

LONDON ELSTREE AERODROME - EGTR

Pilot's guide – May 2025

London Elstree Aerodrome is on private land owned by Aldenham Aviation Ltd. Elstree Aerodrome is a licensed Aerodrome and the CAA Aerodrome Licence (Ordinary) is held by Aldenham Aviation Ltd.

London Elstree Aerodrome
Hogg Lane
Borehamwood
Hertfordshire WD6 3AR

Tel: Tower & Admin: 020 8953 7480
Apron Office / Ground Crew 07596 338 771

Email: tower@londonelstree.com

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

Published 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 published operating hours are to request permission by completing & submitting the online "Out of Hours" form <https://www.londonelstree.com/out-of-hours> 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 |

Runway slope

Please note that the runway has a downslope towards the East by 28.4ft. The threshold elevation at 08 is 329.8ft, the threshold elevation at 26 is 301.4ft

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. It is recommended that the NATS "Take 2" initiative be followed to avoid infringements.

Letchmore Heath

Pilots are to avoid overflying Letchmore Heath and an area to the West of the village as detailed in Pooleys Flight guide and Sky-Demon.

Customs, Immigration and Special Branch Arrangements

Pilots are required to submit a GAR to UK Border Force. To find up to date UK government requirements please visit the Border Force and Home Office General Aviation Guidance page at <https://tinyurl.com/2rdtfuxy>

Fixed wing circuit procedures

Standard overhead join, variable circuit direction, **circuit height 1000ft QFE**.

Runway 26 is designated as the preferred runway as there are no obstructions at the western end. It is to be always used unless there is a tailwind component of greater than 3 knots.

Air Traffic will at 1300 local every day change the circuit direction from north to south or vice versa.

Helicopter Operations

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

ALPHA 514036N 0002206W
BRAVO 514032N 0001704W
CHARLIE 513838N 0001916W

see helicopter circuit map on page 6 of this guide showing these entry / exit points.

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 Heli Apron is near Taxiway Alpha and the eastern end of Taxiway Charlie.

Access to the Heli Apron is prohibited to all persons other than those directly connected to helicopter flight operations or Aldenham Aviation staff.

Booking In (PPR)

Elstree is mandatory PPR for all visiting pilots. You must complete the online "Booking in" PPR form www.londonelstree.com/ppr prior to the flight commencing. Particular attention must be paid to the joining and departure procedures and general operating.

Booking Out

To reduce R/T workload, resident pilots are to book out online using the online "Booking Out" form www.londonelstree.com/bookout prior to any flight commencing.

Taxiing

Taxing should be same speed as "fast walking pace" only

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. Check NOTAMS for any closures.

Departure Noise Abatement Procedures

Runway 26

After take-off maintain runway heading until crossing the M1 motorway, at the motorway junction turn right to re cross the M1. Follow the M1 until 1NM before the junction with the M25 then continue en-route.

Runway 08

After take-off maintain runway heading for 1NM before turning left to avoid all built up areas.

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 non-aviation related personnel are to obtain permission from the Duty FISO to move airside either by RTF or telephone.

Only authorised vehicles will be allowed on the taxiways. No vehicle is permitted to enter the manoeuvring area without permission of the Duty FISO.

Vehicles should display flashing hazard lights and exercise extreme caution when airside and speed should not exceed "fast walking pace".

Pilots are responsible for their passengers whilst airside. Hi-Viz clothing must be worn when airside.

Management Instructions

Approved training aircraft engaged in circuit training at Elstree are required to carry ADS-B or Mode S out transponders, in addition PA28 type aircraft must be fitted with suitable silencers.

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. This restriction applies to any pilot who has yet to fly solo irrespective of the number of hours they may have accrued.

No pilot is to practise EFATOs at Elstree.

No orbits should be carried out within the ATZ.

The Licensee recommends that a maximum of four aircraft are permitted to conduct circuit training at the same time HOWEVER the Duty FISO may restrict the number further for operational reasons. At weekends, private owners may find access to the circuit limited. Visiting aircraft are not permitted to carry out circuit training at Elstree unless accompanied by an Elstree approved instructor.

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 are to obtain taxi instructions then taxi to the holding point as instructed. Engine ground running whilst loading data into Flight Management Systems, etc, is not permitted in this location.

