

# Editorial

Ian Waller

## Playing by the rules

*A wonderful show, with 1,000+ aircraft visiting Sywell. Other fields, meanwhile, urgently need our support to ensure their very survival...*

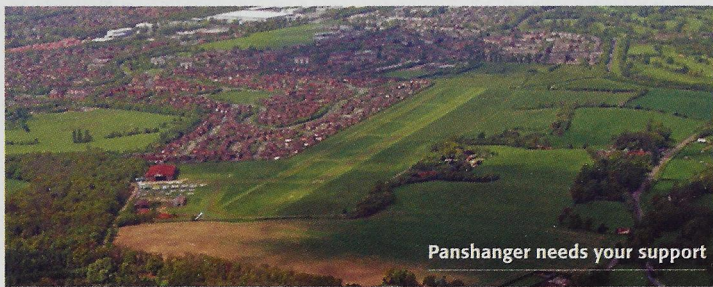


**M**ore than 1,000 aircraft arrivals over just three days wasn't only a great achievement for the organisers of AeroExpo, it also deserves well-earned congratulations to the crew who dealt with all those movements along with the resulting departures.

It certainly helped that guidance for anyone planning to fly in was available well in advance, both from the airfield itself and the event's website. Airfield hours and contact information, noise abatement procedures, booking in advice, Met, arrival and departure directions were all there. In the main, it appeared that everything went pretty well.

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And yet, as always, a very few aircraft still arrived with what appeared to be no prior reference to Notams or procedures, and apparently little appreciation of exactly what PPR stands for. As Darren Lewington points out so well on page 38 of this issue, getting it right when approaching or departing any airfield at any time is not only a matter of good airmanship, to some degree at least it's a part of the ANO. In the hectic and demanding environment of a major aviation rally, it's just folly not to comply,



Yes, you're right, in certain circumstances all of that airfield red tape and the requirements can be a pain. I mean, is PPR really that necessary a requirement across so many airfields? It's certainly not the case for any number of airfields overseas. But when it is, it's not the biggest hassle in the world to comply with it, is it? After all, the information is there in any number of formats.

The vast majority of pilots are thoughtful and safe flyers. What a pity that the minority can't play the game.

On the subject of airfields, we've recently seen three more airfields under threat from nearby developments – Popham, Panshanger and Wellesbourne – all well respected, established and favoured destinations that have called upon the GA community's help to them

survive. The time to comment on the situations at Popham and Wellesbourne has passed, but you can still help the Panshanger cause at [www.savepanshanger.co.uk](http://www.savepanshanger.co.uk)

As if times weren't tough enough for airfields at the moment anyway...

It's nothing new to ask all pilots to keep an eye on what's going on in GA, not only in our own back gardens but on the wider scene as well, and to do what we can to help safeguard this wonderful pastime of ours. Whether it's adding our names to a petition or simply following the rules to help the airfields operators to have an easy time of it. This is something most pilots are happy to do. For those who perhaps need a nudge, feel free to nudge them. Next time, it might be your airfield that's threatened with closure. ■