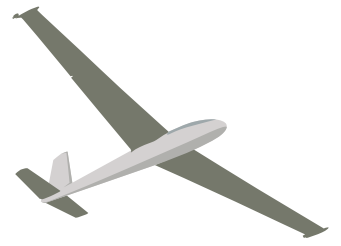


# HEATHROW LOCAL FLYING AREA GUIDE

For GA pilots



Heathrow

# Consider where you are in relation to the London CTR/LTMA

The purpose of this guide is to assist pilots flying general aviation aircraft in the vicinity of the London Control Zone (CTR), around Heathrow, and operating at the smaller aerodromes which lie within the zone or its immediate vicinity. The airspace around Heathrow (London CTR) and the London Control Area (LTMA) is some of the most congested and complex that a GA pilot may encounter. It is imperative thorough flight planning takes place before arriving and departing with a complete understanding of local procedures.

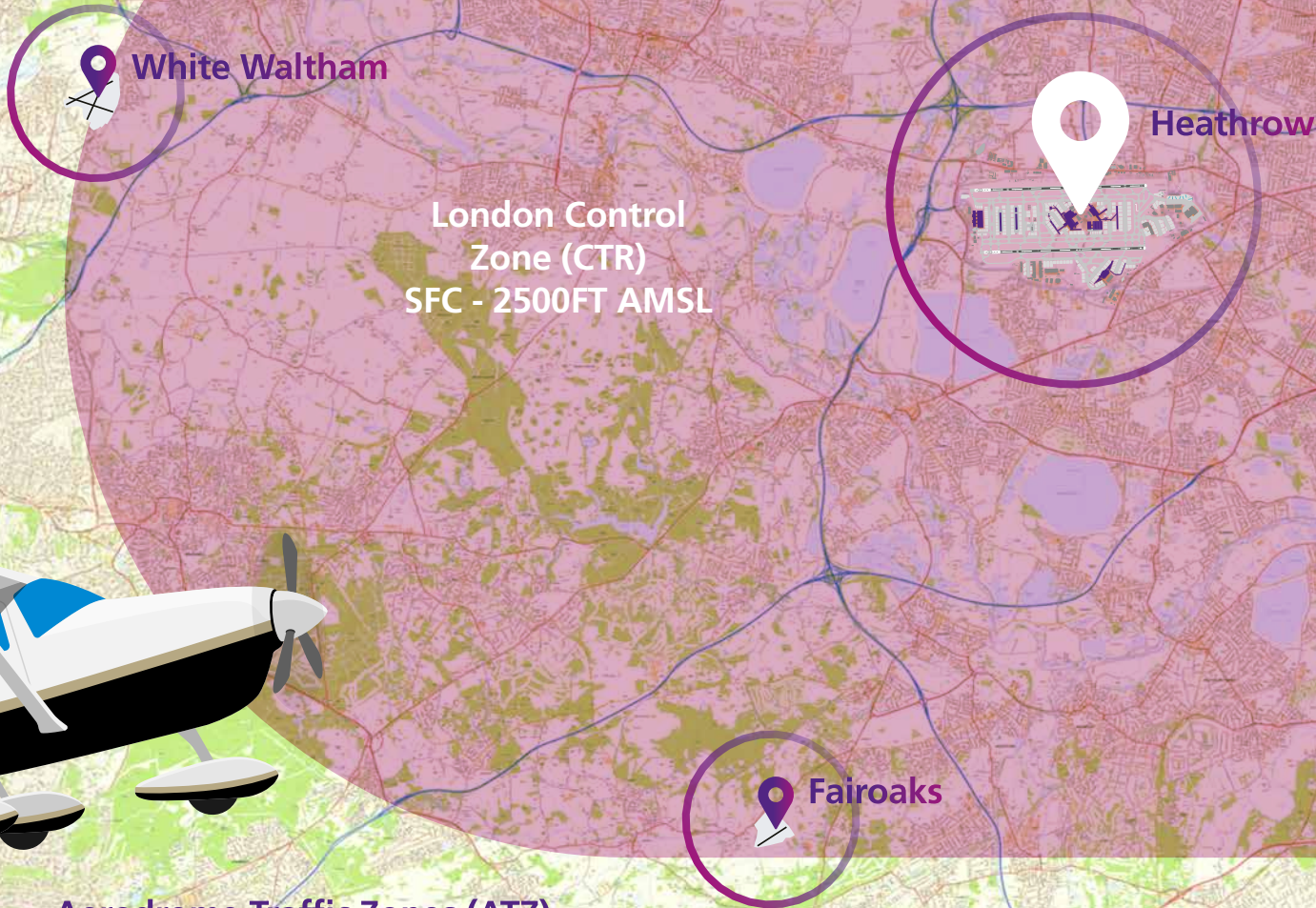
If you're reading this it's highly likely you're under the London CTR/LTMA or planning to fly in/out of the area.

