

smoother traffic flow.

5. Since the Arrival Procedure must take into account pilots who are NORDO, or who do not see this advisory, the actual circuit entry must conform to Standard Circuit Entry procedures.
6. The Pilot-In-Command is solely responsible for establishing aircraft separation, and complying with standard circuit procedures.

Arrival Procedure:

1. Pilots should familiarize themselves with the arrival by reading this document ahead of time.
2. The runway in use will be 13/31. The other runway, 08/26, will be used as a taxiway unless crosswinds are quite strong.
3. The grass runway, 17/35 is not to be used.
4. There is a grass surface adjacent to the east side of 13/31 south of Delta taxiway. It is only 1250 ft long, and has been constructed for the ECAF Tiger Moth. There are lights along the side of the pavement. Pilots are encouraged to stay on the paved surface of 13/31.
5. Pilots should maintain a listening watch on 122.775, Edenvale, when within 15 miles, to determine runway in use. There will likely be enough traffic that a call will not be required. (Pilots are encouraged to keep the radio calls to an absolute minimum.)
6. **If Runway 31 is in use**, pilots are encouraged to begin an arrival route over the town of **Minesing** (N044° 26.5', W079° 50.4'), at 2000 ASL, arranging their flight to merge from the SW, S, or SE.
7. Pilots are encouraged to space themselves out, and fly north along HWY 26, then follow the highway as it turns west, towards the airport, angling slightly north (as per the diagram), descending to 1700' ASL, to make an overhead entry into a left-hand circuit.

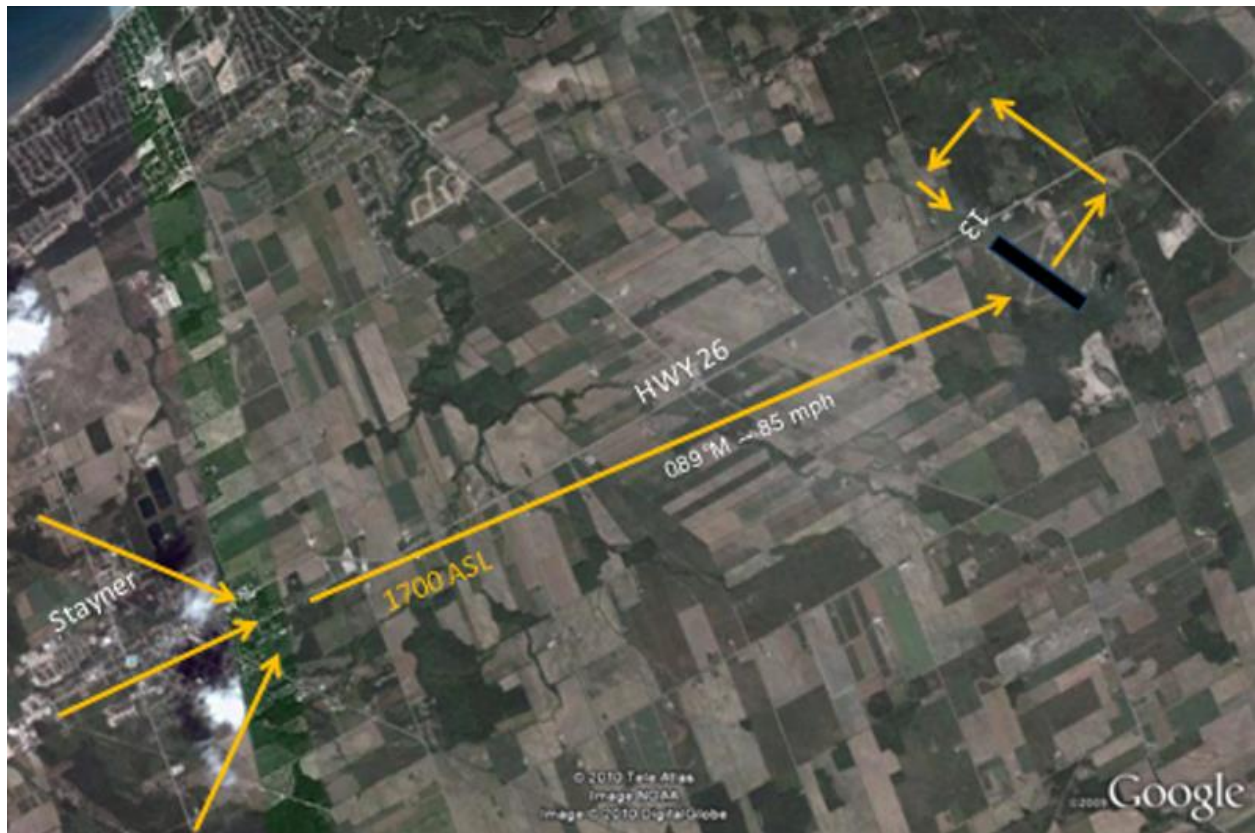
- Once landed on **31**, do not plan to turn off on "D", **exit onto runway 08** (approximately 2900 ft available). From there, marshallsers will give directions to the parking areas.





