DARLEY MOOR AIRFIELD CIRCUIT PROCEDURES

STRICTLY PPR

ALL VISITING AIRCRAFT **MUST** SPEAK TO SOMEONE AT DARLEY MOOR AIRFIELD AS WELL AS RECEIVE THIS BRIEF PRIOR TO ARRIVAL

General Information

- Darley Moor airfield elevation 580ft AMSL
- Runway 02LH/ 20RH : 650 metres grass
- Circuit heights; Tight Circuit @ 800ft QFE, Large Circuit @ 1000ft QFE
- Standard overhead joins at 2000ft QFE from the North/ South
- Radio frequency in use SAFETYCOM 135.475MHZ

Arrivals

A North/South, Entry/ Exit lane is in operation. Approach the airfield directly from the north or south joining overhead at 2000' QFE.

Execute a power off glide descent from the overhead and into the circuit describing a standard overhead join pattern. Maintain a tight deadside to the east of the runway centreline within the orange area marked (see circuit diagram) and remain inside of all neighbouring buildings.

Cross overhead the 02/20 runway centreline to join downwind along the routes marked by the orange dashed arrows NOT BELOW 1000ft QFE.

Continue descent to circuit height 800ft once positioned on downwind leg.

Aircraft equipped with radio may make blind calls to 'Darley Moor Traffic' on SAFETYCOM 135.475MHZ following standard RT procedure (refer CAP 413 Chapter 4 Section 6).

If aircraft/ tug combinations are lined up on the runway threshold waiting to take-off continue the approach but be prepared to go-around from short final IF required.

A searching lookout is ESSENTIAL at all times.

Departures

After take-off, initially climb out on heading 020 or 200 to 1000'QFE BEFORE turning onto easterly/ westerly headings. Airfield departures must be made via departure fixes as follows (see circuit diagram);

- Departures to the North via the Golf Course at Ashbourne
- Departures to the South prior to Cubley Village

Important notes:

1. The circuit is a close 800'QFE circuit to the west (02LH/ 20RH) avoiding flying over all buildings.
2. Straight in approaches are permitted ONLY on prior request and in consistent wind conditions where there may be no confusion as to the landing/ circuit direction.
3. If on short final, the aircraft commander sees the flashing orange light operating on the winch then a GO-AROUND must be initiated as a winch tow is in progess.
4. Be aware of aerotow tug aircraft towing lines and hang-gliders descending directly overhead the airfield from heights of up to 3000ft QFE and not in accordance with the circuit patterns shown.
5. If in doubt exit early to the North or South before attempting to re-join the circuit.
6. No aircraft may take-off under ANY circumstances should the ground run required pass over a winch tow line.
7. HANG-GLIDERS, PARAGLIDERS AND AEROTOW TUG AIRCRAFT TOWING LINES HAVE PRIORITY OVER POWERED AIRCRAFT IN CIRCUIT. IF IN DOUBT DEPART THE CIRCUIT EARLY OR CLIMB INTO THE OVERHEAD AND RE-ATTEMPT A STANDARD OVERHEAD JOIN WHEN THE AIRSPACE BELOW IS CLEAR.

Please respect the airfield procedures listed and maintain a searching lookout for other aircraft at ALL times.

Remember you MUST make contact with the airfield before planning to fly in.