Blackbushe Airport Rules & Procedures

1. GENERAL

1.1. The use of the Airport by the Operator or on their behalf is subject to the Terms & Conditions, these Rules & Procedures, and any other policy document which shall apply equally to the provision of all facilities or services provided or offered to be provided by the Company and are hereby deemed to be incorporated into any agreement, contract or other legal relationship entered into by the Company with the Operator.

1.2. The Company shall be entitled to vary these Rules & Procedures from time to time, at its discretion and as it sees fit. Such variations may be brought to the notice of all Operators by any of the following means:

1.2.1. Publication of amended Rules & Procedures on the Company website (www.blackbusheairport.co.uk).
1.2.2. Notification by email to any Operators who have a Credit Account Agreement or other agreement with the Company, sent to such email address(es) as described on those agreements.
1.2.3. Publication of a NOTAM where appropriate.
1.2.4. Modification of the Airport entry in the UK AIP where appropriate.

1.3. Provided the Company has taken reasonable measures to publish variation(s), such variations shall be binding on the Operator.

1.4. The Airport published opening hours are listed within the Terms & Conditions, and on the Company website. Operators are required to comply with these opening hours, or the Out of Hours policy as appropriate.

1.5. The Airport accepts a wide mix of aircraft from microlights up to large business jets.

The introduction of any new type of aircraft fitting the criteria below must be approved in advance by the Airport Manager.

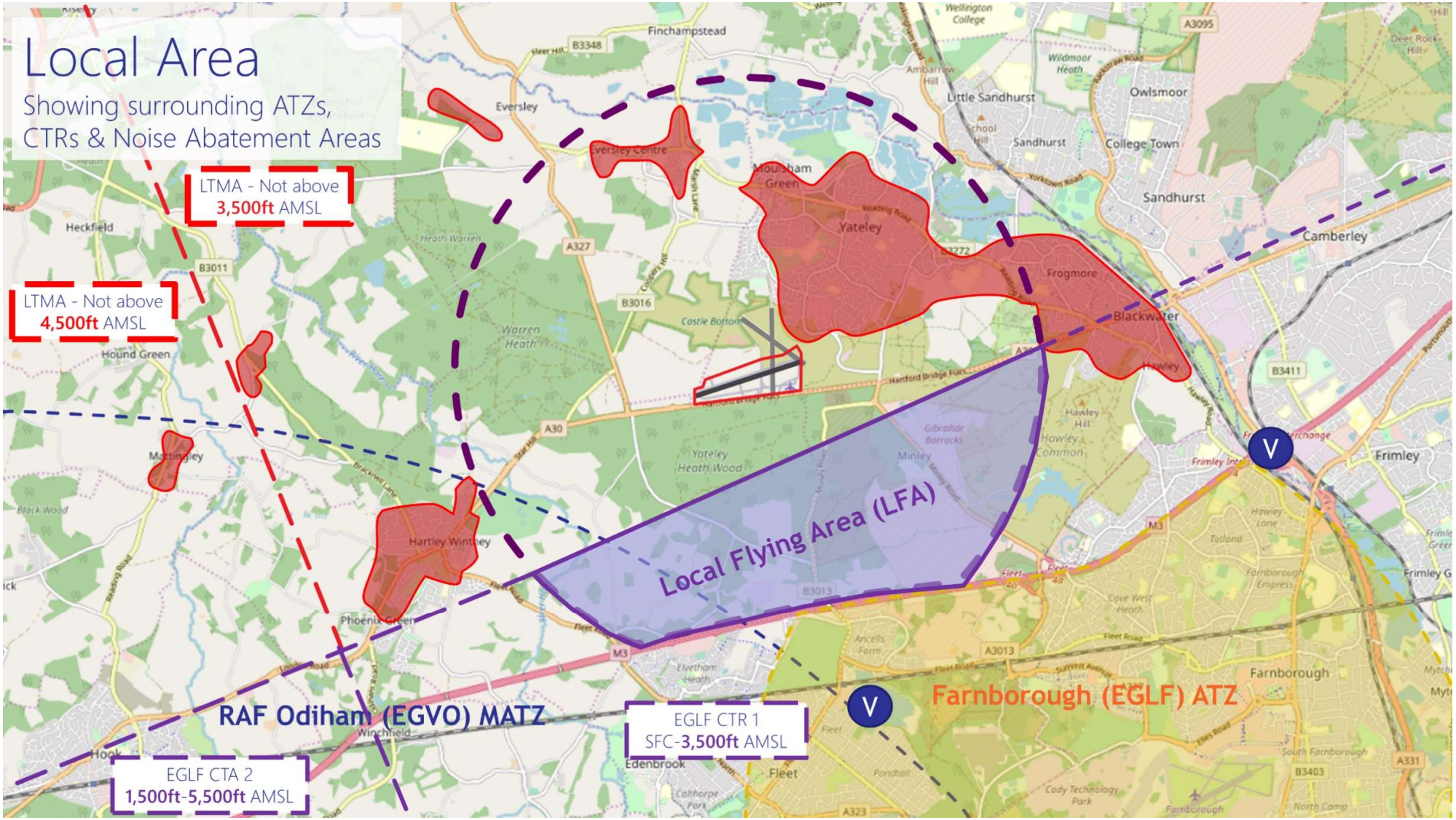
- Aircraft with a MTOW greater than 3,500kg
- Aircraft with a wingspan or rotor diameter greater than 13m.

1.5.1. Flexwing Microlights are not permitted at Blackbushe.

1.6. Revisions to this document from the previous version are highlighted in yellow.

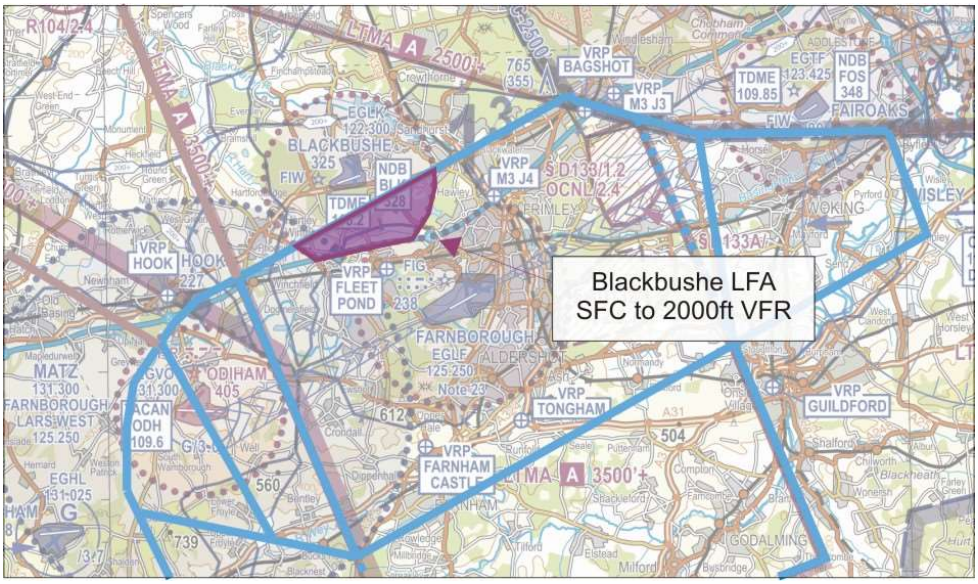
2. NOISE ABATEMENT & LOCAL AREA

2.1. Local Area Diagram



3. FARNBOROUGH CONTROL ZONE (CTR) AND LOCAL FLYING AREA (LFA)

3.1. In order to facilitate Blackbushe operations, a Local Flying Area (LFA) is established within that part of Farnborough controlled airspace that is coincident with the Blackbushe ATZ, not above altitude 2000ft. When Blackbushe ATSU is open, the LFA will be active unless published otherwise.



3.2. At all times when the LFA is active, VFR flights may continue within the LFA without reference to Farnborough subject to the below weather conditions:

- Aircraft to comply with SERA Visual Meteorological Criteria (VMC) minima and as specified in the Blackbushe AIP Entry.
- Maximum altitude 2000ft
- Aircraft to remain to the north of the M3 line feature unless otherwise coordinated with Farnborough

3.3. When the LFA is active, Farnborough has cleared all aircraft to operate VFR within the LFA on the condition that they comply in full with the procedures within this Rules & Procedures document, the Blackbushe AIP Entry, and any other applicable regulations and NOTAMs.

3.4. Pilots operating within the LFA / CTR shall note and comply with the following:

3.4.1. Pilots acknowledge that they cannot be provided with an air traffic control service unless in direct contact with the controlling authority for the defined airspace, Farnborough Approach Radar.

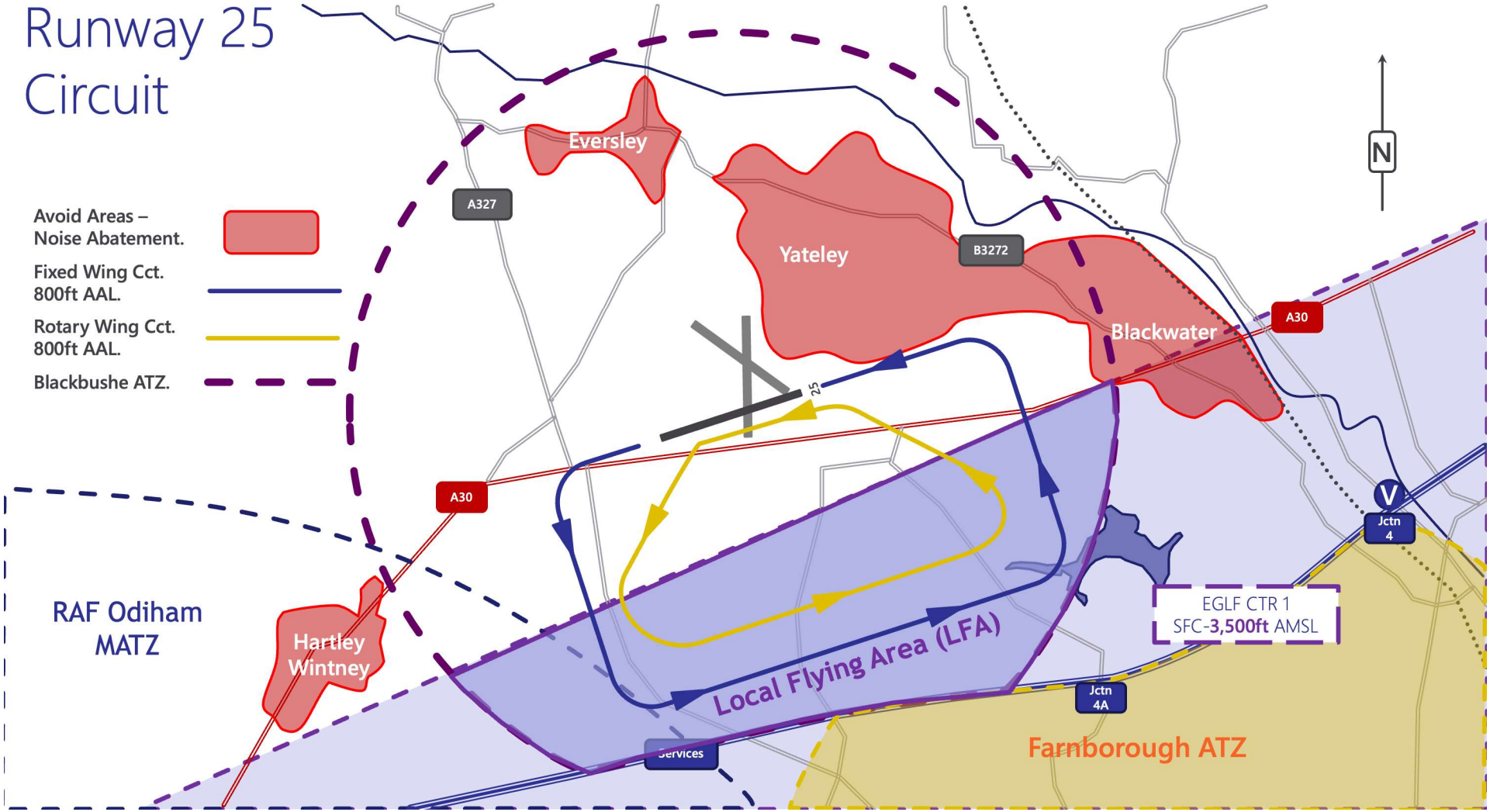
3.4.2. Pilots accept that they are in receipt of generic traffic information only, in so much as multiple other flights may be operating within the Farnborough Controlled Airspace and/or the LFA and that they remain solely responsible for avoiding other aircraft. Pilots are permitted to receive information and advice from Blackbushe ATSU during the notified hours of operation of that unit.

