

Oostwold Airshow 2013
Display Order



Preface

Dear friends,

Thank you for joining us at the Oostwold Airshow 2013. We hope you and your ground support crew will enjoy your stay.

Commanders of aircraft participating in the "Oostwold Airshow" are to complete and return the "Questionnaire for Participants" as soon as possible. This advance information will help us in fulfilling the requirements to the CAA-NL (IVW), and making the flight schedule as achievable as possible, and in meeting your requirements.

General

Unless stated otherwise:

Dates : All mentioned dates are in the year **2013**.
Times : All mentioned times are **local times** (UTC +2)

Situation

"*Stichting Vliegveld Oostwold*" is organizing the "Oostwold Airshow" on May 20th at the airfield of Oostwold. The airfield will be open for the public at Monday May 20th from 09.00 till 18.00 for static display and flying display. There will be a full flying display from 12.00 till 17.00.

Mission

To provide all participants in the static and flying display with necessary information and to issue general instructions for the arrivals, departures and flying displays on May 20th or upon arrival and departures.

Airport slots/PPR

- a. Oostwold will be strictly PPR from Saturday May 18th, 09.00 till Monday May 20th 19.00.
- b. Aircraft parking space is limited, so all aircraft intending to stay at the airshow day needs PPR (and a slot time if the arrival is planned at the airshow day). More than 100 aircraft will usually fly in during the morning preceding the airshow.
- c. Aircraft participating in the Oostwold Airshow will be given a unique number (e.g. display call sign), mentioned on the flying schedule and on all other correspondence/communication. Aircraft in the static display needs PPR and an arrival slot time might be issued separately.
- d. Arrival slots are to be pre booked using the Questionnaire. Airshow Operations will contact you to confirm, or inform you of any changes to your arrival times.
- e. Aircraft not participating in any way in the Oostwold Airshow but visiting on Monday May 20th will also be given an arrival slot time between 09.00 and 12.00. Between Monday May 20th 12.00 and 18.00 no such arrival slot times will be provided. Aircraft intending to arrive before the airshow day and intending to stay overnight on the airshow day needs also PPR.

- f. Arriving aircraft that are not able to state their slot time will not be allowed to land at Oostwold or might finally land with delay after verifying their details.
- g. The organization may refuse any aircraft at their discretion, even aircraft with a slot time.

Authority to fly, to participate in the Oostwold Airshow

- a. Pilots participating the flying display must be current in flying practice on the type of aircraft they will be presenting, and in possession of appropriate valid pilot and medical licenses, certificates or ratings and *Display Authorization* (DA).
- b. Pilots participating the flying display should be prepared to satisfy the Display Director of their flying currency by presenting authenticated evidence of flying hours on type during the previous 90 days on demand.
- c. All aircraft MUST have a valid unrestricted ICAO *Certificate of Airworthiness* (CofA), and MUST be properly insured, and may only be operated within their limits. For aircraft not having an unrestricted CofA an exemption issued by the Dutch CAA is required. Contact the 'aircraft registry office' of the Dutch CAA to apply for the CofA exemption well in advance: info.register@ilent.nl. **Be advised that the Aviation Police/ Dutch CAA will have a thorough check on these documents!**
- d. The organiser requires per aircraft an adequate third party insurance cover of Flying Displays and other aviation events.

General regulations in the Amsterdam FIR (EHAA)

- a. For all aircraft crossing the Amsterdam FIR boundary:
 - 1. All aeroplanes (including TMG and MLA) shall be equipped with at least one 406 MHz ELT of any type.
 - 2. All aeroplanes (including TMG and MLA) for which the certificate of airworthiness is first issued after July 1st 2008 shall be equipped with at least one automatic 406 MHz ELT.
- b. For all VFR-flights an active mode-S SSR transponder is mandatory in the Amsterdam FIR, except for airspace class G below 1200 ft AMSL. Aircraft equipped with an operational mode-S SSR transponder have to activate the transponder in all types of airspace and at all altitudes, even when it is not mandatory to use a transponder in that area.
- c. A Flight Plan is mandatory:
 - 1. For all flights crossing the Amsterdam FIR boundary
 - 2. For all flights to or from a controlled aerodrome (i.e. participating aircraft operating from Groningen/Eelde EHGG)

Arrival of participating aircraft

- a. Aircraft participating in the flying display have to arrive at the latest at Sunday, May 19th, unless other arrangements have been made with the organizer.
- b. Because there is NO general rehearsal (flying display) foreseen, those participants who have to perform a rehearsal due to national regulations will receive rehearsal slots upon arrival. Only a limited amount of rehearsal slots is available. See aircrew questionnaire.

- c. Arriving pilots will be given parking instructions upon landing. They are requested to follow the instruction of the marshalls. The initial frequency will be 118.325 MHz (Oostwold Radio). Once entering or maneuvering in the parking area pilots have to monitor the assigned frequency.
- d. If aircraft must stay in covered parking during the night please notice the airport operator well in advance since only limited hangar space is available.
- e. On arrival by air a host will meet you at the aircraft and accompany you to Aircrew Reception (AR). Ground crews arriving by road are to report to the Main Gate (Polderweg, Oostwold (Oldambt)), where their passes will be issued or will receive directions to the Aircrew Reception. Make sure the ground crew is notified on the Questionnaire.
- f. Arriving aircraft will finally fly within the lateral limits of the Eelde TMA, Eelde Approach is providing flight information in this area. Take care on the Eelde CTR and the Veendam SRZ (Glidersite).
- g. Aircrew arriving directly from a non-Schengen Treaty country (i.e. U.K.) should report their flight- and crew details and ETA to the Immigration Office: +31 50-3688988

Static display aircraft

- a. Aircraft participating at the static display and arriving on the airshow day should plan to arrive at Oostwold on May 20th between 09.00 and 12.00 on their allocated arrival slot time.
- b. The event will be open to the public between 09.00–18.00 and all static displays are to be manned throughout the event. The use of display boards giving general information about the aircraft is expected.
- c. For security and flight safety reasons, all aircraft canopies should remain closed in case of nobody of crew is attending the aircraft. Persons without proper permits of crew and or representative are not authorized to trespass the barriers and or enter the cockpit.
- d. Participating air and ground crews are permitted to undertake minor sales adjacent to their aircraft.
- e. Aircraft in the static display can not be used as spare for aircraft participating in the flying display without prior permission of the Display Director.

