EGHH — BOURNEMOUTH

EGHH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHH — BOURNEMOUTH

EGHH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504648N Long: 0015033W Mid point of Runway 08/26.
2	Direction and distance from city	3.5 nm NNE of Bournemouth.
3	Elevation / Reference temperature	38 ft / 19 C
4	Geoid undulation at AD ELEV PSN	155 FT
5	Magnetic Variation/ Annual Change	1.03°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	BOURNEMOUTH INTERNATIONAL AIRPORT LTD. Post: Bournemouth International Airport, Christchurch, Dorset BH23 6SE. Phone: 01202-364150 (ATC) Phone: 01202-364110 (Administration) Phone: 01202-364170 (Airport Duty Manager) Fax: 01202-364118 (Administration) URL: www.bournemouthairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGHH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0630-2130. Summer: 0530-2030. Outside of these hours, by prior arrangement. Contact the ADM on 01202-364170. Refer to AD 2.20 item 1.
2	Customs and Immigration	As AD hours.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	Not available.
7	Air Traffic Service	As AD hours. See also AD 2.18.
8	Fuelling	0700-2100 (Bowser facilities). Outside these hours by prior arrangement.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	**PPR** for all aircraft. Refer to AD 2.20 item 1.

EGHH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. By prior arrangement through Swissport UK Ltd. Nearest railway siding, Christchurch 3 nm.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL 80, 100, 120 Turbine 3 and 9.
3	Fuelling facilities/capacity	Refuelling facilities available by arrangement with Shell, Tel: 01202-575037 and ESSO, Tel: 01202-594000 outside these times.
4	De-icing facilities	Available by arrangement through appointed handling agents, Swissport UK Ltd or Signature Flight UK Ltd.
5	Hangar space for visiting aircraft	Limited for light aircraft only.
6	Repair facilities for visiting aircraft	Full up to 5700 kg AUW.
7	Remarks	Oxygen available on prior notification. All aircraft that use the Eastern or Western aprons and/or the terminal facilities are required to be handled by an approved handling agent. The airports approved handling agents are:

EGHH AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

		Swissport UK Ltd (Charter/Scheduled/Executive): Tel: 01202-364252 Fax: 01202-364253. Signature Flight UK Ltd. (Executive): Tel: 01202-583405 Fax: 01202-581579. Bournemouth Handling Ltd: Tel: 01202-590888 Fax: 01202-594471.

EGHH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel 1 mile.
2	Restaurants	Cafeteria, Restaurant, Buffet and Bar.
3	Transportation	Limited bus service, Taxis, Nearest railway station, Christchurch 3 nm.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	Terminal Building.
7	Remarks	

EGHH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	As detailed for Category 9.
3	Capability for removal of disabled aircraft	45, 200 kg MTWA. Contact Airport Engineering Tel: 01202-364190. Fax: 01202-364134.
4	Remarks	**Promulgated CAT A7:** 0630-2130 (Local). During the winter months and periods of reduced activity, RFF category may be downgraded to CAT A6. Scheduled traffic will not be affected. (Please check with Fire Station on 01202-364141 or ATC 01202-364150 for up to date information.) **Categories 8 and 9** available on request and by prior arrangement, minimum 4 hours notice required. Outside of promulgated hours, the RFF category provided will be as required for the specific aircraft type.

EGHH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard, See AD 1.2.2.
3	Remarks	Braking action assessment by Grip Tester. Latest information from ATC, Tel: 01202-364150.

EGHH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON Surface: Concrete and asphalt. PCN 46/F/B/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 16 m. Surface: Asphalt. PCN 46/F/B/X/U Taxiway BRAVO: 23 m. Surface: Asphalt. PCN 46/F/B/X/U Taxiway DELTA: 16 m. Surface: Asphalt. PCN 46/F/B/X/U Taxiway ECHO: 16 m. Surface: Asphalt. PCN 46/F/B/X/U Taxiway GOLF: 16 m. Surface: Asphalt. PCN 46/F/B/X/U Taxiway MIKE: 16 m. Surface: Asphalt. PCN 46/F/B/X/U

EGHH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		Taxiway NOVEMBER: 16 m. Surface: Asphalt. PCN 46/F/B/X/U Taxiway ROMEO: 23 m. Surface: Asphalt. PCN 46/F/B/Y/U Taxiway TANGO: 23 m. Surface: Concrete and asphalt. PCN 46/F/B/X/U Taxiway VICTOR: 16 m. Surface: Asphalt. PCN 46/F/B/X/U Taxiway WHISKEY: 16 m. Surface: Asphalt. PCN 46/F/B/X/U
3	Altimeter checkpoint location and elevation	Apron 34 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Bravo available only at the discretion of the Airport Authority when operationally required for Code D or Code E aircraft movements.