3.4.3. Continuous air-ground voice communications are required for all flights operating within Class D airspace, including within the LFA.

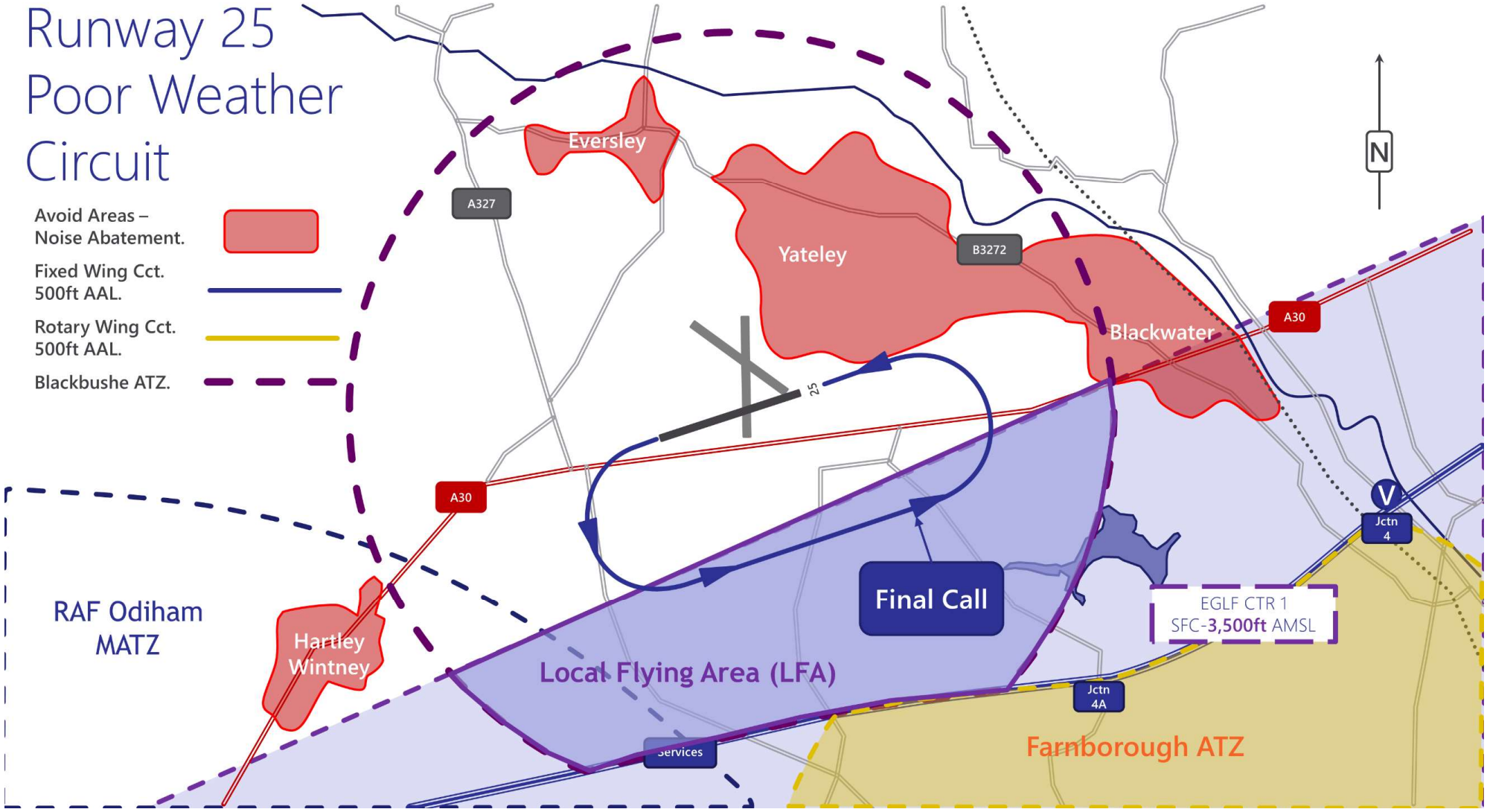
3.4.4. All aircraft using Blackbushe shall operate in accordance with these Rules & Procedures and flights shall be conducted in accordance with the applicable SERA VMC and Visual Flight Rules or Special VFR as defined in the UK AIP.

