

# Memo



**Inverness Airport, Inverness, IV2 7JB**

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**TO:** HG Helicopters, PDG Helicopters, Bond Helicopters (Helimed), Highland Aero Club, Highland Aviation, Signature (Flight Briefing Room), Flybe, Easyjet, Loganair, Dalcross Handling, Highland Airways. Gama Aviation, Benair

**REF:**

**FROM:** Leon Gilmour, Manager Air Traffic Services (Acting)

**DATE:** 24/09/2009

**SUBJECT: NOISE POLLUTION**

To whom this may concern,

Due to a small increase in the number of noise complaints from the surrounding villages Inverness airport has taken several steps in an attempt to reduce noise pollution to the surrounding environment.

Please find below an extract of an instruction that has been issued within ATC and that will be issued in the UK AIP shortly, please note the weight limits.

Extract from SI 04 of 2009

*The following procedures are applicable for visual circuit training aircraft only with a MTOW of 5700kgs or more:*

- *Circuit training shall only be permitted between 08:00 -19:00 local Monday to Friday and between 09:00 - 18:00 local Saturday and Sunday.*
- *In the event of **continuous** circuit flying for 2 hours, a 30-minute break from circuit training shall occur for all aircraft with a MTOW of 5700kgs or above.*
- *Circuit direction should be frequently varied consistent with safe integration of all traffic and overall flight safety. Ideally no more than 20 minutes should elapse in any one direction.*
- *Where possible, pilots shall avoid overflying surrounding villages and/or hamlets whilst operating in the circuit. This is particularly important for those portions of the flight that are operated below 1000ft. Examples of such locations are, but not limited to,*

*Croy. (57 31 11.7N 40 34.5W)  
Treeton. (57 33 25.8N 42 03.2W)  
Dalcross Castle. (57 30 26.4N 42 18.7W)  
Holme Rose. (57 30 36.0N 35 934.3W).  
Ardersier. (57 33 57.4N 42 09.1W)*

- *It shall be confirmed with visiting pilots seeking PPR for circuit training that they are aware of these procedures. In the event that they are unaware copies of this page maybe issued verbally or via email/facsimile.*

Although it is unlikely to affect you due to the weight limits involved I would ask that consistent with flight safety and task that we all work together and consider our neighbours. We take this matter extremely seriously and would therefore ask for your continued co-operation.