EGLF — FARNBOROUGH

EGLF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLF — FARNBOROUGH

EGLF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511631N Long: 0004639W Mid point of Runway 06/24
2	Direction and distance from city	1 nm NNW of Aldershot.
3	Elevation / Reference temperature	238 ft / 19 C
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation/ Annual Change	0.72°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	TAG FARNBOROUGH AIRPORT LTD Post: Farnborough Airport, Farnborough, Hampshire, GU14 6XA. Phone: 01252-526017 (ATC - Visual) Phone: 01252-526015 (ATC - Radar) Phone: 01252-524440 (TAG Ops) Fax: 01252-518771 (TAG Ops) SITA: LHRKOCR AFS: EGLFFBOT
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGLF AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0700-2200; Sat, Sun & PH 0800-2000. Summer: Mon-Fri 0600-2100; Sat, Sun & PH 0700-1900.
2	Customs and Immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	As AD hours. See also AD 2.18. Aerodrome may close earlier on Mon-Fri (excl PH) if there is no scheduled traffic.
8	Fuelling	By arrangement with TAG Farnborough Airport.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	This aerodrome is **PPR** through TAG Farnborough Airport. Aerodrome may close earlier on Mon-Fri (excl PH) if there is no scheduled traffic. Aerodrome CLOSED on 25 and 26 December.

EGLF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Contact TAG Ops.
2	Fuel and oil types	AVTUR JET A-1
3	Fuelling facilities/capacity	Bowser.
4	De-icing facilities	Yes, contact TAG Ops.
5	Hangar space for visiting aircraft	Available on prior notice to TAG Ops.
6	Repair facilities for visiting aircraft	Available from TAG Farnborough Engineering (01252-372400).
7	Remarks	Ground Handling for all visiting civil aircraft will be undertaken by TAG Farnborough Airport on North Apron. Oxygen: OXRB. Starting Units: E1, 3, 4, 6, 7 and 10.

EGLF AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel on aerodrome and several within 2 nm of aerodrome.
2	Restaurants	Several within 2nm of airport.
3	Transportation	Car Hire and taxis available via TAG Aviation. Nearest railway stations: Farnborough Main 1 nm; North Camp 1 nm.
4	Medical facilities	Limited first aid treatment on aerodrome; local ambulance service.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	Executive Lounge in TAG Terminal Building.

EGLF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Refer to Airport Operations Manager (01252-379002).
4	Remarks	

EGLF AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical anti and de-ice.
2	Clearance priorities	Full length of Runway 06/24 minimum width 30 m.
3	Remarks	Braking action assessment by Grip Tester. Latest information from ATC: 01252-526019

EGLF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	WEST ONE APRON Surface: Concrete. PCN 50/R/D/X/T WEST TWO APRON Surface: Concrete. PCN 50/R/D/X/T WEST THREE APRON Surface: Concrete. PCN 50/R/D/X/T SOUTH ONE APRON Surface: Asphalt. PCN 55/F/D/W/U SOUTH TWO APRON Surface: Concrete. PCN 30/R/D/X/T EAST APRON Surface: Asphalt. PCN 55/F/C/Y/U NORTH APRON Surface: Concrete. PCN 56/R/D/X/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 m. Surface: Asphalt. PCN 75/F/C/W/U Taxiway ALPHA LINK: 15 m. Surface: Concrete. PCN 75/F/C/W/U Taxiway BRAVO: Surface: Asphalt. PCN 55/F/D/W/U Taxiway C NORTH OF 06/24: 15 m. Surface: Asphalt. PCN 55/F/D/W/U Taxiway DELTA: 15 m. Surface: Asphalt. PCN 55/F/D/W/U Taxiway ECHO: 15 m. Surface: Asphalt.

EGLF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		PCN 55/F/D/W/U Taxiway FOXTROT: 15 m. Surface: Asphalt. PCN 55/F/D/W/U Taxiway WHISKEY: 15 m. Surface: Asphalt. PCN 55/F/D/W/U Taxiway YANKEE: 15 m. Surface: Asphalt. PCN 55/F/D/W/U Taxiway ZULU: Surface: Asphalt. PCN 55/F/D/W/U
3	Altimeter checkpoint location and elevation	North Apron - 213 FT East Apron - 224 FT South Apron One - 224 FT South Apron Two - 221 FT West One Apron - 212 FT West Two Apron - 217 FT West Three Apron - 217 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Alpha Link is the concrete taxiway between East Apron and the Runway. Taxiway DELTA available for Helicopters ONLY. Portion of disused taxiway between Taxiway Zulu and South 1 Apron (as shown on AIP AD 2-EGLF-2-1) may be promulgated as available by NOTAM. This would be an extension of existing Taxiway Yankee.

EGLF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designation, displaced landing thresholds, runway centre-line, runway edge, abbreviated touch down zone, aiming points, turning guidance (yellow centre-line) on runway 06 starter extension suitable for aircraft up to and including BBJ2 size. **Runway light(s):** : Runway edge, threshold, starter extension, caution zone light-ing.**Taxiway light(s):** : Runway guard lights (permanently in operation) at all taxiway/runway intersections, blue edge lighting. Coded centre-line lights in ILS sensitive areas; green centre-line lights on the taxi route across West 1 and North Aprons.
3	Stop bars	At all holding points
4	Remarks	Illuminated WDI east of intersection of taxiways A, B and C and east of Hold F3.

EGLF AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLF9460) 06/TAKE-OFF	Tree	511712.41N 0004455.50W	327 ft		No	
(EGLF3816) 24/APPROACH	Light	511705.89N 0004524.22W	323 ft		No	
(EGLF9465) 06/TAKE-OFF	Tree	511705.19N 0004454.55W	323 ft		No	
(EGLF3227) 24/APPROACH	Windsleeve	511650.88N 0004558.62W	243 ft		Yes Red	
(EGLF9289) 24/TAKE-OFF	Tree	511611.13N 0004751.53W	286 ft		No	
(EGLF9292) 24/TAKE-OFF	Tree	511609.78N 0004756.31W	296 ft		No	
(EGLF9293) 24/TAKE-OFF	Tree	511609.55N 0004755.16W	296 ft		No	
(EGLF8971) 24/TAKE-OFF	Tree	511608.40N 0004752.61W	287 ft		No	

EGLF AD 2.10 AERODROME OBSTACLES (continued)

