EGWU — NORTHOLT

EGWU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGWU — NORTHOLT

EGWU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513310N Long: 0002511W Mid-point of Runway 07/25
2	Direction and distance from city	2 nm E by NE of Uxbridge.
3	Elevation / Reference temperature	124 ft / 23 C
4	Geoid undulation at AD ELEV PSN	
5	Magnetic Variation/ Annual Change	0.62°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	ROYAL AIR FORCE Post: RAF Northolt, West End Road, Ruislip, Middx. HA4 6NG. Phone: 020-8833 8137/8138 (Commercial Booking Cell) Phone: 020-8833 8915 (Northolt Ops) Fax: 020-8833 8924 (Northolt Ops)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	**Types of traffic permitted:** IFR/VFR/SVFR Telephone calls to certain operating areas may be recorded.

EGWU AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0800-2000; Sat 0800-1500; Sun 1200-1900; PH Fri 0800-1500, Mon 1200-1900. Summer: Mon-Fri 0700-1900; Sat 0700-1400; Sun 1100-1800. PH Fri 0700-1400, Mon 1100-1800.
2	Customs and Immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	HO - Via Northolt Operations.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	0600 (local) until AD closes.
7	Air Traffic Service	As AD hours. See also AD 2.18.
8	Fuelling	By arrangement. See AD 2.4.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	By arrangement. See AD 2.4.
12	Remarks	All flights require a PPR, minimum 4 hrs for flights inbound from the EU and 24 hrs for all other flights including those from the Common Travel Area. **Aircraft without a PPR will not be admitted, without exception.** No single engine aircraft are accepted except with express permission of the Station Commander or his nominated deputy.

EGWU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited. Military aircraft only, by prior arrangement.
2	Fuel and oil types	(Mil) JET A-1 with FSII (F34 AVTUR) by arrangement via Station Ops/ VASS. (Civ) JET A-1 (F34 AVTUR) via marshaller on arrival, or in advance through Commercial Booking Cell. Oils: Various, by prior arrangement when booking aircraft slot.
3	Fuelling facilities/capacity	(Mil) 20,000 lt Bowsers. (Civ) 40,000 lt Bowsers.
4	De-icing facilities	Airframe de-icing with type II fluid (AL342), delivered by a single vehicle capable of de-icing one aircraft in 15 minutes. Aircrew are to book this service the evening before through Station Ops/Commercial Booking Cell. During busy periods, expect delays to this service. No anti-icing facilities.
5	Hangar space for visiting aircraft	Military aircraft only, by prior arrangement.

EGWU AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

6	Repair facilities for visiting aircraft	
7	Remarks	Starting Units: Various. Further details through VASS, Tel: 020-8833 8969. Oxygen: HPOX. Nitrogen available, subject to prior arrangement.

EGWU AD 2.5 PASSENGER FACILITIES

1	Hotels	In the Local Area.
2	Restaurants	In the Local Area
3	Transportation	Rail, Tube Train, Buses.
4	Medical facilities	Minor medical treatments may be provided by suitably qualified individuals. For anything beyond the skills of a first responder, the Station Medical Centre or civilian emergency services will be notified.
5	Bank and Post Office	In the Local Area.
6	Tourist Office	
7	Remarks	

EGWU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	1 x Carmichael RIV (2,275 lt water, 220 lt foam); 1 x Carmichael MFV (6,825 lt water, 820 lt foam).
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	Higher categories may be available with prior notice. Aircraft operators should satisfy themselves that ICAO 6 is suitable for the safe operation of their aircraft. Further details available from Station Operations Tel: 020-8833 8915.

EGWU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	2 x ASCV plough, brush and blower. 2 x LAD de-icer, Chemical de-icing (ISOMEX).
2	Clearance priorities	Standard. See AD 1.2.2
3	Remarks	Braking action assessment by Mu-meter. Latest information from ATC: 020-8833 8228.

EGWU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	MAIN APRON Surface: Concrete. Lines 1-5 PCN 30/R/C/X/T. Lines 6-7 PCN 25/F/C/X/T.
2	Taxiway width, surface and strength	Taxiway A: 15 m. Surface: Asphalt. PCN 41/F/C/W/T Taxiway B: 25 m. Surface: Asphalt. PCN 32/F/C/W/T Taxiway C: 45 m. Surface: Asphalt. PCN 23/F/C/W/T Taxiway D: 15 m. Surface: Asphalt. PCN 40/F/C/X/T Taxiway DA: 15 m. Surface: Asphalt. PCN 25/R/C/X/T Taxiway E: 15 m. Surface: Asphalt. PCN 45/R/C/W/T

EGWU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		Taxiway F: 15 m. Surface: Asphalt. 07 THR to Golf PCN 30/R/C/X/T. Golf to Apron 3 PCN 21/F/C/X/T. Taxiway G: 15 m. Surface: Asphalt. PCN 23/F/C/W/T Taxiway H: 45 m. Surface: Asphalt. PCN 20/R/C/X/T
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Values listed are the lowest for that surface when multiple strengths are recorded on the aerodrome survey across the pavement listed. In-depth PCN information can be obtained from ATC. Last Survey: April 2014.

EGWU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Parking line numbers marked on taxiway with lead-off guidelines. White boxes with line numbers at end of each line. Lit at night with flashing amber light.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Standard markings. **Runway light(s):** : High intensity uni-directional runway lights - white. Low intensity omni-directional runway lights - white. **Taxiway marking aid(s):** : Standard markings.
3	Stop bars	
4	Remarks	Pilots are to exercise caution when taxiing around the Apron and taxiways as wing tip clearance is not assured. No Aiming Point or Touchdown Zone Markings to Runway 07 or Runway 25.

EGWU AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGWU2039) 07/TAKE-OFF 25/APPROACH	Spire	513427.0432N 0002015.6014 W	558.28 ft		No	
(EGWU1973) 07/TAKE-OFF 25/APPROACH	Tree	513327.5426N 0002350.1753 W	200.55 ft		No	
(EGWU1953) 07/TAKE-OFF 25/APPROACH	Tree	513327.4840N 0002402.4248 W	190.28 ft		No	
(EGWU1882) 07/TAKE-OFF 25/APPROACH	Tree	513325.9414N 0002414.2123 W	180.12 ft		No	
(EGWU1774) 07/TAKE-OFF 25/APPROACH	Tree	513324.5718N 0002421.6228 W	185.94 ft		No	
(EGWU1911) 07/TAKE-OFF 25/APPROACH	Tree	513324.2602N 0002410.2130 W	180.42 ft		No	
(EGWU1731) 07/TAKE-OFF 25/APPROACH	CCTV	513323.4227N 0002424.5387 W	160.01 ft		No	
(EGWU1749) 07/TAKE-OFF 25/APPROACH	Hedge	513322.7092N 0002423.3924 W	155.86 ft		No	

EGWU AD 2.10 AERODROME OBSTACLES (continued)

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGWU1720) 07/TAKE-OFF 25/APPROACH	Fence	513322.5105N 0002426.2950 W	143.42 ft		No	
(EGWU1887) 07/TAKE-OFF 25/APPROACH	Tree	513320.1245N 0002413.4568 W	171.90 ft		No	
(EGWU1815) 07/TAKE-OFF 25/APPROACH	Tree	513319.4604N 0002420.1228 W	153.25 ft		No	
(EGWU1329) 07/APPROACH	CCTV	513303.7623N 0002558.4598 W	136.82 ft		No	
(EGWU1213) 07/APPROACH	Tree	513302.7811N 0002609.5363 W	163.93 ft		No	
(EGWU1400) 07/APPROACH	Lamp Post	513257.8789N 0002552.1470 W	121.61 ft		No	
(EGWU1185) 07/APPROACH	Tree	513247.7412N 0002615.5142 W	171.75 ft		No	
(EGWU1299) 25/TAKE-OFF 07/APPROACH	Tree	513301.9044N 0002600.5406 W	134.56 ft		No	
(EGWU1247) 25/TAKE-OFF 07/APPROACH	Tree	513300.9668N 0002604.4552 W	152.17 ft		No	
(EGWU1183) 25/TAKE-OFF 07/APPROACH	Tree	513258.5874N 0002615.6072 W	162.81 ft		No	
(EGWU1302) 25/TAKE-OFF 07/APPROACH	Tree	513256.9445N 0002600.6665 W	132.58 ft		No	
(EGWU1190) 25/TAKE-OFF 07/APPROACH	Tree	513256.8950N 0002614.6009 W	165.54 ft		No	
(EGWU1431) 25/TAKE-OFF 07/APPROACH	Tree	513256.1321N 0002547.8902 W	144.16 ft		No	
(EGWU1203) 25/TAKE-OFF 07/APPROACH	Tree	513253.1223N 0002612.0394 W	160.61 ft		No	
(EGWU1040) 25/TAKE-OFF 07/APPROACH	Mast	513245.2656N 0002740.8750 W	282.92 ft		No	
(EGWU1053) 25/TAKE-OFF 07/APPROACH	Tree	513233.0772N 0002735.0959 W	283.36 ft		No	
(EGWU1056) 25/TAKE-OFF 07/APPROACH	Tree	513231.1116N 0002733.0198 W	292.25 ft		No	
(EGWU1057) 25/TAKE-OFF 07/APPROACH	Tree	513231.0730N 0002729.6010 W	296.14 ft		No	
(EGWU1712) 25/APPROACH	Tree	513324.5707N 0002427.7998 W	202.07 ft		No	
(EGWU1717) 25/APPROACH	Tree	513323.1527N 0002426.7817 W	180.79 ft		No	
(EGWU1832) 25/APPROACH	Tree	513316.1232N 0002419.4950 W	170.09 ft		No	

