

Flying into North Weald Airfield and the Stansted Transponder Mandatory Zone (TMZ)

Pilot's Self Briefing Pack

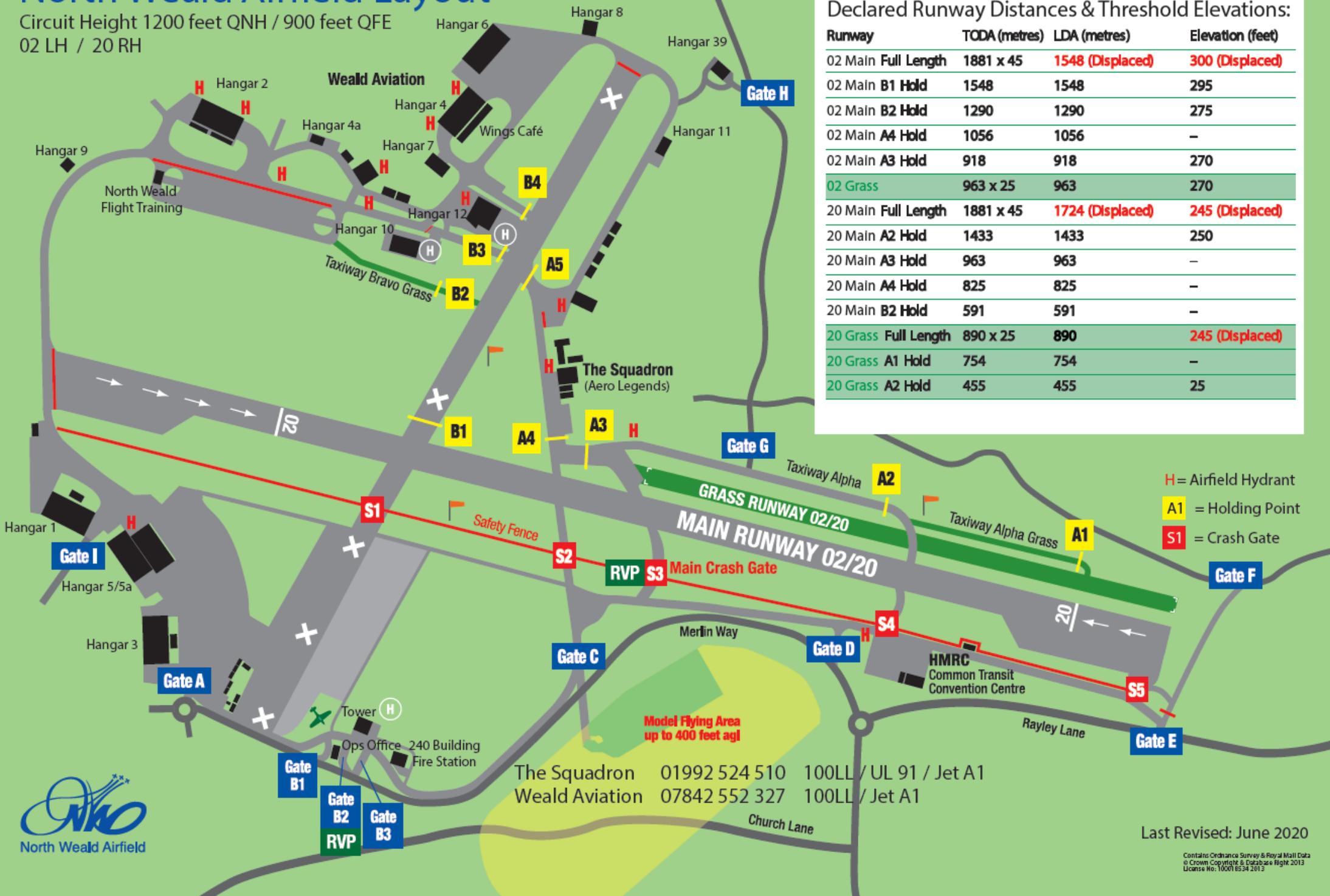


North Weald Airfield Layout

Circuit Height 1200 feet QNH / 900 feet QFE
02 LH / 20 RH

Airfield Elevation: 321 feet amsl
Declared Runway Distances & Threshold Elevations:

