

# Pilots Briefing Pack - Aero Expo 2019

## 1. Introduction

- These procedures should be followed during the times of this event as listed in paragraph 2
- These procedures should be adhered to in order to create a safe and orderly flow of traffic.
- The pilot-in-command remains responsible at all times both in the air and on the ground.
- An RA(T) will be in force for the event. Permission to enter the RA(T) is via a confirmed slot time, and by following these procedures. Pilots should read these procedures carefully and study in detail before departure from their home aerodrome. Pilots who have obviously not read these instructions will be refused entry into the RA(T) in the interests of flight safety. Any breaches of these instructions will be subject to a CA939 (Report on alleged infringements of air navigation legislation) Fully briefed is fully prepared.
- Wycombe Air Park (Booker) Aerodrome and its employees accept no liability whatsoever for any damage, injury, incident or accident whilst following these procedures, nor for any legal action resulting from doing so.

## 2. Aerodrome Hours

The Aerodrome will be Open and Air Traffic Control manned on 126.555Mhz as follows:

- Thursday 13<sup>th</sup> June 0700 to 1700 UTC (0800 to 1800 BST)
- Friday 14<sup>th</sup> June 0700 to 1700 UTC (0800 to 1800 BST)
- Saturday 15<sup>th</sup> June 0700 to 1700 UTC (0800 to 1800 BST)

**ALL** out of hours movements on these dates are subject to **specific approval** by the aerodrome authority on the grounds of safety.

On Saturday 15th June, there will be an Air Display between 13:30 – 14:30 UTC (14:30-15:30 BST)

## 3. Air Traffic Control Service

Pilots joining and leaving the airfield during the above time should use the callsign 'Wycombe Tower'. This will be in operation on the above-mentioned frequency 126.555Mhz.

The Ground frequency will NOT be in use.

## 4. Runways

- Runways available will be 06/24 Hard. LDA 730m
- Runway 06/24 Grass. LDA 631m
- Runway 35 will not be available during the period of Aero Expo

Note: Runways 06/24 Grass and Hard are divided by taxiway Bravo, pilots should familiarise themselves with the AIP Aerodrome Chart. No parallel arrivals or departures are permitted.

## 5. Runway changes

- A runway change will be broadcast on 126.555 MHz.
- Aircraft that have already left Stokenchurch Mast may continue to land as per the procedures.
- Other aircraft are to remain outside the RA(T) and wait the 'Runway Change Complete' call before commencing the joining procedures.

## 6. IFR/VFR

- ALL arrivals and departures should be under Visual Flight Rules.
- IFR Departures are permitted in VMC provided a squawk is obtainable by Wycombe Tower from London Control. Aircraft are reminded of the close proximity of controlled airspace (CAS) and must remain outside CAS until cleared to enter by London Control.
- **Note: ATC workload may be such that an IFR Clearance/Squawk may not be obtainable by Wycombe Tower. In this event, pilots are to depart VFR, remain outside controlled airspace and free-call London information for an en-route IFR joining clearance.**

## 7. Booking In

- Wycombe Air Park is STRICTLY PPR only
- All aircraft attending AeroExpo must book a landing slot. Slots must be booked/amended online via the AeroExpo website until 08:00 BST on 12<sup>th</sup> June 2019. After this time call Wycombe Air Park via telephone 01494 443737.
- **ALL exhibiting aircraft arriving Thu to Sat inclusive must book arrival slots**
- Please fill in ALL requested details correctly and in full when booking in as this is the official movements log. For example, do not state a 'private site' without a name.
- Any changes or important information will be e-mailed to all slot holders, so ensure your contact details are correct.
- Pilots are to adhere to their slots as closely as possible. All slots times are LOCAL.

## 8. Flying Display

There will be a flying display on Saturday 15<sup>th</sup> June between 14:30 and 15:30 BST. No arrivals or departures will be possible during this time.

## 9. Rescue and Fire Fighting Services

The Aerodrome provides RFF Cat 1 services.

