



Some Common Arrival Features

All major airshow arrival procedures have a few key things in common. They're in keeping with the "we have to put them together to keep them apart" style of air traffic management:

AN INITIAL GATHERING POINT/LANDMARK

To get all arrivals flying at the same speed and altitude, major airshows usually pick a nearby landmark as a marshalling point. Inbound aircraft are expected to circle this landmark at specified altitudes and airspeeds—usually about 1000 feet agl and 90 KIAS—with a higher layer for faster aircraft. Controllers stationed nearby will sort out the spacing, helping meter arrivals during heavy periods or advising when the field is or will be closed for a period.

FREQUENCIES TO USE/MONITOR

The controllers will be on a frequency dedicated to the arrival, but don't expect them to want to hear from you. Instead, it'll mostly be a one-way communication, using aircraft color and general configuration—"yellow high-wing" or "white taildragger"—to identify specific inbound aircraft. You'll be expected to listen, not speak, and acknowledge instructions simply by rocking your wings. In the event you must say something, your registration number doesn't matter; aircraft type/configuration and color do, however.

GET IN LINE, FLY SLOWLY

Once told to do so, you'll fly from that initial point to the airport via a heading or by using other landmarks. Railroad tracks, highways and water towers are popular. You'll also be told which aircraft, if any, to follow, which runway is in use and what kind of pattern—left or right—you're expected to fly. You'll do this all at the same altitude/airspeed you established over the initial landmark. Presuming everyone is on the same page and following the procedures, there's really nothing to it.





NOTAM

Special Flight Procedures effective AMCDE July 26 to Noon CDT August 5, 2013

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