

19 FEB 26

EGDM AD 2.1 - LOCATION INDICATOR AND NAME

EGDM - BOSCOMBE DOWN

EGDM AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	51 09 11-91N 001 45 03-64W (Centre of Main Instrument Runway).
2	Direction and distance from City:	6nm (Direct Line) NNE of Salisbury
3	Elevation/Reference Temperature:	406-79ft / PS18°C (TDZE-RWY05)
4	Magnetic Variation / Annual Change:	0-06°W (DEC 22) / 0° 12' decreasing
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	MOD (DES) MOD Boscombe Down Salisbury Wiltshire SP4 0JF Mil: 9214807 3246 (ATC), 3052/3899 (Ops). Civ: 01980 66 + Ext No. Mil: 9214807 3225 (Ops) Civ: 01980 663225 (Ops). DESWpnsTEST-BSDOps@mod.gov.uk
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	ATIS 01980 663101

EGDM AD 2.3 - OPERATIONAL HOURS

1	AD:	0830 - 1730 Mon - Thu, 0830 - 1630 Fri.
2	Customs and Immigration:	By arrangement.
3	Health and Sanitation:	By arrangement.
4	AIS Briefing Office:	HO
5	ATS Reporting Office (ARO):	HO
6	MET Briefing Office:	2300 Sun-1700 Fri. Occasional weekends. Closed Public Holidays.
7	ATS:	HO. See UK Civ AIP ENR 1-6 (4.1.5.2 and 4.16) for LARS Timings.
8	Fuelling:	HO
9	Handling:	HO
10	Security:	H24
11	De-Icing:	Nil.
12	Remarks:	PNR for Military ac PPR for all Visiting Aircraft.

EGDM AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Forklift (7 Tonne).
2	Fuel/Oil /HydraulicTypes:	F34 Avtur, F18 Avgas.
3	Fuelling Facilities/Capacity:	4x F34 AVTUR (18000ltr) LCAR Open line and pressure, 1x 2000ltr DERV Trailer.
4	Oxygen:	Gaseous Oxygen.
5	De-Icing Facilities:	Nil.
6	Starting Units:	4x 28v DC Start cart, GPU 3x 90 kVA, 1x 140 Kva.
7	Hangar space for visiting aircraft:	Hangar space available for visiting aircraft with special arrangement made with Engineering Operations at time of PPR/PNR
8	Repair facilities for visiting aircraft:	No repair facilities for visiting aircraft unless special arrangement made with Project Manager.
9	Remarks:	HO other then published require 14-day PPR. 24hrs PPR through Main Operations. 2AEF operate under VFR aerodrome service at weekends.

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EGDM AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Hotels in Amesbury & Salisbury.
2	Medical Facilities:	Emergency Airfield response only.
3	Remarks:	Nil.

EGDM AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	HO. ARFF-ICAO 6 .14-day PPR for OOH or higher ICAO cat.
2	Rescue Equipment:	ARFF-ICAO 6.
3	Capability for removal of disabled aircraft:	Nil.

EGDM AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	Nil.
2	Remarks:	Braking action assessment by Mu-Meter. No snow and ice clearance conducted.

EGDM AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA					
1	Apron surfaces:	Apron	Surface	Strength	
		Main Apron South of Hangar 1 (104)	Concrete	20 R/B/W/T	
		Main Apron South of Hangar 2 (45)	Concrete	60 R/B/W/T	
		Main Apron E/W of Hangar 3 (168)	Concrete	33 R/B/W/T	
		Main Apron South of Hangar 4 (626)	Concrete	60 R/B/W/T	
		Main Apron South of Hangar 5 (499)	Concrete	60 R/C/W/T	
		Apron Hangar 6 (376) - Closed	Concrete/ Asphalt	RW/FW Use at own risk	
		North Apron-Hangar 7 (801)	Concrete	30 R/C/W/T	
		South Apron-Hangar 7 (801) - Closed	Concrete	RW/FW Use at own risk	
		Sloping Ground Pads (Gradient of all three pads are 5, 9, 12 degrees)	Concrete	R/C/W/T	
Arming Up Bay. Engine Running Bay	Concrete	25 R/C/W/T			
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		Alpha	27m	Asphalt	45 R/C/W/T
		Alpha West	27m	Asphalt	45 R/C/W/T
		Bravo W & E	37m	Concrete	40 R/C/W/T
		Charlie	12m	Concrete	20 R/C/W/T
		Delta	12m	Concrete	20 R/C/W/T
		Delta Link	12m	Concrete	40 R/C/W/T
		Echo	18m	Asphalt / Concrete	40 R/C/W/T
		Foxtrot	37m	Asphalt	30 R/C/X/T
		Golf	37m	Asphalt	30 R/C/X/T
		Hotel	27m	Asphalt	30 R/C/X/T
		Hotel Link	27m	Asphalt	30 R/C/W/T
		HTA	27m	Asphalt / Concrete	30 R/C/W/T
		HTA Link	27m	Asphalt	30/R/C/W/T
		Juliet	18m	Asphalt / Concrete	30 R/C/W/T
		Kilo	32m	Asphalt	30 R/C/W/T
Lima	37m	Asphalt	30/R/C/X/T		
November	45m	Asphalt	40 R/C/W/T		
Papa	14m	Concrete	40/R/C/W/T		
3	Altimeter Check Location and Elevation:	Airfield highest point at 406.7ft Rwy 05 TDZE.			
4	VOR Checkpoints: INS Checkpoints:	Nil.			
5	Remarks:	Taxiway BRAVO restricted to aircraft below 50,000kgs between FOXTROT & ALPHA WEST. Aircraft below this weight are to use low power settings when transiting.			

EGDM AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS		
1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Nil. Yellow taxiway markings and parking slot guidance with ground marshallars guidance. Parking slots marked with numbers or letters.
2	Runway & taxiway markings & lighting:	Runway: Designation, Threshold, Centreline, Edge markings, TDZM. Taxiway: Alpha, Alpha-West, B, E, F, G.
3	Stop Bars and runway guard lights:	Nil.
4	Other runway protection measures:	Hold signage - Unlit
5	Remarks:	Unlit Wind Direction Indicators, Unlit Intermediate Runway Distance to go Markers (IRDM) in 1000's of feet.

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EGDM AD 2.10 - AERODROME OBSTACLES

Please refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip.

EGDM AD 2.11 - METEOROLOGICAL INFORMATION

1	Associated MET Office:	Boscombe Down
2	Hours of service: MET Office outside hours:	Normal Flying hours - Mon-Thu 0730-1730L, Fri 0730-1630L Other hours by NOTAM Weekends 0700-0930 to support AEF & TRIALS as required.
3	Office responsible for TAF information: Periods of validity:	Boscombe Down 9 hours
4	Type of landing forecast: Interval of issuance:	METAR/TAF. METAR every 30 mins. TAF Three hourly.
5	Briefing/consultation provided:	HO.
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs Abbreviated plain language text
7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location
8	Supplementary equipment available for providing information:	PC Data display - MOMIDS, MORTy, IVDual Weather
9	ATS units provided with information:	Nil.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Nil.

EGDM AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Runway and stopway	Threshold co-ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
1	2	3	4	5	6
05	050.13°	3205 x 45	Asphalt 60 F/C/W/T Concrete 40 R/C/W/T	N51 08 38-68 W001 46 06-92	400-36ft TDZE 406-36ft
23	230.16°	3205 x 45	Asphalt 60 F/C/W/T Concrete 60 R/C/W/T	N51 09 43-09 W001 44 04-22	378-12ft TDZE 380-81ft
05N	050.13°	766 x 36	Asphalt 30 R/C/W/T	N51 09 02-23 W001 45 32-95	395-77ft TDZE 400ft
23N	230.13°	766 x 36	Asphalt 30 R/C/W/T	N51 09 18-12 W001 45 02-71	381-23ft TDZE 396ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
7	8	9	10	11	12
05 - 0-21%D	23 x 90	150 x 36	3265 x 300	-	115 x 90
23 - 0-21%U	Nil	150 x 36	3265 x 300	-	Nil
05N	-	-	-	-	-
23N	-	-	-	-	-
05S	-	-	-	-	-
23S	-	-	-	-	-
12	Arresting Systems				
Nil					
13	Remarks				
Legacy Electrical cabinet infrastructure remains within the runway strip Obstacle Limitation Zone (OLZ).					

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EGDM AD 2.13 - DECLARED DISTANCES					
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
05	3182	3218	3182	3182	TORA = Thr 05 to Runway End. TODA = Thr 05 to RESA. LDA = Thr 05 to Thr Runway End. ASDA = Thr 05 to Runway End.
23	3205	3220	3205	3105	Displaced threshold 100m. TORA = Runway End to Thr 05. TODA = Rwy End to RESA. LDA = Thr 23 to Thr 05. ASDA = Runway End to Thr 05.
05N	766	766	766	766	All distances from painted piano keys on the northern taxiway.
23N	766	766	766	766	All distances from painted piano keys on the northern taxiway.

EGDM AD 2.14 - APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length(m) Colour
1	2	3	4	5	6	7	8	9
05	CL5B 3000ft/915m HI	Green HI	PAPI 3° ---- (46ft)	Nil	Nil	Elevated, but flush at intersection White HI Uni, 30m White, LI Omni, 90m	Red HI	Nil
23	CL5B 3000ft/915m HI	Green HI	PAPI 3° ---- (61ft)	Nil	Nil	Elevated, but flush at intersection White HI Uni, 30m White, LI Omni, 90m	Red HI	Nil
10	Remarks:		Caution: Runway 05 CL5B is non-compliant as the approach light posts sit below the level of the runway threshold height due to terrain undulations.					
	Rwy 05/23 CL5B approach system & Wingbars only 50% operational. HISL & PAPI operating at 100%.							

EGDM AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	A Bn/I Bn location, characteristics and hours of operation:	Nil.
2	Anemometer location and lighting:	51 09 01.28N 001 45 04.89W - Lit
3	Taxiway edge and centreline lighting:	a. Taxiway A, AW, B, E, F, G Green centreline. Blue edge lighting b. Taxiways C, D, Delta Link, H, Hotel link, HTA link, J, K, L, M and P are unlit.
4	Secondary power supply: Switch-over time:	Yes. No break.
5	Remarks:	Obstacle lighting. Partial Apron floodlighting.

EGDM AD 2.16 - HELICOPTER LANDING AREA		
1	Location:	51 09 16.80N 001 44 03.60W.
2	Elevation:	---
3	Lighting:	Nil.
4	Remarks:	1. Helicopters operating in adjacent areas up to 500ft AGL (Day)/1000ft (Night). 2. Helicopters may be given clearance to use HLS to north of RWY 05/23 identified as North Point.

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EGDM AD 2.17 - ATS AIRSPACE

Boscombe Down MATZ.

Please refer to the Civ AIP, ENR 2.2, Para 2.4. <https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>

Boscombe Down ATZ.

Please refer to the Civ AIP, ENR 2.2. <https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>

EGDM AD 2.18 - ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Boscombe Approach	126-705 (ICF) 340-250 (ICF) 130-005	HO	HO	
ZONE	Boscombe Zone	256-475(L)(M) 126-705(L)(M)	HO	HO	(L) LARS frequency (M) MATZ crossing frequency
DIR	Boscombe Director	362-050 130-005	HO	HO	
RAD	Boscombe Radar	292-275	HO	HO	
PAR	Boscombe Talkdown	345-050 130-005	HO	HO	
TWR	Boscombe Tower	369-425 130-755	HO	HO	
GND	Boscombe Ground	374-450 130-755	HO	HO	
ATIS	Boscombe Information	232-850	HO	HO	Answerphone Ext 3101
OPS	Boscombe Ops	376-725	HO	HO	

EGDM AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
TACAN	BDN	Ch 19X 108.2	H24	H24	N51 08 55.69 W001 45 09.55	430ft	Unreliable, use at own risk.
HRDF	Nil.	Nil.	HO	HO			
ILS/DME Rwy 23	<i>I-BOD</i>	109.1 Ch 28X	HO	HO	N51 09 32.43 W001 44 14.09	367ft	M1 chart refers (AD 2 - EGDM - 1 - 23).
	Glidepath	331.4			N51 09 32.33 W001 44 13.91		3° ILS Ref Datum Height 46ft.
	Localizer	109.1			N51 08 33.24 W001 46 17.26		M1 chart refers (AD 2 - EGDM - 1 - 23).

Remarks:

- Localiser coverage may not be achieved at 25nm. 8 degrees R of C/L below 3000ft
- MSSR - Awarded the status 'restricted' and not to be used outside 65nm.
- TACAN: bearing swing may be experienced by aircrew on the 164 deg radial. ATC has no visual indicator of TACAN serviceability so aircrew to use at discretion. NOTAM will be issued when ATC is informed that the TACAN is not to be used.
- ILS: to be noted the unconformity of the ILS RDH (Reference Datum Height) set to 46ft, from the ICAO recommended 15m (50ft), with a permitted tolerance of plus 3m (10ft) as reported in the UK Mil Gen 1.7.
- Localiser and DME identification are not synchronised.

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EGDM AD 2.20 - LOCAL TRAFFIC REGULATIONS

1	Airport regulations FJ aircraft are to call Boscombe Approach 20nm from the Aerodrome. Other aircraft to call by 15nm.
2	Ground Movement a. Aircraft must inform Ground before starting engines (include POB). All aircraft must receive positive clearance before taxiing from dispersal. b. After landing, visiting aircraft are to obtain permission from ATC before vacating the runway. c. Wake turbulence; aircraft in SUPER or HEAVY wake turbulence category should include this information to ATC after the aircraft callsign.
3	CAT II/III Operations Nil.
4	Warnings a. A pyrotechnics factory 1nm short of Rwy 05 (51°08'03"N 001°47'57"W) explodes waste pyrotechnics throughout the day. Be aware of the effect on electro-optic outputs. Aircraft should avoid direct overflight below 300ft. b. Thrupton AD is 6nm NE of Boscombe Down. c. Notified Clay Shooting Range at Beacon Hill (51°10'35.30"N 001°43'32.82"W). d. Old Sarum Parachute Site is SW of Boscombe Down. e. Chilmark (51°05'26"N 002°02'25"W) and Barford (51°04'39"N 001°54'22"W) UAS Sites activated by NOTAM.
5	Helicopter Operations Normal Helicopter operations are south of the Main Runway up to 900ft QNH by day and 1400ft QNH by night.
6	Use of Runways RESA not available Rwy 23
7	Training a. Military Test Pilot training takes place in the circuit and to the west of Boscombe Down up to FL240. b. Elementary Flying Training

EGDM AD 2.21 - NOISE ABATEMENT PROCEDURES

- Overflight of villages within Boscombe Down ATZ is to be avoided.

EGDM AD 2.22 - FLIGHT PROCEDURES

1	Procedures for in bound aircraft:	See TAP Charts
2	Departures:	See TAP Charts
3	Radio Communication Failure:	See TAP Charts
4	Missed Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	
Remarks:		
a. Visiting acft conducting an Instrument Approach and subsequently broken off are to execute the MAP. Visiting acft are not to join the visual circuit.		
b. Wake turbulence; aircraft in SUPER or HEAVY wake turbulence category should include this information to ATC after the aircraft callsign. To reduce RTF, ATC will not pass a caution for wake turbulence separation to aircraft operating VFR against other aircraft of the same wake turbulence category.		

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EGDM AD 2.23 - ADDITIONAL INFORMATION

1. Numerous Danger Areas to the North and South of the Aerodrome mean departures will be as directed by radar until clear of all Danger Areas.
2. Wilton-Grately LL Route. Available only during HO to approved users and with ATC permission, fly not above 900ft QNH.
3. Caution: UAV flights take place at the AD within the ATZ when there is no crewed ac flying.
4. Frequency listed in Para 5 to 126.705.
5. RVR not available.