## 10. Initial Arrival Procedures – Fixed Wing & Helicopters

- Aircraft arriving from Europe should avoid all controlled airspace, especially that of the major London Airports. Lower Airspace Radar Service (LARS) is available from the units displayed in AIP section ENR 6.1.6.3 [click here](#). Pilots should be cautious of CAS and the vicinity of the London TMA.
- Pilots must also be aware of the proximity of RAF Benson and its associate MATZ.
- The arrival procedure begins at Stokenchurch Mast, position 51.6653889N, -000.9237806W, elevation 1117 feet AMSL. The mast is located close to the eastern edge of the M40 motorway. Prior to reaching Stokenchurch MONITOR Wycombe Tower on 126.555MHz.
- Pilots should call Wycombe Tower on 126.555Mhz at Stokenchurch Mast giving aircraft type, registration, pre-allocated slot reference and whether the grass or hard runway is specifically required. E.g. "Cessna 172, GABCD, Victor 16 at Stokenchurch Mast, requesting grass runway". ATC will respond with the runway-in-use and QFE. To reduce RTF workload

subsequent communication will utilise the aircraft type and last 2 letters of the registration – e.g. “Cessna 172 CD .....”.

- NOTE: ENTRY INTO THE WYCOMBE ATZ FROM ANY OTHER DIRECTION IS NOT PERMITTED

## 11. Final Arrival Procedures – Fixed Wing

**CAUTION: There will be helicopter traffic inbound from the north not above 1000ft QFE**

- The route follows the M40 south-eastbound at a height not below 1500ft QFE. NOTE: The fixed wing height is 500 feet above the rotary joining height.
- Pilots MUST keep a very good lookout as Traffic Information will not be provided due to the expected congestion in RT.
- When past the Noise Avoidance area at Lane End, cross the motorway at the bridge aiming for the centre of runway 24/06.
- Fly not below 1500ft QFE until south of the runway and turn downwind south of the runway in the direction appropriate to the runway in use (Runway 24 = Left hand & Runway 06 = Right hand) and call overhead.
- Unless specifically asked to do so, ignore downwind calls and only report when on Final.
- Pilots are reminded to keep in order and there is to be no overtaking.
- After Landing, ATC will give clearance to vacate and if safe to do so, clearance to cross the taxiway and grass runway.
- **CAUTION – Taxiway Bravo is a grass taxiway between the grass and hard runways, it is marked by blue markers and has a yellow centreline. If landing on the hard runway and vacating onto Taxiway Bravo you MUST wait for an ATC clearance to cross the grass runway before proceeding with the marshal.**
- When clear of the manoeuvring area, pilots should follow the instructions of the marshalls who will indicate a suitable parking position.
- Parking is on the grass area west of Runway 35. The Heli Games will be taking place to the east of Runway 35. Runway 35 will be used as a taxi route under the direction of the marshalls.
- Pilots and their passengers are requested not to walk to the Show Pilot Entrance, please wait for one of the two dedicated minibuses.

## 12. Final Arrival Procedures – Helicopters

**CAUTION: There will be fixed wing traffic inbound from the north not below 1500ft QFE**

- From Stokenchurch, fly direct to the North of the airfield where there is an aiming point for landing at Training Area November
- Fly VFR at 1000ft QFE or below to keep clear of fixed wing arrivals
- After landing, marshalls will direct you to parking north of the hard runway and west of Runway 35.
- There is no helicopter parking south of the runway during the event.
- Pilots and their passengers must wait at the perimeter track for the Minibus to collect them and take them to the Show Pilot Entrance.

## 13. Fuel

Avgas 100LL and Jet A1 fuels will be available from bowsers **on arrival**. Please speak to the refuelers or marshalls on arrival if you require fuel because payment will need to be made underneath the control tower at the Show Pilot Entrance. If requesting fuel before departure you will need to go back on the minibus to pay.