4. CIRCUIT DIAGRAMS

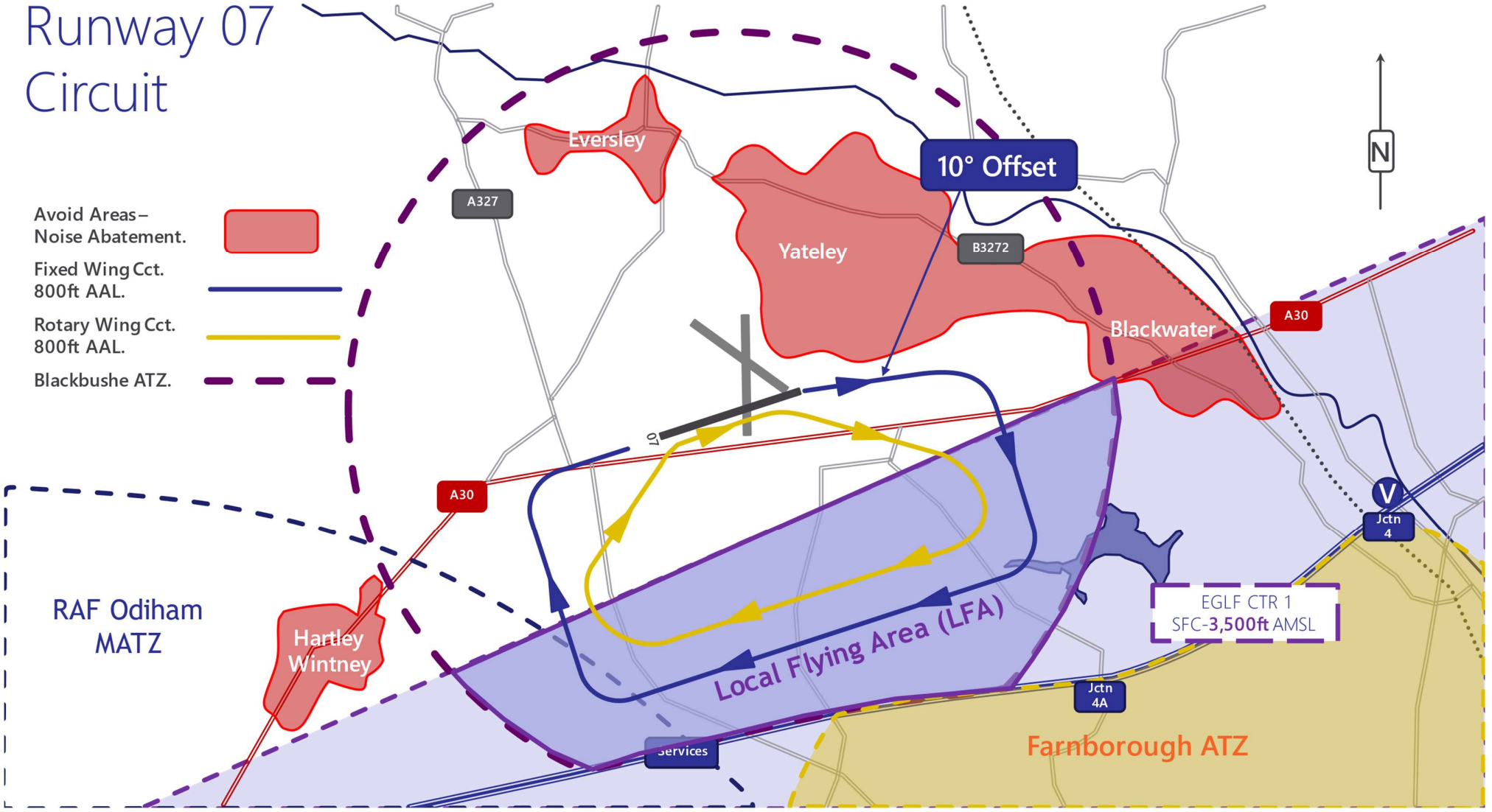
4.1. Runway 25 Circuit Diagram



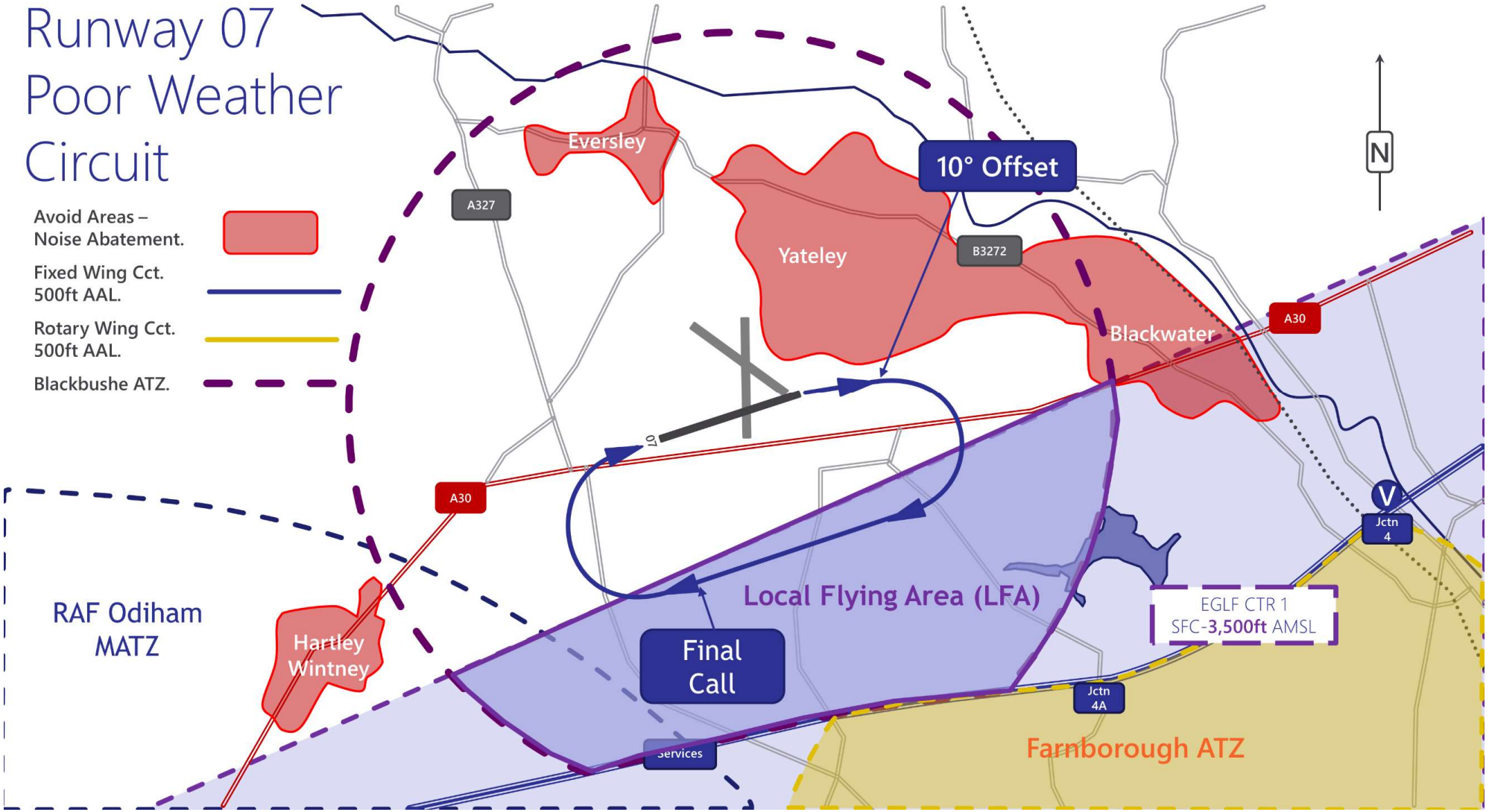
4.2. Runway 25 Poor Weather Circuit Diagram



4.3. Runway 07 Circuit Diagram



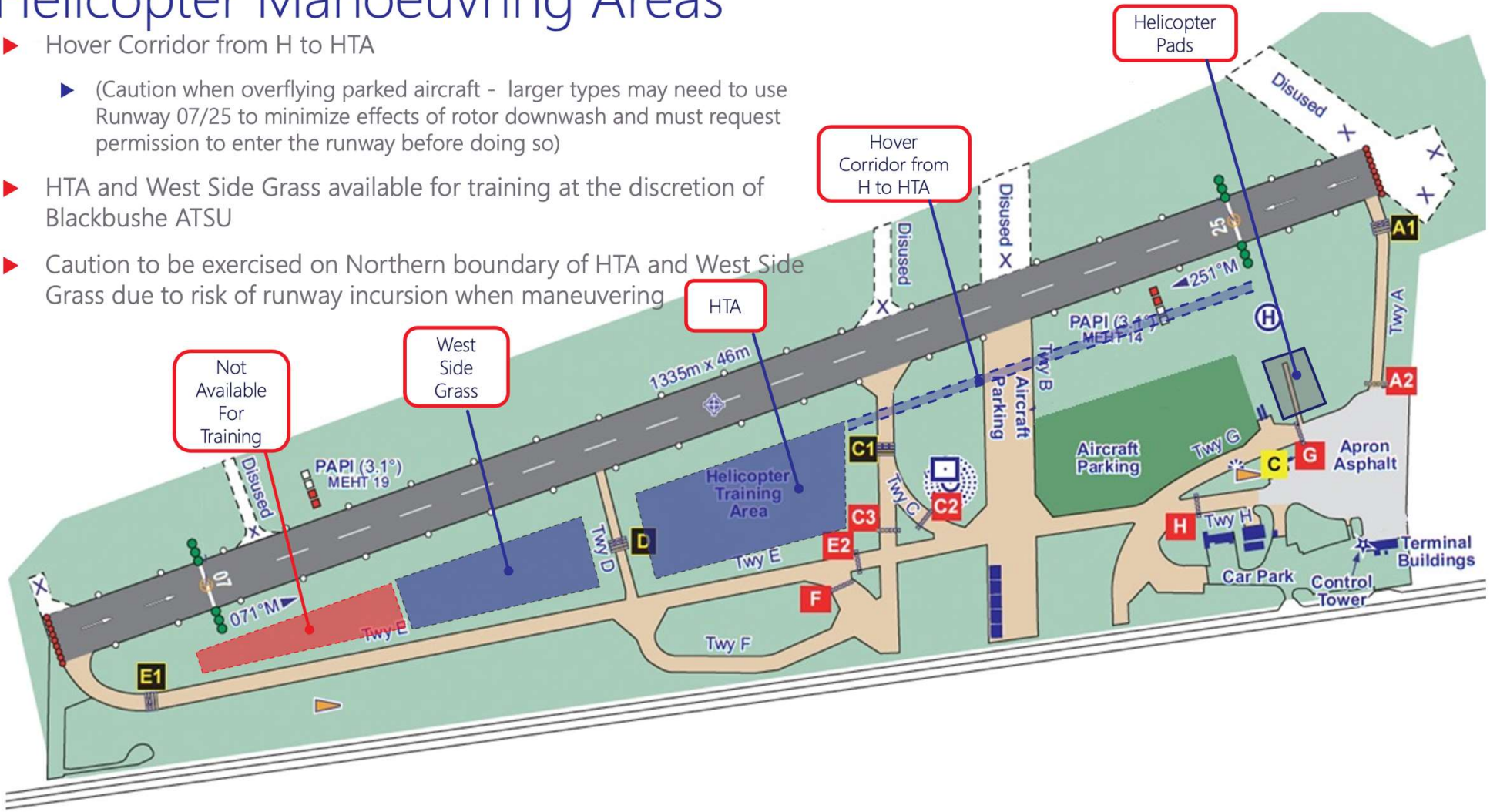
4.4. Runway 07 Poor Weather Circuit Diagram



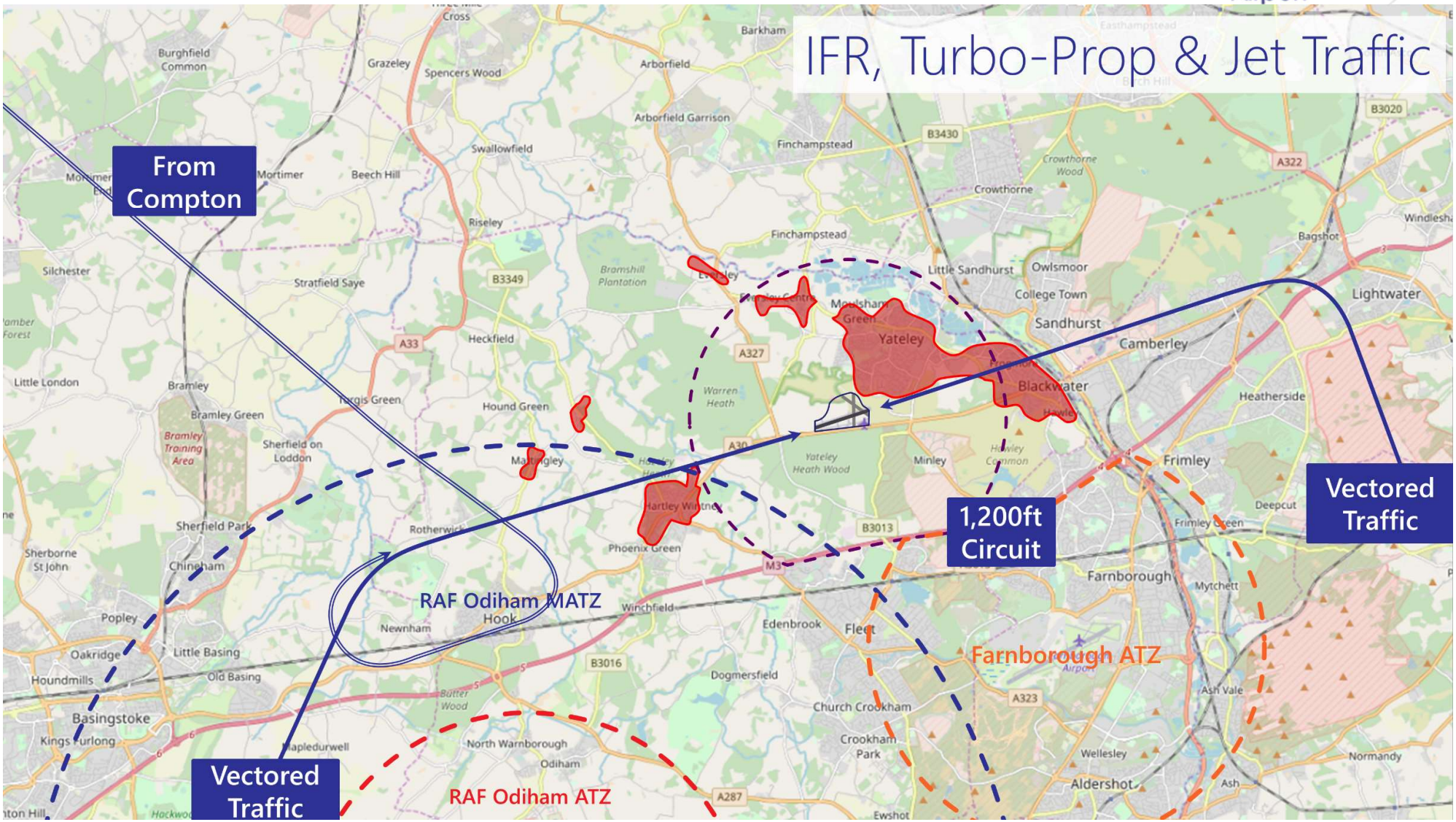
4.5. Helicopter Manoeuvring Areas

Helicopter Manoeuvring Areas

- Hover Corridor from H to HTA
  - (Caution when overflying parked aircraft - larger types may need to use Runway 07/25 to minimize effects of rotor downwash and must request permission to enter the runway before doing so)
- HTA and West Side Grass available for training at the discretion of Blackbushe ATSU
- Caution to be exercised on Northern boundary of HTA and West Side Grass due to risk of runway incursion when maneuvering



4.6. IFR Turbo-Prop & Jet Traffic



5. CIRCUIT PROCEDURES

5.1. Circuits are always to the south of the Airfield and are flown at 800ft QFE for most fixed wing aircraft.

5.2. For jet, turbo-prop, or other high performance traffic, circuits are flown at 1200ft QFE.

5.3. 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.

