

Flight and Noise Abatement Procedures

Flight Procedures:

Circuit direction – Variable.

Fixed wing aircraft circuits at 1500 ft QNH to provide separation between fixed-wing and rotary-wing traffic.

Helicopter circuits at 1000 ft QNH by day and 1300 ft QNH by night.

Noise Abatement Procedures

Pilots to avoid, where no overriding training or flight safety requirement, overflying local residential areas, including Blenheim Palace as shown overleaf.

Departures Rwy 01 – Climb ahead to 1000 ft QNH or 1 DME I-OXF, before turning on course. Visual departures should complete this turn before reaching the Mercury Satellite Station (at 1.5 nm). When turning right, pilots are to avoid overflying Shipton-on-Cherwell village.

Departures Rwy 19 – Climb ahead to 1000 ft QNH or 1 DME I-OXF, whichever is earlier, before turning right. Acft intending to turn left, climb ahead to 1.5 DME I-OXF (IFR) or until south of Yarnton village (VFR), remaining clear, in all cases, of the Brize Norton CTR.

Departures from all other Rwys – Circuit and departing traffic must climb straight ahead to 1000 ft QNH before turning on course.

Whenever possible aircraft joining the circuit should, subject to ATC approval, plan to join on a base leg, giving way to traffic already established in the circuit. Straight in approaches are to be co-ordinated with ATC but no later than 10nm so as not to conflict with published instrument final approach tracks.

Helicopter operations

(a) **Standard Arrival:** Enter via the fixed wing circuit unless otherwise instructed by ATC, route to the North East Grass or Area 1 as directed.

(b) **Standard Departure:** Wheeled helicopters shall depart from the runway. Other helicopters shall depart parallel to the runway in accordance with noise abatement.

(c) **Heli Aiming Point.** A Heli aiming point is situated to the west of the midpoint to Runway 19/01 'Heli West'. All approaches from the west of the aerodrome are to be flown to this point via left/right base in parallel with the main runway.

(d) **Heli Training Area 1.** A Heli training area is available to the west of the main runway. Its area is defined on the aerodrome chart. All hover operations within its confines can be conducted negative RTF. All circuits to and from the heli training area are to be conducted from and to the aiming point and are subject to full RTF circuit procedures. Upon departure from 'Heli West' all aircraft are to climb parallel with the runway heading until passing 500 ft AGL.

CAUTION - NDB099 Procedure

The Heli training area is situated underneath the final approach track of the NDB 099 visual manoeuvring procedure and aircraft will be instructed to land or passed traffic information on conflicting traffic on that procedure.

The Heli training area is affected by wake turbulence generating aircraft operating to and from Runway 01/19. Aircraft will be instructed to remain on the ground or the stipulated wake turbulence separation guidance will be passed to those in flight.

(e) 'Heli West' is not available at night and during the hours of darkness all approaches/circuits are to be flown to the main runway.

(f) **Booking.** All aircraft requiring training in the Heli training area are to book training slots in advance with Oxford ATC via 01865-290650. No more than 2 aircraft are allowed in the Heli training area at any one time. The booking also deconflicts from Jet aircraft ground runs on the Runway 11 threshold. The Heli training area is closed when ground runs are taking place.

(g) Helicopters must obtain specific clearance to cross the runway.