#### 14. Runway Backtracking

Unless instructed by ATC, backtracking of either the grass or hard runways is not permitted

#### 15. Blocked Runway

In the event that the runways become unavailable, pilots shall follow ATC instructions

#### 16. Radio Failure

- In the event of a radio failure prior to reaching the Stokenchurch Mast, pilots are requested to divert to the nearest alternative airfield.
- If a radio failure occurs after leaving the Stokenchurch Mast when inbound, pilots should follow the joining procedure above and carry out a 'wing waggle' when down-wind. Subject to ATC workload, a clearance to land will be indicated by a steady green light from the tower. A go around instruction will be in the form of a steady red light.

#### 17. Emergencies

- If an emergency is experienced, make the standard PAN or MAYDAY calls. ATC will then revert to standard radio procedures and ask all conflicting aircraft to break off their approaches and hold off in the local area. The emergency aircraft will be afforded priority and can either position for a straight in approach or overhead join at the pilot's discretion depending on the circumstances of the emergency.
- Any aircraft seen to approach during an emergency will be deemed non-radio and can expect a red lamp signal from the Tower. They must hold to the east of the aerodrome until they see aircraft joining again before following the joining procedure above. Once the emergency is terminated, an all station broadcast will be transmitted by ATC and arrivals will resume.

