

GENERAL**Operational Hours**

ATS Hours: MON-FRI 0700-2200‡; SAT, SUN, HOL 0800-2000‡

AD is PPR and may close earlier on MON-FRI if there is no SKED TFC.

AD CLSD DEC 25 and DEC 26.

Night Restriction

Should an ACFT intend to depart with less than 10min prior to DEP of AD closing time, ATC will contact the pilot to advise of the time restriction. ACFT REQ start-up DEP less than 5min prior to AD closing time will be declined by ATC. ACFT REQ taxi for DEP less than 3min prior to AD closing time will be declined by ATC. ACFT positioned on the east Apron for RWY 24 DEP may be issued start CLR provided there remains 3min before AD closure and taxi with 2min before AD closure.

Airport Information

RFF: CAT 6

Fire: "Farnborough Fire" 121.600 AVBL when fire vehicle attending ACFT on ground in EMERG.

Fuel: PPR

PCN: RWY 06/24: 75/F/C/W/T

Customs: PPR

Operation**Traffic Note**

LDG ACFT must be at MAX 4000ft and MAX 12 track miles from touchdown at latest 5min before the relevant closure time of AD. APCH outside this criteria will not be accepted by AD Authority.

ACFT filing inbound or outbound to/from AD shall, automatically, be given a Deconfliction Service while operating outside Controlled Airspace on first contact with Farnborough Radar. This may be downgraded to a Traffic Service on pilots request or controllers discretion.

Low Visibility Procedure

LVP in force when VIS below 1500m and or CEIL is 200ft or below.

Delay report "RWY vacated" until clear of coded TWY CLL.

TWY Restriction

TWY A, A link, C, D, E, F, W and Y width 15m / 49ft.

TWY D for HEL only.

TWY Y CLSD between South 1 and South 2 APN.

Taxi/Parking

Report marshaller in sight.

Although TWY C has the appearance of rapid exit turn-off, it is not configured as such, be reminded of the need for an acute left turn at the end of TWY C to access TWY A and North APN.

Due to the numbers of personnel and vehicles operating on North APN and West 1 APN, operate at MNM taxiing speed when approaching or transiting these areas.

West APN 2 not AVBL for ACFT that require licensed AD.

Use MNM PWR when taxi from any ramp at north APN to TWY; this is especially important when departing from hangar and terminal ramps. When calling for start, report ramp PSN.

GENERAL

ACFT with wingspan more than 20m / 66ft are to be towed to and from the west 2 APN. Taxiing under own ENG PWR is prohibited.

Portion of disused TWY between TWY Z and south APN 1 may be promulgated as AVBL by NOTAM. This would be an extension of existing TWY Y.

APU: Use of APU not permitted 2230-0630‡.

Engine Run-up Areas

MON- FRI 0800-2000‡, except public HOL.

ENG runs by jet ACFT other than GND idle PWR setting, to be carried out on TWY Z.

Warnings

Do not use NAV/Anti-collision lights under tow at night.

High Intensity Radio Transmission Area 8NM SW of AD.

Pilots are reminded of the close proximity of Blackbushe AD, 3.8NM NW of Farnborough and to remain clear due to intense GA activity.

Traffic carrying out INST APCH to RWY 27 at Odiham will pass APRX 2.5NM south of Farnborough at 1900ft or below.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Birds and deer in vicinity of AD.

ARRIVAL**Speed**

ACFT inbound to PEPIS reduce speed to 250KT or less by CPT VOR, SAM VOR or GWC VOR.

Reduce speed to 220KT by PEPIS or 10NM before ROVUS if cleared direct to ROVUS.

Communication

COM Failure: See CRAR and in addition:

ACFT inbound from airway system should descend at PEPIS to leave controlled airspace and proceed outside controlled airspace not below MSA to TAGOX as follows:

From PEPIS intercept R261 (081°M) OCK towards OCK. At D17 OCK RT onto D15 OCK arc. At lead R242 (062°M) OCK to TAGOX, to be at 2400ft at TAGOX. Then carry out INSTR APCH PROC.

