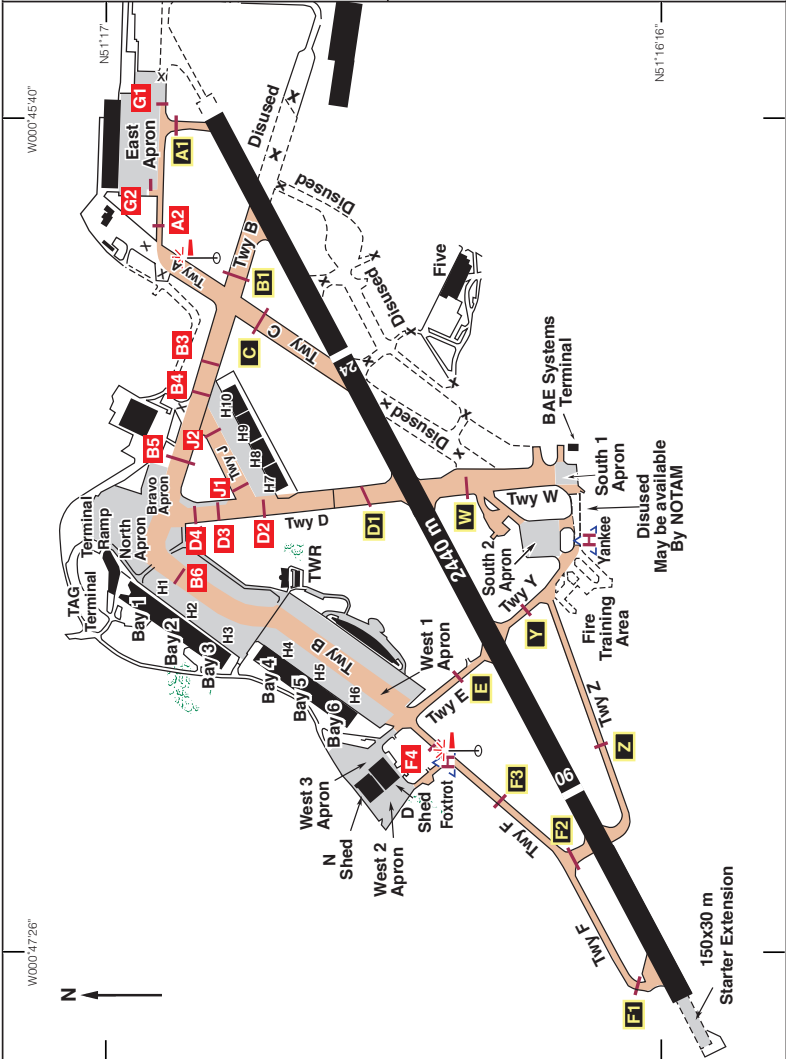


c/s Farnborough Radar 134-355, RAD (LARS) 125-250(W), 123-225(E) 132-800(N)

TWR 122-780 ATIS 128-405 GND 121-815 Zone 133-440 RAD c/s Director 130-055

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** 238ft 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°
†	Take-off: Rwy 06 from intersection of Twy F1-TORA 1809m Take-off: Rwy 24 from intersection of Twy B - TORA 1828m				
††	Rwy 06 includes 150m starter extension.				

Op hrs: Mon-Fri 0700-2200 ; Sat, Sun & PHs 0800-2000. **ATZ active H24.**
PPR essential. AD may close earlier if there is no scheduled traffic. See NOTAMS

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 1000ft QFE (2730kg or less), 1500ft QFE (over 2730kg).

The starter extension on Rwy 06 has a 20m 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 305.

All aircraft 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 3nm to the east of A/D. Traffic carrying out instrument approaches to Rwy 27 at ODIHAM will pass approx 2.5 nm S of Farnborough aerodrome at 2000ft QNH or lower.

Below FL65 acft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 nm West of HAZEL/within 7.5 nm of GWC.

Accommodation: Hotel on A/D and several within 2 nm of A/D.

Restaurants: Several within 2 nm of airport.

<p>Fuel: Jet A1 & SAF. (Sustainable Aviation Fuel) Multi-Service Mon-Fri 0545-2215 Sat, Sun & PH 0700-2015. Helis-Rotors running refuelling is not permitted.</p>	<p>Tel: 01252 524440 PPR Tel: 01252 526017 ATC Tel: 01252 379002 Ops Email: ops@farnboroughairport.com Website: www.farnboroughairport.com</p>
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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. 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 Country Park 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 Country Park avoiding the built up areas (See Note 1).

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

Route from Worplesdon Railway 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.

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:

M3 Junction 4A	N51 18.20	W000 48.02
Southwood Country Park	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
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 306)

Bagshot	N51 20.95	W000 41.95
Hook Railway Station	N51 16.77	W000 57.72
Fleet Ponds	N51 17.32	W000 49.48
Worplesdon Railway Station	N51 17.27	W000 34.95

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 1nm 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 20nm of Farnborough should contact Farnborough Radar on 134•355 during the notified hours.

See VFR Arrival Chart overleaf