5.4. All circuits at night are flown at 1000ft QFE to comply with SERA.

5.5. Pilots must remain north of the M3 motorway to avoid infringing the Farnborough ATZ / CTR.

5.6. 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.

5.7. Unless in an emergency, aircraft must observe the Rules of the Air for aerodromes at all times.

6. ROTARY PROCEDURES

6.1. Rotary wing aircraft will conform to the published rotary circuit pattern unless otherwise agreed with Blackbushe ATSU.

6.2. Rotary wing aircraft may use the designated Helicopter Training Area (HTA) as marked by short mown grass and ground markings in the area bordered by Taxiway Charlie, Taxiway Delta, Taxiway Echo and the Main Runway.

6.3. Rotary Wing Aircraft may also use the area to the south of the main runway and to the west of Taxiway Delta. This area is described as the "West Side Grass". The area is marked by short mown grass and ground markings. Due to its limited size, caution should be exercised when operating in this area. This facility is available at the discretion of the Blackbushe ATSU.

6.4. Rotary wing aircraft may also use the Sloping Ground Area located to the south of Taxiway Echo and abeam the HTA (use of the sloping ground is only permitted when Runway 25 is in operation). This facility is available at the discretion of Blackbushe ATSU.

6.5. When rotary operations are utilising the HTA and/or West Side Grass, operations are limited to 60ft AGL.

6.6. Rotary aircraft operating within the lateral limits of the H/HTA/West Side Grass/Sloping Ground are expected to conform to instructions as passed by the AFISO.

6.7. Approaches to the HTA/West Side Grass must only be flown from the East and West as depicted in the Blackbushe circuit diagram.

6.7.1. Approaches direct from the south to the HTA or West Side Grass are not permitted due to proximity to the A30 and the increased risk of runway incursion.

6.8. All helicopter training areas are limited to one helicopter at any one time. When multiple areas are in use, Blackbushe ATSU must ensure helicopters do not overfly each other on arrival or departure.

6.9. In periods of high circuit activity, departures/arrivals may be permitted from the H/HTA/West Side Grass directly to/from the North crossing runway 25/07 (subject to noise abatement) at the discretion of Blackbushe ATSU.

6.10. "Transitions" or "Quick Stops" may be permitted using the HTA and West Side Grass at the discretion of Blackbushe ATSU.

6.10.1. When operating transitions or quick stops, rotary aircraft must remain within the lateral limits of the HTA/West Side Grass as marked and remain below 60ft AGL. All turns must be made to the south, away from the active runway.

6.10.2. When the HTA and West Side Grass is in use for these manoeuvres the area is unavailable to other rotary training.

6.11. When the fixed wing circuit is active, rotary traffic may air taxi to/from the HTA using the marked corridor (from the H) south of RWY25/07.

6.12. Rotary approaches must not be flown over the apron, fire station or terminal buildings.

6.13. Rotary go arounds (flown to/from the HTA/West Side Grass) must always remain clear of Runway 25/07 and make a turn into the rotary circuit pattern when possible.

6.14. When operating at night, rotary operations are only permitted to use RWY 25/07 and limited to 1 helicopter at a time.

6.14.1. When the fixed wing circuit is active at night, helicopters undertaking training circuits may be asked to vacate runway 25/07 upon landing, or perform low approach go arounds to allow fixed wing movements.

6.14.2. Temporary rotary lighting may be provided by pre-approved operators which allows the HTA to be used for rotary approaches at night.

6.15. Avgas refuels are only available on pads 1-4.

6.16. Jet A1 refuels are available on pads 1-5 or on the main apron.

7. LIMITATIONS ON CIRCUIT TRAFFIC

7.1. Circuit traffic shall be limited to a maximum of 3 fixed wing aircraft on circuit details, plus one aircraft departing the aerodrome, and one aircraft returning, providing for a maximum of 5 fixed wing at a time.

7.2. A maximum of two rotary aircraft, including arrivals and departures, to be operating at any one time.

7.3. When the rotary circuit is active, the fixed wing circuit shall conform to the published circuit pattern and glide approaches / low level circuits shall not be flown.

7.4. Circuit details shall be limited to 5 Touch & Gos / Go arounds, with a full stop landing on the 6th approach. Details may be extended if Blackbushe ATSU advises no other aircraft are waiting for a circuit slot.

7.5. Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use. Aircraft returning to the aerodrome and requesting circuits will only

be permitted where there is an available circuit slot, and there are no aircraft on the ground waiting for access to the circuit.

7.6. Pilots engaged in examinations should be afforded circuit priority where possible, and the cooperation of other pilots in vacating circuit slots will be appreciated.

7.7. Student solo circuit details may not be conducted after 15:00 local on weekends and bank holidays, with the exception of winter night flying, see relevant procedures.

7.8. Instructors are reminded to consider whether traffic complexity levels are appropriate for solo student pilot operations when booking out, particularly whether business jets or turbo props are expected within the planned operation period.

7.9. Circuits by non-based fixed wing aircraft will not normally be permitted.

8. INTEGRATION OF TYPES OF TRAFFIC

8.1. Keep a good lookout for transiting rotary wing traffic, in particular those following the east-west railway line south of the M3 motorway who will be talking to Farnborough, not Blackbushe.

8.2. Be aware of training rotary wing aircraft in the circuit. When the rotary circuit is active, fixed wing glide-approaches are not permitted.

8.3. Be aware of wake turbulence, particularly from larger aircraft

8.4. Be aware of the overlap between the Blackbushe ATZ and the RAF Odiham MATZ. Military rotary wing traffic may be transiting the Odiham northern sector at 800ft and 1000ft on the Odiham QFE. The Odiham MATZ frequency is 131.300

8.5. IFR Jet & Turbo-prop traffic will operate straight-in "long final" approaches to Blackbushe. This is to facilitate the integration with Farnborough airspace, and to avoid faster types using the visual circuit with much slower aircraft.

8.5.1. When an IFR fast aircraft is expected, Blackbushe ATSU may inform VFR aircraft that **"Jet / Turbo-prop aircraft expected imminently".** When this information is provided, VFR pilots are expected to either vacate the ATZ to the northwest, or land on their next approach.

8.5.2. Aircraft waiting to join or re-join the visual circuit may only do so once the fast IFR aircraft is established on final and must ensure they fly their circuit to remain behind the jet or turbo-prop, taking into consideration wake turbulence.

9. NOISE ABATEMENT

9.1. To minimise the impact of noise on our neighbours, circuits shall closely follow the diagrams above.

- Aircraft must not overfly the noise abatement areas except in an emergency
- Avoid overflying housing estates
- Make early allowances for drift
- Don't extend finals unless necessary for safety reasons
- Avoid low approaches
- Avoid excessive use of power, especially those types fitted with variable pitch propellers.

In order to safeguard the future of the airport, it is vital that all pilots pay due regard to these Rules and Procedures and avoid Hartley Wintney, Yateley, Eversley, Mattingley and Hazeley Heath.

9.2. Runway 25 - 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.

9.3. Runway 07 - 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.

10. JOINING PROCEDURES

10.1. There are two standard VFR / SVFR joins:

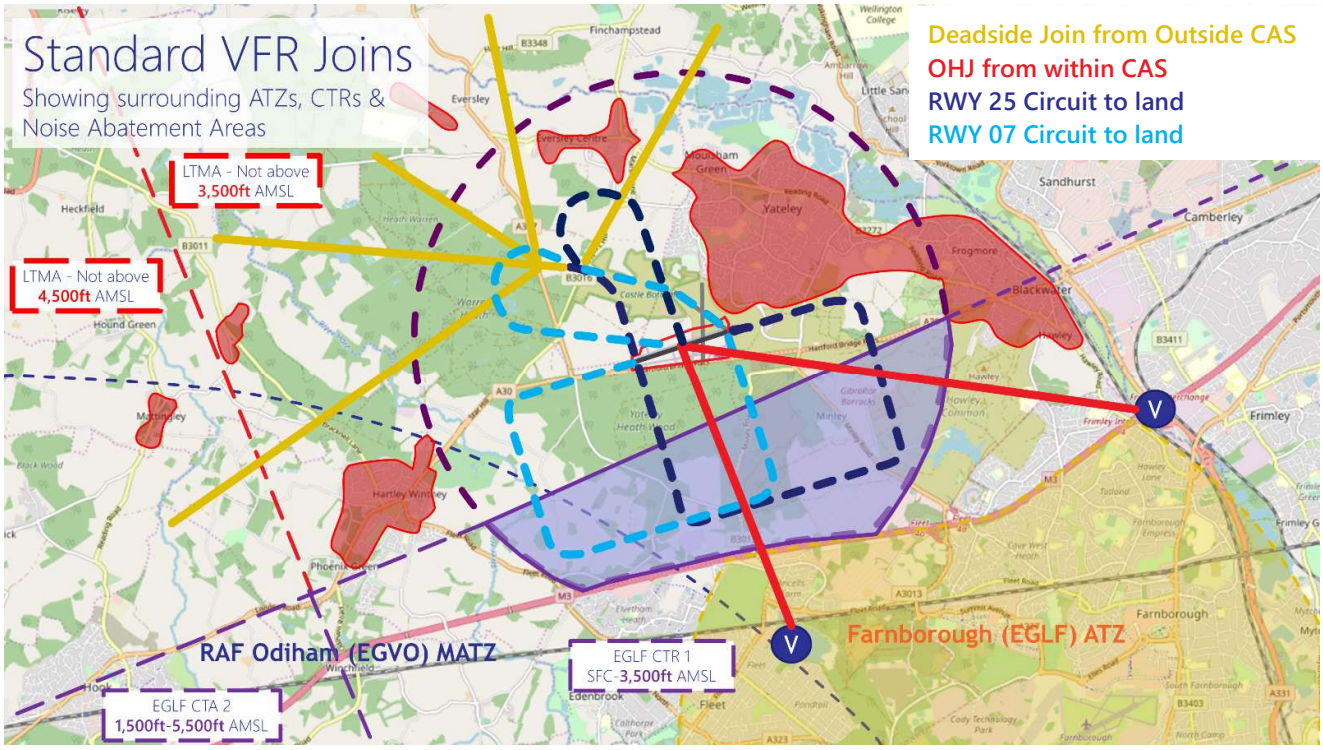
10.1.1. From Outside Controlled Airspace (North and West)

Joins from the north and west shall descend to circuit height on the "Deadside" (to the north of the Aerodrome. Care must be taken not to overfly Yateley or Eversley to the north (see Diagram in 4.1), and aircraft arriving from a north east should ensure they are positioned sufficiently west to avoid them.

