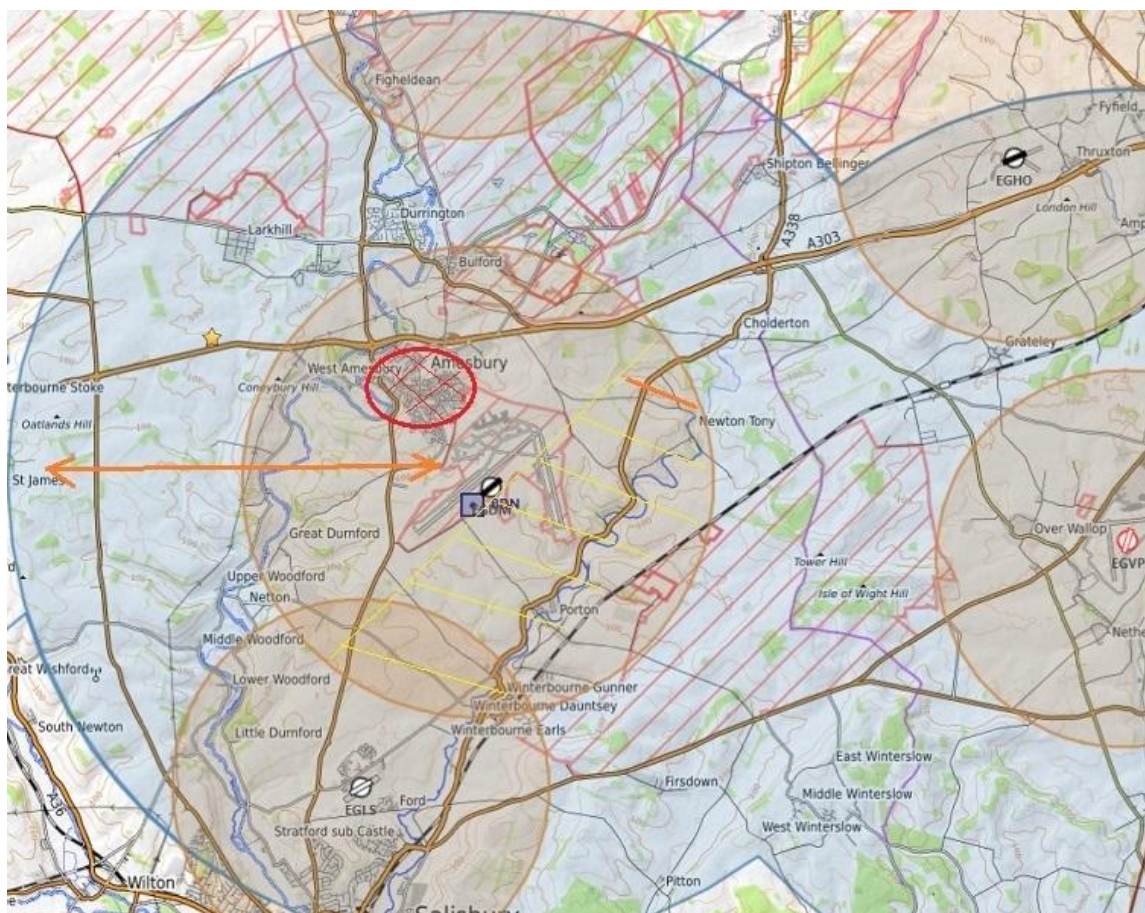
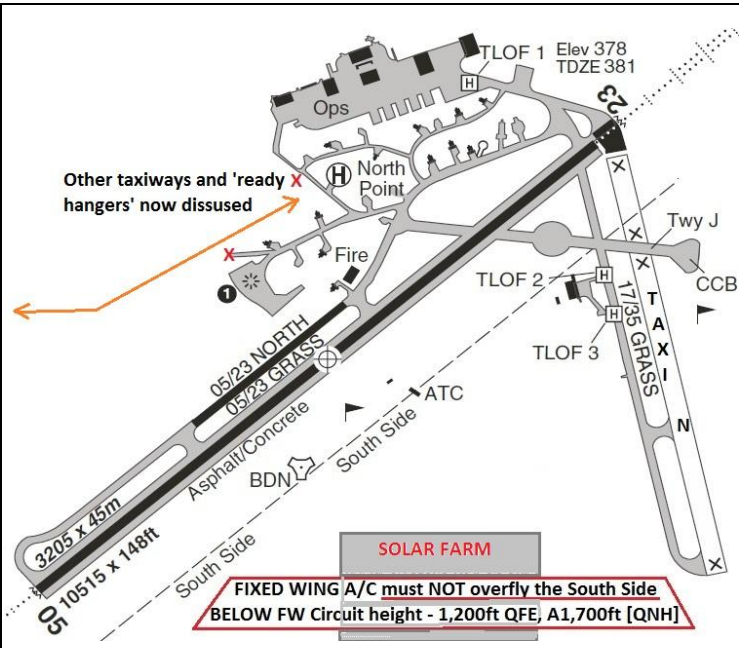
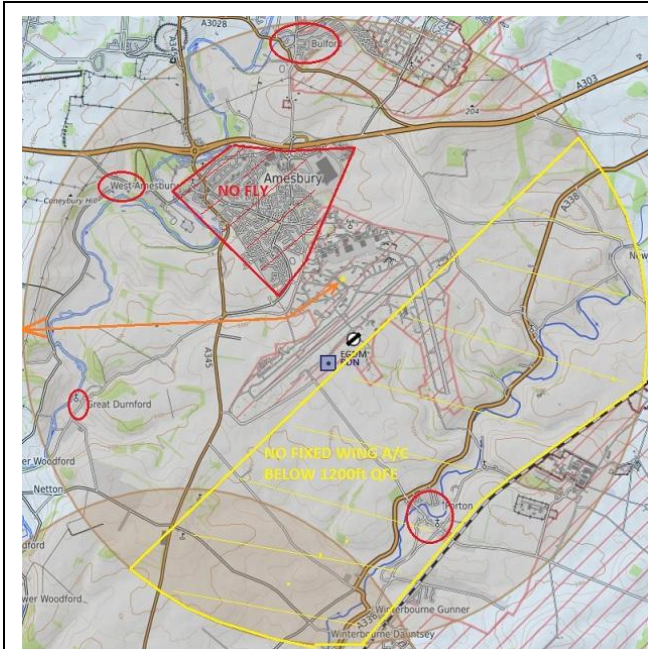


AIRFIELD NAME		December 24	Boscombe Down MOD		EGDM	South
CALLSIGN		EGDM_TWR			Tower 130.755	
CALLSIGN		Boscombe Tower			Gnd.	
LOCATION		N051.09.20.000		W0001.45.06.000		APP. 126.705 td 130.005
LOCATION GEO.		3nm E by N of Salisbury; 10nm WSW of Andover.			Elev. 406ft	
CHART SOURCE		UK MIL; PlnG		Home of the Empire Test Pilots School		QFE=QNH -13 hPsc
METAR AIRPORT		EGDM 232.85		ALL Fixed Wing A/C must remain NOT below circuit height 1200ftQFE on 'SOUTH SIDE' of the ATZ. Helicopters will be operating below.		
NAV AIDS		BDN TACAN 108.200				
RUNWAY	Headings	Dimensions	Surface	High-intensity, multi-type, aircraft and helicopter operations occur to multiple operating surfaces as depicted on the AD chart below. ETPS A/C may not fly standard circuits. All parallel runway operations are under positive ATC control. Multiple autonomous helicopter operations will operate 'Southside', within the ATZ, NOT ABOVE 500ft QFE. They may not be talking to ATC. Visitors to Boscombe Down are to comply at once with ATC instructions and, when required, are to overshoot on runway heading, until advised. Visiting helicopters must arrive depart via the westerly edge of the CMATZ at 500ft QFE.		
	05 / 23	3205M x 45M	Asphalt			
	05N / 23N	740M x 45M	Asphalt			
	05G / 23G	740M x 45M	Grass			
