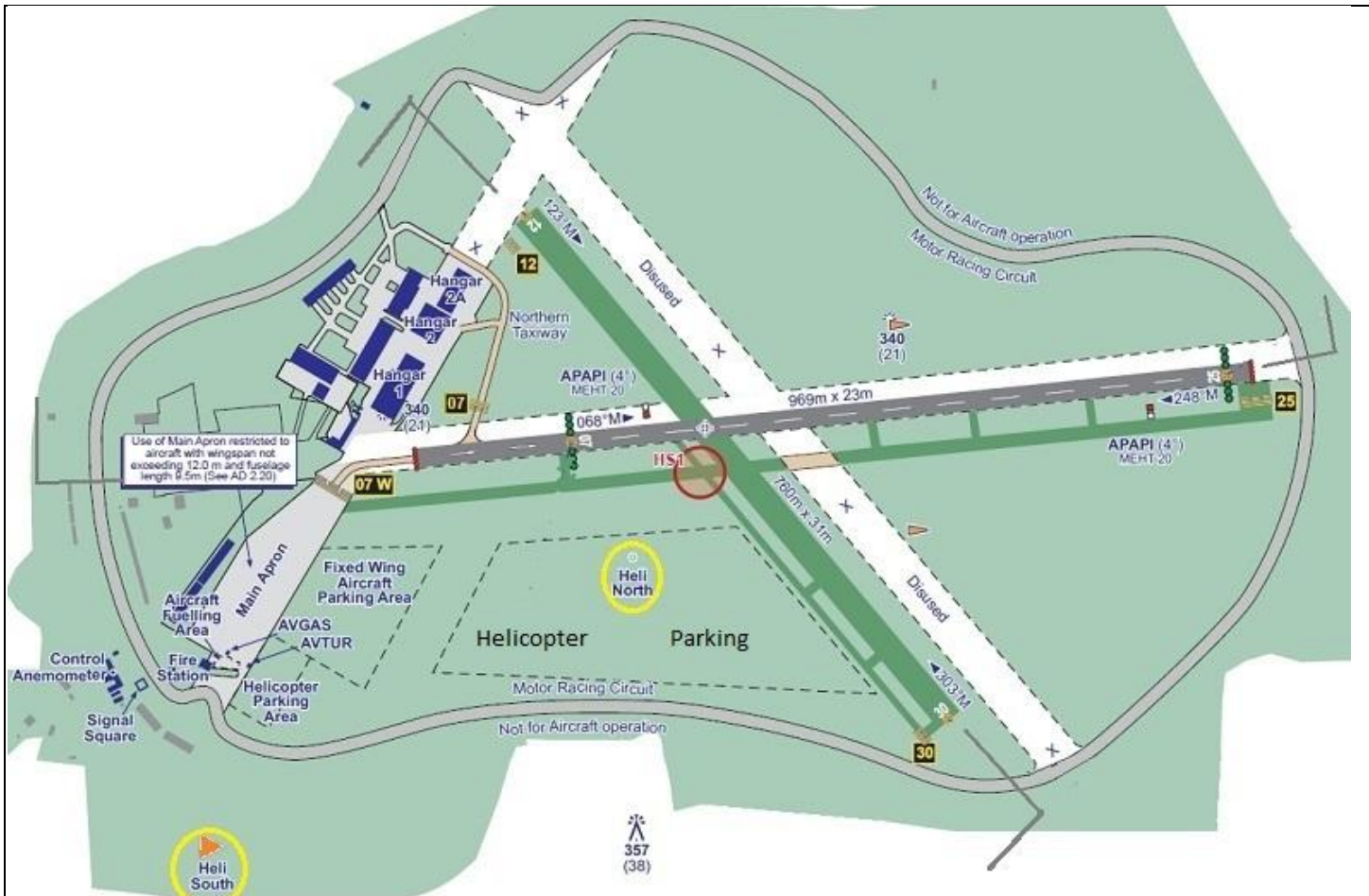
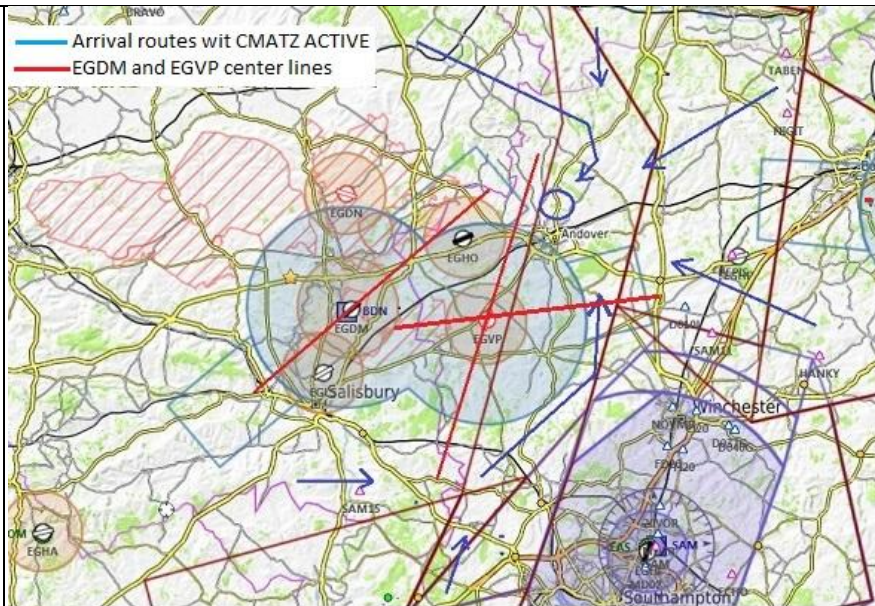
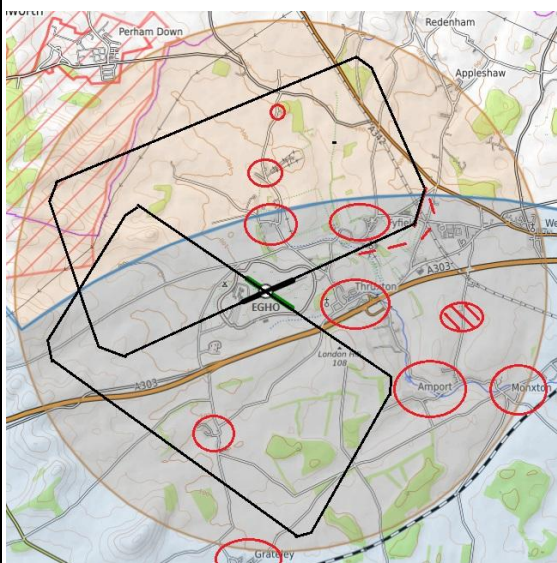


