

MotorSport Vision Limited

-and-

Breckland Council

**Noise Management Plan relating to
Snetterton Racing Circuit**

2016

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PART A

INTRODUCTION

This Noise Management Plan has been produced by MotorSport Vision Limited (MSV) and Breckland Council, hereafter referred to as the Council, following meetings and discussions in relation to the control of noise at Snetterton motor racing circuit. The Noise Management Plan is intended to form the basis of an arrangement between MSV and the Council to which both MSV and the Council will be able to refer in relation to the control of noise at Snetterton Circuit.

It is important that this Noise Management Plan is treated as a voluntary, working document. Therefore it may be subject to review and change over time as the results of noise monitoring and complaints are examined and any commercial effects of the Noise Management Plan are realised.

It is accepted by the Council that any unreasonable restrictions to the activity on the circuit could have a direct effect on the revenue and viability of the circuit as a whole and that implementing measures that are highly restrictive could have the potential to result in irreparable damage to the business and therefore the benefits that the business brings to the local community. It is believed that the measures outlined in this document draw on best racing industry practice and will help to cumulatively reduce any impact of noise from the circuit on the local community.

Compliance with the requirements of the Noise Management Plan would be considered best working practice in minimising noise disturbance from the circuit in conducting its normal day to day activities. However, compliance does not, and cannot, fetter the Council's ability to take formal action in respect of acts or activities giving rise to a Statutory Nuisance.

Snetterton Circuit has existed and developed with no planning restrictions relating to specific noise limits or hours of operation until January 2008 when restrictions regarding un-silenced running were agreed within a Best Practicable Means (BPM) statement. MSV recognises the importance of satisfactory co-existence with the local community and has implemented measures through the Operational Guidelines to control potential noise disturbance.

PART B
GLOSSARY

In this proposal, the following words and phrases shall have the following meanings:

“**ACU**” means the Auto-Cycle Union, the national governing body of motorcycle sport in the United Kingdom.

“**Class 1**” means the class of vehicles with a static noise test limit up to and including 108 dB(A) measured in accordance with the measurement criteria of the Relevant Governing Body.

“**Class 2**” means the class of vehicles that have a static noise test limit in excess of 108 dB(A) and up to and including 118dB(A), measured statically in accordance with the measurement criteria of the Relevant Governing Body.

“**Class 3**” means the class of vehicles with a static noise test limit over 118 dB(A) measured in accordance with the measurement criteria of the Relevant Governing Body. Under current regulations of each Relevant Governing Body these vehicles are usually un-silenced.

“**Council**” means Breckland Council.

“**Drifting**” means a driving activity where participants intentionally oversteer causing loss of traction in the rear wheels, while maintaining control from entry to exit of a corner.

“**Drive-by Noise Limit**” means a dB(A) L_{max} from a fixed noise meter, located 20m from the Race Track at an elevation of approximately 2m, that vehicles operating on Track Days or Evening Track Events shall comply with.

“**Evening Track Events**” means any form of vehicular activity on the Race Track after 18.30 that does not form part of a Race Meeting.

“**FIA**” means the Federation Internationale de l’Automobile, the international governing body of motor sport.

“**FIM**” means the Federation Internationale de la Motorcyclisme, the international governing body of motorcycle sport.

“**MSA**” means the RAC Motor Sports Association, the national governing body of motor sport in the United Kingdom.

“**Promoted Race Meeting**” means those meetings listed in Appendix 2 to the Noise Management Plan, subject to review prior to the start of each season by MSV.

“**Noise Management Plan**” means this entire document.

“**Quiet Day**” means a day on which only vehicles which are silenced to levels which would be legal on public roads may be operated.

“**Race Meeting**” means an event consisting of practice, qualifying, racing and associated testing involving vehicles which takes place on the Race Track.

“**Race Track**” means the asphalt track upon which circuit activity takes place.

