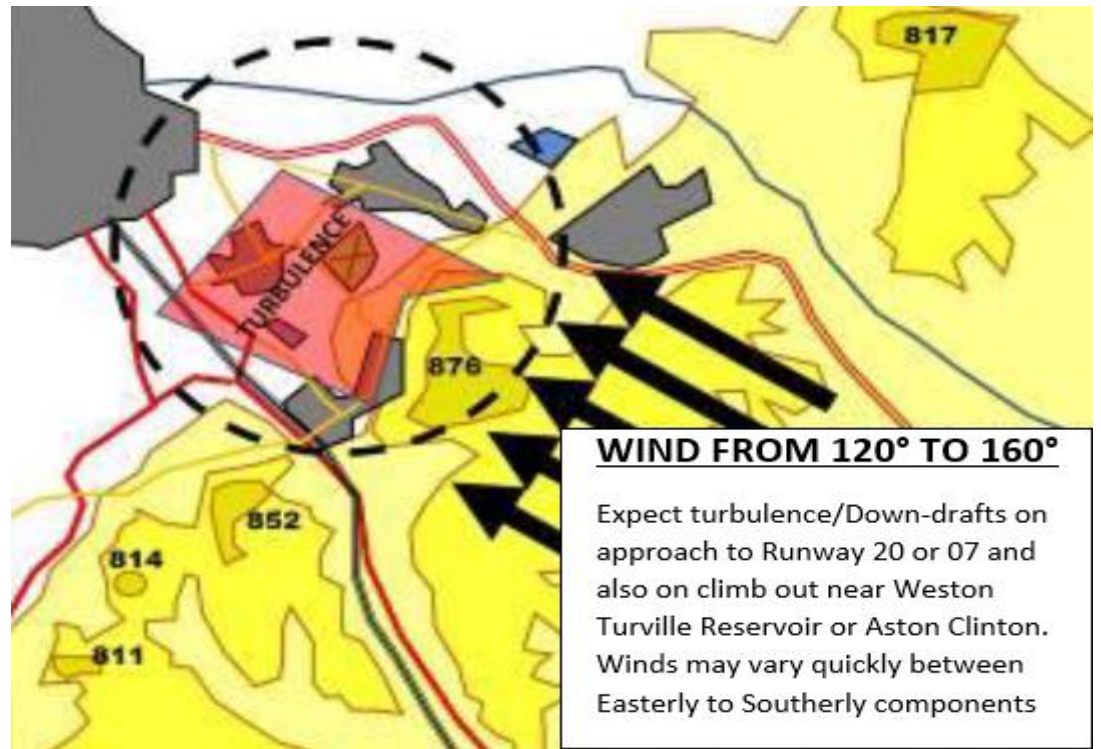


FIGURE 3 – WINDS FROM 160° TO 200°

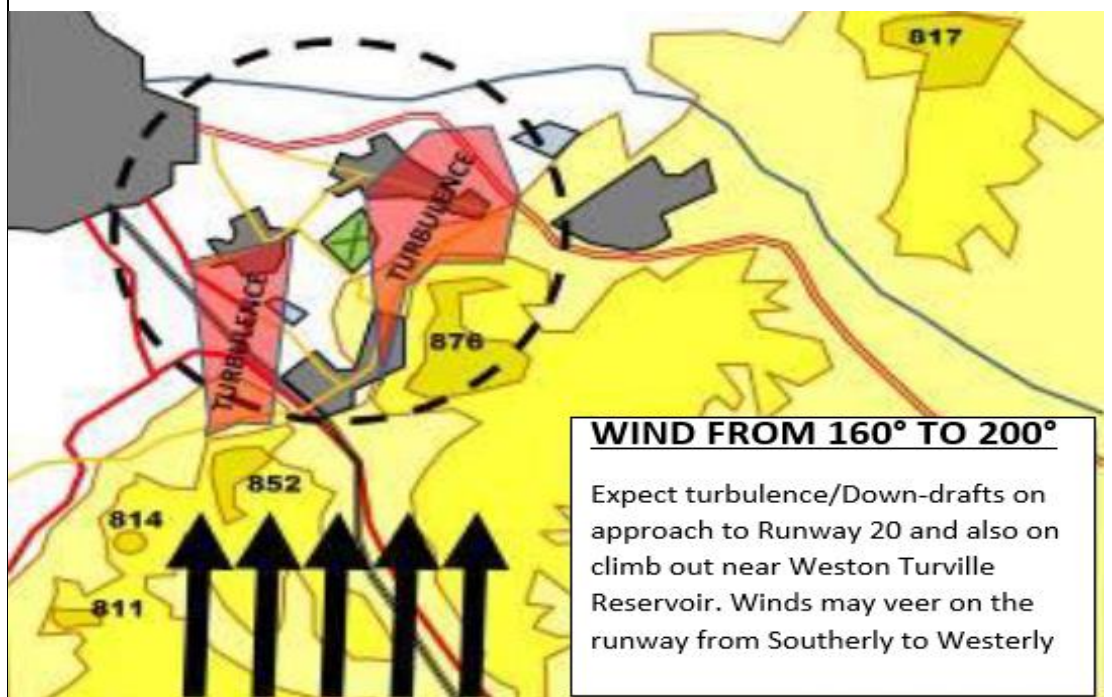
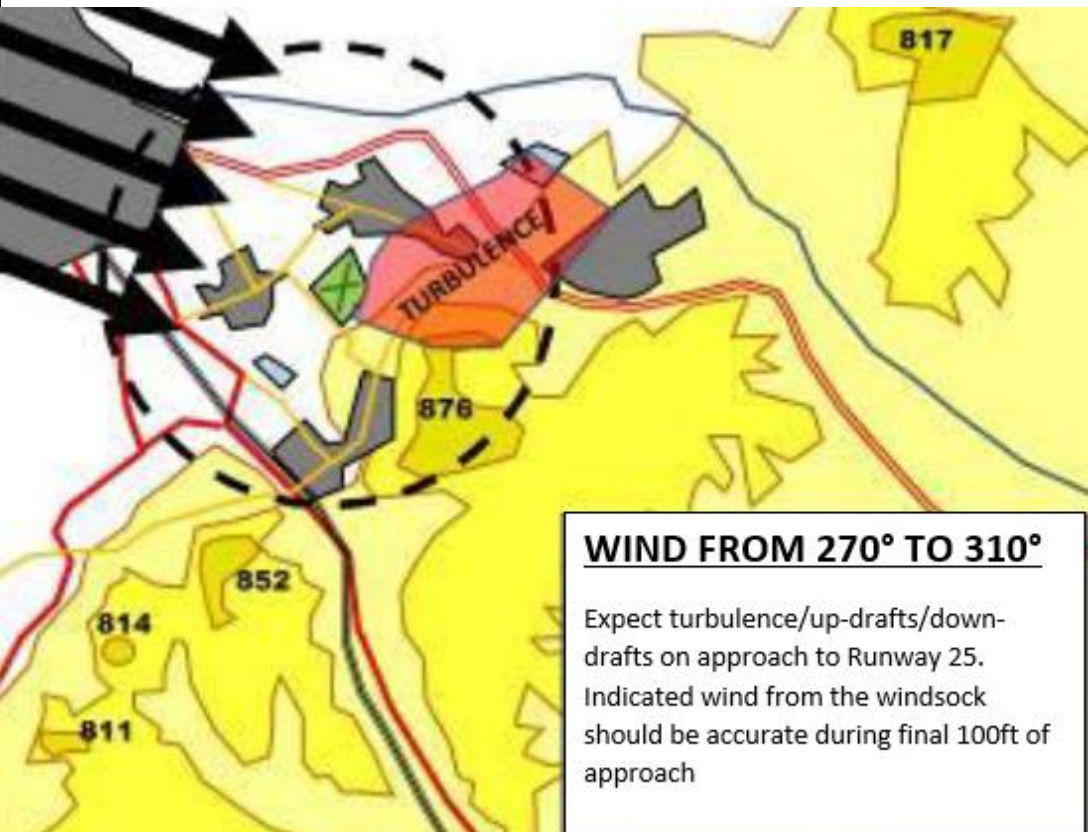


		FIGURE 4 – WINDS FROM 270° TO 310°  WIND FROM 270° TO 310° Expect turbulence/up-drafts/down-drafts on approach to Runway 25. Indicated wind from the windsock should be accurate during final 100ft of approach
2.77	Thunderstorm and Strong Wind Procedures	1. A strong wind warning will be issued by Benson Met Office or DGU South when the windspeed reaches or exceeds 25 kts. 2. If the actual wind strength exceeds 30 kts (including un-forecast gusts every 10 mins or less in frequency) then all flying activity shall cease at RAF Halton. 3. Hangar doors should not be operated in a mean steady wind speed of 40kts or above, and in gusts of 60 kts. If the wind speed reaches 60 kts all hangars should be evacuated. 4. Benson Met Office and DGU South will issue Thunderstorm warnings when appropriate.
2.78	Remarks	No TAF is produced for Halton; nearby major airfields (including Benson and Luton) are used instead.
2.79	Concerns / Issues	None.

