

## **Turweston Aerodrome Rules**

### **Scope of the Rules**

These Rules are in addition to and not a substitution for any rules, regulations and information notified or published in legislation and/or Aeronautical Information Publications and Aeronautical Information Circulars.

### **1. Operator (the Company)**

Turweston Flight Centre Ltd, Turweston Aerodrome, Near Brackley, Northants NN13 5YD. Telephone: 01280 705400 [info@turwestonflight.com](mailto:info@turwestonflight.com) [www.turwestonflight.com](http://www.turwestonflight.com)

### **2. Aerodrome Situation**

Lat: 520227N Long: 0010552W at mid-point of runway 09/27

I.C.A.O. Location Indicator – EGBT

Turweston Aerodrome is situated 2nm East of Brackley. Aerodrome elevation is 438ft amsl.

### **3. Runways & Circuit**

The circuit height is **1000 ft QFE**

09 Tarmac, 09 Grass LH Circuit	27 Tarmac, 27 Grass RH Circuit
03 Grass RH Circuit	21 Grass LH Circuit

Landings are permitted on the grass taxiways based on information about availability and suitability from the Air/Ground operator. In the event of a strong crosswind or in an emergency runway 03-21 grass may be brought into use.

### **4. Operations**

The Aerodrome is strictly PPR. No one may use the Aerodrome without the permission of the Duty Manager prior to each flight.

### **5. Operating Hours**

The Aerodrome's permitted operating hours are:

08.00 – 20.00 weekdays

09.00 – 18.00 Saturdays

10.00 – 18.00 Sundays & Bank Holidays (last departure 16.00)

These are local times

The Aerodrome is normally staffed between the hours of 08.30 – 18.30 BST and between 09.00 – 17.00 in the winter.

## **6. Communications**

Turweston has a radio service available on the frequency of 122.180 MHz (air-ground).

All aircraft using Turweston are required to carry two-way VHF radio capable of operating on that frequency. R/T calls should be made at all standard circuit positions.

**Information only will be offered on this frequency. No instructions will be given. It is the pilot's responsibility to make his/her own decisions in order to maintain the safety of his/her aircraft.**

Under the Rules of the Air prior permission must be obtained from the Duty Officer before any vehicle or aircraft may move on the active area.

Outside attended hours particular care shall be exercised, aircraft shall transmit standard calls blind adding circuit direction and runway in use e.g. "Turweston Golf Alpha Bravo downwind right hand 27".

## **7. Pilot Responsibility**

The Aerodrome may be active at all times.

- a) It is the Pilots' responsibility to brief themselves fully before a flight with Met conditions, NOTAMs etc. Facilities are available in the Control Tower for these purposes.
- b) Standard radio calls must always be made.

## **8. Joining Procedures**

Pilots should make themselves familiar with procedures operating at Turweston before departure or arrival. Details of these procedures including noise abatement routes are available in the Control Tower and on our website.

- a) Inbound aircraft should establish radio contact at 10nm or 5 minutes away.
- b) Circuit joining should be made at the circuit height of 1000 ft QFE.
- c) Pilots are responsible for their own separation in the circuit – orbits and extended circuits for spacing are permitted. Joining traffic must be aware of circuit traffic and plan their spacing accordingly.

## **9. Noise Abatement Procedures**

Turweston Aerodrome is surrounded by noise sensitive areas, and we would ask that all pilots familiarise themselves fully with the noise abatement procedures and follow them.

### **Departures**

Runway 09:

Turn left 10 degrees at the end of the runway.

Maintain track 080 to pass north of Evershaw Farm and south of Whitfield Wood, avoiding the hamlets of Wood Green and Biddlesden before turning north (1.4nm).

**Runway 27:**

Turn right 15 degrees at the end of the runway.

Maintain track 285 until passing the A43 and avoid the villages of Turweston (south) & Whitfield (north).

**Arrivals**

**Runway 09:**

Fly final approach offset 15 degrees to the north of the runway from the A43 and avoid the villages of Turweston & Whitfield.

