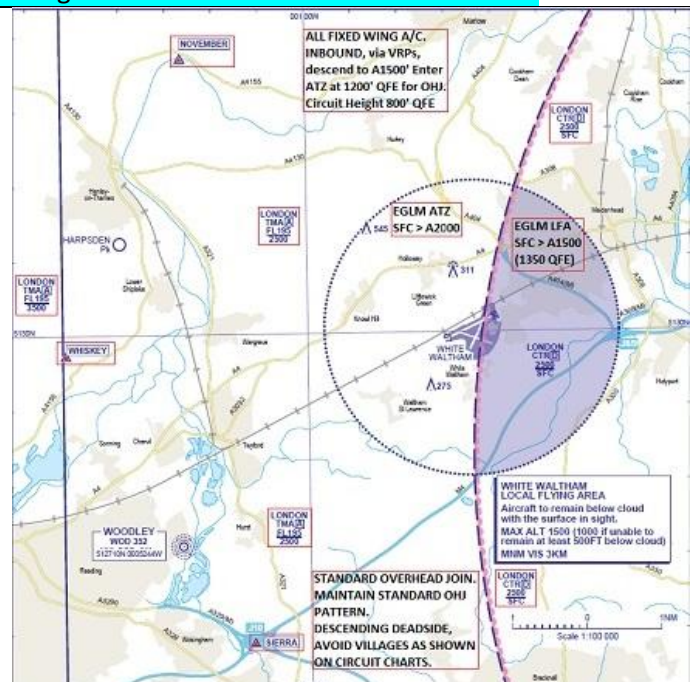
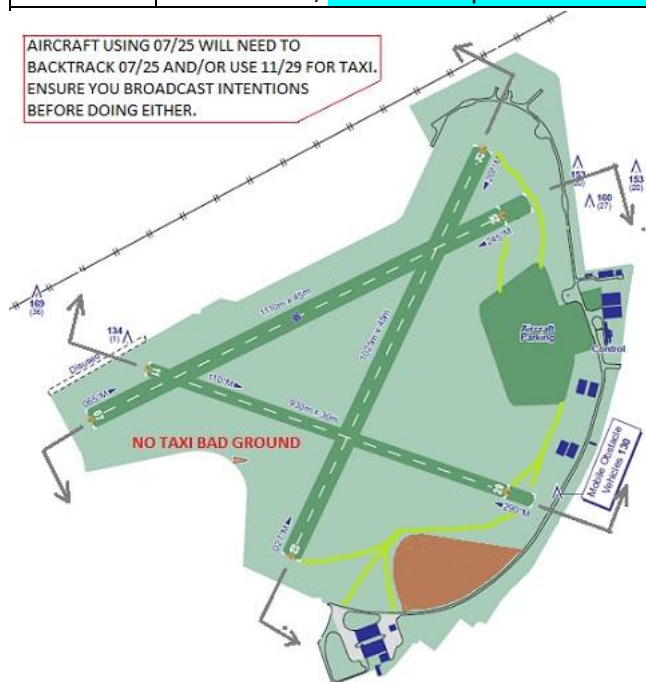
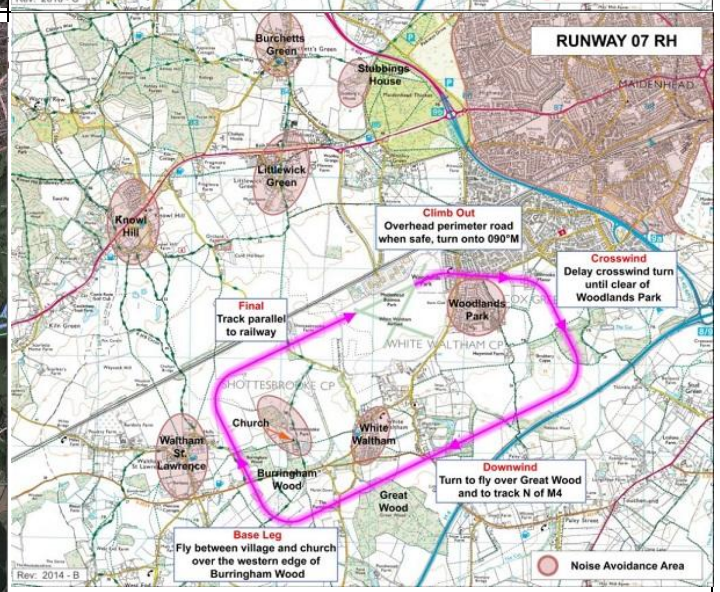
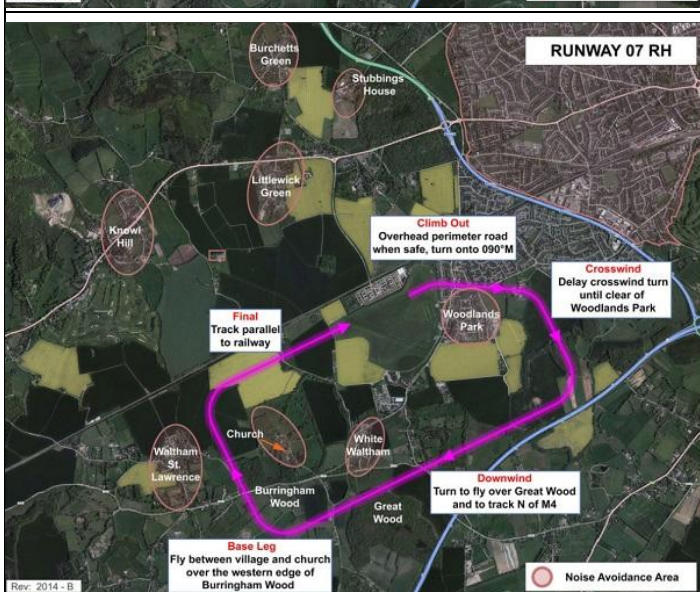
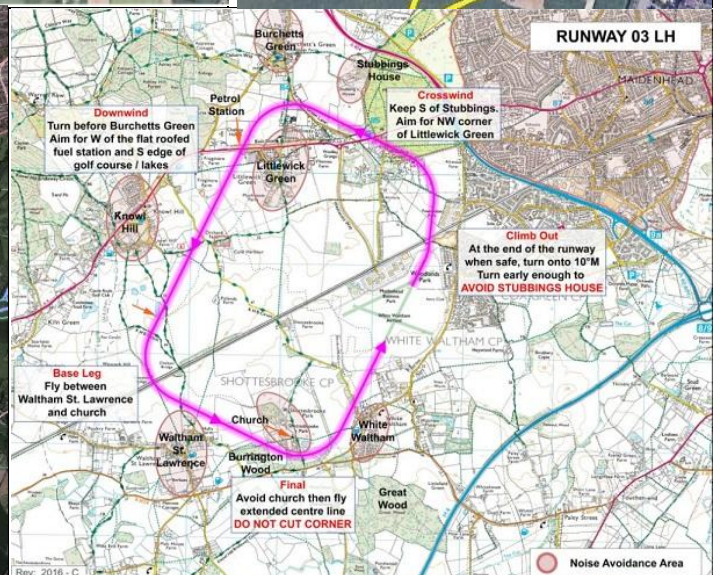