ACFT inbound not via airway system should route outside controlled airspace to TAGOX and carry out INSTR APCH PROC.

CLR limit is PEPIS.

Under RAD vectors

Initial Approach: CONT visually or by means of ILS final APCH PROC. If not possible proceed to TAGOX at 2400ft and carry out ILS APCH PROC.

Intermediate and Final Approach: CONT visually or by means of ILS final APCH PROC. If not possible follow MISAP PROC.

Arrival Procedure**Noise Abatement Procedure**

ILS APCH are mandatory except when a non-precision or visual APCH is provided or authorized by ATC.

ARRIVAL

When on a Visual or Non-Precision APCH join final APCH at MNM 1250ft QNH (1000ft AAL) and not less than 3NM from touchdown; thereafter follow a descent path not lower than 3.5° GP as indicated by the PAPI or ILS unless authorized by ATC.

Reverse: Do not use more than idle reverse, except for safety reasons.

Warnings

Low level TURB and WS may be encountered when the wind is from 190° to 240° at 15KT or more within 0.5NM from touchdown on RWY 24 (from crossing the main road to crossing RWY 24 THR markings).

DEPs from Fairoaks AD 9NM NE may trigger TCAS warnings for RWY 24 instrument APCH TFC.

DEPARTURE**Take-off Minima**

RWY		06/24	
All ACFT	ft - m/km	0 - 300R/300V	By state permission
		0 - 400R/400V	-

Communication

COM Failure: See CRAR.

Departure Procedure

Start-up/Push-back: Pilots are to notify ATC prior to start-up if GND marshalling assistance is required for DEP.

Intersection TKOF: No intersection TKOF permitted on any RWY.

Noise Abatement Procedure

ALL DEPs climb at best ROC to 3000ft. If the initial DEP CLR involves levelling off below 3000ft, PWR settings used must not result in excessive noise levels at points on the ground underneath the flightpath, especially when climb is recommended.

No turns below 1150ft QNH.

Noise Preferential Routings (NPRs):

RWY 06:

- All directions, climb straight ahead to D2 of AD, then turn on TR or as instructed by ATC.

RWY 24:

- North (CPT or as directed), climb straight ahead to D2 of AD, then turn on TR or as instructed by ATC.
- South (GWC, HAZEL or as directed), climb straight ahead; after passing 1200ft QNH fly ATC issued Radar HDG. In the event an ACFT is departing without an ATC issued Radar HDG, this is amended to climb straight ahead; after passing 1200ft QNH turn left onto TR 220°, at D2 of AD turn on TR or as instructed by ATC.

ATC refers to this as "Noise Preferential Route South".

Be aware: A prompt turn at 1200ft QNH is essential to stay out of Odiham ATZ.

ATC Slot, Clearance

IFR CLR will not be AVBL prior Taxi CLR.

De-Icing

AVBL.

