



# Bicester Aerodrome Operational Procedures [www.bicesteraero.com](http://www.bicesteraero.com)

Bicester Aerodrome (EGDD) is PPR only. Please complete the application and email to [land@bicesteraero.com](mailto:land@bicesteraero.com)

Bicester Aerodrome Elevation is 267 feet AMSL & Communication is via 'Bicester Traffic' SafetyCom 135.480

All visiting pilots must report to the Control 'C' located at the aircraft hangar, complete the aircraft movement log and pay the required landing fee. Please be aware that aerodrome grass cutting operations may be taking place.

## 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 Rwy22 and Rwy30 departures due to urban housing and habitation. Gliders may be executing high-speed low-level arrivals. Aerobatic and formation flying activities are common.

## Aerodrome Layout

There are four unlicensed grass runway directions available on the aerodrome, demarcated as mown grass areas. In addition to parallel grass glider operating areas, increasing the cut grass width to 100m. Grass taxiways are provided around the perimeter and are to be utilised, with grass parking, control 'C' office and hangarage in the South West corner. There are two windsocks, one at the Southern edge and another on the North East edge outside the perimeter.

Runway Designation	Dimensions (m)	Runway Surface	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
04	600 x 50	Grass (cut ≈ 2"-4")	600	600	600	600
22	600 x 50	Grass (cut ≈ 2"-4")	600	600	600	600
12	790 x 50	Grass (cut ≈ 2"-4")	790	790	790	790
30	790 x 50	Grass (cut ≈ 2"-4")	790	790	790	790



Operated by: The Bicester Aerodrome Company Limited

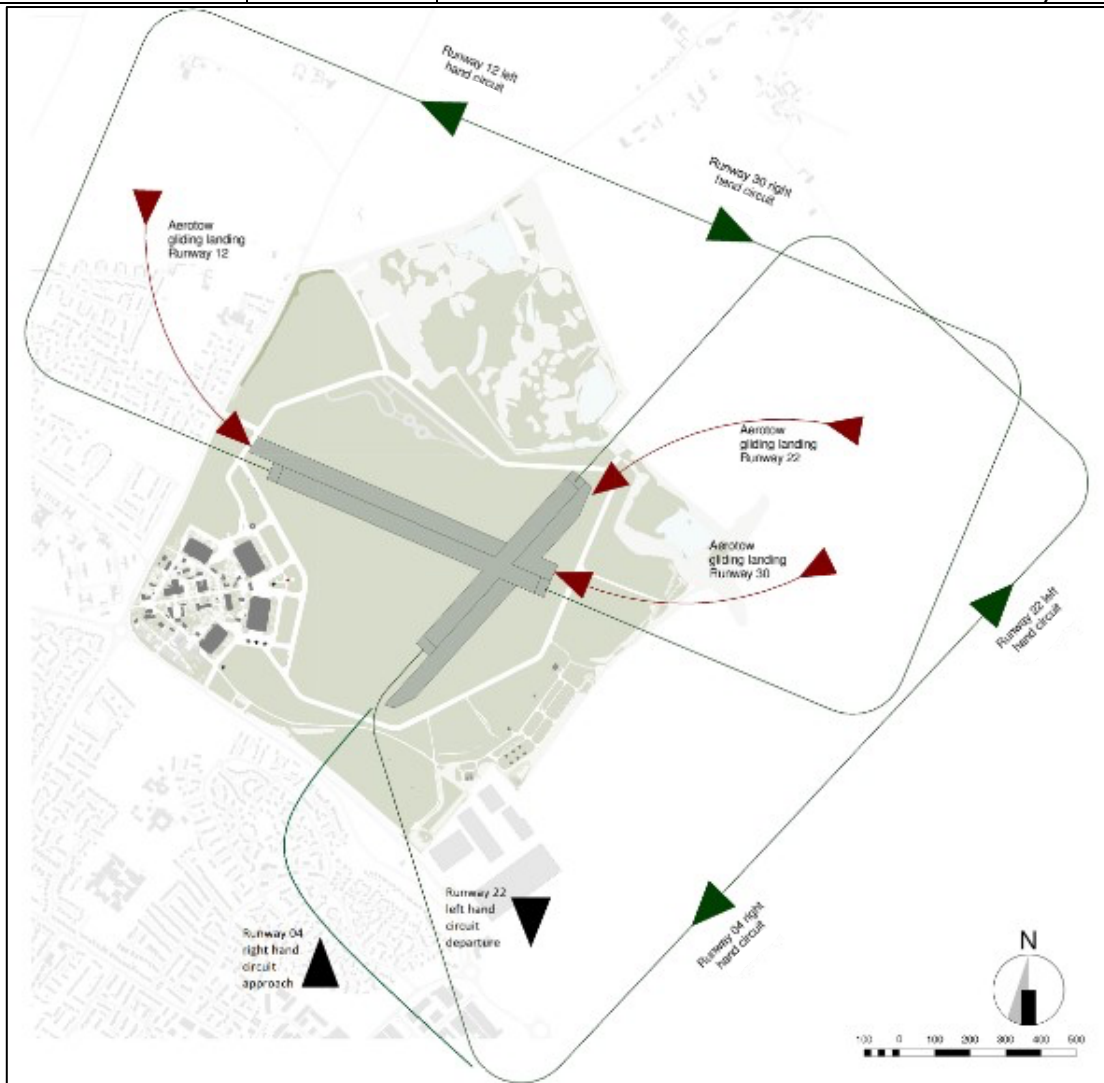
Strictly PPR only, for application and information contact: [land@bicesteraero.com](mailto:land@bicesteraero.com) / Tel: 01869 254841



### Aerodrome Circuit Traffic and Joining Procedures – Standard Overhead Joins preferred

Fixed wing powered and gliding operations take place. Overhead joins at 2000' AAL for powered aircraft preferred. Joining powered aircraft should observe and give way to existing circuit traffic, gliding aircraft and aerotow operations. Gliders may be operating in the overhead, and executing high-speed low-level arrivals, followed by a climbing turn to land. Pilots should avoid noise complaints wherever possible by following the designated procedures below.

Runway	Circuit Direction	Circuit Height	Notes
04	Right Hand Pattern	800' AAL	Displaced threshold & curved approach to assist glide performance in event of engine failure. Avoid Bicester Town Launton village.
22	Left Hand Pattern	800' AAL	Engine failure after take-off emergency landing options are severely limited. Early left turns to avoid Bicester Town & Launton village.
12	Left Hand Pattern	800' AAL	Avoid Stratton Audley Village.
30	Right Hand Pattern	800' AAL	Engine failure after take-off emergency landing options are severely limited. Avoid Caversfield & Stratton Audley Village.



**Gliding Operations:** The aerodrome gliding operations are aerotow only, where possible the gliding operations will operate on the additional mown grass area shown parallel to the runways shown on the aerodrome layout. The mown taxiways and gliding areas are 50 metres wide which allows space for gliding aircraft to be assembled and towed to a position ready for an aerotow take-off, and removal after landing using a vehicle.



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**Communication:** Radio communication is available via the SAFETYCOM frequency 135.480 MHz, using the suffix 'Bicester Traffic', please be mindful this is a common frequency subject to congestion and breakthrough, and only to be used within 10 Nm/2000ft AAL of the aerodrome. Transmissions should conform to standard UK RT phraseology.