

Henstridge Airfield User Guide



Issue 1, April 2024

Henstridge Airfield

User guide

CONTENTS

<i>Section</i>	<i>Page</i>
1 Introduction	3
2 Airfield location and administration	3
3 Airfield access	4
4 Aircraft movement and fuelling	5
5 Flying	7
6 Noise abatement	9

Henstridge Airfield

User guide

1. Introduction

- 1.1. This user guide summarises key administrative information about the airfield and provides guidance on access, facilities and operations for the owners of based aircraft.
- 1.2. The guide supersedes all previous versions and will be kept under review. Every effort has been made to ensure the accuracy of the information presented within this guide. The guide is issued in good faith as a statement of facts at the time of writing. In the event of any doubt as to the meaning or interpretation of the guide, users should contact the airfield owner (see paragraph 2.3 below).
- 1.3. All flying at Henstridge Airfield shall be conducted in accordance with the Air Navigation Order of the United Kingdom and associated regulations. Guidance contained in this document is intended to assist with the smooth running of the airfield, compliance with planning consent and maintenance of good relations with the local community and should be followed wherever possible. But where the safe operation of an aircraft is concerned, the normal rules of the air take precedence.
- 1.4. This document is to be construed under English Law and English Law shall be used in interpreting the document and for resolving all claims or disputes arising out of or connected with the document.

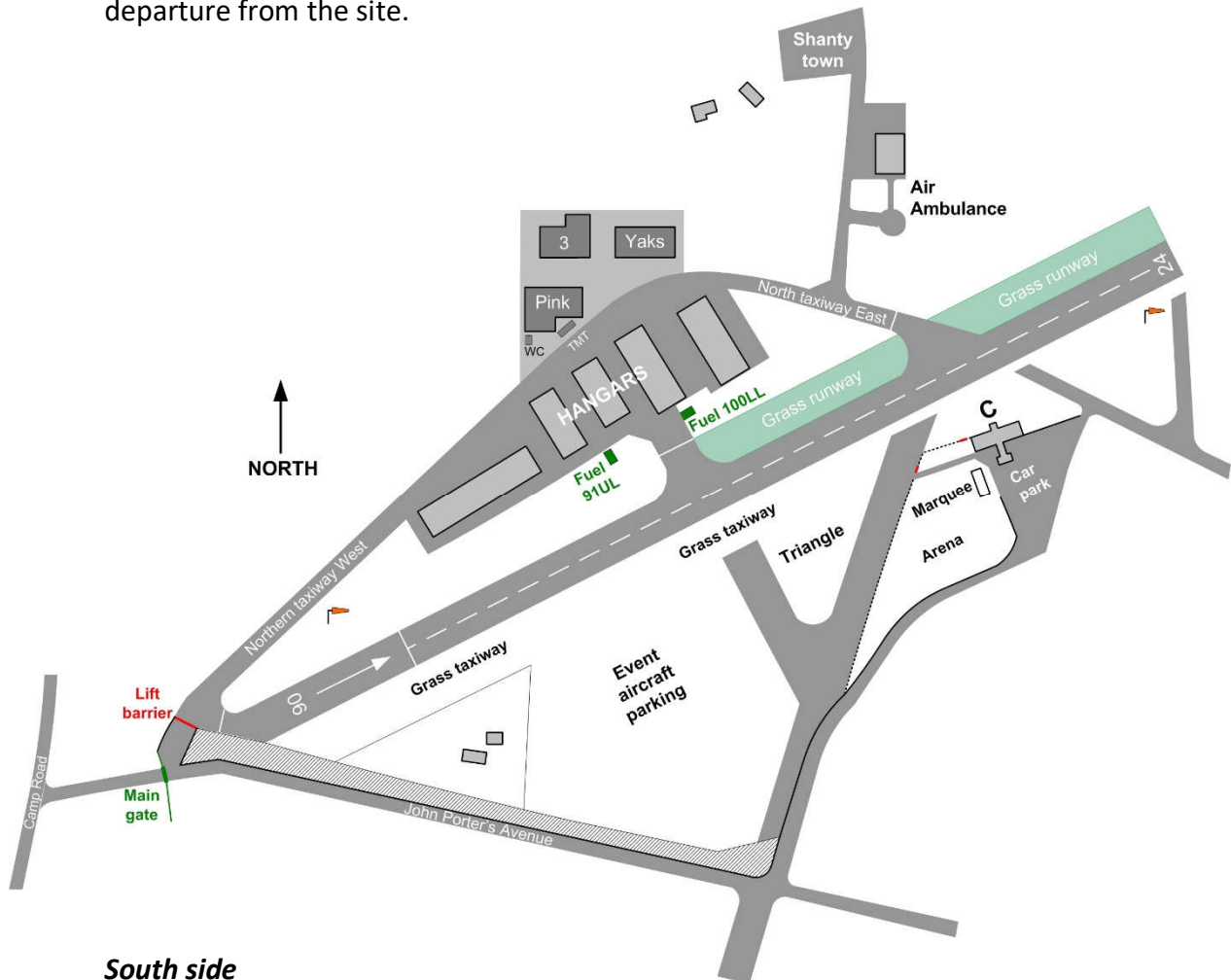
2. Airfield location and administration

- 2.1. Henstridge is an unlicensed airfield located on the border between Somerset and Dorset, to the East of Henstridge village and south of the main A30. It occupies part of the site of the former RNAS Air Station Henstridge, also known as HMS Dipper. Parts of the former air station are now an industrial estate.
- 2.2. The address is:
Henstridge Airfield, The Marsh, Camp Road, Henstridge, Somerset, BA8 0TN.
Telephone 01963 364231, email contact@henstridgeairfield.com.
Web site www.henstridgeairfield.com.
Ordnance Survey: ST750207
What3Words: trips.tomorrow.slant (main gate)
- 2.3. Location for pilots:
EGHS Henstridge 5nm SSE Wincanton N505907 W0022124 184 ft AMSL 6hPa
LARS Yeovilton 127.350 A/G 130.255
Runway asphalt 24/06 730 x 26m note 06 LDA 630m (displaced threshold)
Alternative AD Bournemouth (EGHH) or Compton Abbas (EGHA)
- 2.4. The airfield is owned by Mr Geoff Jarvis of Losan Ltd – telephone 07813 901643 – and operated under the terms of planning consent granted by Somerset Council reference number 15/04069/FUL and an associated Section 106 agreement. These documents are available on the airfield website.

3. Airfield access

The airfield estate

- 3.1. The airfield estate as a whole, including the industrial units, is accessed from Camp Road via an unadopted road known as John Porter's Avenue, which runs along the south side of the estate. The perimeter of the estate is fenced and the road access is closed off by gates. These are kept open during normal working hours.
- 3.2. Outside normal working hours the main gate will be locked and access is only available to authorised main gate keyholders. Those making use of out of hours access must ensure that the main gate is locked again after entering and on their departure from the site.



South side

- 3.3. The airfield offices, clubhouse and control tower (marked **C** on the plan) are located on the south side of the airfield, accessed from John Porter's Avenue. Car parking is available for airfield users and visitors.
- 3.4. Within normal working hours the clubhouse eating area, toilet facilities and post room are accessible to all, including members of the public (although note that this is not advertised as a public facility). The eating area has coin-operated vending machines for hot drinks.
- 3.5. At weekends and on special occasions the clubhouse is open to airfield users, visitors and the public for snacks and drinks, with a hot food menu in the middle of the day.

North side (sometimes referred to as air side)

- 3.6. The hangars, various aviation-related business and the Somerset & Dorset Air Ambulance are located on the north side of the airfield. Note that the building known as “Hanger 3”, Mike Pink’s hangar and the Yak hangar are not situated on the airfield estate, but their owners and users gain access via the airfield and must also abide by the access guidelines.
- 3.7. Authorised users may cross the runway on foot from south side to north side and vice-versa. Take special care to look for aircraft on approach or taxiing, and give way as appropriate. Individuals or at least one person in a group must wear a high-visibility jacket whilst crossing.
- 3.8. Vehicle access to the north side is via an automatic lift-barrier located to the left, just inside the main airfield gate. Access northside is only for the owners of based aircraft, employees of the various businesses and Air Ambulance staff.
- 3.9. The lift-barrier is operated (inbound) by an electronic keycard. These cards are issued to named, authorised individuals for their personal use, and may not be lent to other people. Use of the cards is logged for security purposes. Vehicles passing through the lift-barrier must each stop and use their card; gaining access by “tailgating” is not allowed. The gate is monitored by CCTV. Outbound, the gate is operated by an induction loop buried in the road.
- 3.10. The north side access road is an active taxiway. Vehicles must drive at no more than walking pace around the hangars, use dipped headlights to increase visibility and always give way to aircraft. Parking and driving should only be on those areas designated for vehicular use and movement across aprons and taxiways avoided both for reasons of vehicle / aircraft safety. Users may not drive across the runway.
- 3.11. For vehicle use north side users shall hold appropriate airside vehicle liability insurance to an advised minimum value of £250,000. This is either included or available as an option on most aircraft insurance policies. Alternatively, it may be possible to arrange with the airfield owner to be included on the airfield policy. Vehicle access without cover is prohibited.
- 3.12. It is permissible for guests to be taken onto the north side but they must be accompanied and supervised at all times. Special arrangements can be made for other visitors (such as aircraft engineers or inspectors) but only in consultation with the airfield owner, who must be notified of each visit.
- 3.13. Limited toilet facilities are available north side. Users are asked to treat this with respect as it is not included in routine airfield housekeeping. Please report any fault to the airfield owner.

