Esso

Guide to London (HEATHROW) Airport

PRICE ONE SHILLING

Esso

Guide to
London (HEATHROW) Airport

Designed and produced for The Esso Petroleum Company Limited, by Samson Clark & Co. Ltd., who gratefully acknowledge the collaboration of The Ministry of Aviation and the Editors of *Esso Air World*.

Refuelling the Airlines

The de Havilland Trident is a glimpse of the future as far as London Airport is concerned. But soon it will be an everyday sight. Time moves fast in the aviation world: new aircraft appear, new requirements arise. But there is one requirement that never changes. The need for fast, safe fuel service.

Sometimes the quantity demanded is enormous. The big intercontinental jets have a tank capacity of up to 20,000 Imperial gallons: enough to last the average motorist for fifty years. Sometimes the requirement is less. But always there is a demand for speed. Time means money in aviation.

Nevertheless speed is not everything. Safety is of paramount importance. Fuel is the life-blood of the aeroplane; there can be nothing slap-dash about a refuelling operation. Refuelling crews must work swiftly but with a certainty born of training and experience. The fuel must conform strictly to specification and it must be free from contamination.

Meeting large and critical demands like these is everyday routine for Esso at London Airport. Whatever the aeroplane, whatever the need, the appropriate vehicle is there—the fuel is clean and up to standard—the refuelling crews know their job—the visible evidence of Esso service. However, there is much more that goes on behind the scenes.

The Python, world's largest mobile refueller—Esso's answer to the big demand. Length: 60 feet; capacity: 12,000 Imperial gallons; pumping rate: 1,000 gallons a minute; number in fleet at London Airport: five.

The Super Pluto, for use when demand is not quite so large. Length: 35 feet; capacity: 6,000 Imperial gallons: pumping rate: 700 gallons a minute; number in fleet at London Airport: eleven.

The Pluto. Length: 33 feet; capacity: 4,000 Imperial Gallons: pumping rate: 300 gallons a minute. Seven Plutos, with more than 20 smaller units, make up the balance of Esso's fleet of mobile refuellers, trailers and other dispensing equipment at London Airport.

Sufficient quantity—at the right place, at the right time—and strict control of quality: these are the two factors behind efficient fuel service.

Last year Esso supplied more than fifty million gallons of fuel at London (Heathrow). In 1962 the total may be ten million more. Peak requirements can be heavy indeed and supplies must be matched to the demand. Esso's storage tanks at Perry Oaks, the fuel farm at the West side of the Airport, hold a million gallons. There are half-a-million more in the tanks at Esso's Central Area Plant.

Esso's Central Area Headquarters controls the delivery of the fuel to where it is wanted, fast. Requirements are scheduled in advance and an up-to-the-second communications system keeps the Fuelling Supervisor in touch with the latest requirements so that he can direct the refuellers accordingly.

Quality control is a matter of progressive checks and double-checks right down the line from refineries and ocean-side storage tanks to the bulk storage plant at Perry Oaks; from there to the tanks in the Central Area, thence to the refuellers and into the aircraft. At every stage assurance is made doubly sure: for safety in aviation is no accident.

Behind quality control lies research. And here the vast experience and ultra-modern facilities of Esso's research organisation are brought to bear. Esso scientists work on the long-term aspects of quality control: testing samples of current fuels and oils produced by Esso's refineries at Fawley and Milford Haven and devising test procedures and new equipment for use in fuel cleanliness checks.

Soon London Airport will have the benefit of a pipeline direct from Esso's huge refinery at Fawley: the largest refinery in the British Commonwealth.

Esso's research scientists also look towards tomorrow. They are continually seeking to improve and develop: to ensure that Esso's future products do all that is required of them and more. In the fast-developing world of civil aviation this is an inspiring task, particularly because the fruits of their endeavours extend far beyond the aviation sphere.

Improvements in aviation products do in the long run mean improvements in fuels and oils for other forms of transport. When a motorist visits his Esso service station and says "Fill her up" he gets more than a first-class fuel. He reaps the benefit of Esso's World-wide experience in all aspects of the fuel business including aviation — even though he wants ten gallons or less rather than ten thousand or more.

Airlines keep flying on

Esso

A Town called London Airport

The Central Terminal Area with the Control Building in the foreground. The distinctive shape of the Control Tower—only the East and West walls are parallel—minimises the interference effect of large flat surfaces on radio and radar equipment.

