



THE
BICESTER AERODROME
COMPANY

Bicester Aerodrome Operational Procedures

www.bicesteraero.com

Version 1.2

Bicester Aerodrome (EGDD) is PPR only.

Please complete the application and email to land@bicester aero.com

Bicester Aerodrome elevation is 267 feet AMSL and communication is via our radio frequency: 118.390



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AERODROME USER RESPONSIBILITIES

The policy is for all flying operations at Bicester Aerodrome to comply with the rules of the air. It is the responsibility of the aircraft commander to ensure that they are conversant with, and conform to, the rules of the air within the airspace, and aerodromes, that they operate.

For reference see UK CAA CAP 393 - Air Navigation:

The Order and Regulations and EASA Standardised European Rules of the Air **(EC No. 923/2012) (SERA)**.

Pilots should be aware of the performance characteristics of their aircraft and ensure the aerodrome dimensions and operating practices are appropriate and proportionate for their proposed activity. **Please note that engine failure after take-off emergency landing options are severely limited on Rwy24 departures due to urban habitation and housing.**

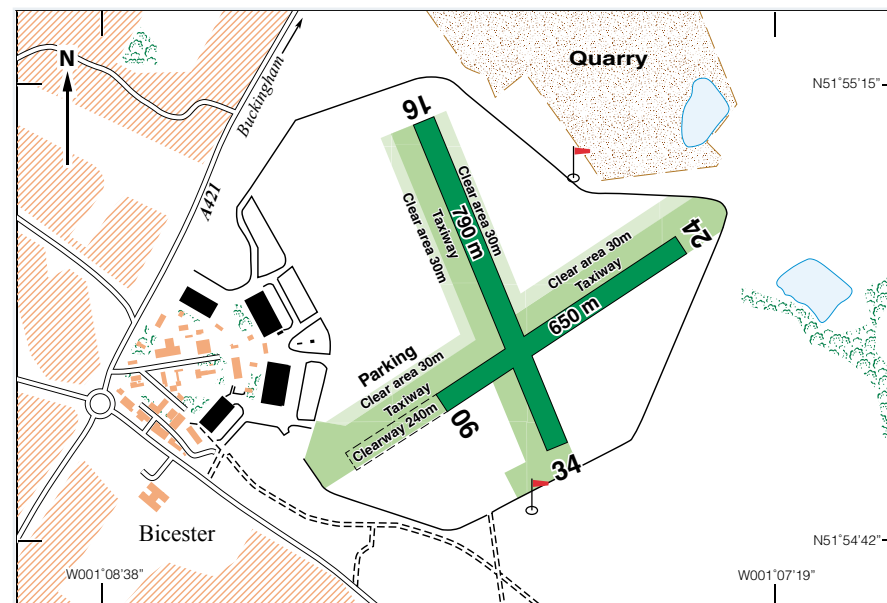
Operated by: The Bicester Aerodrome Company Limited.

Strictly PPR only, for application and information contact: land@bicester aero.com or 01869 254841

AERODROME LAYOUT

There are four unlicensed grass runway directions available on the aerodrome, demarcated as mown grass areas. There are parallel grass runways and taxiways. The cut grass width is 25m.

Grass parking, Control 'C' office and AVGAS are in the South West corner. There are two windsocks, one on the Southern edge and another on the North East edge, both outside the perimeter track. The perimeter track has a loose surface and is not suitable for taxiing.



Robert Pooley ©

N51 54.97 W001 07.93	267ft AMSL	1.04 nm NE of Bicester.	///flying.stow.spit
c/s Bicester Traffic: 118•390		Oxford Radar 125•090 0730-2000	Listening Squawk 4517

Runway Designation	Dimensions (m)	Runway Surface	TODA (m)	LDA (m)	Lighting	Markings
06	650 x 25	Grass (cut ≈ 2"-4")	900	650	nil	numeral
24	650 x 25	Grass (cut ≈ 2"-4")	650	900	nil	numeral
16	790 x 25	Grass (cut ≈ 2"-4")	790	790	nil	numeral
34	790 x 25	Grass (cut ≈ 2"-4")	790	790	nil	numeral

Operating Hours: Strictly PPR. An Arrival/Departure briefing essential.	
Landing Fee: See website for charges.	Customs: Nil.
Hangarage: Nil.	Maintenance: Nil.
Remarks: Operated by The Bicester Aerodrome Company Ltd, Buckingham Road, Bicester, Oxfordshire OX27 8AL. Daylight VFR operations only. Arrival/Departure briefing essential - Available via website and provided with PPR request. Standard overhead joins preferred (2000ft AAL). Large model acft activity Thursday pm, operating up to 3000ft AAL to the NE outside the peritrack.	
Noise Abatement Procedures: see next page.	
Warnings: Grass cutting operations maybe taking place. Danger Area 129 Weston-on-the-Green to SSW of the airfield.	
Restaurant: Refreshments only. Bicester Heritage by prior arrangement	
Fuel: 100LL - with PPR request	

