

## Farnborough Airport

IATA/ICAO CODE:	FAB/EGLF
CITY:	Hampshire
COUNTRY:	UK

## AIRPORT CONTACT

Information confirmed as current by the airport 3/2011

Name:	Roger Walker	Miles H Thomas
Title:	Director Airport Operations	Environment Manager
Airport:	Farnborough Airport	
	TAG Farnborough Airport Ltd	
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	Hampshire	
	GU14 6XA	
	UK	
	+44 1252 379 007 (Director Airport Operations - Roger Walker)	
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Airport Web Site:		
Note:	Prior Permission Required through TAG Aviation (all traffic)	

ELEVATION: 238 ft

RUNWAY INFORMATION					
Orientation	TORA/TODA	LDA	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
06	2000/2063	1800	540	3.5	45
24		1800	640	3.5	45

Runway 06/24 restrictions:

- i) Single engined jet aircraft are not permitted to take-off, roll or go-around on Runway 06.
- ii) All other aircraft departing Runway 06 must use the full length of the runway.
- iii) Practice engine failures after take-off are not permitted on Runway 06.

## NOISE ABATEMENT PROCEDURES

The following procedures are to be used at all times by pilots using Farnborough. However, the requirements may at any time be departed from to the extent necessary for avoiding

immediate danger or for complying with ATC instructions.

a. Pilots are to ensure that their aircraft are operated in a manner likely to cause the least disturbance in the areas surrounding the aerodrome.

b. Ground running of engines may only take place between the hours of 0800 – 2000 Mon – Fri (one hour earlier in Summer) excluding public holidays and is to be notified to ATC at the commencement and cessation of each run. All engine runs by jet aircraft, other than runs at ground idle power setting, are to be carried out on the engine ground running base on West 1 apron marked by the Sign “EGR”. Ground Running during weekends and public holidays is restricted to essential maintenance work only.

c. Departures – Noise Preferential Routings

i The Noise Preferential Routings given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft, and by all other aircraft of more than 2730kg MTWA, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

ii The use of the route is supplementary to noise abatement take-off techniques (see below).iii After take-off, pilots should ensure that they are at a minimum height of 500 ft aal before initiating any turn:

1. Runway 06: Climb straight ahead to 2 DME, then turn on track or as instructed by ATC.  
Note: see paragraph e.

2. Runway 24: Southerly departures (GWC, HAZEL). Climb straight ahead; after passing 1150ft QNH turn left onto track 220° M; at 2 DME turn on track or as instructed by ATC. Northerly departures (CPT). Climb straight ahead to 2 DME, then turn on track or as instructed by ATC.

iv Noise Abatement take-off techniques

1. All departures are to use best rate of climb until at or above 3000 ft. If the initial departure clearance involves leveling off below 3000ft. power settings used must not result in excessive noise levels at points on the ground underneath the flight path, especially when climb is recommenced.

Note: A noise and track monitoring system is in operation.

Note: This additional procedure may be cancelled by ATC if there is conflicting traffic in the instrument pattern for Runway 28 at Odiham Aerodrome using the phrase “cancel noise abatement”

d. Arrivals

ILS approaches are mandatory except when a non precision or visual approach is provided or authorized by ATC. The use of the ILS glide path if radiating is recommended for all approaches. All aircraft approaching to land or go-around from a visual or non precision approach shall establish on final approach not below 1000ft aal (1238ft amsl) and thereafter shall follow a descent path which will not result in the aircraft being at any time lower than 3.5° GP as is indicated by the PAPIs or ILS glidepath. Aircraft commanders are requested to minimize noise disturbance in the areas over flown during final approach by conforming to low power low drag procedures at all times. Additionally the requirements in AD 2.22 Flight Procedures, paragraph 1(a) must be complied with.

- e. Traffic subject to noise abatement procedures should not normally expect a left turn out when departing from Runway 06.
- f. To minimize disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust at all times, consistent with the safe operation of the aircraft. Where use of reverse thrust is essential, the use of idle reverse thrust should be used in preference.
- g. The running of APUs is banned between the hours of 22:30 and 06:30 (local time).
- h Chapter II/Stage II aircraft are not accepted. Prior Sight of an ICAO noise certificate is required for any aircraft not manufactured as Chapter III/Stage III compliant, wishing to land at Farnborough.
- i. For environmental reasons, intersection departures are prohibited, all departures must use the full runway length; Runway 06 departures must use the starter extension.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Hours of operation:  
Mon-Fri 0700 – 2200hrs z(one hour earlier in summer)  
Sat, Sun and Public Holidays 0800-2000hrs z (one hour earlier in summer)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA

Maximum annual movements 28000; weekend movements limited to 5000 annually.

ENGINE RUN-UP RESTRICTIONS

Ground running of engines may only take place between the hours of 0800-2000 Mon-Fri (one hour earlier in summer) excluding public holidays and the ATC must be notified at the commencement and cessation of each run. All engine runs by jet aircraft, other than runs at ground idle power setting, are to be carried out on the engine running base on West 1 apron marked by the sign "EGR". Ground running during weekends and public holidays is restricted to essential maintenance work only.

APU OPERATING RESTRICTIONS

The running of APUs is banned between the hours of 2230 and 0630 (local time).

NOISE BUDGET RESTRICTIONS - Local Authority Noise Contour

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for		

Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	DETR Declared Public Safety Zone (December 2004)	Refer to TAG - Applied by relevant Local Authority
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	Unknown	-
Airport Noise Contour Overlay Maps	1997	<a href="#">Noise Contour Map</a>
Total Cost of Noise Mitigation Programs to Date	Undisclosed	-
Source of Noise Mitigation Program Funding for Aircraft Noise	none	-

NOISE MONITORING SYSTEM

Installed. Noise monitoring and track recording system.

FLIGHT TRACK MONITORING SYSTEM

Yes

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

All Chapter 2 aircraft are banned from operating at Farnborough.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)