

Elstree Aerodrome Consultative Committee

Guidelines for Minimising Disturbance to the Community

V 1.0 10 February 2018

Introduction

These guidelines have been produced by Elstree Aerodrome Consultative Committee (EACC).

The aim is to provide, for local residents, a summary of the rules that govern the movement of aircraft into and out of Elstree Aerodrome. The rules governing where, when and how aircraft are flown derive from the Civil Aviation Authority (CAA) and Elstree Aerodrome; this document is a summary of key points only.

Notwithstanding anything contained in these guidelines Air Safety rules take precedence and should the Aerodrome's Safety Management System require any revisions these may be made without consultation.

What is Elstree Aerodrome Consultative Committee

The 1968 Civil Aviation Act required aerodromes to provide "adequate facilities for consultation" with local groups and individuals. The committee at Elstree was formed in 1973.

The constituency of the committee is

County, Borough, Parish and Town Council representatives
Representatives of local interest groups – Radlett Society & Green Belt Association, Letchmore Heath Village Trust etc

The main area of liaison is in connection with the path of training flights that are restricted to within two nautical miles (approximately 2.3 mile) of the aerodrome; the representatives on the committee fall within this geographical area.

The constitution of this Committee is:

- a. To consider questions concerned with the operation or management of the aerodrome in the light of their effect on the community and, where possible, to agree solutions.
- b. To consider questions concerned with the community in the light

- of their effect on the operation and management of the aerodrome and where possible to agree solutions
- c. To act as a focal point for consultation.

What flies in and out of Elstree

The flights to and from Elstree can be classified as follows

- Fixed Wing (FW) airplanes
 - On training circuits
 - Arriving or departing

- Rotary Wing (RW) craft (helicopters)
 - On training circuits
 - Arriving or departing

There are occasions when craft (usually helicopters) fly in, out or around Elstree and are not governed by the flight patterns indicated in this document e.g. Gas pipeline & Electricity pylon inspection, Military, Police and Air Ambulance.

The numbers of movements in past years have been

| | FW | RW | Total |
|------|--------|--------|--------|
| 1998 | 63,348 | 7,556 | 70,904 |
| 2010 | 24,972 | 5,020 | 29,992 |
| 2016 | 48,664 | 12,367 | 61,031 |

