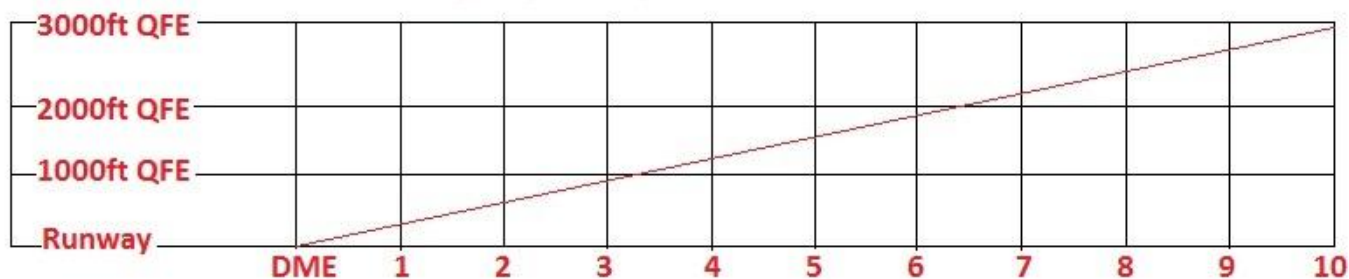
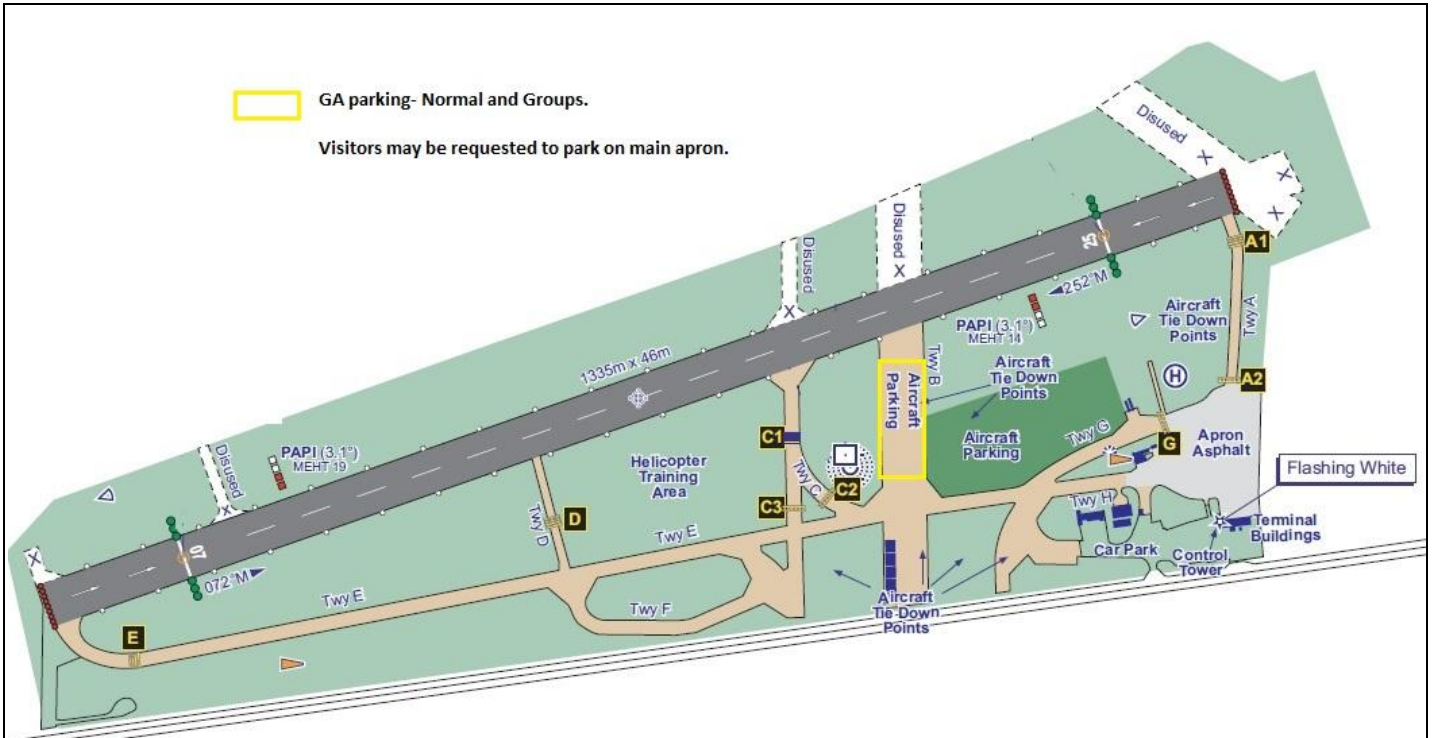


