

BLACKBUSHE AIRPORT LTD

Bulletin No: 171

IMPORTANT/URGENT

To: All Pilots/Operators

(GROUP OPERATORS PLEASE ENSURE ALL GROUP MEMBERS ARE MADE AWARE OF THIS)

New SVFR procedures

Due to the increased number of Royal Flights using Farnborough Aerodrome it is sometimes necessary to impose restrictions on aircraft using our airfield. This is done by introduction of the of Special VFR requirements in Class 'A' Temporary Controlled Air Space (CAS-T).

As the Royal Flight requirement is likely to increase, it has become necessary to introduce new procedures for traffic operating from Blackbushe in an endeavour to minimise delays when these flights are scheduled.

This bulletin is to advise all pilots operating from this airfield of these procedures. It should be noted that these SVFR flights must be separated from IFR flights and other SVFR flights.

CAS-T around Farnborough consists of a control zone (CTR) of 10 nms radius of their Aerodrome Reference Point with CAS-T airways connecting to the main airways system. The CAS-T is deemed to be Class A airspace and will be introduced when a Royal Flight is taking place at Farnborough.

We will be advised, normally, at least a day in advance of when a flight is to take place. In addition, on the morning of the flight, Farnborough Watch Manager will ensure that our Tower is aware of the imposition of CAS-T requirements and proposed timings.

Weather Conditions

Pilots who cannot fly IFR will be permitted, where possible, to fly under their own navigation in accordance with a SVFR clearance. There are different weather criteria for SVFR flights according to the type of pilots licence held. Pilots must be aware of these requirements and be aware that should the reported visibility reduce below 10km, Farnborough controllers may request their intentions and ask pilots flying in accordance with a SVFR clearance, if they can accept an alternative IFR clearance.

Once CAS-T is promulgated until it is cancelled or promulgated to finish, all departing aircraft will be subject to clearance from Farnborough. If an aircraft pilot requests SVFR, a full SVFR clearance will be obtained, via our tower, and passed to the pilot. If a pilot has filed an IFR plan this will be handled in the normal way. Arriving aircraft will be instructed to remain outside CAS-T

and to contact Farnborough Approach for a clearance to continue to Blackbushe.

Inbound and Outbound Routes to the North and North West.

In order to facilitate and expedite movements two new routes to/from the airfield have been introduced. November route and November Whisky route.

November Route – From Junction 10 of the M4 (reporting point November) down the eastern side of the Wokingham to Farnborough railway line to Derby Green (via Sandhurst Station and into the Blackbushe Circuit. Please go through the gap between Derby Green and Yateley via the eastern end of the lakes to minimise noise problems. Do not Overfly Yateley).

November Whisky Route – From Junction 11 of the M4 (reporting point November Whisky) to Bramshill Police College and then into the Blackbushe Circuit.

Normally, for 25 operations, N will be used for inbound and NW used for outbound. For 07 operations N will be used for outbound and NW for inbound. Standard altitude for SVFR clearance will be not above altitude 2400 feet.

Procedure

Pilots can expect to receive one of the following SVFR clearances.

Departure 25 “Callsign, Farnborough clears you to leave controlled airspace at November Whisky via Bramshill Special VFR, not above altitude 2400 feet, QNH XXXX Squawk XXXX.”

Departure 07 “ Callsign, Farnborough clears you to leave controlled airspace at November via Derby Green Special VFR, not above altitude 2400 feet, QNH XXXX Squawk XXXX.”

Inbound aircraft may be cleared to Blackbushe via November (or November Whisky) and instructed to report at the reporting point (November or November Whisky).

If an aircraft is inbound or outbound from/to the South, when traffic permits it may be cleared on a direct track instead of going via the reporting points subject to Farnborough’s clearance.

Reduced separation in the vicinity of the Aerodrome

The November and November Whisky routes provide 3nm separation until aircraft are 3nm away from the airfield. Separation must be maintained to comply with SVFR. We do not have ATC and are therefore not able to provide separation but pilots may provide it, if both pilots report they have the other in sight. Farnborough will pass traffic information to inbound traffic until

such time as the pilot can maintain his own separation. If a pilot cannot maintain separation he may be held at Bramshill or Sandhurst/Derby Green until either normal contact is made and the pilot can maintain his own separation, or the first aircraft has landed or is over 3nm away outbound.

