

# LONDON OXFORD AIRPORT

## NOISE ABATEMENT SCHEME 2023

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**DISTRIBUTION LIST**

Copy Number	Company	Holder
1	Oxford Airport	Airside Operations
2	Oxford Airport	VCR
3	Oxford Airport	ACR

*The Noise Abatement Scheme is distributed electronically to a list of recipients representing organisations involved with the Noise Consultative Committee. The manual is also be viewable on the London Oxford Airport internet site: [www.londonoxfordairport.com](http://www.londonoxfordairport.com), from where it may be downloaded as a PDF file.*

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## 1. INTRODUCTION

### 1.1. INTRODUCTION

The Oxford Airport Noise Abatement Scheme (NAS) is a reference document for the use of airfield operators, aircraft users and interested local parties. It contains details of published procedures which are either regulated by the force of law (the Air Navigation Order) or imposed by Oxford Airport in an effort to reduce the effect of aircraft noise on the local Oxfordshire community.

Copies will be distributed in accordance with the published NAS distribution. There is no copyright on the document, so it can be copied and circulated by those on the distribution as they deem appropriate. A copy will always be available in Oxford Airport operations and an electronic version available to download on the airport website; [www.londonoxfordairport.com](http://www.londonoxfordairport.com)

### 1.2. APPLICABILITY

Oxford Airport's basic noise abatement procedures are contained in the **UK AIP section 2.21** (usually accessed via the NATS portal @ <https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/> ) and these more comprehensive guidelines herein will be made readily available on the airport website. It is an individual pilot's responsibility to ensure they fly commensurate with published procedures in accordance with Standardised European Rules of the Air (SERA), i.e. – *'Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft; (2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft'*.

### 1.3. FLYING ACTIVITY

Oxford Airport is owned and operated by Oxford Aviation Services Limited (OASL), it is a busy regional general and business aviation (GA) airport serving a varied and diverse customer base. It hosted over 70,000 flights/movements in 2022.

Regular users are both based and visiting training aircraft together with visiting business jets and turboprops from Europe and further afield. A number of helicopter aircraft operate to and from the airport.

Note: The numbers of aircraft and types of operation vary from time to time. The [Airport Consultative Committee](#) (ACC) will be advised of any significant actual or anticipated changes to the based or primary users.

## 2. AIRCRAFT NOISE ABATEMENT SCHEME

### 2.1. DEPARTURES

All fixed wing aircraft will depart from either end of the one runway dependent upon weather conditions. Historically RWY 19 has been used about 70% of the time and RWY 01 about 30%. The published departures require a climb straight-ahead until 1000 ft

Noise sensitive areas are identified and are to be avoided commensurate with flight safety and application of Standardised European Rules of the Air (SERA). See diagrams 1, 4 & 5

### 2.2. ARRIVALS

Jet and Turbo-prop aircraft, will normally conduct or be provided with a Radar Vectored or pilot-interpreted approach and will typically position between 8 and 6 miles on the runway extended centreline.

### 2.3. CIRCUIT TRAINING

Circuit level is 1200ft Above Ground Level (AGL) and normally a right-hand pattern for runway 01 and a left-hand pattern for runway 19 i.e. to the east of the airport. However, to accommodate traffic of differing speed and handling characteristics, a left-hand pattern for runway 01 and a right-hand pattern for runway 19 i.e. to the west of the airport, may occasionally be instructed by ATC *but is very rarely used due primarily to proximity to Brize Norton operations*. See diagram 2

Practice Force Landings (PFL) may be conducted on climb out from the runway or on the downwind leg. Pilots will not commence PFLs without an acknowledgement from ATC and must not descend below 500ft AGL. ATC may decline PFLs if granting it would adversely affect the safe or efficient flow of traffic.

Glide approaches (a practice engine failure to land, flying a shortened circuit pattern) may be conducted, from the downwind leg. Glide approaches must be specifically approved by ATC and may be declined, if granting would adversely affect the safe or efficient flow of traffic.

These shall not be practiced within 30 minutes of sunset.

Low level circuits are permitted both for training purposes and for use in low cloud. Low level circuits shall be flown at a minimum height of 600ft AGL, (850 AMSL).

Early turns on climb-out may be instructed by ATC, to enhance the safe or expeditious flow of traffic. Such turns will be instructed after the aircraft have

passed 500ft AGL (750 AMSL). Early turns will only be instructed in exceptional circumstances.

## 2.4. HELICOPTER OPERATIONS

In addition to complying with the above requirements, helicopters may also arrive and/or depart to/from the West or East directly (rather than lining up with the runway). When doing so, they will fly at 600 ft AGL and should avoid the noise sensitive areas (See diagrams 1, 3 & 5).

Helicopter circuits may be flown from the Heli-training area (west of the runway) and in accordance with diagram 3. Circuit height is 1,000 ft.

## 2.5. ENGINE GROUND RUNS

High-powered turbine-engined aircraft ground runs will be conducted on Taxiway 'D' located on the west side of the runway.

Ground runs will not take place for than more than 6 hours per day during weekdays and 3 hours per day at weekends. Only operationally necessary ground runs will be permitted on public holidays. No ground runs will take place outside aerodrome operating hours.

The designated engineering engine ground-run area is Taxiway 'D'. Other locations may be utilised for piston aircraft at the controller's discretion.

Full-power ground runs (VARTOMS tests) for helicopters may be conducted by Airbus helicopters on Helipads 6, 7, 8 and 9, duration not to exceed 10 min.

Idle-power ground runs are permitted on the South Apron and all helipads, duration not to exceed 10 min. There is no requirement to log *idle* ground-runs.

Aircraft engine testing at ground idle and low-power is not permitted on apron areas between hangars or on MA1 (Maintenance Area 1).

Short periods of idle-only testing may be conducted on the main apron subject to certain control and safety measures being in place and prior approval gained from the Airport Operations Manager. It is subject to short notice change or refusal at any time if the Airport Operations Manager feels that there is an unacceptable hazard present or if movement of passengers and or support vehicles is compromised in anyway. Ground runs above idle power are not permitted on any part of the main apron.

A log of ground engine runs is maintained at the GMC position (ATC). The information logged shall include the registration, operator (if known), aircraft type, position allocated, and the duration of the ground-run.

Jet aircraft shall not be permitted to complete full-power engine runs in any position where the jet blast could have an effect on parked or arriving/departing aircraft.

Persons engaged in ground runs of jet aircraft shall be mindful of buildings around the airfield boundary and shall direct jet-blast away from any such buildings.

Engine runs over and above idle power must be booked with Airport Operations using form OJET F2 and permission must be received from Airport Operations prior to commencement in accordance with Oxford Jet Policy (OCP028).

## **2.6. NIGHT FLYING**

Night Circuits are not permitted after 23:00 and actively discouraged after 22:30. Only when southern UK capacity at alternative airports to conduct night circuits is very limited, will the airport entertain circuits after 22:30 and before 23:00. Circuit traffic should land ten minutes prior to the published AD closure on the day.

## **2.7. OUT OF HOURS ARRIVALS AND DEPARTURES**

No flights are permitted between the hours of midnight and 06:00 local time. The only exceptions will be if the flight is a HEMS CAT A humanitarian flight i.e., organ transplant, emergency patient transfer, traffic accident support, or is Police CAT A flight which also includes any short notice emergency maintenance requirement for CAT A operational machines. This exception is limited to rotary aircraft only.

# **3. COMPLAINTS**

## **3.1. GENERAL POLICY**

The company wishes to maintain a good relationship with the community and particularly those living close to Oxford Airport. By its nature, the operation will result in some members of the public voicing concerns. These concerns will be dealt with by the Airport in a constructive and helpful manner and if aircraft operations are not consistent with the terms of the airport's Noise Abatement Scheme, then contact will be made with the individual pilots concerned when identifiable, or the operators.

The Airport will review its adopted practices in this important aspect of its operation from time-to-time, to ensure community representatives and individuals are communicated with in a manner which will maintain good relations.

## **3.2. PROCEDURE FOR DEALING WITH COMPLAINTS**



- a) Regular checks of the recorded messages on the noise complaints line (01865 290 664) shall be made and complaints collated for 'hot spot' issues to be identified. Additionally, a complaint form is available for completion on the airport website whilst direct e-mails can also be sent. It is not always possible to call back all callers who have made complaints due to workload, however all calls should be collated for trends

and specific non-compliances for review during thrice-yearly [ACC \(Consultative Committee\)](#) meetings.

The currently nominated person for the collating of and then responding to noise complaints is:

**James Dillon-Godfray** – Head of Business Development

Tel: 01865 290 710 / 07909 000 475

Email: [jdg@londonoxfordairport.com](mailto:jdg@londonoxfordairport.com)

or

[noisecomplains@londonoxfordairport.com](mailto:noisecomplains@londonoxfordairport.com)

- b) If the call comes directly to the Terminal Reception, Customer Services or Operations desk, or any other airport phone line, the person taking the call must ensure that the complaint has been forwarded to the nominated person responsible for responding to and collating of noise complaints (as above).
- c) Log the caller's name, address and telephone number, if the call is taken in person advise the caller that the matter will be forwarded to the nominated person for handling noise complaints. During the call, obtain sufficient information about the incident to enable the matter to be investigated – exact post-code/location of caller, type of aircraft, colour, registration number, date, time, location and nature of concern (i.e., noise, low flying etc). This will help to trace the aircraft and operator for further internal action. Ask if the caller might be able to track/identify the aircraft on 'Flight Radar 24' or 'ADS-B Exchange' (freely available aircraft tracking websites) which makes it easier to verify the track and timings. Not all aircraft however can be tracked by these sites (some smaller or older aircraft types do not have operating transponders which can be tracked by radar or third-party monitoring systems)
- d) In cases where it is believed the operation is within the scope of normal operating procedures and protocols, it is good practice to advise the caller of this. It can be helpful in this situation to advise the caller when operations will cease. If this is not an acceptable answer, you should suggest the caller may wish to write to the company.
- e) If you are unable to obtain specific information from the caller to follow the matter up, then you should advise them accordingly. A written record must be made of the call regardless and e-mailed to the nominated person in 3.2(a) above i.e. log

the complaint even if essential data is missing and forward to the nominated airport person responsible for dealing with complaints.

- f) In the event a written complaint is received the complaint will be investigated as soon as possible. All correspondence should be acknowledged as soon as possible once a determination of the complaint is made.

## 4. SECTION 106 AGREEMENT

### 4.1. SECTION 106 AGREEMENT

In December 2005, a Section 106 agreement was entered into between Cherwell District Council and Oxford Airport which imposed the following restrictions upon the operation of the airport;

No movements are permitted between 23:59 local and 06:00 local except for:

- a) Emergency services
- b) Air Ambulance
- c) Any emergency
- d) Diversion from other airports for weather conditions or temporary emergency restrictions at other airports
- e) No training circuits between 2300 local and 0700 local.

Except in cases of Emergency, not more than:

- a) 160,000 movements per year
- b) 500 movements of Stage 2 jets per year (the older, noisier jets)
- c) 2,000 movements of 50 tonne jets per year (typically larger airliner types)

Static testing of jet engines shall:

- a) Only take place in the testing zone (currently Taxiway 'D')
- b) Not take place for more than six hours per day weekdays Mon - Fri between 0700 - 1900 and 3 hours at weekends not before 0900 or after 1700

Written records of daily movements shall be retained for five years. Every four months the airport will provide records of movements as follows to the Airport Consultation Committee (ACC) and Cherwell District Council:

- a) Total number of movements

- b) Number of Stage 2 jet movements (if any)
- c) Number of 50 tonne jets (if any)
- d) Separately, the number of movements in the closed period of Emergency Services, Air Ambulance, any emergency, diversions due to weather or temporary emergency restrictions

## 5. REPORTING OF OFFENCES AND NON-COMPLIANCES

### 5.1. REPORTING OF OFFENCES AND NON-COMPLIANCE OF PROCEDURES

- a) By telephone in the first instance to Oxford Airport Operations: Tel 01865 290 662 or the recorded complaints line – 01865 290 664, leaving full details.
- b) By letter to the Airport Manager, Terminal Building, London Oxford Airport, Kidlington, Oxon, OX5 1RA.
- c) By email via the airport's website [www.londonoxfordairport.com](http://www.londonoxfordairport.com)
- d) By using the [noise complaints form](#)
- e) Through your local Parish Councillor, or to the Airport Consultative Committee local representative member.
- f) The Civil Aviation Authority.

Address;

Safety and Airspace Regulation Group (Noise)  
Civil Aviation Authority  
Aviation House  
South Area, Gatwick Airport  
West Sussex, RH6 0YR

Tel No: 01293 567171

## 6. BASIC CODE OF PRACTICE

Oxford Airport has introduced a Code of Practice with respect to the handling of noise related complaints. Wherever possible the following details should be included in verbal or written complaints:

- a. The point of non-compliance with the published Noise Abatement Scheme i.e., night flying continuing after an agreed cessation time, excessively low flying, flight directly over a village etc.
- b. Type of aircraft, colour with registration letters, date, time and location.

- c. The name, address and telephone number of the complainant.
- d. If it is not possible for the recipient of the complaint to give an adequate response at the time, such a response will be made as soon as possible after the event by the same means as received, i.e., telephone call or email

## 7. FURTHER RELEVANT INFORMATION

The airport website has [downloads](#) of much more detailed information on the '[Noise and Environment](#)' and '[Airport Consultative Committee](#)' pages for our neighbors to review.

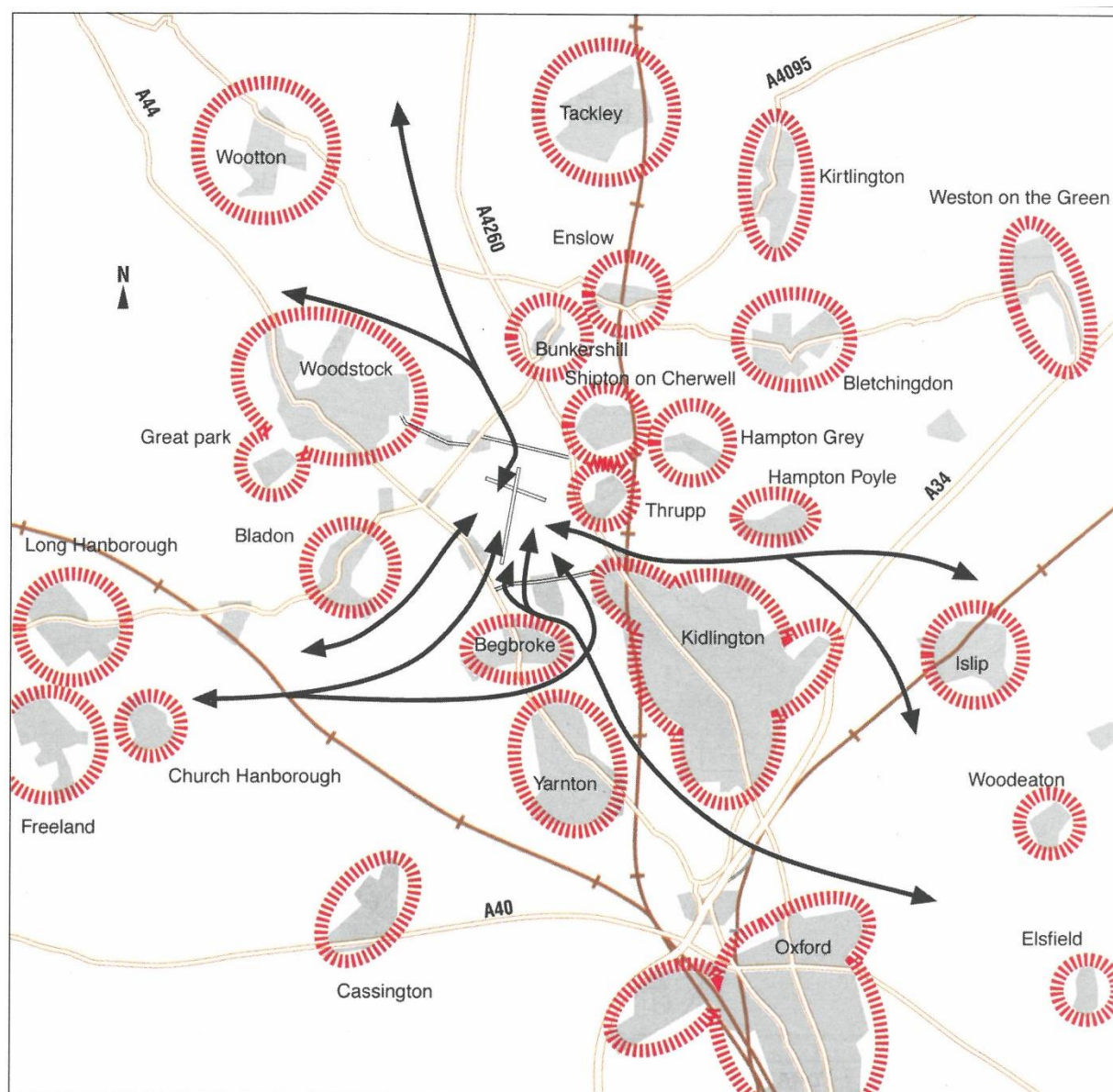
**Diagram 1 (Avoidance of Noise Sensitive Areas for VFR Helicopter Operations)****See also Diagram 5**



