

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 than 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 marshallars 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.

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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

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