



Noise Abatement Procedures 2016

The over-flight of houses, hamlets and villages in the proximity of the aerodrome is to be avoided whenever possible.

All general aviation (GA) light aircraft are expected to use a standard overhead join.

Straight-in approaches are not encouraged.

Runway 26 - Left Hand

Arrivals:

The downwind leg should be flown south of Kemble Wick, until past the railway line and base leg to be flown with the railway on your left hand side. Turn on to final before reaching Kemble Village.

Departures:

GA aircraft are requested not to climb out straight ahead after departure.

Runway 08 – Right Hand

Arrivals:

The downwind leg should be flown north of Chelworth and south of Kemble Wick and base leg should be flown with Ashley and Culkerton villages on the left hand side. Turn right on to final before reaching the Villages.

Departures:

GA aircraft are requested not to climb out straight ahead on departure.

General

Avoid all local villages as much as possible, especially on final approach.

Keep a good look out for:

Aston Down:	Gliders up to 3000ft, 3nm to the north west of Kemble.
South Cerney:	Para-dropping up to FL130, 3.5nm to the east of Kemble.
Oaksey Airfield:	Active GA aerodrome 2.5nm to the south of Kemble.

<u>Reminder:</u>	Airmanship, Safety and Separation have priority over noise abatement.
Fixed wing	Circuit height is 1000ft QFE
Helicopters	Circuit height is 700ft QFE
	Jets Circuit height is 1500ft QFE

Cotswold Airport Circuit Pattern & Noise Abatement Areas

Effective: 1st March 2016



