

AIRFIELD NAME AND ICAO		September 24		Fairoaks		EGTF		South	
CALLSIGN (A/C RADIO)		Fairoaks Information/ Fairoaks Radio				123.430			
CALLSIGN (ES/VATSIM)		EGTF_I_TWR/ EGTF_R_TWR				Elev. 80ft			
LOCATION		Lat N051.20.23.000		Long W000.33.31.000		Conspicuity 7010			
LOCATION GEOGRAPHIC		2nm N of Woking; Inside southern edge EGLL CTR				USE EGLL QNH ONLY - no QFE			
CHART SOURCE		NATS		This A/F has specific, non-standard procedures and a Local Flying Area. Know what you are doing, as a safe approach is your responsibility.					
METAR AIRPORT		EGLL 128.080							
NAV AIDS		NDB; FOS 348kHz Range 8nm; DME FRK 109.850MHz				NO NORDO A/C or weight shift Microlights			
RUNWAYS		Headings	Dimension	Surface	NO Overhead Joins; Circuit direction depends on traffic levels and will be advised by ATC on first contact.				
		06 / 24	813m x 27m	Asphalt					
AIRSPACE/TRANS ALT		CLASS D;		Transition level 6000ft		Airspace above is Class D EGLL CTR.			
CIRCUITS		Fixed wing A1100ft Helios. A800ft		Fixed, non-standard approach, Variable circuits, both runways. see charts below.					
NO FLY AREAS		WOKING at any Altitude Plus areas shown on charts below, below A1400ft							
LOCAL HAZARDS		The Taxiway south of 24 threshold unavailable to A/C A public footpath crosses the A/F close to 24 Threshold, remain above glide path ALL grass areas subject to waterlogging.							
HELICOPTER OPERATIONS		Approaches normally to the grass HTA, SOUTH of the runway . Initial approach as for fixed wing, East or West corridor, then to the southern boundary, to be NOT ABOVE A800ft by the LFA boundary. REMAIN CLEAR OF WOKING. When Circuits are to the SE, SUBJECT TO TRAFFIC , including Taxiing A/C. ATC MAY advise an approach to the grass NORTH of the runway. DO NOT overfly buildings in the NE corner of the Airfield. Follow the routes show on the chart below Helicopters requiring an approach to the RUNWAY, MUST STATE THEIR INTENTIONS on FIRST CONTACT with Fairoaks. If not very busy, you may expect straight in with a possible hold at 2.5DME, on the c/l. Otherwise expect to follow FIXED WING approach (as advised) NOT ABOVE A800ft THE 'H' Helipad, immediately outside the southern boundary is a PRIVATE landing site. Circuits, Hover manoeuvre flying and use of sloping ground and confined training areas by ROBINSON R22 Helicopters IS PROHIBITED							
SPECIAL RULES		The A/F sits INSIDE Heathrow's CTR, with an ATZ limited to 1500ft QNH – EGTF Low Flying Area. ALL arrivals and departures from / to the SOUTH, via EAST or WEST corridor ONLY. ALL A/C are REQUIRED to follow approach routes as shown on the charts below. NO WEIGHT SHIFT MICROLIGHTS. No Circuit Training, No NORDO A/C ALL DEPARTURES will use the corridor appropriate to the runway in use [E bound-E corridor]. WATCH OUT and listen, FOR INBOUND A/C.							
REMARKS		When arriving / departing Fairoaks EGLL_APP or THAMES may require your flight under their control. DO NOT FORGET. If Fairoaks Information is on, you will be controlled on the ground. If you are unable to maintain VFR flight, inside the LFA, You may fly SVFR PROVIDED THAT you can:- a) remain clear of cloud and surface in sight. b) NOT ABOVE A1500ft. c) 140kts IAS or LESS. d)Minimum cloud ceiling 600ft. e) Minimum visibility 3km. UNLESS WITH AN APPROACH CONTROLLER; Make first contact at 5-8DME but no later than 3DME This is one of the more challenging A/Fs to use, know the special procedures. Don't Forget, ATC can ONLY provide ALL A/C with traffic information RECEIVED from PILOTS. So, Make sure you make AT LEAST the recommended calls shown below, LISTEN and work out were other traffic is and WATCH OUT. The safety of your flight is YOUR responsibility. ATC would rather help you than have a problem with all other A/C. Need help; ASK.							
PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS									

Inbound/Outbound,
SQWARK 7010,
unless advised otherwise

Helio approach,
avoiding buildings to
NE of boundary.

