



Direction des Opérations

Service
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RÉPUBLIQUE FRANÇAISE

Phone : +33(0) 5 57 92 57 95 or 57 97
e-mail : sia.supaip@aviation-civile.gouv.fr
Internet : www.sia.aviation-civile.gouv.fr

AIP SUP
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Subject : RSA (Réseau du Sport de l'Air) Federation Yearly European Meeting on Vichy Charmeil AD
Validity : From 17 to 19 July 2015

Location : Marseille FIR LFMM, AD Vichy Charmeil LFLV, Clermont LFLC FIS

On the occasion of the RSA (Réseau du Sport de l'Air) Federation Yearly European Meeting, a Temporary Restricted Area is created and restrictions of use on Vichy Charmeil aerodrome are implemented

1 - RESTRICTIONS OF USE OF VICHY CHARMEIL AERODROME

1.1 - General

VICHY INFO dates and times of activity :

- Friday : 0700 – 1700
- Saturday : 0700 – 1700
- Sunday : 0700 – 1700

Outside of these hours, the AD is used as usual (self information) : consult NOTAMs for apron and Parking stands availability.

Authorized aircraft :

Aircraft taking part in the Meeting, locally-based aircraft and aircraft with a prior authorization from the Flight Director.
Authorized aircraft will be subjected to the Flight Director and/or his replacement directives during the VICHY INFO activity time slots.
They will fly in self-information outside of these time slots.

1.2 - Frequencies

VICHY INFO : 121.400 MHz ;
RSA GROUND : 128.700 MHz ;
RSA VICHY ATIS : 127.350 MHz

The VICHY INFO operator will inform Clermont Ferrand FIS of the beginning and end of the ZRT activity.

1.3 - Radio communication equipment

Principle

Aerodrome reserved for aircraft with radio equipment.

Overriding procedure for aircraft without radio equipment

- A prior authorization request must be submitted to the Flight Director from Friday 17 July 2015, 0900 local time (phone :+33 6 81 36 62 40) who will be able to give a time slot for arrival depending on the expected traffic.
- This authorization request will specify the desired day and time slot for landing.
- Aircraft without radio equipment authorized by the Flight Director must use winch launch strip 01/19.

1.4. – Services provided

During the 3 days, listen to the ATIS.

Flight information and alerting will be active (outside of the ZRT):
Friday from 0700 to 1000 UTC and from 1200 to 1600 UTC
Saturday from 0700 to 1000 UTC.

Outside of these hours, pilots self-announce their position and or intentions (self information)

Contact the organizer (phone +33 6 80 38 74 07) or the Flight Director (phone +33 6 81 36 62 40) for any specific question.

1.5. – Runway and Taxiway organization

Runway in use

Paved RWY 01/19 is reserved for the Meeting. Winch launch (grass) strip 01/19 will be used as an alternate RWY. This strip is not an approved RWY.

- QFU : 009/189 - dimension : 600 x 50 metres
 - new designation of the paved RWY : 01 DURE / 19 DURE
 - THR of launch strip 19 located 200 metres South of the ARP
 - traffic pattern for the grass strip in the East, 1000 ft AAL and reserved for ACFT without radio ;

SIMULTANEOUS USE OF RWY AND LAUNCH STRIP PROHIBITED.

Taxiways

The Taxiways going to the paved RWY can be used as usual. Creation of an unpaved taxiway half-way of the paved taxiways to serve the Runway and the launch strip.

An unpaved taxiway is created to serve launch strip 01/19 and to go to the Parking Areas.

New temporary designation of taxiways:

- Southernmost paved taxiway: S
- temporary unpaved taxiway: C (central)
- Northernmost paved taxiway: N

Parkings areas

Taxi at a moderate speed and follow marshaller's instructions.

2 - ARRIVALS

2.1 - Flight planning

Pilots are requested to carry a fuel reserve for in-flight holding, in case of airport saturation or closure required for flight demonstrations, and / or plan at least one alternate aerodrome.

Attention must be paid to the nearby Restricted Areas : LF-R 68, LF- R 143 and in particular LF-R 137 A LAPALISSE.

Attention must also be paid to the following controlled airspaces : ST YAN TMA in the North and CLERMONT TMA in the South.

2.2 – Arrival procedures (see Charts 1 and 2)

Given the high number of inbound aircraft at some times, it is recommended to follow the created routes on the basis of the QFU in use. These routes are used by the pilots to have time to self-separate from each other.