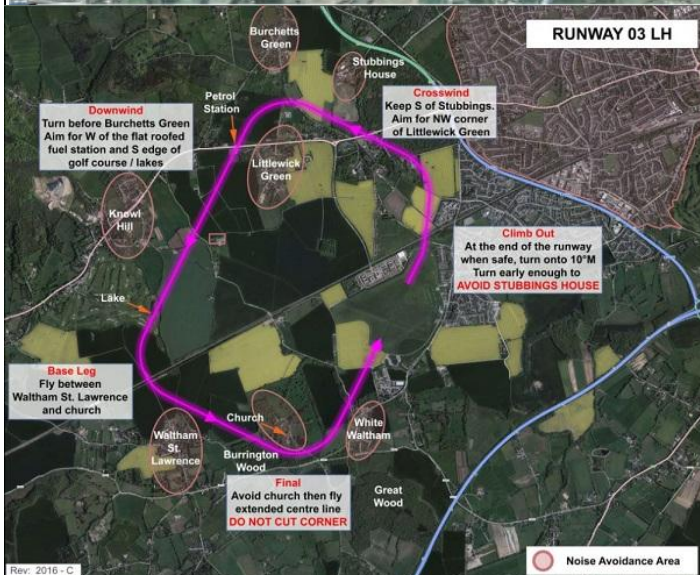
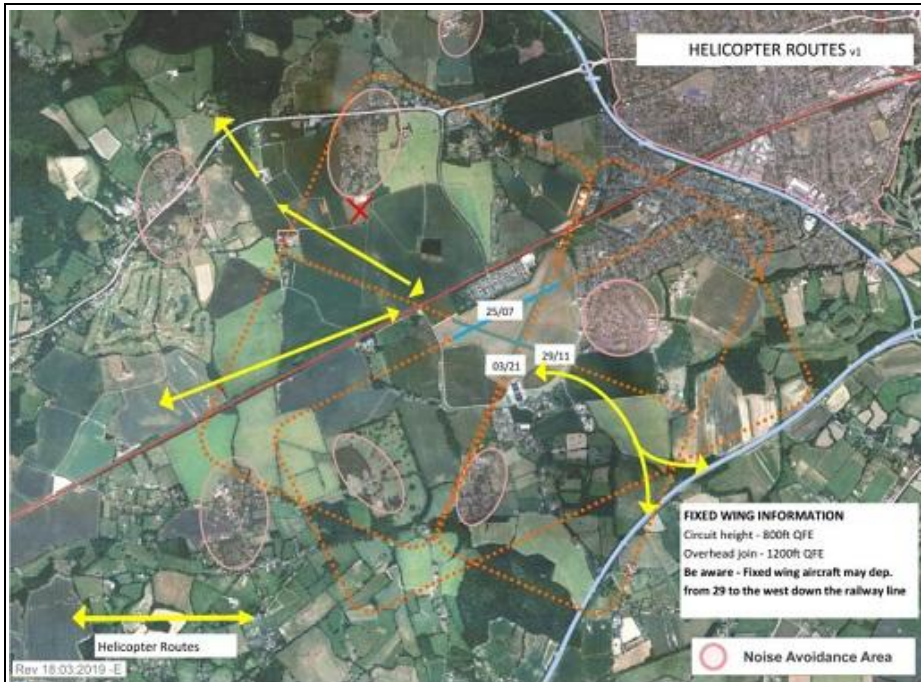
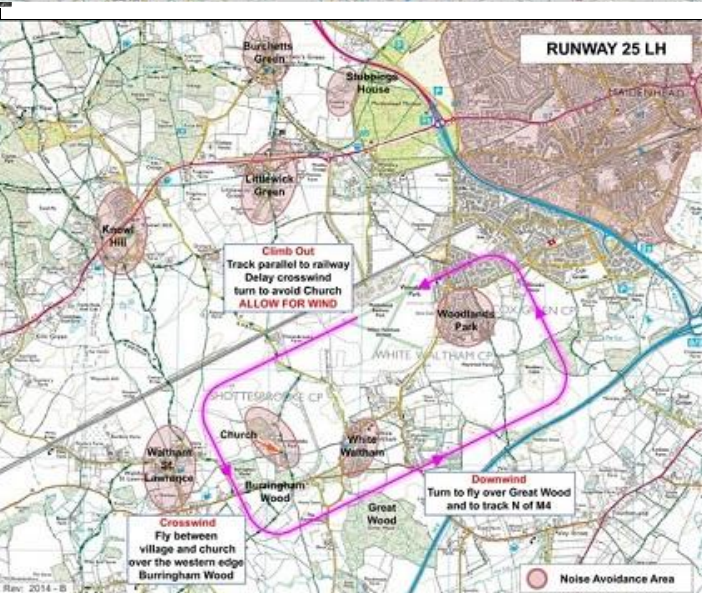
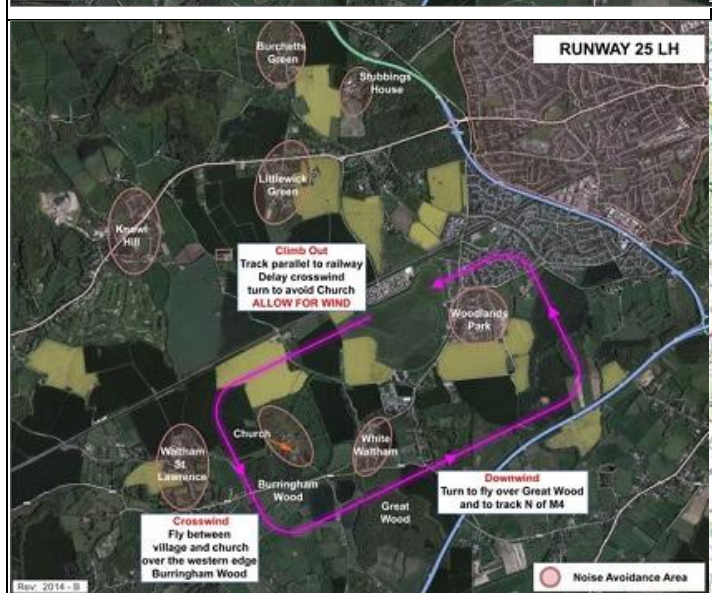
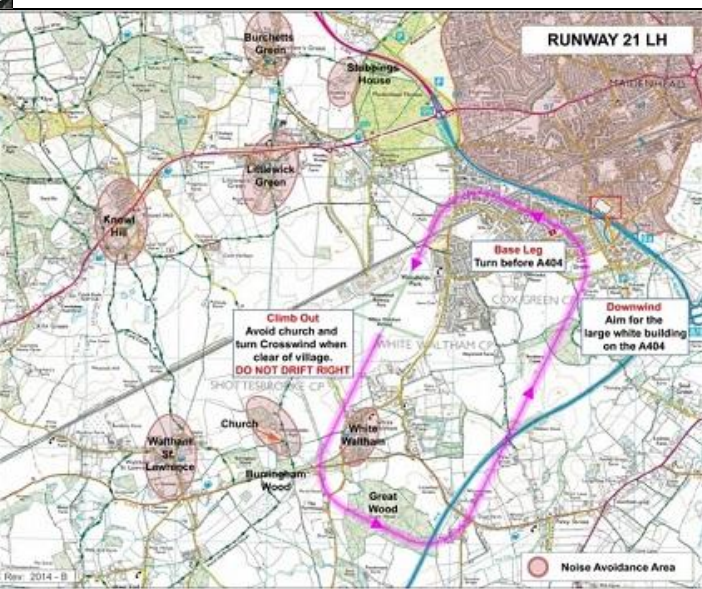