AIRFIELD NAME AND ICAO	November 23	<b>BLACKBUSHE</b>		<b>EGLK</b>	South
CALLSIGN (A/C RADIO)	Blackbushe information/Blackbushe Radio			122.305	
CALLSIGN (ES/VATSIM)	EGLK_I_TWR/EGLK_R_TWR			Ground. --	
LOCATION	Lat N051.92.26.000	Long W000.50.51.000		Elev. 325	
LOCATION GEOGRAPHIC	8.5nm SE by S of Reading			VFR Conspicuity ---	
CHART SOURCE	NATS	<b>NO NORDO A/C</b>		App.---	
METAR AIRPORT	EGLF Farnborough 128.405		QFE= QNH(METAR) -10 HPscs		
NAV AIDS (FSX / PLANG3)	NDB; BLK 328.000kHz on A/F		DME BLC 116.200MHz on A/F		
RUNWAYS	Headings	Dimension	Surface	<b>NO OVERHEAD JOINS. CIRCUITS:-DO NOT OVERFLY YATELY, Remain NORTH of the M3</b>	
	07 / 25	1335m x 46m	Asphalt		
AIRSPACE/TRANS ALT QNH	CLASS	Transition level 6000ft		Airspace above is Class A A3500ft Lon TMA	
CIRCUITS HEIGHT / DIR. <b>NO CIRCUIT TRAINING</b>	800'QFE	Light/Single engine A/C		07RH – 25LH ALL CIRCUITS TO THE SOUTH	
	1200' QFE	Twins & executive A/C.		ALL inbound A/C. see below. Night Circuits 1000ft	
<b>NO FLY AREAS</b>	Village of Yateley to NE and Hartley Witney to the West. <b>Below A2500.</b>				
LOCAL HAZARDS	<b>DO NOT Mis-Identify Farnborough A/P.</b> LARGE FLOCKS of Birds in vicinity Approaching A/C remain NORTH of Woking / Basingstoke railway line to avoid Farnborough traffic. The area has a number of <b>live firing ranges and exercise areas.</b> You are advised to <b>cross these at maximum permitted altitude (OCAS).</b> Due possibility of ricochets and mortar rounds.				
HELICOPTER OPERATIONS	UNLESS ADVISED; Approaches, departures as Fixed Wing A/C The Helio Training area between taxi C & D suitable for LIGHT helicopters only- badly graded.				
SPECIAL RULES	Cessna skymaster, DornierD28 sky servant, Learjets 23,24,25,28 and 29 and Piaggio P166 - <b>MAY NOT LAND AT THIS AERODROME. ALL A/C must CALL FOR START.</b> <b>A/C Wingspan &gt; 15M OR Main gear span &gt;4.5M DO NOT USE TAXI DELTA</b> <b>FAST JETS operate at anytime (and have priority) VFR/GA MUST obtain traffic information BEFORE entering the ATZ. IN/OUT bound talk to Farnborough Radar - if on - for traffic information. 134.350</b> <b>DO NOT USE THE PAPIs OFF the centre line-</b> Obstacle clearance not assured. <b>RVR Below 500M-STOL &amp; IFR: RVR below 400M Pilot's discretion!: RVR below 250M Runway Closed.</b> <b>The A/P management may close the A/P at any time due Operational requirements at short notice. Missed Approach/go around. TO the SOUTH, REMAIN WITHIN THE ATZ, VFR, NORTH of the M3</b>				
REMARKS	<b>Departing 07:</b> Straight ahead to 2DME or 15000QNH; <b>DO NOT CROSS Yately or Frogmore below A2000'</b> Alternately, report a right turn at 1dme to pass overhead the A/F on a NW Heading or climb in the OH <b>Departing 25:</b> Straight ahead to 2DME or 15000QNH; Turn NW and remain OCAS Expect Farnborough ATZ to be ACTIVE 24/07 <b>DO NOT use PAPI's for vertical reference SOUTH of the Runway, UNTIL on the centre line,</b> due obstacles on the approaches. <b>Departing to the SE: YOU WILL NEED TO BE ABLE TO MAINTAIN 800ft/min MINIMUM in the climb! If not, Climb to A2000ft IN THE OVERHEAD; - Don't forget to report intentions and actions.</b> <b>Cross the M3 at Minimum A2000ft and the southern ranges at maximum A3300.</b> <b>NB.</b> The ILS 'arrows' are standard 10nm, the GLIDE PATH will be 3000QNH. At 7nm it will be A2000ft. Allow Minimum 300ft above or below. UNLESS UNDER ATC.				