Continuous visual observation by pilots and their passengers is required to detect conflicting traffic.

Do not make a 360-degree turn on the routes and in the aerodrome patterns, except if requested by VICHY INFO.

Please note that the safe and effective flow of the huge number of scheduled arrivals depends on the observance of these procedures and the cooperation of pilots.

2.2.1 – Routing points (see Charts 1 and 2 below)

- SAINT-POURCAIN-SUR-SIOULE
 - GANNAT
 - through West VENDAT
 - ST-GERMAIN-DES-FOSSES for the pendular microlights / gyroplanes and slow aircraft procedure
- Recommended altitude on routings : 2300FT AMSL if the meteorological conditions allow this altitude.

2.2.2 – General procedure

- Listen to the ATIS on 127.350 MHz before reaching the routing points and entering the ZRT. If the ATIS is unavailable, listen to VICHY INFO to get the QFU in use,
- If equipped, turn lights on to be visible,
- Keep listening to VICHY INFO on 121.400 MHz,
- On downwind leg, VICHY INFO will inform you of the most available runway.

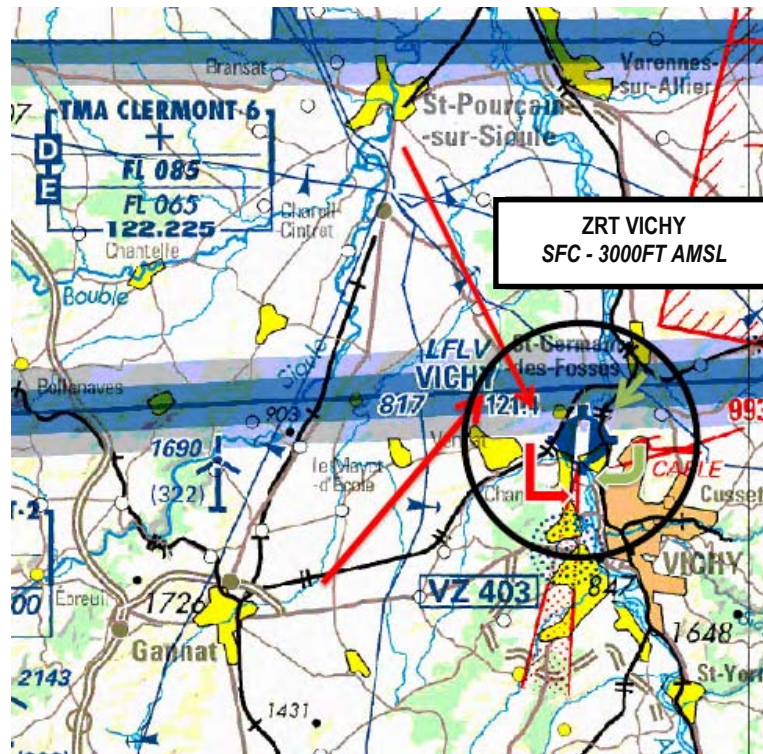


Chart 1- Recommended routings QFU 01 in use

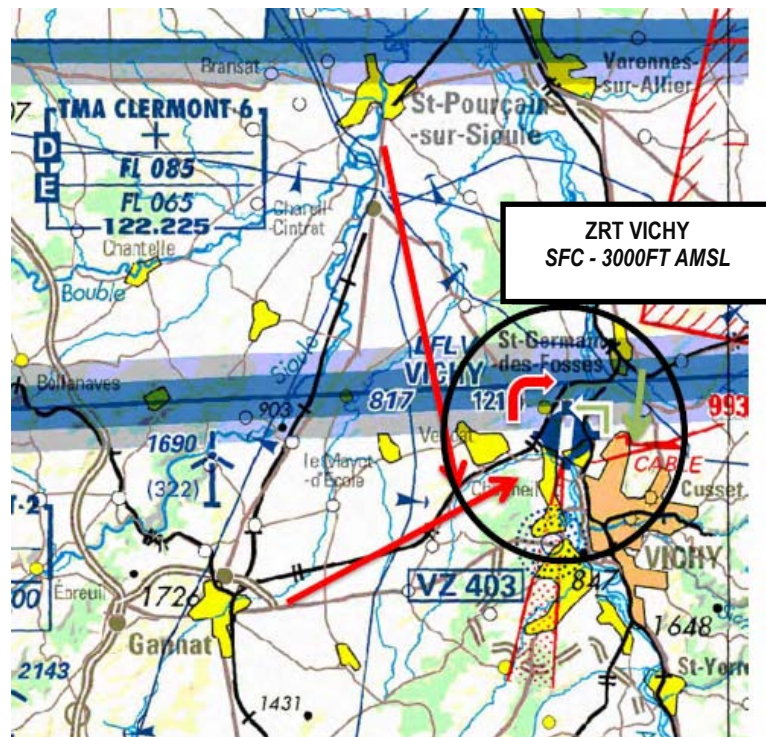


Chart 2 – Recommended routings QFU 19 in use

2.2.3 – Procedures for aircraft without radio equipment

- Comply with Paragraph 1.3 to obtain authorization from the Flight Director and the arrival time slot;
