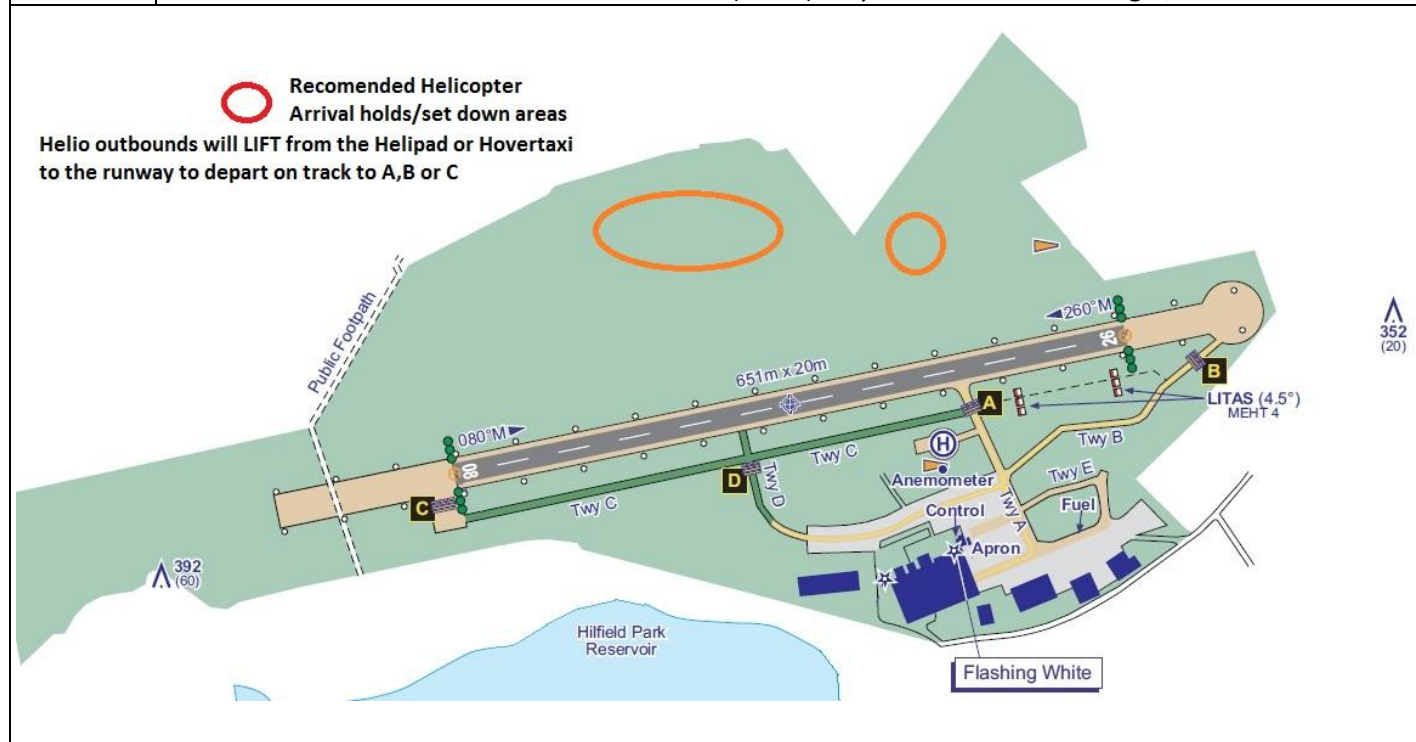