London (Heathrow) Airport is one of the principal centres of international and intercontinental air traffic. For millions of visitors from abroad it is the gateway to London and the United Kingdom. For the British it is a springboard to the World.

It has become established as a familiar and essential feature of the capital city. To see it today, with its imposing permanent buildings and vast expanse of concrete runways, taxiways, aprons and roads—there is enough concrete here to build a first-class road from London to Edinburgh—it is hard to believe that all this has taken shape within the past fifteen years.

Towards the end of World War II the present site, part of which was once a small grass aerodrome known as Harmondsworth (Heathrow), was chosen as suitable for an airfield for Royal Air Force, Transport Command. Construction began in May 1944. After the war the Ministry of Civil Aviation took over. Soon a major operation in civil engineering was in progress to transform Heathrow Station, R.A.F. into the principal airport for London.

Thus the grass and gravel pits gave way to the bricks and concrete of London (Heathrow) today. This vast "new town" of an airport now throbs with the bustle of international air traffic linking London directly or by inter-connecting service with almost anywhere on earth.

Aerodrome Control, with the Air Controller in the foreground and, l. to r. in the background, the Airfield Lighting Operator, Air Traffic Consultant, Ground Movement Control Assistant and the G.M. Controller. The Airport's runway lighting equipment includes the Calvert Line and Bar System and the Visual Glide Path Indicator—both described authoritatively as 'major contributions to World air safety'. Movement of aircraft on the ground is directed by a system of sunken lights in the form of 'stop-bars' on the runways and taxiways. The principle is similar to the block system used on railways.

A busy international airport demands first-class air traffic control. London Airport's air traffic control system is adjudged one of the most efficient.

Focal point of the system is the Control Building with its 127-foot Tower. Nerve-centre of the Tower is the Approach Control Room—easily recognised by its balcony and outward-sloping windows. There the Approach Controllers, using radio and radar, keep constant watch over incoming and departing air traffic.

In the cupola at the top of the Tower are the Aerodrome Controllers. They are responsible for all aircraft movement from just before touch-down until immediately after take-off.

Passengers about to embark in a Vickers Vanguard of British European Airways: A typical view from the Roof Gardens on top of the No. 1 Passenger Building and Queen's Building.

Radar, radio and airport lighting equipment is comprehensive and of advanced design. The Calvert Line-and-Bar Approach Lighting System is but one example. London (Heathrow) was the first civil airport to have this installed. Now it has been adopted by many airports throughout the World.

Controllers of exceptional qualifications and long experience with first rate equipment are the key factors in the air traffic control system at London Airport. These are the means whereby a swelling volume of traffic—146,500 aircraft movements in 1960, some 10,000 more in 1961—is handled with such efficiency as to earn for 'LAP' the highest praise amongst airline pilots.

More traffic in the air means an increasing flow of passengers to be handled on the ground. Nearly 6,200,000 passengers passed through London Airport in 1961—about 800,000 more than in 1960.

European and domestic traffic is handled at the short-haul terminal comprising No. 1 and No. 2 Passenger Buildings. These are located on the South-east side of the Central Terminal Area.

Until recently, long-haul traffic was dealt with at the North Terminal. But on November 13, 1961 the new long-haul Passenger Building No. 3, on the South-west side of the Central Area was brought into partial use. During 1962 all long-haul operators will move over to the new building, distinctive with its Stefan Knapp external murals. The entire long-haul terminal is due for completion in 1963.

Both terminals incorporate miniature 'town-centres', each with excellent restaurants, snack bars, shops, bookstalls, banks, hotel and taxi booking facilities, hairdressing saloons, in addition to spacious lounges, a suite for transit passengers and even a nursery for children. Everything, in fact, to ensure the comfort and well-being of the traveller.

Arrangements for the handling of passengers and baggage in each terminal have been carefully planned to suit the particular nature of the traffic involved. The heavier, more continuous flow on the short-range services is a different problem from the sudden increase in density of traffic through the long-haul terminal when one of the big jets arrives.

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London Airport handles up to 600 aircraft movements a day

Each aircraft departing from or arriving at London Airport is watched by radar and is in radio communication with Air Traffic Control. It follows a set route according to destination as shown on the diagram. Its altitude depends upon its course and clearance from Control. Thus it is always well clear of other traffic.