EGHH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Restricted to B767-300 size of aircraft or smaller on apron stands. Unrestricted on remote stands. Stands 1 to 11 are Nose in/Push back stands. Stands 2 and 3 have additional markings for self manoeuvring aircraft up to Jetstream 41 size, under marshalling guidance. Stand 6 is a Tow on/Tow off stand. All stands must be used under marshalling guidance that will provide stop information to pilots. Aircraft may, at times, be required to park off the painted stand guidance lines, to ensure adequate wingtip clearance.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Taxi-holding position, runway designation, runway threshold, runway centre-line, fixed distance markings.**Taxiway light(s):** : Green centre-line lighting on Taxiway A, B, R and Taxiway T. Other taxiways have blue edge lighting. Taxiway W and V have centre-line reflectors only.
3	Stop bars	Red stop bars on holding points A, B1, B2, D1, D2, E, G1, G4, M, N, R and T
4	Remarks	The portion of Taxiway Golf between holding points Golf 2 and Golf 3, is within the instrument strip. Obstacle marking. Three wind direction indicators (1 Illuminated).

EGHH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
26/APPROACH 08/TAKE-OFF	Obstruction Light	504707.72N 0014903.64W	96 ft		No	
26/APPROACH 08/TAKE-OFF	Tree	504646.65N 0014932.97W	138 ft		No	
08/APPROACH 26/TAKE-OFF	Tree	504639.64N 0015212.33W	129 ft		No	
08/APPROACH 26/TAKE-OFF	Pylon	504639.14N 0015231.05W	128 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	505633.09N 0015325.39W	137 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504632.57N 0015338.89W	123 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504632.04N 0015352.83W	132 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504631.69N 0015232.88W	119 ft		No	All Pylons have red obstruction lights

EGHH AD 2.10 AERODROME OBSTACLES (continued)

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
08/APPROACH 26/TAKE-OFF	Pylon	504631.36N 0015410.06W	138 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504629.55N 0015245.60W	135 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504628.55N 0015307.89W	146 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504625.24N 0015255.13W	130 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504623.92N 0015419.38W	149 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504622.92N 0015435.66W	159 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504621.59N 0015259.79W	130 ft		No	All Pylons have red obstruction lights
08/APPROACH 26/TAKE-OFF	Pylon	504617.57N 0015257.67W	102 ft		No	All Pylons have red obstruction lights

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Trees	504903.05N 0014917.32W	236 ft		No	
	Aerial/ATC Tower	504645.23N 0015008.41W	78 ft		Yes	
	Mast	504534.77N 0014756.76W	293 ft		Yes	
	Church	504455.28N 0015138.68W	204 ft		No	
	Buildings	504313.33N 0015117.36W	276 ft		Yes	

EGHH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	BOURNEMOUTH.
10	Additional information (limitation of service, etc.)	METARs not issued between 2350-0620 (Winter); 2250-0520 (Summer).

EGHH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	075.31°	2271 x 46 m	RWY surface: Concrete and asphalt. PCN 46/F/A/X/U	504642.48N 0015107.75W 155 ft	THR 38 ft
26	255.33°	2271 x 46 m	RWY surface: Concrete and asphalt. PCN 46/F/A/X/U	504657.56N 0014936.98W 155 ft	THR 31 ft
26X	255.33°	2271 x 46 m	RWY surface: Concrete and asphalt. PCN 46/F/A/X/U		THR 31 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 08 0.1% down RWY 26 0.1% up		305 x m		Standard for Code 4 RWY	RWY 08
RWY 08 0.1% down RWY 26 0.1% up				Standard for Code 4 RWY	RWY 26 Clear and graded area to the south of 26 threshold does not conform with CAP 168 requirements.
					RWY 26X

EGHH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	2271 m	2576 m	2271 m	1838 m	
26	2026 m	2086 m	2086 m	1970 m	
08	1705 m	2010 m	1705 m		Take-off from intersection with Taxiway M.
26	1781 m	1841 m	1841 m		Take-off from intersection with Taxiway E.
26X	2211 m	2271 m	2211 m	1970 m	See AD 2.20 paragraph 6a.

