

GENERAL**Operational Hours****ATS Hours / AD Operator Hours**

MON-FRI 0800-2000 \pm , SAT 0800-1500 \pm , SUN 1200-1900 \pm .
 HOL FRI 0800-1500 \pm , MON 1200-1900 \pm

Airport Information

RFF: CAT 6
PCN: RWY 07/25: 18/F/C/W/T

Operation

Traffic Note: PPR MNM 4HR for INBD flights from EU, all other flights require 24HR PPR.

Transponder Mode S

Crews are to check Mode S operation with Pressure Setting Data and confirm setting to ATC when requested.

RWY Restriction: RWY 07/25 no tight turns on friction course surface.

TWY Restrictions

TWY A, D, DA, E, F, G width 15m / 49ft.

TWY DA CLSD during darkness and low visibility conditions.

Taxi/Parking

Caution when manoeuvring on parking areas as wing-tip CLR is not assured.

Visual docking guidance system AVBL.

Follow-me not AVBL outside core HRs.

Noise Abatement Procedures

Ground running of ENGs is to be kept to a MNM.

Cross London CTR at MNM 3000ft.

Use of APU restricted to 15min prior to ENG start-up and 15min after on-block time, unless authorized by the AD authority.

Engine Run-up Area: Ground running of ENG is to be kept to a MNM and confined to the areas specified by ATC. All ENG runs are to be authorized by ATC.

Warnings

INHT DME unusable: beyond 16NM.

LOC false captures may occur between:

7-17NM outside 12° left and 18° right of CL below 2500ft.

17-25NM outside the course sector below 3000ft.

The UK wake turbulence separation during departure differs from ICAO, see CRAR United Kingdom.

Integrity of DME is not guaranteed.

Aircrews must be familiar with Northolt PROCs and NAPs.

It may be necessary to operate with a tail wind component as OPS is related to London Heathrow.

If unable to perform LDG or TKOF with a tailwind component, inform ATC as soon as possible.

Moderate turbulence and WS on APCH RWY 25 during strong NW wind.

Uncontrolled vehicles on public highways in the undershoot RWY.

Exercise caution whilst taxiing via TWY DA at night or during poor visibility due to unmonitored solar TWY lights.

GENERAL

Do not overfly Denham ATZ below 1500ft.
ACFT may be parked on TWY H at night (unlit).
Intense bird activity SEP-FEB in vicinity of AD.

ARRIVAL

Communication

Confirm ATIS and report POB on first contact with Northolt.
Non-Airways ARR: Contact APP at least 10NM from London CTR boundary.

COM Failure: See CRAR United Kingdom and in addition;

ACFT arriving via Airways

When complete COM Failure occurs before the STAR holding fix, or when established within a STAR holding fix:

- Fly to the appropriate terminal HLDG point as detailed in the STAR.
- When established within the hold, maintain last assigned FL.
- Continue within the hold for 10min, then leave controlled airspace at last assigned LVL by route shown below and continue FLT to planned ALTN AD or suitable AD outside controlled airspace:

OCK VOR	(or TOMMO when applicable)	R270
BNN VOR	(or BOVVA when applicable)	R298
LAM VOR	(or TAWNY when applicable)	R084
BIG VOR	(or WEALD when applicable)	R123

When complete COM Failure occurs during intermediate APCH (after leaving STAR holding fix):

- Descend to and maintain last assigned FL.
- Continue within the hold for 10min, then leave controlled airspace at last assigned LVL by route shown above and continue FLT to planned ALTN AD outside controlled airspace.

When complete COM Failure occurs during final APCH:

- Continue APCH visually and land if able to do so. If not,
- Turn north and leave controlled airspace taking into account the MSA and Denham AD.

ACFT arriving non-Airways

When complete COM Failure occurs prior to entry into Controlled Airspace: remain outside controlled airspace and attempt to contact Northolt Radar on any published FREQ. If COM cannot be established, divert to a suitable AD outside controlled airspace.

When complete COM Failure occurs following approval to enter Controlled Airspace

Maintain not above 2000ft and:

- ILS APCH. When RWY 25 is in use, ACFT should position for an ILS APCH. ACFT are only to intercept the localiser from the north and are not to transit south of the extended center line to ensure separation from London City and Heathrow traffic.
- Visual APCH. A visual APCH may be commenced taking into account the MSA and Denham AD.
- Any ACFT unable to land from the above APCH are to:
 ILS: Execute MISAP and divert to nearest suitable AD outside controlled airspace.
 Visual APCH: Maintain VFR and leave controlled airspace to the north, taking into account the MSA and Denham AD. Station based ACFT only may either join the visual circuit and attempt a second APCH.

ARRIVAL

Arrival Procedure

All IFR PROC shall use London (Heathrow) QNH unless otherwise specified. Landing datum is Northolt QNH.

MNM ROD 500ft/min. If unable to comply, inform ATC.

Noise Abatement Procedures

ACFT receiving RADAR service:

Do not descend below GP, nor thereafter fly below it, unless instructed by ATC

ACFT without RADAR service:

Follow a descent path, which will not be lower than PAPI.

VFR Traffic Pattern: RWY 25 right-hand circuit.

Warnings

APCH RWY 07 off-set by 30° to the left of CL until 4.2NM from touchdown in order to de-conflict with Heathrow traffic.

RWY 25/07: No aiming point or touchdown zone marking.

DEPARTURE

Take-off Minima

RWY		07/25	
All ACFT	ft - m/km	0 - 400R/400V	HJ only

Communication

COM Failure: See CRAR United Kingdom and in addition;

ACFT departing via Airways

After DEP, ACFT are to continue in accordance with the published SID (adhering to the stepped climb profile).

ACFT departing non-Airways

Should complete COM failure occur on a Charlie or Romeo SID, the ACFT is to complete the profile and divert to a suitable AD outside controlled airspace.

Departure Procedure

Noise Abatement Procedure

MNM ROC 500ft/min at PWR settings which ensure decreasing noise levels.

After TKOF or MISAP: RWY HDG up to 700ft before turning.

As soon as practicable after TKOF, reduce PWR to that compatible with crossing London CTR at 3000ft.

ATC Slot, Clearance

Start-up

REQ start-up and ATC CLR on GND.

Marshaller mandatory for ENG start.

If unable to cross CTR London at MNM 3000ft, inform ATC before DEP.

On first contact with ATC report:

- ATIS information code
- POB

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06-SEP-2018

NHT-EGWU

2-10

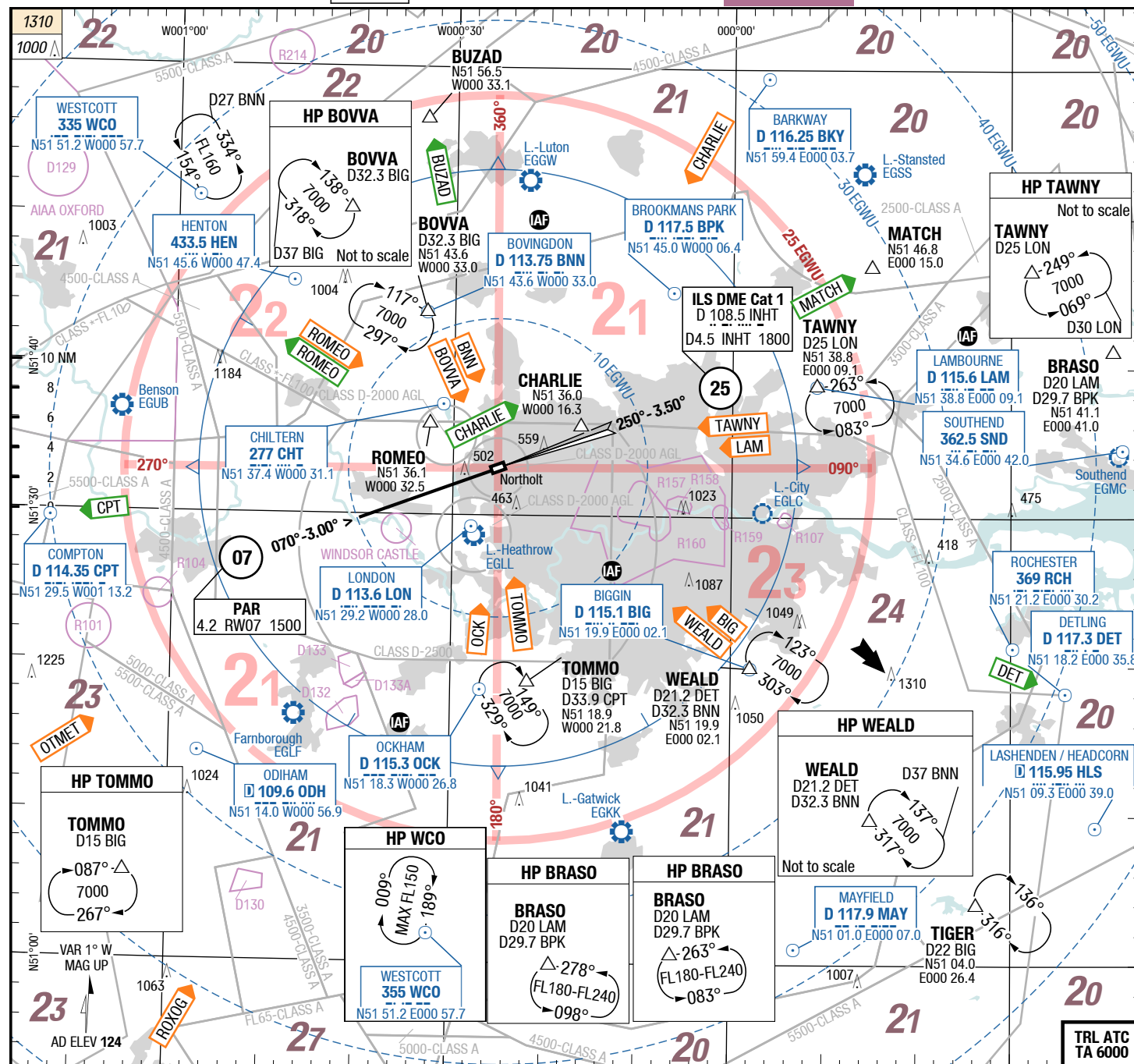
United Kingdom Northolt

AGC
AFC

AFC

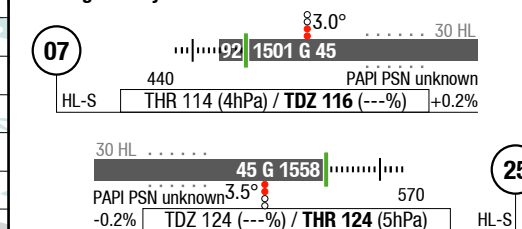
AFC

Northolt United Kingdom

AGC
AFC

ATIS 125.125 (EGWU)
D-ATIS 128.075 (EGLL)
RAD 125.875 (Talkdown)
Luton RAD 129.550
Brize RAD 124.275
APP 126.450
DIR 130.350
Heathrow DIR 119.725
DEP 129.125
TWR 120.675
GND 121.575

Landing RWY system:



Changes: ASP, OBST, HLDG

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Northolt United Kingdom

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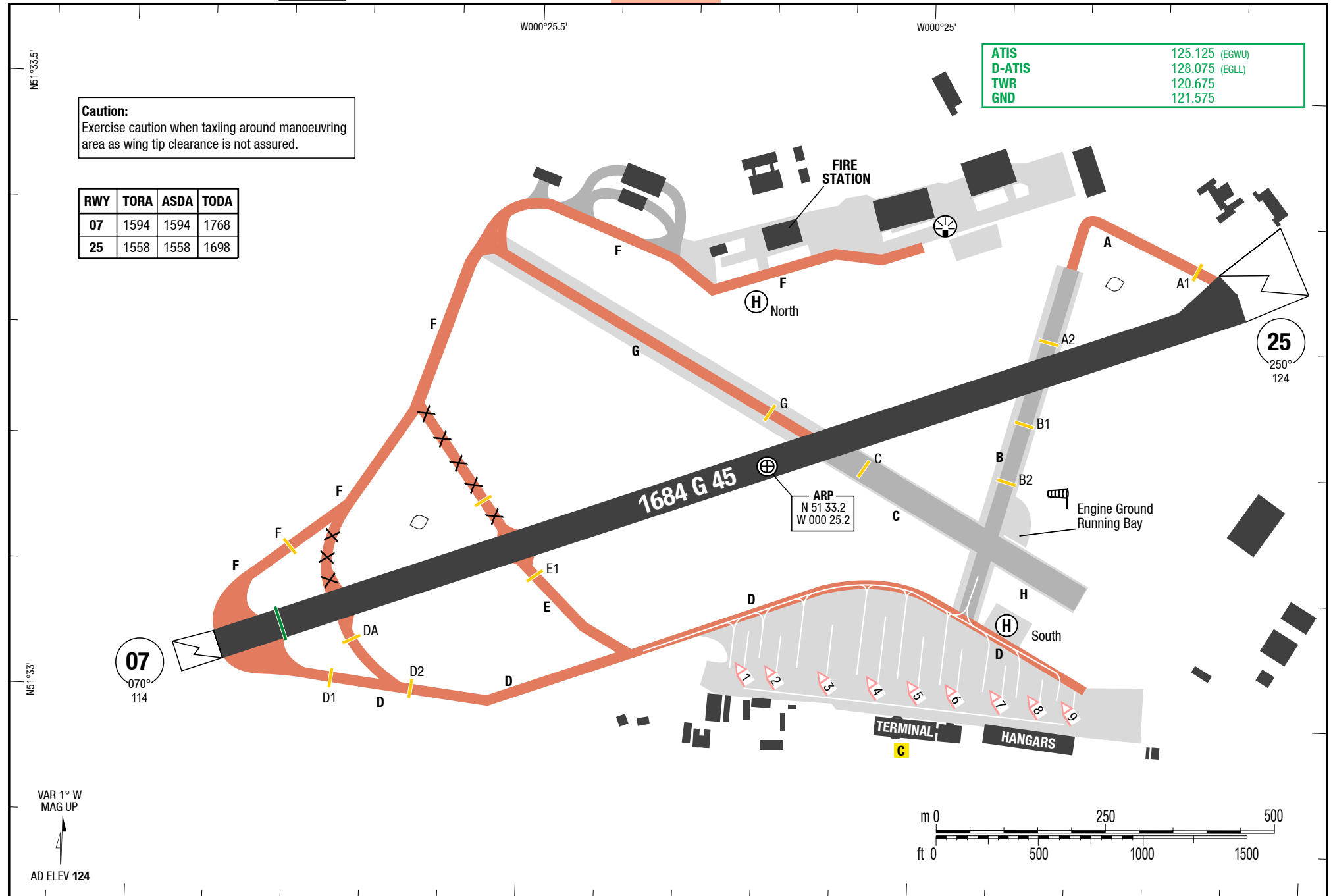
3-20

Caution:

Exercise caution when taxiing around manoeuvring area as wing tip clearance is not assured.

