

GENERAL

Operational Hours

ATS Hours / AD Operator Hours: 0630-2130±; other times O/R, 24HRs PN.

Airport Information

RFF: CAT 7, CAT 6 on winter and periods of reduced activity. CAT 8, 9 AVBL O/R, 4HR PN.
Fire: "Bournemouth Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.
Fuel: 0630-2130±; other times O/R.
PCN: RWY 08/26: 46/F/A/X/U

Operation

Traffic Notes: PPR for all ACFT.

Transponder Operation

Due to location of the radar antennas, attenuation and possible reflections, there is the potential for SSR false returns to show on the radar display; pilots, north of RWY, should set the transponder to the OFF, GROUND or STDBY position whilst taxiing to the designated HLDG point for departure. After landing, the same procedure should be followed immediately after vacating the RWY.

Low Visibility Procedures

LVP in force when IRVR or VIS is 1000m or CEIL is 300ft and forecast to deteriorate.

CAT II / IIIa OPS apply when IRVR is less than 600m and / or CEIL is less than 200ft. Only RWY 26 is AVBL for CAT II / IIIa OPS.

Follow-me AVBL.

The following entry / exit points CLSD: A, D, E, M and N.

RWY 08 not AVBL for LDG when touchdown IRVR is less than 600m.

RWY 08 DEP: All ACFT parked at the main APN will be cleared initially to taxi to holding point B2. Onward clearance will be via TWY B (for up to code C ACFT) or TWY R (for Code D / E size ACFT) to enter RWY via B1 or R and backtrack for a full length DEP.

ACFT parked at the northside APNs will be cleared to enter RWY 08 via holding point T to backtrack for a full length DEP.

RWY 26 OPS: After LDG, ACFT up to code D parking on the main APN are to vacate the RWY at TWY B or R. ACFT will backtrack as required and report "RWY vacated" at B1 or R. Code E ACFT can only vacate at TWY R.

ACFT up to Code C, parked at the main APN will be cleared to taxi initially to holding point G4 to hold. Onward clearance will be via TWY G to enter RWY 26 via G1. Code D and E ACFT will be cleared to taxi initially to B2. Onward clearance will be via TWY R to enter RWY 26 and backtrack for a full length DEP.

All arriving ACFT parking on the north side APNs are to backtrack RWY 26 as requested, vacate at TWY T and report "RWY vacated" when north of holding point T.

All departing ACFT parked north side will taxi to holding point T in order to backtrack for a full length DEP.

RWY Restriction: B747 or A340 may use AD by prior arrangement only.

TWY Restrictions

TWYs width 16m / 52ft except B, R and T.

TWY B AVBL for ACFT up to code letter E (AVBL only at the discretion of AD authority when required for code D or E ACFT)

TWY between the north end of TWY W and north end of TWY T MAX wingspan 19.5m / 64ft.

All TWYs MAX wheelbase 18m / 59ft or wheelspan 9m / 30ft except TWY R and T.

GENERAL

Taxi/Parking

Follow-me O/R.

Entry to East and West APN from TWY A and B restricted to MAX wingspan 60m / 197ft.

Entry to East and West APN via TWY D or G from North restricted to MAX wingspan 41m / 135ft.

Parking at the West APN: After parking pilots are to wait with their ACFT until transport to the terminal is AVBL. They are also required to book in and out at the Operations Center.

APU: APU may be used 5min after on-block time and 30min before ETD.

Engine Run-up Areas

Engine ground running (including idle power) is only permitted between MON- FRI 0800-2030 \pm , SAT and HOL 0900-1700 \pm . No runs on SUN. All Engine Run Sessions must be approved by the Airport Authority and booked through ATC (01202-364150).

Warnings

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Area near THR liable to become water logged.

Three roadways delineated by white lines exists between East and West APN.

Uncontrolled VFR TFC in vicinity of AD.

Hang-gliders, paragliders and balloon in vicinity of AD.

ARRIVAL

Arrival Procedure

VFR Traffic Pattern

Circuit ALT for ACFT above 5.7t / 12500lbs is 1500ft.

All ACFT will have to comply with the Noise Preferential Routes and may be required to be vectored for sequencing purposes.

Visual APCH

All ACFT with MTOW above 5.7t / 12500lbs making VIS APCH to RWY 26 shall intercept the final APCH track at:

- Not less than 3 DME from the north.
- Not less than 4.1 DME from the south
- RWY 08: Not less than 4 DME from either direction

Reverse: Do not use more than idle reverse if possible.

Non-standard GP intercept position on RWY 08

GP intercepts RWY 08 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 1530m / 5019ft.

Communication

Duration of intended stay must be reported to ATC.

COM Failure: See CRAR and in addition;

Radar vectoring

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 2000ft (or last assigned LVL if higher) to NDB BIA.

Intermediate and final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to BIA NDB.

ARRIVAL**Warnings**

RWY 26: In strong southwesterly wind COND, possibility of building induced TURB and/or windshear.

DEPARTURE**Take-off Minima**

RWY		26	
All ACFT	ft - m/km	0 - 75R	-
RWY		08	
All ACFT	ft - m/km	0 - 125R	-

Communication

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.

State parking PSN on initial contact with ATC.

COM Failure

See CRAR and in addition;

Use following route when leaving CTR: BIA NDB track 270°.