Inbound aircraft fly a 'holding pattern' at Watford or Epsom until cleared to descend for landing on one of the five long runways, the longest stretching about as far as the distance from Charing Cross to Tower Bridge. Landing aids include Precision Approach Radar—a 'talk-down' system—and ILS, a pilot-interpreted Instrument Landing System using radio signals.

Marker beacon △ Reporting point

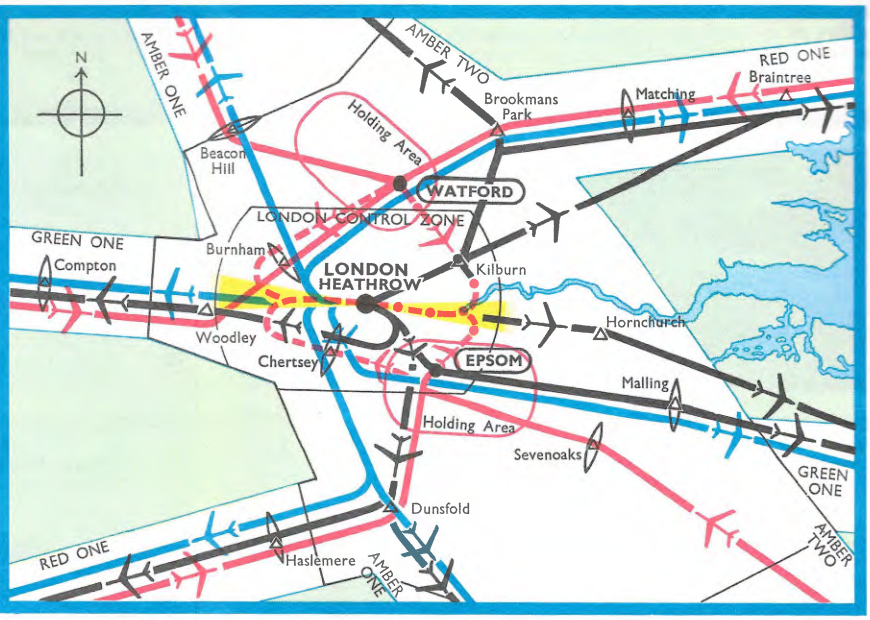
Inbound to holding areas

Typical approaches (East landing)

Typical approaches (West landing)

Outbound (East take-off)

Outbound (West take-off)



Approach Controllers at work. Navigational aids at London Airport include VDF (very-high-frequency direction finding) and VOR (VHF omni-directional radio range).

Thus comprehensive facilities and careful planning ensure that both terminals succeed in their primary purpose; to get contented passengers to and from their aircraft quickly and smoothly whatever the peak demand.

The Control Building, Passenger Terminals and finally Queen's Building, with its roof gardens, restaurant, snack bar and cinema, to cater for sightseers—of which there were more than a million last year. These are the principal features of the Central Area.

