

RAF Odiham Aerodrome Operating Hazard Log v22.2
Updated May 24 (Changes since last revision in RED)

Nature of hazard.		Position of hazard.	Permanence of hazard. Temporary / Permanent?	Is the hazard affected by season / light or time?	What mitigation has been employed, if any, to reduce its impact?
Aerodrome Surfaces	<p>Poor condition of Airfield Manoeuvring Areas</p> <p>Surface break up and large cracks, especially visible on Charlie Taxiway.</p>	Charlie & Delta taxiway.	Until repaired by DIO	Yes - Freeze/thaw in winter has a detrimental effect.	<ol style="list-style-type: none"> 1. ATC daily inspection conducted morning and evening. 2. DIO monthly inspection. 3. Work requests submitted to DIO. 4. Biennial surveys conducted by DIO. 5. Routine sweeping iaw sweeping plan held within FOD Prevention Plan. Sweeper/ FOD Boss always available for tasking outside of plan. 6. Stn FOD Officer conducts routine training/ educational activity, as well as FODEVAL iaw Stn FOD Prevention Plan. 7. ATC inspection of operating surfaces before and after fixed wing movements. 8. DOC/ASOS aware of issues relating to high ACN aircraft. 9. Monthly Airfield Maintenance meetings with OC WSF/DIO.
Retired 23/04/24					
<p>FOD</p> <p>FOD migration onto the airfield</p>		Aerodrome	Permanent	High winds	<ol style="list-style-type: none"> 1. FOD prevention policy. 2. Stn wide FOD plod twice a year and when required. 3. Daily inspections by ATC. 4. Individual sqn FOD checks carried out. 5. Contractors briefed. 6. Sweeping Plan in place. 7. SFODO identified and well publicised.
<p>Restricted ATC View</p> <p>Limited ability to ensure safe instruction for air system start, taxi, take off/landing clearance due to restricted view from ATC Tower.</p>		Aerodrome	Permanent	Yes – low visibility and light levels reduce ATC visibility.	<ol style="list-style-type: none"> 1. Discretionary clearances to be issued by ATC if cannot guarantee area is sterile (in DAM). 2. Aircrew to maintain good look-out. 3. Aircrew to have 2-way comms with ATC prior to start to ensure emergency response as required. 4. CCTV established at Echo Dispersal to provide situational awareness of vehicle and air system movements. 5. Low Vis Procedures.

<p>Vehicle Access to Air Side Buildings via Taxiways</p> <p>No dedicated perimeter track for vehicles to access ATC, Regt Sect, MAB10 and STS.</p> <p>Traffic Lights are in suboptimal positions, some areas of taxiway are not protected by traffic lights (outside STS and Regt Flight, ASMT and Fire Sect fast access to Charlie taxiway).</p>	Aerodrome	Temporary - until funding sought for additional traffic lights	Reduced visibility in adverse weather conditions and at night.	<ol style="list-style-type: none"> 1. Individuals who require to drive on the airfield are required to hold a valid AAP. Airfield Driving contains information on rights of way. 2. Signs to highlight when personnel are entering the airfield. 3. Traffic lights in place at entry points to the Rwy. 4. Low vis procedures to be activated by ATC/Ops. 5. Only vehicles with MRE to enter the manoeuvring areas. 6. Effective ATC lookout prior to issuing a clearance to use a surface. 7. Random spot checks for personnel entering airfield to produce permit. 8. Aircrew lookout. 9. Op AIRLIFT - Police & Fire used for block off purposes. 10. Amendment to AAP MRE requirement has reduced airfield incursion rates. 	
Non RA Compliance	Retired 23/04/24				
	Simultaneous approaches to RW09/27, Tac Park & Helilands increase the risk of MAC due to operating in close proximity.	Tac Park and Helilands	Permanent	No	<ol style="list-style-type: none"> 1. Stn based AS are used to operating within close proximity. 2. Simultaneous FW and RW operations to the heliland, tacpark and rwy are not permitted. 3. ATC will give circuit state to inbound aircraft which indicates whether in the northern or southern circuit.
	POL Complex (Building 358) infringes northern taxiway - RA3511(6) Taxiway separation Table.	Aerodrome	Permanent	No	<ol style="list-style-type: none"> 1. Use of taxiway restricted to C130 and smaller 2. FLIPS state 'twy is restricted to ac C130 size or smaller due to twy width and infringements'.
	Paint Facility (Building 429/434) infringes Eastern taxiway - RA3511(6) Taxiway separation Table.	Aerodrome	Permanent	No	<ol style="list-style-type: none"> 1. Use of taxiway restricted to C130 and smaller 2. FLIPS state 'twy is restricted to ac C130 size or smaller due to twy width and infringements'