#### 18. Departures – Fixed Wing

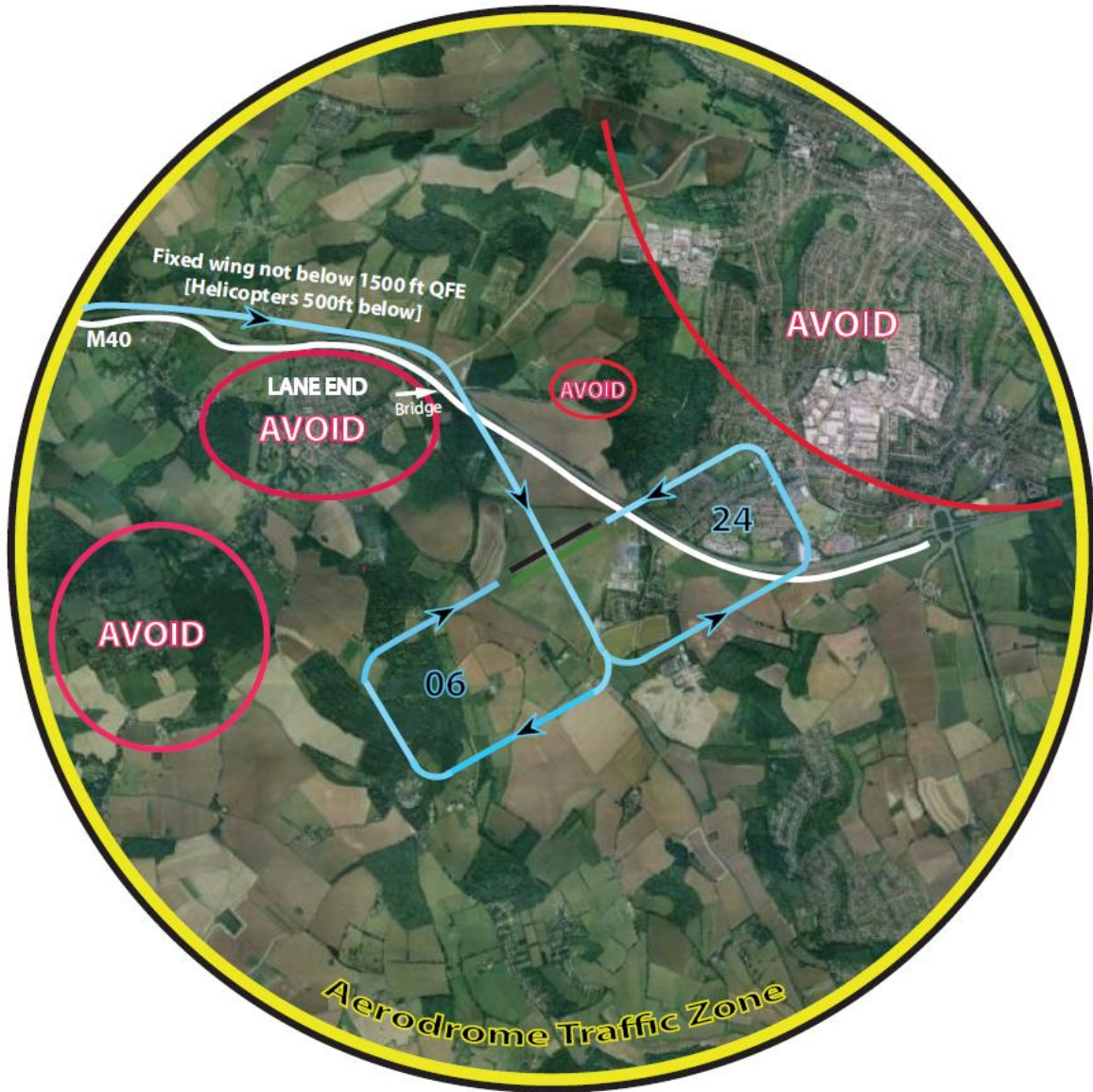
- When ready to depart Pilots and passengers are requested to return to the Show Pilot Entrance to Book Out and receive a departure briefing before being taken to the parking area by the minibuses.
- **Pilots shall note the proximity of Wycombe Air Park to the Heathrow Control Zone (CTR) and other LTMA Controlled Airspace. RAF Benson and its associated MATZ are also adjacent to Wycombe**
- **Runway 24 departures.** Fixed wing aircraft are to taxi out of the parking area eastbound onto Runway 35, marked with white tribox markers. Taxi northbound between the white markers. When abeam the last set of markers turn right for Runway 24 (Holding Point Alpha - temporary) which is 30m south of the Grass Runway abeam the respective threshold markers.  
Pilots should remain 30m south of the grass runway at all times (marked by red concrete slabs and blue cones) and should not enter the Heli Games course.  
Pilots are to contact Wycombe Tower (126.555MHz) with their Aircraft Registration and Type when number one at the hold and ready for departure. ATC will issue a departure clearance for either the grass or hard runway.

