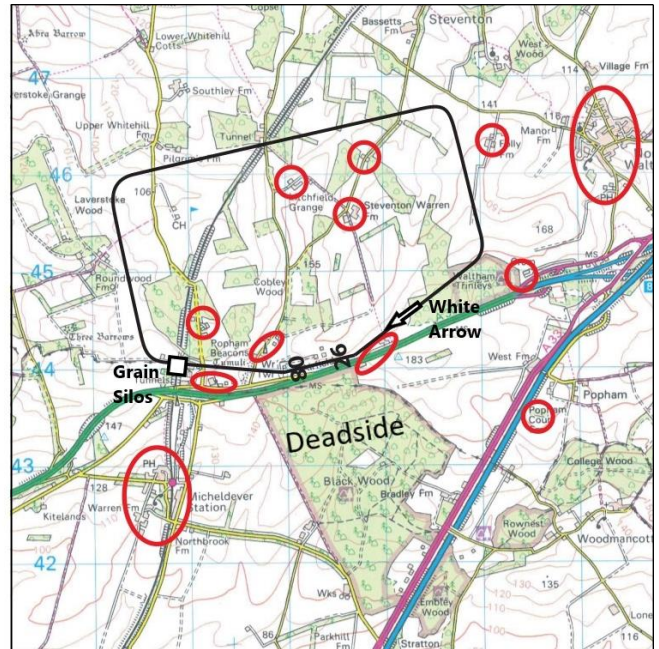
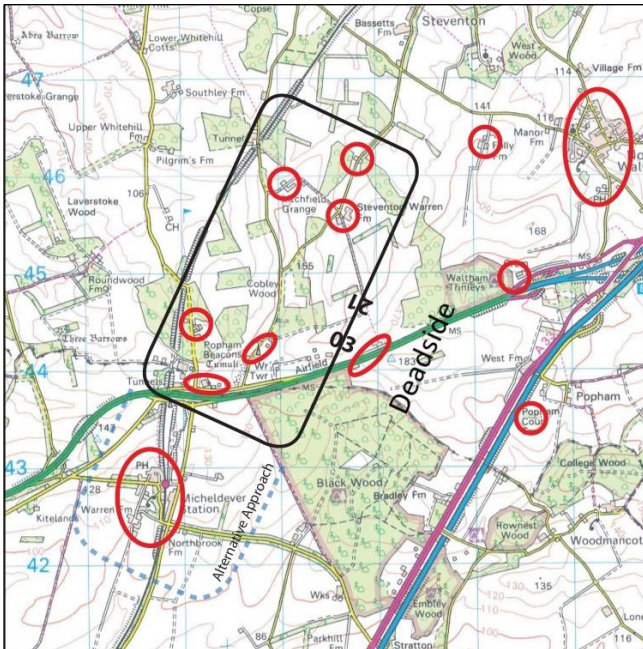


Popham Airfield – Information for Pilots

Circuits and noise-sensitive areas



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Runways 21 & 03

900m x 25m Unlicensed

Landings and Take-offs:

Straight-in arrivals and straight-out departures avoiding all marked noise-sensitive areas

Where possible, make a standard overhead join for visibility and spacing

Noise-sensitive areas – must not be overflown ○

Runways 26 & 08

890m x 25m Unlicensed

Landings:

RWY 26 – Approach over white arrow

RWY 08 – Approach over grains silos

Take-offs:

RWY 26 – At upwind end of runway turn right 15 degrees to route OVER the grain silos

RWY 08 – Before end of runway turn left to avoid filling station

Operational Hours

Summer 08:00 till 20:00 BST (Note, operation after 17:00 is subject to prior permission)

Winter 08:30 till 16:30 UTC or 30 minutes after sunset, whichever is sooner

Note that after sunset, the Popham area can become very dark, very quickly

Radio

Popham Radio Air/Ground Communications Service (AGCS) – 129.805 (8.33 MHz)

Hours of watch:

Summer 08:00 till 17:00 BST

Winter 08:30 till 16:30 UTC

Joining and Landing

- Inbound aircraft should establish contact with Popham Radio at least 5 miles from the airfield. Runway in use and relevant altimeter setting will be given. If the radio is not manned, traffic calls should be made, beginning 'Popham Traffic'.

- Where possible, aircraft should make a standard overhead join, the purpose of which is to enable situational and traffic awareness. While it is common to abbreviate this procedure depending on traffic density, a 'Long Final' is not encouraged as it directly conflicts with the circuit direction.
- The direction of landing must conform to the standard "T" displayed in the signal square or as directed by AGCS. Additionally, if a white circle is shown at the apex of the "T", both runways are in use with a different take-off direction.
- No non-radio aircraft are to operate into or out of Popham without the prior permission of AGCS and must at all times conform to strict non-radio procedures.
- 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.

Departures

- 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.
- 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.

Noise Abatement

- Popham is a rural airfield but is surrounded by residential and light industrial sites. These are very tolerant of noise, but only because the airfield has worked closely with our neighbours to produce mutually acceptable routings. When at high power settings, avoid all areas shown in red, above.
- These are also shown on your electronic flight planning device, but do not be distracted in flight.
- Departures should be carefully self-briefed on the ground. If in doubt, seek advice from the AGCS before commencing the flight.

Contact

PPR is not required at Popham. However, calls are welcome to establish airfield conditions, availability of fuel and other useful information. AGCS can be contacted on 01256 397733, Option 1.