- Enter the ZRT via ST GERMAIN DES FOSSES and enter the Eastern aerodrome traffic pattern at beginning of downwind leg for grass runway 01/19.
- If equipped, turn lights on to be visible,
- Downwind through control tower, flap the wings to be identified,
- On final approach, if grass runway (winch launch strip) 01/19 is unavailable, execute a missed approach and join the beginning of the Eastern pattern downwind leg for grass runway 01/19.

2.3 - Aerodrome traffic patterns and RWY clearing

- The aerodrome pattern is performed in the West (see LFLV VAC Chart hereinafter) for paved Runway 01/19.
- The aerodrome pattern is performed in the East (see LFLV VAC Chart hereinafter) for winch launch strip (grass runway) 01/19.
- Patterns altitude: 1800FT AMSL.
- Runway clearing (see Charts 3 and 4 below)

PAVED RWY "01/19 dure" :

- Landings QFU 01 : **No clearing via TWY S**, only via C and N
- Landings QFU 19 : **No clearing via TWY N**, only via C and S.

WINCH LAUNCH STRIP 01/19 :

Landings QFU 01 and QFU 19 : **Clearing only via Taxiways C and N.**

Until both runways are cleared, listening to VICHY INFO is mandatory.

2.4 – Taxiing and parking

2.4.1 Taxiing

On the TWY, taxi at the speed of a man walking.

A ground traffic circle is implemented based on the QFU in use (see Charts 3 and 4 below).

After landing and clearing of the runways, follow the instructions of the marshaller to join the refueling station or the parking stand. In case of need or emergency, contact RSA GROUND on 128.700 MHz.

