

# **BOURNEMOUTH VMATS PART 2**

**EGHH**

**REVISION 2023/07 - EFFECTIVE 13 JULY 2023**

## DISTRIBUTION AND SCOPE

This manual is for controllers of Bournemouth Aerodrome and Approach Control positions, containing specific and local procedures relevant to these positions. Controllers must be familiar with controlling procedures in the UK; this manual should be read in conjunction with MATS Part 1 (CAP 493) and guidance on standard UK radiotelephony phraseology, detailed in CAP 413.

## EXCLUSION OF LIABILITY

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## ACKNOWLEDGEMENTS

This document has been written and proofread by a huge wealth of people, without which the development of this document would not have been possible. On behalf of all VATSIM UK's members, this acts as an acknowledgement and thanks for their work.

## DEFINITIONS

The key words "SHALL", "IS TO", "ARE TO", "MUST", "SHOULD", "MAY" are to be interpreted as described in MATS Part 1 (CAP 493).

## MARKED CHANGES

Changes made since the last release are marked with a black bar, as indicated, in the left-hand margin. They are also described briefly in the table below. **New text is in red.**

## AMENDMENT HISTORY

Revision	Effective Date	Notes
2023/07	13 July 2023	Correction of MSL table and addition of explanatory note ( <a href="#">GEN 1.1.5</a> ); Updated VRP diagram and removal of VRP table ( <a href="#">GEN 1.2.1</a> ); Updated runway declared distances ( <a href="#">ADC 3.4.5</a> ); Addition of information on Apron B ( <a href="#">ADC 3.4.6.3</a> ); Updated standard IFR departure routes ( <a href="#">ADC 3.5.4.1</a> , <a href="#">APC 4.3.1</a> ); Updated hold axes ( <a href="#">APC 4.3.6</a> ); References to 'airways' amended to 'ATS route network' throughout; Minor amendments and formatting corrections throughout
2022/01	27 January 2022	SAM hold inbound course updated ( <a href="#">APC 4.3.6</a> )
2021/05	12 June 2021	Full rewrite

## INTRODUCTION AND STRUCTURE

The Bournemouth virtual Manual of Air Traffic Services (vMATS) Part 2 is complementary to the MATS Part 1 (CAP493). Together, these two documents provide comprehensive instructions and information for Bournemouth ATS staff within VATSIM UK.

This vMATS has been divided into separate sections for ease of reference, each with its own three letter identification code.

This document is divided into sections as follows:

<b>Page Abbreviation</b>	<b>Section</b>
<b>PRE</b>	Preface
<b>GEN</b>	Section 1 - Unit General Operating Procedures
<b>SEP</b>	Section 2 - Local Separation Standards
<b>ADC</b>	Section 3 - Aerodrome Control
<b>APC</b>	Section 4 - Approach Control

## TIME REFERENCES

All time references within this document are Coordinated Universal Time (UTC), or Zulu time, unless otherwise specified.

The UK observes daylight saving time in the summer months (British Summer Time, or BST), so the clocks shift forwards by one (1) hour. In summer therefore, UK local time is one hour ahead of UTC/Zulu time.

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## SECTION 1 UNIT GENERAL OPERATING PROCEDURES

### 1.1 Altimeter Setting Procedures

#### 1.1.1 Departing Aircraft

Departing aircraft shall be given the Bournemouth QNH prior to departure. The QFE will be available on request.

#### 1.1.2 Arriving/Transit Aircraft

Arriving aircraft shall be given the Bournemouth QNH at the appropriate stage of the approach. The QFE will be available on request.

Transit aircraft shall be given the Bournemouth QNH.

#### 1.1.3 QFE Threshold

The threshold QFE for both runways is 1 hPa less than the QNH.

#### 1.1.4 Transition Altitude

The transition altitude is 6000ft inside the Solent CTA.

Outside the Solent CTA, the transition altitude is 3000ft. Traffic outside of controlled airspace operating above 3000ft should therefore be asked to operate with reference to flight levels when above altitude 3000ft.

#### 1.1.5 Transition Level

Within the Solent CTA the transition level and minimum stack level are determined with reference to the Southampton QNH.

Southampton QNH (hPa)	Transition Level (TL)	Minimum Stack Level (MSL)
1050 - 1060	FL60	FL70
1032 - 1049	FL65	FL70
1013 - 1031	FL70	FL70
995 - 1012	FL75	FL80
977 - 994	FL80	FL80
959 - 976	FL85	FL90
940 - 958	FL90	FL90

**Note 1:** The classification of 1013 hPa as 'high pressure' in the above table differs from MATS Part 1.

**Note 2:** To protect against inadvertent descent to an altitude, the **MSL shall never be lower than FL70** even during periods of 'very high pressure' where FL60 would be separated against 6000 ft.



## 1.1.6 Altimeter Setting Region

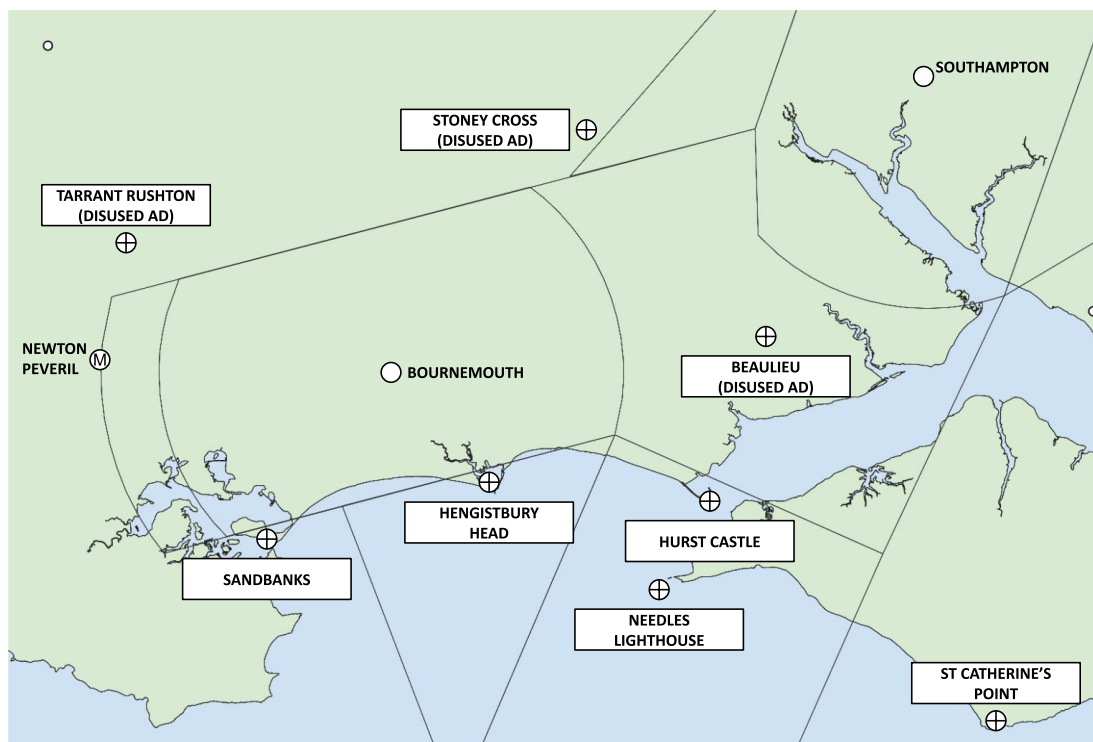
Bournemouth is located within the Portland ASR. Aircraft operating outside controlled airspace and below the transition altitude should be given the Portland Regional Pressure Setting (RPS). Aircraft operating underneath, or close to, the Solent CTA should remain on the Bournemouth QNH to avoid accidental airspace infringement.