Departure Procedure**Noise Abatement Procedures****Noise Preferential Routes****RWY 26**

- Climb straight ahead to D0.6, then track 270° to D3.1 before commencing any turn. (Applicable to LH and RH Visual Circuits).

RWY 08

- Required track between 001° and 079°: Climb straight ahead to D1.0, then track 075° to D5.6 before commencing any turn.
- Required track between 080° and 260°: Climb straight ahead to D1.0, then track 075° to D4.1 before commencing any turn. (Applicable to RH Visual Circuits).
- Required track between 260° and 360°: Climb straight ahead to D2.0 to be no lower than 1500ft before commencing any turn. (Applicable to LH Visual Circuits).

TKOF and Climb PROCs

RWY 08 and 26: Use ICAO Standard TKOF PROC A.

Between 3000ft and FL100 MAX climb speed 250KT unless otherwise instructed.

RWY 26X

Use of higher TORA, ASDA, TODA figures for RWY 26, shown as RWY 26X on AGC, require that traffic lights on the public road immediately to the west of AD should be illuminated. ACFT operators or pilots are to ensure that they have notified ATC of their requirements to use higher declared distances when they request ENG start-up CLR. There is a restriction on departures from RWY 26 requiring the higher declared distances between 0730-0900† and 1600-1800† when only 3 such departures per time period are permitted. Priority during these times will be given to jet powered ACFT.

DEPARTURE

Procedures for Outbound ACFT

Standard routes are shown below. These routes may be varied at discretion of ATC. Adhere to NAP before turning onto specified route.

Departing to	RWY	AWY Route	Direction of Turn	Route
N or NW	08	Q41	Left turn	SAM-Q41-NORRY
	26	Q41/Q63	Right turn	SAM-Q41-TABEN-KENET
NE, E or SE	08	GWC	Left turn	SAM-Y8-GWC
	26		Right turn	
S	08	Q41	Right turn	THRED-Q41
	26		Left turn	
W	08	FIR	Left turn	-
	26		Direct	

De-Icing

AVBL.