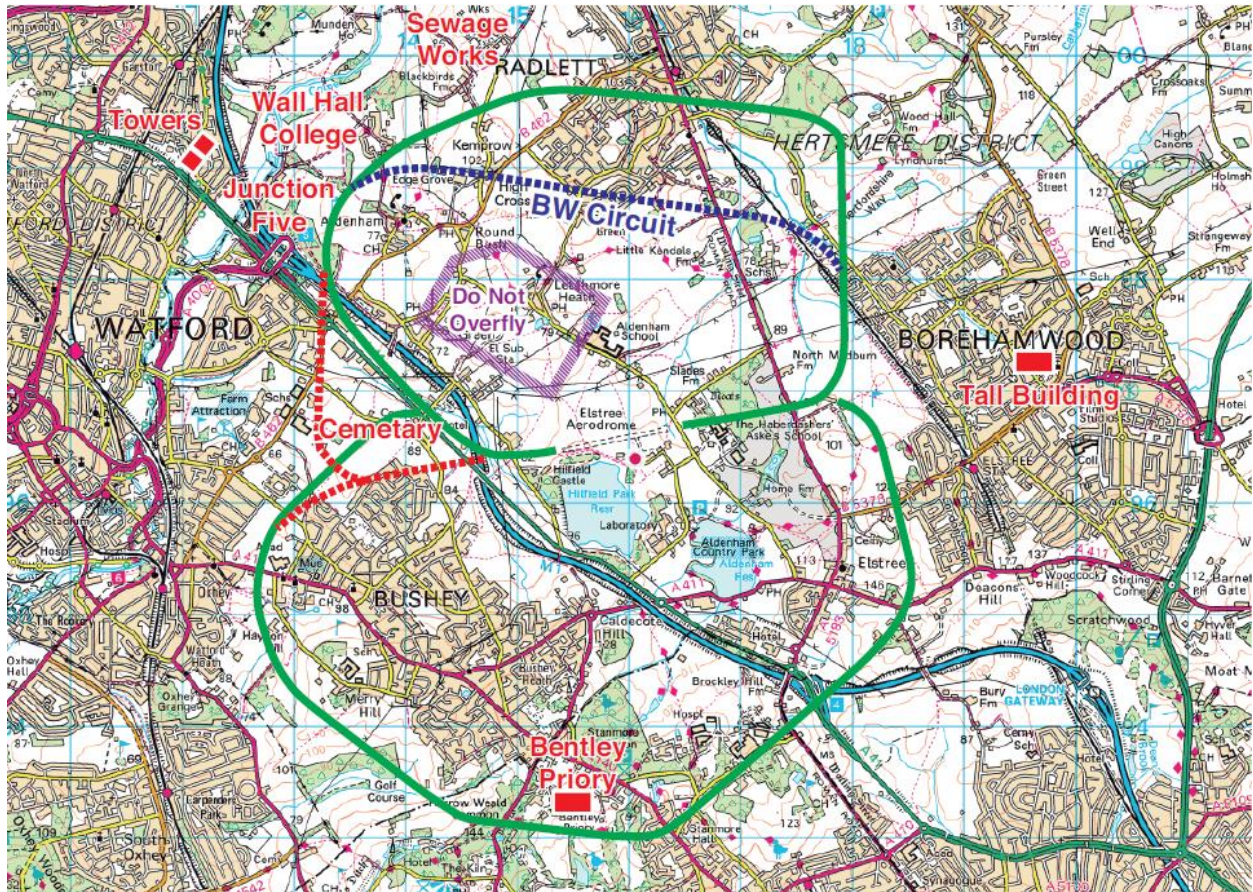
The take-out from these figures is

1. Movements have not reached the levels of 20 years ago
2. Numbers fluctuate depending on economic conditions
3. RW is experiencing faster growth in recent years than FW

The runway height is 332 feet and the aerodrome space is 2,000 feet above the runway. The London Terminal Maneuvering Area (TMA) is at 2,400 feet – this is the point at which Heathrow Air Traffic Control at Swanick controls all aircraft. The aerodrome traffic zone (ATZ) extends to two nautical miles (approximately 2.3 miles) from the centre of the runway.

Fixed Wing

Circuits



This is the Fixed Wing Circuit chart showing the two North circuits and the one South circuit.

The BW circuit, indicated in blue, is the Bad Weather Circuit.

The circuits are flown at 1,000 feet above runway height.

The South circuit alternates with the North circuits, switching every day around 2 pm local time i.e. from 2 pm for 24 hours the South circuit is flown followed by the North circuit for 24 hours.

The circuits may be flown clockwise or anticlockwise, but due to prevailing winds take-off is most commonly towards the west.

When approaching the runway from the West, the dashed routes to the West of the runway are used – this is a safety measure to allow for a longer approach.

