

20 MAR 25

EGDM AD 2.1 - LOCATION INDICATOR AND NAME

EGDM - BOSCOMBE DOWN

EGDM AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	51 09 11-91N 001 45 03-64W (Centre of Main Instrument Runway).
2	Direction and distance from City:	6nm (Direct Line) NNE of Salisbury
3	Elevation/Reference Temperature:	406-79ft / PS18°C (TDZE-RWY05)
4	Magnetic Variation / Annual Change:	0-06°W (DEC 22) / 0° 12' decreasing
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	MOD (DES) MOD Boscombe Down Salisbury Wiltshire SP4 0JF Mil: 9214807 3246 (ATC), 3052/3899 (Ops). Civ: 01980 66 + Ext No. Mil: 9214807 3225 (Ops) Civ: 01980 663225 (Ops). DESWpnsTEST-BSDOps@mod.gov.uk
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	ATIS 01980 663101

EGDM AD 2.3 - OPERATIONAL HOURS

1	AD:	0830 - 1730 Mon - Thu, 0830 - 1630 Fri.
2	Customs and Immigration:	By arrangement.
3	Health and Sanitation:	By arrangement.
4	AIS Briefing Office:	HO
5	ATS Reporting Office (ARO):	HO
6	MET Briefing Office:	2300 Sun-1700 Fri. Occasional weekends. Closed Public Holidays.
7	ATS:	HO. See UK Civ AIP ENR 1-6 (4.1.5.2 and 4.16) for LARS Timings.
8	Fuelling:	HO
9	Handling:	HO
10	Security:	H24
11	De-Icing:	Nil.
12	Remarks:	PNR for Military ac PPR for Civil ac.

EGDM AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Forklift (7 Tonne).
2	Fuel/Oil /HydraulicTypes:	F34 Avtur, F18 Avgas.
3	Fuelling Facilities/Capacity:	4x F34 AVTUR (18000ltr) LCAR Open line and pressure, 2x 2000ltr AVGAS Trailer.
4	Oxygen:	Gaseous Oxygen.
5	De-Icing Facilities:	Nil.
6	Starting Units:	4x 28v DC Start cart, GPU 3x 90 kVA, 1x 140 Kva.
7	Hangar space for visiting aircraft:	Hangar space available for visiting aircraft with special arrangement made with Engineering Operations at time of PPR/PNR
8	Repair facilities for visiting aircraft:	No repair facilities for visiting aircraft unless special arrangement made with Project Manager.
9	Remarks:	HO other then published require 14-day PPR. 24hrs PPR through Main Operations. 2AEF operate under VFR aerodrome service at weekends.

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EGDM AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Hotels in Amesbury & Salisbury.
2	Medical Facilities:	Emergency Airfield response only.
3	Remarks:	Nil.

EGDM AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	HO. ARFF-ICAO 6 .14-day PPR for OOH or higher ICAO cat.
2	Rescue Equipment:	ARFF-ICAO 6.
3	Capability for removal of disabled aircraft:	Nil.

EGDM AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	Nil.
2	Remarks:	Braking action assessment by Mu-Meter. No snow and ice clearance conducted.

EGDM AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA					
1	Apron surfaces:	Apron	Surface	Strength	
		Main Apron South of Hangar 1 (104)	Concrete	20 R/B/W/T	
		Main Apron South of Hangar 2 (45)	Concrete	60 R/B/W/T	
		Main Apron E/W of Hangar 3 (168)	Concrete	33 R/B/W/T	
		Main Apron South of Hangar 4 (626)	Concrete	60 R/B/W/T	
		Main Apron South of Hangar 5 (499)	Concrete	60 R/C/W/T	
		Apron Hangar 6 (376) - Closed	Concrete/ Asphalt	RW/FW Use at own risk	
		North Apron-Hangar 7 (801)	Concrete	30 R/C/W/T	
		South Apron-Hangar 7 (801) - Closed	Concrete	RW/FW Use at own risk	
		Sloping Ground Pads (Gradient of all three pads are 5, 9, 12 degrees)	Concrete	R/C/W/T	
Arming Up Bay, Engine Running Bay	Concrete	25 R/C/W/T			
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		Alpha	27m	Asphalt	45 R/C/W/T
		Alpha West	27m	Asphalt	45 R/C/W/T
		Bravo W & E	37m	Concrete	40 R/C/W/T
		Charlie	12m	Concrete	20 R/C/W/T
		Delta	12m	Concrete	20 R/C/W/T
		Delta Link	12m	Concrete	40 R/C/W/T
		Echo	18m	Asphalt / Concrete	40 R/C/W/T
		Foxtrot	37m	Asphalt	30 R/C/X/T
		Golf	37m	Asphalt	30 R/C/X/T
		Hotel	27m	Asphalt	30 R/C/X/T
		Hotel Link	27m	Asphalt	30 R/C/W/T
		HTA	27m	Asphalt / Concrete	30 R/C/W/T
		HTA Link	27m	Asphalt	30 R/C/W/T
		Juliet	18m	Asphalt / Concrete	30 R/C/W/T
		Kilo	32m	Asphalt	30 R/C/W/T
Lima	37m	Asphalt	30 R/C/X/T		
November	45m	Asphalt	40 R/C/W/T		
Papa	14m	Concrete	40 R/C/W/T		
3	Altimeter Check Location and Elevation:	Airfield highest point at 406.7ft Rwy 05 TDZE			
4	VOR Checkpoints: INS Checkpoints:	Nil.			
5	Remarks:	Taxiway BRAVO restricted to aircraft below 50,000kgs between FOXTROT & ALPHA WEST. Aircraft below this weight are to use low power settings when transiting.			

EGDM AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS		
1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Nil. Yellow taxiway markings and parking slot guidance with ground marshallsers guidance. Parking slots marked with numbers or letters.
2	Runway & taxiway markings & lighting:	Runway: Designation, Threshold, Centreline, Edge markings, TDZM. Taxiway: Alpha, Alpha-West, B, E, F, G.
3	Stop Bars and runway guard lights:	Nil.
4	Other runway protection measures:	Hold signage.
5	Remarks:	Unlit Wind Direction Indicators, Unlit Intermediate Runway Distance to go Markers (IRDM) in 1000's of feet.

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EGDM AD 2.10 - AERODROME OBSTACLES

Please refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip.

EGDM AD 2.11 - METEOROLOGICAL INFORMATION

1	Associated MET Office:	Boscombe Down
2	Hours of service: MET Office outside hours:	Normal Flying hours - Mon-Thu 0730-1730L, Fri 0730-1630L Other hours by NOTAM Weekends 0700-0930 to support AEF & TRIALS as required.
3	Office responsible for TAF information: Periods of validity:	Boscombe Down 9 hours
4	Type of landing forecast: Interval of issuance:	METAR/TAF. METAR every 30 mins. TAF Three hourly.
5	Briefing/consultation provided:	HO.
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs Abbreviated plain language text
7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location
8	Supplementary equipment available for providing information:	PC Data display - MOMIDS, MORTy, IVDual Weather
9	ATS units provided with information:	Nil.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Nil.

EGDM AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Runway and stopway	Threshold co-ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
1	2	3	4	5	6
05	050.13°	3205 x 45	Asphalt 60 F/C/W/T Concrete 40 R/C/W/T	N51 08 38-68 W001 46 06-92	400-36ft TDZE 406-36ft
23	230.16°	3205 x 45	Asphalt 60 F/C/W/T Concrete 60 R/C/W/T	N51 09 43-09 W001 44 04-22	378-12ft TDZE 380-81ft
05N	050.13°	766 x 36	Asphalt 30 R/C/W/T	N51 09 02-23 W001 45 32-95	395-77ft TDZE 400ft
23N	230.13°	766 x 36	Asphalt 30 R/C/W/T	N51 09 18-12 W001 45 02-71	381-23ft TDZE 396ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
7	8	9	10	11	12
05 - 0-21%D	23 x 90	150 x 36	3265 x 300	-	115 x 90
23 - 0-21%U	Nil	150 x 36	3265 x 300	-	Nil
05N	-	-	-	-	-
23N	-	-	-	-	-
05S	-	-	-	-	-
23S	-	-	-	-	-
12	Arresting Systems				
Nil					
13	Remarks				
Legacy Electrical cabinet infrastructure remains within the runway strip Obstacle Limitation Zone (OLZ).					

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EGDM AD 2.13 - DECLARED DISTANCES					
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
05	3182	3218	3182	3182	TORA = Thr 05 to Runway End. TODA = Thr 05 to RESA. LDA = Thr 05 to Thr Runway End. ASDA = Thr 05 to Runway End.
23	3205	3220	3205	3105	Displaced threshold 100m. TORA = Runway End to Thr 05. TODA = Rwy End to RESA. LDA = Thr 23 to Thr 05. ASDA = Runway End to Thr 05.
05N	766	766	766	766	All distances from painted piano keys on the northern taxiway.
23N	766	766	766	766	All distances from painted piano keys on the northern taxiway.

EGDM AD 2.14 - APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length(m) Colour
1	2	3	4	5	6	7	8	9
05	CL5B 3000ft/915m HI	Green HI	PAPI 3° ---- (46ft)	Nil	Nil	Elevated, but flush at intersection White HI Uni, 30m White, LI Omni, 90m	Red HI	Nil
23	CL5B 3000ft/915m HI	Green HI	PAPI 3° ---- (61ft)	Nil	Nil	Elevated, but flush at intersection White HI Uni, 30m White, LI Omni, 90m	Red HI	Nil
10	Remarks:		Caution: Runway 05 CL5B is non-compliant as the approach light posts sit below the level of the runway threshold height due to terrain undulations.					
	Rwy 05/23 CL5B approach system & Wingbars only 50% operational. HISL & PAPI operating at 100%.							

EGDM AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	A Bn/I Bn location, characteristics and hours of operation:	Nil.
2	Anemometer location and lighting:	51 09 01.28N 001 45 04.89W - Lit
3	Taxiway edge and centreline lighting:	a. Taxiway A, AW, B, E, F, G Green centreline. Blue edge lighting b. Taxiways C, D, Delta Link, H, Hotel link, HTA link, J, K, L, M and P are unlit.
4	Secondary power supply: Switch-over time:	Yes. No break.
5	Remarks:	Obstacle lighting. Partial Apron floodlighting.

EGDM AD 2.16 - HELICOPTER LANDING AREA		
1	Location:	51 09 16.80N 001 44 03.60W.
2	Elevation:	---
3	Lighting:	Nil.
4	Remarks:	1. Helicopters operating in adjacent areas up to 500ft AGL (Day)/1000ft (Night). 2. Helicopters may be given clearance to use HLS to north of RWY 05/23 identified as North Point.

EGDM AD 2.17 - ATS AIRSPACE

Boscombe Down MATZ.

Please refer to the Civ AIP, ENR 2.2, Para 2.4. <https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>

Boscombe Down ATZ.

Please refer to the Civ AIP, ENR 2.2. <https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>

EGDM AD 2.18 - ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Boscombe Approach	126-705 (ICF) 340-250 (ICF) 130-005	HO	HO	
ZONE	Boscombe Zone	256-500(L)(M) 126-705(L)(M)	HO	HO	(L) LARS frequency (M) MATZ crossing frequency
DIR	Boscombe Director	362-050 130-005	HO	HO	
RAD	Boscombe Radar	292-275	HO	HO	
PAR	Boscombe Talkdown	373-150 130-005	HO	HO	
TWR	Boscombe Tower	369-425 130-755	HO	HO	
GND	Boscombe Ground	374-450 130-755	HO	HO	
ATIS	Boscombe Information	232-850	HO	HO	Answerphone Ext 3101
OPS	Boscombe Ops	376-725	HO	HO	

EGDM AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
TACAN	BDN	Ch 19X 108.2	H24	H24	N51 08 55.69 W001 45 09.55	430ft	Unreliable, use at own risk.
HRDF	Nil.	Nil.	HO	HO			
ILS/DME Rwy 23	<i>I-BOD</i>	109.1 Ch 28X	HO	HO	N51 09 32.43 W001 44 14.09	367ft	M1 chart refers (AD 2 - EGDM - 1 - 23).
	Glidepath	331.4			N51 09 32.33 W001 44 13.91		3° ILS Ref Datum Height 46ft.
	Localizer	109.1			N51 08 33.24 W001 46 17.26		M1 chart refers (AD 2 - EGDM - 1 - 23).

Remarks:

- Localiser coverage may not be achieved at 25nm. 8 degrees R of C/L below 3000ft
- MSSR - Awarded the status 'restricted' and not to be used outside 65nm.
- TACAN: bearing swing may be experienced by aircrew on the 164 deg 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.
- ILS: to be noted the unconformity of the ILS RDH (Reference Datum Height) set to 46ft, from the ICAO recommended 15m (50ft), with a permitted tolerance of plus 3m (10ft) as reported in the UK Mil Gen 1.7.
- Localiser and DME identification are not synchronised.

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EGDM AD 2.20 - LOCAL TRAFFIC REGULATIONS

1	Airport regulations FJ aircraft are to call Boscombe Approach 20nm from the Aerodrome. Other aircraft to call by 15nm.
2	Ground Movement a. Aircraft must inform Ground before starting engines (include POB). All aircraft must receive positive clearance before taxiing from dispersal. b. After landing, visiting aircraft are to obtain permission from ATC before vacating the runway. c. Wake turbulence; aircraft in SUPER or HEAVY wake turbulence category should include this information to ATC after the aircraft callsign.
3	CAT II/III Operations Nil.
4	Warnings a. A pyrotechnics factory 1nm short of Rwy 05 (51°08'03"N 001°47'57"W) explodes waste pyrotechnics throughout the day. Be aware of the effect on electro-optic outputs. Aircraft should avoid direct overflight below 300ft. b. Thruxton AD is 6nm NE of Boscombe Down. c. Notified Clay Shooting Range at Beacon Hill (51°10'35.30"N 001°43'32.82"W). d. Old Sarum Parachute Site is SW of Boscombe Down. e. Chilmark (51°05'26"N 002°02'25"W) and Barford (51°04'39"N 001°54'22"W) UAS Sites activated by NOTAM.
5	Helicopter Operations Normal Helicopter operations are South of the main Rwy up to 500ft QFE by day and 1000ft QFE by night.
6	Use of Runways RESA not available Rwy 23
7	Training a. Military Test Pilot training takes place in the circuit and to the west of Boscombe Down up to FL240. b. Elementary Flying Training

EGDM AD 2.21 - NOISE ABATEMENT PROCEDURES

1. Overflight of villages within Boscombe Down ATZ is to be avoided.

EGDM AD 2.22 - FLIGHT PROCEDURES

1	Procedures for in bound aircraft:	See TAP Charts
2	Departures:	See TAP Charts
3	Radio Communication Failure:	See TAP Charts
4	Missed Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	
Remarks:		
a. Visiting acft conducting an Instrument Approach and subsequently broken off are to execute the MAP. Visiting acft are not to join the visual circuit.		
b. Wake turbulence; aircraft in SUPER or HEAVY wake turbulence category should include this information to ATC after the aircraft callsign. To reduce RTF, ATC will not pass a caution for wake turbulence separation to aircraft operating VFR against other aircraft of the same wake turbulence category.		

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EGDM AD 2.23 - ADDITIONAL INFORMATION

1. Numerous Danger Areas to the North and South of the Aerodrome mean departures will be as directed by radar until clear of all Danger Areas.
2. Wilton-Grately LL Route. Available only during HO to approved users and with ATC permission, fly not above 500ft QFE.
3. Caution: UAV flights take place at the AD within the ATZ when there is no crewed ac flying.
4. Frequency listed in Para 5 to 126.705.
5. RVR not available.