RWY	TORA	ASDA	TODA
07	1594	1594	1768
25	1558	1558	1698

ATIS	125.125 (EGWU)
D-ATIS	128.075 (EGLL)
TWR	120.675
GND	121.575



Changes: Nil

NHT-EGWU

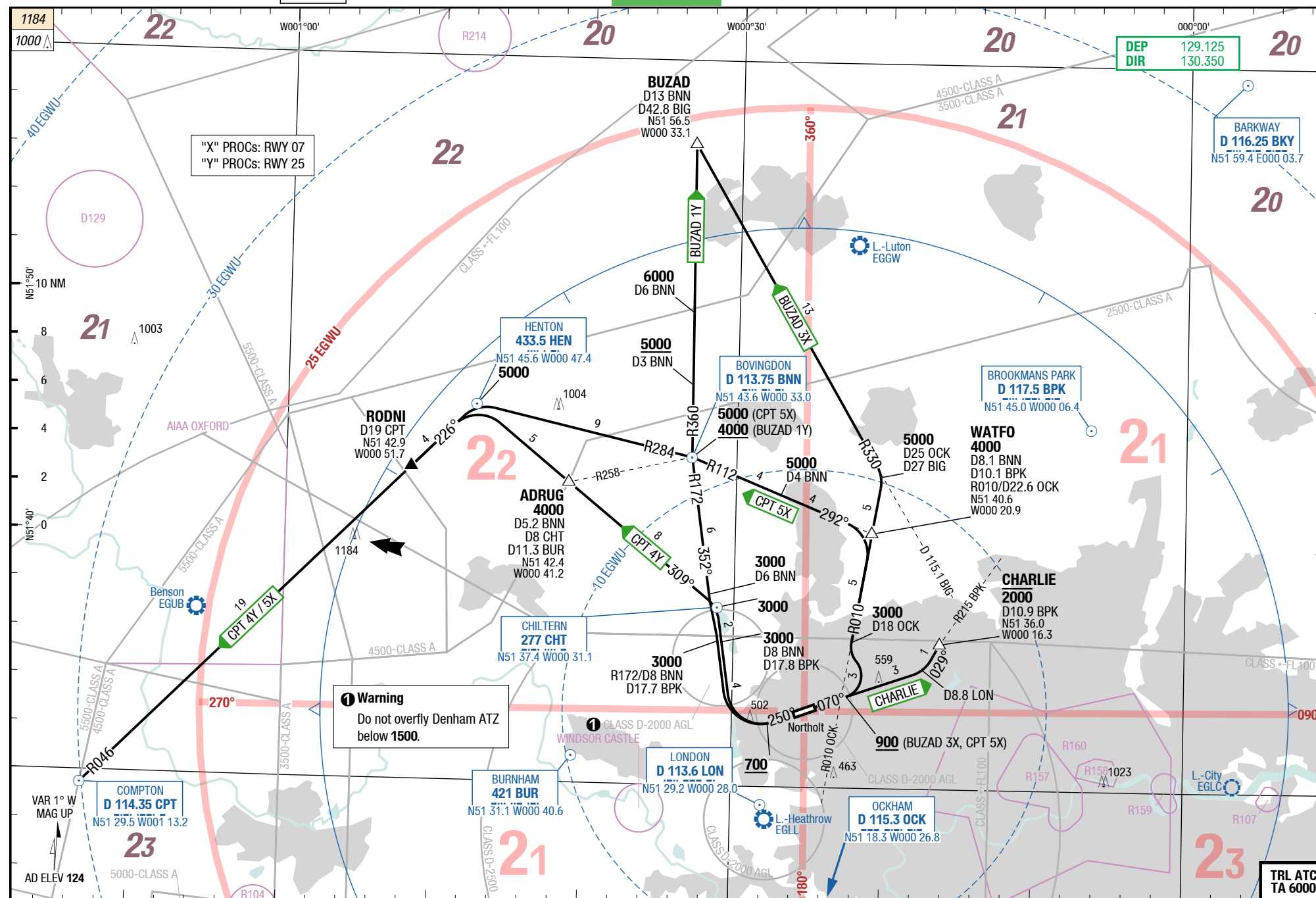
BUZAD/CHARLIE/CPT

SID

SID

BUZAD/CHARLIE/CPT

4-10



Changes: Track, OBST, Editorial

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NHT-EGWU

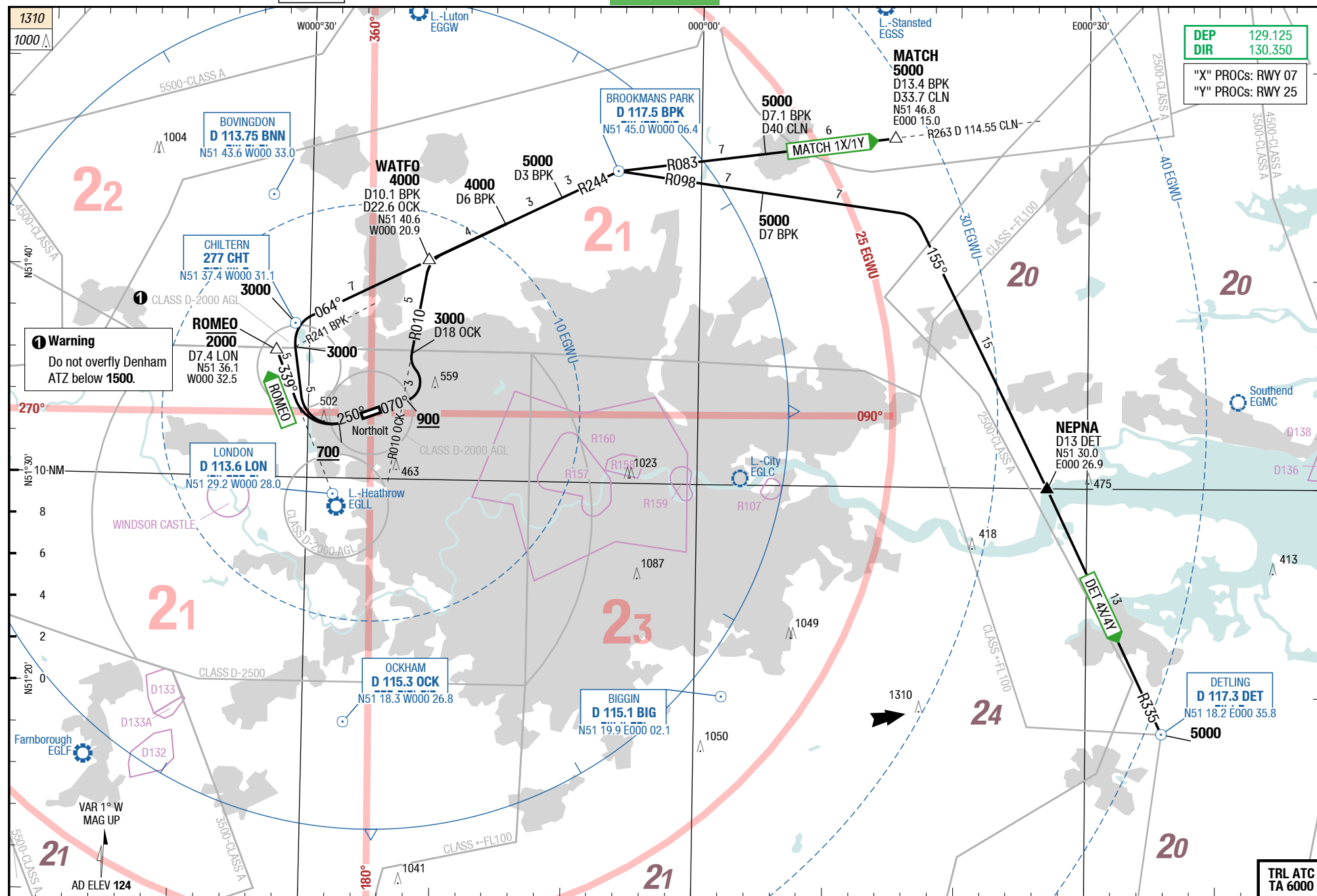
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SID

DET/MATCH/ROMEO

4-20

DET/MATCH/ROMEO



Changes: Track, OBST

TRL ATC
TA 6000

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BUZAD 3X / CHARLIE / COMPTON 5X

RWY 07 (070°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
13.2%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
BUZAD 3X 13.2% to 3000 129.125 ①②④	at MNM 900 LT intercept R010 OCK - at WATFO LT intercept R330 BIG to BUZAD	R010/D18 OCK at 3000 WATFO at 4000 R330/D27 BIG at 5000 initial climb 3000
CHARLIE 129.125 ②③	at D8.8 LON LT intercept R215 BPK to CHARLIE	CHARLIE MAX 2000 initial climb 2000
COMPTON 5X CPT 5X 13.2% to 3000 129.125 ①②④	at MNM 900 LT intercept R010 OCK - at WATFO LT intercept R112 BNN to BNN - R284 BNN to HEN - LT intercept R046 CPT to RODNI - CPT	R010/D18 OCK at 3000 WATFO at 4000 R113/D4 BNN at 5000 BNN at 5000 HEN at 5000 initial climb 3000

- ① ACFT unable to achieve 3000ft by London Control Boundary must advise before departure.
 ② All procedures flown on London QNH.
 ③ Climb to 2000ft within London CTR. Expect further climb to 2400ft when clear of London CTR.
 ④ Climb gradient 3.6% to 750ft for ACFT able to achieve 230ft by DER.

BUZAD 1Y / COMPTON 4Y

RWY 25 (250°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
BUZAD 1Y 10.3% to 3000 129.125 ①②③	at MNM 700 RT intercept R172 BNN to BNN - R360 BNN to BUZAD	R172/D8 BNN at 3000 R172/D6 BNN at 3000 BNN MNM 4000 R360/D3 BNN MNM 5000 R360/D6 BNN at 6000 initial climb 3000
COMPTON 4Y CPT 4Y 10.3% to 3000 129.125 ①②③	at MNM 700 RT direct CHT - QDR 309 CHT - at ADRUG intercept QDM 309 HEN to HEN - LT intercept R046 CPT to RODNI - CPT	R172/D8 BNN at 3000 CHT at 3000 ADRUG at 4000 HEN at 5000 initial climb 3000

- ① ACFT unable to achieve 3000ft by London Control Boundary must advise before departure.
 ② All procedures flown on London QNH.
 ③ Climb gradient 4.1% to 460ft for ACFT able to achieve 170ft by DER.