United Kingdom **Bournemouth**

Bournemouth United Kingdom

BOH-EGHH

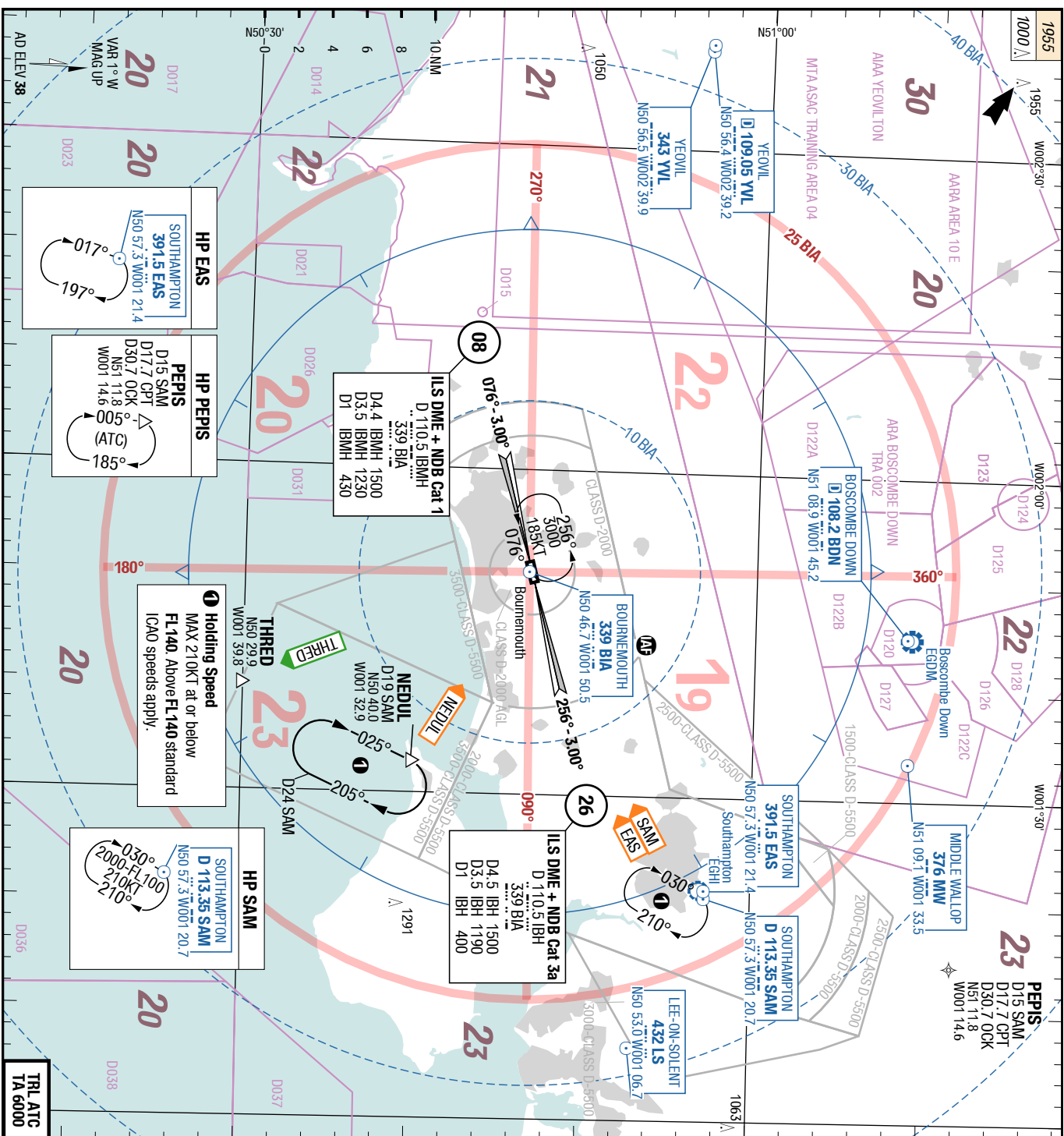
2-10

AGC
AFC

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AFC

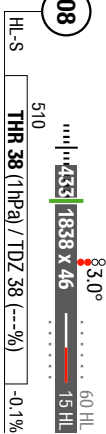
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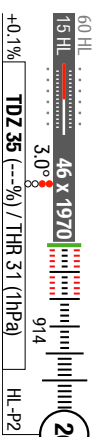
