

EGLF

FARNBOROUGH

238 ft AMSL

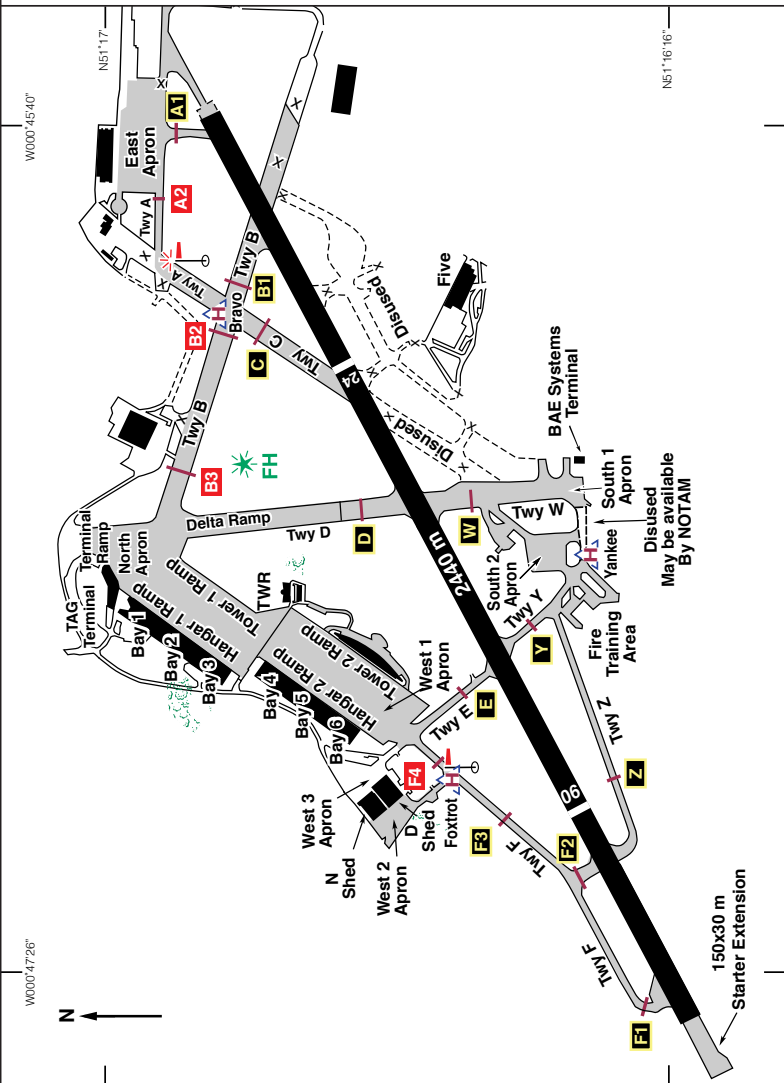
N51 16:52 W000 46:65

1 nm NNW of Aldershot.

OCK 115:30 265 12:5. MID 114:00 340 14:5

CPT 114:35 131 21

c/s Farnborough Radar 134.355. RAD (LARS) 125.250(W), 123.225(E) 132.800(N)
RAD c/s Director 130.055. TWR 122.780. ATIS 128.405. GND 121.815. Zone 133.440.
ILS/DME Rwy 06 (064°M) 'I-FRG' 111.550. ILS/DME Rwy 24 (244°M) 'I-FNB' 111.550.



