

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 / Mean Low Temperature	325 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.11°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	BLACKBUSHE AIRPORT LTD. Terminal Building, Blackbushe Airport, Camberley, Surrey, GU17 9LQ. 01252-471300 (Ext 2 for ATSU/PPR) 07710-364933 (ATS mobile) tower@blackbushe.com www.blackbushe.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGLK AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700-2100).
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	ATS	See AD 2.18.
8	Fuelling	0800-1800 (0700-1700), and by arrangement at other times.
9	Handling	As AD hours
10	Security	
11	De-icing	As AD hours
12	Remarks	This aerodrome is strictly PPR by website (www.blackbushe.com/ppr) or by telephone for all movements.

EGLK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL, AVGAS UL94 100 Aero, 80 Aero, D100, D80, Aero Multi.
3	Fuelling facilities/capacity	AVTUR Jet A-1 bowser with over wing and pressure refuelling capability, AVGAS 100LL mobile bowser. AVTUR Jet A-1 fixed storage capacity 45,000 LT, mobile capacity 19,000 LT. AVGAS 100LL fixed storage capacity 40,000 LT, mobile capacity 11,000 LT. AVGAS UL94 fixed storage capacity 15,000 LT. AVGAS 100LL self-service refuelling using local account card or credit card.
4	De-icing facilities	Limited to Kilfrost 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	RFFS able to assist with pushback for some types.

EGLK AD 2.5 PASSENGER FACILITIES

1	Hotels	See Airport website: www.blackbushe.com/hotels .
2	Restaurants	Pathfinder Cafe open 0800-1600 (0700-1500) daily: www.blackbushe.com/cafe .
3	Transportation	Pre-booked Taxis or Chauffeur Services: See www.blackbushe.com/taxi . Car Hire: Enterprise Rent-A-Car Camberley will drop vehicles. Nearest Rail Station: Fleet (3.4 Miles). Complementary Crew Car available for Executive Aircraft Pilots (MTOW > 3500 KG) by prior arrangement. Book online: https://www.blackbushe.com/executive .
4	Medical facilities	Company first aiders
5	Bank and Post Office	Cash Machine (ATM) Yateley 2.0 Miles. Post Office Yateley 2.3 Miles.
6	Tourist Office	
7	Remarks	WC and Refreshment Facilities available to all users in the Pathfinder Café. Complementary Use of Passenger Lounge, Crew Briefing Room and Shower Room in Terminal Building for Executive Aircraft Pilots (MTOW > 3500 KG). See www.blackbushe.com/executive .

EGLK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission.
2	Rescue equipment	Simon Gloucester Saro Highlander Protector. Chevrolet Silverado 4x4 Rapid Intervention Vehicle.
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	

EGLK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	
2	Clearance priorities	
3	Remarks	Winter Operations, no snow clearing facilities available. Contact ATSU for further information.

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: 10.5 M Surface: Asphalt Taxiway ECHO: 10.5 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 > 3500 KG MTOW will park on Apron Stands 1-9 marked on the ground and with signage, with taxiway guide lines.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designation, displaced landing thresholds, runway centre-line, continuous yellow lines mark the runway entry/exit routes. Runway light(s): Threshold - HI green, Runway Edge - HI colour coded red (pre threshold)/white, Runway End - HI red. Taxiway marking aid(s): Yellow centre-line, with green reflectors. Blue edge reflectors.
3	Stop bars and runway guard lights (if any)	Runway guard lights at holding points A1, C1, D1, E1.
4	Other runway protection measures	Illuminated runway hold signs at A1, C1, D1, E1.
5	Remarks	Three WDLs (LGTD): 511926.21N 0005105.69W - 511931.30N 0005041.24W - 511923.79N 0005027.49W.

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
(EGLK4230) 07/TAKE-OFF 25/ APPROACH	MAST	512124.71N 0004321.29W	766 FT	348 FT	No	
(EGLK4057) 07/APPROACH 25/ TAKE-OFF	COMMS MAST	511926.64N 0005139.25W	390 FT	72 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
TRAINING AREA 2	CRANE	511911.25N 0004824.62W	425 FT	100 FT	Yes Solid white.	Gibraltar Barracks, Minley Road.
TRAINING AREA 1	CRANE	511856.58N 0004848.72W	425 FT	100 FT	Yes Solid white.	Gibraltar Barracks, Minley Road.

EGLK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 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 and METARs. English.

7	Charts and other information available for briefing or consultation	Available via Met Office Aviation Briefing Service.
8	Supplementary equipment available for providing information	Webcam and local Met observations at www.blackbushe.com/weather .
9	ATS units provided with information	BLACKBUSHE
10	Additional information (limitation of service, etc.)	Observations only disseminated locally.