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLF8951) 06/APPROACH	Tree	511607.50N 0004726.89W	288 ft		No	
(EGLF8970) 24/TAKE-OFF	Tree	511605.90N 0004810.17W	315 ft		No	
(EGLF7218) 24/TAKE-OFF	Tree	511605.11N 0004811.25W	315 ft		No	
(EGLF7191) 24/TAKE-OFF	Tree	511559.83N 0004758.09W	309 ft		No	
(EGLF8238) 24/TAKE-OFF	Tree	511559.17N 0004801.03W	316 ft		No	
(EGLF8235) 24/TAKE-OFF	Tree	511557.11N 0004802.57W	316 ft		No	
(EGLF9333) 24/TAKE-OFF	Tree	511551.69N 0004911.00W	389 ft		No	
(EGLF4799) 24/TAKE-OFF	Race-course Tower Aerial	511536.55N 0004909.41W	403 ft		No	
(EGLF7572) 24/TAKE-OFF	Tree	511521.31N 0004927.81W	442 ft		No	
(EGLF7571) 24/TAKE-OFF	Tree	511519.18N 0004928.49W	456 ft		No	
(EGLF7528) 24/TAKE-OFF	Tree	511518.45N 0004926.27W	444 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLF1029)	Mast	512124.68N 0004321.29W	765 ft		No	
(EGLF1036)	Pylon	512053.07N 0004229.72W	555 ft		No	
(EGLF1038)	Pylon	512031.42N 0004208.68W	568 ft		No	
(EGLF2308)	Spot Heights	511915.11N 0004146.36W	446 ft		No	
(EGLF1058)	Mast	511909.81N 0004656.02W	453 ft		No	
(EGLF5077)	Tree	511752.86N 0004250.82W	425 ft		No	
(EGLF2252)	Abbey Spire	511749.74N 0004458.37W	420 ft		No	
(EGLF5083)	Tree	511749.43N 0004247.54W	426 ft		No	
(EGLF3902)	Spire	511748.00N 0004500.75W	413 ft		No	
(EGLF7476)	Tree	511557.61N 0004914.52W	405 ft		No	
(EGLF4073)	Tree	511513.11N 0004856.98W	510 ft		No	
(EGLF2232)	Pylon	511504.98N 0005304.27W	449 ft		No	
(EGLF1644)	Tree	511500.82N 0004821.84W	502 ft		No	
(EGLF1645)	Tree	511459.32N 0004823.66W	500 ft		No	
(EGLF2245)	Mast	511445.52N 0004920.30W	704 ft		Yes Red	
(EGLF1034)	Mast	511411.51N 0004900.85W	717 ft		No	

EGLF AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLF1398)	Water Tower	511408.96N 0004853.84W	722 ft		No	
(EGLF1411)	Mast	511403.61N 0004914.49W	760 ft		No	

EGLF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts. Abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	AIRMET Southern Region; METFORM 215 (via TAG Aviation Ops).
8	Supplementary equipment available for providing information	Briefing terminal in TAG Ops (not accessible via ATC).
9	ATS units provided with information	FARNBOROUGH.
10	Additional information (limitation of service, etc.)	MET information not available outside aerodrome operating hours. ATIS 128.400 Aerodrome hours only.

EGLF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
06	062.02°	2440 x 46 m	RWY surface: Concrete and asphalt. PCN 75/F/C/W/T	511622.19N 0004706.76W 151 ft	THR 225 ft
24	242.03°	2440 x 46 m	RWY surface: Concrete and asphalt. PCN 75/F/C/W/T	511641.36N 0004609.22W 151 ft	THR 219 ft

Slope of RWY/ SWY	**SWY dimensions**	**Clearway dimensions**	**Strip Dimensions**	**OFZ**	**Remarks**
7	**8**	**9**	**10**	**11**	**12**
	590 x 46 m				RWY 06 Runway 06 threshold displaced by 540 m. Runway 06 has a starter extension of 150 x 30 m. The turning circle at the extremity of the starter extension has a radius of 20 m.
	377 x 46 m				RWY 24 Runway 24 threshold displaced by 640 m. Stopways Take-off only. The Runway 24 portion of hard surface after

EGLF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					the full width stopway (dimensions 170 m x 30 m) is load bearing but should not be included in take-off calculations

EGLF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	2000 m	2060 m	2590 m	1800 m	
24	2063 m	2123 m	2440 m	1800 m	The remaining paved surface after end of TORA in both directions is available as Stopway.
06	1816 m	1876 m	2406 m		Take off from intersection Taxiway Foxtrot One
24	1829 m	1889 m	2206 m		Take off from intersection Taxiway Bravo

EGLF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	900 m Light intensity high.	HI Green with elevated wingbars	PAPI Left/3.5° 51 ft			HI bi-directional with a LI omni-directional component every 60 m	Red HI 60 m		**Approach Lighting:** HI Coded centre-line with five crossbars **PAPI dist from THR:** 308.2 m Runways 06/24 both have 600 m yellow 'caution zone' edge lighting at the upwind end Runway 06 starter extension has blue edge and end lights
24	900 m Light intensity high.	HI Green with elevated wingbars	PAPI Left/3.5° 51 ft			HI bi-directional with a LI omni-directional component every 60 m	Red HI 60 m		**Approach Lighting:** HI Coded centre-line with five crossbars **PAPI dist from THR:** 275.66 m Runways 06/24 both have 600 m yellow 'caution zone' edge lighting at the upwind end

EGLF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: Flashing Green 'FH'
2	LDI location and lighting Anemometer location and lighting	Anemometer: centre of central grass area, obstruction light; Runway 06/24 thresholds and threshold anemometers (lit) adjacent to ILS glidepath antennae. Runway 06: 511631.55N 0004655.20W Runway 24: 511641.56N 0004625.76W
3	TWY edge and centre line lighting	Taxiway: . Edge. Blue edge lights. Taxiway: . Centre line. Coded centre-line lead on/exit lights in the ILS sensitive area between: Hold A2 and Runway 06/24; Hold D and Runway 06/24; Hold E and Runway 06/24; Hold F3 and Runway 06/24.
4	Secondary power supply/switch-over time	Yes, 1 Second.
5	Remarks	

EGLF AD 2.16 HELICOPTER LANDING AREA

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EGLF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	**2**	**3**	**4**	**5**	**6**
FARNBOROUGH ATZ A circle, 2.5 nm radius centred at 511631N 0004639W on longest notified runway (06/24), except that part of the circle located north of the M3 Motorway	Upper limit: 2000 ft Lower limit: SFC	G	FARNBOROUGH RADAR English	6000 ft	ATZ hours: See (a) to (c). (a) The ATZ is hereby notified as being active H24 for the purposes of Rule 11 of the Rules of the Air Regulations 2015. (b) Pilots wishing permission to transit the Farnborough ATZ should in the first instance attempt to obtain that permission from Farnborough ATC on 125.250 MHz during the notified operating hours of that frequency. Outside these hours, contact Farnborough ATC by telephone prior to take-off. (c) Pilots unable to obtain positive information regarding the activity state of the Farnborough ATZ during the notified operating hours of the AD/ATC should assume the ATZ is active and should remain clear. Warning - Pilots must not enter the Farnborough ATZ during notified hours without prior permission.

EGLF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
RAD	FARNBOROUGH RADAR	134.350 MHz DOC 40 nm/8,000 ft. Frequency may close earlier than Winter 2200 Summer 2100 when no further aerodrome movements are expected.	Winter: Mon-Fri 0700-2200; Sat, Sun and PH 0800-2000. Summer: Mon-Fri 0600-2100; Sat, Sun and PH 0700-1900.	
	FARNBOROUGH RADAR	125.250 MHz Odiham MATZ Penetration. DOC 40 nm/15,000 ft. Outside of Winter 0800-2000 Summer 0700-1900, aircraft may (subject to workload) receive a service from Farnborough or be requested to contact an alternative VHF frequency.	Winter: Mon-Fri 0700-2200; Sat, Sun and PH 0800-2000. Summer: Mon-Fri 0600-2100; Sat, Sun and PH 0700-1900.	
	FARNBOROUGH DIRECTOR	130.050 MHz DOC 25 nm/6000 ft.	As directed by ATC	
TWR	FARNBOROUGH TOWER	122.500 MHz DOC 25 nm/4,000 ft. Frequency may close earlier than Winter 2200 Summer 2100 when no further aerodrome movements are expected.	Winter: Mon-Fri 0700-2200; Sat, Sun and PH 0800-2000. Summer: Mon-Fri 0600-2100; Sat, Sun and PH 0700-1900.	
ATIS	FARNBOROUGH INFORMATION	128.400 MHz DOC 60 nm/40,000 ft.	Winter: Mon-Fri 0700-2200; Sat, Sun and PH 0800-2000. Summer: Mon-Fri 0600-2100; Sat, Sun and PH 0700-1900.	Available from 10 minutes prior to AD opening.
Other	FARNBOROUGH FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	
Other	FARNBOROUGH EMERGENCY	121.500 MHz Emergency Frequency	O/R	

EGLF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IFRG	52Y 111.550 MHz	Winter: Mon-Fri 0700-2200 Sat, Sun and PH 0800-2000 Summer: Mon-Fri 0600-2100 Sat, Sun and PH 0700-1900	511635.65N 0004640.65W	234 ft	I FRG (RWY 06) On AD. Freq paired with ILS. Bi-directional radiating 35° either side of centre-line. Zero range is indicated at RWY 06/24 Threshold.
ILS I 0.72°W (2017)	IFRG	111.550 MHz	Winter: Mon-Fri 0700-2200 Sat, Sun and PH 0800-2000 Summer: Mon-Fri 0600-2100 Sat, Sun and PH 0700-1900	511656.40N 0004524.06W		(RWY 06) DME instead of Markers. Not suitable for Lower than Cat I Operations.
ILS/GP	IFRG	332.750 MHz	Winter: Mon-Fri 0700-2200 Sat, Sun and PH 0800-2000 Summer: Mon-Fri 0600-2100 Sat, Sun and PH 0700-1900	511630.50N 0004656.11W		3.5 ILS Ref Datum Hgt 50 ft.

EGLF AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS I 0.72°W (2017)	IFNB	111.550 MHz	Winter: Mon-Fri 0700-2200 Sat, Sun and PH 0800-2000 Summer: Mon-Fri 0600-2100 Sat, Sun and PH 0700-1900	511609.59N 0004744.59W		(RWY 24) DME instead of Markers. See AD 2.21, para 4 for information reference approved descent path. Not suitable for Lower than Cat I Operations.
ILS/GP	IFNB	332.750 MHz	Winter: Mon-Fri 0700-2200 Sat, Sun and PH 0800-2000 Summer: Mon-Fri 0600-2100 Sat, Sun and PH 0700-1900	511640.90N 0004624.87W		3.5 ILS Ref Datum Hgt 50 ft.
DME	IFNB	52Y 111.550 MHz	Winter: Mon-Fri 0700-2200 Sat, Sun and PH 0800-2000 Summer: Mon-Fri 0600-2100 Sat, Sun and PH 0700-1900	511635.65N 0004640.65W	234 ft	I FNB (RWY 24). On AD. Freq paired with ILS. Bi-directional radiating 35° either side of centre-line. Zero range is indicated at RWY 06/24 Threshold.

EGLF AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Use of the handling agent (TAG Farnborough Airport) is normally mandatory. If permission is granted to use the airport without use of the handling agent, while airside the aircraft commander is responsible for the safety of his/her passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or a crew member who is known to be competent to ensure both his/her safety and that of passengers. The commander/crew member escorting passengers is responsible for ensuring that a total ban on smoking whilst airside is strictly observed.

(b) Conditions of use are available from TAG Farnborough Airport when requesting PPR.

(c) The use of this airport by scheduled passenger services, inclusive tour charter flying and bulk freight flights is prohibited .

(d) Operators should be aware that movements are restricted at weekends and Bank Holidays and in particular that surcharges will apply on these days in addition to landing fees (with a minimum charge applicable).

(e) All aircraft will be charged an emissions levy. Contact TAG Farnborough Airport Operations on +44 (0)1252-379002 for full details.

(f) Aircraft are prohibited from departing and arriving outside the operational hours notified at EGLF AD 2.3 paragraph 1, and at any time on the 25 and 26 December.

(g) Due to the operating restrictions in (f) above, inbound aircraft will be required to be at or below 4000 ft amsl, and within 12 track miles to touchdown for the landing runway, by the relevant airport closure time minus 5 minutes. Approaches outside this criteria will not be accepted by the Aerodrome Authority.

(h) All aircraft departing Farnborough must be airborne no later than the relevant aerodrome closure time. Should an aircraft intend to depart with less than 10 minutes prior to the aerodrome closing time, ATC will contact the pilot to advise of the time restriction. Aircraft requesting start up for departure less than 5 minutes prior to the aerodrome closing time will be declined by ATC. Aircraft requesting taxi for departure less than 3 minutes prior to the aerodrome closing time will be declined by ATC. Aircraft positioned on the East Apron for a Runway 24 departure may be issued start clearance provided there remains 3 minutes before the aerodrome closure and taxi clearance with 2 minutes before the aerodrome closure.

(i) Flight Plans naming Farnborough as destination or alternate must not be filed until PPR has been approved; the filing of a flight plan does not guarantee granting of PPR. For short notice movements, especially diversions, contact TAG Aviation on the notified OPS frequency 130.375 MHz.

(j) Operators wishing to operate from Farnborough are required to ensure that Supplementary Flight Plan Information (Field 19 of the Flight Plan form) is submitted to Eurocontrol Integrated Flight Planning System (IFPS) for out of hours retrieval. See UK AIP ENR 1.10 Paragraphs 3.6.4 and 3.5 for details.

(k) All departures from Farnborough filing FPLs to leave the IFPZ must utilise the re-addressing function available via IFPS (See IFPS Users Manual, Chapter 15).

(l) West 2 Apron is not available to aircraft that require to use a licensed aerodrome.

EGLF AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(m) For environmental reasons, an instrument approach at Farnborough for the purpose of landing at an adjacent aerodrome without an instrument approach procedure is not available.

Note: *Aircraft planning to operate into Blackbushe may fly an instrument approach at Farnborough for the purpose of a cloud-break subject to the following weather minima: Reported visibility not less than 5000 m and reported cloud ceiling not less than 1300 ft.*

2 Ground Movement

(a) Arriving aircraft, including helicopters, must follow ATC instructions and report marshaller in sight. All pilots are to be familiar with the North Apron Ramp Chart on page AD 2-EGLF-2-1.

(b) Parking locations referred to as Ramps by ATC delineate approximate location, where Tower or Hangar Ramps are concerned, these are determined by the Hangar number the Ramp is outside/opposite. Delta Alpha and Delta Bravo are divided by means of a dashed white ground marking on Delta.

(c) Aircraft taxiing from any ramp on North Apron must use minimum power until established on taxiway centre-line, this is especially important when departing from the Hangar and Terminal ramps. When calling for start, ramp position must be passed to ATC.

(d) Due to the number of personnel and vehicles operating on the North Apron and West 1 Apron, pilots are to operate at minimum taxiing speed when approaching or transitting these areas.

(e) Runway stopbars are active during operational hours. Standard stopbar procedures apply.

(f) Jet Aircraft under power not permitted to use West 2 and West 3 Aprons.

(g) Pilots are to notify ATC prior to start-up if ground marshalling assistance is required for departure.

(h) All Aircraft parking in front of the terminal building will be marshalled nose in. All handling services will be carried out in this position. When ready for departure, all aircraft will be pushed back from the terminal to allow self manoeuvre for departure. Engine start-up will not be approved until push back is complete. Pilots must not call ATC for engine start until the push back crew have confirmed it is safe to do so.

(i) Compass Swing procedures are permitted at the designated site only, located on South 2 Apron. Aircraft requesting to reposition to the Compass Swing Base must receive a suitable clearance from ATC.

(j) Taxiway Yankee between South 1 Apron and South 2 Apron is not available to aircraft.

(k) Taxiway DELTA is available to Helicopters for parking on the DELTA Ramp only.

3 CAT II/III Operations

(a) Farnborough is not equipped for Cat II/III operations, however Low Visibility Procedures are used to protect Cat I operations. Runway 24 and 06 are not suitable for Lower Than Category I operations.

(b) Low visibility procedures will commence when the met visibility is 1500 m or below and/or cloud ceiling is 200 ft or below. Pilots of arriving aircraft should delay their 'runway vacated' call until they are clear of the coded taxiway centre-line lights.

(c) During low visibility operations except where the aircraft operator has a lower state authorised take-off minima, the Aerodrome Authority cannot approve public transport departures in RVR conditions of less than 400 m. Operators of non public transport aircraft are advised that there is no runway centre-line lighting and that a departure in RVR conditions of less than 400 m is at the pilot's discretion.

(d) Low Visibility Procedures are acceptable for EVS operations.

4 Warnings

(a) Danger Areas EG D132, EG D133 and EG D133A are within 3 nm of the Eastern aerodrome boundary. On approach to Runway 24, the 3.5° GP is mandatory both for noise abatement purposes and to ensure safe clearance above Danger Areas EG D133 and EG D133A.

(b) Traffic carrying out instrument approaches to Runway 27 at Odiham will pass approximately 2.5 nm South of Farnborough aerodrome at 1900 ft QNH or lower.

(c) Low level turbulence and windshear may be encountered when the wind is from 190° to 240° at 15 kt or more within 0.5 nm from touchdown on Runway 24 (from crossing the main road to crossing Runway 24 threshold markings).

(d) Aircraft under tow at night may not be displaying Nav/Anti-collision lights.

(e) Where the taxiway width is less than the paved surface width, the portions outside the taxiway markings are not maintained and should not be used by aircraft.

(f) Bird scaring takes place regularly including the use of pyrotechnics. Large birds including geese and heron are often seen on the aerodrome.

(g) Oakhanger High Intensity Radio Transmission Area (HIRTA) is situated 8 nm south west of Farnborough.

(h) Fairoaks Airport is situated 9 nm north east of Farnborough; Fairoaks departures may trigger TCAS warnings for Runway 24 instrument approach traffic.

EGLF AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(i) Although Taxiway C has the appearance of a rapid exit turn-off, it is not configured as such, and pilots are reminded of the need for an acute left turn at the end of Taxiway C to access Taxiway B and North Apron.

(j) Certain operators have agreed Standard Operating Procedures with ATC enabling automatic transfer to Radar once airborne. Unless specifically advised by Tower to transfer to a Radar frequency once airborne, departures shall remain with the Tower frequency until advised.

5 Helicopter Operations

Refer to AD 2.22, paragraph 4.

6 Use of Runways

(a) Runway 06/24 restrictions:

(i) Single-engined jet aircraft are not permitted to take-off, touch-and-go or go-around on Runway 06;

(ii) Practice engine failures after take-off are not permitted on Runway 06.

(b) Runway Occupancy

(i) **Departures**. Whenever possible, cockpit checks should be completed prior to entering the runway and any checks requiring completion on the runway should be kept to a minimum. Pilots unable to comply with this requirement must inform ATC prior to lining up for departure.

7 Training

(a) The use of the aerodrome for training is generally restricted to home based aircraft; however, instrument training approaches by non-jet fixed wing aircraft with a MTOW not exceeding 5700 kg may be accepted between 1000 and 1600 (local), Monday to Friday, subject to the approval of Farnborough ATC. All other requests for instrument or visual flying training are subject to prior approval by TAG Farnborough Airport.

EGLF AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

(a) Farnborough is located within a noise sensitive area and is subject to Local Authority Planning Requirements which impose a number of environmental constraints. Pilots are to ensure that their aircraft are operated in a manner likely to cause the least disturbance in the areas surrounding the aerodrome. A noise track monitoring system is in operation.

(b) Only those aircraft meeting ICAO Chapter 4 criteria will be accepted. Contact Airport Director on +44 (0)1252-379007.

(c) Pilots are to adhere to the published noise abatement procedures at all times unless deviation is required to the extent necessary for avoiding immediate danger or to comply with ATC instructions.

2 Ground Running of Engines

(a) The operation of APUs is not permitted between the hours of 2230 and 0630 (one hour earlier in Summer).

(b) Ground running of engines may only take place between the hours of 0800-2000 Mon-Fri (one hour earlier in Summer) excluding public holidays and is to be notified to ATC at the commencement and cessation of each run. All engine runs by jet aircraft, other than runs at ground idle power setting, are to be carried out on Taxiway Zulu. Ground running during weekends and public holidays is restricted to essential maintenance work only.

3 Departures

(a) General.

(i) all departures are to use best rate of climb until at or above 3000 ft QNH. If the initial departure clearance involves levelling off below 3000 ft QNH, power settings used must not result in excessive noise levels at points on the ground underneath the flightpath, especially when climb is recommenced;

(ii) noise preferential routings are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft, and by all other aircraft of more than 2730 kg MTWA, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

(iii) noise preferential routings may be cancelled by ATC using the phrase ‘cancel noise abatement’.

(b) Noise Preferential Routings (NPRs) – Runway 06.

(i) (All directions) Climb straight ahead to 2 DME, then turn on track or as instructed by ATC.

(c) Noise Preferential Routings (NPRs) – Runway 24

(i) North (CPT or as directed) Climb straight ahead to 2 DME, then turn on track or as instructed by ATC.

EGLF AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

(ii) South (GWC, HAZEL or as directed) climb straight ahead; after passing 1200 ft QNH fly ATC issued Radar heading. In the event an aircraft is departing without an ATC issued Radar heading (for example during Radar being unavailable) this is amended to climb straight ahead; after passing 1200 ft QNH turn left onto track 220 degrees M; at 2 DME turn on track or as instructed by ATC. This is referred to by ATC as 'Noise Preferential Route South'. Crews should note that a **prompt** turn at 1200 ft QNH is essential in order to remain outside the Odiham ATZ and areas of gliding activity. If departing aircraft experience RTF failure crews are to remain outside of controlled airspace and resume own navigation to carry out the prescribed RTF failure procedure.

4 Arrivals

(a) ILS approaches are mandatory except when a non-precision or visual approach is provided or authorised by ATC. Visual approaches to Runway 24 at night are not permitted when an ILS or surveillance radar approach is available. The use of the ILS glidepath, if radiating, is recommended for all approaches.

(b) All aircraft approaching to land or go-around from a visual or non-precision approach shall establish on final approach not below 1250 ft QNH (1000 ft aal) and at not less than 3 nm from touchdown; thereafter aircraft shall follow a descent path which will not result in the aircraft being at any time lower than a 3.5° glidepath as indicated by the PAPIs or ILS unless authorised by Farnborough ATC.

(c) Aircraft commanders are requested to minimise noise disturbance in the areas overflown during final approach by conforming to low power, low drag procedures at all times. Additionally the requirements in AD 2.22 Flight Procedures, paragraph 1(a) must be complied with .

(d) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust at all times, consistent with the safe operation of the aircraft. Where the use of reverse thrust is essential, the use of idle reverse thrust should be used in preference.

EGLF AD 2.22 FLIGHT PROCEDURES

The following procedures may be modified for use during SBAC Airshow periods and will be notified by AIP Supplement and/or NOTAM.

1 Local Traffic procedures

(a) **Visual Circuit Procedures**

(i) Compliance with the Noise Abatement Requirements at AD 2.21 para (d) is mandatory for all aircraft.

(ii) All circuits on Runway 06/24 will be to the south of the aerodrome (ie Runway 06, right hand circuits; Runway 24, left hand circuits).

(iii) Aircraft over 2730 kg MTWA: minimum altitude 1700 ft (1500 ft agl) until turning onto base leg.

(iv) Aircraft less than 2730 kg MTWA: minimum altitude 1200 ft (1000 ft agl).

(v) Pilots must avoid overflying the congested area 2 nm west of the aerodrome below 1700 ft ALT unless specifically authorised by ATC.

(b) **Departing Traffic**

Noise abatement procedures notified in AD 2.21 apply to all departures both IFR and VFR.

(i) **IFR Departures**

Due to the nature of surrounding airspace, there are no published SIDs for Farnborough. IFR departures will normally be assigned a cleared heading and altitude prior to start-up (along with transponder code) which will enable the aircraft to keep clear of known and observed conflicting traffic and noise sensitive areas.
If there is no conflicting traffic after departure, ATC may clear the aircraft to route direct to the first reporting point on the Standard Departure Route (see AD 2.22, para 2(e)(i)) together with a level assignment allowing the aircraft to climb to the maximum possible altitude without entering regulated airspace.

(ii) **VFR Departures**

VFR departures are permitted however, ATC may issue a required routing or assigned initial heading to avoid noise sensitive areas and other aerodromes. The restriction notified in 'Visual Circuit Procedures' para (v) above must be complied with.

EGLF AD 2.22 FLIGHT PROCEDURES (continued)

2 Procedures for Airways Flights to and from Farnborough, Blackbushe, Fairoaks, Lasham and Odiham

(a) In order to provide improved ATC handling of Airways flights inbound to or outbound from these aerodromes a system of Standard Airways Routes has been established.

(b) **Warnings**

(i) Due to intense gliding activity pilots should avoid flying within 2.5 nm of Lasham aerodrome below 5000 ft ALT. When available Farnborough Radar will provide navigational assistance as necessary.

(ii) Pilots are reminded of the proximity of Oakhanger High Intensity Radio Transmission Area (HIRTA) (see UK AIP ENR 5.3) and numerous Danger Areas in the vicinity.

(c) **Flight Plans**

(i) Pilots wishing to fly on the Airways System and who are inbound to or departing from Farnborough, Blackbushe, Fairoaks, Lasham or Odiham are to flight plan via the appropriate routes detailed in paras (d)(i) and (e)(i).

(d) **Inbound Aircraft**

(i) **Routes**

Approach from	Via	Route (Note 1)
West	L9	L9 - CPT - HANKY - PEPIS
North	N859	N859 - CPT - HANKY - PEPIS
South	L980	L980 - KATHY - ABSAV - RUDMO - GWC - PEPIS **(Note 3)**
	N867	N867 - KATHY - ABSAV - RUDMO - GWC - PEPIS **(Note 3)**
	Q41	Q41 - SAM - PEPIS **(Note 4)**
Southeast	Y803	DVR - Y803 - LYD - M189 - WAFFU - Y8 - GWC - PEPIS
Southwest	M17	M17 - GIBSO - BILNI - KUMIL - ABSAV - RUDMO - GWC - PEPIS **(Note 5)**
	L620	L620 - SAM - RUDMO - GWC - PEPIS **(Note 6)**
Paris FIR	N20	N20 - GWC - PEPIS
Amsterdam FIR **(Note 2)**	L980	L980 - LAM - CPT - HANKY - PEPIS
Brussels FIR **(Note 2)**	L179	L179 - LAM - CPT - HANKY - PEPIS

Note 1: *When Farnborough Radar is available aircraft may be instructed to leave controlled airspace on track towards a routeing fix ROVUS (511507N 0005052W, CPT VOR/DME fix 136°/20.1 nm, OCK VOR/DME fix 260°/15.4 nm, MID VOR/DME fix 326°/14.6 nm) prior to transfer of control to Farnborough Radar.* ***For loss of communications purposes the Clearance Limit is PEPIS.***

Note 2: *On this route, pilots who wish to leave controlled airspace by early descent to the east of London should make their request to London Control and will be transferred to Thames Radar. A Deconfliction or Traffic Service may be available outside controlled airspace from Thames Radar on request and subject to controller workload.*

Note 3: *Traffic with a filed cruising level of FL 105+*

Note 4: *Traffic with a filed cruising level of FL 100-*

Note 5: *Traffic with a filed cruising level of FL 165+*

Note 6: *Traffic with a filed cruising level of FL 160-*

(ii) **Speed Limits**

Aircraft inbound to PEPIS should reduce speed to 250 kt or less by CPT VOR, SAM VOR or GWC VOR as appropriate, and to 220 kt by PEPIS or 10 nm before ROVUS if cleared direct to ROVUS.

(iii) **Holding**

A clearance limit and holding fix PEPIS (CPT VOR/DME fix 184°/18 nm; SAM VOR/DME fix 015°/15 nm; GWC VOR/DME fix 319°/28 nm; OCK VOR/DME fix 260°/31 nm) is established within controlled airspace for use by inbound aircraft operating within the Airways System. A holding entry fix HANKY (510646N 0010751W) is established at CPT VOR/DME fix 172°/23 nm to facilitate entry to the holding pattern from CPT VOR.

Holding Point	Holding Procedure
PEPIS 511148N 0011437W	Holding axis aligned on CPT VOR RDL 184° (inbound track 004° MAG) at 18 nm, turning right at the fix. Maximum holding speed 220 kt. Holding levels FL 70 - FL 100.

(iv) **Inbound Procedures**

EGLF AD 2.22 FLIGHT PROCEDURES (continued)

(1) After leaving the Airways System pilots will normally be provided with a radar service outside controlled airspace by Farnborough ATC during the notified operating hours shown at AD 2.18. Traffic inbound to Farnborough should also refer to AD 2.22 paragraph 3 (a). A contact frequency will be given by London Control before leaving the Airways System.

(2) When Farnborough ATC Unit is closed or unable to provide a radar service, pilots will be instructed to leave controlled airspace in the vicinity of PEPIS and are then to proceed to their destination aerodrome by a route which remains clear of controlled airspace.

(3) Additional procedures for aircraft inbound to Farnborough are detailed in para 3.

(v) **Loss of Communications Procedures (inbound aircraft)**

(1) Procedures for aircraft inbound to Farnborough are detailed in para 3 (e). Aircraft inbound to the other aerodromes should descend to leave controlled airspace at PEPIS and proceed outside controlled airspace to the destination aerodrome in accordance with the Basic Loss of Communications Procedures detailed at ENR 1.1 paragraph 3.4.

(e) **Departing Aircraft**

(i) **Routes**

(1) Airways joining clearance is to be requested for the first ATS Significant Point in the routes detailed below. Pilots should be aware that due to congestion in the London TMA it may be necessary to accept a delay to the issue of a joining clearance or to transit below controlled airspace to join the Airways System when clear of the London TMA. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures**

Departure to	Designator	Via	Route
West	Compton 4 (CPT 4)	L9	CPT - L9
North	Westcott 4 (WCO 4)	N57/N601	CPT - WCO - DTY - SAPCO - N57 - POL
		Q4	CPT - WCO - DTY - SAPCO - N57 - TNT - Q4 - WAL
Amsterdam FIR	Brookmans Park 4 (BPK 4)	Q295	CPT - BPK - Q295
Brussels FIR	Dover 4 (DVR 4)	L9	GWC - SFD - Y803 - DVR **(Note 1)**
Brussels FIR	OTSID 4	N16/L9	HAZEL - GWC - OTSID - BIG - DVR **(Note 2)**
French FIRs	Dover 4 (DVR 4)	L10	GWC - SFD - Y803 - DVR **(Note 1)**
	OTSID 4	N16/L10	HAZEL - GWC - OTSID - BIG - DVR **(Note 2)**
	SITET 4	N859	GWC - N859 - SITET
	BOGNA 4	L612	GWC - BOGNA - L612
	HARDY 4	M605	GWC - BOGNA - HARDY - M605
Brest FIR or Jersey CTR	Southampton 4 (SAM 4)	L620	HAZEL - SAM - L620
		Q41	HAZEL - SAM - Q41

Note 1: *Traffic with a filed cruising level of FL 160- .*

Note 2: *Traffic with a filed cruising level of FL 165+ .*

(ii) **Procedures**

(1) **Pilots are to ensure that they have received and acknowledged an Airways joining clearance before entering controlled airspace.**

(2) The ATSU at the departure aerodrome will notify the pending departure to London Terminal Control (Swanwick) (LTC Swanwick)). Clearance to enter controlled airspace will **not** normally be passed to the aircraft prior to departure.

(3) The ATSU at the departure aerodrome will co-ordinate the departure with Farnborough ATC who may issue local departure instructions.

(4) Farnborough ATC will provide radar services as appropriate and may, subject to controller workload, co-ordinate entry into controlled airspace with LTCC. The appropriate 'Farnborough Radar' frequency is 134.350 MHz

(5) Pilots of IFR non-training aircraft filing inbound or outbound to/from Farnborough shall, automatically, be given a Deconfliction Service whilst operating outside CAS on first contact with Farnborough Radar. This may be downgraded to a Traffic Service at the pilots request or controllers discretion (usually when a Deconfliction Service is not practicable). This replaces the requirement for pilots to request and agree with the controller the appropriate UK FIS subject to the caveat above. All pilots intending to operate to/from Farnborough are requested to refer to the UK AIP section ENR 1.1, paragraph 2.2.

(6) If Farnborough ATC is closed or is unable to provide a radar service outside controlled airspace the ATSU at the departure aerodrome will transfer the aircraft directly to the appropriate LTCC Sector and the pilot **must** request clearance to join controlled airspace. The appropriate 'London Control' frequencies are: 134.125 MHz for CPT 4, WCO 4, BPK 4, SAM 4 and 133.175 MHz for DVR 4, OTSID 4, SITET 4, BOGNA 4 and HARDY 4.

EGLF AD 2.22 FLIGHT PROCEDURES (continued)

(7) Pilots are reminded of the need to comply with any Air Traffic Flow Management measures in force at the time.

(iii) **Loss of Communication Procedures (outbound aircraft)**

(1) Pilots should adopt the Loss of Communications Procedures detailed at ENR 1.1, paragraph 3.4.

Flights which have not received an ATC clearance to enter controlled airspace should not enter controlled or advisory airspace unless an overriding safety reason compels entry.

3 Aircraft Inbound to Farnborough - Approach procedures

(a) Pilots of IFR non-training aircraft filing inbound or outbound to/from Farnborough shall, automatically, be given a Deconfliction Service whilst operating outside CAS on first contact with Farnborough Radar. This may be downgraded to a Traffic Service at the pilot's request or controller's discretion (usually when a Deconfliction Service is not practicable). This replaces the requirement for pilots to request and agree with the controller the appropriate UK FIS subject to the caveat above. All pilots intending to operate to/from Farnborough are requested to refer to the UK AIP section ENR 1.1, paragraph 2.2.

(b) However, in order to provide for Flight Planning and for Loss of Communications purposes a holding and Initial Approach Fix (IAF) TAGOX is established as detailed below.Instrument Approach Procedures from TAGOX are detailed at AD 2-EGLF-8-1 to 8-6

Holding and Initial Approach Fix	VOR/DME Fix	Procedure
TAGOX 511434N 0003806W	OCK VOR/DME fix RDL 244°/D8	Holding axis aligned on OCK VOR RDL 244° (inbound track 064°M) at 8 nm, turning left at the fix Outbound DME limit OCK D12. Maximum holding speed 190 kt. Holding level 2400 ft ALT.

(c) Instrument Approach Procedures from TAGOX are detailed at AD 2-EGLF-8-1 to 8-6.

(d) Nominal glide path 3.5° mandatory for **all** approaches including non-precision and visual

(e) **Loss of Communications Procedures**

(i) Aircraft inbound to Farnborough from the Airways System should descend at PEPIS to leave controlled airspace and proceed outside controlled airspace not below MSA to TAGOX as follows:

1. From PEPIS intercept OCK VOR RDL 262 (082°M) towards OCK VOR. At OCK D17 turn right onto OCK D15 arc. At lead radial OCK VOR RDL 254 turn left onto OCK VOR RDL 244 (064°M) to TAGOX, to be at **2400** ft ALT at TAGOX.

2. From TAGOX carry out the appropriate Instrument Approach Procedure as detailed on the IAP Charts.

(ii) Aircraft inbound to Farnborough not via the Airways System should route outside controlled airspace to TAGOX and carry out the appropriate Instrument Approach Procedure.

(iii) IFR flights are expected to carry out the full Instrument Approach Procedure and not proceed visually.

(f) **Loss of Radar at Farnborough**

(i) Due to the complex nature of the airspace in the vicinity of Farnborough, the use of Instrument Approach Procedures is dependent upon the availability of a Radar Service. In the event of Radar failure at Farnborough flights should proceed visually or, if unable to do so, should expect to proceed to a suitable alternate aerodrome outside controlled airspace.

EGLF AD 2.22 FLIGHT PROCEDURES (continued)

4 Helicopter Arrival and Departure Procedures

Helicopters are to be operated in accordance with the British Helicopter Advisory Board (BHAB) code of conduct at all times when operating to or from Farnborough Airport.

(a) **Arrival Procedures**

On first contact pilots shall advise ATC as to whether they require an IFR or a VFR approach. Due to the noise sensitivity of the areas surrounding Farnborough, the preferred approach for helicopters during daylight hours is VFR; however instrument approaches are available on request.

(i) **IFR**

Standard instrument approach to Runway 06 or 24.

(ii) **VFR**

(1) Visual approaches to Runway 06 or 24 are only permitted when flown in accordance with UK AIP EGLF AD 2.21 - NOISE ABATEMENT PROCEDURES section 4. Arrivals and delays may occur when ILS approaches are being carried out.

(2) To minimise delays and noise disturbance helicopter routing to or from Farnborough, VFR, should follow one of four established routes:

aa. **WEST ROUTE**: From/To the West:
Join and follow the Basingstoke - Woking railway line to 'North Gate', then route towards the Northern aerodrome boundary via Southwood Golf course avoiding built up areas (See Note 1).

bb. **NORTH ROUTE:** From/To the North:
Join and follow the M3 until 'North Gate', then route towards the Northern aerodrome boundary via Southwood Golf course avoiding the built up areas (See Note 1).

cc. **EAST ROUTE:** From/To the East:
Route from Worplesdon Station to Longerend Farm on the A324 and then to Surprise Hill. From Surprise Hill route west to join the Basingstoke Canal where it passes under the B3411 and railway bridges (Two Bridges). Follow the canal to the southern end of Queens Parade, then towards the Queens Roundabout for Runway 24 and Heli Bravo or towards the southern aerodrome boundary via the Army Golf Course for Runway 06 and Heli Yankee (See Notes 2 and 3).

dd. **SOUTH ROUTE:** From/To the South and Southwest:
Route to the A31/A331 junction (The Junction) avoiding the built up areas around Farnham. Follow the A331 to join the Basingstoke canal where it crosses over the dual carriageway then to the southern edge of Queens parade and then towards the Queens Roundabout for Runway 24 and Heli Bravo or towards the southern aerodrome boundary via the Army Golf Course for Runway 06 or Heli Yankee (See Notes 2 and 3).

Note 1: *'North Gate' is the unpopulated area between Fleet Pond VRP and M3 Junction 4A. Helicopters are not permitted to overfly the terminal building and must maintain at least 1700 ft QNH if they require to fly over any part of the QinetiQ site, Southwood or Fleet.*

Note 2: *The section of the East Route between Longerend Farm and Surprise Hill comes close to the southern edge of D132. Normally it is active to 500 ft agl and it is the pilot's responsibility to remain outside the Danger Area. If EG D132 is notified as active above this level then this route will be closed by NOTAM. Pilots will be instructed to either follow the Woking to Basingstoke railway line to join via North gate, or to use the South Route, depending on traffic.*

Note 3: *Helicopters must avoid overflying all built up areas below 1700 ft amsl unless instructed by ATC. Pilots may be instructed to route to Heli Yankee to hold on the ground if there is fixed-wing traffic arriving or departing.*

(3) Three helicopter aiming points are established at Farnborough Aerodrome:

1. Heli Foxtrot, that part of 'F' taxiway between F3 and the entrance to West 2 apron;

2. Heli Bravo, the intersection of 'A', 'B' and 'C' taxiways;

3. Heli Yankee, the centre of South 2 apron.

Pilots should avoid overflying aircraft parked on South 1 apron. Helicopter Aiming Points are located on areas that are accessed by vehicles under a 'free ranging' procedure. Pilots to be aware of possible vehicle activity. Landing clearance from ATC will be in the form 'Land at your discretion'.

(b) **Departure Procedures**

Departures must take place from Runway 06/24, Heli Foxtrot, Heli Bravo, or Heli Yankee

(i) **IFR**

(1) ATC will allocate a transponder code, along with an assigned heading and altitude, which will ensure deconfliction from other traffic and compliance with noise abatement procedures.

(ii) **VFR**

(1) Outbound routings must comply with noise abatement procedures, and are the reverse of the inbound routes

EGLF AD 2.22 FLIGHT PROCEDURES (continued)

(c) **Navigation Points**

The visual reference points used on the routes:

Bagshot	512057N 0004157W
Hook	511646N 0005743W

The waypoints used on the routes:

Fleet Pond VRP	511719N 0004929W
M3 Junction 4A	511812N 0004801W
Southwood Golf Course	511713N 0004720W
Longerend Farm	511541N 0004049W
Surprise Hill	511523N 0004252W
Two Bridges	511523N 0004319W
The Junction	511343N 0004430W
Worplesdon Station	511716N 0003457W
Queens Parade	511547N 0004542W
Queens Roundabout	511624N 0004526W

The helicopter aiming points on the airfield:

Heli Foxtrot	511631N 0004703W
Heli Bravo	511650N 0004603W
Heli Yankee	511622N 0004631W

EGLF AD 2.22 FLIGHT PROCEDURES (continued)

5 Visual Reference Points (VRP)

(a) To assist in the provision of air traffic services to aircraft operating in the vicinity of Farnborough the following Visual Reference Points are established

VRP	VOR/DME
M3 JUNCTION 3 512121N 0004051W	LON 227°/11.3 nm OCK 291°/9.3 nm MID 354°/18.3 nm
BAGSHOT 512057N 0004157W	LON 228°/12.0 nm OCK 287°/9.8 nm MID 352°/18.0 nm
M3 JUNCTION 4 511859N 0004525W	LON 228°/15.0 nm OCK 275°/11.7 nm MID 343°/16.5 nm
FLEET POND 511719N 0004929W	LON 230°/18.0 nm OCK 268°/14.3 nm MID 333°/16.0 nm
HOOK 511646N 0005743W	LON 237°/22.4 nm OCK 267°/19.4 nm MID 318°/18.6 nm
GUILDFORD 511422N 0003506W	LON 198°/15.5 nm OCK 234°/6.5 nm MID 009°/11.2 nm
TONGHAM 511342N 0004432W	LON 215°/18.7 nm OCK 249°/12.0 nm MID 338°/11.4 nm
FARNHAM CASTLE 511307N 0004808W	LON 219°/20.5 nm OCK 250°/14.4 nm MID 327°/11.9 nm
FRENSHAM GREAT POND 510916N 0004730W	LON 213°/23.4 nm OCK 237°/15.8 nm MID 315°/8.7 nm
ALTON 510907N 0005758W	LON 224°/27.6 nm OCK 247°/21.6 nm MID 295°/14.2 nm

Note 1: *Eastbound helicopters intending to join Helicopter Route H3 in the London Control Zone should use the following line features: railway line then the M3 Motorway to Bagshot VRP.*

Note 2: *Pilots are advised that the VRP Bagshot is located approximately 1 nm south-east of Bagshot Mast.*

(b) Pilots are reminded of the close proximity of busy minor aerodromes, ATZs, intense gliding activity and Danger Areas in the airspace beneath the London TMA. Pilots are strongly advised to request a Lower Airspace Radar Service from Farnborough ATC when operating in the vicinity of Farnborough aerodrome. Pilots of Police and Ambulance helicopters operating within 20 nm of Farnborough should contact Farnborough Approach on 134.350 MHz during the notified hours of that frequency.

EGLF AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGLF AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGLF-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGLF-2-2

Figure: FARNBOROUGH HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES

AD 2-EGLF-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGLF-5-1

Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 06 – ICAO

AD 2-EGLF-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 06 – ICAO

AD 2-EGLF-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 06 – ICAO

AD 2-EGLF-8-3

Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 24 – ICAO

AD 2-EGLF-8-4

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 24 – ICAO

AD 2-EGLF-8-5

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 24 – ICAO

AD 2-EGLF-8-6

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