Effective 19-JUL-2018

12-JUL-2018

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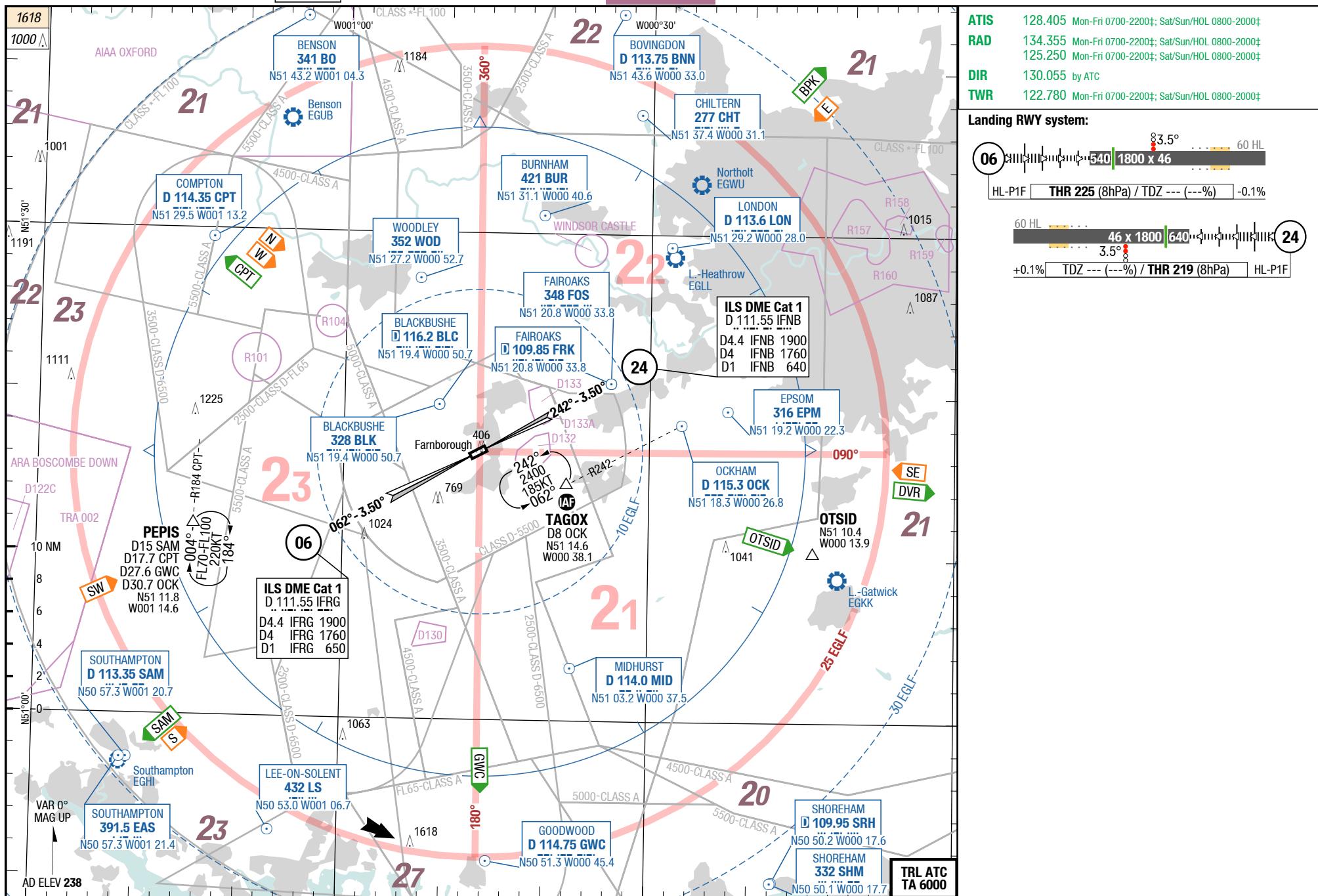
Farnborough United Kingdom