## 1.2 Light Aircraft and Helicopter Procedures

### 1.2.1 Visual Reference Points

The following Visual Reference Points (VRPs) are established for the purpose of VFR/SVFR clearances and position reporting:

*Figure 1  
- Bournemouth Visual Reference Points*



A VFR clearance can also be issued on track to a cardinal point (north, south, east or west).

### 1.2.2 VFR Clearances

#### 1.2.2.1 Departures

VFR departure clearances at Bournemouth may be passed by ADC to aircraft in any direction and shall be “not above altitude 2000ft” and issued an SSR code of 7377.

For traffic wishing to operate above 2000ft a clearance must be sought from APC.

A release is not required for VFR departures except for traffic wishing to depart VFR directly to the east or west and traffic wishing to operate above 2000ft in which case departure approval shall be obtained from APC.

Once airborne, ADC shall inform APC in the following way:

*“INT, AIR, G-CD via Tarrant Rushton”*

**Note:** *The abbreviated callsign may be used provided there is no ambiguity as to the aircraft’s identity.*

Once the aircraft is clear of any conflicting traffic for which ADC is responsible the aircraft will be transferred to APC.

## 1.2.2.2 Arrivals

VFR arrival clearances at Bournemouth will be issued by APC. In the absence of APC, ADC is permitted to issue VFR arrival clearances to aircraft *“not above altitude 2000ft”* with an SSR code of 7377.

Due to the potential for confliction with inbound aircraft VFR from Tarrant Rushton, and aircraft departing Runway 26 following the noise abatement procedure, APC must request approval from ADC for aircraft to route inbound via Tarrant Rushton VFR when on Runway 26 operations.

Once a clearance has been passed to an aircraft, APC shall inform ADC in the following way:  
*“AIR, INT, G-CD via Sandbanks”*

**Note:** *The abbreviated callsign may be used provided there is no ambiguity as to the aircraft’s identity.*

Once the aircraft has reported the airfield in sight, APC shall issue joining instructions for downwind, or base leg, as appropriate and transfer the aircraft to ADC. However, if it is apparent from the situation display that ADC are holding aircraft in the circuit, coordination shall take place prior to the inbound aircraft being given joining instructions.

## 1.2.2.3 Transits

VFR transit clearances at Bournemouth will be issued by APC. In their absence, ADC is permitted to issue VFR transit clearances to aircraft *“not above altitude 2000ft”* with an SSR code of 7377.

APC shall pass the details of transit aircraft to ADC as appropriate.

## 1.2.3 Special VFR Clearances

Special VFR clearances at Bournemouth must be issued by APC as they will assign a discrete SSR code for the purpose of identification. In the absence of APC, ADC is permitted to issue SVFR clearances *“not above altitude 2000ft”* with an SSR code of 7377.

There are no prescribed deemed separations for SVFR at Bournemouth, and therefore, standard separations must apply. For departing aircraft, in the absence of APC, ADC shall ask an SVFR aircraft to report leaving the control zone or ask an IFR aircraft to report passing altitude 2000ft. Once this report has been obtained, a subsequent IFR or SVFR aircraft may be cleared for take-off.

For arriving aircraft, in the absence of APC, ADC shall wait until the preceding IFR or SVFR aircraft has landed before an SVFR aircraft may enter the CTR.

#### **1.2.4 Fanstop/Glide Approach Procedures**

A practice fanstop must be requested and if approved, ATC must ask the aircraft to “*report climbing away*”.

Glide approaches must also be requested, and controllers should consider the tightened approach made by an aircraft conducting a glide approach and its potential impact on other traffic before approving such manoeuvres. Where possible, the runway clearance shall be included in the approval to commence a glide approach, as workload can be high.

#### **1.2.5 Bournemouth Listening Squawk**

The Bournemouth frequency monitoring code (FMC) (listening squawk) is 0011 and shall be selected by aircraft flying in the vicinity of Bournemouth maintaining a listening watch on 119.475 MHz. It does not imply the receipt of an ATC service. Caution should be exercised by controllers as Southampton APC have a similar FMC (7011)

#### **1.2.6 Circuit Procedures**

The standard circuit altitude at Bournemouth is 1200ft QNH. Circuits will not be conducted on the QFE. Traffic operating in the standard visual circuit shall be allocated SSR code 7010.

As far as practicable, circuits should be conducted to the north to avoid overflying the town, however, the circuit direction shall be varied to avoid noise nuisance in any one area.

Aircraft which are subject to noise abatement (detailed in [Section 1.3](#)) must fly the circuit at altitude 1500ft QNH and adhere to the noise preferential routings. Visual circuits flown by such aircraft should always be conducted to the north due to the least severe and shortest noise preferential routings. When APC is online a discrete SSR code shall be requested for such aircraft to facilitate identification.

ADC must inform APC when the circuit becomes, and ceases to become active, and must coordinate with APC when they wish to extend downwind beyond 2 NM.

#### **1.2.7 Local Landing Sites**

There are various landing sites within and near the Bournemouth CTR with which controllers should familiarise themselves. These include helicopter landing sites (HLS) at Bournemouth Hospital, Poole, and West Moors, as well as Newton Peveril microlight airfield and Eyre’s field gliding site. Aircraft operating to/from sites inside the CTR should call APC (or in their absence ADC) for clearance.

#### **1.3 Noise Abatement Procedures**

All turbine, or jet powered aircraft, and all aircraft with a maximum take-off weight of 5700 kg or greater must comply with the noise abatement procedures and preferential routeings contained within this section unless there is an overriding safety reason which necessitates a deviation.

**1.3.1 Departures**

Departure Runway		Noise Preferential Routing
Runway 26		Climb straight ahead to 0.6 DME, then track 270° MAG to 3.1 DME, before commencing any turn.
Runway 08	<b>Required Magnetic Track</b>	
	001°-079°	Climb straight ahead to 1.0 DME, then track 075° MAG to 5.6 DME before commencing any turn.
	080°-259°	Climb straight ahead to 1.0 DME, then track 075° MAG to 4.1 DME before commencing any turn.
	260°-360°	Climb straight ahead to 2.0 DME, to be no lower than 1500ft QNH before commencing any turn.

**1.3.2 Arrivals**

**1.3.2.1 Instrument Approaches**

For instrument approaches, aircraft subject to noise abatement must not be descended below altitude 2000ft until established on the glidepath.

Aircraft which are conducting a go-around after an instrument approach, must not commence any turn until passing 1 DME on the missed approach.