EGWU AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGWU2039) 07/TAKE-OFF 25/APPROACH	Spire	513427.0432N 0002015.6014 W	558.28 ft		No	
(EGWU1040) 25/TAKE-OFF 07/APPROACH	Mast	513245.2656N 0002740.8750 W	282.92 ft		No	
(EGWU1057) 25/TAKE-OFF 07/APPROACH	Tree	513231.0730N 0002729.6010 W	296.14 ft		No	
(EGWU1025)	Tree	513409.7159N 0002812.4037 W	317.78 ft		No	
(EGWU1029)	Tree	513359.8865N 0002805.8373 W	316.31 ft		No	
(EGWU1019)	Tower/ Aerial	513320.3563N 0002819.6176 W	311.85 ft		No	
(EGWU2038)	Building	513317.9233N 0002020.5936 W	305.05 ft		No	
(EGWU2034)	Building	513315.1513N 0002155.4396 W	329.81 ft		No	
(EGWU1011)	Building	513247.1732N 0002837.2990 W	311.92 ft		No	
(EGWU1027)	Mast	513246.5586N 0002809.9369 W	286.00 ft		No	
(EGWU1081)	Mast	513156.3068N 0002709.5417 W	313.22 ft		No	
(EGWU1044)	Building	513132.9288N 0002741.6022 W	302.69 ft		No	
(EGWU1628)	Building	513107.8042N 0002443.1112 W	282.99 ft		No	
(EGWU2009)	Silo	513018.5556N 0002318.8634 W	414.62 ft		No	

EGWU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE NORTHOLT.
2	Hours of service MET Office outside hours	0600 (local) until AD closes. MET Office outside hours: Defence Meteorological Centre HQ Air - H24.
3	Office responsible for TAF preparation Periods of validity	MET OFFICE NORTHOLT. 18 Hours
4	Trend forecast Interval of issuance	TREND Hourly
5	Briefing/consultation provided	Self-briefing/personal/telephone (Mil crews only).
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	Actual / Forecast surface analyses & upper wind charts, rainfall radar, tephigrams, satellite Imagery, thunderstorm location.
8	Supplementary equipment available for providing information	PC Data display – Visual Weather, MOMIDS (Mil crews only).
9	ATS units provided with information	MET OFFICE NORTHOLT.
10	Additional information (limitation of service, etc.)	Nil.

