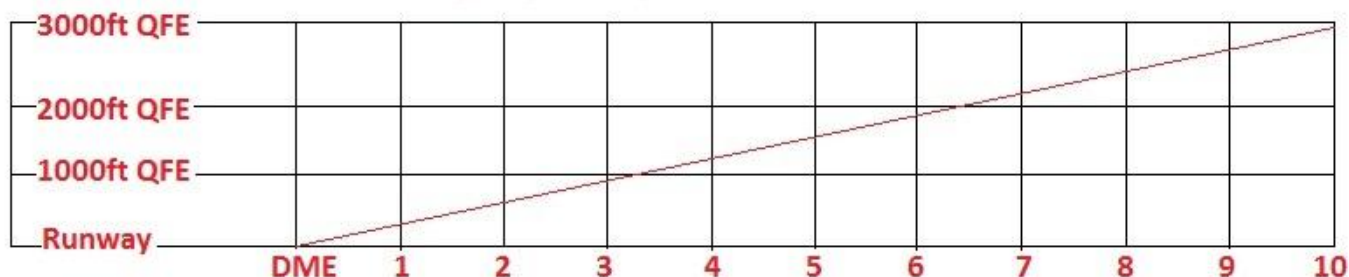
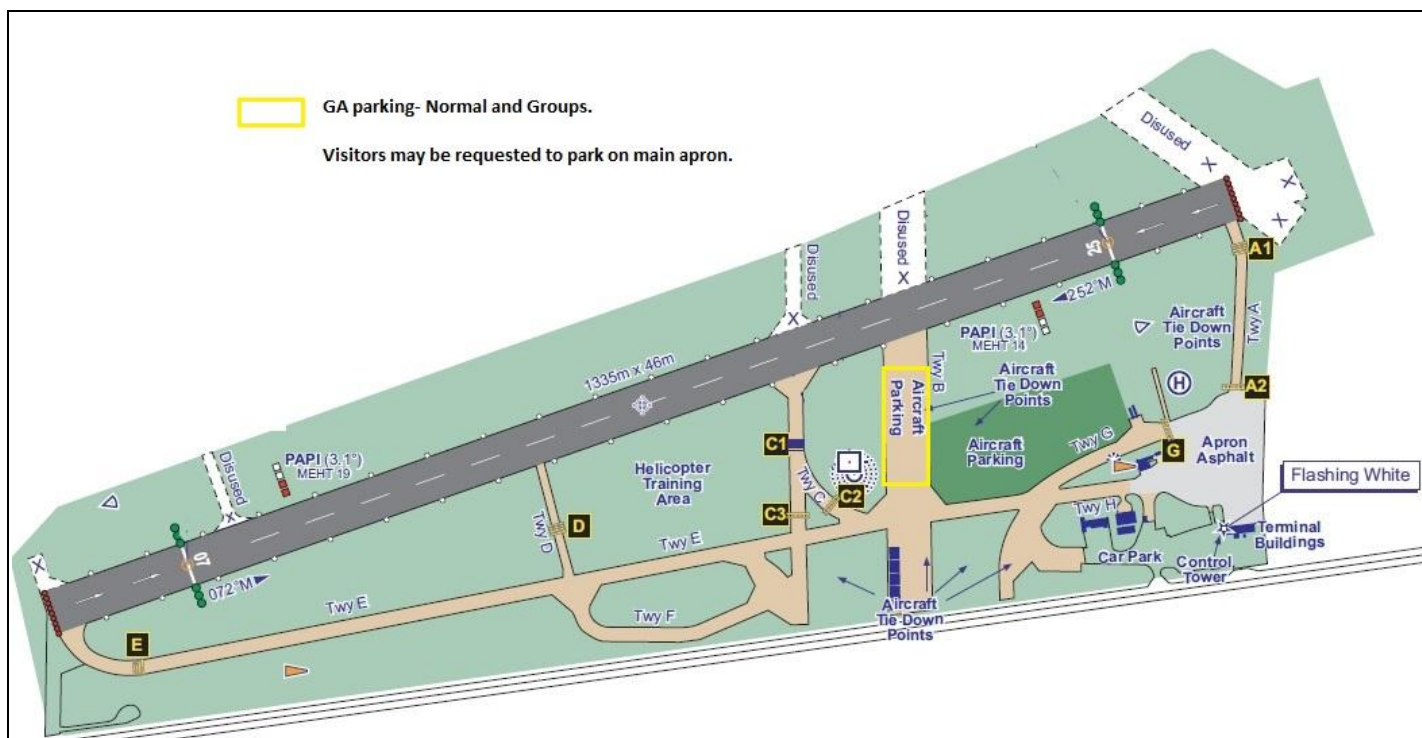


