



Miscellaneous

No: 1467

Regulation (EU) No. 932/2012 (UK)

Publication date: 23 February 2021

General Authorisation

Standardised European Rules of the Air - Special VFR Flights within the Blackbushe Local Flying Area

- 1) The Civil Aviation Authority, for the purposes of SERA.8005(b)(5) of the Annex to Commission Implementing Regulation (EU) No. 923/2012 (UK) ('the Standardised European Rules of the Air' (SERA)), hereby authorises that standard separation may not be provided between special VFR flights operating within the Local Flying Area at Blackbushe aerodrome as notified within the United Kingdom Aeronautical Information Publication, subject to the conditions at paragraph 2.
- 2) The conditions specified in paragraph 1 are aircraft are flown within the Local Flying Area at Blackbushe at an altitude not exceeding 1,500 feet Above Mean Sea Level (AMSL);
 - 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.
- 3) References to EU regulations in this authorisation are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are annotated with "(UK)".
- 4) This authorisation has effect from the 11 March 2021 until it is revoked.

S Lindsey
for the Civil Aviation Authority

22 February 2021

Explanatory Notes:

1. This authorisation does not include exemption from the requirements of SERA.5010(b) (Special VFR in control zones).
2. Farnborough and Blackbushe Airports have established a letter of agreement to deal with the requirements of the Farnborough Airport Class D airspace, as part of the Blackbushe ATZ is now within the Farnborough CTR, while having a minimal impact on the ability of each Air Traffic Services Unit to handle its respective traffic. This is achieved primarily through the implementation of a Local Flying Area.
3. Aircraft flying within the Farnborough CTR Local Flying Area (LFA) notified for Blackbushe within the UK AIP for Farnborough at AD 2 when the official meteorological report at Farnborough indicates a cloud ceiling less than 1,500 ft or a ground visibility less than 5 km will be considered as special VFR flight and compliance with published procedures within the UK AIP for Blackbushe AD 2 will be accepted as compliance with a special VFR clearance. Pilots may fly SVFR within the LFA when the official meteorological report indicates a cloud ceiling at or greater than 1,500 ft or a ground visibility at or greater than 5 km, in compliance with published procedures within the UK AIP for Blackbushe AD 2 provided the pilot informs 'Blackbushe Information' that the flight is flying special VFR.
4. 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.