



Defence
Safety
Authority



Defence Aerodrome Manual RAF Halton

This Manual has been substantially re-written; for clarity, no change marks are presented –
please read in entirety

Version 8 30 Apr 22

Military Aviation Authority

MAA

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AMENDMENT TABLE

Please see the DAM Amendment table. This will be annotated each time there is a significant update to the document and will include details of where the change is located within the DAM and its' annexes.

Amendment No.	Amendment Date	Change	Name / Role	Signature
8	30 Apr 22	Total Re-write	Flt Lt Hindley, FLOps	(Signed Electronically)

Foreword

1. Organisation. The Military Aviation Authority (MAA) is the single independent regulatory body for all Defence aviation activity. As the 'Regulator', Director MAA (DMAA) is accountable to the Secretary of State for Defence (SofS), through the Defence Safety Authority (DSA), for providing a regulatory framework and ongoing assurance that the appropriate standards of Air Safety are maintained.

2. Stn Cdr RAF Halton, as Head of Establishment, is required to appoint an Aerodrome Operator (AO) who, alongside the production of a Defence Aerodrome Manual (DAM) is charged with actively managing the aerodrome environments in order to provide assurance that they are functioning in a way that facilitates the safe operation of air systems.

3. MAA Regulatory Article (RA) 1026. MAA RA 1026 details the requirement for a Suitably Qualified and Experienced Person (SQEP) to be appointed as the Aerodrome Operator (AO); **for RAF Halton this is OC Operations & Plans Wing (OC Ops & Plans Wg)**. The RA goes on to detail the requirement for the appointed AO to produce and take ownership of the DAM (which includes the Defence Aerodrome Assurance Framework (DAAF)). This document satisfies the requirement and has been produced in-line with the MAA guidance.

4. Regulatory Structure. D 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 levels of documentation within the MRP: Overarching Documents (ODs), Regulatory Articles (RAs) and MAA Manuals. This DAM is an MAA Manual and the direction contained herein is subordinate to the ODs and RAs, and superior to other flying related documentation issued within the RAF Halton AOR. Where any conflict is identified the most stringent regulations are to be applied whilst clarification is sought.

5. Responsibilities. Sqn and Lodger Unit Commanders are to ensure that all personnel under their command who are directly, or indirectly, involved with flying at RAF Halton have read and understood this manual and the appropriate parts of the publications detailed at Chapter 1, 1.1. Visiting civil aircraft operators and aerodrome users must comply with the rules and guidelines of the HAL-DAM. This book **should** be signed for by all relevant personnel on arrival, annually and on amendment

6. Request for changes. Changes to this manual should be requested through RAF Halton Ops Flt. Significant changes in this document are marked by red change markers thus- ► ◄. This document however is a re-write and must be read in its entirety.

A Toothill
Wg Cdr
OC Ops & Plans
Ext 6641

CHAPTER 1: INTRODUCTION & TECHNICAL

1.1 Regulatory Cross-Reference. This manual must be read in conjunction with the following MAA documents and regulations, and other policy documents:

- RA 1020(4) - Responsibilities of DH-Facing Organisations.
- RA 1200 - Defence Air Safety Management.
- RA 1205(2) - Air System Safety Cases (Responsibilities of DH-Facing Organizations).
- RA 1026 - Aerodrome Operator (AO) Roles and Responsibilities.
- RA 1410 - Occurrence Reporting.
- RA 1430 - Aircraft Post Crash Management and Significant Occurrence Management.
- RA 1400 - Flight Safety.
- RA 2415 - Third Party Use of Military Airfields.
- RA 3262 - Aerodrome Access.
- RA 3500 - Aerodrome Design and Safeguarding
- RA 3270 - Aerodrome Wildlife Control
- MAS - Manual of Air Safety (MAS)
- MPCM - Manual of Post-Crash Management (MPCM)
- MMATM - Manual of Military Air Traffic Management (MMATM).
- JSP 360 - Use of Military Aerodromes by British and Foreign Civil Aircraft.
- DSA02 DFRS - Defence Fire Safety Rescue, Aerodrome Rescue Fire Fighting Regulations
- AP 600 - Royal Air Force Information and CIS Policy.

1.2 Purpose. The purpose of the Defence Aerodrome Manual (DAM) is to provide a standardized formatted mechanism to inform both military and civilian operators of accurate aerodrome data. This includes physical characteristics, available services, aerodrome hazards and operating procedures. It also provides enhanced reference guidance to the Aerodrome Operator (AO) to ensure that all aerodrome management requirements are being met and assured correctly. The DAM acknowledges the essential requirements of Annex A to EC legislation EC 216/2008 and is to be read in conjunction with the documents at Chapter 1 Para 1.1.

1.3 Scope - A Defence Aerodrome Assurance Framework (DAAF) has been developed in-line with the RAF Halton DAM. The MAA's DAM Framework has been used by the RAF Halton AO to develop this Aerodrome Manual. The DAM is a living document that will be updated and amended as required. The DAAF covers all chapters and sub-paras of this DAM to allow a record of full assurance at 1st/2nd/3rd party level. The AO is responsible for 1st party assurance; for RAF Halton this responsibility is devolved to OC Ops Flt and is to be conducted annually.

1.4 Information Accuracy - The AO is to ensure that information contained in the DAM is accurate. Where Aeronautical Information published in national Aeronautical Information Publications (AIPs)¹ is also published in the DAM, the information must be identical. The AO is responsible for ensuring changes to Aeronautical Information are published according to relevant procedures, and that these changes are mirrored in the DAM. Both the DAM and the AIP have legal authority.