AERODROME CIRCUIT TRAFFIC AND JOINING PROCEDURES

Fixed Wing Operations – 2000’ AAL Standard Overhead Joins Preferred

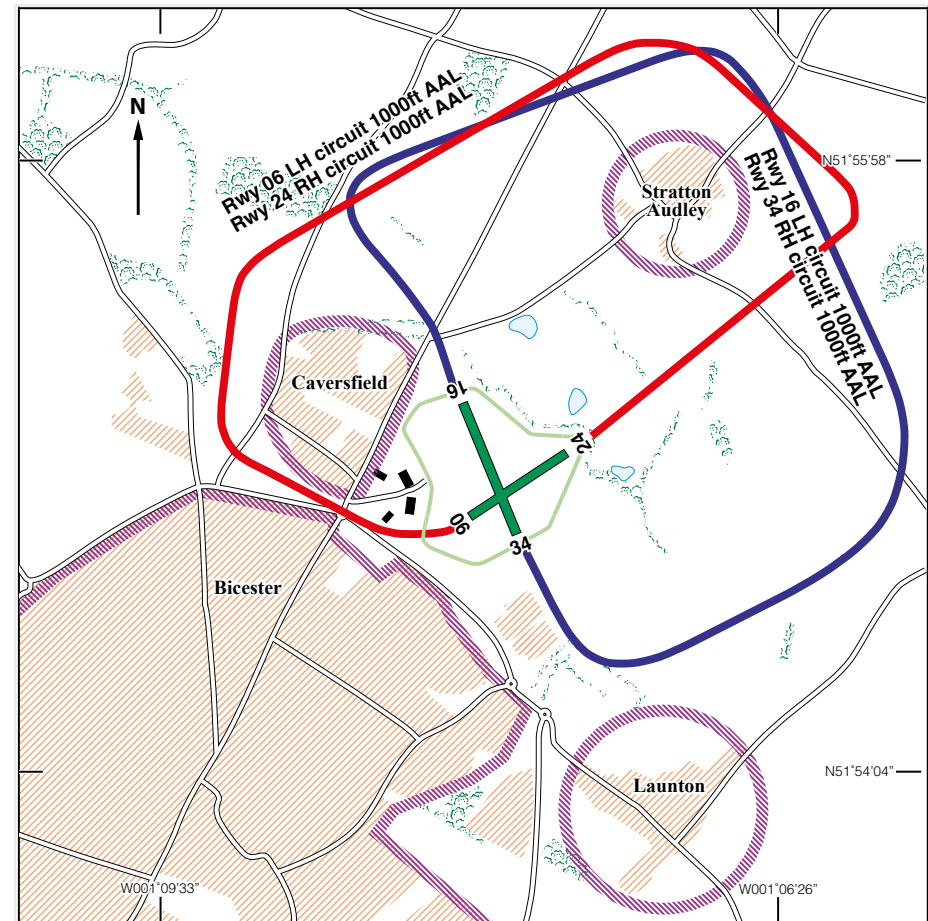
All visiting pilots must report to the Control ‘C’. Please complete the aircraft movement log and pay the required landing fee on receipt of our invoice.

Avoid Bicester Town, all villages and farms whenever possible by following the designated routes.

Runway Designation	Circuit Direction	Circuit Height	Notes
06	Left Hand Pattern	1000’ AAL	240m Clearway with a Displaced Threshold. Curved final approach to avoid Bicester Town & Caversfield village.
24	Right Hand Pattern	1000’ AAL	Engine failure after take-off emergency landing options are severely limited. Early right turn to avoid Bicester Town.
16	Left Hand Pattern	1000’ AAL	Preferential Runway. Avoid Stratton Audley & Launton Village.
34	Right Hand Pattern	1000’ AAL	Preferential Runway. Avoid Stratton Audley & Launton Village.

Aerodrome Circuit Patterns

- Runway 06 left hand circuit 1000’ AAL
- Runway 24 right hand circuit 1000’ AAL
- Runway 16 left hand circuit 1000’ AAL
- Runway 34 right hand circuit 1000’ AAL



Robert Pooley ©

MULTI-USE AERODROME PROCEDURES

Fixed wing powered and model aircraft/drone flying take place at the aerodrome. There are also automotive experience activities regularly taking place in the areas outside the designated air operations layout.

All visiting pilots must report to the Control 'C' and please complete the aircraft movement log.

Preferential Runway System:

Runways 16 & 34 are preferential for utilisation, at the discretion of the aircraft commander, for most aircraft types in weather conditions up to 10 knots (12 mph) of crosswind. At any greater wind speed Runway 06 & 24 become favourable, with improved into wind take-off and climb gradients being achieved.

Fire and Rescue Services:

There are no fire or rescue services available on site. Training can only take place if adequate risk assessments have been carried out, and training organisations provide the requisite ground support.

Communication:

Radio communication is via frequency **118.390 MHz using the suffix 'Bicester Traffic'**.



AERODROME WARNINGS

- 1.** Please be aware that aerodrome grass cutting operations may be taking place.
- 2.** Engine failure after take-off emergency landing options are severely limited on Rwy24 departures due to urban habitation and housing. Preferential runways are R16 & 34, to reduce this risk to as low as reasonably practicable.
- 3.** Vintage tailwheel aircraft operate with reduced forward visibility when taxiing, and occasionally, limited directional control on the ground. Care should be exercised when taxiing, with extra consideration and a wide berth given to tailwheel aircraft.
- 4.** Joining powered aircraft should observe the runway and circuit pattern being utilised and give way to existing circuit traffic.
- 5.** Model aircraft flying, and drones may be operating up to 300'AAL in the area to the NE, outside the perimeter track.
- 6.** Aerobatic and formation flying activities are common within the vicinity and overhead the aerodrome.
- 7.** Noise abatement by utilising the circuit patterns and avoiding overflight of areas of urban habitation is requested. Noise sensitive areas include Bicester town, Caversfield village, Stratton Audley village, Stratton Audely Park and Launton village.



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