Oxford Airport **Circuit** Pattern relative to proposed development zone

Ref: 23/02098/OUT

Commentary relating to 23/02098/OUT:

- Oxford Airport's (OXF) training circuit pattern lies south of the proposed development zone, but the east side, downwind leg will traverse the most easterly boundary of the proposed zone
- Oxford Airport is often the busiest GA airport in the UK and the busiest for professional pilot training, one of the busiest in Europe
- 2022 saw 75,000 movements with a permitted planning limit of 160,000 movements a year. A busy summer day in recent years could typically see up to 200 circuits undertaken in a day
- The training pattern has remained the same for several decades and should normally be contained with in the 2nm radius Air Traffic Zone (ATZ), but in Oxford's case is stretched south a little to help reduce overflights over Yarnton. It cannot move further east, it is already further east than it should normally be
- Accordingly, any new properties near the south-eastern part of the proposed zone will be in close proximity to the circuit path, but not directly underneath it

Oxford Circuit

***1,500 feet** above sea level (QNH)*

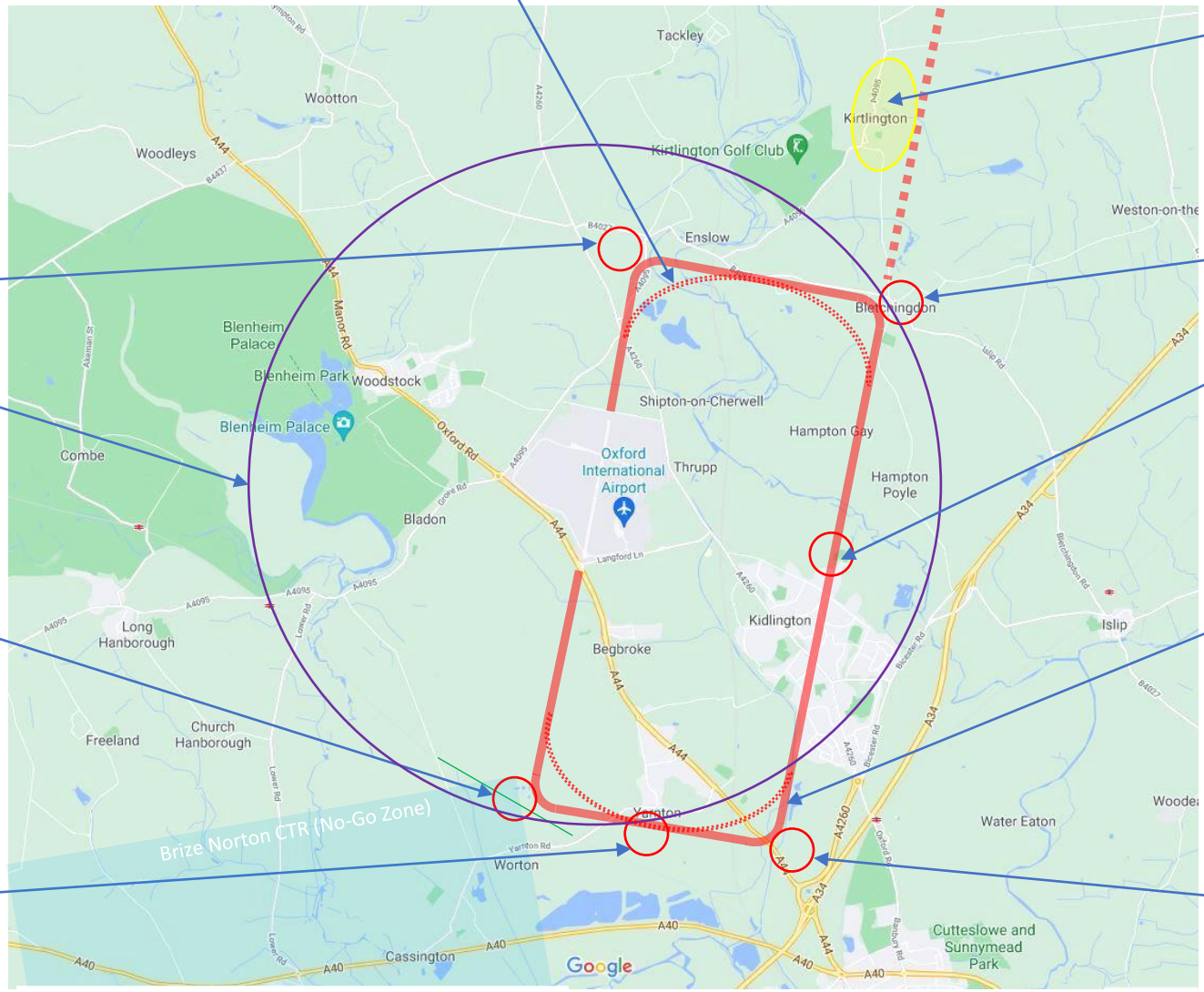
Turn at Bunkers Hill / A4095

Airport's Air Traffic Zone (ATZ)