EGWU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	069.82°	1684 x 45 m	RWY surface: Asphalt, grooved. PCN 18/F/C/W/T	513301.42N 0002547.03W	THR 114 ft TDZ 116 ft
25	249.83°	1684 x 45 m	RWY surface: Asphalt, grooved. PCN 18/F/C/W/T	513319.16N 0002429.53W	THR 124 ft TDZ 124 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 07 0.18% Up RWY 25 -0.18% Down		174 x 150 m	1744 x 300 m		RWY 07 Threshold displaced by 92 m. Arrestor beds in the overrun of each runway. Approximately 700 m². Runway surface is predominantly Grooved Marshall Asphalt, with the following exceptions: a. Threshold Ends: Not grooved; b. 25 Threshold to intersection at Alpha 2/ Bravo 1: 8 m either side of the centre-line not grooved; c. Runway mid-point: 120 m length (full width) not grooved. Pilots should exercise caution when breaking in wet/contaminated conditions. Runway strip infringed at the South West corner by the A40 public highway. Northolt can accept aircraft 50% above PCN 18/F/D/W/T without

EGWU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					further permission. Aircraft requiring a PCN above 27 must receive prior permission from Northolt Ops to land at Northolt.
RWY 07 0.18% Up RWY 25 -0.18% Down		140 x 150 m	1744 x 300 m		RWY 25 Arrestor beds in the overrun of each runway. Approximately 700 m². Runway surface is predominantly Grooved Marshall Asphalt, with the following exceptions: a. Threshold Ends: Not grooved; b. 25 Threshold to intersection at Alpha 2/ Bravo 1: 8 m either side of the centre-line not grooved; c. Runway mid-point: 120 m length (full width) not grooved. Pilots should exercise caution when breaking in wet/contaminated conditions. Runway strip infringed at the South West corner by the A40 public highway. Northolt can accept aircraft 50% above PCN 18/F/D/W/T without further permission. Aircraft requiring a PCN above 27 must receive prior permission from Northolt Ops to land at Northolt.

EGWU AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	1594 m	1768 m	1594 m	1501 m	
25	1558 m	1698 m	1558 m	1558 m	

EGWU AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	436 m Light intensity high.	Green Uni-di-rectional HI	PAPI/3° 30 ft			Elev HI white uni- directional 30 m spacing LI White Omni- direc-tional component 90 m spacing Flush at inter-sections	Red.		**Approach Lighting:** Non-standard Centre-line with two cross-bars.
25	567 m Light intensity high.	Green Uni-di-rectional HI	PAPI/ 3.5° 38 ft			Elev HI white uni- directional 30 m spacing LI White Omni- direc-tional component 90 m spacing Flush at inter-sections	Red.		**Approach Lighting:** Non-standard Centre-line with three cross-bars.

EGWU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: Flashing Red 'NO'. North of Runway mid-point, on top of hangar. HO
2	LDI location and lighting Anemometer location and lighting	LDI: South west of the runway midpoint (unlit). Anemometer: Southside, Mid-field Red obstruction light
3	TWY edge and centre line lighting	Taxiway: . Centre line. Non-standard green centre-line lead-off lights from the runway onto Taxiways Alpha, Bravo, Charlie and Golf. Taxiway: . Edge. Blue edge lighting on all taxiways except Delta Alpha (unlit). Taxiways Bravo and Charlie have non-standard blue edge lighting. Non standard spacing on curves.
4	Secondary power supply/switch-over time	Yes. Secondary no-break supply to all essential equipment in the control tower. Non-standard switch over time to airfield lighting circuits.
5	Remarks	Amber edge lighting on Helipad.

EGWU AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	TLOF :
2	TLOF and/ or FATO elevation	TLOF : 124 ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF : x 15 m Surface: Asphalt.
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Helicopter Landing Area (helipad): Adjacent to eastern end of Apron 1, marked with an 'H'. Aircraft may be instructed/request to land on the intersection of taxiways Bravo and Charlie.

EGWU AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
NORTHOLT ATZ A circle, 2 nm radius centred at 513310N 0002511W on runway (07/25)(See AD 2.22)	Upper limit: 2000 ft Lower limit: SFC	D	NORTHOLT APPROACH English	6000 ft	When Northolt aerodrome is closed, Northolt ATZ and Northolt RMA crossings can be requested via Heathrow Radar (125.625 MHz). The Northolt RMA (see chart at AD 2-EGLL-3-1) is the northern portion of the London CTR from surface to a maximum altitude of 2000 ft, with boundaries defined as follows: 513611N 0004133W - 513611N 0001253W thence clockwise by the arc of a circle radius 12 nm centered on 512812N 0002713W to 513407N 0001036W to 513311N 0002506W to 513136N 0003141W to 513254N 0004459W thence clockwise by the arc of a circle radius 12 nm centered on 512812N 0002713W to 513611N 0004133W. Note: Within London CTR.

