

Circuit Procedures Parachuting in Operation

Fixed Wing Traffic Boscombe Down MATZ inactive (Northerly Circuits)

Arrivals

No overhead Joins*; No straight in approaches*.

All traffic to remain outside the ATZ UNTIL two way RTF communication is established with Old Sarum Radio on 123.200 Mhz.

Runway 24RH: A/C to join downwind at circuit height.

Runway 06LH: A/C to join on Base leg at circuit height.

* *Overhead joins* may be requested only when 2-way A/G communication established and will be permissible only when parachuting is not actively in progress.

* *Straight in approaches to 06 only*, may be requested subject to circuit traffic.

Missed Approaches

All missed approaches to be flown to the north of the runway, remaining south of the Portway to avoid the parachute DZ and deconflict from downwind traffic. All missed approach traffic shall report 'turning crosswind'. If the missed approach was due to departing traffic, the departing traffic shall maintain runway heading until the aircraft going around reports 'crosswind'.

No orbits permitted in the circuit, either extend downwind, if appropriate, or go-around.

Departures - Departures through the aerodrome overhead are not permitted*.

Not above 1200' QFE (1500' QNH) until outside the ATZ. Climb to 500'QFE (800'QNH) before turning crosswind. A/C to depart the circuit at the end of the Downwind leg not above 1200' QFE (1500'QNH).

Departures through the aerodrome overhead may be requested and will be permissible only when parachuting is not actively in progress.

Fixed Wing Traffic Boscombe Down MATZ Active

Circuits will be to the south of the aerodrome. No glide approaches or practice forced landings will be permitted whilst parachuting is in progress.

Arrivals

Aircraft are to enter the circuit from **abeam** Alderbury VRP at 800' OS QFE, on track to join on extended base leg to the runway in use. Radio contact with Boscombe Down is not required when using this standard procedure. All traffic joining on left base for runway 24LH MUST ensure that its base leg track passes to the east abeam the sewage works situated at lat/long N51° 06' 09.50, W01° 45' 49.85

Departures

Aircraft are to depart the circuit from crosswind on track to abeam Alderbury VRP at 800ft OS QFE Radio contact with Boscombe Down is not required when using this standard departure procedure.

Traffic, **(including microlights)** departing from runway 06RH is to maintain runway heading until abeam the sewage farm as detailed above, before turning crosswind, **irrespective of height reached**. Ensure that the crosswind track passes east abeam the sewage farm.

Missed Approaches

All missed approaches to be flown to the **north** of the runway, (remaining south of the Portway), to avoid the parachute DZ and to de-conflict from low level helicopter route traffic. If the missed approach was due to departing traffic then the aircraft going around shall maintain runway heading until the departing traffic reports crosswind. No orbits permitted in the circuit.

Helicopters

No rotors running in the ATZ whilst canopies are deployed.

Pilots are not to start engines until two way communication with Old Sarum Radio is established on 123.200 Mhz