EGLK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	071.57°	1285 x 46 M	RWY surface: Asphalt	511921.18N 0005116.63W 151.4 FT	THR 321.7 FT	
25	251.58°	1285 x 46 M	RWY surface: Asphalt	511931.40N 0005027.69W 151.4 FT	THR 324.0 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		1285 x 102 M				RWY 07 Threshold displaced by 149 M.
		1285 x 102 M				RWY 25 Threshold displaced by 137 M.

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	1199 M	1199 M	1199 M	1062 M	

EGLK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	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
07		Green Light intensity high Green wingbars	PAPI Left/3.1° 20 FT			Full length 60 M White Light intensity high	Red Light intensity high		
25		Green Light intensity high Green wingbars	PAPI Left/3.1° 20 FT			Full length 60 M White Light intensity high	Red Light intensity high		

EGLK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 511921.72N 0005021.78W Flashing White.
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	EDGE: Blue edge lights on Taxiways A, D & E. Blue edge lights from runway to holding point C1.
4	Secondary power supply/switch-over time	Yes 15 S
5	Remarks	

EGLK AD 2.16 HELICOPTER LANDING AREA**INTENTIONALLY BLANK****EGLK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BLACKBUSHE ATZ 511738N 0005215W thence clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 511806N 0004829W - 511801N 0004919W - 511758N 0004954W - 511753N 0005038W - 511746N 0005120W - 511738N 0005215W	Upper limit: 2325 FT ALT Lower limit: SFC	G	BLACKBUSHE INFORMATION English	6000 FT		0700-2200 (0600-2100). The southern boundary of the ATZ is formed by the northern extremity of the M3 motorway. That part of Blackbushe ATZ coincident with Farnborough CTR 1 is Class D. Designation and lateral limits: Local Flying Area see EGLK AD 2.22, Flight Procedures. ATZ 2000 FT AAL.

EGLK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	BLACKBUSHE INFORMATION	122.305 DOC 10 NM/3,000 FT.			0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700 2100).	AFIS service is subject to downgrade to A/G at short notice.
OTHER	BLACKBUSHE RADIO	122.305 A/G frequency. DOC 10 NM/3,000 FT.			As directed by ATSU.	

EGLK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB 1.11°E (2027)	BLK	328.000 kHz	HO	511923.84N 0005041.26W		On AD. Range 15 NM. Normally radiates H24

EGLK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Non-radio aircraft not accepted except in an emergency.
- Limited to three aircraft undertaking circuit practice/training. All circuit bookings managed by ATSU in accordance with airport Rules & Procedures.
- Circuit Training by non-based fixed wing aircraft not permitted.
- Flexwing Microlights are not permitted.
- Jets & turbo-props are required to file IFR flight plans and operate approaches in accordance with the Blackbushe Airport Rules & Procedures at www.blackbusheairport.co.uk/ifr so as to ensure the separation of dissimilar types. Jets & turbo-props must not attempt to enter the ATZ VFR unless it has been established with ATSU that the visual circuit is empty.
- All pilots/operators are bound by the Blackbushe Airport Terms and Conditions and Rules & Procedures, which are available on the aerodrome website: www.blackbushe.com/vfr.

2 GROUND MOVEMENT

- All IFR departures and all aircraft parked on the main apron are required to obtain start approval from AFIS before starting engines.
- Restricted Runway Code A operations on Taxiway Delta. Aircraft with wingspan 15 M or greater or main gear wheel span of 4.5 M or greater are prohibited from using Taxiway Delta, irrespective of any instruction passed by AFIS, except in an emergency.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

- 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.
- 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.
- 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.
- Caution, large concentrations of birds maybe on and in vicinity of the aerodrome.
- Helicopter training in designated areas takes place on the airport.
- 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.
- Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM west of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class Echo airspace when the aircraft is transitioning from a higher classification of airspace.
- Farnborough controlled airspace exists south of Blackbushe. Pilots to remain outside of this controlled airspace unless in receipt of a clearance directly from Farnborough Radar or Blackbushe Information. See also EGLK AD 2.22, Flight Procedures.
- Model Aircraft Flying within 0.2 NM radius of 512106.53N 0005112.53W (Eversley Cricket Club, Hampshire) Max height 400 FT AGL; 700 FT AMSL.