Runway	TODA (metres)	LDA (metres)	Elevation (feet)
02 Main Full Length	1881 x 45	1548 (Displaced)	300 (Displaced)
02 Main B1 Hold	1548	1548	295
02 Main B2 Hold	1290	1290	275
02 Main A4 Hold	1056	1056	—
02 Main A3 Hold	918	918	270
02 Grass	963 x 25	963	270
20 Main Full Length	1881 x 45	1724 (Displaced)	245 (Displaced)
20 Main A2 Hold	1433	1433	250
20 Main A3 Hold	963	963	—
20 Main A4 Hold	825	825	—
20 Main B2 Hold	591	591	—
20 Grass Full Length	890 x 25	890	245 (Displaced)
20 Grass A1 Hold	754	754	—
20 Grass A2 Hold	455	455	25



H = Airfield Hydrant
A1 = Holding Point
S1 = Crash Gate

The Squadron 01992 524 510 100LL / UL 91 / Jet A1
Weald Aviation 07842 552 327 100LL / Jet A1



Last Revised: June 2020

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Flying into North Weald

North Weald Airfield has unlicensed hard and grass runways, and excellent travel links with central London via the Central Line from Epping and the M11 motorway.

Before making a flying in to us, please take the time to read through our local procedures to ensure your visit is a happy and safe one.

North Weald operations

Operational hours: The Airfield is open from 08.30 – 19.00 local, or sunset + 30 minutes during the Winter operational cycle, whichever is the earlier. No circuits after 18.30 local or sunset, as above. No movements permitted when the Airfield is closed. Please phone Operations on 01992 564 200 for details.

Radio communications: The air/ground frequency is North Weald Radio 123.530. The service may at times be upgraded to a Flight Information Service, call-sign North Weald Information, with a basic service.

Fire cover: The Airfield provides Cat 1 fire cover during operational hours. This can be upgraded up to Cat 3 on remission. 48 hours notice is required.

Runway availability: The main tarmac/concrete runway is 02/20. The crosswind runway 12/30 is often used for vehicle skid training, so if you require this runway due to the wind you must phone for a PPR to check its availability. Likewise, if you require the grass runway 02/20, phone to check its status in the Spring and Autumn after periods of wet weather.

Joining Procedures

All visiting aircraft must contact the Tower for PPR prior to arrival at North Weald. In addition, all pilots should be aware of the following requirements:

- Only aircraft fitted with serviceable radios and in effective contact with 'North Weald Radio' are permitted to use the Airfield.
- All pilots are reminded of the proximity of the Stansted TMZ in relation to North Weald Airfield, and must adhere to the procedures laid out in the NATS Letter of Agreement. If the aircraft has a Mode S or C transponder, Mode C (ALT) must be switched on. (See Page 8)
- Pilots may not communicate with North Weald Radio when outside the DOC of the station which is 10 nm and 3000 ftagl.

- Pilots must use the active runway and follow the appropriate circuit direction, unless for exceptional reasons permission has been given in advance by the duty Air/Ground Operator or there is a safety/emergency issue. Pilots with permission to use a runway other than the active must give way to traffic using the active runway.
- Base joins and orbits downwind or on final are not permitted when the circuit is active due to the large number of *ab initio* training flights taking place on the Airfield and previous airproxes.
- The model flying area is now on the other side of Merlin Way to the east of the Airfield. The models are only permitted to operate up to 400 agl. Aircraft transiting or joining crosswind should keep a good look out, and care should be taken when going around not to fly east of Merlin Way.
- Joining traffic is requested to avoid over flying noise sensitive areas particularly Epping, North Weald Village, and airfield events. (See map on Page 6).
- Run and breaks are permitted when the circuit is clear of other aircraft not below 500 feet agl.
- Pilots are reminded of the proximity of controlled airspace overhead at 1500 ft QNH and to the north the Airfield by approximately 1½ nm.
- Pilots are reminded that North Weald Airfield is situated close to airfields at Stapleford, Willingale, and Hunsdon. In particular, when using Runway 02 keep a look out for Stapleford Runway 03 crosswind traffic turning south down the M11.
- A Rule 10 exemption is in place at North Weald. Formation landings are permitted providing the criteria as laid out in the exemption are met. Copies are held at the Control Tower. Permission must be given by the Airfield Manager or Duty Officer for these privileges to be granted. There is a fee of £10 per day per aircraft.
- From 1 May 2019 the North Weald squawk is 7000 inbound, outbound and in the circuit.
- Simultaneous use of multiple runways is not permitted, except in the event of formation landings under the Rule 10 exemption.

