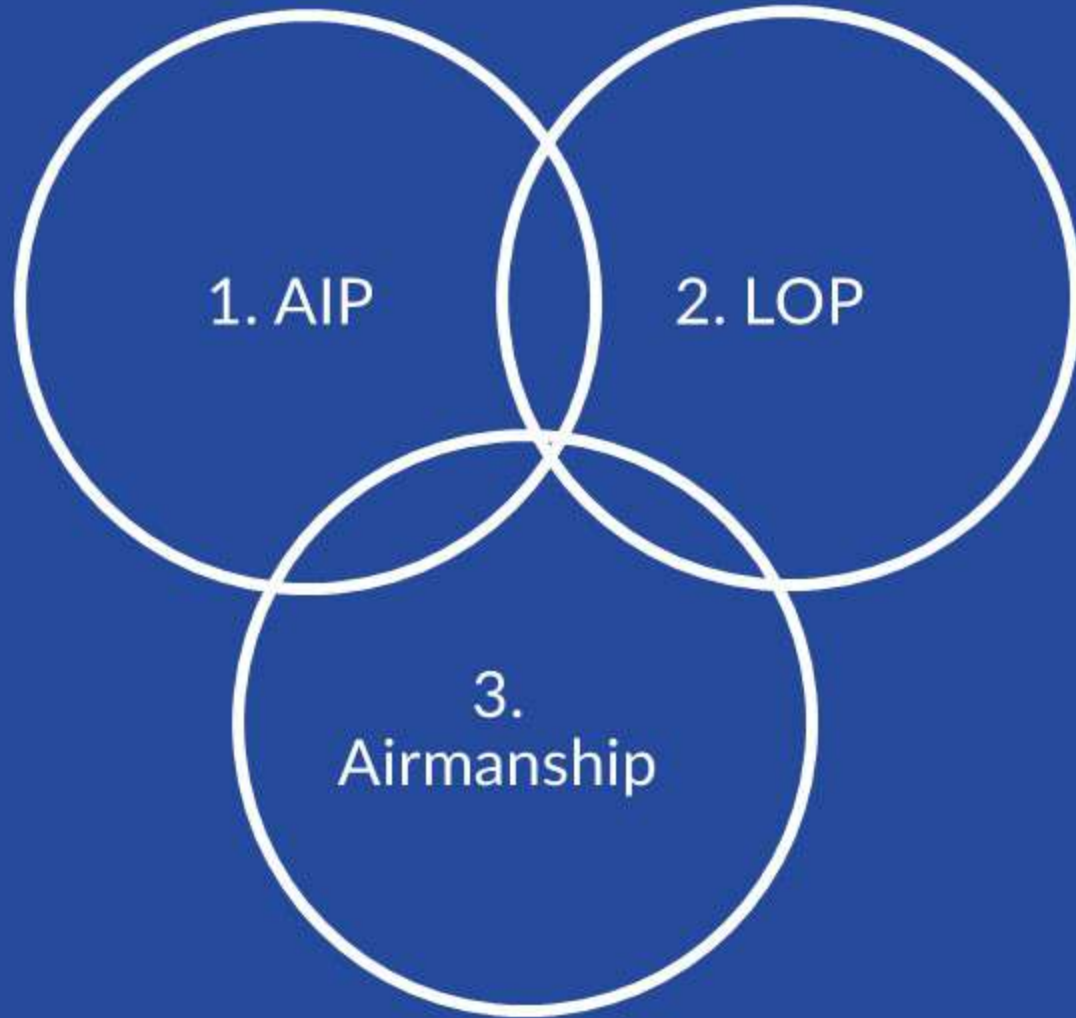




OSM Aviation Academy

Noise abatement brief

References on noise abatement



Use AIP AD information to see what noise abatement procedures are applicable for the airport in question

In OSMAA LOP we have specific noise abatement procedures for Gullknapp in addition to AIP specific procedures

Keep in mind that we affect those around us. Focus on increase flying precision and avoid noise sensitive areas to decrease OSMAA noise footprint

Choice of training areas and pattern

To spread the traffic evenly you should plan and use the following rule if safe operations permits:

Odd days: Use training areas and pattern on **East side**

Even Days: Use training areas and pattern on **West side**

- - -

East side: Fiane, Kilsund and Torungen

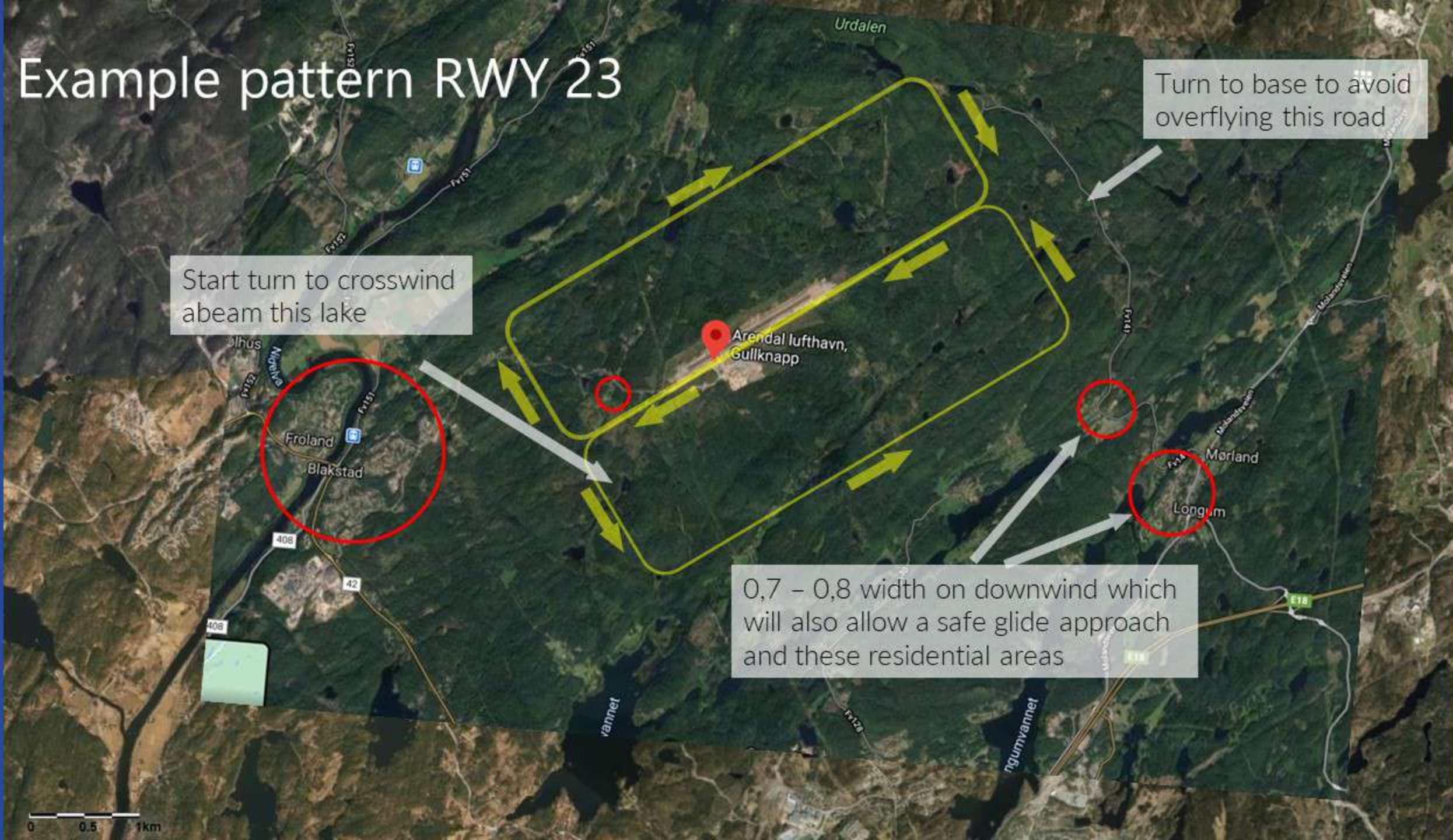
West side: Vegår and Nelaug

Example pattern RWY 23

Start turn to crosswind
abeam this lake

Turn to base to avoid
overflying this road

0,7 – 0,8 width on downwind which
will also allow a safe glide approach
and these residential areas