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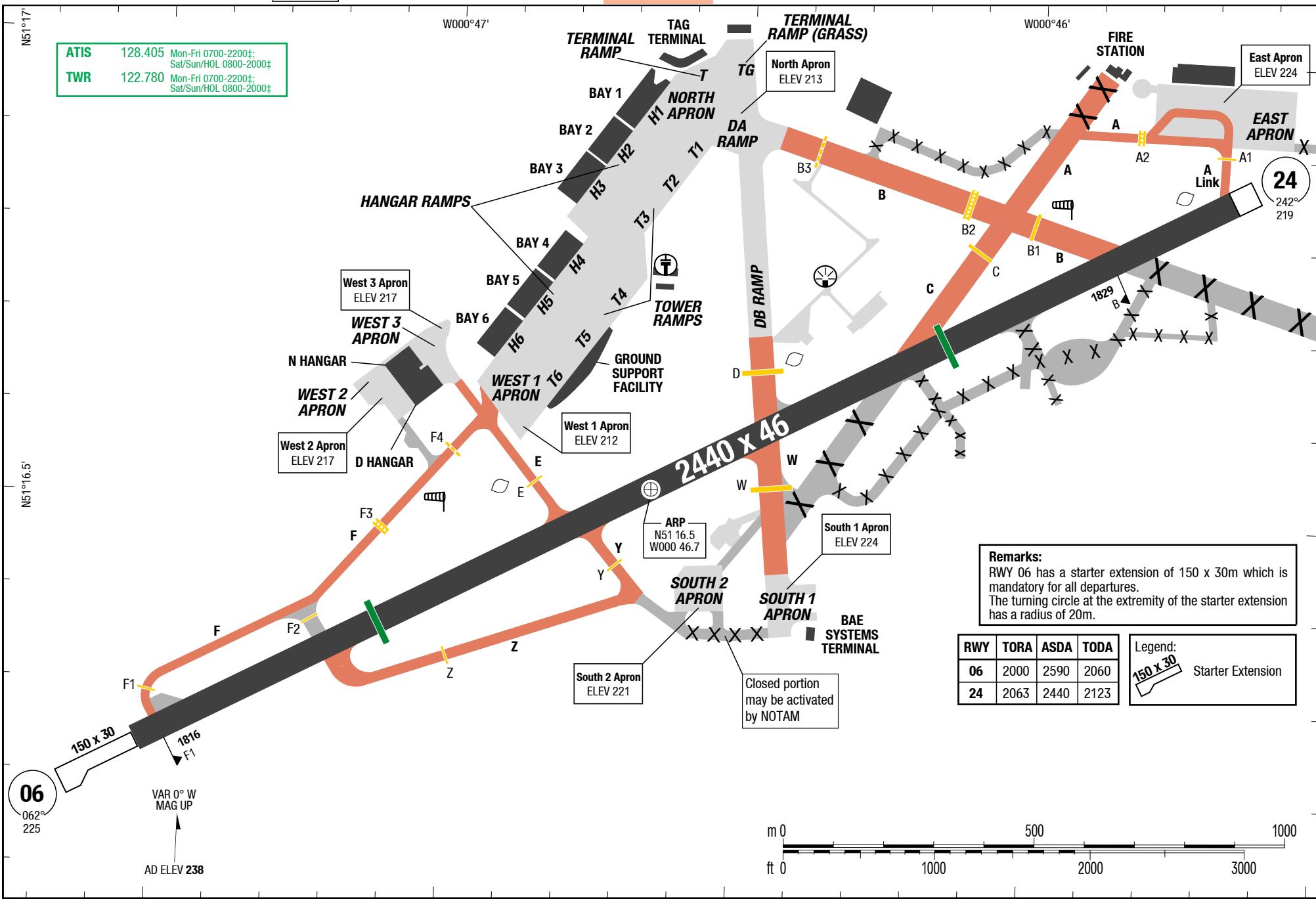
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Changes: MGA, ASP, OBST, HLDG