EGHH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08		HI Elev Green with green wingbars	PAPI/3° 50 ft		Colour coded centre-line HI 15 m	HI Elev bi-directional with LI omni-directional component	Red.	Red.	**Approach Lighting:** Coded centre-line with three crossbars 510 m HI **PAPI dist from THR:** 312 m
26		HI Elev Green with green wingbars	PAPI Left/3° 57 ft	900 M	Colour coded centre-line HI 15 m	HI Elev bi-directional with LI omni-directional component	Red.	Red.	**Approach Lighting:** Coded centre-line with five crossbars 914 m HI Supplementary lights inner 300 m **PAPI dist from THR:** 352 m

EGHH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 504640.70N 0015024.15W
3	TWY edge and centre line lighting	Taxiway: . Edge. Blue edge lights on Taxiways Delta, Echo, Golf, Mike and November. Taxiway: . Centre line. Green centre-line lights on Taxiways Alpha, Bravo, Romeo and Tango.
4	Secondary power supply/switch-over time	Yes. Average 8 seconds.
5	Remarks	During CAT II/III Operations standby generator selected as mains power source. Back-up power supply switch over time of 1 second average.

EGHH AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	As directed by ATC.

EGHH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	**2**	**3**	**4**	**5**	**6**
BOURNEMOUTH CTR 505312N 0014301W - thence clockwise by the arc of a circle radius 8 nm centered on 504648N 0015033W to 504441N 0013824W - 504111N 0015930W - thence clockwise by the arc of a circle radius 8 nm centered on 504648N 0015033W to 505003N 0020205W - 505312N 0014301W	Upper limit: 2000 ft ALT Lower limit: SFC	D	BOURNEMOUTH AP-PROACH English	6000 ft	
BOURNEMOUTH ATZ A circle, 2.5 nm radius centred at 504648N 0015033W on longest notified runway (08/26)	Upper limit: 2000 ft Lower limit: SFC	D	BOURNEMOUTH AP-PROACH English	6000 ft	Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 ft. **Airspace Classification** D/G refer to Section ENR 1.4 for Notifications.

EGHH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	BOURNEMOUTH APPROACH	119.475 MHz DOC 50 nm/12,000 ft.	Winter: 0630-2130 Summer: 0530-2030	ATZ hours H24.
		121.500 MHz Emergency frequency. DOC 25 nm/4,000 ft.	O/R	
TWR	BOURNEMOUTH TOWER	125.600 MHz DOC 25 nm/4,000 ft.	Winter: 0630-2130 Summer: 0530-2030	
		121.500 MHz Emergency frequency. DOC 25 nm/4,000 ft.	O/R	
	BOURNEMOUTH GROUND	121.700 MHz DOC 2 nm/GND.	Winter: 1000-1800 Summer: 0900-1700	
RAD	BOURNEMOUTH RADAR	119.475 MHz DOC 50 nm/12,000 ft.	Winter: 0630-2130 Summer: 0530-2030	
	BOURNEMOUTH DIRECTOR	118.650 MHz Not continuously monitored. DOC 25 nm/10,000 ft.	Winter: 0630-2130 Summer: 0530-2030	
ATIS	BOURNEMOUTH INFORMATION	133.725 MHz DOC 50 nm/20,000 ft.	Winter: 0620-2120 Summer: 0520-2020	
Other	BOURNEMOUTH FIRE	121.600 MHz Non-ATS Frequency. Not continuously monitored.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGHH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS I 1.03°W (2017)	IBMH	110.500 MHz	HO	504700.24N 0014920.86W		RWY 08 ILS is not suitable for coupled approaches below 200 ft.
ILS/GP	IBMH	329.600 MHz	HO	504641.44N 0015050.18W		RWY 08 ILS is not suitable for coupled approaches below 200 ft. Glidepath purturbations may be experienced between 8 nm and 4 nm. 3° ILS Ref Datum Hgt 53 ft. Localizer range is limited to 18 nm± at 10° and 8 nm at ±35° of the localizer centre-line.
NDB (L)	BIA	339.000 kHz	H24	504639.62N 0015032.95W		On AD Range 20 nm.
ILS III 1.03°W (2017)	IBH	110.500 MHz	HO	504638.15N 0015133.75W		RWY 26
ILS/GP	IBH	329.600 MHz	HO	504659.80N 0014952.55W		RWY 26 3° ILS Ref Datum Hgt 51 ft.
DME	IBH	42X 110.500 MHz	HO	504655.73N 0015027.86W	51 ft	On AD. Freq paired with ILS IBMH. Zero range is indicated at threshold of Runway 26 and 0.1

EGHH AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
						NM before crossing threshold of Runway 08
DME	IBMH	42X 110.500 MHz	HO	504655.73N 0015027.86W	51 ft	On AD. Freq paired with ILS IBH. Zero range is indicated at threshold of Runway 26 and 0.1 NM before crossing threshold of Runway 08.