Diagram 2 (The Primary Fixed Wing Aircraft Circuit)

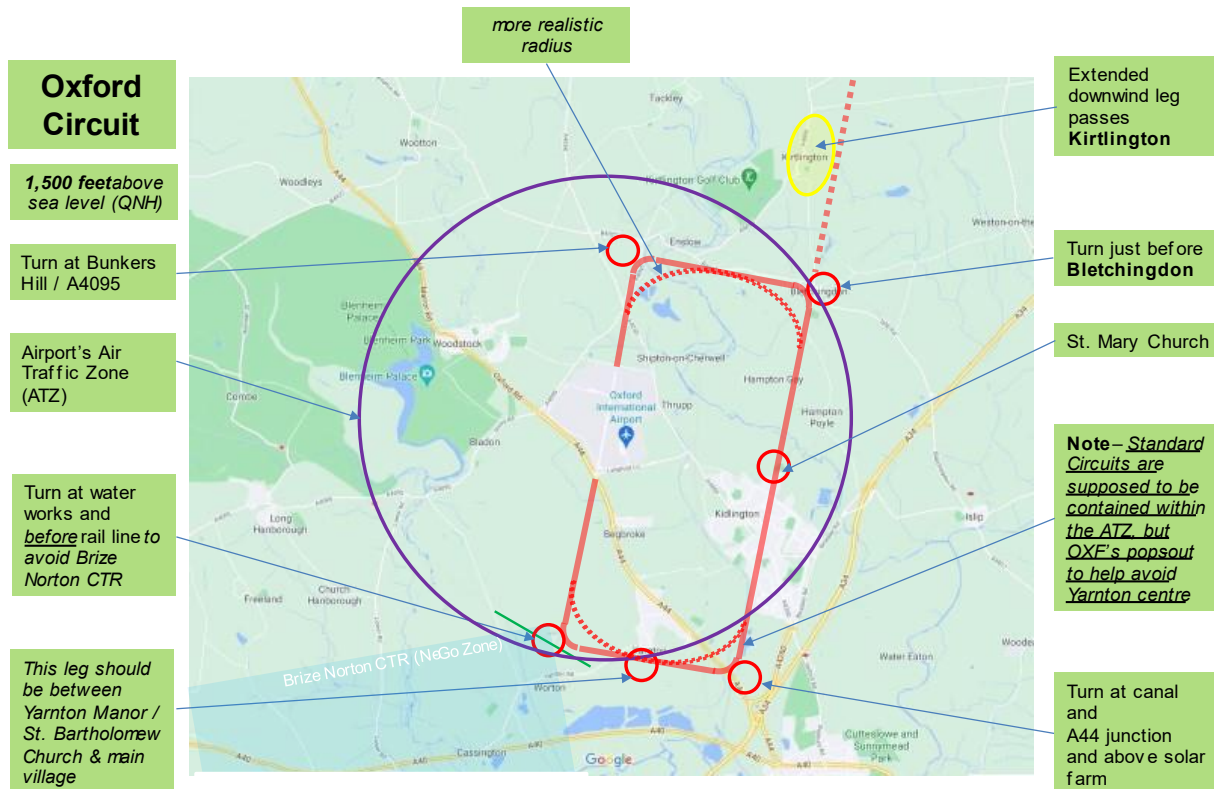
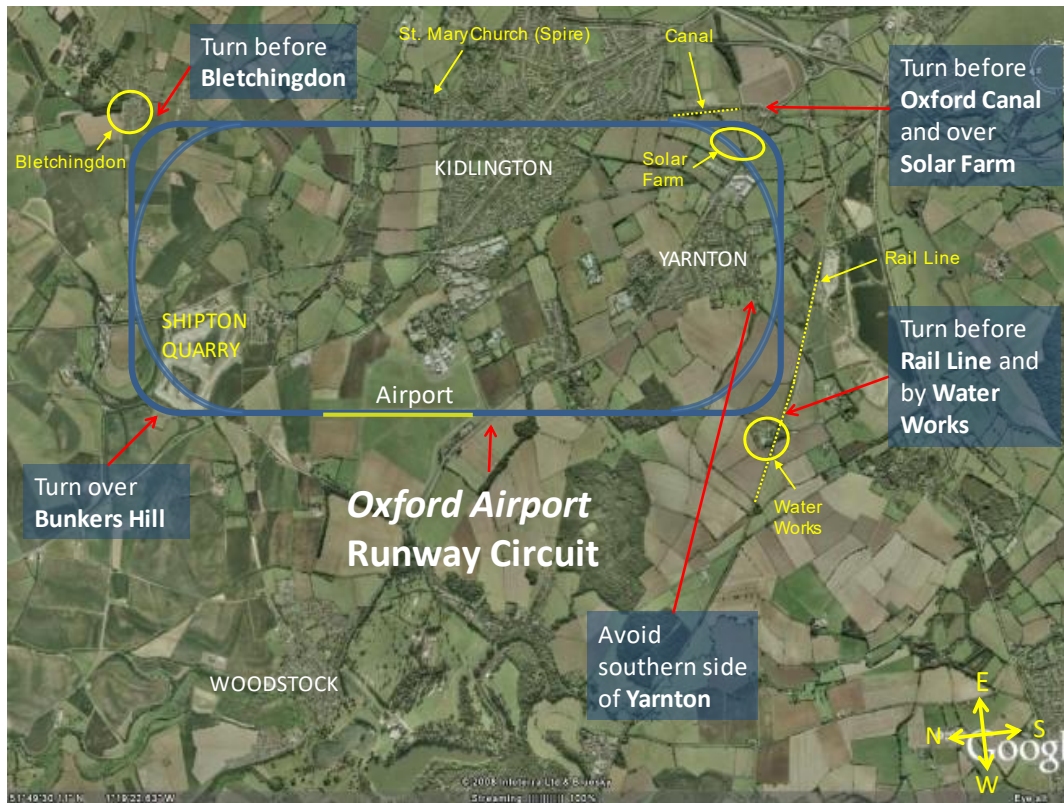