POST CRASH MANAGEMENT (PCM)		
2.80	Airfield / Site PCM Plan	The Airfield PCM Plan is in Stn Emergency Response Plan, Annex J.
2.81	Deployment PCM Plan	N/A.
2.82	Local PCM Organization	APCMIO – Flt Lt Sarah Hindley. RAFLO email: Air-11Gp-RAFRLO Lon and SE. Dep RAFLO email: Air-Ops-A5 Deputy RAFRLO.
2.83	MOD Incident Officers	N/A.
2.84	PCM Equipment	IER Buggy.
2.85	PCM Table Top / Live Exercise Dates	Plan exercised during incident 7 Dec 22.
2.86	Remarks	None.
2.87	Concerns / Issues	None.

SECTION 3 – TECHNICAL

ENGINEERING, SERVICES AND FACILITIES

SECTION REMOVED – NOT REQUIRED

POL

3.1	Availability and Contact Details	Mr Darren Morris Fuels Manager RAF Halton Aylesbury Bucks HP22 5PG 01296 656287 or 0777 396 1298 darren.morris101@mod.gov.uk
3.2	Assurance Procedures	External FGSR every 3 years. Annual internal audit by Fuels Manager.
3.3	Fuel Types	UL91 and 100LL AVGAS available by request direct to Halton Aero Club, 01296 656178.
3.4	Fuelling Capacity	N/A.
3.5	Fuelling Safety Procedures	1. Visiting ac are not to complete aircraft refuelling without approval from HAC Ops Man (opsman@haltonaeroclub.co.uk or 01296 656178). A full BFI safety brief will be provided, or refuelling completed by a suitably trained member of staff. 2. Pilots based at RAF Halton receive a full BFI safety brief as part of their respective club induction.
3.6	Fuel Spillage Procedures / Plan	Any spillages should be contained with the spillage kits provided and reported to both Ops Flt and SSHEA. All airfield users cleaning up spillages should use PPE. The Unit Spill Response Plan is available separately on request.
3.7	Fuelling with Engines Running	Refuelling with engines running is not permitted at Halton.
3.8	Fuelling with Passengers on Board	Refuelling with passengers on board ac is not permitted at Halton.
3.9	Fuelling with Rotors Turning	Refuelling with rotors turning is not permitted at Halton. Military units wishing to exercise this capability at Halton should contact Stn Ops Flight in the first instance.
3.10	Remarks	None.
3.11	Concerns / Issues	None.

HANDLING SERVICES & FACILITIES

3.12	Cargo Handling Facilities	N/A.
3.13	Fuel / Oil / Hydraulic Types	N/A.
3.14	Fuelling Facilities / Capacity	On request direct to Halton Aero Club 01296 656178.
3.15	Oxygen	N/A.
3.16	De-Icing Facilities	N/A.
3.17	Starting Units	N/A.

3.18	Hangar Space for visiting Air Systems	By exception and on request through Ops Flt. Hangar space is extremely limited.
3.19	Repair Facilities for visiting Air Systems	N/A.
3.20	Remarks	N/A.

SECTION 4 - LOCATION HAZARD LOG

Nature of hazard	Position of hazard	Permanence of hazard (Temporary/ Permanent)	How is the hazard affected by season / light or time?	What mitigation has been employed, if any, to reduce its impact?
Hangar Infrastructure: water ingress.	Hangars 2 and 3 (Building 287 and 288)	Permanent	Hazard increases in heavy rain	Trg. HSE brief. Education but no signage. Supervision and maintenance.
Hangar Infrastructure: window glass falling into hangar.	Hangars 2 and 3 (Building 287 and 288)	Permanent	Hazard increases in strong winds	Trg. HSE brief. Education but no signage. Supervision and maintenance.
Persons	On the manoeuvring area	Permanent	Unaffected	Signs. Procedure. Supervision only when CGC operating. Gates. SSOs/AOB and briefings.
Persons	Undershoot of Rwy 20 and Rwy 25. Public Footpath on Eastern Boundary	Permanent	Unaffected	Signs. Distinct footpath boundary. Inset threshold. Warnings in AOB and Aeronautical Publications.
Persons	Undershoot of Rwy 02 and Rwy 07. Public Road on Western Boundary	Permanent	Unaffected	Signs. Distinct metallised surface and fence boundary. Inset threshold. Warnings in AOB and Aeronautical Publications. Trees/hedges cut.
Vehicles (Tall, on road)	Undershoot of Rwy 02 and Rwy 07	Permanent	Unaffected	Signs. Distinct metallised surface and fence boundary. Inset threshold. Warnings in AOB and Aeronautical Publications. Trees/hedges cut.
Vehicles	On the manoeuvring area	Permanent	Unaffected	Signs. Procedure. Supervision only when CGC operating. Gates. SSOs/AOB and briefings. ADP. Contractors WIP briefing.
Winch Cables	Operating Surfaces	Temporary	May drift towards power circuit in certain wind conditions	Trg. Supervision. Radio calls. Operator PE. Airfield inspections. Equipment quality. Aeronautical publications, AOB and no overhead joins. Signs and markers. Ground movement procedures.
Aerotow cables	Operating Surfaces	Temporary	Unaffected	Trg. Supervision. Radio calls. Retractable cables on aircraft. Airfield inspections. Equipment quality. Aeronautical publications, AOB and no overhead joins. Approach MSD minima.
Visiting Aircraft	ATZ and Operating Surface	Temporary	Unaffected	PPR and ASOEM.