10.1.2. From Within Controlled Airspace (South and East)

Aircraft coming from within the Farnborough CTR shall join overhead at 1,600ft aal to ensure they are within the LFA. They shall descend on the Deadside and integrate with the visual circuit. Care should be exercised not to overfly the noise abatement area of Yateley except in an emergency.

Note: If it is not possible to join overhead due to traffic, or inability to contact Blackbushe ATSU, joining aircraft from M3J4 should continue north, following the A331 to Sandhurst, remain outside the ATZ and join from the North West.



10.2. Downwind, Base Leg, and Long Finals joins may be possible depending on circuit traffic, but pilots are advised to plan for a standard join to avoid circuit conflicts if the circuit is busy.

10.3. Outside published opening hours (OOH), all aircraft must join using the above standard joins making blind calls both on entering the ATZ, and at the appropriate points in the circuit. Pilots should be aware that other aircraft may be operating within the ATZ who may not hear or respond to their calls, and so standard joins are the safest way for all aircraft to join.

10.4. In the event of traffic conflicts, an early decision to climb into the deadside and reposition for the circuit may be necessary.

10.5. Runway 25 Joins

10.5.1. 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).

10.5.2. Turn Base Leg before reaching Hawley Lake to ensure circuits remain inside the ATZ/LFA. If aircraft ahead are establishing a wider circuit, do not follow, but reposition deadside or orbit as appropriate, and in communication with ATSU.

10.5.3. Non-standard downwind joins for Runway 25 risk overflying Hartley Wintney Noise Abatement and should be avoided.

10.6. Runway 07 Joins

10.6.1. When joining or descending deadside, take care to remain west of Yateley. Follow the path of disused runway 14/32, keeping to the west of it at all times.

10.6.2. Turn Base Leg before reaching The Elvetham hotel (and abeam Fleet Services) to ensure circuits remain inside the ATZ/LFA. If aircraft ahead are establishing a wider circuit, do not follow, but reposition deadside or orbit as appropriate, and in communication with ATSU.

10.7. 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.

10.8. IFR ATS Route Structure Arrivals

10.8.1. 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.

10.8.2. Farnborough ATC will endeavour to notify Blackbushe of the inbound estimate for all IFR arriving flights filed within the National Airspace System (NAS). Typically, this will be at 10NM, but may be earlier or later as workload permits.

10.8.3. Any aircraft operating SVFR in the LFA will be required to comply with Rule 12.2 in this document to facilitate IFR traffic.

10.9. IFR Ad-Hoc Arrivals

10.9.1. IFR aircraft may not operate within the LFA without separation from all other aircraft. As such, this cannot be facilitated unless the LFA is sterile of all traffic. As such pilots have the following options:

(i) Remain IFR and be positioned by Farnborough Radar to be put onto a wide base or straight in approach, in a similar way to ATS Route Network arrivals.
(ii) Cancel IFR, switch to VFR, and join the visual circuit selecting SSR Code 7010.
(iii) When the Blackbushe ATSU confirm the circuit is empty and Runway 07 is in use, remain IFR and conduct a straight in approach remaining outside of Controlled Airspace and the LFA

For items (i) and (iii) above, any requirement to go around should be carried out in accordance with the IFR recommended go-around profile in section 13.2

10.9.2. If an aircraft broadcasting the conspicuity code 2000 for IFR flight enters the LFA, this will trigger an infringement automatically. Pilots are to ensure they set the correct squawk.

10.10. VFR Jet / Turboprop arrivals in the Visual Circuit

10.10.1. It is not desirable for jets or turbo-props to operate within the Blackbushe circuit when the circuit is occupied by other VFR light aircraft. However, it is recognised that for some arrivals on Runway 25 from the direction of CPT VOR it is desirable to switch to VFR and join the visual circuit to avoid a circuitous routing around Farnborough controlled airspace.

10.10.2. Jet or turbo-prop aircraft wishing to arrive using the visual circuit must comply with the following to establish the circuit is clear before leaving airways or changing from IFR to VFR.

(i) Contact Blackbushe Information on 122.305 to ask for aerodrome information.

(ii) On receipt of information, ask if the circuit is occupied, and state your intention to join the visual circuit.

(iii) If Blackbushe Information state the circuit is occupied with VFR aircraft, then remain IFR and stay with Farnborough to be routed around to the south of Farnborough and onto a straight-in long final for Runway 25.

11. DEPARTURE PROCEDURES

11.1. 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.

11.1.1. Where it is necessary to teach a student an overhead departure, care must be taken to teach the student to also avoid noise abatement areas. A teaching or syllabus requirement is not a valid reason to infringe on the noise abatement areas which are a planning condition.

11.2. If heading West, avoid overflying Mattingley or Hazeley Heath noise abatement areas.

11.3. Pilots are responsible at all times for ensuring that there is no conflicting traffic on the approach, and that the approach is clear prior to lining up. This is especially important if the pilot is operating outside published opening hours in accordance with the Out of Hours policy.

11.4. Runway 25 Departures

11.4.1. 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.

11.4.2. If departing to the South West, South or East, a clearance must be sought to enter the Farnborough CTR/CTA (see Section 0 below).

11.5. Runway 07 Departures

11.5.1. On climb out, a turn 10° to the south must be made to avoid Yateley.

11.5.2. 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.

11.6. 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.

11.7. 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 FREQUENCY (MHZ)
Any	Remaining in the Circuit / LFA (VFR)	7010	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 and East	Subject to individual clearance from Farnborough Radar over the phone with Blackbushe ATSU	As allocated by Farnborough Radar	Call Farnborough Radar on 133.440

In addition, aircraft re-joining the circuit must ensure 7010 is selected prior to entering the LFA. Where an aircraft is entering the LFA from the south (within the EGLF CTR-1) they shall not select 7010 until clear of the CTR-1.

11.8. IFR ATS Route Structure Departures

11.8.1. Pilots of aircraft departing Blackbushe to join controlled airspace will include Farnborough in their Flight Plan addressees.

11.8.2. Blackbushe ATSU will communicate with London Terminal Control (TC) and Farnborough ATC to obtain a clearance. Typical clearances will be as follows:

EGLK RWY IN USE	TYPICAL CLEARANCE
25	Farnborough instructs "callsign" to depart on track to the West remaining outside Controlled Airspace, climb to altitude 3,000ft, squawk xxxx, QNH yyyy. Next frequency Farnborough Radar 134.355.
07	Farnborough clears "callsign" to join controlled airspace, right turn out on track OCK, climb to altitude 2,000ft squawk xxxx, QNH yyyy. Next frequency Farnborough Radar 134.355.

11.8.3. After departure the aircraft will be transferred to Farnborough Radar for identification and a Radar service prior to transfer to TC.

11.8.4. Farnborough Radar is providing management of multiple IFR aircraft within controlled airspace and departure delay may result. In determining the "running order" of departures that interact, for example a Farnborough departure and a Blackbushe departure routing via GWC, Farnborough shall ensure a fair and equitable order based upon aircraft order of taxi overall. When a CTOT may require amendment to this order, the Farnborough Radar ATCO has authority to amend the order as they see fit to best comply with CTOT tolerance, which may further delay either Blackbushe or Farnborough traffic. Non-adherence to CTOT tolerance requirements, and resultant CTOT reissue and delay may be experienced by both Farnborough and Blackbushe operations.

11.8.5. Any aircraft operating SVFR in the LFA will be required to comply with Rule 12.2 in this document to facilitate IFR traffic.

12. SPECIAL VFR (SVFR) PROCEDURES AND THE BLACKBUSHE LOCAL FLYING AREA (LFA)

12.1. Operations SVFR within the LFA require a clearance from Farnborough Radar, and are required to be separated from other SVFR/IFR aircraft. As a result, issuance of such a clearance from Farnborough Radar would be available to only one aircraft at a time.

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.

12.3. The conditions for SVFR are as specified in SERA 5010, CAP493 and:

- Maximum altitude 1500ft (1175ft AGL)
- Day/night operations – permitted by ORS4/1125
- The aircraft shall remain north of the M3 motorway at all times unless otherwise coordinated with Farnborough

12.4. As dictated by the respective ATZs, Farnborough shall not operate north of the M3, nor Blackbushe directly above or south of the M3, without co-ordination. Farnborough's ATZ is active Mon-Fri 0645 – 2215 (L), Sat, Sun & PH 0745-2015 (L); Blackbushe's only during operational hours (0700 – 2200 (L)).

13. AUTONOMOUS SPECIAL VFR WITHIN THE BLACKBUSHE LFA

13.1. ORS4 No 1467 effective 11th March 2021 exempts Farnborough Radar from the requirement to separate SVFR aircraft within the Blackbushe LFA. The conditions that apply are:

(a) by day only
(b) clear of cloud, with the surface in sight;
(c) in a flight visibility of at least 3,000 m;
(d) at a speed which, according to its airspeed indicator, is 140 knots or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and,
(e) when the reported meteorological conditions at Farnborough aerodrome include:
  (i) a ground visibility of not less than 3,000 m;
  (ii) a cloud ceiling of not less than 600 ft.

13.2. In addition to the above, Blackbushe and Farnborough have agreed the following limitations on autonomous SVFR within their LoA as part of the change management procedure for implementation. These limits will be reviewed regularly by the two units and some of them may be altered or removed as appropriate. They are:

(a) Maximum altitude 1,500ft within the LFA;
(b) A dedicated SSR Code (Squawk) is to be utilised by all SVFR aircraft which is 0424;
(c) Blackbushe ATSU must be operational;
(d) Blackbushe aircraft shall remain north of the M3 motorway at all times unless otherwise coordinated with Farnborough;
(e) Blackbushe will limit the number of aircraft operating within the visual circuit to three special VFR flights.

13.3. All of the above mitigations are intended to reduce the likelihood or impact of a breakout of the circuit resulting in an infringement of the CTR, and a loss of separation with IFR traffic. When the above conditions are met, 3 aircraft may be permitted to operate SVFR within the LFA.