Departures

Prior to departure, pilots must book out with the Control Tower by telephone or radio. All departures will be subject to the following criteria:



- Only aircraft fitted with serviceable radios and in effective contact with 'North Weald Radio' shall be permitted to depart from the airfield, with the exception of aircraft returning to their home base following radio/communication failure, and at the discretion of The Control Tower.
- All pilots are reminded of the proximity of the Stansted TMZ in relation to North Weald Airfield, and must adhere to the procedures laid out in the NATS Letter of Agreement. If the aircraft has a Mode S or C transponder, Mode C (ALT) must be switched on. (See Page 9)
- All departures shall be on the active runway, unless for exceptional reason permission has been given by the Control Tower, Duty Officer or General Airfield Manager.
- Departing aircraft shall continue ahead until outside the airfield boundary to avoid conflict with events and activities on site.
- Pilots are reminded of the proximity of controlled airspace overhead and to the north of the airfield, and that the site is close to airfields at Stapleford, Willingale and Hunsdon. (see map on Page 6 and photos on Page 7 for views of local landmarks)
- Jet circuit flying is restricted to two sessions of three circuits, these sessions are to take place between 1000 – 1300 and 1300 – 1700. Sessions must be pre-booked with the Control Tower.
- GA circuits are to be restricted to using runway 02/20 only. The number of circuits permitted will be at the discretion of the Tower. Visiting traffic requesting circuits must land and obtain permission before commencing a circuit detail. No more than four aircraft are permitted to carry out circuit details at any one time. Priority will be given to North Weald Flight Training aircraft.
- No engines will be started up prior to 0830 local.

Noise Abatement

In order to limit noise impact on the local environment, the following restrictions will apply;

- Pilots should avoid flying over Epping or any villages or housing in the vicinity of the airfield. (See maps on Pages 6-7.)
- North Weald Airfield now uses QNH as the standard altimeter setting in the circuit. The circuit height is 1,200 feet on the QNH. QFE is available on request.

Helicopter operations

Helicopters and other rotary wing aircraft should adopt conventional fixed wing joining and circuit procedures unless otherwise agreed with the Control Tower.

The Herts Air Ambulance operates from North Weald. When using the callsign **Helimed 55 Alpha** it has priority over all other traffic in the circuit, which must give way or go around as it departs on task. It is situated on its own helipad at Hangar 7 and has permission to operate outside North Weald Airfield's opening hours.

The National Police Air Service also has a base facility at Hangar 10. This operates 24 hours a day and has similar departure priorities to the Air Ambulance.

Helicopter pleasure flights which operate from the grass adjacent to the Control Tower may depart direct to the south when Runway 02 is in use and recover from the south when Runway 20 is in use keeping to the east of the runway. They may also use a circuit pattern to the



east of the Airfield, giving way to normal circuit traffic. Army Air Corps helicopters also use the Airfield for training sorties.

Pilots are reminded of the dangers of rotor down wash and wake turbulence by helicopters taking off and landing and taxiing to and from the runway.

Microlight Aircraft

Microlight traffic will adopt conventional powered aircraft joining and circuit procedures unless otherwise agreed with the Control Tower.

Landing fees for commercial operations including training flights and non-based aircraft

Organisations carrying out commercial or training flights from the Airfield are already subject to landing fees and non-based aircraft will also be liable from 1 January 2020.

Landing fees (exclusive of VAT):

Single engine piston	full stop landing	£10
Single engine piston	touch and go	£7.50
Twin engine or turboprop	full stop landing	£15
Twin engine or turboprop	touch and go	£10
Single engine helicopter	full stop landing	£10
Single engine helicopter	touch and go	£7.50
Twin engine helicopter	full stop landing	£20
Twin engine helicopter	touch and go	£15

For regular operations flying organisations will be invoiced monthly for their movements. Block bookings are also available on request and movements will be

charged at the touch and go rate.

Ad hoc payments may be made at to members of the Ops Team. An online portal is also being set up.

Aircraft Weight Limits

The runways at North Weald Airfield are of design and construction which has a low weight-bearing capacity.

Pavement Classification Numbers (PCN)

The PCN rating for runway 02 is 7.

The PCN rating for runway 20 is 9.

The PCN rating for runway 12/30 is 5.

Only aircraft with an Aircraft Classification Number (ACN) equal to or less than the appropriate runway PCN are permitted to use the site without prior notification and special approval.

Fuel, Parking and Maintenance

Fuel: Avgas 100LL, UL91 and Jet A1 are available from Aero Legends.

Jet A1 and 100LL is also available from Weald Aviation.

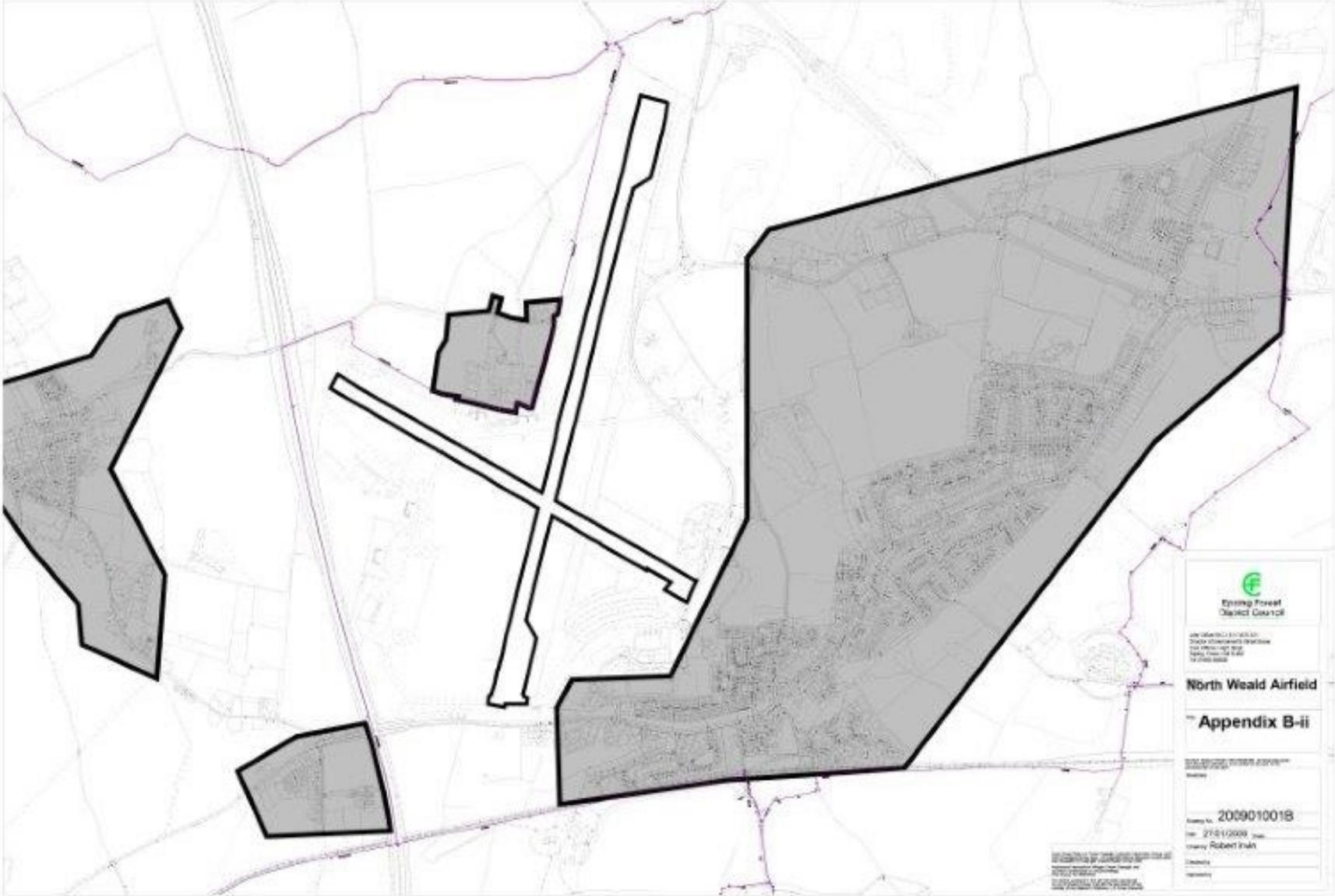
Parking/Hangarage: Facilities may be available at the Airfield via Aero Legends, Weald Aviation or other hangars. Telephone for details.

