

Helicopter Access & Associated Noise Abatement Guidance to and from the **east** of the airport

Noise Abatement Scheme Revision - July 2024

08.07.24 – Version **3**

Background

Historically, basic guidance was to fly south of Hampton Poyle and Thrupp when accessing the airport to & from the east side, lining up with the old crosswind runway (now taxiway 'D' & 'C') generally facilitating this.

In practice, too many helicopters cut the corner as soon as they crossed the airport boundary (Banbury/Kidlington Road - A4260) and are often too close to, or above Thrupp, or cut across Hampton Gay / Hampton Poyle in particular.

The current recommendation is that aircraft go all the way out to the **A34** Kidlington/Islip/Hampton Poyle junction, some **2.3 nm** (*i.e. outside the ATZ*) from the main runway, as the primary visual reference/aiming point on the eastern side, underflying the visual circuit, joining at 1,000ft AMSL.

Aim to be equidistant between the churches at Hampton Poyle and Kidlington, then to follow a line across open fields north of Kidlington, as indicated in the image(s) accompanying this text. This guarantees avoidance of Hampton Poyle, Hampton Gay, Thrupp, and Kidlington for access to & from the east.



Heli Hold Points

'Y'
'Z'
'N'
'E'
'S'

Oxford International Airport

**Cross A4260
middle of this
field**

Avoid Thrupp

Avoid Shipton-on-Cherwell

Avoid Hampton Gay

**Aim for A34
Islip/Hampton
Poyle/Kidlington
Junction !**

Avoid Hampton Poyle

**Manor Park
Mobile Home Park**

A34

Shipton-on-Cherwell

Jolly Boatman Pub

Church of St. Mary

Hampton Gay

Hampton Poyle

St. Mary Church Spire

Avoid Kidlington

Kidlington

be south of these woods

follow line of these fields

Aim about equidistant between the church spires

Be well north of Branson's lake

CIRCUIT PATH!

CIRCUIT PATH!



Heli Hold Point North 'N'

Heli Hold Point North 'Z'