Diagram 2 (The Primary Fixed Wing Circuit – closer detail) Cont.

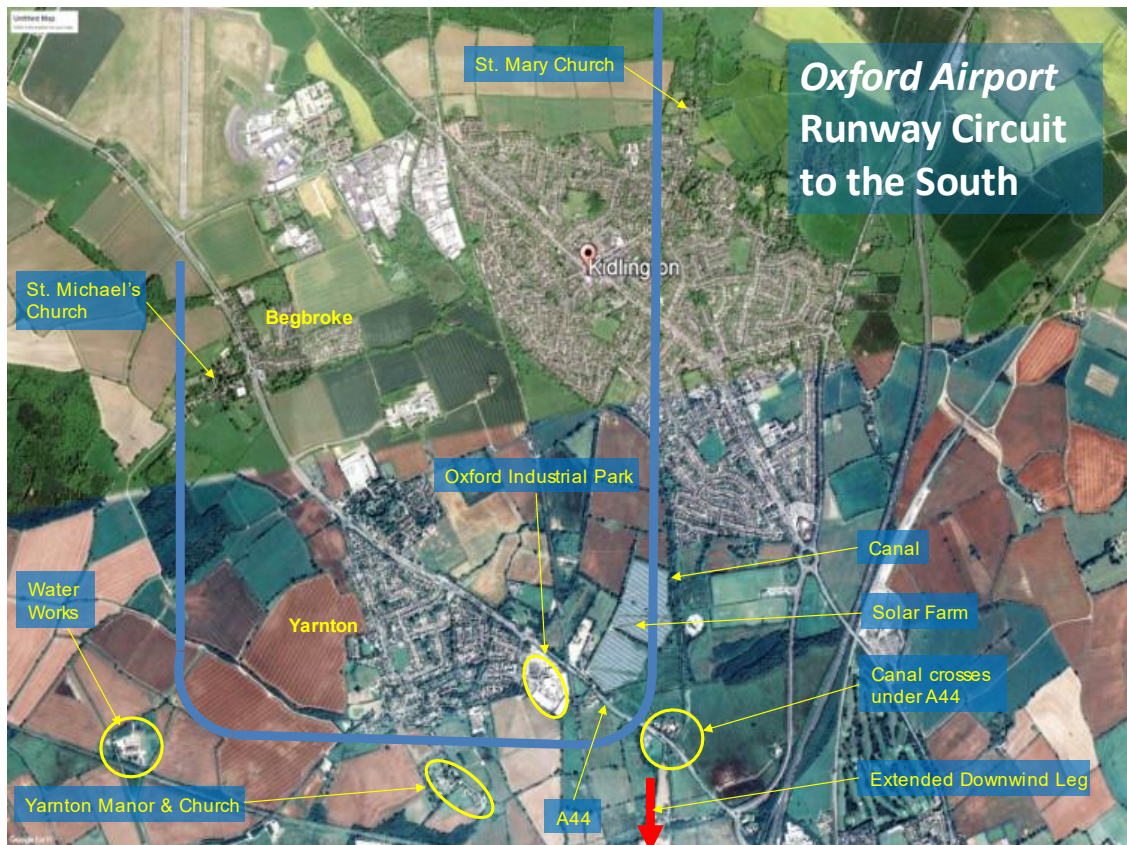
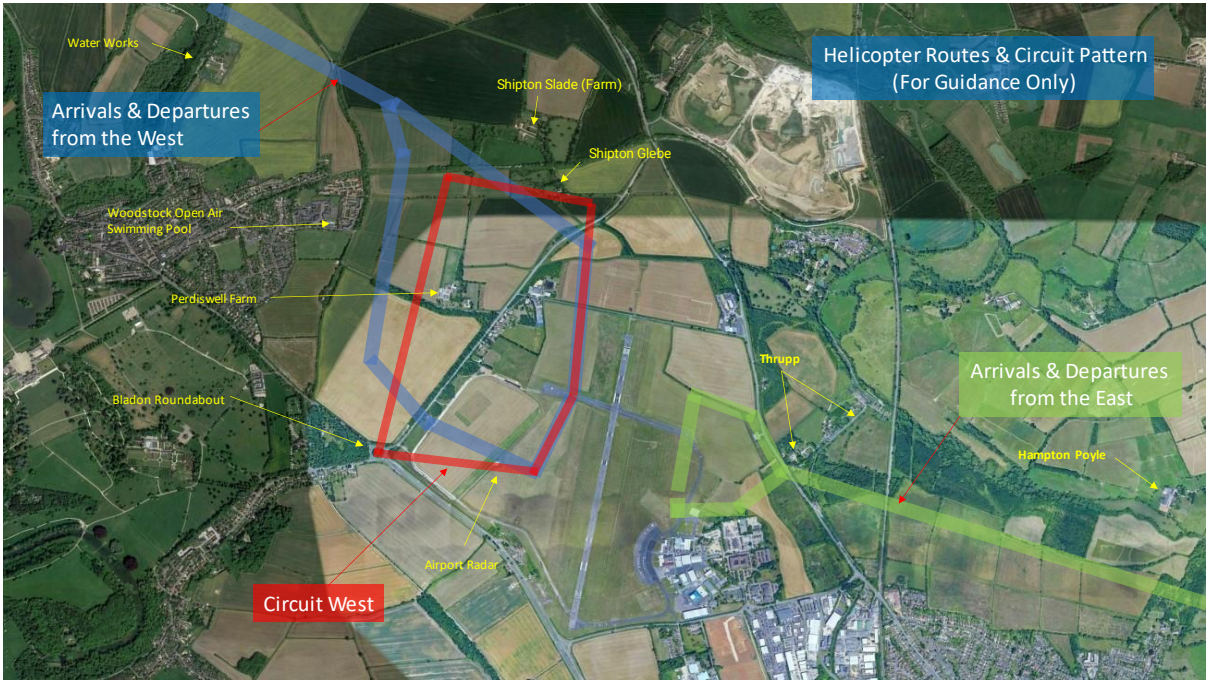




Diagram 3 (Helicopter Access & Circuit – to/from the West & East)



Diagram 3 (Helicopter Access & Circuit – to/from the West & East – closer detail)





**Diagram 4 (Basic Noise Abatement Recommended paths – VFR Flights – *Fixed Wing*)**



Note – these diagrams are placed in pilot lounges, crew rest rooms, briefing notice boards in the flight training schools etc.

**Diagram 5 (Basic Noise Abatement Recommended paths – VFR Flights – Helicopters)**



Note – these diagrams are placed in pilot lounges, crew rest rooms, briefing notice boards in the flight training schools etc.