**Runway 27:**

On base leg keep east of Whitfield Wood.

Fly final approach offset 10 degrees to the north of the centre line avoiding Evershaw Farm.

**10. Engine Failure Practice** is recognised as an essential skill. Either on take-off or in the Circuit it shall not be carried out over built up areas, or in such a way as to inconvenience another aircraft. A radio call should be made when initiating the manoeuvre and when climbing away.

**11. Go-Around**

A pilot who initiates a missed approach procedure is responsible for avoiding other aircraft overtaken. He must ensure that he keeps the preceding aircraft in the circuit in sight at all times, until he has either taken up position behind the other aircraft or completely overtaken it and left it clear.

**N.B.** Rules of the Air state overtaking aircraft must keep the aircraft being overtaken on the left.

**12. After Landing**

Pilots may clear the runway by taxiing to the end (runway 27) or backtracking (runway 09).

The parallel grass taxiway / runway may also be used.

Any strobe lights used should be switched off upon vacating the runway for safety reasons.

**13. Taxiing**

Only qualified persons may taxi aircraft. Taxiing is to be carried out at a speed which is safe in the prevailing circumstances and in such a manner as to avoid damage to the surface of the manoeuvring area. No unauthorised persons may be left in charge of an aircraft.

#### **14. Hangarage and Parking**

Operators are required to make prior arrangements in writing with the Company before bringing any new or additional aircraft to Turweston. The person responsible shall complete the Application Form for hangarage/parking before arrival. Payment is required by the day of arrival for the first month's hangarage/parking.

New owners requesting hangarage or parking at Turweston will be required to complete a circuit with an instructor or qualified member of staff to be familiarised with the noise abatement procedures at the Aerodrome.

Any aircraft based at Turweston Aerodrome must be insured and the owner is also required to hold a minimum of £2,000,000 public liability insurance.

We reserve the right to refuse any owner/operator.

One month's notice of hangarage or parking termination is required in writing. Aircraft that are removed from the hangar or parking area for a prolonged period but wish to retain the space for use on their return must pay the appropriate hangarage / parking charge throughout the aircraft's absence. All aircraft are hangared at the owner's own risk.

#### **15. Handling**

A service is offered to move and re-fuel aircraft on the owner's instruction. Occasionally it may help the Duty Manager to be able to taxi aircraft in order to reposition them. If this is acceptable to you as an owner, you must make sure that this is specifically covered by your aircraft insurance.

We would ask for at least 24 hours' notice for ground handling of aircraft. At the weekend aircraft are moved before flying commences, therefore notice is required the day before so that the aircraft may be removed from the hangar and refuelled if required during those times. To guarantee aircraft are put back in the hangar please return them 1 hour before the end of operating hours. Aircraft returning after hours will be left outside the hangars. For ground handling, please contact the Duty Manager. Tel: 01280 705400 Ext. 1 or [tower@turwestonflight.com](mailto:tower@turwestonflight.com)

#### **16. Building 6 Hangar**

Aircraft leaving or entering the Building 6 hangar are **NOT** to be manoeuvred under power when crossing the roadway and Aerodrome personnel must be in attendance at all times.

#### **17. Night Flying**

Turweston Aerodrome is not equipped for night flying.

#### **18. Customs and Immigration**

Turweston Aerodrome is a GA Agreement aerodrome for customs/immigration purposes.

All inbound flights are subject to the following prior notice:

- a) 24 hours in advance for flights arriving from outside the EU;
- b) 4 hours in advance for flights arriving from within the EU;
- c) 12 hours in advance to the police for flights requiring Police Special Branch clearance.

### **19. Fuel**

Fuel stocks are held of Avgas 100LL & Jet A1

### **20. Refuelling**

All refuelling must be from the fuel bowser. All aircraft must switch off their engines before commencement of refuelling (except for rotors running refuelling of helicopters.) A qualified member of the aerodrome staff only may deliver fuel from the bowser.