Disused
May be available
By NOTAM

150x30 m
Starter Extension

EGLF

N51 16:52 W000 46:65		FARNBOROUGH			238 ft AMSL	
Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting	
06/24	2440x45	Concrete/ Asphalt	06-2000 †† 24-2063 †	06-1800 22-1800	Ap Thr Rwy PAPI 3·5° Ap Thr Rwy PAPI 3·5° I Bn 'FH' Gn	
† Take-off: Rwy 06 from intersection of Twy F1-TORA 1816 m Take-off: Rwy 24 from intersection of Twy B - TORA 1829 m †† Rwy 06 includes 150 m starter extension.						
Op hrs: Mon-Fri 0700-2200 ; Sat, Sun & PHs 0800-2000. ATZ active H24. PPR essential. Airfield may close after 2000 and before 2200 on weekdays.						
Landing Fee: Contact Farnborough Ops for rates, Tel: 01252 379002.						
Parking: Contact Farnborough Ops for rates, Tel: 01252 379002.						
Hangarage: Available.				Customs: Available.		
Maintenance: Farnborough Airport Engineering Tel: 01252 372400.						
Remarks: Operated by Farnborough Airport Ltd., Farnborough Airport, Farnborough, Hampshire GU14 6XA. Prior permission from Farnborough Ops, Tel: 01252 379002. The filling of a flight plan does not guarantee granting of PPR. For short notice movements, especially diversions, contact Ops on 131·865. Only aircraft that are 8.33 kHz compliant will be accepted. Pilots operating in the Farnborough LARS West area of responsibility, but intending to remain outside Class A to D and maintaining a listening watch only on Farnborough LARS West frequency 125·250 are encouraged to select SSR code 4572. Selection of the code does not imply the provision of any form of Air Traffic Service. Note: Radar services on 125·250 not available below 1500ft AMSL. Use of the handling agent is normally mandatory. Ground handling for all visiting civil aircraft will be undertaken by Farnborough Airport on the North Apron. Circuit at 1000 ft QFE (2730 kg or less), 1500 ft QFE (over 2730 kg). The starter extension on Rwy 06 has a 20 m turning circle at the west end. Pilots must be fully conversant with the strict Noise Abatement Procedures notified in the UK AIP. Helicopter procedures - See overleaf and chart at page 310. All Acft will be charged an emissions levy. Contact Farnborough Airport Operations on 01252 379002 for full details.						
Warnings:						
Danger Areas D132, D133A and D133B are within 3 nm to the east of A/D. Traffic carrying out instrument approaches to Rwy 27 at ODIHAM will pass approx 2 nm S of Farnborough aerodrome at 2100 ft QNH or lower. Below FL65 acft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3nm West of HAZEL/within 7.5nm of GWC.						
Accommodation: Hotel on A/D and several within 2 nm of A/D. Restaurants: Several within 2 nm of airport.						
Fuel: Jet A1. Multi-Service Mon-Fri 0545-2215 Sat, Sun & PH 0700-2015.				Tel: 01252 524440 PPR. 01252 526017 ATC 01252 379002 Ops. Website: www.farnboroughairport.com		

HELICOPTER ARRIVAL and DEPARTURE PROCEDURES

a. Arrival Procedures

On first contact pilots shall advise ATC as to whether they require an IFR or a VFR approach. Due to the noise sensitivity of the areas surrounding Farnborough, the preferred approach for helicopters during daylight hours is VFR; however, instrument approaches are available on request.

i. IFR

1. Standard instrument approach to Rwy 06 or 24.

ii. VFR

1. Visual approaches to Runway 06 or 24 are only permitted when flown in accordance with UK AIP EGLF AD 2.21 - NOISE ABATEMENT PROCEDURES section 4. Arrivals and delays may occur when ILS approaches are being carried out.

2. To minimise delays and noise disturbance, helicopter routing to or from Farnborough, VFR, should follow one of four established routes:

aa **WEST ROUTE:** From/To the West:

Join and follow the Basingstoke - Woking railway line to 'North Gate', then route towards the Northern aerodrome boundary via Southwood Golf course avoiding built up areas (See Note 1).

bb **NORTH ROUTE:** From/To the North:

Join and follow the M3 until 'North Gate', then route towards the Northern aerodrome boundary via Southwood Golf course avoiding the built up areas (See Note 1).

cc **EAST ROUTE:** From/To the East:

Route from Worplesdon Station to Longerend Farm on the A324 and then to Surprise Hill. From Surprise Hill route west to join the Basingstoke Canal where it passes under the B3411 and railway bridges (Two Bridges). Follow the canal to the southern end of Queens Parade, then towards the Queens Roundabout for Rwy 24 and Heli Bravo or towards the southern aerodrome boundary via the Army Golf Course for Rwy 06 and Heli Yankee (See Notes 2 and 3).

dd **SOUTH ROUTE:** From/To the South and Southwest:

Route to the A31/A331 junction (The Junction) avoiding the built up areas around Farnham. Follow the A331 to join the Basingstoke canal where it crosses over the dual carriageway then to the southern edge of Queens parade and then towards the Queens Roundabout for Rwy 24 and Heli Bravo or towards the southern aerodrome boundary via the Army Golf Course for Rwy 06 or Heli Yankee (See Note 2 and 3).

