

## EURO FLY'IN RSA BRIENNE LE CHÂTEAU, LFFN - JULY 21-23, 2023

### - RADIO CONTACT MANDATORY :

- RSA Operations 130.200 MHz
- Air-to-air communications 123.425 MHz

- CAUTION: HEAVY TRAFFIC EXPECTED PLUS SKYDIVING – NO FLIGHT OVERHEAD THE AIRFIELD

- ARRIVAL: WHATEVER THE RUNWAY IN USE JOIN DOWNWIND DIRECTLY NORTH OF THE RUNWAY AT 1400 FT QNH

- GO-AROUND: MAINTAIN RUNWAY HEADING BEYOND THE END OF THE RUNWAY, BEFORE TURNING CROSSWIND

- TAXI AND PARKING: FOLLOW THE MARSHALLERS' INDICATIONS, LISTEN 130.200 MHz, TRANSMIT ONLY IF STRICTLY NECESSARY

- DEPARTURE: MAINTAIN RUNWAY HEADING FOR 2 NM AT 900 FT QNH MAXIMUM

- AIR SAFETY COORDINATOR: Bernard Lacroix - 06 80 14 44 15

The RSA Euro Fly'In will take place from Friday, July 21, to Sunday, July 23, at the aerodrome of Brienne-le-Château (LFFN).

Before and after these dates, standard procedures apply, see the aerodrome chart:

[https://www.sia.aviation-civile.gouv.fr/dvd/eAIP\\_15\\_JUN\\_2023/Atlas-VAC/FR/VACProduitPartieframeset.htm](https://www.sia.aviation-civile.gouv.fr/dvd/eAIP_15_JUN_2023/Atlas-VAC/FR/VACProduitPartieframeset.htm)

The additional instructions given below are intended to increase the safety around the aerodrome of Brienne-le-Château during the fly'in.

For any question, contact [secuvols@rsafrance.com](mailto:secuvols@rsafrance.com)

**1 – Check the official documents published on the French AIS site**  
<https://www.sia.aviation-civile.gouv.fr/>

### 1.1 – General information

**Air Safety Coordinator :** Bernard Lacroix - 06 80 14 44 15

**Assistant:** Thomas Philbert +33 6 83 56 31 99

**Requirements for access:** Radio mandatory

**Customs:** no customs service available on the aerodrome of Brienne-le-Château, but available with PPR at nearby Troyes airport (LFQB).

**ATTENTION: due to skydiving activity it is prohibited to fly overhead the airfield at any time**

### 1.2 - Frequencies

RSA Operations, 130.200 MHz: information available to join the aerodrome traffic pattern.

Air-to-air communications, 123.425 MHz: in the pattern, using standard air-to-air communication procedures. There is no ATC but the frequency is monitored at all times by the **Air Safety Coordinator**.

### **1.3 - Services provided**

The regional flight-information service and alerts are provided by Seine Info on 120.325 MHz.

- Given the heavy traffic expected in the information zones around Brienne, the controllers will be grateful if you do not call them but just listen to their frequency. Contact them only in case of emergency or for a specific question.

For departures, weather information and flight-plan filing will be available at the RSA Reception. You can also file your flight plan by phone : +33 1 56 301 301.

Refuelling :

- aviation fuel (100LL) will be available. On arrival inform the marshaller that you need some fuel (use the OACI conventional sign, thumb towards the mouth)
- automobile fuels : ask the RSA Reception. A volunteer with a vehicle and petrol cans will accompany you to the nearby petrol station.

### **1.4. – Runways and taxiways**

**Runways in service:**

- Hard runway 10/28, 1305 x 30 meters
- Grass runway 10/28, 727 x 50 meters.

## Simultaneous use of both runways is prohibited.

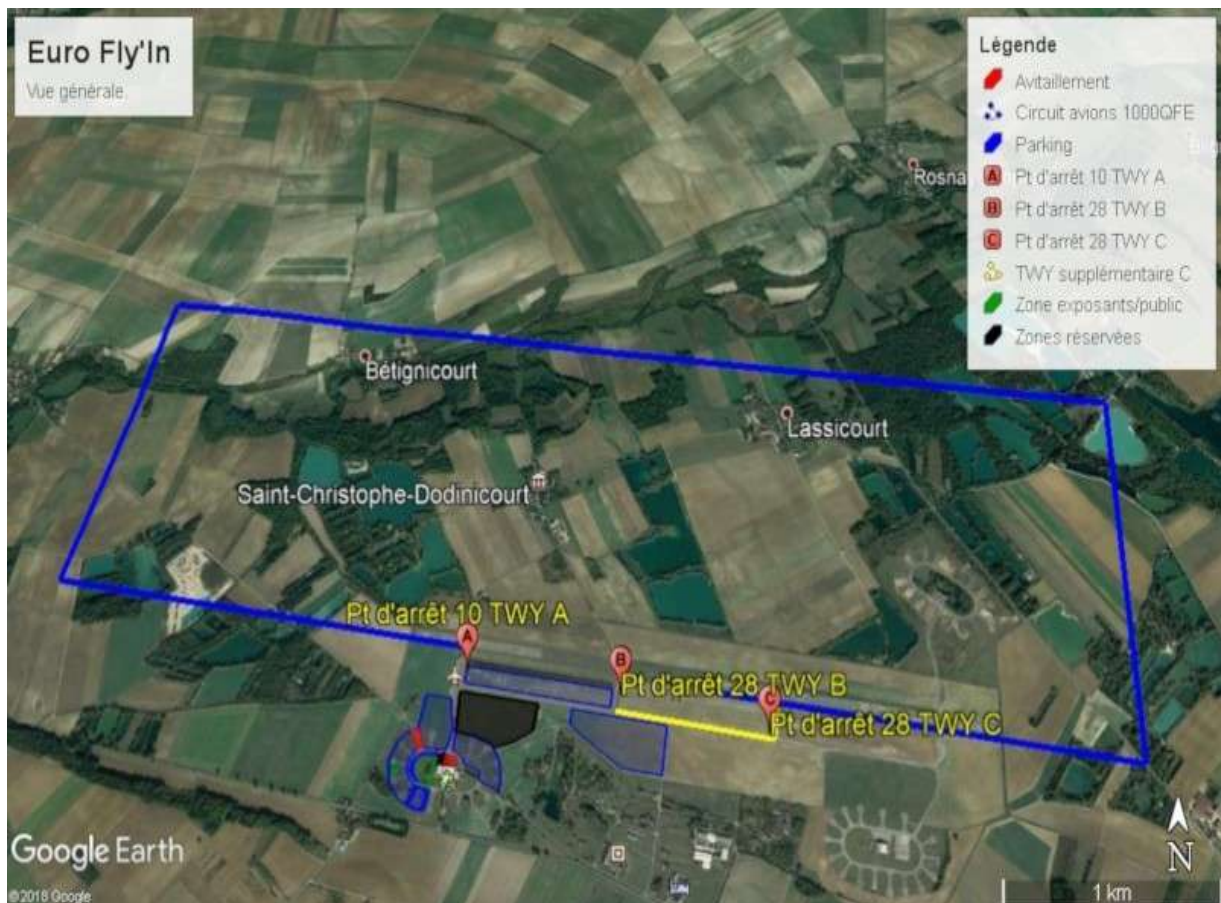
In order to keep traffic fluid and avoid conflict situations on base leg, all aircraft must directly integrate downwind to the north of the aerodrome (1400ft QNH / 1000ft QFE), regardless of which runway they intend to use.

## Taxiways:

No traffic other than on runways and taxiways, except if authorised by a marshaller. In case of doubt, stop your engine and ask for help.

## Creation of an additional taxiway towards the threshold of hard runway 28

During the fly'in, an additional taxiway ("taxiway C") will be open (solid yellow line on the view below).



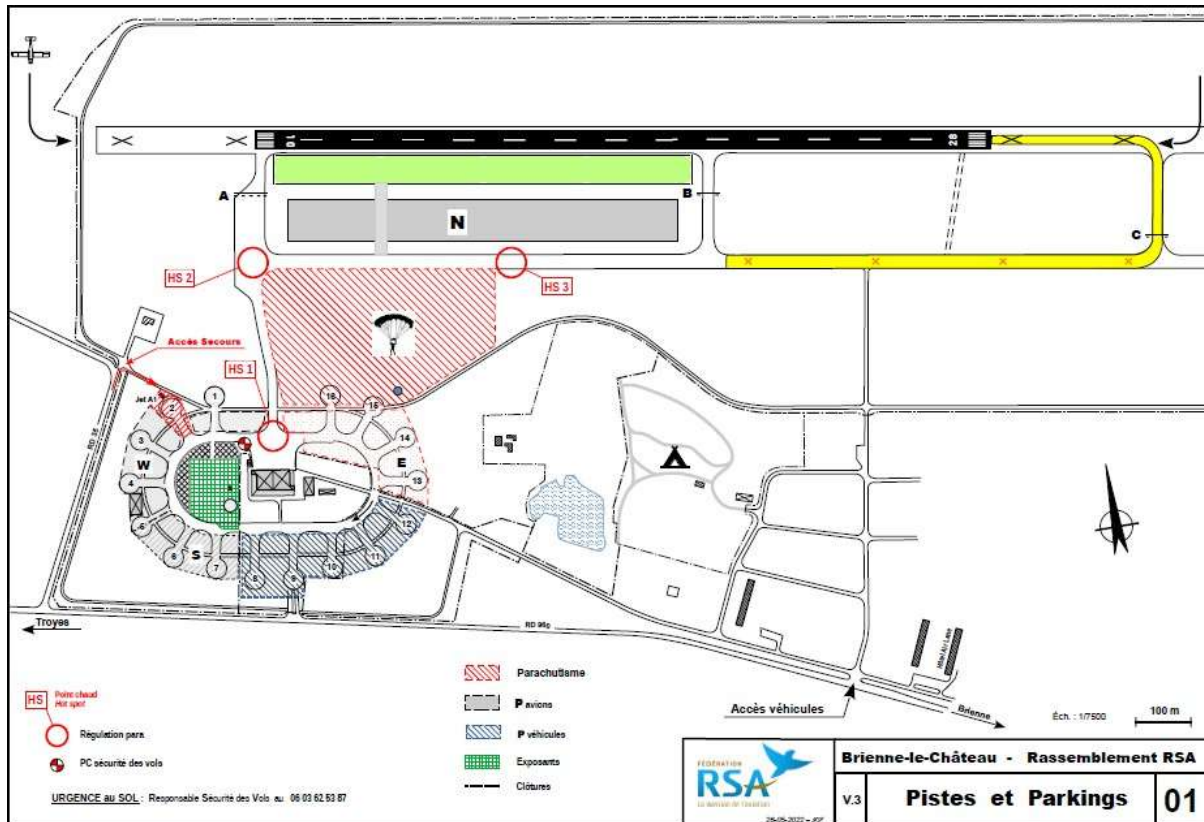
1 – General view of Brienne-le-Château aerodrome

**Visitor parking areas:** visitor parking areas are shown in blue on the view above.

**“Jury” parking areas:** aircraft intended to be examined by the jury will be gathered near the public entrance. Pilots wishing to present their aircraft to the jury will show an A4 sheet with the letter « J » to the marshalls, who will guide them to the corresponding parking area.

**Designers' parking areas:** the parking area reserved for designers will be situated immediately next to the “Designer Village” on the edge of the public zone.

Pilots expected in this parking area should show an A4 sheet with the letter « C » (“Concepteurs”) to the marshalls.



2 – Close-up view of the RSA/Euro Fly’In zone (the south-west “daisy”)

## 2 - ARRIVALS

### 2.1 – Flight preparation

Brienne-le-Château aerodrome is easily accessible, check several restricted zones in the area, in particular:

- the Paris and Seine TMA (class E to A)

- the class-D CTR of Saint-Dizier and Chalons-Vatry
- the military zones LFR 5 and LFR 6
  - the zones LFR 15 A and B which protect the skydiving activity of Brienne-le-Château: these zones can be penetrated by aircraft arriving at or departing from Brienne-le-Château.

## 2.2 – Arrival procedures

### 2.2.1 - Precautions

**Skydiving:** pay attention to the parachute drop aeroplane and/or to the skydivers directly above Brienne-le-Château aerodrome. In order to limit conflicts, all the arriving aircraft must use the north circuit, regardless of the runway in use (hard or grass).

**Language issues:** most communications will be in French but just follow the airfield instructions and do as much “see and avoid” as you can.

Just in case, here is a reminder of the principal keywords in French:

- Downwind: *vent arrière*
- Base leg: *étape de base*
- Finals: *finale*
- Full stop landing: *atterrissage complet*
- Going around: *en remise de gaz*
- Crosswind: *vent traversier*

### 2.2.2 – Arrival procedure

- 5 minutes before entering the restricted zone LF-R 15 A:
  - if necessary close your flight plan with Seine FIS on 120.325 MHz
  - contact **RSA Operations on 130.200 MHz** in order to note all pertinent information (QFU, specific instructions/precautions, etc.)
- before entering the LF-R 15 A zone, make a short call on the aerodrome air-to-air frequency **123.425 MHz** (call sign, position)
- keep 1400ft QNH / 1000ft QFE
- join the beginning of the north downwind leg corresponding to the runway in use; if necessary request the runway in use from the Flight Director, who will be monitoring the frequency permanently
- transmit position at the start of downwind and abeam the threshold
- if the pattern is crowded, just extend your downwind but do not perform any delay maneuvers such as 360°
- radio call on finals, "hard" or "grass"
- aim to exit at the end of the runway to avoid excessive braking
- after exiting the runway follow the marshalls' instructions

### 2.2.3 – Go-around procedure

- maintain runway heading keeping a watch on other aircraft in the circuit
- integrate the start of north downwind at 1400ft QNH / 1000ft QFE.

## **2.3 - Taxiing and parking**

**Beware the people walking around when taxiing**

**Follow the marshallsers' instructions**

**If possible, stop your engine and move your aircraft by hand..**

### 2.3.1 Parking areas

Pilots wishing to access a specific area will show the marshallsers an A4sheet marked with the letter corresponding to the area:

- Judging parking area: « **J** »
- Designer parking area: « **C** »

Aircraft parking is normally on grass. Be careful while taxiing on rough surface.

Some categories of aircraft will be parked close to the taxiways:

- Priority 1: aircraft with disabled persons on board
- Priority 2: aircraft difficult to maneuver on the ground (motor gliders, heavy aircraft, aircraft with tailskids, etc.)
- Priority 3: canard aircraft.

**Whatever the conditions, in case of doubt, stop your engine and ask for help**

After taking care of your aircraft, visit the RSA Reception to sign it in. You will be given your "crew" ("*equipage*") wristband which will allow you to access the parking areas.

## **3 – DEPARTURES**

### **3.1 – Departure from the parking area**

Listen to the airfield frequency 123.425 MHz.

Taxi for departure following the marshallsers' instructions.

### **3.2 – Take-off and departure from the zone**

Simultaneous use of the two runways is strictly forbidden. Do not take-off during a landing on the other runway, to avoid a conflicting situation in case of a go-around.

After take-off maintain the runway heading for at least 2 Nm maintaining 900ft QNH / 500ft QFE until leaving the restricted zone LF-R 15 A.

Flight plans can be activated by Seine FIS on 120.325 MHz.