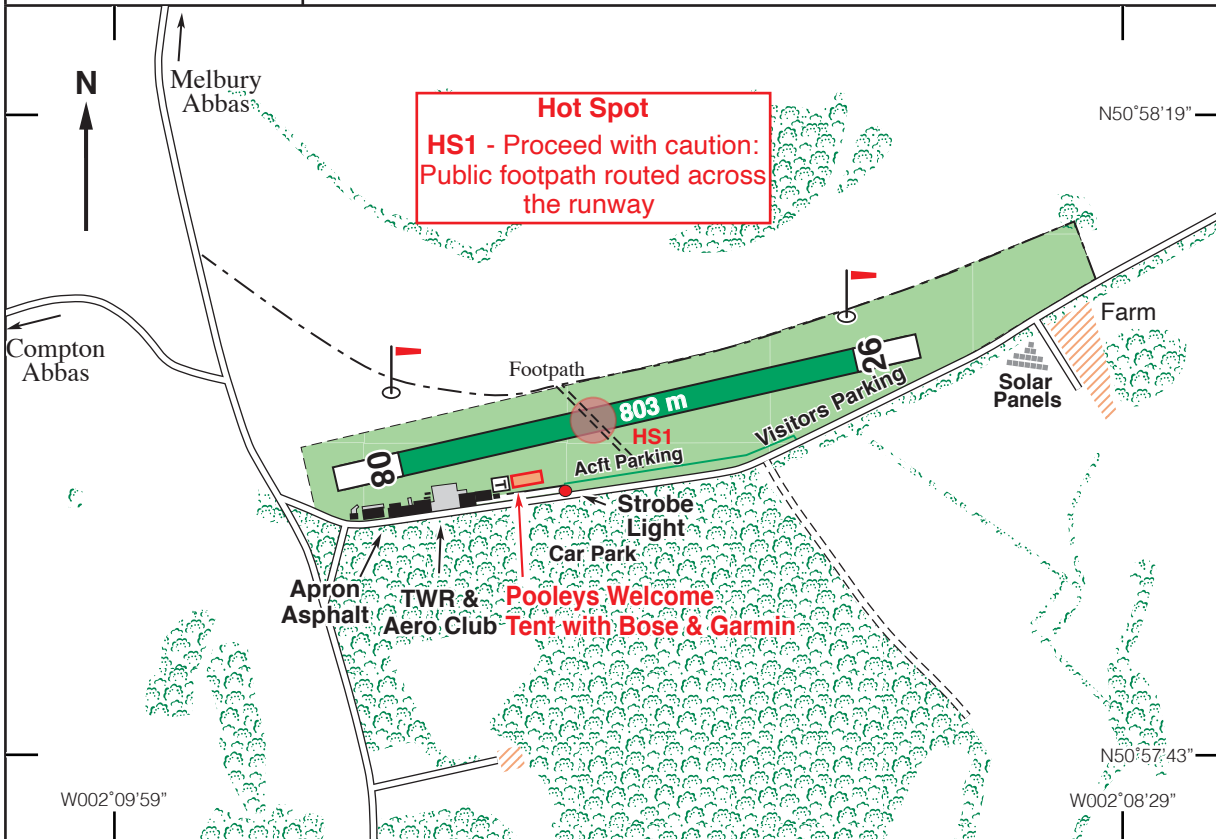


EGHA

N50 58.03 W002 09.22	COMPTON ABBAS	811ft AMSL
3 nm S of Shaftesbury.	(Pooleys Air Day 2022)	SAM 113-35 272 30-7
c/s Compton Radio	122-710 A/G	
Radar Service available Mon-Fri from Boscombe Down 126-700, or		
Yeovilton 127-350		



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
08/26	803x30	Grass	08-799 26-799	08-803 26-803	Nil Nil

Op hrs: PPR. Tues - Sun 0900-1700.