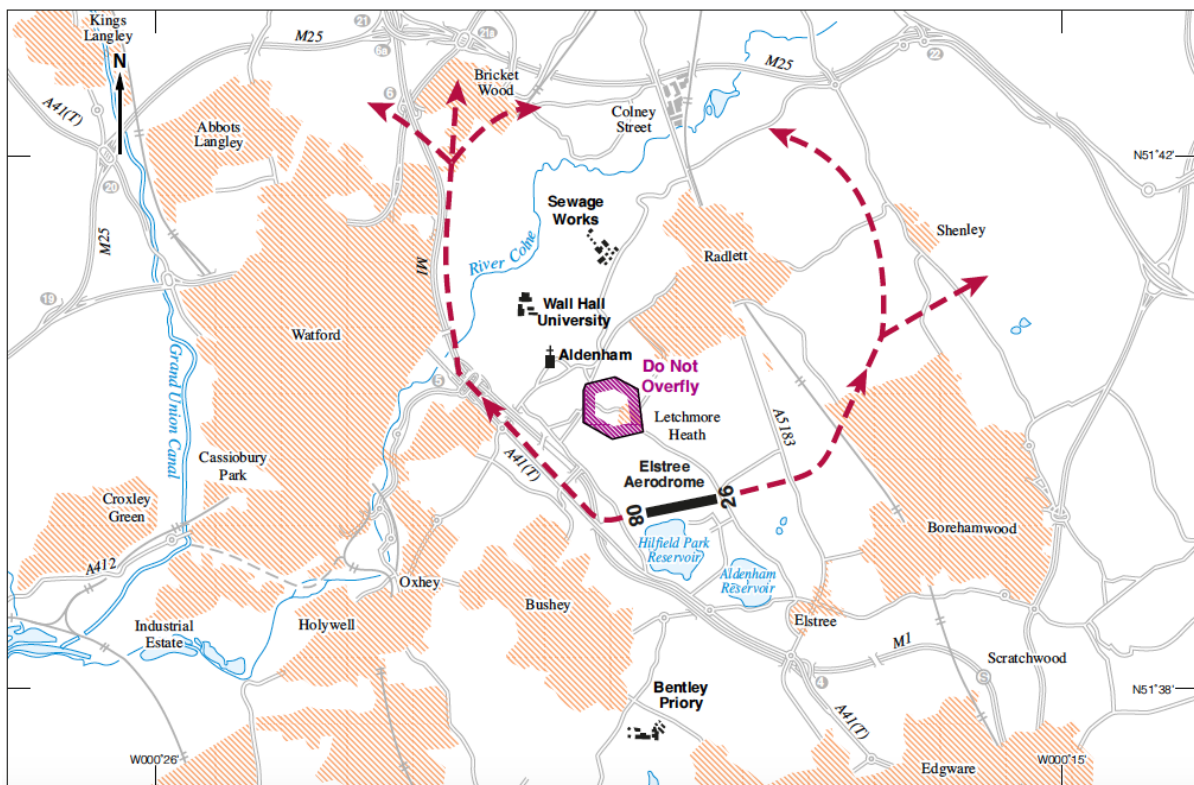
The Northern outer circuit is usually used; the inner (dotted line) circuit is used for poor visibility flying

Circuits are flown only by the flying schools and by no more than four aircraft at any one time.

Arrivals and Departures

FW aircraft arrivals follow a standard overhead join as developed by the CAA for safety i.e. FW aircraft fly in from above at approximately a 90-degree angle to the runway and join the circuit that is used for training flights.