EGDM AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts

B1	Special Procedures	AD 2 - EGDM - 1 - 9
B2	Apron 2 RRRF	AD 2 - EGDM - 1 - 10
D1	Aerodrome	AD 2 - EGDM - 1 - 11
E1	Taxi	AD 2 - EGDM - 1 - 12
F1	Apron 1	AD 2 - EGDM - 1 - 13
K1	Radar Procedures	AD 2 - EGDM - 1 - 14
K2	Radar Procedures	AD 2 - EGDM - 1 - 15
K3	PAR Rwy 05 - 2.5°	AD 2 - EGDM - 1 - 16
K4	PAR Rwy 05 - 3°	AD 2 - EGDM - 1 - 17
K5	SRA Rwy 05	AD 2 - EGDM - 1 - 18
K7	PAR Rwy 23 - 2.5°	AD 2 - EGDM - 1 - 19
K8	PAR Rwy 23 - 3°	AD 2 - EGDM - 1 - 20
K9	SRA Rwy 23	AD 2 - EGDM - 1 - 21
K11	ATC Surveillance MNM Alt	AD 2 - EGDM - 1 - 22
M1	RDR to ILS/DME Rwy 23	AD 2 - EGDM - 1 - 23
M2	Copter TAC to ILS/DME Y Rwy 23	AD 2 - EGDM - 1 - 24
M3	TAC to ILS/DME Z Rwy 23	AD 2 - EGDM - 1 - 25
R1	TAC Rwy 05	AD 2 - EGDM - 1 - 26
R2	TAC Z Rwy 23	AD 2 - EGDM - 1 - 27
R3	HI TAC Rwy 23	AD 2 - EGDM - 1 - 28
R4	Copter TAC Y Rwy 23	AD 2 - EGDM - 1 - 29

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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RRRF

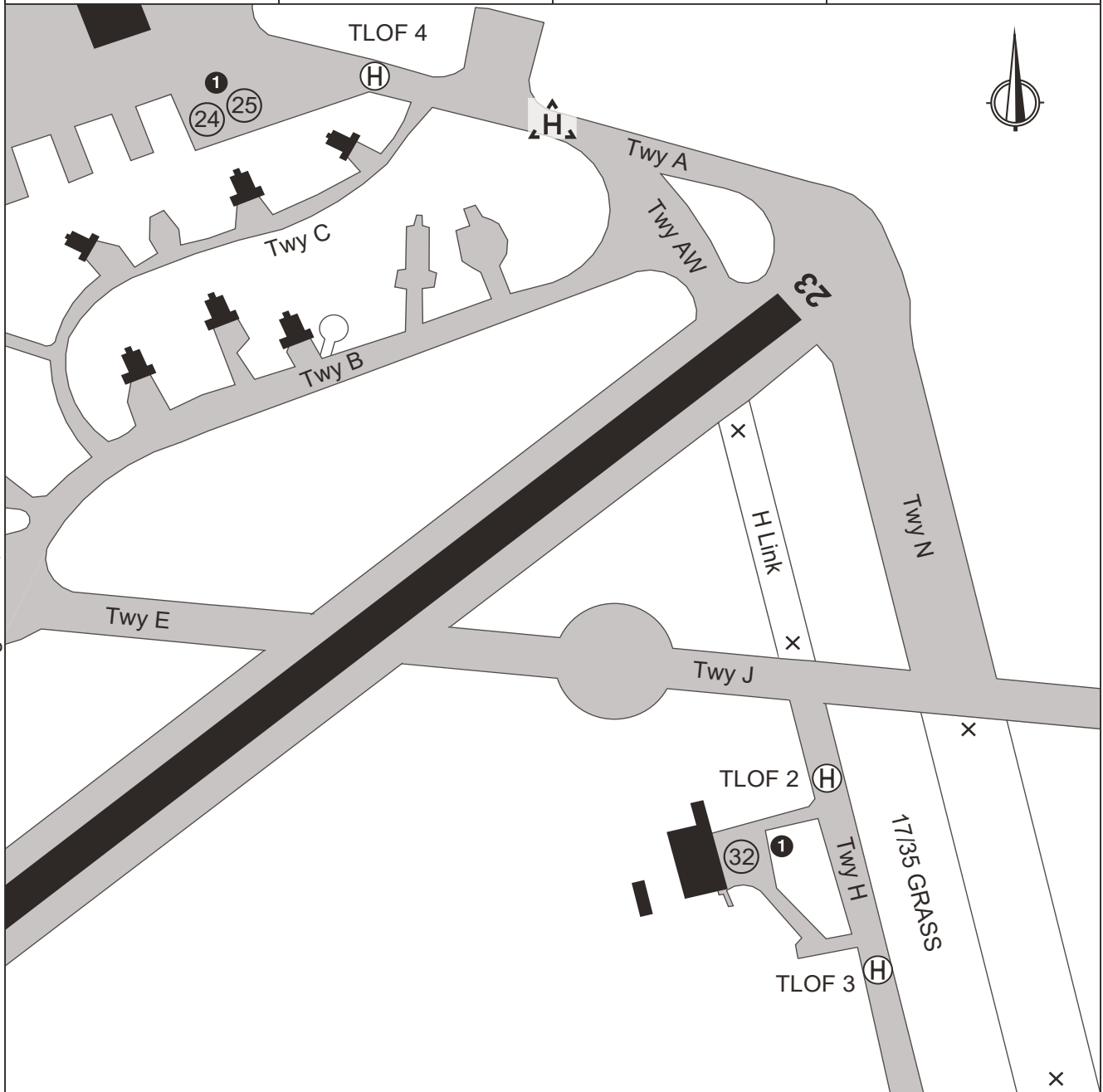
BOSCOMBE DOWN

Elev 407	Var 0°	ARP	N51 09·20 W001 45·06 (WGS 84)	05 SEP 24	B2
BOSCOMBE GROUND 374·45 130·755		TOWER 369·425 130·755		APPROACH 340·25 130·005	
				ATIS 232·85	

EGDM/- ENGLAND

Changes: Elev, note 6 removed

No 1 AIDU Last Amended 19 APR 24



- ① Rotors Running Refuel is available on Slots 24, 25 (North side) and 32 (South side).
- 2. Visiting helis are to book in with Main Operations with 24hr PPR to ensure availability.
- 3. Short notice requests can be considered for operational purposes.
- 4. Request 30min prior notification (PNR) on frequency to Boscombe ATC when inbound.
- 5. Air taxi is permitted for skid-fitted aircraft.

BOSCOMBE DOWN

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AERODROME

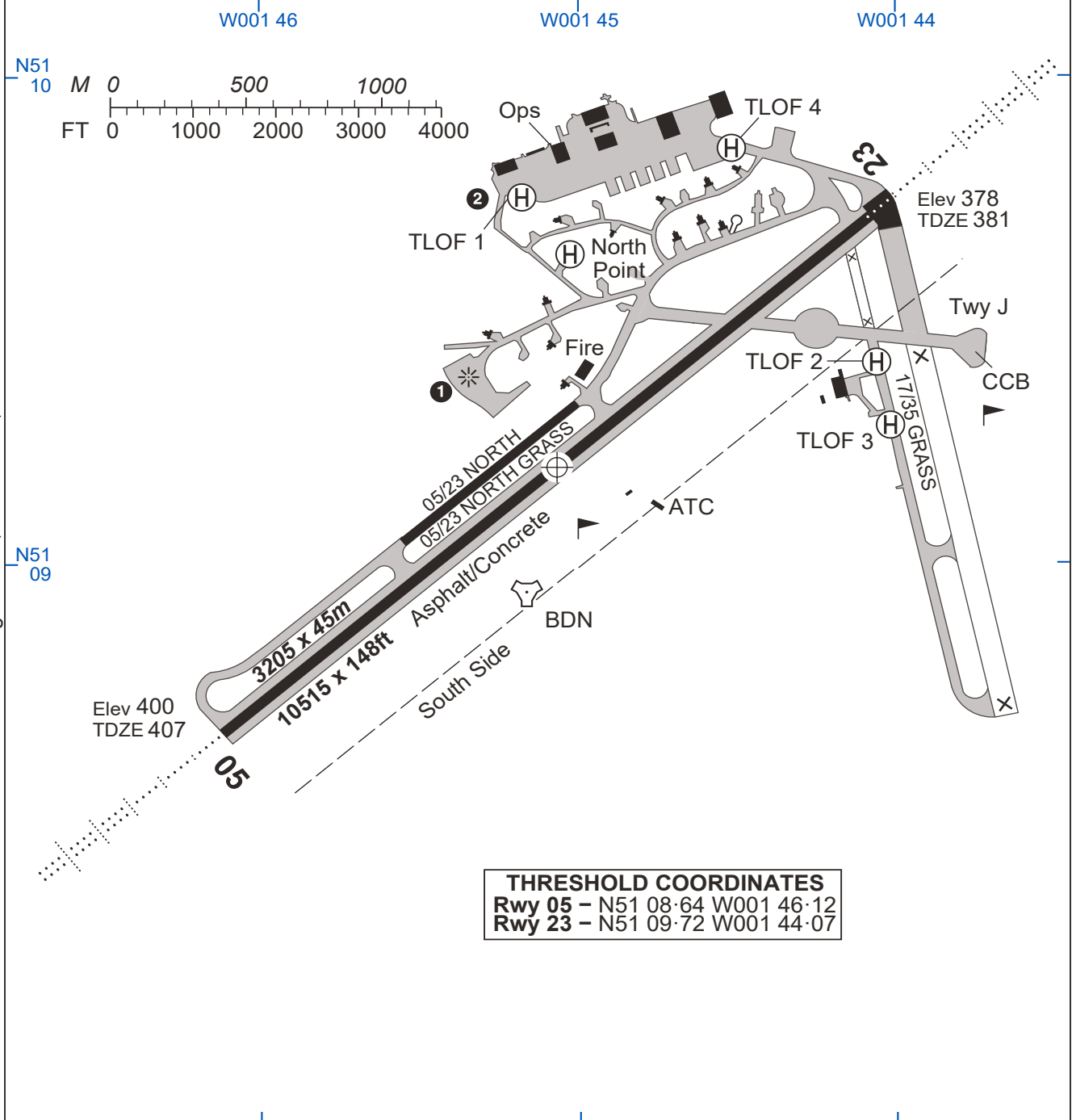
BOSCOMBE DOWN

Elev 407	Var 0°	ARP	N51 09.20 W001 45.06 (WGS 84)	05 SEP 24	D1
BOSCOMBE GROUND 374.45 130.755		TOWER 369.425 130.755		APPROACH 340.25 130.005	
ATIS 232.85					

EGDM/- ENGLAND

Changes: Elev, new note 2, TDZE

No 1 AIDU Last Amended 19 APR 24



THRESHOLD COORDINATES	
Rwy 05	- N51 08.64 W001 46.12
Rwy 23	- N51 09.72 W001 44.07

RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
05 (050°T)	0.21%D	3182/10439	P3° (46)	CL-5B	RTHL(H):REDL(H):RENL(H)
23 (230°T)	0.21%U	3105/10187	P3° (61)		

- ① CAUTION. HIRTA 2486 located within AD boundary.
- ② CAUTION. Avoid overflight of MET laser which may interfere with acft optical sensors.
- 3. Visual Circuit Heights: Fixed Wing 1200ft, Light Aircraft 800ft, Heli 500ft.
- 4. Intensive Helicopter Operations Southside.

BOSCOMBE DOWN

AERODROME

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TAXI

BOSCOMBE DOWN

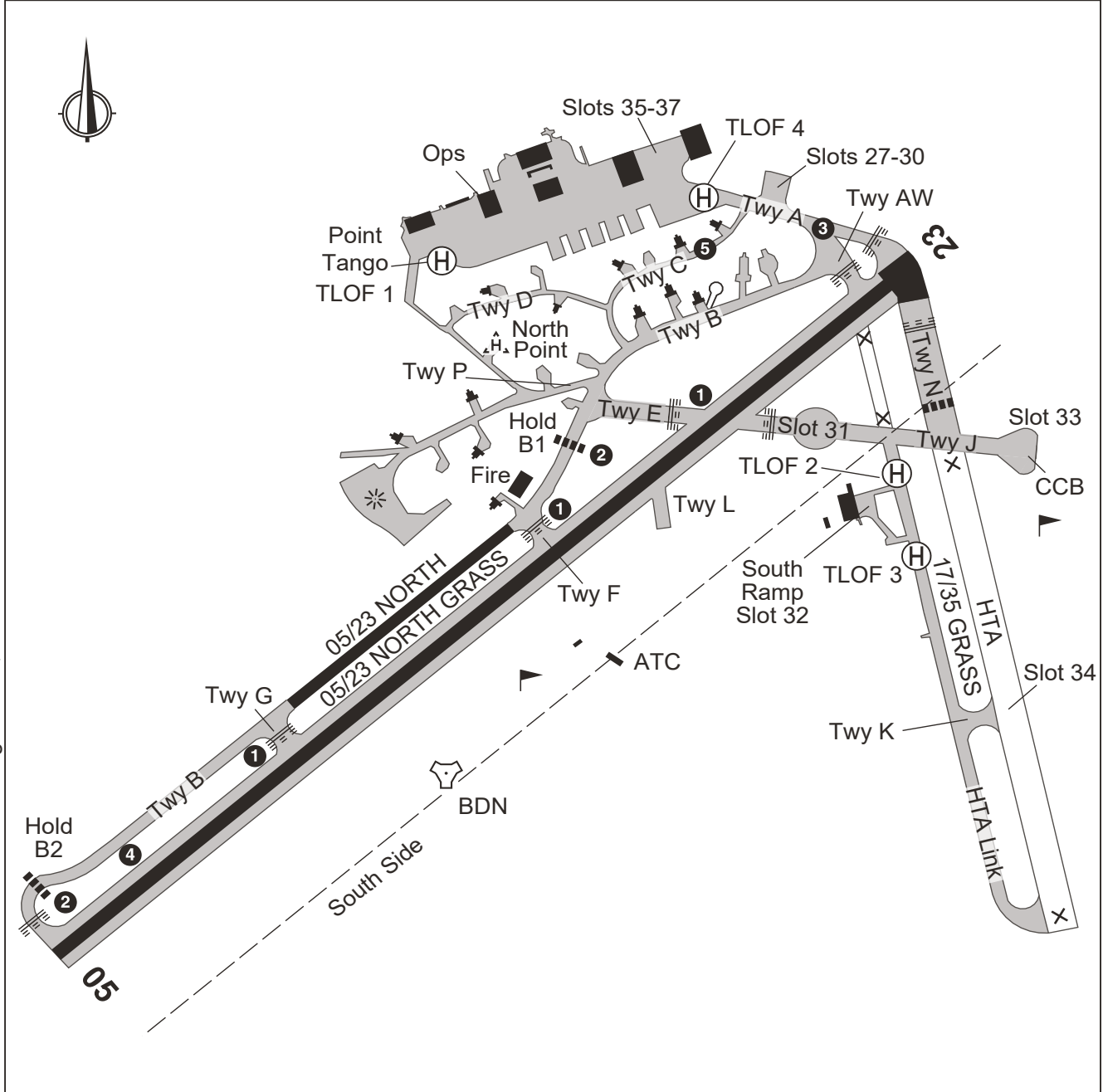
Elev 407	Var 0°	ARP	N51 09.20 W001 45.06 (WGS 84)	05 SEP 24	E1
BOSCOMBE GROUND 374.45 130.755		TOWER 369.425 130.755		APPROACH 340.25 130.005	
				ATIS 232.85	

EGDM/ENGLAND

Changes: Elev, note 2 and new note 7

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- 1 CAUTION. Do not vacate Rwy 05/23 without the permission of ATC due to parallel runway operations.
- 2 CAUTION. Acft are to request clearance from ATC to proceed past the B1 or B2 holds. This applies to acft taxiing for Rwy 05 departure and when vacating Rwy 23.
- 3 CAUTION. Possibility of two way traffic, pilots are to exercise extreme care when taxiing.
- 4 CAUTION. Obstacle Taxiway BRAVO-Watchman MTI Marker sited 37.5m South of taxiway centre line.
- 5 CAUTION. Taxiway CHARLIE is 14m wide.
- 6. Taxiway BRAVO restricted to aircraft below 50,000kg between FOXTROT and ALPHA WEST. Aircraft below this weight are to use low power settings when transitting.
- 7. Helicopter Training Area (HTA) includes HTA, HTA Link, Twy K and surrounding grass area.

BOSCOMBE DOWN

TAXI

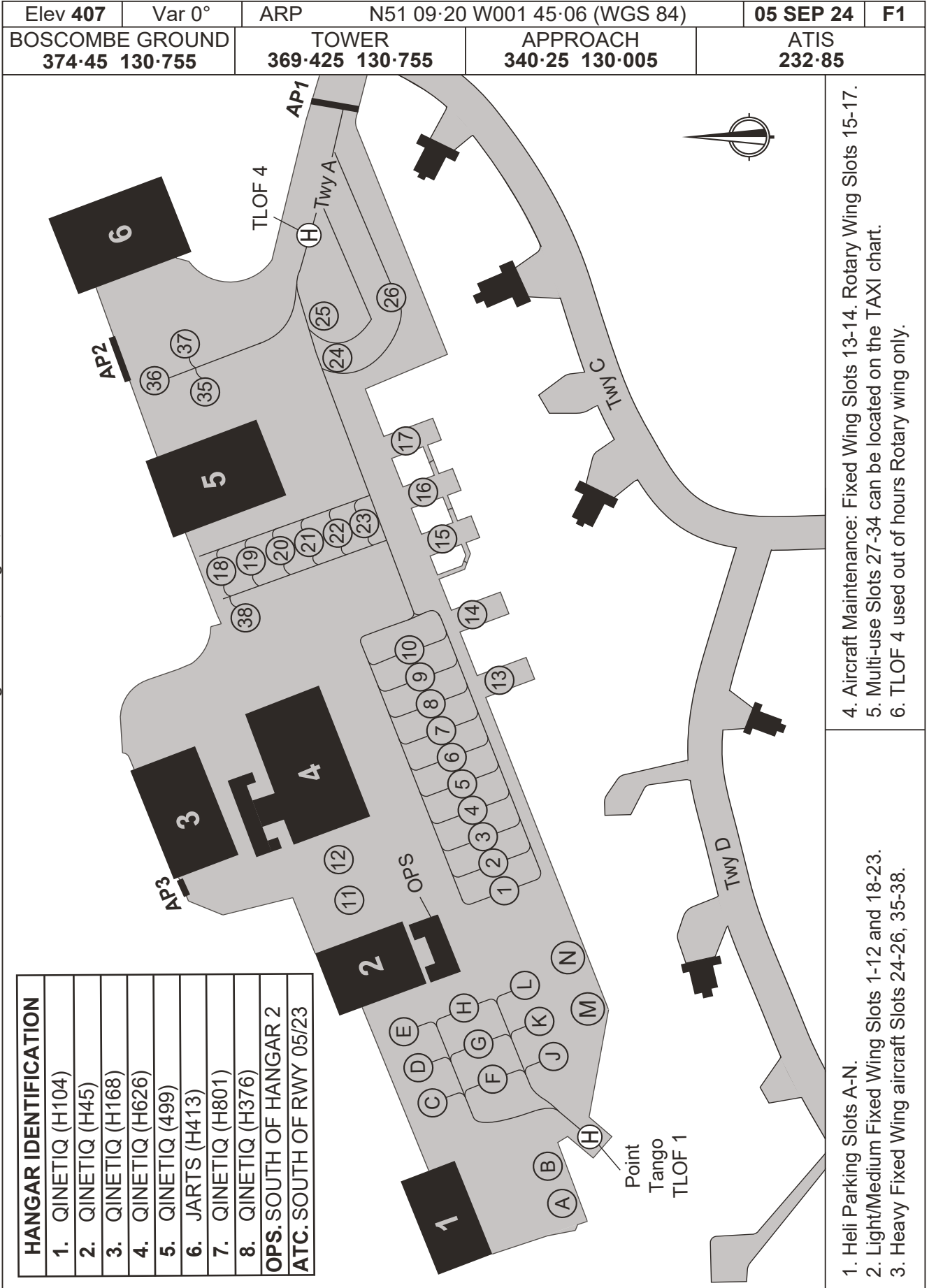
APRON 1

BOSCOMBE DOWN

EGDM/- ENGLAND

Changes: Elev, hangars, new slots 35-38

No 1 AIDU Last Amended 19 APR 24



BOSCOMBE DOWN

APRON 1

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RADAR PROCEDURES

BOSCOMBE DOWN

EGDM/- ENGLAND	Elev 407	Var 0°	TA 3000	TRL ATC	05 SEP 24		K1						
	BOSCOMBE APP 340·25 130·005		DIRECTOR 362·05 130·005		TALKDOWN 373·15 130·005		TOWER 369·425 130·755	ATIS 232·85					
	RWY QFU	PROC	GP/TCH	RTR	MAPt	CAT	DA/MDA	DH/MDH	MINIMUM VIS				
EGDM/- ENGLAND	05 050°	PAR	3°/57	-	-	A	610	210	800m ①				
						B	620	220	800m ①				
						C	630	230	800m ①				
						D	640	240	800m ①				
						E	660	260	800m ②				
	SRA*	-	1nm	1nm	AB	920	520	1500m ③					
					CDE	920	520	1600m ③					
					* CAUTION. Due to underlying Low-Level Heli routes, immediate descent from FAF to MDA prohibited. ① When ALS inop, increase vis to 1200m. ② When ALS inop, increase vis to 1300m. ③ When ALS inop, increase vis to 2400m. PAR/SRA MISSED APPROACH. Ahead on Rwy Tr to 2400 2000 ; Call App.								
					23 230°	PAR	3°/71	-	-	A	610	230	800m ④
										B	620	240	800m ④
C	630	250	800m ⑤										
D	640	260	800m ⑤										
E	660	280	800m ⑤										
SRA*	-	2nm	2nm	AB	1070	700	1500m ⑥						
				CDE	1070	700	2400m ⑥						
				* CAUTION. Due to underlying Low-Level Heli routes and obstacle clearance, immediate descent from FAF to MDA prohibited. ④ When ALS inop, increase vis to 1200m. ⑤ When ALS inop, increase vis to 1300m. ⑥ When ALS inop, increase vis to 3200m. PAR/SRA MISSED APPROACH. Ahead on Rwy Tr to 2380 2000 ; Call App.									

Changes: Elev, minima

No 1 AIDU Last Amended 19 APR 24

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RADAR PROCEDURES

BOSCOMBE DOWN

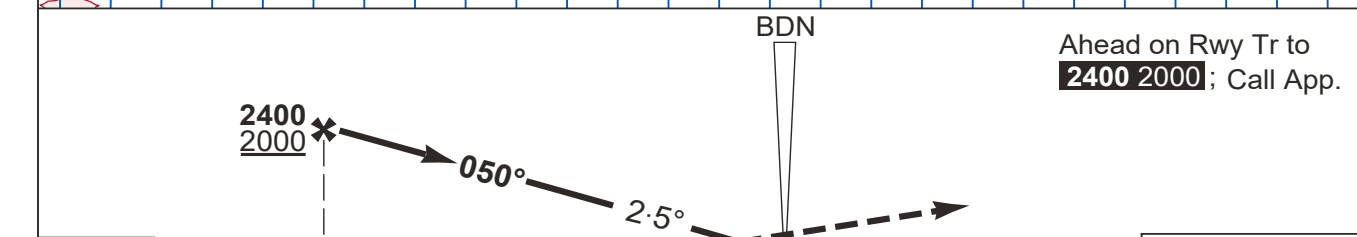
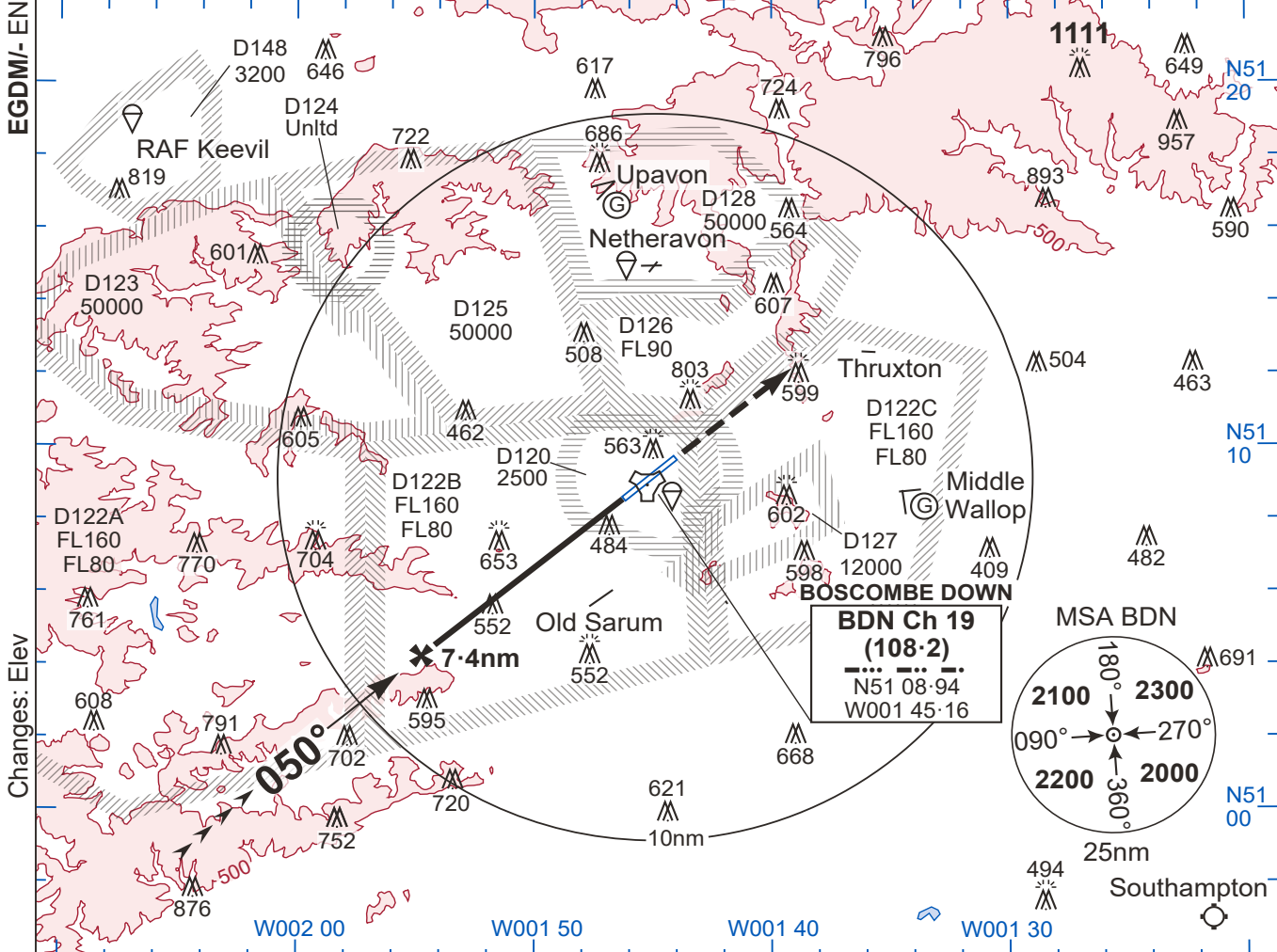
EGDM/- ENGLAND	Elev 407	Var 0°	TA 3000	TRL ATC		05 SEP 24	K2		
	BOSCOMBE APP 340·25 130·005		DIRECTOR 362·05 130·005		TALKDOWN 373·15 130·005	TOWER 369·425 130·755	ATIS 232·85		
Changes: Elev, minima	RWY	PROC	GP/TCH	RTR	MAPt	CAT	DA/ MDA	DH/ MDH	MINIMUM VIS
	QFU								
CIRCLING MINIMA									
No 1 AIDU Last Amended 19 APR 24	05	SRA	-	-	-	AB	1100	700	<i>2400m</i>
						C	1200	800	<i>2400m</i>
		PAR	-	-	-	A	1100	700	<i>1500m</i>
						B	1100	700	<i>1600m</i>
						C	1200	800	<i>2400m</i>
						D	1200	800	<i>3600m</i>
						E	1300	900	<i>3600m</i>
						23	SRA	-	-
	C	1200	800	<i>3200m</i>					
		PAR	-	-	-	D	1200	800	<i>3600m</i>
						E	1300	900	<i>3600m</i>
						A	1100	700	<i>1500m</i>
						B	1100	700	<i>1600m</i>
						C	1200	800	<i>2400m</i>
D						1200	800	<i>3600m</i>	
E	1300	900	<i>3600m</i>						
COMMS FAILURE									
1. Rwy 05. Ahead on Rwy Tr to 2400 2000, then to BDN mnm 3400 3000 to carry out a TACAN or ILS approach.									
2. Rwy 23. Ahead on Rwy Tr to 2380 2000, then to BDN mnm 3380 3000 to carry out a TACAN or ILS approach.									

