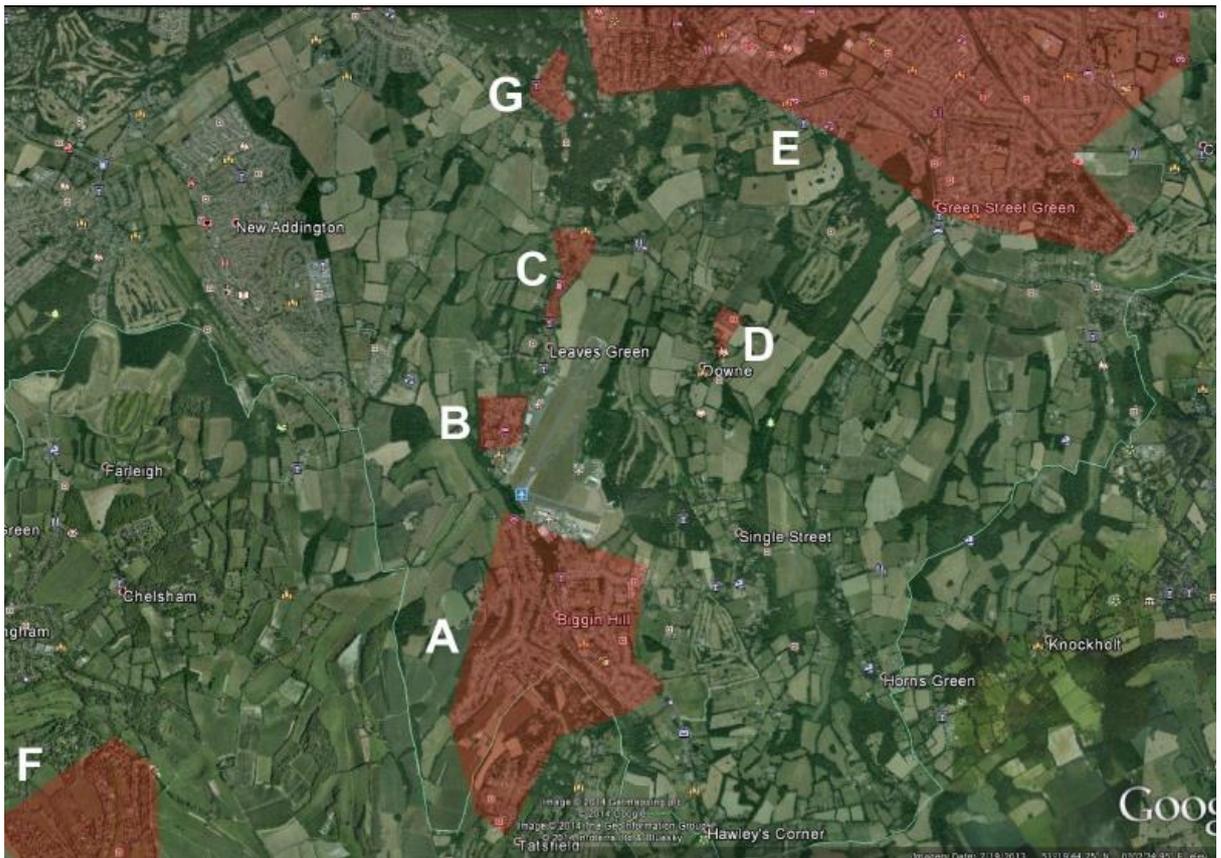


APPENDIX 3 TO MIL

Biggin Hill Airport Noise Sensitive Areas

Code of Conduct to be followed by

Aircraft and Helicopter commanders operating under Visual Flight Rules VFR



Key:

- A Biggin Hill and Tatsfield
- B Leavesden Estate
- C Leaves Green
- D Downe Village
- E Orpington, Farnborough, Crofton Locksbottom
- F Warlingham and Woldingham
- G Keston Village

- In general all built up areas should be avoided by aircraft where safety considerations permit. Noise sensitive areas should not be overflown below 2,000 ft unless pursuant to an ATC restriction or instruction.
- Aircraft commanders should operate their aircraft at all times in order to minimise noise on the ground to the greatest extent possible.
- Non-essential flight should be avoided in the early morning period 0630 – 0700 and aircraft commanders are encouraged to consider a departure in this period only where no alternative course of action exists. In any event, prior permission will be required for all aircraft operations at Biggin Hill and special noise provisions will apply during this period.
- Low flight (below 2,000ft AMSL) should be avoided where possible.
- Propeller pitch/rpm should be reduced as soon as possible after take-off and increased again only once required for safe flight.
- Operations should be conducted so as to avoid unnecessary or gratuitous noise nuisance.
- Areas marked in red above should be overflown only when required pursuant to a direct ATC instruction (IE extend downwind, report before turning base)
- Where safe and weather conditions permit, helicopters transiting in and out of the airport should use the highest practical altitude and should organise their flight profile so as to minimise noise on the ground and make use of the highest safe altitude when transiting to or from Biggin Hill Airport area. If possible, helicopters should rise to 1,000 ft before crossing the airport boundary.
- Aircraft commanders should carefully consider the likely impact of their flight operations on those on the ground, having regard to the time of day and the prevailing weather conditions at the time of flight.

Noise sensitive areas are based on past experience of noise complaints based on the assumption that those experiencing disturbance are most likely to complain.

Please note that for reasons of safety for their aircraft and passengers on board, the aircraft commander retains the ultimate decision about the performance of the flight.