Turn at water works and *before* rail line *to avoid Brize Norton CTR*

This leg should be between Yarnton Manor / St. Bartholomew Church & main village

more realistic radius



Extended downwind leg passes **Kirtlington**

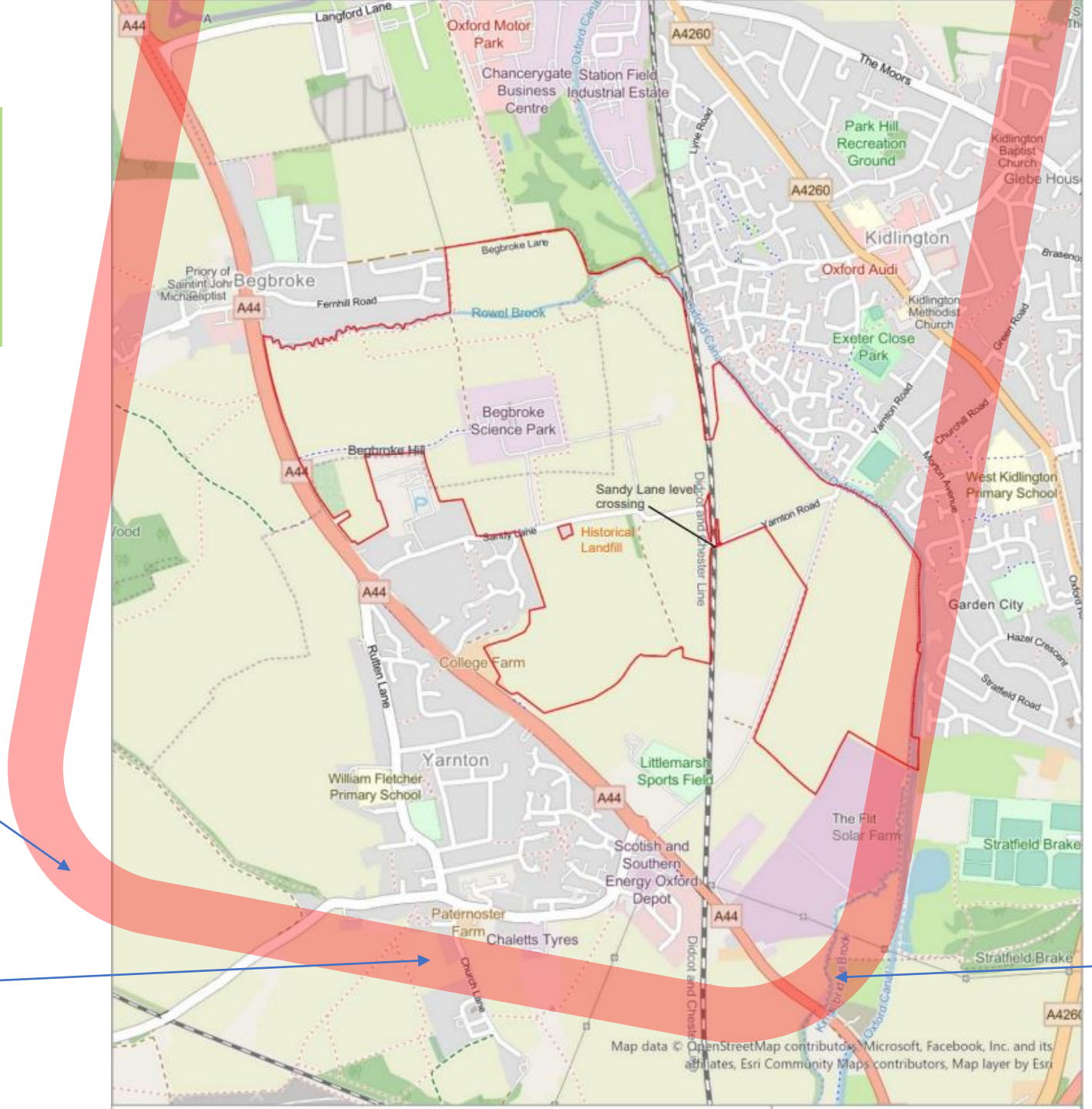
Turn just before **Bletchingdon**

St. Mary Church

Note – *<u>Standard Circuits are supposed to be contained within the ATZ, but OXF's pops-out to help avoid Yarnton centre</u>*