No circuits or "touch and go's are permitted outside normal operating hours or on public holidays.

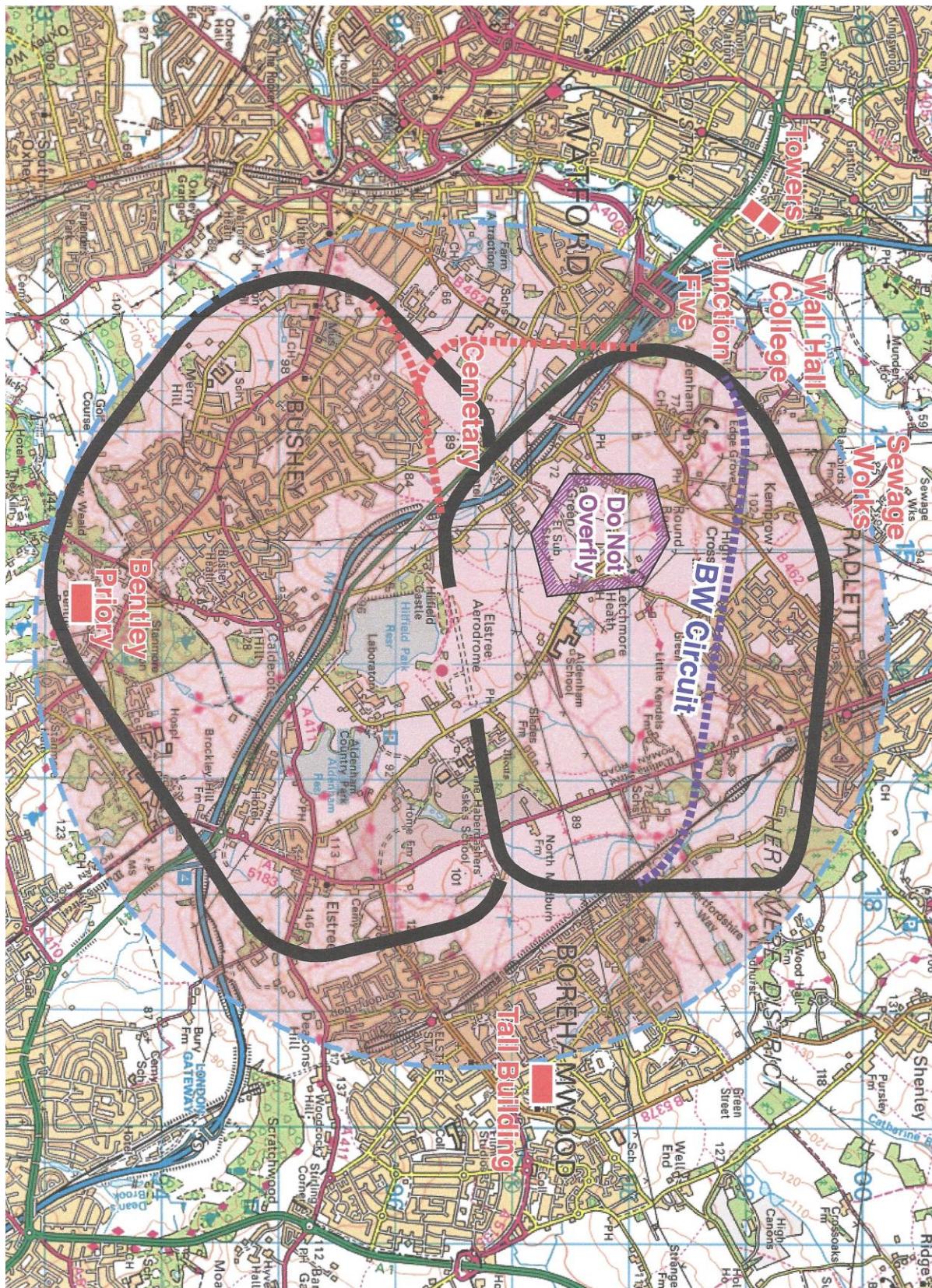
All fixed wing departures are to be flown in accordance with the noise abatement requirements.

Aircraft must never be left unoccupied with the engine(s) running.