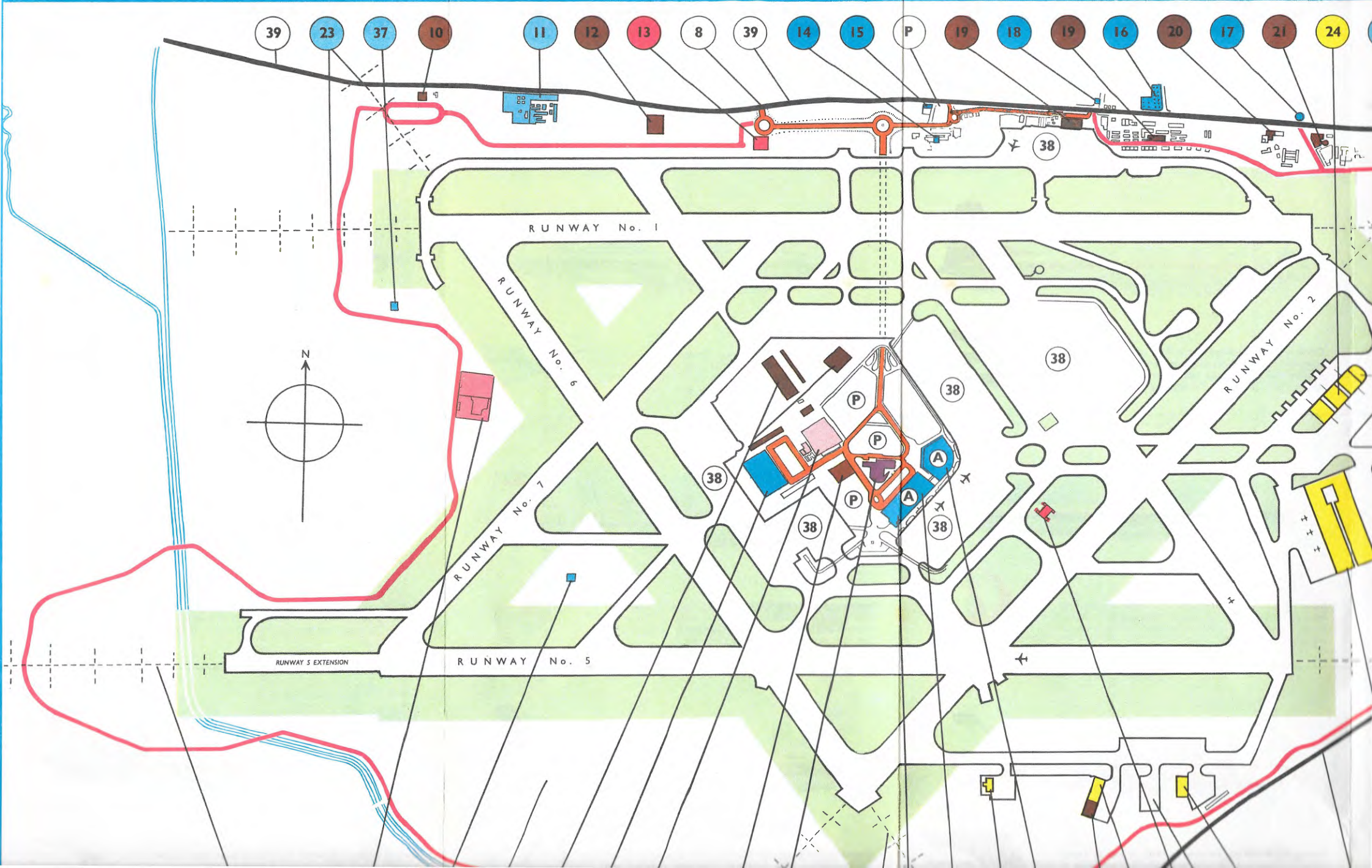
Elsewhere within the twelve-mile boundary there are maintenance hangars, workshops, operators' administration buildings and an extensive fuel storage farm. All these and much more are part of London Airport.

Today this bustling community is indeed a town in its own right with a population of 29,000, its own fire service, police force and bye-laws, and a telephone exchange appropriately named SKYport. London Airport is a town fast-grown to maturity and dedicated to serve the needs of air transport.

Air transport itself has developed rapidly within a comparatively short time. Little more than forty years ago, on June 14-15, 1919, two men demonstrated something of its tremendous potentialities by making the first non-stop trans-Atlantic flight from Newfoundland to Ireland. Their names became famous as Sir John Alcock and Sir Arthur Whitten Brown: a memorial to commemorate their magnificent feat now stands in London Airport's North Terminal Area.

Since that flight the potentialities have been realised in full measure. Thirty-six years later, in 1955, when Her Majesty The Queen with His Royal Highness the Duke of Edinburgh visited London Airport, Her Majesty described the airport as providing daily proof that air travel has brought all lands close together and made all men neighbours. In the 1960's as modern airliners fly faster and farther to all parts of the World from London the proof is more convincing every day; this is a continual source of pride to the unique new 'Town called London Airport'.