Departing of participating aircraft

Aircraft may depart Monday, May 20th after 17.15 or at the end of the airshow, which one is the latest. A departure flight plan will be made in advance since Oostwold has limited filing facilities. Departure slots are not required, but state your 'check out' time and date on arrival at AR. Aircraft may leave after their display if required; possibilities for other aircraft to leave during the airshow are very rare. Flight plan filing via: +31 20 4062315 (FIO Amsterdam)

Refueling aircraft

Fuel stocks at Oostwold are: Avgas 100LL and Jet-A1. A requirement for fuel must be prebooked through the Questionnaire or with Airport Operations. No fuel will be delivered unless an authorized member of the crew remains with the aircraft to supervise the refueling. Due to local environmental restrictions refueling can only be done at the refueling site of the airfield. The site is located on the apron west of the TWR. Refueling is preferably done AFTER the show.

Accommodation/transportation

1. All participants for the static and flying display will be accommodated by the organizer. Please state in time your dates of arrival and departure, how many rooms for how many persons you require and how many lunch vouchers for the display day.
2. Transportation to and from the hotels, if applicable, will be provided at given hours (issued upon arrival). Outside this schedule, participants will have to manage their own transportation (bus, taxi, etc.). Contact the Aircrew Reception.
3. During the airshow opening hours other transportation of aircrew will be organized by Aircrew Reception.
4. Details about all social activities will be available upon arrival at Aircrew Reception Desk.
5. Please bear in mind that the alcohol limits at 0.2mg/ml are considerably lower than the limits allowed for driving.

Contacts

Organizer	Tom Karst van der Meulen	+31 651 817601 info@oostwold-airport.nl
Display Director	Wout Peterse	+31 654 266936 woutpeterse@airshow-unlimited.com
StBy Display Director	Hans van der Werf	+31 612 992632 hansvanderwerf@airshow-unlimited.com
Oostwold Airport	Operations	+31 597 551490 Fax 551201 operations@oostwold-airport.nl
	Aircrew Reception	+31 6 55194080 or +31 6 51109264 operations@oostwold-airport.nl
Flight plan filing	Amsterdam Flight information office	+31 20 4062315
Meteo office	Only available in NL	0900 202 3341
Immigration Office	Eelde airport	+31 50 3688988

Air Display Order

1. **Mandatory Flying Display Brief.**

Display briefing will be at **11.00** May 20th in Hangar 1. Attendance is mandatory for pilots of individual aircraft, unless alternative arrangements are made in advance with the Display Director. In some cases they can be briefed by telephone only on the Display Directors permission. **No briefing=No flying!!!**

2. **Flying Display Times.**

- a. The flying display times on the May 20th: 12:00 – 17:00.
- b. The final program will be briefed at the Mandatory Flying Display Brief.
- c. Display times may be altered due to weather/late changes etc. Changes to slot times will be passed 'all times x minutes brought forward' or 'all times x minutes delayed'.
- d. Aircraft in the Flying Display are to be ready and on stand-by for the slot ahead of their 'on slot' time. This is a precaution in case there is a need to bring the 'on slot' time forward due to short notice program changes.
- e. Scheduled times according to flight schedule (**local times!!!**) are to be understood as times to enter the runway till runway vacated after display.
- f. This flight schedule or revised version will be confirmed at the day of display during the Mandatory Flying Display Brief.

3. **Flying Display Regulations.**

The Flying Display will be conducted in accordance with the '*Regeling luchtvaartvertoningen*' issued by the Dutch Ministry of Infrastructure and environment.

4. **Display Control.**

Display control will be exercised from the Control Tower.

5. **Restrictions**

- a. The overflight of the public area is STRICTLY forbidden.
- b. Turns towards the public must be completed at 220 meters from the Crowd Line. (aim for the runway centre line 240 m)
- c. Aerobatic manoeuvres may not have a flight path towards the public except for:
 - i. Turns of more than 180 degrees with a segment of the flight path toward the public.
 - ii. The manoeuvre stops at the display line and the next flight path does not endanger the public.
- d. No manoeuvre is to be attempted which is likely to jeopardize the safety of spectators in the event of mishap or misjudgment.
- e. Maximum altitude is FL55, unless briefed otherwise.
- f. Remain within 3 NM from the airport (Jet aircraft 5 NM).
- g. It is strictly prohibited to carry non-essential aircrew and/or passengers during rehearsal and/or flying displays. Exemptions granted by the display director only.
- h. Engines are not to be shut down during flying demonstrations.
- i. If parachute activity, no rotors/engines turning/running.

- j. Other restrictions will be briefed at the Mandatory Flying Display Brief.

6. Breaches of Regulations.

- a. Breaches of flying discipline are liable to result in the pilot being required to break off their display and land. Further action may include a verbal or written report to the appropriate authority and withholding payment of display fees. Minor breaches will be issued a warning and informed by the phraseology "**Display xx display line**" / "**Display xx altitude**".
- b. If general safety requires (or following a more serious breach) an instruction will be issued by or on behalf of the Display Director with the phraseology "**Display xx STOP, STOP, STOP**". The display pilot is to land as soon, and as safely, as possible and report immediately to display control in the Control Tower. Such curtailment should not be taken to imply automatically that the pilot has in any way infringed the flying regulations and may have been necessitated by other safety considerations in the air.

In any case: **no arguing over the radio please!**

Lateral separation (Display Lines)

- 1. The distance between the Display Line and the Crowd Line is related to the actual speed of the aircraft and the type of display. For aircraft flying in formation, the distances are applicable to the aircraft performing nearest to the Crowd Line.

The minimum distances are as follows:

Aircraft display speed	Type of display	
	Flypast	Aerobatics
- 200 kt IAS	150 metres	150 metres
200 - 300 kt IAS	150 metres	200 metres
Above 300 kt IAS	200 metres	230 metres

- 2. The speed ranges given above are the speed of the aircraft at any particular time during the display. A pilot may vary the separation distances if the speed of the aircraft varies during the display. If any doubt exists about a particular aircraft and the relevant distances, the Display Director should be consulted.
- 3. Pilots should plan their flying sequence such that they can always regain the Display Line without infringing the minimum lateral separation distance from the Crowd Line. Effects of any on-crowd velocity vectors and on-crowd wind component must be taken into account.
- 4. For proper distance judgement the following Display Lines are available during this airshow:
 - 1. **Display datum.**
53°12'35 N 007° 2'13 E
 - 2. **150m. display line.** (Not additionally marked)
(Centreline of the 25/07 runway.)
 - 3. **230m. display line.** (Marked by with buckets north parallel to the runway.)
230 meters from the Crowd Line for A/C exceeding 300 KIAS, Jet aircraft and teams with more than 6 aircraft.

The display line to use will be advised per display item in the flying schedule. Evt. restrictions will be briefed to all participants during the briefing.

Overflight of spectators

1. Display aircraft are not permitted to overfly the spectator enclosures or car parks unless with the specific written permission of CAA-NL.
2. Aircraft carrying parachutists may overfly the spectator enclosures or car parks whilst positioning to drop, but not below a minimum height of 1500 feet above surface level.

Minimum height

Minimum heights are not to be less than the absolute minimum heights specified within this Display Order or the minimum heights mentioned on the Display Authorization, whichever is the highest.

Pilots whose DA clearance allows for lower limits must gain exemption from these minima prior to display from the Display Director.

Weather minima

The limitations given in this paragraph are the absolute minima.

Type Aircraft	Type of display		Cloud Ceiling	Visibility
V/STOL aircraft, aircraft with a stalling speed below 50 knots (powered)gliders, rotorcraft, microlight aircraft and category B and C aircraft.	Flypasts	Solo Aircraft	500 ft	1500 m
		Formations	500 ft	3000 m
	Full Aerobatic displays	Solo Aircraft	500 ft	3000 m
		Formations	800 ft	5 km
Flying Displays by other aircraft	Flypasts or Flat Aerobatic displays	Solo Aircraft	500 ft	3000 m
		Formations	800 ft	5 km
	Full Aerobatic displays	Solo Aircraft	1000 ft	5 km
		Piston Formations	1000 ft	5 km
		Jet Formations	1500 ft	8 km
		Solo aircraft with speed >250 kts.	1500 ft	8 km

Air Traffic Control procedures

1. General.

- a. Normal ICAO ATC control procedures will apply. The English language will be used for all air-ground and ground-ground communications.
- b. Oostwold AFIS is NOT providing formal ATC but flight information/ advisories instead, for the sake of safety consider advisories as instructions.
- c. From 12:00 – 17:00 LT a Special Rules Zone (SRZ) is established from GND to FL65 with a radius of 4 and 6 NM around Oostwold ARP, class **G**.
- d. Altimeter setting for flying will be Oostwold QFE (which is equal to QNH, elevation only 3ft.).
- e. Call signs to be used as printed in the flying program.
- f. Call for engine start on Oostwold Radio 118.325 MHz.

2. Communications.

- a. Start up/Ground Control: 118.325 MHz (Oostwold Radio)
- b. Holding Frequency: 118.325 MHz (Oostwold Radio)

- c. During your display: 126.800 MHz (Oostwold Display)
- d. General Emergency: 121.500 MHz or 243.000 MHz
- e. ATIS: 133.550 MHz (Eelde Airport)
- f. Aerodrome traffic 122.350 MHz (Oostwold Info, during the in- and outbound of visiting aircraft)

3. Holding Points.

South-east of the *Oldambtmeer*.

Keep the '*Oldambtmeer*' (lake SSE of AD) as separator between the holding area and the airfield.

See charts e. and f.

4. Radio Failure.

- a. Single aircraft experiencing complete radio failure before displaying are not to display. The aircraft should make a straight in approach to land at its last landing time.
- b. Aircraft losing radio during their display should continue as briefed.
- c. In both cases AFIS will provide standard signals with the light gun. Single aircraft unable to comply with the above procedures are to divert to the No 1 Diversion and make an immediate negative R/T landing.

5. Emergency Procedures.

- a. Pilots experiencing any degree of distress or difficulty are to call AFIS initially on the frequency in use. Subsequent action will depend on the incident, but is likely to be either land at Oostwold or return to base/divert as required.

Airfield information and diagrams

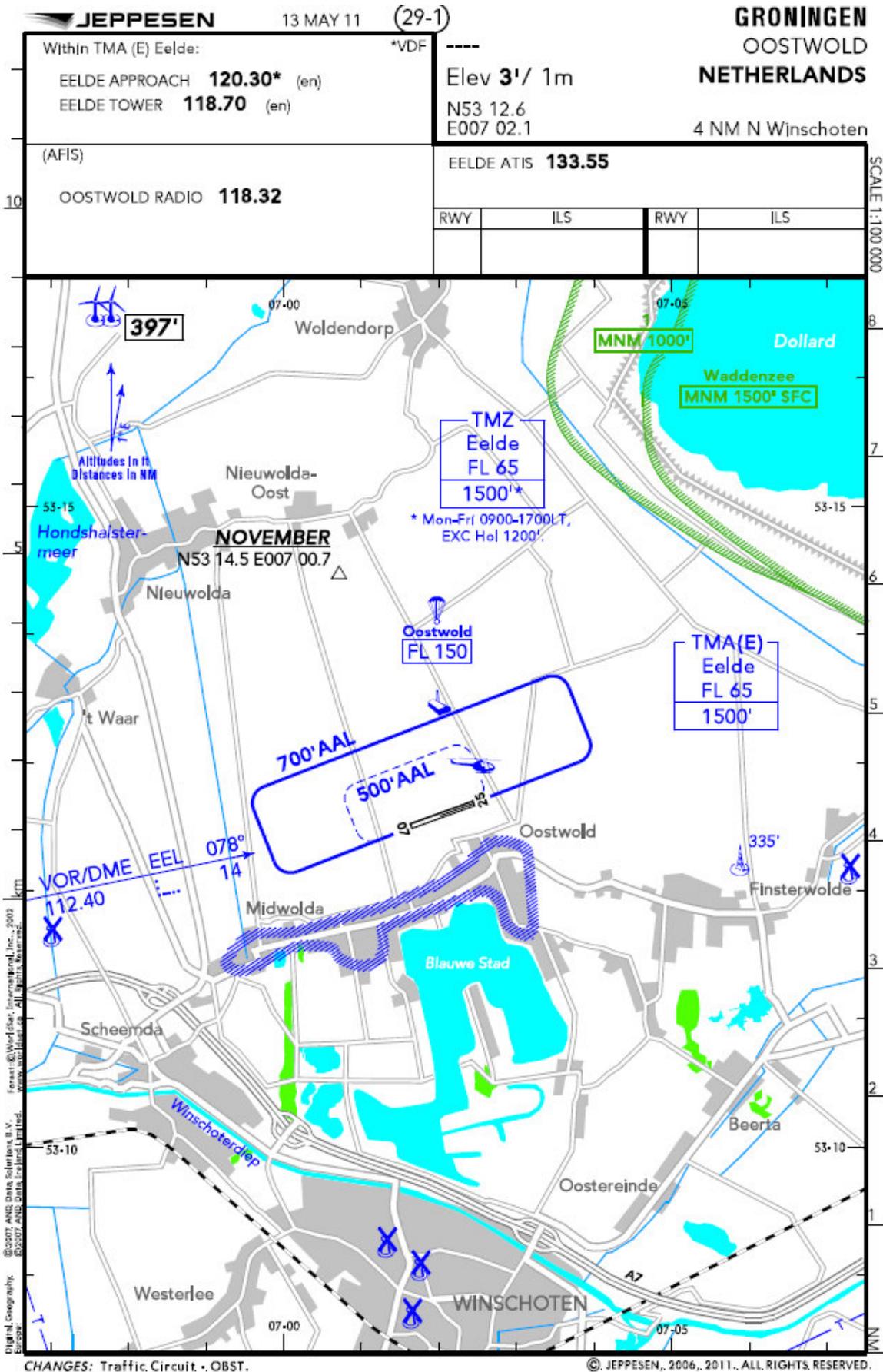
Oostwold Airport information.

- a. Elevation: 3 ft.
- b. Runway: 07/25 grass 880m x 30m..
- c. Runway strip 1000 m. x 70 m.
- d. Navigational aids: NIL.
- e. Fuel: AVGAS and Jet-A1 available
- f. Fire and rescue service: Category 3.
- g. Jeppesen code: EH01 ('EHOW' has not yet been formalized)

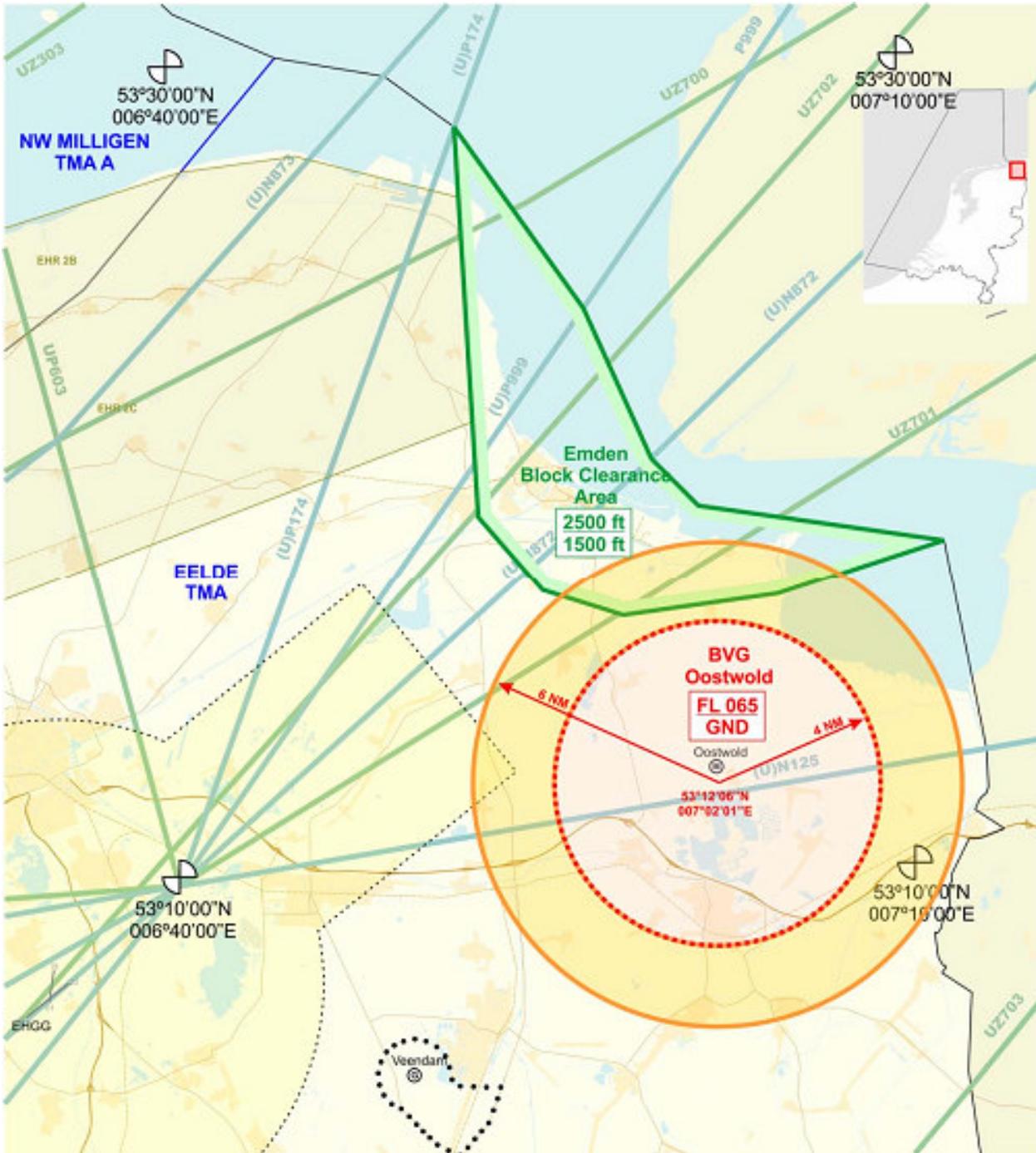
Diagrams:

- a. Local Map Oostwold Airport
- b. Oostwold SRZ and Area
- c. Airport diagram
- d. Display lines
- e. Holding area West (preferred holding if RWY07)
- f. Holding area East (preferred holding if RWY25)
- g. Alternate airports
- h. Transponder mandatory zones

A. Local Map Oostwold Airport



B. Oostwold SRZ and Area



Valid May 20th from 12:00 – 18:00

C. Airport diagram

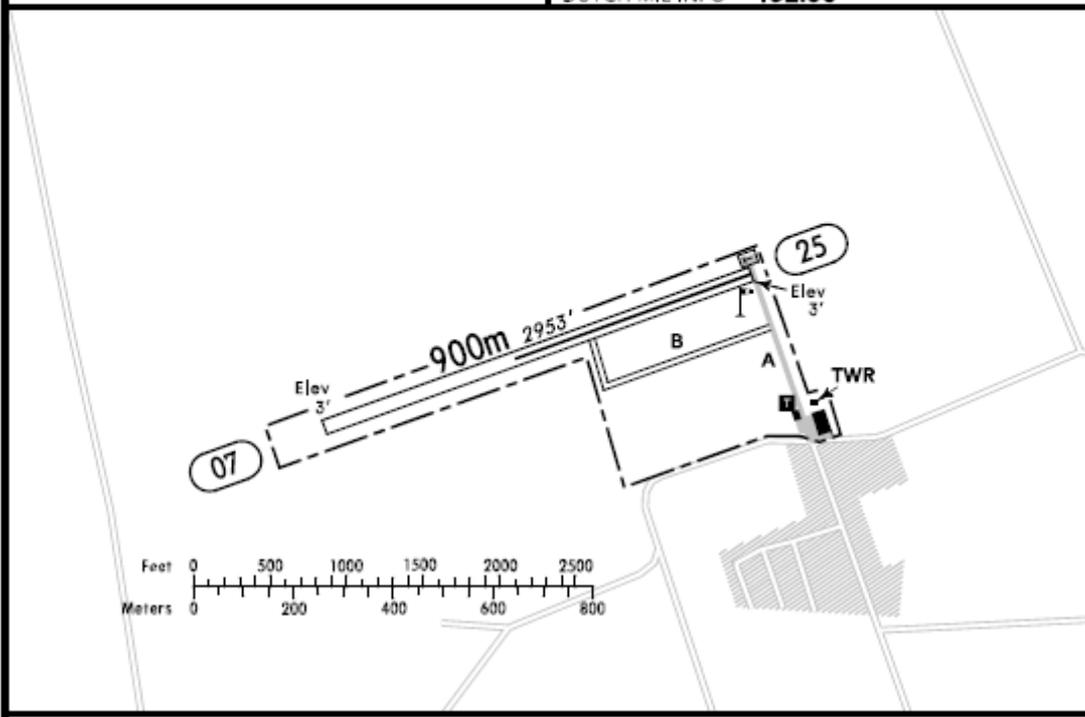
GRONINGEN
OOSTWOLD
NETHERLANDS

(29-2) 13 MAY 11

JEPPESEN



(FIS) *If no reply on 118.70.
 EELDE TOWER **118.70**
 DUTCH MIL INFO **132.35***



1 (limited) TAXI

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RWY No	Dimension (m) • Surface	TORA (m)	LDA (m)	Strength	Lights
07 25	900 x 30 Grass ①	900	900		—