	The PAPI installations are not compliant with RA3515(8) because of the excessive height. The setting out of the PAPI units within each wingbar conforms to RA3515(8). The height of some units exceeds the recommendation but ground levels fall away from the runway edge.	Aerodrome	Permanent	No	<ol style="list-style-type: none"> 1. Flight checked Jan 15. 2. Airfield Lighting (GADFLY) conducts angle checks on PAPI's every week.
	Standby Power for the AGL does not comply with RA Switchover Times Potential loss of all lighting for Rwy 27 for more than 15 secs. - RA3520(1) Airfield Lighting, non compliant.	Airfield	Until repaired by DIO	Reduced visibility in adverse weather condition and night.	<ol style="list-style-type: none"> 1. Audio alarm informs controller in VCR. 2. ATC break off procedures. 3. All airfield users should have an airfield driving permit which stipulates vehicles cannot cross the rwy unless the traffic lights are on green light. 4. Two-way communications with aircrew. 5. In AIP (2.15 secondary power supply/switchover time).
	Operationally Essential Obstacles in Cleared Areas - RA3590(12)	Tac Park (Aerodrome)	Permanent	No	<ol style="list-style-type: none"> 1. ATC and aircrew lookout in visual circuit. 2. Promulgation of obstacles in TAPS. 3. Husbandry of Tac Park by JHSS following use.
	Lack of sign illumination causes reduced visibility in adverse weather and at night, increasing risk of collision or loss of situational awareness.	Aerodrome	Permanent	Reduced visibility at night and in poor weather.	<ol style="list-style-type: none"> 1. Stn-based aircrew and ATC are familiar with current layout. 2. ATC will pass clear instructions to unfamiliar aircrew. 3. A 'follow me' vehicle is available. 4. Effective lookout by ATC and aircrew. 5. Upright sign design is complaint, but they remain unlit to reduce ambient light impact upon NVD operations - covered under Acceptable Means of Compliance. 6. Published in DAM.
	High intensity approach lighting non RA Compliant - RA3515(6) causing reduced visibility in adverse weather conditions and at night. (High Intensity Centre-Line and 5 Crossbars Approach Lighting system is required but only a CL2B is in place).	Airfield	Until repaired by DIO (waiver issued until Nov 2035)	Reduced visibility in adverse weather condition and night.	<ol style="list-style-type: none"> 1. Have functioning Approach and Threshold lighting iaw STANAG (NATO) 3316. 2. Regular airfield users are familiar with the current non-MADS lighting system. 3. Published in FLIPS (special procedures)

