



Fairoaks Operations Ltd

Pilots' Guide – Local Airspace

January 2024

**UNCONTROLLED DOCUMENT**

**WARNING**

**This document is uncontrolled and may be out of date**



## Contents

Is It Really That Hard? .....	3
Airspace.....	3
Fairoaks ATZ and Local Flying Area (LFA).....	3
London CTR (aka Heathrow Zone) .....	4
Farnborough CTRs and CTAs .....	4
London Terminal Manoeuvring Area (LTMA) .....	5
Arrival and Departure Routes .....	5
Circuit Joining Procedures.....	7
Airspace Chart.....	7
Threat and Error Management .....	8
Seeking Advice .....	9

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## Is It Really That Hard?

Fairoaks is a GA airport situated close to the junction of the M3 and M25 and some 3 miles from Woking offering easy access, amongst other places, to London, plus Ascot, Epsom, Sandown and Kempton Park racecourses, Wentworth, Queenwood and Sunningdale golf courses, Chessington World of Adventures, Twickenham and RHS Wisley but despite this some pilots are reluctant to visit because of the perceived difficulties in flying in and out due to the surrounding controlled airspace.

A first quick look at a 1:500,000 chart can be enough to put some pilots off since the airspace appears to be daunting however if it is broken down into bite size portions then the airspace is not as awesome as it first appears and it should be borne in mind that student pilots regularly fly solo in and out of Fairoaks.

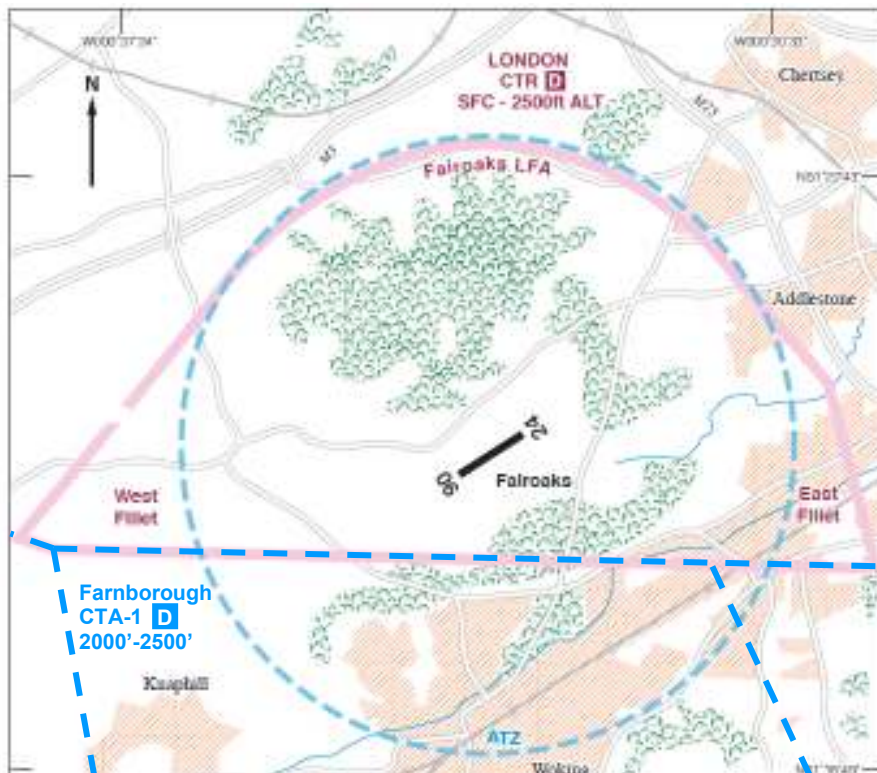
## Airspace

The airspace in the vicinity of Fairoaks consists of the:

- Fairoaks ATZ and Local Flying Area (LFA)
- London CTR (aka Heathrow Zone)
- Farnborough CTRs and CTAs
- London Terminal Manoeuvring Area (LTMA)

### Fairoaks ATZ and Local Flying Area (LFA)

Fairoaks has a standard ATZ with a radius of 2nm however the majority of the ATZ lies within the London CTR therefore two fillets have been added to the ATZ as illustrated below to simplify access, and that part of the ATZ which lies within the London CTR plus the two fillets is referred to as the Fairoaks Local Flying Area (LFA).



**Warning – NOT TO BE USED FOR NAVIGATION**

If entering the LFA from the south pilots do not need to contact Heathrow, indeed Heathrow are not interested in talking to these pilots, however within the LFA pilots must conform with the following:

- Remain clear of cloud and with the surface in sight;
- Maximum altitude: 1500 FT QNH;
- Fly at a speed of 140 KTS IAS or less;
- A minimum cloud ceiling of 600 FT;
- A minimum flight visibility of 3 KM

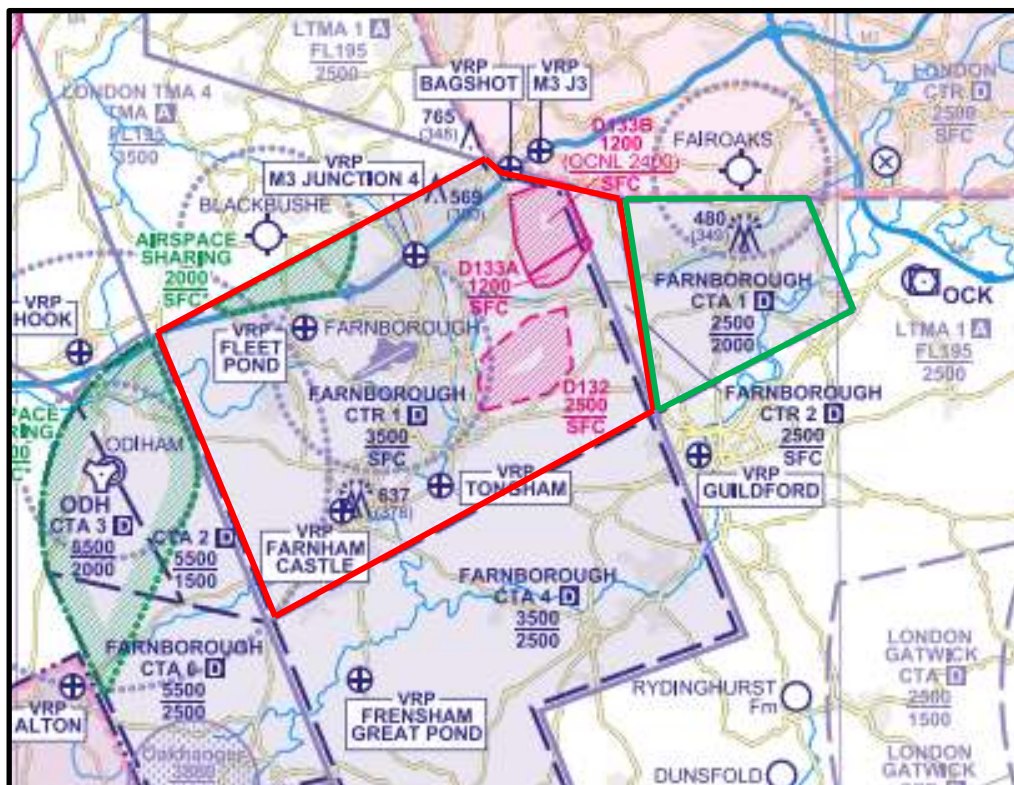
### London CTR (aka Heathrow Zone)

The thought of transiting the airspace associated with Heathrow fills many pilots with dread since they imagine that they will be sharing the frequency with Airbus A380s, Boeing 787s, etc. Nothing could be further from the truth. Heathrow is so accommodating that there is separate frequency (callsign Heathrow Radar on 125.625 MHz) dedicated to transit aircraft and at one time one of the Heathrow controllers was a part-time instructor at Fairoaks and another was a part-time FISO also at Fairoaks.

The procedures for transiting the London CTR are detailed below under the arrival and departure procedures.

