

LONDON ELSTREE AERODROME - EGTR

Pilot's guide – March 2021

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
Hogg Lane
Borehamwood
Hertfordshire WD6 3AR

Tel: Tower & Admin: 020 8953 7480
Apron Office / Ground Crew 07544 091 706

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

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 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

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.

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 giving 4 hours' notice for inbound flights from EU countries and 24 hours' notice for non-EU countries. For Special Branch flights, 12 hours' notice is required.

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

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

Booking In (PPR)

Elstree is PPR and all visiting pilots must complete the online "Booking in" PPR form www.londonelstree.com/ppr prior to the flight commencing. Particular attention must be paid to the noise abatement 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

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.

Departures

Departing aircraft (not engaged in circuit flying) **must** leave the circuit by the agreed routes.

Runway 26

Standard departure is to maintain runway heading and cross the M1 motorway, turn right to route to the East of the cemetery/West of the M1. As you approach the motorway junction cross to the Eastern side and continue north towards the M25 motorway then continue en-route.

Runway 08

Standard departure is to 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. Aircraft that are departing to the East are to then route north of Borehamwood and to the south of Shenley before turning en-route.

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.

Pilots are responsible for their passengers whilst airside.

Hi-Viz clothing must be worn when airside.

Management Instructions

Approved training aircraft operating 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.

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 HOWEVER the Duty FISO may restrict the number further for operational reasons. At weekends, 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 or "touch and go's are permitted outside normal operating hours or on public holidays.

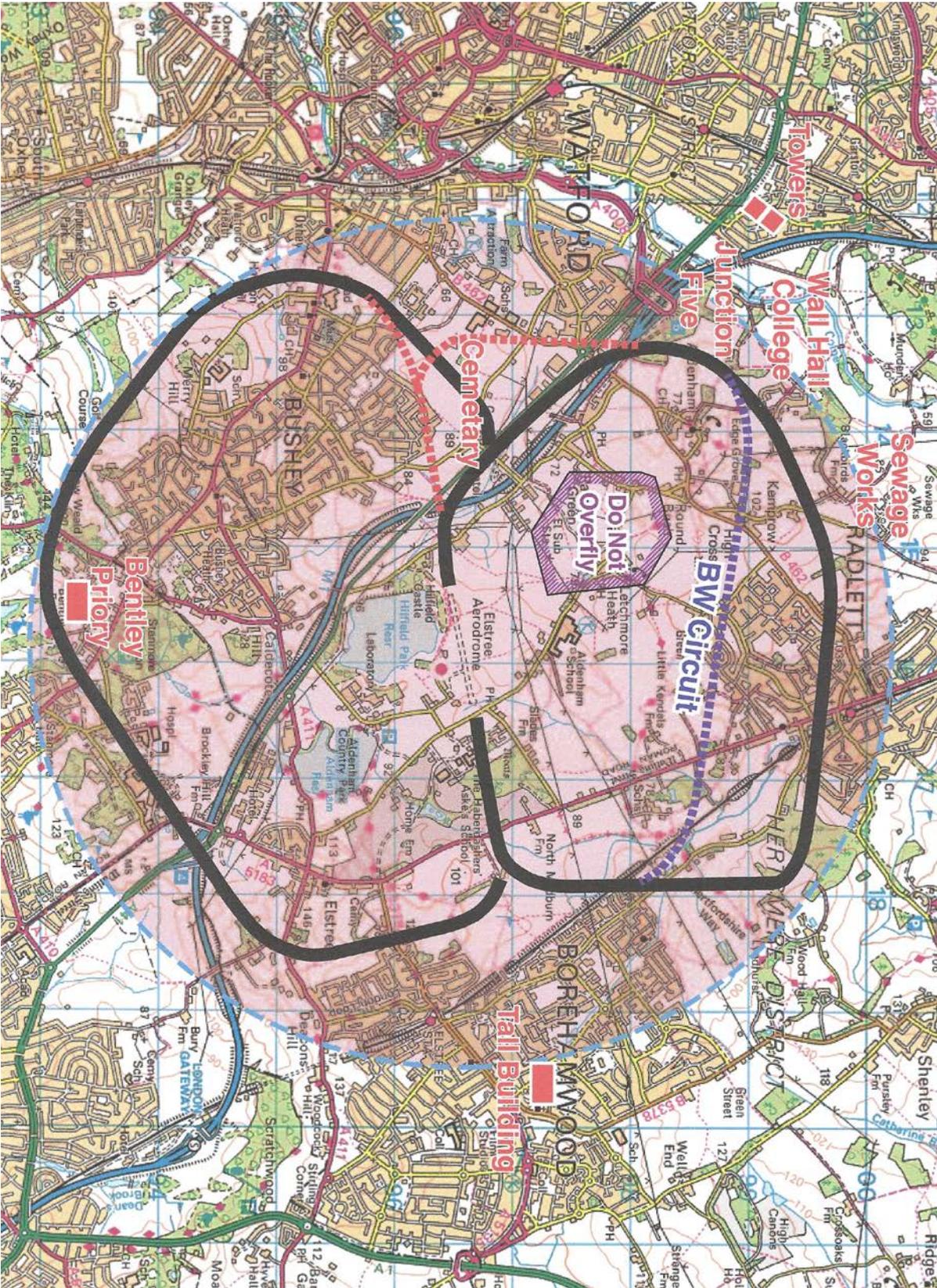
All fixed wing departures are to be flown in accordance with the standard departure routes.