1.5 Master Copy - The master copy of the DAM is to be appropriately protected, held by the AO and made available on their Modnet/Sharepoint /Websites (to allow civil access). Amendments to the Manual must be made when changes occur and the latest version published online.

¹ The DAM is the primary source for Aeronautical Information given the publishing lead-in time for the Mil AIP.
RAF Halton DAM V8 Apr 22

1.6 Name and Work Address of Aerodrome Operator

Wg Cdr Anna Toothill
 OC Ops & Plans Wg
 RAF Halton
 Aylesbury
 Bucks
 HP22 5PG
 Mil ☐ 95237 + Ext 6641 Civ ☐ 01296 656641
 Email: HAL-OpsSqnCentral@mod.gov.uk

1.7 Aerodrome Operators Authority and Letter of Delegation. The AO is appointed by the HoE to be responsible for actively managing an environment that accommodates the safe operation of Air Systems in accordance with (iaw) RA 1026. A signed copy of the AO Letter of Delegation is to be contained in the DAM at:

[Annex A - Letter of Delegation.](#)

1.8 Responsibilities of an Aerodrome Operator - The AO will actively manage an aerodrome environment such that it accommodates the safe operation of Air Systems iaw with the requirements laid down in RA 1026 Aerodrome Operator. The DAM provides the basic framework upon which additional areas may be added. It is acknowledged that many of these functions may not necessarily fall under the direct authority of the AO and as such appropriate interfaces should be established. Ultimately the AO is responsible for providing assurance to the Head of Establishment and Aviation DH regarding a safe operating environment.

1.9 Aerodrome Operator Responsibilities:

- a) The AO will establish formal relationships with Aviation DHs and/or Accountable Managers (Military Flying (AM(MF))) in order to ensure that any decisions made which affect the aerodrome or its facilities are made with due regard to the impact on Air Safety. Areas to be considered will include, but are not limited to, facilities, personnel, equipment and materiel. The AO will undertake assurance of activities regarding the documentation of tasks, roles, responsibilities, procedures, access to relevant data and record-keeping, in accordance with the MRP and related reference documents referred to at Chapter 1 Para 1.1.
- b) The AO will provide assurance that the DAM requirements are complied with at all times taking appropriate measures to ensure hazards are identified and highlighted to ADHs and civilian operators.
- c) The AO will ensure that an appropriate aerodrome wildlife risk management programme is established and implemented iaw with RA 3270.
- d) The AO will ensure that movements of vehicles and persons on the movement area and other operational areas are coordinated with movements of Air Systems iaw RA 3262 – Aerodrome Access.
- e) The AO will ensure that procedures to reduce the hazards associated with aerodrome operations in winter, adverse weather conditions, reduced visibility, or at night, if applicable, are established and implemented.
- f) The AO will ensure that arrangements with other relevant organizations include, but are not limited to, Air System operators, air navigation and ground handling service providers whose activities or products may have an effect on Air System safety are established, to ensure continuing compliance with extant aerodrome regulations.
- g) The AO will ensure that HAC procedures exist to provide Air Systems with fuel which is uncontaminated and of the correct specification, by means of contracts with third parties and assured through MIL FGSR Audit.

- h) The AO will ensure that all personnel who need to enter the movement area, as part of their TORs, are both trained and qualified to do so with the appropriate authority (line manager, Ops Flt and relevant Flying Clubs).
- i) The AO will ensure that an Aerodrome Emergency Plan, which forms part of the Station Emergency Response Plan, includes occurrences at the airfield and is developed in accordance with the MPCM, RA 1430 and DSA02 DFSR.
- j) The AO will ensure that adequate aerodrome rescue and fire-fighting services (ARFF) are provided in accordance with DSA02 DFSR, tailored to Halton requirements.
- k) The AO will ensure that Obstacle Limitation Zones around aerodrome movement areas be safeguarded from obstacles, in accordance with RA 3500.
- l) The AO will ensure that an effective Safety Management System (SMS) linked to the respective Front Line Command (FLC) or ADH SMS is established and maintained in accordance with guidance laid down in MAA 1200(1) Defence Air Safety Management.
- m) The AO will ensure that an occurrence reporting system using the Air Safety Information Management System (ASIMS) and the associated Defence Air Safety Occurrence Reports is in place, in accordance with MAA RA 1410(1) Occurrence Reporting.
- n) The AO will strive to engender an engaged safety culture.

1.10 Safety Meeting Structure. An Organisational aviation safety meeting flow diagram can be found at:

[Annex B - Safety Meeting Structure.](#)

1.11 Aerodrome Key Stakeholders. A list of Key stakeholders who have responsibility for, or directly support aerodrome operations, can be found at:

[Annex C - Aerodrome Key Stakeholders.](#)

1.12 Aerodrome Operators Hazard Log (AOHL). An Aerodrome Operators Hazard log must clearly indicate the active aerodrome operating hazards and can be found at:

[Annex D - Aerodrome Operators Hazard Log.](#)

1.13 Formal Aerodrome Related Agreements. All formal Aerodrome related agreements and Letters of Authority, with associated dates for review can be found at:

[Annex E - Formal Aerodrome Related Agreements.](#) These may be available on request through HAL-OpsSqnCentral@mod.gov.uk:-

- a) The Luton Agreement between NATS and RAF Halton (with Dunstable Gliding Club)
- b) Hemel Hempstead Model Flying Club MoU

1.14 Aerodrome Waivers, Exemptions and Alternative Acceptable means of Compliance (AAMC):

[Annex F – Not Required at Halton.](#)

1.15 Aerodrome Location and Control of Entry and Access. Details of the location of the aerodrome together with associated maps are recorded and reviewed at least annually. Further information on control of entry and access to the aerodrome is recorded also. This information can be found at:

[Annex G - Aerodrome Location and Control of Entry and Access.](#)

CHAPTER 2: AERODROME DATA, FACILITIES AND CHARACTERISTICS

2.0 The AO is to ensure all aerodrome data provided is accurate. The Information contained in the DAM is to mirror the equivalent information published in other military aviation publications.

