

EGWU AD 2.1	EGWU	NORTHOLT
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MAG VAR 3.5°W	ELEV 124 FT	ARP 513311N 0002506W
See AD 2.24 for Chart Listing.		

EGWU AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

2	Direction and distance from city:	2 nm E by N of Uxbridge.
5	AD Administration: Address:	Royal Air Force. RAF Northolt, West End Road, Ruislip, Middx. HA4 6NG.
	Telephone: Fax:	020-8845 2300 Ext 4231/4233. 020-8841 9307.

EGWU AD 2.3 – OPERATIONAL HOURS

1	AD:	Winter: 0800-2000. Summer: 0700-1900.
2	Customs and Immigration:	By arrangement.
7	ATS:	As AD hours.
8	Fuelling:	—
12	Remarks:	This aerodrome is PPR . Between 0800-2000 Sat, Sun civil aircraft will only be accepted when the aerodrome is planned to be open for military movements. Single-engined fixed-wing aircraft are only permitted to land at Northolt under exceptional circumstances and are subject to the restrictions for SVFR flight within the London CTR. Prior permission required for all private, executive and business-charter fixed-wing, propeller-driven and approved quiet turbo-jet powered aircraft and helicopters with a maximum capacity of 30 seats. 24 hours notice required for all flights.

EGWU AD 2.4 – HANDLING SERVICES AND FACILITIES

2	Fuel/oil types:	Fuel: AVTUR JET A-1 with FS11.
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EGWU AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES	
1	AD Category for fire fighting: RAF Crash 4.

EGWU AD 2.10 – AERODROME OBSTACLES
For obstacle data consult Military documentation.

EGWU AD 2.13 – DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07 25	1684 1684	1684 1684	1684 1684	1592 1684	Displaced Threshold 92 m.

EGWU AD 2.17 – ATS AIRSPACE		
Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Northolt Aerodrome Traffic Zone (ATZ) Circle radius 2 nm centred on longest notified runway (07/25) 513311N 0002506W (See AD 2.23 for LFA).	2000 ft aal SFC	A † (Note)
4 ATS unit callsign: Language: Northolt Approach. English.		
6 Remarks: ATZ hours: H24. † Refer to Section ENR 1.4 for Notifications. Note: Within London CTR.		

EGWU AD 2.18 – ATS COMMUNICATION FACILITIES
See Non-Airways charts at 2-EGWU-6-5/6-6 and 7-1 for frequencies.

EGWU AD 2.19 – RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	IDENT	Frequency	Hours of Operation		Antenna site co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter	Summer			
1	2	3	4		5	6	7
			# and by arrangement				
LLZ	I-NHT	108.55 MHz	As AD hours.	As AD hours.	513259.01N 0002557.52W		
GP	I-NHT	329.75 MHz	As AD hours.	As AD hours.	513312.60N 0002437.60W		No OM or MM. 3.5° ILS.
DME	I-NHT	Ch 22Y	As AD hours.	As AD hours.	513312.60N 0002437.60W		
VDF	Northolt Approach	126.450 MHz	As AD hours.	As AD hours.			

EGWU AD 2.23 – ADDITIONAL INFORMATION

Aerodrome Regulations

- (a) Flight plans showing previously-arranged alternatives are to be filed for each flight. Civilian movements at Northolt are restricted to 28 per day. Movements entering or leaving the airways structure are restricted to 6 inbound and 6 outbounds for each 60-minute period. Military aircraft movements will have priority over civil movements within these restrictions.
- (b) Except when flying in accordance with the provisos of ENR 1-4-1, paragraph 2.1.1.1 (vi)(b) in respect of SVFR flights, pilots must have a current instrument rating and the aircraft must be equipped for instrument flight. All aircraft must be capable of two-way communication on the frequencies indicated on Non-Airways Arrival/Departure Charts. Alternative Radar Director/Talkdown frequencies with 25 KHz channel-spacing may be allocated.
- (c) A ground/safety crew must be in position at the aircraft before any engine start will be approved.
- (d) Maximum duration for APU running is 1 hour and they may be required to be shut down during VVIP movements.
- (e) Pilots are requested to confirm ATIS information code and POB on first contact with Northolt.