Hangars

- 3.14. Hangar occupancy is based upon a contract between the individual aircraft owners and the airfield owner. Owners may not sub-let, allow other aircraft into their hangar space, nor move their aircraft to other spaces, without permission from the airfield owner.
- 3.15. The security and safety of hangared aircraft is paramount. Hangars are to be kept locked when the resident is not within the immediate vicinity including while flying.

- 3.16. Hangar residents will be issued with keys to access their hangar space. They shall not be loaned to a third party for security reasons. Residents should take great care to restrict access to any hangar to only those authorised, for the ongoing security of all users' aircraft and belongings.
- 3.17. All the main hangars are equipped with electric lighting and power. Individual bays are equipped with their own electricity meters but at the time of writing modest levels of electricity consumption – sufficient for lighting, battery charging and occasional use of power tools – is not separately charged for. Users with significant power requirements must make separate arrangements with the airfield owner.
- 3.18. Most hangars do not have a water supply. There is an outside tap on the end of the hangar immediately north of the UL91 fuel bowser.
- 3.19. Hangar residents are requested to keep their allocated space clean and tidy and see to the maintenance of the door tracks. Engines may not be run inside hangars.
- 3.20. Apart from fuel in aircraft tanks, no more than 20 litres of fuel may be stored for personal use in hangar spaces, which must be kept in proper fuel cans and marked to identify the fuel type.
- 3.21. Lone working is permitted in the hangar but users are asked to notify the airfield owner if they intend to be working alone for any length of time, especially if they intend to use power tools or operate lifting equipment.

4. Aircraft movement and fuelling

- 4.1. Authorised users shall always exercise care when moving and handling aircraft and be considerate of other airfield users.
- 4.2. Aircraft may only be parked in designated areas and well clear of any active taxiway and the grass runway. Taxiways should whenever possible be unobstructed and when refuelling aim to clear access to the fuel station as soon as possible to avoid delaying other users.
- 4.3. There are no special restrictions on ground engine testing although pilots should be considerate of other airfield users especially with regard to propwash causing incidental damage and noise affecting those who may be working inside hangars.
- 4.4. Avgas 100LL and UL91 are available via the refuelling stations, which are usually open between 1000 and 1600. The fuel stations may not be opened when the weather is not suitable for flying. Pilots needing fuel outside of normal open hours or upon finding the fuel station closed should contact the airfield owner, with suitable notice if early access is required.
- 4.5. Pilots using the refuelling facilities shall follow the printed instructions on the pumps and complete their details in the fuelling logbook. Payment is normally made on a monthly account.
- 4.6. Pilots are requested not to conduct engine run-ups on the fuel stations.