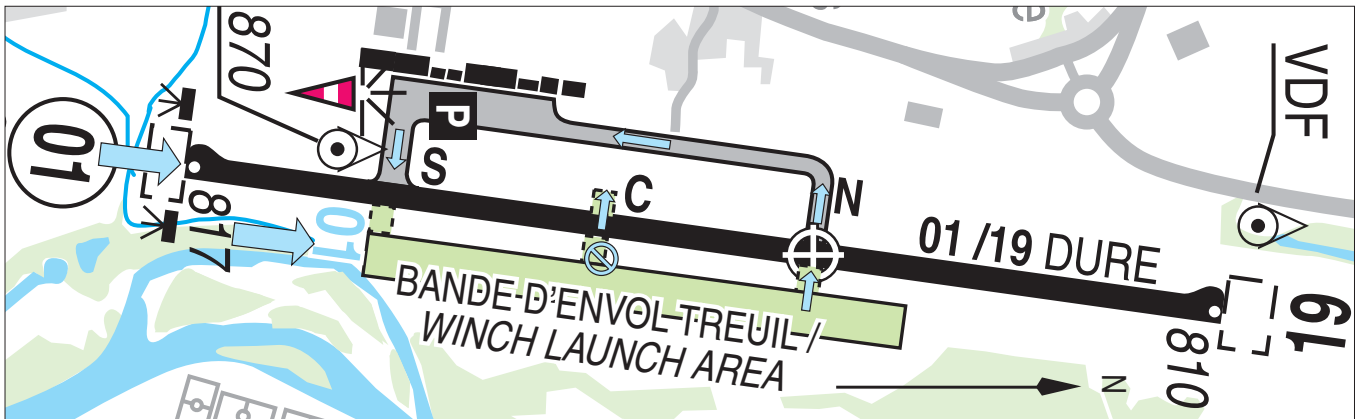


Chart 3 – Ground movements QFU 01 in use

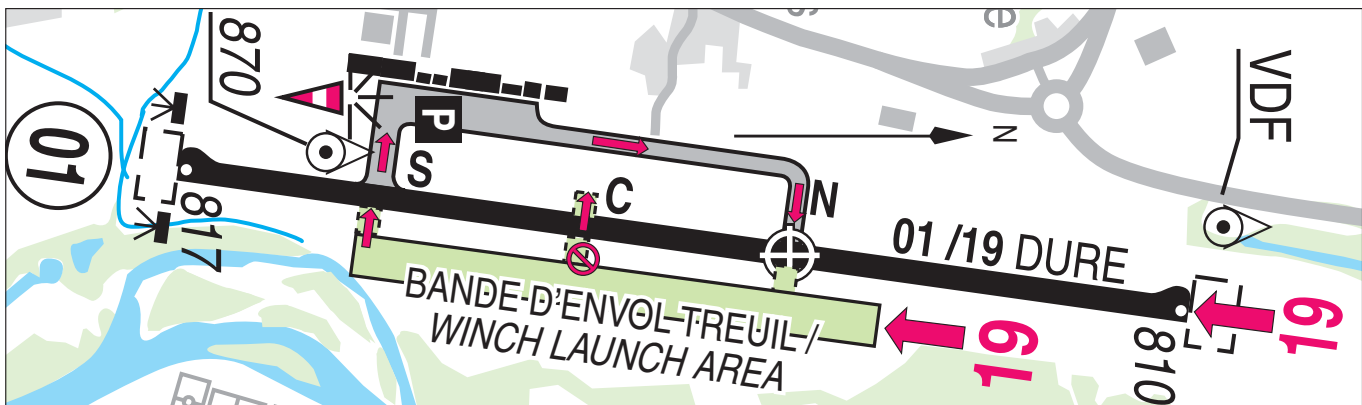


Chart 4 – Ground movements QFU 19 in use

2.4.2 Parking areas

Given the high number of pedestrians-RSA volunteers and other pilots-present on and in the neighborhood of the parking stands, lights must be turned on when aircraft are moving and pilots must taxi with extreme precaution.

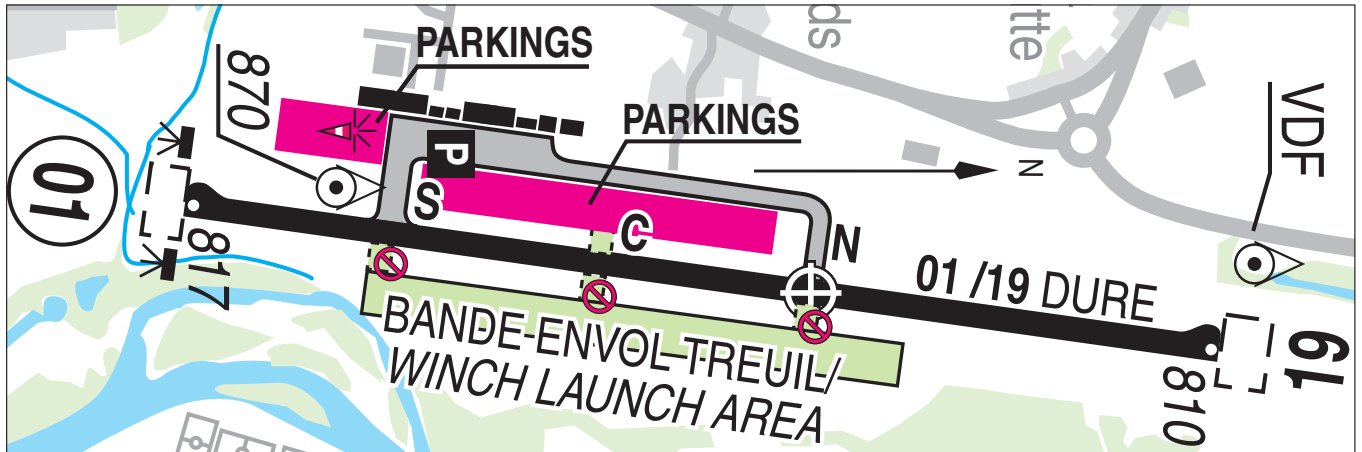


Chart 5 – Parking areas for the RSA Meeting

The parking area layout will be available on the RSA website <http://euroflyin.rsafrance.com>

2.5 – Communication procedure

Contact VICHY INFO only at the routing points, on downwind leg and on final leg, except in case of emergency and except request from VICHY INFO. Limit the communications to the minimum;

At the routing points, give the following information :

- Aircraft registration no.: 1st and 2 last letters.
- Type of aircraft and prevailing color.
- Routing point
- Information taken from the ATIS

Downwind, report your presence through the control tower

On final approach, notify your aircraft position number and the runway for landing.