EGDM AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts

B1	Special Procedures	AD 2 - EGDM - 1 - 9
B2	Apron 2 RRRF	AD 2 - EGDM - 1 - 10
D1	Aerodrome	AD 2 - EGDM - 1 - 11
E1	Taxi	AD 2 - EGDM - 1 - 12
F1	Apron 1	AD 2 - EGDM - 1 - 13
K1	Radar Procedures	AD 2 - EGDM - 1 - 14
K2	Radar Procedures	AD 2 - EGDM - 1 - 15
K4	PAR Rwy 05	AD 2 - EGDM - 1 - 16
K5	SRA Rwy 05	AD 2 - EGDM - 1 - 17
K8	PAR Rwy 23	AD 2 - EGDM - 1 - 18
K9	SRA Rwy 23	AD 2 - EGDM - 1 - 19
K11	ATC Surveillance MNM Alt	AD 2 - EGDM - 1 - 20
L1	RNP Rwy 05	AD 2 - EGDM - 1 - 21
L2	RNP Rwy 23	AD 2 - EGDM - 1 - 22
L3	RNP Rwy 05 CODING TABLES	AD 2 - EGDM - 1 - 23
L4	RNP Rwy 05 CODING TABLES	AD 2 - EGDM - 1 - 24
L5	RNP Rwy 23 CODING TABLES	AD 2 - EGDM - 1 - 25
M1	RDR to ILS/DME Rwy 23	AD 2 - EGDM - 1 - 26
M2	Copter TAC to ILS/DME Y Rwy 23	AD 2 - EGDM - 1 - 27
M3	TAC to ILS/DME Z Rwy 23	AD 2 - EGDM - 1 - 28
R1	TAC Rwy 05	AD 2 - EGDM - 1 - 29
R2	TAC Z Rwy 23	AD 2 - EGDM - 1 - 30
R3	HI TAC Rwy 23	AD 2 - EGDM - 1 - 31
R4	Copter TAC Y Rwy 23	AD 2 - EGDM - 1 - 32

SPECIAL PROCEDURES

BOSCOMBE DOWN

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Changes: Annual Maintenance Review

No 1 AIDU Last Amended 13 AUG 25

Elev 407	Var 1°E	TA 3000	TRL ATC		02 OCT 25	B1
VISUAL CIRCUIT PROCEDURES						
<p>1. Parallel Surface. High-intensity, multi-type, fixed-wing and heli operations occur to multiple operating surfaces. Visitors to Boscombe Down are to comply with ATC instructions and, when required, are to overshoot on Rwy Tr.</p> <p>2. Southside (see AD Chart). Multiple autonomous heli operations take place on the 'Southside' not above 900ft QNH by day and 1400ft QNH by night. Fixed-wing acft are not to overfly below the fixed-wing circuit height without clearance from ATC.</p> <p>3. Ground Tracks. Visual circuit tracks are to remain N of the Salisbury to Andover railway line.</p>						
WARNINGS						
<p>4. Acft landing on Rwy 05/23 are not to vacate the rwy until cleared by ATC.</p> <p>5. 05/23N Holds. When taxiing, acft are to request clearance to proceed past the BRAVO 1 or BRAVO 2 holds. This applies to acft taxiing for Rwy 05 departure and when vacating Rwy 23.</p> <p>6. When overshooting or executing M/App, use of the area between the RCL and Southside (as depicted on AD chart) is permitted if maintaining rwy track would introduce conflict with cct traffic.</p> <p>7. TACAN. Bearing swing may be experienced on the 164° radial. ATC has no visual indicator of TACAN serviceability so aircrew to use at discretion. NOTAM will be issued when ATC is informed that the TACAN is not to be used.</p>						
ATC PROCEDURES						
<p>8. Wake Turbulance. IAW RA3277, acft in SUPER or HEAVY category should include this information to ATC after the acft callsign. To reduce RTF, ATC will not pass a caution for wake turbulence separation to acft operating VFR against another acft of the same category.</p> <p>9. IFR Departure. As directed by ATC, expect Rwy track.</p> <p>10. Visitors. Are to land off their first approach.</p>						
NOISE ABATEMENT						
<p>11. Over-flight of villages within the ATZ is to be avoided.</p>						
LIMITATION OF RADAR SERVICES WITHIN 15NM OF BOSCOMBE DOWN						
<p>12. Automatically limited due to high traffic density and local airspace restrictions; standard separation may not be achieved on recovery profiles.</p>						
VFR ARRIVALS BY LIGHT ROTARY-WING AIRCRAFT						
<p>13. As instructed by ATC.</p>						

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RRRF

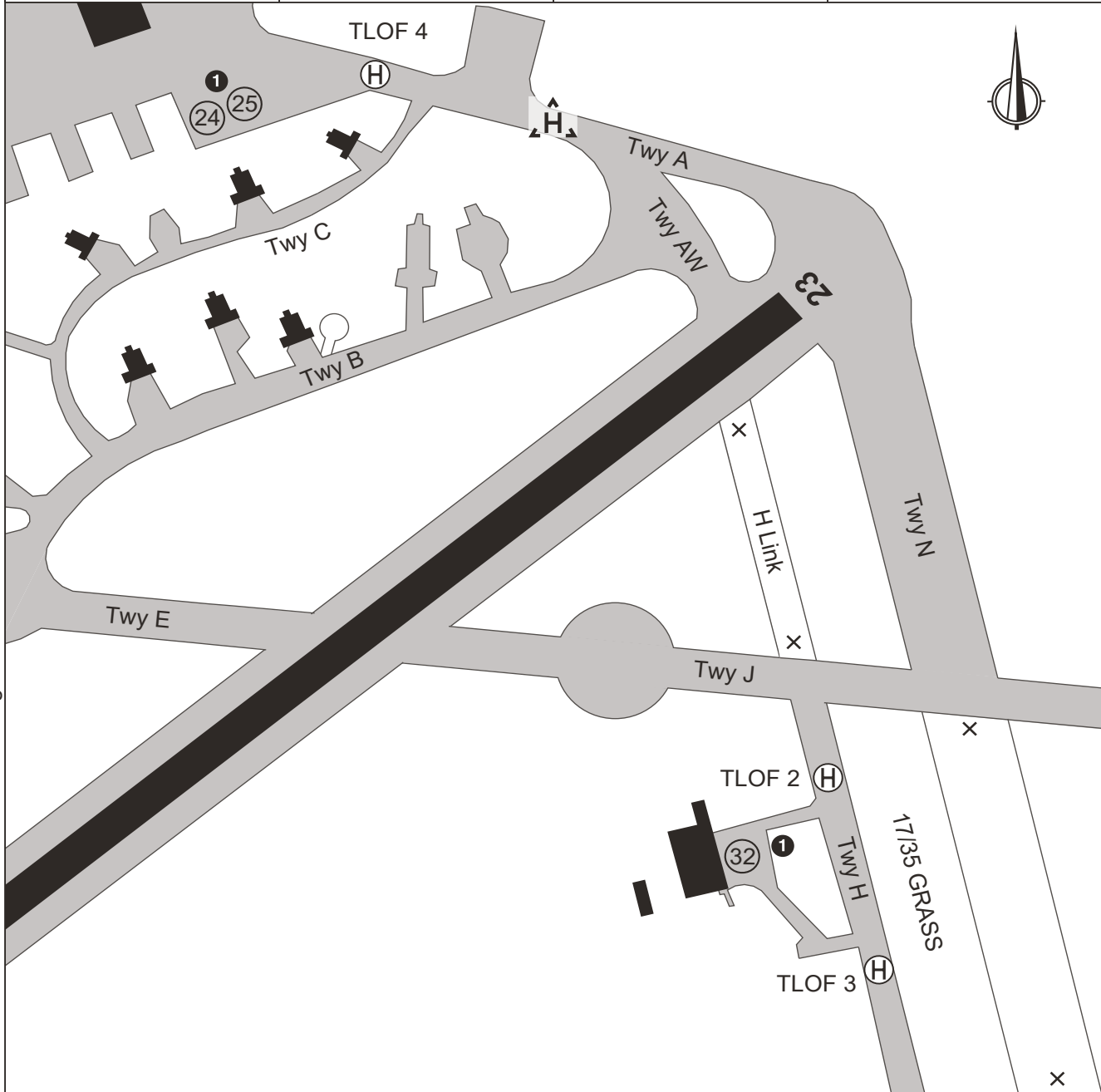
BOSCOMBE DOWN

Elev 407	Var 1°E	ARP	N51 09-20 W001 45-06 (WGS 84)	02 OCT 25	B2
BOSCOMBE GROUND 374-45 130-755		TOWER 369-425 130-755		APPROACH 340-25 130-005	
				ATIS 232-85	

EGDM/- ENGLAND

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- ① Rotors Running Refuel is available on Slots 24, 25 (North side) and 32 (South side).
- 2. Visiting helis are to book in with Main Operations with 24hr PPR to ensure availability.
- 3. Short notice requests can be considered for operational purposes.
- 4. Request 30min prior notification (PNR) on frequency to Boscombe ATC when inbound.
- 5. Air taxi is permitted for skid-fitted aircraft.
- 6. Visual Circuit Altitude - Multiple autonomous Heli operations take place on the "South-Side" not above **900ft** QNH by day and **1400ft** QNH by night.

BOSCOMBE DOWN

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AERODROME

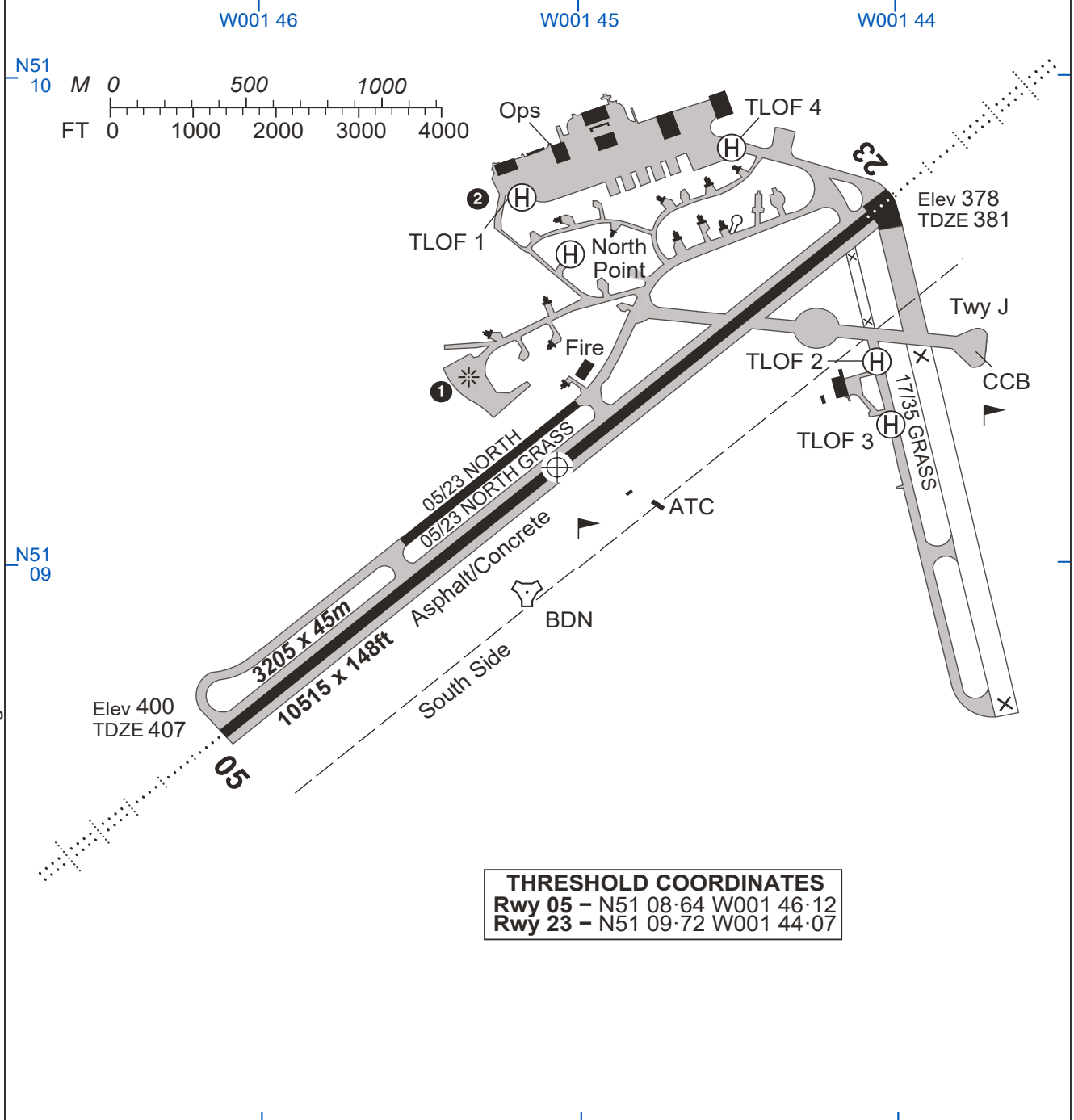
BOSCOMBE DOWN

Elev 407	Var 1°E	ARP	N51 09·20 W001 45·06 (WGS 84)	02 OCT 25	D1
BOSCOMBE GROUND 374·45 130·755		TOWER 369·425 130·755		APPROACH 340·25 130·005	
ATIS 232·85					

EGDMI- ENGLAND

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THRESHOLD COORDINATES	
Rwy 05	- N51 08·64 W001 46·12
Rwy 23	- N51 09·72 W001 44·07

RWY	SLOPE	LDA m/ft	APP LGT	RWY LGT
05 (050°T)	0·21%D	3182/10439	P3° (46)	RTHL(H):REDL(H):RENL(H)
23 (230°T)	0·21%U	3105/10187	P3° (61)	

- ❶ **CAUTION.** HIRTA 2486 located within AD boundary.
- ❷ **CAUTION.** Avoid overflight of MET laser which may interfere with acft optical sensors.
- 3. Visual Circuit Altitude: Fixed wing **1600ft**, Light aircraft **1200ft**, Heli **900ft**.
- 4. Intensive Helicopter Operations Southside.

BOSCOMBE DOWN

AERODROME

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TAXI

BOSCOMBE DOWN

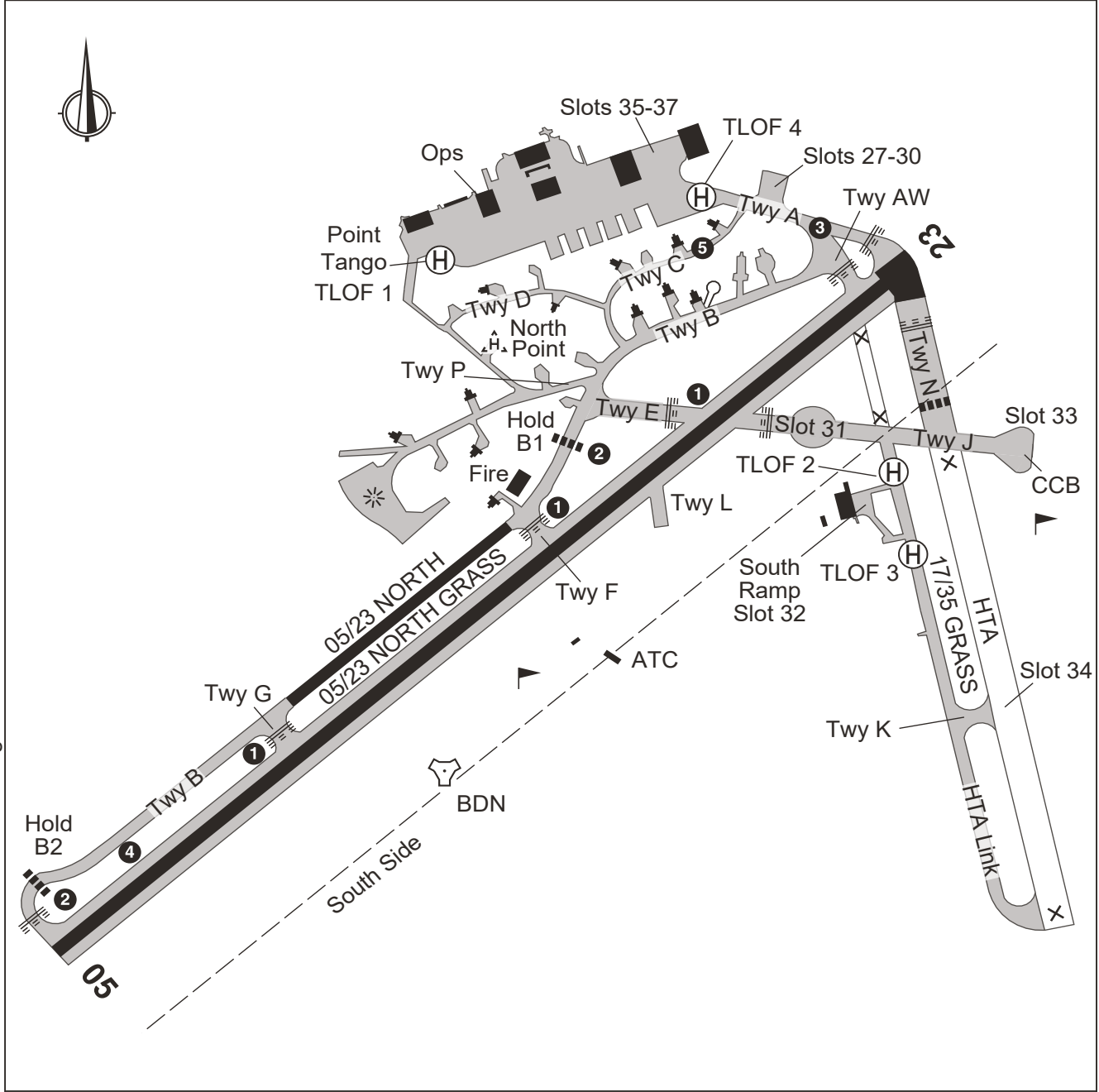
Elev 407	Var 1°E	ARP	N51 09.20 W001 45.06 (WGS 84)	02 OCT 25	E1
BOSCOMBE GROUND 374.45 130.755		TOWER 369.425 130.755		APPROACH 340.25 130.005	
				ATIS 232.85	

EGDM/ENGLAND

Changes: Annual Maintenance Review

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- 1 CAUTION. Do not vacate Rwy 05/23 without the permission of ATC due to parallel runway operations.
- 2 CAUTION. Acft are to request clearance from ATC to proceed past the B1 or B2 holds. This applies to acft taxiing for Rwy 05 departure and when vacating Rwy 23.
- 3 CAUTION. Possibility of two way traffic, pilots are to exercise extreme care when taxiing.
- 4 CAUTION. Obstacle Taxiway BRAVO-Watchman MTI Marker sited 37.5m South of taxiway centre line.
- 5 CAUTION. Taxiway CHARLIE is 14m wide.
- 6. Taxiway BRAVO restricted to aircraft below 50,000kg between FOXTROT and ALPHA WEST. Aircraft below this weight are to use low power settings when transitting.
- 7. Helicopter Training Area (HTA) includes HTA, HTA Link, Twy K and surrounding grass area.

