

## **DUXFORD AERODROME AIRSHOW PROCEDURES 2019**

The following guidance has been compiled to promote safe flying to/from Duxford and to avoid infringement of controlled airspace and surrounding Airfields.

Please read the following flying procedures carefully

### **1 GENERAL**

1.1 IWM Duxford events attract a variety of aircraft flown by pilots with wide ranging experience levels. This information is for ALL pilots using the aerodrome on the notified dates as shown in paragraph 2, detailing the changes to normal operations and setting out administrative arrangements.

1.2 All Airshow tickets must be purchased in advanced with the exception of visiting GA who will be able to purchase tickets on the day (Visa/Debit Cards only) at an **increased** rate of £50 (incl VAT) per person.

If you have purchased your tickets in advance but are unable to fly in, parking options are available. (You may wish to book this in advance as a backup option as parking spaces may sell out.)

For more information please visit <https://www.iwm.org.uk/visits/iwm-duxford/airshows>

1.3 Visiting GA aircraft must be insured in accordance with EU Regulation (EC) 785/2004. Art 7. Policies must include (where applicable) passenger legal liability insurance. Policies must also include the AV52E endorsement. <http://eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2004:138:0001:0006:EN:PDF>

1.4 The pilot in command is responsible for flying in accordance with normal safe operating practice within the privileges of their licence. No IWM Duxford Personnel accept liability for any damage, injury or accident whilst following these procedures, nor for any legal action resulting from doing so.

1.5 Duxford is surrounded by several noise sensitive areas; do not fly over any villages or habitation in the vicinity of the airfield.

1.6 Telephone AIS Free phone +44(0) 1489 887515 (H24) to check for short notice airspace restrictions and get a full NOTAM briefing from <http://www.ais.org.uk>

1.7 Fowlmere Airfield will be accepting GA traffic outside of the Restricted Airspace Temporary (RAT) on the Airshow days. **Please check NOTAM's**. For more Information please contact:

**Phone:** +44 (0)1763 208281 **Fax:** +44 (0)1763 208861 **E-mail Address:** [admin@modair.co.uk](mailto:admin@modair.co.uk)

1.8 Visiting GA pilots are to book a slot time through Duxford ATC via email, unless assistance via telephone is required.

Email [AirTraffic@iwm.org.uk](mailto:AirTraffic@iwm.org.uk) and include with the requested arrival slot time the aircraft registration/callsign, aircraft type, number of persons on board, departure Airfield, which Gate you will be arriving via, if you require to purchase airshow tickets at the increased price on the day and what day you wish to depart.

Tel (+44(0)1223 833376

1.9 Landing Fees (See website for details) <b>*Payment is with Credit/Debit Card only*</b>	
Up to 2730kg MTOW	£32.00 ( <i>on the day</i> )
2731kg – 5000kg MTOW	£52.00 ( <i>on the day</i> )
5001kg MTOW and above	POA
Airshow Admission Tickets	£50.00 ( <i>on the day</i> )

## 2 EFFECTIVE DATES FOR 2019

2.1 Duxford Air Festival	25 <sup>th</sup> - 26 <sup>th</sup> May
Flying Legends	13 <sup>th</sup> - 14 <sup>th</sup> July
Battle of Britain Airshow	21 <sup>st</sup> - 22 <sup>nd</sup> September

## 3 FLIGHT RULES TO/FROM DUXFORD

- 3.1 All flights must be conducted under Visual Flight Rules (VFR).
- 3.2 The flying procedures and recommended routes in this document have been designed to avoid infringing Class A, C, D and E airspace, by routing through Class G uncontrolled airspace. Whilst the following routes avoid controlled airspace, it is strongly recommended that when appropriate contact with Farnborough LARS is made on 132.800Mhz and/or Cambridge Approach/Radar 123.605kHz keeping a good lookout at all times.
- 3.3 The following inbound routes avoid infringement of Controlled Airspace around Stansted:
- (a) From South to pass West of Stansted: Route LAM VOR - BPK VOR - BKY VOR - Duxford;
  - (b) From South to pass East of Stansted: Route Halstead VRP - Haverhill VRP – Duxford;
  - (c) From East: Route CLN VOR - Haverhill VRP – Duxford

Note: Beware of; Linton Zoo (Birds of Prey up to 2500 ft), levels of nearby Controlled Airspace, gas venting site and Wethersfield / Ridgewell Gliding Sites with cable launches and aero-tows.

3.4 Departure Routes are the reverse of the above, see the annexes attached to this guidance.

Note: the annexes for these routes are used only to show those recommended for planning purposes, and must not be used for navigation.

3.5 There is Class D airspace 2.5nm South of Duxford. Pilots are requested to pay particular attention to navigation in the vicinity of London Stansted Airport, its associated Controlled Airspace and the Transponder Mandatory Zone (TMZ). Entry into class D airspace under VFR is permitted **ONLY** with clearance from the appropriate controlling authority. Cambridge aerodrome is 7nm North of Duxford, caution the ATZ and

associated approaches if routing to/from the north. If lost or uncertain of position, call London Centre on 121.500 MHz.

#### **4 FIXED WING ARRIVAL PROCEDURES (See Annex A, B and C)**

4.1 Visiting aircraft will be allocated a landing slot reference number when booking a slot. The pilot will be asked to nominate a departure gate, detailed on the map at Annex A to this circular.

**(Note: the gates detailed on the map are for arrivals/departures).**

**Gate DUX E** Easterly, SouthEast and NorthEast departures and arrivals

**Gate DUX S** South and SouthWest departures and arrivals

**Gate DUX W** West and NorthWest departures and arrivals

4.2 Inbound pilots are to call **Duxford Information on 122.080 kHz** 10 miles from the Airfield. Pilots are to use the registration or call sign as booked and shall pass the landing slot reference number on first contact.  
**(Note: Free calling aircraft will not be accepted if they haven't booked a slot).**

4.3 The grass and hard runways are to be treated as one runway and **are not** available for simultaneous operation or Land after's. Pilots are expected to position themselves correctly in the circuit for their own spacing, and go around if the runway is occupied.

4.4 Both runways will be in use with dual circuits;

a. to the north from the grass runway for commercial pleasure flying only,

b. to the South from the asphalt runway for all other movements.

4.5 **NO OVERHEAD, CROSSWIND OR DEADSIDE JOINS**. Pilots are to position to join directly downwind and carry out a wide circuit for the runway in use.

4.6 Aircraft will not normally be permitted to land unless they have a landing slot. **IN THE EVENT OF A RADIO FAILURE, DUE TO TRAFFIC LEVELS, DO NOT LAND AT DUXFORD UNLESS EXPERIENCING A FURTHER EMERGENCY.**

#### **5 AIRCRAFT PARKING**

5.1 Visiting aircraft parking is on the grass area to the **South** of the asphalt runway (**no hard standing areas available**), expect to vacate the asphalt Runway in use onto the Southern grass area as soon as it is safe practicable to do so and follow marshaller instructions. Fuel will be available on arrival only and transport to the spectator area is provided by minibus. Neither crew nor passengers will be permitted to stay or return to their aircraft during the display. On arrival at Pilot Reception, pilots will be issued with a boarding pass for their departure.

5.2 Display aircraft will be parked to the north of the runways near the spectator area. Aircraft arriving during the public flight line walk are to shut down behind and at **90** to the flight line walk and will be pulled/pushed into position. **No Run and Breaks are permitted.**

5.3 Larger passenger carrying aircraft such as DC3, after disembarking passengers at pilot reception at the eastern end of the airfield, will park at the south-western area of the airfield. If runway 24 is in use, aircraft will roll to the end, vacate right onto the taxiway, route to taxi behind the parked display aircraft on the flight line walk to the eastern end where passengers will disembark. The route back to parking will be determined by the level of traffic on the day and under instruction by the FISO. If on arrival there is no other traffic in the circuit the aircraft will be offered a backtrack on runway 24.

## 6 HELICOPTER ARRIVAL/PARKING PROCEDURES

6.1 Same as for fixed wing arrivals

## 7 RFFS AND SAFETY

7.1 Maintain good lookout at all times as you will be operating in a very busy environment both airborne and on the ground. Look after your passengers as they may not be familiar with airside dangers.

7.2 Rescue and Fire Fighting Equipment will be to RFF Category 4. For more information contact the SAFO 01223-499331 (**Landing slot bookings must then be made as normal**).

7.3 Duxford has no navigational aids or lighting. The aerodrome authority reserves the right to close the aerodrome in adverse weather conditions. Adverse weather conditions are defined as cloud base below 500ft AGL and/or visibility less than 1500 m.

7.4 In the event of a serious incident on the runway or aerodrome, Duxford will close until the incident is contained and safe operation can resume. Pilots should ensure that they have sufficient fuel for a delayed arrival or diversion.

7.5 Pilots are reminded that it is their responsibility for the safety and security of their aircraft and contents at all times. IWM Duxford cannot accept responsibility for any lost or stolen property, or damage to your aircraft. It is advised that a tie down kit be brought in case of an enforced stay or strong winds.

## 8 WEATHER

8.1 IWM Duxford is not staffed or equipped for official Met Observations (METARs), hence there will be no TAF available for the airfield. Weather briefing for the Air Show should be based on the TAF's for Cambridge (EGSC) and Stansted (EGSS). On the day unofficial weather and runway in use may be obtained on 01223-833376 from 0800 hrs UTC.

## 9 CUSTOMS AND IMMIGRATION

9.1 A completed GAR form must be received prior to arrival.

9.2 Aircraft arriving from an EU airport outside the UK will need to give at least 4 hours notice. All other arrivals/departures must comply with the regulations as published, obtainable from UK Border Control.

Download the [customs form here](#) and please email to [ncu@hmrc.gsi.gov.uk](mailto:ncu@hmrc.gsi.gov.uk)

If you are travelling on a Non-EU Passport please also complete the following document: [New Remote Immigration Clearance Form](#) and email it to [ORTDutyOfficer@homeoffice.gsi.gov.uk](mailto:ORTDutyOfficer@homeoffice.gsi.gov.uk)

## 10 FLIGHT PLANNING

10.1 Flight planning facilities are available on the first floor of the Control Tower building before and after the Airshow. Pilots who wish to file outbound flight plans are advised to carry this out on arrival after checking in at pilot reception. Please note the boarding pass will only permit the pilot entry into the Control Tower.

10.2 Aircraft departing on an IFR flight plan will be passed a clearance from the FISO.

10.3 Where possible, priority will be given to flight planned flights.

## 11 DEPARTURES

### FIXED WING DEPARTURE PROCEDURES

11.1 Departure information will be available from 1300 hrs local on 01223-833376 and at Pilot Reception 30 minutes prior to the end of the airshow.

11.2 Crews and passengers departing are to ensure they arrive back at their aircraft in good time. A shuttle bus service between pilot reception and the Aircraft Park will be operating immediately after the display has finished. No departures will be permitted during the display. Pilots should make allowances for possible display over-runs in planning the feasibility of their return flights.

11.3 It is recommended that crews of larger passenger aircraft ensure they are at pilot reception by the end of the show, to expedite transport to their aircraft. The taxi route from parking to collect passengers will be determined by the level of traffic on the day and be under instruction by the FISO.

11.4 Aircraft may start up and taxi from the southern Visitor Parking without contacting the tower. Taxi with caution to hold short of the asphalt runway in use.

### **DO NOT CALL ON THE RTF UNTIL NUMBER 1 AT THE HOLD, (EXCEPT HELICOPTERS)**

Complete pre take off checks before reaching the holding point taking care to direct propeller blast away from aircraft and people. Pilots should call when NUMBER 1 at the hold stating full call sign, QNH they have set (QFE + 4hectopascals = QNH) and total number on board.

11.5 Aircraft departing VFR will route via the designated departure gate. Once outside the Duxford ATZ, contact Farnborough LARS North on 132.800MHz. **See Annex A**

**Gate DUX E** Easterly, SouthEast and NorthEast departures and arrivals

**Gate DUX S** South and SouthWest departures and arrivals

**Gate DUX W** West and NorthWest departures and arrivals

Pilots are to depart into the circuit direction for that runway after departure. Departing traffic must not cross the climb-out of the other runway.

## **12 HELICOPTER DEPARTURE PROCEDURES**

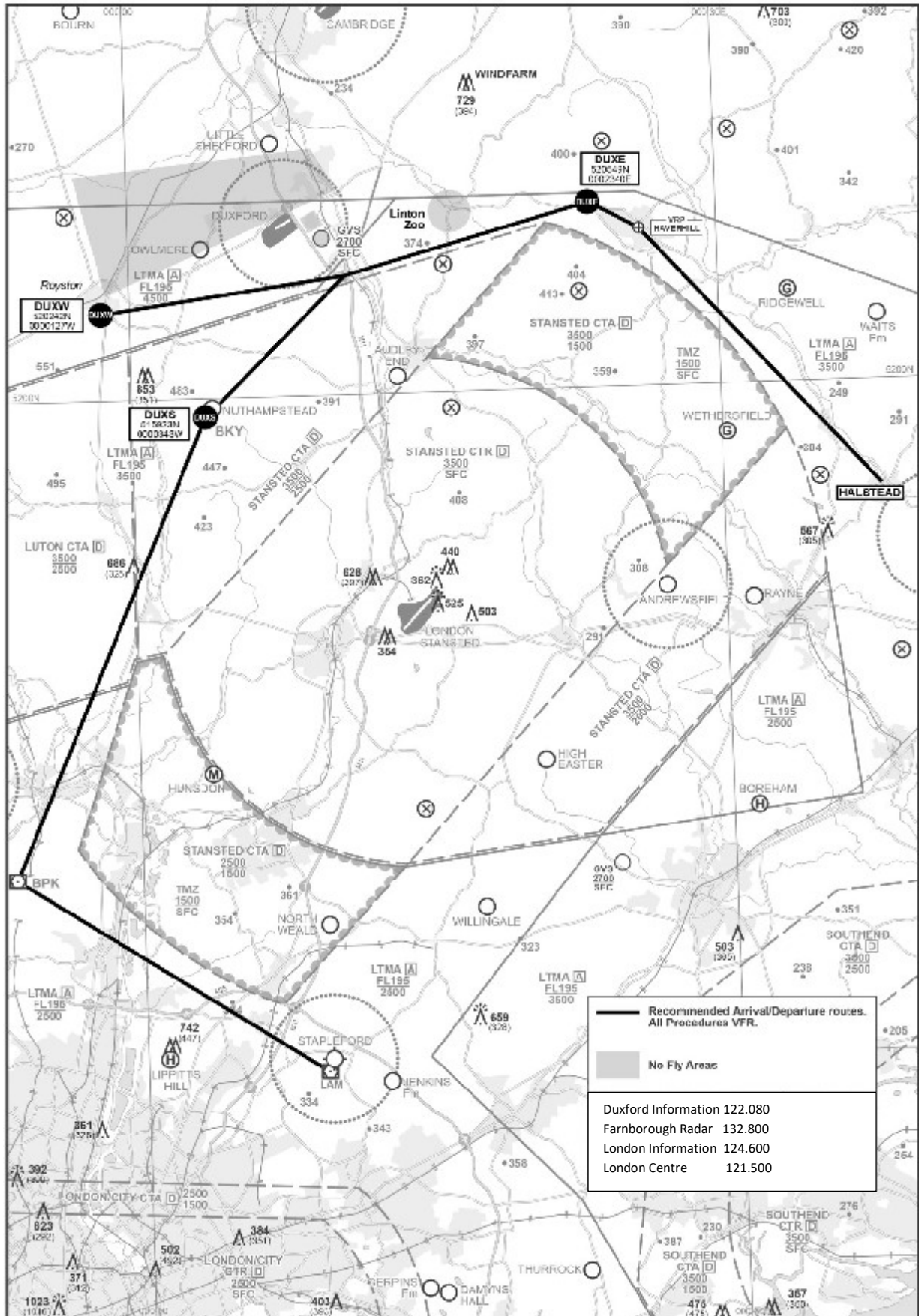
12.1 Helicopters should call ready for departure from their current parking position, and not taxi to the hold. Departure instructions will be given from the FISO.