Landing Fee: All paid for by Pooleys.
Free goody bag to all arriving pilots at the Pooleys Tent.

Hangarage: Restricted. **Maintenance:** Available. **Customs:** 24hrs PNR.

Remarks: Operated by Compton Abbas Airfield Ltd, Ashmore, Salisbury, Wilts SP5 5AP.

PPR via www.comptonabbasairfield.co.uk

Due to the visual screening effect of tall trees to the south of the airfield, it is recommended that first time visitors approach from a northerly direction, i.e Shaftesbury – Compton Abbas is 150°M/ 3 nm.

Note: Unable to accept non radio aircraft.

Noise Abatement and Circuits - See page 3.

Overhead Join Diagram - See page 4.

Circuits: LH on Rwy 08, RH on Rwy 26.

Traffic to join overhead or dead-side descending to 800ft QFE to cross the upwind runway numbers.

continued

Remarks (continued):

For airfield weather and live webcams, see www.comptonabbasairfield.co.uk

Aircraft to clear right after landing on Rwy 08, and left after landing on Rwy 26.

Due to prop-wash, do not park aircraft in front of buildings.

24/7 Management and CCTV coverage in operation.

Distance to Run runway markers are installed every 200 metres. When advised of soft runway conditions and if not landed before the 600 metre marker then please make another approach.

100m unlicensed extension at each end of the runway.

Pooleys Air Day 2022

All aircraft must follow the instructions given by the marshalls. Parking space is at a premium, so please be considerate.

Pooleys Air Day Competitions:

- Concours D'Elegance
- Furthest distance flown
- Timed arrival

Warnings:

The ground to the North of the runway has a steep down slope gradient.

Due to trees on the Southern boundary, expect turbulence on approaches to Rwy 08 and Rwy 26 when the wind has a southerly component.

Trees penetrate the approach and take-off surfaces by as much as 23ft.

Multiple trees penetrate the transitional surface to the South West of the runway by as much as 31ft.

Beacon with strobe in Southern Transition surface penetrates by 9ft.

Public footpath crosses the runway at the mid point in a NW/SE direction.

Due to the high number of aircraft expected to land between 10:30 and 11:30 local, please maintain an excellent look out at all times.

Cafe & Bar: Highly acclaimed cafe and bar open all year. Group fly-ins and corporate days catered for. Opening time variable but usually 1000-1600 hrs.

Please see our website for local accommodation, taxis and restaurants.