BOSCOMBE DOWN

TAXI

APRON 1

BOSCOMBE DOWN

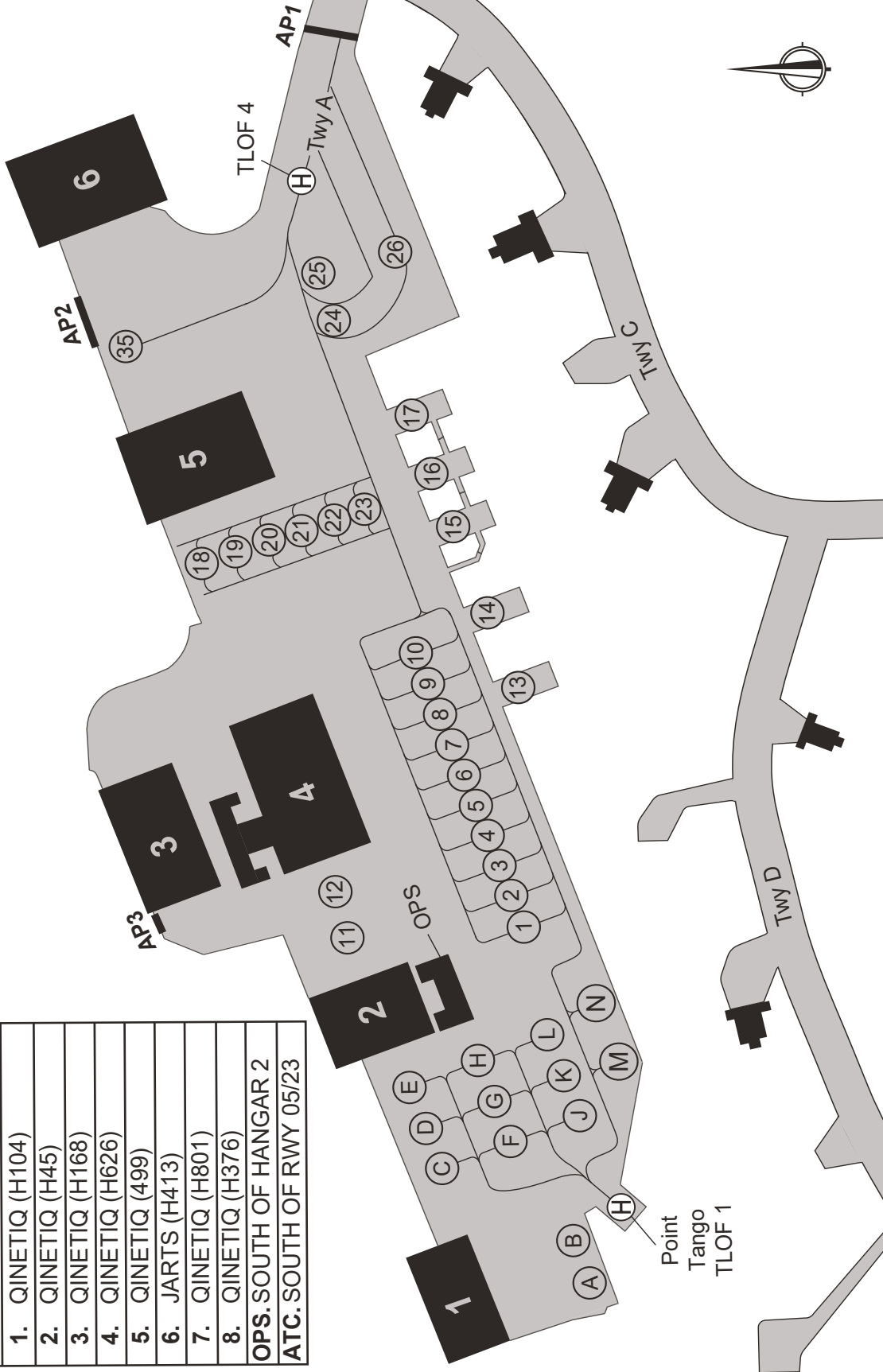
EGDM/- ENGLAND

Changes: Annual Maintenance Review

No 1 AIDU Last Amended 13 AUG 25

Elev 407	Var 1°E	ARP	N51 09.20 W001 45.06 (WGS 84)	02 OCT 25	F1
BOSCOMBE GROUND 374.45 130.755		TOWER 369.425 130.755		APPROACH 340.25 130.005	
				ATIS 232.85	

HANGAR IDENTIFICATION	
1.	QINETIQ (H104)
2.	QINETIQ (H45)
3.	QINETIQ (H168)
4.	QINETIQ (H626)
5.	QINETIQ (499)
6.	JARTS (H413)
7.	QINETIQ (H801)
8.	QINETIQ (H376)
OPS. SOUTH OF HANGAR 2	
ATC. SOUTH OF RWY 05/23	



- 1. Heli Parking Slots A-N.
- 2. Light/Medium Fixed Wing Slots 1-12 and 18-23.
- 3. Heavy Fixed Wing aircraft Slots 24-26 plus 35.
- 4. Aircraft Maintenance: Fixed Wing Slots 13-14. Rotary Wing Slots 15-17.
- 5. Multi-use Slots 27-34 can be located on the TAXI chart.
- 6. TLOF 4 used out of hours Rotary wing only.

BOSCOMBE DOWN

APRON 1

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RADAR PROCEDURES

BOSCOMBE DOWN

EGDM/- ENGLAND	Elev 407	Var 1°E	TA 3000	TRL ATC			19 FEB 26	K1	
	BOSCOMBE APP 340·25 130·005		DIRECTOR 362·05 130·005		TALKDOWN 345·050 130·005		TOWER 369·425 130·755	ATIS 232·85	
	RWY QFU	PROC	GP/TCH	RTR	MAPt	CAT	DA/MDA	DH/MDH	MINIMUM VIS
	05	PAR	3°/57	-	-	A	610	210	800m ①
	050°					B	620	220	800m ①
						C	630	230	800m ①
						D	640	240	800m ①
						E	660	260	800m ②
		SRA*	-	1nm	1nm	AB	920	520	1500m ③
						CDE	920	520	1600m ③
	<p>* CAUTION. Due to underlying Low-Level Heli routes, immediate descent from FAF to MDA prohibited.</p> <p>① When ALS inop, increase vis to 1200m.</p> <p>② When ALS inop, increase vis to 1300m.</p> <p>③ When ALS inop, increase vis to 2400m.</p> <p>PAR/SRA MISSED APPROACH. Ahead on Rwy Tr to 2400 2000 ; Call App.</p>								
Changes: Talkdown Freq	23	PAR	3°/71	-	-	A	610	230	800m ④
	230°					B	620	240	800m ④
						C	630	250	800m ⑤
						D	640	260	800m ⑤
						E	660	280	800m ⑤
		SRA*	-	2nm	2nm	AB	1070	700	1500m ⑥
						CDE	1070	700	2400m ⑥
	<p>* CAUTION. Due to underlying Low-Level Heli routes and Obstacle Clearance, immediate descent from FAF to MDA prohibited.</p> <p>④ When ALS inop, increase vis to 1200m.</p> <p>⑤ When ALS inop, increase vis to 1300m.</p> <p>⑥ When ALS inop, increase vis to 3200m.</p> <p>PAR/SRA MISSED APPROACH. Ahead on Rwy Tr to 2380 2000 ; Call App.</p>								
No 1 AIDU Last Amended 12 JAN 26									

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RADAR PROCEDURES

BOSCOMBE DOWN

EGDM/- ENGLAND	Elev 407		Var 1°E		TA 3000		TRL ATC		19 FEB 26		K2	
	BOSCOMBE APP 340·25 130·005			DIRECTOR 362·05 130·005			TALKDOWN 345·050 130·005			TOWER 369·425 130·755		ATIS 232·85
	RWY QFU	PROC	GP/TCH	RTR	MAPt	CAT	DA/ MDA	DH/ MDH	MINIMUM VIS			
	CIRCLING MINIMA											
	05 050°	SRA	-	-	-	AB	1100	700	2400m			
						C	1200	800	2400m			
	PAR	-	-	-	-	A	1100	700	1500m			
						B	1100	700	1600m			
						C	1200	800	2400m			
						D	1200	800	3600m			
E						1300	900	3600m				
23 230°	SRA	-	-	-	AB	1100	700	3200m				
					C	1200	800	3200m				
PAR	-	-	-	-	A	1100	700	1500m				
					B	1100	700	1600m				
					C	1200	800	2400m				
					D	1200	800	3600m				
					E	1300	900	3600m				
COMMS FAILURE												
<ol style="list-style-type: none"> Rwy 05. Ahead on Rwy Tr to 2400 2000, then to BDN mnm 3400 3000 to carry out a TACAN or ILS approach. Rwy 23. Ahead on Rwy Tr to 2380 2000, then to BDN mnm 3380 3000 to carry out a TACAN or ILS approach. 												

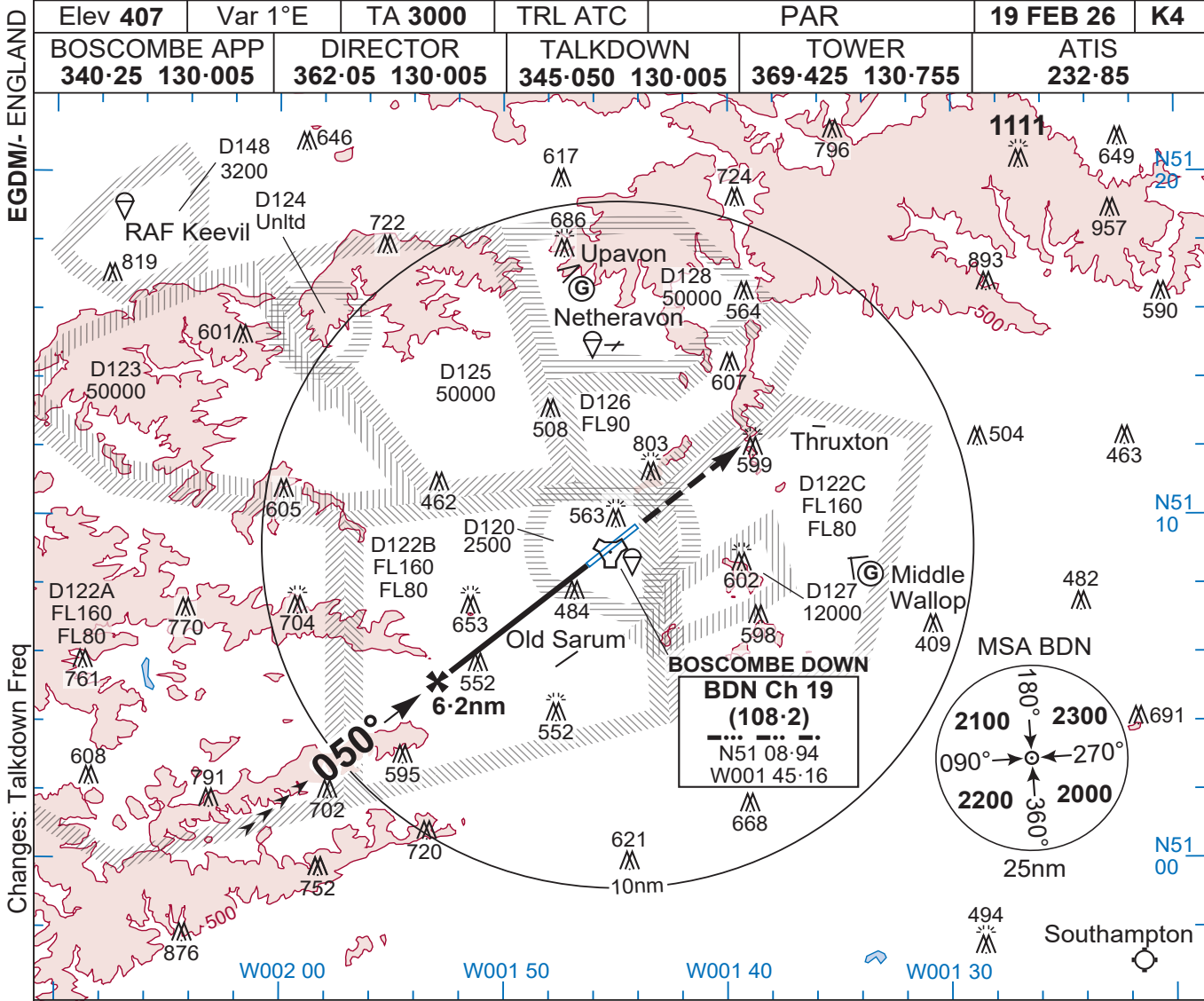
Changes: Talkdown Freq

No 1 AIDU Last Amended 12 JAN 26

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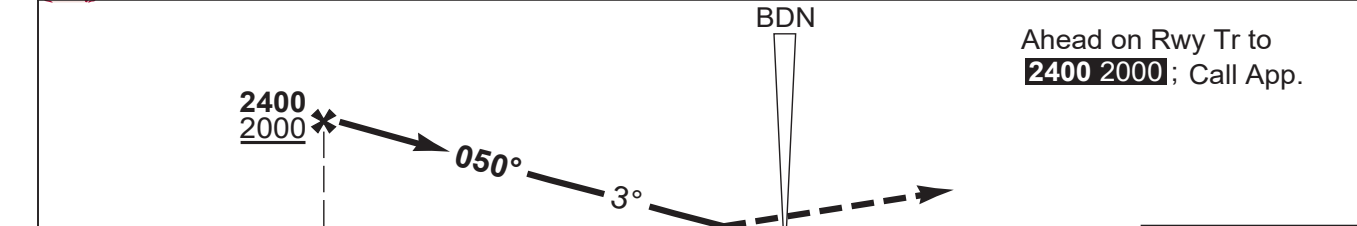
PAR Rwy 05

BOSCOMBE DOWN



Changes: Talkdown Freq

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RDH 57 | THR NM 6.2 | Rwy QFU 050° | THR Elev 400/13hPa

CAT	PAR ①		CIRC				
	A	B	80	120	150	180	210
A	610	210	N/A				
B	620	220					
C	630	230					
D	640	240					
E	660	260					
GS (kt)		80	120	150	180	210	
FAF-THR		6.2nm	4:39	3:06	2:28	2:04	1:46
ROD (fpm)		3°	420	640	800	960	1110

① When ALS inop increase vis Cat ABCD to 1200m and Cat E to 1300m.

No 1 AIDU Last Amended 12 JAN 26

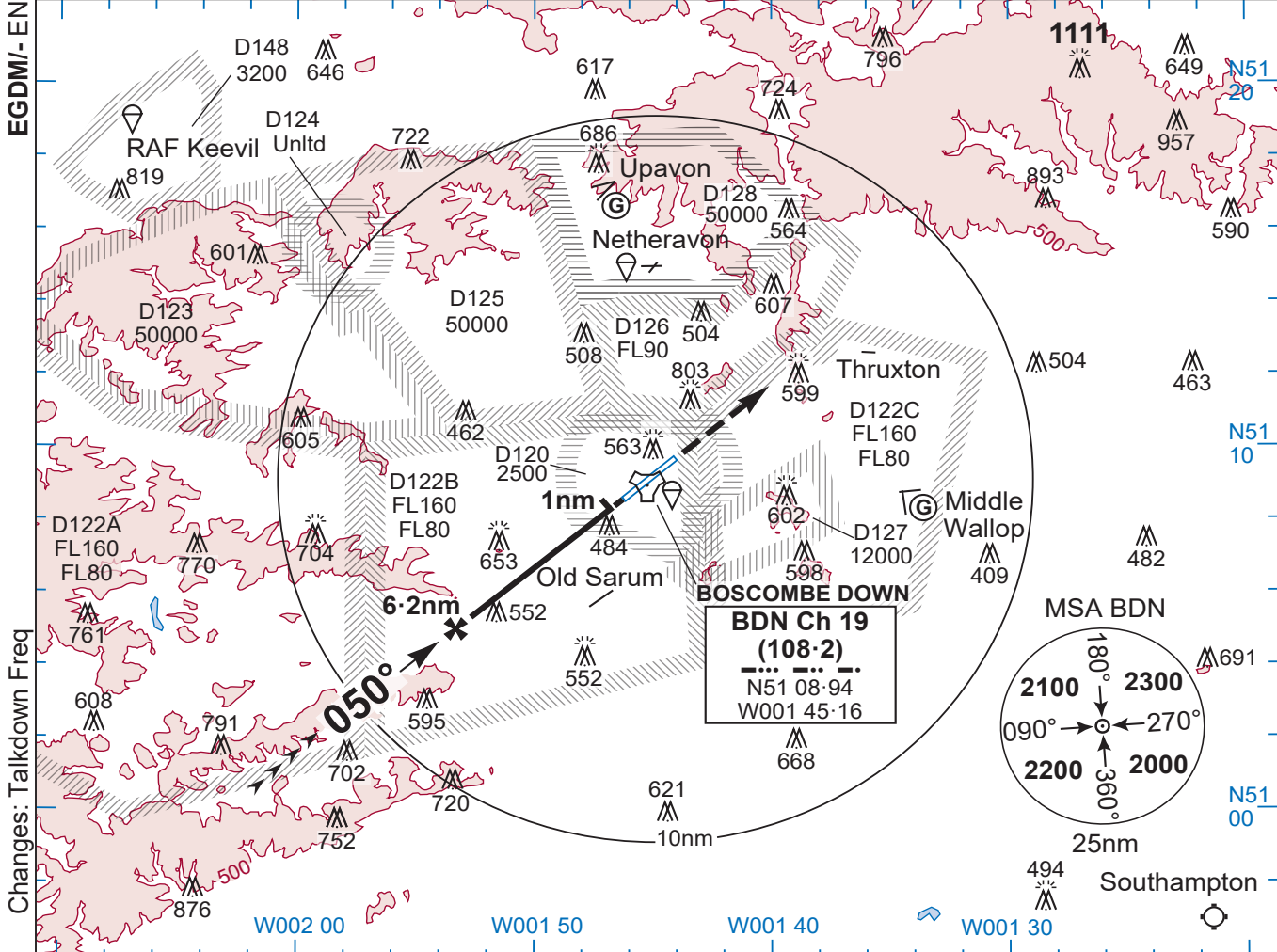
BOSCOMBE DOWN
MIPS

PAR Rwy 05

SRA Rwy 05

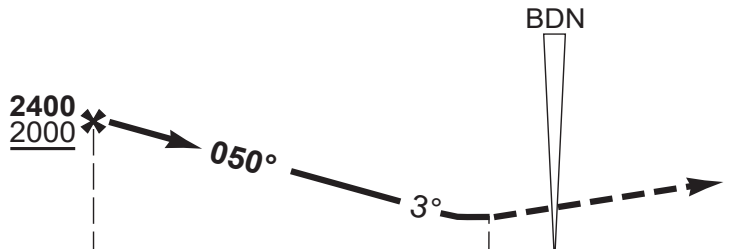
BOSCOMBE DOWN

EGDM/- ENGLAND	Elev 407	Var 1°E	TA 3000	TRL ATC	SRA	19 FEB 26	K5
	BOSCOMBE APP 340.25 130.005	DIRECTOR 362.05 130.005		TALKDOWN 345.050 130.005	TOWER 369.425 130.755	ATIS 232.85	



Changes: Talkdown Freq

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Ahead on Rwy Tr to **2400 2000**; Call App.
MAPt at 1nm.

TCH 50						Rwy QFU 050°
THR NM	6.2		1		THR Elev 400/13hPa	

CAT	SRA ②	CIRC				
		80	120	150	180	210
A	920 520 1500m	1100 700 2400m				
B		1200 800 2400m				
C		1200 800 3600m				
D	920 520 1600m	1300 900 3600m				
E						
GS (kt)		80	120	150	180	210
FAF-MAPt	5.2nm	3:54	2:36	2:05	1:44	1:29
ROD (fpm)	3°	420	640	800	960	1110

1. **CAUTION.** Due to underlying Low-Level Heli routes, immediate descent from FAF to MDA **prohibited.**
② When ALS inop increase vis to 2400m.

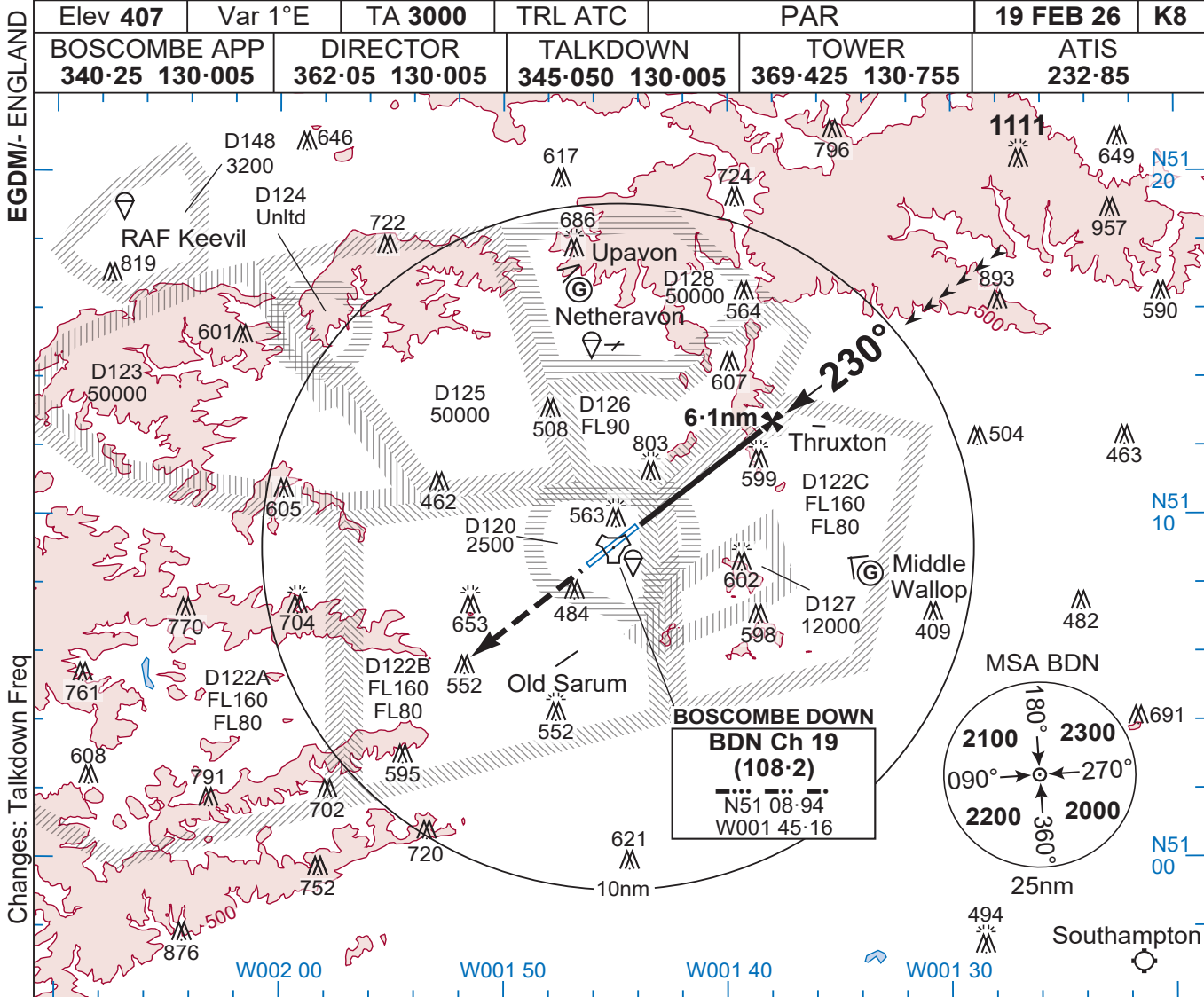
No 1 AIDU Last Amended 12 JAN 26

BOSCOMBE DOWN
MIPS

SRA Rwy 05

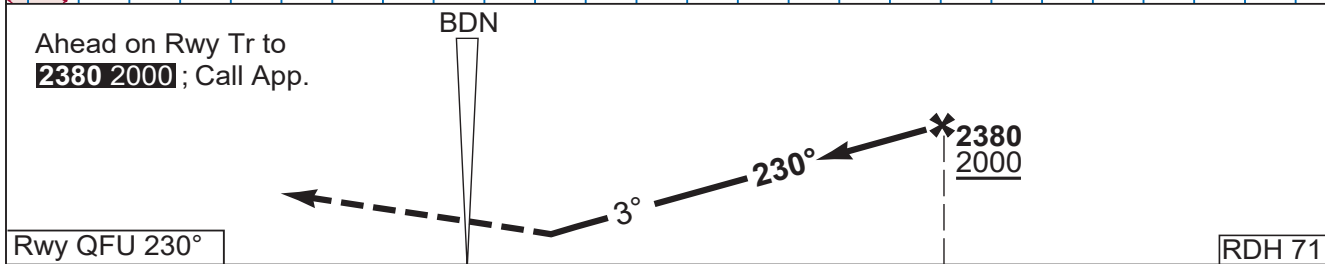
PAR Rwy 23

BOSCOMBE DOWN



Changes: Talkdown Freq

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Ahead on Rwy Tr to **2380 2000**; Call App.

Rwy QFU 230° RDH 71

THR Elev 378/13hPa 6.1 THR NM

CAT	PAR ①		CIRC				
	A	B	1100	1200	1500	1800	2100
A	610	230	1100	1200	1500	1800	2100
B	620	240	1100	1200	1600	1800	2100
C	630	250	1200	1200	2400	1800	2100
D	640	260	1200	1200	3600	1800	2100
E	660	280	1300	1200	3600	1800	2100

① When ALS inop increase vis Cat AB to 1200m and Cat CDE to 1300m.

GS (kt)	80	120	150	180	210	
FAF-THR	6.1nm	4:33	3:02	2:26	2:01	1:44
ROD (fpm)	3°	420	640	800	960	1110

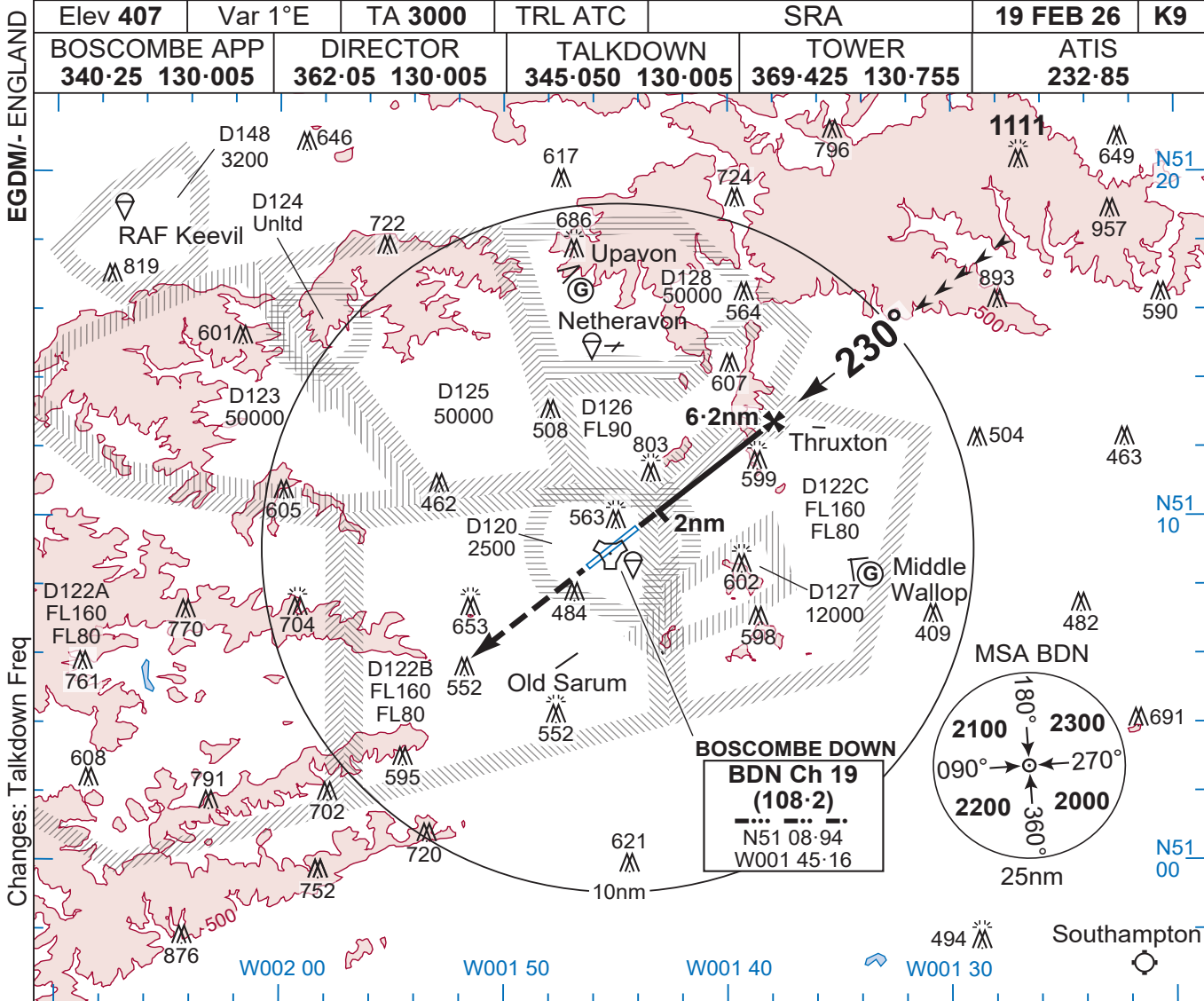
No 1 AIDU Last Amended 12 JAN 26

BOSCOMBE DOWN
MIPS

PAR Rwy 23

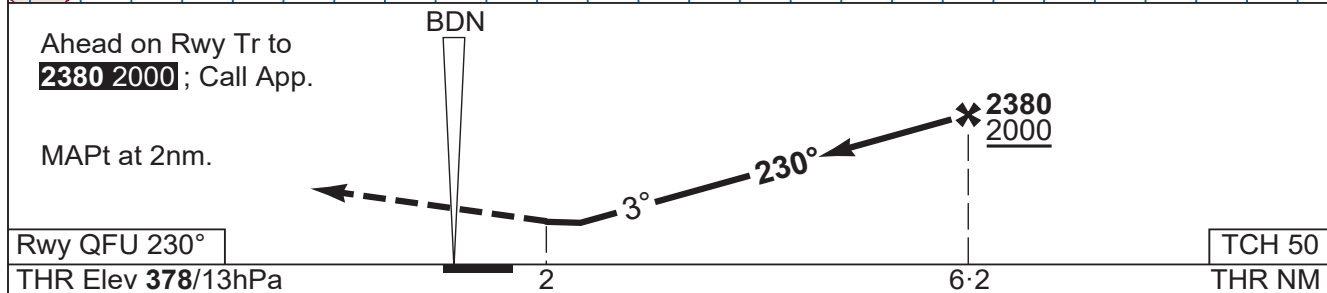
SRA Rwy 23

BOSCOMBE DOWN



Changes: Talkdown Freq

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Rwy QFU 230°		TCH 50				
THR Elev 378/13hPa		THR NM				
CAT	SRA ③	CIRC				
A	1070 700	1100 700				
B	1500m	3200m				
C	N/A	1200 800				
D		3200m				
E		1200 800				
	1070 700	3600m				
	2400m	1300 900				
		3600m				
GS (kt)	80	120	150	180	210	
FAF-MAPt 4.2nm	3:09	2:06	1:41	1:24	1:12	
ROD (fpm)	3°	420	640	800	960	1110

- CAUTION.** Due to underlying Low - Level Heli routes and obst clnc, immediate desc from FAF to MDA **prohibited**.
- CAUTION.** MDA/H referenced to THR elevation.
- ③ When ALS inop increase vis to 3200m.

No 1 AIDU Last Amended 12 JAN 26

BOSCOMBE DOWN

SRA Rwy 23

MIPS

ATC SURVEILLANCE MNM ALTITUDE BOSCOMBE DOWN

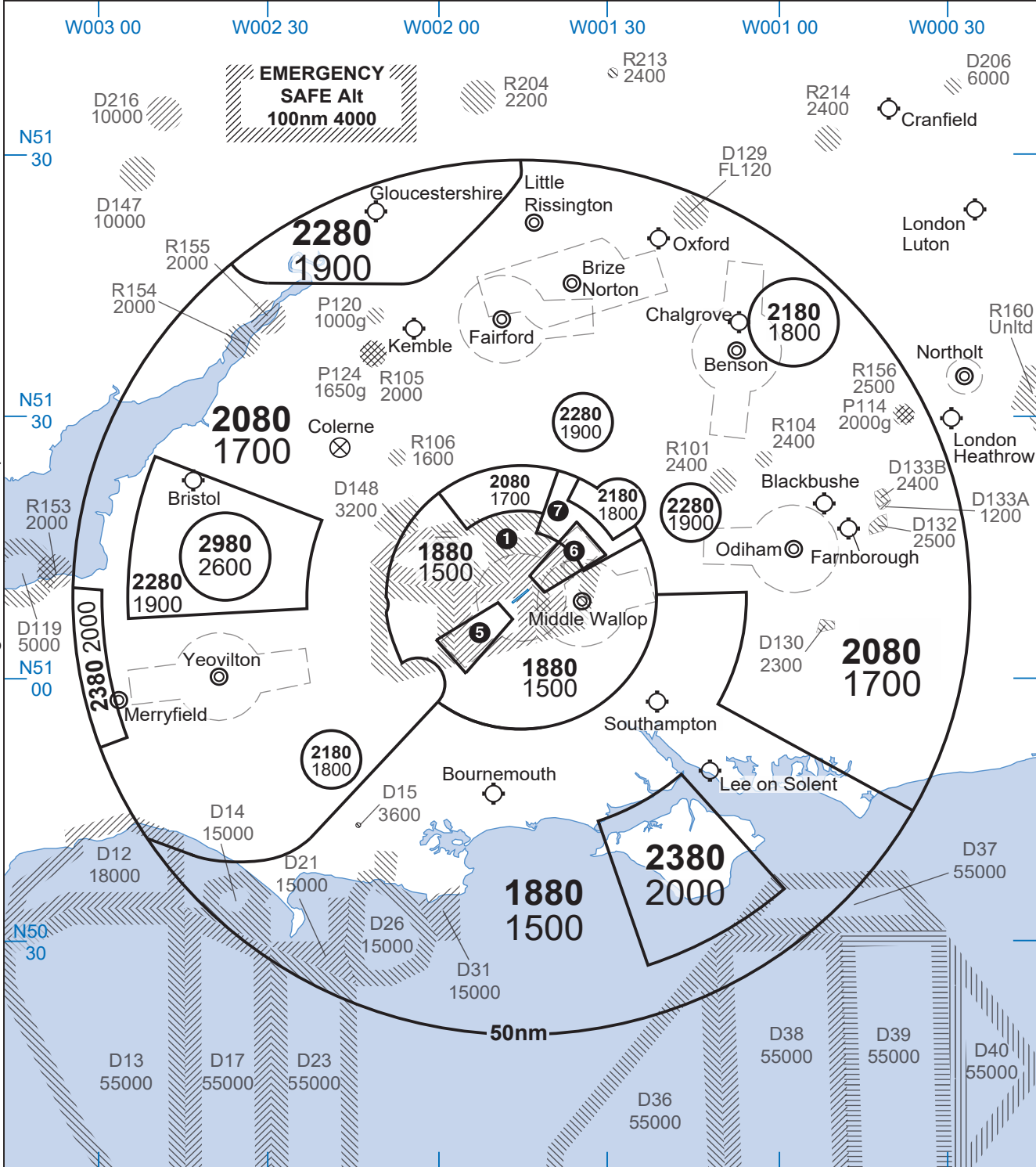
Elev 407 Var 1°E TA 3000 TRL ATC ARP N51 09.20 W001 45.06 (WGS 84) 19 FEB 26 K11

BOSCOMBE APP 340.25 130.005	DIRECTOR 362.05 130.005	TALKDOWN 345.050 130.005	TOWER 369.425 130.755	ATIS 232.85
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EGDM/-ENGLAND

Changes: Talkdown Freq

No 1 AIDU Last Amended 12 JAN 26



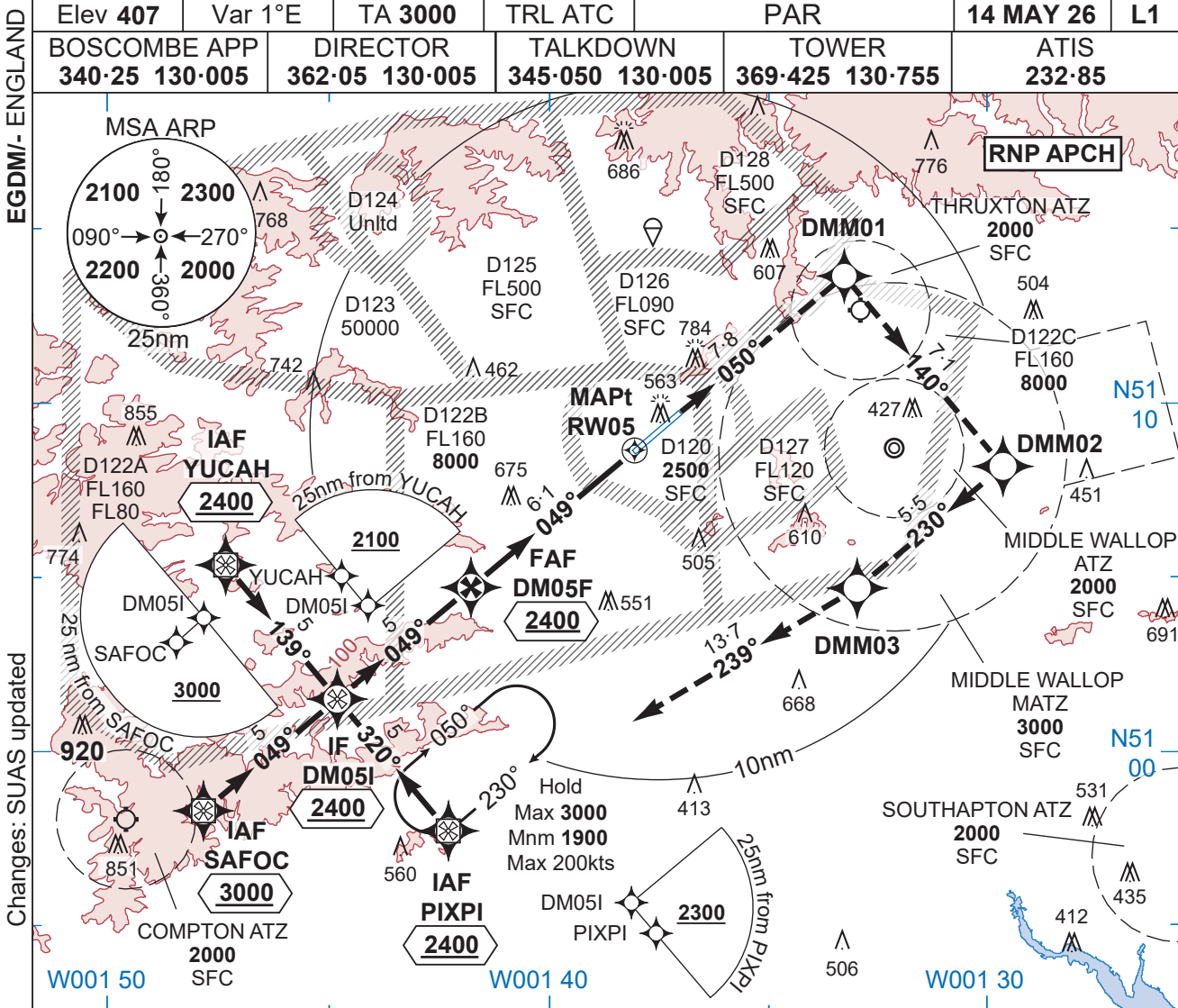
- ① D120, D122, D122A, D122B, D122C, D123, D124, D125, D126, D127. See EGDM K9 for further information.
- 2. **CAUTION.** Chart should only be used for cross check of alts whilst in receipt of an ATC surveillance service.
- 3. **Comms Failure.** In the event of complete radio comms failure in an aircraft, the pilot is to adopt the appropriate procedures described in RADAR PROCEDURES K2.
- 4. QFE Datum is 380ft.
- ⑤ 1280 900
- ⑥ 1380 1000
- ⑦ 1980 1600

BOSCOMBE DOWN ATC SURVEILLANCE MNM ALTITUDE

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RNP Rwy 05

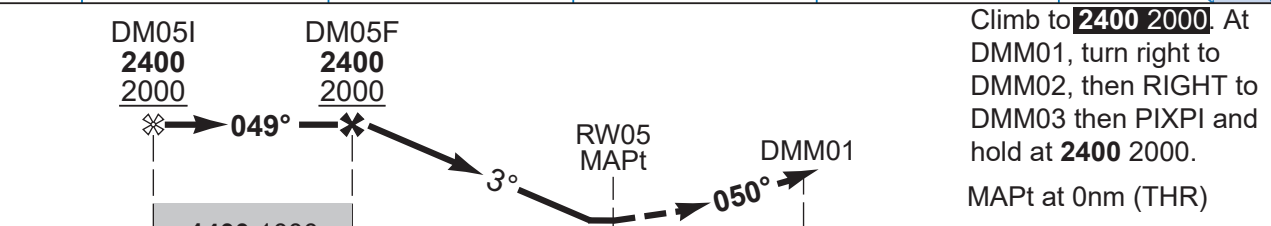
BOSCOMBE DOWN



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Changes: SUAS updated

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No 1 AIDU Last Amended 13 MAR 26

TCH 50ft	1400 1000	Rwy QFU 050°
THR NM 11.1	6.1	THR Elev 400/13hPa

CAT	LNAV/VNAV ②	LNAV ③	CIRC				
A	660 260 800m	800 400 1100m	1100 700 1800m				
B	670 270 800m		1200 800 2400m				
C	680 280 800m		1200 800 3600m				
D	690 290 800m						
GS (kt)		80	120	150	180	210	
FAF-THR	6.1nm	4:36	3:06	2:26	2:02	1:45	
ROD (fpm)	3°	420	640	800	960	1110	

1. For uncompensated LNAV-VNAV systems, procedure **Not Auth** below -15°C.
- ② When ALS inop increase vis Cat ABC to 1300m, Cat D to 1400m.
- ③ When ALS inop increase vis to 1800m.
4. Procedure restricted to 230kts.

NM	ALT HGT
6	2360 1960
5	2040 1640
4	1720 1320
3	1410 1010
2	1090 690
1	770 370

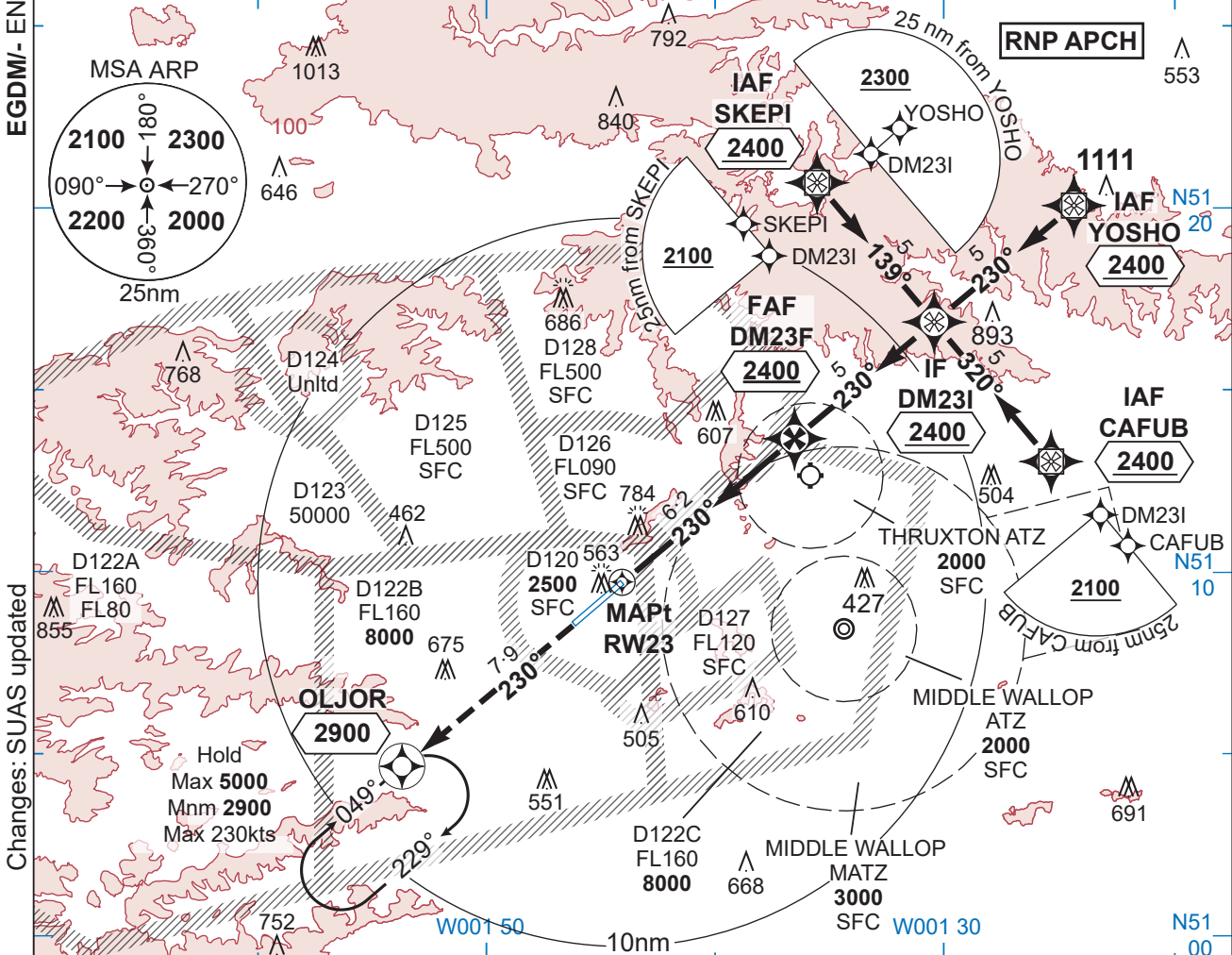
BOSCOMBE DOWN
MIPS

RNP Rwy 05

RNP Rwy 23

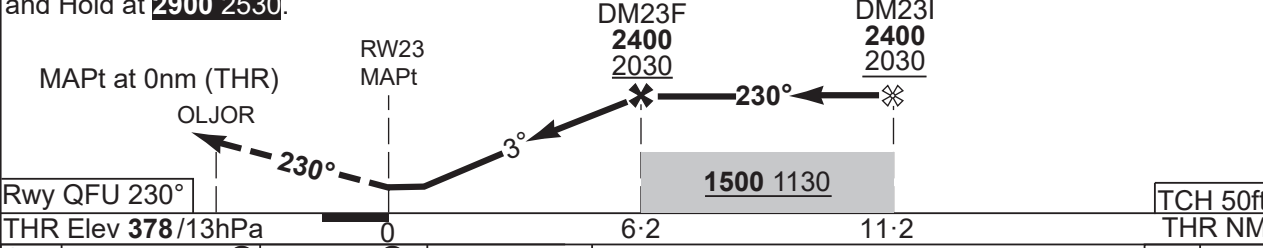
BOSCOMBE DOWN

Elev 407	Var 1°E	TA 3000	TRL ATC	PAR	14 MAY 26	L2
BOSCOMBE APP 340-25 130-005		DIRECTOR 362-05 130-005		TALKDOWN 345-050 130-005	TOWER 369-425 130-755	
						ATIS 232-85



Changes: SUAS updated

Climb ahead to OLJOR and Hold at **2900 2530**.



No 1 AIDU Last Amended 13 MAR 26

Rwy QFU 230°	THR Elev 378/13hPa					0	6.2	11.2	TCH 50ft	THR NM
CAT	LNAV/VNAV ②	LNAV ③			CIRC					
A	840 470 1500m	900 530 1500m			1100 700 2400m					
B										
C	850 480 1500m	900 530 1700m			1200 800 2400m					
D					1200 800 3600m					
GS (kt)		80	120	150	180	210				
FAF-THR	6.2nm	4:39	3:06	2:28	2:04	1:46				
ROD (fpm)	3°	420	640	800	960	1110				

1. For uncompensated LNAV-VNAV systems, procedure **Not Auth** below -15°C.
- ② When ALS inop increase vis to 2200m.
- ③ When ALS inop increase vis to 2400m.
4. Procedure restricted to 230kts.
5. Climb in hold if **2900 2500** not reached by OLJOR.

NM	ALT
THR	HGT
6	2340
	1970
5	2020
	1650
4	1700
	1330
3	1380
	1010
2	1060
	690
1	750
	380

BOSCOMBE DOWN
MIPS

RNP Rwy 23

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RNP Rwy 05 CODING TABLES

BOSCOMBE DOWN

Elev 407		Var 1°E							16 APR 26	L3
Boscombe Down RNP Rwy 05 - Instrument Approach Procedure via PIXPI										
Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW05R	001	IF	PIXPI	-	-	-	2400	230	N50 57 40.40 W001 54 34.15	IAF
RW05R	002	TF	DM05I	-	320° (320.20°)	RIGHT	2400	230	N51 01 30.50 W001 59 38.32	IF/ 11.1nm
RW05R	003	TF	DM05F	-	049° (049.95°)	-	2400	-	N51 04 43.13 W001 53 34.16	FAF/ 6.1nm
RW05R	004	TF	RW05	Y	049° (050.03°)	-	-	-	N51 08 38.68 W001 46 06.92	MAPt
RW05R	005	CF	DMM01	-	050° (050.13°)	RIGHT	-	230	N51 13 39.25 W001 36 32.96	-
RW05R	006	TF	DMM02	-	140° (140.26°)	RIGHT	-	230	N51 08 11.00 W001 29 19.43	-
RW05R	007	TF	DMM03	-	230° (230.35°)	-	-	230	N51 04 42.20 W001 35 59.02	-
RW05R	008	TF	PIXPI	Y	239° (239.17°)	-	2400	-	N50 57 40.40 W001 54 34.15	HOLD
Boscombe Down RNP Rwy 05 - Instrument Approach Procedure via SAFOC										
Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °T (°M)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW05C	001	IF	SAFOC	-	-	-	3000	230	N50 58 17.54 W002 05 41.64	IAF
RW05C	002	TF	DM05I	-	049° (049.88°)	-	2400	230	N51 01 30.50 W001 59 38.32	IF/ 11.1nm
RW05C	003	TF	DM05F	-	049° (049.95°)	-	2400	-	N51 04 43.13 W001 53 34.16	FAF/ 6.1nm
RW05C	004	TF	RW05	Y	049° (050.03°)	-	-	-	N51 08 38.68 W001 46 06.92	MAPt
RW05C	005	CF	DMM01	-	050° (050.13°)	RIGHT	-	230	N51 13 39.25 W001 36 32.96	-
RW05C	006	TF	DMM02	-	140° (140.26°)	RIGHT	-	230	N51 08 11.00 W001 29 19.43	-
RW05C	007	TF	DMM03	-	230° (230.35°)	-	-	230	N51 04 42.20 W001 35 59.02	-
RW05C	008	TF	PIXPI	Y	239° (239.17°)	-	2400	-	N50 57 40.40 W001 54 34.15	HOLD

EGDM/- ENGLAND

Changes: Editorial

No 1 AIDU Last Amended 05 MAR 26

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RNP Rwy 05 CODING TABLES

BOSCOMBE DOWN

Elev 407		Var 1°E						16 APR 26	L4		
Boscombe Down RNP Rwy 05 - Instrument Approach Procedure via YUCAH											
EGDM/- ENGLAND	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	RW05L	001	IF	YUCAH	-	-	-	2400	230	N51 05 20·37 W002 04 43·33	IAF
	RW05L	002	TF	DM05I	-	139° (140·06°)	LEFT	2400	230	N51 01 30·50 W001 59 38·32	IF/ 11·1nm
	RW05L	003	TF	DM05F	-	049° (49·95°)	-	2400	-	N51 04 43·13 W001 53 34·16	FAF/ 6·1nm
	RW05L	004	TF	RW05	Y	049° (50·03°)	-	-	-	N51 08 38·68 W001 46 06·92	MAPt
	RW05L	005	CF	DMM01	-	049° (50·13°)	RIGHT	-	230	N51 13 39·25 W001 36 32·96	-
	RW05L	006	TF	DMM02	-	140° (140·26°)	RIGHT	-	230	N51 08 11·00 W001 29 19·43	-
	RW05L	007	TF	DMM03	-	230° (230·35°)	-	-	230	N51 04 42·20 W001 35 59·02	-
	RW05L	008	TF	PIXPI	Y	239° (239·17°)	-	2400	-	N50 57 40·40 W001 54 34·15	HOLD

Changes: Editorial

No 1 AIDU Last Amended 05 MAR 26

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RNP Rwy 23 CODING TABLES

BOSCOMBE DOWN

EGDM/- ENGLAND

Changes: Editorial

No 1 AIDU Last Amended 05 MAR 26

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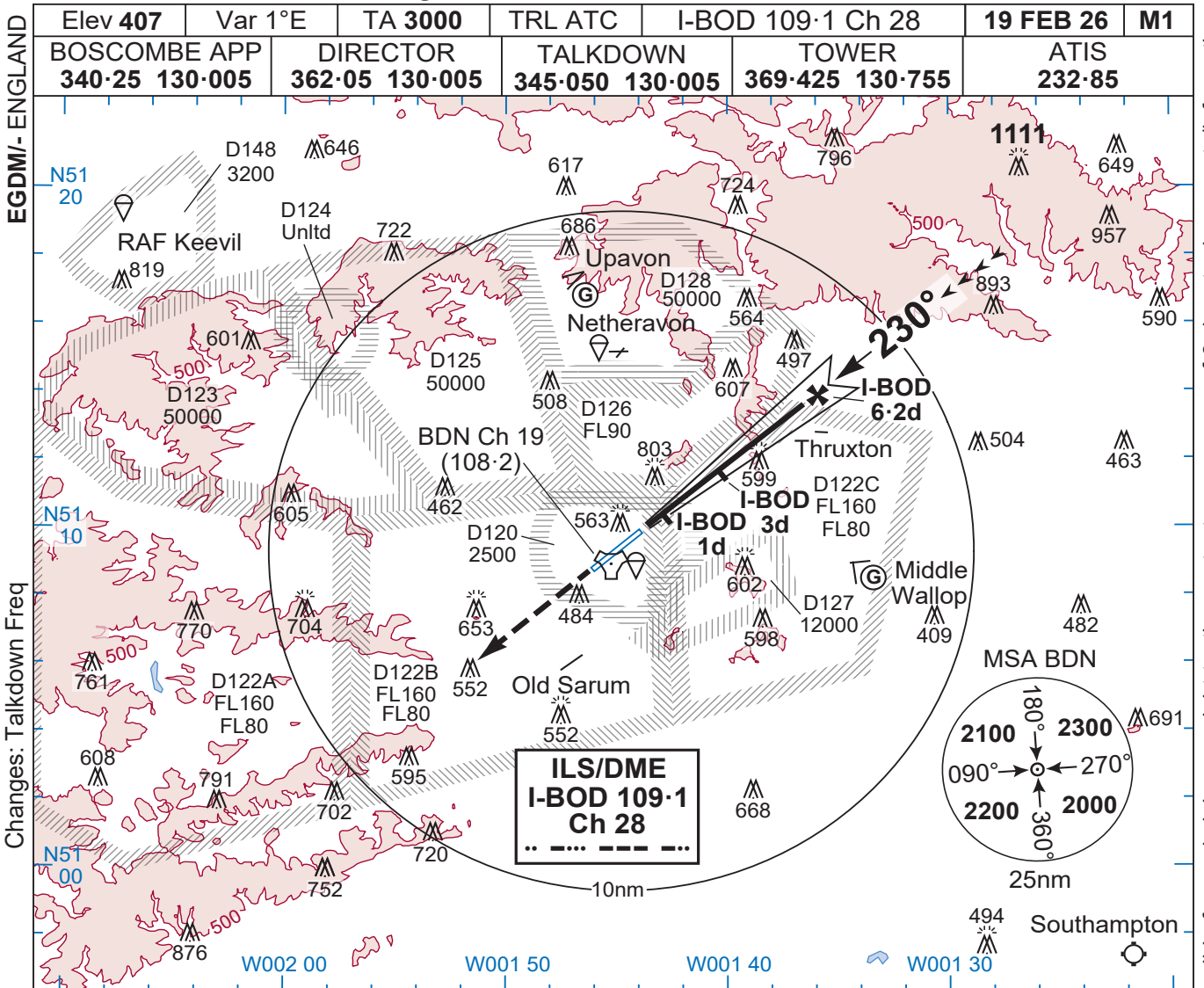
Elev 407		Var 1°E							16 APR 26	L5
Boscombe Down RNP Rwy 23 - Instrument Approach Procedure via SKEPI										
Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW23R	001	IF	SKEPI	-	-	-	2400	230	N51 20 42.06 W001 35 29.36	IAF
RW23R	002	TF	DM23I	-	139° (140.09°)	RIGHT	2400	230	N51 16 52.10 W001 30 22.84	IF/ 11.2nm
RW23R	003	TF	DM23F	-	230° (230.34°)	-	2400	-	N51 13 40.69 W001 36 30.23	FAF/ 6.2nm
RW23R	004	TF	RW23	Y	230° (230.26°)	-	-	-	N51 09 43.09 W001 44 04.22	MAPt
RW23R	005	CF	OLJOR	Y	230° (230.16°)	-	2900	-	N51 04 41.22 W001 53 37.76	HOLD
Boscombe Down RNP Rwy 23 - Instrument Approach Procedure via YOSHO										
Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW23C	001	IF	YOSHO	-	-	-	2400	230	N51 20 03.18 W001 24 14.61	IAF
RW23C	002	TF	DM23I	-	230° (230.42°)	-	2400	230	N51 16 52.10 W001 30 22.84	IF/ 11.2nm
RW23C	003	TF	DM23F	-	230° (230.34°)	-	2400	-	N51 13 40.69 W001 36 30.23	FAF/ 6.2nm
RW23C	004	TF	RW23	Y	230° (230.26°)	-	-	-	N51 09 43.09 W001 44 04.22	MAPt
RW23C	005	CF	OLJOR	Y	230° (230.16°)	-	2900	-	N51 04 41.22 W001 53 37.76	HOLD
Boscombe Down RNP Rwy 23 - Instrument Approach Procedure via CAFUB										
Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW23L	001	IF	CAFUB	-	-	-	2400	230	N51 13 01.91 W001 25 17.18	IAF
RW23L	002	TF	DM23I	-	320° (320.23°)	LEFT	2400	230	N51 16 52.10 W001 30 22.84	IF/ 11.2nm
RW23L	003	TF	DM23F	-	230° (230.34°)	-	2400	-	N51 13 40.69 W001 36 30.23	FAF/ 6.2nm
RW23L	004	TF	RW23	Y	230° (230.26°)	-	-	-	N51 09 43.09 W001 44 04.22	MAPt
RW23L	005	CF	OLJOR	Y	230° (230.16°)	-	2900	-	N51 04 41.22 W001 53 37.76	HOLD

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RNP Rwy 23 CODING TABLES

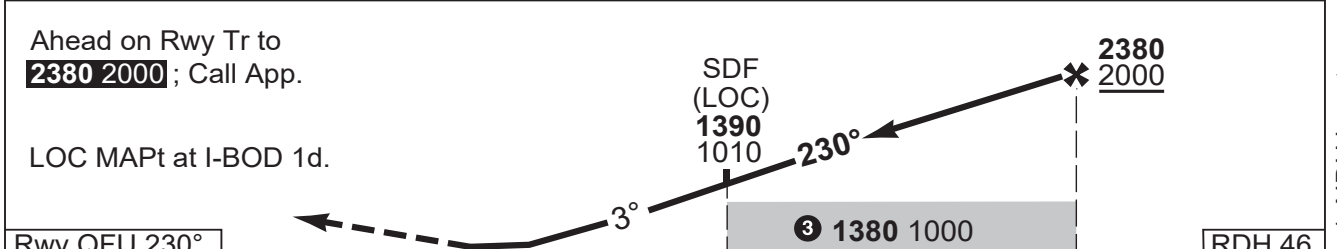
RDR to ILS/DME Rwy 23

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Changes: Talkdown Freq

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Ahead on Rwy Tr to 2380 2000 ; Call App.		SDF (LOC) 1390 1010		2380 2000			
LOC MAPt at I-BOD 1d.		3°		③ 1380 1000			
Rwy QFU 230°		1		RDH 46			
THR Elev 378/13hPa		3		DME I-BOD			
CAT	ILS ⑤	LOC ⑥	CIRC			DME I-BOD	ALT HGT
A	580 200 800m	790 420 1200m	1100 700 1900m			6	2340
B			1200 800 2400m			5	2020
C			1200 800 3600m			4	1700
D	660 280 800m		1300 900 3600m			3	1390
E						2	1070
GS (kt)		80	120	150	180	210	
FAF-MAPt 5.2nm		3:54	2:36	2:05	1:44	1:29	
ROD (fpm)		3°	420	640	800	960	1110

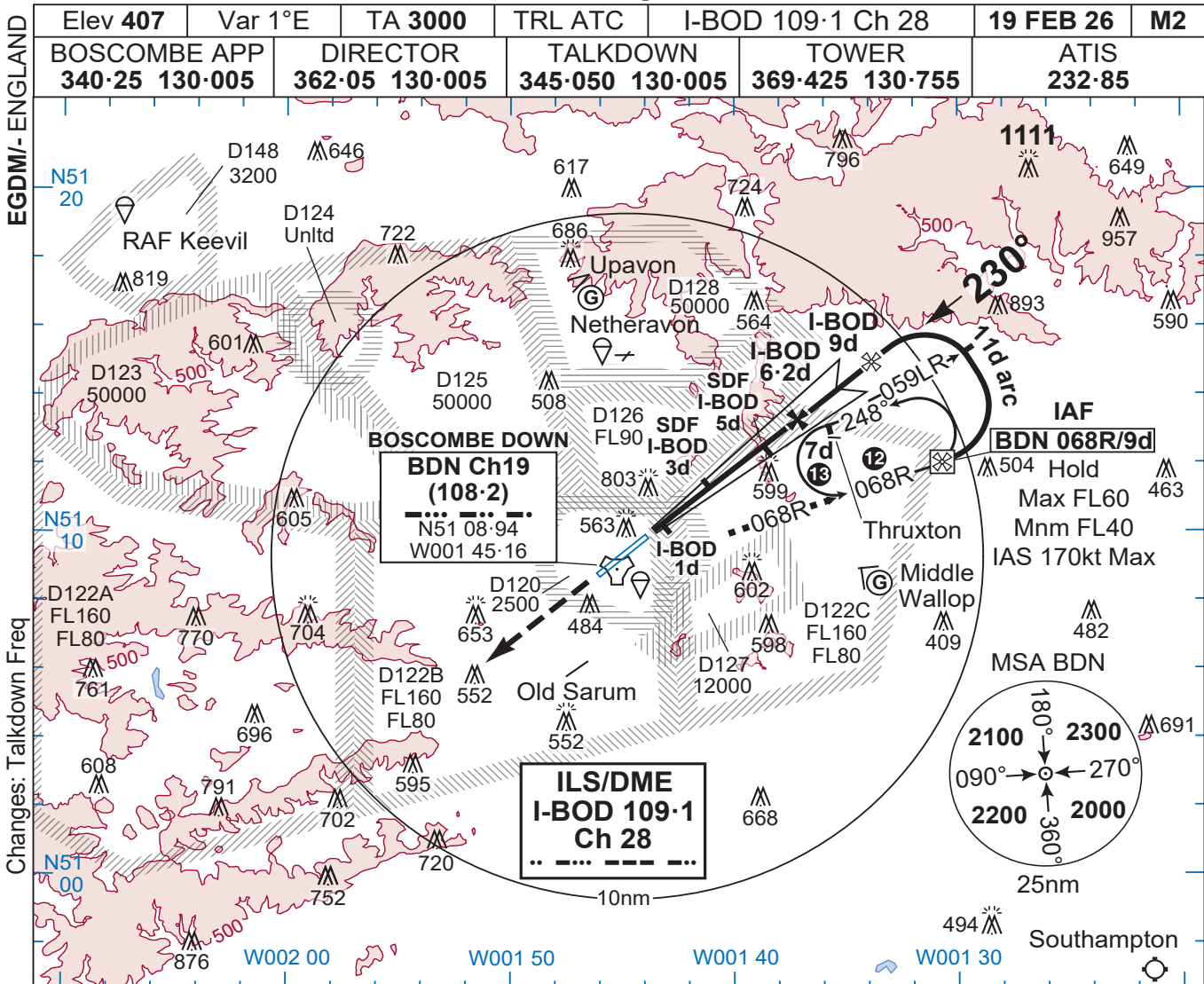
1. CAUTION. ILS suitable for auto-coupled app, to Cat I DH.
2. CAUTION. LOC MDA/H ref to THR elev.
3. CAUTION. Do not descend below 1380 1000 until 3d to provide protection from underlying Low Level Heli Routes.
4. LOC App. Rdr monitoring **mandatory**.
5. When ALS inop increase vis Cat ABCD to 1200m and Cat E to 1300m.
6. When ALS inop increase vis to 1900m.
7. LOC. Coverage may not be achieved at 25nm, 8° right of RCL when below 3000ft.
8. Fast-jet acft call by 20nm. Other acft by 15nm.
9. DME I-BOD reads zero at THR.
10. BDN reads 1.03d at THR.
11. LOC and DME identification are not synchronised.

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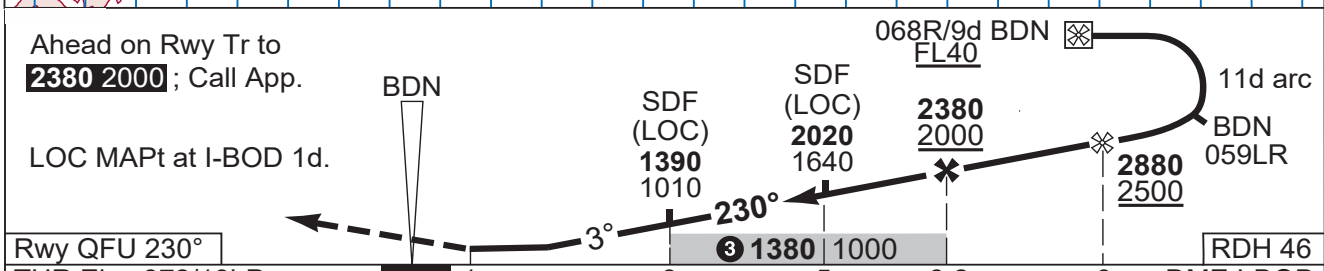
RDR to ILS/DME Rwy 23

COPTER TAC to ILS/DME Y Rwy 23 BOSCOMBE DOWN



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Ahead on Rwy Tr to 2380 2000 ; Call App.		BDN		SDF (LOC) 1390 1010	SDF (LOC) 2020 1640	2380 2000	2880 2500	11d arc	BDN 059LR
LOC MAPt at I-BOD 1d.									
Rwy QFU 230°	THR Elev 378/13hPa		1	3	5	6-2	9	RDH 46	
CAT	ILS 5	LOC 6	CIRC			DME I-BOD		ALT HGT	
MIPS	A	580 200 800m	790 420 1200m	1100 700 1900m			6	2340	1960
							5	2020	1640
							4	1700	1330
							3	1390	1010
							2	1070	690
GS (kt)		80	120	150	180	210			
FAF-MAPt 5.2nm	3:54	2:36	2:05	1:44	1:29				
ROD (fpm)	3°	420	640	800	960	1110			

- CAUTION.** ILS suitable for auto-coupled app, to Cat I DH.
- CAUTION.** LOC MDA/H ref to THR elev.
- CAUTION.** Do not descend below **1380 1000** until 3d to provide protection from underlying Low Level Heli Routes.
- LOC App. Rdr monitoring **mandatory**.
- When ALS inop increase vis to **1200m**.
- When ALS inop increase vis to **1900m**.
- LOC. Coverage may not be achieved at 25nm, 8° right of RCL when below 3000ft.
- Fast-jet acft call by 20nm. Other acft by 15nm.
- DME I-BOD reads zero at THR.
- BDN reads 1.03d at THR.
- Missed approach assessed to BDN 25d.
- Hold entry inbd along 047R to 7d then left turn and for obud along 068R to IAF.
- Hold end of obud leg, do not pass Limiting Radial 032R.
- LOC and DME identification are not synchronised.