“**Race Weekend**” means, together, those practice, qualifying and competitive racing sessions which are organised under permit from the Relevant Governing Body and that take place on Saturdays, Sundays and Bank Holiday days at the circuit.

“Relevant Governing Body” means the MSA, FIA (as applicable, in the case of cars), or the ACU, FIM (as applicable, in the case of motorcycles).

“Retail Driving Events” means events at which participants drive MSV operated vehicles operated to a set format and sold to a retail or corporate customer.

“SCLG” means the Snetterton Circuit Liaison Group.

“Testing” means the use of the Race Track by any type of vehicle particularly racing cars and motorcycles for the purposes of the performance improvement of the vehicle and driver/rider.

“Track Days” means events when cars or motorcycles are used on the Race Track for recreational, promotional and commercial purposes, but do not compete.

“Track Demonstration” means the operation on the Race Track of vehicles that are not competing, but for display to spectators.

PART C

NOISE MANAGEMENT PROCEDURES

1. RACE MEETINGS

The following shall apply in respect of Race Meetings at Snetterton Circuit.

1.1 Operating Hours

- 1.1.1 Race vehicle movements on the Race Track including practice, testing, qualifying and racing may only take place during the following hours (except for evening and night Race Meetings to which paragraph 1.5 applies):

Fridays, Saturdays, Sundays and Bank Holidays 09:00 to 18:30

- 1.1.2 No racing engines shall be started before 08:30 on Fridays, Saturdays, Sundays and Bank Holidays.

1.2 Noise Measurement

- 1.2.1 MSV will use reasonable endeavours to ensure that all vehicles used during Race Meetings operate to the silencing requirements prescribed in respect of that class of vehicle by the requirements of the Relevant Governing Body. The silencing requirements will be reflected in contractual agreements with Race Meeting organisers.

- 1.2.2 Suitable designated noise test areas will be used where vehicles shall be tested.

- 1.2.3 The sound levels generated by all vehicles participating in Race Meetings (other than races involving Class 3 vehicles) must be tested in accordance with the regulations of the Relevant Governing Body.

1.3 Restrictions on Number of Class 3 Race Meetings

- 1.3.1 MSV shall not permit more than four race meetings involving Class 3 vehicles in any calendar year.

- 1.3.2 MSV shall notify the Council, in advance of the organisation of any Race Meeting involving Class 3 vehicles. MSV shall aim to provide written notification three months prior to the Race Meeting but in any event at least 60 calendar days in advance.

- 1.3.3 MSV shall ensure that activity at the circuit involving Class 3 vehicles during a Class 3 Race Weekend shall be limited to between 10:00 and 17:00 hours.

- 1.3.4 Circuit activity involving Class 3 vehicles shall be limited to a total of four (4) hours during each day of a Class 3 Race Weekend.

- 1.3.5 MSV shall ensure that a continuous one-hour lunch break is scheduled between the hours of 12:00 and 14:00 during which no Class 3 vehicles at the circuit on that day shall be permitted to undertake any racing or qualifying.

- 1.3.6 Circuit activity involving safety and maintenance vehicles silenced to levels which would be legal on public roads shall be permitted during this lunch hour. For the avoidance of doubt, no racing shall be permitted during the lunch hour using such vehicles.

1.4 **Track Demonstrations**

MSV shall be entitled to organise Track Demonstrations involving Class 3 vehicles, not exceeding a total of 30 minutes during no more than four Race Meetings with no more than three vehicles on track at any one time, without such Race Meetings being counted as a Race Meeting for Class 3 vehicles. MSV must provide in writing at least fourteen calendar days' advance notice of any such Track Demonstrations to the Council.

1.5 **Evening and Night Race Meetings**

1.5.1 There may be one Race Meeting per annum incorporating a 24 hour race during which from 18.30 until 09.00 only Class 1 or Class 2 vehicles may use the circuit. The practice/qualifying session within the Race Meeting and which takes place on the day prior to the 24 hour race may run to 22.00, with only Class 1 or Class 2 vehicles using the circuit after 18.30.