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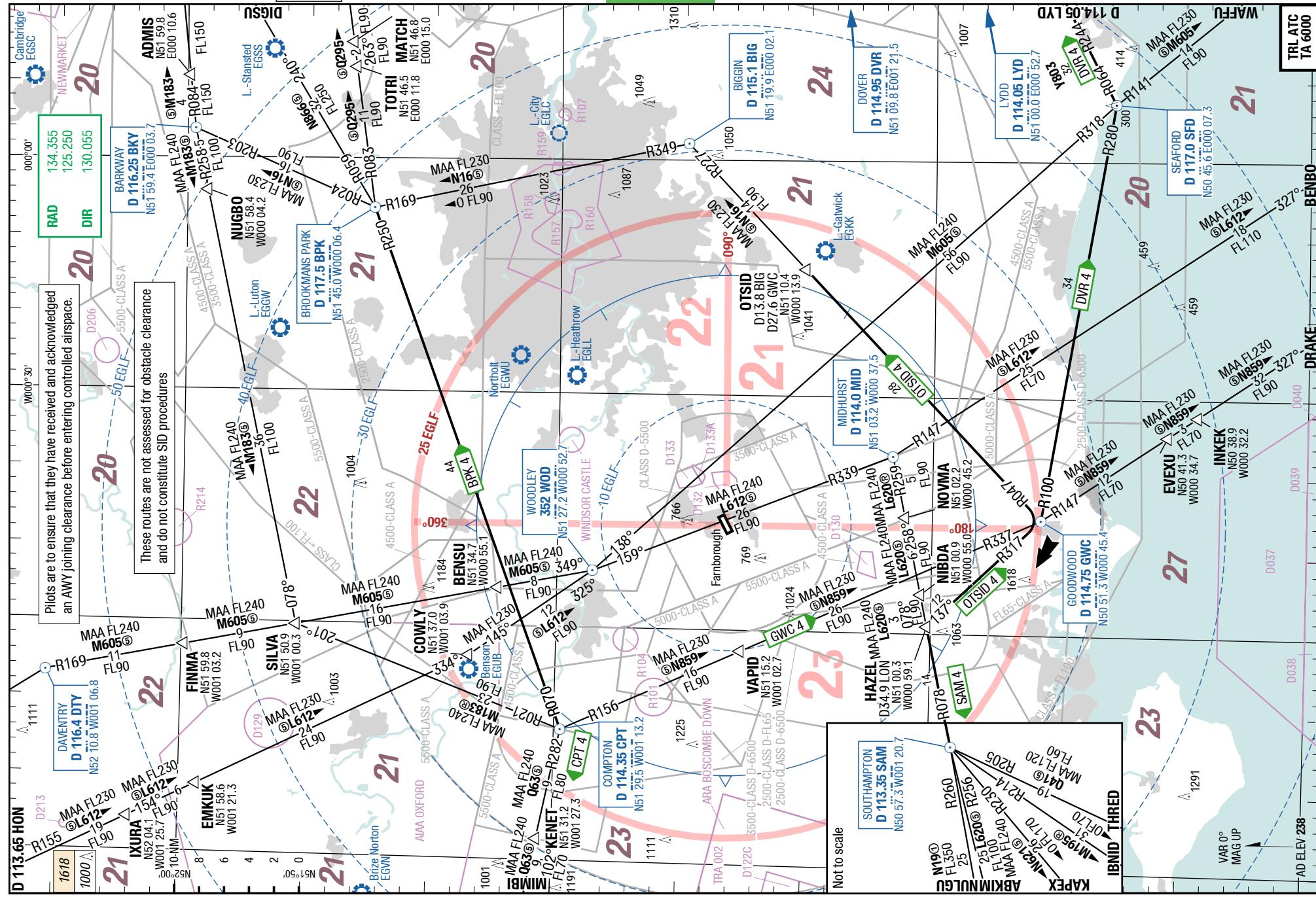
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DEPARTUREs

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DEPARTUREs



BROOKMANS PARK 4 / COMPTON 4 / DOVER 4 / GOODWOOD 4 / OTSID 4 / SOUTHAMPTON 4

RWYs 06 (062°) / 24 (242°)

DESIGNATOR	ROUTING	ALTITUDES
BROOKMANS PARK 4 BPK 4 134.355	CPT - BPK - join AWYs N866 / Q295	
COMPTON 4 CPT 4 134.355	CPT - join AWY Q63 / M183	
DOVER 4 DVR 4 134.355	GWC - SFD - join AWY Y803 to DVR - join AWY L9	
GOODWOOD 4 GWC 4 134.355	GWC	
OTSID 4 134.355	HAZEL - GWC - OTSID - join N16	
SOUTHAMPTON 4 SAM 4 134.355	HAZEL - SAM - join AWYs L620 / M195 / N19 / N621 / Q41	

