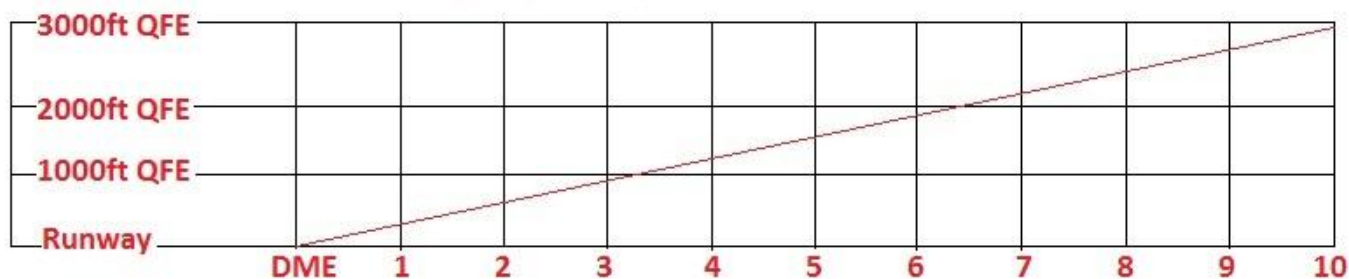
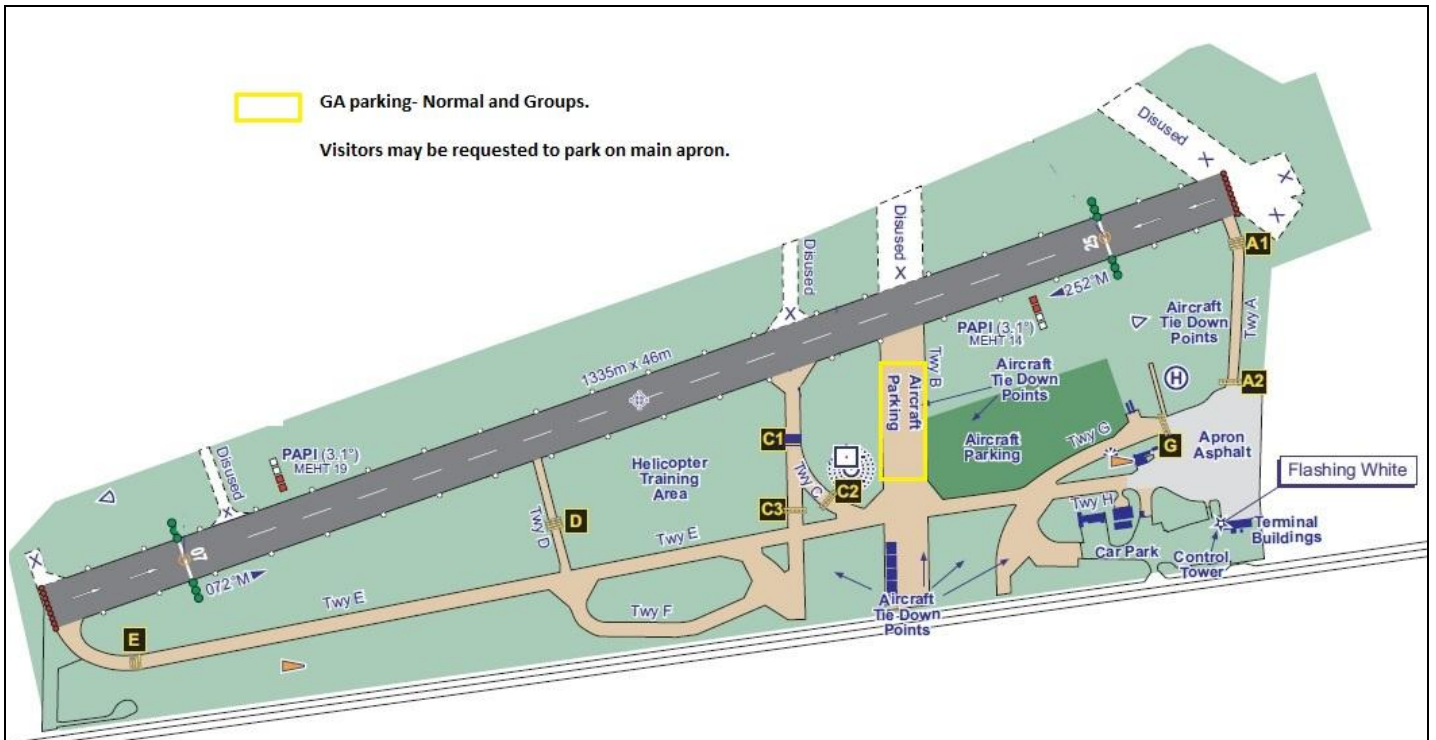


AIRFIELD NAME AND ICAO	October 19	BLACKBUSHE		EGLK	South
CALLSIGN (A/C RADIO)	Blackbushe information/Blackbushe Radio			122.300	
CALLSIGN (ES/VATSIM)	EGLK_I_TWR/EGLK_R_TWR			Ground. --	
LOCATION	Lat N051.92.26.000	Long W000.50.51.000		Elev. 325	
LOCATION GEOGRAPHIC	8.5nm SE by S of Reading			VFR Conspicuity ---	
CHART SOURCE	NATS	NO NORDO A/C		App.---	
METAR AIRPORT	EGLF Farnborough 128.400		QFE= QNH(METAR) -10 HPscs		
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	
	1200' QFE	Twins & executive A/C.		ALL inbound A/C. see below. Night Circuits 1000ft	
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.				

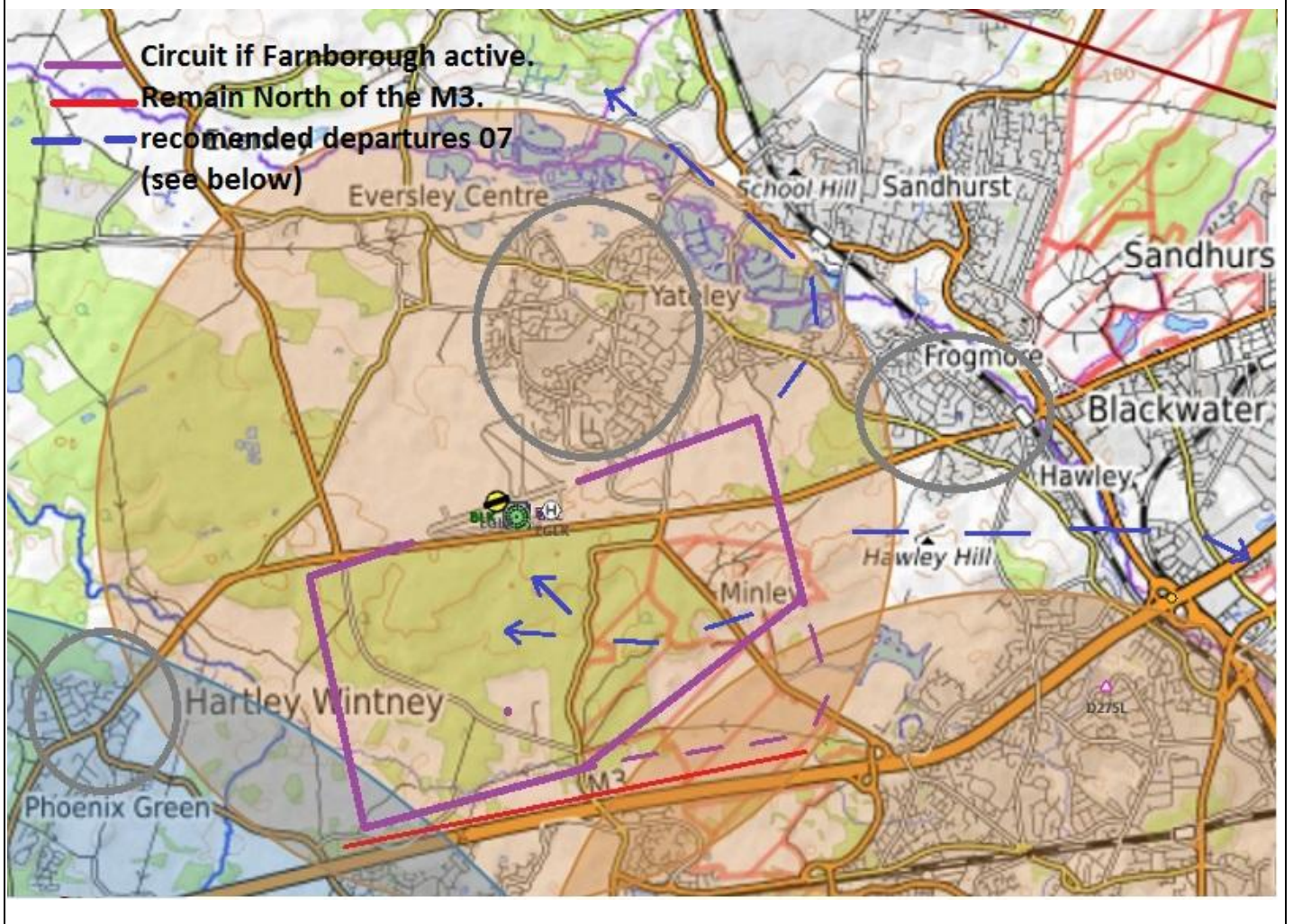
3 degree glide slope out to 10 nm QFE

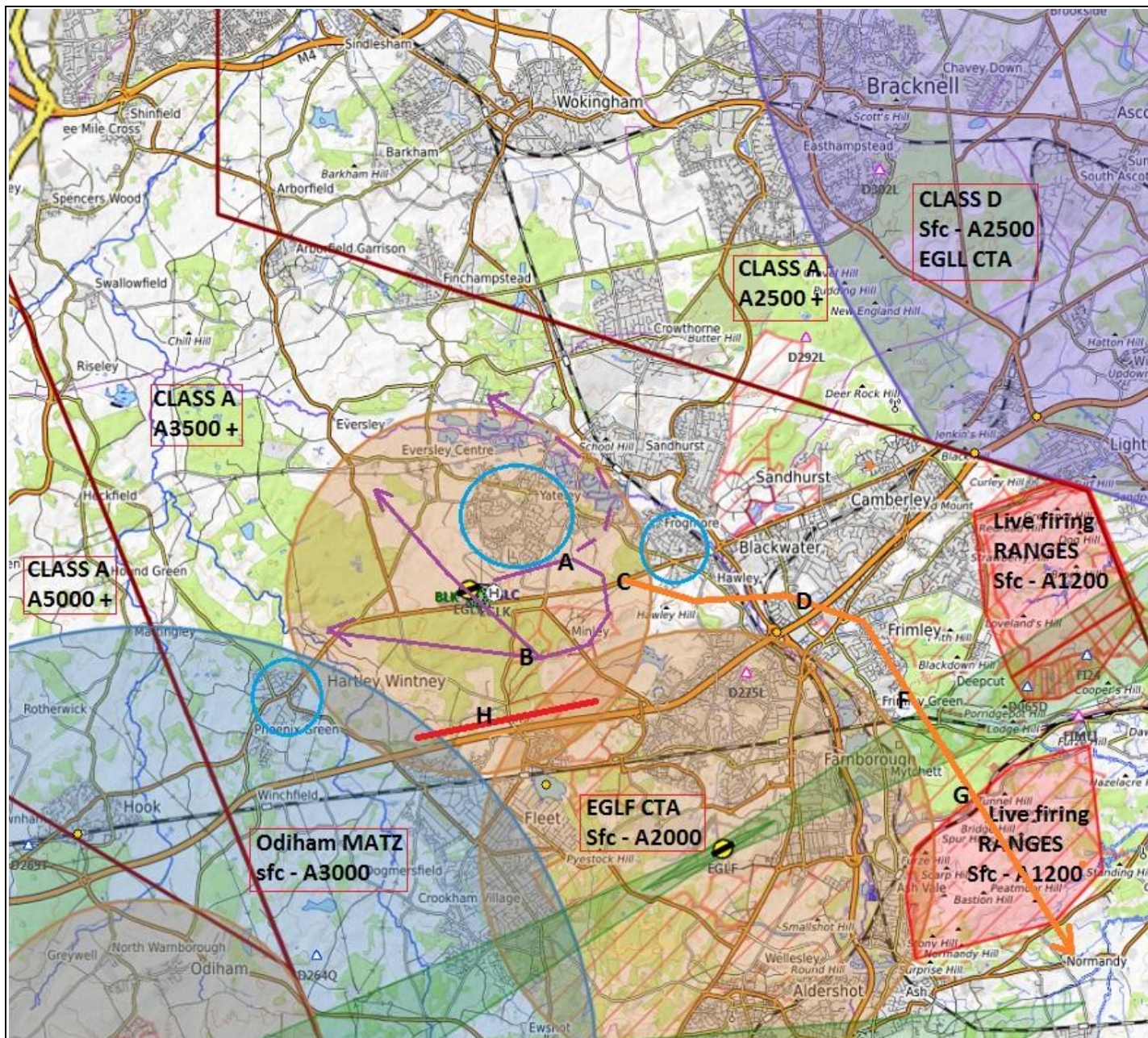


To cross an ILS safely, Tune it to get its' DME and use this chart GIVING YOURSELF +/- 300ft safety margin.



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