1.5.2 There shall be one Quiet Day in the week preceding any 24 hour Race Meeting and one Quiet Day immediately following any 24 hour Race Meeting.

1.5.3 There may be one Race Meeting per annum incorporating a 12 hour race which shall not commence before 09.00 or continue after 22.00 and at which only Class 1 or Class 2 vehicles may use the circuit.

1.5.4 There shall be one Quiet Day in the week preceding any 12 hour Race Meeting and one Quiet Day immediately following any 12 hour Race Meeting.

1.6 **Quiet Days following British Touring Car and British Superbike Championship Event**

1.6.1 The Monday immediately following the two Race Meetings being rounds of the British Touring Car Championship and British Superbike Championship shall be Quiet Days where a Drive-by Noise Limit of 85 dB(A) shall be applied.

1.7 **Drifting**

No Drifting shall be permitted to take place at the east end of the 200 Circuit between Nelson and Coram corners.

2. **TRACK DAYS**

2.1 **Operating Hours**

Class 1 vehicles (not including track service vehicles) shall not operate on the Race Track before 09:00 or after 18:30 other than in relation to Evening Track Events.

2.2 **Noise Limits**

2.2.1 The use of Class 2 and Class 3 vehicles is prohibited at Snetterton Circuit during Track Days.

2.2.2 Class 1 vehicles will only be permitted to participate in any Track Days provided that they conform to MSV's static noise test limits as set out below:

Daytime: 105 dB(A)
Evening: 102 dB(A)

2.3 **Static Noise Measurement**

2.3.1 MSV shall conduct static noise checks to establish adherence to the limits above in accordance with current measuring methods as defined by the MSA/ACU for cars/motorcycles. See 1.2.1.

2.3.2 MSV shall use designated noise test areas suitable for the purpose where vehicles are tested prior to allowing them onto the circuit.

2.4 Enforcement

If MSV is of the opinion that any vehicle does not comply with the applicable noise limit for Track Days as set out in 2.2.2, it will prevent such vehicle(s) from continuing to use the Race Track unless such vehicle(s) can be modified to comply with the noise limit.

2.5 Drive-by Noise Limit

2.5.1 During 2008 and 2009 drive-by noise levels during Track Days were monitored in order to establish, in consultation with the Council, a reasonable Drive-by Noise Limit, commensurate with the static test limits.

2.5.3 From 1 March 2010 all vehicles participating on Track Days are required to comply with the Drive-by Noise Limit of 92 dB(A).

2.5.4 MSV shall exclude from the track any vehicle exceeding the Drive-by Noise Limit and such a vehicle may take no further part in the Track Day unless it is modified to comply with the Drive-by Noise Limit.

3. EVENING TRACK EVENTS

The only vehicular activity that may be carried out on the Race Track after 18.30 may be Evening Track Events unless part of a Race Meeting.

3.1 Operating Hours

All Evening Track Events shall cease no later than 20:00 or 30 minutes after official sunset times, whichever is the earlier.

3.2 Limits on Number of Evening Track Events per Week

3.2.1 No Evening Track Events shall take place on Fridays, Saturdays or Sundays.

3.2.2 Evening Track Events will not take place if the Race Track has been used during the day by Class 3 vehicles.

3.2.3 MSV shall not permit more than four Evening Track Events per week. Any such Evening Track Event shall run to a maximum of 102 dB(A) on the static test. For reference, vehicles complying with the 102 dB(A) static limit would be of a noise level to legally operate on the public road.

3.3 Noise Limits

3.3.1 If MSV is of the opinion that any vehicle does not comply with the applicable noise limits for Evening Track Events as set out in 3.2.3, it will prevent such vehicle(s) from continuing to use the Race Track unless such vehicle(s) can be modified to comply with the noise limits.

3.3.2 During Evening Track Events, all drivers will be observed and monitored for tyre squeal. Any driver creating excessive tyre squeal shall be reprimanded by being given two warnings and then be excluded from further participation that day following any third occurrence of excessive tyre squeal.

3.3.3 MSV shall apply the principles of static noise measurement and the drive-by noise limit described in paragraphs 2.3 and 2.5 to Evening Track Events.

4. TESTING

The following shall apply to use of the circuit for Testing purposes (other than Testing as part of a Race Meeting).

4.1 Operating Hours for Class 1 and 2 Vehicles

Use of the Race Track by Class 1 or 2 vehicles (except service vehicles) shall not start before 09:00 and shall cease no later than 18:30.

4.2 Noise Limits

All vehicles, other than Class 3 vehicles, must operate when Testing to the silencing requirements prescribed in respect of that class of vehicle by the requirements of the Relevant Governing Body.

4.3 Noise Measurement

4.3.1 MSV shall use designated noise test areas suitable for the purpose where all vehicles shall be tested prior to allowing them onto the circuit.

4.3.2 MSV shall ensure that the sound levels generated by all vehicles participating in Testing are tested in accordance with the requirements of MSA/ACU or in the case of track hire activities, on an equivalent basis.

4.4 Testing for Class 3 Vehicles

4.4.1 No more than two consecutive days of Testing involving Class 3 vehicles shall be permitted during any week.

4.4.2 A maximum of 31 days Testing for Class 3 vehicles in any one calendar year shall be permitted.

4.4.3 All test days including Class 3 vehicles will cease at 17:00.

4.4.4 A maximum of 10 vehicles will be allowed to use the Race Track at any one time, except when such weekday testing is in connection with and forming part of a Class 3 Race Weekend, when the limit on the number of vehicles shall be as stated on the relevant circuit licence issued by the Relevant Governing Body.

4.4.5 MSV shall not schedule more than one weekday of Class 3 Testing as part of practice for any given Class 3 Race Weekend.

4.4.6 MSV shall ensure that a continuous one-hour lunch break is scheduled between the hours of 12:00 and 14:00 during which no Class 3 vehicles shall be permitted to undertake any Testing activity.

4.4.7 MSV shall ensure that the running of engines during Class 3 Testing days (including for the purpose of noise testing and/or warming-up/cooling down engines) will not be permitted any earlier than thirty (30) minutes prior to commencement, or later than thirty (30) minutes after the cessation of circuit activity.

4.4.8 MSV shall include as a term of use of the circuit for Testing that teams shall keep any engine running to a minimum during the thirty (30) minute periods referred to in clause 4.4.7.

4.4.9 MSV shall ensure that any engine running during the thirty (30) minute periods referred to in clause 4.4.7 takes place within circuit garages, pit buildings or paddock buildings.

5. TRACK VEHICLE NUMBERS

The maximum number of vehicles permitted to use Snetterton Circuit at any one time is as set out in 5.1 to 5.5, corresponding to the track licenses granted by the relevant regulatory bodies. For Race Meetings the maximum figures relate to qualifying or practice.

5.1 Cars

Car Type	Description
A	Racing & Sports Racing over 2000cc (inc SR1 SR2 LMP1 LMP 2 FIA GT)
B	Racing & Sports Racing up to 2000cc (Inc GT1, GT2)
C	Other classes (Production based saloons, Touring Cars & Sports Cars)

Noise Limit db(A)	Type of Activity	Car Type	Snetterton 300 and 200 Circuits	
<105	Car Track Day	C	45	
<118	Car Testing	A	33	
		B	38	
		C	45	
<118	Car Racing	A	33	
		B	38	
		C	45	
<118	Car Endurance Racing	>1.5hrs <3 hrs	Production based Saloons	52
			Others	42
		>3 hrs < 5 hrs	Production based Saloons	54
			Others	44
		> 5 hrs	Production based Saloons	57
			Others	46

5.2 Bikes

Noise Limit db(A)	Type of activity	Bike Type	Snetterton 300 and 200 Circuits
<105	Bike Track Day		66
<105	Bike Testing	Solo	66
		Sidecar	40
<105	Bike Racing	Solo	66
		Sidecar	40
		Endurance	60