NHT-EGWU

5-30

DET/MATCH/ROMEO

DETLING 4X / MATCH 1X

RWY 07 (070°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900
13.2%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
DETLING 4X DET 4X 13.2% to 3000 129.125 ①②③	at MNM 900 LT intercept R010 OCK - at WATFO RT intercept R244 BPK to BPK - R098 BPK intercept R335 DET via NEPNA to DET	R010/D18 OCK at 3000 WATFO at 4000 R244/D6 BPK at 4000 R244/D3 BPK at 5000 R098/D7 BPK at 5000 DET at 5000 initial climb 3000
MATCH 1X 10.3% to 3000 129.125 ①②③	at MNM 900 LT intercept R010 OCK - at WATFO RT intercept R244 BPK to BPK - intercept R263 CLN to MATCH	R009/D18 OCK at 3000 WATFO at 4000 R244/D6 BPK at 4000 R244/D3 BPK at 5000 R083/D7.1 BPK at 5000 MATCH at 5000 initial climb 3000

- ① ACFT unable to achieve 3000ft by London Control Boundary must advise before departure.
- ② All procedures flown on London QNH.
- ③ Climb gradient 3.6% to 750ft for ACFT able to achieve 230ft by DER.

NHT-EGWU

5-40

DET/MATCH/ROMEO

DETILING 4Y / MATCH 1Y / ROMEO

RWY 25 (250°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900
13.2%	ft/MIN	1700	2100	2500	2900	3300	3700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
DETILING 4Y DET 4Y 10.3% to 3000 129.125 ①②④	at MNM 700 RT direct CHT - RT intercept R244 BPK via WATFO to BPK - R098 BPK intercept R335 DET via NEPNA to DET	R239 BPK at 3000 CHT at 3000 WATFO at 4000 R244/D6 BPK at 4000 R244/D3 BPK at 5000 R098/D7 BPK at 5000 DET at 5000 initial climb 3000
MATCH 1Y 13.2% to 3000 129.125 ①②④	at MNM 700 RT direct CHT - RT intercept R244 BPK via WATFO to BPK - intercept R263 CLN to MATCH	R239 BPK at 3000 CHT at 3000 WATFO at 4000 R244/D6 BPK at 4000 R244/D3 BPK at 5000 R083/D7.1 BPK at 5000 MATCH at 5000 initial climb 3000
ROMEO 4.0% to 700 10.0% to 2000 129.125 ②③⑤	at MNM 700 RT intercept R339 LON to ROMEO	ROMEO MAX 2000 initial climb 2000

- ① ACFT unable to achieve 3000ft by London Control Boundary must advise before departure.
- ② All procedures flown on London QNH.
- ③ Climb to 2000ft within London CTR. Expect further climb to 2400ft when clear of London CTR.
- ④ Climb gradient 4.1% to 460ft for ACFT able to achieve 170ft by DER.
- ⑤ 10.0% climb gradient for ATM purposes.

NHT-EGWU

BNN / BOWA

BIG / WEALD

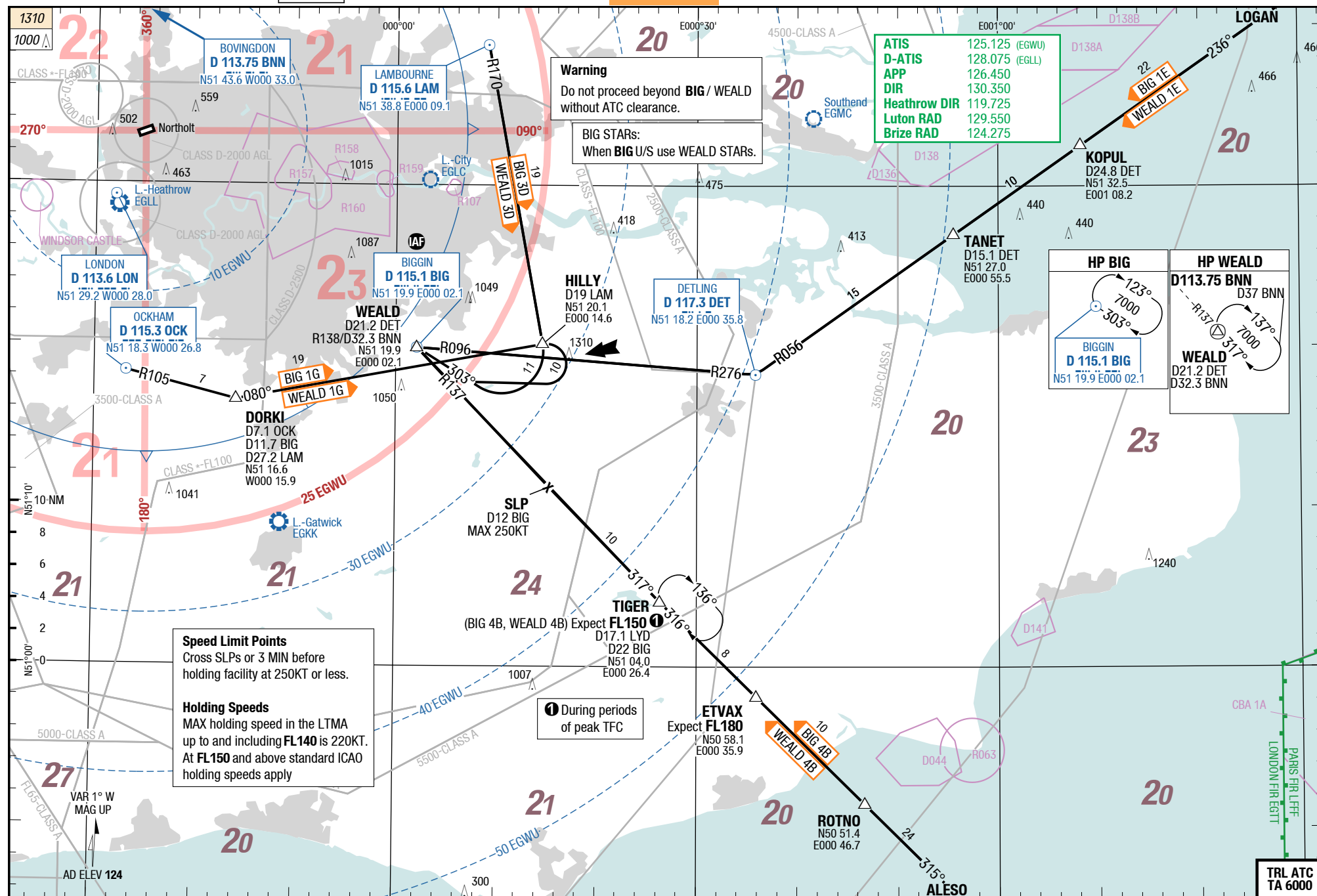
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BNN / BOVVA