Turn at canal and A44 junction and above solar farm

Oxford Airport Circuit relative to proposed development zone

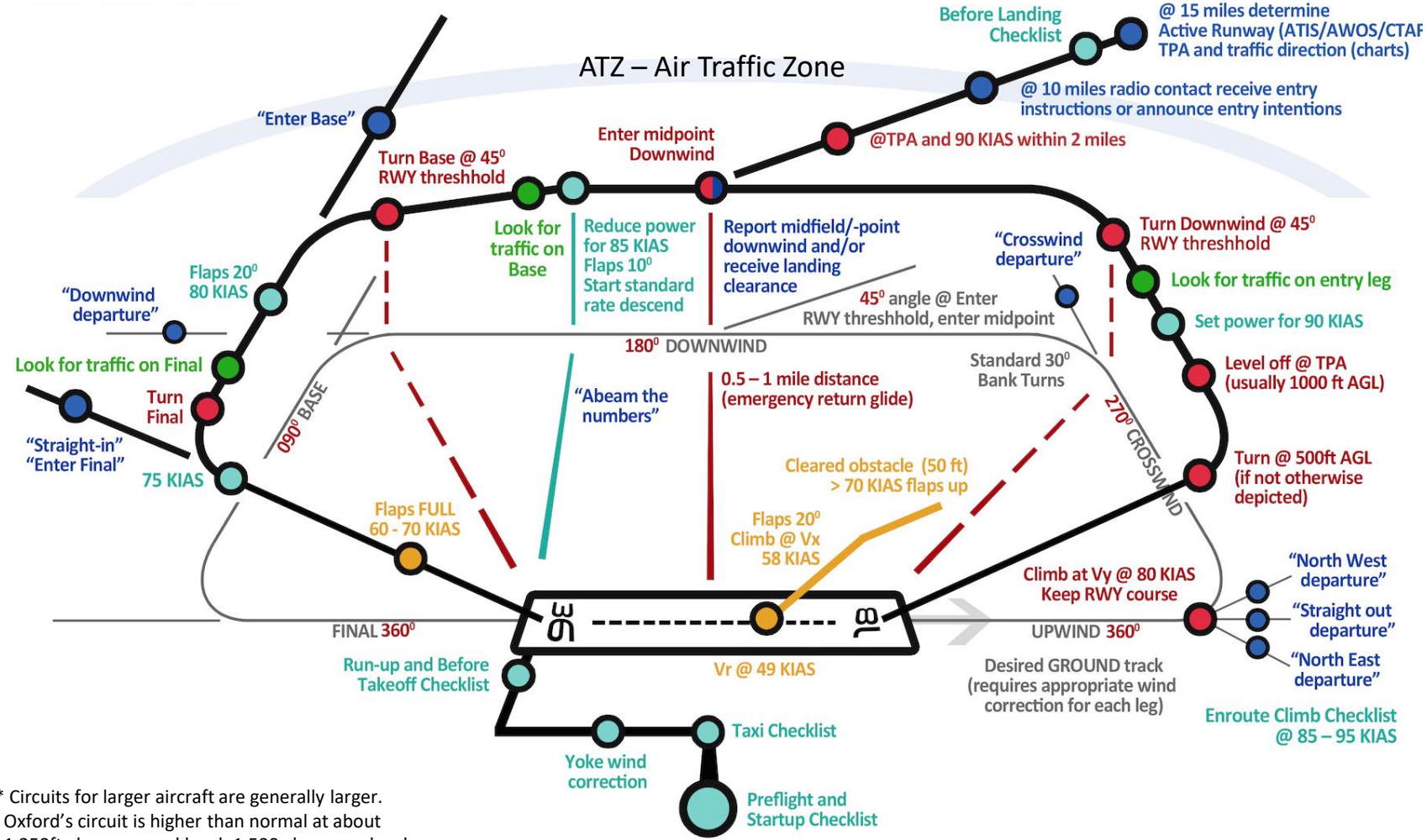


Turn at water works and *before* rail line *to avoid Brize Norton CTR*

This leg should be between Yarnton Manor / St. Bartholomew Church & main village

Turn at canal and A44 junction and above solar farm

A Typical Standard Circuit for Light GA Aircraft*



* Circuits for larger aircraft are generally larger. Oxford's circuit is higher than normal at about 1,250ft above ground level, 1,500 above sea level (most aerodrome circuits are 800-1,000 feet)

