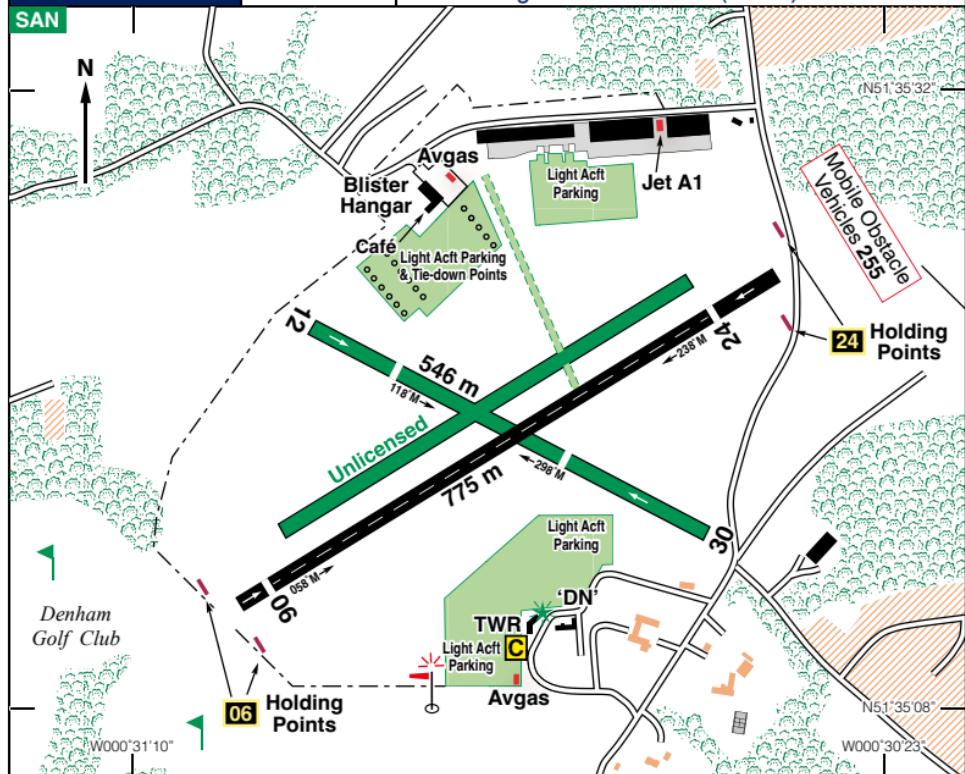


N51 35.30 W000 30.78

7.5 nm N of Heathrow Airport. //early.harder.prone

c/s Denham Radio 130-730 A/G Farnborough Radar 132-800 (LARS) 0800-2000



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
06/24	775x18	Asphalt	06-686 24-728	06-706 24-670	Thr Rwy APAPI 4.5°† Thr Rwy APAPI 4.5°
12/30	546x18	Grass	12-363 30-432	12-419 30-363	Nil Nil IBn 'DN' Gn

† APAPIs on Rwy 06 are visible to the left of extended centreline where normal obstacle clearance is not guaranteed. Ignore signals until aligned with runway.

Op hrs: PPR is required for every flight, see www.egld.com for webform.

Winter: 0800-1800. Summer 0800-2000; and by arrangement.

Landing Fee: Up to 1000 kg £21.60; 1001-1500 kg £24.00. All inclusive of VAT. Other fees on request.

Customs: EU 2 hrs PNR, non EU 2 hrs PNR. Special Branch 12 hrs notice.

Hangarage: By arrangement.

Maintenance: Fixed wing: London Denham Aviation Ltd, 01895 832335

Rotary wing: HQ Aviation Ltd, 01895 833373, AS Aerospace Ltd, 01895 831694.

continued

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Remarks:

- **Operated by Bickertons Aerodromes Ltd.** Denham is just inside the London CTR (Controlled Airspace Class 'D'). See ATZ and LFA chart. Part of Denham's ATZ is inside the London CTR and is called the Denham Local Flying Area (LFA).

- **The maximum altitude in the LFA is 1000' QNH.**

- The LFA extends up to 1200' QNH only to provide a margin for altimetry errors.

- **Non radio aircraft are not accepted without permission from the AD operator.**

Joining Procedures

- There is no overhead join. Aircraft must be at or below 1000' QNH (750' QFE)
- Rwy 24 right hand circuit. Rwy 06 left hand circuit. Rwy 12/30 variable circuit
- Pilots must not compromise safety to fly the small circuit described in these procedures and should fly a larger circuit if it is necessary to maintain safe separation.

To join the circuit and land.

- Descend to circuit altitude 1000' QNH (750' QFE) and reduce speed for the circuit (if necessary) before reaching the VRP.
- Arrival runway 24: report at Maple Cross VRP, fly the base leg over the lakes unless safe separation requires otherwise.
- Arrival runway 06: report at St Giles VRP, fly the base leg to the east of the A413 to avoid Gerrards Cross unless safe separation requires otherwise.
- At the VRP **look out** for traffic in the circuit and **give way**.

Aircraft in the circuit have priority. Joining aircraft shall give way to traffic in the circuit: either reduce speed and fit in; or fly a larger circuit and maintain circuit altitude until it is safe to fit in.

Departing procedures

- Departure runway 24; after take off maintain runway heading until past the houses on the right, then turn right before the A413 (were safely possible)
- Departure runway 06; after take off maintain runway heading until past the caravan site on the left, then turn left over the lakes (were safely possible)
- Do not climb above circuit altitude 1000' QNH (750 QFE)
- Extend crosswind leg out of the circuit towards the VRP before turning on track

Circuit procedures

- Conspicuity: landing light on; strobes on; transponder alt.

Visual Reference Points (VRPs)**VRP****Co-ordinates**

Maple Cross-Eastern end of spur road to M25 Jct 17N51 37.77 W000 30.25

St. Giles-X roads on A413 to the E of Chalfont St GilesN51 38.03 W000 34.02

Warnings: Powerlines, 369ft AMSL, 270°T, running north/south, 0.6nm from ARP. A public road crosses final approach to Rwy 24, 100m from displaced threshold.

Restaurant: Biggles licensed Restaurant located south side near Tower, closed Mondays, Tel: 01895 834241.

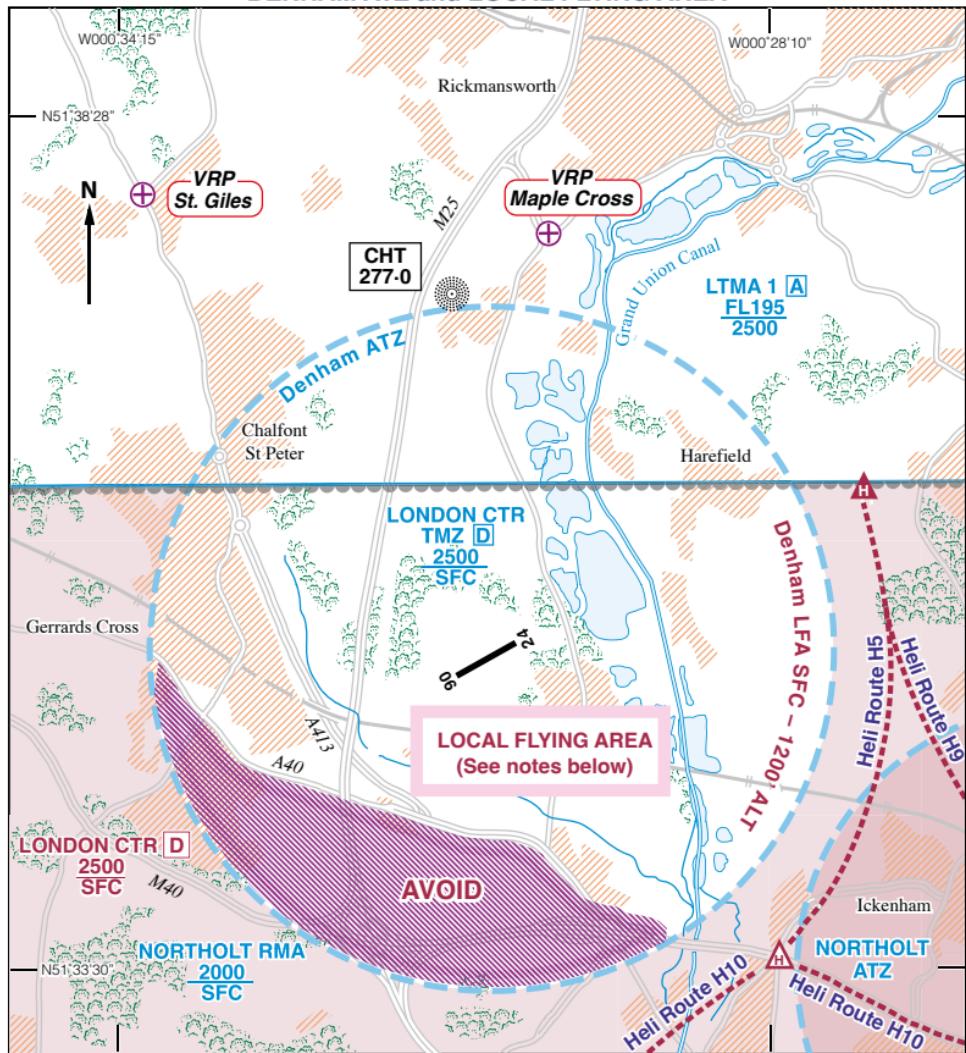
Crew Room Café: Licensed café located north side by Blister Hangar, open from 10am - 4pm, closed Mondays. Tel: 01895 834568.

Taxis: Carline, Tel: 01895 247247.

Fuel: Jet A1+AL48,
Mon-Fri 0900-1430 or by arrangement.
100LL, 0800-1800.
Aircraft electric charge point available by prior arrangement.

Tel: 01895 832161 Twr; 060 Admin
Email: tower@egld.com
Website: www.egld.com

DENHAM ATZ and LOCAL FLYING AREA



DENHAM LFA

In the Local Flying Area (the part of the ATZ in London CTR) flights without compliance with IFR requirements may take place subject to the following conditions:

1. Aircraft to remain clear of cloud with the surface in sight.
2. Maximum circuit altitude 1000ft AMSL, with a minimum flight visibility of 3 km.
3. The area to the South of the A40 is to be avoided at all times.

Notes:

1. Pilots are responsible for providing their own separation. Joining aircraft should give way to circuit traffic.
2. Flights to the East, South or West through London CTR require SVFR clearance. Pilots inbound with SVFR clearance must contact Denham Radio before entering the ATZ and must give way to circuit traffic. If necessary, keep clear of the ATZ, leave the CTR and follow the published joining procedures.