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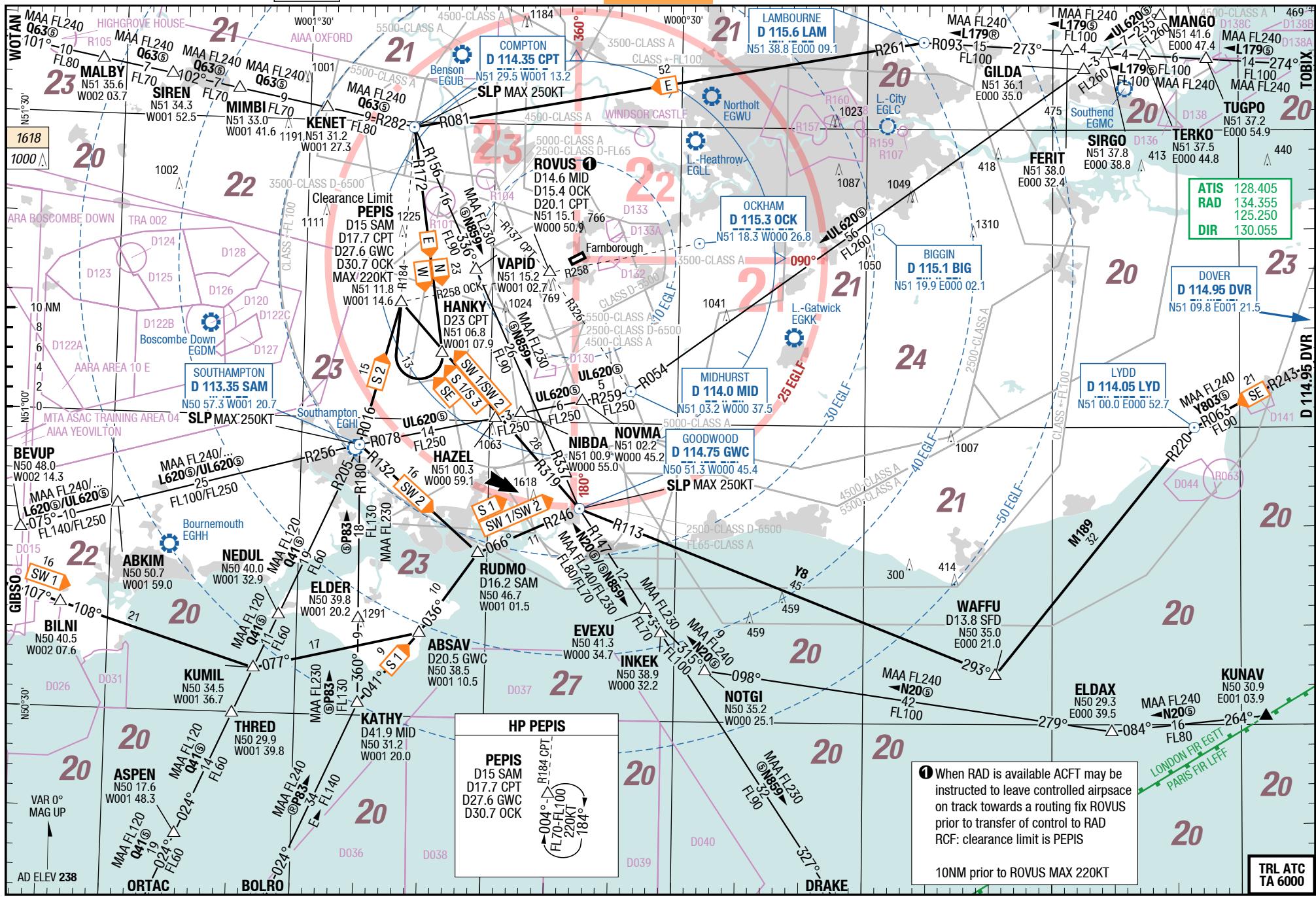
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