5. Flying

- 5.1. All flying at Henstridge Airfield shall be conducted in accordance with the Air Navigation Order of the United Kingdom and associated regulations. The safety of each flight overrides all other considerations and the pilot in command takes full responsibility for each flight.
- 5.2. The airfield is located in uncontrolled Class G airspace and does not have an ATZ. Except for the Yeovilton MATZ there is very little restriction on flying in the local area. Pilots should note that the area is designated as an AIAA.
- 5.3. However, the owners of based aircraft are required to observe some additional restrictions (below) to help maintain cordial relations with local residents, and to comply with the planning consent for the airfield. Users who repeatedly breach these restrictions without being able to make an appropriate safety case for doing so may be invited to relocate.
- 5.4. In good time before flight, resident pilots must notify the airfield owner of their plans by email, text or telephone, to allow advice of any special information which might affect their flight. Henstridge has a number of users who visit for both community and commercial activities at weekends and military training purposes during the working week. Pilots may be asked to make allowance for such users.
- 5.5. Pilots must observe the flying operating hours of the airfield which are 0900-1700 local time for visiting aircraft. Flying hours for based aircraft are as follows:
Summer time: 0800-1900 Mon-Fri; 0900-1900 Sat; 0900-1800 Sun & bank holidays.
Winter time: 0800-1700 Mon-Fri; 0900-1700 Sat & Sun.
Special permission to operate outside these hours may be sought by contacting the airfield owner.
- 5.6. The airfield is required to maintain a movements log. Because the control tower is not permanently staffed, pilots must record the details of their flights using the online form available via the airfield website.
- 5.7. All aircraft must be equipped with an air-band VHF radio transceiver, licensed for use in their aircraft, and the pilot must hold a FRTOL. Non-radio operation is only allowed by special arrangement with the airfield owner.
- 5.8. The airfield frequency is 130.255 MHz and is dedicated to Henstridge. Pilots should make standard radio calls when operating, either to "Henstridge Radio" when the control tower is in operation, or blind calls to "Henstridge Traffic". Calls should follow standard protocol and be kept as brief as possible.
- 5.9. The airfield ICAO code is EGHS. Airfield altitude is 184' AMSL. There are two tarmac runways 24 LH (730 x 26m) and 06 RH (630 x 26m – note displaced threshold). Aircraft may take off and land on the grass on the north side of the tarmac runway, to the east of the fuel stations. Circuit height is 800' AAL. All circuits are to be flown to the south.
- 5.10. For reasons of local noise abatement, flying circuits is restricted to a maximum of three continuous circuits including low approach and go-around. Aircraft must then leave the circuit pattern for a minimum of fifteen minutes, after which another three may be flown, terminating in a full stop.

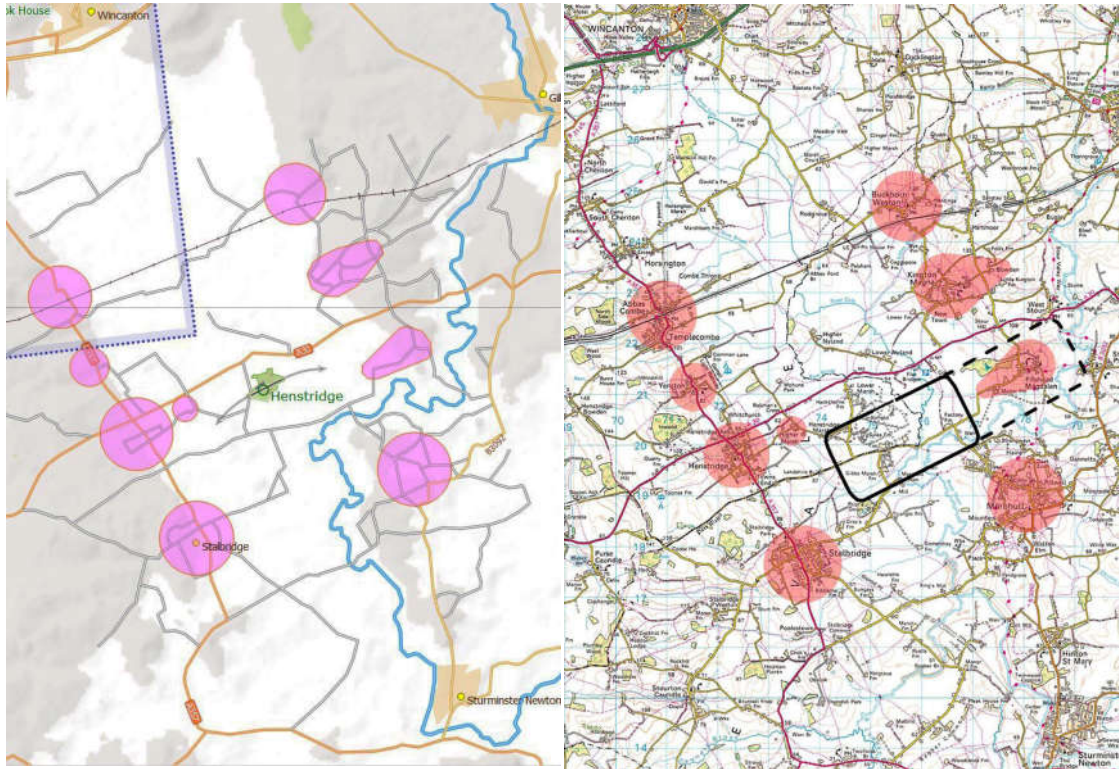
- 5.11. Pilots are required to observe our noise abatement protocol when joining and departing. "Avoid" areas are coloured pink/red on the noise abatement maps below. **Please do not overfly these villages.** Aim to make a left turn when departing from 24, keeping the Marsh Lane Fish ponds on your right. Departing on 06 either climb out along the line of the A30 or turn right, keeping the Coking Farm Fish ponds on your left. You may not plan to turn right from 24, nor left from 06. For departures to the north **please climb in the circuit and depart from the overhead.**
- 5.12. Pilots joining / rejoining the airfield should use standard overhead or in-circuit joins. Please do not make straight-in approaches. Preferred circuit patterns and joins are shown in the diagrams below.
- 5.13. Based aircraft may not fly aerobatic manoeuvres within 5 Nm of the airfield, except over the airfield, by arrangement, but for no longer than 20 minutes and only between 1100-1200 and 1400-1500. A ground safety observer with radio is required to warn of approaching traffic.