2.1 LOCATION INDICATOR AND NAME**EGWN - Halton****2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	Aircraft Readiness Platform Co-ordinates and site at Aerodrome (AD):	N51 47 33.00 W000 44 16.20 (Halton Circle)
2	Direction and distance from City / Town:	3.5nm South-East of AYLESBURY
3	Elevation / Reference Temperature:	369 ft. / 21°C
4	Magnetic Variation / Annual Change:	0° 15'W (Oct 19) 0°11' decreasing
5	Geoid Undulation at AD Elev Position:	---
6	AD Administration Address: Telephone: E-mail: Website:	Operations Flight RAF Halton Airfield AYLESBURY Buckinghamshire HP22 5NS Mil: 95237 6367/6666 (Ops Flt), Ext 6211 (Main Guardroom) Civ: 01296 656367/656666, AFM: 07771522083 HAL-OpsSqnCentral@mod.gov.uk http://www.raf.mod.uk/rafhalton/flyinginfo/operationssquadron.cfm http://www.haltonairfield.jimdo.com
7	Types of Traffic Permitted (IFR / VFR):	VFR only
8	Remarks:	Nil

2.3 OPERATIONAL HOURS		
1	AD:	Winter: 0900-2000 (L) or SS +15 mins Mon-Sun Summer: 0900-2000 (L) or SS +15 mins Mon-Sun
2	Customs and Immigration:	Nil
3	Health and Sanitation:	Nil
4	AIS Briefing Office:	Nil
5	ATS Reporting Office (ARO):	Nil
6	MET Briefing Office:	Nil. Information from RAF Benson.
7	ATS:	HO (Air-Ground Radio Service)
8	Fueling:	Prior arrangement only
9	Handling:	Nil
10	Security:	Ministry of Defence
11	De-Icing:	Nil
12	Remarks:	24 hrs PPR for Military and Civilian aircraft.
2.4 HANDLING SERVICES AND FACILITIES		
1	Cargo Handling Facilities:	Nil
2	Fuel / Oil / Hydraulic Types:	Available by prior arrangement only
3	Fueling Facilities / Capacity:	Available by prior arrangement only, through Halton Aero Club, 01296 656178 or
4	Oxygen:	Nil
5	De-Icing Facilities:	Nil
6	Starting Units:	Nil
7	Hangar Space for visiting Air Systems:	Limited, prior arrangement only (JSP360 charges apply)
8	Repair Facilities for visiting Air Systems:	Nil
9	Remarks:	Nil
2.5 PASSENGER FACILITIES		
1	Accommodation:	Prior arrangement only, limited to Service Messes.
2	Medical Facilities:	RAF Halton Medical Centre
3	Remarks:	Nil
2.6 RESCUE AND FIRE FIGHTING SERVICES		
1	AD Category for Fire Fighting:	Rescue Fire Fighting Category Special
2	Rescue Equipment:	90L AFFF
3	Capability for removal of disabled Air Systems:	Nil
2.7 SEASONAL AVAILABILITY - CLEARING		
1	Type of Clearing Equipment:	Nil
2	Remarks:	Nil

2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

A detailed list of all apron and taxiway characteristics of all available aprons and taxiways is to be produced:

1	Apron Surfaces:	Apron		Surface	Strength
		Main		Concrete and Asphalt	Not Known
2	Taxiway width, surface and strength:	Grass		Not Known	Not Known
		Taxiway	Width	Surface	Strength
		02/20	50m	Grass	Not Known
		07/25	50m	Grass	Not Known
3	Altimeter Check Location and Elevation:	Nil			
4	VOR Checkpoints:	Nil			
	INS Checkpoints:	Nil			
5	Remarks:	Nil			

2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS

1	Use of Air System stand ID signs: Taxiway Guidelines and visual docking / parking guidance system of Air System stands:	Taxiways on north side of runways. Runway holds marked by red/white signs. Bad ground marked by orange and white boards. Aircraft parking area marked on main apron.
2	Runway and taxiway markings and lighting:	Runway: White chalk dashed sidelines with black and white threshold marker boards. Runway numbers in chalked numerals. Nil lighting.
		Taxiway markings: No Taxiway markings. Nil lighting.
3	Stop Bars and Runway Guard lights	Nil
4	Other runway protection measures	Nil
5	Remarks:	Nil

2.10 AERODROME OBSTACLES

Please refer to the "Measured Height Survey" data on the UK Mil AIP website:

<https://www.aidu.mod.uk/aip/pdf/MeasuredHeightSurveyData.zip>

2.11 METEOROLOGICAL INFORMATION

1	Associated MET Office:	RAF Benson, RMU South
2	Hours of Service: MET Office outside hours:	H24* RMU South (Weekends)
3	Office Responsible for Terminal Aerodrome Forecast information: Periods of validity:	No TAF is produced for Halton, nearby major airfields (including Benson) are used instead.
4	Type of landing forecast: Interval of issuance:	See Rmks
5	Briefing / consultation provided:	Telephone
6	Flight Documentation: Language(s) used:	English
7	Charts and other information available for briefing or consultation:	Military charts/ documents from No 1 AIDU available from Ops Flt
8	Supplementary equipment available for providing information:	Internet and telephone access
9	ATS units provided with information:	By prior arrangement only
10	Additional information (limitation of Services etc.):	
11	Remarks:	Daily cross-section issued by RAF Benson during week and RMU South on weekends