	Pattern of Aerodrome Lighting Systems listed below not RA3515 Compliant which could cause ambiguity for aircrew. Runway 09-27 Threshold Lighting Approach Lighting	Airfield	Permanent - AGL replaced as part of runway resurfacing project FY20/21. Until replaced by DIO.	Yes	1. Stn-based aircrew and ATC are familiar with current layout. 2. ATC will pass clear instructions to unfamiliar aircrew. 3. Effective lookout by ATC and aircrew. 4. Published in DAM.
Retired 28 Feb 24					
Retired 23 Apr 24					
	Armed air systems (inclusive of armed for countermeasures) at risk of ignition if parked on Southern dispersal due to HIRTA.	Aerodrome - Southern Dispersal	Permanent	No	1. Armed air systems are not be permitted on the Southern Dispersal, as promulgated in the DAM. 2. Visiting air systems falling into the "Severe" range will be precluded from conducting RTR on the Southern Dispersal. 3. DOC aware of restrictions when booking Visiting ac.
Retired 25 Apr 24 - absorbed into ODI AOHL 24-06					
	Numerous areas of the taxiway/MT route have worn markings, making it difficult for airfield users to determine safe taxi/driving routes and increasing the likelihood of airfield and dispersal incursions. Various markings required to be made compliant or newly painted where no markings exist.	Taxiways/MT route. Most prevalent on BRAVO taxiway and south of ECHO dispersal. Access to airfield from ATC, ESA and RAF Regt Section require new markings.	Temporary - until repainted under contract.	No	1. SON 164 submitted May 21 to request repainting of worn markings under current FM contract. 2. SON 166 submitted Jul 21 to request Traffic light and additional RA compliant ground markings to provide ATC with ability to properly sterilise key areas of the airfield.
Retired 28 Feb 24					
	Temporary Earthing Spikes in the ground protruding above ground level	Adjacent to RWY 27 threshold	Temporary - until permanent (flush) earthing point is installed by Vinci.	Yes - in the summer the grass will grow faster and the spikes will obscure quicker.	1. SAPPHO / Grass cutters informed of the location of the spikes. 2. Access restricted to that portion of grass. 3. Regular patrols by grass cutters and SAPPHO to prevent wildlife build up.
	Temporary metal structure (SAF trailer) situated outside TKHF hanger		Temporary - until new permanent SAF tank built.	No	1. Discussed with C4i - Nil safeguarding impact due to location next to larger metal hanger.
Retired 25 Apr 24.					
Retired 25 Apr 24 - absorbed into ODI AOHL 24-06					
Retired 25 Apr 24					

Large number of areas for rooks to nest resulting in increased numbers of corvids on the airfield.	Aerodrome	Permanent - it is unlikely that the station will reach the point where 100% of recommendations are complete due to need for short areas of grass and cost of tree removal.	Yes – seasonal increase in bird activity.	<ol style="list-style-type: none"> 1. Long grass policy adhered to where operationally possible. 2. Bird runs are always conducted for fixed-wing air systems iaw policy. 3. When available, lethal control is used iaw the wildlife management (bird) policy and licensing. 4. Timely warnings of bird activity broadcast to aircrew. 5. Proactive approach to Rookery/Nest removal. 6. Warning published in FLIPs. 7. Fire section to use fleet to attempt to remove nests from trees outside of nesting season.
Areas of long grass result in increased numbers of birds on the airfield increasing threat of bird strike.	Aerodrome	Permanent - it is unlikely that the station will reach the point where 100% of recommendations are complete due to need for short areas of grass and cost of tree removal.	Yes – seasonal increase in bird activity.	<ol style="list-style-type: none"> 1. Long grass policy adhered to where operationally possible. 2. Bird runs are always conducted for fixed-wing air systems iaw policy. 3. When available, lethal control is used iaw the wildlife management (bird) policy and licensing. 4. Timely warnings of bird activity broadcast to aircrew. 5. Proactive approach to Rookery/Nest removal. 6. Warning published in FLIPs.
RESA not compliant with RA3511(5). grassed areas at the end of rwy 27/09 have significant downward gradient (estimated >5%) CL2B and CL5B lighting within RESA.	Runway 27/09 ends	Permanent	No	<ol style="list-style-type: none"> 1. Details to be published in DAM and UK Mil AIP highlighting the non-compliance. 2. Odiham operates mainly RW Ac with excessive runway available for undershoot and overshoot. 3. Odiham is a low traffic environment with alternative surfaces for Take off and landing relieving the pressure for Ac to vacate the runway quickly. 4. Odiham has multiple IFR approaches available to both runways (although an ILS to Rwy 27 only) Ac may ask for alternate runway approaches at any time to limit the risk undershoot/overshoot as much as possible.
Increased threat of loss of safe separation from gliders operating out of Lasham and GA within the local area who are not transponder equipped during periods of secondary radar coverage only.	Vicinity of Aerodrome	Temporary - the hazard only exists when the Primary Radar is unavailable.	No	<ol style="list-style-type: none"> 1. Controllers are checked on Orders on a 6-monthly basis ensuring familiarity with procedures that are not necessarily common. 2. FLARM is always made available on a designated PC within the approach room. 3. PAR is set to RW09 when not in use for approaches to increase SA. 4. NOTAM (for aircrew awareness) and a reduced traffic information brief is provided on frequency in order to increase awareness/lookout by aircrew in-flight. 5. AS can call adjacent units (Boscombe, Brize Norton or Farnborough) for Radar service.