

## Airport information:

Country: United Kingdom

City: DENHAM

Coordinates: N 51° 35.3', W 000° 30.8'

Elevation: 249

Customs: By arr.

Fuel: 100, Jet A1

RFF: CAT Special, CAT 1 O/R

hours: AD: 0900-1730 or SS & by arr.

## Runways:

Runway 06

Takeoff length: 686, Landing length: 706

Runway 12

Takeoff length: 363, Landing length: 419

Runway 24

Takeoff length: 728, Landing length: 670

Runway 30

Takeoff length: 432, Landing length: 363

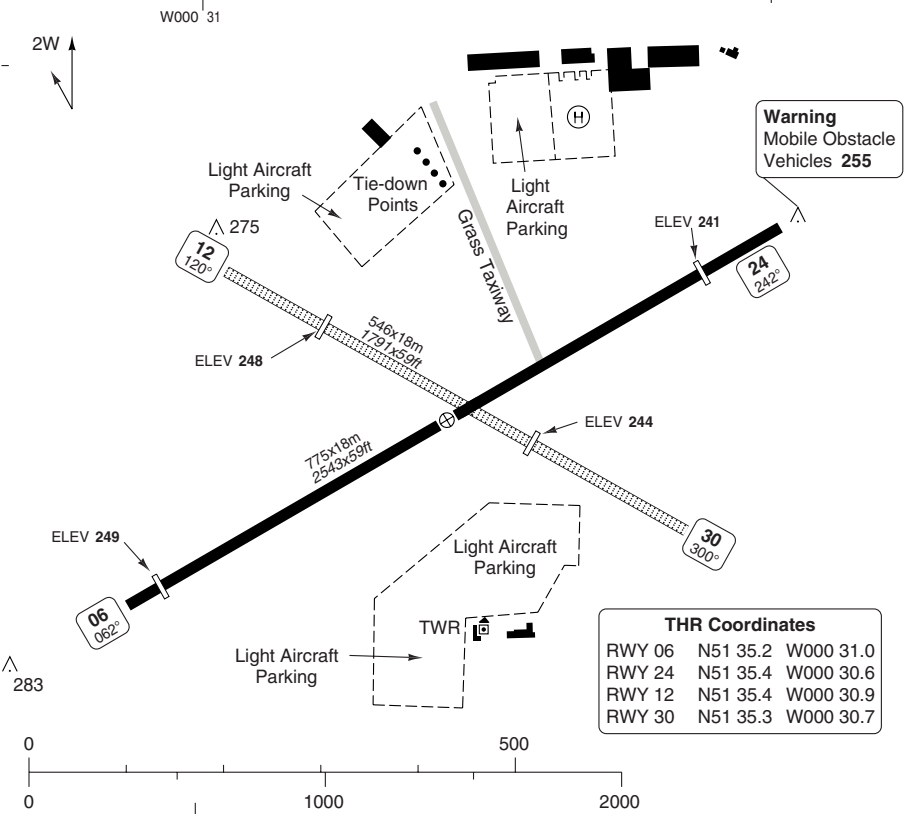
# AERODROME

# DENHAM

10 - 1

Denham RADIO <b>130.725</b>	AFIS <b>130.725</b>	<b>❶ WINTER 0900-1730 or SS and by arrangement.</b> <b>SUMMER 0800 - 1630 or SS and by arrangement.</b>
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AD Elev **249** | ARP: N51 35.3 W000 30.8 | RFF: CAT special, CAT 1 O/R | AD HR: **❶**



THR Coordinates			
RWY 06	N51 35.2	W000 31.0	
RWY 24	N51 35.4	W000 30.6	
RWY 12	N51 35.4	W000 30.9	
RWY 30	N51 35.3	W000 30.7	

RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	Additional
06	-	686 / 2251	706 / 2316	-	L	AP 4.5° (13)
24	-	728 / 2388	670 / 2198	-	L	AP 4.5° (10)
12	-	363 / 1191	419 / 1375	-	-	-
30	-	432 / 1417	363 / 1191	-	-	-

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Change: New Spec.

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## AERODROME

## DENHAM

## GENERAL

## 1. WARNINGS

- 1.1 Aerodrome located just within the northern boundary of the London Control Zone (Class A).
- 1.2 A public road adjacent to the aerodrome boundary crosses the approach to Runway 24. Aircraft should not descend below the glidepath, nor touch down before the displaced threshold.
- 1.3 Visual glideslope guidance signals for Runway 06 are visible to the left of the extended centre-line where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway.

## 2. NOISE ABATEMENT

- 2.1 Circuits should be flown as small as practicable without reducing flight safety.
- 2.2 Runway 24 Departures: After take-off continue straight ahead until past the houses on the right, then turn right before the A413 road to avoid overflying Gerrards Cross.
- 2.3 Runway 06 Departures: Turn left over the lakes to avoid Harefield.
- 2.4 Runway 24 Arrivals: From Maple Cross, fly the base leg over the lakes to avoid Harefield.
- 2.5 Runway 06 Arrivals: From Chalfont St Giles, the base leg should be flown to the east of the A413 road to avoid Gerrards Cross.
- 2.6 Circuit Traffic: Circuit traffic should stay south of Hogtrough Wood to avoid a noise sensitive area in Chalfont St Peter. Additional restrictions apply to twin-engined aircraft and helicopters at weekends.
- 2.7 North of the London CTR aircraft should fly as high as permitted. RIS may be obtained from Northolt Approach on 126.450 MHz.

## 3. TRAFFIC NOTES

- 3.1 Circuit directions are to the north, but variable for runways 12/30.
- 3.2 There is no overhead joining procedure. All aircraft in the Denham Local Flying Area (LFA) are restricted to a maximum altitude of 1000 ft amsl.
- 3.3 Circuit joining is achieved by establishing a long base leg and giving a position report at Chalfont St Giles for left hand circuits or Maple Cross for right hand circuits. The ATZ should be entered at a height of 750 ft agl (1000 ft amsl). Joining traffic should give way to circuit traffic.
- 3.4 Inbound aircraft should establish radio contact at 10 nm or 5 minutes from the aerodrome.
- 3.5 Aircraft leaving the circuit should extend the crosswind leg, fly northward and start climb to cruising height before turning on course.
- 3.6 Helicopters should follow fixed-wing procedures unless alternative arrangements have been made.
4. LOCAL FLYING RESTRICTION
- 4.1 Denham LFA is that part of the Denham ATZ which lies within the London Control Zone (Class A). Flights without compliance with IFR requirements may take place in the LFA subject to the following conditions:
- Aircraft to remain below cloud and in sight of the ground;
  - Maximum altitude: 1000 ft QNH;
  - Minimum flight visibility: 3 km.