Warnings

- (a) Soft Ground arrestor beds are provided to stop aircraft in the event of an overrun on either runway as detailed below:
 - (i) The bed for an overrun on Runway 07 is 90 m long, is disposed symmetrically about the extended runway centre-line in a gentle hour glass shape and is 70 m wide at its narrowest point. The bed starts 45 m beyond the end of the centre of the paved surface.
 - (ii) The bed for an overrun on Runway 25 is 90 m long, is disposed about the extended runway centre-line in a gentle hour glass shape but with a truncated top left hand corner as viewed from the runway. It is 70 m wide in the centre decreasing to 50 m at its narrowest point at the top. The bed starts 25 m beyond the end of the centre of the paved surface.
- (b) Denham is 4 nm NW of Northolt, circuit altitude 1000 ft. SVFR departures from Northolt Runway 25 are to remain clear of the Denham ATZ.
- (c) Moderate turbulence and windshear may be experienced on approach to Runway 25 when there is a strong North-westerly wind.
- (d) Starling roost active at dawn and dusk, October to March, 0.5 nm East of Runway 25 threshold.
- (e) Pilots are to exercise caution when manoeuvring on the parking areas as wing-tip clearance is not assured.
- (f) Pilots are to exercise caution whilst taxiing via Taxiway Echo South at night and during poor visibility as the taxiway is unlit.

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 by jet aircraft, other than runs at ground idle power setting, are to be notified to ATC by radio at the commencement and cessation of each run;
 - (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 70 ft is attained on crossing the aerodrome 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 go-around or missed approach procedure, are to climb ahead on runway heading to a minimum altitude of 700 ft before turning;
 - (vi) pilots of aircraft receiving a radar service shall not descend below 1500 ft (QNH) before intercepting the glidepath, nor thereafter fly below it, unless instructed by ATC. Pilots of aircraft approaching without assistance from radar shall follow a descent path which will not result in the aircraft being lower than the approach path defined by the PAPI.