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PAR Rwy 05 - 2.5°

BOSCOMBE DOWN

EGDM/ENGLAND	Elev 407	Var 0°	TA 3000	TRL ATC	PAR	20 FEB 25	K3
	BOSCOMBE APP 340.25 130.0	DIRECTOR 362.05 130.0		TALKDOWN 373.15 130.0		TOWER 369.425 130.75	ATIS 232.85



RDH 48						Rwy QFU 050°
THR NM	7.4					THR Elev 400/14hPa

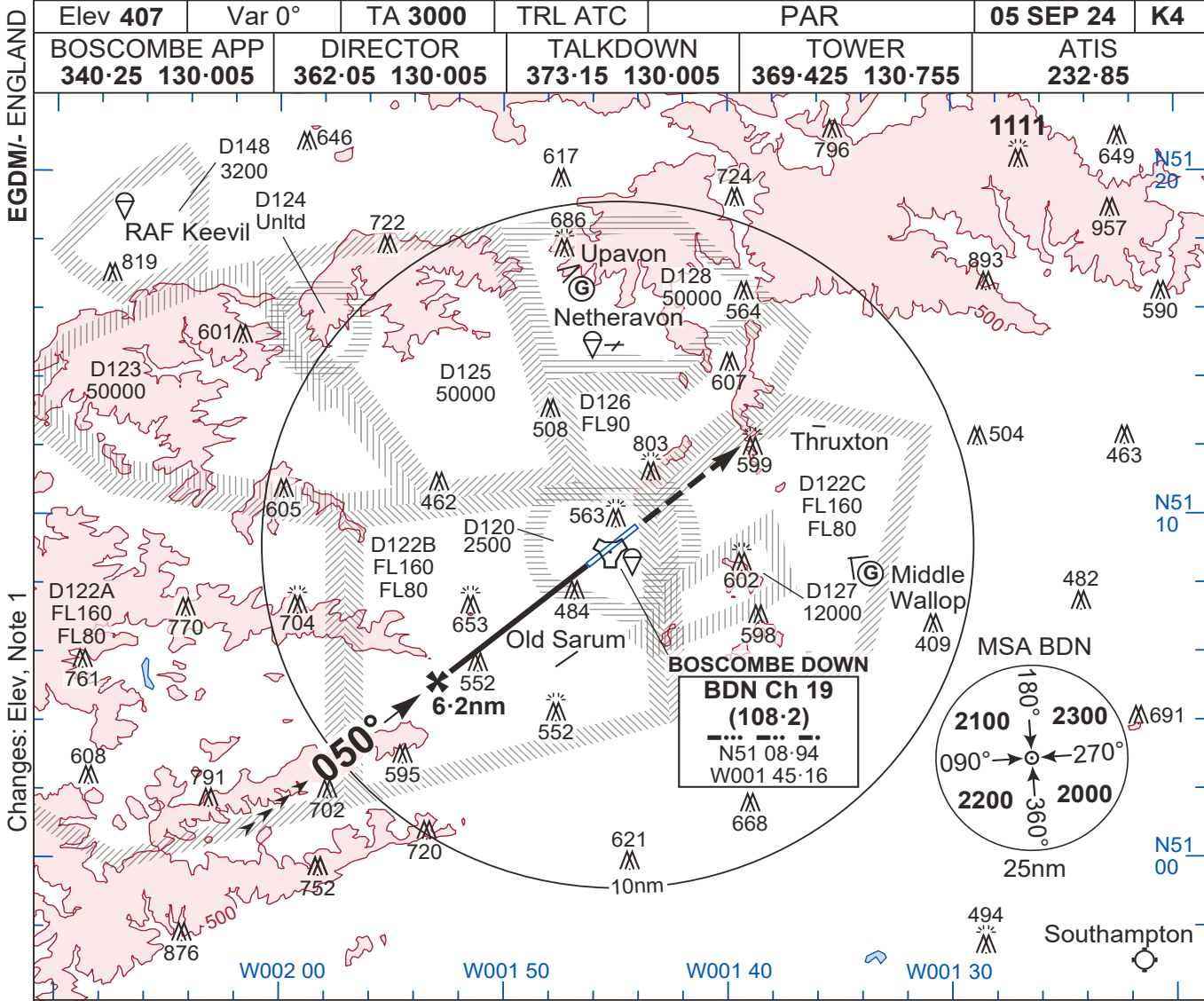
MIPS	CAT PAR 2.5° ①		CIRC					① When ALS inop, increase vis Cat ABCD by 400m and Cat E by 500m.	
	A	B	1100	700	1500m	1100	700		1600m
A	610	210	N/A	1100	700	1500m	1100	700	1600m
B	620	220		1200	800	2400m	1200	800	3600m
C	630	230		1200	800	3600m	1300	900	3600m
D	640	240							
E	660	260							
GS (kt)		80	120	150	180	210			
FAF-THR		7.4nm	5:33	3:42	2:58	2:28			
ROD (fpm)		2.5°	350	530	660	800			

BOSCOMBE DOWN MIPS PAR Rwy 05 - 2.5°

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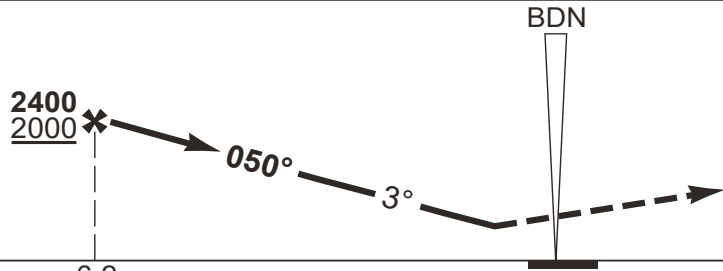
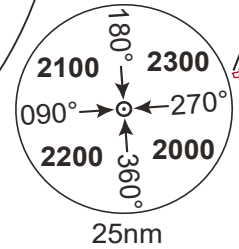
PAR Rwy 05 - 3°

BOSCOMBE DOWN



Changes: Elev. Note 1

BDN Ch 19 (108.2)
 N51 08.94
 W001 45.16



Ahead on Rwy Tr to **2400 2000**; Call App.

RDH 57	THR NM	6.2	Rwy QFU 050°	THR Elev 400/13hPa
--------	--------	-----	--------------	--------------------

CAT	PAR ①		CIRC				
	A	B	80	120	150	180	210
A	610	210	N/A	1100	700	① When ALS inop increase vis Cat ABCD to 1200m and Cat E to 1300m.	1:46
B	620	220		1500m	1600m		
C	630	230		2400m	3600m		
D	640	240		3600m	900		
E	660	260		3600m	1110		
GS (kt)		80	120	150	180	210	
FAF-THR		6.2nm	4:39	3:06	2:28	2:04	1:46
ROD (fpm)		3°	420	640	800	950	1110

No 1 AIDU Last Amended 19 APR 24

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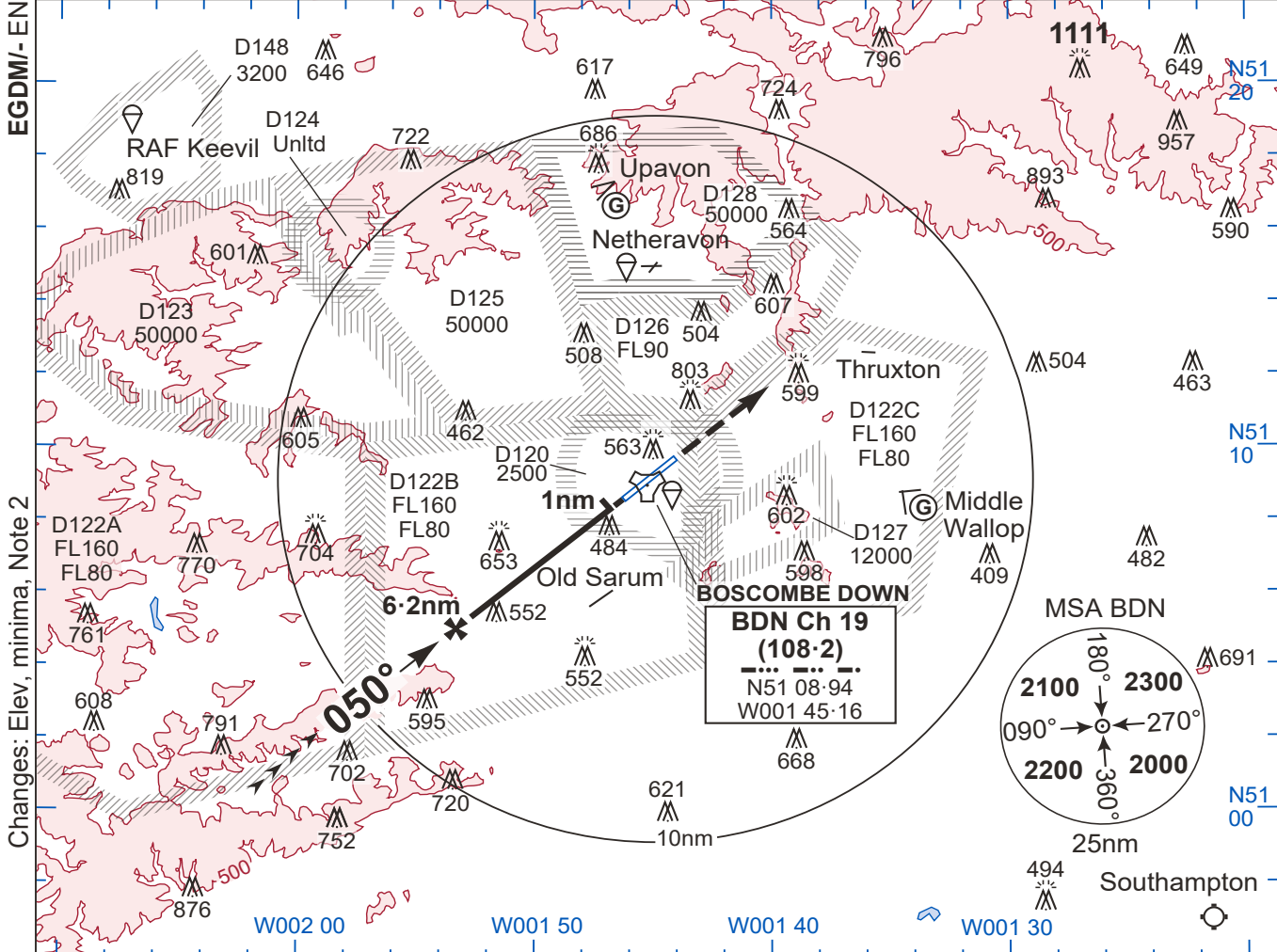
BOSCOMBE DOWN
MIPS

PAR Rwy 05 - 3°

SRA Rwy 05

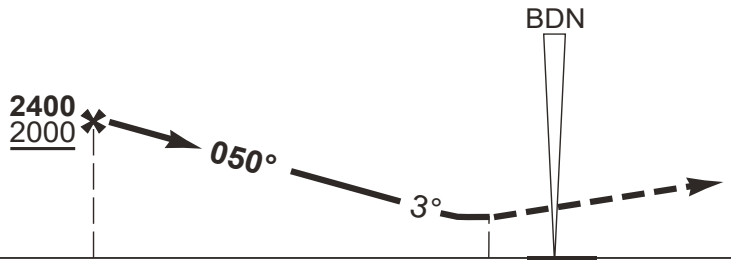
BOSCOMBE DOWN

EGDM/- ENGLAND	Elev 407	Var 0°	TA 3000	TRL ATC	SRA	05 SEP 24	K5
	BOSCOMBE APP 340-25 130-005	DIRECTOR 362-05 130-005		TALKDOWN 373-15 130-005	TOWER 369-425 130-755	ATIS 232-85	



Changes: Elev, minima, Note 2

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Ahead on Rwy Tr to **2400 2000**; Call App.
MAPt at 1nm.

TCH 50					Rwy QFU 050°
THR NM	6-2		1		THR Elev 400/13hPa

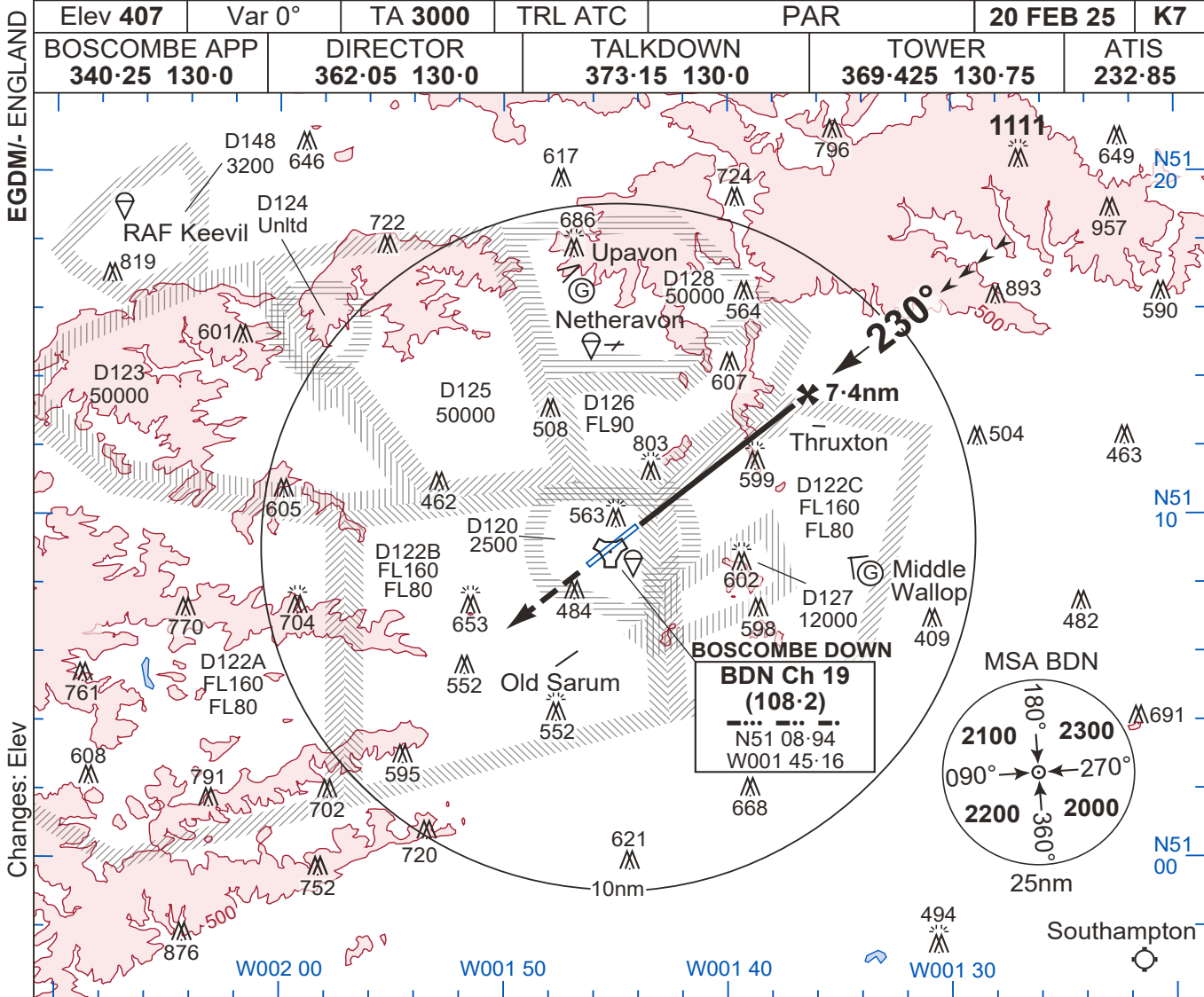
CAT	SRA ②	CIRC				
		80	120	150	180	210
A	920 520 1500m	N/A				
B						
C						
D	920 520 1600m					
E						
GS (kt)		80	120	150	180	210
FAF-MAPt 5-2nm		3:54	2:36	2:05	1:44	1:29
ROD (fpm)		3°	420	640	800	950 1110

1. **CAUTION.** Due to underlying Low-Level Heli routes, immediate descent from FAF to MDA **prohibited.**
② When ALS inop increase vis to 2400m.

BOSCOMBE DOWN **SRA Rwy 05**
MIPS

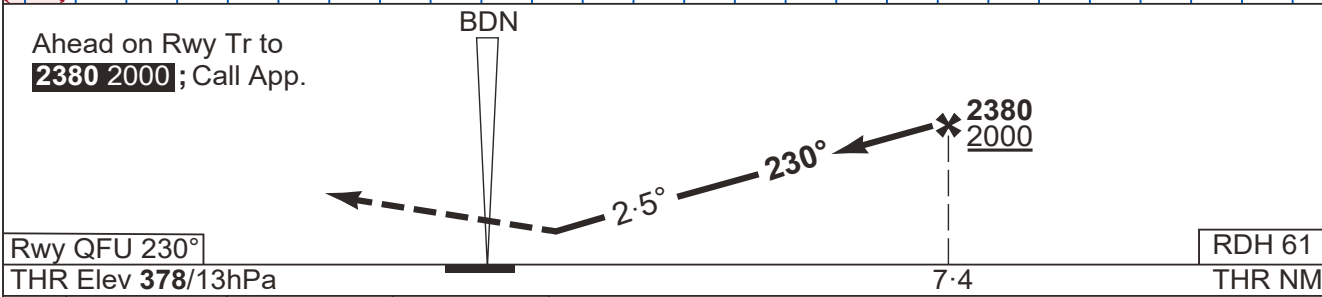
PAR Rwy 23 - 2.5°

BOSCOMBE DOWN



Changes: Elev

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Rwy QFU 230°		THR Elev 378/13hPa					RDH 61	
CAT PAR 2.5° ①		CIRC					① When ALS inop, increase vis Cat AB by 400m and Cat CDE by 500m.	
MPS	A	610	230	N/A	1100	700		
		800m			1500m			
	B	620	240		1100	700		
		800m			1600m			
	C	630	250		1200	800		
	800m		2400m					
D	640	260	1200	800				
	800m		3600m					
E	660	280	1300	900				
	800m		3600m					
GS (kt)		80	120	150	180	210		
FAF-THR	7.4nm	5:33	3:42	2:58	2:28	2:07		
ROD (fpm)	2.5°	350	530	660	800	930		

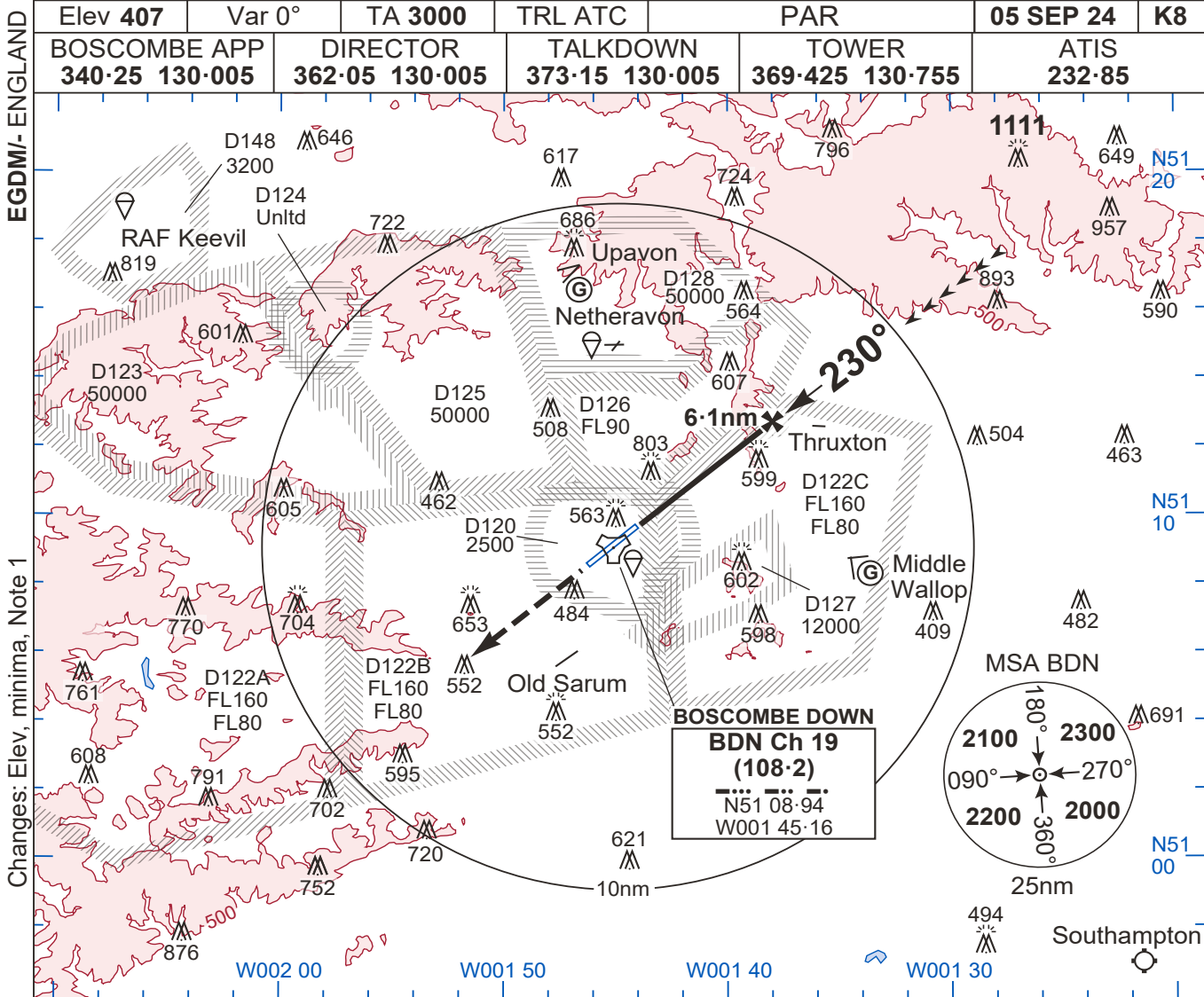
No 1 AIDU Last Amended 06 JAN 25

BOSCOMBE DOWN
MIPS

PAR Rwy 23 - 2.5°

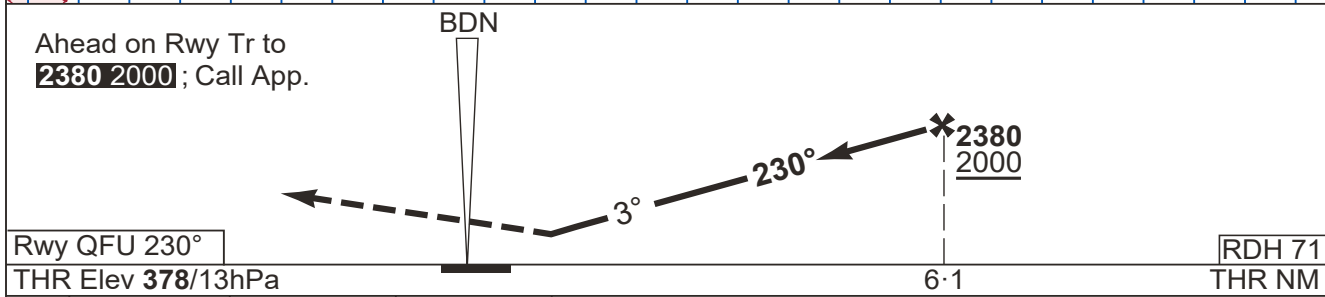
PAR Rwy 23 - 3°

BOSCOMBE DOWN



Changes: Elev, minima, Note 1

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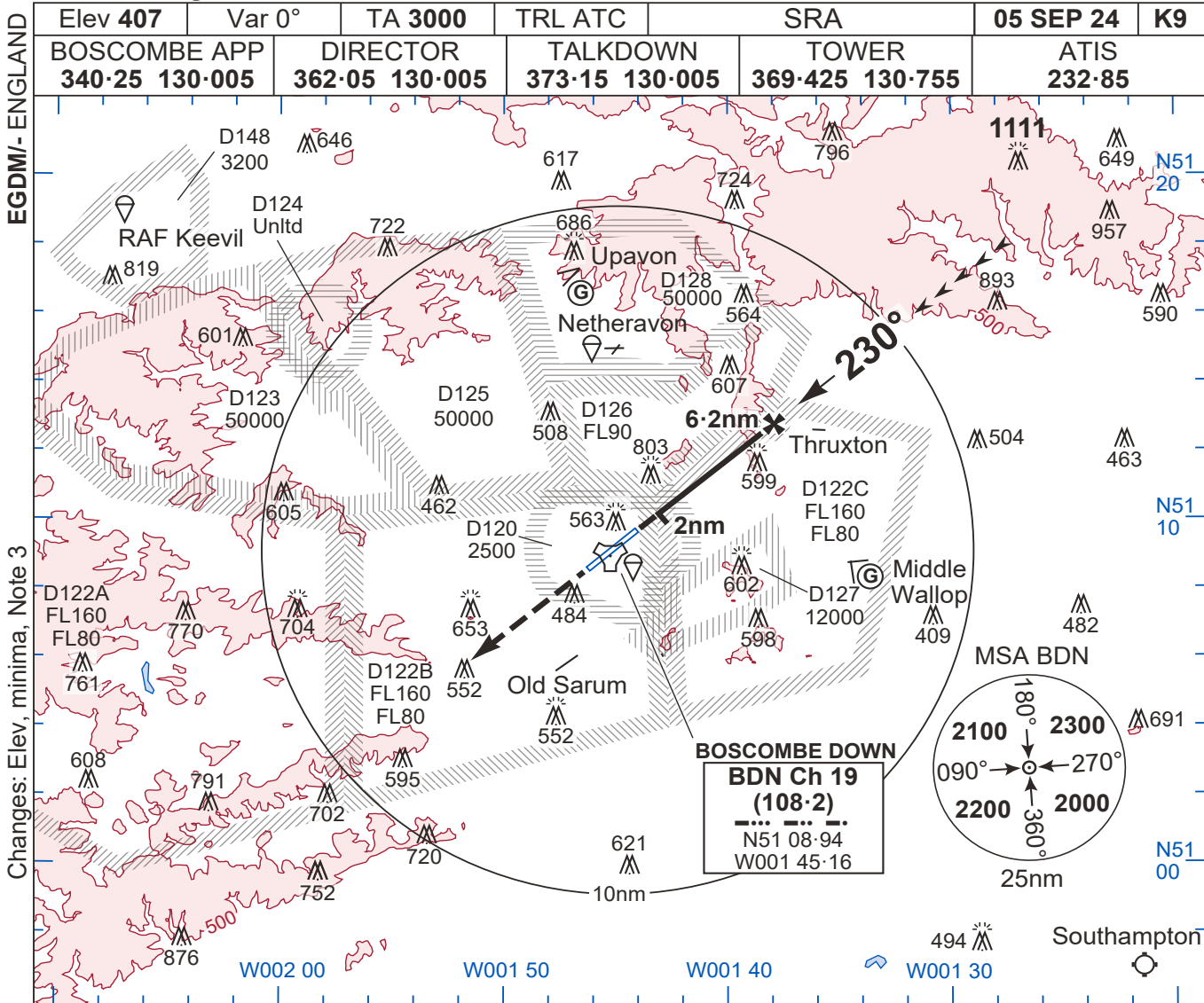
Rwy QFU 230°							RDH 71	
THR Elev 378/13hPa							THR NM	
MPS	CAT	PAR ①					CIRC	① When ALS inop increase vis Cat AB to 1200m and Cat CDE to 1300m.
	A	610	230	N/A			1100 700	
	B	620	240				1100 700	
	C	630	250				1200 800	
	D	640	260				1200 800	
E	660	280				1300 900		
GS (kt)		80	120	150	180	210		
FAF-THR		6.1nm	4:33	3:02	2:26	2:01	1:44	
ROD (fpm)		3°	420	640	800	960	1110	

BOSCOMBE DOWN
MIPS

PAR Rwy 23 - 3°

SRA Rwy 23

BOSCOMBE DOWN



BOSCOMBE DOWN **SRA Rwy 23**

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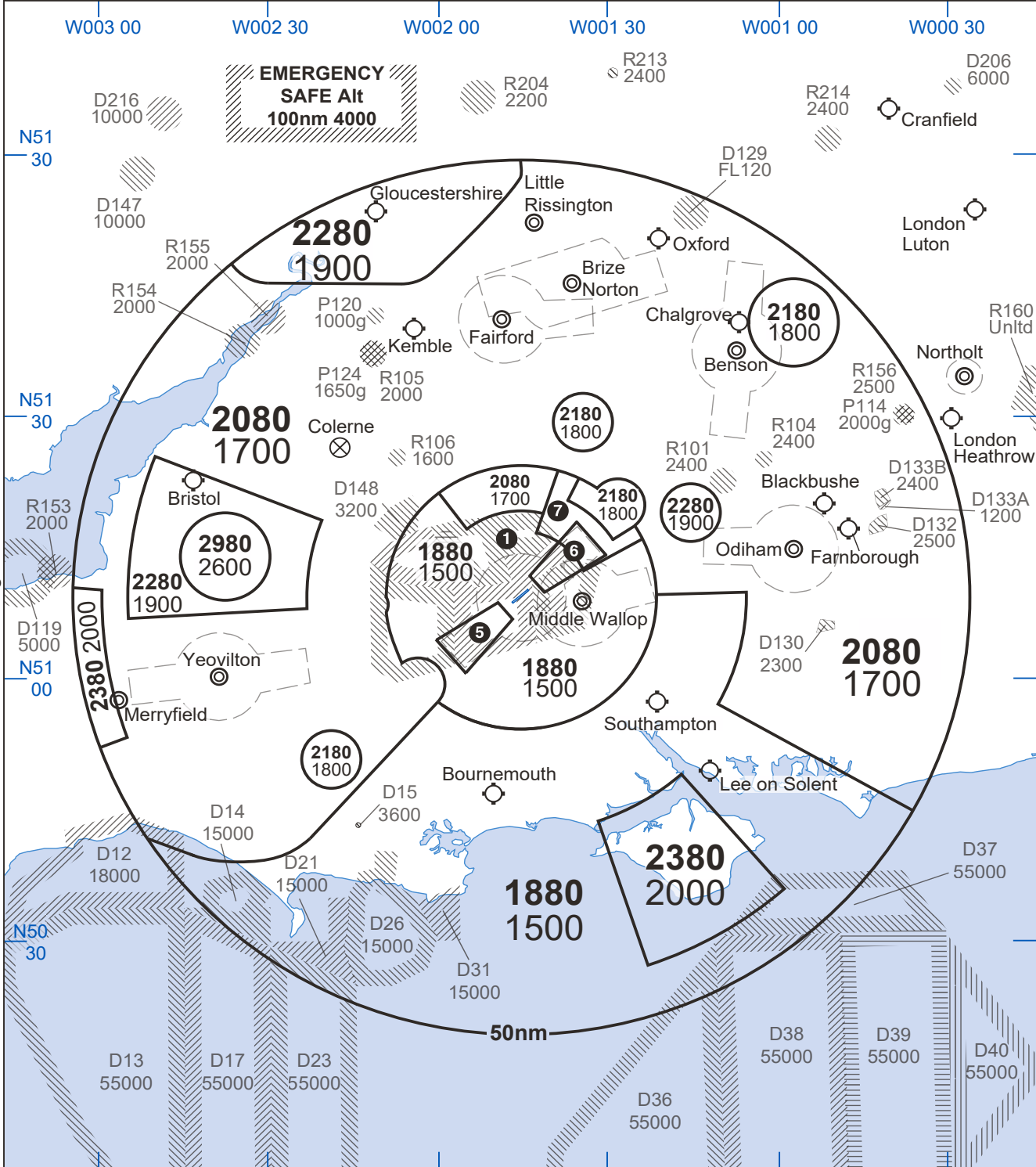
ATC SURVEILLANCE MNM ALTITUDE BOSCOMBE DOWN