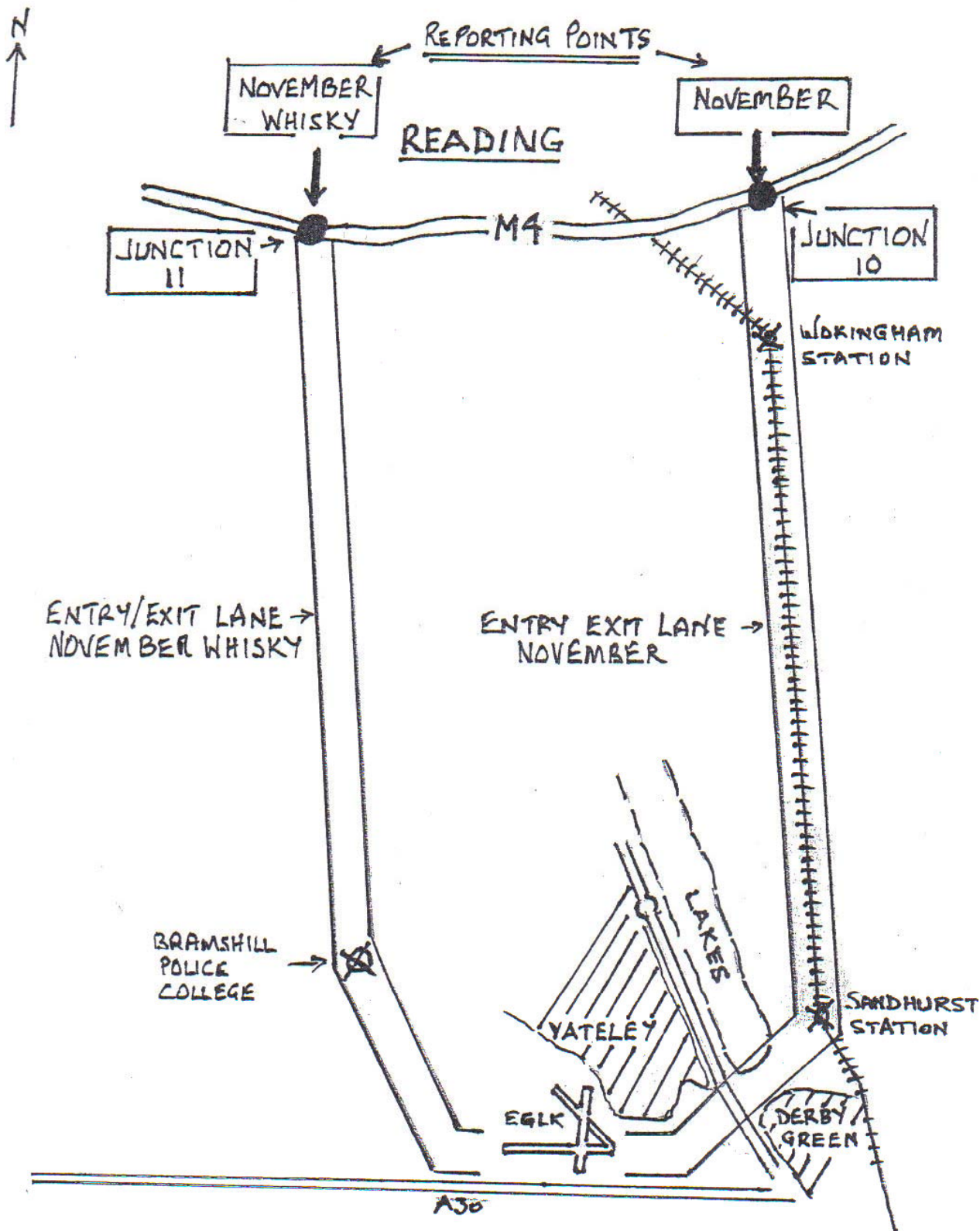
Blackbushe circuit traffic is not separated from Farnborough's departing or arriving traffic and, in accordance with flight priorities stated in MATS Pt 1, Sect 1, Chap 4, Page 7, our circuit traffic on training flights must remain on the ground or depart the circuit in accordance with the above procedures for any such departure or arrival.

Farnborough Watch Manager will advise our tower when CAS-T is no longer in force. This could be either when the Royal Flight is on the ground, or once a departing Royal Flight is inside permanent controlled airspace and is not likely to return.

It is important that all pilots flying at Blackbushe comply with these requirements which are designed to give flexibility during Royal Flight operations.

Your co-operation in causing the minimum of noise problems especially in the Derby Green, Yateley, Sandhurst and Bramshill areas will be appreciated.

If you require further information regarding the above procedures please contact the tower who will be pleased to assist.



NOT TO SCALE.