

## EURO FLY'IN RSA BRIENNE LE CHÂTEAU, LFFN - JULY 22-24, 2022

### - **RADIO CONTACT MANDATORY :**

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

- **CAUTION: HEAVY TRAFFIC EXPECTED, AND PARACHUTE DROPS – AVOID 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 ON 130.200 MHz, TRANSMIT ONLY IF STRICTLY NECESSARY**

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

- **FLIGHT-SECURITY DIRECTOR: Nicolas SOUCHON +33 6 03 62 53 87**

**The RSA Euro Fly'In will take place from Friday, July 22, to Sunday, July 24, on the aerodrome of Brienne-le-Château (LFFN, covered by Seine FIS).**

Participants who wish to arrive and depart from Brienne-le-Château may do so outside of this period, in particular if involved in the organisation of the event. In this case they must follow the usual procedures given in the aerodrome chart, available at: [https://www.sia.aviation-civile.gouv.fr/dvd/eAIP\\_14\\_JUL\\_2022/Atlas-VAC/FR/VACProduitPartieframeset.htm](https://www.sia.aviation-civile.gouv.fr/dvd/eAIP_14_JUL_2022/Atlas-VAC/FR/VACProduitPartieframeset.htm)

The additional instructions given below are intended to increase safety for all users of the aerodrome of Brienne-le-Château and those in the immediate area of the aerodrome during our event. Please take good note, contact us at [secuvals@rsafrance.com](mailto:secuvals@rsafrance.com) in case of any questions, and bear in mind that keeping a good lookout is your best assurance of safety.

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

### **1.1 – General information**

**Flight-security Director:** Nicolas Souchon +33 6 03 62 53 87

**Assistant Flight-security Director:** Thomas Philbert +33 6 83 56 31 99

**Requirements for access:** our RSA Euro Fly'In event is held under the normal conditions of use of the aerodrome, reserved for radio-equipped aircraft.

**Authorised aircraft:** aircraft for assistance or emergency, home-based aircraft, and radio-equipped aircraft participating in the event.

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

**ATTENTION: flight overhead the airfield on arrival and departure is strictly forbidden**

## **1.2 - Frequencies**

RSA Operations, 130.200 MHz: when penetrating the Temporary Restricted Area protecting the Euro Fly'In event, pilots will receive information on this frequency allowing them to integrate the aerodrome traffic pattern safely.

Air-to-air communications, 123.425 MHz: after obtaining the latest information on the RSA Operations frequency above, aircraft should join the relevant circuit (according to the current aerodrome chart), using the normal air-to-air frequency of the aerodrome, 123.425 MHz. This frequency is monitored at all times by the Flight-security Director, who will intervene if necessary in the context of his responsibility (safety announcements, but no control).

## **1.3 - Services provided**

No control service will be provided during the event. Use of the air-to-air frequency of the aerodrome of Brienne-le-Château by the Flight-security Director is only intended to avoid dangerous situations.

In the vicinity of the aerodrome of Brienne-le-Château, flight-information service and alerts are provided by Seine Info on 120.325 MHz. The controllers of Seine Info will be grateful if you only contact them in case of emergency or a specific question, in order not to overload their frequency. Given the expected activity, just monitoring the frequency of SIV Seine should be sufficient to receive useful information.

For your return flight, weather information and flight-plan filing will be available at the RSA Reception situated in the public zone, next to the "Jury" parking area. You also have the possibility of filing your flight plan by phone on +33 1 56 301 301.

Refuelling :

- aviation fuel (100LL) will be available in front of the main hangar. The RSA marshaller will ask you, using the OACI conventional sign language (fist with extended thumb, in the form of a feeding bottle, towards the mouth), if you require refuelling with 100LL
- automobile fuel can be requested at 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 the two runways is strictly forbidden.

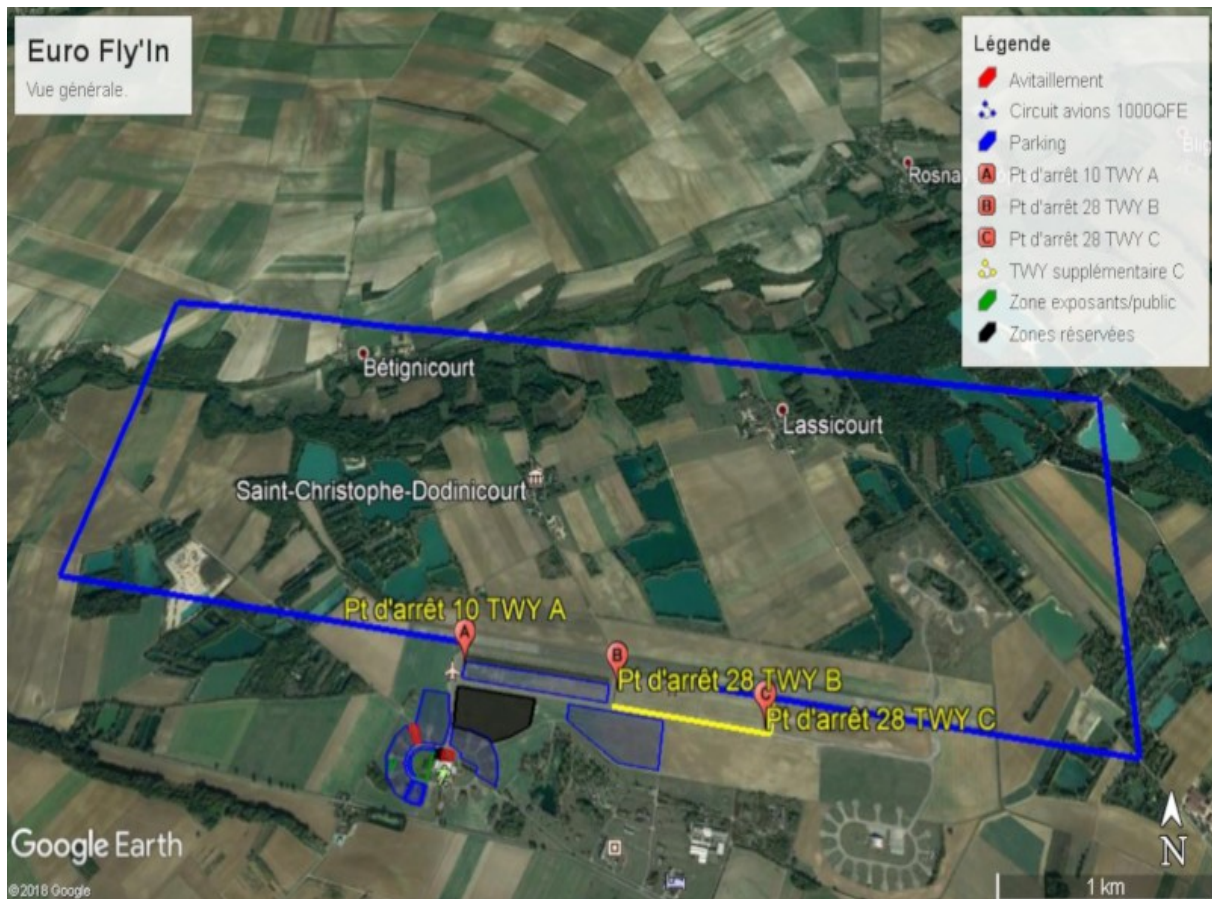
In order to keep traffic fluid and avoid conflict situations on base leg, all aircraft must directly integrate downwind to the north of the aerodrome (1400ft QNH / 1000ft QFE), regardless of which runway they intend to use.

## Taxiways:

Movements other than on runways and taxiways are forbidden, 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

The usual access to the threshold of hard runway 28 (by taxiway B) necessitates a back-track of more than 500 meters of runway, which is unacceptable in the case of peak-time traffic. During the event an additional taxiway denoted as “taxiway C” will be in place in order to fluidify movements. This taxiway C is represented by a solid yellow line on the accompanying Google-Earth images.