BIG / WEALD

6-10



Changes: PROC

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NHT-EGWU

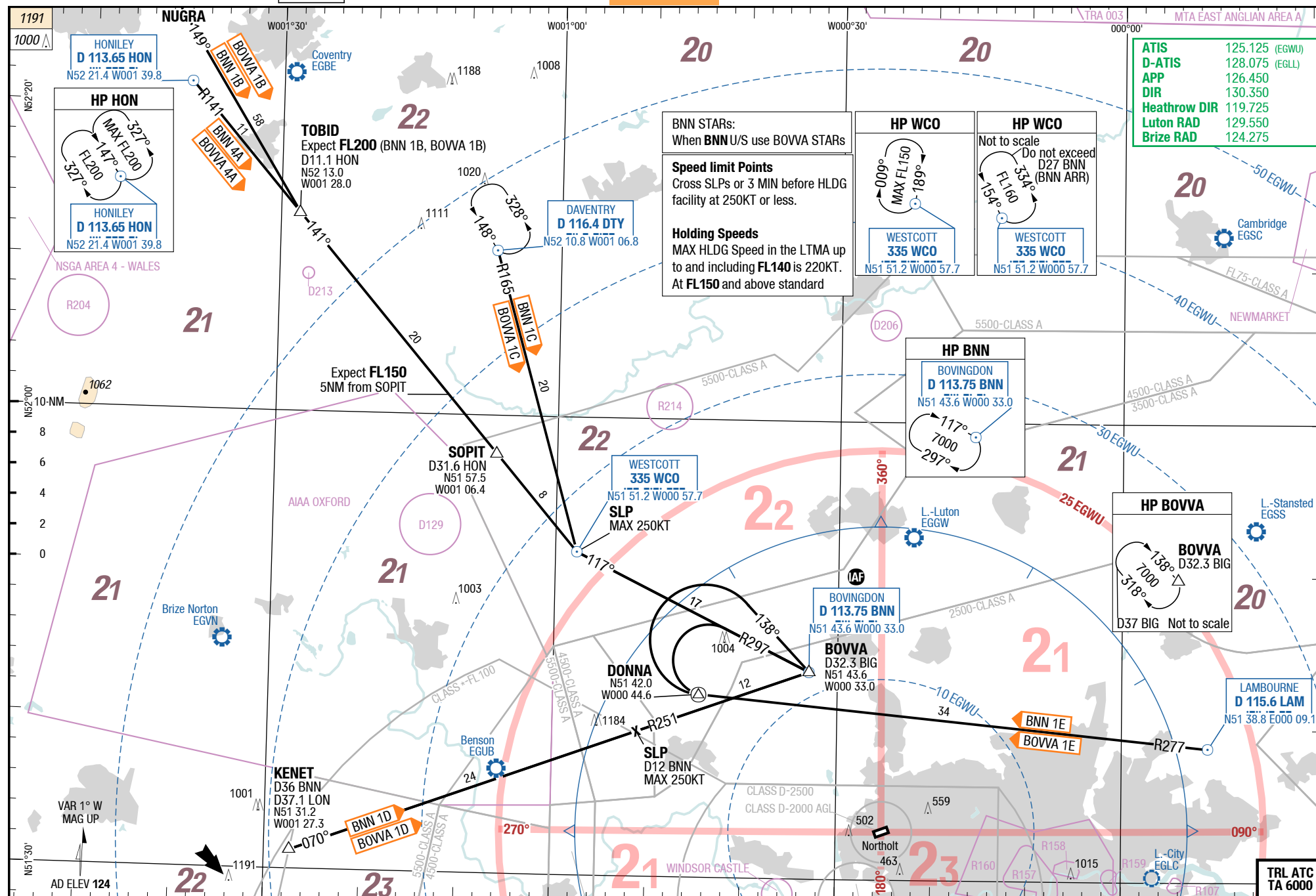
BNN / BOVVA

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BNN / BOVVA

6-20



Changes: Nil

TRL ATC
TA 6000

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NHT-EGWU

6-30

United Kingdom Northolt

OTMET / ROXOG

LAM / TAWNY

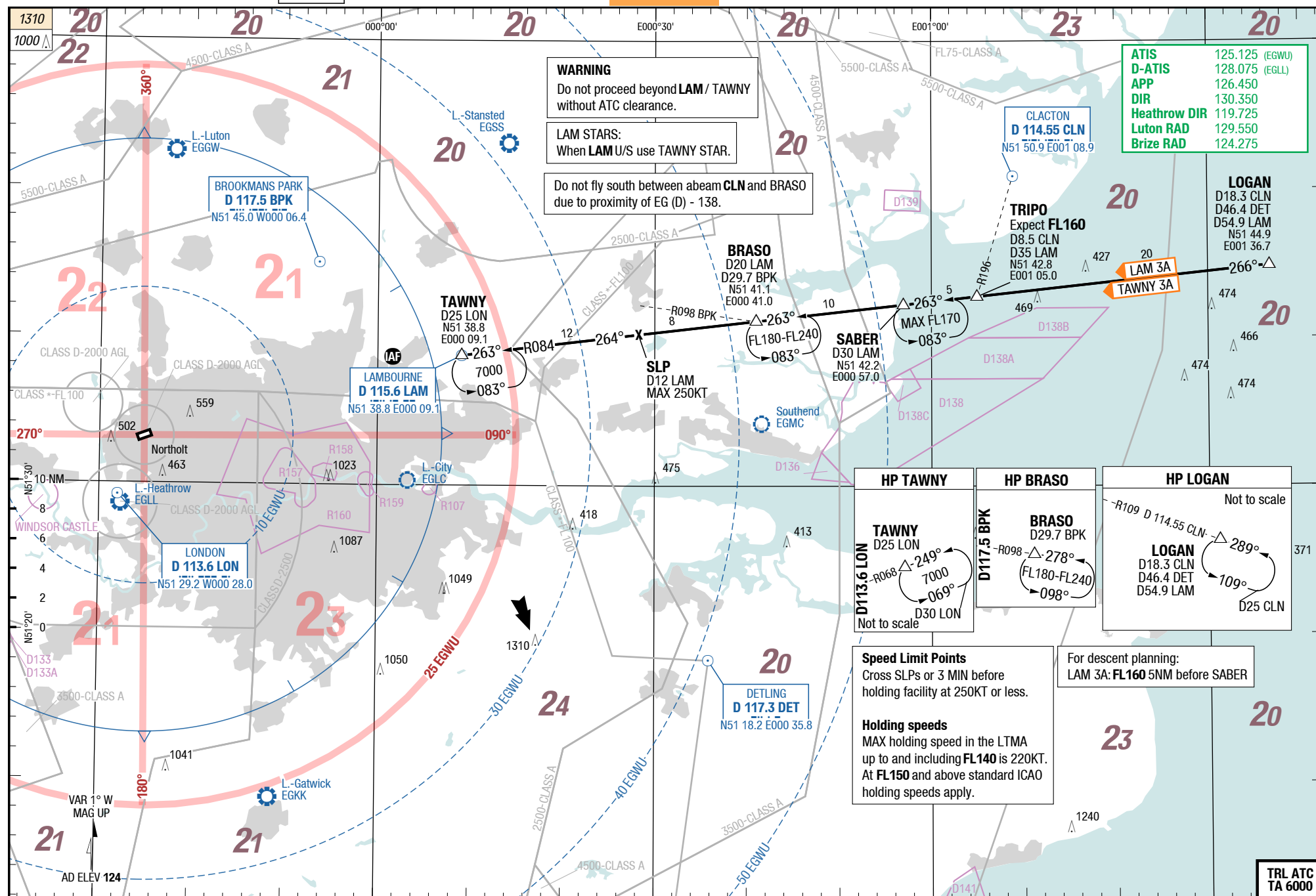
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Northolt United Kingdom