5.3	Karts	Noise Limit db(A)	Type of activity	Snetterton 300 and 200 Circuits
		<105	Gearbox MSA Karts	60

5.4	Sprints	Noise Limit db(A)	Type of activity	Snetterton 300 and 200 Circuits
		<105	MSA Sprints	33

5.5 **2011 Snetterton Circuit Re-development**

5.5.1 Snetterton Circuit was substantially re-developed over the winter of 2010/2011. The major change was the addition of a further mile of circuit on the infield, together with a realignment of the old Coram-Russell section. The circuit can now be used in two main formats; Snetterton 300 which includes the original circuit together with the infield section and is approximately three miles long, and Snetterton 200 which is the layout not including the infield section and is approximately two miles long. When Snetterton 200 is being used the infield section can be used alone and concurrently and at approximately one mile in length is called Snetterton 100.

5.5.2 The number of vehicles permitted to use Snetterton 300 or Snetterton 200 circuits remains the same as those permitted to use the previous Snetterton Circuit layout, save as set out in 5.5.3 or 5.5.4.

5.5.3 Any 12 or 24 hour race meeting permitted under 1.5.1 or 1.5.3 may operate to any limit as determined by the appropriate governing body in relation to the entire circuit facility. If the relevant event is operated under an international track licence, the limits imposed by such licence will apply.

5.5.4 Not more than 10 vehicles, which must not exceed a static noise level of 102 dB(A), may operate on the Snetterton 100 Circuit in addition to the relevant maximum number for any concurrent activity on the Snetterton 200 circuit as set out in 5.1 to 5.4.

6. **NOISE CONTROL PROCESSES**

In addition to the measures outlined above, MSV will implement the following operational and practical measures to address general noise control.

6.1 **Static Noise Testing**

6.1.1 MSV will use specific noise testing areas at the circuit for the purposes of carrying out noise testing.

6.1.2 All customers of MSV, including Race Meeting organisers, Track Day operators or individual Track Day clients, will be notified of any noise limits that apply to their activity before they arrive at the circuit. MSV shall include noise control details in all its track hire agreements, operational regulations, as well as its online and telephone sales processes.

6.1.3 MSV shall continue to police the noise limits, both through the static noise testing processes as well as through taking appropriate action in relation to any vehicles producing excessive drive-by noise levels, as follows.

6.2 Drive-by Noise Limit

- 6.2.1 The Drive-by Noise Limit for Track Days has been established following the collection of drive-by monitoring data during 2008 and 2009, and the level set in consultation with the Council at 92 dB(A) prior to the start of the 2010 season.
- 6.2.2 Drive-by noise level information shall be relayed to the race control centre in real time. Drive-by noise level information from all Track Day use will be stored for a minimum of one year.
- 6.2.3 From 1 March 2010 a Drive-by Noise Limit has been the ultimate mechanism for the control of noise on Track Days. Any vehicle exceeding the Drive-by Noise Limit will be excluded from further activity on the Race Track until such time that it may be modified to comply. Drive-by noise levels will be recorded and retained at the circuit for one month and shall be available for inspection by the Council on reasonable prior notice of at least 72 hours.
- 6.2.4 MSV shall supply to the Council a monthly report showing the number of exceedences of the Drive-by Noise Limit categorised by those minor breaches between 0 and 3dB(A) over the limit and major breaches greater than 3dB(A) over the limit, including reason and consequent action by MSV.

6.3 Tannoy Use

- 6.3.1 MSV will operate and maintain a tannoy system at the circuit such that the tannoy volume is kept to the minimum level to maintain clear audibility over the background noise. The volume will be reduced when there is no on-circuit activity.