**1.3.2.2 Visual/Self-Positioned Approaches**

For visual and self-positioned approaches aircraft should follow a descent profile which would be achieved by use of the glidepath and should not intercept final approach any closer than the distances prescribed in the table below:

Arrival Runway	From	Noise Restriction
Runway 26	North	Join final at not less than 3 DME
	South	Join final at not less than 4.1 DME
Runway 08	Any direction	Join final at not less than 4 DME

Between 2200-0630 local all aircraft that wish to self-position for an ILS or a visual approach shall establish on final approach at not less than 8 DME and not below 2500ft.

**1.4 All Weather Operations**

**1.4.1 Runway Visual Range**

IRVR is available for both runways and will be included in the METAR when appropriate.

**1.4.2 Low Visibility Procedures**

Low Visibility Procedures (LVP) shall commence when either:

- IRVR or meteorological visibility is less than 1000m and likely to deteriorate.
- Cloud ceiling is less than 300ft and likely to deteriorate.

During LVP extra care should be taken when authorising movements on the ground and APC should consider increasing the spacing between inbound aircraft.

**1.4.3 CAT II/III Procedures**

CAT II/III Procedures shall commence when either:

- IRVR is less than or equal to 600m.
- Cloud ceiling is less than 200ft.

The following runway holding points are closed in CAT II/III procedures:

- Holding Point A
- Holding Point C
- Holding Point D
- Holding Point E
- Holding Point M
- Holding Point N

CAT II/III Holding Points B1, G4, R, and T shall be used for aircraft to access the runway for departure and vacating the runway after landing.

**1.4.3.1 Block System**

During CAT II/III procedures, a block system is established to help ground movements in poor visibility. Only one aircraft movement is permitted in each block at any time. The blocks are detailed in the table below:

Block	Boundaries
Runway	CAT II/III Holding Points (B1, G4, R, T)
Apron	Holding Point G4 to B2
Bravo/Romeo	From Holding Point B2 to R and B1
North Side	North of Holding Point T

**1.4.3.2 Departure Procedures North Side**

All aircraft will be given taxi to Holding Point T and will backtrack either runway for departure.

**1.4.3.3 Departure Procedures South Side (Apron)**

Aircraft will push back on the apron to face north for Runway 26 and south for Runway 08.

For Runway 26, aircraft will be given taxi to Holding Point G4 and then will taxi to G1 and line up from there.

For Runway 08, aircraft will be given taxi to Holding Point B1 and backtrack from there.

For all aircraft larger than B738/A321 size pushback will be given to face south on the apron and the aircraft will be given taxi to Holding Point R and backtrack from there.

Controllers should exercise caution in all cases as the time taken to line up/backtrack from the CAT II/III holding points is significantly longer than at other holding points.

#### **1.4.3.4 Departure Procedures from XLR/Jets**

Aircraft parked on either of these aprons will depart Runway 26 from Holding Points J and G1 and will need to backtrack the full length of Runway 08 from J and G1.

#### **1.4.4 Use of Runways**

Runway 08 has a CAT I ILS and can be used during LVP provided the meteorological visibility is not less than 800m or the IRVR is not less than 550m.

Runway 26 has a CAT IIIb ILS and can be used during LVP and CAT II/III conditions.

#### **1.4.5 Aircraft Priorities During LVP**

Generally, arriving aircraft have priority over departing aircraft. Any departing aircraft must be airborne before an arriving aircraft reaches an 8 NM final. Close coordination is required between ADC and APC to ensure minimum delay to both inbound and outbound aircraft.

#### **1.4.6 Termination of LVP**

LVP may be terminated when either:

- IRVR or meteorological visibility is greater than or equal to 1000m and likely to improve.
- Cloud ceiling is greater than or equal to 300ft and likely to improve.

## SECTION 2 LOCAL SEPARATION STANDARDS

### 2.1 Separation Standards - IFR

Except where described below, standard separation is to be provided as per MATS Part 1, Section 1, Chapter 3.

#### 2.1.1 Horizontal Radar Separation

Bournemouth APC controllers may apply reduced radar separation of 3 NM between aircraft provided that:

- Both aircraft are identified, and
- Both aircraft are within 30 NM of Bournemouth, and
- If greater than 3 NM, the appropriate wake turbulence separation is applied, and
- If applied against an aircraft under the control of another agency, direct voice communication is available between the controllers, and the other agency must also be approved to apply reduced radar separation.

**Note:** AC Worthing, London TC sectors and Southampton APC (within 30 NM of Southampton) are authorised to apply 3 NM radar separation.

#### 2.1.2 Departing Aircraft

Bournemouth has no SIDs, and there are no prescribed tracks to be flown for the standard IFR **ATS route network** departures. Therefore, controllers must ensure separation on departing aircraft by use of headings or levels.

It is the responsibility of APC to pass releases that ensure adequate separation between departing aircraft and other aircraft. This may be achieved by passing a “released time XX” or “released subject [preceding departure] plus X minutes” restriction.

Caution should be exercised when using time-based departure separations when different aircraft either follow, or do not follow noise abatement. Controllers are reminded that 1-minute separation can only be used on departing aircraft, and not between an aircraft performing a go-around and a departing aircraft, or vice versa.

Alternatively, separation based on radar derived information may be applied between aircraft taking-off and a preceding departure or other aircraft in receipt of a surveillance service provided that there is reasonable assurance the departing aircraft will be identified within one mile from the end of the runway and at that time, the required separation will exist. Therefore, departing aircraft may be allocated the same/higher level than a previous departure provided the assigned heading will ensure radar separation from such other traffic (this form of separation must **not** be applied with aircraft on own navigation).

In the absence of an APC or top-down controller, ADC may depart IFR traffic with a 2-minute departure interval, reduced to 1-minute when the initial route immediately diverges by 45° or greater.

**Note:** Aircraft following the noise abatement procedures are not considered to immediately diverge by 45° or greater regardless of the subsequent direction of flight.

## 2.1.3 Deemed Separations

### 2.1.3.1 Holding

Aircraft holding at BIA, NEDUL and SAM/EAS are deemed separated up to and including FL140.

Aircraft holding at the BIA are only contained within controlled airspace up to altitude 5000ft. When holding above this level, they are outside controlled airspace until FL100. The appropriate service must therefore be provided, and be alert for the potential for aircraft routing over controlled airspace via the BIA.

### 2.1.3.2 Deemed Separation for Arriving/Departing Aircraft

Aircraft outbound on a procedural approach are deemed separated from a departing aircraft provided that:

- The inbound aircraft's beacon outbound report is consistent with the track observed on the radar

*And, additionally:*

- Runway 26: The departing aircraft does **not** take up a track of <210° or >310° MAG.
- Runway 08: The departing aircraft does **not** take up a track of <030° or >130° MAG.

## 2.2 Wake Turbulence Separation

Wake turbulence separation is to be provided as per MATS Part 1, Section 1, Chapter 3.

## 2.3 Separation Standards - SVFR

There are no special prescribed separation standards for SVFR aircraft. Standard separations must therefore be applied at all times.