OTMET / ROXOG

LAM / TAWNY



Changes: HLDG, OBST, Editorial

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NHT-EGWU

6-40

United Kingdom Northolt

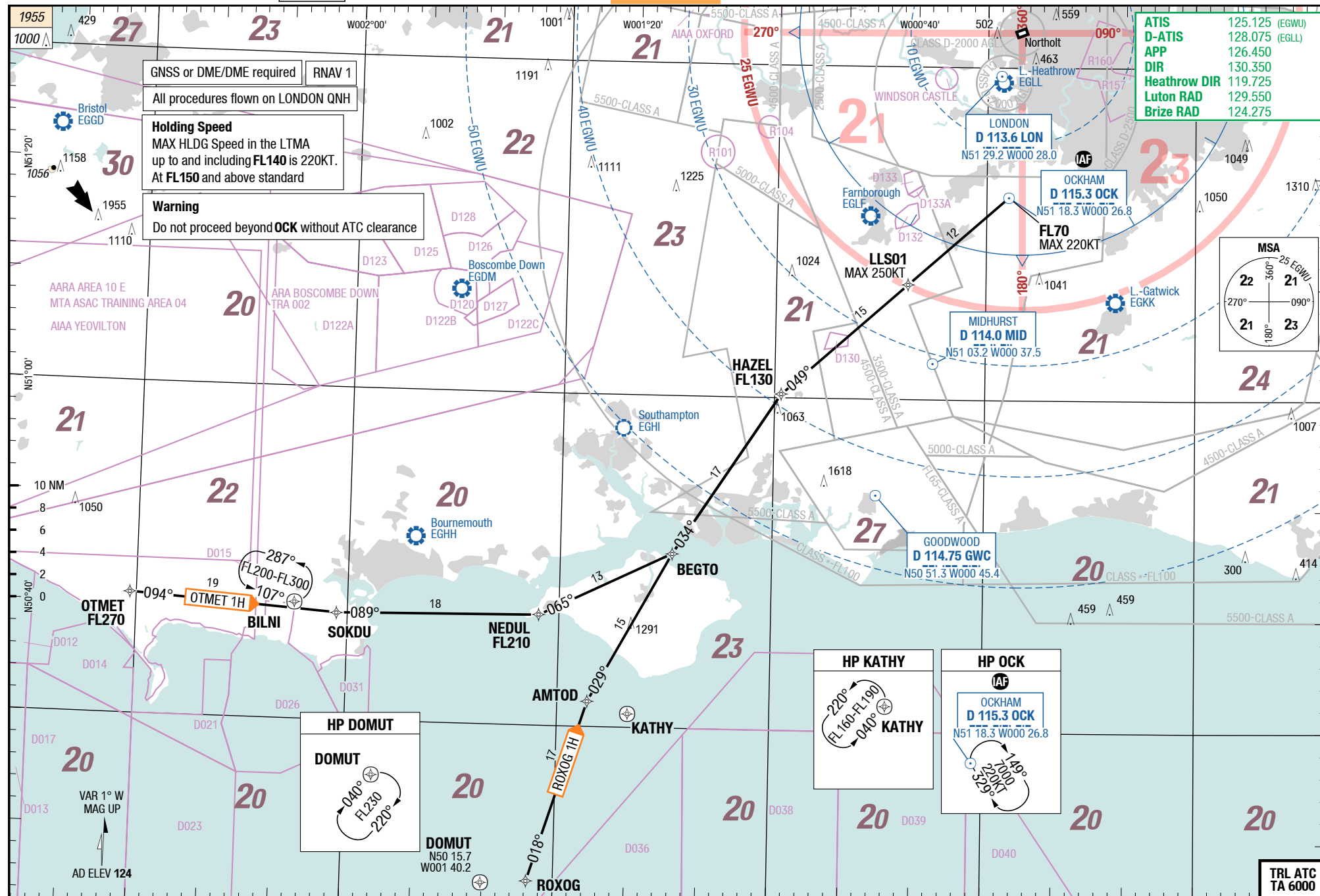
OTMET / ROXOG

STAR

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Northolt United Kingdom

OTMET / ROXOG



Changes: MGA, WPT AMTOD, BILNI, DOMUT, OBST

NHT-EGWU

STARs East

STARs Northwest/South

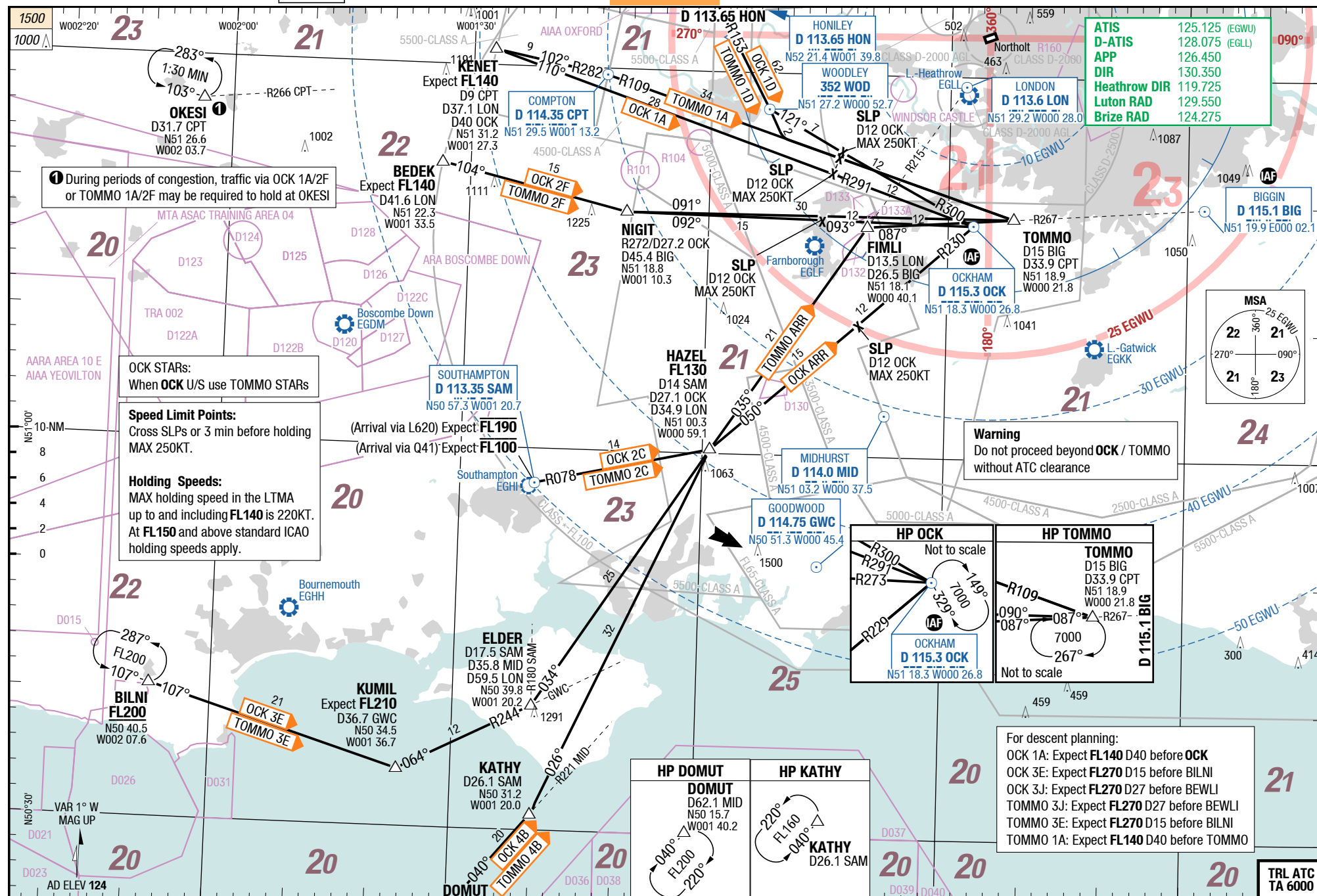
STAR

STAR

STARs East