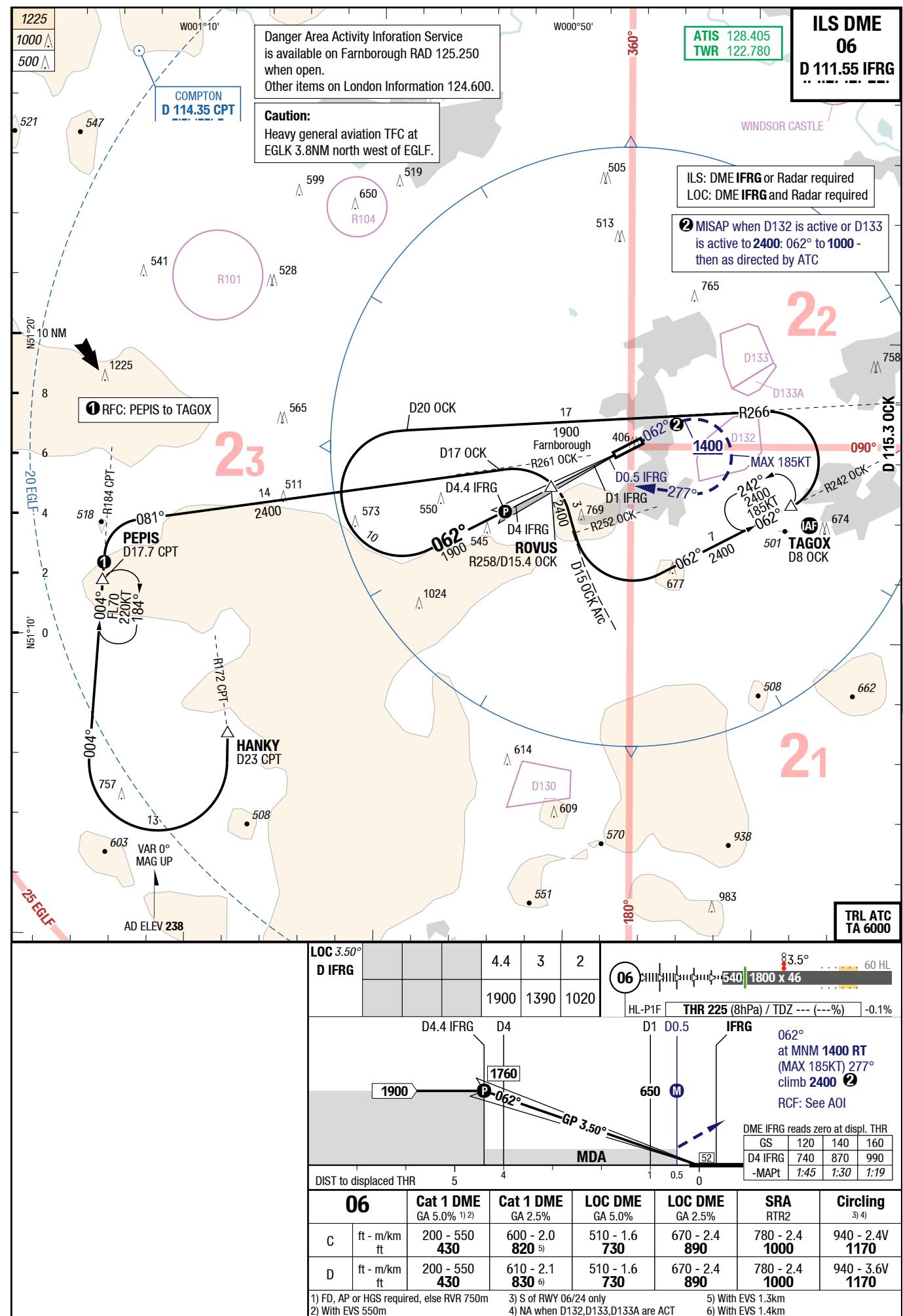
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ARRIVALS

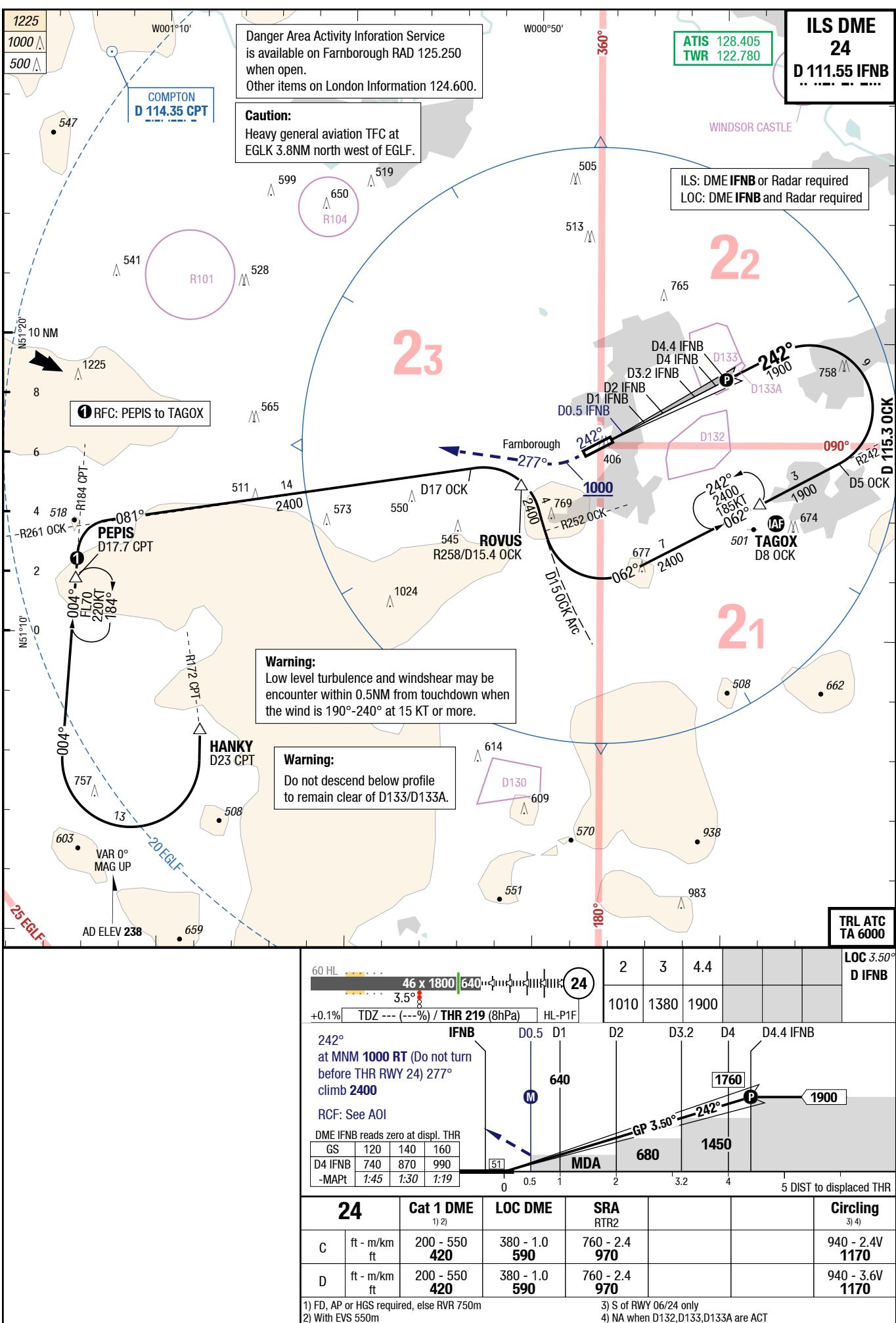
ARRIVALS

6-10





Changes: Track, HLDG, OBST



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