## SECTION 3 AERODROME CONTROL

### 3.1 General

#### 3.1.1 General Responsibilities

Aerodrome Control can be divided into Ground Movement Control (GMC) and Air Control (AIR)

The Ground Movement Controller is responsible for:

- Aircraft on the apron,
- Aircraft on the manoeuvring area except the runway,  
*Note: The portion of taxiway between G3 and G2, as well as N and J is the responsibility of the AIR controller.*
- Coordinating with AIR for aircraft wishing to cross the runway,
- Passing standard IFR and VFR clearances to aircraft,
- Obtaining clearance from APC for aircraft requesting other than standard IFR routes and passing such clearances,
- Transferring aircraft to the AIR controller once clearance has been passed and the aircraft is ready for departure,
- Arranging aircraft taxi in a way which assists the AIR controller with departure order.

The Air Controller is responsible for:

- Control of aircraft in the vicinity of the aerodrome, aircraft taking-off and landing, and aircraft movements on the runway,
- Control of VFR aircraft when transferred from APC while inside the CTR,
- Control of instrument traffic when transferred from APC,
- Coordinating with GMC for aircraft wishing to cross the runway,
- Obtaining a release from APC for all IFR and SVFR aircraft,
- Obtaining approval for VFR departures to the east/west,
- Transferring aircraft to the GMC controller after landing.

*Note: AIR will assume the responsibilities of the GMC controller when the positions are banded.*

#### 3.1.2 Operating Procedures for divided GMC and AIR

After coordination with AIR, the GMC controller is permitted to taxi aircraft across the runway or through the sections of taxiway between G3 and G2, or N and J in accordance with the coordination which has taken place.

**Example:** AIR: "Behind the landing Cessna, cross Runway 08 at C"

GMC: "Behind the landing Cessna, cross Runway 08 at C"

AIR: "Correct"

**Note:** Standard conditional phraseology need not be used between the two controllers, provided there is no ambiguity. The GMC controller should wait until the

*conflicting traffic is clear before clearing the aircraft to cross, rather than using conditional phraseology themselves, to avoid the aircraft accidentally entering the runway before they are permitted.*

### 3.1.3 ADC Coordinator/Assistant

During periods of busy traffic, and during events, an ADC Coordinator/Assistant can be established with the following responsibilities:

- Checking flight plans for errors and issuing re-routes to aircraft,
- Obtaining clearance from APC for aircraft requesting other than standard IFR and VFR routes, and passing such clearances to the ADC controller,
- Obtaining a departure release for IFR aircraft from APC and passing such releases to ADC controller,
- Assisting the ADC controller as requested by ADC.

## 3.2 Selection of Runway in use

In calm, changing or crosswind conditions, in addition to the surface wind, controllers should consider the TAF, 2000ft wind and other operational factors in deciding runway in use.

Runway 26 is the preferred runway for operations, and the runway in use at Bournemouth does not depend on the runway in use at Southampton.

## 3.3 Departure Release Procedure

Prior to departing an IFR or SVFR aircraft ADC shall request a release from APC or the top-down unit in the following order:

1. Bournemouth APC
2. Southampton APC
3. AC Worthing
4. AC South
5. AC South Central
6. AC Bandbox

If none of these controllers are online, Bournemouth ADC shall transfer the aircraft to Unicom once airborne.

## 3.4 Description of Airfield

### 3.4.1 Aerodrome Geographical Information

<b>IATA/ICAO Codes</b>	BOH/EGHH
<b>Aerodrome Reference Point</b>	Lat: 504648N Long: 0015033W
<b>Location</b>	3.5 NM NNE of Bournemouth
<b>Elevation</b>	38 feet
<b>Runway Designator and Length</b>	Runway 26/08 – 2272 m

### 3.4.2 ATC Communication Facilities

#### Aerodrome Control (ADC)

Position	Logon Callsign	Relief	Callsign	Frequency (MHz)
ATIS	EGHH_ATIS	-	Bournemouth Information	133.725
GMC	EGHH_GND	EGHH__GND	Bournemouth Ground	121.700
AIR	EGHH_TWR	EGHH__TWR	Bournemouth Tower	125.600

#### Approach Control (APC)

Position	Logon Callsign	Relief	Callsign	Frequency (MHz)
APC	EGHH_APP	EGHH__APP	Bournemouth Radar	119.475
FIN	EGHH_F_APP	EGHH_F__APP	Bournemouth Director	118.650

*Note: Solent Radar (SOLENT\_APP – 120.225 MHz) provides a top-down service in the absence of Bournemouth APC.*

### 3.4.3 Radio Navigation and Landing Aids

Type	Identifier	Frequency
NDB	BIA	339.0 kHz
ILS (DME) 08	I-BMH	110.50 MHz
ILS (DME) 26	I-BH	110.50 MHz
VOR	SAM	113.350 MHz

### 3.4.4 Taxiway Restrictions

Taxiway	Aircraft Code	Maximum Sized Type
A, C, D, E, G, J, M, N, V, W and Z	Charlie	B737/A320 series
B	Delta	B767/A330 series
T and R	Echo	B747/A340 series

### 3.4.5 Runways

Runway	TORA	TODA	ASDA	LDA
Runway 08	2272	2577	2272	1840
Runway 26	2027	2087	2087	1971

*Note: All distances are in metres.*

### 3.4.5.1 Approved Intersection Departures

The following intersection departures may be used by aircraft with a MTOW of less than 5700 kg.

Runway	Intersection	TODA	ASDA	LDA
Runway 08	M	1705	2010	1705
Runway 26	E	1781	1841	1841

*Note: All distances are in metres.*

## 3.4.6 Stand Allocation and Parking of Aircraft

### 3.4.6.1 Main Apron

There are 13 stands on the main apron at Bournemouth, 1 to 11 as well as 1R, and 3R. All stands are suitable for aircraft up to size B737/A320. Any aircraft A321 size or larger up to B789, must park on stands 1R, then 3R in order. If stands 1R/3R are occupied, aircraft will then be instructed to park on Taxiways R, T, or B.

When stand 1R is in use, stands 1 and 2 are not available, and when stand 3R is in use, stands 3 and 4 are not available.

### 3.4.6.2 Parking of Aircraft larger than B763

When an aircraft larger than B763 is parked on stand 1R, there is not enough room for other aircraft to taxi behind. Therefore, when an aircraft larger than this type is on stand 1R, there is no access to the apron from the north.

### 3.4.6.3 Parking of Aircraft larger than B789

Any aircraft larger than this type is too large for the apron and must park themselves at the top of Taxiway T, or the R/B Junction .

*Note: Apron B was developed in 2022 but is not yet reflected in the majority of sceneries. It is located adjacent to Taxiway B and can accommodate a maximum of two A346/B747 sized aircraft. Aircraft are towed to/from the R/B Junction for/after start-up/shut-down but on VATSIM aircraft may taxi under own power. When Apron B is in use Taxiway B is not available as parked aircraft are not clear of the taxiway centreline.*

### 3.4.6.4 Parking of Other Aircraft

#### 3.4.6.4.1 Business Jets

Business jets should be directed to XLR for parking, located on Apron J. When this apron is full or at the pilot's request, business jets can be sent to one of the following other locations:

Type	Parking
Citation	Technicair
Pilatus	Bournemouth Aviation Services
Embraer/Challenger	Jets

Dassault Falcon	Jetworks
King Air/Global Express/Challenger	Gama
Global Express/Gulfstream	Thurston
Eclipse/Challenger	AV8
King Air/TBM	MCA

#### 3.4.6.4.2 General Aviation and Helicopters

Unless a pilot has a preference, they should be instructed to taxi and park at Bliss Aviation, located at the top of Taxiway W. Other operators who will accept parking of general aviation aircraft are:

- Fast Aviation – located at the north east corner of the airfield.
- Fly with Me – located at the north west corner of the airfield.
- Dynamic/Alto – located on Taxiway N next to CTS, they will usually accept Diamond aircraft.

#### 3.4.6.4.3 Flying Schools and Other Organisations

Four other parking options are available but should be reserved for aircraft belonging to these organisations which are:

- NPAS – National Police Air Service: A police helicopter of type EC135 is based at Bournemouth with the callsign UKP10. This, and other visiting police helicopters may park on the NPAS apron.
- BCFT – Bournemouth Commercial Flight Training have a small fleet of P28A and BE76 aircraft which use the callsign BLD - *“Blackadder”*. These aircraft can park at BCFT on the apron.
- L3 Harris, CTS – A training organisation with a large fleet of DA40 and DA42 type aircraft. These aircraft do not use a callsign but are permitted to park on the *“spectacles”* north and south of Taxiway N outside their hangar.
- Draken – A military contractor with a fleet of FA20 aircraft and one DA42 who park on the apron north of Holding Point E. They will use various callsigns including FRA - *“Rushton”*.

### 3.5 Aerodrome Operations

#### 3.5.1 Coordination with APC

ADC must coordinate the following with APC:

- Departing IFR and SVFR aircraft,
- Departing VFR aircraft wishing to leave the CTR to the east/west,
- Unplanned missed approaches,
- Circuit aircraft extending downwind beyond a 2 NM final,
- Circuit aircraft which are subject to noise abatement,
- Congestion in the circuit requiring APC to hold aircraft outside the CTR,
- Spacing on final approach.

APC will coordinate the following with ADC:

- Inbound SVFR aircraft,
- Inbound VFR aircraft routing from Tarrant Rushton during Runway 26 operations,
- Inbound VFR aircraft conducting a straight in approach or joining downwind directly from the east/west,
- Inbound IFR aircraft requesting a visual approach,
- IFR training aircraft including their missed approach instructions,
- Details on transit aircraft which constitute traffic information to ADC.

### 3.5.2 Circuit Procedures

Circuits should not delay normal inbound or outbound flights and if it is too busy, circuit aircraft should be instructed to land and return to the holding point or leave the circuit and route outside controlled airspace to create a gap for other traffic if required.

The circuit clearance is as follows: *“(Callsign), hold position, cleared into the (left/right-hand) circuit VFR, altitude 1200ft (or 1500ft if subject to noise), squawk 7010.”*

#### 3.5.2.1 Helicopter Circuits

Helicopter circuits can be carried out from two locations and the procedures for both are detailed below:

##### 3.5.2.1.1 Helicopter Aiming Point

Usually, circuits will be carried out from the helicopter aiming point on the north of the airfield between Taxiways T and W. Controllers should be aware that this is also the area where inbound and outbound helicopters alight and that appropriate traffic information must be passed to all aircraft involved.

Helicopter circuits will be conducted VFR not above altitude 700ft QNH, and once cleared to lift, will continue to operate negative RT (the aircraft will only be contacted to pass traffic information or other safety related information).

The circuit clearance is as follows: *“Callsign, hold position, circuits approved, VFR, remaining north of runway 26/08, not above altitude 700ft, squawk 7010.”*

If the helicopter squawking 7010 is likely to cause confusion with fixed wing aircraft in the circuit, the helicopter can be instructed to squawk standby.

This area is separated from Runway 26/08 for the purpose of wake turbulence separation.

##### 3.5.2.1.2 Police Helicopter Aiming Point

The grass area to the west of Taxiway M is designated as a FATO (Final Approach and Take-Off) area for use by the police helicopter. For training, the police helicopter will sometimes request to carry out circuits from this area.

Controllers should be aware that this area is not separated from the runway for the purpose of wake turbulence and so if an aircraft of a higher wake turbulence category uses the runway, the police helicopter shall be warned of the wake turbulence spacing on final approach and/or instructed to land and hold on the ground for the appropriate time.

Circuits will be conducted VFR not above altitude 700ft QNH and once cleared to lift, will continue to operate negative RT. (The aircraft will only be contacted to pass traffic information or other safety related information such as wake turbulence cautions).

### 3.5.3 Start-up and Pushback Clearances

On the main apron, aircraft will either be given push-back and start-up to face north or south, depending on the runway in use and whether the northern access to the apron can be used.

Usually, there will only be one aircraft pushing back on the apron at a time, but if there are multiple aircraft requesting pushback there should be at least one stand between the two aircraft and controllers should monitor the pushback. If a controller is unsure whether the aircraft can pushback simultaneously without conflict, the aircraft can be asked, or they can be told to hold position and expect a delay.

Usually, aircraft on the aprons on the north side will only require start-up, and in the event they request pushback onto the taxiway, consideration shall be given to the situation on the ground before approval.

### 3.5.4 Departure Clearances

Departure clearances will be issued by ADC prior to start, except when a non-standard clearance is required from APC, in which case the clearance can be issued during taxi/at the holding point. An aircraft must have a clearance before clearance to enter the runway is given.

#### 3.5.4.1 Standard IFR Departures

There are no SIDs at Bournemouth, but the standard departures for flight joining the **ATS route** system are as follows:

To	Route	Clearance
<b>North</b>	SAM Q41 NORRY	<i>“(Callsign), cleared to (Destination) joining Q41 at SAM, climb to altitude 3000ft, squawk (SSR Code)”</i>
<b>Northwest</b>	SAM Q41 PEPIS Y321 NUBRI N14 HEKXA Q63 or SAM Q41 PEPIS DCT KENET	
<b>Northeast</b>	SAM Y8 GWC DCT OCK	<i>“(Callsign), cleared to (Destination) joining Y8 at SAM, climb to altitude 3000ft, squawk (SSR Code)”</i>
<b>East</b>	SAM Y8 GWC to SFD/BENBO/DRAKE/BOGNA/O TSID	
<b>South</b>	THRED Q41/Z171	<i>“(Callsign), cleared to (Destination) joining (Q41/Z171) at SAM, climb to altitude 3000ft, squawk (SSR Code)”</i>

If an aircraft’s flight plan conforms to one of the above routings, ADC can issue the clearance as above to the aircraft without prior coordination. If the flight planned route does not conform to one of the above, ADC should check if a re-route is possible or request a non-standard clearance from APC.

**3.5.4.2 Non-Standard IFR Departures**

ADC shall request a clearance from APC for any non-standard IFR departure.

In the absence of APC, when a re-route is not possible, an aircraft can be given a clearance as follows:

*“(Callsign), cleared to leave controlled airspace on track (Initial Fix), climb to altitude 3000ft, squawk (SSR Code)”*

**3.5.4.3 IFR Training Flight Departures**

**3.5.4.3.1 Training at the BIA NDB**

Aircraft wishing to depart and route to the BIA for holds and procedural approaches will be given clearance as follows:

*“(Callsign), cleared to the BIA, climb to altitude 3000ft, squawk (SSR Code)”*

ADC shall request this clearance from APC who will allocate an SSR code, but in their absence, may issue the clearance to aircraft as above allocating SSR code 7377.

On departure, unless alternative instructions have been issued by APC, the aircraft shall be told to fly the standard missed approach.

In the absence of APC, aircraft routing to the BIA, shall be told to monitor Unicom, and re-contact ADC once established on an approach.

**3.5.4.3.2 Solent Training Routes**

The Solent training routes consists of three routes which are flown around the Solent CTA for training purposes:

Route	Clearance
<b>THRED NEDUL SAM BIA</b>	<i>“(Callsign), cleared to the BIA via THRED NEDUL SAM, climb to altitude 3000ft, squawk (SSR Code)”</i>
<b>SAM NEDUL THRED BIA</b>	<i>“(Callsign), cleared to the BIA via SAM NEDUL THRED, climb to altitude 3000ft, squawk (SSR Code)”</i>
<b>THRED NEDUL SAM (to then leave controlled airspace)</b>	<i>“(Callsign), cleared to leave controlled airspace to the west of SAM via THRED NEDUL SAM, climb to altitude 3000ft, squawk (SSR Code)”</i>

ADC shall prenote APC and request an SSR code for these flights and may issue the clearance above if the route in the flight plan conforms with the routes above. If the flight plan differs from the routes above, a full clearance must be sought from APC.

In the absence of APC, ADC may issue the above clearances with a squawk of 7377, and if the flight plan route differs from those above, the clearance will be as follows:



*“Callsign, cleared on track (Initial Fix), climb to altitude 3000ft, squawk 7377”.*

### **3.5.5 Departure Releases**

All IFR and SVFR departures require a release from APC, or the unit covering APC top-down as per [Section 3.3](#).

### **3.5.6 Transfer of Departures**

All departures at Bournemouth will be transferred to APC once airborne.

In the absence of Bournemouth APC, the handoff order is as follows:

1. Southampton APC
2. AC Worthing
3. AC South
4. AC South Central
5. AC Bandbox

### **3.5.7 Training Aircraft Missed Approaches**

Training aircraft which are making a planned missed approach will have had missed approach instructions passed to them by APC before commencing the approach. APC will inform ADC of the inbound aircraft and the instructions it has been given before it reaches an 8 NM final.

ADC should be aware that sometimes it is necessary for APC to change these instructions and be prepared to pass new instructions to the aircraft. Except for an overriding safety reason, these instructions shall not be changed by ADC without first coordinating with APC.

### **3.5.8 Unplanned Missed Approaches**

Any unplanned missed approach must be coordinated with APC as soon as possible.

Due to airspace limitations at Bournemouth, ADC are dissuaded from issuing any instructions to aircraft following an unplanned missed approach except when there is an overriding safety reason why an instruction must be given.

In the event that ADC must pass an instruction to an aircraft, coordination with APC shall be affected as soon as possible.

In all other cases, ADC shall instruct an aircraft to follow the standard missed approach.

### **3.5.9 Use of the Aerodrome Traffic Monitor**

An Aerodrome Traffic Monitor (ATM) is available for basic use and the information derived from the ATM may be used by ADC controllers to:

- Determine the landing order, spacing and distance from touchdown of arriving aircraft
- Assist in applying longitudinal separation for departing aircraft
- Enable controllers to confirm that the initial track of departing aircraft conforms with the clearance issued

- Provide information to aircraft on the position of other aircraft in the circuit or carrying out an instrument approach.

## SECTION 4 APPROACH CONTROL

### 4.1 General

#### 4.1.1 General Responsibilities

The general responsibilities for Approach Control are:

- Control of aircraft on the APC frequency,
- Issuing clearances and releases to ADC as appropriate,
- Ensuring inbound aircraft have the correct weather details and aerodrome information,
- Provision of LARS as per the procedures detailed in [Section 4.1.4](#).

Approach Control can be divided into INT (Radar) and FIN (Director).

The FIN controller is responsible for:

- IFR outbound flights,
- IFR inbounds from the **ATS route** system,
- VFR outbounds.

The INT controller is responsible for:

- IFR inbounds from outside controlled airspace,
- VFR inbounds,
- Provision of LARS.

#### 4.1.2 Coordination with ADC

APC must coordinate the following with ADC:

- Inbound SVFR aircraft,
- Inbound VFR aircraft routing from Tarrant Rushton during Runway 26 operations,
- Inbound VFR aircraft conducting a straight in approach or joining downwind directly from the east/west,
- Inbound IFR aircraft requesting a visual approach,
- IFR training aircraft including their missed approach instructions,
- Details on transit aircraft which constitute traffic information to ADC.

ADC will coordinate the following with APC:

- Departing IFR and SVFR aircraft,
- Departing VFR aircraft wishing to leave the CTR to the east/west,
- Unplanned missed approaches,
- Circuit aircraft extending downwind beyond a 2 NM final,
- Circuit aircraft which are subject to noise abatement,
- Congestion in the circuit requiring APC to hold aircraft outside the CTR,
- Spacing on final approach.

**4.1.3 Area of Responsibility**

APC is responsible for aircraft within the Bournemouth CTR, except the ATZ, as well as aircraft within airspace delegated to Bournemouth APC from Solent APC as detailed in [Section 4.2.1](#).

**4.1.4 Lower Airspace Radar Service (LARS)**

Bournemouth APC provides a LARS service to aircraft on 119.475 MHz to a range of 30 NM up to FL100.

Adjacent LARS units include Boscombe, Exeter, Farnborough and Yeovilton.

Aircraft which are in receipt of a Deconfliction Service should have their details passed to another unit and a radar handover should be affected subject to workload.

Aircraft which are in receipt of a Traffic Service should have their details passed to another unit.

Aircraft which are in receipt of a Basic Service do not need to have their details passed.

**4.1.5 Radar Procedures**

All traffic under the control of Bournemouth APC must be identified, the assigned SSR code validated, and Mode C return verified. Bournemouth has the SSR code range 7350 to 7377 to allocate to aircraft, with 7377 being the conspicuity squawk.

Bournemouth APC may apply reduced radar separation of 3 NM in accordance with the conditions set out in [Section 2.1.1](#).

**4.1.6 Terrain Clearance and Minimum Safe Altitude**

The minimum safe altitude for operations at Bournemouth is 2500ft. Controllers may allocate levels below this level in accordance with the ATC Surveillance Minimum Altitude Chart (SMAC) to ensure terrain and obstacle clearance.

**4.1.7 Vectoring for an Instrument Approach**

Aircraft should (as far as practicable) be vectored to remain inside controlled airspace. It is accepted, however, that due to the limited amount of airspace at Bournemouth, it will sometimes be necessary to vector aircraft outside controlled airspace.

If giving aircraft vectors outside controlled airspace, controllers should ensure the aircraft is kept at a level which ensures terrain separation, and that advance warning shall be given to aircraft that they will leave controlled airspace wherever possible, and the appropriate change in service must be applied.

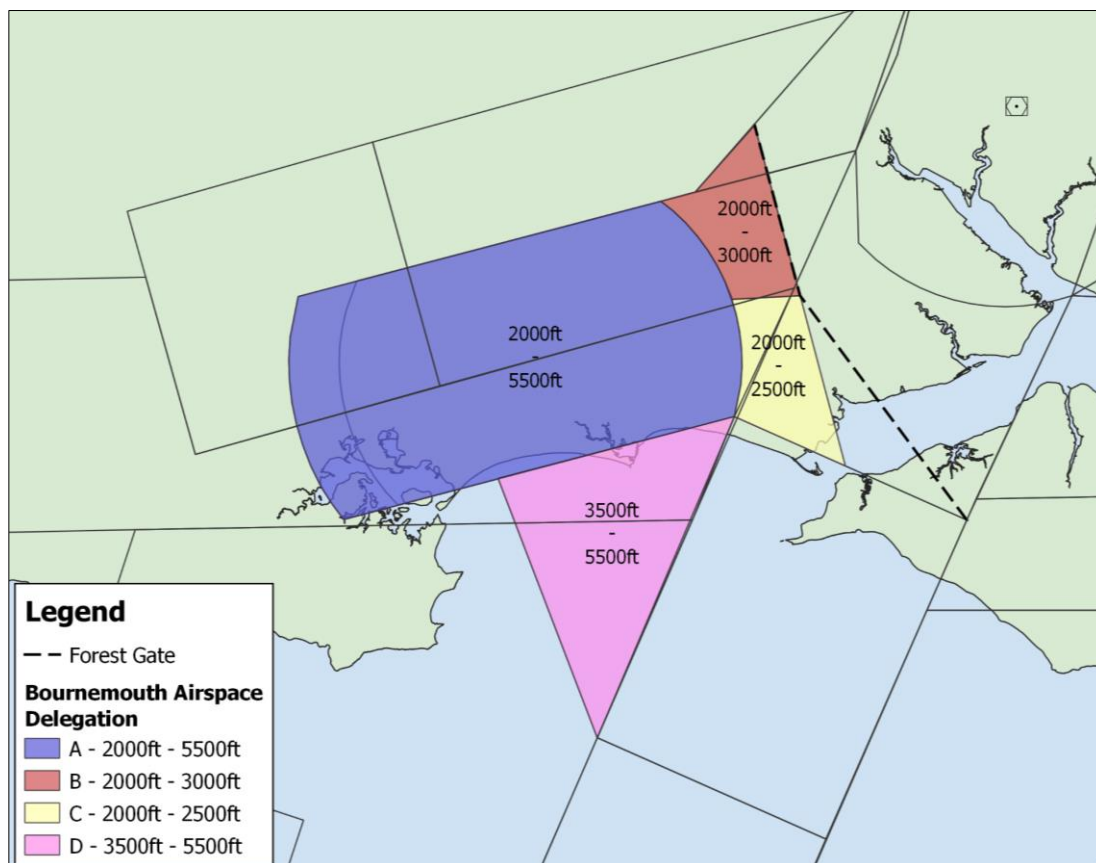
Controllers should endeavour to provide a Deconfliction Service to traffic vectored outside controlled airspace.

## 4.2 Agreements with Southampton APC

### 4.2.1 Delegated Airspace

Southampton APC delegates to Bournemouth APC those portions of the Solent CTA highlighted in Figure 2.

Figure 2 - Bournemouth APC Delegated Airspace



### 4.2.2 Separation Minima

Subject to the conditions in [Section 2.1.1](#), the following radar separation minima can be applied:

- 3 NM between identified aircraft under the control of the same unit.
- 3 NM between identified aircraft under the control of different units, subject to coordination.

**Note:** Aircraft inbound to Bournemouth which are subject to a silent release are deemed coordinated. Additionally, traffic operating outside of delegated airspace under the control of Southampton APC in a manner consistent with the restrictions below is deemed coordinated against traffic operating inside delegated airspace under the control of Bournemouth APC.

- 5 NM between aircraft in all other cases.

Southampton APC shall ensure that traffic under its control maintains either standard vertical separation above, or when this is not achieved 3 NM horizontal separation against the boundaries of Bournemouth APC delegated airspace except that Southampton APC shall be permitted to operate to the eastern boundary of Areas B and C when no radar contacts are observed within 5 NM west of the eastern boundary of Areas B and C without prior coordination.

**4.2.3 Silent Inbound Releases**

Southampton APC shall, unless coordinated otherwise, transfer inbound IFR traffic from the **ATS route** system in accordance with the silent inbound releases described in [Section 4.3.4](#).

**4.2.4 Speed Control**

Unless coordinated, Southampton APC will not apply speed control to Bournemouth traffic.

**4.2.5 Level Allocation**

Southampton APC will provide vertical separation between successive IFR arrivals, descending subsequent inbounds as the agreed level is vacated by the previous inbound. When this is not possible to achieve by the transfer of communication point Southampton APC shall coordinate an alternate course of action.

**4.2.6 Runway 26 Localiser**

Subject to prior agreement with Bournemouth APC, Southampton APC may vector arriving aircraft to establish the Bournemouth Runway 26 localiser but will not instruct an aircraft to descend on the glidepath.

**4.2.7 Cancellation of Silent Releases**

Bournemouth APC is responsible for cancelling silent releases with Southampton APC when they are holding at the BIA at or above 5000ft or when traffic is operating at this level in Area A. In this case, each inbound aircraft will be subject to a full inbound release.

**4.3 Procedures for IFR Traffic**

**4.3.1 Standard Departure Routes**

IFR flights joining the **ATS route** system shall route via the following standard routes:

Departing To	Route
North	SAM Q41 NORRY
Northwest	SAM Q41 PEPIS Y321 NUBRI N14 HEKXA Q63 or SAM Q41 PEPIS DCT KENET
Northeast	SAM Y8 GWC DCT OCK
East	SAM Y8 GWC to SFD/BENBO/DRAKE/BOGNA/OTSID
South	THRED Q41/Z171

### 4.3.2 Departure Release Procedure

For aircraft departing Bournemouth on a standard IFR departure, when requested by ADC, Bournemouth APC shall obtain a release from Southampton APC who will obtain an airway joining clearance from the relevant Area Control sector in accordance with the table below:

Departing To	Airway Joining Clearance From					
North / North West / East	TC SW	TC S	TC	LS	LSC	L
South	LS	LSC	L			

TC SW	- TC South West	LS	- AC South
TC S	- TC South	LSC	- AC South Central
TC	- TC Bandbox	L	- AC Bandbox

The standard agreed level with Area Control is FL100 for all directions of flight and this is passed to Bournemouth APC from Southampton APC in the format “(Callsign), standard (Direction) released, FL100, (Area Control Sector Frequency).”

Southampton APC may request to work Bournemouth outbounds to deconflict against their traffic and, if this is the case, will specify any restrictions including level in the release.

When Southampton APC does not request to work Bournemouth outbounds, Bournemouth APC is responsible for climbing traffic to the agreed level with Area Control. Outbound traffic must achieve 4000ft before crossing the Forest Gate unless otherwise coordinated with Southampton APC.

**Note:** Controllers are reminded that Bournemouth IFR departures may temporarily leave controlled airspace in the climb to join the *ATS route* system and that they should change the service provided to aircraft accordingly. Aircraft must have re-entered controlled airspace **before** transfer to Area Control.

For traffic leaving controlled airspace a release is only required from Bournemouth APC. Traffic on local IFR flights will require coordination with Southampton APC prior to leaving delegated airspace.

### 4.3.3 Standard Arrival Routes (STARs)

STAR	Via	Route	Descent Planning
<b>BUGUP 1S</b>	L8, Y322	BUGUP – RISIN – NUBRI – PEPIS – SAM	FL150 at BUGUP FL110 at RISIN FL90 at SAM
<b>CPT 1S</b>	Q63	CPT – PEPIS – SAM	FL120 15 NM before CPT FL120 at CPT FL90 at SAM
<b>UMBUR 2S</b>	M40	UMBUR – OCK – PEPIS – SAM	FL160 at OCK FL90 at SAM
<b>COWLY 1S</b>	Q41	COWLY – PEPIS – SAM	FL80 at COWLY FL80 at SAM

<b>ELDAX 1S</b>	N20, M8	ELDAX – NOTGI – EVEXU – GIVUN – RUDMO – MIVLA – SAM	FL180 5 NM before ELDAX FL90 at GIVUN FL90 at SAM
<b>THRED 1S</b>	Q41, Y110	THRED – NEDUL	FL70 at THRED FL70 at NEDUL

#### 4.3.4 Inbound Release Procedures

Inbounds routing via the standard arrival routes are transferred by silent release from Southampton APC, which vary in accordance with the Bournemouth runway in use.

Inbounds shall be transferred clean of traffic unknown to Bournemouth APC.

All inbounds transferred by silent release at an altitude will be operating on the Southampton QNH.

##### 4.3.4.1 Runway 26

STAR	Release Point	Contact Point	Procedure
<b>BUGUP 1S</b> <b>CPT 1S</b> <b>UMBUR 2S</b> <b>COWLY 1S</b>	Release for descent abeam SAM	Abeam SAM	Descending to 5000ft on a radar heading towards delegated airspace  <i>Note: Unless coordinated, no left turns until passing Forest Gate</i>
<b>ELDAX 1S</b>	Eastern edge of Q41	Eastern edge of Q41	Descending to 5000ft on a radar heading after MIVLA towards delegated airspace Area D  <i>Note: Unless coordinated, no turns until passing Forest Gate</i>
<b>THRED 1S</b>	THRED	THRED	Descending FL70 routing THRED NEDUL; Southampton APC will have assigned a radar heading to leave NEDUL which tracks into delegated airspace Area C  <i>Note: Unless coordinated, no right turns until within Area C</i>

##### 4.3.4.2 Runway 08

STAR	Release Point	Contact Point	Procedure
<b>BUGUP 1S</b> <b>CPT 1S</b> <b>UMBUR 2S</b> <b>COWLY 1S</b>	Forest Gate	Abeam SAM	Descending to 5000ft on a radar heading towards delegated airspace
<b>ELDAX 1S</b>	Forest Gate	Eastern edge of Q41	Descending to 5000ft on a radar heading after MIVLA towards delegated airspace Area D



THRED 1S	THRED	THRED	Descending FL70 on a radar heading towards NEDUL
			<b>Note:</b> Unless coordinated, aircraft must be turned into Area D by Bournemouth APC before NEDUL

### 4.3.5 BIA Holding Procedures and Procedural Approaches

<b>BIA</b>	
<b>Axis</b>	078°
<b>Direction</b>	LEFT hand
<b>Holding Levels</b>	3000ft-FL90 (6000ft-FL90 outside CAS)
<b>Speed</b>	Maximum 185kts IAS

Although 3000ft is the minimum holding level permitted at the BIA, 4000ft is the lowest level which should be routinely used as departing IFR aircraft will climb to 3000ft initially.

When an aircraft is ready to commence a procedural approach, unless there is no traffic to affect, they shall be told to “*proceed outbound for the ILS approach runway 08, maintain altitude 4000ft until advised*”. The aircraft shall not be permitted to descend below 4000ft until separation can be ensured against departing IFR aircraft.

### 4.3.6 Other Holding Procedures

Aircraft may also be held at SAM and NEDUL in accordance with the following details and subject to coordination with Solent APC.

<b>SAM</b>	
<b>Axis</b>	030°
<b>Direction</b>	RIGHT hand
<b>Holding Levels</b>	2000ft-FL100
<b>Speed</b>	Maximum 210kts IAS

<b>NEDUL</b>	
<b>Axis</b>	024°
<b>Direction</b>	RIGHT hand
<b>Holding Levels</b>	4000ft-FL150
<b>Speed</b>	Maximum 210kts IAS to FL140, 230kts IAS FL150

### 4.3.7 Non-ATS Route Network IFR Arrivals

Aircraft wishing to join controlled airspace should be given a full IFR joining clearance where possible, however, an aircraft may be vectored from outside controlled airspace and given a heading which will bring them into controlled airspace.

## **4.4 Procedures for VFR/SVFR Traffic**

### **4.4.1 VFR Departures**

Bournemouth ADC will transfer VFR departures to Bournemouth APC once clear of any conflicting traffic within the vicinity of the aerodrome. Bournemouth APC shall instruct VFR departures to report leaving controlled airspace and confirm which UK FIS they require outside controlled airspace.

Upon leaving controlled airspace, aircraft should be given either the Portland RPS as prescribed in [Section 1.1.6](#), remain on the Bournemouth QNH, or set standard pressure and adjust to a flight level.

Flights landing at another airport shall be asked to report leaving the frequency, and local flights shall be asked to report ready for re-join.

### **4.4.2 SVFR Departures**

ADC shall obtain a release from APC for all SVFR departures.

APC is responsible for applying standard separation against other IFR and SVFR traffic as per MATS Part 1. There are no deemed separations for SVFR departures at Bournemouth and so typically, either level separation is used or, alternatively, waiting until conflicting traffic has left controlled airspace. SVFR departures are not to hinder or delay IFR flights.

### **4.4.3 VFR Arrivals**

Bournemouth APC will issue VFR arrivals with a clearance not above altitude 2000ft and ask them to report the airfield in sight. Once the aircraft reports the field in sight, APC will issue joining instructions to the appropriate point in the circuit (typically downwind or base leg) and instruct the aircraft to contact ADC.

If congestion is observed in the circuit, APC shall coordinate joining instructions with ADC before transferring the aircraft to ADC.

APC must request approval from ADC for aircraft to route inbound via Tarrant Rushton VFR when operating Runway 26. This is to avoid conflict against departing traffic on the Runway 26 noise preferential routing.

### **4.4.4 SVFR Arrivals**

Bournemouth APC will issue SVFR arrivals with a clearance not above altitude 2000ft and ask them to report the airfield in sight. APC is responsible for applying standard separation against other IFR and SVFR traffic as per MATS Part 1 and must not clear an aircraft to join the CTR until they can ensure this separation.

Controllers should be aware that pilots may not be visual with the airfield until closer than when operating VFR due to the worsened weather that is typically associated with SVFR requests. SVFR arrivals are not to hinder or delay IFR flights.