2.12 RUNWAY PHYSICAL CHARACTERISTICS

THE RUNWAY PHYSICAL CHARACTERISTICS					
Designations Runway Number	True and MAG bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Runway and stopway	Threshold co- ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
1	2	3	4	5	6
02	019° 23'24" GEO 020° 09'24" MAG	1161 x 47	Grass	N51 47 18.30 W000 44 19.12	365.94ft TDZE 365.94ft
20	199° 23'36" GEO 200° 09'36" MAG	1161 x 47	Grass	N51 47 46.14 W000 44 03.32	318.93ft TDZE 365.94ft
07	070° 36'03' GEO 071° 22'03" MAG	868 x 50	Grass	N51 47 24.29 W000 44 31.72	354.69ft TDZE 354.69
25	250° 36'37" GEO 251° 22'37" MAG	868 x 50	Grass	N51 47 31.42 W000 43 59.10	337.43ft TDZE 354.69ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	3 RESA
7	8	9	10	11	12
02 - 1.00% D	Nil	60 x 150	978 x 80	-	
20 - 1.00% U	Nil	60 x 150	978 x 80	-	
07 - 0.50% D	Nil	105 x 150	750 x 80	-	
25 - 0.50% U	Nil	90 x 150	750 x 80	-	
12	Arresting Systems				
Nil.					
13	Remarks		No precision approaches available.		

⁵ Eg Operationally Essential Obstacles (RA 3590(12): ►Safeguarding – Operationally Essential Obstructions◄), or obstacles that penetrate the Obstacle Limitation Surfaces or Obstacle Free Zones (RA 3512 - ►Permanent Fixed Wing Aerodrome - Obstacle Environment◄).

2.13 DECLARED DISTANCES

Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
02	1015	1015	1161	912	Nil
20	1058	1058	1161	912	Nil
07	757	757	869	663	Nil
25	775	775	869	663	Nil

2.14 APPROACH AND RUNWAY LIGHTING

Runway	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (Minimum Eye Height Over Threshold)	TDZ Lighting Length	Runway C/L Lighting Length Spacing Colour Intensity	Runway Edge Lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stop Lighting Length Colour
1	2	3	4	5	6	7	8	9
Nil								
10. Remarks:		Nil						

2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	A Bn / I Bn location, characteristics and hours of operation:	Nil
2	Anemometer location and lighting:	Located on Hangar 3. Unlit.
3	Taxiway edge and Centreline lighting:	Nil
4	Secondary Power supply: Switch-over time:	Nil N/A
5	Remarks:	Nil

2.16 HELICOPTER LANDING AREA

Details of all helicopter landing areas or emergency landing strips on the aerodrome are to be recorded (see also AIDU HLS Handbook):

1	Location:	Halton Circle (HLS 1)	Apron in front of hangars (HLS 2)	Nuffield Pavilion (HLS 3)
2	Elevation:	342ft	362ft	422ft
3	Lighting:	Nil	Nil	Nil
4	Remarks:	Halton Circle near Windsock, marked by chalked circle with chalked 'Halton' letters. Difficult to see – awaiting re-marking.	HLS 2 unmarked. Helios may land on hard-standing or grass – liaise with Ops Flt for conditions.	Best approach HDG 270°. Land at northern end of sports field.

2.17 ATS AIRSPACE		
Designation and lateral limits		Airspace Classification
1		2
Halton ATZ		3
Circle radius 2nm centred on N51 47 32.22 W000 44 11.22		SFC to 2000ft AAL
4	ATS Unit C/Sign: Language:	Halton Radio English
5	Transition Altitude:	6,000ft
6	Remarks:	Nil

2.18 ATS COMMUNICATION FREQUENCIES				
Service	C/Sign	Frequency	Hours of	
1	2	3	4	
A/G Stn	Halton Radio	130.425	HO	HO
Remarks: A/G only. No clearances can be given except relay of clearance from other ATSU.				

2.19 RADIO NAVIGATION AND LANDING AIDS						
Type Category (Variation)	Ident	Frequency	Hour of Operation Winter Summer # and by arrangement	Antenna Site co-ordinates	Elevation of DME Transmitting Antenna	Remarks
1	2	3	4	5	6	7
Nil						
Remarks: N/A						

2.20 LOCAL TRAFFIC REGULATIONS		
1	Airport Regulations	Standard MOD/RAF regulations modified by local flying orders.
2	Ground Movement	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.
3	CAT II/III Operations	Nil.
4	Warnings	a. Intensive gliding ops of all varieties with winch launches to 2400ft AMSL. b. Mirror circuits in operation, therefore, no dead-side traffic permitted or overhead joins. c. Opposite circuit directions are flown by powered acft and gliders. All powered traffic operates to the N side of the AD, gliders operate to the S of the AD. d. Powered acft circuit patterns; Rwy 20 and 25 RH; Rwy 02 and 07 LH. e. Glider tugs may use either glider or powered circuit pattern.
5	Helicopter Operations	By prior notification - HLS 1, 2 & 3, in addition to airfield apron.
6	Use of Runways	All Rwy have a displaced threshold.
7	Training	Circuit training not available to non-Halton based aircraft.

2.21 NOISE ABATEMENT PROCEDURES

As at all MOD airfields, noise abatement is treated very seriously at RAF Halton. All pilots should route via the noise abatement lanes indicated in Annex H and only route outside of these on the grounds of safety (such as avoiding other aircraft or significant weather).

See RAF Halton Aerodrome Order Book for further information on noise abatement procedures.