6.4 Aircraft Movements

- 6.4.1 MSV will ensure that best practice procedures are employed for all aircraft movements relating to Snetterton Circuit and wherever possible require all aircraft landing at the circuit to apply for permission in writing in advance. Grant of any permission to land is subject to acceptance of the landing procedures, which include avoiding "no fly zones" over Eccles and Snetterton villages, following MSV's recommended routes into the circuit and using designated landing sites.

A copy of the current version of the helicopter landing guidelines is included with this Noise Management Plan at Appendix 3.

Whilst air ambulances will also be notified of these routes and no-fly zones it will sometimes be necessary for them to be exempt from these requirements in the interests of ensuring quick recovery of any track accident.

- 6.4.2 MSV is to inform the Council seven working days in advance of events where more than 6 landings and 6 take offs on any day for helicopter traffic is likely or expected.
- 6.4.3 The use of helicopters for aerial filming of Race Meetings will be discouraged, but any such use will be subject to prior registration with MSV and the grant of permission by MSV which will only be granted where use of a helicopter is technically necessary for the purposes of production of such coverage. They will be required to observe the no-fly zones over Eccles and Snetterton villages.
- 6.4.4 For events at which helicopters will be used for filming purposes, details will be provided to the Council and local residents no later than 14 days prior to the event.

6.5 Church Services

MSV will use, and will require race clubs to use, reasonable endeavours to prevent the running of any race vehicles louder than Class 1 whilst church services are taking place at Wilby, Quidenham and/or Eccles during race events on Sundays, providing that the local parishes advise Snetterton Circuit by the end of November the dates and times for church services during the following year.

The Classic Racing Motorcycle Club will not be scheduled to operate a race event at the Circuit on any weekend when Wilby Church is holding a regular service (of which there is one service per month), providing that Quidenham Parish advises Snetterton Circuit by the end of November the dates and times for church services during the following year.

The Circuit will observe a two-minute silence on Remembrance Sunday.

7. NOTIFICATION, COMPLAINTS MANAGEMENT AND COMMUNITY LIAISON

Effective communication between Snetterton Circuit and local residents is recognised to be very important in order to minimise noise complaints. Neighbours are less likely to be disturbed by noise emissions from the circuit if they are provided with prior notice to particularly noisy Race Meetings. They then have the ability to plan around these events, to ensure impact is minimal.

The following measures set out methods which MSV has implemented, with co-operation from the Council, in order to ensure that information relating to events at Snetterton Circuit is disseminated to those in the local community who may be affected by it, as well as to manage any complaints and maintain good relations with the circuit's neighbours. MSV has continued to make more comprehensive, accurate and up-to-date information freely available to local residents.

7.1 Notification of Noise Complaints

7.1.1 The Council will make reasonable endeavours to notify MSV of any noise complaints within 48 hours of receipt.

7.1.2 MSV shall keep a record of all noise complaints received (whether from the Council or otherwise) for a minimum period of 24 months and shall aim to respond to all noise complaints within 48 hours of receipt, explaining the activity and any relevant circumstances that may have lead to the complaint.

7.2 Noise Information by Telephone

7.2.1 Anyone wishing to contact the Circuit in relation to noise should use the normal Snetterton Circuit office telephone number – 01953 887 303. This is publicised to the local community to enable local residents to contact a member of staff with any requests for information about events taking place at Snetterton Circuit or to lodge a noise complaint. The Snetterton Circuit office telephone number will be permanently manned during normal operational hours including all major Promoted Race Meetings.

7.2.2 A 24 hour reporting answer-phone is in place at all other times.

7.2.3 A dedicated email address that can be used for any noise complaints has been established and publicised; snresidents@motorsportvision.co.uk. MSV will use reasonable endeavours to respond within 48 hours.

7.3 Dedicated Information Web Page

- 7.3.1 MSV has established and will maintain the dedicated web page, www.snetterton.co.uk/resident, which provides details of forthcoming events and the timetables when known. Users are able to subscribe to a database through the website and receive regular updates by email, including the updates referred to in 7.4.
- 7.3.2 The web page shall indicate which events are likely to be particularly noisy or cause particular disruption, with reference to weather conditions which may affect the transmission of noise.

