

# Darley Moor Airfield Flying Orders

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(Last Revised - August 2013)

PLEASE CHECK AMENDMENTS FOR DETAILS OF LATEST  
REVISIONS

## AMENDMENTS

REVISION	DETAILS
13 <sup>th</sup> AUGUST 2013	<ul style="list-style-type: none"><li>• Where required (prop-wash) pull aircraft forward from the designated parking area into a more suitable starting position (ref. page 6)</li></ul>
	<ul style="list-style-type: none"><li>• Addition of 'Displaced Threshold' for runway 01</li></ul>
	<ul style="list-style-type: none"><li>• Addition of 'Aircraft Hold-Point/ Warm-Up Areas'</li></ul>
	<ul style="list-style-type: none"><li>• Line of extended circuit for runway 01 re-routed. Downwind leg to pass via the west side of ascension wood. Base leg to pass south of road. Alterations to circuit implemented to increase clearance from Cubley Wood Farm marked as no-fly zone (ref. Circuit Diagram 'West Circuit')</li></ul>
	<ul style="list-style-type: none"><li>• Addition of warm-up areas/ hold points to site map (ref. Site Map)</li></ul>

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## PREFACE

- This booklet contains all the airfield specific information relating to Darley Moor Airfield which is the home of Airways Airsports, Airways Training and Darley Moor Airsports Club (DMAC).
- All members of Darley Moor Airsports Club and all visiting pilots must be familiar with the procedures contained in this handbook and agree to abide by them in order to facilitate safety both on the ground and in the air.
- The procedures may be revised at any time. All members operating from this airfield regularly, including qualified pilots and students enrolled on flight training courses, are required to sign that they are familiar with the current revision of these flying orders on an annual basis (see current signing sheet attached).
- ALL PERSONS ARE REQUIRED TO OBTAIN A CURRENT SITE BRIEF AND SIGN IN THE DAILY ATTENDANCE RECORD BEFORE CROSSING TO 'AIRSIDE'.

## CONTACTS

### Chief Flying Instructor (DMAC):

### Shelley Smith

Mobile: 07984 173700

Office: 01335 344308

E-mail: [office@airways-airsports.com](mailto:office@airways-airsports.com)

### Chief Flying Instructor (Airways Training):

### Andy Snell

Office: 01335 344308

E-mail: [office@airways-airsports.com](mailto:office@airways-airsports.com)

### Flight-Line (message left from 0815)

**Mobile: 07801 987882**

### Airways Airsports

**Office: 01335 344308**

E-mail: 01335 344308

Webiste: [www.airways-airsports.com](http://www.airways-airsports.com)

Address: Darley Moor Airfield

Ashbourne

Derbyshire

DE6 2ET

## IMPORTANT INFORMATION

### First aid kit locations

- Clubroom (adjacent to pilot notice board)
- Launch gate (in the van)

## GENERAL ORDERS

### Membership requirements

- All students/ pilots wishing to fly at Darley Moor must be members of Darley Moor Airsports Club and have read, understood and signed agreement with the airfield flying orders
- All students/ pilots wishing to fly hang-gliders, paragliders and foot launched powered aircraft at Darley Moor must be also be current members of the British Hang-gliding and Paragliding Association

### Airside conduct

- Access to 'AIRSIDE' is permitted to members of Darley Moor Airsports Club ONLY (unless under the supervision of a member of staff, a flying member of DMAC, or a visiting pilot)
- All persons are required to familiarise themselves with the airfield layout and active aircraft circuits before passing to airside by reference to the airfield site map and circuit diagrams (see pilot notice board).
- All students/ pilots must sign in the DAILY ATTENDANCE RECORD on arrival and obtain an appropriate SITE BRIEF from the CFI, or appointed representative, BEFORE commencing flying activities.
- Pedestrians are requested to keep to the perimeter track unless otherwise instructed
- A good lookout must be maintained for aircraft at all times, especially when crossing active runways, tow rope drop zones, or when passing adjacent to aircraft start-up and manoeuvring areas
- BEWARE OF GROUND BASED TOW CABLES & DROPPING TOW ROPES FROM TUG AIRCRAFT
- Please keep dogs on a lead and children under close control
- No smoking is allowed airside
- No vehicles are allowed airside without the permission of a member of staff
- No spotters are permitted in the hangar or airside without the permission of the CFI

### Instruction

- All instruction, must be given by an appropriately qualified flying instructor working on behalf of Darley Moor Airsports Club, or Airways Training.
- No independent flight instruction may take place at Darley Moor airfield without the permission of the CFI.
- Student pilots under supervised solo instruction are strictly forbidden to start an aircraft or make ANY solo flight (including taxiing) without the permission of an appropriately qualified instructor.
- All solo flights shall conform to the briefing given.

### **Emergency incidents**

- All incidents/ emergencies must be immediately reported to the CFI, or appointed representative (see contact information)
- When there is any risk of serious injury to anyone, contact the emergency services immediately
- All occurrences and reportable accidents will be dealt with in accordance with BMAA/ BHPA recommended guidelines.

### **Compromise of safety**

- If there are any incidents in the air or on the ground where it is felt that safety has been compromised, intentionally or unintentionally, it is vital that everyone involved has a discussion in order to try and prevent it happening again. This should be facilitated by the CFI.

### **Failure to observe these rules**

- These rules are provided for the safety of persons and aircraft and must be adhered to at all times. Failure to observe these rules may result in suspension from flying at this airfield.
- Darley Moor is a privately owned Airfield. The facilities and services available at DMAC are extended by the owners to members and visiting pilots at their discretion.
- The CFI's decision is final and binding.

## POWERED AIRCRAFT (including Foot Launched Powered Aircraft)

### Positioning Aircraft

- All aircraft are to be parked in the aircraft parking areas allocated
- No aircraft are to be left parked in manoeuvring areas, or on approaches to active runways, or tow rope drop zones
- Aircraft parked on the perimeter track must leave clear sufficient access for vehicles and taxiing aircraft.

### Starting Engines

- No aircraft to be started in the 'No Start-Up' area immediately in front of the hangars.
- Where required (prop-wash) pull aircraft forward from the designated parking area into a more suitable starting position.
- All aircraft to be facing away from the hangars before starting engines
- Propwash to be directed at least 45 degrees away from hangar doors and away from other aircraft parked in the near vicinity.
- Special consideration to be given to propwash/ flying debris where starting engines in close proximity to the perimeter track, or public viewing areas
- A qualified pilot who is conversant on type, or a student pilot who has been authorised to start up on their own must be seated and secure in the aircraft when an engine is running.
- In the case of aircraft fitted with a pull-start requiring the pilot to start the aircraft from outside; the aircraft must be suitably chocked/ parking brake applied with clear space ahead and the pilot ready to immediately shut the engine down in the event of an emergency.
- CLEAR PROP must be shouted loudly at least 5 seconds before starting an engine.
- Helmets must be worn at all times when starting/ running an engine (applicable to type)
- Continue to keep a good watch around the propeller area when an engine is running.
- Be prepared to immediately shut down an engine if anyone/ any animal/ anything approaches.
- Move to a designated warm-up area/ hold-point as soon as practical after engine start (as per pre-flight site brief)
- UNDER NO CIRCUMSTANCES shall a pilot step out of an aircraft, or leave an aircraft unmanned whilst the engine is running.

## Taxying procedures

- Aircraft taxiing must give way to other aircraft and gliders taking-off or landing, or on tow.
- A SITE BRIEF MUST BE OBTAINED BEFORE COMMENCING AIRCRAFT START-UP AND TAXYING INSTRUCTIONS COMPLIED WITH.
- Pilots of powered aircraft must be ready to switch off ignitions and shut down engines at all times when the airfield is in use for hang-gliding and paragliding flight training.

## Aircraft Hold Point/ Warm-Up Areas

- Please refer to the Darley Moor Site Map for locations of aircraft hold-points/ warm-up areas
- PLEASE OBTAIN A SITE BRIEF BEFORE COMMENCING AIRCRAFT START-UP FOR CURRENT INFORMATION OF THE HOLD-POINT/ WARM-UP AREA IN USE.

***NB. AIRCRAFT HOLD-POINTS/ WARM-UP AREAS ARE POSITIONED TO IMPROVE BOTH VISIBILITY AND SEPARATION BETWEEN TOW & POWER OPERATIONS***

***(THE HOLD-POINT IN USE WILL VARY ACCORDING TO THE LOCATION OF OTHER DISCIPLINES)***

## Displaced Threshold

- A DISPLACED THRESHOLD IS IN OPERATION WHEN RUNWAY 01 IS IN USE.
- ALL TAKE-OFF'S AND LANDINGS ARE TO BE EXECUTED FROM BEYOND THE MARKER CONES (UNLESS THE FULL RUNWAY LENGTH IS REQUIRED)

***NB. THE DISPLACED THRESHOLD IS IN PLACE TO IMPROVE BOTH VISIBILITY AND SEPARATION BETWEEN TOW & POWER OPERATIONS***

## Circuit procedures & local avoidance areas

- All pilots of powered aircraft are required to conform to the published procedures within the circuit and whilst departing/ joining the circuit (refer to circuit diagrams)
- It is every pilot's responsibility to remain clear of the published local avoidance areas in the vicinity of Darley Moor.
- Likewise, pilots must make every effort to make themselves aware of the local non-flying areas when visiting other locations.
- Pilots of low performance powered aircraft (powered hang-gliders/ paragliders and SSDR machines) are asked to respect the published circuit procedures in place at Darley Moor airfield and remain well clear if they are unable to comply.
- Powered aircraft must give way to gliders and towing aircraft (may not comply with circuit pattern).
- Powered aircraft must be prepared at all times to go around when on final approach.