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

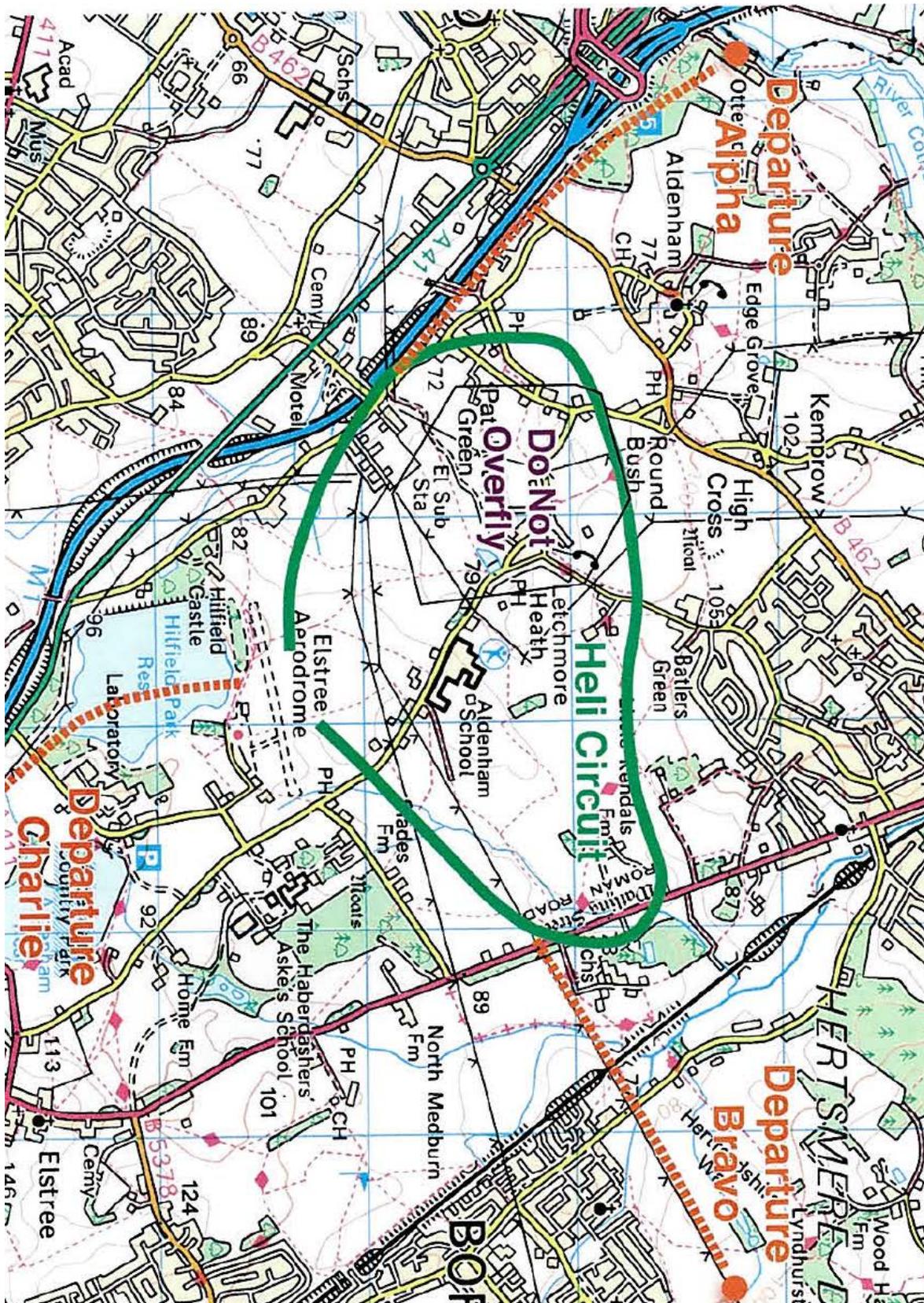
The Licensee does not permit the hand swinging of propellers for the purpose of engine starting unless a suitably qualified pilot is at the controls.

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)