Maintenance: Aero Legends and Weald Aviation provide a maintenance facility – contact the relevant hangar for further information.

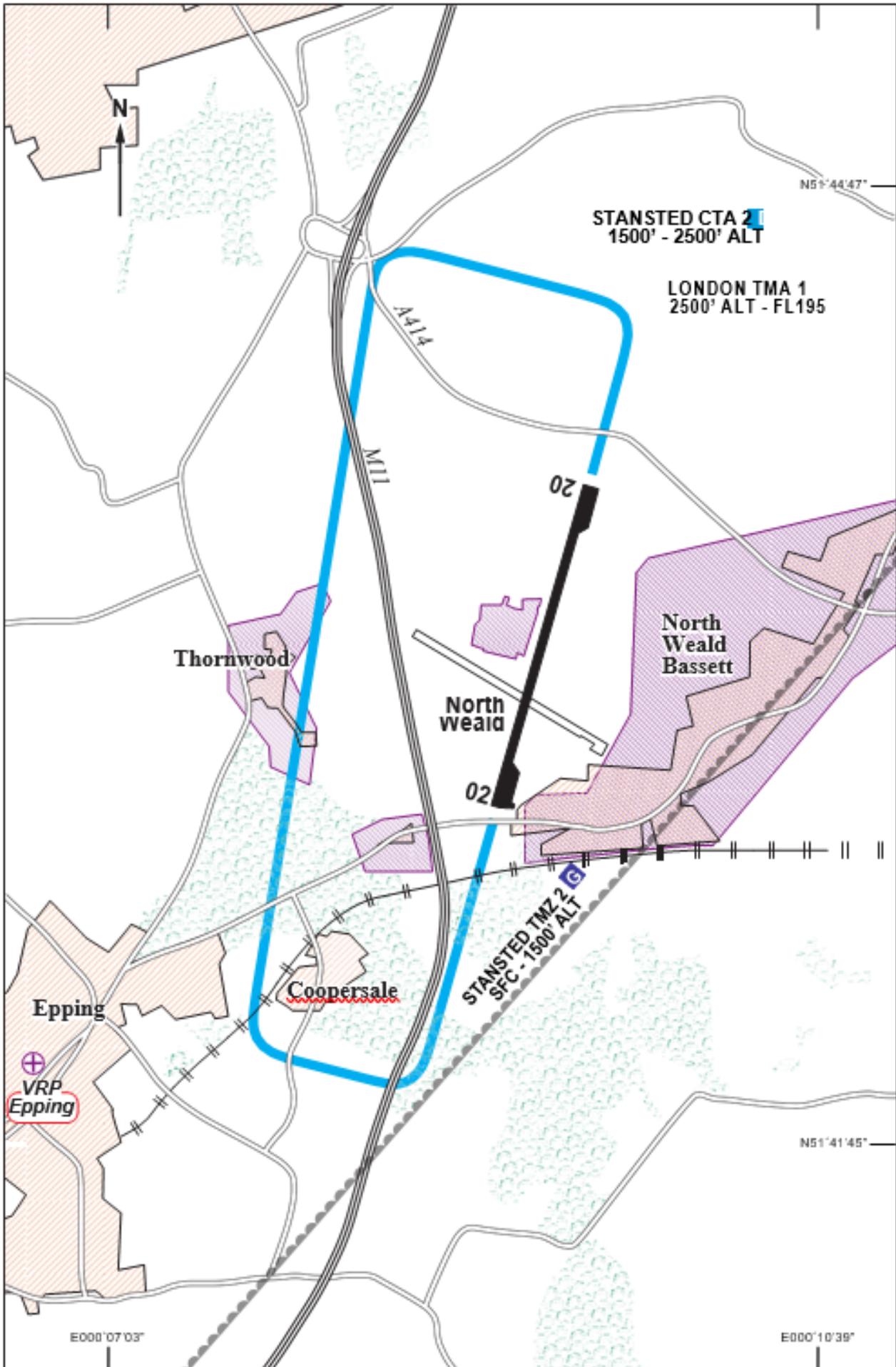
Immigration/Border Force: The Operations Team is the designated FBO for aircraft requiring Border Force clearance.