BOSCOMBE DOWN COPTER TAC to ILS/DME Y Rwy 23

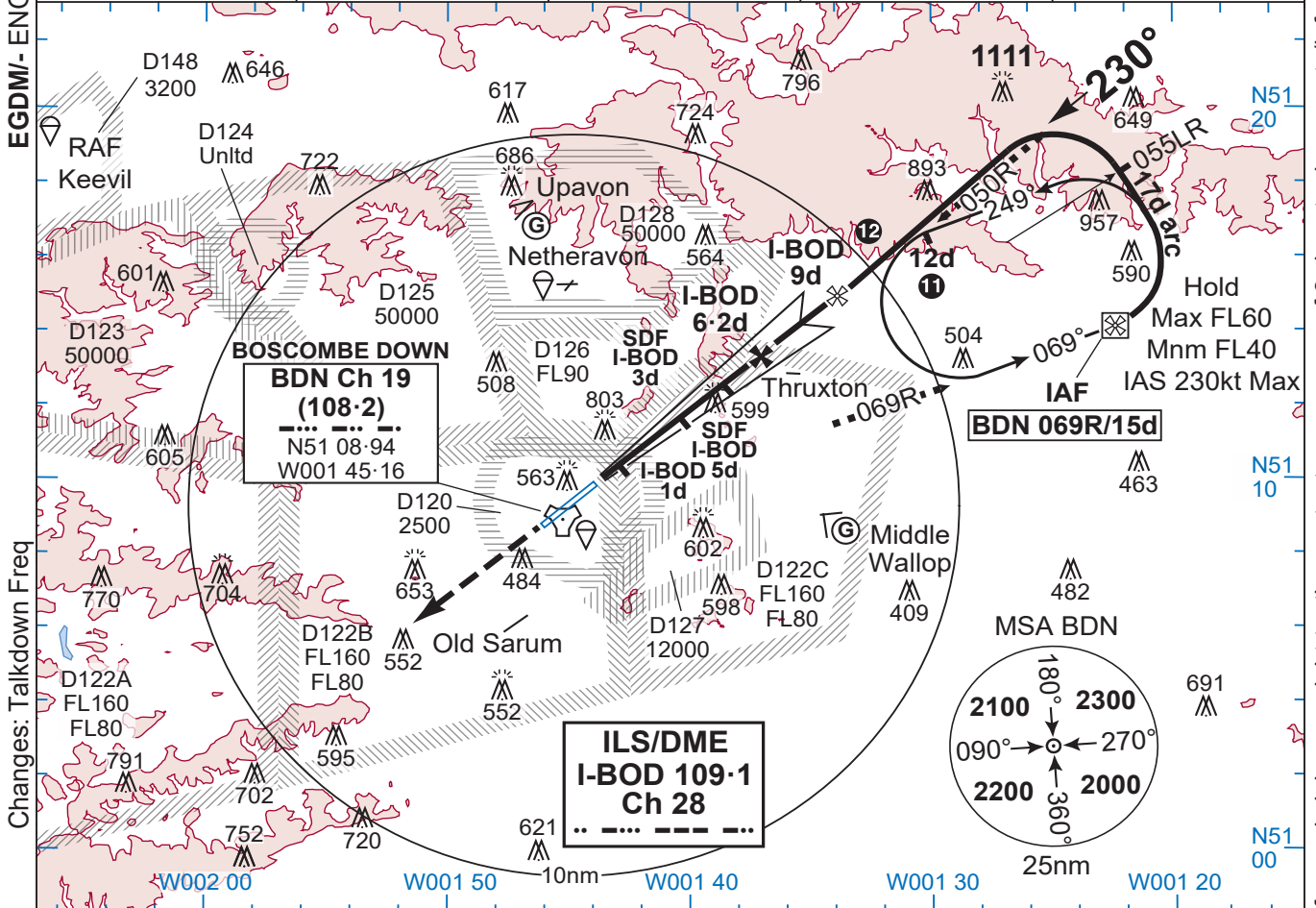
MIPS

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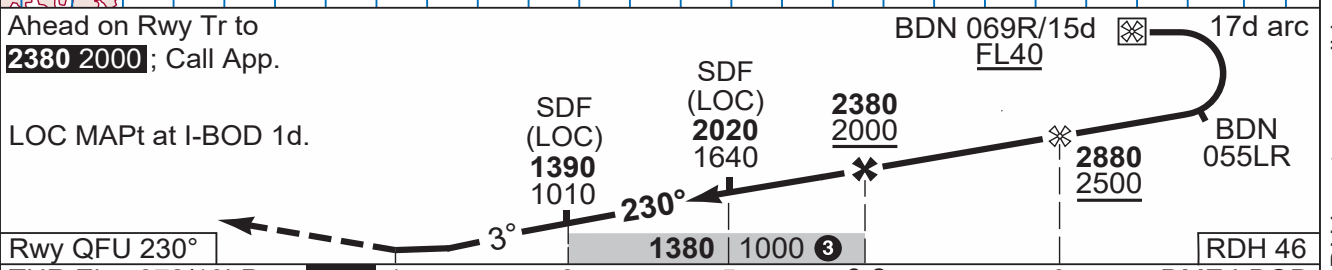
TAC to ILS/DME Z Rwy 23

BOSCOMBE DOWN

EGDM/ENGLAND	Elev 407	Var 1°E	TA 3000	TRL ATC	I-BOD 109.1 Ch 28	19 FEB 26	M3
	BOSCOMBE APP 340.25 130.005	DIRECTOR 362.05 130.005		TALKDOWN 345.050 130.005		TOWER 369.425 130.755	
					ATIS 232.85		



Changes: Talkdown Freq



Ahead on Rwy Tr to **2380 2000**; Call App. LOC MAPt at I-BOD 1d. Rwy QFU 230°. THR Elev 378/13hPa. DME I-BOD

CAT	ILS ⑤	LOC ⑥	CIRC					DME I-BOD	ALT HGT
A	580 200 800m	790 420 1200m	1100 700 1900m					6	2340
B			1200 800 2400m					5	2020
C			1200 800 3600m					4	1700
D			1300 900 3600m					3	1390
E			660 280 800m						
GS (kt)		80	120	150	180	210			
FAF-MAPt 5.2nm		3:54	2:36	2:05	1:44	1:29			
ROD (fpm)		3°	420	640	800	960	1110		

- CAUTION. ILS suitable for auto-coupled app, to Cat I DH.
- CAUTION. LOC MDA/H ref to THR elev.
- CAUTION. Do not descend below 1380 1000 until 3d to provide protection from underlying Low level Heli Routes.
- LOC App. Rdr monitoring **mandatory**.
- When ALS inop increase vis Cat ABCD to 1200m and Cat E to 1300m.
- When ALS inop increase vis to 1900m.
- LOC. Coverage may not be achieved at 25nm, 8° right of RCL when below 3000ft.
- Fast-jet acft call by 20nm. Other acft by 15nm.
- DME I-BOD reads zero at THR.
- BDN reads 1.03d at THR.
- Hold entry inbd along 050R to 12d, then left turn and for outbd along the 069R to the IAF.
- Hold end of outbd leg, do not pass limiting radial 027R.
- LOC and DME identification are not synchronised.

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BOSCOMBE DOWN TAC to ILS/DME Z Rwy 23

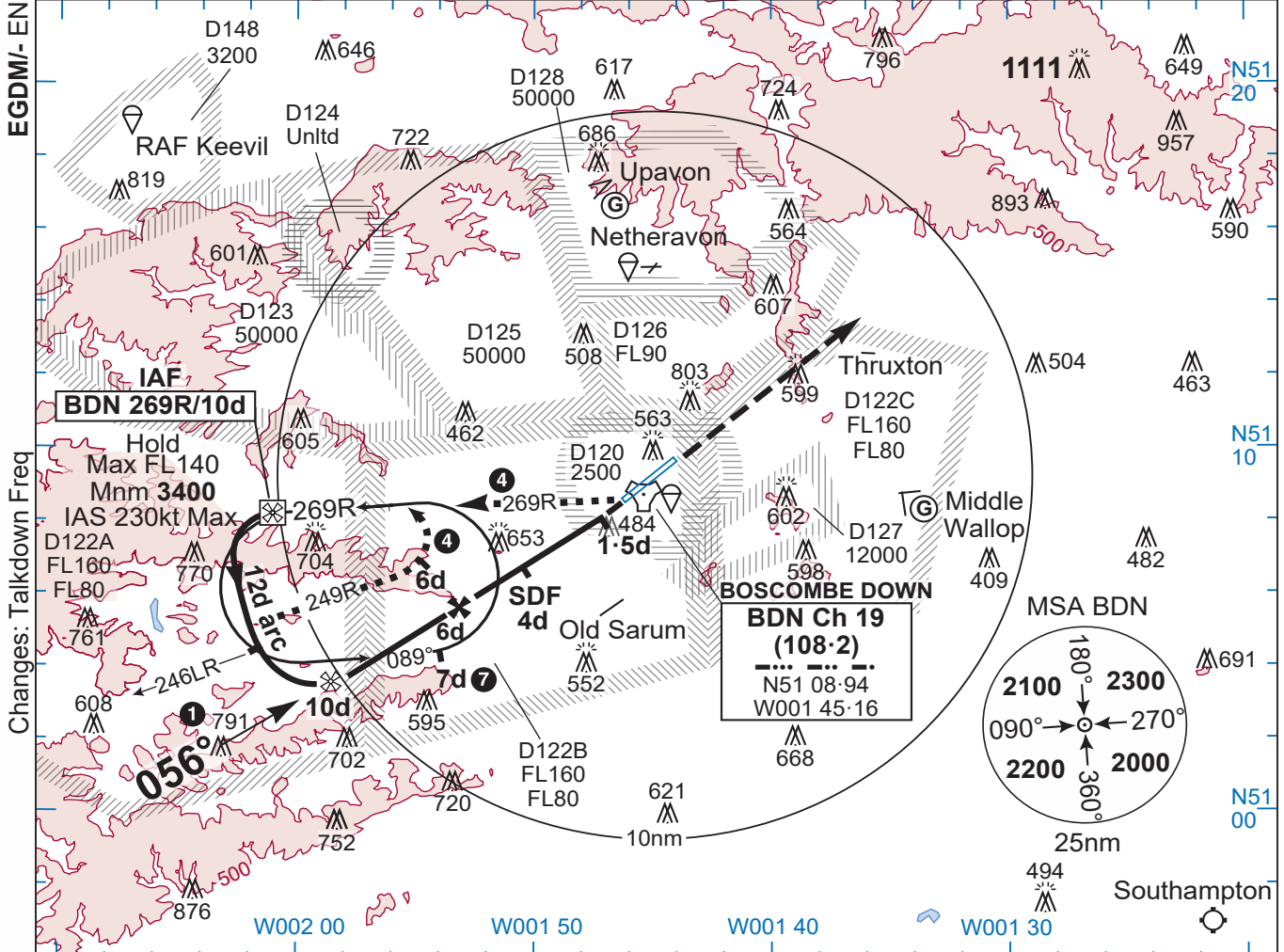
MIPS

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TAC Rwy 05

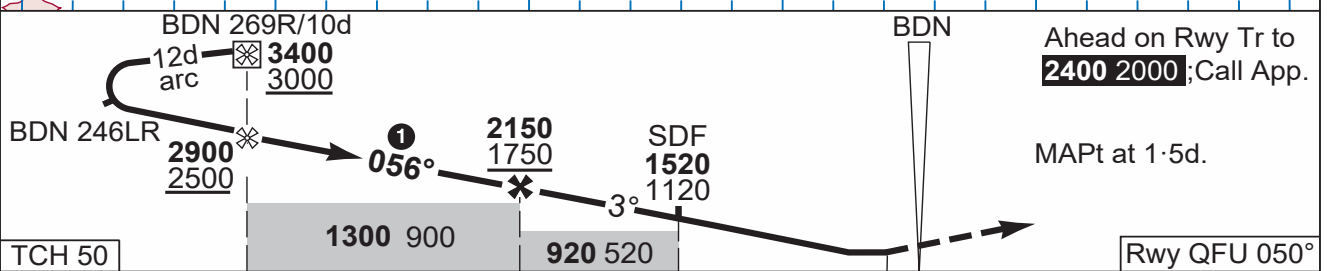
BOSCOMBE DOWN

EGDM/ENGLAND	Elev 407	Var 1°E	TA 3000	TRL ATC	BDN Ch 19 (108.2)	19 FEB 26	R1
	BOSCOMBE APP 340.25 130.005	DIRECTOR 362.05 130.005		TALKDOWN 345.050 130.005	TOWER 369.425 130.755	ATIS 232.85	



Changes: Talkdown F req

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TCH 50	BDN 246LR		BDN 269R/10d		BDN		Ahead on Rwy Tr to 2400 2000; Call App.	
	2900	2500	2150	1750	1520	1120	MAPt at 1.5d.	
	1300 900		920 520					
DME BDN	10	6	4	1.5	THR Elev 400/13hPa			
CAT	TAC 2		CIRC		1 FAT offset 6° left of RCL.			
A	790	390	1100 700		2 When ALS inop increase vis Cat AB to 1800m, Cat C to 1900m, Cat D to 2000m and Cat E to 2200m.			
B	1100m		1800m		3. Fast-jet aircraft call by 20nm. Other aircraft by 15nm.			
C	810	410	1200 800		4 Hold entry restricted to along 269R oubd and along 249R inbd to 6d, then turn left to intcp the 269R.			
D	830	430	1200 800		5. Bearing fluctuations may be experienced just prior to MAPt.			
E	880	480	1300 900		6. Missed approach assessed to BDN 25d.			
	1500m		3600m		7 Hold end of oubd leg, do not pass Limiting Radial 217R.			
GS (kt)	80	120	150	180	210	8. BDN reads 0.67d at THR.		
FAF-MAPt	4.5nm	3:24	2:15	1:48	1:30	1:17	DME BDN	ALT HGT
ROD (fpm)	3°	420	640	800	960	1110	6	2150
							5	1840
							4	1520
							3	1200
							2	880
								480

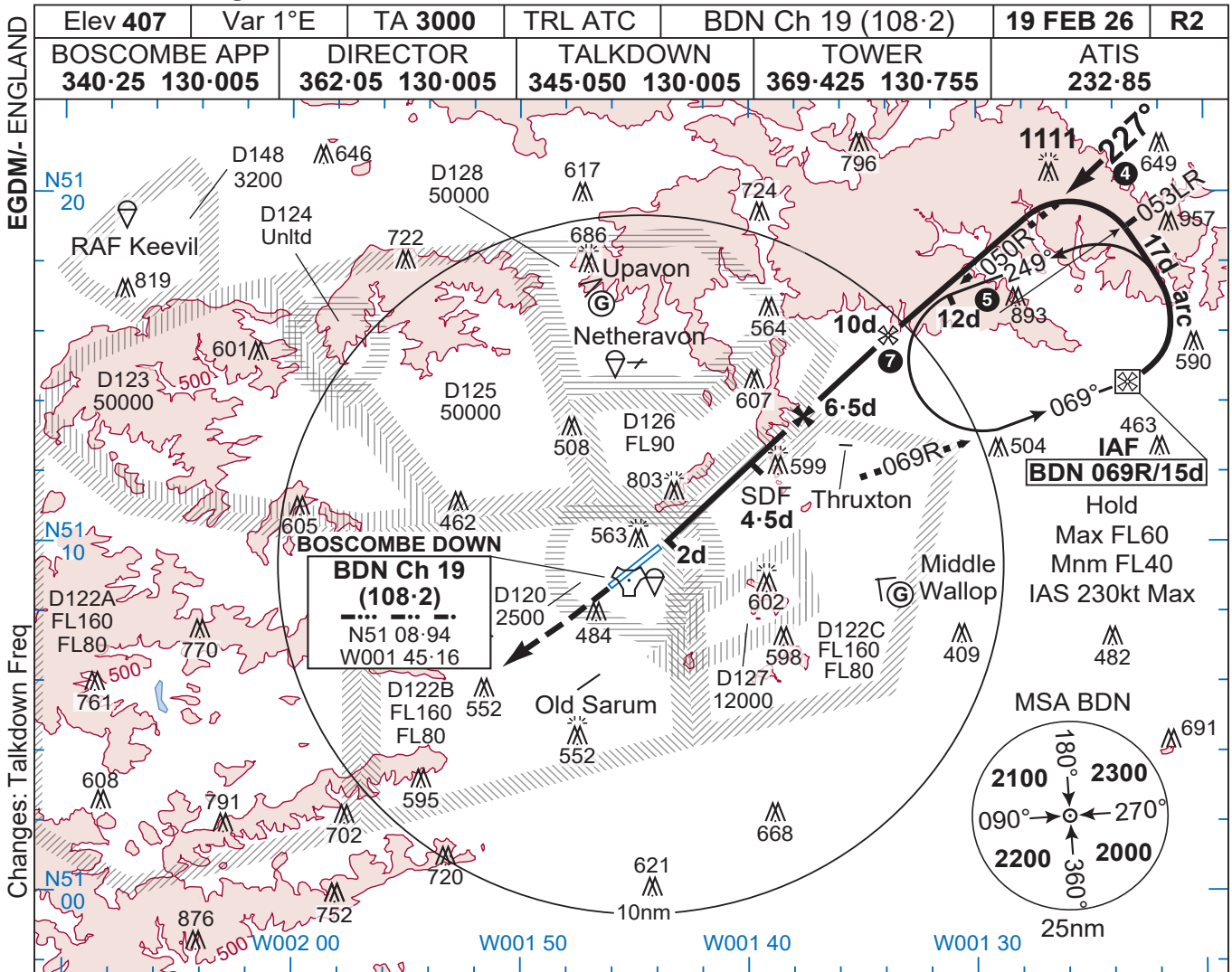
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MIPS