1 – General view of Brienne-le-Château aerodrome

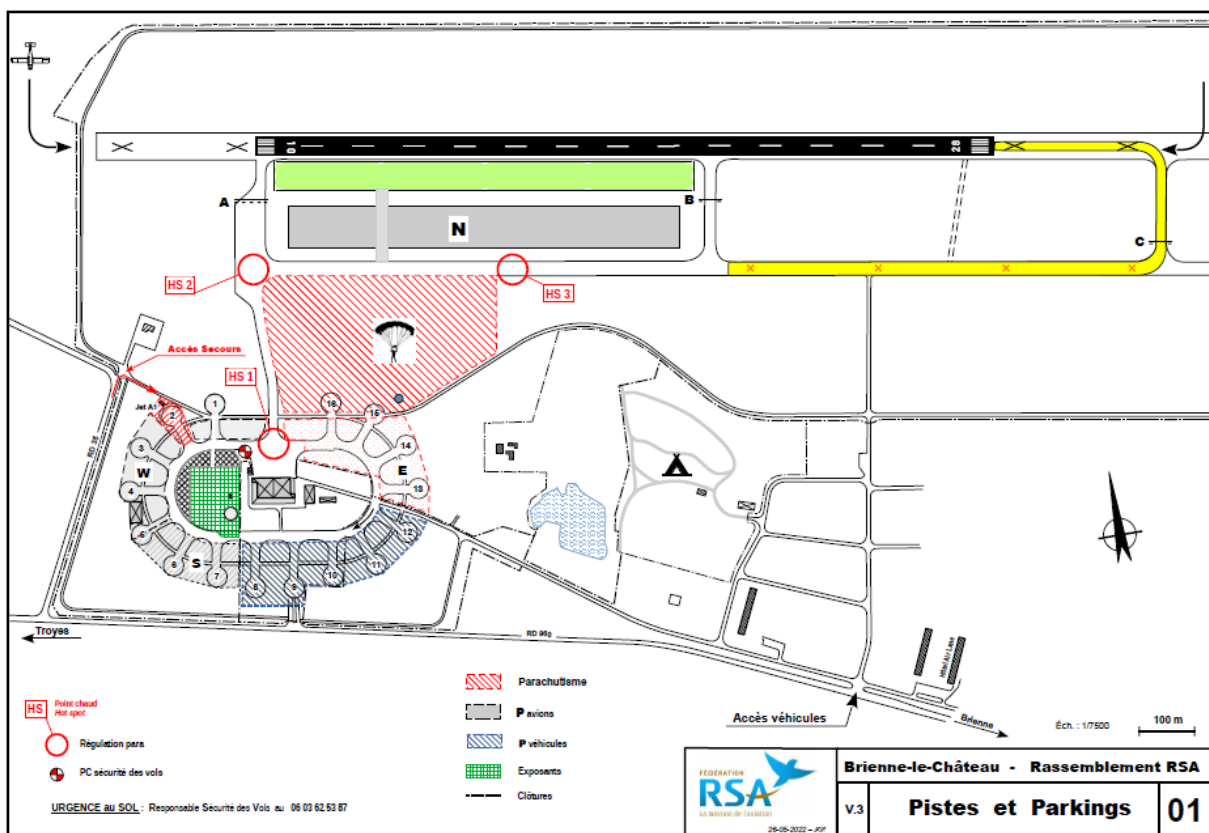
**Visitor parking areas:** visitor parking areas are shown in blue on these Google-Earth images. They are in the north and west parts of the “daisy” situated in the south-west area of the aerodrome, as well as along the taxiways leading to this daisy.

**“Jury” parking areas:** the parking area reserved for aircraft presented to the jury will be on the “cell” nearest the public entrance. It is shown in a deeper blue than the others on the Google-Earth images.

Pilots who wish to present their aircraft to the jury should show an A4 sheet with the letter « J » marked on it to the marshalls, who will direct them to the corresponding parking area.

**Designer 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 » marked on it to the marshalls, who will direct them to the corresponding parking area.



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, but we advise you to pay attention to restricted zones in the area, and 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 parachute activity of Brienne-le-Château.
- This zone can be penetrated by aircraft arriving at or departing from Brienne-le-Château.

The different sectors of Seine Info will be able to keep you informed.

However, the controllers of Seine info will be grateful if you only contact them in case of emergency or a specific question, in order not to overload their frequency. Given the expected activity, just monitoring the frequency of SIV Seine should be sufficient to receive useful information.

## **2.2 – Arrival procedures**

### 2.2.1 - Points of attention and associated precautions

**Parachuting activity:** the first point of attention concerns the risk of accidents between the jump aircraft and/or parachutists under canopy directly over Brienne-le-Château aerodrome. In order to limit conflicts, all arriving aircraft must use the north circuit, regardless of the runway in use (hard or grass).

**Language issues:** the second point of attention concerns communications being mostly in French. In principle this should not generate additional risk as all pilots will follow exactly the same instructions. Even if you do not follow exactly the exchanges in French, respecting the instructions in this document and applying the principle of “see and avoid” should guarantee your safety.