EGHH AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) PPR for all aircraft (see paragraphs b and c).

(i) All flights, except General Aviation and Military flights, are subject to the prior approval of the General Manager, Bournemouth Airport Ltd and prior notification to Airport Coordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850; Fax: +44 (0)161-493 1853; or at all other times to the Airport Duty Manager +44 (0)1202-364170. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/

(b) All visiting commercial and executive aircraft are subject to compulsory handling by either Swissport or Signature Flight UK Ltd (see AD 2.4). Flights intending to operate outside the notified operating hours, are subject to prior approval from the Airport Authority. Operators where possible should provide at least 24 hours notice. Bournemouth Airport is unable to guarantee any requests for the period 0145-0600 (Winter); 0045-0500 (Summer).

(c) All visiting General Aviation aircraft, less than 5000 kg MTOW, are strictly subject to PPR and compulsory handling. Pilots must obtain a PPR reference number prior to arrival from Bournemouth Handling Ltd 01202-590888 and indicate the purpose of the visit and parking requirements. They will be required to leave the pilot's name, address and contact number. Aircraft without a PPR number will not be permitted to land.

(d) Non-radio aircraft are subject to approval by ATC only.

(e) Flight planning facilities for General Aviation aircraft are available at Bournemouth Handling. Flight Plans are not accepted over the telephone.

(f) Pilots must Book-out with Bournemouth Handling or ATC by telephone 01202-364150 prior to departure. Booking-out on RTF is not permitted and pilots may face lengthy delays.

(g) Landing fees are usually invoiced but can be paid either in person or by telephone through Bournemouth Handling Ltd only.

(h) In order to comply with the CAA, HSE and Department for Transport regulations, all persons entering airside areas on foot, are required to wear high visibility clothing. All persons entering the Restricted Zone are required to be escorted at all times.

2 Ground Movement

(a) Entrance to the east and west aprons from Taxiways Alpha and Bravo is restricted to aircraft with a wingspan not exceeding 60 m. Entrance to the east and west aprons via Taxiway Delta or Golf from the north is restricted to aircraft with a wingspan not exceeding 41 m.

(b) The following restrictions apply to the use of taxiways:

Entry to aircraft parking facilities and operating bases that are accessed by use of the spur taxiways, that abut Taxiways Victor and Golf, is limited to aircraft with a wingspan not exceeding 15 m and/or wheelspan not exceeding 4.5 m. All other taxiways with the exception of Taxiways Romeo and Tango are 16 m wide and not suitable for use by aircraft with wheelbase more than 18 m and/or wheelspan of 9 m. Taxiways Romeo and Tango are 23 m wide and suitable for use by most current civil aircraft. Taxiway Bravo is 23 m wide and suitable for aircraft up to category E. (Can only be used at the discretion of the Airport Authority when operationally required). That portion of taxiway between the north end of Taxiway Whiskey and the north end of Taxiway Tango is code B with a width of 19.5 m due to the proximity of the Fire Ground Training Area.

(c) It is prohibited to taxi any aircraft under power on any part of the unlicensed part of the aerodrome on which vehicular traffic is operated on an established road system. The only method of aircraft movement acceptable over roadway systems is by towing with appropriate look outs and lighting safeguards being utilised.

EGHH AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(d) Due to multiplicity of parking areas, pilots of all outbound aircraft are to state their parked position on initial RTF contact with ATC.

(e) Ground Engine running for maintenance/testing is only permitted in accordance with detailed Airport Operational Instructions. All ground running must be booked with ATC (Ext 150) and have the approval of the airport authority. Charges will be in accordance with the current scale of fees and charges airport publication.

(f) Aircraft that require starting by the manual swinging of propellers are only permitted to undertake engine starting as a two person operation. An assistant familiar with manual swinging of propellers must be present in addition to the pilot in command and both persons must carry out the operation in a safe manner.

(g) Compass Swing procedures are permitted at either of the two designated sites only. Requests to carry out a Compass Swing must be approved by ATC. Charges will be in accordance with the current Scale of Fees and Charges Airport Publication.

3 CAT II/III Operations

(a) ATC Low Visibility Procedures will be initiated whenever the IRVR is 1000 m and forecast to deteriorate.

(b) CAT ll/lll procedures apply whenever the IRVR is less than 550 m and/or cloud ceiling is less than 200 ft.

(c) Only one aircraft is permitted to manoeuvre on the ground at any time. ATC will operate a block-to-block taxi clearance. Due to these limitations the arrival rate is not expected to be greater than 6 per hour.