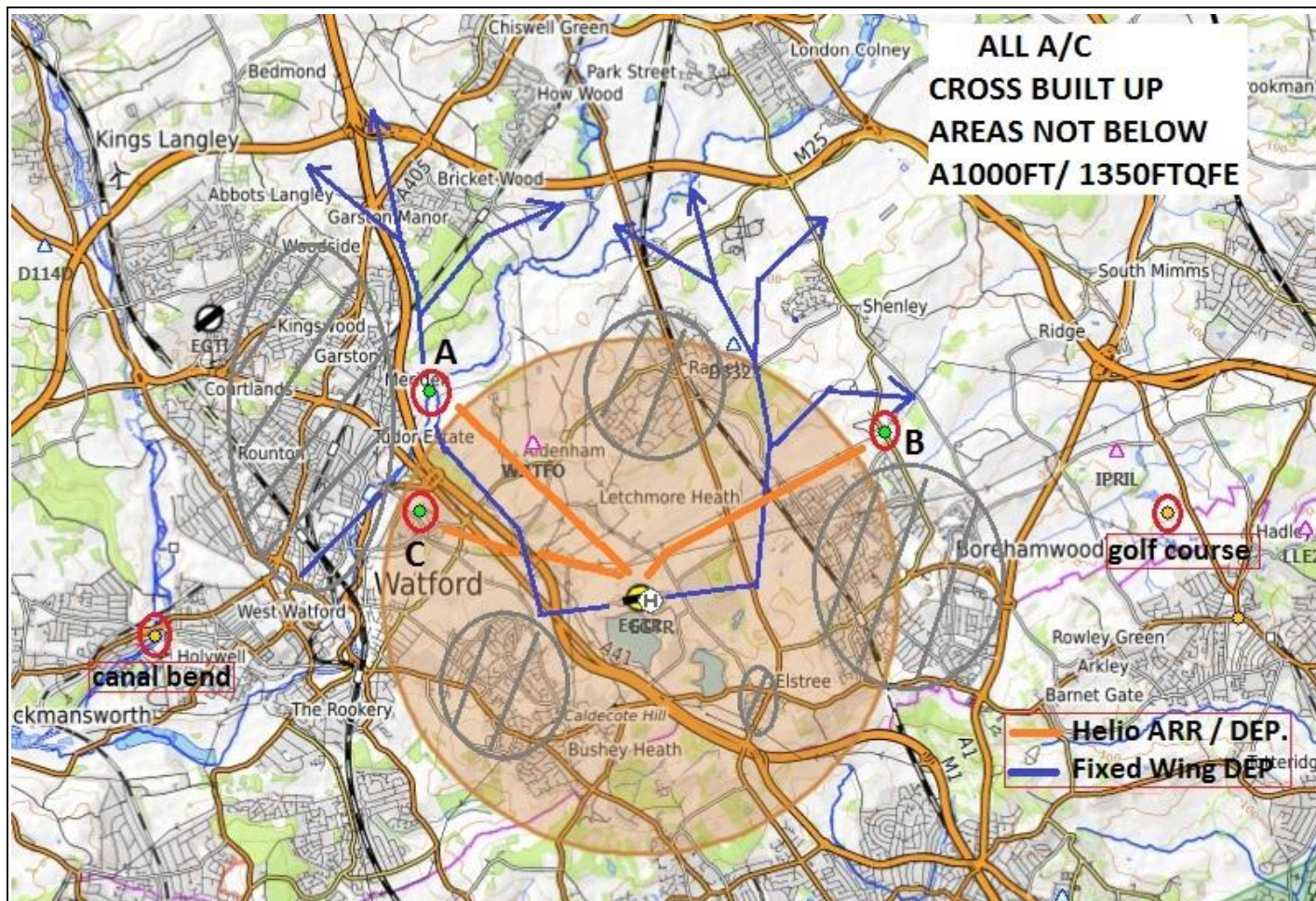


AIRFIELD NAME AND ICAO		September 25	ELSTREE		EGTR	Central
CALLSIGN (A/C RADIO)		Elstree Information / Elstree Radio				122.405
CALLSIGN (ES/VATSIM)		EGTR_I_TWR / EGTR_R_TWR				Ground. ---
LOCATION		Lat N051.39.21.000	Long W000.19.33.000			Elev. 332ft
LOCATION GEOGRAPHIC		2.6nm E of Watford; Northern edge of HILFIELD PARK RESEVOIR				Conspicuity ---
CHART SOURCE		NATS	NB: GLIDE PATH(LITAS) IS SET AT 4.5° - not 3.0°			App.
METAR AIRPORT		EGLL Heathrow 128.080			QFE= QNH(METAR) -11 HPscs	
NAV AIDS (FSX / PLANG3)		NONE	NO NORDO A/C; GLIDERS; BANNER TOWING or PARA DROPPING or IFR			
RUNWAYS		Headings	Dimension		Surface & notes	
		08 / 26	651m x 20m		Asphalt (laid on concrete)	
AIRSPACE/TRANS ALT QNH		CLASS	Transition level 6000ft		Airspace above is Class A A2500ft Lon TMA	
CIRCUITS		FXD. WING 1000ft QFE		STANDARD OVERHEAD JOINS. AT NOT ABOVE 2000ft QFE.[A2300]		
HEIGHT / DIR.		HELIOS 750ft QFE		ALL A/C Variable Circuits, (Northerly preferred), due noise abatement,		
NO FLY AREAS		ALL BUILT UP AREAS BELOW 1000FT QFE				
LOCAL HAZARDS		Minimum 10.5m taxiway C/L to obstructions, TAXI WITH CARE NEAR ALL OBSTACLES. HT (NATIONAL GRID)cables less than 1nm north and west of runway. Pedestrians on PUBLIC FOOTPATH across Runway 08 starter. NO TAXIWAY LIGHTING				
HELICOPTER OPERATIONS		Helicopters should arrive via specific entry/exit points as advised/instructed by AFISO/AGO. REQUEST INFORMATION ON FIRST CONTACT. CAUTION MULTIPLE NAT. GRID LINES in the ATZ Circuit height 750ft QFE. Southerly preferred. UNLES BOATS ON RESEVOIR HELICOPTER EXIT/ENTRY ROUTES/POINTS. ALPHA. BRAVO AND CHARLIE. See ATZ Chart below. ALL Arrivals to position to the NORTHERN GRASS AREA at 500ftQFE, HOLD/SET DOWN, (as advised), opposite Control Tower, if able. WELL CLEAR OF RUNWAY, and call for instructions				
SPECIAL RULES		NO Gliders, NORDO A/C, Parachuting or Banner Towing. The A/F is surrounded by built up areas and low level hazards (M1 and multiple Grid Lines). ALL A/C should exercise low noise operations where possible.				
REMARKS		ALL ARIVALS Standard overhead join, Variable circuits, obtain direction from AFISO on first contact. DEPARTURES. Runway 26. Maintain runway heading, CROSS M1, turn right BEFORE cemetery to re-cross M1. FOLLOW M1 until 1nm BEFORE M25 then turn en-route. Runway 08. Runway heading for 1nm before turning LEFT. Avoid ALL built up areas VRPs CANAL BEND and GOLF COURSE and M25(north) may be used for fixed wing A/C				





Arrivals, Departures.

HELICOPTERS. Should Arrive and Depart via the 3 specified VRPs:- Alpha; Bravo and Charlie (A, B & C above), NOT ABOVE A1080ft QNH; 750ftQFE, TO / From VRPs. (A & C) **DO NOT CROSS WATFORD below 1000ft QFE; A1350ft QNH.**

FIXED WING. INBOUND, If able, via canal bend or golf course, A/C needing to approach from the NORTH could use the M1/M25 Junction as a VRP. REPORTING inbound route on first contact and remaining **ABOVE 2000ft QFE to join the Over Head at 2000ft.** Normally to the NORTH (08LH, 26RH) as advised. When descending to the circuit, at 1000ft QFE, **DO NOT OVERFLY** any of the built up areas highlighted above.

FIXED WING. OUTBOUND, Climb out as per REMARKS above (page 1), Then follow the recommended routes as shown. Especially Helicopters transiting Alpha.

WITHIN THE ATZ. NOT ABOVE A1800ft, KEEPING A SHARP LOOKOUT FOR Inbounds and Helicopters.
All Departures, once outside the ATZ, NOT ABOVE A2300ft (under the TMA)

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