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*
- Overshoot: *remise de gaz*
- Going around: *en remise de gaz*
- Crosswind: *vent traversier*

**To summarize:**

- **flight directly overhead the aerodrome is strictly forbidden; on arrival and departure flight around the aerodrome should be at least 1 Nm away from it**
- **all aircraft must join the circuit at 1400ft QNH / 1000ft QFE directly via downwind to the north of the aerodrome**
- **as instructed on the aerodrome chart, and given the intense traffic, non-radio aircraft are not permitted to penetrate the restricted zone LF-R 15 A and cannot come to Brienne-le-Château.**

In addition, we ask you not to carry out manoeuvres such as a 360° delay, unless explicitly requested to do so by the Flight Director for safety reasons. In dense traffic such manoeuvres may seem unpredictable to other pilots and may reduce your own understanding of the overall aerial situation, considerably increasing the risk of collision.

### 2.2.2 – Arrival procedure

We ask you to proceed as follows, all the time keeping a careful watch on the airspace around you:

- 5 minutes before penetrating 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 penetrating the LF-R 15 A zone, announce yourself on the aerodrome air-to-air frequency **123.425 MHz** (registration, aircraft type, position, intentions)
- fly at 1400ft QNH / 1000ft QFE
- taking care to circumvent the aerodrome (by a minimum of 1 Nm), join the beginning of the north-side 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 your position at the start of downwind and abeam the threshold
- on base leg adapt your trajectory to be on finals for the desired runway, hard or grass
- transmit your position on finals, specifying for which runway
- 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

If necessary, do not hesitate to go around, in which case:

- carry out the go-around safely
- maintain the 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**

**Given the presence of pedestrians (volunteers, aircrew, members of the RSA and other CNFAS federations), please take all necessary precautions before engine start and during taxiing – for the security of everyone.**

**As far as possible move your aircraft by hand in the parking areas.**

In particular, before engine start, we recommend that you:

- listen to the **RSA Opérations frequency (130.200 MHz)** to obtain the latest information and instructions
- warn the marshallers and persons in the immediate vicinity to maintain a safe distance
- switch on your taxi/landing lights if your aircraft is equipped with them.

### 2.3.1 Taxiing

Taxi at walking pace, monitoring the aerodrome air-to-air frequency on 123.425 MHz, following scrupulously the marshallers' instructions.

**The taxiway facing the hangar cuts across the approach of the parachutists, and will be controlled by the marshallers during the landing of each wave of parachutists.**

In order to limit aircraft ground movements, we recommend that you refuel on arrival with aviation fuel (100LL). The refuelling area is in front of the hangar, and there will be circulation markings "to the left" to arrive at the RSA tanker, in order to facilitate traffic around that area.

If your aircraft uses automobile fuel you may taxi directly to the parking area, after which you will be put in touch with a volunteer in charge of automobile fuel, on request at the RSA Reception situated in the exhibitor zone.

### 2.3.2 Parking areas

Access to parking areas should be at walking pace, following the marshallers' instructions. Pilots wishing to access specific areas should show marshallers an A4 sheet marked with the letter corresponding to the area:

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

During the event it will be necessary to park aircraft on grass areas. Taxiing to these parking areas will be subject to agreement from the volunteer marshallers ensuring ground movements.

Certain categories of aircraft will be placed on the edge of taxiways:

- Priority 1: aircraft with disabled persons on board
- Priority 2: aircraft difficult to manoeuvre 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, please visit the RSA Reception to sign it in. You will be given your “crew” (“*equipage*”) bracelets which will allow you to access the parking areas, as well as a drinks voucher for each passenger, to be used at the bar (*buvette*).

### **3 – DEPARTURES**

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

As on arrival, taxiing for departure should be made with great care, following scrupulously the marshallers’ instructions.

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

As indicated on the aerodrome chart, simultaneous use of the two runways is strictly forbidden. This also excludes a take-off during a parallel landing, in order to avoid a conflict situation in case of a go-around.

After take-off you are requested to maintain the runway heading for at least 2 Nm before beginning your onward journey, if possible maintaining 900ft QNH / 500ft QFE until leaving the restricted zone LF-R 15 A. This instruction is intended to avoid conflict between departures and possible arrivals.

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