(d) A ‘Follow-Me’ vehicle will escort all arriving and departing aircraft movements between aprons and runway holding points.

(e) The following runway entry/exits will be closed: Alpha, Delta, Echo, Mike and November.

(f) Runway 08 will not be available for landing.

(g) Runway centre-line spacing is 15 m.

(h) Runway 08 departures: All aircraft parked at the main terminal apron will be cleared initially to taxi to B2. Onward clearance will be via Taxiway B or R to enter Runway 08 via B1 or R and backtrack for full length departure.

(i) Aircraft parked at the northside aprons will be cleared to enter Runway 08 via T to backtrack for full length departure.

(j) Runway 26 is available for CAT ll/lll operations when the IRVR is greater than 200 m.

(k) After landing, aircraft up to Code D (B767) parking on the main terminal apron are to vacate Runway 26 at Taxiway Bravo or Taxiway Romeo as directed. Aircraft are to backtrack as required and to report ‘runway vacated’ when clear of B1 or R. Code E aircraft must vacate at Romeo.

(l) All aircraft parking on the northside aprons are to backtrack Runway 26 as required, vacate at Taxiway Tango and report ‘runway vacated’ when clear of T.

(m) Runway 26 departures: Aircraft up to B737/A321, parked at the main terminal apron will be cleared to taxi initially to G4 to hold. Onward clearance will be via Taxiway G to enter Runway 26 by G1. Aircraft larger than B737/A321 will be cleared initially to taxi to B2. Onward clearance will be via Taxiway R to enter Runway 26 via R and backtrack for a full length departure.

(n) Aircraft parked at the northside aprons will be cleared to enter Runway 26 via T to backtrack for a full length departure.

4 Warnings

(a) Three roadways, delineated by white lines, exist between the East and West Apron areas. Pedestrian crossing of the Apron taxi lane is only permitted between the designated points. All pedestrians must wear high visibility clothing. No crossing is permitted when the red stoplights are on.

(b) A roadway delineated by solid white lines exists across the taxiway in the vicinity of FRA/Cobham hangars. These routes are uncontrolled and not visible to ATC. The area is floodlit at night and warning signs are situated at the taxiway edge. Pilots are to exercise particular caution when traversing the area. During Low Visibility Procedures and at night, access is controlled by traffic lights.

(c) Pilots are warned, when landing on Runway 26 in strong southwesterly wind conditions, of the possibility of building induced turbulence and/or windshear.

(d) Tethered passenger carrying balloon, Bournemouth Lower Gardens - 504308N 0015238W. Active daily 1000-2245 (Winter), 0900-2145 (Summer) up to 515 ft amsl.

(e) Hang-gliders and Paragliders are operating within parts of the Bournemouth CTR coastal area, known as area 'Southbourne' (between Sandbanks and Hengistbury Head) and area 'Barton' (between Hengistbury Head and Barton-on-Sea) not above an altitude of 1000 ft (Bournemouth QNH). Activity times are promulgated by ATC.

5 Helicopter Operations

(a) All Helicopters capable of ground taxiing will use the Runway for take-off and landing and the taxiways for taxiing. All other helicopters will hover taxi using the runway and taxiways and alight and depart as directed by ATC. Helicopters must avoid overflying parked aircraft.

EGHH AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(b) Helicopter circuits operate north of Runway 26 and at a height of 700 ft agl.

6 Use of Runways

(a) Use of higher TORA, ASDA and TODA figures for Runway 26, shown at AD 2.13 as Runway 26X, require that traffic lights on the public road immediately to the west of the aerodrome should be illuminated. Aircraft operators or pilots are to ensure that they have notified ATC of their requirements to use the higher declared distances when they request engine start-up clearance. There is a restriction on departures from Runway 26 requiring the higher declared distances between 0730-0900 and 1600-1800 (local) when only three such departures per time period are permitted. Priority during these times will be given to jet powered aircraft.

(b) Runway 08/26 is compatible for use by wide body twin and trijet aircraft. B747 or A340 aircraft may use the runway by prior arrangement only.

7 Training

(a) Circuit Training for non-Bournemouth based operators is only available by prior arrangement with ATC and subject to local traffic. All Turbine powered and all aircraft above 5700 kg MTWA that require visual circuits will need to comply with the Noise Abatement Procedures (AD 2.21) and may be required to be vectored for sequencing purposes.

(b) Any requests for training outside the published Aerodrome Operational Hours are subject to ATC approval.