Note 1: 'North Gate' is the unpopulated area between Fleet Pond and M3 Junc 4A. Helicopters must maintain at least 1700 ft QNH if they require to fly over any part of the Qinetiq site, Southwood or Fleet.

Note 2: The section of the Woking Route between Longerend farm and Surprise Hill comes close to the southern edge of D132. Normally it is active to 500 ft and it is the pilot's responsibility to remain outside the Danger Area. If EG D132 is notified as active above this level then this route will be closed by NOTAM. Pilots will be instructed to either follow the Woking to Basingstoke railway line to join via North gate, or to use the Farnham Route, depending on traffic.

Note 3: Helicopters must avoid overflying all built up areas below 1700 ft amsl unless instructed by ATC. Pilots may be instructed to route to Heli Yankee to hold if there is fixed-wing traffic arriving or departing.

continued

HELICOPTER ARRIVAL and DEPARTURE PROCEDURES

iii. Three helicopter aiming points are established at Farnborough Aerodrome:

1. Heli Foxtrot (N51 16-52 W000 47-05), that part of 'F' taxiway between F3 and the entrance to West 2 apron;
2. Heli Bravo (N51 16-83 W000 46-05), the intersection of 'A', 'B' and 'C' taxiways;
3. Heli Yankee (N51 16-37 W000 46-52), the centre of South 2 apron.

Pilots should avoid overflying aircraft parked on South 1 apron. Pilots to be aware of possible vehicle activity. Landing clearance from ATC will be "Land at your discretion".

b. Departure Procedures

Departures must take place from Runway 06/24, Heli Foxtrot, Heli Bravo, or Heli Yankee.

i. IFR

1. ATC will allocate a transponder code, along with an assigned heading and altitude, which will ensure deconfliction from other traffic and compliance with noise abatement procedures.

ii. VFR

1. Outbound routings must comply with noise abatement procedures, and are the reverse of the inbound routes.

4 Route Waypoints:

Fleet Ponds	N51 17-32	W000 49-48
M3 Junction 4A	N51 18-20	W000 48-02
Southwood Golf Course	N51 17-22	W000 47-33
Longerend Farm	N51 15-68	W000 40-82
Surprise Hill	N51 15-38	W000 42-87
Two Bridges	N51 15-38	W000 43-32
The Junction	N51 13-72	W000 44-50
Worplesdon Station	N51 17-27	W000 34-95
Queens Parade	N51 15-78	W000 45-70
Queens Roundabout	N51 16-40	W000 45-43

5 Visual Reference Points (Used on the routes) (For full list of VRPs see page 311)

Bagshot	N51 20-95	W000 41-95
Hook	N51 16-77	W000 57-72

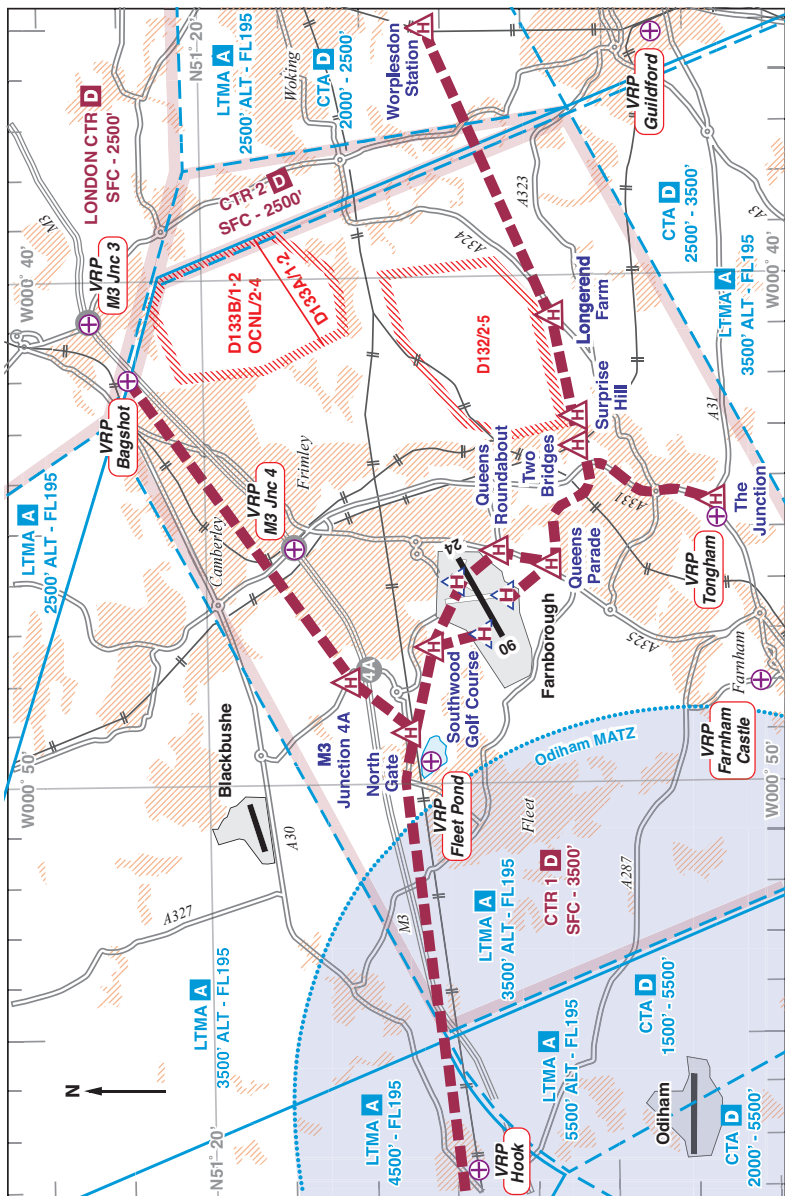
Note 1: Eastbound helicopters intending to join Helicopter Route H3 in the London Control Zone should use the following line features: railway line then the M3 Motorway to Bagshot VRP.

Note 2: Pilots are advised that the VRP Bagshot is located approximately 1 nm SE of Bagshot Mast.

Pilots are reminded of the close proximity of busy minor aerodromes, ATZs, intense gliding activity and Danger Areas in the airspace beneath the London TMA. Pilots are strongly advised to request a Lower Airspace Radar Service from Farnborough ATC when operating in the vicinity of Farnborough aerodrome. Pilots of Police and Ambulance helicopters operating within 20 nm of Farnborough should contact Farnborough Radar on 134-355 during the notified hours.

See VFR Arrival Chart overleaf.

FARNBOROUGH VRPs and HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES



FARNBOROUGH VISUAL REFERENCE POINTS (VRPs)

VRP	VOR/DME
M3 Junction 3 N51 21·35 W000 40·85	LON 226°/11·3 nm OCK 289°/9·3 nm MID 354°/18·3 nm
Bagshot N51 20·95 W000 41·95	LON 227°/12·0 nm OCK 286°/9·8 nm MID 352°/18·0 nm
M3 Junction 4 N51 18·98 W000 45·42	LON 227°/15·0 nm OCK 273°/11·7 nm MID 343°/16·5 nm
Fleet Pond N51 17·32 W000 49·48	LON 229°/18·0 nm OCK 266°/14·3 nm MID 333°/16·0 nm
Hook N51 16·77 W000 57·72	LON 237°/22·4 nm OCK 266°/19·4 nm MID 318°/18·6 nm
Guildford N51 14·37 W000 35·10	LON 197°/15·5 nm OCK 233°/6·5 nm MID 009°/11·2 nm
Tongham N51 13·70 W000 44·53	LON 214°/18·7 nm OCK 248°/12·0 nm MID 338°/11·4 nm
Farnham Castle N51 13·12 W000 48·13	LON 219°/20·5 nm OCK 249°/14·4 nm MID 327°/11·9 nm
Frensham Great Pond (Off chart) N51 09·27 W000 47·50	LON 212°/23·4 nm OCK 235°/15·8 nm MID 315°/8·7 nm
Alton (Off chart) N51 09·12 W000 57·97	LON 224°/27·6 nm OCK 245°/21·6 nm MID 295°/14·2 nm