Runway	Procedure
02	Turn left 20° to minimise over flight of Buckland and Aston Clinton. Vary routing within established noise abatement lanes.
20	Turn right 20° to overfly northern end of Weston Turville reservoir. Vary routing within established noise abatement lanes.
07	Turn left 5° to cross least populated area between Buckland Wharf and Aston Clinton. Turn cross-wind just prior to A41 dual carriageway. Vary routing within established noise abatement lanes.
25	Turn left 20° to N edge of Weston Turville reservoir, then continuous turn onto cross-wind avoiding Weston Turville. Vary routing within established noise abatement lanes.

2.22 FLIGHT PROCEDURES

1	Procedures for inbound Air System:	Call on Halton Radio with 5nm to run. Aircraft may be routed via visual routing points at Terrick (SP839082, Henton), 2nm W of field for Rwy 02 or 07 or Lakes VRP (SP909132), 2nm E of field for Rwy 20 or 25.
2	Departures:	Follow Noise Abatement routes climbing to 2000ft to depart en-route.
3	Radio Comms Failure:	Standard - no light signals available.
4	MAP:	As per Noise Abatement Procedures above.
5	Aerodrome Op Minima:	For arrivals cloud base >700ft horizontal visibility >3km below 140kts IAS.
6	Remarks	There are no Instrument Approach Procedures (IAP) for this aerodrome. No Overhead Joins due to Glider Winches.

2.23 ADDITIONAL INFORMATION

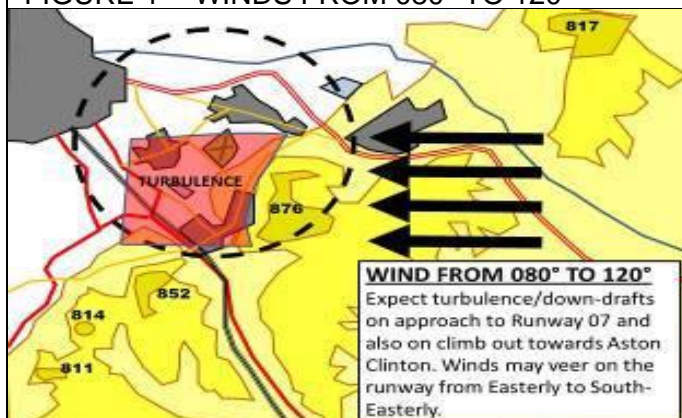
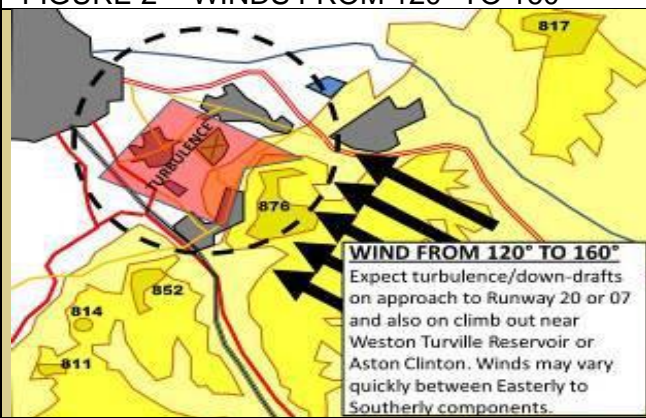
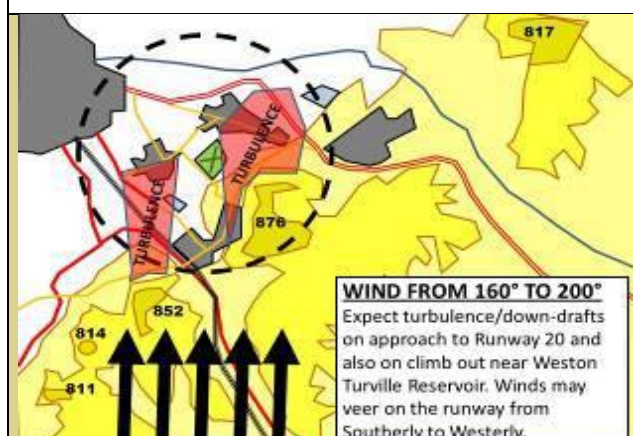
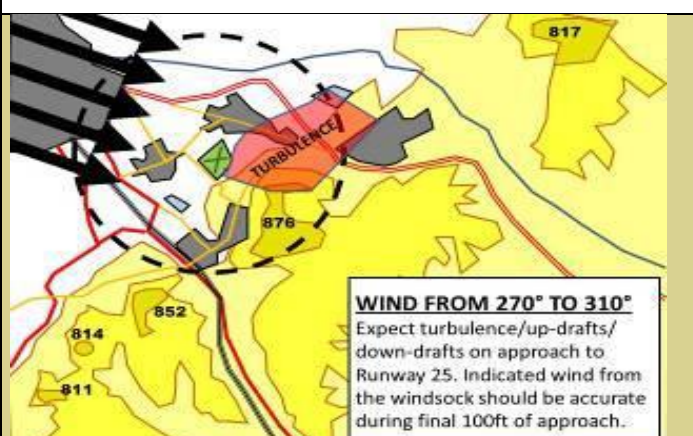
1	Warnings	<ol style="list-style-type: none"> 1. A public footpath runs along the eastern boundary and a public road runs along the south-western boundary. 2. Aircraft may operate outside the airfield published hours. All aircraft are advised to call Halton Radio whenever flying in the local area. 3. Caution: 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. 4. Tall trees on approach to Rwy 20, 07 and 25. 5. Airfield grass cutting vehicles operate on the Rwy on Monday mornings (Mar to Oct). 6. Red Kite soaring is common in the area and flocks of gulls are often attracted to the airfield. 7. Limited BCU activity on request.
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2.24 CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts	En-Route Charts
Nil	<u>UK (L)1, UK (L) 2</u>