Aircraft landing from outside should use minimum necessary throttle settings and flaps set accordingly.



This is the Elstree Noise Abatement chart showing the line to be followed by FW aircraft departing from Elstree.

Aircraft must only depart by the routes shown on the map.

- When taking off toward the East there are restrictions on turning north too soon.
- When taking off toward the West there are restrictions to avoid North

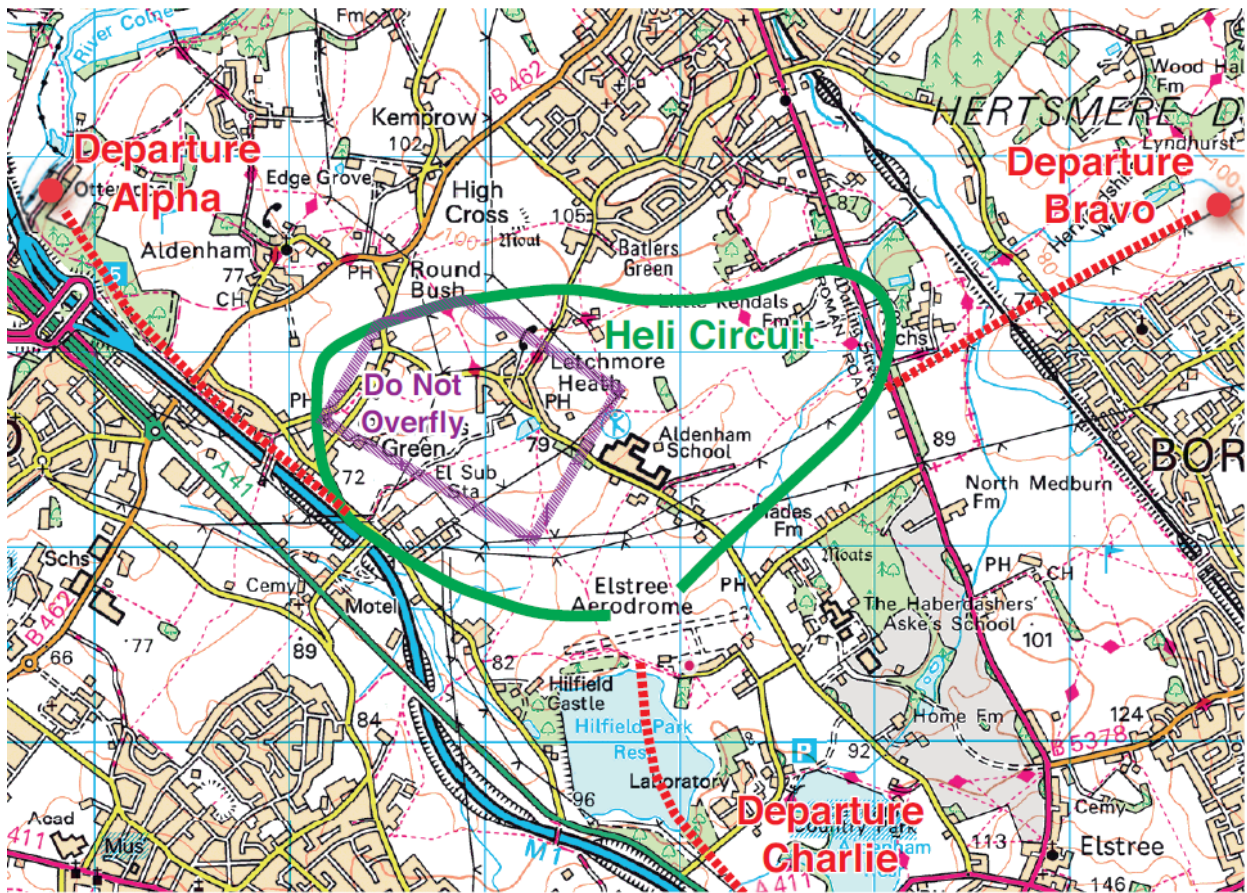
Bushey and after turning north the line to be followed is just west of the M1.