Noise Abatement – areas to avoid overflying

North Weald Airfield Noise Sensitive Areas



North Weald Noise Abatement Chart

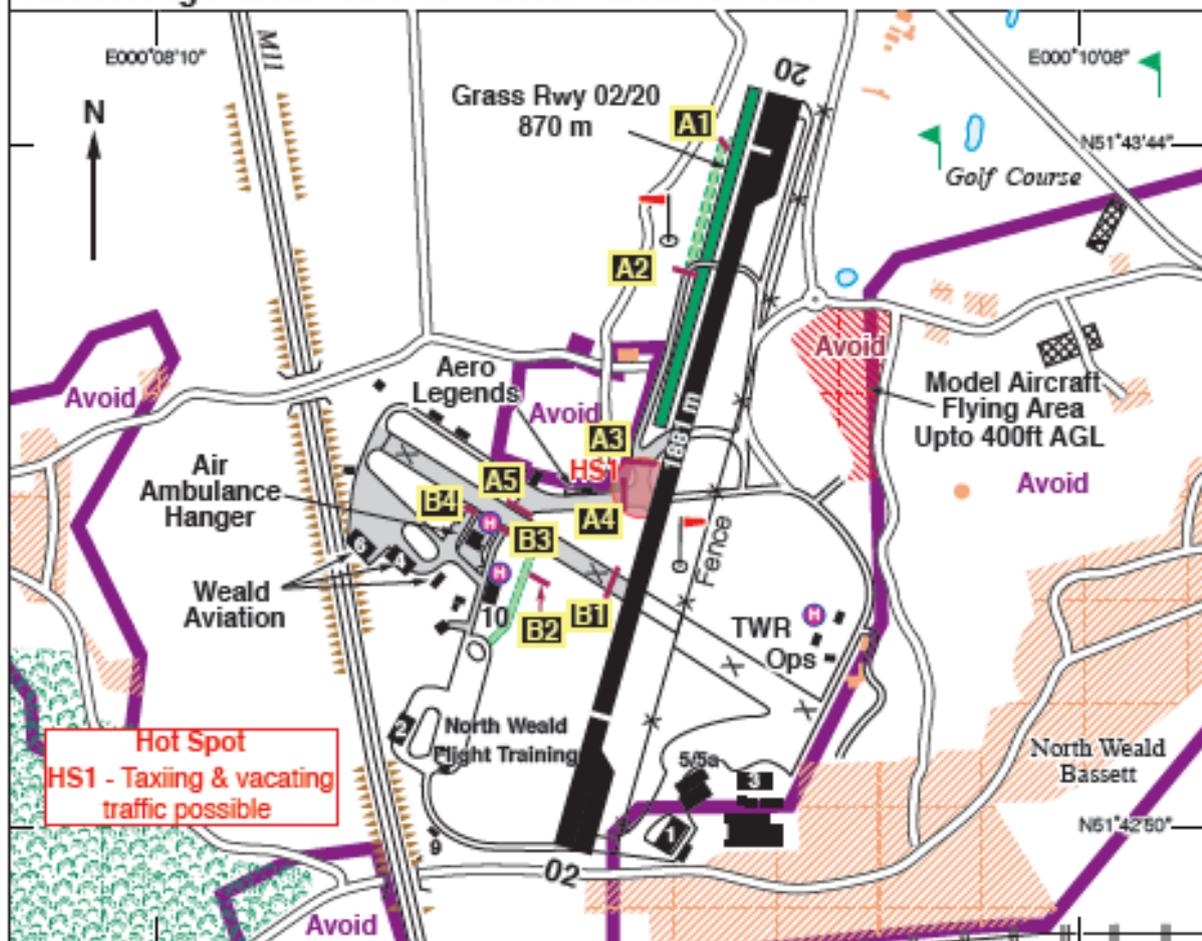


EGSX

N51 43.30 E000 09.25 **NORTH WEALD** 321ft AMSL

3.5 nm SE of Harlow. **LAM 115.60 004 4.5**
BPK 117.50 102 9.8

c/s North Weald Radio 123.530 A/G.
Farnborough Radar 132.800. Essex Radar 120.625.