STARs Northwest/South

6-50



Changes: Nil

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NHT-EGWU

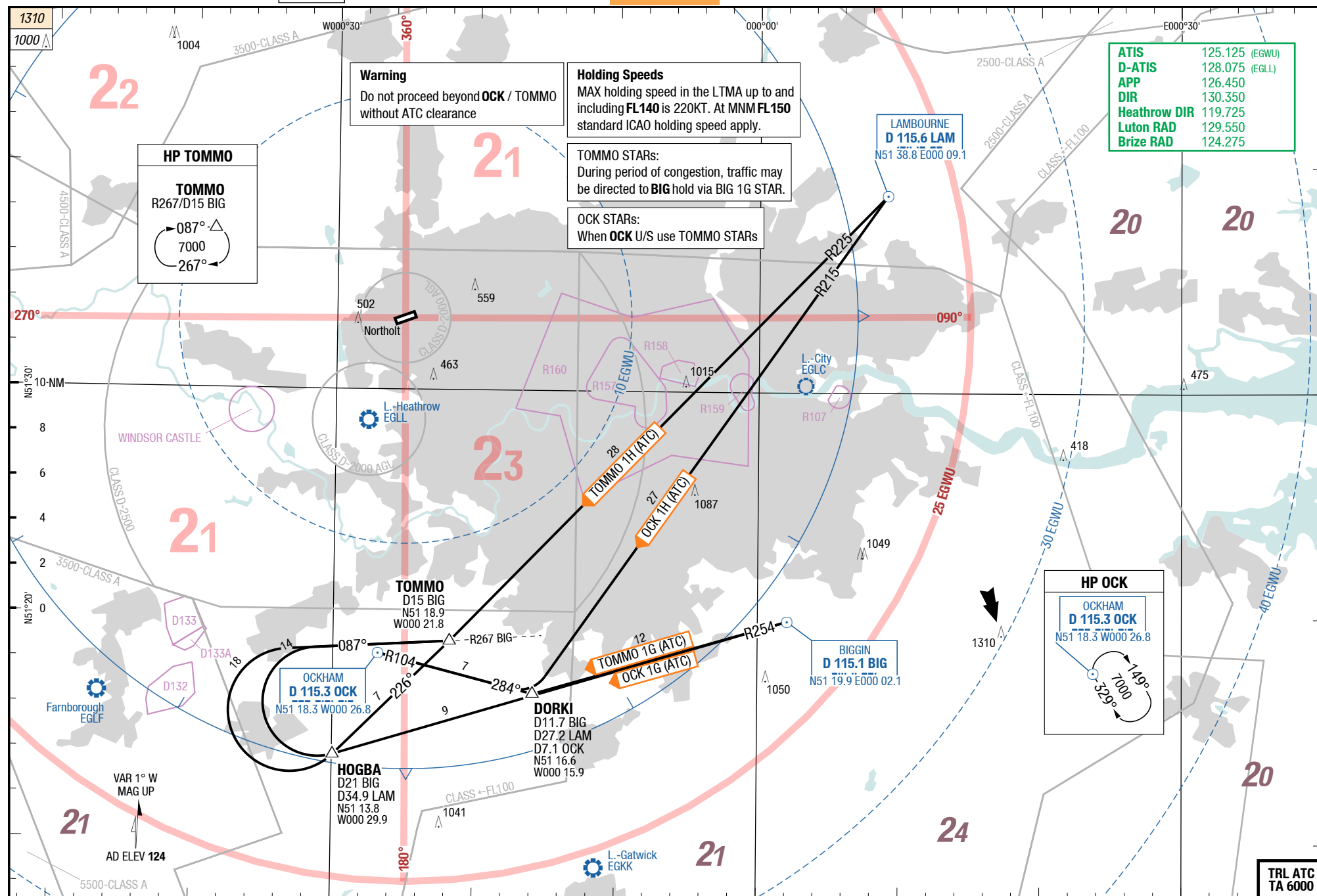
STARs East

STAR

STAR

STARs East

6-60



Changes: Note

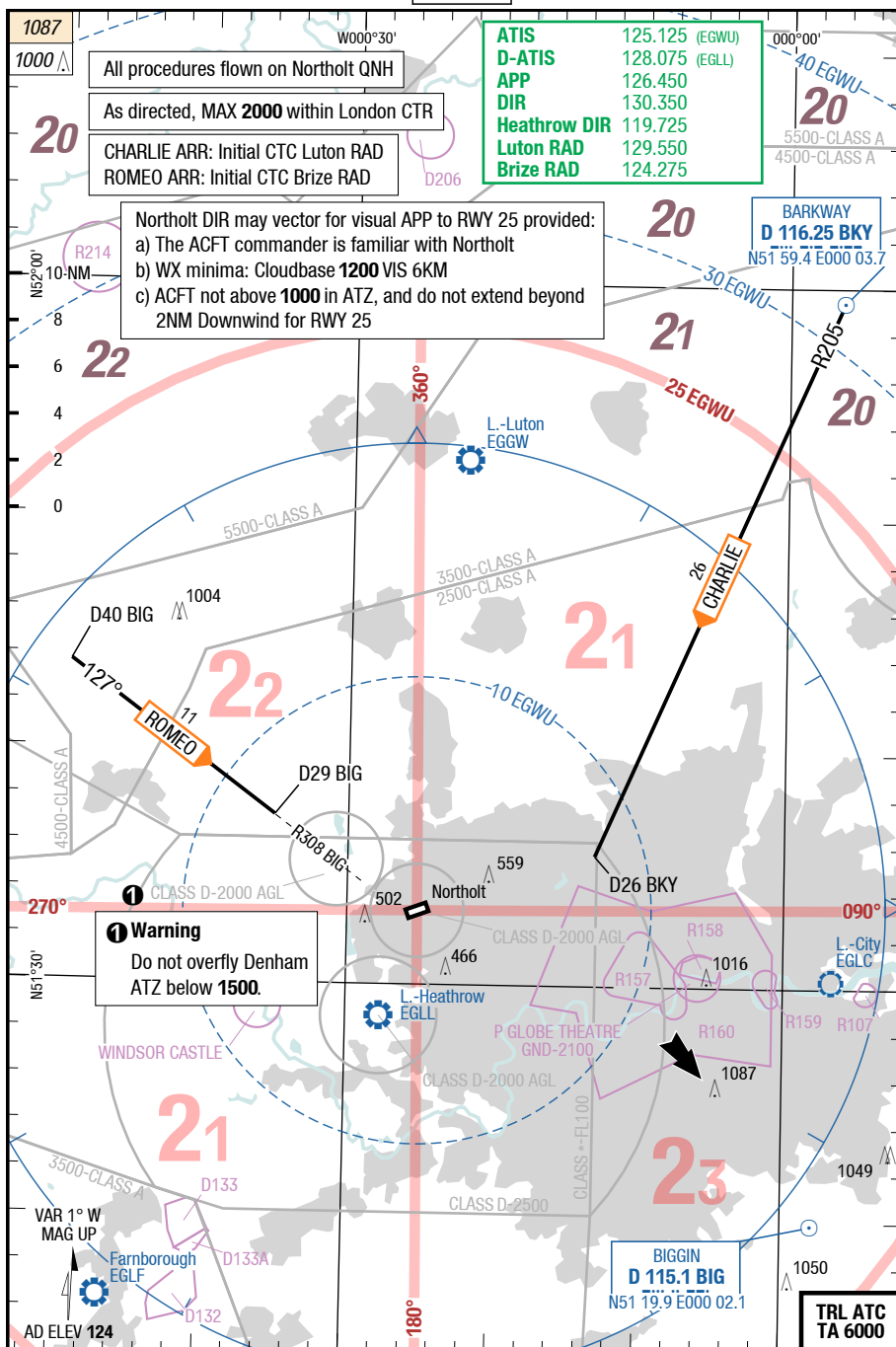
TRL ATC
TA 6000

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NHT-EGWU

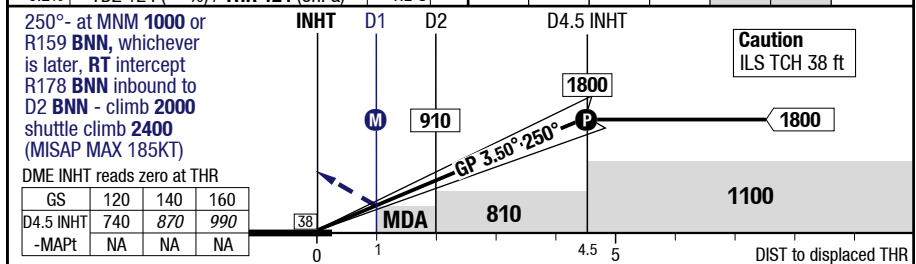
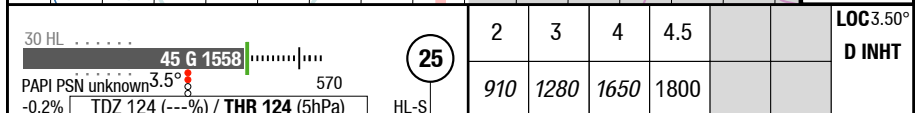
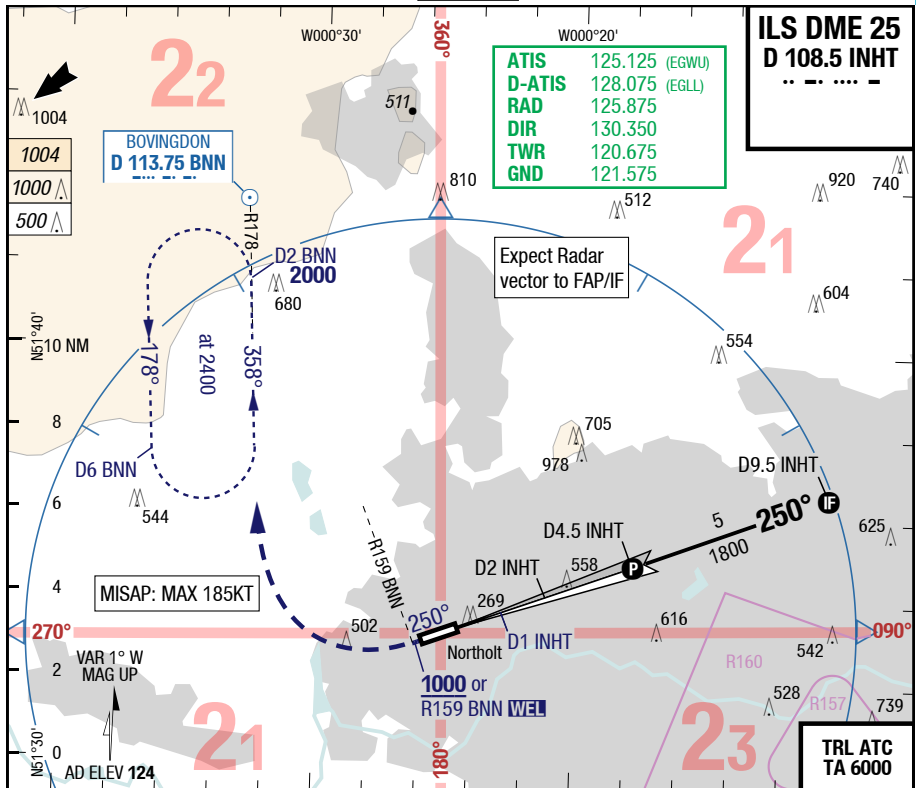
6-70