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APP	119.475	0630-2130t
Southampton RAD	122.730	
RAD	119.475	0630-2130t
DIR	118.650	0630-2130t
Solent RAD	120.225	
TWR	125.600	0630-2130t
GND	121.700	1000-1800t

Landing RWY system:

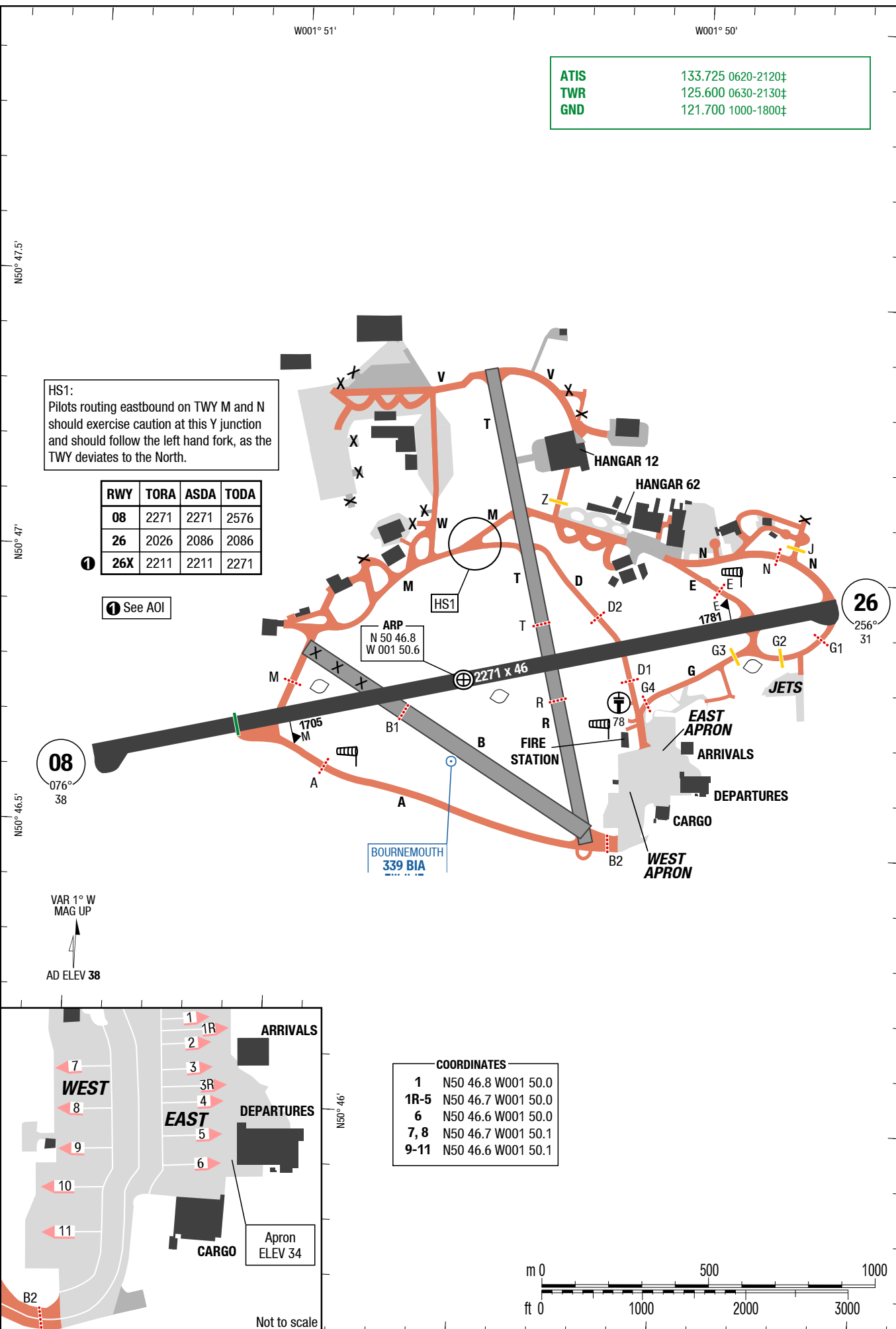
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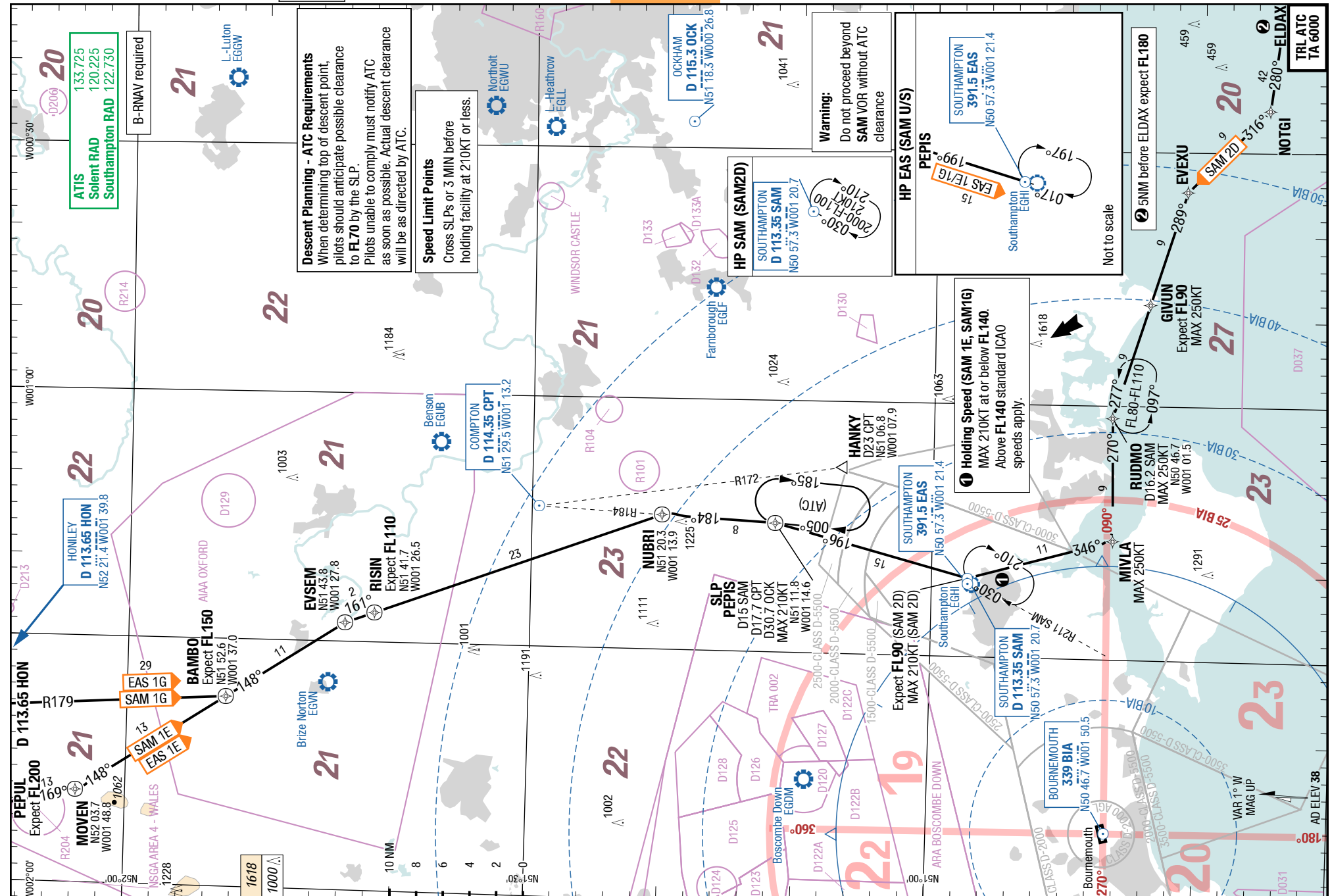


HL-S	THR 38 (1hPa) / TDZ 38 (---%)	-0.1%
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+0.1%	TDZ 35 (---%) / THR 31 (1hPa)	HL-P2
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BOH-EGHH

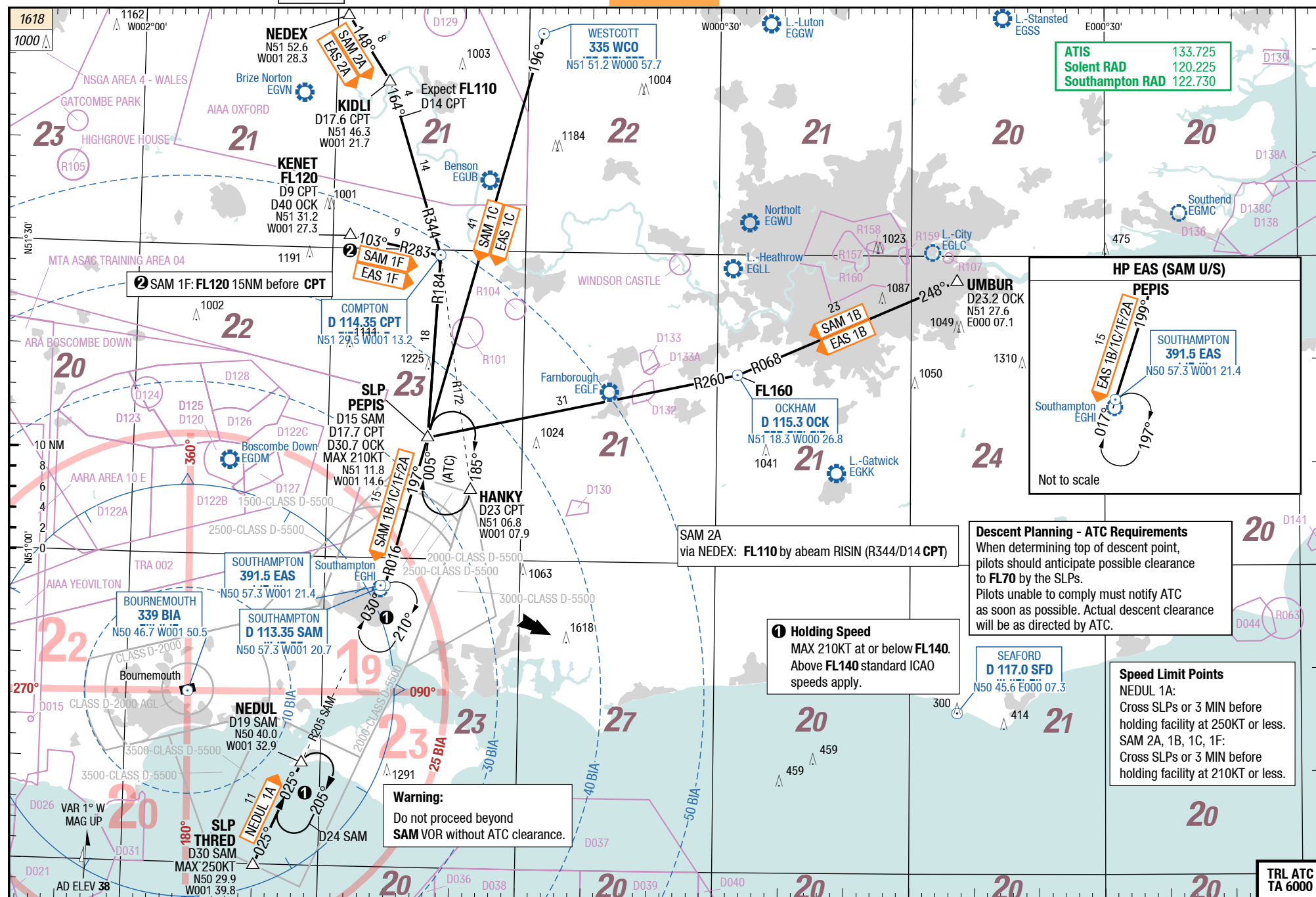
STARs

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6-20