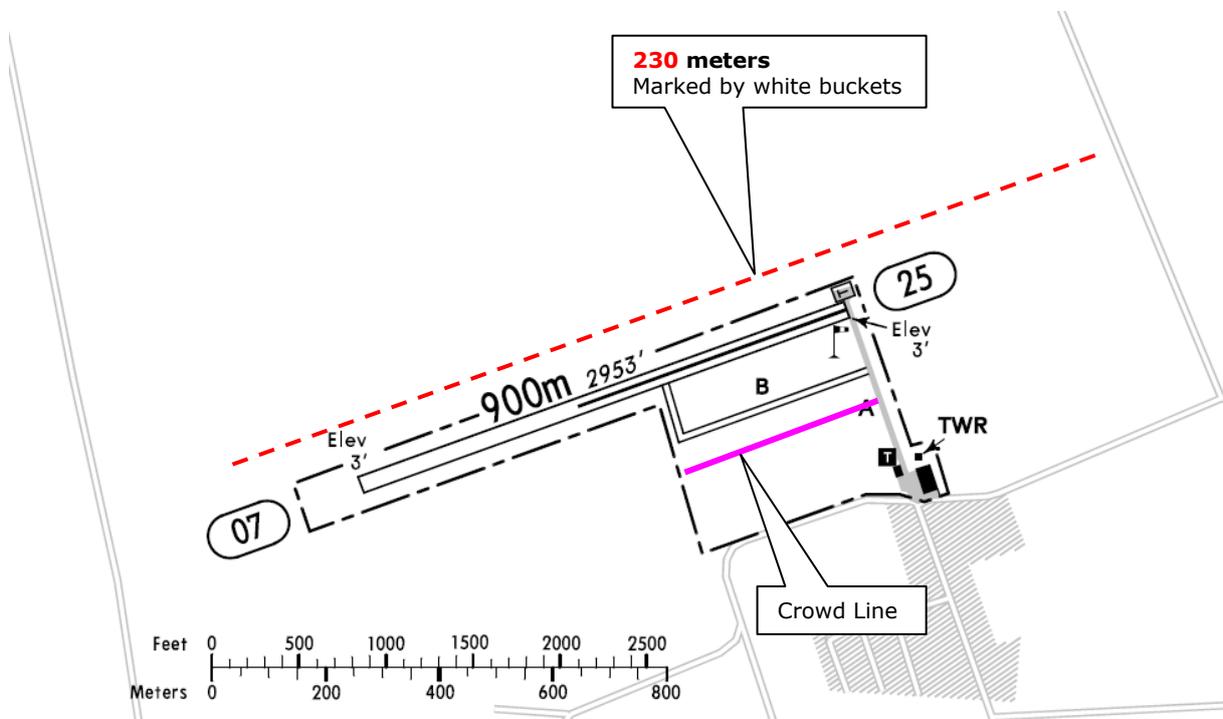
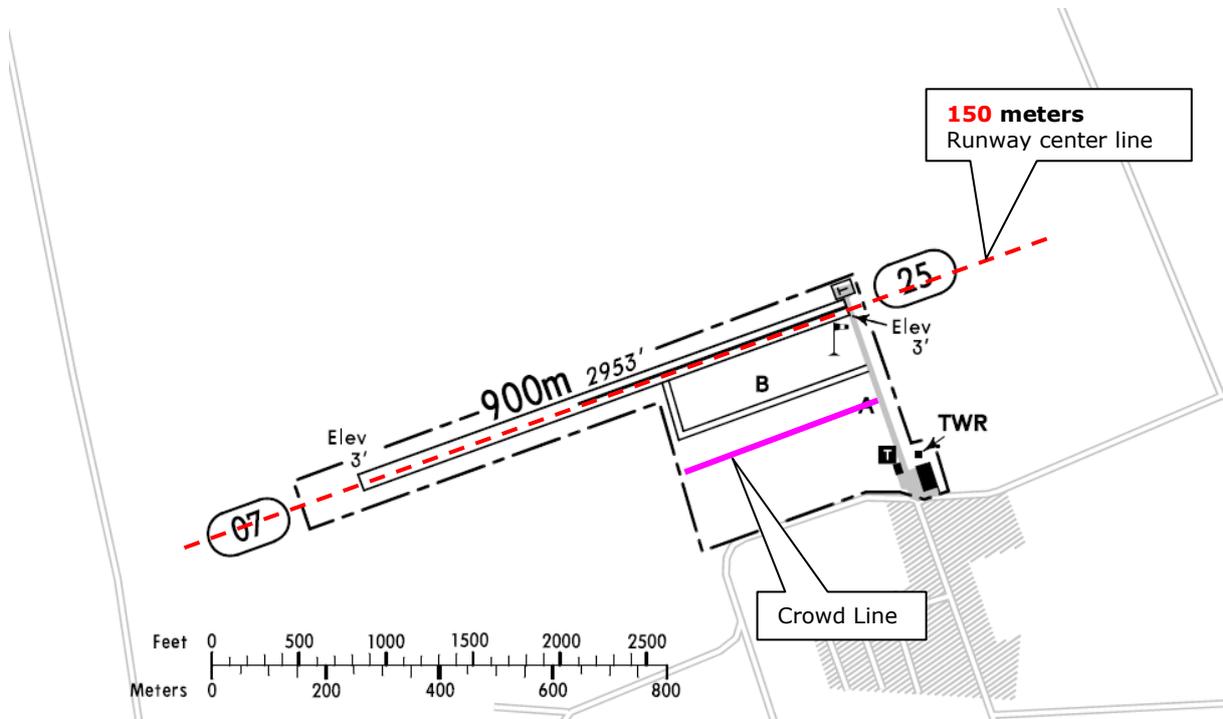
① First 500 x 6m of RWY 25 are paved.

NORDO ACFT PPR.
 MAX 1 ACFT allowed in the traffic circuit.
 Fixed wing ACFT APCH via NOVEMBER.
 Hold over NOVEMBER when other traffic in the circuit.
 Report NOVEMBER, downwind and final to AFIS or blind.
 HEL APCH report 2 NM from AD.
 Intense parajumping exercise possible up to FL 150.
 Overhead joining not allowed due to noise abatement and parajumping exercises.
 All flights within or below Eelde TMA (E) are urgently requested to contact EELDE APPROACH.
 Outside Eelde APP op hr use TWR FREQ.
 See also Natural Area Waddenzee (Wetland) in section 2.1 Regulations.
 TWY B limited AVBL.

CHANGES: RWY, Dimensions, • TWY, • Declared Distances, • Text.