13.4. When the official meteorological report at EGLF Farnborough indicates a cloud ceiling less than 1,500 ft or a ground visibility less than 5 km, all aircraft operating within the Blackbushe LFA will be considered as special VFR flights and compliance with published procedures within the Blackbushe Aerodrome Manual, the Blackbushe AIP (from cycle 03/2021), and this AIC will be accepted as compliance with a special VFR clearance.

13.5. Blackbushe Airport will activate the LFA for Special VFR with Farnborough Radar. The LFA shall be considered to be operating SVFR autonomously until either:

- The EGLF METAR reports conditions that facilitate a return to VFR flight
- The EGLF METAR reports less than 3 km ground visibility or a cloud ceiling of less than 600ft.
- SVFR flights cease
- During an IFR arrival or departure to Blackbushe, or an RAF Odiham instrument departure on their RWY 09

13.6. When Blackbushe Airport state ***"Circuit is Active Special VFR"***, all pilots shall comply with the rules contained within this section.

13.7. Separation between aircraft operating within the Blackbushe Local Flying Area is not provided. Pilots are responsible for providing their own separation from other such aircraft within said Local Flying Area.

13.8. All Autonomous SVFR circuits shall be flown at 800ft aal.

13.9. Aircraft joining from within the Farnborough CTR shall join overhead at an altitude of not greater than 1,400ft (1,075 ft aal) to provide adequate separation from Odiham traffic at 2,400 ft.

13.10. The circuit is limited to three aircraft at a time operating SVFR circuits. In addition, arrivals and departures shall be permitted one at a time. Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use.

13.11. Departures on Runway 25 remaining outside of the LFA may continue subject to VFR rules for Class G airspace.

13.12. Rotary aircraft capable of operating circuits north of the LFA, remaining outside controlled airspace may continue to do so, VFR. Such aircraft must communicate their intentions to remain outside controlled airspace to Blackbushe ATSU. All fixed wing aircraft must conform to the published circuit, operate within the LFA, and will be considered special VFR.

13.13. If all 3 circuit slots are in use, then subsequent aircraft may depart, (including using the LFA if departing on Runway 07) but may not remain in the circuit for Touch & Go's or Go-Arounds.

13.14. Joining aircraft may request circuits prior when approaching the ATZ, but aerodrome policy does not permit these if all 3 circuit slots are in use. Blackbushe ATSU will state ***"Special VFR Circuit full, standby"***. Joining traffic may then elect to join the circuit to land only; or may remain outside of the ATZ until Blackbushe ATSU advises there is a circuit slot.

13.15. Aircraft on the ground at the holding point awaiting circuit slots will take priority over any joining aircraft requesting a circuit slot.

13.16. When a circuit slot becomes available, Blackbushe ATSU shall inform the next aircraft waiting ***"G-ABCD, circuit slot available"*** after which the pilot shall state their intentions.

13.17. Aircraft joining when the SVFR circuit is full that need to go-around for any safety reason are requested to follow the recommended go-around profile to avoid entering the LFA:

13.17.1. Runway 25 – Climb straight ahead, bearing right (to the north) to avoid overflying Hartley Wintney, exit the ATZ, and position to re-join.

13.17.2. Runway 07 – Climb straight ahead until passing 2dme BLC, or 1500ft QNH (whichever is sooner) then turn left (north) in the direction of WOD NDB, to remain outside of controlled airspace and position around the north of Yateley (without overflying noise abatement areas) to re-join from the north west.

13.18. Where the official meteorological report at EGLF Farnborough indicates a ground visibility less than 3,000 m, all aircraft operating within the Blackbushe LFA will be required to land on their next approach or vacate the LFA. Blackbushe ATSU will deliver the following message on 122.305: "***All Aircraft, Visibility reported as XXXX, all SVFR aircraft are required to land on next circuit or vacate the LFA"***. Aircraft may continue to operate SVFR one at a time in accordance the Blackbushe Airport Rules & Procedures Section 10, and Blackbushe ATSU will organise such clearances from Farnborough.

13.19. Autonomous SVFR Operations are not permitted during Out of Hours operations (OOH).

13.20. Suspension of SVFR Operations for IFR Traffic

When IFR traffic is operating at Blackbushe, aircraft operating special VFR will be required to land or vacate the LFA in accordance with Rule 10.2 of the Blackbushe Airport Rules & Procedures

13.20.1. Due to the proximity of Farnborough and RAF Odiham, some types of IFR flights into or out of those aerodromes will conflict with the use of the LFA SVFR. In such situations Farnborough Radar may inform Blackbushe that SVFR is temporarily unavailable, and Blackbushe traffic shall be required to land on the next approach or vacate the LFA / ATZ.

13.21. Aircraft transiting the Farnborough CTR SVFR

Due to separation requirements between SVFR aircraft, the following will be unavailable when the circuit is active SVFR:

13.21.1. Departures from either runway towards M3 J4 VRP or Fleet Pond VRP. Pre-arranged clearances will be unavailable, and aircraft must depart the ATZ to the North West and free-call Farnborough Radar 133.440 to arrange a clearance to enter the CTR.

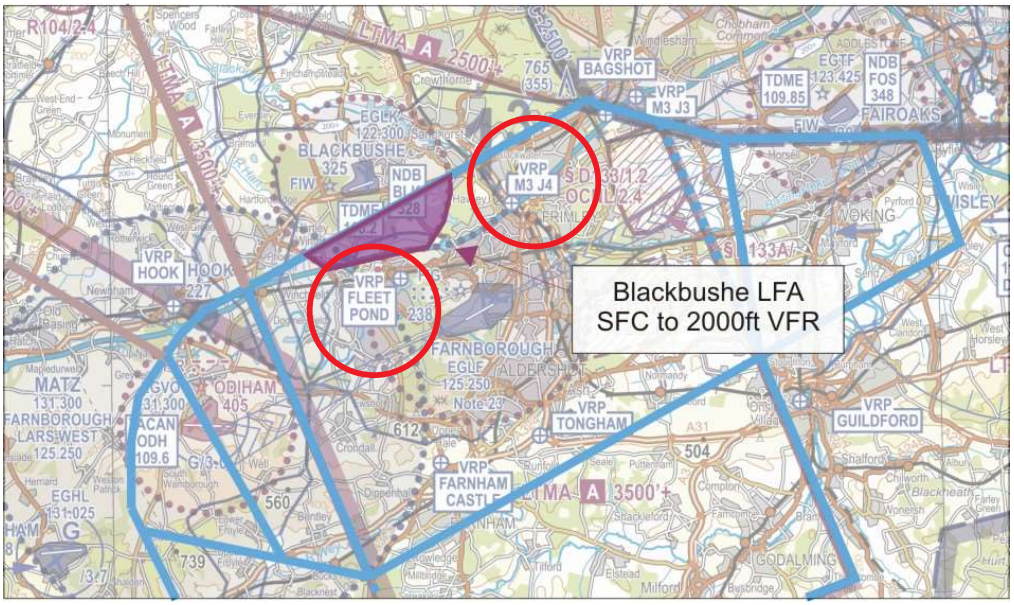
13.21.2. Joins from within controlled airspace:

- Arrivals from M3 J4 VRP must track north, remaining outside the ATZ, and join from the north west, avoiding the noise abatement areas.
- Arrivals from Fleet Pond VRP will be routed west by Farnborough Radar to exit the CTR to the west of the Blackbushe ATZ, and then may join from the west.

14. VFR TRANSITS OF FARNBOROUGH CTR

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

14.2. Typically, clearances will be issued to one of two established Visual Reference Points (VRPs) circled in red below:



14.3. Blackbushe ATSU will pass the aircraft callsign, type and destination.

14.4. Farnborough will issue a Squawk, QNH, and a departure clearance.

14.5. The Standard Clearances are:

14.5.1. Standard Fleet Pond Departure

> GABCD, Farnborough clears you to cross Farnborough Control Zone, via Fleet Pond, VFR, not above altitude 2000ft, hold north west of Fleet Pond. Squawk XXXX, QNH XXXX. Contact Farnborough Radar Frequency 133.440.

14.5.2. Standard M3 Junction 4 Departure

> GABCD, Farnborough clears you to cross Farnborough Control Zone, via M3 Junction 4, VFR, not above altitude 2000ft, hold north of M3 Junction 4. Squawk XXXX, QNH XXXX. Contact Farnborough Radar Frequency 133.440.

14.6. Clearances may be provided by Blackbushe ATSU to pilots of based aircraft in an abbreviated form as follows:

14.6.1. Standard Fleet Pond Departure, Hold North West of Fleet Pond, Squawk XXXX, QNH XXXX.
14.6.2. Standard M3 Junction 4 Departure, Hold North of M3 Junction 4, Squawk XXXX, QNH XXXX.

14.7. If provided with the abbreviated standard clearance, pilots must ensure they are familiar with the entire clearance, and if in doubt, ask Blackbushe ATSU to provide the unabbreviated version.

15. HELICOPTER ARR/DEP FROM BAGSHOT VRP / LONDON CTR.

15.1. All rotary traffic shall conform to the published circuit procedures and avoid all published noise abatement areas.

15.2. Joining

15.2.1. Rotary aircraft joining from H3 / Bagshot VRP arriving from the east shall establish communication with Blackbushe ATSU prior to entering the ATZ. A standard join shall be in compliance with section 8.1.2 of this document. If unable to establish communications, aircraft shall remain outside of the ATZ until this can be achieved.

15.3. Departing

15.3.1. Operators must inform Blackbushe ATSU if they intend to enter the London CTR via Bagshot VRP (H3) when booking out / requesting PPR.

15.3.2. Blackbushe ATSU will obtain a VFR clearance to enter the EGLF CTR1 in accordance with section 11 of this document and deliver this to the operator who must acknowledge and comply with it.

15.3.3. Operators must not lift without first being in receipt of the clearance.

15.3.4. When departing, operators must comply with the published circuit, climb on the downwind leg and exit to the east of the ATZ, remaining north of the M3 until otherwise instructed by Farnborough Radar.

15.3.5. Rotary traffic intending to enter the London CTR without transiting EGLF CTR1 must depart to the west, turn north when able to avoid the noise abatement areas and remain outside the ATZ.

16. GO-AROUNDS AND EXTENSIONS

16.1. VFR Go-Arounds

16.1.1. All **fixed wing** aircraft are to move to the **North** side of the runway. Keeping the runway in sight, climb straight ahead, remaining below 400ft QFE until abeam the end of the runway.

16.1.2. All **rotary** wing aircraft are to move to the **South** side of the runway. Keeping the runway in sight, climb following rotary wing circuit pattern, remaining below 400ft QFE until abeam the end of the runway or clear of fixed wing traffic.

16.1.3. Do not turn early onto crosswind as this may cut ahead of other circuit traffic already established on the downwind and conflict with joining traffic. When safe, integrate into the circuit pattern, following the normal crosswind leg path.

16.1.4. Care must be taken to maintain usual climb-out procedure and to avoid noise sensitive areas, in particular making a 10° turn to the south on Runway 07.