EGWU AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	NORTHOLT AP-PROACH	126.450 MHz	HO	ATZ hours H24.
	NORTHOLT AP-PROACH	121.500 MHz Emergency frequency. Allocated as required by London Centre.	HO	
TWR	NORTHOLT TOWER	120.675 MHz	HO	
	NORTHOLT GROUND	121.575 MHz	HO	
RAD	NORTHOLT DIREC-TOR	130.350 MHz	HO	
	NORTHOLT TALKDOWN	125.875 MHz	HO	
	NORTHOLT DEPAR-TURES	129.125 MHz	HO	
ATIS	NORTHOLT INFOR-MATION	125.125 MHz	HO	
Other	NORTHOLT OPS	132.650 MHz	HO	NATO common frequencies available on request.

EGWU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS NOCAT 0.62°W (2017)	INHT	108.500 MHz	HO	513259.02N 0002557.55W		(RWY 25)
ILS/GP	INHT	329.900 MHz	HO	513312.80N 0002439.34W		3.5° ILS. Reference Datum Height 38 ft.

EGWU AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
						The quality of guidance is suitable to support auto-coupled approaches to the CAT I decision height.
DME	INHT	22X 108.500 MHz	HO	513312.83N 0002439.57W	141 ft	DME restricted beyond 16 nm. Zero range is indicated at Threshold.

EGWU AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Northolt is a Government aerodrome regulated by the Ministry of Defence. No guarantee can be given that this airfield meets the requirements of ICAO Annex 14 Volume I and II. Operators are to satisfy themselves that they have met all the requirements of the UK Air Navigation Order (CAP 393) and EU-OPS.

(b) The CAA regulates the safety of civil registered aircraft using Northolt.

(c) Flight plans showing previously-arranged alternatives are to be filed for each flight. Civilian movements at Northolt are restricted.

(d) Maximum duration for APU running is 15 minutes post arrival and 15 minutes prior to engine start, unless authorised by the aerodrome authority.

(e) Pilots are requested to confirm ATIS information code and POB on first contact with Northolt.

(f) Landing datum Northolt QNH, Transit Datum London QNH.

(g) All operators are to be conversant and comply with the provisions of UK Immigration and Anti-Terrorism Laws.

(h) Animals are not permitted to transit through RAF Northolt at any time, unless operationally essential.

2 Ground Movement

(a) General:

(i) Aircraft are to remain with Northolt Ground 121.575 MHz when manoeuvring around the aerodrome.

(ii) After landing, aircraft are not to be taxied off the runway until instructed by ATC.

(iii) All crews should familiarise themselves with the Northolt Aerodrome chart.

(b) Movements Area:

(i) Pilots are to exercise caution whilst manoeuvring on the aerodrome as wingtip clearance is not assured.

(ii) All crews are to wear high visibility jackets when on the movements area.

(c) Start-up Procedures:

(i) A Northolt marshaller must be in attendance before any engine start will be approved.

(ii) Crews are not to remove their own chocks. Chocks must only be removed by a Northolt marshaller.

(d) Taxiway DA is closed in the hours of darkness and during low visibility conditions.

3 CAT II/III Operations

Not applicable.

4 Warnings

(a) Approaches to Runway 07 are offset by 30° to the left of the centre-line until 4.2 nm from touchdown in order to deconflict with Heathrow traffic.

(b) Moderate turbulence/windshear on approach to Runway 25 in strong north westerly winds.

(c) Denham Aerodrome is 4 nm NW of Northolt, circuit altitude 1000 ft. All departures from Northolt Runway 25 are to ensure that they cross the Denham ATZ not below 1500 ft QNH.

EGWU AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(d) Light Aggregate (Lytag) Arrestor Beds. Lytag Arrestor Beds are installed at both ends of the Runway to compensate for the variance from the recommended RESA distances; their capability is currently being investigated. The Runway 07 over-run Arrestor Bed sits within the RESA and is approximately 90 m in length and 80 m in width. The Runway 25 over-run Arrestor Bed is also located within the RESA. It is approximately 90 m long, and 80 m wide at the closest point to the runway, but narrows to approximately 50 m wide at the furthest point due to the A40 road infringing the southern edge of the RESA.

