

**ANNEX Q: AERODROME SERVICEABILITY INSPECTIONS**

<b>Aerodrome Serviceability Inspections – Orders</b>		
<b>1.</b>		An inspection of the Manoeuvring Area is to be conducted before any flying activity commences and periodically whilst active by Ops Flt to determine the suitability for planned light aircraft/helicopter operation, and rectify imperfections constituting a FS hazard.
	a.	Daily, before the aerodrome is opened for flying on each occasion or whenever it is judged as needed.
	b.	<p>The inspector is to walk or drive the surfaces in vehicles fitted with grass-tyres, to visually inspect as much ground as is normally used to determine suitability:</p> <p>The surface is to be free from FOD, any significant finds being reported and delivered to the SFSO or Ops Flt.</p> <p>Imperfections or waterlogged ground likely to adversely affect directional control or braking are to be recorded for rectification and avoidance. If possible they should also be marked.</p>
	c.	Airfield Signage is to be clean and securely fixed and 'Airside' barriers/gates are to be serviceable and positioned to control 'Airside' vehicle access.
<b>2.</b>		All inspections are to be logged in the Aerodrome Ops Log (AOL), including any issues raised. An unambiguous record of all timed daily inspections and the result should be made showing the name of the inspector.
<b>3.</b>		Apron sweeping is to be recorded by Ops Flt and personnel from the appropriate section requested to remove the FOD likely to present a FS Hazard.
<b>4.</b>		Re-whitening of chalk markings is to be requested by the AFM when marks are reported unseen beyond 2 km distance. Grass length should be less than 4 cm on the runways.