



Visiting Powered Aircraft

Parham is **STRICTLY PPR** to all powered aircraft including TMGs. Due to planning constraints, only aircraft connected with gliding activities will be allowed. The airfield is of course available to any traffic in an emergency.

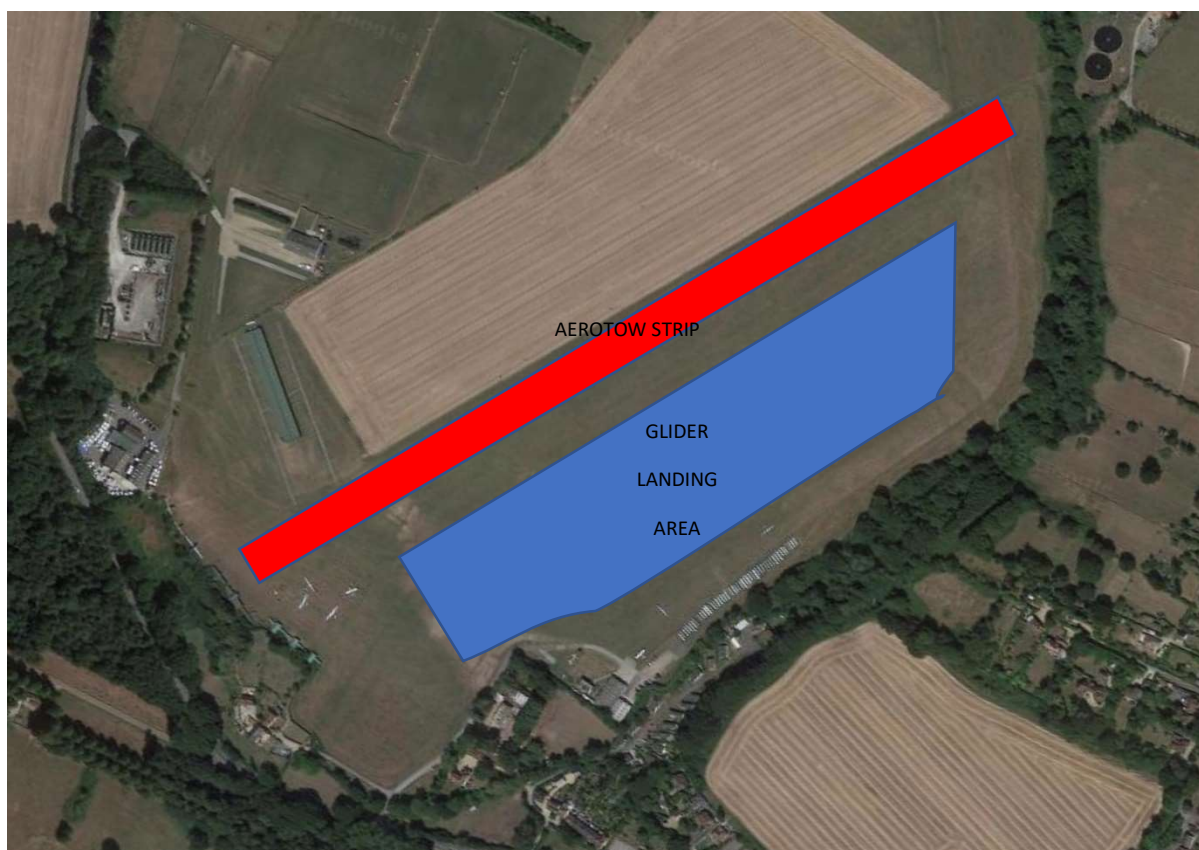
In addition, please be aware that from 1st Jan 2021, any arrivals from non-UK airfields will be in breach of section 21 (1) of CEMA if not covered by a COA for our site.

To be clear, no international departures or arrivals can take place from Parham Airfield.

Refuelling is **NOT** available for visiting aircraft for insurance reasons.

Visiting pilots must read and understand this document before arriving or departing Parham Airfield.

Contact the club on 01903 742137 or 01903 746706. Email: office@southdowngliding.co.uk



Operations

The airfield is orientated 04-22. SGC operates both winch and aerotow launches, motorgliders also operate. Circuits are flown to the west of the airfield. Powered aircraft should use the 'aerotow strip' on the western side of the airfield for take off and landing. TMGs following a glider circuit may land in the glider landing area.



With effect from 21st March 2024, SGC uses frequency **124.965** for local operations, callsign “Parham Base” or “Parham launch”. No reply on the frequency does NOT mean the airfield is not active; visiting aircraft should announce their intentions to “Parham traffic”.

Threats

The airfield should not be overflown below 2000ft AGL due to winch cables.

Parham has a usable length of approximately 650m, there are trees at both ends of the airfield and a downslope of about 1.5% from SW to NE. As a result Parham can be performance limiting for many light aircraft and TMGs.

In light winds it may be preferable to land with a light tailwind on 22 rather than land on downsloping 04. Conversely, it can be less limiting to depart on 04 with a light tailwind instead of taking off up hill on 22.

Turbulence can be expected on final approach with E-SE winds due to curl over from trees on the airfield boundary.

A public footpath runs along the western boundary of the airfield immediately adjacent to the ‘aerotow strip’.

Noise

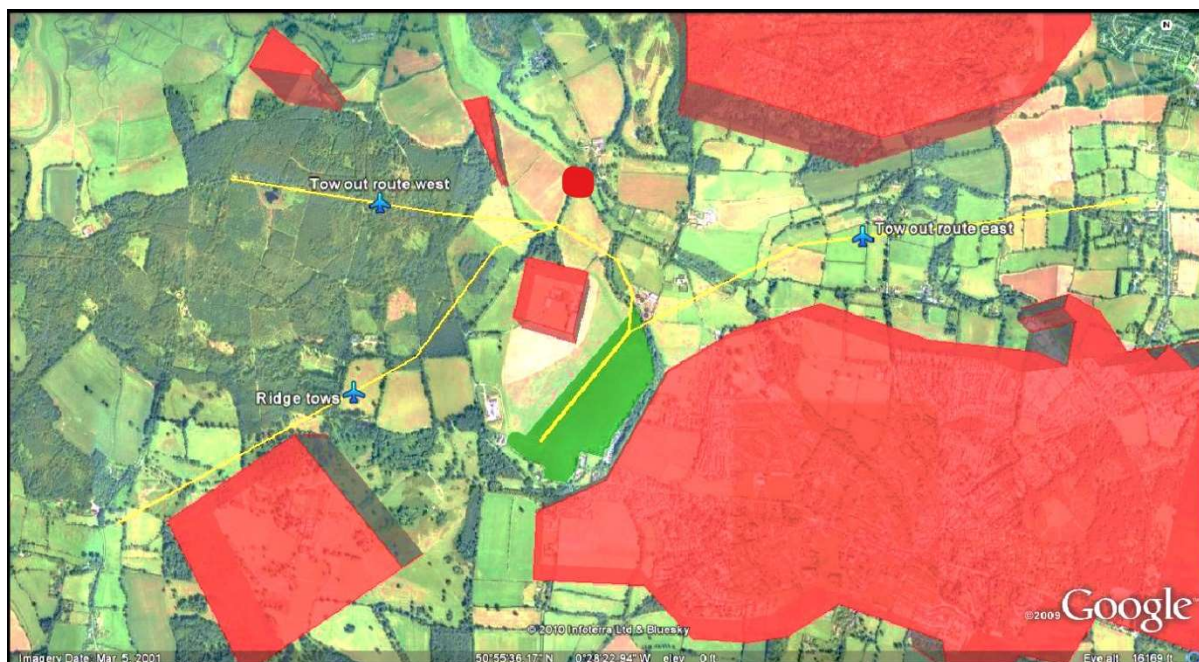
Parham is very noise sensitive, please avoid overflying the marked areas.



The following noise abatement routings must be accurately complied with on departure:



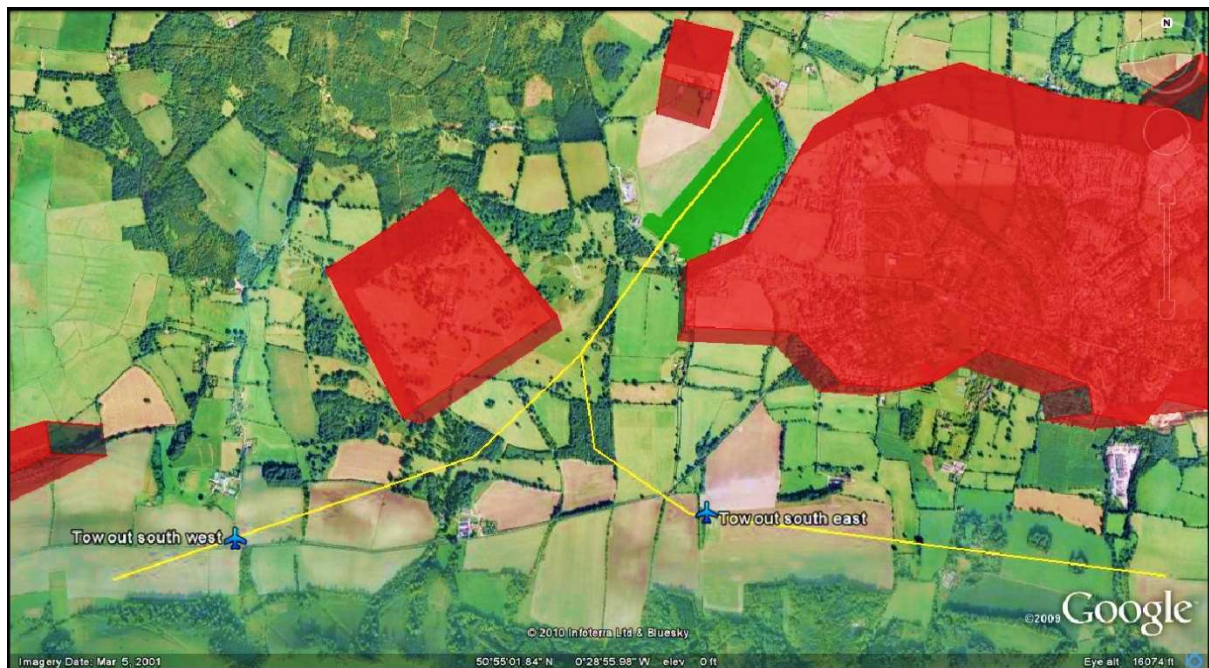
Runway 04: After take off, approaching the northern airfield boundary commence a left turn to overfly an open sided barn at the northern corner of the wood before departing towards the west. Exceptionally a right turn can be flown to depart towards the east routing between the built up areas of Storrington and West Chiltington.



Runway 22: After take off pilots must continue to track the extended centreline of the 'aerotow strip' for 0.5nm to avoid overflying properties on the airfield boundary and to the



south of the airfield before turning on route. If departing to the west/ north west ensure the aircraft remains well to the south of Parham House.



Southdown Gliding Club March 2024