### Farnborough CTRs and CTAs

The airspace associated with Farnborough consists of a number of Class D CTRs and CTAs and those areas in the immediate vicinity of Fairoaks are shown in the chart extract below, with the CTRs outlined in red, and the CTA to the south of Fairoaks outlined in green.



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Even with this airspace aircraft can approach Fairoaks from the south without contacting Farnborough provided that they remain outside the CTRs, below the CTAs and in particular operate not above 2,000ft AMSL when underneath the CTA to the south of Fairoaks. In addition, it may be possible to obtain a clearance to transit the Farnborough airspace as detailed below under the arrival and departure procedures.

### London Terminal Manoeuvring Area (LTMA)

The LTMA overlies all of the airspace in the vicinity of Fairoaks however the lowest base of the LTMA, which is Class A airspace therefore unavailable to pilots operating VFR, is 2,500ft.

The net effect of all of this airspace is that it is still possible to approach Fairoaks without entering controlled airspace and in the case of the LFA by complying with some simple rules. Suggested arrival and departure routes are described below.

### Arrival and Departure Routes

#### North

Pilots of aircraft arriving from the north (e.g. from the vicinity of Reading) have the options of:

- Remaining clear of controlled airspace
- Obtaining a clearance to transit the London CTR
- Obtaining a clearance to transit the Farnborough CTRs and/or CTAs

Whilst it is possible to remain clear of controlled airspace by transiting underneath the Farnborough CTAs and west of the Farnborough CTR this routing adds considerable track mileage.

Of the other alternatives, counterintuitively, the easiest option is to obtain a clearance to transit the London CTR. The reason is that on the routes described below any aircraft would be well below Heathrow arrivals and departures, whilst any routing through the Farnborough CTRs and CTAs would result in possible conflicts with Farnborough arrivals and departures and therefore incur a delay until there is a gap in the Farnborough traffic.

The simplest route through the London CTR is from Bracknell direct to Fairoaks whilst the other common route is Burnham (the BUR NDB on the edge of Slough), Ascot, Fairoaks. Pilots should make the request to transit the London CTR to Heathrow Radar on 125.625 MHz which is a dedicated frequency for the use of aircraft seeking to transit the London CTR. A typical request would be “G-ABCD, PA28, from Somewhere to Fairoaks, overhead Reading at 2,300ft, Request routing via Bracknell”. If approved then a typical response from Heathrow Radar would be “G-ABCD, cleared to transit the Heathrow Zone, routing Bracknell direct Fairoaks, not above 1,200ft VFR, squawk 7032”. This should be readback verbatim.

The following should be borne in mind:

- Make the request in plenty of time
- Have a Plan B in case a clearance is not forthcoming, but this is almost unknown
- **Do not enter controlled airspace until a clearance has been received**

Pilots who wish to depart to the north should plan to use the reverse of the routes described above, but should make their request to Fairoaks Radio who will coordinate with Heathrow. In this case

Heathrow will either issue a clearance, which will be relayed by Fairoaks Radio, in the form “G-ABCD, Heathrow Radar clears you to route to Bracknell not above 1,200ft VFR, squawk 7035, next frequency 125.625” or require the aircraft to remain in the Fairoaks ATZ/LFA until a clearance has been issued by Heathrow Radar in which case the instructions will be of the form “G-ABCD, Heathrow Radar requires you to remain within the Fairoaks ATZ, squawk 7035, next frequency 125.625”. In either case the initial call to Heathrow Radar would then be simply “G-ABCD squawking 7035”, since Heathrow will have all of your details.

## South

As described earlier pilots of aircraft approaching Fairoaks from the south can do so without the requirement to enter controlled airspace or to obtain a clearance provided that they remain clear of all controlled airspace, including being below 2,000ft when underneath the Farnborough CTA to the south of Fairoaks and being below 1,500ft before entering the Fairoaks LFA.

Pilots of aircraft departing to the south should follow the reverse of the above but should also ensure that when departing from runway 06 the initial turn is made well before the M25 to ensure that the aircraft remains within the LFA until clear of the London CTR and when departing from runway 24 that the initial turn is not delayed to ensure that the aircraft does not infringe the Farnborough CTRs.

Whether arriving or departing it is suggested that pilots either contact Farnborough on 125.250 MHz or that they monitor 125.250 MHz and squawk 4572.

## East

Pilots approaching Fairoaks from the east should ensure that they remain south of the London CTR, north of the Gatwick CTA and CTR and underneath the LTMA. As an aid to accomplishing this, pilots should remain north of, but close to, the M25 until passing Reigate or abeam Epsom racecourse after which they should remain south of, but close to, the M25 until approaching Wisley disused airfield. Thereafter they should follow the procedure for arriving from the south.

Departures to the east should follow the procedures for departure to the south, but should also ensure that they are south of the London CTR before turning east, which is most easily achieved by delaying the turn to the east until passing Wisley disused airfield.

## West

Depending on precisely where they are coming from pilots have the option of routing:

- Through Farnborough's airspace
- North of Farnborough's airspace
- South of Farnborough's airspace

For the reasons stated above the first option may incur delays.

Pilots who chose to route north of Farnborough's controlled airspace should ensure that they remain north of the Odiham MATZ and must ensure that they remain north of the Blackbushe ATZ and then plan to route towards Bracknell and follow the procedure above for arrivals from the north.

Pilots who chose to route to the south of Farnborough's controlled airspace should route in the vicinity of the Alton, Frensham Great Pond and Guilford VRPs and should be aware that the base of controlled



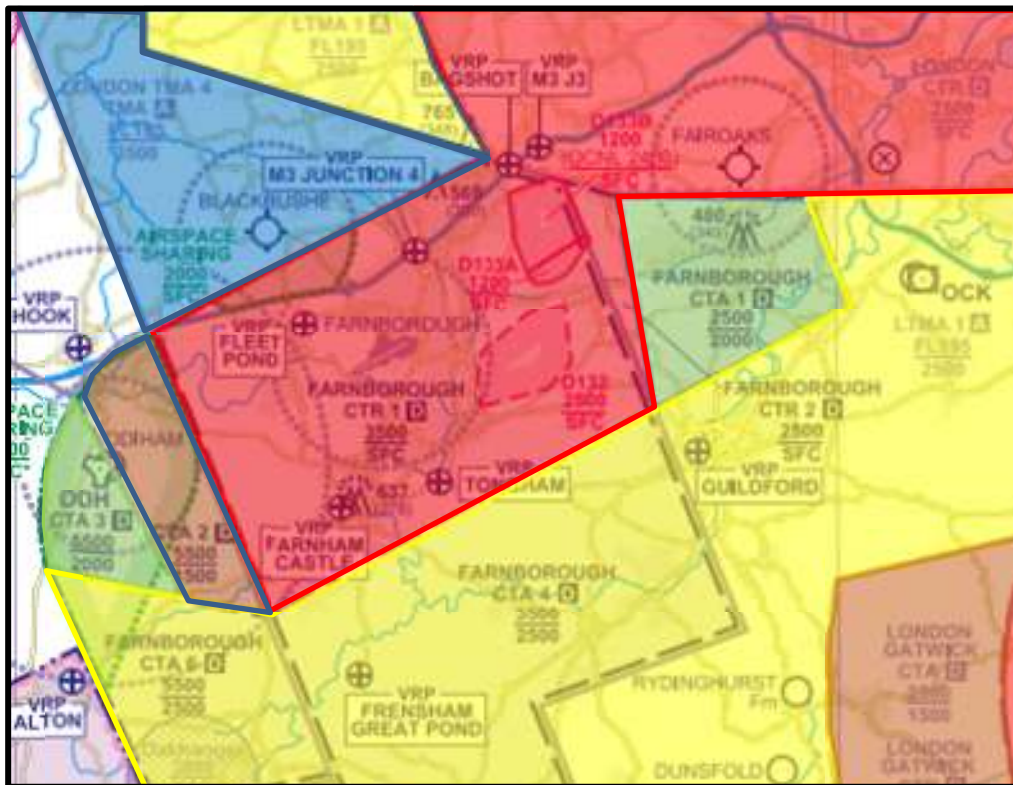
airspace immediately after Alton is 2,500ft AMSL. After the Guildford VRP they should follow the procedures for joining from the south.