5 HELICOPTER OPERATIONS

- Helicopters must avoid flying parallel with fixed wing aircraft on final approach.
- Rotary aircraft must contact Blackbushe ATSU for permission to start their rotors/engines.
- All rotary traffic shall conform to the published circuit procedures and avoid all published noise abatement areas.
- Rotary aircraft joining from H3/Bagshot VRP arriving from the east shall establish communication with Blackbushe ATSU prior to entering the ATZ. A standard join shall be in compliance with EGLK AD 2.22 paragraph 2 (a) below. If unable to establish communications, aircraft shall remain outside of the ATZ until this can be achieved.
- Departing:

- i. Operators must inform Blackbushe ATSU if they intend to enter the London CTR via Bagshot VRP (H3) when booking out/requesting PPR.
- ii. Blackbushe ATSU will obtain a VFR clearance to enter the EGLF CTR1 in accordance with Blackbushe Airport Rules & Procedures S.11 and deliver this to the operator who must acknowledge and comply with it.
- iii. Operators must not lift without first being in receipt of the clearance.
- iv. When departing, operators must comply with the published circuit, climb on the downwind leg and exit to the east of the ATZ, remaining north of the M3 until otherwise instructed by Farnborough Radar.
- v. Rotary traffic intending to enter the London CTR without transiting EGLF CTR1 must depart to the west, turn north when able to avoid the noise abatement areas and remain outside the ATZ.

6 USE OF RUNWAYS

- a) When the RVR at Blackbushe is reported as 1500 M or less, Low Visibility Safeguarding will be implemented. The aerodrome will be unavailable to fixed wing VFR traffic.
- b) When the RVR at Blackbushe is reported as 800 M or less, LVPs will be implemented. All arrivals are prohibited and only IFR departures permitted. Aircraft departing IFR will be required to inform the ATSU of their designated take-off alternate, as returning to the aerodrome will be unavailable. Departures IFR during LVPs must be in accordance with regulatory, or operator defined minima.
- c) When the RVR is reported as 250 M or less the aerodrome will close.
- d) The Airport and its runways can be closed at the Airport Managements discretion.
- e) PPR is required via website or telephone for all movements.

7 TRAINING

Not applicable.

EGLK AD 2.21 NOISE ABATEMENT PROCEDURES

- a) All pilots must familiarise themselves with the noise abatement areas on the airport website: www.blackbushe.com/vfr.
- b) Remain well clear of the villages of Yateley and Eversley to the north/northeast of the aerodrome and Hartley Wintney to the west of the aerodrome.
- c) When arriving from the northeast, position sufficiently to the west to avoid overflying Yateley and Eversley.
- d) On approach to Runway 25, ensure sufficient height is maintained to avoid the use of excessive power. Keep clear of housing areas to the north.
- e) On climb-out from Runway 07, a 10° turn to the south (right) as soon as safe to do so will avoid overflying Yateley.

EGLK AD 2.22 FLIGHT PROCEDURES

1 GENERAL

- a) Circuits are always to the south of the airfield and are flown at 800 FT (QFE) for most fixed wing aircraft (including twins).
- b) Jets & turbo-props are not to enter the visual circuit unless ATSU confirm the circuit is empty. Such aircraft shall file IFR flight plans and receive ATC instructions from Farnborough Radar onto a long final approach so as to separate dissimilar types. See www.blackbushe.com/ifr for more information and diagrams.
- c) Where a light twin has difficulty integrating with slower aircraft in the 800 FT circuit, a 1200 FT circuit may be appropriate having caution to controlled airspace. Pilots must communicate their intentions with Blackbushe ATSU.
- d) Rotary wing circuits are flown at 800 FT (QFE) typically inside the fixed wing circuit. All pilots should be aware of rotary traffic using non-standard circuits when using the Helicopter Training Area to the south of Runway 07/25.
- e) Aircraft operating within the circuit are required to select transponder code A7010 (with associated Mode C and/or Mode S), unless having been allocated with a discrete code by an appropriate ATSU. This transponder code shall be selected before taking off into the circuit, or when rejoining the circuit to land, and prior to entering the LFA.
- f) Pilots must at all times remain north of the M3 motorway to avoid straying into the Farnborough ATZ.
- g) Circuit traffic shall be limited to a maximum of 3 fixed wing aircraft on circuit details, plus one aircraft departing the aerodrome, and one aircraft returning, providing for a maximum of 5 fixed wing at a time.
- h) A maximum of two rotary aircraft, including arrivals and departures, to be operating at any one time.
- i) When the rotary circuit is active, the fixed wing circuit shall conform to the published circuit pattern and glide approaches / low level circuits shall not be flown.
- j) Circuit details shall be limited to 5 Touch & Gos / Go arounds, with a full stop landing on the 6th approach. Details may be extended if Blackbushe ATSU advises no other aircraft are waiting for a circuit slot.
- k) Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use. Aircraft returning to the aerodrome and requesting circuits will only be permitted where there is an available circuit slot, and there are no aircraft on the ground waiting for access to the circuit.
- l) Pilots engaged in examinations should be afforded circuit priority where possible, and the cooperation of other pilots in vacating circuit slots will be appreciated.
- m) Student solo circuit details may not be conducted after 1500 (1400) on weekends and bank holidays, with the exception of winter night flying, see relevant procedures.
- n) Instructors are reminded to consider whether traffic complexity levels are appropriate for solo student pilot operations when booking out, particularly whether business jets or turbo-props are expected within the planned operation period.
- o) Circuits by non-based fixed wing aircraft will not normally be permitted.