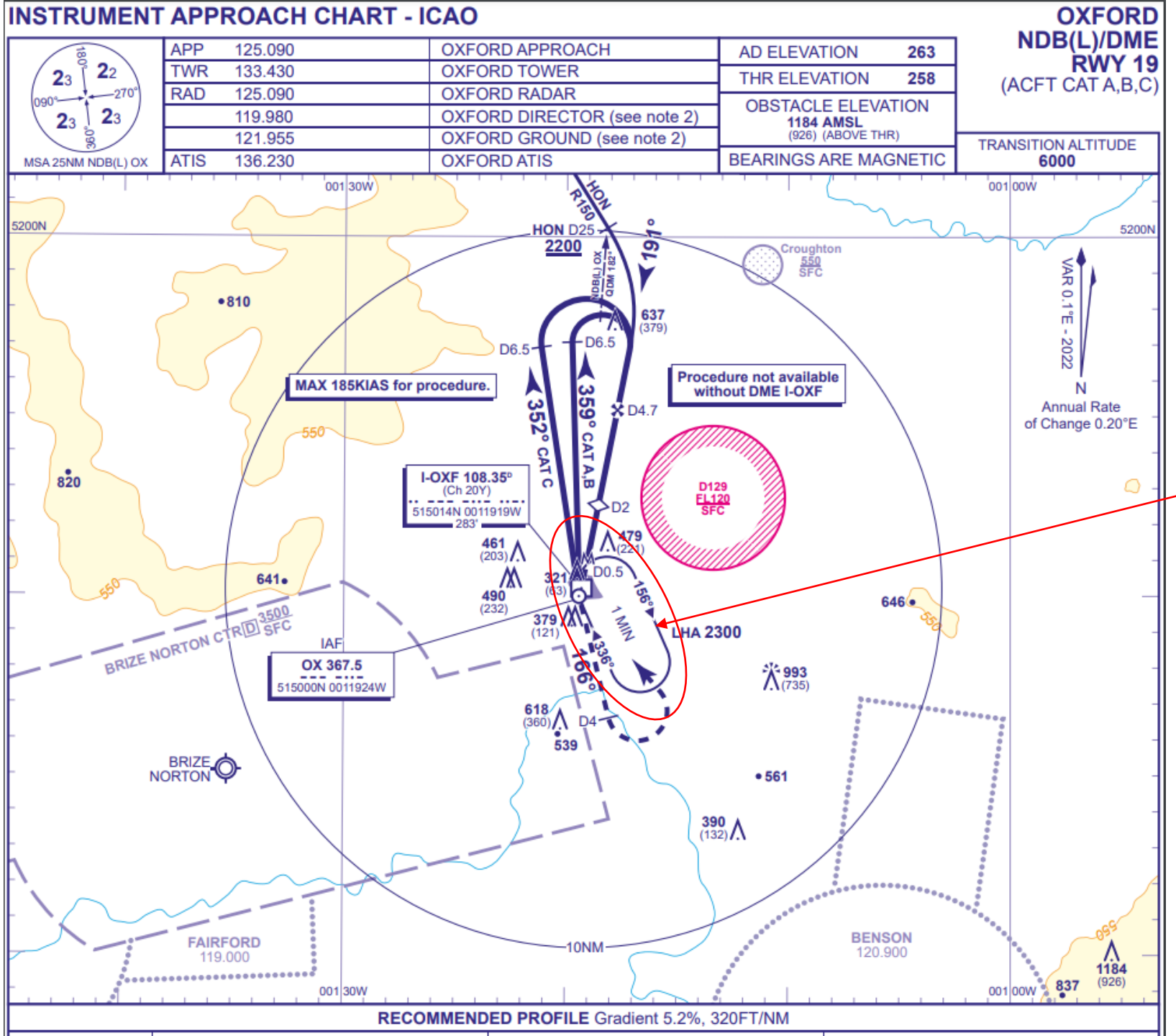
Oxford Airport **Hold** Pattern relative to proposed development zone

Ref: 23/02098/OUT

Commentary relating to 23/02098/OUT:

- Oxford Airport's (OXF) southern hold pattern today is at 2,300 ft. and in part follows the line of the A44 running to the western side of the proposed development, therefore through the middle of Begbroke
- Aircraft may be placed in the hold when the airport is busy, or when training and doing instrument approaches
- Aircraft will be placed in the hold multiple times a day
- A different hold to the north is used depending on wind direction and runway use (not of relevance in this context)
- Being at 2,300 feet, the hold is higher than the circuit height and therefore is less impactful for those at ground level