(c) Due to the large numbers of aircraft using the aerodrome for instrument training, a booking system is in operation. Training periods can be booked by application to ATC. The filing of a flight plan does not constitute a booking to carry out instrument training at the aerodrome. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC so that a new booking may perhaps be made. Pilots should inform ATC of booking cancellations. The Slot tolerance for beacon training is +/- 10 min and pilots should be aware that at peak times, not adhering to the slot may result in delays and/or cancellations. The Flow Management for Instrument Route training within Solent CTA is controlled by Southampton Airport. Bookings for route training are in addition to Instrument Training bookings made at this aerodrome.

EGHH AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

(a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance to the area around the aerodrome.

2 Noise Preferential Routes

(a) The following Noise Preferential Routes shall apply to all turbine powered aircraft and all other aircraft with a MTWA greater than 5700 kg, unless specifically otherwise instructed by ATC, or deviation required for safety reasons.

(i) Take-off Runway 26:

Climb straight ahead to 0.6 DME, then track 270° MAG to 3.1 DME, before commencing any turn. (This also applies to LH and RH Visual Circuits).

(ii) Take-off Runway 08:

(1) Required track between 001° and 079° MAG: Climb straight ahead to 1.0 DME, then track 075° MAG to 5.6 DME before commencing any turn.

(2) Required track between 080° and 259° MAG: Climb straight ahead to 1.0 DME, then track 075° MAG to 4.1 DME before commencing any turn. (This also applies to RH Visual Circuits).

(3) Required track between 260° and 360° MAG: Climb straight ahead to 2.0 DME, to be no lower than 1500 ft QNH before commencing any turn. (This also applies to LH Visual Circuits).

3 Take-off and Climb Procedures (including ‘go-arounds’)

(a) Aircraft Operators shall instigate their aircraft manufacturer 's noise abatement recommended procedures on departure and up to FL 100, or the procedures listed in the following paragraphs:

(i) Take-off Runway 26:

(1) Take-off to 1500 ft QNH;

Power - Normal Take-off;

Speed V2 + 10 kt (+);

Flaps - Set as appropriate.

(2) 1500 ft to 3000 ft QNH;

Power - Reduce to climb thrust;

EGHH AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

Speed V2 + 10 kt (+);

Flaps - Maintain previous setting.

(3) At 3000 ft QNH Retract flaps on schedule and assume normal en-route climb;

(4) Between 3000 ft QNH and FL 100: Maximum climb speed 250 kt unless otherwise instructed.

(ii) Take-off Runway 08:

(1) Take-off to 1500 ft QNH;

Power - Normal Take-off;

Speed V2 + 10 kt (+);

Flaps - Set as appropriate.

(2) 1500 ft to 3000 ft QNH;

Power - Reduce to climb thrust;

Speed V2 + 10 kt (+);

Flaps - Maintain previous setting.

(3) At 3000 ft QNH accelerate and retract flaps/slats on schedule while maintaining a positive rate of climb;

(4) Between 3000 ft QNH and FL100: maximum climb speed 250 kt unless otherwise instructed.

Note: *V2 + 10 kt (+) indicates that V2 + 10 may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.*

Aircraft 'going around' from an approach to either Runway shall not commence any turn until the upwind end of the runway unless otherwise instructed by ATC (for expedition or separation purposes)

4 ILS Approaches

(a) When using the ILS in IMC or VMC, all turbine powered aircraft and all other aircraft with a MTWA of 5700 kg or more, shall not descend below 2000 ft QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from the ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS. Aircraft may be routinely vectored or execute procedural approaches below this level within the SMAA, according to ATC procedures.

(b) All turbine powered aircraft and all other Aircraft with a MTWA greater than 5700 kg making Visual Approaches to Runway 26 shall intercept the final approach track at:
Not less than 3 DME from the north;
Not less than 4.1 DME from the south.
To Runway 08 at:
Not less than 4 DME from either direction.

(c) Between the hours 2200 and 0630 (Local) all aircraft that wish to self position for an ILS or a visual approach shall establish on final approach at no less than 8 DME and not below 2500 ft QNH.

5 Continuous Descent Approaches

(a) Turbine powered aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.

(b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.

(c) To facilitate these techniques aircraft should be flown no faster than 250 kt from the Speed Limiting Points and below FL 100 and 250-210 kt during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.

(d) ATC will provide range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

6 Reverse Thrust

(a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.

EGHH AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

7 Visual Circuit Height

(a) Circuit height for aircraft with a MTWA less than 5700 kg is 1200 ft QNH. For all turbine powered and all other aircraft with a MTWA above 5700 kg, the circuit height is 1500 ft QNH. Aircraft will have to comply with the Noise Preferential Routes and may be required to be vectored for sequencing purposes.