19 Mar 2026

- p) IFR jet & turbo-prop traffic will operate straight-in "long final" approaches to Blackbushe. This is to facilitate the integration with Farnborough airspace, and to avoid faster types using the visual circuit with much slower aircraft.
- When an IFR fast aircraft is expected, Blackbushe ATSU may inform VFR aircraft that "jet / turbo-prop aircraft expected imminently". When this information is provided, VFR pilots are expected to either vacate the ATZ to the northwest, or land on their next approach.
 - Aircraft waiting to join or re-join the visual circuit may only do so once the fast IFR aircraft is established on final and must ensure they fly their circuit to remain behind the jet or turboprop, taking into consideration wake turbulence.
 - Jet & turbo-prop traffic must not attempt to enter the ATZ VFR without first establishing that the visual circuit is empty.

2 JOINING AND DEPARTURE PROCEDURES

- a) There are two standard VFR / SVFR joins:
- From outside CAS (north and west). Joins from the north and west shall descend to circuit height on the "deadside" (to the north of the Aerodrome). Care must be taken not to overfly Yateley or Eversley to the north, and aircraft arriving from the north east should ensure they are positioned sufficiently west to avoid them.
 - From within CAS (south and east). Aircraft coming from within the Farnborough CTR shall join overhead at 1,600 FT AAL to ensure they are within the LFA. They shall descend on the deadside and integrate with the visual circuit. Care should be exercised not to overfly the noise abatement area of Yateley except in an emergency.
 - See diagrams on aerodrome website: www.blackbushe.com/vfr.
- b) Downwind, base leg, and long final joins may be possible depending on circuit traffic, but pilots are advised to plan for a standard join to avoid circuit conflicts if the circuit is busy.
- c) Outside published opening hours (OOH), all aircraft must join using a standard overhead join making blind calls at the appropriate point in the circuit. Pilots should be aware that other aircraft may be operating within the ATZ who may not hear or respond to their calls, and so standard joins are the safest way for all aircraft to join.
- d) Runway 07 joins: When joining or descending deadside, take care to remain west of Yateley. Follow the path of disused runway 14/32, keeping it to the left at all times.
- e) Unless in an emergency, all fixed wing and rotary aircraft must not depart from either runway to the north over Yateley. Aircraft must first head west before tracking north once clear of the town.
- f) Runway 25 departures: If departing to the north or west, straight out departures are permitted with a turn to the right to avoid overflying Hartley Wintney.
- g) Runway 07 departures: On climb out, a turn 10° to the south must be made to avoid Yateley. Unless in an emergency, all turns must be to the south. To leave the circuit, climb into the overhead (once clear of the LFA).
- h) For more information on circuit procedures, including diagrams, visit the airport website: www.blackbushe.com/vfr.

3 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), remain within the Blackbushe ATZ north of the M3 and operate VFR.
- b) Pilots must remain aware of the close proximity of instrument approach procedures to Farnborough, and the likelihood of traffic confliction.
- c) Where remaining within the Blackbushe ATZ is not possible, the following Missed Approach tracks/altitudes are recommended to deconflict against IFR operations within Farnborough CAS. Note these have not been assessed for terrain clearance, and pilots must ensure they adhere to their own terrain clearance requirements and maintain a good lookout within Class G airspace for other aircraft in the vicinity.
- Runway 07
 - Climb straight ahead until exiting the ATZ or 1500 FT QNH (whichever is sooner) then turn left (north) remaining outside of controlled airspace. Maintain VMC (if possible) and remain outside CAS climbing to altitude 2400 FT. Retain last assigned SSR code and contact Farnborough Radar frequency 134.355 MHz.
 - If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of CAS as appropriate.
 - Pilots should note the Farnborough ATZ is notified as active H24.
 - Runway 25
 - Climb straight ahead until exiting the ATZ or 1500 FT QNH (whichever is sooner) then turn right on track to the west, maintain VMC (if possible) and climb to altitude 2400 FT. Retain last assigned SSR code and contact Farnborough Radar frequency 134.355 MHz.
 - If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of CAS as appropriate.
 - Pilots should note the Farnborough ATZ is notified as active H24.
- d) Farnborough radar may offer traffic information and guidance on repositioning during its hours of operation.

4 LOCAL FLYING AREA

- a) Within a Local Flying Area (LFA) of 2 NM radius, centered on the aerodrome (511926N 0005051W) excluding that part of the circle on or south of the M3 motorway, and that part north of a line joining positions 511705N 0005508W - 512112N 0004247W. The part north of these positions is existing Blackbushe ATZ.

- b) Pilots are required to contain their circuits within the LFA and ATZ. In particular, on Runway 25 note to turn base leg west of Hawley Lake to avoid infringing the CTR to the east. On Runway 07 turn base leg east of The Elvetham Hotel to avoid infringing the CTR to the west. See circuit diagrams on Blackbushe Airport website for more information.
- c) Pilots of aircraft operating within LFA are responsible for providing their own separation from other aircraft operating within the LFA.
- d) VFR flights may take place within the LFA subject to the following conditions:
 - i. In compliance with the Class D Airspace weather minima as defined in ENR 1.4;
 - ii. Maximum altitude: 2000 FT QNH.

5 SPECIAL VFR IN THE LOCAL FLYING AREA

- a) When the official meteorological report at EGLF Farnborough indicates a ground visibility less than 5 KM, all aircraft operating within the Blackbushe LFA will be considered as special VFR flights and compliance with published procedures within this section will be accepted as compliance with a special VFR clearance.
- b) In accordance with ORS4 1467, the CAA has authorised an exemption to SERA 8005(b)(5), permitting multiple special VFR aircraft to operate simultaneously within the LFA subject to the following conditions:
 - i. by day only;
 - ii. clear of cloud and with the surface in sight;
 - iii. in a flight visibility of at least 3000 M;
 - iv. at a speed which, according to its airspeed indicator, is 140 KT or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and,
 - v. when the reported meteorological conditions at Farnborough Aerodrome include:
 - 1. a ground visibility of not less than 3000 M;
 - 2. a cloud ceiling of not less than 600 FT.
- c) The following additional conditions exist as agreed between the Blackbushe and Farnborough ANSPs within a Letter of Agreement:
 - i. Maximum altitude 1500 FT within the LFA;
 - ii. A dedicated SSR Code of A0424 is to be utilised by all special VFR flights;
 - iii. Blackbushe ATSU must be open and operational;
 - iv. Aircraft must remain north of the M3 motorway at all times unless otherwise coordinated with Farnborough;
 - v. Blackbushe will limit the number of aircraft operating within the visual circuit to three special VFR flights.
- d) Separation between aircraft operating within the Blackbushe Local Flying Area is not provided. Pilots are responsible for providing their own separation from other such aircraft within said Local Flying Area.
- e) All Autonomous SVFR circuits shall be flown at 800 FT AAL.
- f) Aircraft joining from within the Farnborough CTR shall join overhead at an altitude of not greater than 1400 FT (1075 FT AAL) to provide adequate separation from Odiham traffic at 2400 FT.
- g) The circuit is limited to three aircraft at a time operating SVFR circuits. In addition, arrivals and departures shall be permitted one at a time. Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use.
- h) Departures on Runway 25 remaining outside of the LFA may continue subject to VFR rules for Class G airspace.
- i) Rotary aircraft capable of operating circuits north of the LFA, remaining outside controlled airspace may continue to do so, VFR. Such aircraft must communicate their intentions to remain outside controlled airspace to Blackbushe ATSU. All fixed wing aircraft must conform to the published circuit, operate within the LFA, and will be considered special VFR.
- j) If all 3 circuit slots are in use, then subsequent aircraft may depart, (including using the LFA if departing on Runway 07) but may not remain in the circuit for Touch & Gos or Go-Arounds.
- k) Joining aircraft may request circuits prior when approaching the ATZ, but aerodrome policy does not permit these if all 3 circuit slots are in use. Blackbushe ATSU will state "Special VFR Circuit full, standby". Joining traffic may then elect to join the circuit to land only; or may remain outside of the ATZ until Blackbushe ATSU advises there is a circuit slot.
- l) Aircraft joining when the SVFR circuit is full that need to go-around for any safety reason are requested to follow the recommended go-around profile to avoid entering the LFA:
 - i. Runway 25 – Climb straight ahead, bearing right (to the north) to avoid overflying Hartley Wintney, exit the ATZ, and position to re-join.
 - ii. Runway 07 – Climb straight ahead until exiting the ATZ, or 1500 FT QNH (whichever is sooner) then turn left (north) remaining outside of controlled airspace and position around the north of Yateley (without overflying noise abatement areas) to re-join from the north west.
- m) Where the official meteorological report at EGLF Farnborough indicates a ground visibility less than 3000 M, all aircraft operating within the Blackbushe LFA will be required to land on their next approach or vacate the LFA. Any special VFR flights will need to be provided a clearance to operate one at a time by Farnborough as follows:
 - i. Clearance to operate within the LFA, Special VFR will need to ensure required separation from other IFR/SVFR operations, and will be relayed from Farnborough via the Blackbushe AFISO when manned, or issued directly by Farnborough Radar for aircraft operating out of hours. The separation requirement will result in only one aircraft being able to operate Special VFR at a time within the LFA;
 - 1. Remain clear of cloud and with the surface in sight;
 - 2. Maximum altitude: 1500 FT QNH;
 - 3. Fly at a speed of 140 KT IAS or less;
 - 4. A minimum cloud ceiling of 600 FT;

19 Mar 2026

5. A minimum flight visibility of 1500 M;
6. In compliance with the requirements of ENR 1.2.

- n) When IFR traffic is operating at Blackbushe, aircraft operating special VFR will be required to land or vacate the LFA in accordance with Rule 10.2 of the Blackbushe Airport Rules & Procedures.
- i. Due to the proximity of Farnborough and RAF Odiham, some types of IFR flights into or out of those aerodromes will conflict with the use of the LFA SVFR. In such situations Farnborough Radar may inform Blackbushe that SVFR is temporarily unavailable, and Blackbushe traffic shall be required to land on the next approach or vacate the LFA / ATZ.
- o) Blackbushe ATSU will make use of specific phrases to advise pilots of the availability of slots within the special VFR circuit, and when aircraft are required to vacate. For examples of these see the Blackbushe Airport Rules & Procedures available on the airport website.

6 AIRCRAFT IN THE FARNBOROUGH CTR OUTSIDE THE BLACKBUSHE LFA

- a) Aircraft operating VFR or Special VFR in the Farnborough CTR inbound to Blackbushe (or otherwise) must also satisfy the requirements of Rule 11 of the Rules of the Air 2015 by contacting Blackbushe ATSU before entering the Blackbushe ATZ, including the LFA. Farnborough Radar will, whenever possible, permit an aircraft to leave frequency temporarily in order to do so. If this is not possible, aircraft must leave the CTR clear of the Blackbushe LFA and route to Blackbushe from a northerly direction.
- b) Pilots requiring a VFR or Special VFR clearance to transit the Farnborough CTR must not fly beyond the LFA/CTR boundary or otherwise enter the CTR until a clearance has been obtained from Farnborough Radar.

7 ATS ROUTE FLIGHTS

a) General

In order to provide improved ATC handling a system of Standard Routes has been established and these are published in the UK Standard Route Document (SRD) which can be found here:

<http://www.nats.aero/ais>.

Additionally, aircraft inbound via the ATS Route Network must follow the Farnborough Standard Arrival Routes (STAR) as shown at AD 2-EGLF-7-1 to 7-8.

b) Flight Plans

Pilots wishing to fly on the ATS Route System are to flight plan via the appropriate routes detailed in paras (c) and (d) and include EGLFZTX in their Flight Plan.

c) Inbound Aircraft

i. Routes

Inbound aircraft that are RNAV 1 compliant are to flight plan via the RNAV 1 Standard Arrival Routes (STARs) associated with Farnborough as detailed in AD 2.EGLF-7-1 to 7-2 and AD 2.EGLF-7-5 to 7-8. Other aircraft are to flight plan via the RNAV 5 STARs as detailed in AD 2.EGLF-7-3 to 7-4.

Note: Arrivals routing via RNAV 5 STARs may be tactically routed via 5LNC points detailed within the RNAV1 STAR plates. Crews should be familiar with the following 5LNC points:

Point	Latitude	Longitude
INDOX	511839.55N	0010114.04W
DIXIB	511412.22N	0005053.53W
EVATA	510821.29N	0004557.52W
LUXIV	510510.63N	0004657.06W

ii. Inbound Procedures

1. After leaving the ATS Route System, pilots will normally be provided with a radar service outside CAS by Farnborough Radar during the notified operating hours shown at EGLF AD 2.18. A contact frequency will be given by London Control before leaving the ATS Route System.
2. When Farnborough Radar Unit is closed or unable to provide a radar service, pilots will be instructed to leave CAS in the vicinity of PEPIS and are then to proceed by a route which remains outside of CAS.

iii. Speed Limits

Speed limit points are included within the various Standard Arrival Routes (STARs) referred to in c (i).

iv. Loss of Communications Procedures (inbound aircraft)

Aircraft should descend to leave CAS at an appropriate point and proceed outside CAS in accordance with the Basic Loss of Communications Procedures detailed at ENR 1.1, paragraph 3.4.

d) **Departing Aircraft**i. **Routes**

1. ATS Route joining clearance is to be requested for the first ATS Significant Point in the routes detailed below. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**
2. Pilots who wish to join the ATS Route Network at other than CPT, GWC or HAZEL should flight plan to join the Airways System when clear of the London TMA.

Note: Pilots should be aware that the provision of ATS is extremely limited for any flight outside CAS between OCK/BIG/DET. This is due to the large number of locations from which extensive VFR operations take place in this constrained area, combined with the limitations of any ATS provision.

Pilots should therefore take into account the lack of available ATS in any area that is known to be busy with multiple VFR operations and should anticipate the extended time that may be required to operate outside CAS before any joining clearance can be provided.

Additionally, requests made to LTC Swanwick to join CAS prior to the boundary of the London TMA may be unfulfilled due to sector workload and it should also be noted that below FL 70 a Basic Service is the only ATS available from LTC Swanwick TMA controllers.

Departure to	Via	Route	Notes
North	CPT	As per UK SRD	Includes departures to EGGW, EGSC, EGSG, EGSS and EGSU
Northeast			
West			
Northwest			
South	GWC	As per UK SRD	Includes departures to EGKA, EGKB, EGKK, EGKR, EGLC and EGMC
East	HAZEL	As per UK SRD	Includes departures to EGLD, EGLL and EGWU
Southeast			
Southwest			

Note: See UK Standard Route Document:

<http://www.nats.aero/ais>.

ii. **Procedures**

1. **Pilots are to ensure that they have received and acknowledged a joining clearance before entering CAS.**
2. The Blackbushe ATSU will notify the pending departure to London Terminal Control (Swanwick) (LTCC) and will co-ordinate the departure with Farnborough.
3. When Runway 07 is in use at Blackbushe, the Blackbushe ATSU will normally relay joining clearances, to enter the Farnborough CTR/CTA, to pilots on behalf of Farnborough. At all other times the Blackbushe ATSU will issue pilots with after departure instructions and pilots must remain outside of CAS until a clearance to enter CAS has been issued by Farnborough or LTCC.
4. Aircraft will contact Farnborough Radar as soon as possible after departure from Blackbushe whilst maintaining a listening watch on the Blackbushe frequency until clear of the ATZ. Unless otherwise instructed, the Farnborough Radar frequency is 134.355 MHz.
5. Farnborough Radar will individually coordinate entry into the ATS Route Network with LTCC once the departure is airborne. This may require the aircraft to leave Farnborough CAS prior to subsequent join into the LTMA. If this is the case, Farnborough may provide a Traffic Service or Deconfliction Service as appropriate.
6. If Farnborough Radar is closed or is unable to provide a radar service outside CAS the Blackbushe ATSU will transfer the aircraft directly to the appropriate LTCC sector and the pilot must request clearance to join CAS.
7. Pilots are reminded of the need to comply with any Air Traffic Flow Management measures in force at the time.
8. Departures outside of the opening hours of Blackbushe ATSU requiring airways joining clearance are requested to call the London Terminal Control Supervisor on 02380-401104 prior to departure in order to activate their flight plan and receive an airways squawk. During the opening hours of Farnborough pilots shall also telephone Farnborough on 01252-526015. For Farnborough opening hours see EGLF AD 2.3.

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 CAS should not enter CAS unless an overriding safety reason compels entry.

e) **Warnings**

19 Mar 2026

Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class Echo airspace between ASLAP and 3 NM West of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class Echo airspace when the aircraft is transitioning from a higher classification of airspace.

Within these volumes of airspace VFR traffic may be operating but not in communication with Farnborough.

EGLK AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGLK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGLK-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGLK-2-2

EGLK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME
CHART - ICAO

ARP 511926N 0005051W

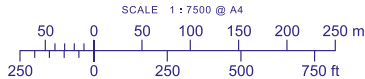
AD ELEV 325 ft

BLACKBUSHE
EGLK

AERO INFO DATE 02 FEB 26

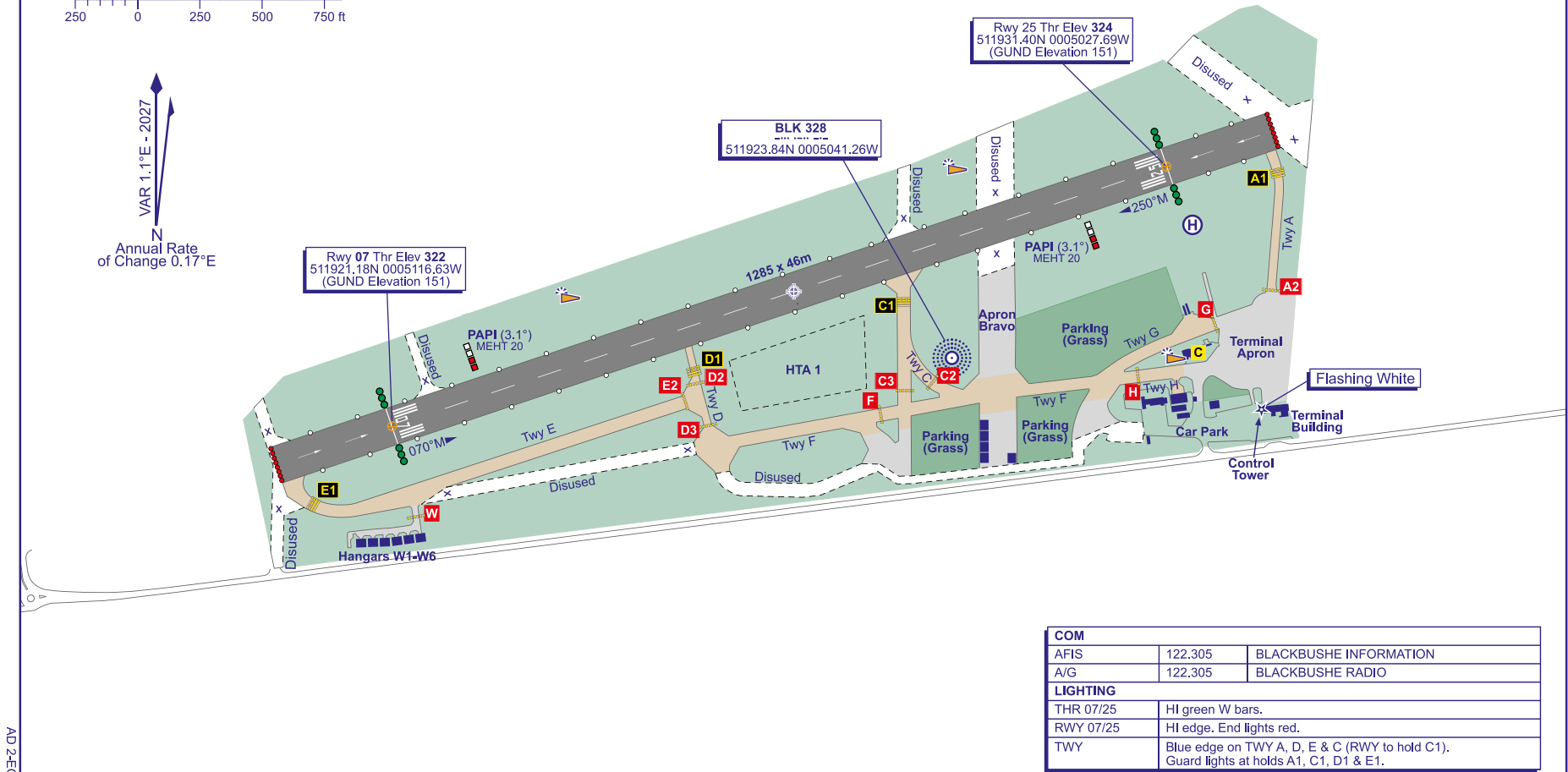
AD 2-EGLK-2-1

GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC. ELEVATIONS ARE IN FEET.	
OBSTACLE ELEVATIONS IN FEET AMSL	325
OBSTACLE HEIGHTS IN FEET ABOVE AD	(0)



VAR 1.1°E - 2027
N
Annual Rate
of Change 0.17°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	PCN	ELEVATION
RWY 07/25	Asphalt	-	-
Terminal Apron	Asphalt	-	-
TWY A, C, D, E, F, G, H	Asphalt	-	-



COM		
AFIS	122.305	BLACKBUSHE INFORMATION
A/G	122.305	BLACKBUSHE RADIO
LIGHTING		
THR 07/25	HI green W bars.	
RWY 07/25	HI edge. End lights red.	
TWY	Blue edge on TWY A, D, E & C (RWY to hold C1). Guard lights at holds A1, C1, D1 & E1.	

CHANGE (4/26): NEW TWY E. RENAMED EXISTING TWY E TO TWY F. NEW HOLDS D1, D2 & D3. HOLD E1, E2 & F MOVED. TWY LIGHTING EDITOTIAL. DISUSED AREA.

BLACKBUSHE
EGLK

RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS			
RWY/ APRON / TWY	SURFACE	PCN	ELEVATION
RWY 07/25	Asphalt	-	-
Terminal Apron	Asphalt	-	-
TWY A, C, D, E, F, G, H	Asphalt	-	-

