AIRFIELD NAME AND ICAO			September 25			DENH	AM	EGLD	South	
CALLSIGN (A/C RADIO)			Denham Radio					130.730		
CALLSIGN (ES/VATSIM)			EGLD_R_TWR					Elev. 249ft		
LOCATION			Lat N051.35.18.000 Long W000.03.47.000					VFR Conspicuity		
LOCATION GEOGRAPHIC			1.5nm E of Gerrards Cross					QFE= QNH(METAR) -8 HPscls		
CHART SOURCE NATS				The A/F LIES INSIDE HEATHROW's CTR: There are HEIGHT restrictions					ctions and	
METAR AIRPORT EGLL 1		28.080			IT, APPROACH AND DEPARTURE ROUTES FOR ALL A/C.					
NAV AIDS	CHT 277kHz 2nr		m Nth,					<mark>AREFIELD HOSPITAI</mark>		
on A12		boundar	'	HOGTROUGH WOOD. DENHAM LFA SFC-A1000/750FT QFE. See Charts						
RUNWAYS				Dimension		Surface	NO NORDO A/C. NO CIRCUIT TRAINING.			
		· ·		775m x 18m		Asphalt	Enter ATZ at MAXIMUM A1000ft - 750ft QFE			
		12 / 30	· ·		l8m	Grass	CONTACT A/F NOT LESS THAN 10nm or 5minutes			
AIRSPACE/TRANS ALT QNH		CLASS		Transition level		•	irspace above is Class D			
		02.00	60	6000ft Base Alt 1000 In LFA / sfc. EGLL CTR						
CIRCUITS HEIGHT / DIR.				The A/D is INSIDE Heathrow's CTR. NO OVERHEAD JOINS						
		750ft O	Circuits to the NORTH; 12/30 may vary. Use smaller circuit if safe.							
			N	NOTE Entry and Exit routes See below and Charts (2 versions for clarity)						
NO FLY AREAS			DOWNWIND Not more than 1.2nm from centre line 06/24.							
	O FLY AREAS HAREFIELD HOSPITAL. Circuit traffic remain SOUTH of HOGTROUGH WOOD, 1.4nm from C/L									
LOCAL HAZARDS NORTHOLT traffic will cross the ATZ NOT BELOW 1500ft QNH approximately 1100ft QFE HAZARDS PAPI lights for runway 06 should NOT BE USED until A/C is on C/L. To ensure clearance of obstacles.										
HAZARDS	`								t obstacies.	
HELICOPTE			FOLLOW FIXED WING PROCEDURES at all times							
	ALL A/C AT ALL TIMES WITHIN THE LFA; Remain VMC; NOT ABOVE 1000ft QNH,750ft QFE ARRIVING A/C; ALL ARRIVALS; GIVE WAY to Traffic in the circuit. Runway 24, From Maple Cross VRP, fly base leg OVER THE LAKES TO AVOID HAREFIELD Public Road along A/F boundary. DO NOT DESCEND BELOW Glide-Path or BEFORE the numbers Runway 06, From St. Giles VRP, fly base leg to EAST of A413 ROAD TO AVOID GERRARDS CROSS OBSTACLES ON APPROACH. DO NOT REFER TO PAPIS UNTIL ON RUNWAY Centre Line DEPARTING A/C; ALL DEPARTURES, AFTER THE CTR FLY AS HIGH AS PERMITTED Runway 24, Extend upwind to follow A413, AVOID GERRARDS CROSS, DEPART via St. Giles VRP. Runway 06, Extend upwind to lakes to AVOID HAREFIELD; DEPART via Maple Cross VRP.									
KULES										
i										
	ALL DE	PARTURI	S, AFTE	R DEP	ARTURE V	VRP. DO NO	Tturn on course u	ntil at cruising heigl	nt / Alt.	
	THE RE	THE REQUIRED CIRCUIT IS VERY SMALL, it cannot accommodate more than one A/C. see below								
	ALL INBOUND A/C GIVE WAY TO A/C IN THE CIRCUIT									
REMARKS							•	aration at VRPs is 6		
ILLIVII IIIIS	If arriving as a group (2 A/C or more) recommended separation at VRPs is 8nm due 1 in circuit									
	The suitability of UNMARKED grass areas for safe A/C movement, cannot be guaranteed.									
If moving on unmarked Grass areas, TAXI WITH CARE.										
THIS IS AN AGO A/F, WITH VERY STRICT RULES AND RESTRICTIONS. WATCH YOUR ALTITUDE AT ALL TIMES.										
YOU WILL NOT BE GIVEN ANY INSTRUCTIONS/CLEARANCES UNLESS YOU ARE UNSAFE.										

MAKE SURE YOU **TRANSMIT YOUR INTENTIONS/ACTIONS**, **ESPECIALLY NEAR OTHER A/C.**

For SAFETY. ANNOUNCE:- LANDING; TAKING OFF; TURNING ON COURSE; BACKTRACKING AND RNWY VACATED

PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS

