

MotorSport Vision Limited

Sevenoaks District Council

**Noise Management Plan relating to
Brands Hatch Racing Circuit**

1 February 2010

Table of Contents

Part A **Introduction**

Part B **Glossary**

Part C **Noise Management Procedures**

	Page
1. Race Meetings	6
1.1 Operating Hours	6
1.2 Noise Measurement	6
1.3 Restrictions on Number of Higher Noise Level Race Meetings	6
1.4 Track Demonstrations	6
1.5 Remembrance Sunday	6
2. Track Days	7
2.1 Operating Hours	7
2.2 Static Noise Limits	7
2.3 Noise Measurement	7
2.4 Enforcement	7
2.5 Drive-by Noise Limit	7
3. Evening Track Events	8
3.1 Operating Hours	8
3.2 Limits on Number of Evening Track Events per Week	8
3.3 Noise Limits	8
4. Testing	8
4.1 Operating Hours	8
4.2 Noise Limits	8
4.3 Noise Measurement	9
4.4 Limits on Testing of Class 3 Vehicles	9
5. Quiet Days	9
5.1 Minimum Number of Quiet Activity Days during Weekends of the Racing Season	9
5.2 Minimum Number of Quiet Activity Days following Certain Race Meetings	9
5.3 General	10
6. Noise Control Processes	10
6.1 Static Noise Testing	10
6.2 Drive-by Noise Limit Monitoring	10
6.3 Public Address System Use	10
6.4 Aircraft Movements	11
7. Notification, Complaints Management and Community Liaison	11
7.1 Notification of Noise Complaints	11
7.2 Noise Telephone Hotline	11
7.3 Dedicated Information Web Page	12
7.4 Quarterly Updates	12
7.5 Continuing Community Liaison	12
8. Noise Management Plan Review Mechanism	12
Schedule 1 – Plan of Brands Hatch Motor Racing Circuit	13
Schedule 2 – Brands Hatch Helicopter Landing Guidelines	14
Schedule 3 – 2010 Major Promoted Race Meetings	16

PART A INTRODUCTION

This Noise Management Plan is dated 1 February 2010 and has been produced by:

- (1) **MOTORSPORT VISION LIMITED** of MotorSport Vision Centre, Brands Hatch Circuit, Fawkham, Longfield DA3 8NG ("**MSV**"); and
- (2) **SEVENOAKS DISTRICT COUNCIL** of Argyle Road, Sevenoaks, Kent TN13 1HG ("**Council**").

MSV is the owner and operator of Brands Hatch motor racing circuit. A current plan of the circuit is set out at Schedule 1 of this Noise Management Plan. This Noise Management Plan has been produced by MSV and the Council following meetings and discussions between the Council and MSV in relation to the control of noise at Brands Hatch motor racing circuit. Such meetings and discussions included consideration of proposals put forward by the Brands Hatch Liaison Group ("**BHLG**") and Residents Against Noise ("**RAN**"), a local residents' group. This 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 Brands Hatch.

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 contents 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 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 Noise Management Plan draw on best motor 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 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.

Brands Hatch has existed and developed with no planning restrictions relating to specific noise limits or hours of operation, apart from on the Grand Prix circuit. Despite the expansion of local housing towards the circuit over time 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.

Signed on behalf of
MotorSport Vision Limited
by Jonathan Palmer, Chief Executive

Signed on behalf of
Sevenoaks District Council
by Robin Hales, Chief Executive

PART B GLOSSARY

In this Noise Management Plan, 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.

“**BHLG**” means Brands Hatch Liaison Group.

“**Class 1 Vehicles**” means those 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 Vehicles**” means those vehicles that have a static noise test limit in excess of 108 dB(A) up to and including 118dB(A), measured in accordance with the measurement criteria of the Relevant Governing Body.

“**Class 3 Vehicles**” means those vehicles with a static noise test limit over 118 dB(A) measured in accordance with the measurement criteria of the Relevant Governing Body.

“**Council**” means Sevenoaks District Council.

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

“**Evening Track Events**” means any form of vehicular activity (apart from site service vehicles) on the Race Track after 17.30 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.

“**Major Promoted Race Meeting**” means those meetings listed in Schedule 3 to the Noise Management Plan, subject to review prior to the start of each season by MSV and with the consent of the Council, which shall not be unreasonably withheld.

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

“**Quiet Activity**” means any on-circuit activity at Brands Hatch involving vehicles with a static noise test limit of and including 98 dB(A) measured in accordance with the methods prescribed by a Relevant Governing Body, including without limitation retail, corporate and racing school activities and non-competitive events involving production road cars.

“**Quiet Days**” means days on which only Quiet Activity shall take place.

“**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.

“**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.

“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.

“WKPC” means West Kingsdown Parish Council.

PART C NOISE MANAGEMENT PROCEDURES

1. RACE MEETINGS

The following shall apply in respect of Race Meetings at Brands Hatch.

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:

Fridays, Saturdays and Bank Holidays	09:00 to 18:30
Sundays	10:00 to 18:30

- 1.1.2 No racing engines shall be started before 08:15 on Fridays, Saturdays and Bank Holidays, or before 09:15 on Sundays.

- 1.1.3 On one international motorcycle event per year there may be an exception to the start times in 1.1.1 and 1.1.2 so that on the Sunday Race Track activity may start at 09:00 and racing engines may be started at 08.15.

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 prior to allowing them onto the circuit.

- 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 Higher Noise Level Race Meetings

- 1.3.1 MSV shall not permit more than 6 race meetings involving Class 3 Vehicles in any calendar year.

- 1.3.2 MSV shall not permit more than 6 race meetings involving Class 2 Vehicles in any calendar year.

- 1.3.3 MSV shall notify the Council, WKPC and the BHLG in advance of the organisation of any Race Meeting involving Class 2 Vehicles or Class 3 Vehicles. Any Race Meeting that includes Class 2 and Class 3 Vehicles shall only count as one Class 3 Race Meeting. MSV shall aim to provide written notification three months prior to the Race Meeting but in any event at least 30 calendar days in advance.

1.4 Track Demonstrations

- 1.4.1 MSV shall be entitled to organise Track Demonstrations involving Class 3 Vehicles or Class 2 Vehicles, not exceeding a total of 30 minutes on the Indy circuit and not exceeding 15 minutes on the Grand Prix circuit during a Race Meeting day, without such Race Meetings being counted as a Race Meeting for either Class 3 or Class 2 Vehicles. MSV must provide in writing at least seven calendar days' advance notice of any such demonstrations to the Council, WKPC and the BHLG.

1.5 Remembrance Sunday

- 1.5.1 On Remembrance Sunday all activity involving Class 1, 2 or 3 Vehicles on the Race Track shall cease between 10:45 and 11:30.

2. TRACK DAYS

2.1 Operating Hours

- 2.1.1 Class 1 Vehicles (not including track service vehicles) shall not operate on the Race Track before 09:00 or after 17:30 other than in relation to Evening Track Events.

2.2 Static Noise Limits

- 2.2.1 The use of Class 2 Vehicles and Class 3 Vehicles is prohibited at Brands Hatch 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:

Indy circuit (daytime)	105 dB(A)
Indy circuit (evenings)	102 dB(A)
Grand Prix circuit	102 dB(A)

For reference, vehicles complying with the 102 dB(A) static limit would be of a noise level to legally operate on the public road.

2.3 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

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

2.5 Drive-by Noise Limit

- 2.5.1 During 2008 and early 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.
- 2.5.2 From 1 March 2009 all vehicles participating on Track Days are required to comply with the Drive-by Noise Limit of 92dB(A).
- 2.5.3 During 2010 MSV will continue to monitor drive-by levels.
- 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 (apart from site service vehicles) that may be carried out on the Race Track after 17.30 may be Evening Track Events unless part of a Race Meeting.

3.1 Operating Hours

- 3.1.1 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 MSV shall not permit more than four Evening Track Events per week, with the first three Evening Track Events running to a maximum of 102 dB(A) on the static test, and any fourth involving only Quiet Activity.
- For reference, vehicles complying with the 102 dB(A) static limit would be of a noise level to legally operate on the public road.
- 3.2.3 Evening Track Events shall not take place if the Grand Prix circuit has been used during the day, unless that Evening Track Event is comprised only of Quiet Activity.

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 3.2.2, it will require the organiser to 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 noise measurement and drive-by monitoring 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

- 4.1.1 Use of the Race Track by Class 1, 2 or 3 vehicles (except service vehicles) shall not start before 09:00 and shall cease no later than 17:30.
- 4.1.2 A one hour break shall be taken between 12:00 and 14:00 if the Testing involves Class 2 or 3 Vehicles.

4.2 Noise Limits

- 4.2.1 All 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, unless seven calendar days prior notification is given to the Council's Environmental Health department and the BHLG chairman, prior to use of the track.

4.3 Noise Measurement

- 4.3.1 MSV shall use designated noise test areas suitable for the purpose where 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 Limits on Testing of Class 3 Vehicles

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

5 QUIET DAYS

5.1 Minimum Number of Quiet Activity Days during Weekends of the Racing Season

- 5.1.1 Since 2007, MSV has introduced a minimum number of days during weekends and/or Bank Holidays during the racing season (March to November inclusive) in each calendar year, on which only Quiet Activities shall be run. The number of Quiet Days is as follows:

- 2007 – two days
- 2008 – three days
- 2009 and thereafter – four days

5.2 Minimum Number of Quiet Activity Days following Certain Race Meetings

- 5.2.1 In addition to the Quiet Activity days above, MSV shall also implement the following numbers of days of Quiet Activity following Major Promoted Race Meetings and/or events including Class 3 Vehicles as specified below. These proposals are made in consideration of the greater degree of overall disruption caused to local residents of such events, rather than just the noise levels alone.

- 5.2.2 There will be two consecutive days of Quiet Activity and no Evening Track Events immediately following the Major Promoted Race Meetings listed below, as well as any Race Meetings other than those in 5.2.3 including more than two hours of Class 3 Vehicle running per Race Meeting day.

- International motorcycle event (as referred to in clause 1.1.3)
- Superleague Formula
- DTM

- 5.2.3 There will be one day of Quiet Activity and no Evening Track Events immediately after the following Major Promoted Race Meetings:

- British Touring Car Championship (two events)
- British Superbike Championship (two events)
- World Touring Car and F2 Championships
- Historic SuperPrix
- Masters Festival
- British F3 and GT Championships
- International GT Open

- 5.2.4 The lists of Major Promoted Race Meetings in sections 5.2.2 and 5.2.3 are subject to amendment during each year due to changes to the racing calendar. Subject to the maximum number of events set out in paragraphs 1.3.1, 1.3.2 and the limitations on the use of the Grand Prix circuit imposed by or under town and country planning law, consideration will be given to introducing days of Quiet Activity following any new events of a comparable scale to the Major Promoted Race Meetings currently listed.

- 5.2.5 Information shall be provided for the local residents and the public indicating how noisy the event is likely to be.

5.3 **General**

- 5.3.1 All instructors used for MSV's Retail Driving Events which take place on Quiet Activity days shall be MSV trained and approved.
- 5.3.2 During Quiet Activity, all drivers will be observed and monitored to ensure no significant tyre squeal. Any driver creating any significant tyre squeal will be reprimanded as set out in 2.4.2.

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 by taking appropriate action for drive-by transgressions.

6.2 **Drive-by Noise Limit Monitoring**

- 6.2.1 The Drive-by Noise Limit for Track Days was established following the collection of drive-by monitoring data during 2008 and early 2009. The threshold of 92dB(A) was set by MSV following consultation with the Council. During the period of monitoring MSV informed participants that drive-by monitoring was being carried out and that a drive-by limit would be implemented from 1 March 2009.
- 6.2.2 Throughout 2008 MSV operated a drive-by noise monitor on the Paddock Hill section of the Indy circuit, for the purpose of monitoring all drive-by noise levels. The monitoring applied to all vehicles operating on the Indy and Grand Prix circuits. Drive-by noise level information was and continues to be relayed to the race control centre. 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 2009 the agreed Drive-by Noise Limit of 92dB(A) will be 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.

6.3 **Public Address System Use**

- 6.3.1 MSV will operate and maintain a public address system that automatically reduces the system volume to the minimum level to maintain clear audibility over the background noise. The volume will automatically 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 Brands Hatch 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 West Kingsdown village, 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 at Schedule 2 to this Noise Management Plan.

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 and the BHLG 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 events 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 West Kingsdown village.
- 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.

7 NOTIFICATION, COMPLAINTS MANAGEMENT AND COMMUNITY LIAISON

Effective communication between Brands Hatch 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 Brands Hatch 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 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 Telephone Hotline

- 7.2.1 MSV has established (since 1 April 2008) a dedicated noise telephone hotline number 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 Brands Hatch or to lodge a noise complaint. The noise hotline is operated on all Major Promoted Race Meetings.
- 7.2.2 A 24 hour complaint reporting answer phone has also been in place since 1 April 2008 and MSV will use reasonable endeavours to respond within 48 hours.

- 7.2.3 A dedicated email address for any noise complaints has also been established and publicised since 1 April 2008 and MSV will use reasonable endeavours to respond within 48 hours.

7.3 Dedicated Information Web Page

- 7.3.1 MSV shall continue to maintain a dedicated web page as part of the brandshatch.co.uk website which will provide details of forthcoming events and the timetables when known. Users will be able to subscribe to a database through the website and receive regular updates by email, including that 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

- 7.4.1 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 Brands Hatch 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.

7.5 Continuing Community Liaison

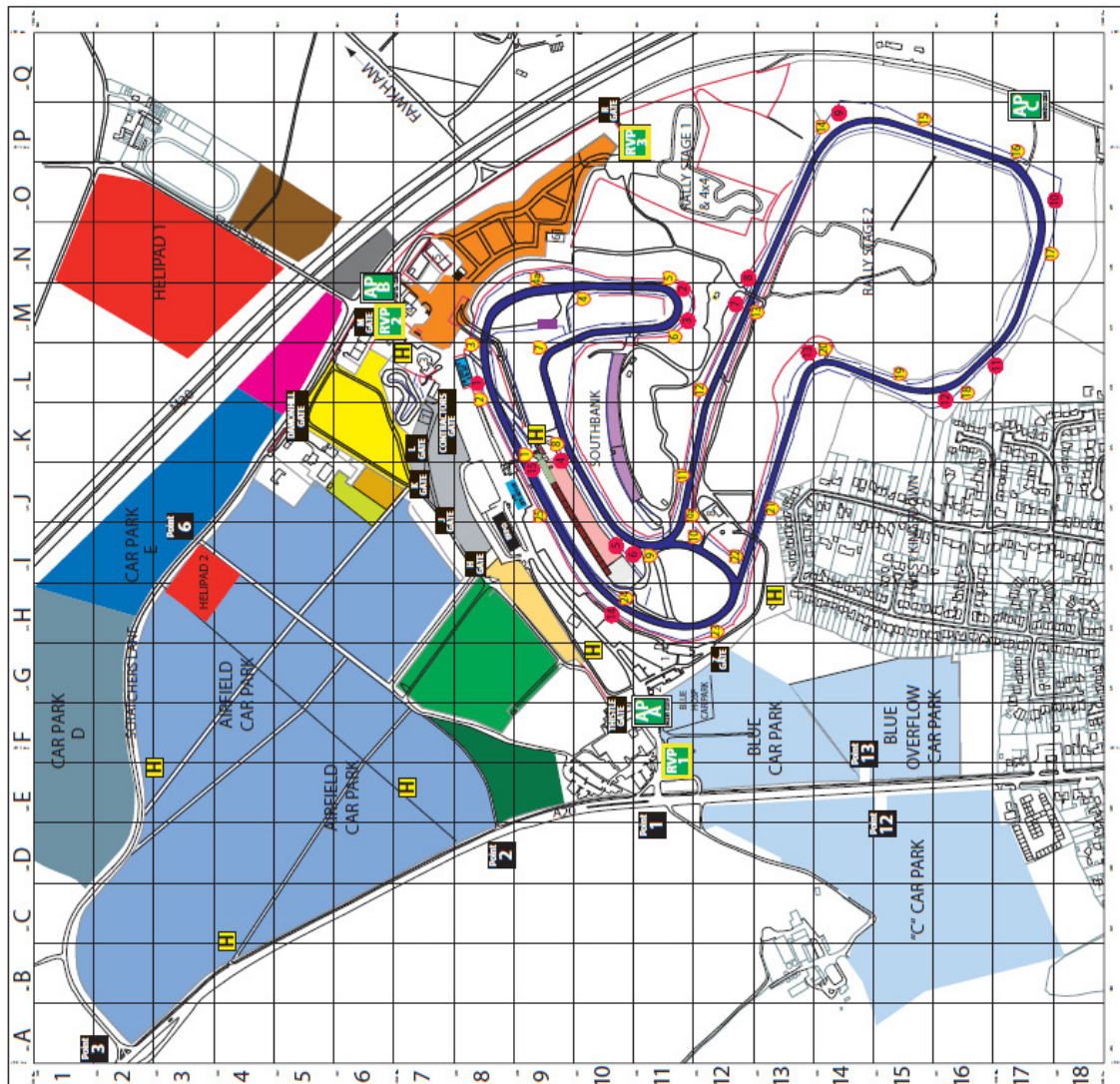
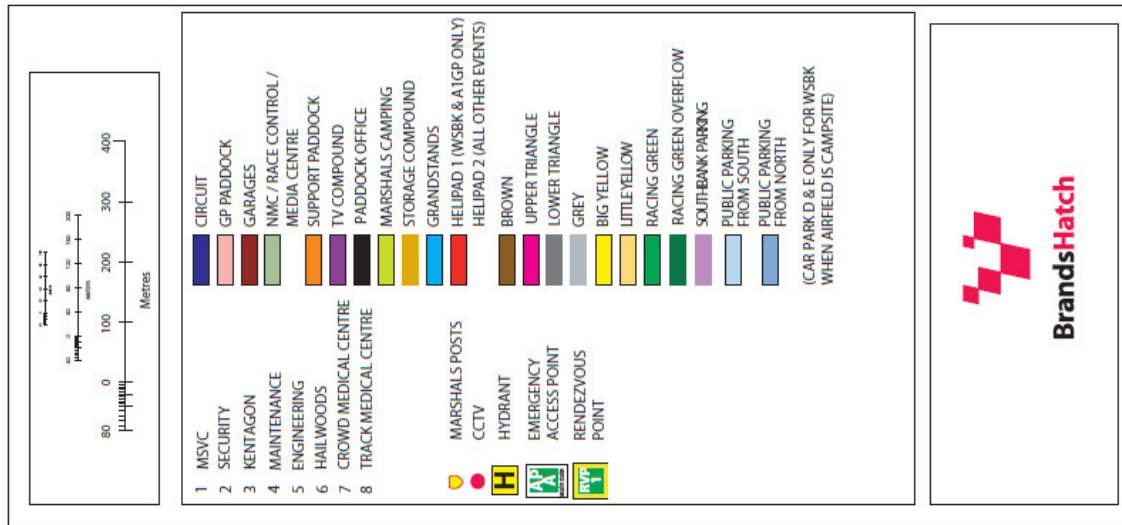
- 7.5.1 Brands Hatch personnel shall maintain ongoing liaison with the Council, WKPC and the BHLG, and host and attend regular scheduled meetings with the BHLG.