(e) Starling roost active at dawn and dusk, October to March, 0.5 nm East of Runway 25 threshold.

(f) There are uncontrolled vehicles on public highways in the undershoot to both Runways 07 and 25.

5 Helicopter Operations

(a) Helicopters should expect to land on Helipad South 'H'. On request, or when directed by ATC, helicopters may land on the taxiway BRAVO/CHARLIE intersection, or the Runway. In addition, Station-based helicopters can perform rejected take-off training and land on Helipad North or, if suitable, the Helicopter Operating Area (HOA) to the north of the Runway between GOLF and the ALPHA Loop.

6 Use of Runways

(a) Runway direction comparable to Heathrow. Tailwind component may be experienced occasionally. Aircraft unable to complete an approach to the duty runway with a tailwind component should notify Northolt Director at the earliest opportunity. Aircraft departing Northolt that are unable to accept a tailwind component are to inform Northolt Tower at the earliest opportunity.

(b) **Runway End Safety Area (RESA).** A RESA provides an undershooting or overrunning aircraft with a cleared and graded area. The Northolt RESA details are as follows:

(i) Eastern end (Runway 07 over-run):
For aircraft overrunning Runway 07, the RESA length is 180 m and width is twice that of the Runway. There is a light aggregate arrestor bed occupying the 90 m furthest from the Runway. No obstacles impinge the RESA, however, the West End Road and associated obstacles prevent the RESA meeting the **recommended** length of 240 m.

For aircraft approaching Runway 25, the undershoot RESA satisfies the minimum requirement in the Manual of Aerodrome Design and Safeguarding (MADS), ie 90 m by twice the runway width. The arrestor bed referred to above sits coincident with the RESA.

(ii) Western end (Runway 25 over-run):
For aircraft overrunning Runway 25, the RESA length is 131 m and width is twice that of the Runway. There is a light aggregate arrestor bed occupying the 40 m furthest from the runway. The A40 and associated obstacles prevent the RESA meeting the **recommended** distance of 240 m.

For aircraft approaching Runway 07, the undershoot RESA satisfies the minimum requirement in the Manual of Aerodrome Design and Safeguarding (MADS), ie 90 m by twice the runway width. The arrestor bed referred to above occupies the 40 m furthest from the Runway.

7 Training

(a) Practice asymmetric approaches and landings are not permitted.

EGWU AD 2.21 NOISE ABATEMENT PROCEDURES

(a) The following procedures are to be observed at all times by pilots using Northolt. However, the requirements may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with ATC instructions.

(i) Pilots are to ensure that their aircraft are operated in a manner likely to cause the least disturbance in the areas surrounding the aerodrome.

(ii) Ground running of engines is to be kept to a minimum and confined to the areas specified by ATC. All engine runs are to be authorised by ATC.

(iii) Pilots are to ensure that their aircraft are loaded and operated in such a manner that, using normal take-off and climb procedures, a minimum height of 70ft is attained on crossing the airfield boundary.

(iv) Pilots are to maintain a rate of climb of at least 500 ft per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

(v) Pilots of aircraft taking-off from either runway, or carrying out a missed approach, are to climb ahead on runway heading to a minimum altitude of 700ft before turning.

(vi) Pilots of aircraft receiving a radar service shall not descend below the glidepath, nor thereafter fly below it, unless instructed by ATC.

EGWU AD 2.22 FLIGHT PROCEDURES

1 IFR Procedures

(a) All IFR procedures are flown on the London (Heathrow) QNH unless otherwise specified. Landing datum is the Northolt QNH. Northolt QFE is available on request.

2 Aircraft Inbound to Northolt

(a) The standard routes for inbound aircraft to Northolt are the same as those shown for London Heathrow at AD 2-EGLL-7-1 to AD 2-EGLL-7-11, they may however be varied at the discretion of ATC.

(b) Inbound aircraft, after the clearance limit, will be radar vectored and issued with descent clearance by Heathrow Director.

(c) London TMA speed restrictions apply.