16.2. IFR Go-Arounds

16.2.1. In order to provide safety assurance between operations inside Farnborough Controlled Airspace against IFR aircraft carrying out a missed approach at Blackbushe, Blackbushe ATSU and Farnborough ATC have agreed a "Recommended Go-Around profile".

16.2.2. This profile is advised to Blackbushe operators by the provisions below and within the Blackbushe AIP entry and pilots are requested to operate within the profile.

16.2.3. For both runway directions, pilots are requested to carry out their missed approach to remain within the visual circuit and ATZ at Blackbushe, remaining north of the M3 motorway at all times, **and operate VFR.**

16.2.4. When this is not possible, pilots are requested to adopt the following:

- Runway 25 – Climb straight ahead until exiting the ATZ, or 1500ft QNH (whichever is sooner) then turn right on track to the west, climbing to altitude 2400ft. Contact Farnborough Radar Frequency 134.355.
- Runway 07 – Climb straight ahead until exiting the ATZ, or 1500ft QNH (whichever is sooner) then turn left own navigation for WOD NDB, to remain outside of controlled airspace and climb to altitude 2400ft. Contact Farnborough Radar Frequency 134.355.

16.2.5. Pilots must communicate their intention to remain IFR, or operate VFR, in order that Blackbushe ATSU can advise Farnborough ATC to ensure suitable separation action.

16.3. Downwind Leg Extensions

16.3.1. In the event of traffic conflicts, it may be necessary to extend the downwind leg. In such situations, aircraft should avoid overflying any noise sensitive areas. In particular, for Runway 25, Blackwater and Yateley, and for Runway 07, Hartley Wintney. If an extension would result in an overflight of noise abatement areas, aircraft must reposition to the deadside and re-join the circuit.

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

16.4. In any situation where an aircraft has elected to go-around, extend, or reposition to the dead side, Pilots must communicate with the ATSU.

17. OUT OF HOURS OPERATIONS (OOH)

17.1. Permission to use the Airport outside of the airport published opening hours will be at the Airport Manager's sole discretion and only given subject to the Operator's compliance with the requirements of the Air Navigation Order, Rules of the Air, and the Airport OOH policy. Such Permission will be granted to pilots on an individual basis, not to any group or organisation as a whole. Details for this can be found within the Blackbushe Airport ID Card Application Form.

17.2. Activation of the LFA during OOH operations

During out of hours operations, aircraft that are able to operate without Blackbushe ATSU being manned may seek to operate as above. Such aircraft may activate the LFA over the phone (01252 526015) or via the RT with Farnborough Radar on 133.440MHz (or other suitable Farnborough frequency) **prior** to entering the LFA, and shall also declare they have completed their use of the LFA by telephone after landing at Blackbushe or by RT with Farnborough Radar upon leaving the LFA.

17.3. All circuit flying must conform with the published circuit pattern. Pilots shall not attempt to fly a tight circuit remaining outside of the LFA due to the risk of airspace infringement, and the risk of conflicting with other aircraft in the circuit. OOH privileges will be withdrawn from any pilot who does not conform with aerodrome Rules & Procedures.

17.4. Aircraft operating OOH must be prepared for the potential for security vehicles who are not radio-equipped to be present on the aerodrome (and potentially the runway), and for the presence of large flocks of birds during migratory seasons.

18. WINTER NIGHT FLYING CIRCUITS

18.1. Circuit traffic shall be limited to a maximum of 2 fixed wing aircraft on circuit details, plus one aircraft departing the aerodrome, and one aircraft returning, providing for a maximum of 4 fixed wing at a time.

18.2. A maximum of one rotary aircraft to be operating at any one time.

18.3. Student solo circuits may be conducted after official night and for students pursuing a night rating.

18.4. Circuit details shall be limited to 5 Touch & Go's / Go arounds, with a full stop landing on the 6th approach. Details may be extended if the AFISO advises no other aircraft are waiting for a circuit slot. For the purposes of a student conducting their five full-stop night landings, they shall be treated as an established circuit aircraft until those are complete in order that this detail is not interrupted.

18.5. Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use. Aircraft returning to the aerodrome and requesting circuits will only be permitted where there is an available circuit slot, and there are no aircraft on the ground waiting for access to the circuit.

18.6. Booking of Winter Night Flying and associated charges shall be in accordance with the Blackbushe Airport Price List, or any published booking policies made available each season. A booking does not constitute circuit availability, access is first-come, first-serve.

19. PPR / BOOKING OUT / IN

19.1. All pilots are required to PPR before any movement. For visiting pilots, this should be done in advance of the flight, and the preferred method is by the webform at: www.blackbusheairport.co.uk/ppr. Alternatively, this can also be done by email: tower@blackbusheairport.co.uk, telephone: 01252 471 302 or SMS: 07710 364 933.

19.2. For home based pilots, booking out / in can be done via the webform at: www.blackbusheairport.co.uk/bookout, or by email, telephone, or SMS as above.

19.3. In exceptional circumstances PPR by radio is permitted, but this blocks transmissions from other aircraft, and priority will be given to aircraft already in the air, or who have already informed ATSU of their intended flight by submitting PPR or booking out.

19.4. Aircraft requiring a Farnborough CTR clearance are required to book out in advance in order for staff workload to be planned. During busy times, where multiple aircraft require a clearance, priority will be given to those aircraft who have booked out in advance.

20. LOCAL AIRSPACE INFRINGEMENT

20.1. Blackbushe Airport is located in close proximity to the Farnborough CTR/CTA and London Terminal Area of controlled airspace. Pilots must familiarise themselves with this area and ensure that their flying activity does not risk an infringement. Further details on this area can be found on the Blackbushe Airport website.

21. AEROBATICS

21.1. No aerobatics are allowed in the ATZ unless specifically cleared by the Airport Management. Aerobatics by Blackbushe based aircraft must be carried out well away from local noise sensitive areas.

22. VISITOR PARKING

22.1. Grass Visitor Parking is indicated on the diagrams in Section 25, and is located to the north of the refuelling area. Please note a one-way system is in place around Taxiway G and H. All aircraft must turn left when leaving the grass visitor parking, unless instructed otherwise by ATSU.

22.2. Hard Standing Visitor Parking is usually on the east end of the apron. ATSU will direct aircraft to an appropriate spot, and a marshal may be provided in some circumstances. Aircraft must be pushed back towards the fence, and the ground crew can assist with this if required.

23. RUN-UP AREAS

23.1. When Runway 25 is in use, pre-take-off checks should be carried out on the northern part of the main apron to the west of the taxiway. This area is marked with appropriate signage.

23.2. When Runway 07 is in use, the loop taxiway (Foxtrot) will be used for pre-take-off checks. This area is marked with appropriate signage.

24. AIRCRAFT GROUND MOVEMENT

24.1. Blackbushe operates an AFIS. Aircraft may not taxi or commence any other ground movement without approval from the ATSU.

24.2. Rotary and Jet aircraft must contact Blackbushe ATSU for permission to start their rotors / engines.

24.3. On arrival, aircraft must vacate the runway, and request taxi before continuing to parking or fuel pumps.

24.4. On departure, aircraft must contact AFIS before taxi. This includes ground taxi to alternative parking or fuel pumps.

24.5. At the fuel pumps, after refuelling, aircraft must not pull forward under their own power without contacting AFIS. If needing to vacate the pumps for an aircraft behind, the ground crew can assist with pushing the aircraft forward.

24.6. On grassed parking areas, it is the pilot's responsibility to ensure that the ground is suitable.

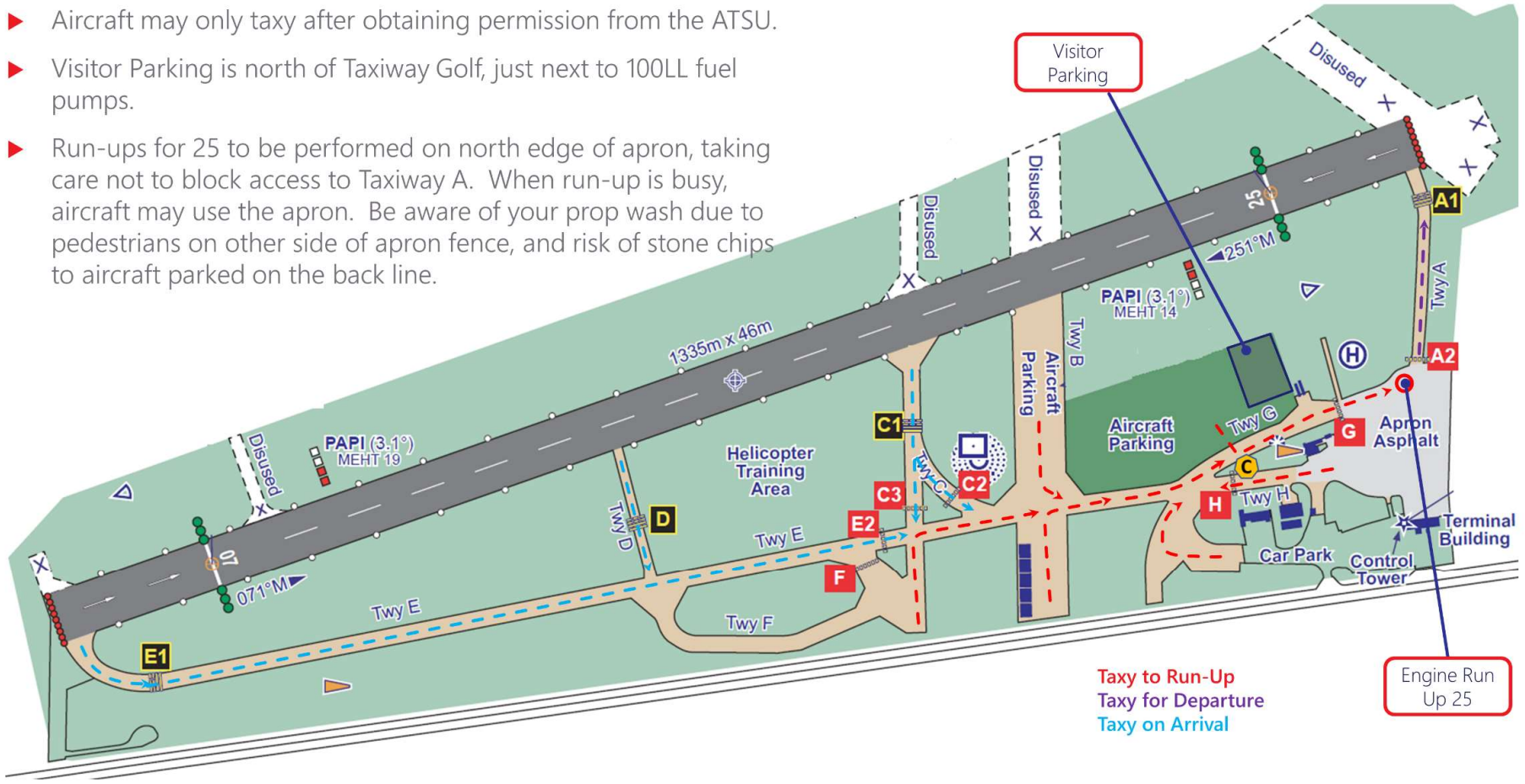
24.7. Pilots should maintain a good lookout when taxying. Aircraft joining defined taxiways should give way to aircraft already established on the taxiway. At the intersection of one or more taxiways, aircraft should give way to the right.