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
02/20	1881x45	Asphalt/	02-1725	02-1558	Nil
		Concrete	20-1558	02-1725	Nil
02/20	870x25	Grass	02-870	02-870	Nil
			20-870	20-870	Nil

Note: Runways unlicensed.

Op hrs: 0830-1900 or SS if earlier. PPR Mandatory IAW NATS LOA 2019.

Landing Fee: Call for rates. Customs: NW Operations - 4 hrs PNR.

Hangarage: Available from North Weald Flying Services & Weald Aviation.

Maintenance: North Weald Flying Services EASA UK.145.00506, M G & I UK.MG.0323 CAA A19962-13 (A8-23 & A8-25).

Maintenance: Weald Aviation, for jet & piston war birds & vintage aircraft, holding A8-20 E4 & M5 CAA approvals.

Continued

EGSX

N51 43.30 E000 09.25

NORTH WEALD

321ft AMSL

Remarks: Operated by Epping Forest District Council, Civic Offices, High Street Epping, Essex CM16 4BZ.

Unlicensed aerodrome situated beneath Stansted TMZ 2 (SFC - 1500ft QNH)
Stansted CTA 1500ft - 2500ft QNH above TMZ 2.

Stansted CTR (SFC - 3500ft ALT) is 1.5nm to North.

Non radio aircraft not accepted.

Flights without reference to Essex or Farnborough Radar may be made subject to the following:

- Remain VFR;
- Remain below 1500ft QNH;
- Aircraft are equipped with Mode S Transponder;
- When in contact squawk 7000.

Entry to Rwy 20 is via Holds A2 or A3. Hold at A4 if Rwy 02/20 grass in use.

Concrete taxiway runs across grass Rwy 02/20. Although the transition across is good, pilots are to land/taxy with caution.

Circuits: 1200ft QNH. LH on Rwy 02, RH on Rwy 20.

Avoid overflying built up areas.

Warnings:

Model aircraft flying within area centred on GRID TL493, 049 up to 720ft QNH.

High performance aircraft maybe encountered in the circuit and local area.

Base leg joins not permitted except declared emergencies or urgency.

Standard join is Downwind/Crosswind.

Emergency Services helicopters operate H24.

Restaurant: The Squadron.
Wings Café.

Fuel: 100LL, UL91, Jet A1.
Available from North Weald Flying Services (The Squadron).

Tel: 01992 524740 Tower/PPR
Tel: 01992 564200 Operations
Tel: 01992 524510 Squadron
Tel: 01992 522594 Weald Aviation
Email: nwoperations@eppingforestdc.gov.uk
Email: office@nwflying.co.uk
Email: info@wealdaviation.com
Fax: 01992 524074 Tower



Transponder Mandatory Zone (TMZ) Briefing

This briefing is for aircraft operating in/out of North Weald Airfield.

- North Weald Airfield lies within the Stansted TMZ which extends from the surface to 1,500 ft above mean sea level.
- North Weald has been allocated airspace (Area of Operation), which is exempt from the rules of the TMZ under a Letter of Agreement with NATS.
- Any aircraft equipped with a Mode S or C transponder must have Mode C (ALT) switched on at all times in the TMZ and North Weald Area of Operation.
- Non-radio traffic is not accepted at North Weald Airfield, with the exception of home based aircraft returning to base.

Inbound traffic (Mode S transponder equipped and using Mode C (ALT))

- Equipped aircraft may access the Stansted TMZ without ATC approval, although you are strongly recommended to call Farnborough Radar 132.800 or make use of the Stansted Listening Watch Monitoring Code 7013 or Luton Code of 0013. Mode C (ALT) must be switched on at all times.

- When 5 nm or visual from North Weald call North Weald Radio on 123.530 and squawk 7000 on Mode S with Mode C (ALT) set.



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Inbound traffic (No transponder or no Mode S)

- Prior to entry into the zone, non-equipped aircraft must request access to the TMZ, outside the North Weald Area, subject to specific ATC approval. This approval should be obtained from Farnborough Radar on frequency 132.800 during their hours of operation (0800-2000 Winter (Summer 1 hour earlier)) or from Essex Radar on frequency 120.625, at other times. If Mode C is available, it must be switched on.



- Aircraft not communicating with either Farnborough Radar or Essex Radar must remain outside the TMZ and if arriving from the West, route via the Epping VRP and the North Weald Area of Operation, which consists of a circle of 2 nm from the Airfield and fillet through the Epping VRP.
- When 5 nm or visual from North Weald call North Weald Radio on 123.530 and squawk 7000 with Mode C (ALT) switched on, if equipped.