(b) All light propeller driven aircraft with a MTWA of less than 5700 kg, on departure of either runway, shall climb straight ahead to 700 ft QNH, before commencing any other turn unless otherwise instructed by ATC.

(c) Low level circuits are only permitted to the south of the aerodrome and at a height of 700 ft QNH. Maximum two low level circuits per training sortie.

8 Engine Ground Running

(a) Engine ground running (including idle power) is only permitted between Monday to Friday 0800-2030 (local), Saturdays and Public Holidays 0900-1700 (local). No runs on Sundays. All Engine Run Sessions must be approved by the Airport Authority and booked through ATC (ext. 150).

(b) Use of APU shall be limited as much as possible. APU may be used:

(i) 5 minutes after 'On Blocks';

(ii) 30 minutes before Estimated Time of Departure (ETD).

EGHH AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(a) Standard Inbound Routes.

(i) The standard routes for inbound aircraft are shown below; these may be varied, however, at the discretion of ATC (eg to permit straight-in approaches when the situation allows). Aircraft inbound to Bournemouth from airways will be routed on the designated Standard Arrival Routes and positioned for Bournemouth by ATC. The Standard Arrival Routes are shown at AD 2-EGHH-7-1/4.

Approach from	Via	Route
N (FL 80 and below)	Q41	HON - WCO - PEPIS - SAM
NE	L980 L179 L610	TRIPO - TERKO -UMBUR - OCK - PEPIS - SAM TERKO - UMBUR - OCK - PEPIS - SAM NILON - UMBUR - OCK - PEPIS - SAM
NW FL 90 to FL 140 FL 150 and above (B-RNAV)	N859/L151 L151 UL9/L9	KIDLI - DIGUT - CPT - PEPIS - SAM HON - BAMBO - EVSEM - RISIN - NUBRI - PEPIS - SAM KENET - CPT - PEPIS - SAM
S	Q41	THRED - NEDUL
SE (Paris FIR) SE (France UIR) SE (Via DVR)	N20 M8 Y8	KUNAV - ELDAX - NOTGI - GIVUN - RUDMO - MIVLA - SAM SUBIP - ELDAX - NOTGI - GIVUN - RUDMO - MIVLA - SAM DVR - LYD - WAFFU - GWC - SAM
W	—	Direct to NDB(L) BIA

(b) Holding Procedures

(i) Holding patterns are as follows:

Main Stacks	Holding
Bournemouth NDB(L) BIA (Lowest level 3000 ft ALT)	Holding axis 078° MAG turning left at the facility.
NEDUL (Lowest level 4000 ft ALT)	Holding fix SAM VOR/DME 207°/19 nm. Limiting DME SAM D24. Holding axis 027° MAG inbound turning right at the facility.

EGHH AD 2.22 FLIGHT PROCEDURES (continued)

2 Procedures for Outbound Aircraft

(a) The Standard Routes for outbound aircraft are shown below. These routes may be varied at the discretion of ATC (eg to offer more direct routeing when the traffic situation permits). **Pilots must adhere to the Noise Preferential Routes detailed at AD 2.21 before turning onto the specified route.**

Departing to	Runway	Airway Route	Direction of Turn	Route
North or Northwest **(Note 1)**	08	Q41	Left turn	SAM - Q41 - NORRY - WCO
	26	Q41/L9	Right turn	SAM - Q41 - TABEN - KENET
		Q41/UL9		SAM - Q41 - TABEN - KENET
Northeast East or Southeast **(Note 2)**	08	M185	Left turn	SAM - Y8 - GWC - OCK
		N859		SAM - Y8 - GWC
	26	Y803	Right turn	SAM - Y8 - GWC - SFD
		L612		SAM - Y8 - GWC - GWC RDL 131° - BENBO
		L151		SAM - Y8 - GWC - N859 - DRAKE
		M605		SAM - Y8 - GWC - GWC RDL 117° - BOGNA - HARDY
		L9/L10		SAM - Y8 - GWC - SFD - Y803 - DVR **(Note 3)**
		N16/L9/L10		SAM - Y8 - GWC - OTSID - BIG - DVR **(Note 4)**
South	08	Q41	Right turn	THRED - Q41
	26		Left turn	
West	08	FIR	Left turn	
	26		Direct	

Note 1: *FL 310 is the maximum level available for Q41/UL9 departures to destinations in Ireland.*

Note 2: *Aircraft inbound to London Heathrow or Northolt or London Gatwick will be cleared to SAM VOR to hold, with a nominal onward clearance time of SAM +10 minutes, to join OCK 1C STAR or WILLO 2A/ASTRA 1A STAR as appropriate.*

Note 3: *Traffic with a filed cruising level of FL 160-*

Note 4: *Traffic with a filed cruising level of FL 165+*

3 Radio Communications Failure Procedures

(a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.