TAC Rwy 05

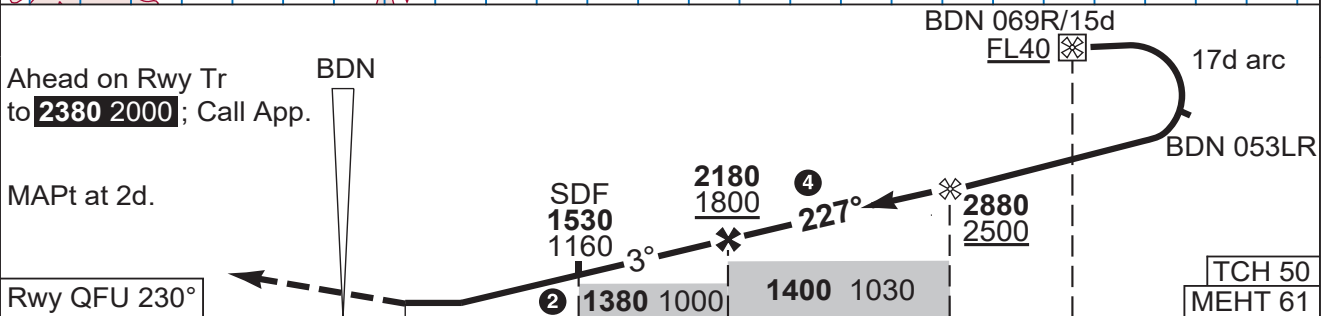
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TAC Z Rwy 23

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Rwy QFU 230°		THR Elev 378/13hPa		2		4-5		6-5		10		15		DME BDN		
CAT	TAC ③	CIRC		1. CAUTION. MDA/H referenced to THR Elev.		2. CAUTION. Do not descend below		3. When ALS inop increase vis to 3000m.		4. FAT offset 3° right of RCL.		5. Hold entry inbd along 050R to 12d, then left turn and for oubd along the 069R to the IAF.		6. Missed approach assessed to BDN 25d.		
A	1040 660	1100 700		1380 1000		1400 1030		2880 2500		2180 1800		2380 2000		DME BDN		
B	1500m	3000m		1530 1160		1530 1160		1530 1160		1530 1160		1530 1160		ALT HGT		
C	N/A	1200 800		1530 1160		1530 1160		1530 1160		1530 1160		1530 1160		6 2010		
D	1040 660	3000m		1530 1160		1530 1160		1530 1160		1530 1160		1530 1160		5 1690		
E	2300m	3600m		1530 1160		1530 1160		1530 1160		1530 1160		1530 1160		4 1380		
GS (kt)		80	120	150	180	210	1380 1000		1400 1030		2180 1800		2380 2000		3 1060	
FAF-MAPt 4.5nm		3:24	2:15	1:48	1:30	1:17	1530 1160		1530 1160		1530 1160		1530 1160		2 2010	
ROD (fpm)		3°	420	640	800	960	1530 1160		1530 1160		1530 1160		1530 1160		1 1060	

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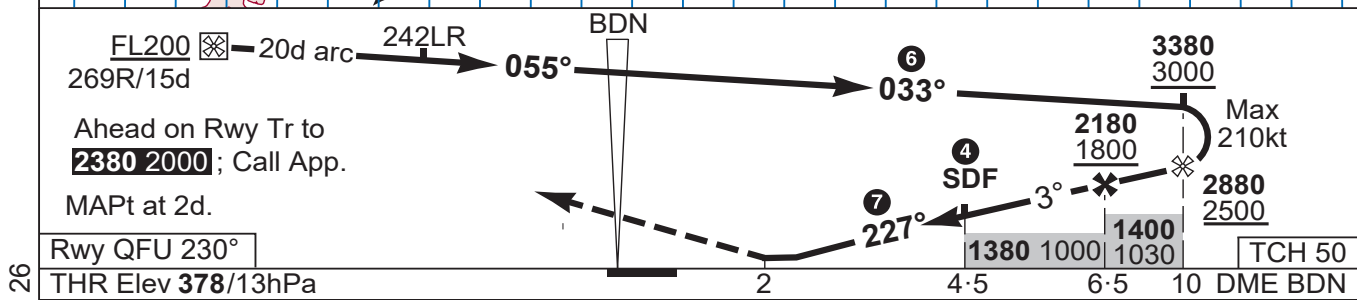
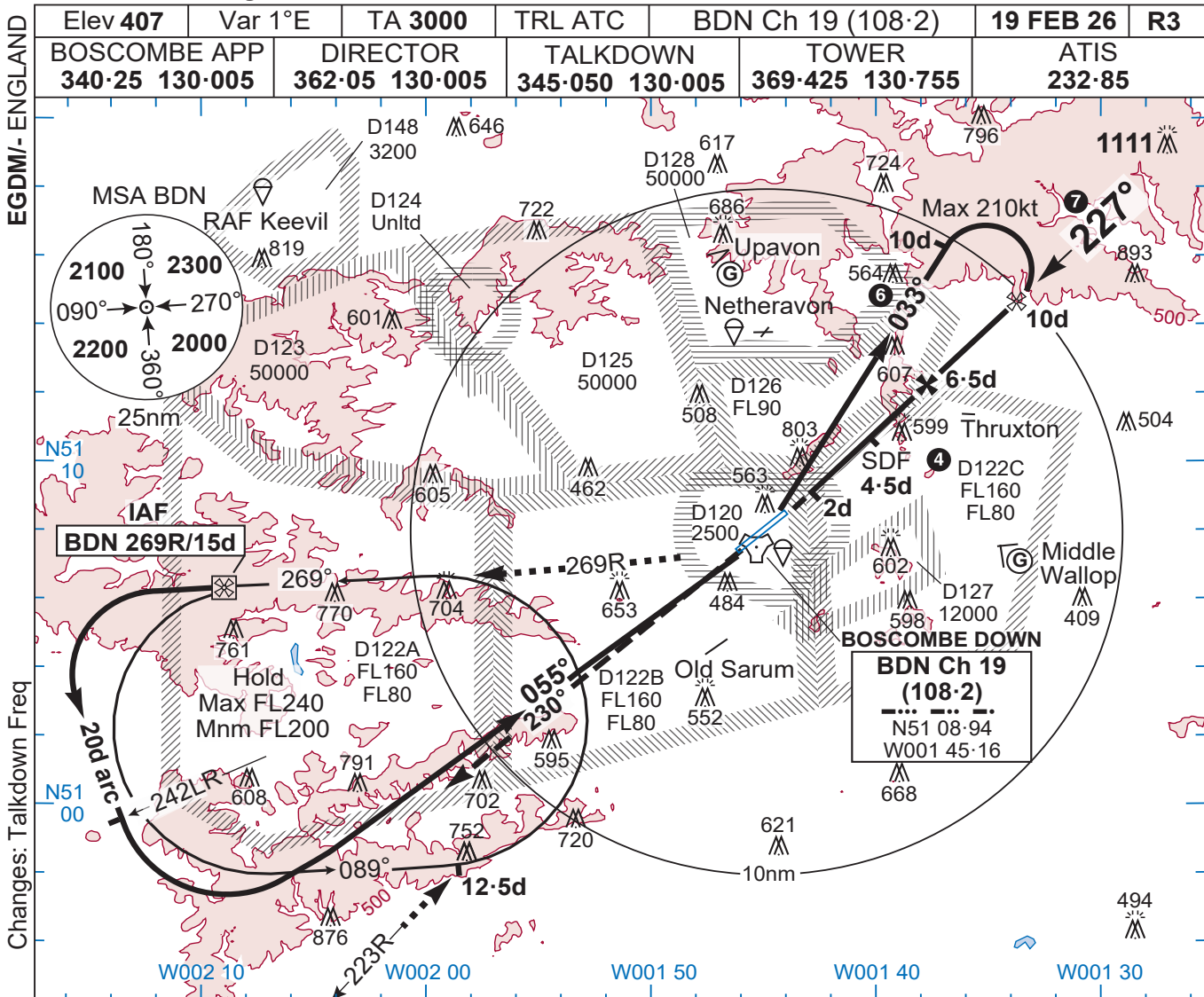
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HI TAC Rwy 23

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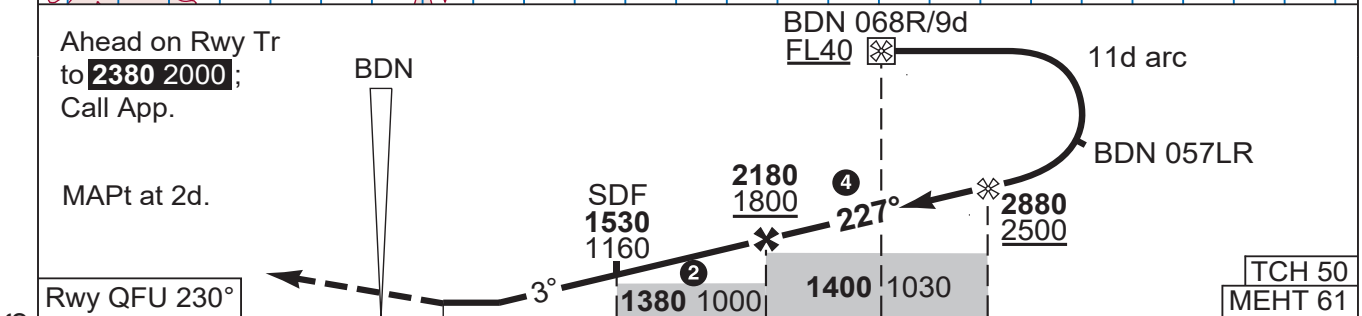
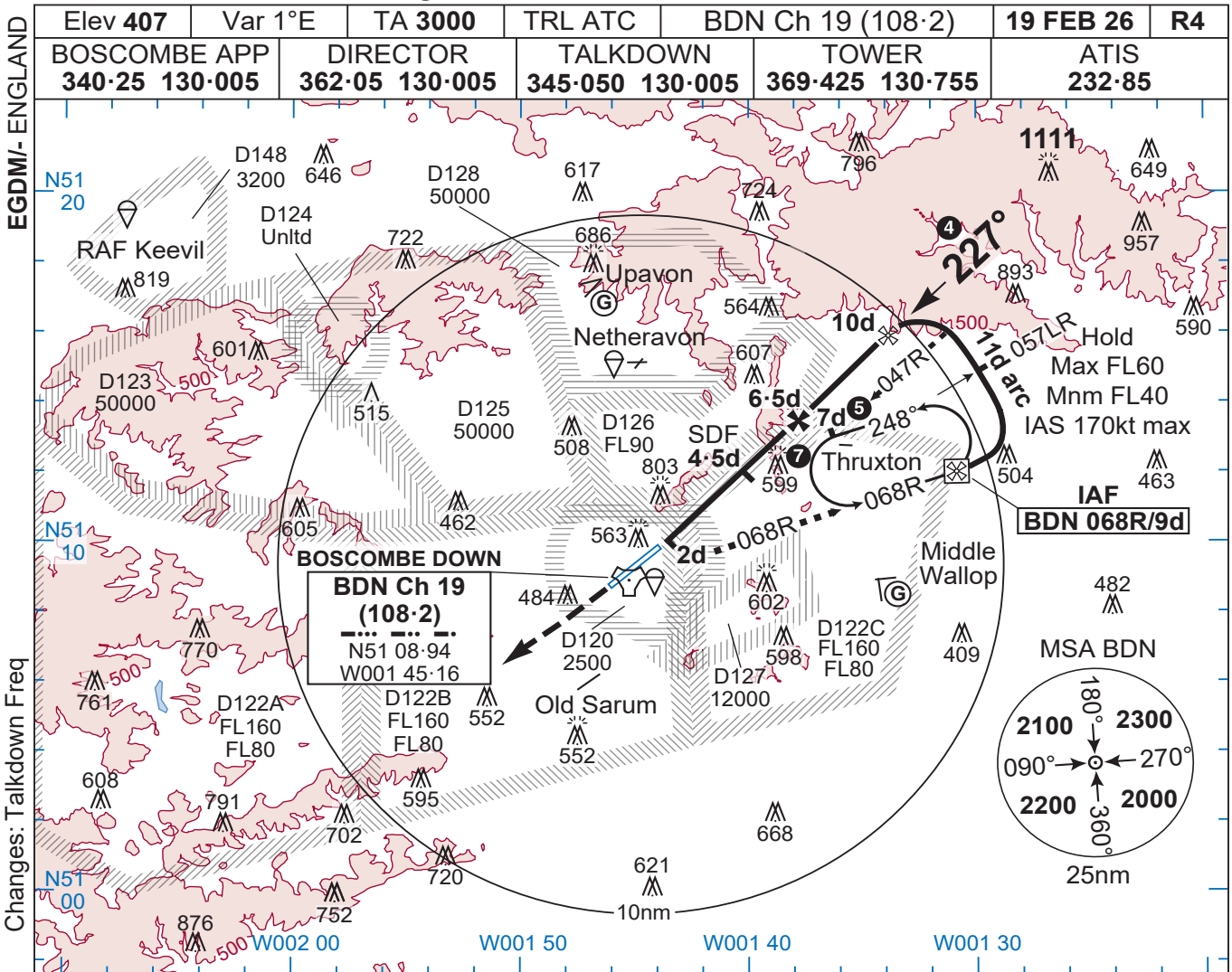
Rwy QFU 230°		THR Elev 378/13hPa		2		4-5		6-5		10		TCH 50	
DME BDN		ALT HGT		6		5		4					
CAT		TAC ⑤		CIRC		1. CAUTION. Proc Not Auth when D128 active above 1400ft.		2. CAUTION. Fly standard rate turns to remain clear of Danger Areas.		3. CAUTION. MDA/H referenced to THR Elev.		4. CAUTION. SDF for ATM purposes and not obstacles. Do not descend below 1380 1000 until 4-5d to provide protection from underlying Low Level Heli Routes.	
A		1040 660		1100 700		5. When ALS inop increase vis to 3000m.		6. Cat AB oudb 039° to BDN 10d.		7. FAT offset 3° right of RCL.		8. Fast-jet acft call by 20nm. Other acft by 15nm.	
B		1500m		3000m		9. Hold entry restricted to along 269R oudb and along 223R inbd to the end of the oudb leg.		10. Max final turn speed 210kt.		11. BDN reads 1-03d at THR.			
C		N/A		1200 800									
D		1040 660		1200 800									
E		2300m		3600m									
GS (kt)		80 120 150 180 210		3:24 2:15 1:48 1:30 1:17									
FAF-MAPt 4-5nm		3:24 2:15 1:48 1:30 1:17											
ROD (fpm)		3° 420 640 800 960 1110											

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COPTER TAC Y Rwy 23

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Rwy QFU 230°		THR Elev 378/13hPa		2		4-5		6-5		9		10		TCH 50		MEHT 61	
A	TAC ③		CIRC		1040 660		N/A		1100 700		3000m		DME BDN		ALT HGT		
	1500m												6		2010		
GS (kt)		80		120		150		180		210		5		1690			
FAF-MAPt 4.5nm		3:24		2:15		1:48		1:30		1:17		4		1380			
ROD (fpm)		3°		420		640		800		960		3		1060			
														670			

1. CAUTION. MDA/H referenced to THR Elev.
2. CAUTION. Do not descend below 1380 1000 until 4.5d to provide protection from underlying Low Level Heli Routes.
3. When ALS inop increase vis to 3000m.
4. FAT offset 3° right of RCL.
5. Hold entry inbd along 047R to 7d, then left turn and for oubd along 068R to the IAF.
6. Missed approach assessed to BDN 25d.
7. Hold end of oubd leg, do not pass Limiting Radial 032R.
8. BDN reads 1.03d at THR.

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