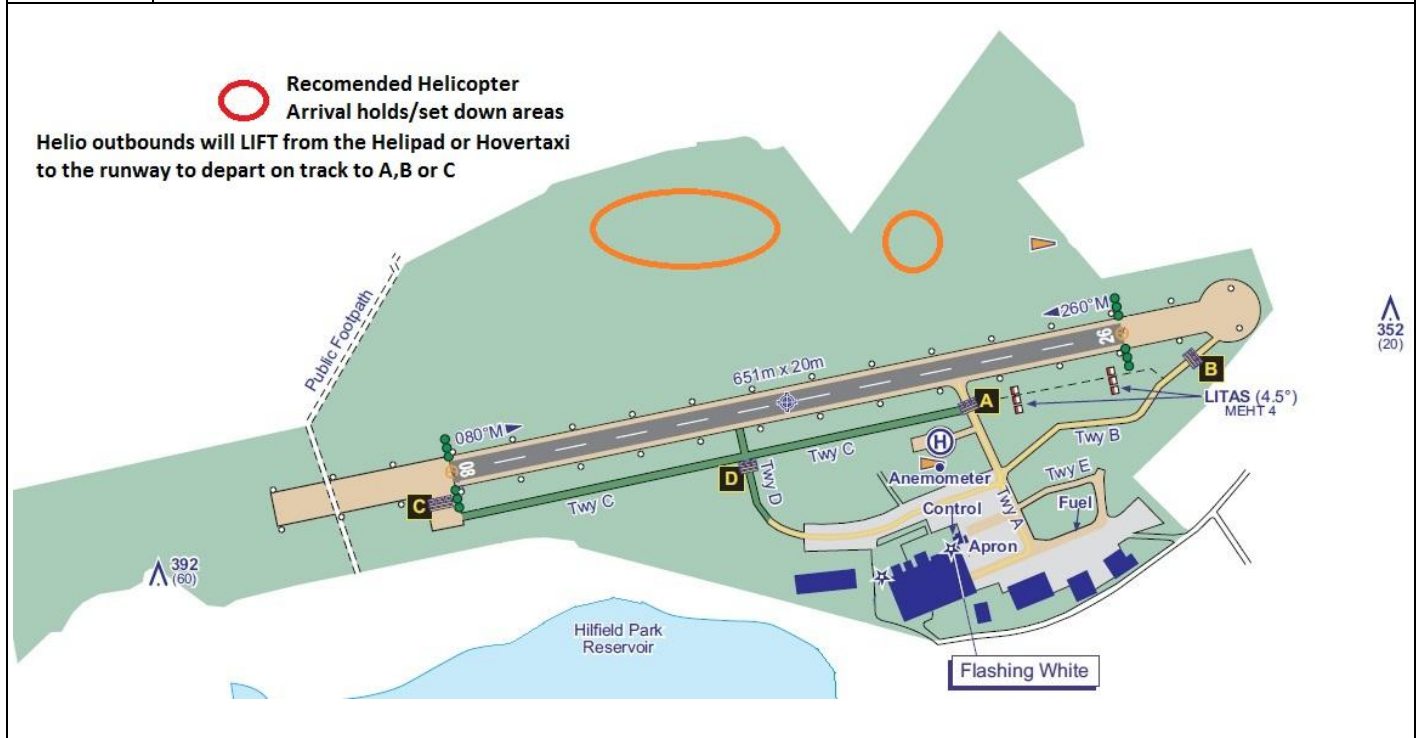
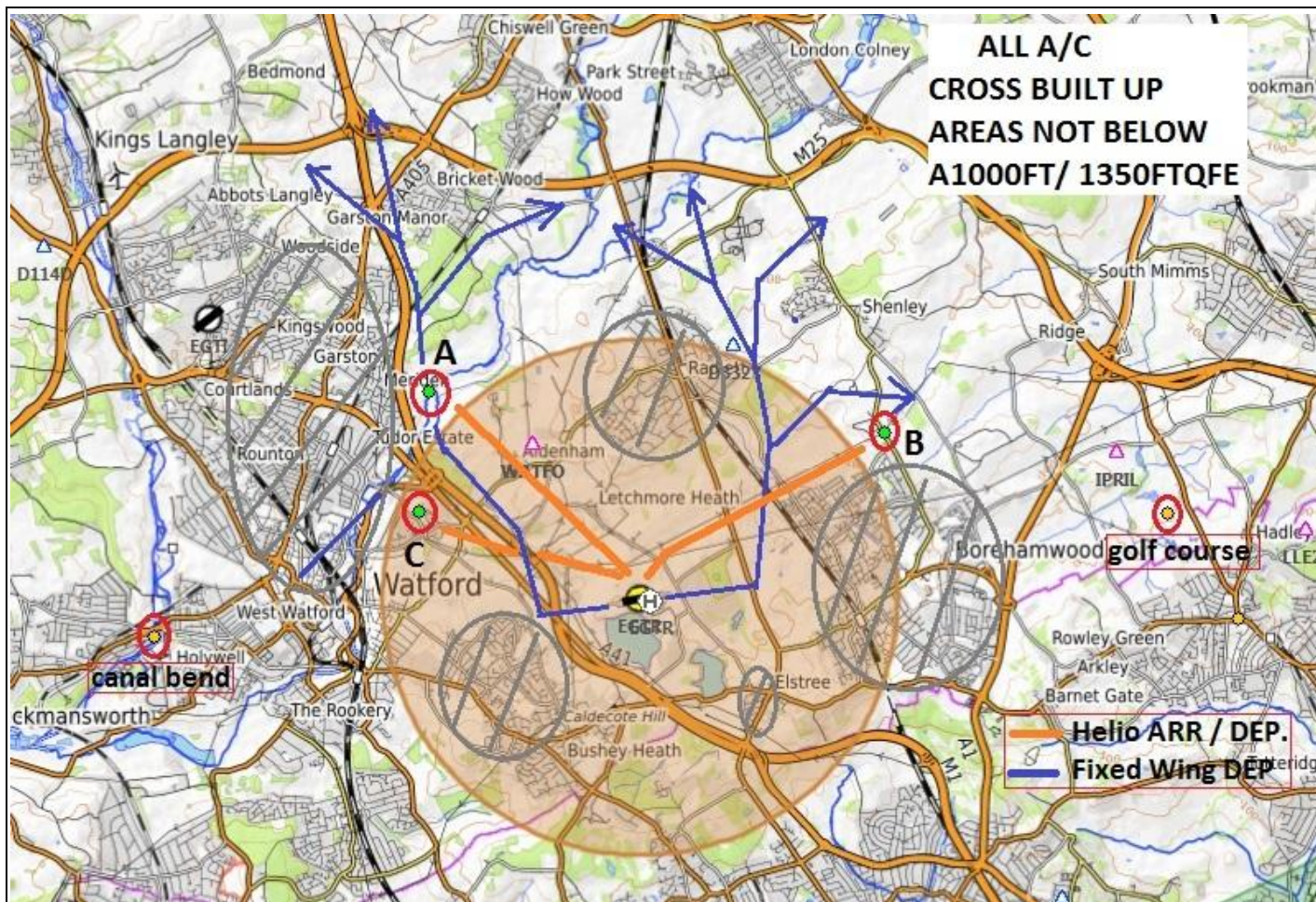


AIRFIELD NAME AND ICAO	October 19	ELSTREE	EGTR	Central
CALLSIGN (A/C RADIO)	Elstree Information / Elstree Radio			122.400
CALLSIGN (ES/VATSIM)	EGTR_I_TWR / EGTR_R_TWR			Ground. ---
LOCATION	Lat N051.39.21.000	Long W000.19.33.000		Elev. 332ft
LOCATION GEOGRAPHIC	2.6nm E of Watford; Northern edge of HILFIELD PARK RESEVOIR			Conspicuity ---
CHART SOURCE	NATS	NB: GLIDE PATH(LITAS) IS SET AT 4.5° - not 3.0°		App.
METAR AIRPORT	EGLL Heathrow 128.070		QFE= QNH(METAR) -11 HPscIs	
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 HEIGHT / DIR.	FXD. WING 1000ft QFE HELIOS 750ft QFE	STANDARD OVERHEAD JOINS. AT NOT ABOVE 2000ft QFE.[A2300] ALL A/C Variable Circuits, (Notherly 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