AIRFIELD	November 23	THRUXTON			EGHO	South
CALLSIGN	Thruyton Radio				118.280	
CALLSIGN	EGHO_R_TWR				Elev. 319ft	
LOCATION	N051.12.38.000		W001.36.00.000		QFE=QNH-10Hpcs	
LOC. GEO.	4.5nm W of Andover; 6.6nm NE of EGDM; 4.3nm NNW of EGVP.				Conspicuity 2660 .	
CHART	NATS	The Motor Racing Circuit is in constant use. ALL Aircraft are to keep well clear at all times.				
METAR	EGDM	ALL disused surfaces are unsuitable for ALL Aircraft, ANY use is at pilot's own risk.				
	EGHI 130.880	Read special rules below for arrivals/departures when CMATZ is busy, or closed.				
RUNWAY	Headings	Dimension	Surface	A/F NOT available to Public transport A/C in excess of 5700kg.		
	07 / 25	969M x 23M	Asphalt	MAIN APRON: NOT available to A/C, Wingspan>12M or fuselage		
	12 / 30	760M x 31M	Grass	> 9.5M. Other A/C at discretion of AGO.		
AIRSPACE	Class G ATZ Sfc-1200ft		A/F is inside Boscombe Down CMATZ - Inactive-Sfce-A3000; Active; Class D;			
CIRCUITS	Circuit Height 800ft. ALL circuits to North and East. 07;30 LH. 25;12 RH.					
NO FLY	Kimpton Village; Fyfield Village; Quarley Village; Thruyton Village and the Hawk Conservancy bird sanctuary					
LOCAL HAZARDS	Two large birds of prey are released daily at 1430 (1330) from London Hill, approximately 800 M southeast of Runway 30 threshold. Pilots are requested to avoid the area during this activity. A/GO will notify when the activity is completed. AGO will also notify if Ranges EG D126 & EG D127 are active.					
HELICOPTER OPERATIONS	<p>Arr./Dep. PARALLEL TO ACTIVE RUNWAY DIRECT TO/FROM HELI NORTH.</p> <p>If Using HELI SOUTH, to from parking, PERMISSION TO CROSS THE RACING CIRCUIT IS REQUIRED.</p> <p>HELICOPTER CIRCUITS: Runway 07 - RH @1000ft AAL; Runway 25 -LH @1000ft AAL; Runway 12 - RH @ 800ft AAL*; Runway 30 - LH @800ft AAL*: THAT IS, OPPOSITE TO FIXED WING. [*= 1000ftAAL if Boscombe CMATZ NOT active.]</p> <p>UNLESS permission from AGO given. ALL helicopters must arrive/depart to/from HELI NORTH parallel with the active runway</p>					
SPECIAL RULES	<p>NOISE ABATEMENT: See 'NO FLY@ section above and PlanG charts below.</p> <p>IF CMATZ IS ACTIVE: AGO will advise;</p> <p>ARRIVING: Contact Boscombe Zone on 126.700 for CMATZ penetration, routing to a point 1nm North of Andover at 1200ft AAL(QFE), Once in the CMATZ A/C will be told to contact Thruyton Radio; REMAIN OUTSIDE Thruyton ATZ until contact is made.</p> <p>DEPARTING: Leave the ATZ on an EASTERLY track, NOT above 1200ftAAL, ALL TURNS TO BE MADE WITHIN TH ATZ. EITHER contact Boscombe Zone or remain at 1200ft until CLEAR of the CMATZ.</p> <p>If CMATZ Inactive: AGO will advise;</p> <p>ARRIVING: REMAIN CLEAR of CMATZ, Contact AGO for ATZ entry at 1500ft AAL FROM THE NORTH. - Enter ATZ at 1200ft; Circuits 1000ft.</p> <p>DEPARTING: REMAIN at 1200ft AAL within the CMATZ.</p> <p>ALL A/C must SQUAWK 2660 WHILST IN the CMATZ or Talking to Boscombe Zone or Thruyton Radio. See charts below.</p>					
REMARKS	<p>A\C FROM THE SOUTH be aware A/C using Middle Wallop runway 26 Could be IMC, 'Blinds UP' NO DEAD_SIDE for Runway 07/25 - Helicopters operate up to 1000ft AAL.</p> <p>Recommended Runway Joins:</p> <p>Runway 07: From East; Notify AGO of 'joining Downwind', descend to circuit height at the ATZ. From West; Fly OVERHEAD the RUNWAY, Turn crosswind at 25 numbers, descend to circuit Height.</p> <p>Runway 25; From West; Notify AGO of 'joining Downwind', descend to circuit height at the ATZ. From East; Fly OVERHEAD the RUNWAY, Turn crosswind at 07 numbers, descend to circuit Height.</p>					



ALL CIRCUITS TO BE FLOWN INSIDE THE ATZ



← Diagram showing approaches to ATZ when CMATZ is NOT ACTIVE. Pilots should NOT enter the CMATZ.

Helicopter arrivals/departures TO /FROM the ATZ are as Fixed Wing A/C.
 Landing / departing Helios Should fly straight to /from Heli North, Flight should be parallel to the ACTIVE RUNWAY.
 Helicopters Circuits are THE SAME HEIGHT as Fixed wing Circuits, but in opposite direction.
 07 - RH; 25 - LH; 12 - RH; 30 - LH

HELI SOUTH may only be used if approved by AGO

ALL PILOTS: Please put your callsign after your name.
NOT TO BE USED FOR REAL WORLD OPERATIONS