- **Runway 06 departures.** Fixed wing aircraft are to taxi out of the parking area eastbound onto Runway 35, marked with white tribox markers. Taxi northbound between the white markers. When abeam the last set of markers turn left for Runway 06 (Holding Point Bravo - temporary) which is 30m south of the Grass Runway abeam the respective threshold markers. Pilots should remain 30m south of the grass runway at all times (marked by red concrete slabs and blue cones) and should not enter the Heli Games course. Pilots are to contact Wycombe Tower (126.555MHz) with their Aircraft Registration and Type when number one at the hold and ready for departure. ATC will issue a departure clearance for either the grass or hard runway.
- Pilots shall follow the published noise abatement procedures
- After departure, pilots are to leave the ATZ to the **North-West** for Runway 24, or **North** for Runway 06
- Pilots wishing to join or cross any controlled airspace are reminded that they must remain outside controlled airspace until they have been issued with a positive ATC clearance to enter.

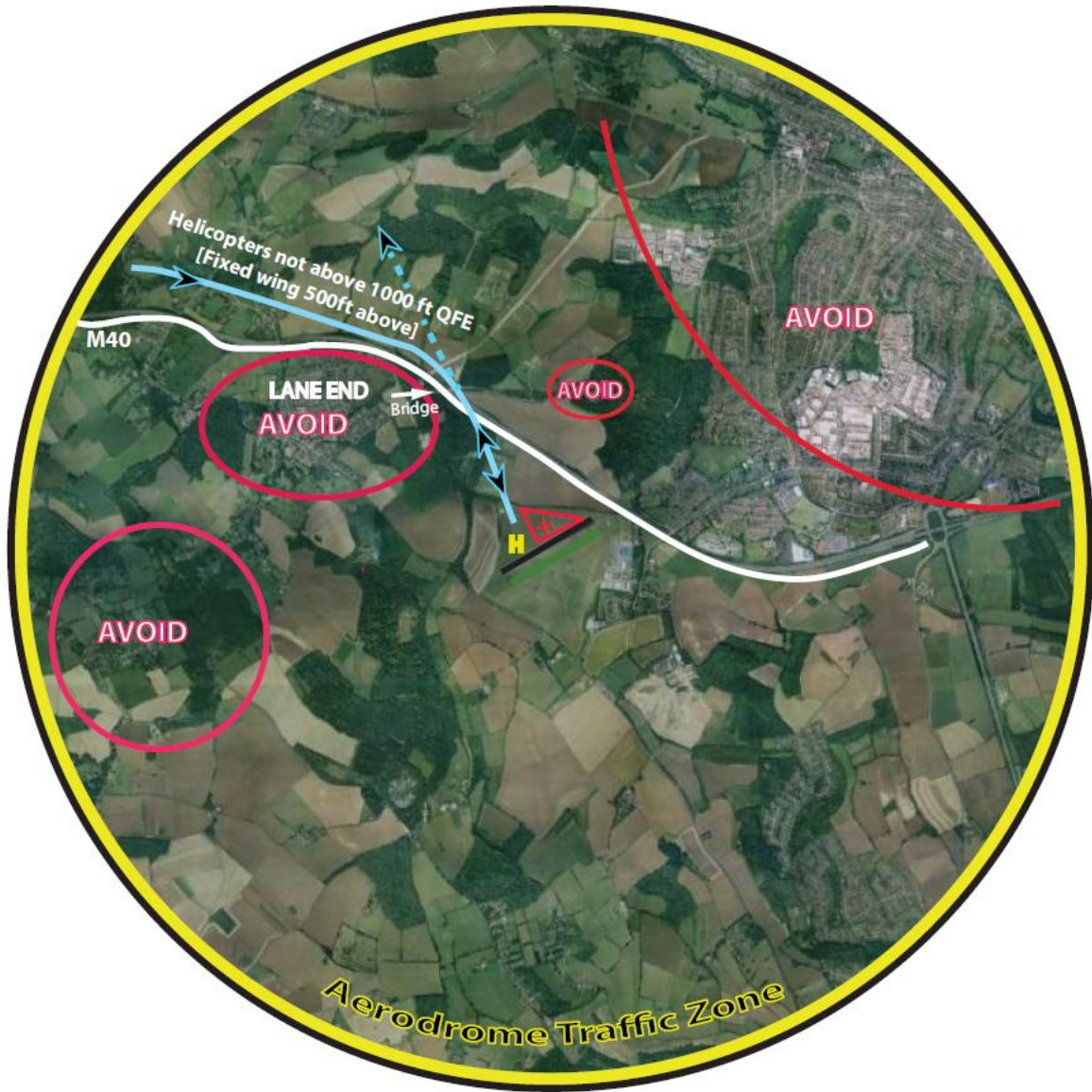
#### 19. Departures – Helicopters

- When ready to depart Pilots and passengers are requested to return to the Show Pilot Entrance to Book Out and receive a departure briefing before being taken to the parking area by the minibus.
- When started and ready for departure, pilots should contact Wycombe Tower (126.555MHz) for clearance to lift.
- Pilots should depart initially to the North West not above 1000ft QFE VFR until clear of the ATZ and departing fixed wing traffic.