Aircraft Infringement/Loss of Safe Separation	Within 2nm of the airfield	Permanent	VMC	AOB. Trg. Air Ground Radio Service and ATZ. Supervision and PPR. Lookout. Aeronautical Publications. Glass Wall and no simultaneous departures/final approach. FS education. AOL and Flypro entries.
Trees	Rwy 20 & Rwy 20 Glider Side & North of Sewage Farm	Permanent	Wind from SE may cause turbulence around trees	20 Trees trimmed when required (so far not glider side). Displaced Thresholds. Warnings in AOB and Aeronautical Publications. Annual Obstacle Survey.
Chiltern Ridge - high ground	500m South of Airfield	Permanent	Unaffected	IFR not permitted. No overhead join. Circuit deconflict. AOB.
Orographic Effects	Leeward side of Chiltern Hills	Temporary	Hazard increases with wind strength	No flying in winds greater than 25kts. Daily met forecast from RAF Benson or RMU South. Windsock and wind measurement instruments. AOB/ASOEM entries & Club Orders. Mil & Civ AIP warnings.
Airfield surface topography - ridges across RW07 (first half), taxiways bumpy	Operating Surfaces	Permanent	Unaffected	Trg. Avoidance/Lookout. Bad ground makers. AOL or Ops Board denoting temporary bad areas.
Standing Water and Soft Ground	Operating Surfaces	Temporary	Hazard increases in Rain/Snow/Ice conditions	Visual inspection. Temporary restrictions. Chipmunk strip available. Supervision. Rudimentary drainage. Embedded procedures in AOB. Trg. Grass short and verti-draining. Suitable vehicles and tyres. Bad ground markers. AOL. Ops Board & Club boards.
AVGAS/UL91 Refuelling	BFI (Building 445)	Permanent	Unaffected	Trg/briefing. Firefighting equipment. Licence. Supervision. Controlled access/security. Spill kits. Intercepted drain. Signage. Bonding. Testing. Dispersed. Single point refuel. OWI alarm and Telemetry to Water Company.
LPG Refuelling	Gas Compound (Bldg 291)	Permanent	Unaffected	Trg/briefing. Firefighting equipment. Licence. Supervision. Controlled access / security. Signage. Bonding. Testing. Dispersed. Single point refuel.
Aircraft Fire	To Airfield Boundary Only	Permanent	Unaffected	IER Crash Cat Special. Trg. Maintenance. Supervision. FOD / waste control. First Aid Fire Appliances across site. ERP and exercise.
Aircraft Towing	Hangars and operating surface	Permanent	Unaffected	Trg. Supervision, Briefing. Correct and serviceable equipment. Procedures. Markings on hangar floor. ADP. Club Orders.
Ditches	Airfield Perimeter	Permanent	Less visible in summer	Cut the vegetation in ditches to make more conspicuous. Restricted movements to cut grass areas. Bad ground markers for aircraft.
Stones/FOD	Manoeuvring Area	Permanent	Unaffected	Inspections by SQEP inspectors. Educate. Orders and notification.
Birds	Airfield	Permanent	All year	Bird scaring. Inform via log and Ops Board. Lookout. Avoidance. Bird management plan. Ops Flt respond on request.

Animals	Operating Surfaces	Permanent	All year	Deer Management Plan. Stn Standing Orders. Ops Flt monitor.
Airfield Markers	Operating Surfaces	Temporary	Unaffected	Avoidance/Lookout. Painted contrasting colours. Constant review process.
Horse Jumps	Outside of Operating Surfaces	Permanent	Become hidden by vegetation in summer	Avoidance/Lookout. Constant review process. Obstacle survey.