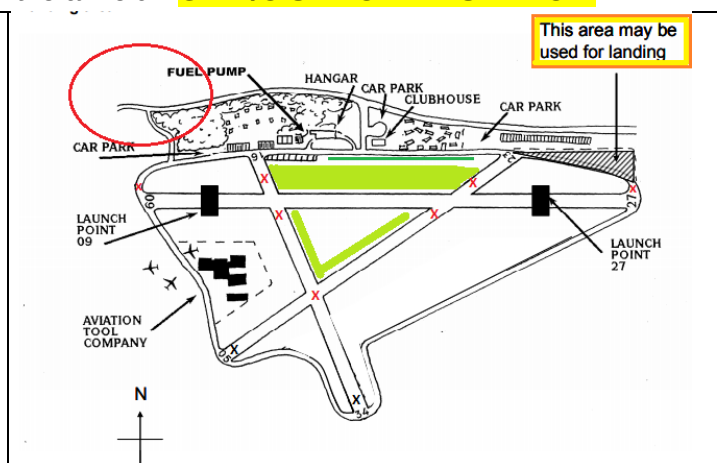
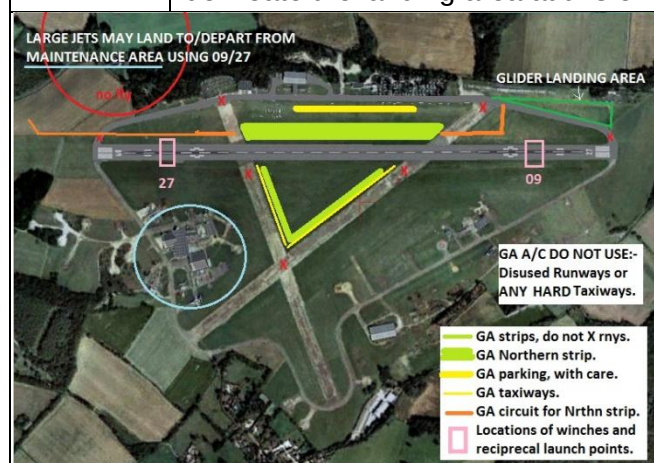


Glider Airfield NOT SUPPORTED

AIRFIELD NAME		September 25	LASHAM		EGHL	South
CALLSIGN (A/C RADIO)		Lasham Gliders {'Launch point' may also be heard-for gliders}			Unicom 122.800	
CALLSIGN (ES/VATSIM)		Lasham Traffic	JET Movements. LASHAM RADIO 126.65		Elev.618 ft	
LOCATION		Lat N051.11.14.000	Long W002.00.60.000	Mag var.0.5 ⁰ W	EGLF_App 134.350	
LOCATION GEOGRAPHIC		6nm SSE of Basingstoke			QFE= QNH-20 HPscIs	
CHARTS	FSX; Lasham A/F Manual		NO OVERHEAD JOINS	NO NORDO A/C	NO TOUCH & GO's.	
METAR	EGOV 122.1 EGLF 128.4		NEVER CROSS 09/27CENTRELINE, WITHIN 3NM BELOW A2000			

This Data Sheet compiled using extracts from the Lasham Airfield Manual by kind permission of the M.D. and CFI.

	Headings	Dimension	Surface	Notes
RUNWAYS	09 / 27	1790m	Asphalt	When occupied by Glider winches. Not available to powered A/C. GA A/C must use the grass area north of the runway.
	05 / 23	Unsuitable for A/C operations		NOT TO BE USED by Powered A/C due LOOSE SURFACE.
	34 / 16			Powered A/C will use the centre grass triangle, see A/F chart.
	AIRSPACE	CLASS G	Transition. level A6000ft	Airspace above is Class A, A5500 LONDON TMA Gliders, Sailplanes, Motor Gliders and Tugs take precedence.
CIRCUITS	SAFETY ADVICE 1000ft QFE	Circuits variable and both sides of 09/27. DO NOT CROSS 09/27CENTRELINE within 3nm. NO TOUCH & GO'S. Gliders will be in the circuits AT ANY HEIGHT. If 09/27 in use. Make NORTHERLY DOWNWIND JOIN and use the Grass area NORTH of 09/27. Your sim. may show a strip. The AREA is now firm, mown grass, see chart		
NO FLY	ALL local villages below 1000ft. Odiham ATZ, Farnborough ATZ. SOTON CTA, See airspace chart below.			
LOCAL HAZARDS Also see Lasham safety briefing next page	Lasham is the UK's major civilian gliding centre, normally VERY busy during daylight hours. UP TO 100 thermalling gliders in the area. Cables up to 3000ft QFE, A3618ft QNH. Gliders and TUG A/C will fly non-standard circuits and may be NON_RADIO. SOLO TUGS TRAIL A CABLE Lasham is inside ODIHAM MATZ. Gliders will NOT be with ODIHAM ATC. Lasham is frequently visited by commercial Jets (e.g. B737s; B757s). They will use 09/27, which will be cleared of winch vehicles etc. Visiting groups of GA A/C may be advised 09/27, has been cleared. 09/27. GLIDERS REQUIRING RE-LAUNCH WILL LAND ON THE NORTHERN GRASS AREA. The proximity of local restricted/controlled airspace. See area chart below.			
HELICOPTER OPERATIONS	NO HELICOPTER OPERATIONS PERMITTED. (Exception. Medivac). This includes Tilt-wing A/C, due to the ground turbulence caused, which could overturn gliders and motor gliders.			
SPECIAL RULES	NO OVERHEAD JOINS. NO TOUCH & GOES. (except training TUG pilots) Gliders and TUG A/C will use LEFT AND RIGHT hand circuits simultaneously. WHEN 09/27 IS IN USE BY GLIDERS. POWERED A/C WILL USE THE GRASS AREA TO THE NORTH OF 09/27, NORTHERLY JOIN ONLY, clearly reporting '[callsign, type], Right Downwind 09/27'.			
REMARKS	POWERED A/C MUST NOT USE TAXIWAYS. Either unsuitable, or used for rigging gliders An unspecified area SOUTH of the A/F is for Glider Aerobatics. "In addition to the three concrete runways, GLIDERS may land anywhere on the grass within the perimeter track that runs around the airfield. In addition, the shaded area outside the perimeter track at the eastern end of the airfield is also used for landing. White markers delineate the landing area at this end of the airfield." GA A/C SEE CHARTS BELOW.			



FURTHER HAZARDS for GA A/C "Hazards, Gliders and powered A/C

Before taking-off on a flight to/from Lasham Airfield, all visiting pilots (both power and gliding) visiting the airfield require a briefing on its hazards. The main hazards are:

1. Dense concentrations of thermalling gliders and other GA traffic - up to 100 gliders can be in the vicinity at once, up to the 5,500 feet QNH
2. Winch cables up to 3000 feet above the ground. This is 3618 feet QNH, so do not fly over the airfield below this altitude. No overhead joins under any circumstances
3. Occasional movements of large jet airliners.
4. Strong turbulence from trees on the airfield boundary can be expected if there is a significant northerly component to the wind.
5. Controlled Airspace in close proximity to airfield.