EGWU AD 2.23 – ADDITIONAL INFORMATION

Flight Procedures

- (a) Runway selection at Northolt is related to that at Heathrow. It may be necessary to operate with a tail wind component.
- (b) When Runway 23 at Heathrow is in use for approaches, non-airways arrivals requiring an instrument approach to Runway 25 at Northolt are not permitted. If the cloudbase is 1200 ft or better and the visibility is 6 km or better, radar vectored visual approaches to Runway 25 may be made under the control of Northolt, with the agreement of Heathrow Approach Control, provided the following conditions are observed:
- The pilot must be familiar with Northolt Aerodrome;
 - the aircraft must remain within 1.5 nm of the Northolt aerodrome boundary;
 - The circuit must not be flown above 1000 ft (QNH).
- (c) If Northolt Radar is not available, the Romeo and Charlie Non-Airways arrival procedures will be suspended and all approaches are to be via airways excepting under the following procedure. When the cloudbase is greater than 2000 ft and the visibility is 10 km or greater, approaches may be made to the visual circuit from the Princes Risborough area under a Radar Information Service provided by London Military Radar to a freelane. The freelane will be established 2 nm either side of the OCK VOR RDL 005° or BNN VOR RDL 160° (in the event of OCK VOR unserviceability) from Northolt northbound to the London CTR boundary from ground level up to 2000 ft on the London QNH. The following conditions apply:
- The pilot must be familiar with Northolt Aerodrome;
 - the aircraft must be authorised by Northolt to make a visual approach to the aerodrome before entering the London CTR via the freelane.
- (d) The high traffic density in the local area may mean pilots using non-airways arrival/departure procedures are given a limited radar service in which standard separation may not be achieved.
- (e) 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.
- (f) Visual Circuit Altitude 1000 ft Northolt QNH.
- (g) Circuit Directions: Runway 25 - RH; Runway 07 - LH.
- (h) A minimum glidepath of 3.5° is mandatory for all instrument approaches to Runway 25.
- (i) Departing aircraft are to make their initial call on 120.675 MHz for start and ATC clearance.
- (j) Simulated and practice asymmetric approaches and landings are not permitted.
- (k) **Aircraft inbound to Northolt**
- 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-7-5, they may however be varied at the discretion of ATC.
 - Inbound aircraft, after the clearance limit, will be radar vectored and issued with descent clearance by Heathrow Director. Where possible aircraft will be instructed to contact Northolt Radar at least 10 nm before touch-down.
 - London TMA speed restrictions apply to inbound flights.
- (l) **Aerodrome Circuit.** The aerodrome traffic circuit is a circle radius 2 nm centred on 513311N 0002506W up to 1500 ft QNH. To avoid London Heathrow traffic, aircraft are to make circuits to the north of the aerodrome. The circuit is variable according to the runway-in-use.
- Note:** The runway-in-use at Northolt is compatible to that at London Heathrow and it may be necessary to operate Northolt with a downwind component. Captains of aircraft will be warned, and an alternative arrangement will be offered where necessary.
- (m) **Radar Manoeuvring Area (RMA)**
- The RMA is the northern portion of the London CTR, with boundaries defined as follows:
From the Northolt ARP, on an alignment of 283° (T) to the CTR Boundary;
From the Northolt ARP, on an alignment of 084° (T) to the CTR Boundary;
The northern Boundary of the CTR between these lines.
 - The vertical extent of the RMA is surface to 2000 ft QNH. In order to facilitate expedition, vertical separation between aircraft flying in the RMA under the control of Northolt ATC may be reduced to 500 ft. The pilots concerned will be advised of this reduction in separation.
 - Refer to Section ENR 1.4 for Notifications.
- (n) **Non-Airways Arrival Procedures:** (See AD 2-EGLL-7-1)
- Romeo Route: At least 5 minutes before abeam Princes Risborough, pilots not receiving a service from an adjacent radar unit are to:
 - Contact Brize/Benson; or
 - Contact Northolt Approach, and proceed as directed.
 - Charlie Route: At least 5 minutes before the eastern boundary of the London Stansted CTA or Barkway VOR BKY, pilots not receiving a radar service from an adjacent radar unit are to call Essex Radar. Aircraft will then be vectored as necessary through or around London Stansted Airspace to join the published Charlie route. Transfer will be effected to Northolt Director before the London CTR Boundary.
- (o) **Charlie Route Closure.** When Runway 23 is in use at London Heathrow, the part of the RMA east of the Northolt ATZ is closed. Inbound traffic from the east may expect re-routing to the north of the London CTR. Special restrictions apply. See Flight Procedures, para (b).
- (p) **Non-Airways Departure Procedures:** (See AD 2-EGWU-6-5/6)
- Follow published Romeo or Charlie Routes, or as directed by ATC;
 - departing aircraft will initially be controlled by Northolt Departures/Approach. Transfer to Essex Radar or Brize/Benson as appropriate will be effected when clear of the London CTR;
 - expect climb to 2400 ft ALT when clear of London CTR, except when London Stansted is using Runway 05 for approaches when limitation to 2000 ft within London Stansted CTA may be anticipated.

EGWU AD 2.23 – ADDITIONAL INFORMATION

Flight Procedures (cont)