**Circuit Joining Procedures**

- a. Circuits variable.
- b. All procedures are based on Fairoaks QNH.
- c. Circuit altitude is 1100 FT for aeroplanes and 800 FT for helicopters.
- d. Inbound aircraft and circuit traffic should squawk 7010 when operating in the Fairoaks circuit and ATZ/LFA unless otherwise instructed.
- e. Joining
  - i. Aeroplanes should normally enter the ATZ level at 1400 FT AMSL, and descend to 1100 FT AMSL when north of the runway prior to turning:
    - 1. downwind for Runway 06 left hand circuit;
    - 2. crosswind for Runway 24 left hand circuit;
    - 3. crosswind for Runway 06 right hand circuit;
    - 4. downwind for Runway 24 right hand circuit.
  - ii. 'Straight-in', 'downwind' and 'base' joins are strongly discouraged when the circuit is active.
  - iii. Helicopters should normally enter the ATZ level at 800 FT AMSL and let down south of the runway. Helicopters which wish to utilise the runway should conform to fixed wing procedures.

**Airspace Chart**

As an aid to visualisation the chart below highlights the base of controlled airspace in the vicinity of Fairoaks irrespective of the airspace classification or controlling authority.



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**Key to Airspace Shading** - The unshaded area in the west of the chart has a base above 3,500ft.

	Surface		1,500 ft		2,000 ft		2,500 ft		3,500ft
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## Threat and Error Management

The following is a starting point in threat and error management but it only considers the threats, with suggested mitigations, posed by the airspace surrounding Fairoaks and does not consider other threats such as weather.

### Remaining Outside of Controlled Airspace

Having made a request to transit controlled airspace it is imperative that a clearance has been obtained prior to entering controlled airspace. The following should be borne in mind:

- A clearance will always contain some form of the word “Clear”. For instance, a clearance issued directly by Heathrow Radar would be of the form “G-ABCD, *cleared to transit the Heathrow Zone, routing Bracknell direct Fairoaks .....*”. For outbound flights a clearance relayed by Fairoaks Radio would be of the form “G-ABCD, *Heathrow Radar clears you to route to Bracknell .....*”
- As part of the planning process a suitable point outside of controlled airspace should be identified as the point beyond which the flight will not proceed until a clearance has been received.

### Inadvertent entry into the London CTR.

- When operating within the Fairoaks LFA do not stray too far to the north, east or west. It must be noted that the M3 to the north and the M25 to the east are outside of the LFA
- Ensure that within the LFA the aircraft does not climb above 1,400ft AMSL because, whilst the Fairoaks ATZ extends to 2,000ft above aerodrome level, part of the ATZ above 1500 FT AMSL is ceded to London Heathrow, and part of the ATZ above 2000 FT AMSL is ceded to Farnborough.

### Inadvertent entry into the Farnborough CTRs

- Ensure that on departure from runway 24 that the turn towards Guildford is completed well before the built-up area on the climb out.
- Aim to route towards the eastern edge of Guildford

### Inadvertent entry into the Farnborough CTAs

- Ensure that the aircraft is below 2,00ft AMSL before flying below the CTA to the south of Fairoaks. It is suggested that inbound aircraft plan to be below 2,000ft prior to the A3 (the dual carriageway between Guildford and the M25) and departing aircraft do not start the climb until south of the A3.
- Be aware that the CTAs to the south and south-west of Farnborough have a base of 2,500ft AMSL or lower.

### Inadvertent entry into the LTMA

- Be aware that in the vicinity of Fairoaks any class G airspace lies underneath the LTMA with a base of 2,500ft AMSL and, since the LTMA is class A, VFR flight is not permitted.

As an aid to avoiding the above threats it is strongly recommended that pilots make effective use of moving map devices and also mark their route on a paper VFR chart.

### **Seeking Advice**

Having read the above if any pilot wishes further advice or guidance then please telephone air traffic on 01276 857300 and the AGROs will be happy to answer any questions.

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