An airspace infringement (AI) is defined as 'the unauthorised entry of an aircraft into notified airspace'. This includes controlled airspace, prohibited or restricted airspace, active danger areas, aerodrome traffic zones, radio mandatory zones and transponder mandatory zones. The key to avoiding airspace infringements when operating to or from aerodromes within the London CTR is to have a thorough understanding of the airspace structures and local operating procedures. An infringement of the London CTR or LTMA can have safety implications for other airspace users and create disruption and delays for the Heathrow operation.

There is a legal requirement for all airspace infringements to be reported to the CAA.

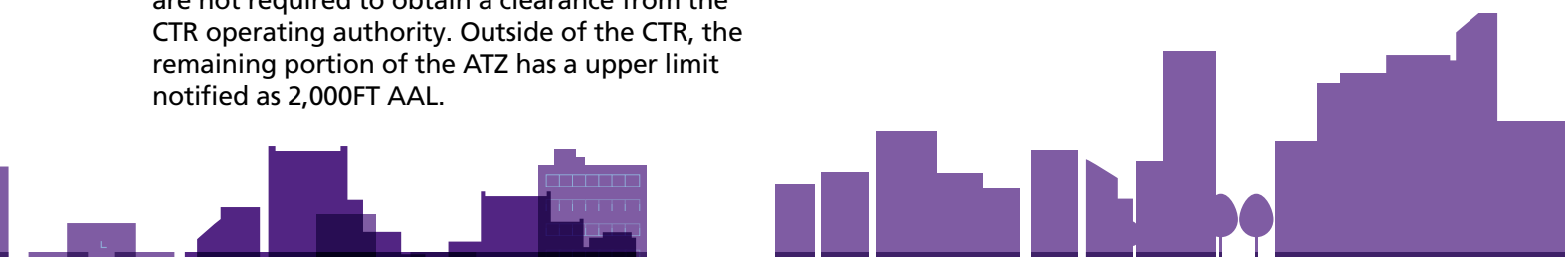


## Let's look at the local area...



### Aerodrome Traffic Zones (ATZ)

- The aerodromes have published Local Flying Areas (LFA) and it is essential pilots are familiar with vertical/lateral limits along with published procedures for operating at the aerodrome.
- The following ATZs are standard 2NM radius, but lie partly within the London CTR (Class D).
- Where an ATZ lies within a CTR, the vertical extent of the Local Flying Area will be notified in the UK AIP. When operating within the LFA, pilots are not required to obtain a clearance from the CTR operating authority. Outside of the CTR, the remaining portion of the ATZ has a upper limit notified as 2,000FT AAL.
- The base of the LTMA, outside the CTR is 2500FT AMSL.
- A specific airspace infringement trend of the London CTR is traffic climbing above the maximum permitted altitude in the LFA and tracking outside the lateral boundary.



# LOCAL - Frequency Monitoring Codes (FMCs)

Farnborough LARS can provide UK Flight Information Services to aircraft operating beneath controlled airspace operating under the LTMA.

Unit	Frequency
Farnborough West	125.250MHz
Farnborough North	132.800MHZ
Farnborough East	123.225MHZ

When operation in the Thames FMC area and those not using a Lower Airspace Radar Service provided by Farnborough Radar Pilots are encouraged to monitor Thames Director on 132.700 MHz and select SSR code 0012.

Frequency Monitor Codes (also known as listening squawks) enable contact to be made if necessary.

Unit	FMC	Frequency
Farnborough West	4572	125.250MHz
Gatwick	7012	126.825MHz
Luton	0013	129.550MHz
Stansted	7013	120.625MHz
Southend	5050	130.780MHz
Thames	0012	132.700MHz

Pilots can obtain the QNH by monitoring the most appropriate frequency for the area as indicated above, or by listening to the aerodrome ATIS where available.

**Aviation, Navigate, Communicate. AI reports have pointed to AIs occurring due to distraction setting the transponder code and/or changing frequencies.**

**Please remember to return your transponder code to 7000 or another appropriate code when changing frequency.**

## Denham

- The ATZ lies within the northern boundary of the London CTR.
- The maximum operating altitude is 1000FT AMSL.
- There is no overhead join.
- Northolt traffic overflies Denham not below 1500 FT AMSL so to ensure safe separation the maximum circuit altitude at Denham is 1000FT AMSL.
- A specific hotspot is traffic climbing above 1000FT AMSL and tracking outside the lateral boundary into the London CTR.

### Information

- United Kingdom AIP EGLD AD2.22 (Flight Procedures).
- **Denham aerodrome website - Pilot Briefing [www.egld.com](http://www.egld.com)**

## Fairoaks

- The ATZ lies within the southern boundary of the London CTR.
- The LFA has an upper limit of 1500FT AMSL.
- With its location adjacent to the Farnborough controlled airspace, additional procedures exist with joining and departing.
- A specific hotspot is traffic departing and climbing too early to the south via Guildford Railway Station.