2.25 SPECIAL PROCEDURE – WIND EFFECTS HALTON

Elev 372	Var 0° 46'W	TA 6000	14 JUL 16	CHART NO.
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FIGURE 1 – WINDS FROM 080° TO 120°**FIGURE 2 – WINDS FROM 120° TO 160°****FIGURE 3 – WINDS FROM 160° TO 200°****FIGURE 4 – WINDS FROM 270° TO 310°**

2.26 Noise Abatement Procedures. All procedures pertaining to noise abatement can be found at 2.21 and at:

[Annex H – Noise Abatement Procedure Orders.](#)

2.27 Temporary Obstruction Orders. Temporary ground obstructions will be notified to airfield users via local flying orders or by Notice to Aviation (NOTAM). Areas of bad ground will be marked with an orange/white marker up to 1m in length at:

[Annex I – Not Required at Halton.](#)

2.28 Rwy Strip Obstructions. All new and legacy infringements of the aerodrome and safeguarding strip are published in this DAM iaw RA 3590 – Maintenance and Safeguarding.

2.29 RWY End Safety Area (RESA). As a VFR only aerodrome there is no requirement for RAF Halton to have RESAs. However, 60 x 60 RESAs are available at each threshold/overrun.

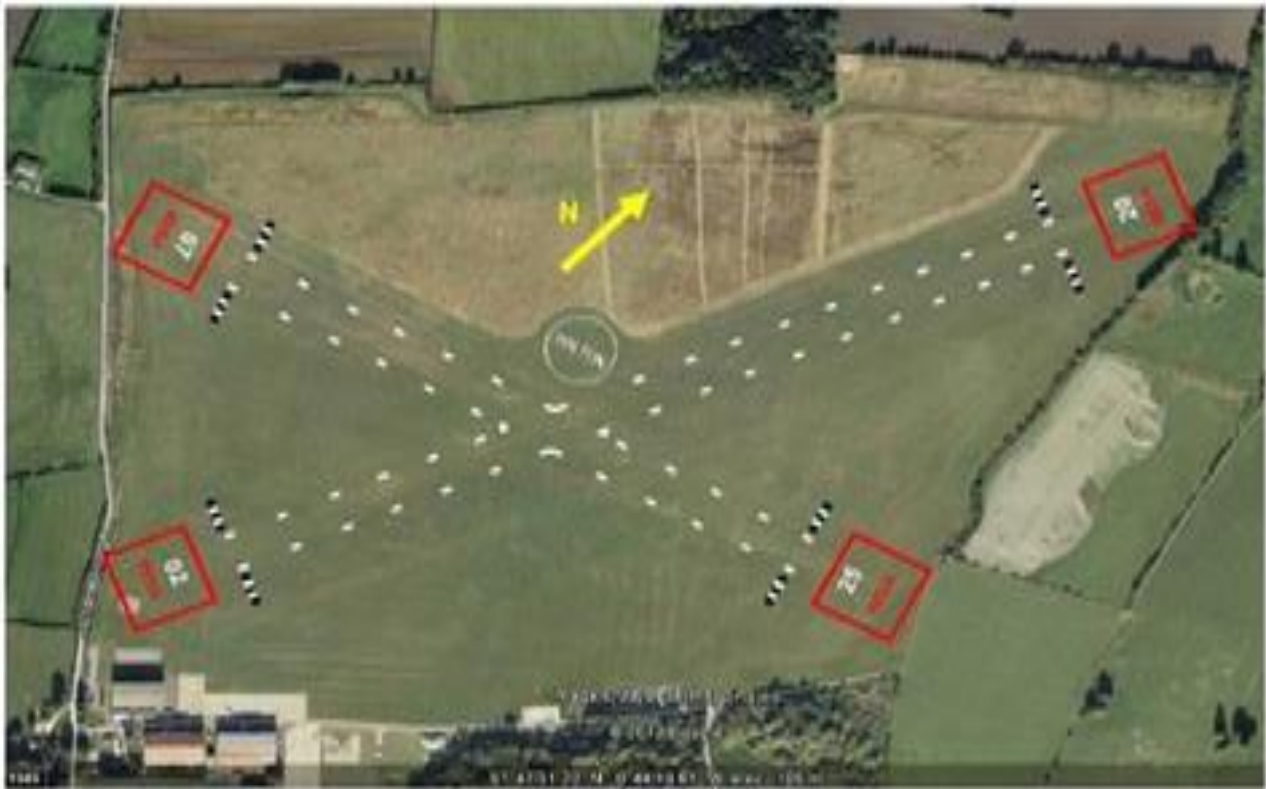


Figure 17

2.30 Light Aggregate (Lytag) Arrestor Beds or Engineered Materials Arrestor System (EMAS). There are no Light Arrestor Beds or Systems at Halton.

2.31 Aerodrome Arresting System Orders at:
[Annex J – Not Required at Halton.](#)

2.32 Manoeuvring Area Safety and Control Orders. The orders for the safe parking, manoeuvring, refueling and servicing of Air Systems are at Chapter 5 and within the Aerodrome Order Book (AOB).
[Annex K – Not Required at Halton.](#)

CHAPTER 3: EMERGENCY AND RESCUE & FIRE FIGHTING ORDERS

3.1 Emergency Organisation. 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).

In addition, all documentation has been made available to the following Civilian Authorities: Thames Valley Police Station, Bucks CC Emergency Planning Office, South Counties Ambulance Service, Bucks Fire and Rescue Service and Stoke Mandeville Hospital.

