

Fixed Wing Procedures

Boscombe Down MATZ Active

Thruxton lies within the Boscombe Down CMATZ. During times when their MATZ is active, the following recommended procedures should be adopted:

Pilots are ultimately responsible to ensure that adequate separation is maintained from other aircraft whilst operating within the ATZ.

JOINING AIRCRAFT: All aircraft should contact Thruxton AGCS to obtain aerodrome information prior to entering the ATZ via a point 1NM north of Andover. ATZ entry should be at 1200ft QFE (or lower if VMC does not permit). Fixed wing circuit height is 800ft QFE

FIXED-WING RUNWAY 25: Right Hand Due to helicopter operations Runway 25 has no 'dead side'

STANDARD JOIN Fly down the RWY 25 centreline at 1200ft QFE, then a right turn should be made inside the crosswind leg, whereby a further descent should be made to 800ft QFE.

FIXED-WING RUNWAY 07: Left Hand Due to helicopter operations Runway 07 has no 'dead side' All aircraft should join on the downwind leg.

FIXED-WING RUNWAYS 30/12: 30 Left Hand 12 Right Hand All aircraft should join from the north-east to conform to noise abatement procedures. A south-westerly heading should be flown to the overhead and aircraft are to join on the early stages of the downwind leg for the respective runway-in-use.

DEPARTURES: All departures should be at 1200ALT (Thruxton QNH) or below if VMC does not permit. Pilots should free-call Boscombe Zone once clear of the Thruxton ATZ, or climb to their intended en route altitude when clear from the Boscombe CMATZ. Due to the vicinity of the Boscombe Down ATZ and their Runway 23 ILS approach, direct westbound departures are not normally permitted

Runway 25: Aircraft should depart on the downwind leg at 1200 QNH (or below if VMC does not permit). Care and consideration should be given to aircraft that are operating within the ATZ at a similar level, and should avoid conflicting with aircraft that are on final, or extended final approach.

Runway 07: Aircraft should maintain runway track and climb to 1200ALT (Thruxton QNH). Pilots should free-call Boscombe Zone once clear from the ATZ, or climb to their intended en route altitude after clearing the Boscombe CMATZ. Runway 30/12: After climb-out, easterly departures are permitted, provided that no potential conflicts occur.

Boscombe Down MATZ Inactive

Joining heights for all aircraft should be at 1,500ft Thruxton QFE (or lower if VMC does not permit) and circuit height 1,000ft Thruxton QFE.

Pilots should be in receipt of aerodrome information prior to entering the Thruxton ATZ

DEPARTURE: No height/altitude restriction. Pilots should continue to climb out of the circuit pattern to their intended en route altitude to minimise noise disturbance within the surrounding area.

NB: Pilots should avoid the Middle Wallop ATZ which lies immediately south of The Thruxton ATZ.

The South-Eastern corner of Danger Area D126 lies within the North-Western portion of the Thruxton ATZ.

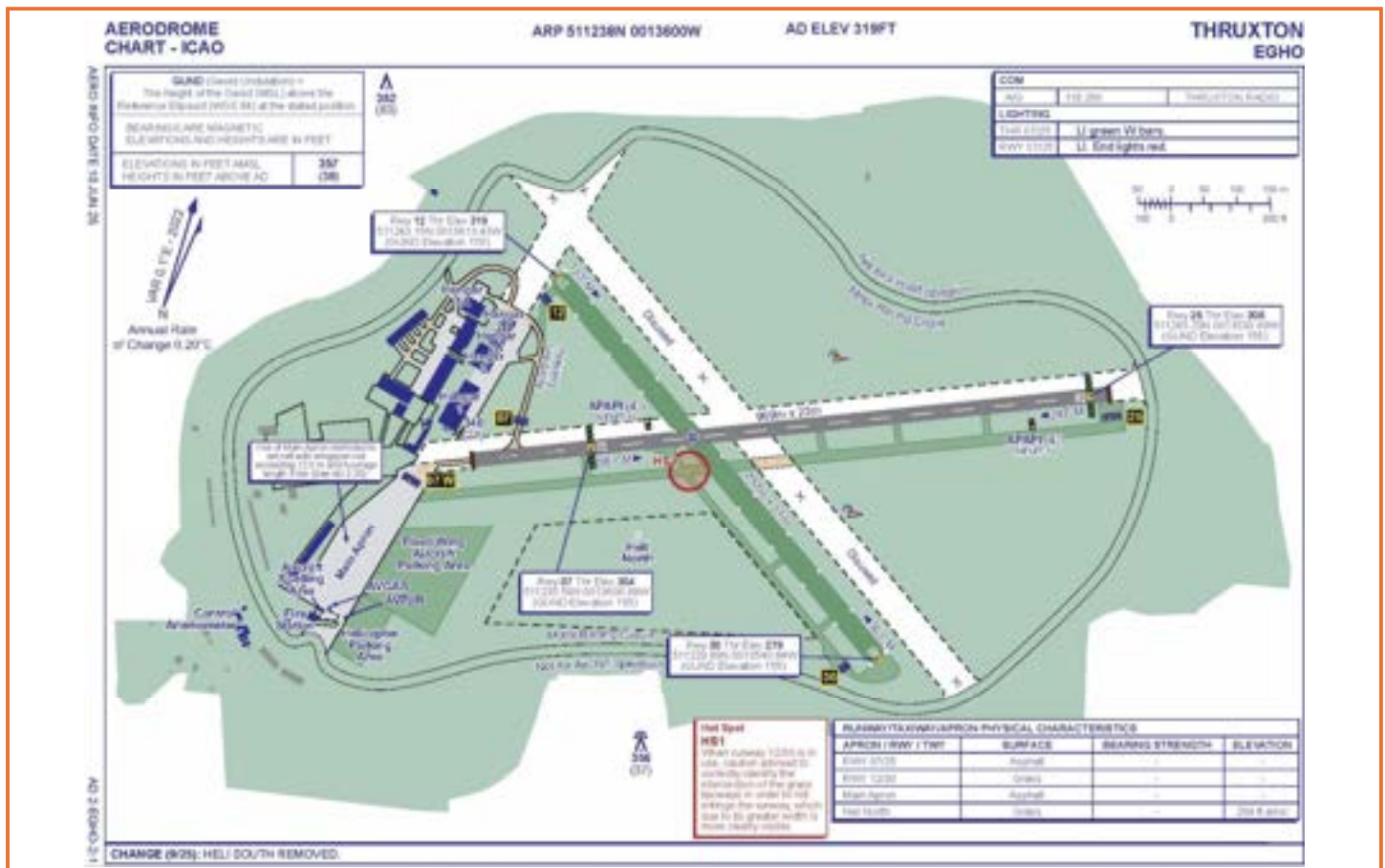
A Letter of Agreement exists whereby Thruxton Traffic may enter this area at a height not below 700 FT above aerodrome level.

On the rare occasion that D126 is notified as being active above 1400 alt, then the area should be avoided.

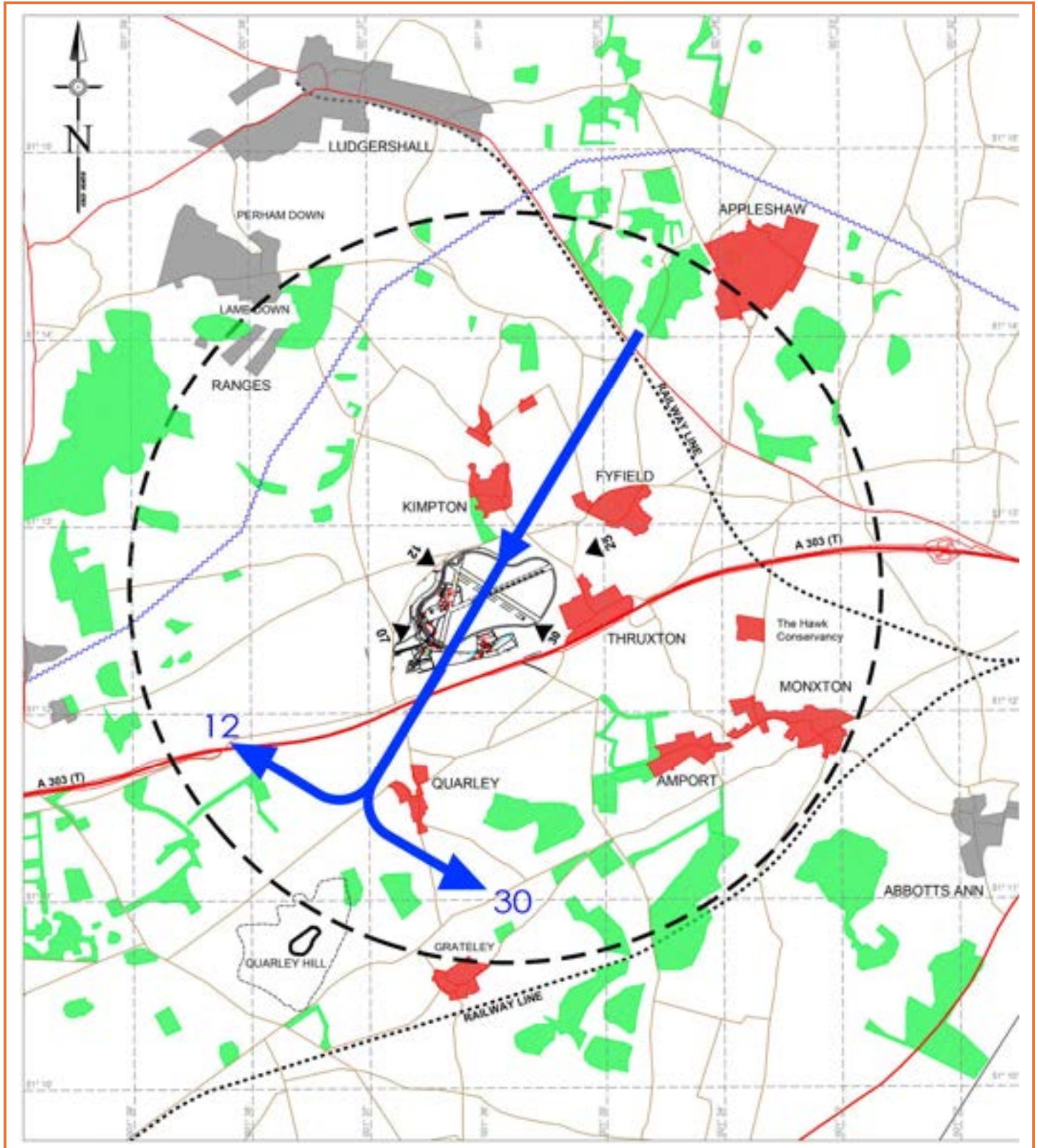
RACE EVENTS

The aerodrome will be closed to fixed-winged aircraft during published motor racing events, whereby a NOTAM will be issued in advance.

ICAO AEORDROME CHART



30/12 FIXED WING JOINING CHART



NOISE ABATEMENT

Please avoid over-flying areas highlighted in RED (excluding the A303 running east/west)