Example pattern RWY 05

Start turn to base to avoid overflying Blakstad Residents

Start turn to crosswind to avoid overflying this road

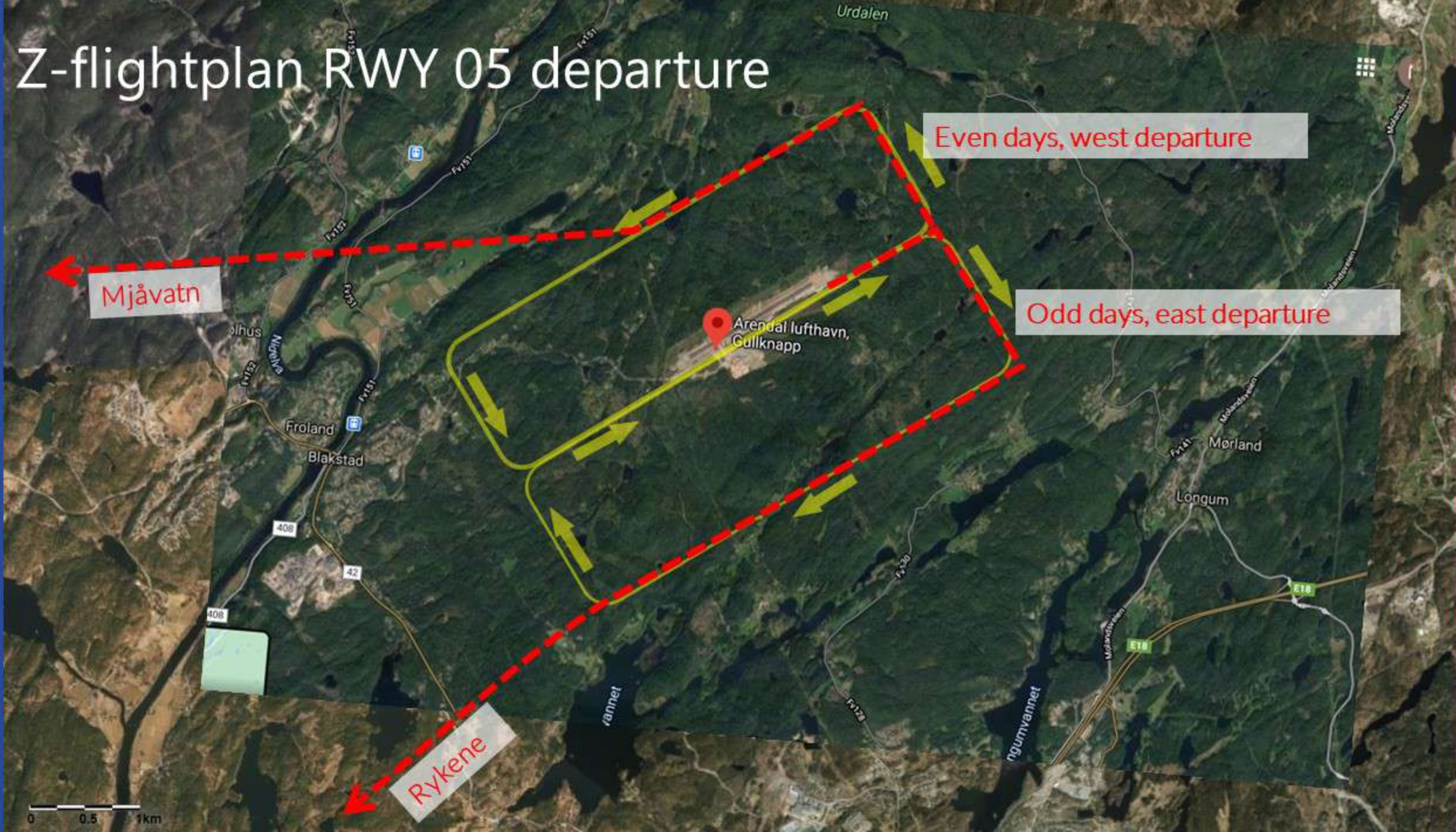


0,7 - 0,8 width on downwind which will also allow a safe glide approach and avoiding this residential area

Z-flightplan RWY 23 departure



Z-flightplan RWY 05 departure



Reference example for Left Downwind



1/3 up the strut from
left seat reference

Reference example for Right Downwind



1/2 up the strut viewed
from left seat reference



Joining procedure

If traffic: not necessary to fly over the airport to see wind and runway in use since other traffic have made the choice. Follow the traffic.

If no traffic: Fly join procedure as AIP describes to see wind, runway in use and runway clear. Join downwind side after overflying by descending and turning according to runway in use, and if TGL join pattern according to odd/even days.