Current Instrument Approach example showing hold pattern to south

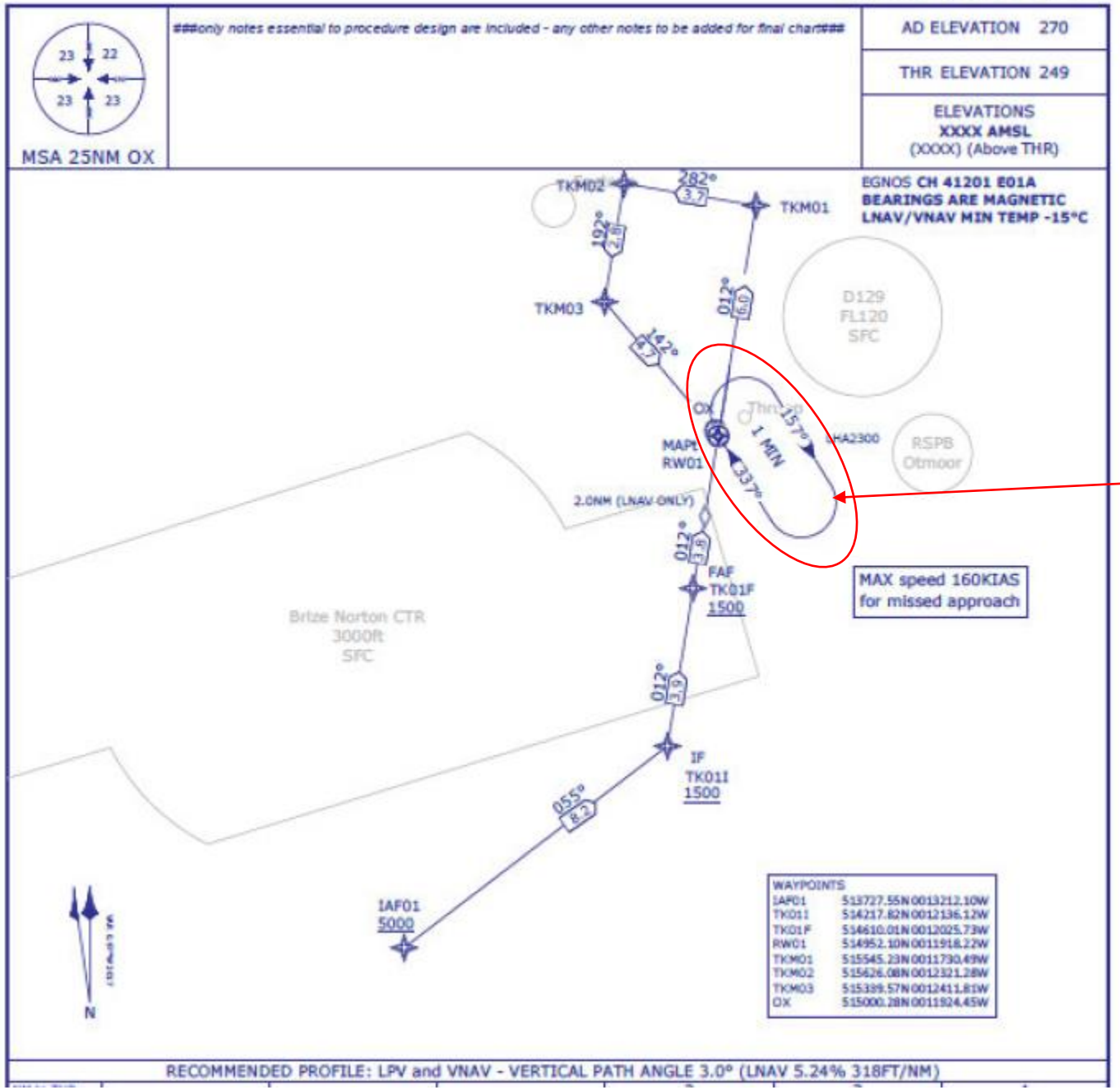


Note: Hold pattern to south east of Runway Threshold

Possible future RNAV (GNSS) type of precision approach – southern hold pattern is in same place and at same height in this example as it is today

INSTRUMENT APPROACH CHART

Oxford/Kidlington
RNAV (GNSS) 01



Note: Hold Pattern to south east of Runway Threshold @ 2,300 ft.

Current Hold Pattern to south follows A44 in part @2,300 feet