8. NOISE MANAGEMENT PLAN REVIEW MECHANISM

- 8.1.1 The Noise Management Plan will be reviewed annually in order to allow feedback into the preparation of the following year's race calendar.
- 8.1.2 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.
- 8.1.3 Noise complaints made to the Council shall be logged and investigated and any appropriate action will be taken.
- 8.1.4 Any breaches of the Noise Management Plan giving rise to Statutory Nuisance may result in formal action.

SCHEDULE 1

Plan of Brands Hatch Motor Racing Circuit



SCHEDULE 2

Brands Hatch Helicopter Landing Guidelines

All requests for permission to land a helicopter at Brands Hatch must be made to the Operations Department who can be contacted on:

Telephone: 01474 875242

Fax: 01474 875290

E-mail: adrian.clarke@motorsportvision.co.uk

Unlicensed Helipad - Operated by Brands Hatch Circuit

Helicopter pilots are reminded of the requirements of the Air Navigation Order, Rules of the Air Regulations 2007, Rule 5 Low Flying, and in particular Rule 5(3)(e) Flying over open air assemblies, and Rule 5(3)(f) Landing and taking off near open air assemblies. The reference in Rule 5(3)(f) to 'procedures notified by the CAA' are contained in the Aeronautical Information Publication, GEN 1.6 — Summary of national Regulations and International Agreements/Conventions, para 1 Landing and Taking Off Near Open Air Assemblies, and para 1.3 Procedures applicable at a temporary helicopter landing site.

Use:	Prior Permission Required (PPR)
Location:	North 51° 21' 53.00" East 0° 15' 26.00"
Airfield Elevation:	460ft AMSL
Situated:	Large grass square with wind sock in the large field north of the race circuit adjacent to the bungalow.
Hazards:	M20 motorway running along eastern boundary, pylons with power cables running east west on the north of the landing area.
Radio:	Only available during special events and posted by NOTAM. Suggest Biggin Approach 129.4.
Emergency Services:	Nil only when NOTAM for special events.
Lighting:	Nil
Fuel:	Nil
Remarks:	- Helipad should be approached from the West or East - Avoid flying over residential areas and fields with horses - Avoid flying over the circuit area as per the plan indicating no fly zones - Particularly avoid flying over West Kingsdown village - Pilots of single engine helicopters are reminded to operate in such a way that a safe landing can be made at any time in the event of an engine failure, which means avoid flying over parked cars
Contact:	Brands Hatch Security on 07919 218148 if ETA alters or gates are locked.

The map shows the Eynsford area in Kent, with several locations highlighted by red ovals and a red circle with a white 'H'. The highlighted areas are:

- New Ash Green
- Ash
- Fawkham Green
- A small area near Spedgate
- A large area near Kingsdown

A red circle with a white 'H' is located near the center of the map, near the Kingsdown area. The map includes labels for various locations such as Eynsford, Kingsdown, Fawkham, and Ash.

SCHEDULE 3

2010 Major Promoted Race Meetings

British F3 and GT Championships

British Superbike Championship

British Touring Car Championship

DTM

Historic SuperPrix

International GT Open

International motorcycle event (as referred to in Section 1.1.3)

Masters Festival

Superleague Formula

World Touring Car and F2 Championships