

**Annex H to
File reference 20200511-Brize_DAM_Issue6-O
11 May 2020**

References:

- A. 20131118-RAF BZN Noise Report Open Letter Dated 18 Nov 13
- B. AESOs Book 2 Part 1 Chapter 2 Order 1
- C. RAF Brize Norton Flying Order Book, BZ2380.100.7

LOCAL / NIGHT FLYING AND EGR NOISE ABATEMENT PROCEDURES

All times are LOCAL.

1. Ref A details the reasons why the production of noise at RAF Brize Norton must be treated sensitively. This order details how activity known to generate significant noise should be managed. Details of ATC noise abatement procedures are found within published Terminal Approach Procedures.

Local Flying Times

2. Stn based ac wishing to conduct visual circuits at RAF Brize Norton must do so within the following times:

- a. Between 0700 hrs and 2000 hrs Monday and Friday.
- b. Between 0700 hrs and 2300 hrs Tuesday to Thursday.

3. Ac returning from a sortie, local or otherwise, outside of these times can make approaches as follows without seeking Aerodrome Operator (OC Ops Wg) approval to do so:

- a. Between 2000 hrs and 2130 hrs Monday; a single approach to 'touch and go', a Low Approach into a single circuit, or a further single Instrument Approach to land.
- b. Between 2300 hrs and 2359 hrs Tuesday to Thursday; a single approach to 'touch and go', a Low Approach into a single circuit, or a single Instrument Approach to land.

4. **Night Flying Limitations.** While the advantages of trg in a live environment are recognised, the following limitations apply in order to allow appropriate management of the level of noise disturbance within the CTR.

- a. The absolute maximum of ac concurrently conducting a combination of circuits and training Instrument Approaches will be restricted to 3.
- b. The absolute maximum number of cumulative visual circuits flown by Stn based military aircraft in a 24hr period is 40, including a maximum of 30 after evening nautical twilight.

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c. The total number of low-level circuits flown at RAF Brize Norton in a 24hr period is 6. Helicopters conducting JADTEU trials work are exempt from this restriction.

d. There are no restrictions on the number of trg instrument approaches flown in a 24hr period.

5. **Consecutive visual circuits by Stn based ac.** In daylight, Stn based ac are restricted to a maximum of 6 consecutive visual circuits; after evening nautical twilight this restriction reduces to 4 consecutive circuits. After which, aircraft must then either carry out an intermediate landing or stop go, go out to Initials or complete an Instrument Approach.

6. **Use of the Bzn circuit by visiting Service ac.** Service ac from other units can be accepted for PDs for one approach only, between 1700 hrs and 2000 hrs Monday and Friday, 1700 hrs and 2300 hrs Tuesday to Thursday. Approval is to be sought from SLOps prior to Northolt-based Service ac being accepted for PDs between 2000 hrs and 2300 hrs, Monday, Friday or at weekends. If SLOps is unavailable, the ATC Supervisor/ATCO ic may authorise PDs from Service aircraft, subject to controller workload.

7. **Management of Night Flying Reqmts.** Stn-based ac wishing to conduct any training on the airfield outside of the times stated in para (2) or exceed the limitations at para (3) must have approval from the Aerodrome Operator. Accordingly, Stn A5 will capture all weekly night flying reqmts as part of their battle rhythm and inform both the DOC and ATC by 1500 hrs every Friday. ATC will track all activity on a daily basis; the request night flying reqmts published on the preceding Friday will be protected by ATC. Should ATC require a priority decision on day versus night flying, this should be sought from the Senior Operator to the DDH.

All requests staffed through Stn A5, must state the operational necessity - including the impact of non-approval. Consideration will be given to the availability of hrs of darkness and recent or planned exported trg opportunities supported by enabling functions. Short-notice requests made after 1700 hrs Monday to Friday, on a weekend or Public Holiday, are to be staffed directly through the DOC for approval from the Aerodrome Operator. The Aerodrome Operator will pay particular attention to the operational necessity, recent activity levels and disturbance complaints, potentially approving with flying caveats to reduce noise disturbance.

8. **RAF Brize Norton Flying Club.** The Stn Flying Club is authorised to operate within the following periods:

a. The Club may operate 7 days per week including Public Holidays.

b. Club operated aircraft may operate from 0800 hrs to 2300 hrs except for conditions stipulated in para 8(c) below.

c. Club operated aircraft may not conduct circuit flying between 1900 hrs and 2300 hrs unless approval has been granted by SLOps. Such requests are to be at least 24 hrs in advance. There is to be no visual circuit flying between 1900 hrs and 2300 hrs on Saturdays and Sundays.

d. Club operated aircraft may conduct a take-off to leave the CTR and a single landing, on flights of at least 2 hrs duration, at any time between 2300 hrs and 0800

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hrs. A radar service from Brize ATC may not always be available. The DOC is to be informed of the flight details 24 hrs in advance and pass such details to the ATC Supervisor.

9. **Avoids in the Circuit Pattern.** Aircraft operating in the RAF Brize Norton circuit must adhere to Ref C and avoid direct overflight of the listed towns/villages and the Cotswold Wildlife Park.
10. **Recording of Approval Requests.** The DOC is to record all requests, rejections and approvals for OOH activity. SATCO is to maintain a record of all flying activity at the airfield.
11. **OOH External Notifications.** The DOC will forward all approved OOH requests to the Stn MCO for possible notification to the local community through Social Media and / or the Stn Homepage.

Engine Ground Runs (EGRs)

12. Ref B contains full details regarding the procedures for EGRs.
13. **General.** To minimize noise disturbance to the local community, EGRs are to be conducted under the following restrictions:
 - a. **0700-1900 hrs (Normal Working Hours).** To minimize noise disturbance to the local community, routine EGRs are only to occur 0700 hrs to 1900 hrs Monday to Saturday and 0830 hrs to 1800 hrs on Sundays.
 - b. **1900-2300 hrs (Outside Normal Working Hours).** EGR requests between 1900 hrs to 2300 hrs require the approval of the DOC. The DOC is to make a judgement of the operational requirement against the potential noise disturbance to the local community and if uncertain, seek advice from SLOps.
 - c. **2300-0700 hrs (0830 hrs on Sunday and Bank Holidays) (Quiet Hours).** EGRs which are required during quiet hours must be authorised by either the Aerodrome Operator or OC ELW (CAE). Any such requests must be for exceptional or operational reasons and are to be staffed through the DOC.
14. **EGRs Locations.** Full details of authorised EGR locations are contained within Ref B. The default for C130 EGRs are bays 29 and 30, tow on/off only. If these are unavailable, the DOC may authorise the use of alternative parking bays on the main ASP. EGRs must not be conducted on bays 26-27 due to surface FOD risk. If these are unavailable, the DOC, in consultation with the DEOC, may authorise the use of alternative parking bays on the main ASP.
15. **Recording of EGRs.** The DOC is to record all EGR applications (approvals and rejections) in the DOC EGR Log.