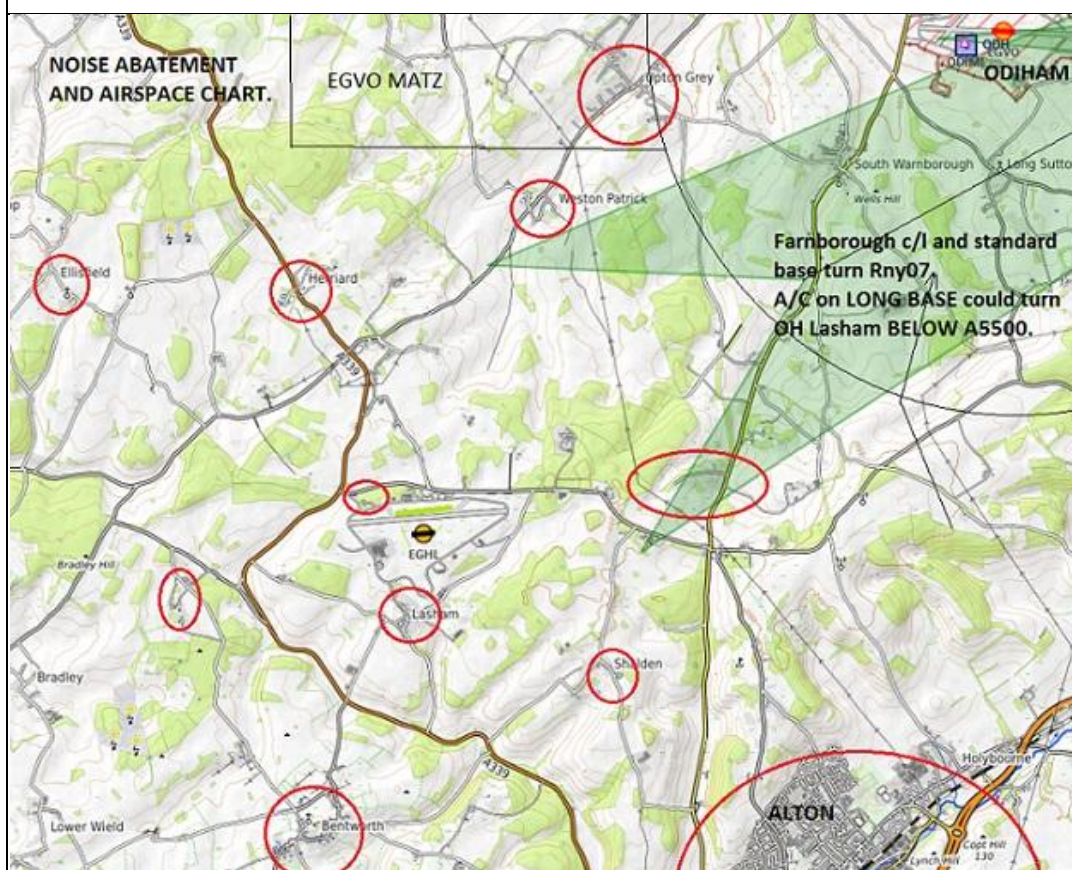
The airfield can be extremely busy during the summer months and at weekends with many gliders and tugs may be operating without radio calls and flying non-standard circuits. The level of traffic exceeds Heathrow Airport at times."

This A/F can be even more of a challenge, when gliders are present, than Redhill, with Helicopters. KEEP a SHARP lookout, LISTEN and keep others (Lasham Gliders - if on) informed of your intentions/location.

"Jet movements: At any time large jet aircraft, such as 737's or 757s, may land/depart from Lasham. These add to the risks of other aircraft using Lasham Airfield. A white Strobe light by the tower indicates imminent JET movement other signs from the air that a jet take-off or landing is in progress is: gliders and launch point vehicles... move off 09/27 to the side of the airfield; Fire engines will be stationed on the perimeter track and approach lighting may be setup. If you believe a movement may be taking place, make a call to "Lasham Radio" run by 2Excel Engineering who coordinate the jets on 126.650MHz for information."

ALL powered A/C should vacate the area especially Lasham's extended c/I if any of the activity occurs. BE SAFE.

Lasham uses 2 winches. A launch winch (up to A3000ft) and a retrieve winch, which brings the cable back to launch point. DO NOT TAXI ACROSS 09/27 WITHOUT AUTHORITY or a "NO CABLES" call.



OPPOSITE.
Airspace around
Lasham showing:-

NOISE SENSITIVE
AREAS - GA NO FLY.

Local; controlled
Airspace and hazards
NB. 6.5nm EAST the
TMA comes down to
A3500.

SOTON Controlled
airspace lies 6nm SW.

Members please note.
A link to the full airfield
manual is in the
forum/ATS area.
My thanks to Lasham's
Management for their
permission to use
extracts.

PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS