

Bournemouth International Airport

IATA/ICAO CODE: BOH/EGHH
CITY: Christchurch,
Dorset
COUNTRY: UK

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

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ELEVATION: 38 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
08/26	2271	-	-	46

NOISE ABATEMENT PROCEDURES

See UK AIP for details.

- 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 turbo-jet aircraft and all other public transport Aircraft with a MTWA greater than 5700 kg, unless specifically otherwise instructed by ATC.
 - i. Take-off Runway 26:
 - 1. Climb on runway QDM to 0.6 DME then track 270° MAG. As soon as 3.1 DME and 2000 ft have been attained, execute a turn on track as directed by ATC.
 - ii. Take-off Runway 08:
 - 1. Required track between 001 and 079° MAG: Climb on runway QDM to 1.0 DME then track 075° MAG. As soon as 5.6 DME and 2000 ft have been attained, execute a turn on track as directed by ATC.

2. Required track between 080 and 260° MAG: Climb on runway QDM to 1.0 DME then track 075° MAG. As soon as 4.1 DME, and 2000 ft have been attained, execute a turn on track as directed by ATC.

3. Required track between 260 and 360° MAG: Climb on runway QDM to 1.0 DME, then track 075° MAG. As soon as 2 DME, and 1500 ft have been attained, execute a turn on track as directed by ATC.

3. Take-off and Climb Procedures (including 'go-arounds')

i. Take-off Runway 26:

1. Take-off to 1500 ft QNH;

Power - Normal Take-off

Speed $V_2 + 10$ kt (+);

Flaps - Set as appropriate.

2. 1500 ft to 3000 ft QNH;

Power - Reduce to climb thrust;

Speed $V_2 + 10$ 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 $V_2 + 10$ kt (+);

Flaps - Set as appropriate.

2. 1500 ft to 3000 ft QNH;

Power - Reduce to climb thrust;

Speed $V_2 + 10$ 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: $V_2 + 10$ kt (+) indicates that $V_2 + 10$ 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 turbo - jet and turbo - prop aircraft 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.

b. All turbo-jet 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.

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.

7. Visual Circuit Height

- a. All aircraft (cloud base permitting) shall maintain a circuit height of no less than 1200 ft agl. All turbo jet and all aircraft above 5700 kg MTWA that require visual circuits, would have to follow the normal Radar pattern and positioned for an ILS approach at 2000 ft.
- b. All propeller driven aircraft, on departure of either runway, shall climb on runway QDM to 700 ft AGL before commencing any other turn, unless otherwise instructed by ATC.
- c. No visual circuits or training flights are permitted after 2030 (summer) and 2130 (winter).

CONTINUOUS DESCENT ARRIVAL (CDA)

5. Continuous Descent Approachs

- a. Turbo-jet and turbo-prop 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 FL100 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 regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

AIRPORT CURFEWS

Operational Hours	
Winter	0630-2130

Summer	0530-2030
(and other times by prior arrangement)	

PREFERENTIAL RUNWAYS

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. All jet departures from Runway 08 are to commence from Block 9.
- c. Pilots of jet aircraft with jet efflux close to the surface are to obtain a specific brief from ATC before departure.
- d. 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.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

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).

APU OPERATING RESTRICTIONS

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).

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-

Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

Cirrus portable noise monitoring equipment

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)