

EGLK (BBS)

N51 19.43 W000 50.85 **BLACKBUSHE** 325ft AMSL

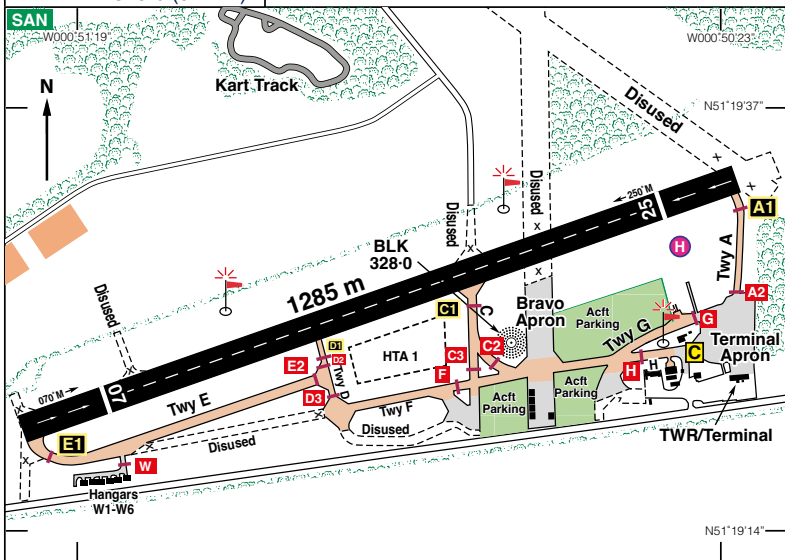
2 nm W of Camberley. *///note.shadowing.swells* **CPT 114-35 126 17-2**

c/s Blackbushe Information 122-305 AFIS

c/s Blackbushe Radio 122-305 A/G as directed by ATC

Farnborough Radar 125-250 Mon-Fri 0700-2200, Sat, Sun & PH 0800-2000

NDB 'BLK' 328-0 (on A/D)



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
07/25	1285x46	Asphalt	07-1199 25-1199	07-1102 25-1062	Thr Rwy PAPI 3.1° Thr Rwy PAPI 3.1° ABn Wh

Op Hrs: 0700-1800 daily (and by arrangement within period 1800-2200).
PPR required www.blackbushe.com/ppr

Landing Fee: See www.blackbushe.com/charges <750kg £18; 751-1500kg £24.
20% discount for fuel uplift. Parking (grass & hard standing) from £15 per night.

Customs: NI, ROI, IoM, CI - 12hrs; others 2hrs.
GAR must be completed and sent to ncu@hmrc.gsi.gov.uk.

Hangarage: Nil. **Maintenance:** On request.

Remarks: Operated by Blackbushe Airport Ltd., Terminal Building, Blackbushe Airport, Camberley, Surrey GU17 9LQ.
All pilots must comply with the Rules & Procedures and accept the Terms & Conditions. (www.blackbushe.com/vfr)
Aerodrome partially located in Farnborough CTR (Class'D') see Local Flying Area (LFA) chart.

continued

Remarks (continued):**Noise Abatement Procedures**

Please do not overfly any of the exclusion areas marked on the area chart at any altitude. When arriving from the NE, please position sufficiently to the west to avoid overflying Yateley and Eversley. In order to safeguard the future of the Airfield, it is vital that all pilots pay due regard to these Rules and Procedures and avoid Hartley Wintney, Yateley, Eversley, Mattingley and Hazeley Heath. See website:- www.blackbushe.com/vfr for details.

Runway 25 Noise Abatement

On climb-out, a normal 500ft crosswind turn should ensure that overflying Hartley Wintney is avoided. On approach, pilots must take particular care to avoid overflying the housing estate to the north of the approach path.

Runway 07 Noise Abatement

On climb-out, pilots must take particular care to avoid overflying the housing estate on their left. Once at a safe height, a 10° turn to the south (right) will assist in avoiding noise sensitive premises. On approach, the base leg to finals turn should be made approximately over Star Hill (approx. 1 nm to the west), remaining well to the east of Hartley Wintney.

Circuits are always to the south of the Airfield and are flown at 800ft QFE for most fixed wing aircraft. For jets, turbo-props and other high performance traffic, circuits are flown at 1200ft QFE. Where a light twin has difficulty integrating with slower aircraft in the 800ft circuit, the 1200ft circuit may be appropriate provided there is no expected jet or turbo-prop traffic. Pilots must communicate their intentions with Blackbushe ATSU. Rotary wing circuits are flown at 800ft 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. Pilots must remain north of the M3 motorway to avoid infringing the Farnborough ATZ / CTR. In the interests of safety, orbits in the circuit are generally not permitted, but may be required on occasion due to the range of aircraft with different performance characteristics. Should orbits be required they should first be declared, and then be executed in the direction of the circuit.