(b) The routes to be used when leaving the CTR in accordance with the procedures at ENR 1.1 paragraph 3.4 are shown in the table below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Airspace is made.

Position at time of decision	Route
Bournemouth NDB BIA	Track 270°(T)

4 Flights Engaged in Instrument Route Training - Flow Management Requirements

(a) Instrument Route Training may be subject to Air Traffic Flow Management at peak times.

(b) All flights planned to engage in Instrument Route Training either wholly or partially within the Solent CTA must:

(i) File a flight plan; and

(ii) Telephone Bournemouth Approach Control to book a 'Training Slot' within the Solent CTA prior to departure. The telephone number to contact is Bournemouth 01202-364150.

Note: *It should be noted that, normally only one route training detail will be permitted in any 30 minute period.*

(c) Instrument Route Training flights operating from Southampton (EGHI) or Bournemouth (EGHH) must conform to the procedures in paragraph 4 b i and ii. These flights will be allocated a take-off time by Bournemouth Approach. A tolerance of take-off time + 15 minutes will be given to allow for ATC or aircraft operation constraints. Aircraft which fail to become airborne within this tolerance, will be required to obtain a new slot.

(d) Pilots should note that the preferred Instrument Training Routes and optimum flight levels are as follows:

HI 1 NEDUL - THRED - BIA FL 50.

HI 2 BIA - THRED - NEDUL - FL 50.

HI 3 NEDUL - THRED - ASPEN - THRED - BIA FL 60/50.

HI 4 BIA -THRED - ASPEN - THRED - NEDUL - FL 60/50.

EGHH AD 2.22 FLIGHT PROCEDURES (continued)

HI 5 SAM - CPT - SAM FL 80/70

HI 6 EGHH - SAM - BIA FL 50

HI 7 EGHH - SAM - BIA-EGHH FL 50.

HI 8 EGHI - NEDUL - BIA - SAM - EGHI FL50.

HI 9 EGHI - NEDUL - BIA - SAM - EGHH FL 50

5 Visual Reference Points (VRP)

(a) For the benefit of pilots on VFR flights who prefer to determine their position by radio navigation aids, rather than by visual pin-points, suitably defined VRPs for Bournemouth are shown in the following table:

VRP	VOR/NDB	VOR/DME FIX
Beaulieu Disused Aerodrome 504815N 0013014W		SAM 214°/10.9 nm
Hengistbury Head 504243N 0014456W	SAM RDL 227° BIA 139° MAG	SAM 227°/21 nm
Hurst Castle 504229N 0013301W		SAM 208°/16.8 nm
Needles Lighthouse 503945N 0013529W		SAM 209°/19.9 nm
Sandbanks 504100N 0015650W	No suitable VOR/NDB	SAM 235°/28 nm
Stoney Cross (Disused Aerodrome) 505442N 0013925W	SAM RDL 258° BIA 042° MAG	SAM 258°/12 nm
St Catherine's Point 503435N 0011753W		SAM 176°/22.9 nm
Tarrant Rushton (Disused Aerodrome) 505100N 0020442W	SAM RDL 258° BIA 297° MAG	SAM 258°/29 nm

(b) Refer also to VRPs in use at Southampton, EGHI AD 2.22 paragraph 6.

EGHH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGHH AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGHH-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGHH-2-2

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART

AD 2-EGHH-5-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT SAM 2A 1B 1C 1F - ICAO

AD 2-EGHH-7-1

Figure: B-RNAV STAR SAM 1E 1G

AD 2-EGHH-7-2

Figure: RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT SAM 2D - ICAO

AD 2-EGHH-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT NEDUL 1A - ICAO

AD 2-EGHH-7-4

Figure: STANDARD INSTRUMENT ARRIVAL AND RNAV HOLD CODING TABLES SAM 2D, RUDMO HOLD, SAM HOLD

AD 2-EGHH-7-5

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO

AD 2-EGHH-8-1

EGHH AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO

AD 2-EGHH-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 nm RWY 08 - ICAO

AD 2-EGHH-8-3

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO

AD 2-EGHH-8-4

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO

AD 2-EGHH-8-5

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO

AD 2-EGHH-8-6

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 nm RWY 26 - ICAO

AD 2-EGHH-8-7

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO

AD 2-EGHH-8-8

INTENTIONALLY BLANK