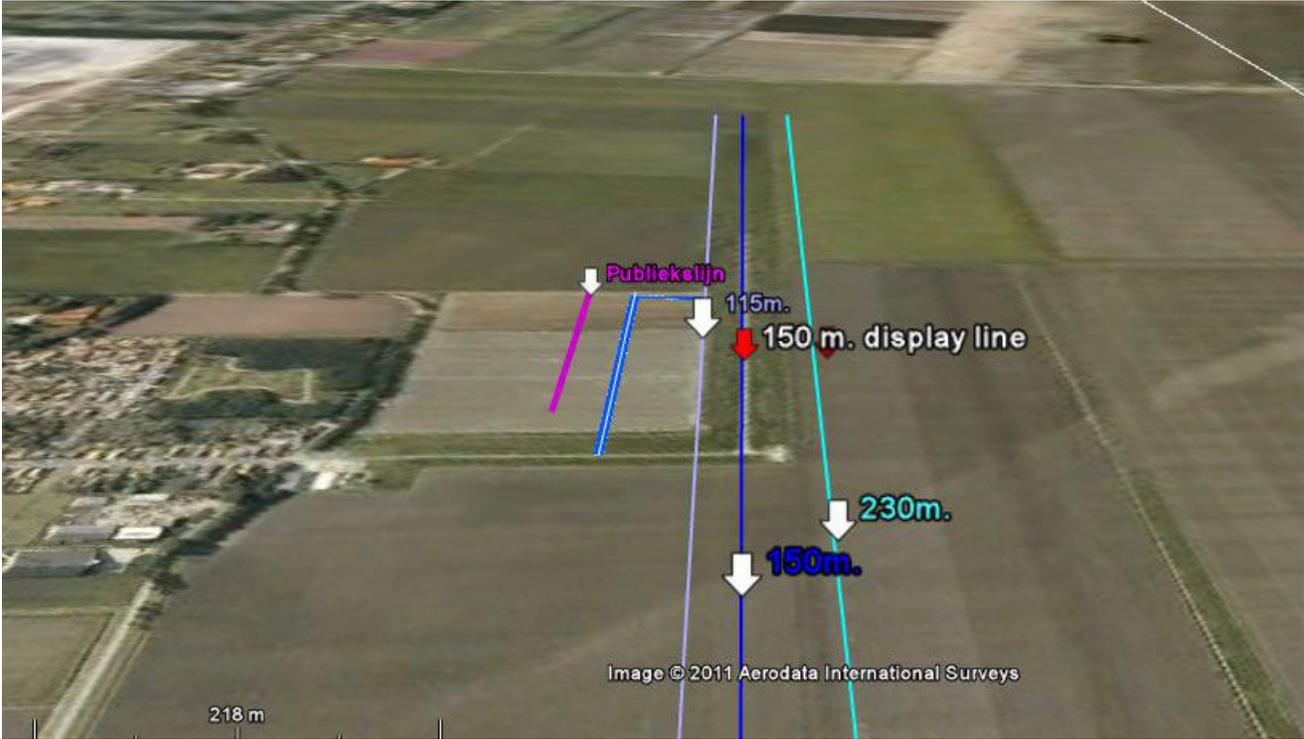
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D. Display Lines