3.2 Emergency Response Plan. Included within the RAF Halton ERP are orders for incidents on the Airfield. The ERP must be exercised by table-top or live-ex on alternate years and be made available to the local Resilience Forum. Orders must be written iaw the following;

- MPCM – Manual of Post Crash Management
- DSA02 DFSR – Defence ARFF Regulation

[Annex L – Emergency Response Plan](#) (This document may be available on request to Hal-OpsSqnCentral@mod.gov.uk)

3.3 Aerodrome Rescue and Fire Fighting Services and IER Orders.

Details of Aerodrome Rescue and Firefighting services /IER Orders are contained at:

[Annex M \(a\) for Aerodrome Rescue & Firefighting Services and Training Orders;](#)
[Annex M \(b\) for ARFF Response Area Assessment Form.](#)

3.4 Disabled Air System Removal. Disabled Air System Removal Orders are in place to cover the requirement to quickly and safely remove an Air System that has caused a temporary closure of a runway, taxiway or Air System Servicing Platform (ASP), but falls beneath the criteria of an accident that would be dealt with separately under the Aerodrome Air System Crash Plan. These orders can be found at:

[Annex N - Disabled Air System Removal.](#)

CHAPTER 4: AERODROME DATA FACILITIES & CHARACTERISTICS

4.1 ATC Orders. 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 queries should be made to Ops Flt on 95237 6367/6666 or 01296 656367/6666 in the first instance. ATC Orders are contained within the ATM 3000 section of the RAF Halton Aerodrome Order Book.

[Annex O Pt 1 – Not Required at Halton.](#)

4.2 Aerodrome Order Book. All local orders pertaining to flying at the aerodrome that are not covered in FTS specific orders can be found in the AOB.

[Annex O Pt 2 – Not Required at Halton.](#)

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 is in line with guidance contained within the UK Air Information Publication (AIP) and Mil AIP. It is the responsibility of Halton Ops Flt to ensure that the information provided and published in Mil and CIV AIPs is correct.

Annex P – Not Required at Halton.

5.2 Aerodrome Serviceability Inspections. Orders for the inspection of aerodromes are written iaw RA3264. These orders can be found at:

Annex Q – Aerodrome Serviceability Inspections.

5.3 Aerodrome Technical Inspections. As a Minor Government Airfield without Air Traffic Control, Navigation Aids and an Aircraft Engineering 'Pillar', RAF Halton Aerodrome Technical Inspections are within the Eng 4000 section of the RAF Halton Aerodrome Order Book. The ARFF vehicle is inspected daily before Flight Operations commence.

Annex R – Not Required at Halton.

5.4 Radar, Radio and Navigation Aid Maintenance, Monitoring and Protection at:

Annex S – Not Required at Halton.

5.5 Aerodrome Works Safety - Orders for the control and supervision of work in progress on the aerodrome also include the control of working parties and can be viewed at:

Annex T – Aerodrome Works Safety.

5.6 Aerodrome Users - Vehicle and Pedestrian Control. RAF Halton Ops Flt are responsible for the control and supervision of vehicles and pedestrians on the aerodrome at RAF Halton on behalf of the Head of Establishment and the AO. All visitors shall be in possession of the correct passes whenever they are 'Airsides'. Whilst not exhaustive to all SSO security requirements, orders shall be followed for vehicles and can be found at:

Annex U – Aerodrome Users, Vehicle and Pedestrian Control.

5.7 FOD Prevention - Training and Awareness. RAF Halton Ops Flt has the lead on FOD. However, all Airfield Users **shall** be vigilant for FOD. Any FOD found should be picked up or alerted to Ops Flt. All areas adjacent to the dispersal **shall** ensure that their areas are free of FOD at all times. Flying Clubs **should** ensure that all loose articles are reported by In-Form. All Airfield Users **should** conduct regular FOD sweeps of Hangar floors.

Annex V – FOD Prevention Orders.

5.8 Aerodrome Wildlife Management. RA3270 requires that HoE's and Aviation Duty Holder Facing Organisations **shall** ensure that units have an Aerodrome Wildlife Control Management Plan (AWCMP). RAF Halton Ops Flt provides a limited Bird Control Unit (BCU) capability which is non-lethal. The risk of bird strike is low and is assessed within the RAF Halton Aerodrome Operating Risk Register.

The DIO Deer Management Teams (DMT) have reported that small numbers of native deer species males are habitually attracted to the secluded woodland around RAF Halton due to its ability to support brood herds close to good grazing at the airfield. This seasonal movement of animals and their grazing behaviour presents a hazard to Flight Safety (FS) which is recorded in the DAM Hazard Log. The Aerodrome Wildlife Management Plan is at:

Annex W – Aerodrome Wildlife Management.

5.9 Low Visibility Operations (LVO). RAF Halton Aerodrome normally only operates in 'Day VMC' conditions.

Annex X – Not Required at Halton.

5.10 Snow and Ice Operations. The RAF Halton Station Snow and Ice Plan (SIP) is managed by the SIP Cdr. At RAF Halton Airfield, no action is taken following snowfall. Gritting only occurs when winter weather is predicted. The Airfield is not to be gritted past the manual barrier on Aviation Avenue. No salt is to be used 'airside' past the wooden gate next to Bldg 290, due to Grit Salt accelerating the corrosion of aircraft undercarriages.

When gritting has occurred, vehicles can access Hangar 1 (Barrack Stores) by taking the short route through the wooden gate by Bldg 290.

When gritting has occurred, MT coaches visiting Hangar 4 (Clothing Stores) via the wooden gate will drop recruits off in front of Hangar 1 and proceed to turn around in the same space. RTS NCOs are to ensure recruits continue to Hangar 4 on foot via the road and not across the front of the hangars.