AIRFIELD NAME AND ICAO		September 24		BLACKBUSHE		EGLK		South	
CALLSIGN (A/C RADIO)		Blackbushe information/Blackbushe Radio				122.305			
CALLSIGN (ES/VATSIM)		EGLK_I_TWR/EGLK_R_TWR				Ground. --			
LOCATION		Lat N051.92.26.000		Long W000.50.51.000		Elev. 325			
LOCATION GEOGRAPHIC		8.5nm SE by S of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

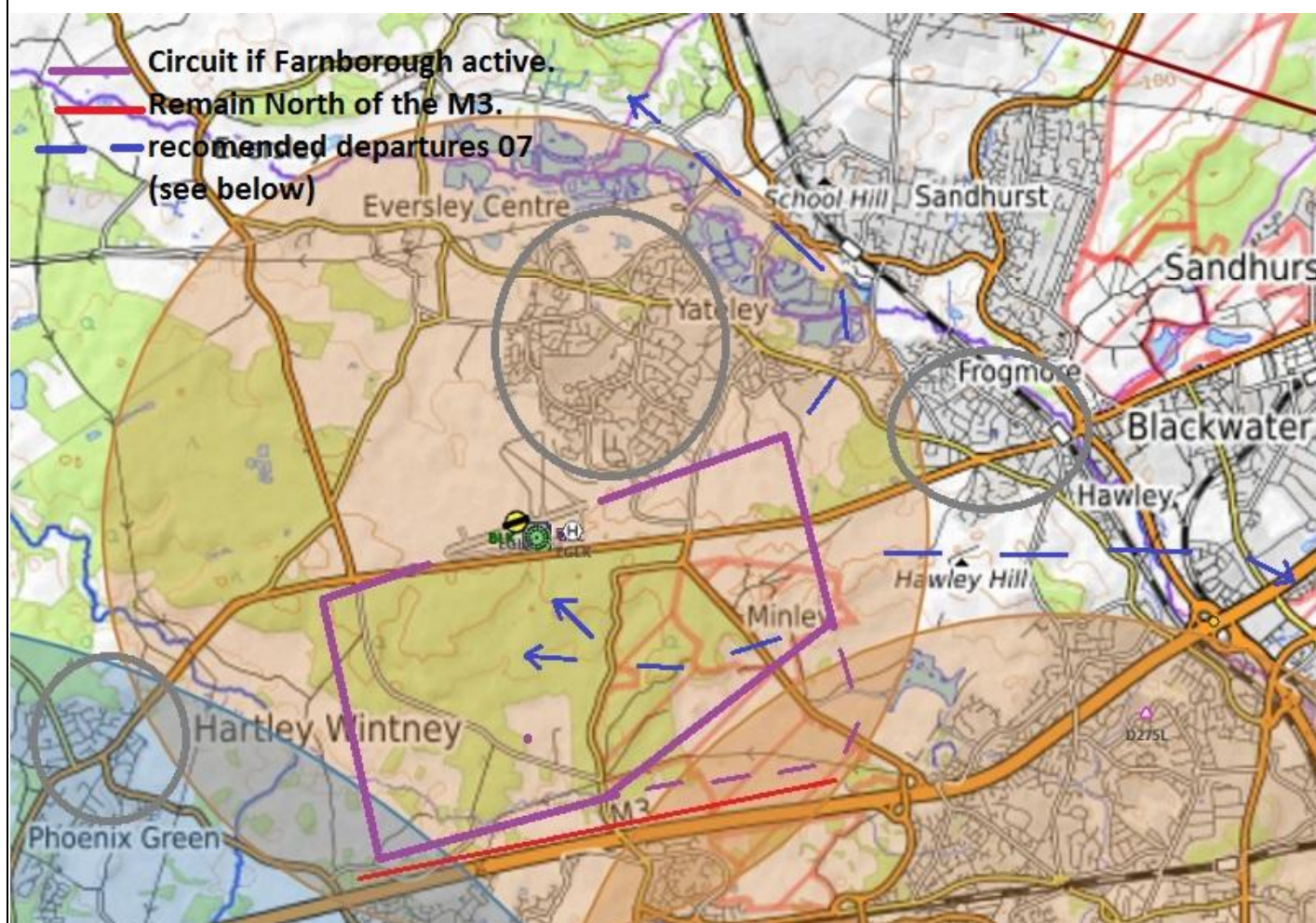