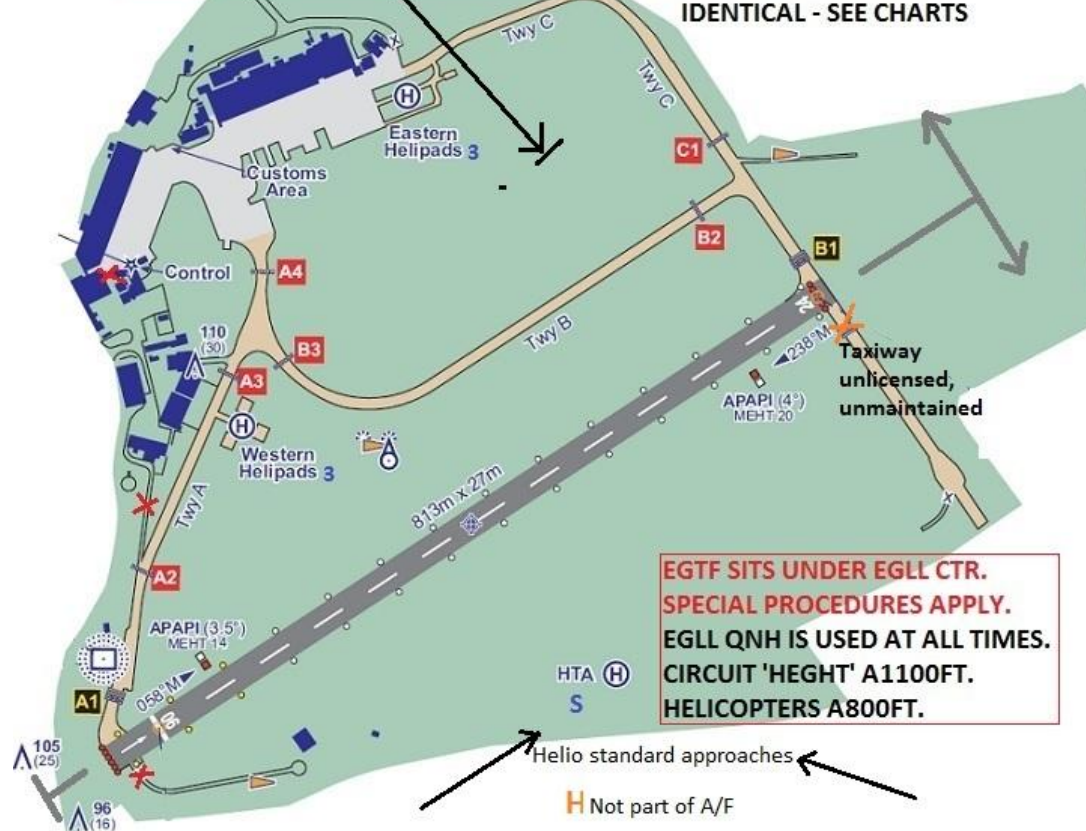
CIRCUITS

A/F NOT BUSY; CIRCUITS TO THE NORTH.

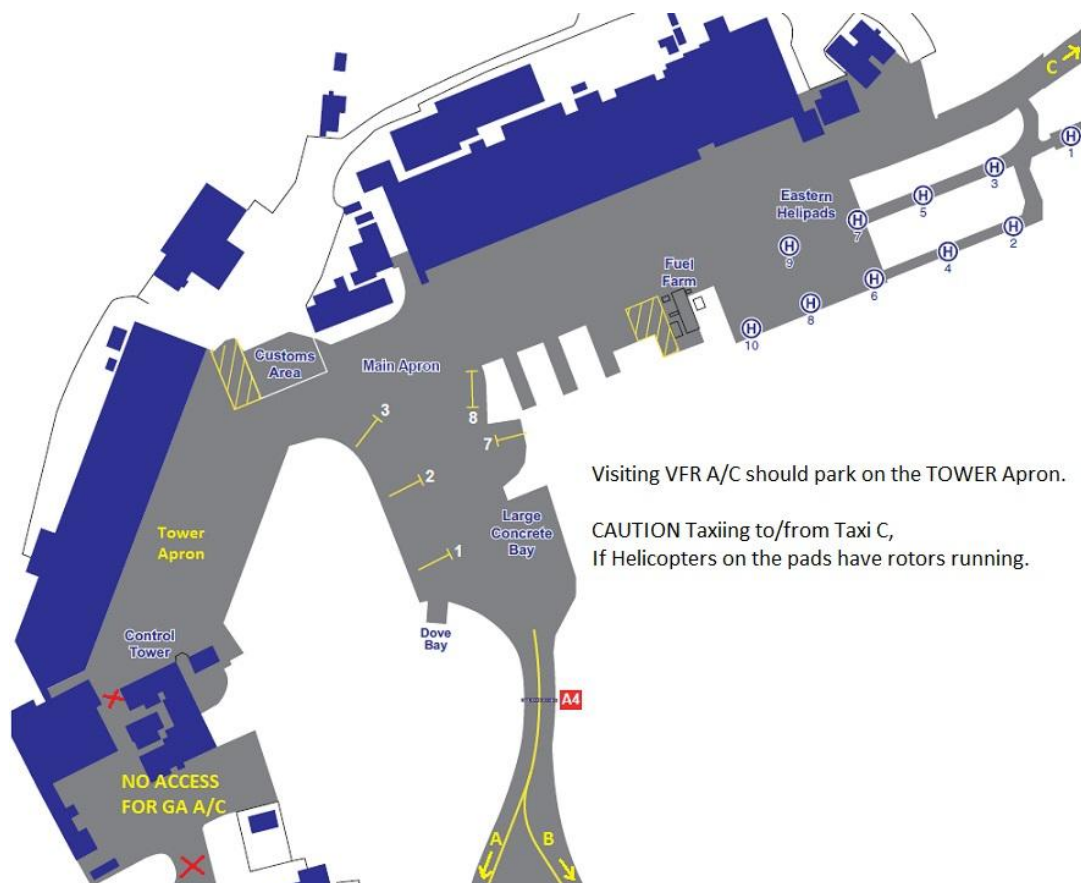
A/F BUSY; CIRCUITS TO THE SOUTH.

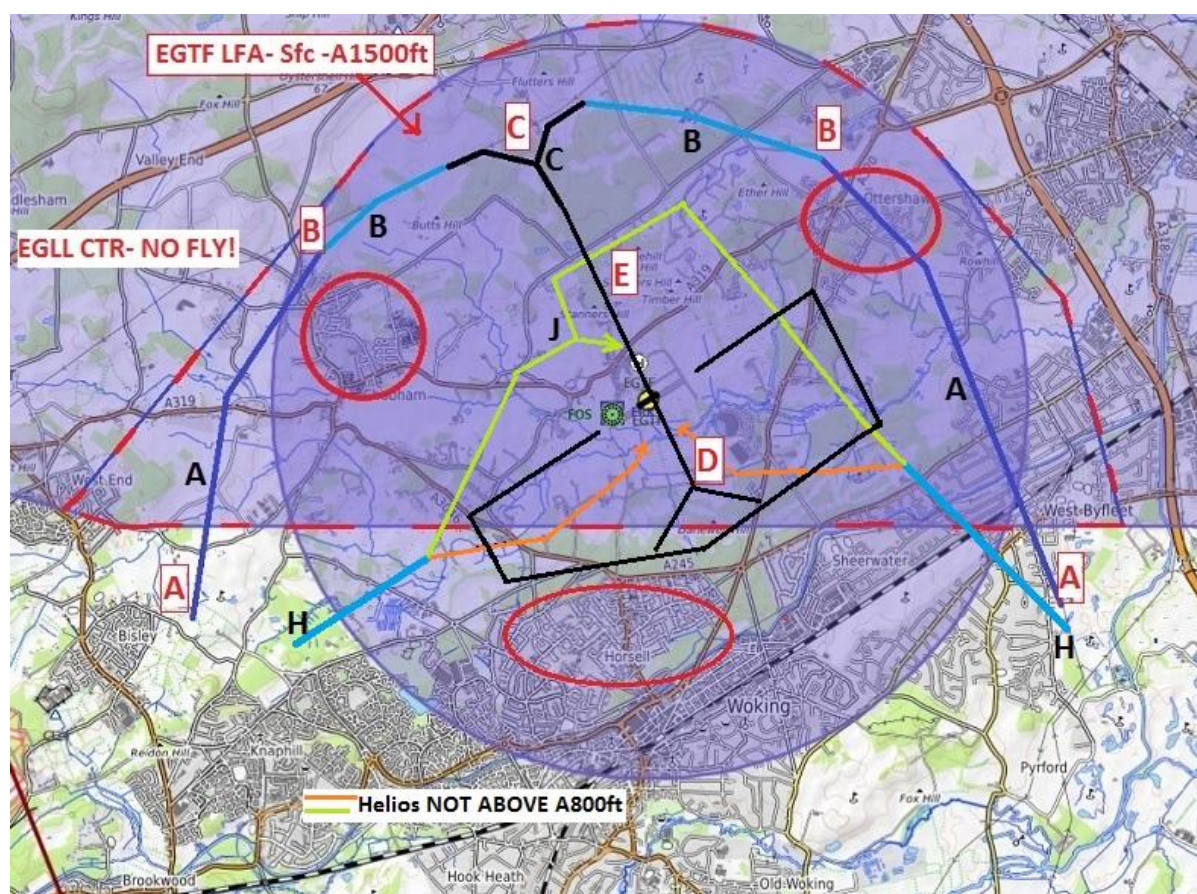
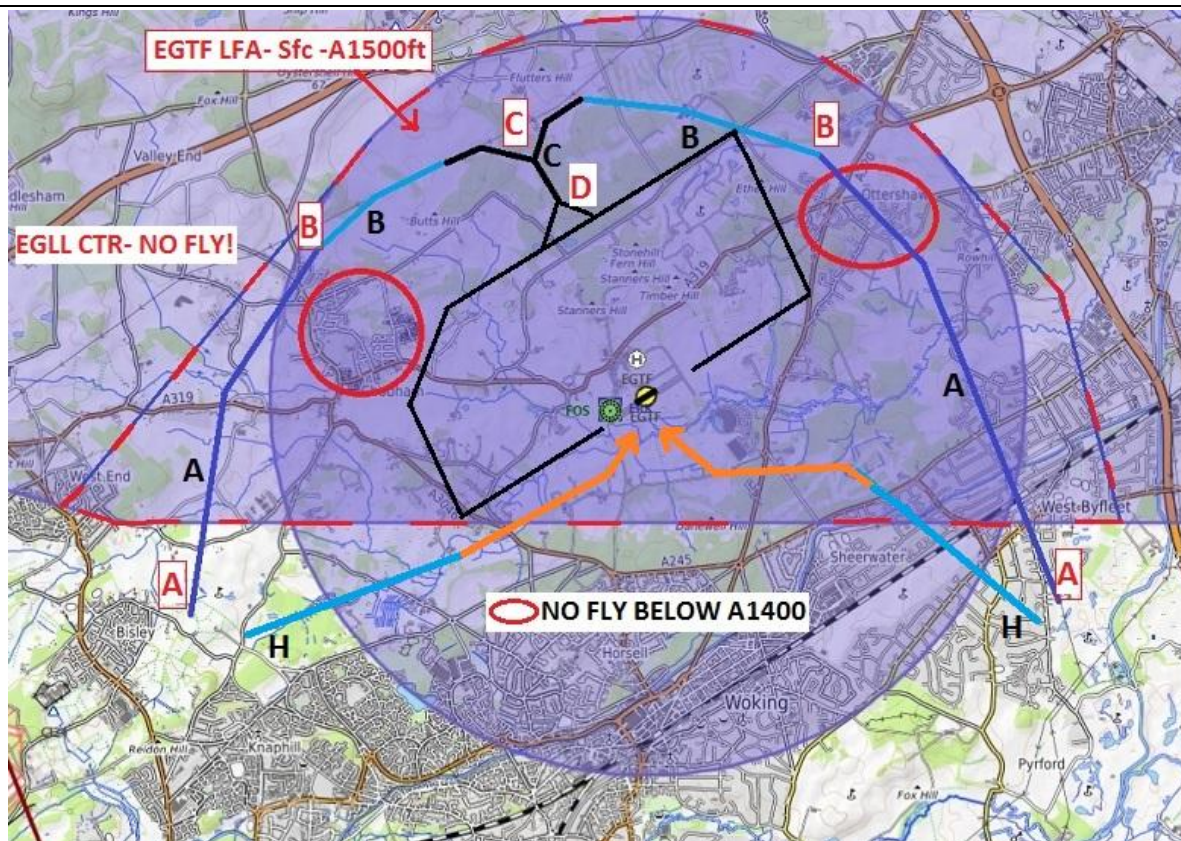
ATC WILL ADVISE.

BASIC APPROACHES ARE
IDENTICAL - SEE CHARTS



EGTF SITS UNDER EGLL CTR.
SPECIAL PROCEDURES APPLY.
EGLL QNH IS USED AT ALL TIMES.
CIRCUIT 'HEGHT' A1100FT.
HELICOPTERS A800FT.





A: Inbound AT A1400ft.
 B: Descend to A1100ft
 C: Turn inbound to Runway,
 To join downwind.
 H: Standard Helio approach
 J: Helio Northern approach

Recommended Radio Calls

A: [callsign] entering E/W corridor.
 B: [callsign] descending to A1100ft.
 C: [callsign] turning inbound.
 D: [callsign] turning downwind (runway number)
 E: [callsign] dead-side for downwind join (runway)

NOTE

REPORT OTHER TRAFFIC as appropriate. ATC CANNOT provide other A/C with YOUR position/intentions, UNLESS you report them.