## **13 CAMPING AT THE AIRCRAFT PARK**

13.1 Not permitted at Duxford



### Annex A ARRIVAL/DEPARTURE ROUTES - DUXFORD



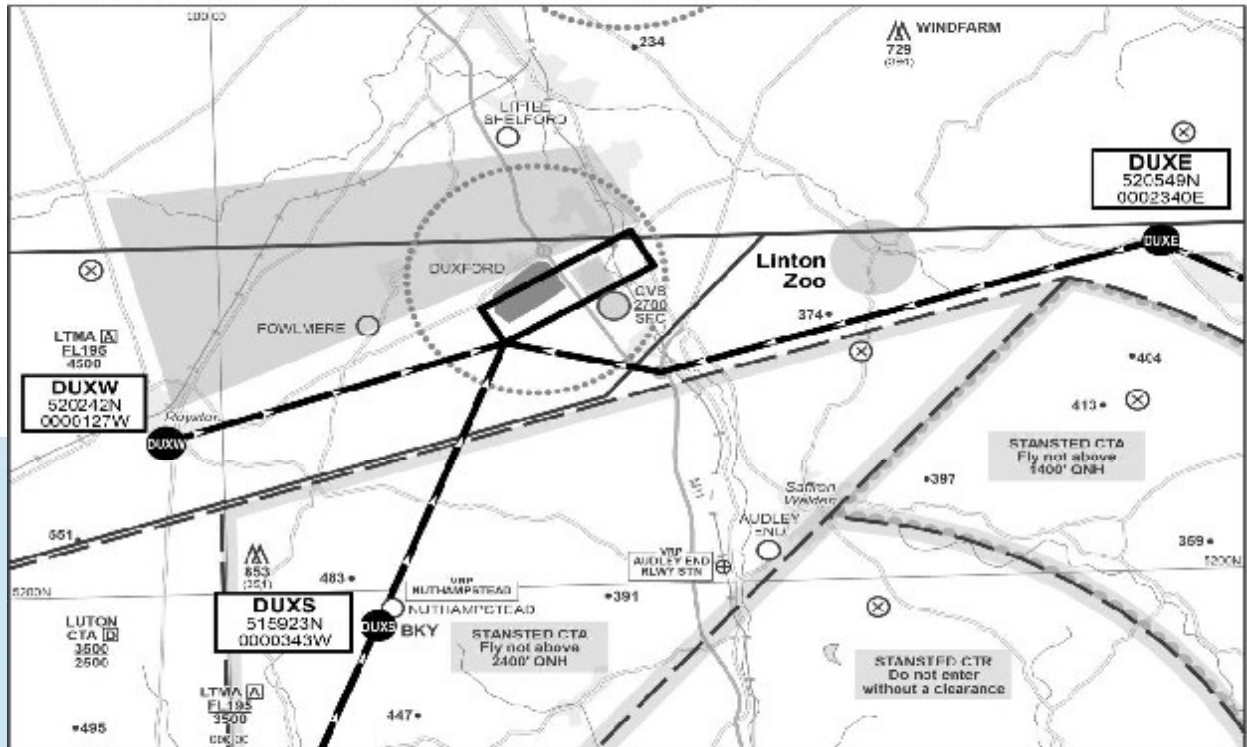
— Recommended Arrival/Departure routes.  
 All Procedures VFR.

[Shaded Area] No Fly Areas

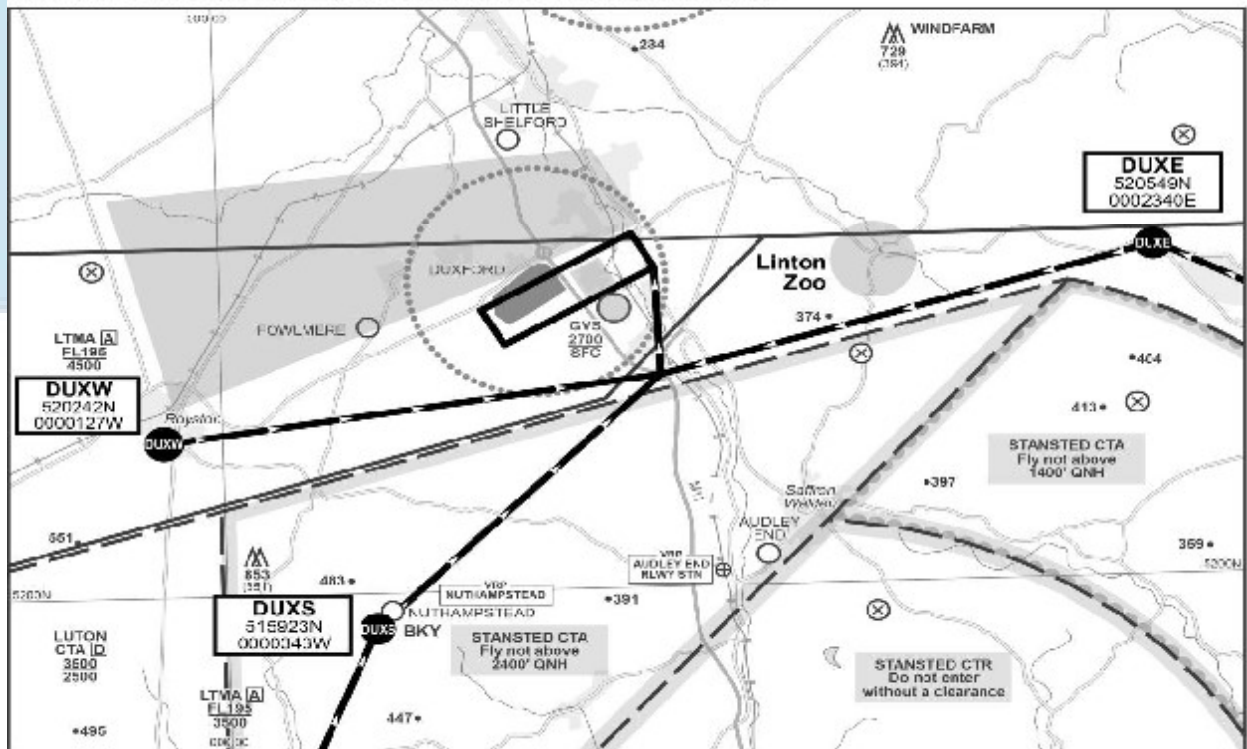
Duxford Information	122.080
Farnborough Radar	132.800
London Information	124.600
London Centre	121.500

