

# AERONAUTICAL INFORMATION CIRCULAR Y 002/2024

## UNITED KINGDOM



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### Subject

Operational



## OLD WARDEN DISPLAY EVENT DATES 2024

### 1 General

- 1.1 Old Warden Aerodrome is the home to the Shuttleworth Collection of historic motor vehicles and aircraft. Almost all the collection's aircraft are airworthy and fly throughout the year. This Circular is to bring to pilots' attention the activities at Old Warden aerodrome, both on air display days and at other times, and to detail the arrangements for visiting aircraft.
- 1.2 For air display days, visiting aircraft must obtain a slot for their arrival. The arrangements for PPR approval for display days may change over the course of the season and pilots should consult the Shuttleworth website to see what telephone number and/or email address to use. The online booking system referred to in para 6.1 is not used on display/event days.
- 1.3 Often last-minute slots or cancellations are available and can be checked on air display days by telephoning Old Warden AFIS on 01767-627918. Pilots are particularly requested to cancel slots they are unable to make so that these may be made available to others.
- 1.4 Old Warden Air Traffic frequency is 130.705 MHz.
- 1.5 All pilots using Old Warden Aerodrome do so in accordance with the Pilot Terms and Conditions of Use which is available on the Shuttleworth website at <https://oldwardenaerodrome.co.uk>.
- 1.6 Warnings concerning the use of Old Warden Aerodrome, particularly regarding the wind gradient, are contained in the UK IAIP section EGTH AD 2.20. These may be amended or supplemented from time to time and pilots should ensure they are in possession of the latest information.

### 2 Old Warden Display Airspace

- 2.1 An Aerodrome Traffic Zone, radius 2 NM and 2000 FT AAL, is established for each air display and some other events; this is notified by NOTAM. The Temporary ATZ is shown on aviation charts.
- 2.2 Restricted Airspace (Temporary) is established for the main daytime and evening air displays. This is usually 3 NM radius, up to 3500 FT AMSL however, it is essential that pilots consult NOTAMs in case dimensions are changed for a particular event. It is also emphasised that display practice often takes place outside the period of the RA(T).
- 2.3 Some Shuttleworth aircraft are limited in their manoeuvrability; others carry out high energy manoeuvres extending outside the dimensions of the ATZ, therefore pilots must be alert for this outside the RA(T) timings.
- 2.4 Pilots are encouraged to use electronic conspicuity devices.

### 3 Arrivals

- 3.1 Only Runway 02/20 is available to visiting aircraft, other runways are only available to Shuttleworth pilots. Pilots should ensure they correctly identify the runway in use; there is a signal square in front of the control tower. Pilots are to be mindful of their obligations regarding Rule 10(1) of the Rules of the Air Regulations 2015 pertaining to 'landing after' at non-ATC aerodromes.
- 3.2 Runway distances are as notified in the UK IAP. The former College Road has been removed and laid to grass and is permanently closed. Pilots should be alert to the possibility of pedestrians and cyclists crossing at this point due to "historical use". Prominent signs are displayed to try and prevent this. Circuit direction is right hand on Runway 02 and left hand on Runway 20. An overhead join is mandatory for non-radio traffic and all other traffic when Old Warden Air Traffic Service is not operating. Be alert for other traffic particularly Shuttleworth own aircraft, which may be non-radio and carrying out practice displays.
- 3.3 After landing, all aircraft should vacate the runway as quickly as possible consistent with safety. Do not backtrack the runway unless authorised. All aircraft landing Runway 02/20 are required to vacate initially to the northwest.
- 3.4 Visiting aircraft will be parked on the flight line to the north-west of the runway. Old Warden Air Traffic Service will provide taxi instructions.
- 3.5 Whenever possible, aircraft will be marshalled. Follow the marshallers' instructions carefully; this will enable the maximum number

of aircraft to be parked. However, the aircraft commander always remains responsible for the safety of the aircraft. Under no circumstances will pilots or passengers be permitted to remain with their aircraft during the flying display.

- 3.6 Display aircraft will be parked in an allocated position on the flight line.
- 3.7 In the event of a radio failure, pilots may continue inbound non-radio (overhead join mandatory). Use the signal square in front of the control tower and look out for light signals and other non-radio aircraft which may also be conducting a practice display.
- 3.8 All visiting aircraft MUST be on the ground by the Last Arrival Time which is usually 1200 for displays that commence at 1300 and display start time minus one hour for Evening Displays. Details will be available when requesting PPR or on the Shuttleworth website.
- 3.9 Sometimes, in the period before the flying display starts, Shuttleworth aircraft may be flown for pilot conversion or continuation training which may involve a practice display. This will usually only last a few minutes and visiting aircraft may be asked to hold clear of the ATZ, particularly as some of the older aircraft require exclusive use of the aerodrome. Visiting pilot co-operation is requested.

## 4 Departures

- 4.1 No departures are permitted during the flying display under any circumstances. Pilots should make allowances for display overruns in planning the feasibility of their return flights. Sometimes a 'departure window' is built into the flying programme but visiting pilots should check this is the case if they wish to use it.
- 4.2 Pilots who wish to use the 'departure window', when one is available, should state their intentions at the time of booking in. The 'window' is time critical because of the necessity to continue the display afterwards and punctuality is essential. Pilots who see departures during a display should not assume there is a general approval for departures if the display has still time to run.
- 4.3 Pilots and passengers may only access their aircraft airside via the gate at the Control Tower and only when permission is given to do so. Access via any other gate or by climbing over the crowd line fence is prohibited.
- 4.4 All visiting aircraft are to call Old Warden Air Traffic Service prior to taxiing from any parking position. Pilots of non-radio aircraft should book out in person prior to returning to their aircraft.
- 4.5 DO NOT cross the other runways without approval from Old Warden Air Traffic Service as Shuttleworth aircraft may be using them. The airfield central area may also be active with Shuttleworth aircraft taking off and landing.
- 4.6 Aircraft taxiing for Runway 20 should continue to the holding point for the runway before carrying out power checks. Do not carry out power checks on the cross runway or in front of the control tower area as de-briefings following the display often takes place below the tower.

## 5 General Flying Procedures

- 5.1 Pilots should always operate their aircraft to cause the minimum disturbance to villages in the area of Old Warden. DO NOT overfly Home Farm to the east of Runway 02/20.
- 5.2 Old Warden is not connected to the AFTN and therefore does not receive Flight Plans. Pilots should nominate a Responsible Person who will alert the authorities in the event of non-arrival. Old Warden Tower (01767-627918) can assist with flight planning but is usually only manned on display days.
- 5.3 Customs and Immigration facilities can be arranged but it is essential that details are sought at the time of booking an arrival slot.
- 5.4 The aerodrome is normally unlicensed but Rescue and Fire Fighting Equipment to RFF Category 1 is normally available on Display Days with Category 2 available on request.
- 5.5 Old Warden has no navigational facilities or lighting.

## 6 Visiting aircraft on Non-Event Days

- 6.1 Visiting aircraft are welcome on non-event days subject to the airfield state and PPR. PPR is to be obtained online, please read the information and follow the link on this webpage <https://oldwardenaerodrome.co.uk/ppr-booking-form>.

If you are unable to use the automated system or require overnight parking, please call 01767-627901. However, this line is not monitored all the time.

**Note: The online booking system is not used on display days. see para 1.2.**

- 6.2 Also see the UK AIP Entry EGTH and the Pilot Terms and Conditions of Use found on the PPR booking page.

## 7 Appendix A Event Days 2024

Monday - Friday 22-26 April 2024*	Private Days - visitors by invitation only*
Sunday 12 May 2024	Best of British
Saturday 1* and Sunday 2 June 2024	Military Weekend
Saturday 8 and Sunday 9 June 2024*	De Havilland Fly-in*
Fri, Sat & Sunday 28-30 June 2024	Festival of Flight
Saturday 20 July 2024	Summer Evening
Saturday 10* and Sunday 11 August 2024	Family Weekend
Saturday 17 August 2024* (Sunday 18 August 2024 weather back-up)	Private Event*

Saturday 31 August and Sunday 1 Sept* 2024	Proms Weekend
Sunday 6 October 2024	Race Day

\* NB This is not a display and different arrangements will be in place for PPR, details will be on the Shuttleworth website.

The above information is subject to change. There may be additional events/flying days arranged post publication and pilots should always consult the latest NOTAMs.

