

# LONDON ELSTREE AERODROME - EGTR

## Pilots guide – October 2018

London Elstree Aerodrome is on private land owned by Aldenham Aviation LLP. Aldenham Aviation LLP deals with all commercial and financial aspects of the aerodrome's use, but has arranged for Montclare Shipping Co Ltd (the License Holder) to manage all technical aspects of the aerodrome's operation. The CAA has issued Montclare Shipping Company Ltd with an 'Aerodrome License – Ordinary' on this basis.

London Elstree Aerodrome  
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Elstree Aerodrome is a private aerodrome situated 2.6NM east of Watford on the north side of Hilfield Park Reservoir. Aerodrome Reference Point (ARP) co-ordinates and site at Aerodrome:

Lat: 513921N Long: 0001933W Midpoint of Runway 26/08

### Hours of Opening

Normal operating hours are:

Daily 0900 to 2000 (local time) or sunset, whichever is earlier.

Elstree is available to aircraft requiring a Licensed Aerodrome from 0900 (local time) daily until the cessation of flying training.

Aircraft wishing to use Elstree outside of normal operating hours are to request permission by phone or email. An Out Of Hours Indemnity Form must be completed and deposited with the VCR before the flight commences.

### Aerodrome Traffic Zone (ATZ)

Circle radius 2NM centred on the ARP SFC-2000ft aal Class G Airspace

### Aerodrome Elevation

332ft

### Declared distances

RWY	Designator	TORA	TODA	ASDA	LDA (m)
	08	651	651	651	651
	26	651	651	651	651

### Aerodrome Obstacles

There are two public footpaths that cross the runway, one at the western end at 'Charlie' and the other mid-way at 'Alpha'. There are trees 70 metres south of the extended centre line to the west of the aerodrome, 200 metres short of the Runway 08 threshold and 50ft high.

### Controlled airspace

Elstree is situated beneath the London TMA, base 2500ft amsl. Pilots should pay particular attention to the adjacent controlled airspace. Luton CTR is 8nm to the north and Heathrow CTR 4nm to the south.

### Do not overfly area

There is a 'Do not overfly' area inside the ATZ to the north. This is the village of Letchmore Heath and an area to the west of the village. Please avoid.

### Customs, Immigration and Special Branch Arrangements

Pilots are required to give 4 hours' notice for Customs inbound flights from EU countries, and 24 hours' notice for non-EU countries. For Special Branch flights, 12 hours' notice is required. It is the pilot's responsibility to file a GAR via a Home office approved GAR CBP submission portal thus ensuring that all HM Customs, Immigration and Special Branch requirements are met. Rocket Route, SkyDemon, CDP & Online-GAR are all Home office approved.

### Helicopter Operations

Helicopters are to arrive and depart the ATZ via specific entry / exit points at **500ft agl**:

ALPHA BNN 114R 7.3NM

BRAVO BPK 237R 7.6NM

CHARLIE BNN 121R 9.8NM

Establish contact with Elstree Information prior to ATZ boundary.

Helicopter arrivals on 'Alpha' & 'Bravo' are to position to the north side grass.

Helicopter arrivals on 'Charlie' are to remain south side of runway.

Helicopter circuits are to the north of the runway at **750ft QFE**, irrespective of the fixed wing circuit direction.

Helicopters should transmit their intentions when lifting from the north side grass and listen out for fixed wing aircraft going around.

The Helipad is located in close proximity to Taxiway Alpha and the eastern end of Taxiway Charlie.

### Booking In

Elstree is PPR and all visiting pilots must obtain permission and a briefing from the Duty FISO, paying particular attention to noise abatement procedures.

### Booking Out

To reduce R/T workload, pilots are encouraged to book out by telephone or in person at the VCR, giving call sign, type, detail, Captain's name and p.o.b.

### Taxiing

Some larger aircraft may be unable to use Taxiway B due to the width of the taxiway.

Grass Taxiway C is undulating in places. Large twins and singles with low prop clearance and/or retractable gear may request to use Taxiway A.

The distance between taxiway centre lines and parked aircraft and/or other obstructions can be as little as 10.5m. Pilots are to taxi with extreme caution.

### **Grass Taxiways**

Taxiway C is a grass taxiway. Taxiway D is grass and perfo. They can be prone to waterlogging and are usually only available during the summer months.

### **Departures**

Departing aircraft (not engaged in circuit flying) **must** leave the noise sensitive area by the agreed routes. Copies are available in the VCR.

### **Runway 26**

For noise abatement, after departure maintain runway heading and cross the M1 motorway, then before the cemetery turn right. Follow close to the M1 on the western side until 1NM from the junction with the M25 motorway then continue en-route.

### **Runway 08**

For noise abatement, after departure maintain runway heading for 1NM then a left turn to track between Borehamwood and Radlett. Aircraft that are departing to the west are to then route to the M25 motorway before setting course to prevent entry of the noise sensitive area.

### **Fixed wing go-arounds**

Pilots are to exercise caution when going around if the helicopter circuit is active. In the event of a go around pilots should be aware of helicopters operating on the grass area to the north of the runway and in the helicopter circuit up to 750ft QFE.

### **Airside Access**

All aircraft, vehicles and personnel are to obtain permission from the Duty FISO to move airside either by RTF, telephone or in person.

Only authorised vehicles will be allowed on the taxiways.

No vehicle is permitted to enter the manoeuvring area without permission of the Duty FISO.

Pilots are responsible for their passengers whilst airside.

Hi-Vis clothing to be worn when airside.

### **Management Instructions**

Non radio aircraft, gliders, balloons, banner towing and para dropping are not permitted by the Licensee.

Operators have been briefed by the Licensee that inexperienced pilots are not to perform touch and go arrivals on Runway 08.

No pilot is to practise EFATOs at Elstree.

No orbits within the ATZ.

The Licensee recommends that a maximum of four aircraft are permitted to conduct circuit training at the same time. At weekends, the Duty FISO may restrict the number further for operational reasons and private owners may find access to the circuit limited.

At weekends, operators are not to plan local flights which land at Elstree within 30 minutes of the departure time.

All aircraft parked on that part of the apron to the south and east of the Tower must request engine start from Elstree AFIS (during published operating hours). After engine starting, such aircraft (after obtaining taxi instructions) are to leave this area as soon as possible. Engine ground running whilst loading data into Flight Management Systems, etc, is not permitted in this location.

No circuits are permitted outside normal operating hours.

All fixed wing departures are to be flown in accordance with the noise abatement procedures.

If you have any queries regarding the procedures at Elstree, please contact the tower on 0208 953 7480 and choose the option :1.