Changes: MGA, OBST, HLDG

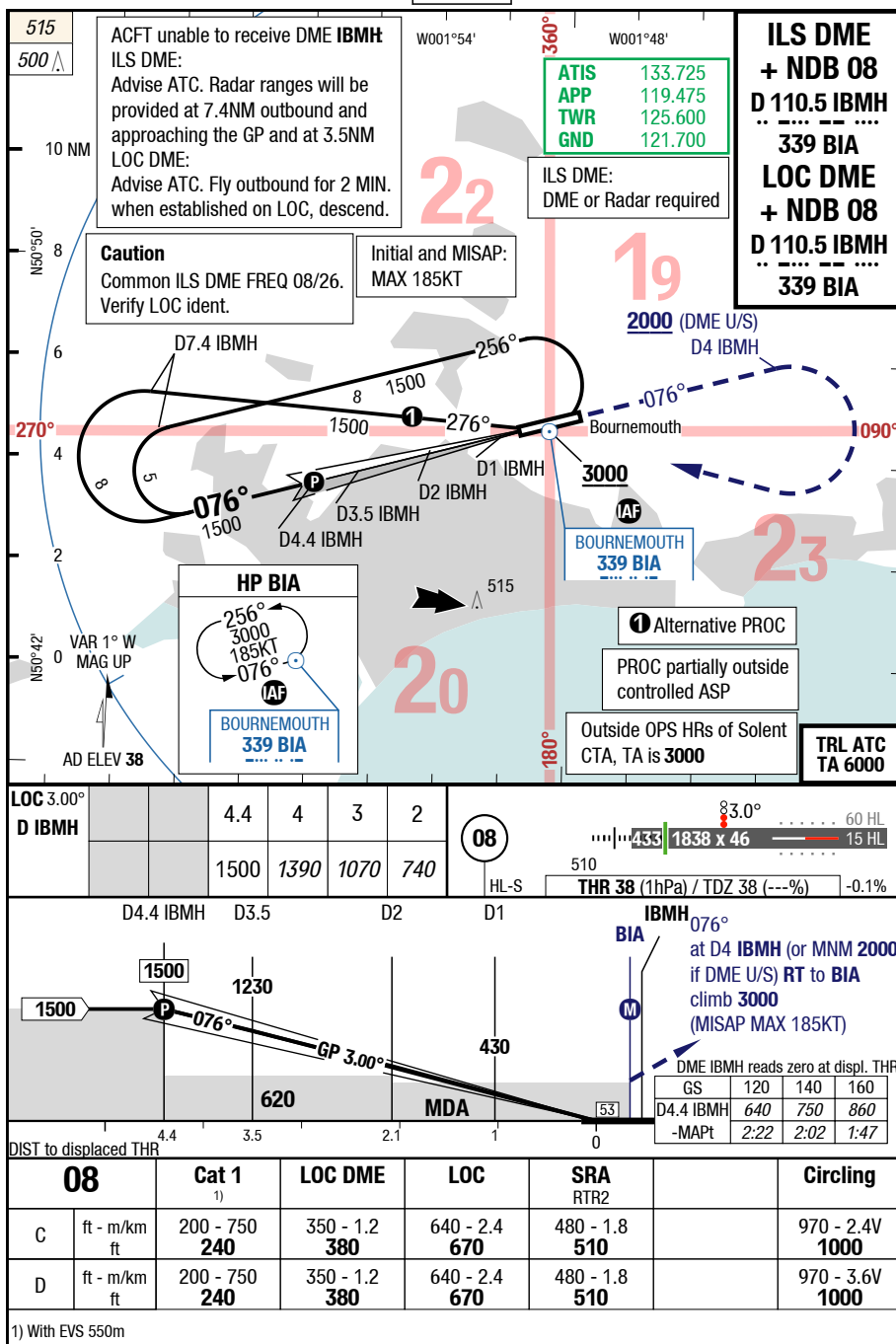
TRL ATC
TA 6000

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BOH-EGHH

7-10

ILS DME + NDB 08 / LOC DME + NDB 08

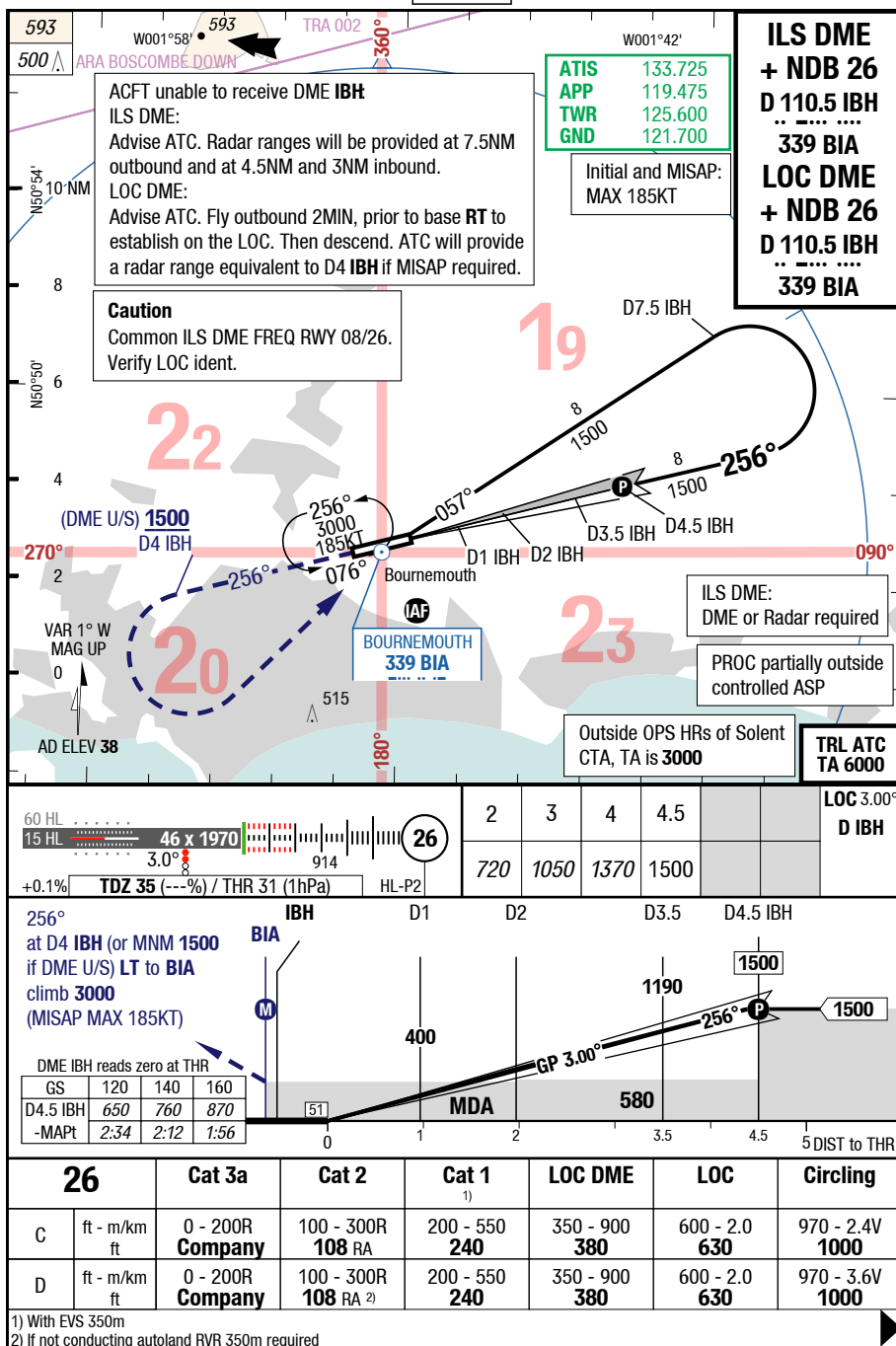


Changes: Completely revised

BOH-EGHH

7-20

