

SPECIAL PROCEDURES

BOSCOMBE DOWN

EGDM/- ENGLAND

Changes: Major

No 1 AIDU Last Amended 19 APR 24

Elev 407	Var 0°	TA 3000	TRL ATC		05 SEP 24	B1
VISUAL CIRCUIT PROCEDURES						
<p>1. Parallel Surface. High-intensity, multi-type, fixed-wing and heli operations occur to multiple operating surfaces. Visitors to Boscombe Down are to comply with ATC instructions and, when required, are to overshoot on Rwy Tr.</p> <p>2. Southside (see AD Chart). Multiple autonomous heli operations take place on the 'Southside' not above 500ft QFE by day and 1000ft QFE by night. Fixed-wing acft are not to overfly below the fixed-wing circuit height without clearance from ATC.</p> <p>3. Ground Tracks. Visual circuit tracks are to remain N of the Salisbury to Andover railway line.</p>						
WARNINGS						
<p>4. Acft landing on Rwy 05/23 are not to vacate the rwy until cleared by ATC.</p> <p>5. 05/23N Holds. When taxiing, acft are to request clearance to proceed past the BRAVO 1 or BRAVO 2 holds. This applies to acft taxiing for Rwy 05 departure and when vacating Rwy 23.</p> <p>6. When overshooting or executing M/App, use of the area between the RCL and Southside (as depicted on AD chart) is permitted if maintaining rwy track would introduce conflict with cct traffic.</p> <p>7. TACAN. Bearing swing may be experienced on the 164° radial. ATC has no visual indicator of TACAN serviceability so aircrew to use at discretion. NOTAM will be issued when ATC is informed that the TACAN is not to be used.</p>						
ATC PROCEDURES						
<p>8. Wake Turbulance. IAW RA3277, acft in SUPER or HEAVY category should include this information to ATC after the acft callsign. To reduce RTF, ATC will not pass a caution for wake turbulence separation to acft operating VFR against another acft of the same category.</p> <p>9. IFR Departure. As directed by ATC, expect Rwy track.</p> <p>10. Visitors. Are to land off their first approach.</p>						
NOISE ABATEMENT						
<p>11. Over-flight of villages within the ATZ is to be avoided.</p>						
LIMITATION OF RADAR SERVICES WITHIN 15NM OF BOSCOMBE DOWN						
<p>12. Automatically limited due to high traffic density and local airspace restrictions; standard separation may not be achieved on recovery profiles.</p>						
VFR ARRIVALS BY LIGHT ROTARY-WING AIRCRAFT						
<p>13. As instructed by ATC</p>						

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