(d) **Approaches to Runway 07 off-set by 30°** to the left of the centre-line until 4.2 nm from touchdown in order to de-conflict with Heathrow traffic patterns.

(e) A minimum glidepath of 3.5° is mandatory for all instrument approaches to Runway 25.

(f) Pilots arriving on a visual approach to Northolt are not to over fly the Denham ATZ (309°/4.5 nm) below 1500 ft LON QNH. Denham circuit maximum operating altitude 1000 ft LON QNH.

(g) Most Surveillance Radar approaches will be performed using PAR equipment.

3 Aircraft Departing from Northolt

(a) Pilots are to make their initial call on 121.575 MHz for start and ATC clearance.

(b) Pilots departing Northolt into the airways system are to achieve an altitude of 3000 ft LON QNH before crossing the LONDON CTR boundary. Aircraft unable to meet this requirement are to inform Northolt Ground before requesting taxi.

(c) Pilots departing Northolt from Runway 25 are not to over fly the Denham ATZ (309°/4.5nm) below 1500 ft LON QNH. Denham circuit maximum operating altitude 1000 ft QNH.

(d) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 kts IAS below FL 100 is applicable until removed by ATC. ATC may rmove the speed restriction by using the phrase ‘No ATC Speed Restriction’. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/ power limitation.

(e) If for any reason pilots are unable to comply with the 250 kt IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.

4 Non-Airways Arrival Procedure:

(a) Aircraft are to remain outside Controlled Airspace unless they have received a positive clearance to enter.

(b) Aircraft are to contact Northolt Approach (126.450 MHz) at least 10 nm from the London CTR boundary.

(c) High traffic density and airspace restrictions in the local area may mean that pilots will be provided with a limited radar service during which standard separation may not be achieved.

5 Non-Airways Departure Procedures: (See AD 2-EGWU-6-5/6)

(a) Follow published Charlie (Runway 07) or Romeo (Runway 25) SIDs, or as directed by ATC.

(b) High traffic density and airspace restrictions in the local area may mean that pilots will be provided with a limited radar service during which standard separation may not be achieved.

6 Circuits

(a) Visual Circuit only available to station based aircraft, altitude 1000 ft Northolt QNH.

(b) Circuit Directions: Runway 25 - RH; Runway 07 - LH.

(c) Aerodrome Circuit: The aerodrome traffic circuit is a circle radius of 2 nm centred on the ARP. To avoid Heathrow traffic, aircraft are to make circuits to the North of the aerodrome at 1000 ft Northolt QNH.

7 Radar Manoeuvring Area (NRMA)

(a) The NRMA (see chart at AD 2-EGLL-3-1) is the northern portion of the London CTR, with boundaries defined as follows:

513611N 0004133W - 513611N 0001253W thence clockwise by the arc of a circle radius 12nm centered on 512812N 0002713W to 513407N 0001036W to 513311N 0002506W to 513136N 0003141W to 513254N 0004459W thence clockwise by the arc of a circle radius 12nm centered on 512812N 0002713W to 513611N 0004133W.

EGWU AD 2.22 FLIGHT PROCEDURES (continued)

(b) The vertical extent of the NRMA is surface to 2000 ft QNH. In order to facilitate expedition, vertical separation between IFR/SVFR aircraft flying in the NRMA under the control of Northolt ATC may be reduced to 500 ft. The pilots concerned will be advised of this reduction in separation.

(c) Refer to Section ENR 1.4 for Notifications.

Note 1: *In addition to paragraphs (a), (b) and (c), VFR flights must also comply with the VMC minima for Class D airspace detailed at ENR 1.2.*

Note 2: *Aircraft unable to operate VFR may operate SVFR within the NRMA subject to paragraphs (a), (b) and (c) and the requirements for SVFR flights detailed at ENR 1.2.*

Note 3: *The requirements of London CTR Mode S Transponder Mandatory Zone (TMZ see AD2-EGLL) do not apply to military or state aircraft operating within the NRMA, or the airspace above the NRMA up to altitude 2500 ft QNH.*

8 Communication Failure

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures described in UK CIV AIP ENR 1.1 (Section 3.4).

(a) **Aircraft inbound via Airways**

(i) VHF failure for UHF equipped aircraft

(1) Aircraft with VHF/UHF radio equipment, experiencing a VHF radio failure whilst under the control of London Control/Heathrow Director, should initiate a PAN call with LONDON CENTRE on 243.000 MHz stating their hold fix, actual flight level and cleared flight level. LONDON CENTRE will then relay instructions to permit the approach to continue.

(ii) Complete communication failure

(1) **Before the STAR holding fix, or when established within a STAR holding fix** the aircraft will:

(aa) Fly to the appropriate terminal holding point as detailed in the STAR.

(bb) When established within the hold, maintain the last assigned flight level and set SSR Code 7600.

(cc) Continue within the hold for 10 minutes, then leave controlled airspace at last assigned level by route shown below and continue flight to planned alternate or suitable aerodrome outside controlled airspace;

OCK (VOR) (or TOMMO when applicable) - OCK R270 at last assigned level.
BNN (VOR) (or BOVVA when applicable) - BNN R298 at last assigned level.
LAM (VOR) (or TAWNY when applicable) - LAM R084 at last assigned level.
BIG (VOR) (or WEALD when applicable) - BIG R123 at last assigned level.

(2) **During Intermediate Approach (after leaving the STAR holding fix)** the aircraft will:

(aa) Descend to and maintain last assigned flight level/altitude and set SSR Code 7600.

(bb) Continue approach visually and land if able to do so. If not leave controlled airspace by the shortest route, maintaining the last assigned flight level/altitude and continue flight to a planned alternate or suitable aerodrome outside controlled airspace.

(3) **During Final Approach** the aircraft will:

(aa) Set SSR Code 7600, continue the approach visually and land if able to do so or, if not;

(bb) Turn north and leave CAS taking into account the MSA and Denham aerodrome.

(b) **Aircraft departing via Airways**

(i) After departure, if an aircraft experiences a radio failure, they are to continue in accordance with the published SID (adhering to the stepped climb profile) and proceed in accordance with UK CIV AIP ENR 1.1 (Section 3.4)

(c) **Aircraft arriving non-airways**

(i) **Prior to entry into CAS:** If a complete communication failure occurs at any stage of the approach prior to the aircraft entry into CAS, the air system is to remain outside CAS and attempt to contact Northolt Radar on any published frequency. If communication cannot be established the aircraft is to set SSR Code 7600 and divert to a suitable aerodrome outside CAS.

(ii) **Following approval to enter CAS:** Aircraft who have been given approval to penetrate CAS are to set SSR Code 7600 maintain not above altitude **2000** ft and:

(1) **ILS Approach.** Should Runway 25 be in use aircraft may self position for an ILS approach. Aircraft are only to intercept the localiser from the North and are not to transit south of the extended centre line to ensure separation from London City and London Heathrow traffic.

(2) **Visual Approach.** A visual approach may be commenced taking into account the MSA and position of Denham aerodrome.

(3) Any aircraft unable to land from the above approach are to:

EGWU AD 2.22 FLIGHT PROCEDURES (continued)

(aa) ILS – Execute MAP and divert to nearest suitable aerodrome outside CAS.

(bb) Visual Approach - Maintain VFR and leave CAS to the north, taking into account the MSA and Denham aerodrome. **Station Based aircraft only** may either join the visual circuit and attempt a second approach.

(d) **Aircraft departing non-airways**

(i) Should a complete communication failure occur on a CHARLIE or ROMEO SID, the aircraft is to complete the profile and divert to a suitable aerodrome outside CAS.

EGWU AD 2.23 ADDITIONAL INFORMATION

1 Mode S Barometric Pressure Setting Data

(a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGWU AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGWU-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) MATCH 1X 1Y - ICAO

AD 2-EGWU-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) COMPTON 5X 4Y - ICAO

AD 2-EGWU-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) BUZAD 3X 1Y - ICAO

AD 2-EGWU-6-3

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) DETLING 4X 4Y - ICAO

AD 2-EGWU-6-4

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) CHARLIE NON-AIRWAYS DEPARTURE RWY 07 - ICAO

AD 2-EGWU-6-5

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) ROMEO NON-AIRWAYS DEPARTURE RWY 25 - ICAO

AD 2-EGWU-6-6