## Returning to the parking area(s)

- Before approaching the designated parking area all pilots must be ready to shut off the ignition switches (large gloves must be removed if required).
- Aircraft should be taxied in front of an allocated parking area and engines shut down. Aircraft may then be pushed back into position.
- No aircraft should ever turn towards the hangar with the engine running within the area designated NO START.

## Refuelling

- Refuelling must always be done outside.
- Under no circumstances may aircraft be re-fuelled inside the hangar.
- Fuel may only be stored in approved containers.
- Before refuelling check the accessibility of fire extinguishers. These are located next to the personnel door in the hangar and in the fuel store
- Personal fuel cans stored in the fuel store must be appropriately marked with the owners name and, or aircraft registration where applicable
- Fuel contained in cans marked DMAC must ONLY be used with authorisation from an instructor/ club representative and must be signed out on the fuel record sheet

## RADIO

### General

- The air-band radio frequency used at Darley Moor Airfield is Safetycom 135.475.
- All pilots of powered aircraft should aim to get a radio license and use blind calls as necessary in accordance with standard practise, especially within the circuit (refer to CAA publication CAP 413).
- All pilots are encouraged to carry a radio (where applicable to aircraft type) and maintain a listening watch as a minimum.
- All pilots must be aware that Darley Moor airspace is shared with non-radio traffic
- Winch and Aerotow operations use 2metre band radio frequency 143.70MHz (this is not an air-band frequency)

### Important Information

- **NO AIR TO GROUND CONTROL IS IN OPERATION AT DARLEY MOOR AIRFIELD.**
- **ALL RADIO CALLS ARE TO BE MADE BLIND FOR THE PURPOSE OF POSITION REPORTING TO OTHER AIRBAND RADIO USERS ONLY.**
- **NO LISTENING WATCH IS MAINTAINED BY WINCH/ AEROTOW OPERATIONS ON THE GROUND (2M BAND RADIO FREQUENCY 143.70MHz IN USE)**
- **ALL RADIO CALLS MUST BE TRANSMITTED TO 'DARLEY MOOR TRAFFIC'**
- **BE PREPARED TO GIVE WAY/ GO AROUND AT ALL TIMES**

# HANGAR MANAGEMENT PROCEDURES

## General

- The hanger is for the exclusive use of Darley Moor Airsports Club (DMAC) members.
- It is the responsibility of club members storing their property in the hanger to make themselves familiar with the terms and conditions detailed in the 'Flying Orders' which are subject to change at any time.

## Liability

- Although all reasonable steps will be taken to ensure the security and safety of all aircraft stored, each aircraft owner agrees to sign and accept that his/her aircraft is stored at Darley Moor Airfield at his/her own risk and should satisfy him/herself that the facilities are adequate for the purpose.
- DMAC, its employees, associates or servants cannot be held responsible for any damage or loss however caused unless gross negligence can be proven.

## Insurance

- It is the responsibility of each aircraft owner to insure against ground risk and, although not compulsory, it is strongly advised.
- When insuring make sure to get the name of the broker and inform them of where you are operating from and that the hanger is locked.

## Handling Aircraft in the Hanger

- **Aircraft owners are strongly advised to get help to watch over the removal of wings and aircraft so as to minimise the risk of accident or damage.**
- Any damage that does occur to your or anyone else's property must be reported to a member of staff immediately.
- Hanger damage, however slight, must be reported, together with time, date and nature of incident.
- Take extreme care with your and other people's aircraft and NEVER handle an aircraft without a 'spotter'.
- No refuelling or engine starting of any nature is to be carried out within the hanger.

## Hanger Rash

- Common sense and care will prevent most cases but if it does occur to your aircraft it's your problem.
- Propeller covers are obligatory for all aircraft.
- Other precautions against damage i.e trike cover, spat and wing tip protectors are also strongly advised.

- It will be highly likely that aircraft in the hanger will be required to be moved on regular bases. We ask that should you need to move another flying machine that you do so as if it were your own and not take risks with other people property.

### **Birds/Vermin/Weather**

- All reasonable steps have been taken to protect your property whilst inside the hanger.
- An electronic bird scarer is installed in the hanger, and we have an on-going contract with Rentokill. Unfortunately it is not possible to proof the hanger against rodents and vermin.
- In extreme weather it is worth visiting the hanger to see if you can help mitigate damage as opposed to relying on insurance.

### **Members of the Public (Non-club Member)**

- Members of the public, or visitors should be discouraged from entering the hanger unless accompanied and/or helping. They are trespassing and could also walk away with your GPS!
- It is recommended that any shiny magpie-type items be taken away with you.
- It is advisable not to leave your ignition key in the aircraft.

### **Payment**

- All hanger fees should be paid in advance by standing order and a minimum of one months' notice is requested should you wish to no longer hanger your aircraft with us.