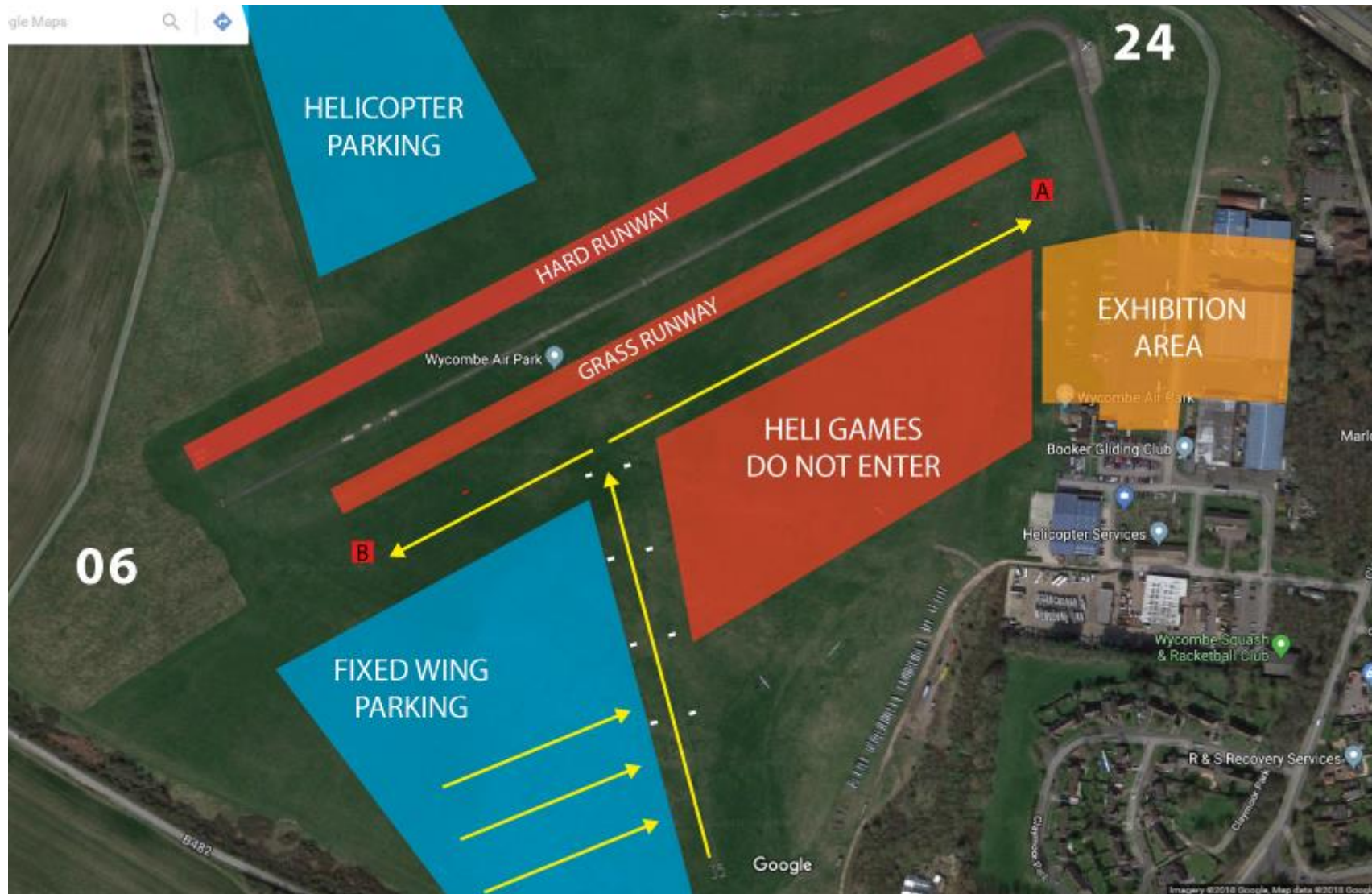
# Appendix A - Fixed Wing Arrival Procedure