7.4 Quarterly Updates

MSV shall provide a quarterly update for circulation to the local community setting out details of upcoming major Promoted Race Meetings and other news relating to Snetterton Circuit in the community that may be of interest. This update shall be available via email to subscribers to the dedicated web page and shall also be circulated by post or hand delivered to local residents who have requested such delivery.

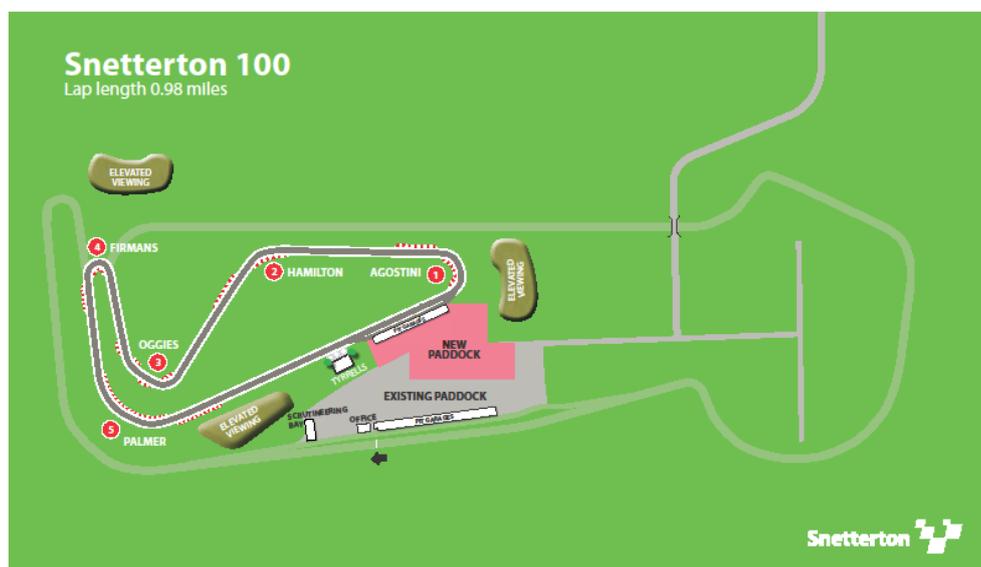
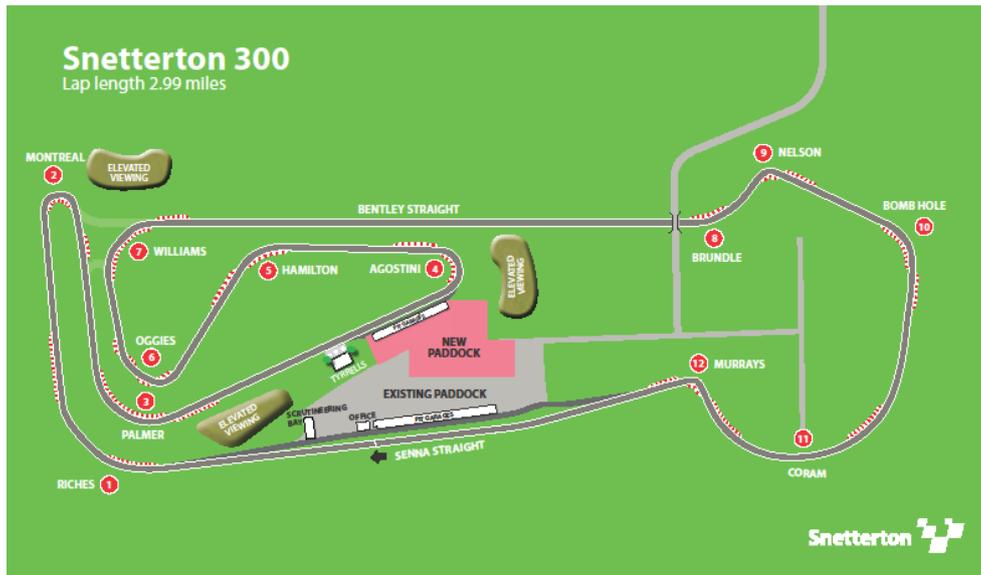
7.5 Continuing Community Liaison