Helipads

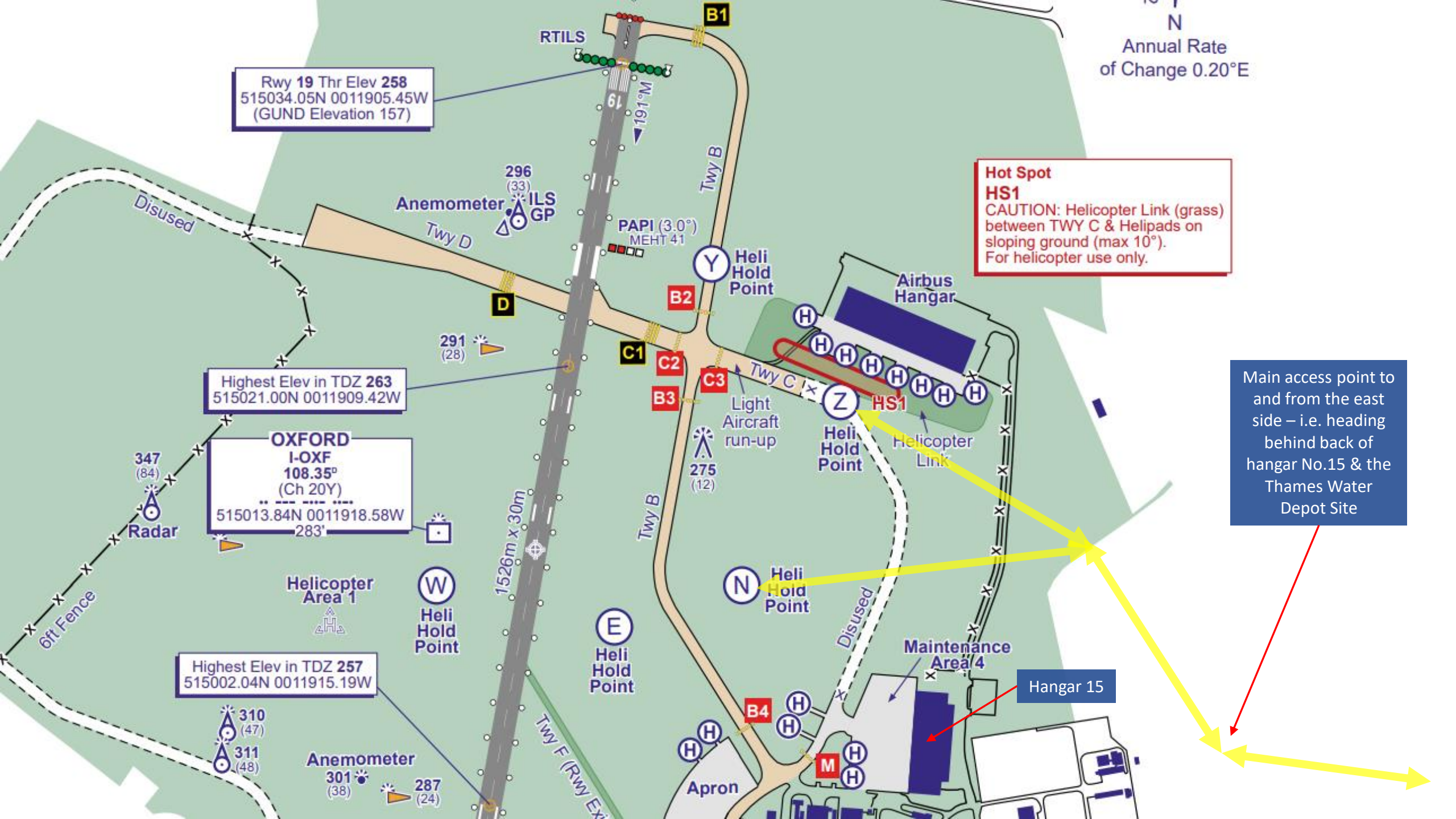
New Airbus Helicopter Facility

Hangar 15

Jolly Boatman Pub

Thames Water Depot

Railway Footbridge



Rwy 19 Thr Elev 258
 515034.05N 0011905.45W
 (GUND Elevation 157)

N
 Annual Rate
 of Change 0.20°E

Hot Spot
HS1
 CAUTION: Helicopter Link (grass)
 between TWY C & Helipads on
 sloping ground (max 10°).
 For helicopter use only.

Highest Elev in TDZ 263
 515021.00N 0011909.42W

OXFORD
I-OXF
108.35°
 (Ch 20Y)
 515013.84N 0011918.58W
 283'

Highest Elev in TDZ 257
 515002.04N 0011915.19W

Main access point to
 and from the east side – i.e. heading
 behind back of
 hangar No.15 & the
 Thames Water
 Depot Site

Hangar 15

Disused

Disused

6ft Fence

1526m x 30m

Twy F (Rwy Ex)

Apron

Maintenance Area 4

Airbus Hangar

Helicopter Link

Heli Hold Point Y

Heli Hold Point Z

Heli Hold Point N

Heli Hold Point E

Heli Hold Point W

Helicopter Area 1

B3

C3

C2

B2

PAPI (3.0°)
 MEHT 41

Anemometer 296 (33)
 ILS GP

Anemometer 301 (38)
 287 (24)

310 (47)
 311 (48)

347 (84)
 Radar

291 (28)

RTILS

B1

B4

M

H

H

H

H

H

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Basic OXF
Routing
Guidance
for
Helicopters



Note for Planners – the CDC-proposed (Local Plan 2040) allocation site for 300-350 houses north of the Moors (Ref: LPR8a, 21.5 acres) will be very close to the current promulgated helicopter access routings – *as little as 100 metres away*