# Appendix B - Helicopter Arrival Procedure



## Appendix C – Parking Areas & Fixed Wing Departure Taxi Route

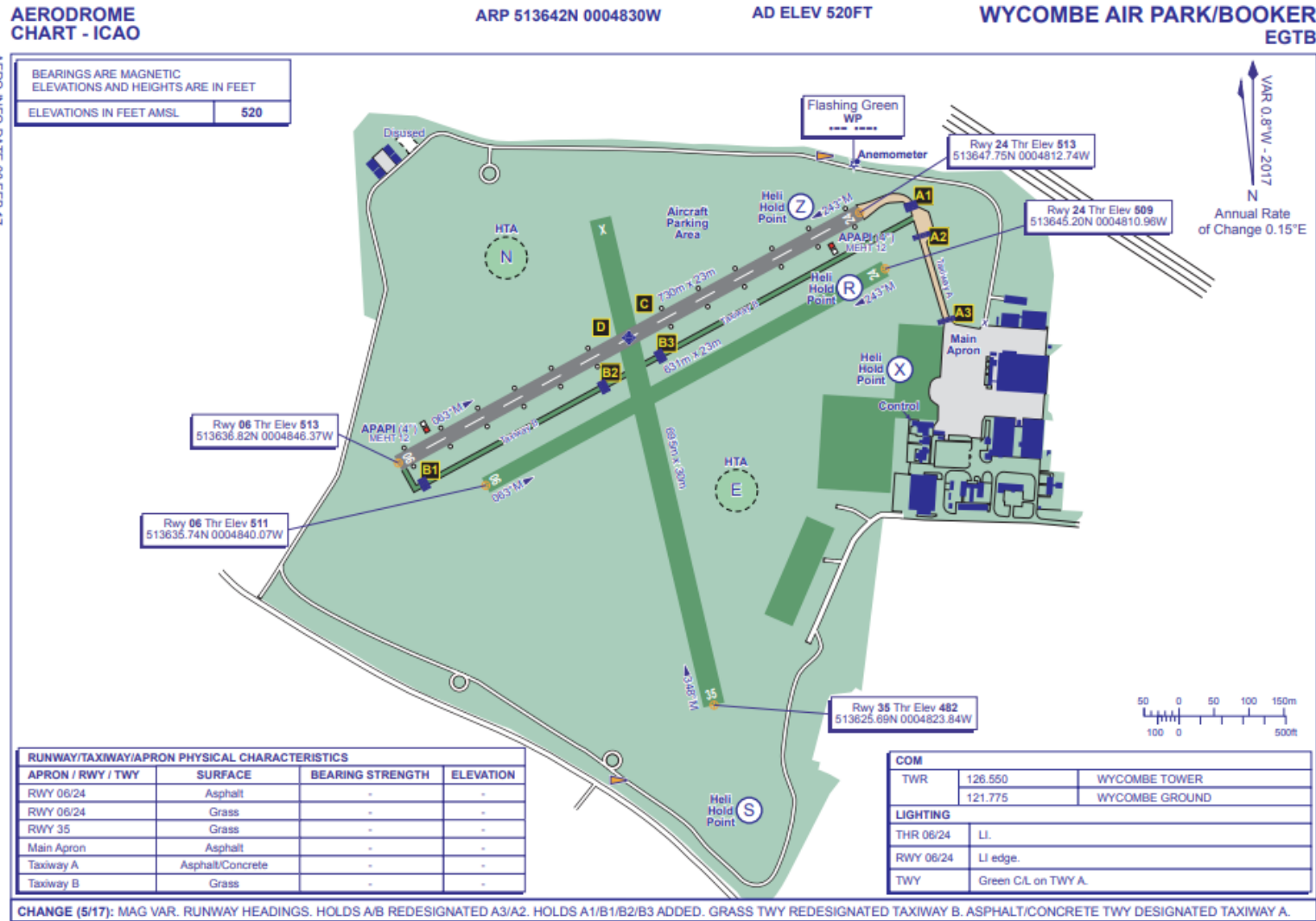




# Appendix D – AIP Aerodrome Chart

CIVIL AVIATION AUTHORITY

AMDT 5/2017



UNITED KINGDOM AIP

AD 2-EGTB-2-1  
27 Apr 2017