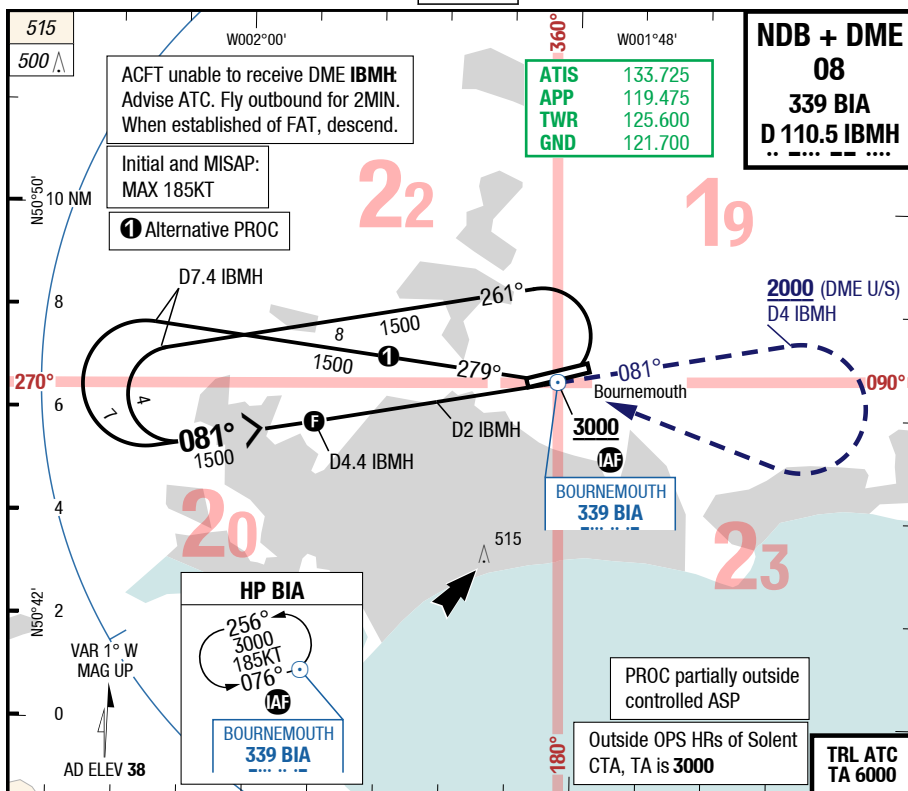
ILS DME + NDB 26 / LOC DME + NDB 26



BOH-EGHH

7-30

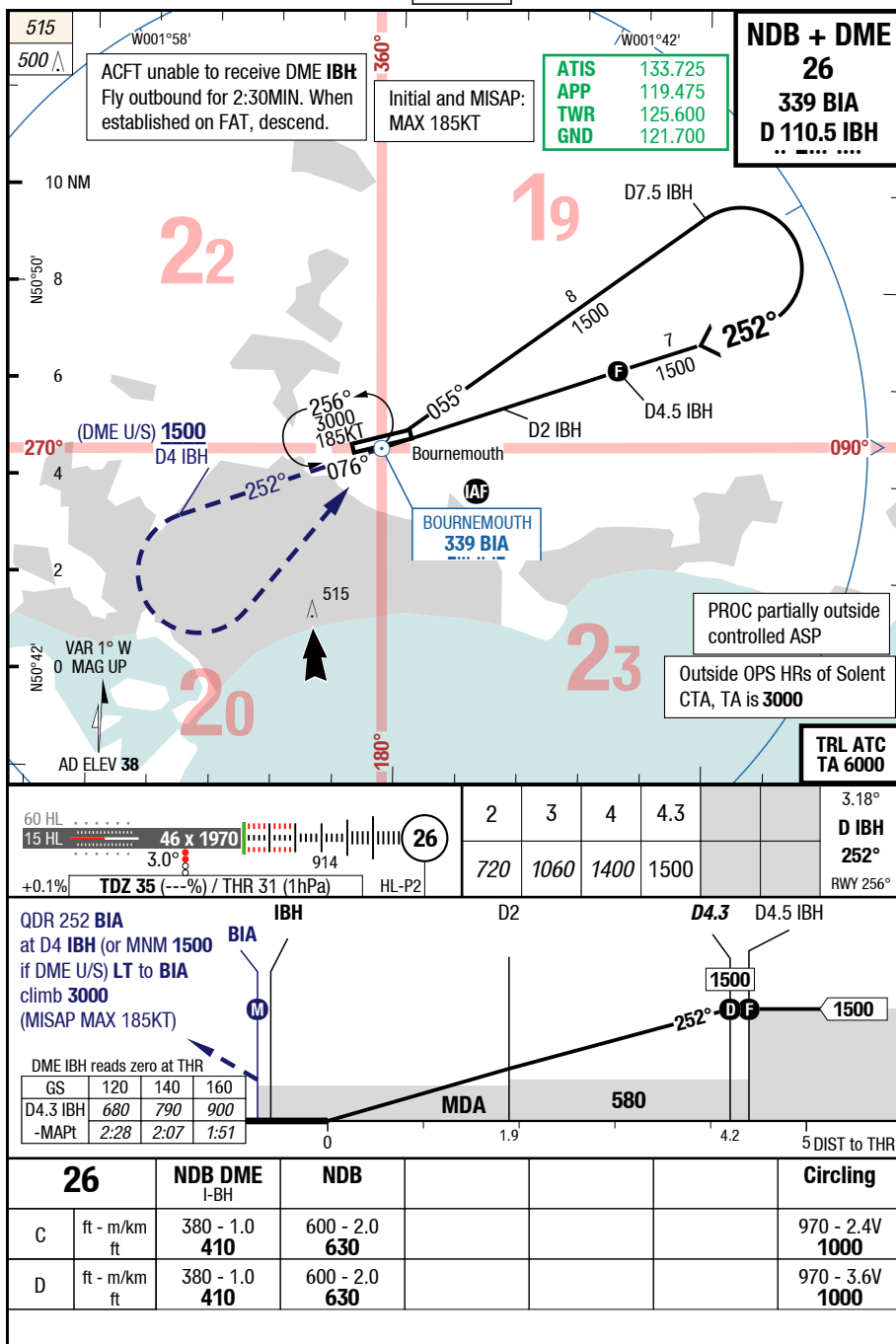
NDB + DME 08

[illegible]

BOH-EGHH

7-40

NDB + DME 26



Changes: Completely revised

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7-50

WxMinima Overflow