Aerobatics – the local rule is "No aerobatics in ATZ"

Practice Engine Failure - Practicing of engine failure on take-off or in-circuit is forbidden.

Rotary Wing

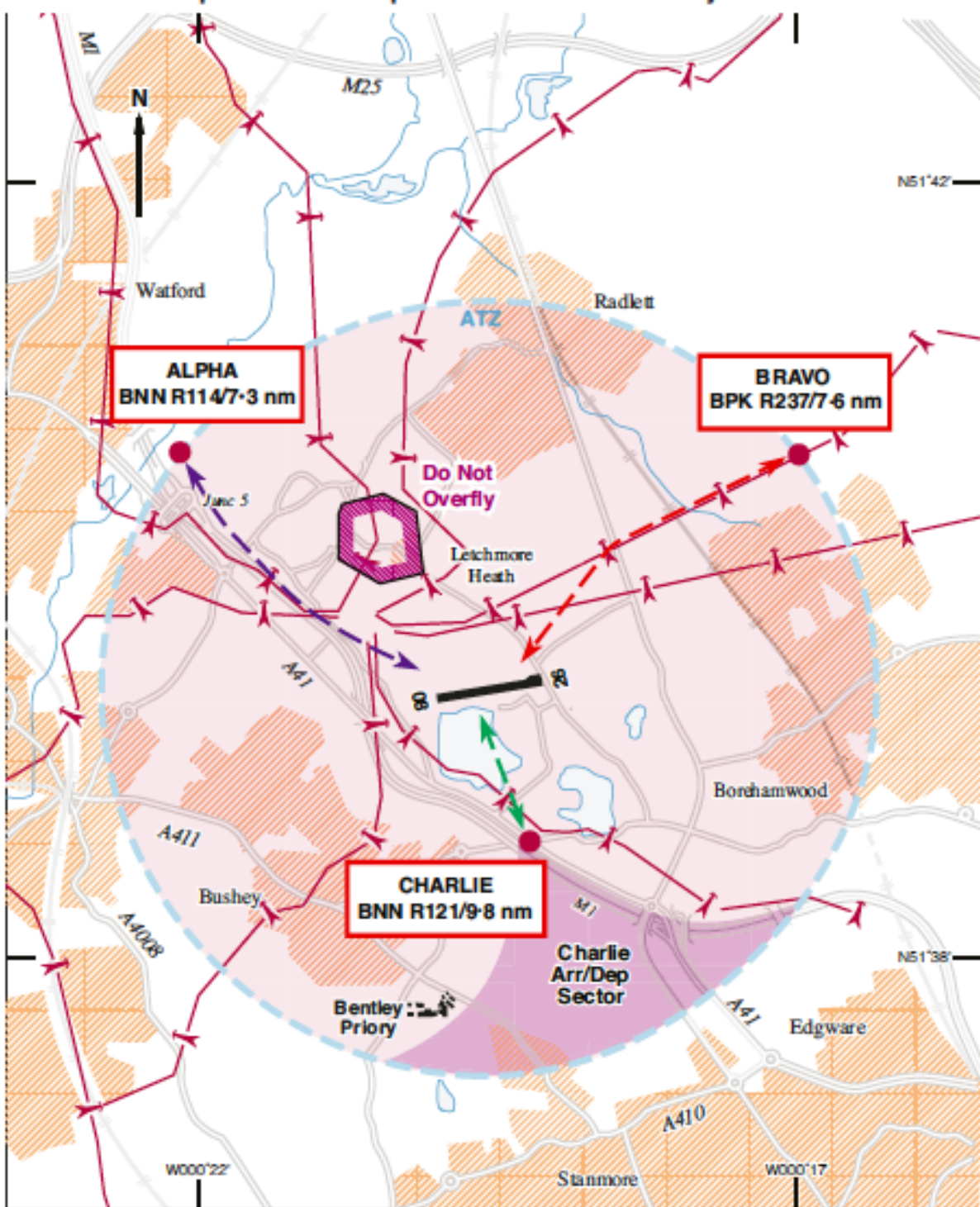
Circuits



This is the Helicopter Circuit chart.

Circuits must be to the North of the runway on the route shown and at not higher than 750ft above runway height.

Arrivals and Departures



This is the Helicopter Arrival/Departure Routes chart.

Arriving or departing helicopters must follow the routes on the map

Exceptions are made for Gas pipeline & Electricity pylon inspection flights and Military, Police and Air Ambulance flights where required operationally.

Helicopter pleasure flights

Helicopter Pleasure flights will be for a minimum duration of 12 minutes in order to ensure they do not undertake local circuits. They will follow the routes of standard arrivals and departures to minimize noise in the circuit.

Times of flying

Although 24 hour per day flying is permitted normal hours are usually

- Opening time – 9:00 am.
- Closing time – Sunset
- Training flights are within these times

Night Training

Most night training is done in winter; this allows it to happen earlier. Circuits may not be flown after 21:00 local time.

Night flying is usually Tuesday, Wednesday or Thursday evenings (night flying at Elstree accounts for less than 1% of the total movements)

Other out-of-hours flights

There are occasionally other night flights, either business or public transport flights, departing or returning late or departing or returning early; also medical flights, mostly helicopters.

Occasionally helicopter operators need to carry out a mandatory night check on their public transport pilots (needed every six months). These are done as early in the evening as practicable.

How to make a complaint or comment

A complaint about a specific FW or RW craft should be made as soon as possible (in order to help identification) to the Elstree Tower using the telephone number 020 8953 7480. The Tower's main responsibility is in dealing with craft taking off and landing and so may have limited time to discuss a specific complaint. The complaint will be logged and you should be given a serial number. You should supply your name, address and telephone number, plus as much detail as possible regarding the aircraft involved and from where you observed it.

More general comments or complaints can be made by

Writing

London Elstree Aerodrome, Elstree WD6 3AR

Email

complaints@londonelstreeaerodrome.com

Web site

www.londonelstreeaerodrome.com

How does the aerodrome get compliance.

Responsibility for flying discipline by flying school pilots is with the Chief Flying Instructor for fixed-wing aircraft, and the Chief Helicopter Instructor for helicopters. They apply very close supervision of all flying school operations.

The Aerodrome Management team is responsible for private and commercial operators.

When public complaints are justified or when breaches of rules are noticed by the Tower or other staff, pilots are always called in and verbally admonished. If they do not accept the admonishment a report is made to the Aerodrome owners.

Persistent offenders are given a written warning and any subsequent offence may result in a ban from entering the Aerodrome for an appropriate fixed period. All these actions, where they arise from outside complaints or may affect the public, are reported to the Elstree Aerodrome Consultative Committee.

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