### Information

- United Kingdom AIP EGTF AD2.22 (Flight Procedures).
- **Fairoaks aerodrome website Pilots Guide <https://fairoaks.uk> Page 6 NATS Internal**

## White Waltham

- The ATZ lies on the western boundary of the London CTR.
- With the aerodrome's location on the runway extended centreline for Heathrow any excursion of the LFA, either vertically or laterally, can have an immediate and significant impact on Heathrow traffic.
- A specific hotspot is departing traffic on an easterly operation extending the climb out before commencing a turn prior to leaving the circuit. This can result in aircraft climbing above the maximum altitude of 1500FT thereby infringing the CTR. This is often caused by pilots failing to correlate their position in the circuit (now on a westerly track) to the airspace boundary.

### Information

- United Kingdom AIP EGLM AD2.22 (Flight Procedures).
- **White Waltham aerodrome website Pilot Information - [West London Aero Club](#)**

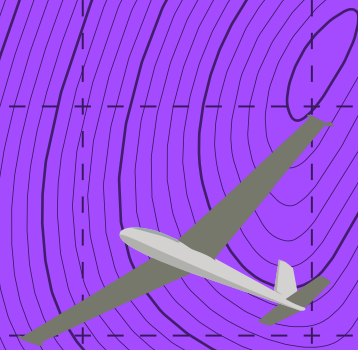


## Other local aerodromes

Pilots are reminded the base of the London TMA (Class A) in the immediate vicinity of the London CTR is 2500FT.

Pilots operating outside controlled airspace but proximate to the Elstree ATZ or Biggin Hill ATZ are encouraged to obtain a service from Elstree Information or Biggin Approach, whichever is the most appropriate, during notified hours of operation.

Pilots operating outside controlled airspace but proximate to the Denham ATZ, Stapleford ATZ, Fair Oaks ATZ, White Waltham ATZ or Wycombe Air Park/Booker ATZ are encouraged to establish two-way communications with the relevant Air Ground Communication Service to obtain information to allow their flights to be conducted safely.

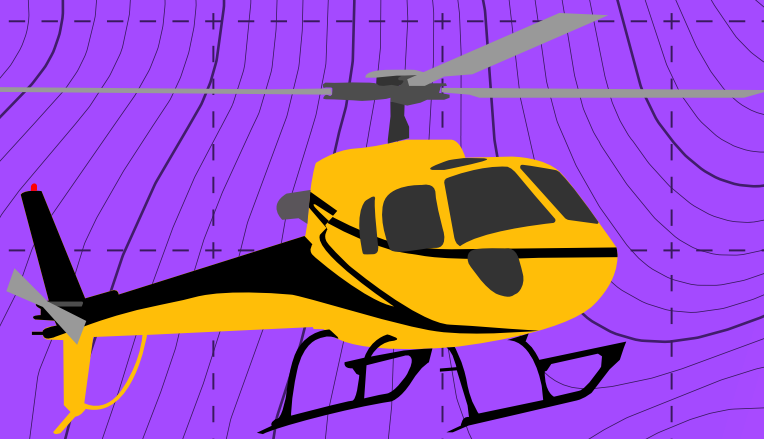
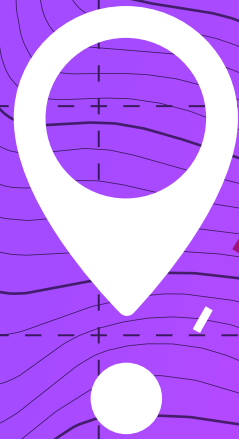


## Helicopter Routes

All VFR and Special VFR helicopter flying in the London CTR is subject to ATC clearance, except for the LFA of Brooklands, Denham, Fair Oaks and White Waltham where VFR flights may operate subject to agreed conditions.


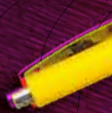
VFR and SVFR helicopter flying in the London CTR is mostly constrained to flights at or below specified altitudes along defined routes, although off route clearances may be accommodated subject to ATC workload and other operational reasons which the pilot may not be aware of. These routes have been selected to avoid built up areas as much as possible.

Details of the major landmarks on these routes, the altitudes and reporting points are listed in UK AIP. UK AIP EGLL AD 2.22 (Flight Procedures: 12).





# ***DO YOU...***

- know the base of controlled airspace where you're going and where it changes?
  - know the local flying area limits and understand the published procedures?
  - know the circuit heights and procedures to operate in and out of the aerodrome?
  - have a plan B for your flight in case you need to deviate from plan A?
  - know your threats for your flight and considered the possible errors?
- 
- 

# *London Local Airspace Infringement Team*

The London Local Airspace Infringement Team (LAIT) comprises of representatives from the CAA, airports, local airfields, air navigation service providers, GA training organisations and local pilots who operate within or adjacent to the London Control Zone (CTR).

The aim of the London LAIT is to reduce the number of airspace infringements affecting operations within the London CTR and LTMA by improving pilot awareness and knowledge of local airspace and procedures.

Please visit [www.airspacesafety.com](http://www.airspacesafety.com) to view safety guidance material and UK 'hot-spots' narratives to assist your flying knowledge and reduce the risk of an infringement occurrence.

*Thanks for reading,  
have a safe flight*