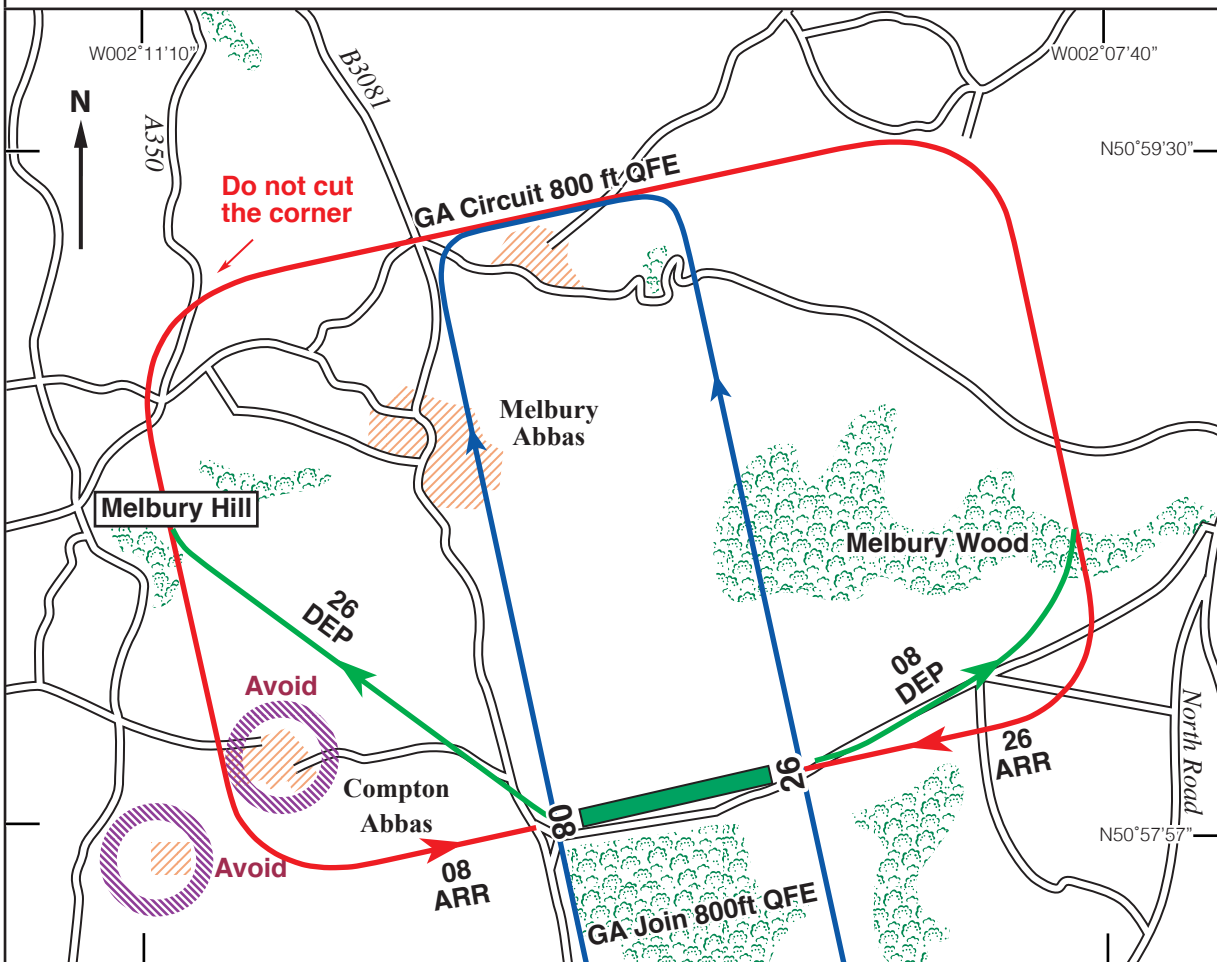
Camping is allowed on the airfield. Apologies but no dogs.



Fuel: 100LL, UL91.
Most cards accepted. (No cash)

Tel: 01747 811767 (PPR)
Email: fly@abbasair.com
Website: www.comptonabbasairfield.co.uk

EGHA
COMPTON ABBAS
Noise Abatement and Circuits



The airfield operates in an area of outstanding natural beauty, and to maintain the existing amicable relationship with the community, please observe good airmanship at all times.

Departing and going around aircraft are not to be above 400ft QFE when crossing the upwind numbers

Arrivals:

Rwy 08 - A normal approach, but please avoid getting low on final approach or using excessive power settings when overflying Compton Village.

Rwy 26 - A normal approach.

Departures:

Rwy 08 - As soon as practicable turn left in order to avoid overflying Hatts Barn Farm.
Rwy 26 - Right turn as soon as practicable after passing 200ft AAL in order to avoid Compton village, tracking over the crest of Melbury hill.