Annex B

DUXFORD CIRCUIT JOINING PROCEDURES FOR RWY 24 LHC

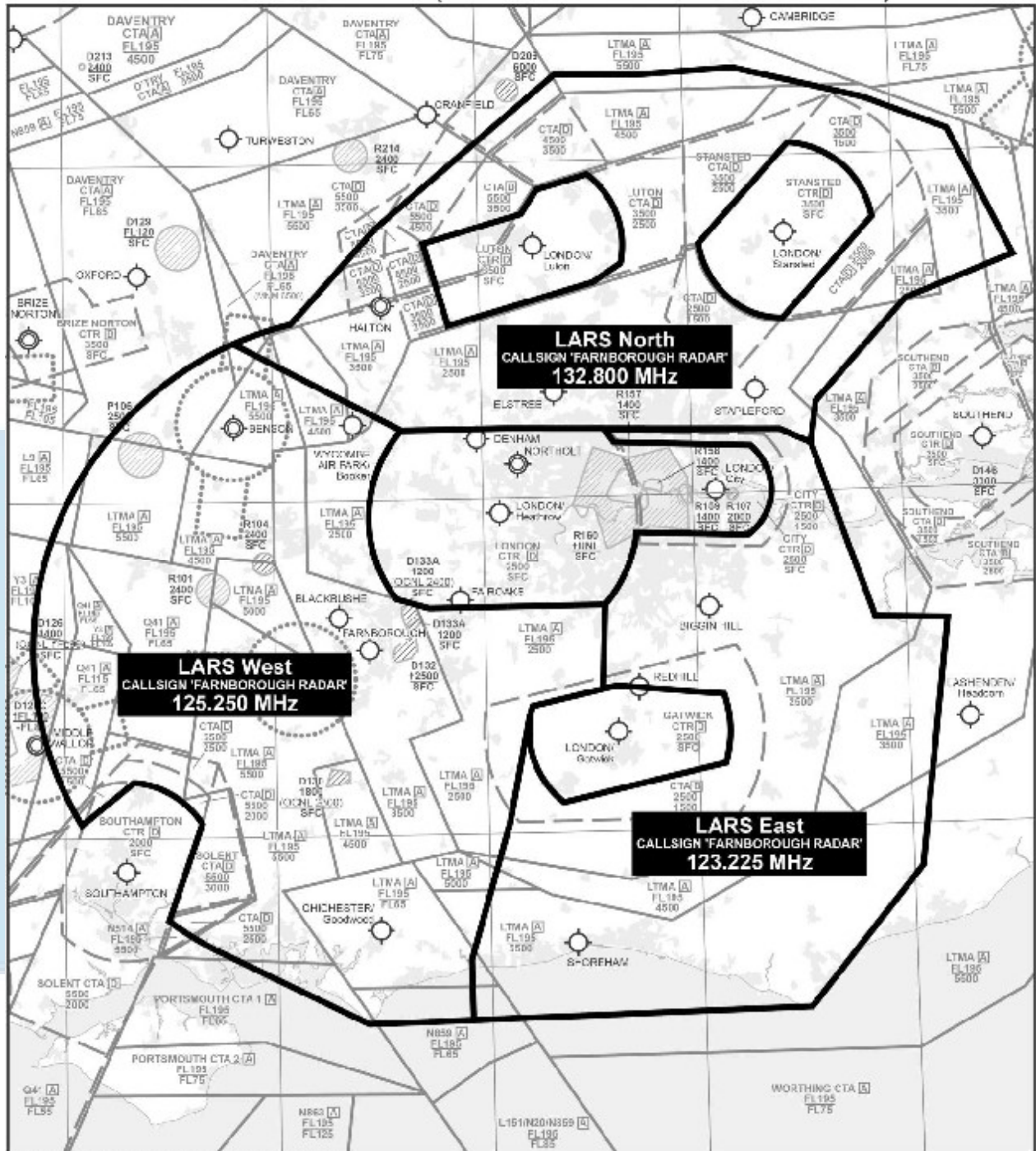


DUXFORD CIRCUIT JOINING PROCEDURES FOR RWY 06 RHC





### Annex C FARNBOROUGH LARS (CALLSIGN FARNBOROUGH RADAR)



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