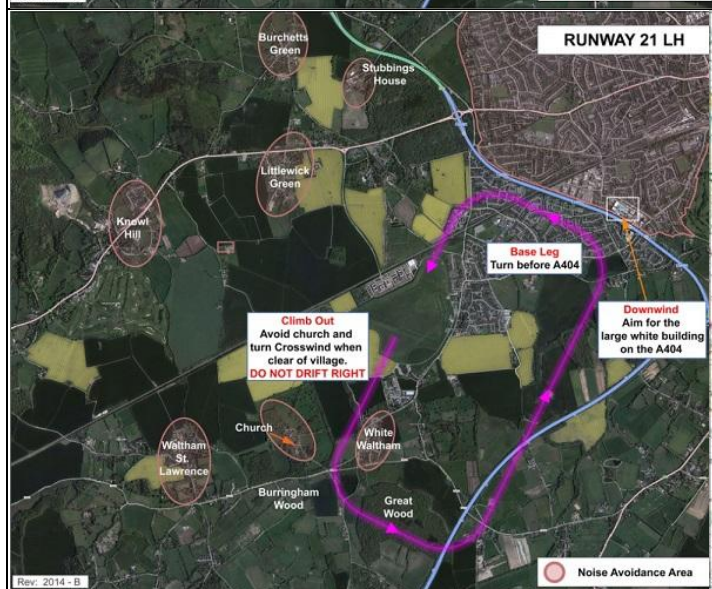
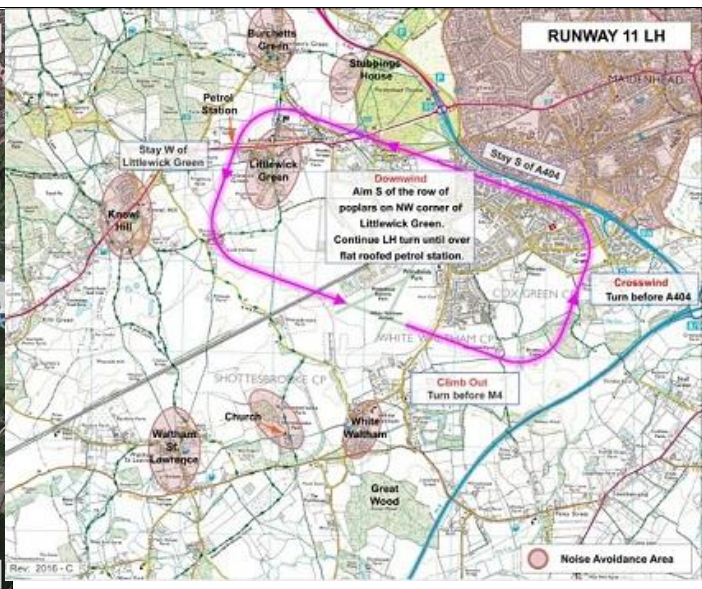
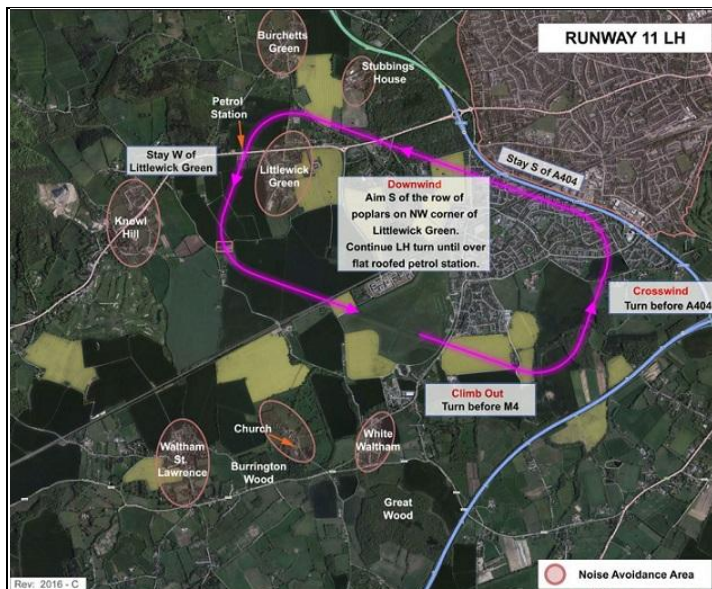


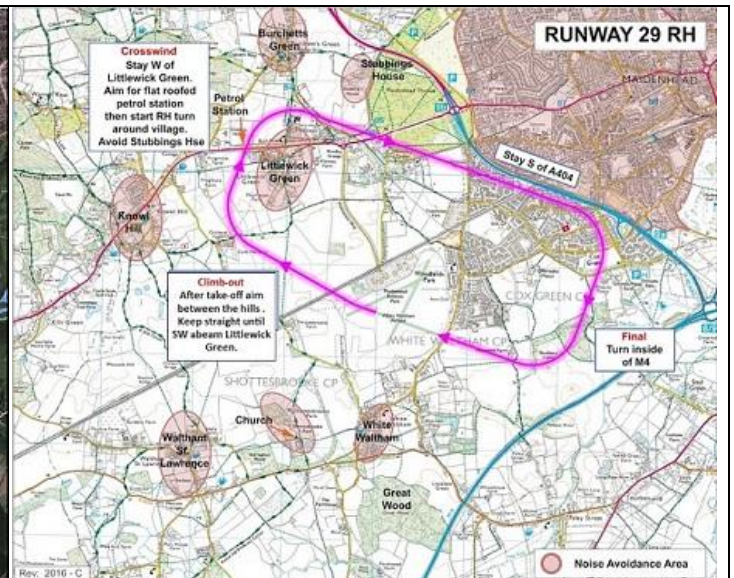
AIRFIELD NAME	September 25	WHITE WALTHAM			EGLM	S
CALLSIGN	Waltham Radio				122.605	
CALLSIGN	EGLM_R_TWR				Elev.127 ft	
LOCATION	Lat N051.30.02.000		Long W000.46.29.000		Conspicuity	
LOCATION GEO.	2nm SW of Maidenhead.				QFE=QNH -4HPscl	
CHART SOURCE	NATS	Max. height within LFA 1500ft QFE; Unless cloud base less than A2000ft; THEN, Max. height within LFA 1000ft QFE; unless cloud base less than A1500ft; THEN, Airfield may be closed or Aircraft in / out SVFR with EGLL-N-APP.				
METAR	EGLL 128.080					
NAV AIDS	None on A/F					
RUNWAY	Headings	Dimensions	Surface	MANDATORY OVER-HEAD JOINS AT 1200FT QFE. Standard pattern. Avoid villages descending dead side. Circuit hgt. 800ft The CIX VFR CLUB is grateful to the West London Aero Club for the use of their Charts and other information.		
	07 / 25	1110m x 45m	Grass			
	03 / 21	1025m x 45m	Grass			
	11 / 29	930m x 30m	Grass			
AIRSPACE	CLASS	Transition level 6000ft		Above. Class A (D);Base A2500ft LTMA. (A2000ft EGLL CTR)		
CIRCUITS	800' QFE	Circuits; RH. 07; 07R; 29. LH.21; 03; 25; 25L; 11.				
NO FLY	Local built up areas and EGLL CTR (unless with EGLL ATC); Avoid all villages: See Circuit Charts below.					
LOCAL HAZARDS	The A/D lies under the west boundary of Heathrow's CTR, 1nm North of the C/L. REMAIN WITHIN THE LFA WHEN EAST of 017° & 184° – inside the EGLLCTR. PILOTS ARE ADVISED NOT TO ATTEMPT A TRANSIT OF EGLL CTR from the EAST. Aerodrome surface is rough and undulating. The perimeter track is used by non A/D traffic. USE ESTABLISHED TAXIWAYS ONLY. Make sure you broadcast intentions at all times.					
HELICOPTER OPERATIONS	INBOUND, JOIN DOWNWIND not above 800ft. CAUTION A/C in the OVERHEAD and CIRCUIT. See Chart below for Helicopter arrivals / departures / circuits. OUTBOUND Follow routes.					
SPECIAL RULES	A/C MUST approach using one of the VRPs. NOT above A1500ft QFE Descending to 1200ft QFE NOVEMBER, 5.7nm NNW, where River Thames and the A4155 road come together N of Henley. WHISKEY, 5.5nm W., near BINFIELD HEATH, at the TMA1/4 boundary. SIERRA, 5.1nm SSW. The M4 / A329(M) interchange. A/C should then join in the overhead for a standard overhead join AT 1200ft QFE (QNH-4). In the EASTERN sector of the ATZ, The LFA, PILOTS MUST observe the following:- a) Maximum Altitude, 1500ft AND 500ft clear of cloud AND in sight of surface. b) Or 1000ft QNH AND 500ft clear of cloud AND in sight of surface. c) AND MINIMUM Flight visibility of 3km (2nm) d) ALL A/C MUST Squawk MODE C and file a valid flight plan.					
REMARKS	If joining from the NE you are advised to remain NORTH of (or transit) WYCOMBE ATZ to route via NOVEMBER VRP. There is a NATS chart 'White Waltham Traffic Zone', shown below. REMEMBER, YOU are responsible for maintaining YOUR SEPARATION FROM ALL TRAFFIC.					