EGHA

COMPTON ABBAS OVERHEAD JOIN DIAGRAM (Taken from the Compton Abbas Website)

June 2001

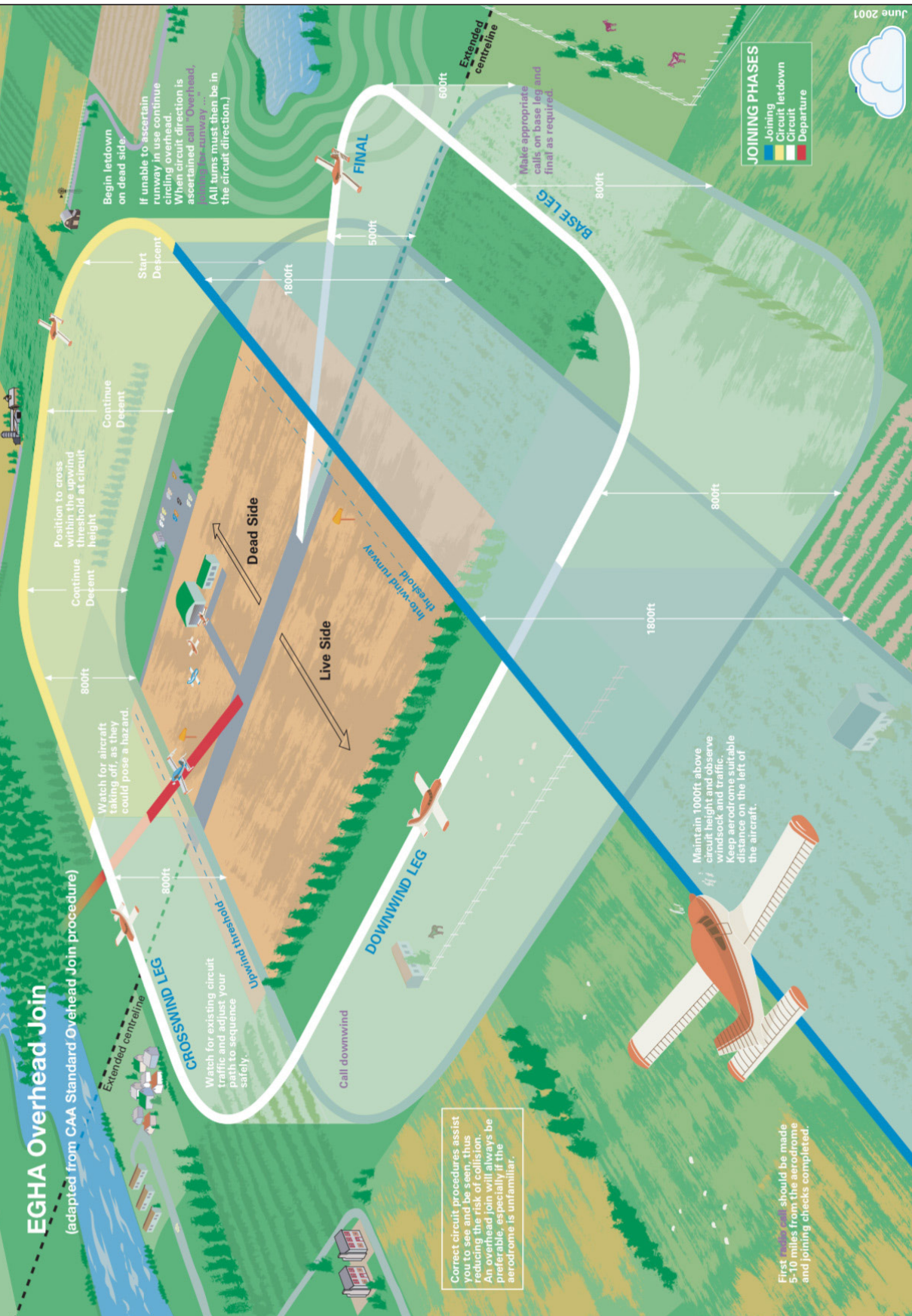


JOINING PHASES

- Joining
- Circuit letdown
- Circuit
- Departure

EGHA Overhead Join

(adapted from CAA Standard Overhead Join procedure)



Correct circuit procedures assist you to see and be seen, thus reducing the risk of collision. An overhead join will always be preferable, especially if the aerodrome is unfamiliar.

First joins should be made 5-10 miles from the aerodrome and joining checks completed.