

EGLK — BLACKBUSHE

EGLK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLK — BLACKBUSHE

EGLK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511926N Long: 0005051W Mid Point of Runway 07/25
2	Direction and distance from city	8.5 nm SE by S of Reading.
3	Elevation / Reference temperature	325 ft / 19 C
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation/ Annual Change	0.75°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	BLACKBUSHE AIRPORT LTD. Post: Terminal Building, Blackbushe Airport, Camberley, Surrey, GU17 9LQ. Phone: 01252-471300 (Ext 2 for ATSU/PPR) Phone: 07710-364933 (ATS mobile) Fax: 01252-874444 Email: tower@blackbusheairport.co.uk URL: www.blackbusheairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGLK AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0800-1800 and by arrangement within period 0700-2200. Summer: 0700-1700 and by arrangement within period 0600-2100.
2	Customs and Immigration	By arrangement through FIS/ATSU
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	See AD 2.18.
8	Fuelling	As AD hours. Fuel available outside these times on request.
9	Handling	As AD hours
10	Security	
11	De-icing	As AD hours
12	Remarks	This Aerodrome is strictly PPR by telephone for all movements.

EGLK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	As AD hours
2	Fuel and oil types	AVGAS 100LL AVTUR JET A-1 100 Aero, 80 Aero, D100, D80.
3	Fuelling facilities/capacity	AVTUR Jet A-1 bowser with over wing and pressure refuelling capability, AVGAS 100LL mobile bowser. AVGAS fixed storage capacity 45,000 lt, mobile capacity 11,000 lt. AVTUR fixed storage capacity 45,000 lt, mobile capacity 19,000 lt.
4	De-icing facilities	Limited to Kilfroast RDF in manual sprayers.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Limited on-site engineer, by arrangement with ATSU.
7	Remarks	

EGLK AD 2.5 PASSENGER FACILITIES

1	Hotels	See Airport website
2	Restaurants	Bar/Cafe on-site
3	Transportation	Taxis and car hire. Chauffeur services on request. Nearest rail station: Fleet (3.4 miles). Crew transportation on request (AD hours only).
4	Medical facilities	Company first aiders
5	Bank and Post Office	Cash point (ATM) Hartley Wintney (3.7 miles).
6	Tourist Office	See Airport website
7	Remarks	Passenger lounge and rest rooms in Terminal building. Accommodation and transport assistance is available from the ATSU. For other facilities call Administration or view: www.blackbusheairport.co.uk

EGLK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A2
2	Rescue equipment	2 x GMC 4 x 4 Rapid Intervention Vehicles.
3	Capability for removal of disabled aircraft	In the event of an aircraft incident, light aircraft can usually be removed using Airport resources. Large aircraft can be removed using outside contractors in conjunction with Airport staff.
4	Remarks	RFF Category 2/H2 RFF Category 1/H1 between 1200-1400. RFF Category 2/H2 available during these hours by prior arrangement.

EGLK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	TERMINAL APRON Surface: Asphalt.
2	Taxiway width, surface and strength	Taxiway ALPHA: 10.5 m. Surface: Asphalt. Taxiway CHARLIE: 15 m. Surface: Asphalt. Taxiway DELTA: 9.5 m. Surface: Asphalt. Taxiway ECHO: 15 m. Surface: Asphalt. Taxiway FOXTROT: 15 m. Surface: Asphalt. Taxiway GOLF: 15 m. Surface: Asphalt. Taxiway HOTEL: 15 m. Surface: Asphalt.
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGLK 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	Aircraft are marshalled as required.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Threshold, centre-line. Taxiway marking aid(s): : Yellow centre-line, with green reflectors. Blue edge lane liners.
3	Stop bars	
4	Remarks	Illuminated windsleeve for Runway 07/25.

EGLK 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
07/APPROACH 25/TAKE-OFF	Telephone Masts	511926.61N 0005139.16W	389 ft		Yes Solid red.	

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	

EGLK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	
2	Hours of service MET Office outside hours	
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	
6	Flight documentation Language(s) used	
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	

EGLK 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
07	071.58°	1335 x 46 m	RWY surface: Asphalt.	511921.17N 0005116.68W 151 ft	THR 322 ft
25	251.59°	1335 x 46 m	RWY surface: Asphalt.	511931.40N 0005027.64W 151 ft	THR 324 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 07 Threshold displaced by 151 m.
					RWY 25 Threshold displaced by 187 m.

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EGLK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	1199 m	1199 m	1199 m	1102 m	
25	1195 m	1195 m	1195 m	1059 m	

EGLK 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
25		Green. HI Green wingbars	PAPI Left/3.1° 14 ft			Full Length 60 M White HI	Red HI		
07		Green. HI Green Wingbars	PAPI Left/3.1° 14 ft			Full Length 60 M White HI	Red HI		

EGLK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: BLACKBUSHE Flashing White
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	Taxiway: . Edge. Blue edge lighting on Taxiway A and runway exit to Taxiway C
4	Secondary power supply/switch-over time	Yes 15 S
5	Remarks	Illuminated wind sock. Obstacle lights

EGLK AD 2.16 HELICOPTER LANDING AREA

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EGLK 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
BLACKBUSHE ATZ A circle, 2 nm radius centred at 511926N 0005051W on longest notified runway (07/25) except that part of the circle located south of the M3 Motorway.	Upper limit: 2000 ft Lower limit: SFC	G	BLACKBUSHE INFORMATION English	6000 ft	

EGLK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
AFIS	BLACKBUSHE INFORMATION	122.300 MHz DOC 10 nm/3,000 ft.	Winter: 0800-1800 Summer 0700-1700	ATZ hours 0700-2100 (Winter), 0600-2100 (Summer). AFIS service is subject to downgrade to A/G at short notice.
Other	BLACKBUSHE RADIO	122.300 MHz A/G frequency.	As directed by ATC	

EGLK 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
NDB	BLK	328.000 kHz	HO	511923.84N 0005041.26W		On AD. Range 15 nm. Normally radiates H24
DME	BLC	109X 116.200 MHz	HO	511924.24N 0005041.51W	341 ft	On AD. DOC 50 nm/30,000 ft. Normally radiates H24. Any VOR indi- cations should be ignored. Caution: DME un- locks experienced in sector 110°-165° below 1500 ft QFE. Zero range is indi- cated at the DME antenna.

EGLK AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

- (a) Non-radio aircraft not accepted except in an emergency.
- (b) Limited to four aircraft undertaking circuit practice/training. All circuit bookings managed by ATSU.
- (c) All pilots/operators are bound by the Blackbushe Airport Terms and Conditions, which are available on the aerodrome website.

2 Ground Movement

Not applicable.

3 CAT II/III Operations

Not applicable.

4 Warnings

- (a) Fast jet aircraft mixing with much slower GA aircraft should be expected at any time during operational hours. All pilots must exercise caution and always obtain traffic information before entering the ATZ.
- (b) The grassed surface South of Runway 07/25 between Taxiways C and D is unsuitable for use by certain types of helicopter due to its poor grading. Pilots are cautioned to positively ascertain that the grading of this area is suitable for their operational requirements.
- (c) Visual glide slope guidance signals for both Runways 07 and 25 are visible to the south of the extended runway centre-lines where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway.
- (d) Caution large concentrations of birds maybe on and in vicinity of the aerodrome.

EGLK AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

- (e) Helicopter training in designated areas takes place on the Airport.
- (f) Blackbushe is located 3.8 nm northwest of Farnborough aerodrome, which shares a similar runway orientation. Pilots should exercise caution in identifying the correct aerodrome from the air, notably when approaching Blackbushe from the south and southeast. Farnborough is distinguishable by a large silver coloured hangar and terminal complex located to the north of the runway.

5 Helicopter Operations

- (a) Helicopters must avoid flying parallel with fixed wing aircraft on final approach.

6 Use of Runways

- (a) When the RVR is below 500 m, departures are not permitted unless AOC holders have less restrictive authorised take-off minima. Pilots are advised that there is no runway centre-line lighting and departure in RVR conditions of less than 400 m is at the pilot's discretion. Take-off will not be permitted if the RVR is less than 250 m.
- (b) The Airport and its runways can be closed at the Airport Managements discretion.
- (c) PPR is always required by telephone, by visiting aircraft.

7 Training

Not applicable.

EGLK AD 2.21 NOISE ABATEMENT PROCEDURES

- (a) Remain well clear of the village of Yateley to the northeast of the aerodrome and Hartley Wintney to the west of the aerodrome.

EGLK AD 2.22 FLIGHT PROCEDURES

1 General

- (a) All circuits are to be flown south of the aerodrome.
- (b) Pilots approaching Blackbushe should remain north of the Woking - Basingstoke railway line to avoid conflict with aircraft using Farnborough.
- (c) Circuit heights
Day: Light single-engined aircraft - 800 ft (QFE) Twin-engined and executive aircraft - 1200 ft (QFE)
Night: All aircraft - 1000 ft (QFE)
- (d) Procedures for Airways flights. See EGLF AD 2.22, Flight Procedures, paragraph 2.

2 Missed Approaches

- (a) In the event of an aircraft carrying out a Missed Approach, pilots are requested where able, to carry out a visual circuit (south side of the Runway) AND remain within the Blackbushe ATZ North of the M3.
- (b) Pilots must remain aware of the close proximity of instrument approach procedures to Farnborough, and the likelihood of traffic conflict as a result.
- (c) Where remaining within the Blackbushe ATZ is not possible, the following Missed Approach tracks/altitudes are recommended to deconflict against IFR operations into/out of Farnborough. Note these have not been assessed for terrain clearance, and pilots must ensure they adhere to their own terrain clearance requirements, remain outside of Controlled Airspace, and maintain a good lookout within Class G airspace for other aircraft in the vicinity.
- (d) Farnborough radar may offer traffic information and guidance on repositioning during its hours of operation.
 - (i) Runway 07
 - (1) Climb straight ahead until passing BLC D2.0 or 1,500 ft QNH (whichever is sooner) then turn left to WOD NDB. Maintain VMC (if possible) and remain outside controlled airspace climbing to altitude 2,400 ft. Retain last assigned SSR code and contact Farnborough Radar frequency 134.350 MHz.
 - (2) If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of Controlled Airspace as appropriate.
 - (3) Pilots should note the Farnborough ATZ is notified as active H24.
 - (ii) Runway 25

EGLK AD 2.22 FLIGHT PROCEDURES (continued)

- (1) Climb straight ahead until passing BLC D2.0 or 1,500 ft QNH (whichever is sooner) then turn right on track to the west, maintain VMC (if possible) and climb to altitude 2,400 ft. Retain last assigned SSR code and contact Farnborough Radar frequency 134.350 MHz.
- (2) If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of Controlled Airspace as appropriate.
- (3) Pilots should note the Farnborough ATZ is notified as active H24.

EGLK AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGLK AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

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