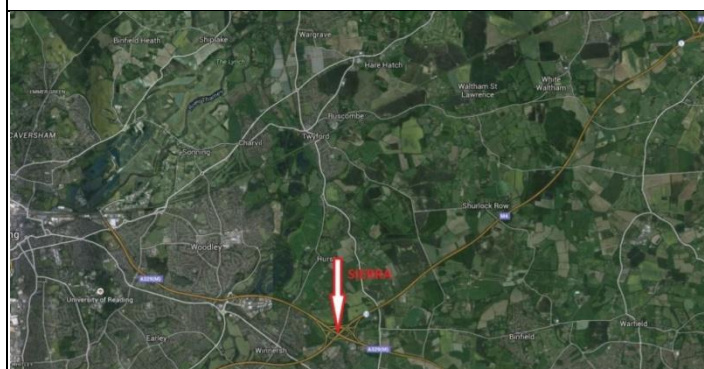
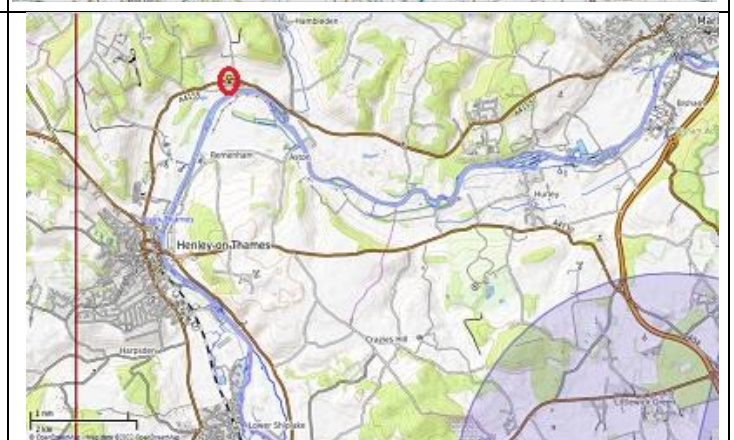


PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS

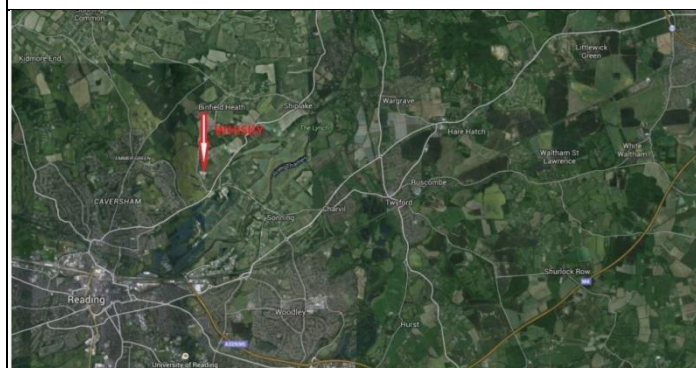
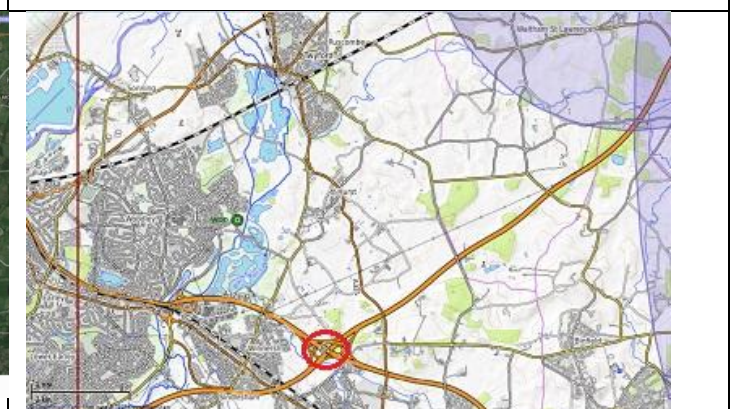




November Reporting Point, the bend in the River Thames to the north east of Henley on Thames.



Sierra Reporting Point, junction 10 of the M4 with the A329M.



Whiskey Reporting Point, the gravel pit 1/2 a Km north of the rowing lakes at Sonning on Thames, north east of Reading.

