

AIRFIELD NAME AND ICAO	October 19	DENHAM		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 and FIXED CIRCUIT, APPROACH AND DEPARTURE ROUTES FOR ALL A/C. NO OVERHEAD JOINS. REMAIN CLEAR OF HAREFIELD HOSPITAL and HOGTROUGH WOOD. DENHAM LFA SFC-A1000/750FT QFE. See Charts			
METAR AIRPORT	EGLL 128.070				
NAV AIDS	CHT 277kHz 2nm Nth, on ATZ boundary				
RUNWAYS	Headings	Dimension	Surface	NO NORDO A/C. NO CIRCUIT TRAINING. Enter ATZ at MAXIMUM A1000ft - 750ft QFE CONTACT A/F NOT LESS THAN 10nm or 5minutes	
	06 / 24	775m x 18m	Asphalt		
	12 / 30	546m x 18m	Grass		
AIRSPACE/TRANS ALT QNH	CLASS G/D	Transition level 6000ft	Airspace above is Class D Base Alt 1000 In LFA / sfc. EGLL CTR		
CIRCUITS HEIGHT / DIR.	750ft QFE	The A/D is INSIDE Heathrow's CTR. NO OVERHEAD JOINS Circuits to the NORTH; 12/30 may vary. Use smaller circuit if safe. NOTE Entry and Exit routes See below and Charts (2 versions for clarity) DOWNWIND Not more than 1.2nm from centre line 06/24.			
NO 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 PAPI lights for runway 06 should NOT BE USED until A/C is on C/L. To ensure clearance of obstacles.				
HELICOPTER OPERATIONS	FOLLOW FIXED WING PROCEDURES at all times				
SPECIAL RULES	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. ALL DEPARTURES, AFTER DEPARTURE VRP. DO NOT turn on course until at cruising height / Alt.				
REMARKS	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 ALL RUNWAYS REQUIRE BACKTRACK - recommended MINIMUM separation at VRPs is 6nm. 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					