Joining Procedures:

There are two standard VFR / SVFR joins:

From outside CAS (N&W): Joins from the N&W shall descend to circuit height on the "deadside" (to the north of the AD).

From within CAS (S&E): Acft coming from within the Farnborough CTR shall join overhead at 1600ft AAL to ensure they are within the LFA. They shall descend on the deadside and integrate with the visual circuit.

Runway 25 Arrivals

When on final for Runway 25, try to keep as far south as possible and avoid excessive use of power, keeping the housing estate to the right (north). Turn Base Leg abeam Hawley Lake on the M3 to ensure circuits remain west of Blackwater. If aircraft ahead are establishing a wider circuit, do not follow, but reposition deadside or orbit as appropriate, and in communication with ATSU.

Runway 07 Arrivals

When joining or descending deadside, take care to remain west of Yateley. Follow the path of disused runway 14/32, keeping to the south west of it at all times. Turn Base Leg abeam Fleet Services on the M3 to ensure circuits remain east of Hartley Wintney. If aircraft ahead are establishing a wider circuit, do not follow, but reposition deadside or orbit as appropriate, and in communication with ATSU.

continued

Remarks (continued):**IFR ATS Route Structure Arrivals**

IFR ATS Route Structure aircraft will typically arrive on a suitable Farnborough STAR and will be positioned either within or outside controlled airspace to obtain visual reference to the ground to complete a visual approach into Blackbushe.

Any aircraft operating SVFR in the LFA will be required to land or vacate the ATZ (Aerodrome Rule 12.2) to facilitate IFR traffic.

Caution! Extending the Downwind leg of either Runway 25 or 07 may result in an infringement of the Farnborough CTR/CTA if the aircraft leaves the ATZ / LFA.

Departure Procedures

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.

On leaving the circuit to the West and North it is advised that first contact is to Farnborough LARS West (125•250 MHz) 0800-2000L.

Runway 25 Departures

If departing to the North or West, straight out departures are permitted with a right turn to avoid overflying Hartley Wintney and avoid entering controlled airspace to the South. If departing to the South West, South or East, a clearance must be sought to enter the Farnborough CTR/CTA (see Transits below).

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 on the downwind leg into the overhead, remaining outside controlled airspace above at 2000ft AMSL (1675ft AGL) unless in receipt of a clearance from Farnborough Radar.

Squawks

In order to provide knowledge of intention, the table below indicates the squawk an aircraft shall select on departure from Blackbushe, unless an alternative has been given by a relevant ATSU.

Departure direction	Aircraft intention	Squawk to select	Suitable Freq(Mhz)
Any.	Remaining in the circuit.	A7010.	Remain with 122•305.
West and North.	Remaining outside of Controlled Airspace.	If listening out on 125•250, 4572 and if freecalling en-route squawk conspicuity. If a service is requested from LARS West, SSR code will be allocated by Farnborough.	If pilot requires a service from Farnborough LARS West, call on 125•250.
South, South West, South East & East.	Subject to individual clearance from Farnborough Radar over the phone with Blackbushe ATSU.	As allocated by Farnborough Radar.	Call Farnborough Zone on 133•440.

continued

Remarks (continued):**Special VFR within the LFA (Aerodrome Rule 12.2)**

SVFR aircraft are required to vacate the LFA prior to IFR flights to/from Blackbushe and prior to Blackbushe Runway 07 departures. Pilots operating SVFR will be reminded of this Aerodrome Instruction by Blackbushe ATSU and expected to either land and vacate the runway, or depart into the local area avoiding controlled airspace. Pilots must communicate their intentions.

As dictated by the respective ATZs, Farnborough shall not operate north of the M3, nor Blackbushe on or south of the M3, without co-ordination. Farnborough's ATZ is active H24; Blackbushe's only during operational hours (0700 - 2200 (L)).

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.

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.

Transits of Farnborough CTR on Departure

Those aircraft wishing to transit beyond the LFA but still within the Farnborough CTR shall request a suitable clearance, initially from Blackbushe ATSU.

Typically clearances will be issued to one of two established Visual Reference Points (VRPs). Blackbushe ATSU will pass the aircraft callsign, type and destination.

Farnborough will issue a Squawk, QNH and a departure clearance. The typical restriction will be not above 2000ft, holding North West of Fleet Pond VRP or North of M3 Junction 4 VRP.

