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PILOT BRIEF ELITE LONDON 2026

Note:

This document is intended as a guide to the procedures for arriving and departing aircraft for the **Elite London event from 15th and 16th May 2026 ONLY**. Pilots are reminded that the airfield operates an air ground communication service. As such pilots are responsible for ensuring that they are adequately briefed before flight and that they operate in line with the rules of the air and general airmanship.

All flights MUST be pre-booked. Otherwise you will be refused entry.

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

Wycombe Air Park will only be allowing Aeroplane and Helicopter movements for the two days.

Wycombe Air Park has **AIR-GROUND RADIO** in operation **126.555MHz**.

The airfield will be closed between 13:00 and 13:30L on Friday the 15th. On Saturday the 16th the airfield will be closed between 14:00 and 15:00L due to an air display. **No inbound or outbound movements will be permitted during this time.**

You should aim to arrive within your allotted slot but we will do our best to accommodate if you are unable. Always call ahead if you have to make any changes due to weather: 01494 443737.

Fuel

Aviation Gasoline (AVGAS) 100 LL, Jet A1 (AVTUR) and UL 91 are available at the aerodrome. Fuel should be requested in advance with the Operations desk to expedite the refuelling process, or it will also be possible to request fuel on the day. You can contact the team by phone: **01494 443737** or by email: **Operations@bookeraviation.aero.**

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1. GENERAL

1.1 Air Ground Communication Service (AGCS)

Wycombe Air Park is an Aeronautical Radio Station operator providing an Air Ground Communication Service.

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) using the Elite show link up until midnight on Tuesday the 12th of May.

1.2.2 Any planned or unplanned short notice changes which are made to the submitted booking information, requires pilots to contact the Wycombe Air Park operations desk on 01494 442737 or Operations@bookeraviation.aero to update this information and establish if it is still possible to accommodate the booking.

1.2.3 A strict slot booking system is in place at Wycombe Air Park, and this will continue to be in place for the event. Arrival slots will be accepted up to 12:45L on the 14th of May via pre-booking.

1.2.4 Departure flights can be booked out over the radio.

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 Non-radio aircraft

Not permitted.

1.5 Allocation of ATZ Airspace

The ATZ is divided into two basic sections to separate gliding operations from powered (fixed

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wing and rotary) operations. Although for the event there will be no gliding traffic, **THERE IS STILL NO 'DEAD SIDE'.**

1.6 **Runway in use**

Either 24 or 06 will be in use based on meteorological conditions on the day.

1.6.1 **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.

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

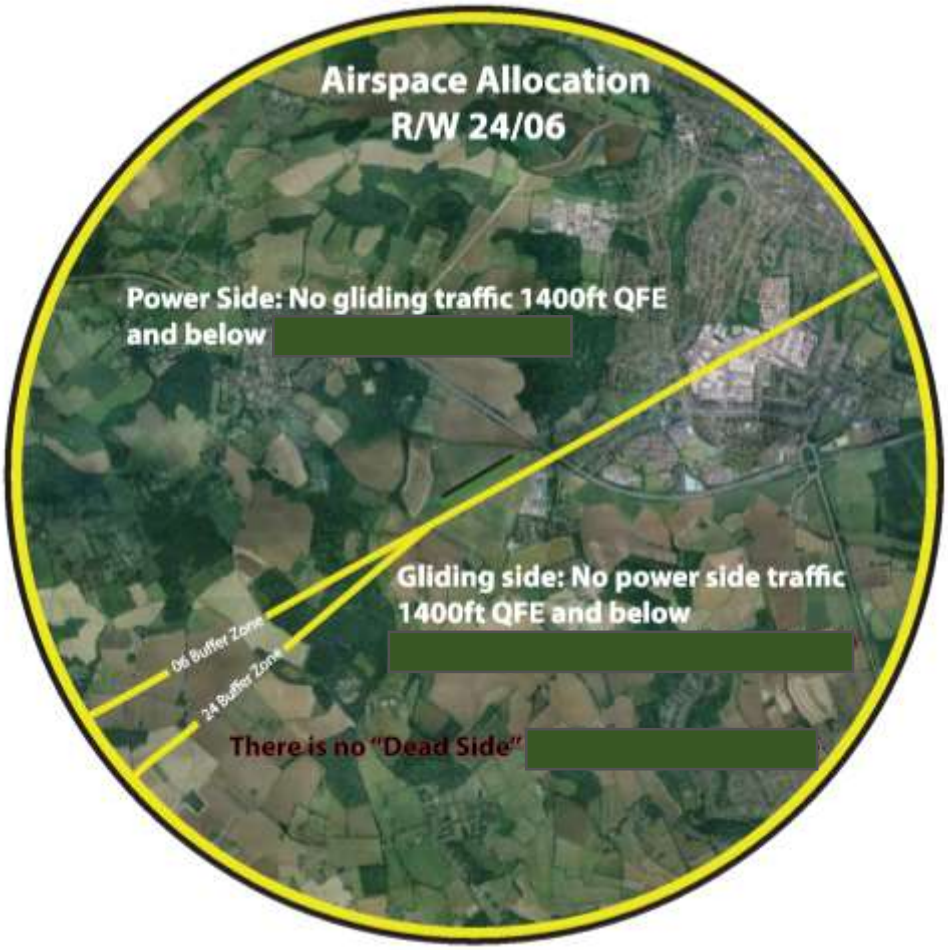
1.7 **Services not available for period of the event:**

1.7.1 The following facilities/services are unavailable for the duration of the event:

Grass runway 06/24 UNAVAILABLE FOR TAKE-OFF AND LANDING
Runway 35
Helicopter approach Sierra
Low level circuits
Helicopter points SIERRA, ECHO, X-RAY, ROMEO or NOVEMBER

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AIRSPACE ALLOCATION RUNWAY 24/06



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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 with other traffic.

Pilots MUST make initial contact to obtain airfield information at one of the following VRP's approaching the airfield:

FROM THE NORTH / EAST - PRINCES RISBOROUGH

FROM THE NORTH / WEST – STOKENCHURCH

Joining will be overhead via the live side.

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.

2.2 Initial R/T Message Content

Pilots are requested on their initial call to the AGCS Operator to announce their registration, current position and height AMSL.

2.3 Circuit Operations – General

- Preferred runway in use will be either runway 06 or runway 24 due to noise abatement. Aircraft shall proceed via taxiway Alpha and Bravo to access runway 06.
- The use of runway 17 and 35 is not permitted.
- Fixed wing circuit height is 1000 ft QFE.
- Runway 24 operates a right-hand fixed wing circuit
- Runway 06 operates a left-hand fixed wing circuit

2.4 Missed Approach Procedure

In the event of a missed approach, pilots should climb straight ahead overflying the runway in use before carry out standard noise abatement, due to the proximity of the helicopter circuit.

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Pilots are responsible for maintaining their own separation and informing Wycombe Radio of their intentions after the missed approach procedure has been followed.

2.5 Ground procedures:

- Aircraft are to vacate in one of three places onto the BRAVO taxiway:
  - A1 then onto BRAVO taxiway
  - Runway 35 intersection then onto BRAVO taxiway
  - B1
- Once on the BRAVO taxiway, route towards the GA parking area.

3. HELICOPTERS

3.1 Helicopter Operations

Joining Procedures

It is the Pilot's responsibility to assess, given aircraft information from the AGCS Operator, if they can safely integrate with other traffic.

Pilots MUST make initial contact to obtain airfield information at one of the following VRP's approaching the airfield:

FROM THE NORTH / EAST - PRINCES RISBOROUGH

FROM THE NORTH / WEST – STOKENCHURCH

Irrespective of runway operation, all helicopters must join and depart via the "Golden Ball". Helicopters must remain at 750ft on the QFE whilst within the ATZ.

Helicopters must approach into training area November ensuring adequate distance from the parking area. Marshallers will direct aircraft to parking area.

AIRFIELD RUNWAY CROSSING IS PROHIBITED AT ALL TIMES

3.2 Circuit Operations

- **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.

- **Noise**

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3.3 24 Right-Hand [Helicopter]

When 24 (right-hand) is in use, follow the below procedures. These are best read in conjunction with the circuit diagrams provided in Annex 3J.

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.

3.4 06 Left-Hand [Helicopter]

When 06 (left hand) is in use, follow the below procedures. These are best read in conjunction with the circuit diagrams provided in Annex 3K.

Climb Out

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

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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.

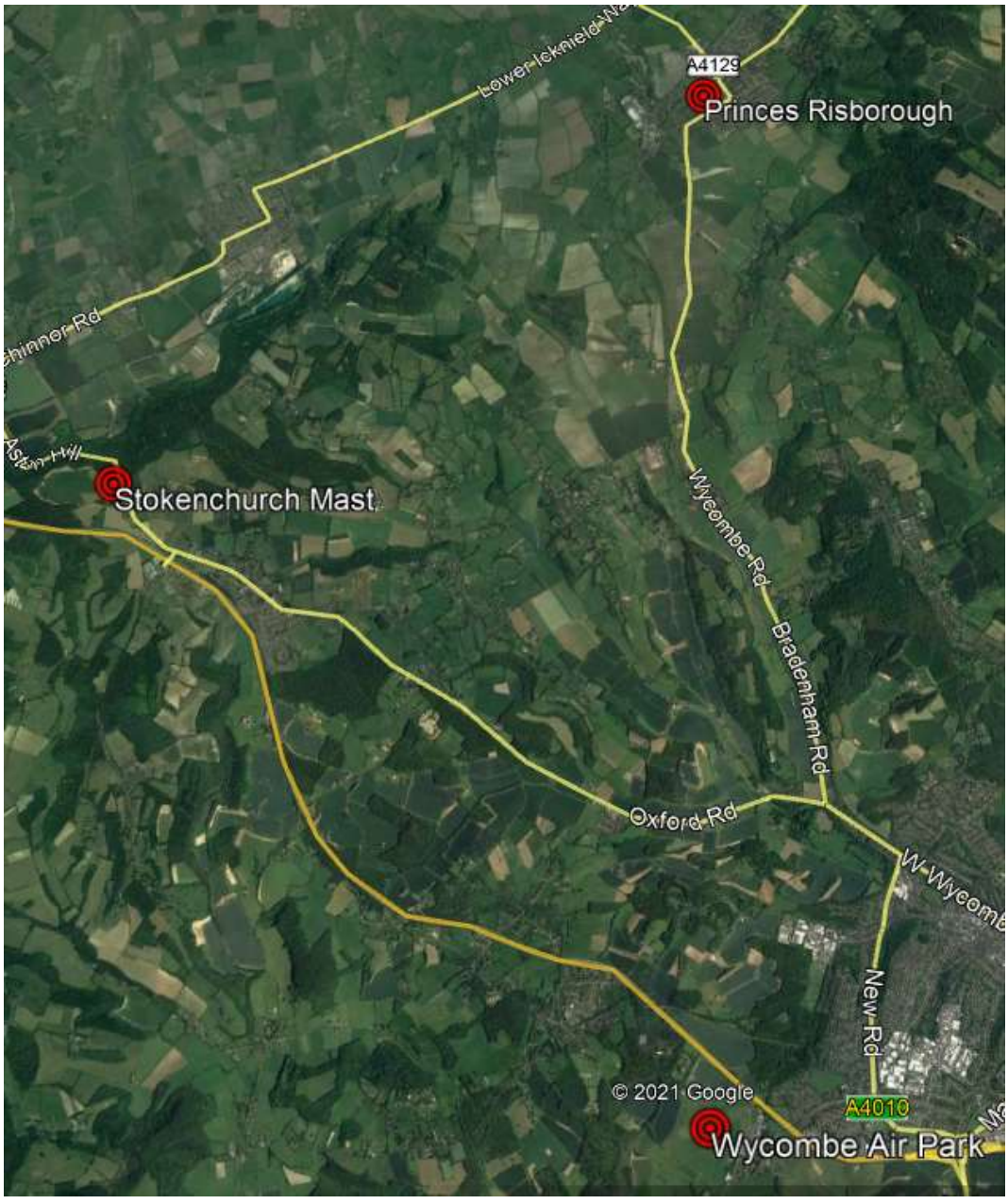
At the far end of the woodland turn left onto finals

Finals

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

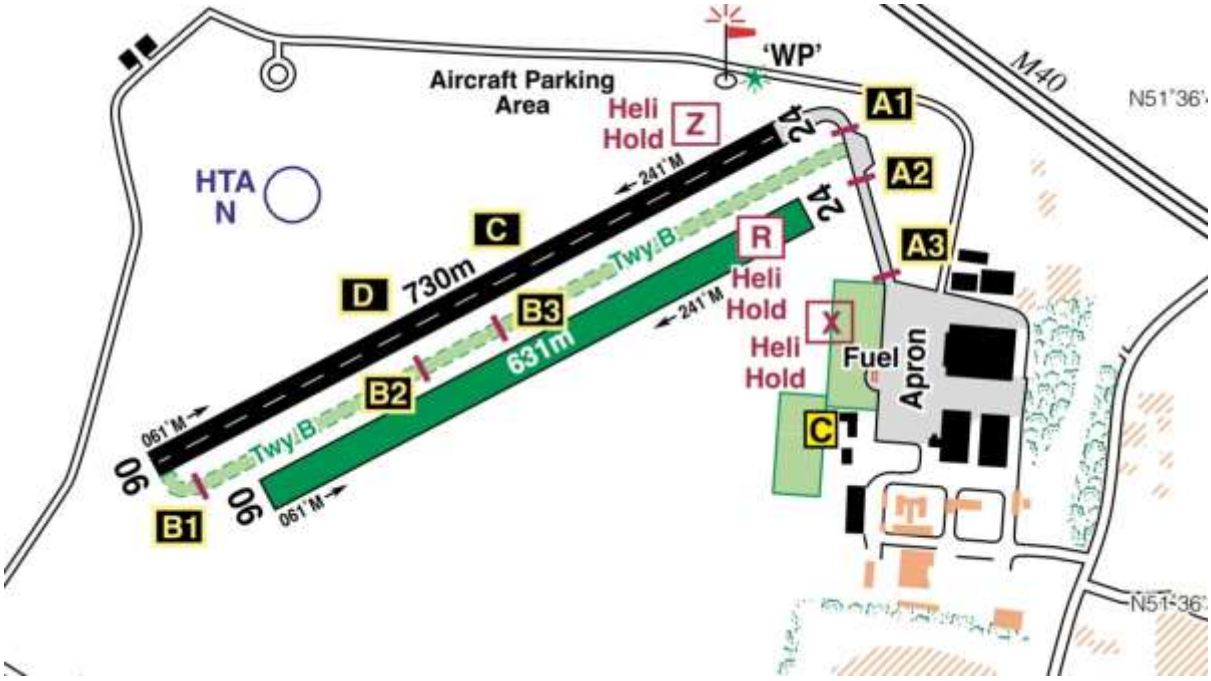
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VISUAL REPORTING POINTS



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AERODROME LAYOUT



PARKING AREAS:



4. NOISE ABATEMENT PROCEDURES

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Noise Abatement Procedures

The following noise abatement procedures should be strictly observed at all times commensurate with aircraft safety.

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

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 take-off and after crossing the airfield boundary, turn left of runway centre-line by about 10º 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.

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 Hambleden Valley.

Runway 06

After take-off, as soon as safely possible, before reaching the M40 (e.g., at the windsock), turn left to maintain a track of 020^0M. After passing Spring Coppice and at 600ft QFE [1100ft QNH] or above, turn crosswind to maintain track 360^0M 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 illustrated in yellow, is to Route between Lane End and Frieth (Track 150^0M). If extending the downwind leg is unavoidable, then the descent on base leg should be delayed commensurate with the distance out.

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5. CIRCUIT DIAGRAMS

RUNWAY 24 DEPARTURE AND CIRCUIT [FIXED WING]

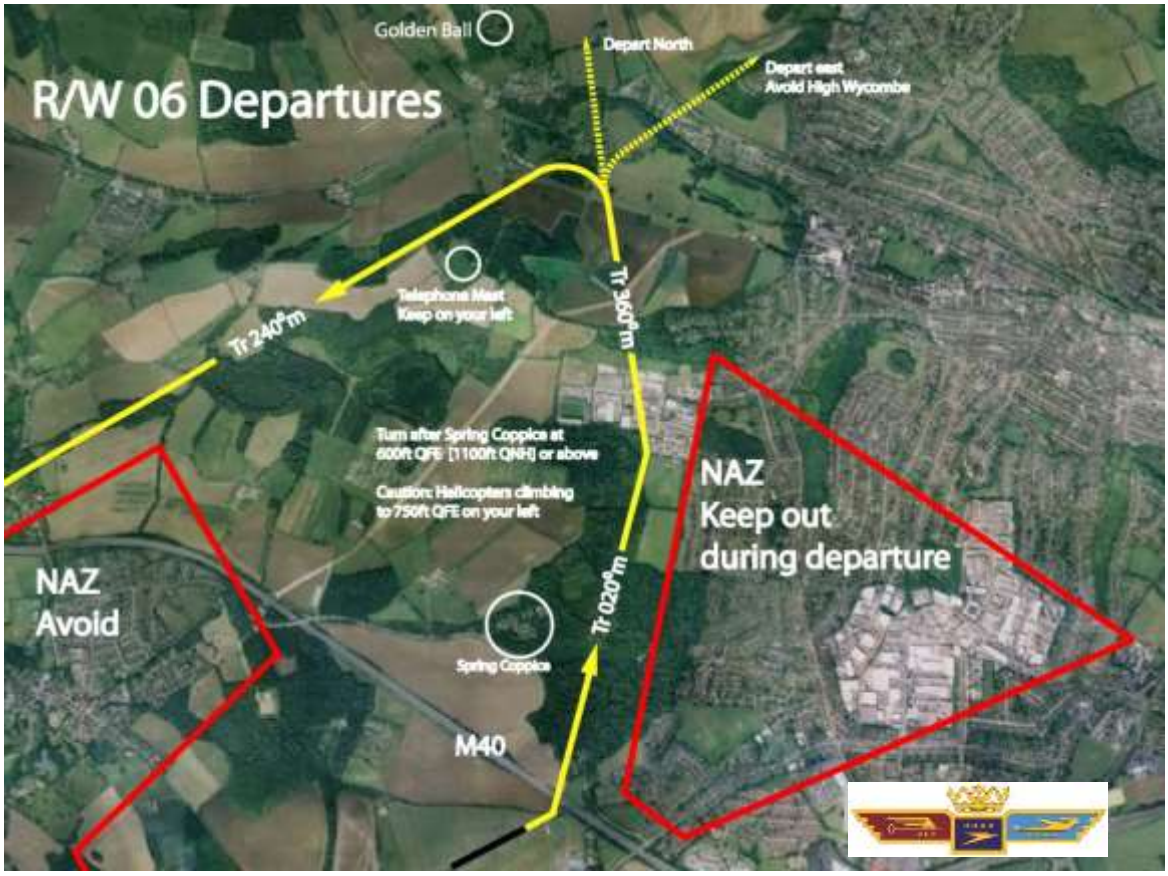


RUNWAY 24 OVERHEAD JOIN [FIXED WING]

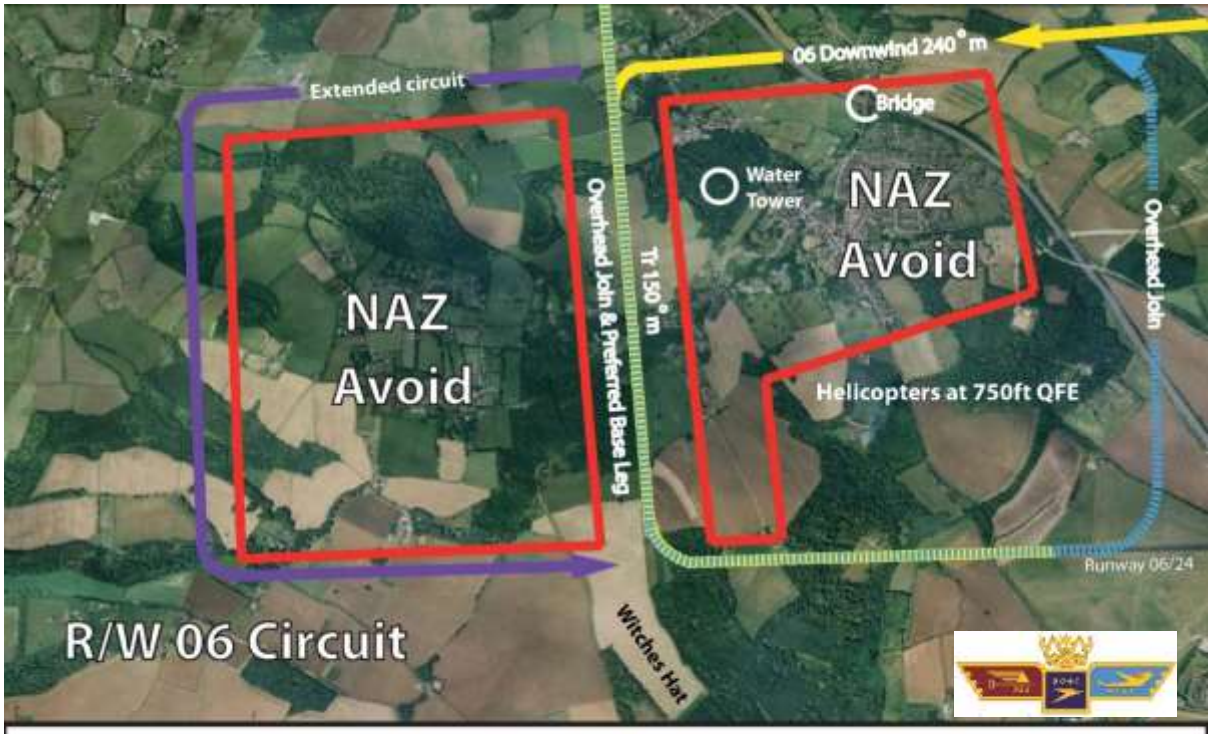


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RUNWAY 06 DEPARTURES [FIXED WING]



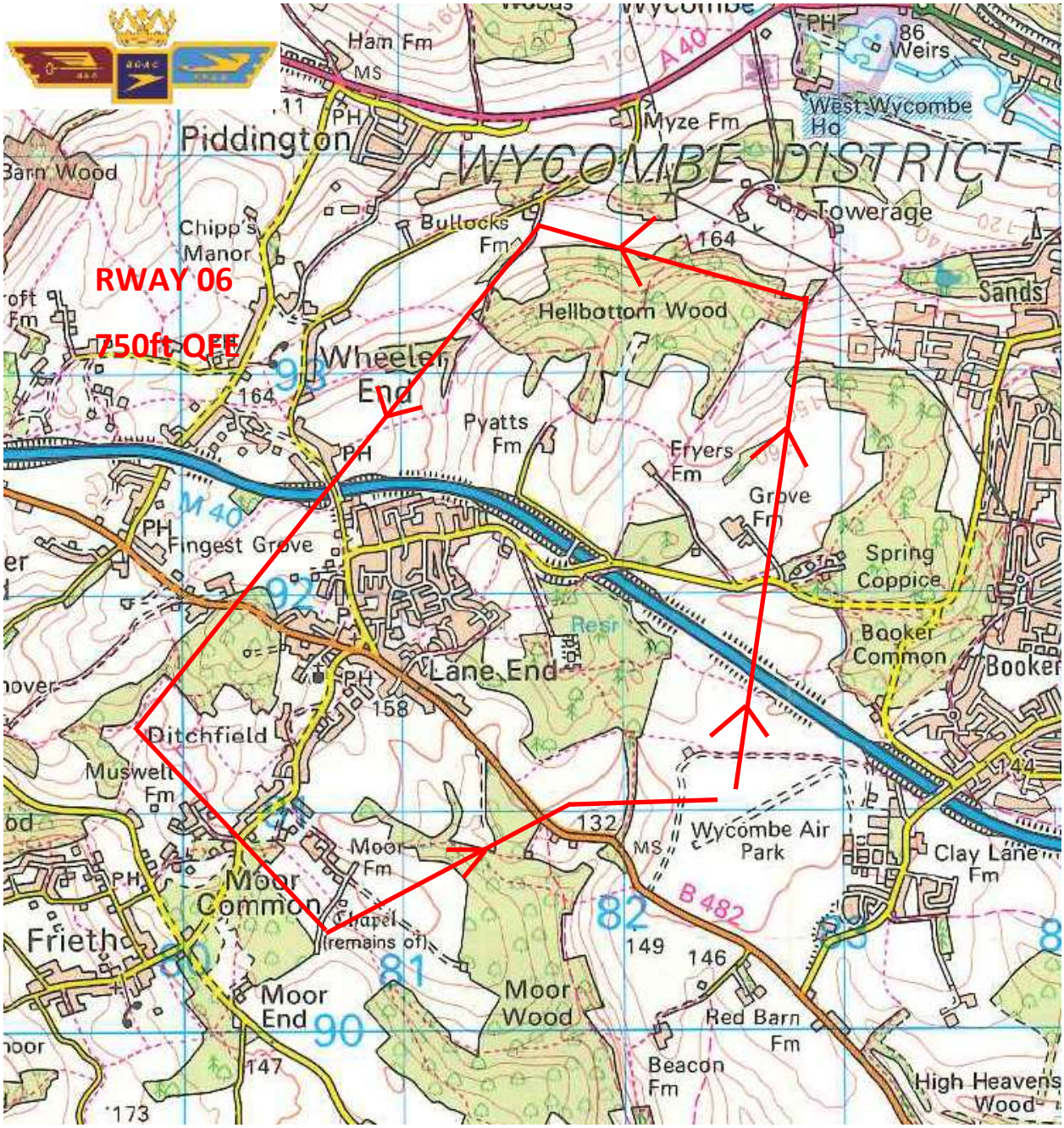
RUNWAY 06 CIRCUIT AND OVERHEAD JOIN [FIXED WING]



Circuit Height 1000ft QFE. Fly downwind leg between Motorway Bridges. When abeam Water Tower turn Base Leg aiming for 'Witches Hat'.
Overhead Join: Fly above Base leg, arrange descent to be 1200ft QFE level by R/W 06 threshold, tracking along R/W QDM. At R/W mid-point turn left and join downwind leg level at circuit height.

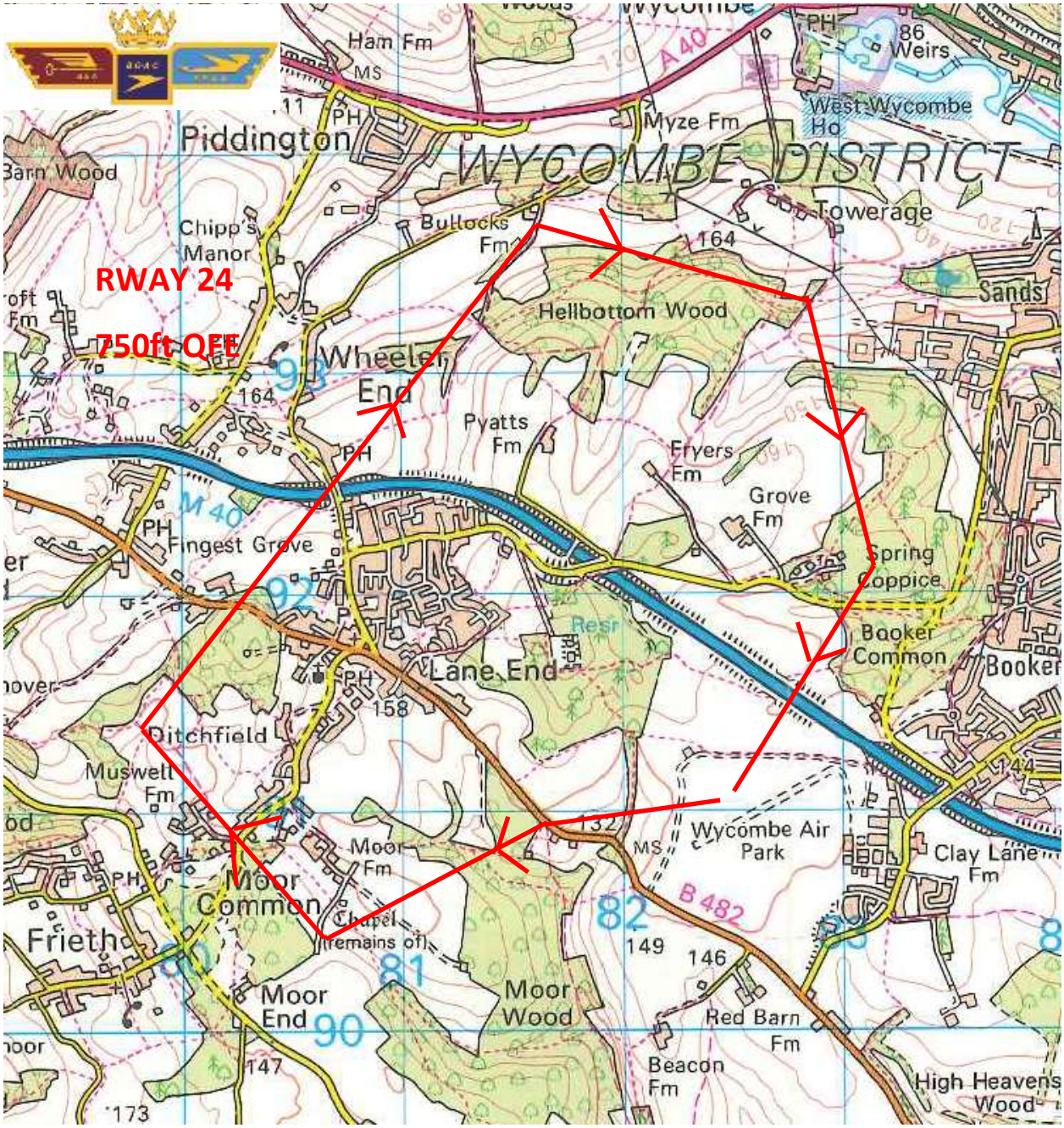
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RUNWAY 06 CIRCUIT [HELICOPTER]



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RUNWAY 24 CIRCUIT [HELICOPTER]



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6. RADIO FAILURES

6.1 Radio/Electrical Failure Procedures: Fixed Wing

Squawk 7600 and attempt to make contact with the 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 at your discretion 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 vacate the runway and report to Operations.

Outside the ATZ:

DO NOT ENTER

6.2 Radio/Electrical Failure Procedures: Helicopters

Approach to Helicopter Training Area “November”. Land at you discretion and call Operations 01494 442737.

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