Elev 407	Var 0°	TA 3000	TRL ATC	ARP N51 09.20 W001 45.06 (WGS 84)	05 SEP 24	K11
BOSCOMBE APP 340.25 130.005		DIRECTOR 362.05 130.005		TALKDOWN 373.15 130.005		TOWER 369.425 130.755
ATIS 232.85						

EGDM/-ENGLAND

Changes: Elev

No 1 AIDU Last Amended 19 APR 24



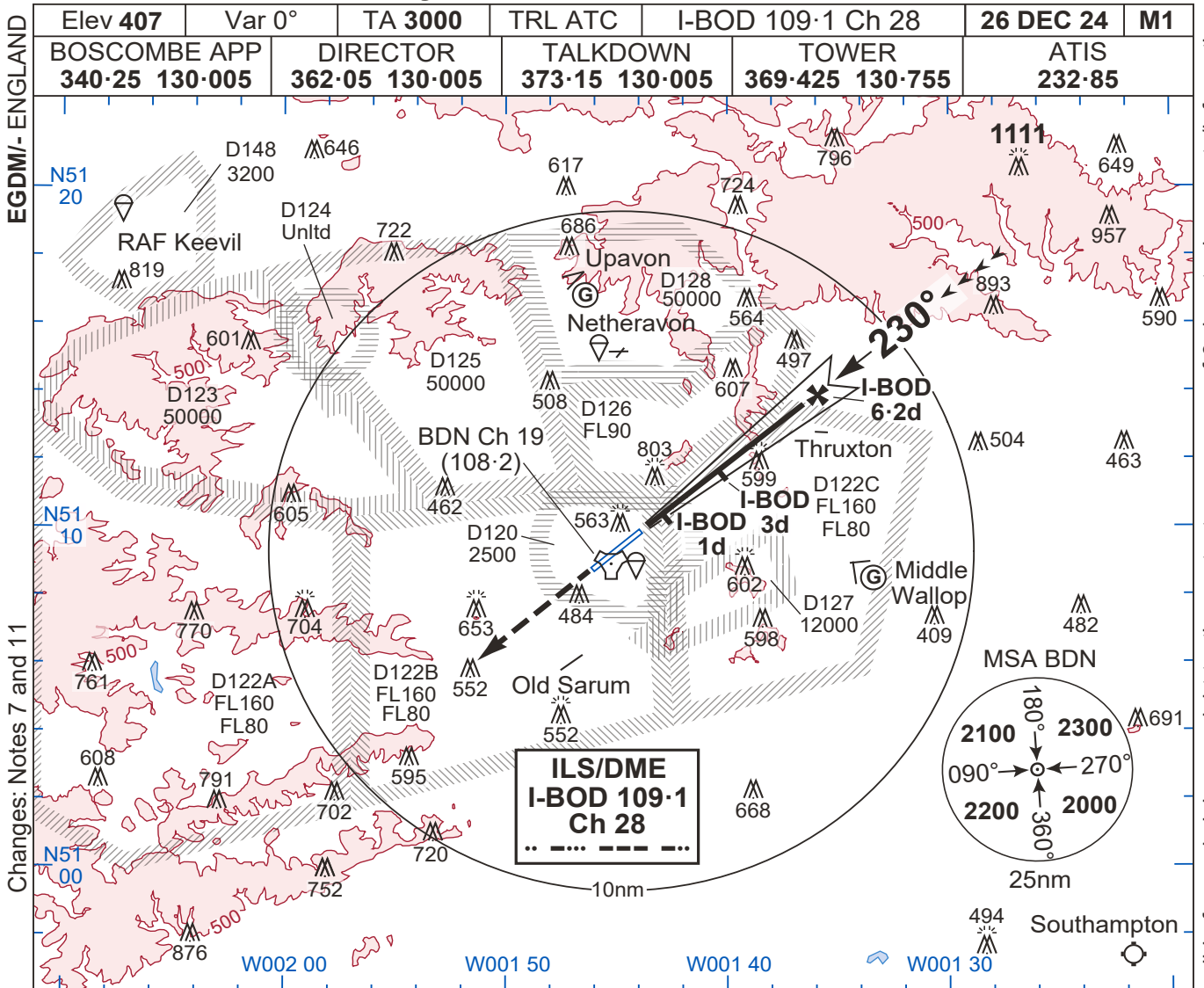
- ① D120, D122, D122A, D122B, D122C, D123, D124, D125, D126, D127. See EGDM K9 for further information.
- 2. **CAUTION.** Chart should only be used for cross check of alts whilst in receipt of an ATC surveillance service.
- 3. **Comms Failure.** In the event of complete radio comms failure in an aircraft, the pilot is to adopt the appropriate procedures described in RADAR PROCEDURES K2.
- 4. QFE Datum is 380ft.
- ⑤ 1280 900
- ⑥ 1380 1000
- ⑦ 1980 1600

BOSCOMBE DOWN ATC SURVEILLANCE MNM ALTITUDE

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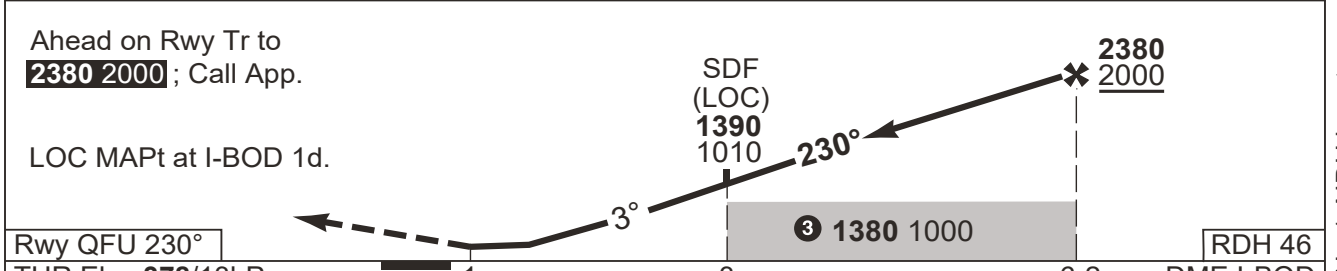
RDR to ILS/DME Rwy 23

BOSCOMBE DOWN



Changes: Notes 7 and 11

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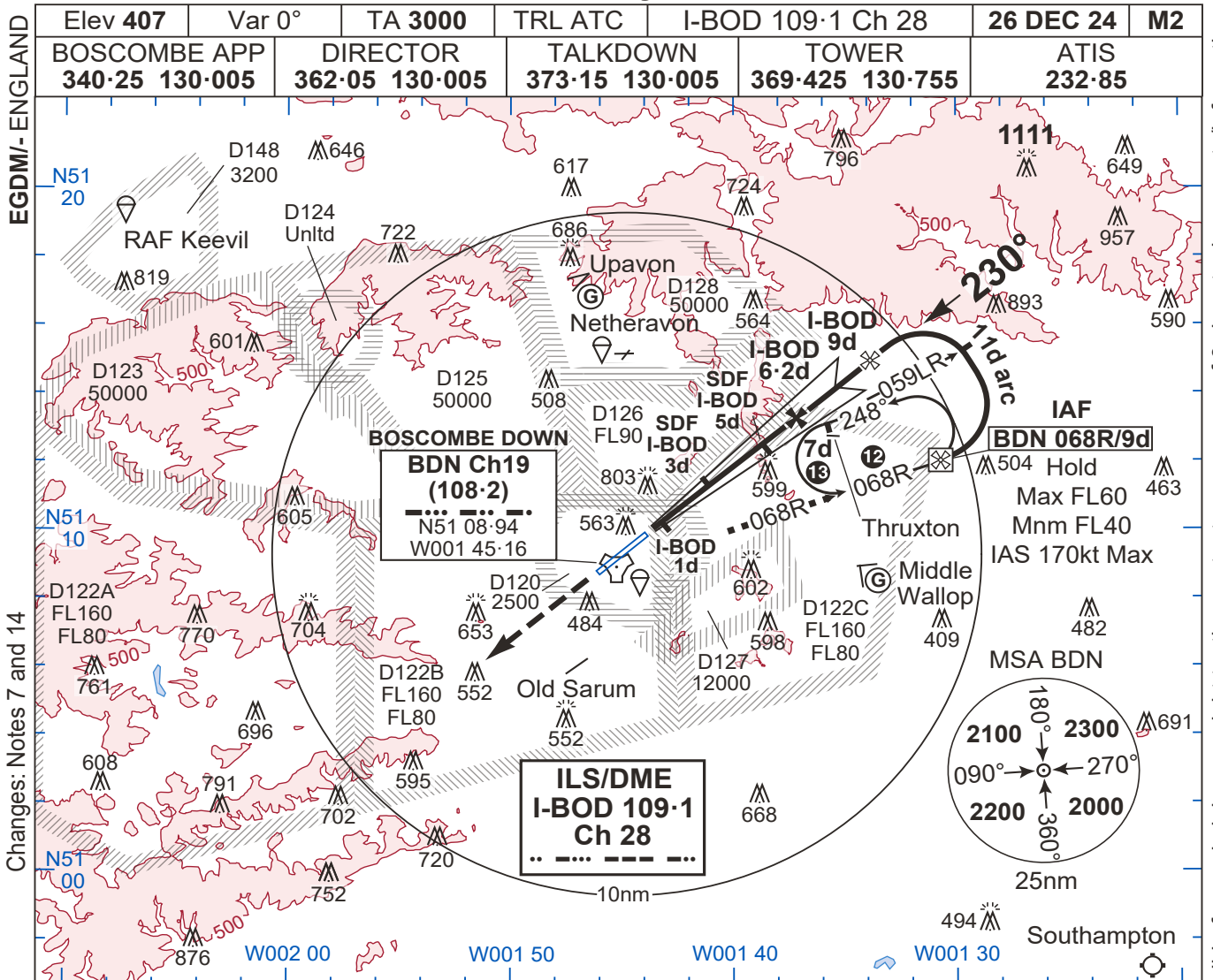
Rwy QFU 230°		THR Elev 378/13hPa		RDH 46	
CAT		ILS 5	LOC 6	CIRC	
MIPS	A	580 200 800m	790 420 1200m	1100 700 1900m	
	B			1200 800 2400m	
	C			1200 800 3600m	
	D			1300 900 3600m	
	E			660 280 800m	
GS (kt)		80	120	150	180 210
FAF-MAPt 5.2nm		3:54	2:36	2:05	1:44 1:29
ROD (fpm)		3°	420	640	800 950 1110

- CAUTION. ILS suitable for auto-coupled app, to Cat I DH.
- CAUTION. LOC MDA/H ref to THR elev.
- CAUTION. Do not descend below 1380 1000 until 3d to provide protection from underlying Low Level Heli Routes.
- LOC App. Rdr monitoring mandatory.
- When ALS inop increase vis
- When ALS inop increase vis to 1300m.
- When ALS inop increase vis to 1900m.
- LOC. Coverage may not be achieved at 25nm, 8° R of C/L below 3000ft.
- Fast-jet acft call by 20nm. Other acft by 15nm.
- DME I-BOD reads zero at THR.
- BDN reads 1.03d at THR.
- LOC and DME identification are not synchronised.

BOSCOMBE DOWN MIPS

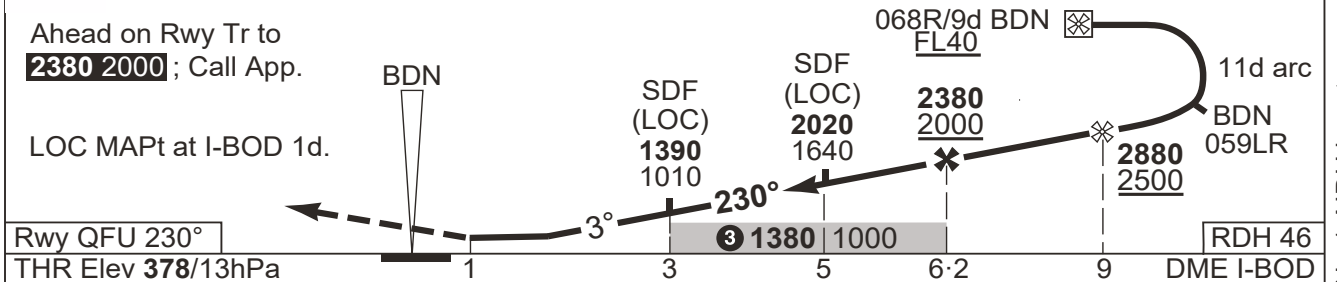
RDR to ILS/DME Rwy 23

COPTER TAC to ILS/DME Y Rwy 23 BOSCOMBE DOWN



Changes: Notes 7 and 14

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Ahead on Rwy Tr to 2380 2000 ; Call App.		BDN		SDF (LOC) 1390 1010		SDF (LOC) 2020 1640		2380 2000		11d arc	
LOC MAPt at I-BOD 1d.										BDN 059LR	
Rwy QFU 230°		THR Elev 378/13hPa		1		3		5		6-2	
RDH 46		DME I-BOD		1380 1000		2880 2500					
CAT	ILS ⑤	LOC ⑥		CIRC		DME I-BOD	ALT HGT				
MIPS	A	580 200 800m	790 420 1200m	1100 700 1900m		6	2340				
						5	2020				
						4	1700				
						3	1390				
						2	1070				
							690				
GS (kt)		80	120	150	180	210					
FAF-MAPt 5.2nm	3:54	2:36	2:05	1:44	1:29						
ROD (fpm)	3°	420	640	800	960	1110					

No 1 AIDU Last Amended 18 NOV 24

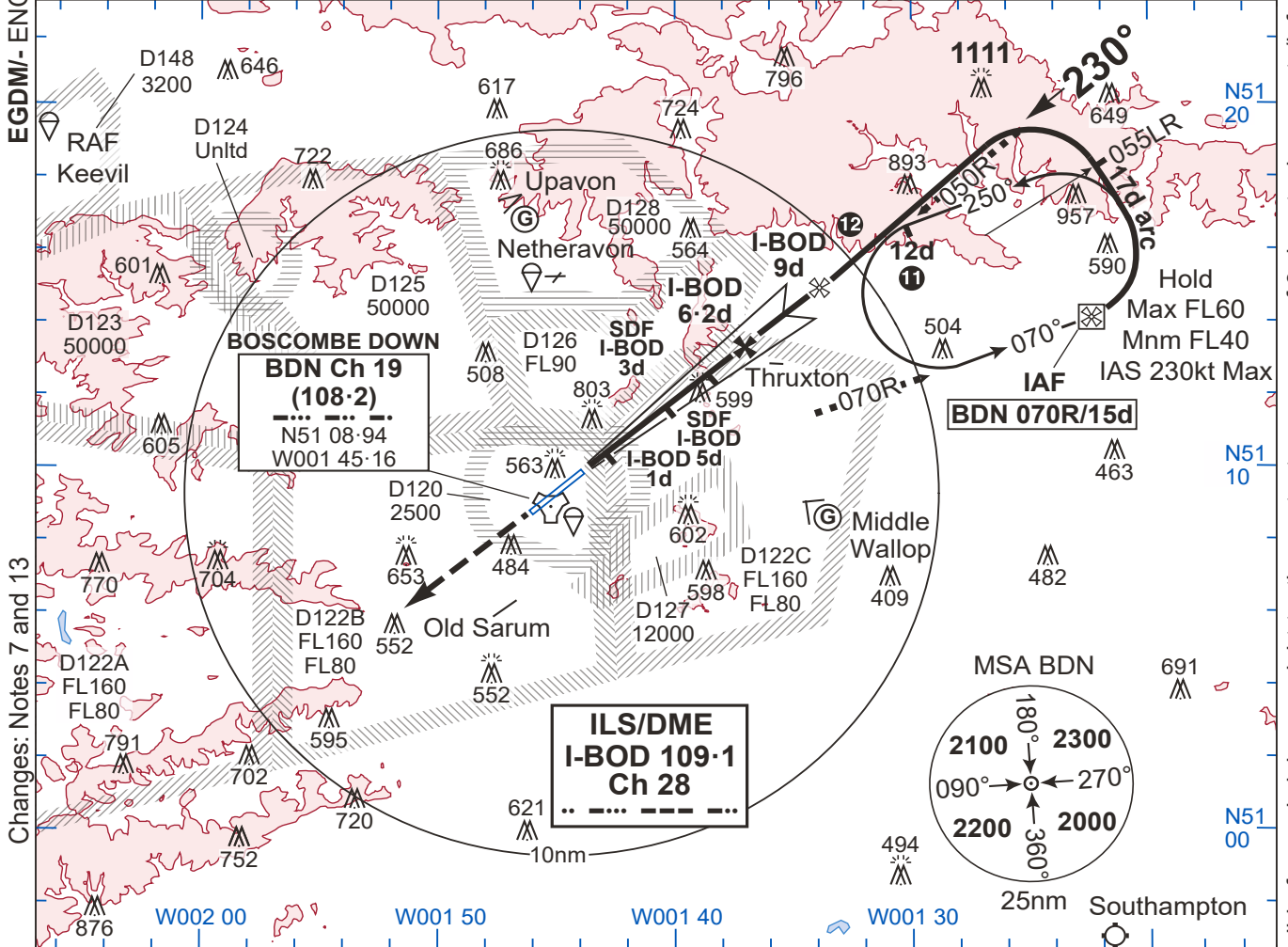
BOSCOMBE DOWN COPTER TAC to ILS/DME Y Rwy 23

MIPS

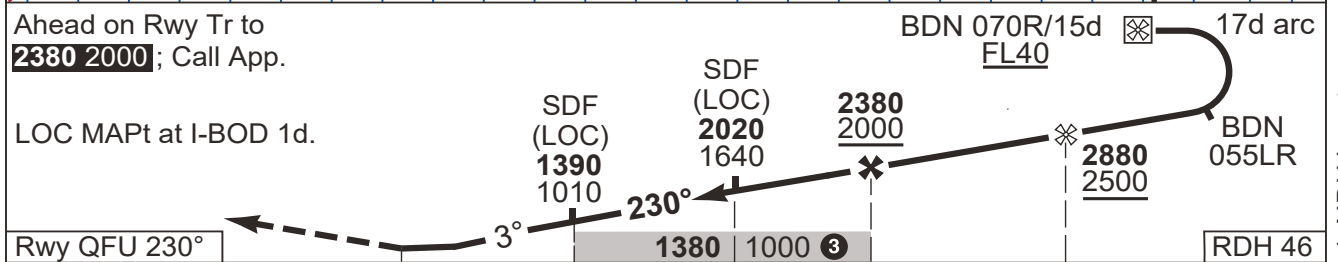
TAC to ILS/DME Z Rwy 23

BOSCOMBE DOWN

Elev 407	Var 0°	TA 3000	TRL ATC	I-BOD 109.1 Ch 28	26 DEC 24	M3
BOSCOMBE APP 340.25 130.005		DIRECTOR 362.05 130.005		TALKDOWN 373.15 130.005		TOWER 369.425 130.755
						ATIS 232.85



Changes: Notes 7 and 13



Rwy QFU 230°		THR Elev 378/13hPa					RDH 46		
		1	3	5	6.2	9	DME I-BOD		
MIPS	CAT	ILS 5	LOC 6		CIRC		DME I-BOD	ALT HGT	
	A				1100 700 1900m		6	2340	
	B	580 200 800m					5	2020	
	C		790 420 1200m				4	1700	
	D				1200 800 3600m		3	1390	
E	660 280 800m			1300 900 3600m		2	1070		
GS (kt)		80	120	150	180	210			
FAF-MAPt 5.2nm		3:54	2:36	2:05	1:44	1:29			
ROD (fpm)		3°	420	640	800	960	1110		

- CAUTION. ILS suitable for auto-coupled app, to Cat I DH.
- CAUTION. LOC MDA/H ref to THR elev.
- CAUTION. Do not descend below 1380 1000 until 3d to provide protection from underlying Low Level Heli Routes.
- LOC App. Rdr monitoring mandatory.
- When ALS inop increase vis Cat ABCD to 1200m and Cat E to 1300m.
- When ALS inop increase vis to 1900m.
- LOC. Coverage may not be achieved at 25nm, 8° R of C/L below 3000ft.
- Fast-jet acft call by 20nm. Other acft by 15nm.
- DME I-BOD reads zero at THR.
- BDN reads 1.03d at THR.
- Hold entry inbd along 050R to 12d, then left turn and for outbd along the 070R to the IAF.
- Hold end of outbd leg, do not pass limiting radial 028R.
- LOC and DME identification are not synchronised.

No 1 AIDU Last Amended 18 NOV 24

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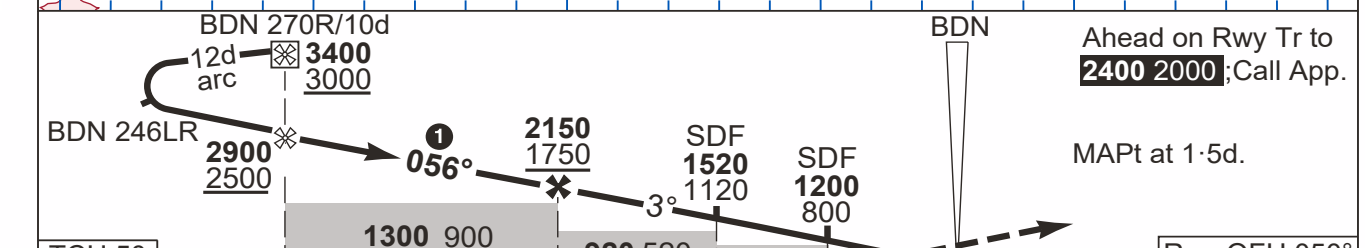
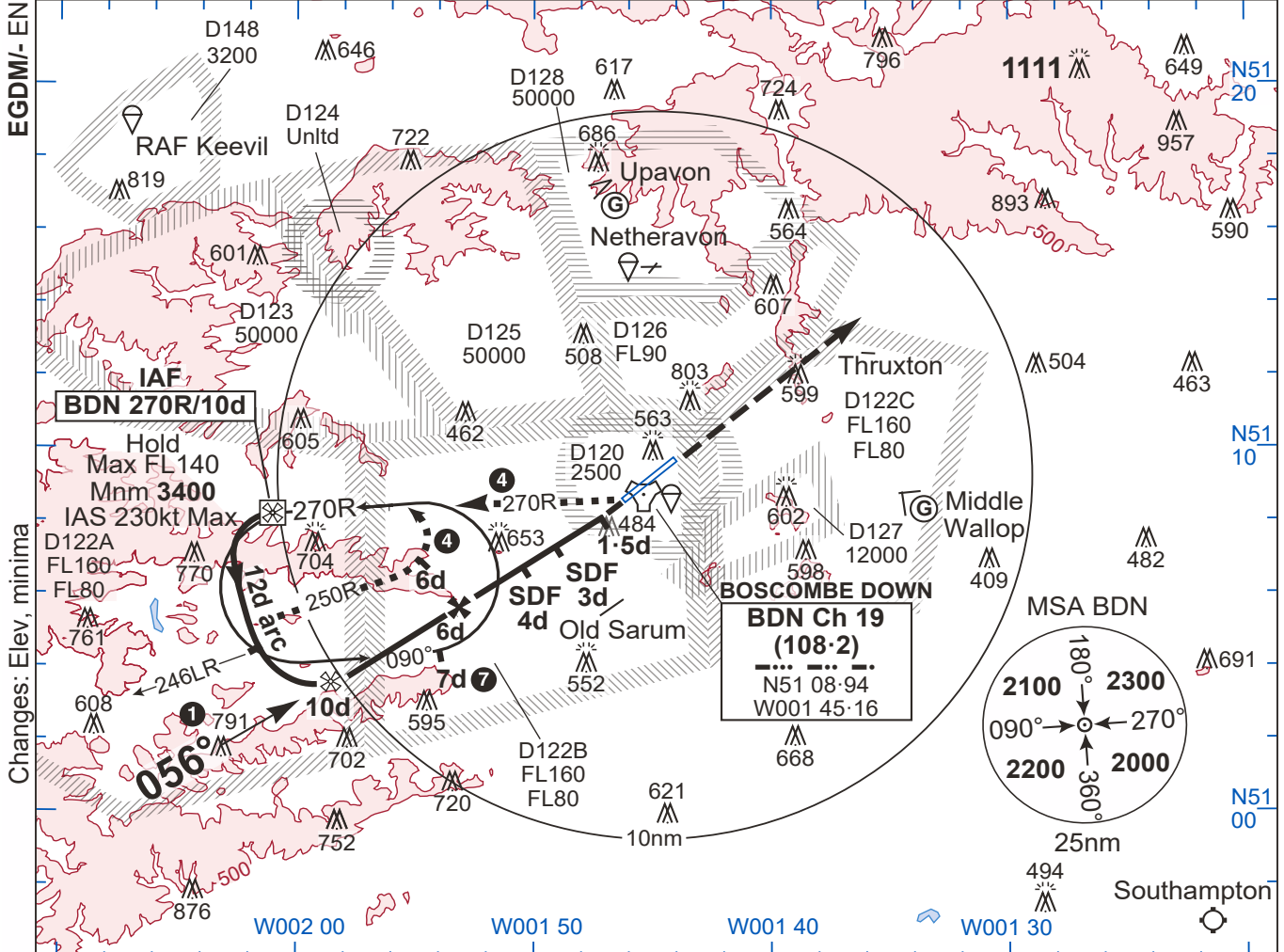
BOSCOMBE DOWN MIPS

TAC to ILS/DME Z Rwy 23

TAC Rwy 05

BOSCOMBE DOWN

EGDM/ENGLAND	Elev 407	Var 0°	TA 3000	TRL ATC	BDN Ch 19 (108.2)	05 SEP 24	R1
	BOSCOMBE APP 340.25 130.005	DIRECTOR 362.05 130.005		TALKDOWN 373.15 130.005	TOWER 369.425 130.755	ATIS 232.85	



No 1 AIDU Last Amended 19 APR 24	TCH 50	1300 900					920 520	790 390	THR Elev 400/13hPa		
	DME BDN	10	6					4	3	1.5	
CAT	TAC 2	CIRC					1 FAT offset 6° left of RCL. 2 When ALS inop increase vis Cat AB to 1800m, Cat C to 1900m, Cat D to 2000m and Cat E to 2200m. 3. Fast-jet aircraft call by 20nm. Other aircraft by 15nm. 4 Hold entry restricted to along 270R oudb and along 250R inbd to 6d, then turn left to intcp the 270R. 5. Bearing fluctuations may be experienced just prior to MAPt. 6. Missed approach assessed to BDN 25d. 7 Hold end of oudb leg, do not pass Limiting Radial 218R.			DME BDN	ALT HGT
A	790 390 1100m	1100 700 1800m								6	2150
B										5	1840
C	810 410 1200m	1200 800 2400m								4	1520
D	830 430 1300m	1200 800 3600m								3	1200
E	880 480 1500m	1300 900 3600m								2	880
GS (kt)	80	120	150	180	210						
FAF-MAPt	4.5nm	3:24	2:15	1:48	1:30	1:17					
ROD (fpm)	3°	420	640	800	960	1110					

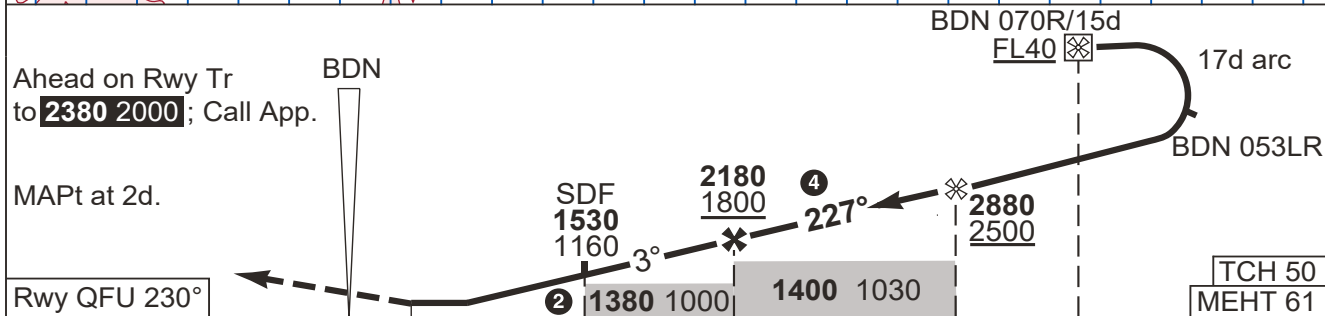
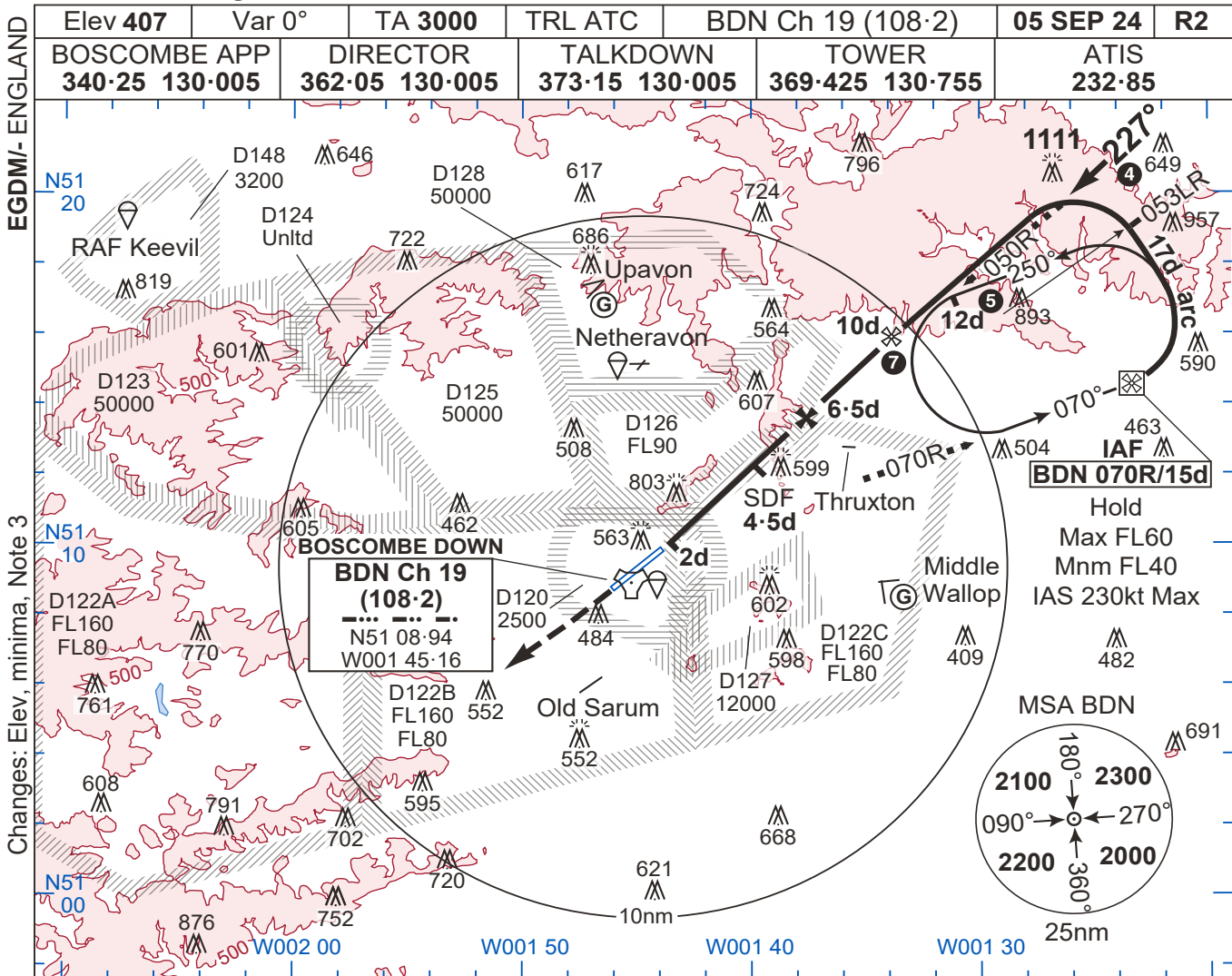
BOSCOMBE DOWN MIPIS

TAC Rwy 05

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TAC Z Rwy 23

BOSCOMBE DOWN



CAT	TAC ③	CIRC	1	DME BDN	ALT HGT
A	1040 660 1500m	1100 700 3000m	<p>1. CAUTION. MDA/H referenced to THR Elev.</p> <p>2. CAUTION. Do not descend below 1380 1000 until 4.5d to provide protection from underlying Low Level Heli Routes.</p> <p>3. When ALS inop increase vis to 3000m.</p> <p>4. FAT offset 3° right of RCL.</p> <p>5. Hold entry inbd along 050R to 12d, then left turn and for oubd along the 070R to the IAF.</p> <p>6. Missed approach assessed to BDN 25d.</p> <p>7. Hold end of oubd leg, do not pass Limiting Radial 028R.</p>	6	2010
B				5	1690
C				4	1380
D	1040 660 2300m	1200 800 3600m		3	1060
E		1300 900 3600m			680
GS (kt)		80 120 150 180 210			
FAF-MAPt 4.5nm		3:24 2:15 1:48 1:30 1:17			
ROD (fpm)		3° 420 640 800 960 1110			

BOSCOMBE DOWN

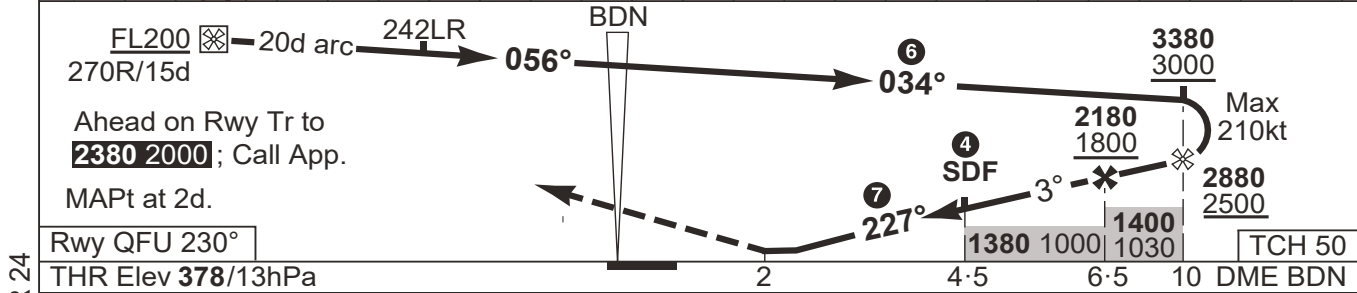
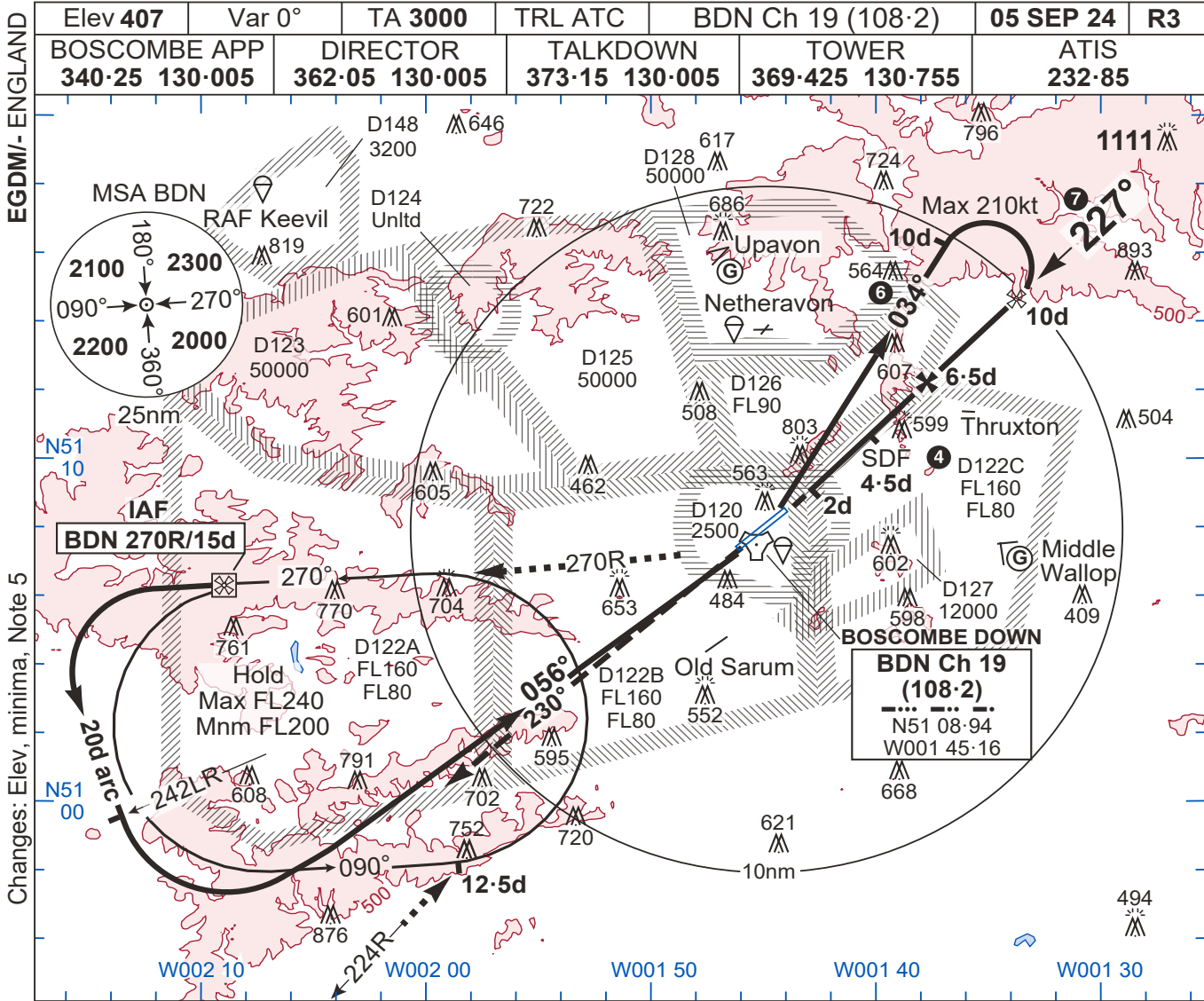
TAC Z Rwy 23

MIPS

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HI TAC Rwy 23

BOSCOMBE DOWN



Rwy QFU 230°		THR Elev 378/13hPa		2		4-5		6-5		10		TCH 50	
CAT	TAC ⑤	CIRC		<ol style="list-style-type: none"> CAUTION. Proc Not Auth when D128 active above 1400ft. CAUTION. Fly standard rate turns to remain clear of Danger Areas. CAUTION. MDA/H referenced to THR Elev. CAUTION. SDF for ATM purposes and not obstacles. Do not descend below 1380 1000 until 4.5d to provide protection from underlying Low Level Heli Routes When ALS inop increase vis to 3000m. Cat AB oubd 040° to BDN 10d. FAT offset 3° right of RCL. Fast-jet acft call by 20nm. Other acft by 15nm. Hold entry restricted to along 270R oubd and along 224R inbd to the end of the oubd leg. Max final turn speed 210kt. 								DME	ALT
A	1040 660	1100 700		6	2010								
B	1500m	3000m		5	1690								
C	N/A	1200 800		4	1380								
D		1200 800											
E		1300 900											
GS (kt)	80	120	150	180	210								
FAF-MAPt 4-5nm	3:24	2:15	1:48	1:30	1:17								
ROD (fpm)	3°	420	640	800	960	1110							

No 1 AIDU Last Amended 19 APR 24

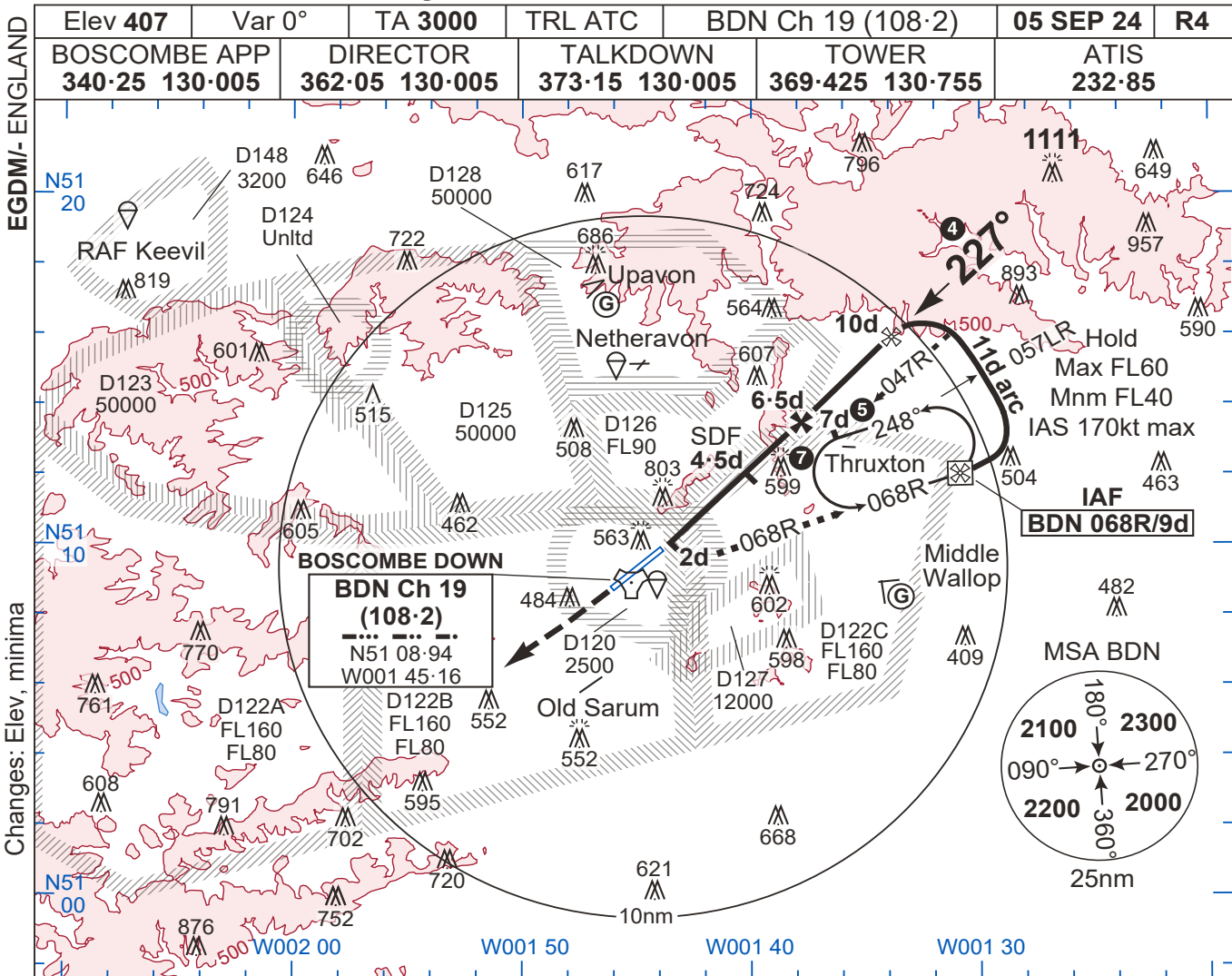
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BOSCOMBE DOWN

HI TAC Rwy 23

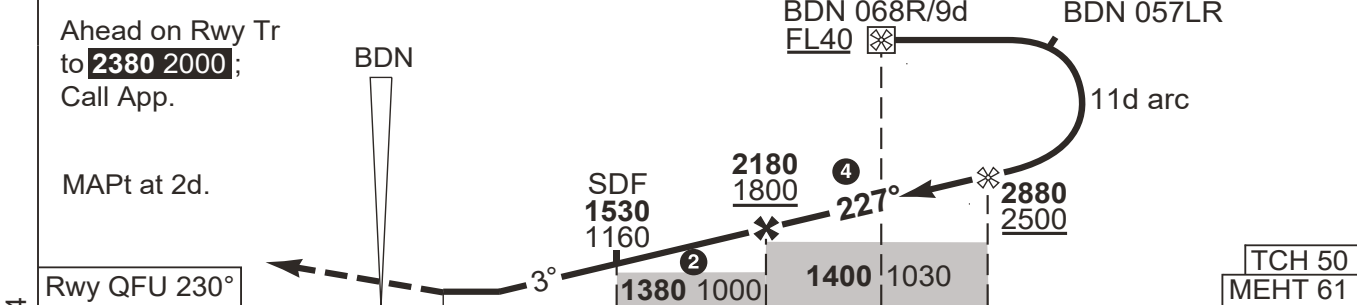
COPTER TAC Y Rwy 23

BOSCOMBE DOWN



Changes: Elev, minima

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Rwy QFU 230°		THR Elev 378/13hPa		2		4-5		6-5		9		10		TCH 50	
CAT		TAC ③		CIRC		1. CAUTION. MDA/H referenced to THR Elev.		2. CAUTION. Do not descend below 1380 1000 until 4-5d to provide protection from underlying Low Level Heli Routes.		3. When ALS inop increase vis to 3000m.		4. FAT offset 3° right of RCL.		5. Hold entry inbd along 047R to 7d, then left turn and for oubd along 068R to the IAF.	
A		1040 660 1500m		N/A		1100 700 3000m		6. Missed approach assessed to BDN 25d.		7. Hold end of oubd leg, do not pass Limiting Radial 032R.		DME BDN		ALT HGT	
GS (kt)		80		120		150		180		210		6		2010	
FAF-MAPt 4.5nm		3:24		2:15		1:48		1:30		1:17		5		1690	
ROD (fpm)		3°		420		640		800		960		4		1380	
												3		1060	
														670	

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BOSCOMBE DOWN
MIPS

COPTER TAC Y Rwy 23

INTENTIONALLY BLANK