To mitigate salt contaminating the aircraft and vehicle crossing point by the BFI, personnel requiring access to the Airfield Tower and the sewage works are to conduct a FOD check to remove excess grit from tyres. Aircraft captains are requested to shut down before this crossing point and manually walk the aircraft to the BFI to prevent grit being scattered across the apron by propeller wash at:

Annex Y – Snow and Ice Operations. (This document may be available on request from Hal-OpsSqnCentral@mod.gov.uk)

5.11 Thunderstorm and Strong Wind Procedures. A strong wind warning will be issued by Benson Met Office or DGU South when the windspeed reaches 25 kts. If the actual wind strength exceeds 30 kts (including unforecast gusts every 10 mins or less in frequency) then all flying activity shall cease at RAF Halton. The 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. Benson Met Office and DGU South will issue Thunderstorm warnings when appropriate.

Annex Z – Not Required at Halton.

5.12 Civil Air System Aerodrome Usage - Terms and Conditions. Orders have been written to govern the use of MOD Aerodromes by civil Air Systems and are iaw JSP 360. These orders cover the eventuality of a breach of terms and conditions and can be found at:

Annex AA – Civil Air System Usage – Terms and Conditions.

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 and depends upon whether the obstacle is sited within or outside MOD property. All Safeguarding activities are to be conducted iaw extant regulations and any waivers or exemptions issued by the MAA are to be recorded. RAF Halton has no waivers or exemptions at:

Annex BB – Not Required at Halton.

5.14 Aerodrome Assurance Activity. Any relevant reports, surveys and assurance documentation regarding the aerodrome and its facilities are captured within the DAAF. In addition, some 2nd Party assurance reports are also captured at the request of the AO.

5.15 Electrical Ground Power Procedures. RAF Halton has no electrical ground power units.

Annex CC – Not Required at Halton.

5.16 Aviation Fuel Management Procedures. Orders for fuelling operations and spillages are contained within the AOB ENG HAL 4055 and ENG HAL 4155.

Annex DD – Not Required at Halton.

5.17 Hazardous Materials - Spillage Plan. Orders for the management of Hazardous Materials are contained within the Unit Spillage Response Plan.

Annex EE – Unit Spillage Response Plan (This document may be available on request to Hal-OpsSqnCentral@mod.gov.uk)

5.18 Jettison and Fuel Dumping Area. Orders outlining the use and access to and from a designated jettison and fuel dumping area would be held at:

[Annex FF – Not Required at Halton.](#)

5.19 Compass Swing Area. There is no Compass Swing Area site at Halton.

[Annex GG – Not Required at Halton.](#)

5.20 Explosive Ordnance Disposal Area. Orders outlining the use and access of EOD areas would be held at:

[Annex HH – Not Required at Halton.](#)

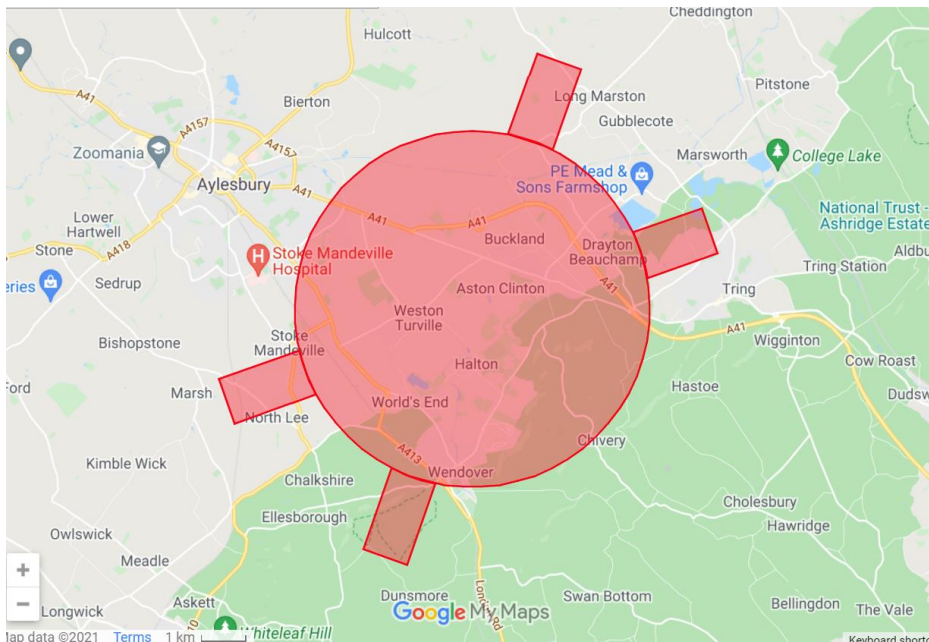
5.21 Dangerous Goods (DG) Procedures. Orders outlining the control, loading, unloading and management of DG iaw extant regulations would be held at:

[Annex II – Not Required at Halton.](#)

5.22 Hydrazine (H70) Leak. Orders, to cover the actions for potential Hydrazine (H70) leaks from visiting ac would be held at:

[Annex JJ – Not Required at Halton.](#)

5.23 UAS / RPAS Orders. A map of the Halton Flight Restriction Zones taken from the CAA UK FRZ Map is shown below:-



Orders outlining the actions to be carried out if UAS / RPAS are to be operated within the Air Traffic Zone boundary are held in the RAF Halton Counter Un-Manned Aerial Systems Plan.

[Annex KK – UAS/RPAS Orders.](#) (This document may be available on request to HalOpsSqnCentral@mod.gov.uk)