26		SRA RTR2					
C	ft - m/km ft	550 - 1.8 580					
D	ft - m/km ft	550 - 1.8 580					

06-SEP-2018
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United Kingdom Bournemouth

NIL
MRC

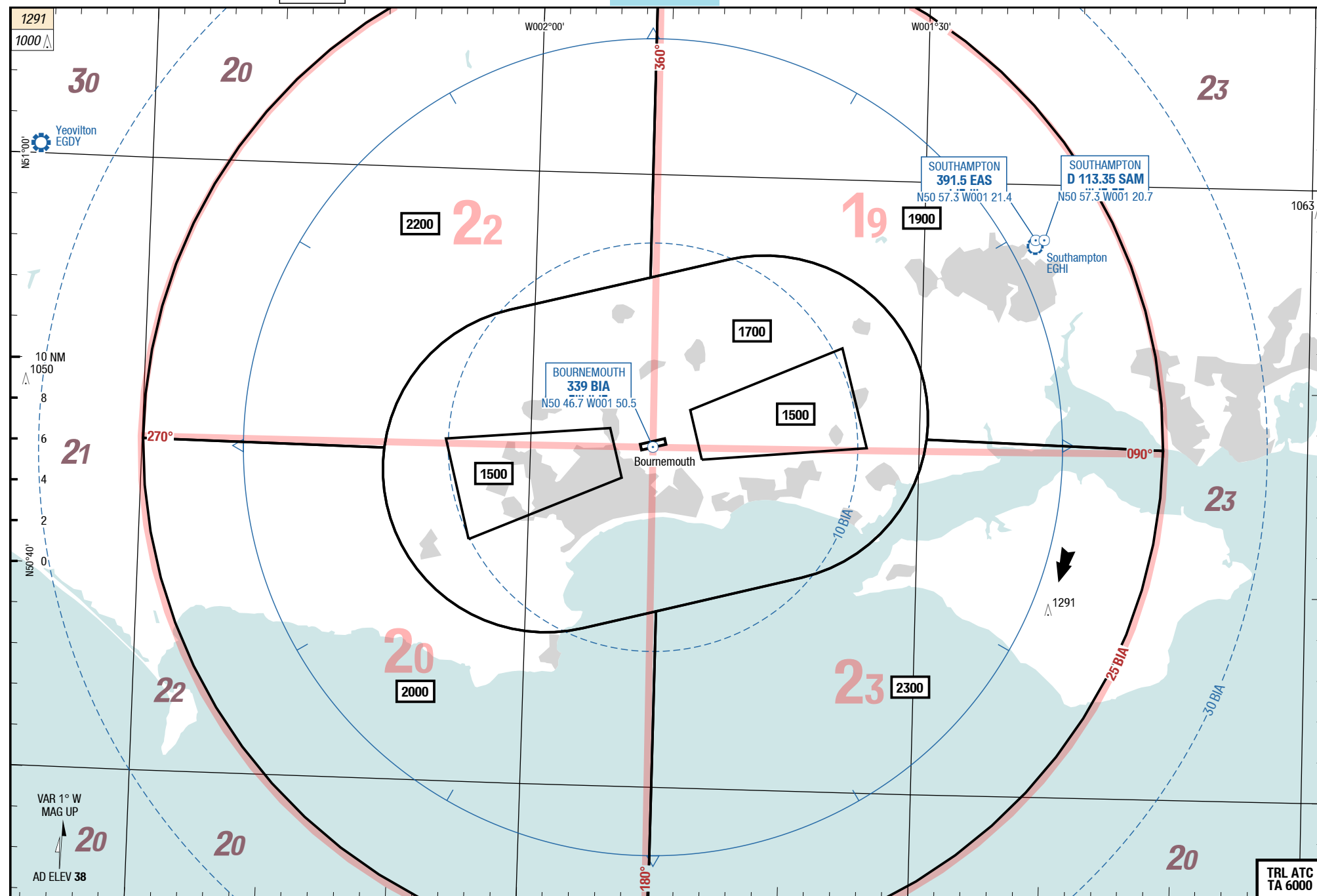
MRC

MRC

Bournemouth United Kingdom

NIL
MRC

8-10



Changes: MGA, OBST