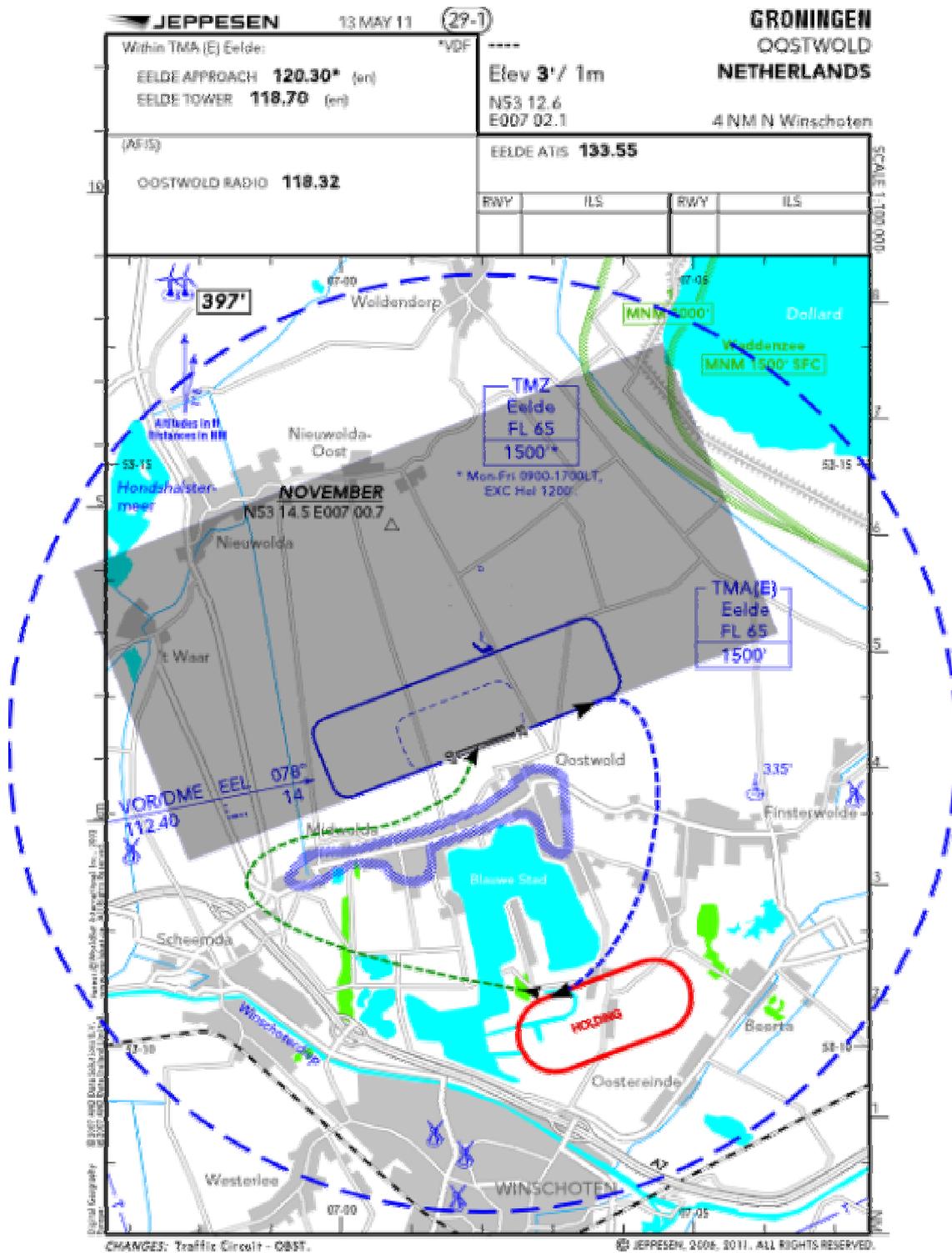


Display lines only valid for the portion parallel to the crowd line. For clarity drawn 'extended'.

View from final RWY25

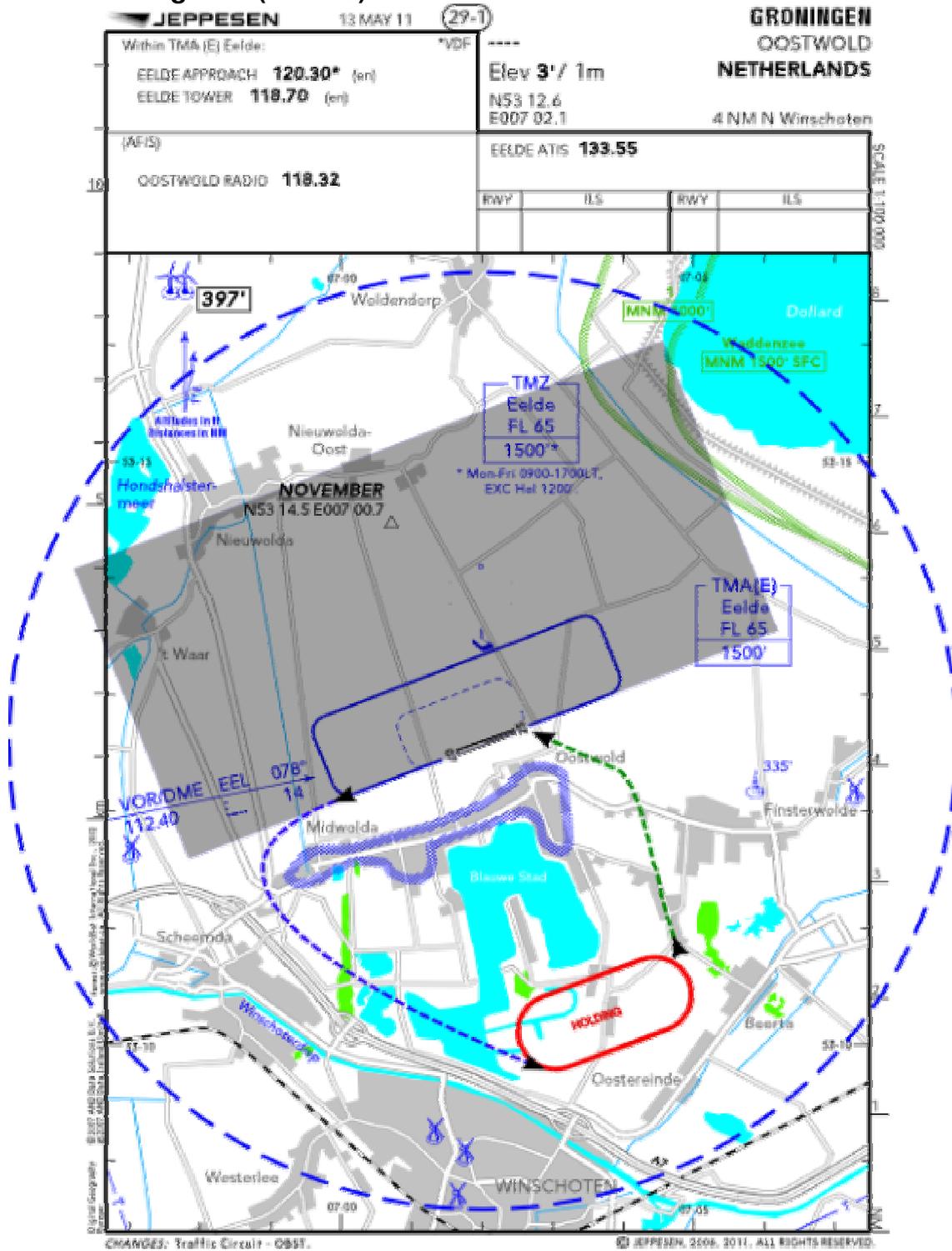


E. Holding area (RWY07)



Display area: Grey coloured rectangular.
 Avoid the build up area between Midwolda and Oostwold

F. Holding area (RWY25)



Display area: Grey coloured rectangular.
 Avoid the build up area between Midwolda and Oostwold

G. Alternate airports



Alternates:	Distance	Track	Runways	Frequency
EDWE (Emden)	13	032	08-26 1100m. Asphalt	118.900
EDWF (Leer)	15	076	08-26 1200m. Asphalt	130.775
EHGG (Eelde)	17	252	05-23 2500m. Asphalt	118.700
EDWR (Borkum)	26	333	13-31 1000m. Asphalt	123.000

H. (Mode-S) Transponder mandatory zones