When you get to London Airport



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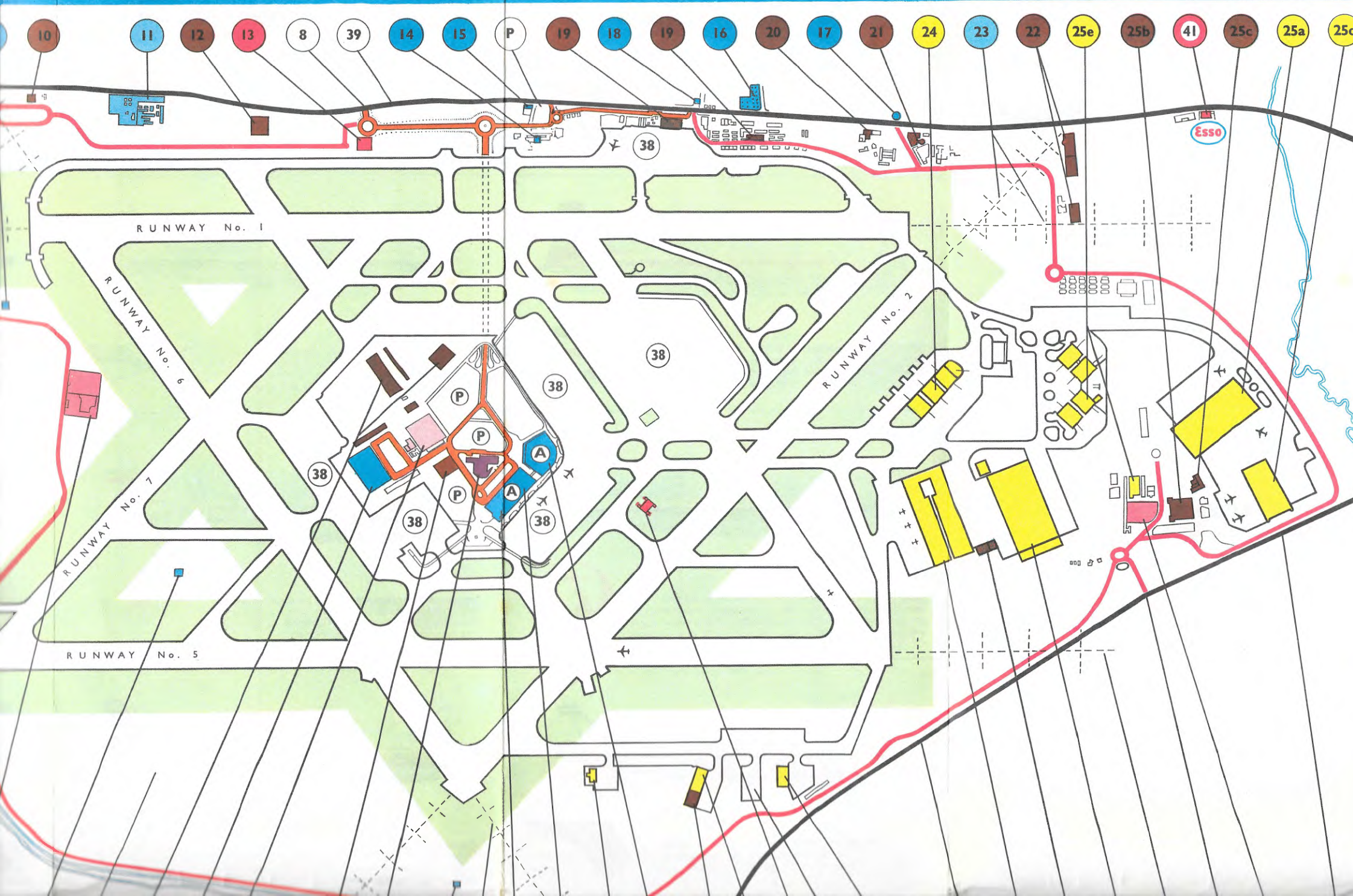
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RUNWAY No. 7
RUNWAY No. 5
RUNWAY No. 2
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ROOF GARDENS — PUBLIC VIEWING AREA

The entrance to the Roof Gardens is situated in the Queen's Building (4). The Gardens cover an extensive area on both the Queen's Building and No. 1 Passenger Building (1), being connected by a pedestrian bridge. From the Gardens the activities of the whole Airport can be seen, and an exceptionally good view is obtained of the Central Terminal Aprons. A running commentary is relayed over the public address system giving full details of the minute-to-minute activities of the Airport.

The Roof Gardens are open to the public every day (except Christmas Day) from 10.00 a.m. The closing times vary according to the time of year, ranging from 4.30 p.m. in the winter to 8.00 p.m. in the summer. From mid-June until the end of August they remain open on Sundays until 10.00 p.m.

Admission charges are as follows:

Summer:	Adults	2/-	Mondays to Fridays
		1/-	Saturdays before noon
		2/6	Saturday afternoons, Sundays and Bank Holidays
	Children (3 to 15 years)	3d.	Saturdays before noon
		1/-	All other times
Winter:	Adults	2/-	All the week
	Children	6d.	Mondays to Fridays
		1/-	Saturdays, Sundays and Bank Holidays

Facilities available to the public on the Roof Gardens are as follows:

Public Restaurant
and Private Dining Rooms
Snack Bars and Buffets
Licensed Bars
Ice Cream Kiosk
Confectionery Shop
Gift Shop
Model Shop
Photographic Shop
Bookstall
Viewing Telescopes
Toilets
Children's Playground
and Amusements
Running Commentary

No. 1 PASSENGER BUILDING

Continental (Short-haul) Arrival and Departures Building;

Airlines:

Aer Lingus
Aeroflot
Air France
Alitalia
Austrian Airlines
B.K.S. Air Transport
British European Airways
British United Airways
Cunard Eagle Airways
C.S.A. Czechoslovak Airlines
Finnair
Hungarian Air Transport — MALEV
Iberia
Icelandair
Jugoslovenski Aerotransport
K.L.M.
Loftleidir
Lufthansa
Olympic Airways
Polish Airlines — LOT
Sabena
S.A.S.
Skyways
Swissair
T.A.P. Portugese Airlines
Venezuelan Airlines — VIASA

No. 2 PASSENGER BUILDING

United Kingdom (Domestic) Arrival and Departures Building;

Airlines:

Aer Lingus
B.K.S. Air Transport
British European Airways
Cambrian Airways
Cunard Eagle Airways
Starways

No. 3 PASSENGER BUILDING

Overseas (Long-haul) Arrival and Departures Building;

Airlines:

Air Ceylon
Air-India
Argentine Airlines
British Overseas Airways Corporation
Central African Airways
East African Airways
El Al Israeli Airlines
Ghana Airways
Iraqi Airlines
Japan Air Lines
Middle East Airlines
Pakistan International Airlines
Pan American World Airways
Panair do Brasil
QANTAS
South African Airways
Trans World Airlines
Turkish Airlines — T.H.Y.
United Arab Airlines
WAAC — Nigeria Airways
Trans-Canada Airlines

QUEEN'S BUILDING

Contains the majority of the airline offices connected with Passenger Buildings Nos. 1 and 2; a Press and Television Conference Room and the Medical Centre.

CONTROL TOWER BUILDING

Contains the Airport Administrative Offices; Radar and Radio Equipment Rooms; Teleprinter Centre, Air Traffic Control Organisation; A.T.C. Approach and Aerodrome Control Rooms.

HEATING STATION

Contains the plant to provide heat and hot water supplies to all buildings in the Central Terminal Area.

AVIATION FUEL DEPOTS

Two adjacent depots which supply the refuelling vehicles serving the aircraft in the Central Area. These depots are fed by underground pipelines from the Perry Oaks Fuel Depots (36).

MAIN ENTRANCE TO THE AIRPORT

AIRPORT FIRE STATION (CENTRAL)

This building, together with the North Fire Station (13), houses the vehicles and appliances of the Aerodrome Fire Service.

R.S.P.C.A. ANIMAL HOSTEL

This hostel cares for the thousands of animals that pass through the Airport each year.

SOUTHERN AIR TRAFFIC CONTROL CENTRE

Controls the progress of all aircraft flying over Southern England.

B.E.A. CATERING BUILDING

Provides the meals served on B.E.A. services from London Airport.

AIRPORT FIRE STATION (NORTH)

See (9) above.

AIRPORT POLICE STATION

Airport Headquarters of the Civil Aviation Constabulary.

THE "THREE MAGPIES" PUBLIC HOUSE

THE "SKYWAY" HOTEL

THE "ARIEL" HOTEL

THE "AIR HOSTESS" PUBLIC HOUSE

AIRLINE AND FREIGHT OFFICES AND WAREHOUSES

Offices and warehouses for the handling of Import and Export cargoes.

"SKYPORT" TELEPHONE EXCHANGE

This Telephone Exchange covers the whole of the Airport area.

AIRPORT WORKS MAINTENANCE DEPOT

Depot of the Air Ministry Works Directorate, who are responsible for the maintenance of the Airport.