## 8 **Model Flying Days**

The airfield will be closed to all movements on the following days:

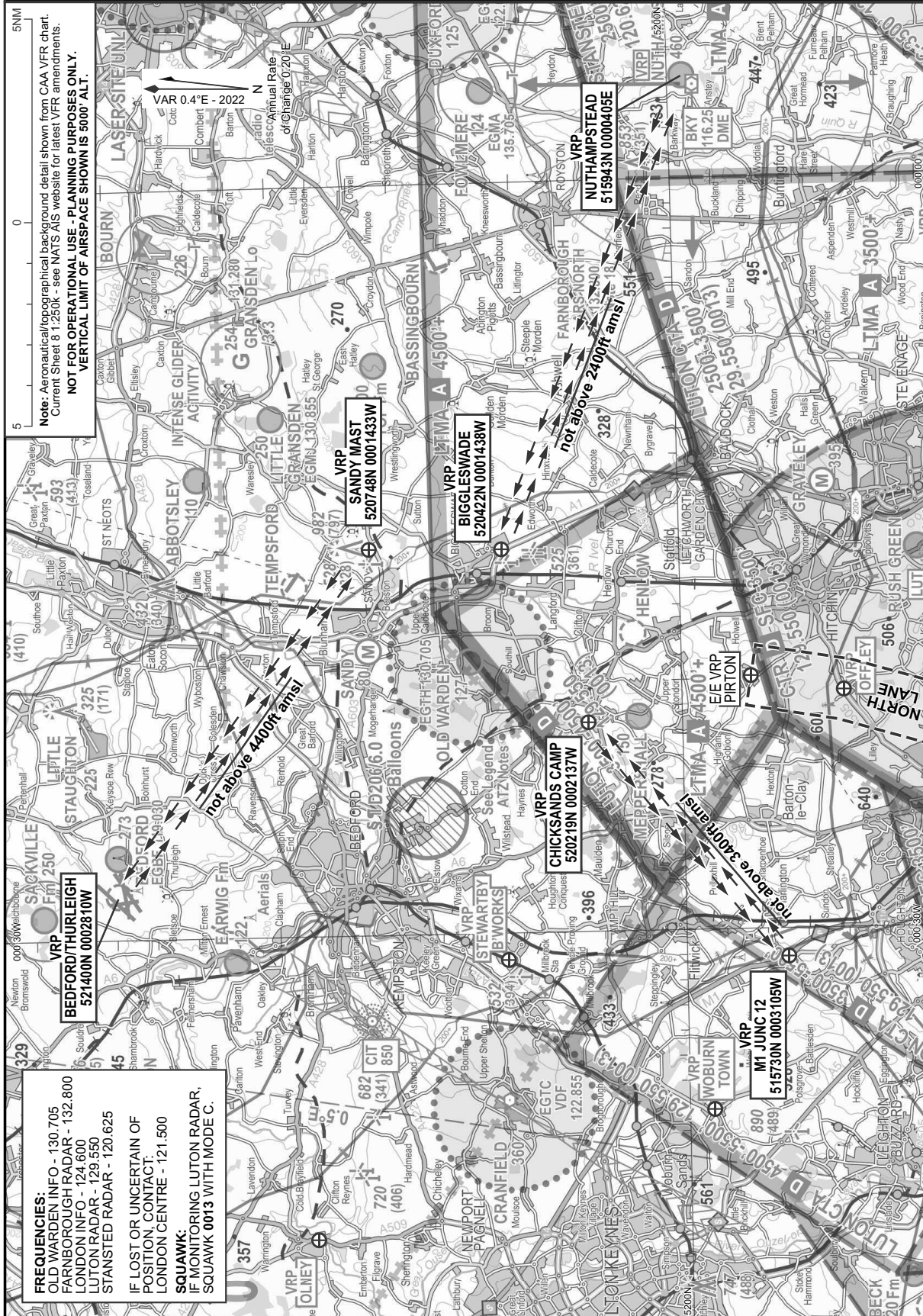
Pilots transiting the area are requested to keep a good lookout and avoid overflying the airfield below 2000 FT AAL.

Sat/Sun 18-19 May 2024

Sat/Sun 27-28 July 2024

Arrangements for private based aircraft will be communicated separately.

# OLD WARDEN SUGGESTED VFR ROUTEINGS



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