Outbound traffic (Mode S Transponder equipped and using Mode C (ALT))

- Call North Weald Radio on 123.530 and squawk 7000 on Mode S with Mode C (ALT) switched on while in the North Weald Local Area of Operation..
- Mode S equipped aircraft with Mode C (ALT) switched on may depart through the Stansted TMZ without ATC approval although you are strongly recommended to call Farnborough Radar on 132.800 or make use of the Stansted/Luton Monitoring Code (7013/0013).

Outbound traffic (No transponder or no Mode S)

- Call North Weald Radio on 123.530 and squawk 7000 with Mode C (ALT) set, if equipped, while in the North Weald Local Area of Operation.
- Prior to entry into the zone, non-equipped departing aircraft must request access to the TMZ, outside the North Weald Area of Operation, subject to specific ATC approval. This approval should be obtained from Farnborough Radar on frequency 132.800 during

their hours of operation (0800-2000 Winter (Summer 1 hour earlier)) or from Essex Radar on frequency 120.625, at other times. If Mode C is available, it must be switched on.

- Non-equipped aircraft not communicating with either Farnborough Radar or Essex Radar may depart North Weald via the North Weald Area of Operation to the south or east. The area consists of a circle of 2 nm from the Airfield and fillet through the Epping VRP. The aircraft must remain clear of the TMZ.

Circuit Traffic

- Aircraft operating within the airfield circuit or inside the Area of Operation, and in 2-way communication with North Weald Radio will squawk 7000 with Mode C (ALT) switched on (if suitably equipped).

Local Traffic

- Stapleford Airfield is close to the southern boundary of the North Weald Area of Operation. The management at Stapleford currently instruct their pilots to fly east of the M11 whilst in the circuit for their Runway 03. Pilots flying into North Weald via the Epping VRP, or in the circuit for Runway 02 should fly west of the M11 to ensure separation, and in any event maintain a good look out. Likewise outbound North Weald traffic to the east from Runway 20 should keep a look out for Stapleford 21 base leg traffic tracking in the opposite direction.



North Weald Airfield Ground Safety Briefing

Airside Rules

The Airfield, which is owned and operated by Epping Forest District Council, is an active aviation venue, so to ensure that your visit is a safe and enjoyable one you are required to adhere to the following rules:

- Hi-Viz Jackets must be worn at all times on the Apron and Manoeuvring areas.
- Watch out for taxiing aircraft.
- Aircraft have the right of way.
- Use of mobile phones around aircraft is prohibited.
- Keep a safe distance from turning propellers and moving aircraft. Remember that it can be difficult for pilots to see you from certain aircraft types.
- Report accidents/incidents to the Airfield Operations Team on 01992 564 200. Contact Operations if you are not sure.
- Please keep hold of any litter.

Driving Rules

Please be advised that vehicles operating and driving 'Airside' are not covered under normal vehicle insurance. Driving whilst Airside is strictly at the driver's own risk. Any damage caused will be covered at the driver's expense. With this in mind, please adhere to the following rules:

- All vehicles operating on the Airfield **MUST** display **FLASHING HAZARD LIGHTS** or beacons.

- All traffic must remain on the perimeter road. Do not take what you think is a "short cut".
- Obey all signs and notices.
- **DO NOT ENTER RUNWAYS**, under any circumstances.
- Do not stop on the yellow hatched areas.
- The Airfield speed limit for vehicles is **20mph**.
- Vehicles must give way to aircraft at all times. Pull over and allow plenty of space for the aircraft to pass. In particular **the Herts Air Ambulance has right of way over all other aircraft and vehicles, which must stop and give way when its rotors are running and the red hazard lights are flashing on the adjacent grass verge.**
- Normal rules for the use of public roads apply, and motorcyclists must wear crash helmets.

Failure to adhere with these rules may result in you being requested to leave the Airfield.

Be aware that CCTV including number plate recognition cameras are in operation at all times for the purposes of security and public safety.

Please do not hesitate to contact a member of the Airfield Operations team at the Gate House if you have any queries or require further information.

Once you are on the Airfield you can contact the Operations Team on 01992 564 200.