

## NOISE REDUCTION AT THE LONDON HELIPORT

We are receiving an increasing number of noise complaints from the residents in properties within the London Heliport's ATZ but helicopter operators can do a lot to reduce the noise (and the complaints) by adhering to the approach and departure procedures issued to all pilots when granted approval to use the London Heliport. Detailed information is on our website at [www.londonheliport.co.uk](http://www.londonheliport.co.uk)

However, the salient points are set out below:

1. The London Heliport's circuit height is **1000** feet and this height should be adhered to at all times except during final approach and departures. The circuit is not the same shape as at most airfields but is of a "dumbbell" shape with the "final approach" and "downwind" directions being vertically parallel and opposite in direction. The bar of the dumbbell is the centre of the river with the turning points upstream of the Wandsworth Road Bridge and just upstream of Battersea Road Bridge. **The normal circuit joining points are Wandsworth and Battersea road bridges..**



2. All turns should be made over the river\* and the choice of turn (left or right) is the pilot's but should be initiated towards the windward direction in order to reduce the diameter of the turn. Turns should not be made until reaching Battersea or Wandsworth road bridges at **1000** feet, avoiding the buildings to the south and west of Battersea Bridge (Valiant House, Riverains and the Montevetro) or over Chelsea Harbour and World's End estate on the opposite north bank of the River Thames.
  3. The final approach and the initial departure tracks should be made with a 15° offset so as to remain over the centre of the river for as long as is safe so to do.
  4. Climb out should be at the best safe vertical speed in order to reach circuit height as quickly as possible. Pilots should inform Air Traffic if the wind is unfavourable or the aircraft is heavy so that the rate of climb will be unusually slow. Local residents expect helicopters to climb vertically on departure and therefore poor rates of climb will inevitably attract adverse comment.
  5. When making a direct over London approach to the Heliport, depending upon landing direction, join the circuit at either Wandsworth or Battersea Bridge. If joining at Battersea Bridge, stay over the centre of the river and do not cut the corner to the west of the bridge.
  6. Ground running at the Heliport should be limited to a maximum of 5 minutes.
- \* If ATC has given aircraft separation instructions so that it is not possible to complete a turn over the river, pilots must make every endeavour to keep flight over built up areas to a minimum.

Notes:

1. The only exceptions to the above are when safety is likely to be compromised or when directed to do otherwise by Air Traffic Control. Rules 5 and 6 of the Rules of the Air Regulations 2007 apply.
2. Approvals to use the London Heliport will be withdrawn if pilots disregard these local rules.