25. GROUND TAXI DIAGRAMS

25.1. Runway 25 Taxi Diagram

Runway 25 Taxy Routes

- Aircraft may only taxy after obtaining permission from the ATSU.
- Visitor Parking is north of Taxiway Golf, just next to 100LL fuel pumps.
- Run-ups for 25 to be performed on north edge of apron, taking care not to block access to Taxiway A. When run-up is busy, aircraft may use the apron. Be aware of your prop wash due to pedestrians on other side of apron fence, and risk of stone chips to aircraft parked on the back line.

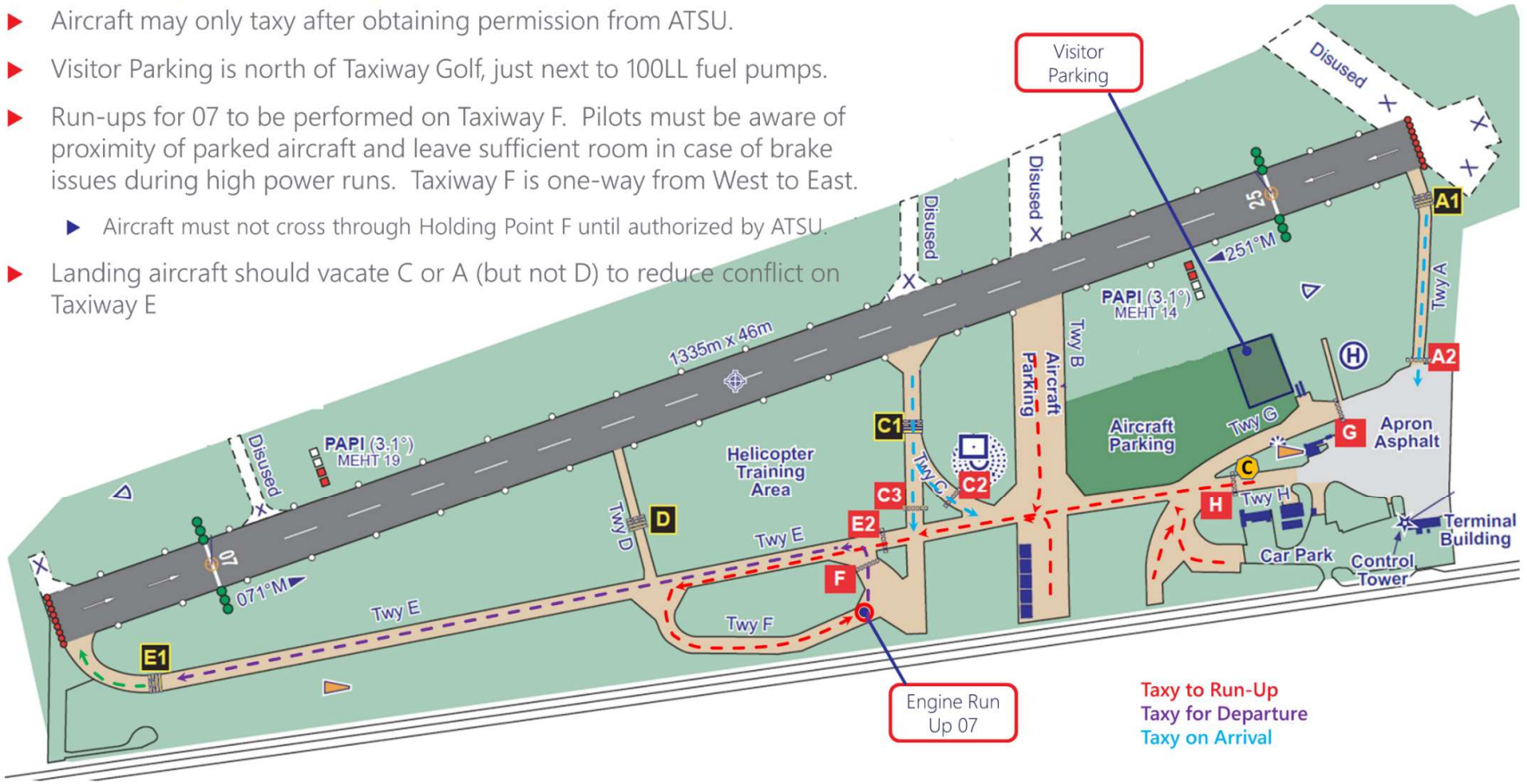


Blackbushe Airport

25.2. Runway 07 Taxi Diagram

Runway 07 Taxy Routes

- Aircraft may only taxy after obtaining permission from ATSU.
- Visitor Parking is north of Taxiway Golf, just next to 100LL fuel pumps.
- Run-ups for 07 to be performed on Taxiway F. Pilots must be aware of proximity of parked aircraft and leave sufficient room in case of brake issues during high power runs. Taxiway F is one-way from West to East.
  - Aircraft must not cross through Holding Point F until authorized by ATSU.
- Landing aircraft should vacate C or A (but not D) to reduce conflict on Taxiway E



26. LOW VISIBILITY PROCEDURES

26.1. When the RVR at Blackbushe is reported as 1500m or less, Low Visibility Safeguarding will be implemented. The aerodrome will be unavailable to fixed wing VFR traffic.

26.2. When the RVR at Blackbushe is reported as 800m or less, LVPs will be implemented. All arrivals are prohibited and only IFR departures permitted. Aircraft departing IFR will be required to inform the ATSU of their designated take-off alternate, as returning to the aerodrome will be unavailable.

26.3. Departures IFR during LVPs must be in accordance with regulatory, or operator defined minima.

26.4. When the RVR is reported as 250m or less the aerodrome will close.

27. DISUSED RUNWAYS

27.1. Runways 13/31 and 01/19 are permanently closed. To the North, these runways are used by local residents for walking and other activities on the common land. On the active Airfield site, these runways are used for aircraft parking. These runways must not be used except in an **extreme emergency situation** where no other safe option exists.

28. REFUELLING

28.1. Blackbushe Airport stocks three grades of Aviation Fuel:
> AVGAS-100LL > AVGAS-UL91 > JET-A1

28.2. AVGAS-100LL is dispensed primarily from a static pump to the north of Taxiway Golf. Mobile bowser service is available only to aircraft parked on hard standing parking spots. The AVGAS-100LL bowser cannot be driven on grass.

28.3. AVGAS-UL91 is dispensed from a static pump to the west of the main Apron.

28.4. JET-A1 is dispensed from a mobile bowser and is available only to aircraft parked on hard standing.

28.5. AVGAS 100LL refuelling is dispensed from a "self service" pump. JETA1 and UL91 remain delivered by the Ground Crew, users are not permitted to self-serve JETA1 or UL91. The Ground Crew can be contacted on 01252 471 303 to request mobile bowser refuelling or found in the Fire Station for assistance on the static pumps.

28.6. Airport users are not permitted to refuel aircraft from portable fuel containers or bring their own fuel onto site. In exceptional circumstances, such refuelling activities may be permitted with the approval of the Airport Manager and under the supervision of the ground crew.

29. NOTIFICATION OF UK BORDER FORCE

29.1. All Operators are responsible for notifying UK Border Force of any applicable flights. Operators must notify Border Force using the General Aviation Report (GAR) report form. Blackbushe Tower must be copied on all notifications to UK Border Force.

29.2. GARs must be submitted online: https://www.submit-general-aviation-report.service.gov.uk/

29.3. If the online service fails, then email the GAR to the National Crime Unit (NCU) via the following email address: ncu@hmrc.gsi.gov.uk

In all cases, Blackbushe Airport must also be provided with a copy of the GAR.

29.4. Flights to or from the Republic of Ireland (RoI), Northern Ireland (NI), Isle of Man (IoM) and Channel Islands (CI) must also notify Hampshire Police: General.aviation.se@hampshire.pnn.police.uk

29.5. The requirements for reporting vary depending upon the route being flown.

DESTINATION	DEPARTURES GAR NOTICE REQUIRED	ARRIVALS GAR NOTICE REQUIRED
Republic of Ireland (RoI)	2 hours prior to Departure	2 hours prior to Arrival
Northern Ireland (NI), Isle of Man (IoM)	12 hours prior to Departure	12 hours prior to Arrival
Channel Islands (CI)	2 hours prior to Departure	2 hours prior to Arrival
All other Destinations	2 hours prior to Departure	2 hours prior to Arrival

30. INTERNATIONAL CATERING WASTE

30.1. Any flights arriving from outside of the EU must be aware of the International Waste Requirements. For further information, please see the GOV.UK website: https://www.gov.uk/guidance/handling-and-disposing-of-international-catering-waste

30.2. The ultimate responsibility for the disposal of International Catering Waste falls with the generator (the owner / operator of the aircraft).

30.3. Blackbushe airport provides a yellow DEFRA bin. This can be used to discard of any food waste originating from outside of the EU. Should you wish to use this facility, please notify the Airport Administration or Control Tower on arrival.

31. AIRSIDE PEDESTRIAN ACCESS

31.1. Airside pedestrian access is available to accommodate pilots, passengers, and other authorised persons to have access to their aircraft.

31.2. All pilots of home-based aircraft must have a valid Airport ID Card issued by the airport administration office. Student Pilots will require an Airport ID Card when they start solo flights.

31.3. Hi-visibility vests or jackets must be worn by all pilots when in airside areas at all times.

31.4. Any passengers, engineers or any other person accessing the airside area must also wear hi-visibility vests or jackets unless being escorted by a person who is wearing such clothing. There must at all times be one person in hi-visibility clothing to every two without such clothing.

32. AIRSIDE VEHICLE ACCESS

32.1. Vehicle access to the airside areas is controlled and must be approved by the Airport Tower. Access is normally made via gate 2 adjacent to Aerobility and the SEMET Aviation building.

32.2. Unescorted Access may be granted to individuals that can demonstrate:

- Airside Liability Insurance for their vehicle
- The ability to communicate with the Tower via the ground frequency
- Driver Competency

Such approvals will be granted at the sole discretion of the Airport Manager and may be revoked without notice if the privileges are exceeded.

32.3. Airside Access and Driving Procedures are contained within BAOP044 which will be provided to those authorised for airside driving.