EXAMPLE of phraseology:

Through GANNAT:

"VICHY INFO, F-MA, a white D112 through GANNAT with info E"

Downwind through the control tower:

"MA, downwind 19"

Final approach:

"MA, final 19, number 3"

3 – DEPARTURES

Departure procedure

- Listen to the ATIS on 127.350 MHz,
- Contact RSA Ground on 128.700 MHz before taxiing and follow the instructions of the marshaller to the holding point, **If a departure flight plan has been filed, activate it in flight, at the first contact with an ATC unit.**
- Contact VICHY INFO on 121.400 MHz only **when you are No 1 at the holding point before entering the runway.** Out of AFIS hours, self information.
- When leaving the ZRT, avoid interfering with the recommended routes for arrivals.

4 – PROCEDURES TO FOLLOW DURING FLIGHT DEMONSTRATIONS

On Sunday 19 July, several flight demonstrations are scheduled. The times and the duration of these demonstrations will be announced on the ATIS.

During demonstrations, inbound aircraft MUST remain outside the ZRT.

On the ground, during the demonstrations, taxiing and start-up are prohibited.

For aircraft taking part in a flight demonstration:

- Prior briefing with the Flight Director is mandatory,
- Prior authorization from the Flight Director required before start up.

5 – FORMALITIES UPON ARRIVAL AND DEPARTURE FOR ALL PARTICIPATING AIRCRAFT

In case of filed flight plan, close the PLN upon arrival.

BRIA LYON: +33 (0)4 82 90 92 75
 BRIA LE BOURGET: +33 (0)1 48 62 53 14
 VICHY TWR: +33 (0)4 70 32 47 15

5.1 – Refuelling

- It is highly recommended to perform the refuelling operations upon arrival.
- Plane refueling : 100 LL

5.2 – Weather

RSA meteorological services at pilots' reception

5.3 - Customs

Customs services will be present on the aerodrome during the event.

6- FLOAT PLANE ACTIVITY

A float plane activity will be take place on the lake of VICHY at the following hours :

Saturday 18 July 2015	0600 - 0800 UTC	Réseau du Sport de l'Air float planes
Saturday 18 July 2015	1600 - 1900 UTC	Réseau du Sport de l'Air float planes
Sunday 19 July 2015	0600 - 0800 UTC	Réseau du Sport de l'Air float planes
Sunday 19 July 2015	1600 - 1900 UTC	Réseau du Sport de l'Air float planes

See chart below.