Snetterton Circuit personnel shall maintain ongoing liaison with the Council, and host and attend regular scheduled meetings with the SCLG. The SCLG comprises local parish council members from the neighbouring parishes of Snetterton, Quidenham, Eccles, East Harling and Shropham.

8. NOISE MANAGEMENT PLAN REVIEW MECHANISM

- 8.1 The Noise Management Plan will be reviewed annually by MSV and the Council during the months of October/November in order to allow feedback into the preparation of the following year's race calendar. In conducting this review the Council and MSV will have regard to recommendations made by the liaison group, following the liaison group's review of the season at its final meeting of the year, which will include a review of the complaints received during the season.
- 8.2 At this review any changes agreed between the Council and MSV will either be put into place where reasonably practicable for the start of the next racing season, or be programmed for implementation in agreed stages or at a later date.
- 8.3 Noise complaints made to the Council will be logged and investigated and any appropriate action will be taken.
- 8.4 Any breaches of the Noise Management Plan giving rise to Statutory Nuisance may result in formal action.

APPENDIX 1 - SNETTERTON CIRCUIT PLANS



APPENDIX 2 - LIST OF 2016 PROMOTED RACE MEETINGS

British GT Championships

British Superbike Championship

British Touring Car Championship

Modified Live

Delphi British Truck Racing Championship

The Snetterton Vintage Festival

APPENDIX 3 - HELICOPTER LANDING GUIDELINES

SNETTERTON CIRCUIT HELICOPTER LANDING INFORMATION

Helicopters are welcome to land at Snetterton Circuit subject to the following.

All helicopters must land at the main Helipad Area A, 100m northeast of the circuit.

In degrees, minutes and seconds (as Google Earth) the location is:

52° 28' 02" N 00° 57' 20" E.

In degrees, minutes and decimals of minutes (as most GPS systems) the location is:

52° 28.03' N 00° 57.33' E

It is a fairly level grass area upon which a number of helipads may be marked out.

Helipad Area B on the inside of the circuit is reserved for the air ambulance and MSV directors' helicopters only. Twin engined helicopters may in certain circumstances use this helipad on request, but only with express written permission from Snetterton circuit.

An image of the helipad areas is **here**.

HELIPAD AREA A

Approach and Departure

Please approach and depart to the north as shown, to avoid the circuit, entrance road traffic and nearby residential properties. Make steep approaches and depart at maximum rate of climb. Avoid overflying any residential properties at less than 500ft and the hatched noise sensitive areas. There is no radio service so watch out for other traffic!

Avoid overflight of Snetterton race circuit. Approach and departure may be made from/to the west if there is no traffic entering/departing the circuit but must otherwise be avoided.

Landing permission

Landing at Snetterton is strictly by prior permission. Please complete the form **here** and return to Snetterton circuit. The landing fee is £50 + VAT.

Ground Transport

The helipad area is 10 minutes walk from the paddock and circuit office. If you have no ground transport available this can be provided to the paddock by the circuit manager providing the landing time is as notified. Alternatively call the circuit office on 01953 887303 and we'll pick you up. If you have no-one to drop you back to your helicopter when ready to depart please come to the circuit office and we will drop you back.

Fuel

Jet A1 fuel may be available on weekdays only, and if so will be subject to specific arrangements regarding time of availability. Contact the circuit for further information.

MSV 25/08/11

SNETTERTON HELICOPTER LANDING

AREA A - MAIN HELIPAD 52°28.03'N

00°57.33'E

AREA B - AIR AMBULANCE ONLY

AVOID  AREAS

ARRIVAL/DEPARTURE