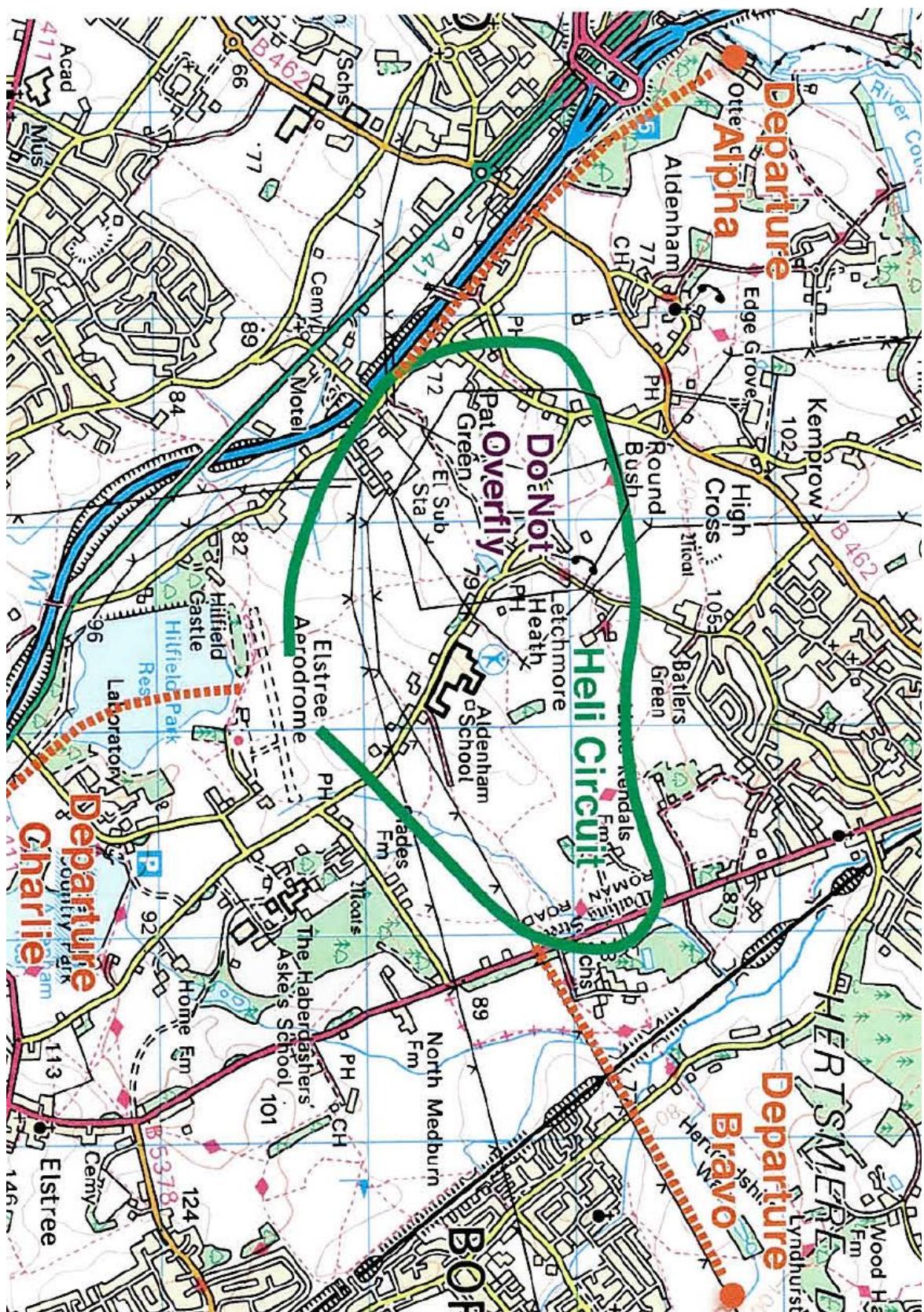
The Licensee does not permit the hand swinging of propellers for the purpose of engine starting unless a suitably qualified pilot is at the controls.

Fixed wing aircraft are not permitted to use either of the two rotary JET A1 re-fuelling spots when the other is occupied by a helicopter.

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



Elstree ATZ with fix wing circuits (north and south)



Elstree helicopter wing circuits (entry/exit points A, B, C displayed)