3 degree glide slope out to 10 nm QFE



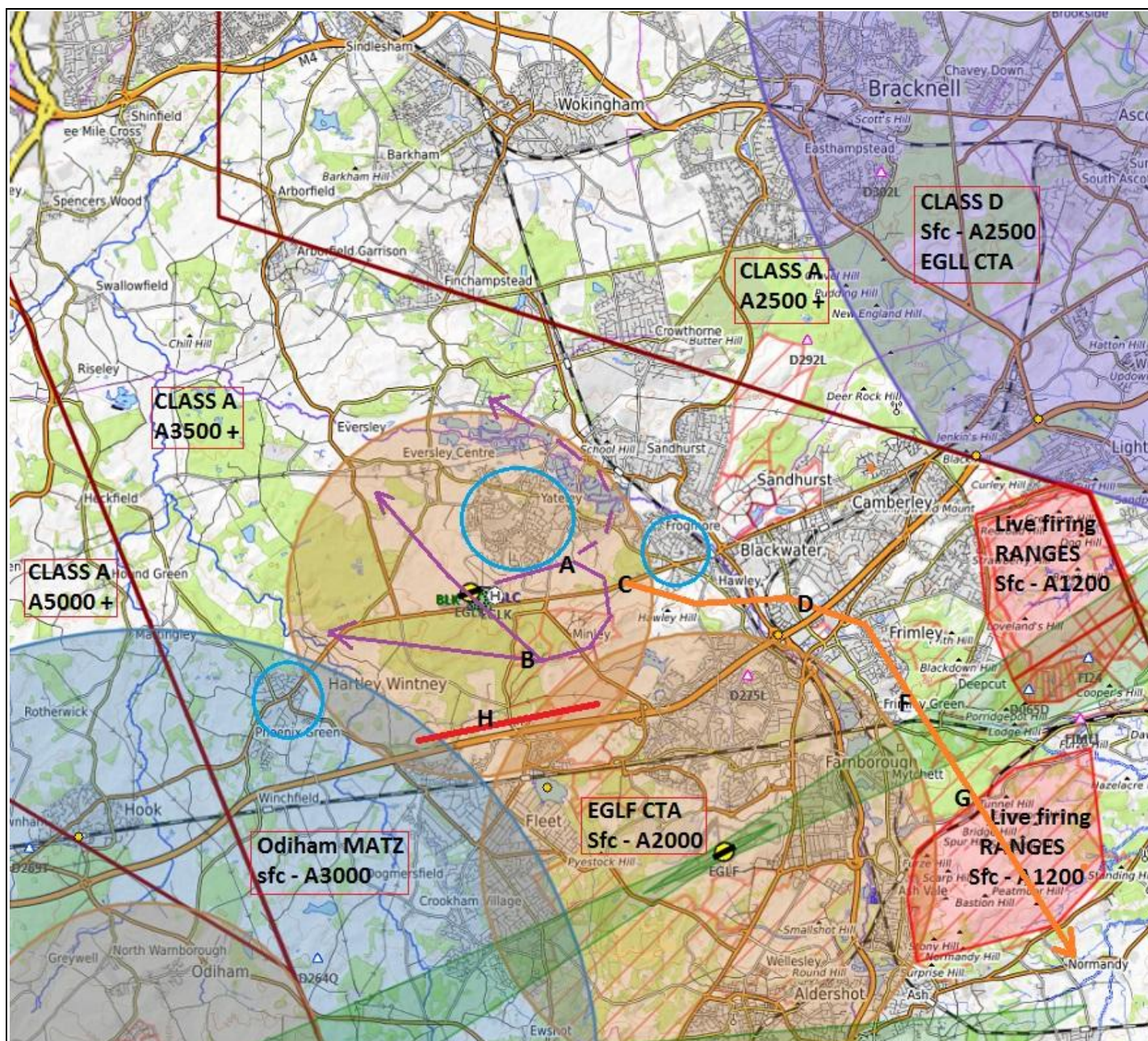
To cross an ILS safely, Tune it to get its' DME and use this chart GIVING YOURSELF +/- 300ft safety margin.



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







**Recommended departures from Runway 07.**

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

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