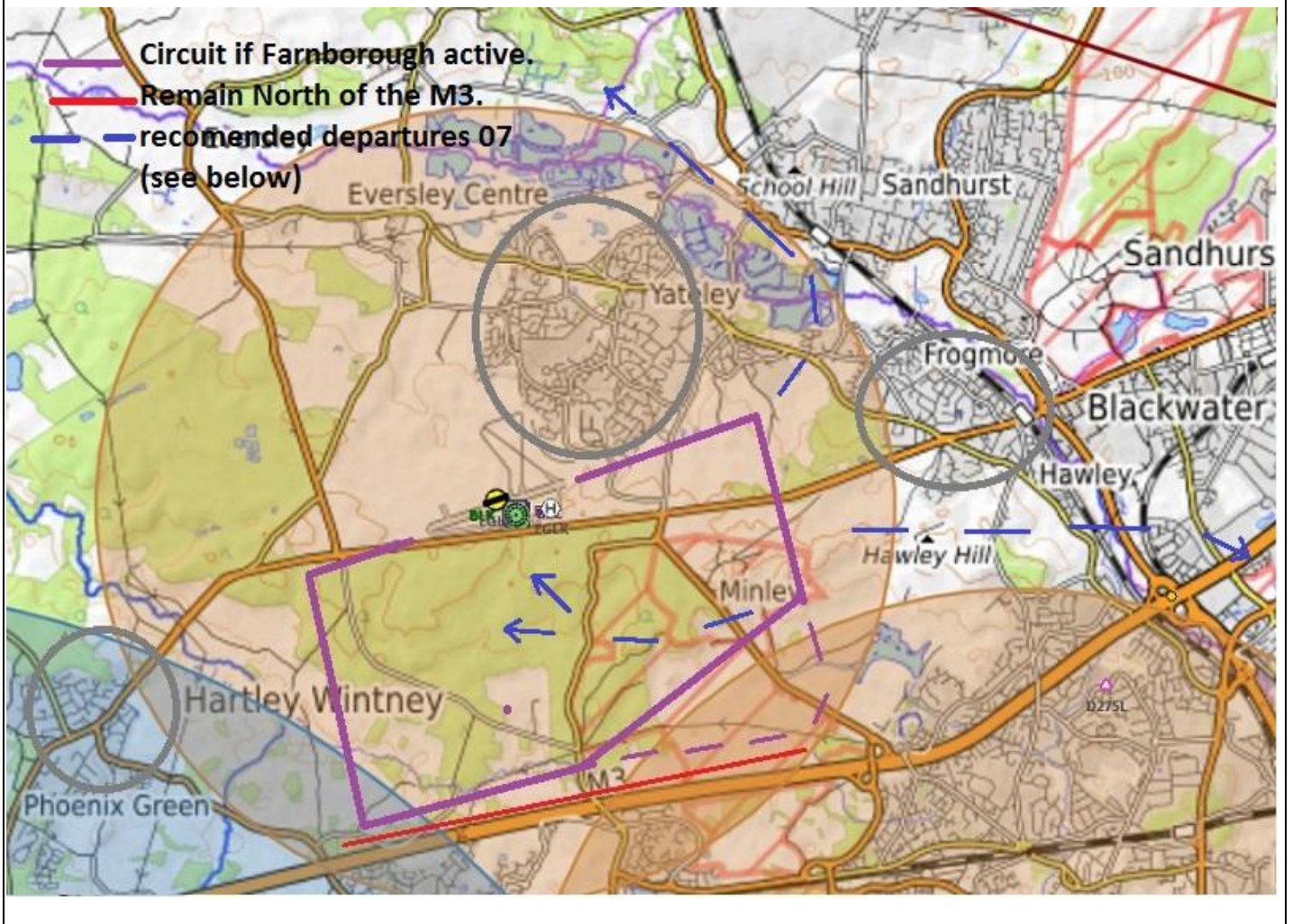
3 degree glide slope out to 10 nm QFE



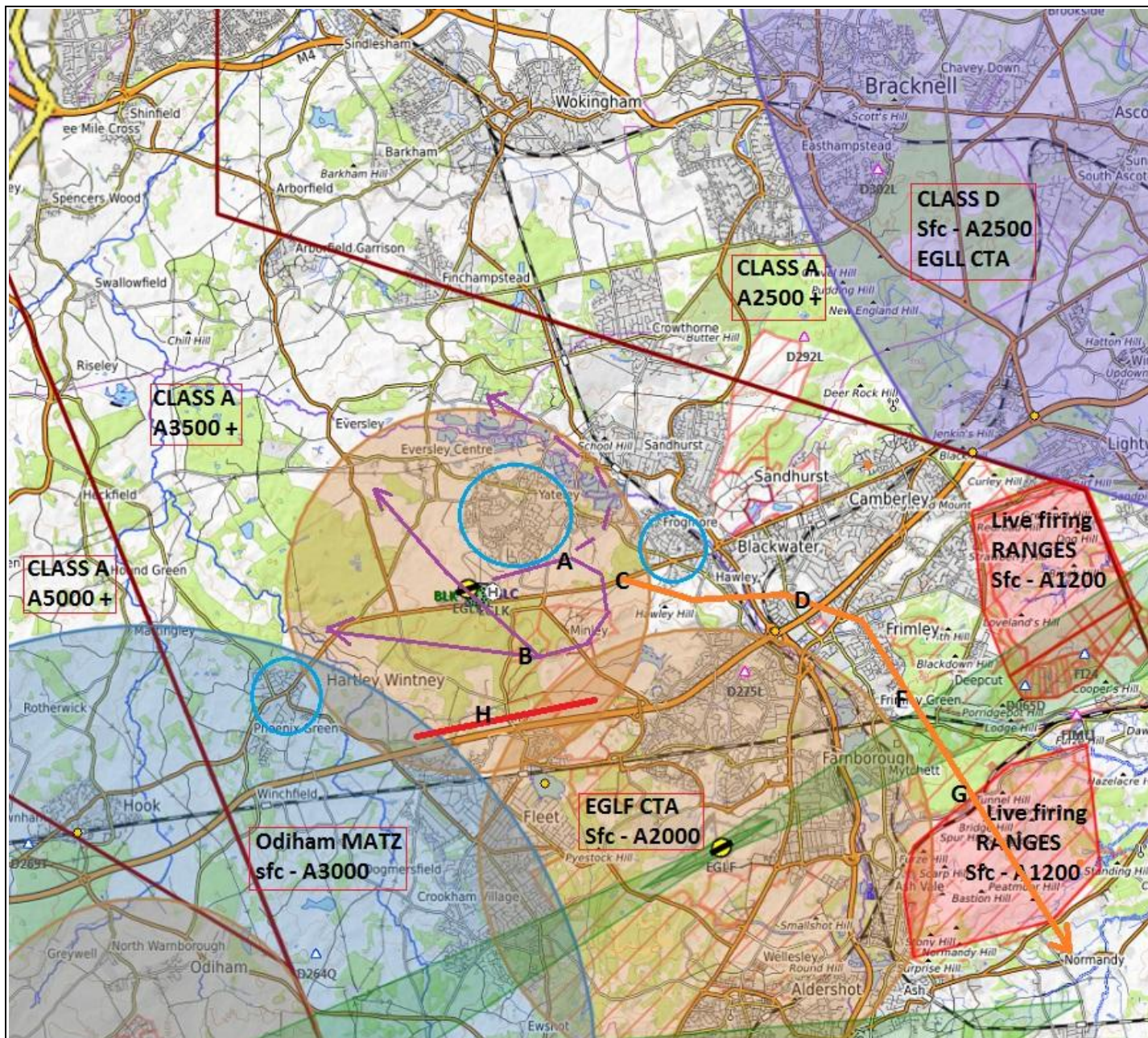
To cross an ILS safely, Tune it to get its' DME and use this chart GIVING YOURSELF +/- 300ft safety margin.



Always **ANNOUNCE** the taxiway you **VACATE** on (and hold), or intend **DEPARTING** from.







**Recommended departures from Runway 07.**

1. Use FULL LENGTH OF RUNWAY. 100 of flap. Climb, full power, not more than 70kts (10kts above stall). To achieve at least 800ft/minute climb rate.
  2. **DO NOT TURN** unless at 2DME or A1500ft. The ATZ boundary.
  3. **DEPARTURES NORTH.** Recommended Altitudes.
    - A **IF LESS THAN A1000ft**, enter climbing Right Hand turn, to avoid Frogmore, up to **NOT BELOW A2000ft.**
    - IF GREATER THAN A1000ft**, at your discretion, Continue climb to be at least A1500ft abeam the Railway Station.
    - B **IF HEADING WEST**, continue on course, remain **OCAS.**
    - IF HEADING NORTH**, cross the A/F, **above A2000ft** heading 310°M, to avoid A2500TMA.
  4. **DEPARTURES SOUTH AND SOUTH EAST.** Recommended Minimum Altitudes.
    - C Continue climb(turn), to avoid Frogmore, to leave the ATZ **NOT BELOW A1500ft.**
    - D Cross the M3 **NOT BELOW A2000ft**
    - F You will cross Farnborough ILS(outbound), Listen/look for traffic. Decide your transit Alt. of Ash Ranges, You have a **MAXIMUM** of A3300 (200ft 'wiggle' room above).
    - G **IF WITH ATC.** (Thames/London/Farnborough). By all means request your Altitudes and tracks, If approved OK if not, follow instructions.
- IF YOU NEED/WANT TO CHANGE YOUR ASSIGNED LEVEL/HEADING, NOTIFY(request) ATC.**

**PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS**