



# **Wycombe Air Park**

# **Visiting Pilot Brief**

**Ref: Aerodrome Manual Issue 6, Revision 3**

**Effective 1<sup>st</sup> June 2025**



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## VISITING PILOT BRIEF FOR WYCOMBE AIR PARK

### **Note:**

This document is intended as a brief guide to the local procedures at Wycombe Air Park. Pilots are responsible for ensuring that they are adequately briefed before flight.

The full Aerodrome Manual and briefing facilities are available at the main briefing area in the AAA Ltd control tower building.

All landings must be paid for.

All flights **MUST** be pre-booked with operations, **see details in Section 1.2.**

Pilots must adhere to local procedures and will be asked to sign to confirm their understanding of and acceptance of the procedures.

Wycombe Air Park has locally based operators with a mixture of Aeroplanes, Helicopters and Gliders at the aerodrome.

Wycombe Air Park has **AIR-GROUND RADIO** in operation.

### **Airside Access**

The gate codes are held by operations and when issued it must only be used by authorised persons. Any unauthorised distribution of gate codes may result in the persons involved being refused further entry.

### **Pedestrian Access**

- To the glider launch is only via the pedestrian access gate on the perimeter track adjacent to Heli Air.
- Pedestrian Access to Airside ramp area is via two coded security gates
  - The glider club gate at the eastern end of the car park
  - The pilot's entry gate by the fire station

### **Control of Vehicular Traffic**

A general speed limit of 15 mph is in force. The use of the Apron road will only be allowed by vehicles entering or exiting via the airside access gate or the perimeter track. All drivers must observe the speed limit and road markings, especially giving way to aircraft entering or exiting the hanger alley ways. Entry via the airside access gate is by use of a call button for the associated businesses or a code. If access is granted by any airfield business they must ensure the driver is briefed to obey all signs and give way to all aircraft. If there is any doubt the business must escort the vehicle on the access road. A secondary barrier at the entrance to the apron will be controlled by the tower. At times of high aircraft apron usage tower may close the barrier temporarily to control the flow of traffic. Any unauthorised distribution of gate codes or unsafe driving may result in the persons involved being refused further entry.

All vehicles using the Power Section manoeuvring area must have Aerodrome Manager authorisation to do so. All vehicles authorised to operate upon the manoeuvring area should display an obstruction



light. Exemptions from the requirement will normally include vehicles transiting the apron road. All other vehicles should carry the required obstruction light.

Vehicles authorised to operate upon the manoeuvring area should be contactable by R/T. If a vehicle authorised to operate upon the manoeuvring area is not so equipped then it must be escorted by a second vehicle which is so equipped. Drivers are to request updated traffic information on R/T before moving on to the manoeuvring area.

Vehicles wishing to approach the Gliding Club Bus must do so via the entry point immediately south of the Helicopter Hangar area and must either remain on the perimeter road throughout their journey or be parked with the glider trailer park from where occupants should proceed on foot to the Gliding Club Bus.

Vehicles may be used to retrieve gliders upon the Gliding Section of the airfield, also to tow gliders to and from the assembly areas- with permission.

#### **Fuel**

Aviation Gasoline (AVGAS) 100 LL, Jet A1 (AVTUR) and Unleaded (UL91) are available at the aerodrome.



## 1. GENERAL

### Wycombe Air Park General Operating Instructions

#### **1.1 Air Ground Communication Service (AGCS)- Introduction**

Wycombe Air Park is an Aeronautical Radio Station operator providing an Air Ground Communication Service in accordance with CAP 452 and CAP 413.

**The Callsign of the unit is 'Wycombe Radio' and the permanent RTF Frequency is: 126.555MHz**

Note: Traffic information is based primarily on reports made by pilots. Information provided by an AGCS radio station Operator may be used to assist a pilot in making decisions, however, the safe conduct of the flight remains the Pilot's responsibility.

#### **1.2 Booking In/Out**

- 1.2.1** All flights are Prior Permission Required (PPR) whether EGTB based or visitor. This must be by written request [operations@bookeraviation.aero](mailto:operations@bookeraviation.aero)
- 1.2.2** When obtaining PPR the pilot will be made aware of other aircraft that have prior authorisations. Priority is on a first come, first serve basis.
- 1.2.3** All fixed wings, rotary wings, and glider pilots must acquire prior permission before operating. Bookings must be made with AAA Ltd, who will allocate slot times. Pilots must adhere to these slot times as closely as possible, in order to regulate traffic density and enhance safety.
- 1.2.4** The day before any planned flight and e-mail should be sent to [Operations@bookeraviation.aero](mailto:Operations@bookeraviation.aero) requesting an approximate time for planned departure within published operating hours. Information which must be included in the request is the:
- Captain's name
  - Aircraft registration and type
  - Approximate departure time (Local time)
  - Length of flight
  - Planned Endurance
  - POB

The operations team will liaise with the Air Ground Operator and slots will be allocated as appropriate

A confirmation e-mail will be sent to those who requested slots giving them confirmed slot times

**Note 1:** Please make requests by 1600 Local to allow time to give confirmation during office hours



**Note 2:** Slot availability is not guaranteed and it may not be possible to always accommodate all requests

**Note 3:** Helicopter and fixed wing circuits must be pre-booked, so please request circuits in the initial request e-mail

**Note 4:** Please advise at the earliest opportunity if you want to cancel a confirmed slot

**Note 5:** Please be aware that should weather preclude flying during the time of a confirmed slot, it will result in the loss of the slot for the day. Operations and the A/G Operator on the day will endeavour to help re-arrange slots if the weather does improve for example, however this may not be possible

It is the pilot's responsibility to ensure that where landing away from Wycombe Air Park is intended or has taken place unexpectedly that the above details are updated accordingly.

### **1.3 Altimeter Setting Procedures**

#### **1.3.1 Departure pressure setting**

Aircraft will be given either QNH or QFE as appropriate in response to the initial information given by the pilot. Aircraft joining will be passed QFE, unless the pilot requests the QNH.

#### **1.3.2 Use of Transponders**

Transponder equipped aircraft should select Code 7000 Modes A and C (ALT) whilst flying in the Wycombe Air Park visual circuit.

#### **1.3.3 Transition Altitude**

The transition altitude in the London TMA airspace above Wycombe Air Park is 6000ft on the London QNH setting

### **1.4 Meteorological information**

Meteorological information, including weather warnings, is available on the Aerodrome Self-briefing Board. Aerodrome Operators may subscribe to the Met Office Briefing Service and set up Aerodrome Weather Warning Alerts in order to receive Weather Warnings directly via email.

### **1.5 Customs and Immigration**

Customs, Immigration and Special Branch lay down procedures to be followed in respect of both inbound and outbound flights relating to Wycombe Air Park. Contact Operations for more information.

### **1.6 Aerodrome availability**

Requests for an out of hours movement requires authorisation from the Aerodrome management and should be requested with at least 24hrs notice.

Aircraft wishing to operate outside the operating hours as published in the UK AIP require a signed out of hours Indemnity. Indemnity forms are available from the Aerodrome Manager.



Indemnity requests will be issued on a one-off basis, with the exception of based aircraft who may request a longer period at the discretion of the Aerodrome Manager.

Permits may be revoked at any time if relevant procedures are not followed.

Movements are subject to the following restrictions:

- Daylight hours only
- ALL movements must be requested to AAA Ltd
- No circuits are to be flown
- Blind traffic calls must be made on 126.555MHz

There may still be movements for based aircraft in progress out of hours.

Model aircraft flying may be in progress out of hours.

### **1.7 Non-radio aircraft**

Not permitted.

### **1.8 Allocation of ATZ Airspace**

The ATZ is divided into two basic sections to separate gliding operations from powered (fixed wing and rotary) operations. **THERE IS NO 'DEAD SIDE' WHEN GLIDING IS IN PROGRESS.**

A safety buffer zone provides separation between the gliding section and the power section airspace. The boundaries of the safety buffer zone extend up to 1400' QFE and to the limits of the ATZ.

When runway 06/24 is in use the power section boundary is defined as the southern edge of runway 06/24 grass. The gliding section boundary is defined by a line positioned parallel to and 30m south of the power section boundary. When runway 24 is in use the safety buffer zone deviates 10 degrees to the left at the aerodrome boundary in order to incorporate the fixed wing noise abatement turn after take off.

### **1.9 Runway in use**

Runway 24/06 is the preferred runway.

#### **1.9.1 Changes of Runway in Use**

AGCS Operators will notify all aircraft of wind direction alteration and subsequently runway in use change. Operations will then cease on the runway in use in agreement with the Gliding Co-ordinator

At the Pilot's discretion, aircraft are to adjust to the new circuit direction and make appropriate radio calls to inform traffic of their actions taking place during the change (i.e. maintain circuit height etc.)

### **1.10 Use of Gliding Side by Powered Aircraft (other than Glider Tugs)**



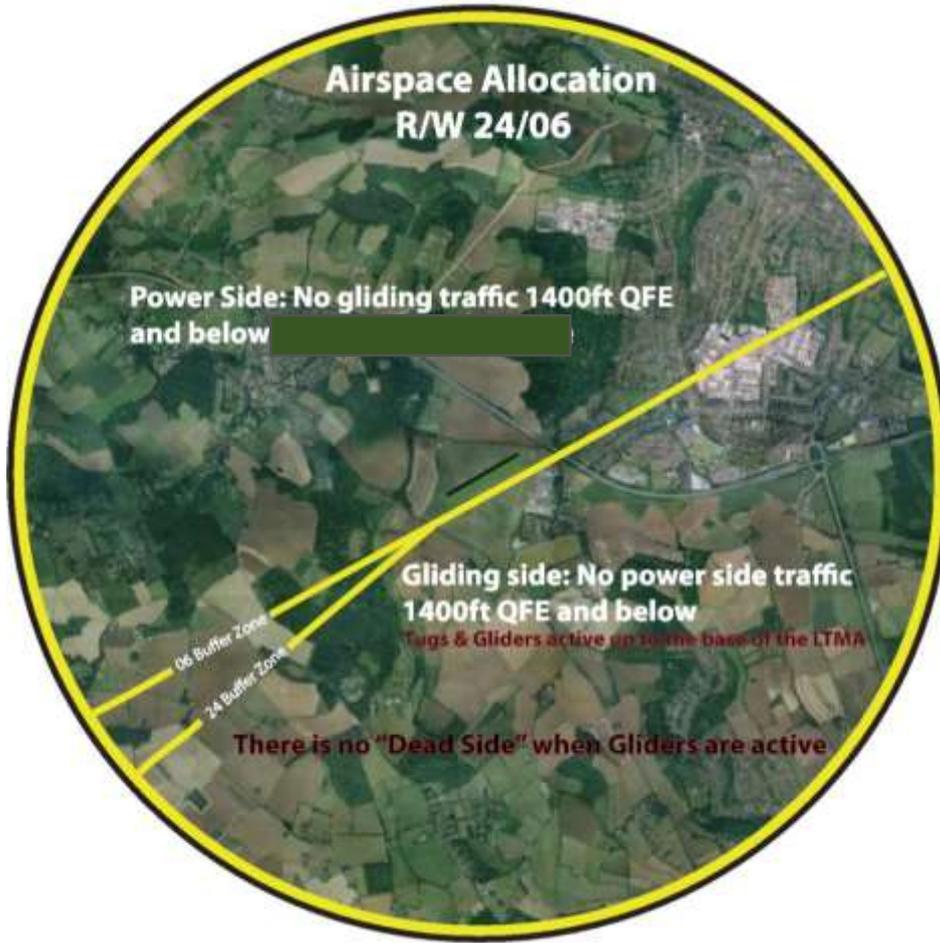
Runway 06/24 in use - Use of the gliding side by powered aircraft (other than glider tugs) has to be booked and agreed with AGCS Operator in conjunction with the Gliding Co-ordinator.

**1.10.1 Out of Hours**

Out of Hours - Use of the gliding side by powered aircraft (other than glider tugs) is solely at the discretion of the Aerodrome Manager and will be subject to the same out of hours indemnity requirements as any other aircraft.



## AIRSPACE RUNWAY 24/06





## 2. FIXED WING

### 2.1 Joining Procedures

#### 2.1.1 **By day**

It is the Pilot's responsibility to assess, given aircraft information from the AGCS Operator, if they can safely integrate. Joining will be from the live side via the appropriate circuit leg. When this is not possible pilots will join overhead.

#### 2.1.2 **Overhead Join**

Pilots are required to position the aircraft from the live side directly overhead the active runway threshold on the runway QDM at 1200ft QFE. At the runway mid-point turn crosswind and descend to 1000ft QFE, to be level before turning downwind and giving way to aircraft already established on the downwind leg.

#### 2.1.3 **Joining Procedures: by night**

Pilots are to position the aircraft in the circuit dead-side tracking towards the upwind end of the runway in use, initially at 1800ft QFE descending to be level at 1000ft QFE at the upwind threshold and integrating with the existing traffic pattern. AGCS Operators shall inform Pilots of Aircraft reported in the vicinity.

### 2.2 Practice 'Fanstop' Procedures

Pilots practising Engine Failure should report "Practice fanstop" to AGCS Operator in order to alert other aircraft as to their intentions. Engine failure practice is not permitted on runway 06.

### 2.3 Initial R/T Message Content

Pilots are requested on their initial call to the AGCS Operator to announce whether their flight is circuit, local area or land away. (Circuits have to be pre-booked)

At night, all aircraft are requested to advise AGCS Operator prior to starting engines. Aircraft requiring an IFR clearance should make their request to AGCS Operator prior to start-up.

### 2.4 Circuit Operations – General

- Preferred runway in use will be either runway 06 or runway 24 due to noise abatement. Grass runway 06 and 24 may be used subject to Aerodrome authority approval as long as no parallel approaches are taking place. Aircraft shall proceed via taxiway Alpha and Bravo to access runway 06.
- Fixed wing circuit height is 1000 ft QFE.
- Runway 24 operates right hand fixed wing circuits
- Runway 06 operates a left-hand fixed wing circuit

#### 2.4.1 **Low Level Circuits**

When Booking out, the intention to conduct low level circuits should be made clear. Before conducting a low level circuit an update on local traffic reported should be obtained from AGCS Operator.



#### **2.4.2 Glide Approaches**

- When Booking out, the intention to conduct Glide approaches should be made clear. Before conducting a Glide approach circuit an update on local traffic reported should be obtained from AGCS Operator.
- Pilots should state when downwind their intention to fly a flapless approach.
- When reporting “Final”, pilots should advise intentions; whether “Full Stop”, “Touch and Go” or “Low Approach/Go Around”.

#### **2.4.3 Grass Runway Approaches**

When Booking out, the intention to conduct approaches to the grass runway should be clear and permission gained from the Airport Authority. Before conducting a grass runway approach an update on local traffic reported should be obtained from AGCS Operator- Parallel landings are not permitted.

#### **2.4.4 Missed Approach Procedure**

Unless instructed otherwise pilots should climb straight ahead overflying the runway in use before carry out standard noise abatement, due to the proximity of the helicopter and gliding circuits. Pilots responsible for keeping their own separation and informing AGCS Operator of intentions after missed approach procedures followed.

#### **2.4.5 Cross runway operations**

- Aircraft shall make call stating intention before, crossing runway and crossing holding points A1, A2, A3 along taxiway Alpha.
- Helicopters taxiing from Heli-Air to training Area November shall proceed to the holding point X-ray.
- Circuit capacity is maximum of three (3) at a given time. However, this maximum rate is subject to the discretion of the Air Ground Communication Service Operator, who may reduce the rate of movement as per the prevailing circumstance.

#### **2.4.6 Gliders**

- Glider and Tugs shall make calls on, late downwind/Finals/ready for departure calls to alert fixed wing and rotary wing traffic of their presence.
- When gliding is in progress, the procedure is for Runway 06 departures or Runway 24 arrivals.



## 3. GLIDERS

### **3.1 Gliding Operations- General**

The Gliding Co Ordinator will be responsible for providing phone contact details to the air ground operator prior to starting gliding operations and for obtaining the promulgated runway in use and the frequency nominated for the Warning Procedures. The Gliding Co-ordinator will be available (on radio) during periods of gliding operations to communicate with AGCS Operator on the Wycombe Radio frequency 126.555MHz and any administrative messages via common Gliding Frequency 129.980 MHz.

During periods of low gliding activity, contact may be made through a tug pilot if the Gliding Co-ordinator is absent. In addition, glider tugs will make normal calls where possible but must call finals glider area.

All tug pilots will always land after the 'D' line and ensure that there is no possibility of the tow wire being so low on the approach that it is a hazard to aircraft on taxiway alpha. If there is any doubt the glider tug must go around.

All gliders must where possible make a finals call and if any doubt about being unable to land after the D line or cause a hazard to aircraft on the alpha taxiway a call must be made to warn aircraft on alpha taxiway.

### **3.2 Gliding Club Bus**

The vehicle used as a Gliding Club Mobile Base is currently a double decker bus. This vehicle is required to carry a prominent obstruction light/beacon whenever it is on the manoeuvring area. The obstruction light must be displayed whenever visibility is reduced and at other times when required by Aerodrome Manager. The vehicle must be removed from the manoeuvring area once gliding operations cease.

### **3.3 Safety Buffer Zone**

The Safety Buffer Zone provides for the minimum safety margins permitted for Dual Section operations to take place. The boundary between the Safety Buffer Zone and the Gliding Section Airspace is delineated by permanent markers displayed upon the manoeuvring area when Runway 06/24 is in use. This boundary line should not be crossed when airborne at or below 1400' QFE. This restriction applies equally to aircraft or gliders on the manoeuvring area.

### **3.4 Gliding Side R/T**

Glider Tug aircraft are required to use the callsign "Tug" on all occasions. In addition, glider tugs will make normal call where possible but must call finals glider area. All tug pilots will always land after the 'D' line and ensure that there is no possibility of the tow wire being so low on the approach that it is a hazard to aircraft on taxiway alpha. If there is any doubt the glider tug must go around.

All gliders must where possible must make a finals call and if any doubt about being unable to land after the d line or cause a hazard to aircraft on the alpha taxiway a call must be made to warn aircraft on alpha taxiway.

Motor Gliders are required to use the callsign "Motor Glider" on all occasions followed by the aircraft registration.



Motor Gliders under power, downwind, should announce their intention, i.e., "touch and go", etc.

No other powered aircraft are allowed to use the gliding area.

### **3.5 Tug Radio Failure**

A Tug experiencing Radio Failure should carry out a normal re-join to the glider area. When Runway 24 is in use, the approach to land should be planned to ensure that the first point of touchdown of the Tow Rope is not less than 100 metres after the taxiway.

### **3.6 Tow Rope Safety**

A tug trailing a tow rope must not cross the north-eastern aerodrome boundary road nor any other aerodrome boundary below 150' QFE. In addition, no part of the tug or tow rope must touch the ground before the 'D' line which is positioned 100 m west of taxiway alpha and orientated north/south. This is to avoid the possibility of a tow wire striking an aircraft on taxi way alpha.

A tug 'Going around' while trailing a tow rope must initiate the climb at a minimum height to ensure that the tow rope does not hazard any aircraft, helicopter, vehicle or person.

Tow ropes must be detached from tugs before entering the Apron Area, crossing a taxiway or approaching the fuel pump island.

### **3.7 Warning Procedures - Runway 06/24**

#### **Runway 24 in use:**

- All powered aircraft, including glider tugs and motor gliders, together with gliders, are to report "late downwind and finals" using the frequency 126.555MHz.
- When both the taxiway between 'A2' and 'A3', and the hover-taxi route between 'X-ray' and 'Romeo' are unobstructed, AGCS will provide a traffic update. It is at the Pilot's discretion to continue the approach, and it is the Pilot's responsibility to ensure safe separation of the aircraft [and tow rope if deployed] from taxiing aircraft/helicopters. A 'Go-around' should be conducted if the Pilot feels that safety appears compromised.

#### **Runway 06 in use:**

- Powered aircraft intending to use the gliding section manoeuvring area for departure must attain updated traffic from AGCS Operators. When the Pilot is satisfied that both the taxiway between 'A2' and 'A3', and the hover-taxi route between 'X-ray' and 'Romeo' are unobstructed they will be expected to commence take off without delay.
- If the taxiway/hover-taxi route is obstructed the pilot is to delay take-off until they are satisfied that it is all clear.



## 4. HELICOPTERS

### 4.1 Helicopter Operations

#### Joining Procedures

Helicopters leaving or joining the rotary circuit should establish latest reported Traffic information from AGCS Operator, in particular with regard to other helicopters leaving or joining the rotary circuit and helicopters active in the rotary circuit.

When R/W 24/06 is in use helicopters must not join the rotary circuit through the fixed wing crosswind or base legs. Pilots must exercise caution on R/W 06 departures due to the early left turn required by fixed wing aircraft complying with noise abatement procedures.

### 4.2 Helicopter Training Areas

- "NOVEMBER" – used when Runway 06/24 is active and is centred at position 60m due South of the compass bay (Southern edge) and extending to 30m north of Runway 06/24 and out to the western perimeter track.
- "ECHO" –UNAVAILABLE

On Booking in with AGCS Operator, it is requested that if Pilot's intention is to use Helicopter Training Areas that this is noted. Both Training areas are of confined dimensions and there is a limit of 2 helicopters allowed to operate at any one time in the interests of safety.

### 4.3 Helicopter Holding Points

- "HOTEL" - helipad base 100m south of the Control Tower.
- "XRAY" - 75m Northwest of the Control Tower.
- "ROMEO" - at the centreline of Runway 24 Grass, 75m west of threshold.
- "ZULU" - 80m Northwest of Runway 24 Hard threshold (northern edge). Maximum holding height 25' QFE.

### 4.4 Hover-taxi Routes

With the latest reported traffic information from AGCS Operator, the standard procedure to follow for helicopters routing from the vicinity of the Control Tower toward "November" is; direct "X-ray", direct "Romeo", direct "Zulu", direct "November". At all times the Pilot is responsible for safe separation from Fixed wing and Glider traffic.

With the latest reported traffic information from AGCS Operator, the standard procedure to follow for helicopters routing from "November" towards the Control Tower is as follows; direct "Zulu", direct "Romeo", direct "X- ray" then either direct "Hotel". At all times the Pilot is responsible for safe separation from Fixed wing and Glider traffic.

When routing to/from "Zulu" helicopters must avoid overflying parked aircraft.



#### **4.5 Initial R/T Message Content**

When making their initial R/T calls pilots are requested to indicate their detail by stating whether circuit, local area, or land away. At night, pilots should advise the AGCS Operator prior to starting their engines.

#### **4.6 Circuit Operations**

- **Circuit calls**  
Pilots are to maintain a listening watch at all times on 126.555MHz when flying in the ATZ. When in the circuit, pilots are to report Downwind and Final.
- **Height Restrictions**  
The standard helicopter circuit is to be contained within and flown to conform to the direction of the promulgated powered fixed wing circuit. Helicopters must not fly above 750ft QFE in the helicopter circuit. Pilots are expected to maintain their own separation from other rotary circuit traffic and whilst manoeuvring in the helicopter training areas.
- **Non-Standard Circuit Requests at Booking In/Out**  
Pilots wishing to fly circuits in any respect non-standard must request approval from AGCS Operator when Booking In/Out. If, due to weather conditions or auto rotation practice the Pilot wishes to fly an offset circuit pattern, the procedure is for the AGCS Operator to be informed and updated local reported traffic given if possible before commencement. However, safe flight and separation from other aircraft, helicopter, glider or fixed wing remains the Pilot's responsibility.
- **Noise**  
Helicopters should leave or join the circuit on a route minimising noise nuisance to local residents. See diagram in **Section 7** for more information.
- **Night Flying Procedures**  
The Night flying procedure for helicopters is to fly circuits based upon area "November" to the north of the main runway 06/24. The circuit height remains 750ft QFE.

#### **4.7 Helicopter Parking Adjacent to Apron Areas**

The area encompassing stands 1-10, Stands 31-32 and the AAA 100LL fuel pumps can become extremely congested with both fixed wing and helicopter traffic.

All helicopter movements in this area are restricted to PPL(H) / Instructor handling only. Students must arrive/depart from a suitable area (e.g., south abeam "X"), and the helicopters must be repositioned to/from the parking area by an instructor. All helicopter pilots must ensure that they observe safe clearances from other aircraft/helicopters whilst operating in this area.

#### **4.8 Refuelling Positions**



Helicopters requiring AVGAS from the AAA fuel pumps will need to proceed to one of the designated refuelling pads:

Grass pad immediately to the west of the fuel pump island, marked by two white markers in the ground.

Pad 6 - concrete pad immediately north of the fuel pump island.

Care should be taken to ensure that aircraft being refuelled or parked in the vicinity are not adversely affected by rotor downwash. Duty Crew directions may be necessary at times when the area is congested.

Note: JET A1 and Avgas fuel are also available at the helicopter base located at "Hotel".



## 5. NOISE ABATEMENT PROCEDURES

### Noise Abatement Procedures

The following noise abatement procedures have been agreed with Wycombe District Council and local Parish Councils through the Joint Consultative Committee and should be strictly observed at all times commensurate with aircraft safety. Charts detailing the Noise Abatement Zones [NAZ] and associated procedures are to be found in Section 6 'circuit diagrams'

The Noise Abatement Zones apply day and night. Helicopters are permitted to operate on locally agreed specific routes through the NAZ.

The fixed wing circuit is to be flown at 1000ft QFE. The Helicopter circuit is to be flown not above 750ft QFE. Helicopters are to comply with aerodrome procedures and not overfly houses during arrivals and departures.

### Runway 24 [Day, Fixed-Wing]

When runway 24 (right hand) is in use, except in emergencies, avoid overflying, at any height, the area to the Western side of the airfield delineated by the solid red line. This includes aircraft leaving the circuit and those setting course for navigational flights.

After crossing the airfield boundary, turn left of runway centre-line by about 10° to track towards the **Rectangular Wood** illustrated on the map, keeping the **Electricity Sub-Station** on the left. Do not allow aircraft to drift to right into the **NAZ** during climb-out and beware of gliders and glider-tugs to left of climb-out track.

**At the Rectangular Wood** begin the right turn right to intercept the crosswind leg tracking towards the **T Shaped Field** marked on the map, keeping to the west of the **NAZ** at all times.

**After the T Shaped Field but before reaching Fingest** turn right onto downwind leg, avoiding both **NAZ** on right and **Fingest** on left.

Downwind, aircraft should be positioned so that **Frieth and Lane End** are on the right and the **Golden Ball** monument is way to the left of track.

**Caution:** Runway 24 circuit extends outside the ATZ. Be aware of aircraft, which may not be in R/T contact with WAP, transiting along the **Hambleton Valley**.

### Runway 24 [Night, Fixed-Wing]

The turn after take-off should be at 700ft QFE into a left-hand circuit pattern.

### Runway 06 [Day & Night Fixed-Wing]

As soon as **safely** possible, before reaching the M40 (e.g., at the windsock), turn left to maintain a track of 020°M. After passing **Spring Coppice** and at 600ft QFE [1100ft QNH] or above, turn crosswind to maintain track 360°M to circuit height 1000ft QFE.

*WARNING: Close proximity of helicopters during initial climb.*



Practice Engine Failures after Take-Off are forbidden.

If remaining in the circuit, turn downwind to remain inside the Aerodrome Traffic Zone following the track illustrated in yellow on the map.

Do not overfly Lane End or Frieth on the downwind leg.

The **Preferred Base Leg, especially for visiting pilots**, illustrated in **purple**, is to **Route to the west of Frieth (Track 150°M)** the descent on base leg should be delayed commensurate with the distance out.

### **Runway 24 [Day, Helicopter]**

When 24 (right hand) is in use, follow the below procedures. These are best read in conjunction with the circuit diagrams provided in **Section 7**.

#### **Joining and Departing the Circuit:**

Aircraft should join the circuit via the "Golden Ball" located near the village of West Wycombe.

Departing traffic can depart either from the crosswind leg to the North or Via the Golden Ball.

#### **Climb-out**

Transition from November, track just to the right of the house on the Lane End Road diverging from the fixed wing climb-out. Track towards the near corner of the woodland and well to the left of the white and green sided barn.

#### **Cross Wind Leg**

Turn right so as to track along the lefthand side of the field, close to the tree line. Track towards the convex area of woodland and just before the convex area of woodland turn right.

#### **Downwind**

Track over the woodland such that the farmyard is on the left and the water tower on the right.

Be closer to (but not over) the farmyard than the water tower. Lane End will be on the right.

From here, track towards the bridge carrying a secondary road across the M40 at the north west edge of Lane End. Track towards the northern edge of the wooded valley lying west to east (The Golden Ball will be ahead)

Just before the farmhouse, turn right at the northern edge of the wooded valley

#### **Base Leg**

Track along the northern edge of the wooded valley, towards a point just North West of Adams Park stadium. When North West of Adams Park, turn right.

#### **Finals**

Track towards the centre of the woodland such that Adams Park passes on the left.



Track toward the centre of the woodland so that Spring Coppice passes comfortably to the right.

Turn right towards the airfield and Track directly towards it.

Avoid flying over the parked aircraft on the north side of the runway. Preferred track is to the right of these aircraft. Transition to the hover at November.

### **Runway 06 [Day, Helicopter]**

When 06 (left hand) is in use, follow the below procedures. These are best read in conjunction with the circuit diagrams provided in **Section 7**.

#### **Joining and Departing the Circuit:**

Aircraft should join the circuit via the “Golden Ball” located near the village of West Wycombe or directly onto the Base Leg.

Departing traffic can depart either from the Golden Ball or from the Downwind leg routing towards (but not flying over) the village of Turville.

#### **Climb Out**

Transition from November. The preferred track is to the left of the parked aircraft if wind vector permits

Track such that the pedestrian tunnel beneath the M40 passes slightly on the right and so that Spring Coppice passes comfortably on the right.

Aim towards the eastern edge of the wooded valley adjacent to Adams Park stadium

With Adams Park on the right, turn left

#### **Cross Wind Leg**

Track along the northern edge of the wooded

At the end of the wooded valley, just before the farmhouse, turn left

#### **Downwind**

Track towards the bridge carrying a secondary road across the M40 at the north west edge of Lane End.

Lane end will be on the left. Track over the woodland such that the farmyard is on the right and the water tower on the left.

Be closer to (but not over) the farmyard than the water tower.

Track towards the convex area of woodland and when close to it, turn left.

#### **Base Leg**

Track through the field with the treeline of the woodland just to the right.

At the far end of the woodland turn left onto finals.



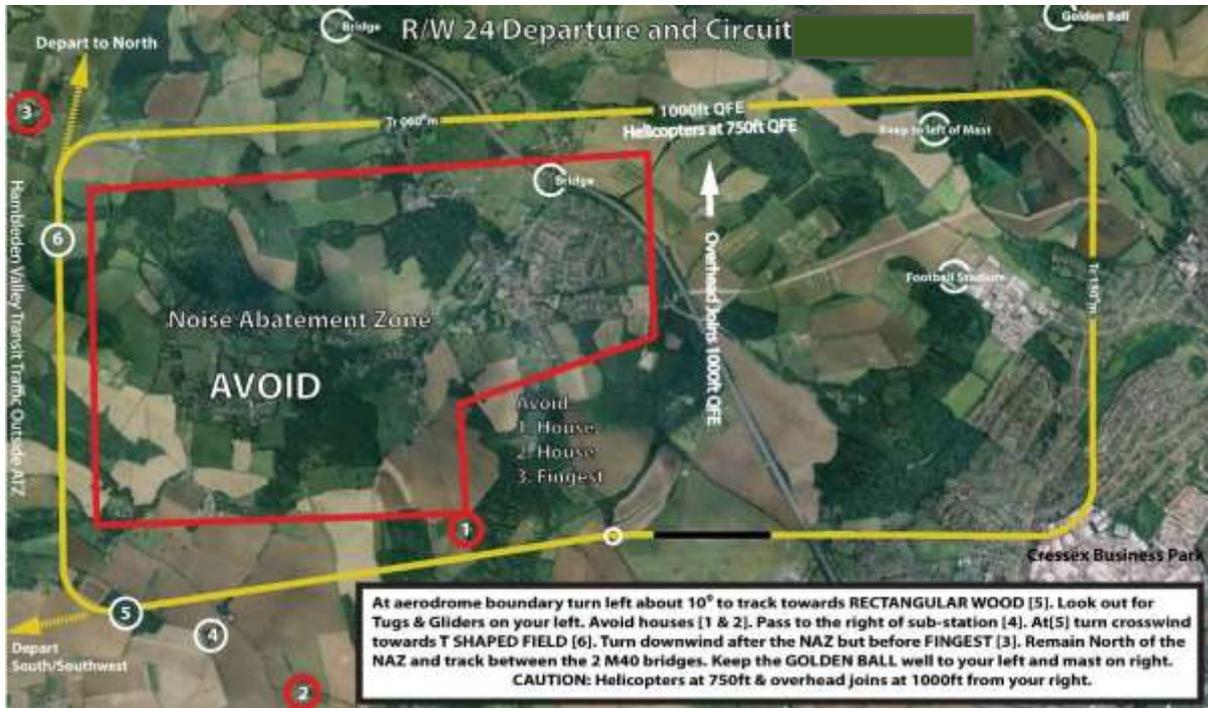
## **Finals**

Track just to the left of the house on Lane End Road & then directly to November

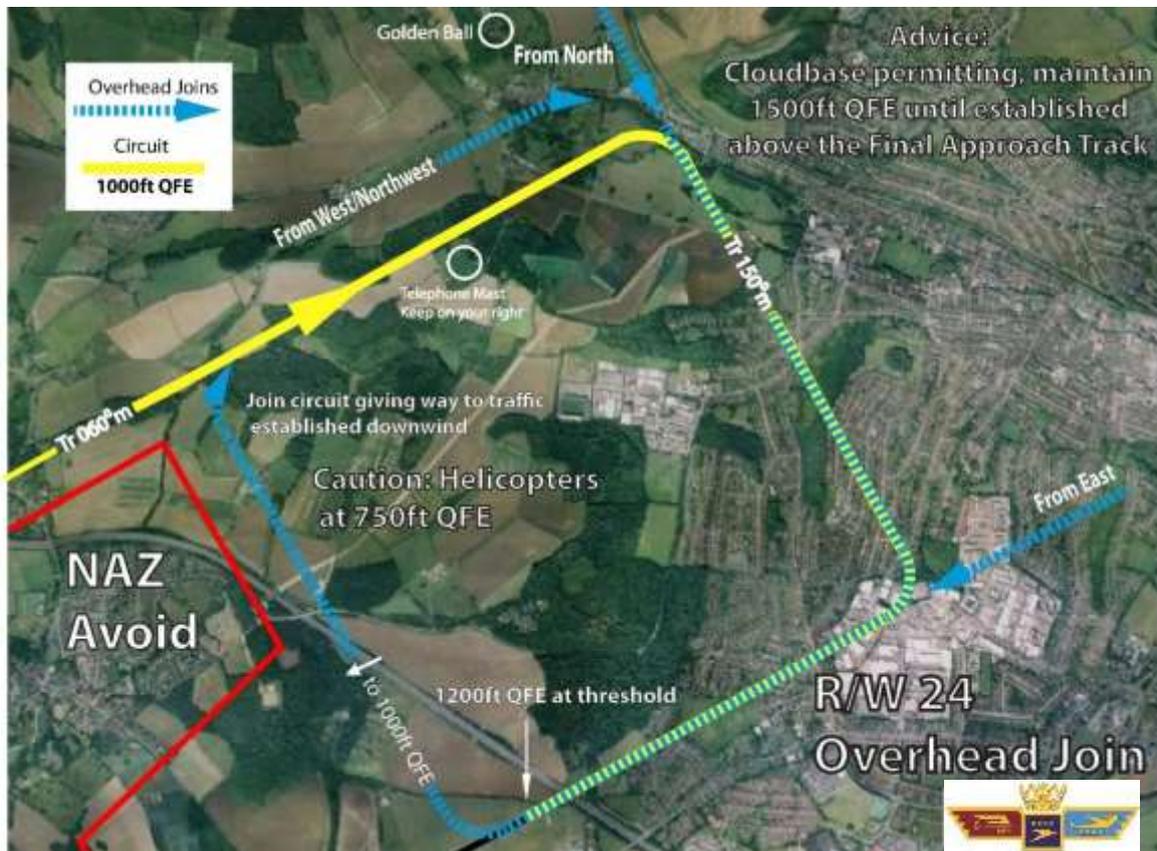


## 6. FIXED WING CIRCUIT DIAGRAMS

### RUNWAY 24 DEPARTURE AND CIRCUIT



### RUNWAY 24 OVERHEAD JOIN

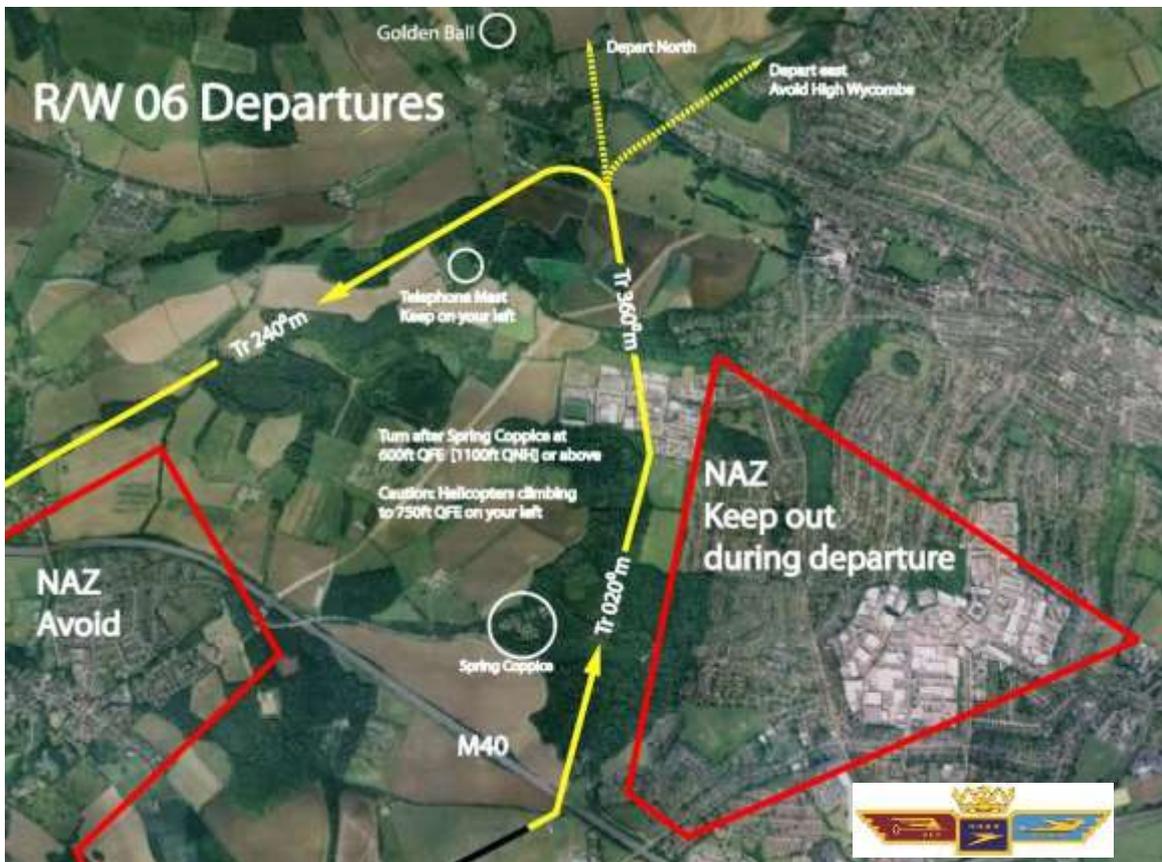




**RUNWAY 24 NIGHT CIRCUIT**

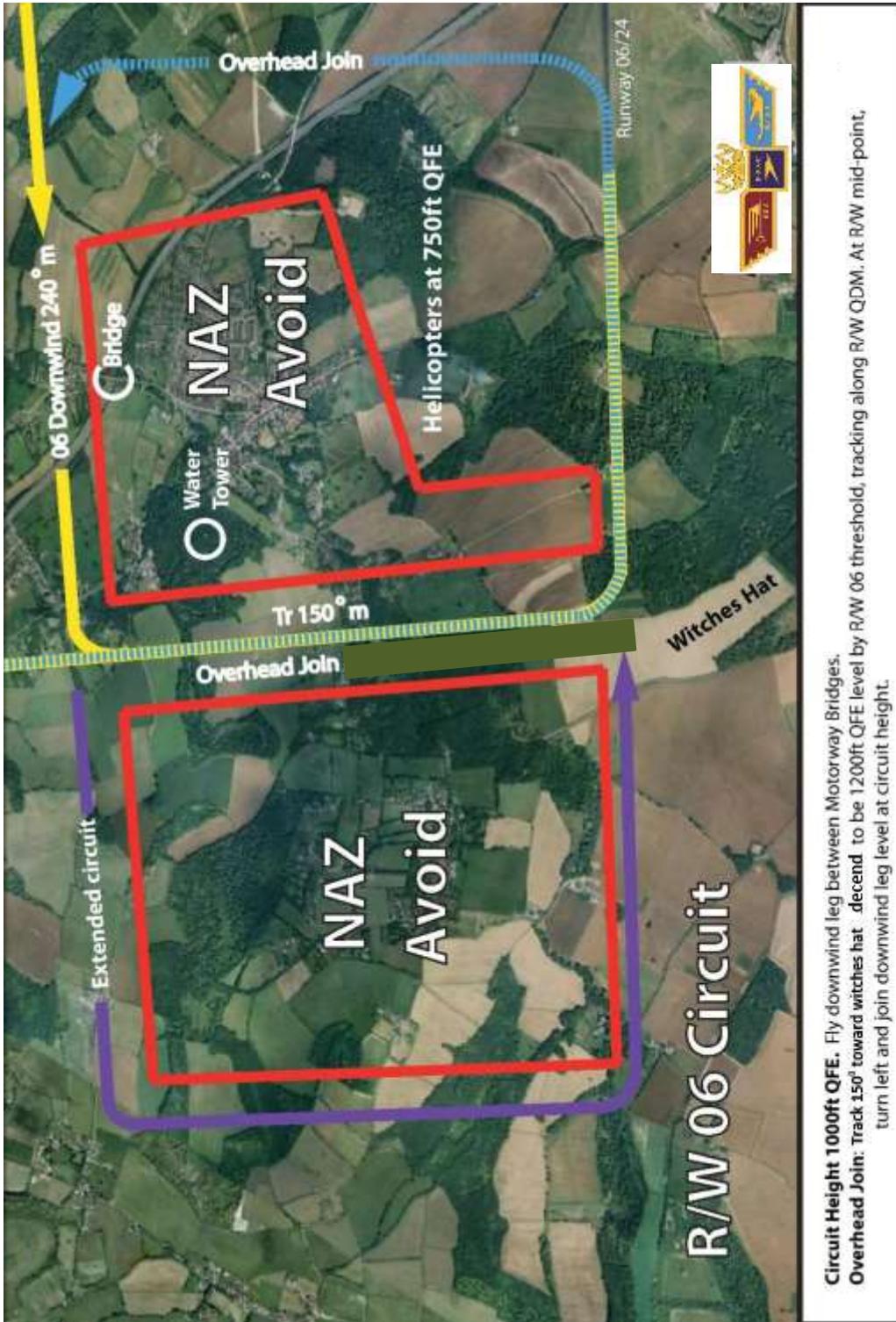


**RUNWAY 06 DEPARTURES**





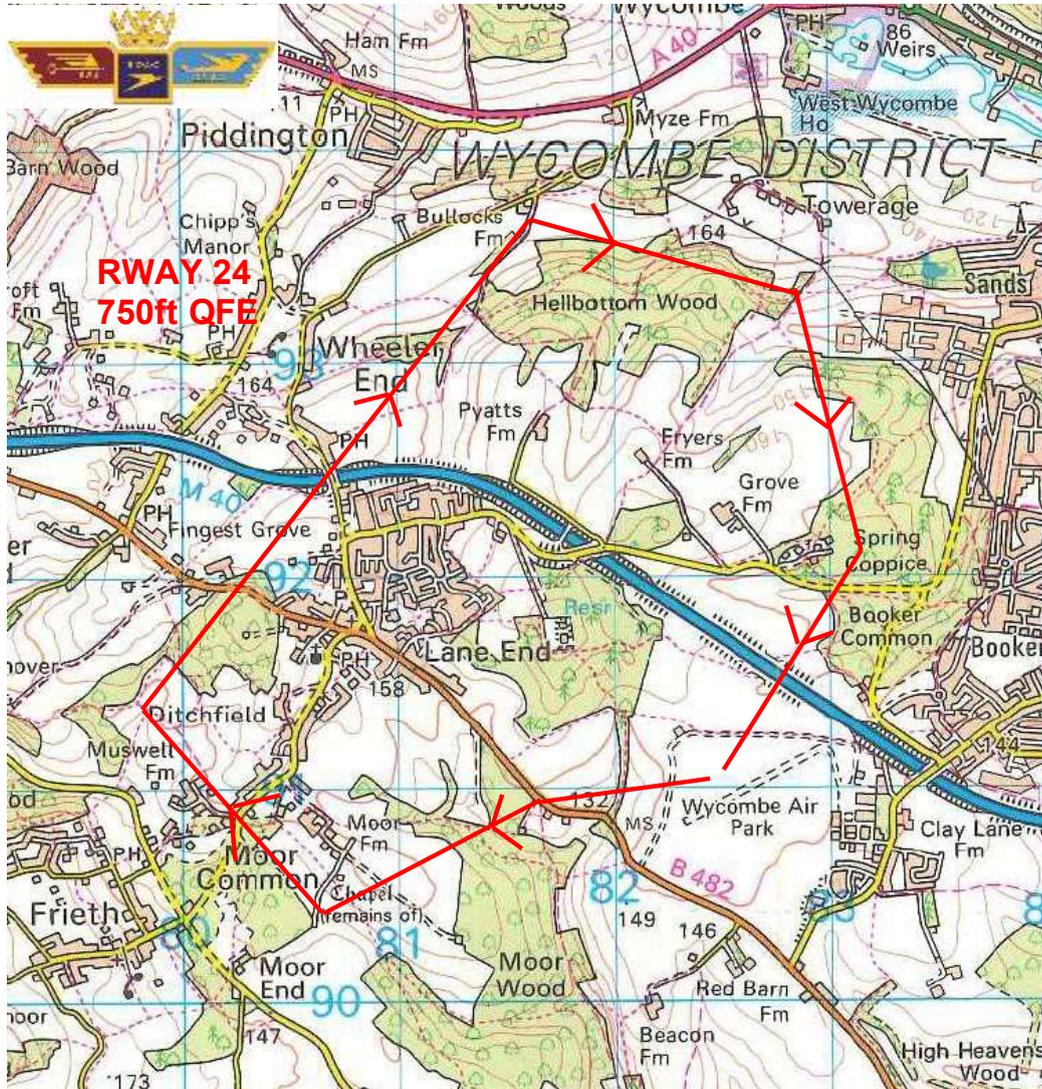
**RUNWAY 06 CIRCUIT AND OVERHEAD JOIN**





## 7. ROTARY CIRCUIT DIAGRAMS

### RUNWAY 24 CIRCUIT DIAGRAM



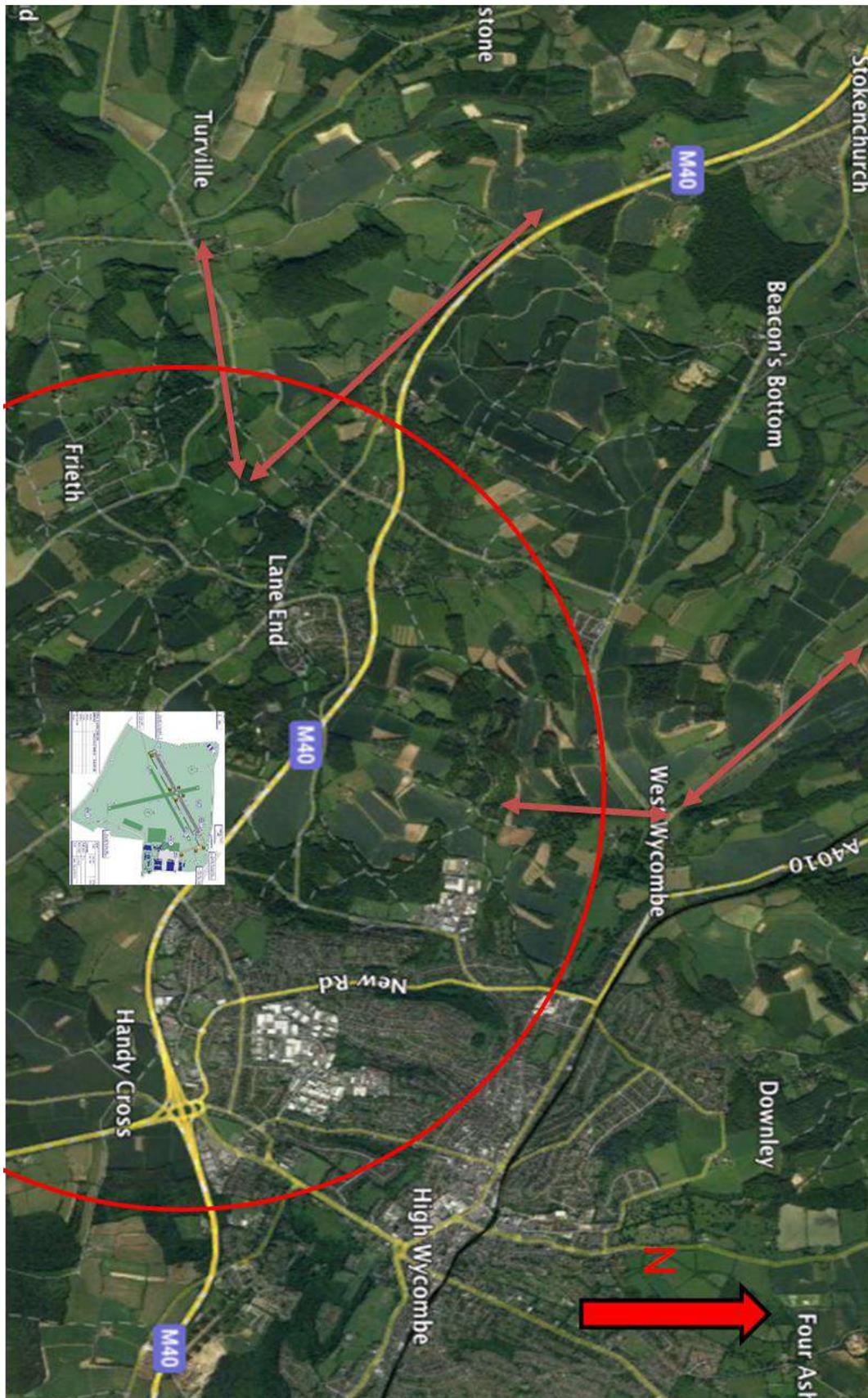


## RUNWAY 06 CIRCUIT DIAGRAM





# HELICOPTER STANDARD JOINING ROUTES





## 8. RADIO FAILURES

### 8.1 Radio/Electrical Failure Procedures: Fixed Wing

Squawk 7600 and attempt to make contact with AGCS Operator by other means if available. Maintain lookout for other aircraft at all times.

#### **Established in circuit [day]:**

Remain in traffic sequence and keep separation from other aircraft. Land if the runway is clear, otherwise maintain/ regain 1000ft QFE and overfly the runway attracting attention by opening and closing the throttle/rocking wings. At the upwind runway threshold turn crosswind and complete another circuit. After landing remain on the runway/backtrack to holding point A2.

#### **Joining circuit by day:**

Fly the standard overhead join maintaining 1500ft QFE to the runway threshold. When over the runway attract attention by opening and closing the throttle/rocking wings.

Complete the circuit and land if the runway is clear, otherwise maintain/ regain 1000ft QFE and complete another circuit. After landing remain on the runway/backtrack to holding point A2. AGCS Operator can advise on traffic however Pilots responsibility to taxi back to apron.

#### **Established in circuit [night]:**

Remain in traffic sequence and keep separation from other aircraft. Try to attract AGCS Operator's attention when on final by continually flashing landing light. Land if the runway is clear, otherwise maintain/ regain 1000ft QFE and overfly the runway, opening and closing the throttle/rocking wings. At the upwind runway threshold turn crosswind and complete another circuit. After landing remain on the runway/backtrack to holding point A2.

#### **Joining circuit at night:**

Do not fly the normal night join procedure. Remain clear of the ATZ while positioning the aircraft from the northeast for R/W 24 or northwest for R/W 06. Carry out the Standard Daytime Join. [This keeps the aircraft to the north of the runway and visible to the AGCS Operator at all times].

During the re-join when in a suitable position attempt to attract AGCS Operator's attention by continually flashing landing light. AGCS will report any Traffic. Land if the runway is clear, otherwise maintain/ regain 1000ft QFE and overfly the runway to join the normal night circuit sequence. After landing remain on the runway/backtrack to holding point A2. It is Pilot's responsibility to then taxi back to apron having gained any traffic reports from AGCS Operator.

### 8.2 Radio/Electrical Failure Procedures: Helicopters

Approach to Helicopter Training Area "November". Land and telephone AGCS Operator to inform them of failure and receive updated Traffic information. Crossing runways will be Pilots responsibility with the updated traffic information.