### **21. Oil**

Oil in 1 quart containers is available from the Duty Officer in the Tower. No other supplies or inflammable liquid may be kept at the Aerodrome without the Company's prior permission in writing. All such products require a licence for storage.

### **22. Payments**

All charges in relation to parking, hangarage, landing fees and fuel are payable immediately, unless an application for credit account facilities has been received and approved by the Company. Credit accounts are payable within 30 days of invoice and accounts may be closed at any time by the Company.

### **23. Aerodrome Restrictions**

To prevent damage to aircraft, no person shall, without the permission of an authorised member of staff, approach any aircraft parked on the airfield, in the hangars or on the apron.

### **24. Insurance**

No person shall do or cause to be done any act or thing that might cause the premiums paid by the Company in respect of any policy or policies of insurance affected by it to be increased, or which may void or invalidate or otherwise jeopardise or prejudicially affect any such policy.

### **25. Incidents**

The Duty Officer and any person involved in an incident or accident in the circuit or on the manoeuvring area or in the immediate vicinity of the aerodrome shall make a report to the Company **immediately**. This requirement does not absolve the person concerned from any duty to file a Mandatory Occurrence Report with Safety Analysis and Data Unit, CAA Gatwick Airport and/or an Accident Report with the DOT AAIB.

Local crime, such as breaking in, damage to cars and theft should be reported to the Duty Officer and Thames Valley Police.

## **26. Loss or Damage to Property**

The Company accepts **NO** responsibility for loss or damage whether caused by accident, negligence or otherwise to aircraft or articles left in aircraft, or on any part of the aerodrome premises. All aircraft, motor vehicles and the like must be insured and are accepted for parking, storage, repairs, servicing or handling at the owners risk only.

## **27. Children & Animals**

Children under the age of fourteen years will be admitted to the Aerodrome and its facilities providing they are continuously under the supervision of an adult.

All animals brought on to the confines of the Airfield must be under strict control, particularly in aircraft manoeuvring areas, and are the sole responsibility of the persons so doing.

Non-aviation visitors to the Aerodrome may **ONLY** have access to the marked roadways, footpaths and car parks. **Access to all other areas is prohibited** unless accompanied by an authorised member of Aerodrome personnel.

## **28. Rights of Resident Commercial Concerns**

The Company has granted certain rights in respect of training and maintenance to resident commercial concerns. Provision of such services at Turweston is not permitted unless the prior consent of the Company is obtained in writing.

## **29. Refusal of Facilities**

The right is reserved by the Management to refuse flying and aerodrome facilities to any persons not complying with the aerodrome rules.

## **30. Parking of Motor Cars and other vehicles**

In order to obviate danger to aircraft, cars may only be parked in the marked tarmac parking bays and cars moving from one place to another within the aerodrome boundary must be driven very slowly and with the greatest care. The Company shall be under no liability in respect of any loss or damage to vehicles whilst parked on the Aerodrome.

Details of any vehicle left on the premises overnight must be passed to the Duty Officer.

No caravan may be brought within the aerodrome boundary without the prior permission of the Company.

## **31. Complaints**

Any complaints should be addressed to the Company in writing or via email:

[info@turwestonflight.com](mailto:info@turwestonflight.com).



**The Aerodrome rules are applied rigidly. Anybody breaking these rules except in cases of emergency will be warned, may be banned and in extreme cases reported to the CAA.**



**Turweston Flight Centre Ltd**  
**Aerodrome Safety Management**

**Aircraft Registration:** .....

Owner Name(s): .....  
(Sign & Print) .....  
.....  
.....  
.....

(If more than one, each must sign and print their name)

I/we acknowledge receipt of my/our copy of the Turweston Aerodrome Rules document.

Furthermore, I/we have read, understood and will comply with the rules set out in this document.

I/we also agree that I/we will be responsible for any person accompanying me/us on the Aerodrome making sure that they also comply with the Rules at all times.

Date: .....

Please return to Turweston Flight Centre as soon as possible.