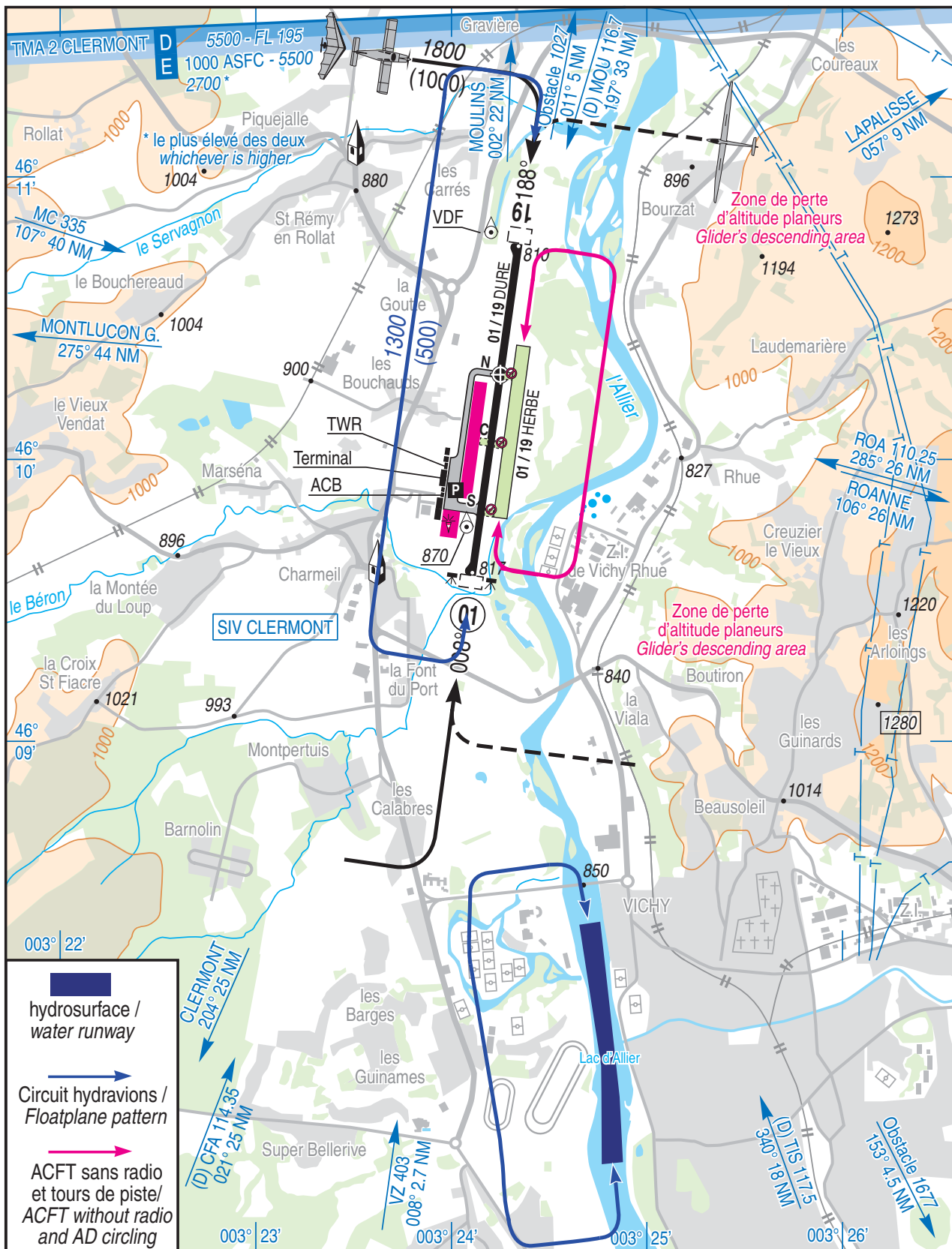


Chart 6 – modified LFLV VAC, float plane patterns

Blue polygon : water runway

Blue line : Two-way path, according to the wind direction (northerly ou southerly wind).

Pay attention to the different traffic patterns on Vichy Charmeil (in the West for planes, in the East for aircraft without radio and aerodrome circling, in the West for floatplanes)

Protocol for the use of the water surface of Vichy - 2015

Dates : 18 and 19 July 2015

Hours : from 0800 to 1000 local time, and from 1800 to 2100 local time, in accordance with the agreement of the Mayor of Vichy.

Users : active members of the "France Hydravion" association, with valid airworthiness and insurance for their float plane; the present protocol and the chart with the traffic patterns must be on board.

Pre-flight Information:

Pilots should read the NOTAM and AIP SUP about the RSA meeting, in particular the entry points and flight procedures.

Contact or send an SMS with Estimated Time of Arrival to Olivier Ripoché : +33 6 76 23 70 78

ZRT entry points:

Sierra : West of Saint-Yorre sur l'Allier (for arrivals from the South and the East) : N46°06'06" - E003°44'06"

November : East of Saint Germain des Fossés sur l'Allier (for arrivals from the NORTH and the WEST): N 46°21'03"N -E003°41'07"E

Float plane traffic pattern:

By a RSA decision, the shortened floatplane traffic pattern is the one drawn on the modified LFLV VAC chart above. Altitude 500 ft AGL / 1300 ft AMSL.

Radio information with VICHY INFO:

The pilots taxi on water under their own responsibility.

They keep listening to **the frequency dedicated to the Meeting : 121.400 MHz** and speak on this frequency :

- To announce their type of flight (floatplane)
- to announce their water landings and take offs
- if they interfere with the aerodrome traffic pattern
- on an ad hoc basis, in case coordination is needed, on the lake.

Coordination with the river navigation:

The waterway authority does not have VHF radio : fly at low altitude and comply with visual signs

Coordination possible the Marina authority : phone +33 7 86 29 61 13

Mode of use of the water runway:

The pilots are responsible of their movements on the water

- Before a first landing on water, float planes will fly above the lake at 200 FT AGL:
 - To check floating objects and other users, including swimmers
 - To warn users and authorities of the imminence of a landing on water
- Before take off :
 - Float planes must move at idling speed towards one of the ends of the lake

In all cases, pilots are guarantors of the safety of everybody; they avoid interfering with other users and stop their maneuvers if the 3d safety margins may become insufficient.