Use of runways: When RVR is 1500m or less, the AD will be unavailable for fixed wing VFR traffic.

Circuit training by non based fixed wing acft is not permitted.

Flexwing microlights are not permitted.

Warnings: Blackbushe is located 3.8 nm NW 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.

Fast jet acft mixing with slower GA acft should be expected at anytime during Op hrs. All pilots must exercise extreme caution and obtain traffic information prior to entering the ATZ.

AD often active outside published operating hours; call AFIS on 122*305 at all times. Large concentrations of birds on and in vicinity of the aerodrome.

Model acft flying within 0.2nm radius of N51 21.11 W000 51.21 Eversley Cricket Club, Max height 400ft AGL; 700ft AMSL.

Taxi: See www.blackbushe.com/taxi

Restaurant: Pathfinder Café, Tel: 01252 471305

Fuel: 100LL, UL94, Jet A1.

VISA, AMEX, Mastercard.

ApplePay and GooglePay also accepted.

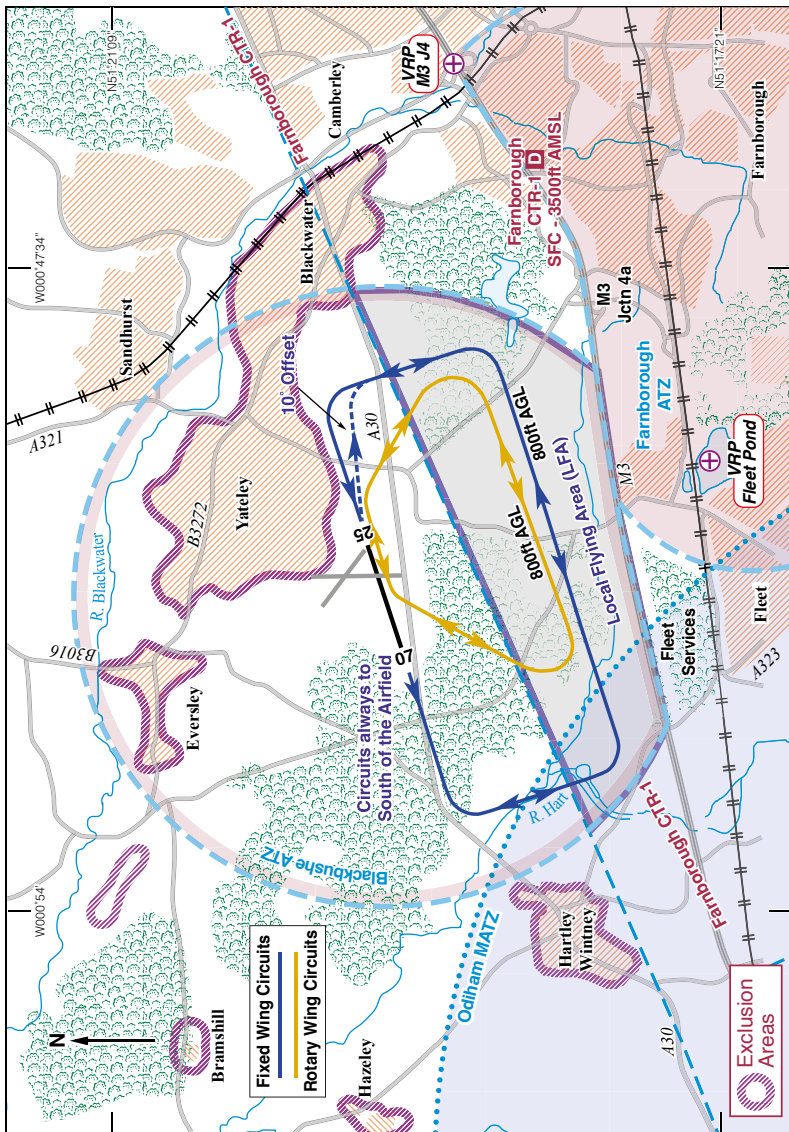
Tel: 01252 471302 (ATSU/PPR)

07710 364933 (ATS Mobile)

Email: tower@blackbushe.com

Website: www.blackbushe.com

BLACKBUSHE AREA CHART/CIRCUITS



Exclusion Areas to be avoided at all times. All circuits to the South of runway at 800ft QFE for most fixed wing acft; at 1200ft QFE Jets/Turbo props & high performance traffic. Rotary wing circuits flown at 800ft QFE typically inside the fixed wing circuit. Note proximity of Farnborough ATZ / CTR and Odiham MATZ.