	17G / 35G	500M x 50M	Grass			
AIRSPACE	CMATZ. Sfc>A3000ft; ATZ Sfc>2000ft G					
CIRCUITS As per ATC	FIXED WING: A/C (inc GA). 1200ft QFE FIXED WING; GA LIGHT A/C. 800ft QFE HELICOPTERS; 500ft					
NO FLY		Amesbury BELOW 1000ft QFE; A1500. Avoid over-flight of all villages within the ATZ				
LOCAL HAZARDS		All home A/C may be involved in 'special operations', resulting in non-standard flight patterns within the CMATZ and ATZ. ALL visiting Pilots Must follow ATC instructions and should keep a careful lookout for traffic. Accurate HEIGHT CONTROL will be essential.				
HELICOPTER OPERATIONS		VFR arrivals by light rotary-wing aircraft should route direct from the west of the MATZ boundary to North Point at or below 400ft QFE, unless otherwise agreed by ATC. VFR Departures from North Point should route outbound to the west climbing to 500ft QFE.				
SPECIAL RULES		Aircraft overshooting or executing M/App are to maintain Runway Centre-line to avoid impinging on the visual circuits to the north and helio operations 'Southside'. Exceptionally, if a confliction arises with aircraft in the Northern circuit, use of the area between the Runway Centre-line and 'Southside' as depicted on the AD chart, is permitted. IFR departures as instructed by ATC.				
REMARKS		CAUTION. Thruxton AD 6nm NE of Boscombe Down. Visiting A/C should land from first approach.				







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