

Popham Airfield Flying Orders

As at 1st July 2022

You may, or may not, know that operating your aircraft at Popham comes with some responsibilities. Like all good airfields, such procedures (sometimes described as 'Flying Orders') clarify the flying behaviour and associated actions expected of operators of aircraft into and out Popham Airfield. Although a simple series of do's and don'ts, they are designed to assure the safety of Popham members, visitors and the visiting public.

- Flying will take place only between 8am and 8pm and flying must cease at official dark when this occurs before 8pm. Official dark is half an hour after sunset. Any requests to land or take off outside these hours should be addressed to the Airfield Manager whose decision is final.
- The direction of take-off and landing must conform to the standard "T" displayed in the signal square or as directed by AGCS.
- Aircraft are required to taxi as requested by AGCS and make contact as soon as practicable to ensure two-way radio contact for the transmission of safety information.
- Radio frequency 129.805 should be used, callsign "Popham Radio." If the AGCS service is closed make calls to "Popham Traffic".
- No non-radio aircraft are to operate into or out of Popham without the prior permission of AGCS and at all times must conform to strict non-radio procedures.
- In winter when there may be boggy conditions AGCS may request transit between parking areas and runways via the taxiway south of Runway 26 (beside the A303).
- Aircraft that require hand-starting by prop swinging must have chocks placed in front of the wheels.
- The HOLD points are legal definitions. Passing a runway HOLD constitutes having entered the runway.
- Run-ups should be done close to HOLDS, but not such that they block the expeditious use of the runway by other aircraft.
- For Runway 26 and 08 all circuits will be to the north. Right-hand on 26, left-hand on 08 at a height of 800 feet on the airfield QFE. No aircraft shall over fly the filling station on the approach to 26 or any houses on the approach to 08.
- Under some wind and visibility circumstances the 'restricted use' Runways 21 and 03 can be used: all circuits will be to the north-west. Right-hand on 21 and left-hand on 03 at a height of 800 feet QFE. There are noise-sensitive points in this circuit to be aware of.
- When leaving and re-joining the circuit, overflying local villages must be avoided.
- Aerobatic flying is not permitted over or near to the airfield unless specifically authorised by the airfield management and monitored by AGCS.
- Touch-and-goes on Runway 26 are prohibited except for based flying school instructors and at pilot's discretion on Runway 08, 03, and 21.
- Pilots should be considerate when parking: a tidy wing-to-wing line on the apron helps to optimise its use; do not use areas marked for the flying schools or maintenance organisations.