AIR AMBULANCE OPERATIONS

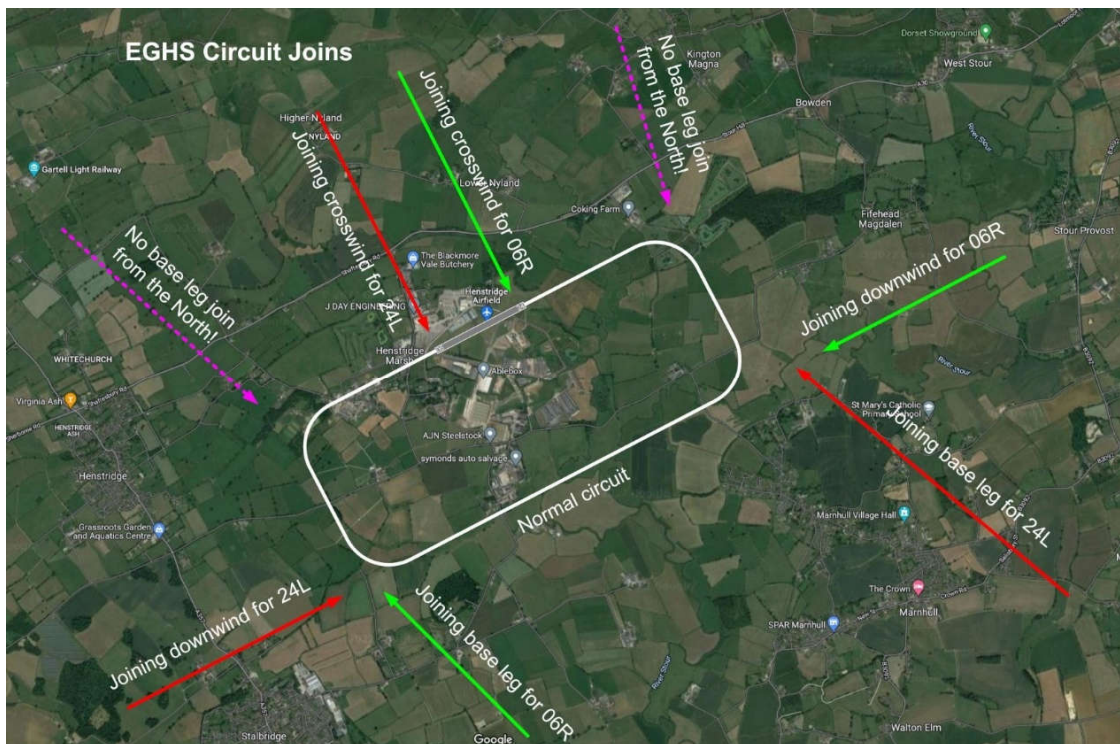
- 5.14. At all times the air ambulance helicopter has priority over other airfield users. Their callsign "HeliMed" with suffix "alpha" indicates a priority flight and pilots must give way both on the ground and in the air when at all possible.

6. Noise abatement

6.1. Pilots must avoid over-flying the areas highlighted on the maps below. The map on the left is from SkyDemon. The same areas are shown on the Ordnance Survey map, right.



6.2. Circuit joins should be adapted to avoid the noise-abatement zones. Base leg joins from the north are not permitted.



- 6.3. The normal circuit is to the south, with limits east and west marked by fish ponds, with the downwind leg kept to the north side of Stalbridge and Marnhull.