STARs Charlie/Romeo



Changes: Page Number

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25		Cat 1 DME GA 5.0% 1)	Cat 1 DME GA 5.0% APL U/S 2)	Cat 1 DME GA 2.5%	Cat 1 DME GA 2.5% APL U/S	LOC DME GA 5.0%	Circling N of RWY only
C	ft - m/km ft	270 - 1.2V 390	270 - 1.6V 390	550 - 2.2V 670 3)	550 - 2.6V 670 4)	420 - 1.6V 540	860 - 4.0V 980
D	ft - m/km ft	280 - 1.2V 400	280 - 1.6V 400	560 - 2.4V 680 5)	560 - 2.8V 680 6)	420 - 2.0V 540	980 - 4.8V 1100

1) With EVS VIS 800m	
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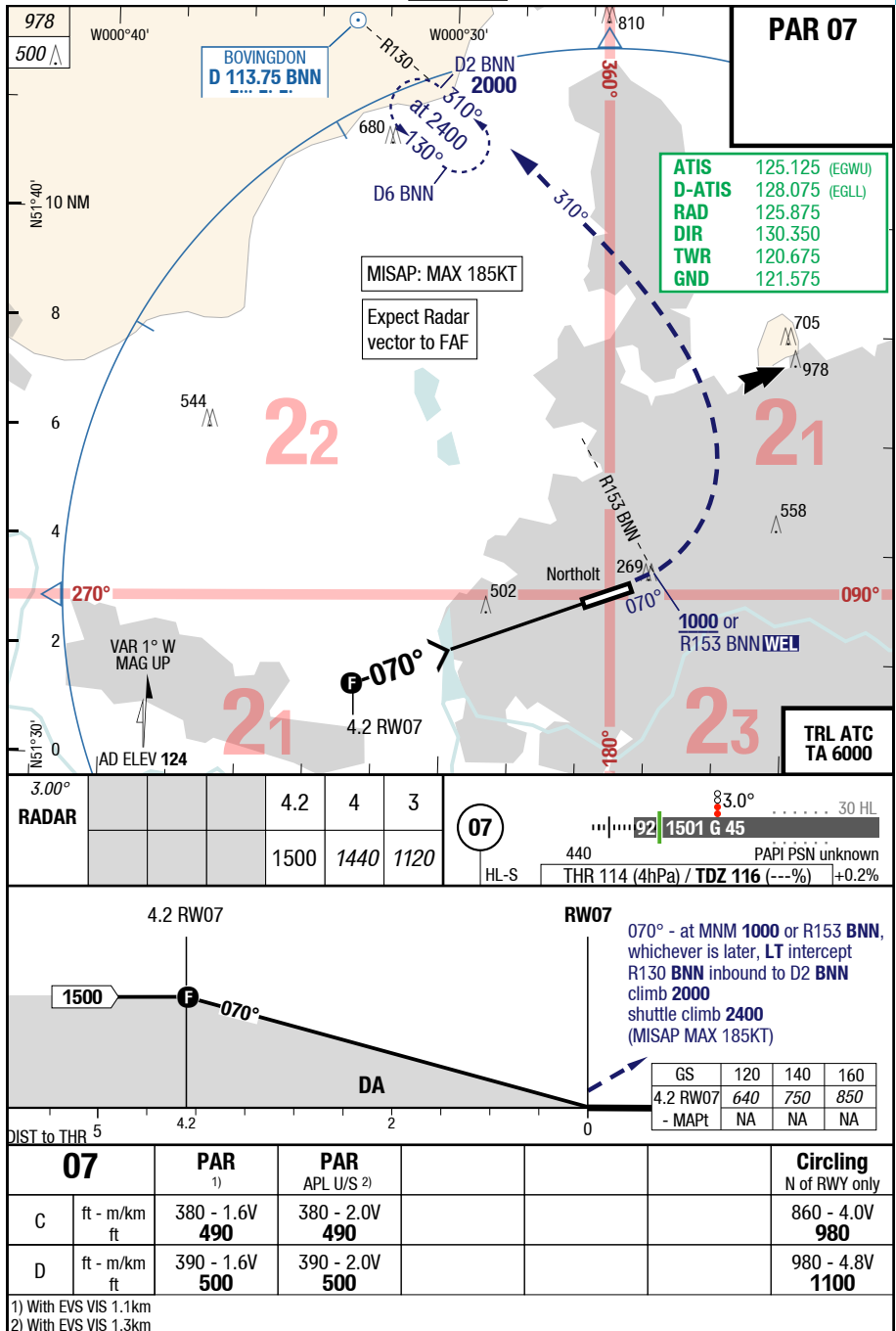
2) With EVS VIS 1.1km

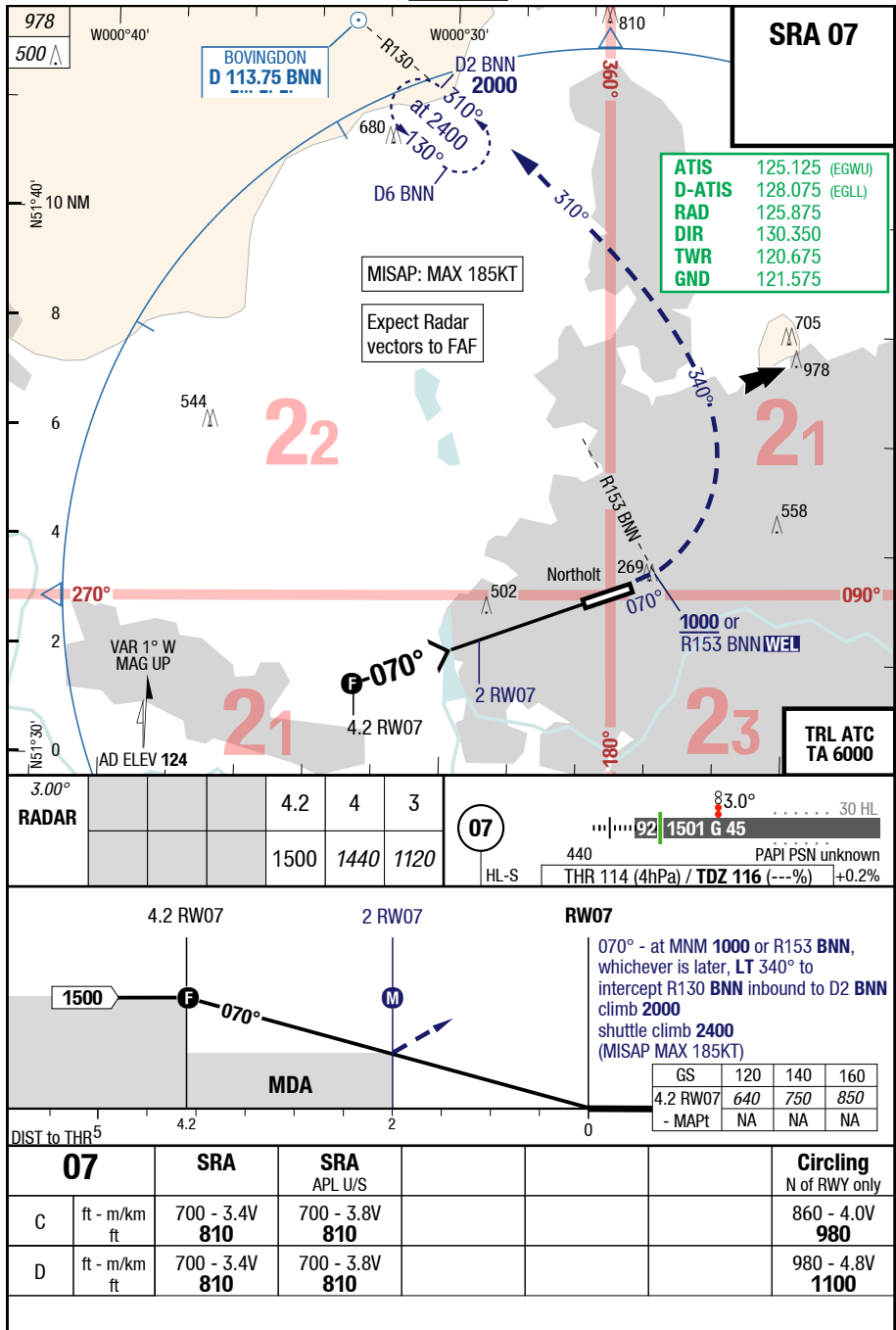
3) With EVS VIS 1.5km

4) With EVS VIS 1.7km

5) With EVS VIS 1.6km

6) With EVS VIS 1.9km







7-50

25		LOC DME GA 5.0% APL U/S	LOC DME GA 2.5% APL U/S	LOC DME GA 2.5% APL U/S			
C	ft - m/km ft	420 - 2.0V 540	590 - 2.0V 710				
D	ft - m/km ft	420 - 2.4V 540	590 - 2.4V 710	590 - 2.8V 710			