B.O.A.C. and B.E.A. ROAD TRANSPORT DEPOTS

APPROACH LIGHTS TO RUNWAYS

CUNARD EAGLE AIRWAYS MAINTENANCE HANGARS

For the maintenance of Cunard Eagle's fleet of Viscounts, DC-6s and Britannias.

B.O.A.C. MAINTENANCE AREA

(a) Headquarters Building — Hangars, Workshops and Offices.
(b) Comet House — Offices and Catering Building.
(c) Britannia House — Offices and Medical Centre.
(d) Hangars and Workshops.
(e) Hangars and Workshops.

These buildings form the headquarters of British Overseas Airways Corporation's world-wide network of services. The maintenance of their Comet 4s, DC-7C, Boeing 707 and Britannia aircraft is carried out in the hangars. B.O.A.C. also carry out maintenance on some of the foreign airlines which use London Airport.

MAINTENANCE AREA FUEL DEPOT

Dispenses fuel within the Maintenance Area. Fed by underground pipeline from Perry Oaks Fuel Depots (36).

HATTON CROSS ENTRANCE

Entrance to Airport for Maintenance Areas only.

B.E.A. MAINTENANCE BASE

(a) and (b) Hangars and Workshops.
(c) Office Block.

This is the main Engineering Base for British European Airways vast network of services. Their fleet of Comet, Viscount and Vanguard aircraft are maintained in the large hangars. B.E.A. also carry out maintenance on some foreign airline aircraft.

PAN AMERICAN WORLD AIRWAYS HANGARS

In this hangar P.A.A. work on their Boeing 707, DC-8 and DC-7 aircraft.

EXECUTIVE AIRCRAFT PARKING APRON

Many of the small private and executive aircraft which use London Airport, park on this apron.

FIELD AIRCRAFT SERVICES HANGARS

Field Aircraft carry out maintenance both for airlines operating at London Airport and also for many outside airlines and aircraft operators, British and Foreign.

SEABOARD WORLD AIRLINES CARGO DOCK

This is the only cargo dock in Britain. At this point S.W.A. Super Constellation and Canadair CL-44 aircraft are loaded and unloaded.

No. 3 PASSENGER BUILDING

Overseas (Long-haul) Arrival and Departures Building;

Airlines:

Air Ceylon
Air-India
Argentine Airlines
British Overseas Airways Corporation
Central African Airways
East African Airways
El Al Israeli Airlines
Ghana Airways
Iraqi Airlines
Japan Air Lines
Middle East Airlines
Pakistan International Airlines
Pan American World Airways
Panair do Brasil
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South African Airways
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33 AIR-INDIA HANGAR

Air-India perform maintenance on their Super Constellation and Boeing 707 aircraft in this hangar.

34 AIRPORT VISUAL BEACON

At night and during periods of poor visibility, this beacon flashes a green light sending VA in Morse Code.

35 FUTURE MAINTENANCE AREA

This area is available for future development as a Maintenance Area.

36 PERRY OAKS FUEL DEPOTS

Storage tank for aviation fuel. The fuel is fed to depots in the Central Area and the Maintenance Area by pipelines running under the Runways and Taxiways.

37 RADAR SCANNERS

These are the aerials for the Airfield Control Radar equipment used by Air Traffic Control in the Control Tower.

38 AIRCRAFT PARKING AREAS

There are parking positions for approximately 85 aircraft on the Central Terminal Aprons, and 10 aircraft on the North Terminal Apron.

39 BATH ROAD—A.4

40 GREAT SOUTH WEST ROAD—A.30

41 CRANFORD HALL GARAGE—CRANFORD

P CAR PARKS

★ ★ ★

CONDUCTED AIRPORT TOURS

Guide service available at prior notice for private coach tours on application to the Commercial Manager (Tours Section), Ministry of Aviation, London (Heathrow) Airport, Hounslow, Middlesex.

SPECTATORS' CAR PARK

Vehicles (other than coaches) will be directed to a car park near the West Entrance. Charge 1/-.

The coach park is on the north side of the Airport alongside the Bath Road.

Coach drivers may off-load or on-load passengers at the Queen's Building before parking.

PASSENGERS' CAR PARK

In Central area as signposted.

Charges according to length of stay and season.

Facilities are also available for a passenger's car to be met by a driver, for the passenger to be driven to the Central Area, the car stored and brought back on his return.