9. **If Runway 13 is in use**, pilots are encouraged to begin an arrival route over the town of **Stayner**, (N44° 25.1, W080° 05.1) at 1700' ASL, arranging their flight to merge from the NW, W, or SW.
10. Pilots are encouraged to space themselves out and fly east along HWY 26, angling slightly to the south to make an overhead entry into a left-hand circuit.
11. Once landed on **13**, pilots should plan to **exit via the taxiway D** (adjacent to the blue-roofed large hangar, approx. 2300 ft available). From there, marshallers will give directions to parking areas. If unable to stop before "D", continue to the end of the runway and exit on the old pavement to the East, to make way for landing traffic. **DO NOT**

BACKTRACK on the active runway until the arrival path is clear. It may also be possible for aircraft to taxi to the parking area via the grass runway 35. Look for the marshaller.





1. A reasonable planned target speed during either arrival is **85 mph**. Pilots of aircraft unable to accommodate this speed (some are too fast, some are too slow), will have to be aware and make adjustments.
2. There will be no Positive Aircraft Control, but establishing these longer arrival routes should help alleviate the bottleneck of past years.
3. Pilots should plan to spend as little time as possible on the runway.
4. Pilots should take great care around spectators, and be ready to shut down at the first indication of a conflict.
5. **Helicopters** – Please do not fly at low altitude over the crowd or the parked aircraft. See the diagram for the “H” parking area. **If Runway 31 is in use:** Arrival – pilots are

encouraged to approach the airport from the east, at a suitable altitude to remain clear of any fixed-wing aircraft, and air-taxi as per the arrow to the parking area. (There are some small trees, but one clear avenue exists.) Departure – pilots are encouraged to air-taxi across the airfield remaining south of taxiway “D”, then follow the runway 31 departure path. **If Runway 13 is in use:** Arrival – in order to avoid crossing the crowd or the active runway, pilots are encouraged to fly the same standard circuit joining that the fixed-wing aircraft do, then once south of taxiway “D”, air-taxi to the “H” parking area. Departure – as per the diagram, pilots are encouraged to exit the property to the east.

General Notes:

1. There is no airshow. There is no airspace closure.
2. Staff will be on-hand by 09:00.
3. The circuit will be very busy. Please keep the radio calls to an absolute minimum.
4. The aircraft types arriving will vary from J-3 Cubs to light twins, with a wide speed difference. Pilots must space themselves out.
5. Fuel and oil are available, but ramp space is very tight around the pumps, and spectators will make access very difficult until later in the afternoon. The aircraft may have to be pushed by hand.
6. Aircraft marshalls’ may be on bicycles.
7. Pilots will receive Free Admission, plus free coffee and doughnuts in the morning.
8. Several Warbirds are planned to attend, such as a Westland Lysander, B-25 Mitchell, Harvard, Cornell, Tigermoth and many others but it is not anticipated that these types will fly during the busiest arrival/departure times.
9. 13:00 CASARA will be hosting a Recurrent Training seminar in the ECAF hangar.

Departures

1. Please cooperate with marshalls as much as possible.
2. Runway 31 in use: pilots are encouraged to taxi down Runway 17 (grass), then onto 31 for departure. If pilots are uncomfortable on the grass, and wish to use "D" and then backtrack on Runway 31, there may be a delay.
3. Runway 13 in use: pilots are encouraged to depart from the intersection of Runway 08, @2900 ft available, although backtracking to the button of Runway 13 is at pilot's discretion.

Emergency Procedures:

1. If an accident occurs and runway 13/31 is closed, it may take quite a while for 08/26 to be opened (because of aircraft on static display at the east end of the runway). Pilots should remain clear of the circuit until advised that the new runway-in-use is clear.
2. Alternate airports:
 - Collingwood, 8 nm, 275 degrees True
 - Huronia, 14.4 nm, 006 degrees True
 - Lake Simcoe Regional, 17.5 nm, 081 degrees True

Disclaimer:

Note: this briefing is for information purposes only, and in no way absolves the pilot in command from the responsibility of operating according to the CARS, and exercising good airmanship. The Edenvale Classic Aircraft Foundation, and the Edenvale Airport, in no way accept responsibility for the operation, airspace separation, ground separation, or handling of any aircraft attending the Gathering of the Classics. Pilots flying aircraft into the Gathering of the Classics, and taxiing on the ground, do so at their own risk