- (q) **Radio Communication Failure Procedures.** In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures described at ENR 1.1.3.
- (i) SSR equipped aircraft experiencing communications failure should operate the transponder on Mode A, code 76 (7600). Aircraft with VHF/UHF capability should attempt to re-establish contact using a listed frequency in the alternate frequency band.
- (ii) **Aircraft inbound via Airways**
- (1) When complete communication failure occurs before ETA, or before EAT, when this has been received and acknowledged the aircraft will:
 - (aa) Fly to the appropriate holding point, Ockham (Epsom NDB when applicable), Biggin (WEALD, when applicable), Lambourne (TAWNY when applicable) or Bovingdon (BOVVA when applicable);
 - (bb) hold at the last assigned level until the last acknowledged ETA, or EAT, when this has been given;
 - (cc) leave the Holding Area and Controlled Airspace at the last assigned level by the route shown at EGLL AD 2.22, paragraph 1, and continue flight to planned alternate or suitable aerodrome outside Controlled Airspace.
 - (2) When complete communication failure occurs after the aircraft has reported to ATC on reaching the holding point the aircraft will:
 - (aa) Maintain the last assigned holding level at Ockham (Epsom NDB when applicable), Biggin (WEALD when applicable), Lambourne (TAWNY when applicable) or Bovingdon (BOVVA when applicable) until:
 - (i) ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
 - (ii) EAT when this has been received and acknowledged;
 - (bb) leave the Holding Area and Controlled Airspace at the last assigned flight level by the route shown at EGLL AD 2.22, paragraph 1 and continue flight to planned alternate or suitable aerodrome outside Controlled Airspace.
 - (3) When complete communication failure occurs during intermediate approach the aircraft will:
 - (aa) (i) Descend to and maintain last assigned level;
 - (ii) continue approach visually and land if able to do so.
 - (bb) If unable to comply with (aa (i)) then:
 - (i) Leave Controlled Airspace by the shortest route avoiding dense traffic paths;
 - (ii) maintain the last assigned level;
 - (iii) continue flight to planned alternate or suitable aerodrome outside Controlled Airspace.
 - (4) When complete communication failure occurs during final approach the aircraft will:
 - (aa) Continue the approach visually and land if able to do so or if not;
 - (bb) turn north to Chiltern NDB climbing to 2000 ft QNH and hold at Chiltern NDB in a 1-minute left-hand pattern on inbound heading 293° MAG;
 - (cc) if communication is not re-established, leave the area avoiding Controlled Airspace, and taking into account safety altitude, continue flight to a suitable aerodrome outside Controlled Airspace.
 - (5) VHF Communication Failure in a VHF/UHF radio equipped aircraft.
 - (aa) When VHF communication failure occurs to a VHF/UHF radio equipped aircraft approaching or holding at the holding point the aircraft will:
 - (i) Whilst under the control of London ACC (Civil), contact London ACC (Mil) callsign 'London Mil', on frequency 275.350 MHz, and request a UHF frequency on which to maintain communication with London ACC (Civil);
 - (ii) if there is no contact with London ACC, initiate a PAN PAN call on 243.00 MHz to London Centre.
 - (bb) When VHF communication failure occurs to a VHF/UHF radio equipped aircraft on intermediate approach, contact Northolt Approach on UHF and instructions will be relayed by them from Heathrow Director to permit an approach to be continued.
- (iii) **Aircraft Inbound via Non-Airways Arrival Routes Romeo and Charlie**
- (1) If complete communications failure occurs at any stage of the approach then continue a visual approach to land at Northolt if able to do so. Observe route maximum altitudes to remain clear of the London TMA.
 - (2) If complete communications failure occurs and a visual approach is not possible, proceed as follows:
 - (aa) Intermediate Approach. Leave or avoid Controlled Airspace by the shortest route, proceed avoiding areas of high traffic density to land at a suitable aerodrome;
 - (bb) Final Approach. Continue to overhead Northolt not above 1500 ft QNH, turn north to hold at Chiltern NDB, climbing to 2000 ft QNH. If unable to establish communication in the hold, leave the hold, avoid Controlled Airspace and areas of high traffic density and proceed to land at a suitable aerodrome.
- (iv) **Aircraft outbound from Northolt**
- (1) Aircraft departing under radar control from Northolt may be instructed by the radar controller, via Aerodrome Control, to maintain specific headings immediately after take-off.
 - (2) If, after having been instructed to maintain a specific heading immediately after take-off, a pilot experiences radio failure, he shall climb on the assigned heading to the first specific altitude detailed in the clearance, maintain this heading and altitude for two minutes, and then proceed in accordance with the published radio failure procedures.
 - (3) VHF/UHF radio-equipped aircraft departing from Northolt which experience a VHF communication failure will contact London ACC (Mil) on frequency 275.350 MHz and request a UHF frequency on which to maintain communication with London ACC (Civil).
- (v) **Aircraft Outbound via Non-Airways Departure Routes Romeo and Charlie.** If complete communication failure occurs when established outbound on a published route, leave or avoid Controlled Airspace using the published route, maintaining the last assigned altitude until clear. When clear, continue, avoiding further penetration of Controlled Airspace and areas of high traffic density, and land at a suitable aerodrome.

EGWU AD 2.24 – CHARTS RELATED TO THE AERODROME

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Clacton SIDs	AD 2-EGWU-6-1
Compton SIDs	AD 2-EGWU-6-2
BUZAD SIDs	AD 2-EGWU-6-3
Dover SIDs/Detling SIDs	AD 2-EGWU-6-4
Non-Airways Departures RWY 07	AD 2-EGWU-6-5
Non-Airways Departures RWY 25	AD 2-EGWU-6-6
Non-Airways Arrivals RWY 07/25	AD 2-EGWU-7-1

Further charts for this aerodrome are available from RAF AIDU Northolt.