

# **WARBIRDS OVER SCONE**



## **PILOT FLY-IN HANDBOOK**

# GUIDANCE FOR PILOTS

These notes have been prepared to assist pilots with their planning to attend the Warbirds Over Scone Airshow at Scone Airport.

Pilots should note that they are responsible for the safe operation of their aircraft at all times in accordance with the relevant rules and regulations.

Nothing in this document may be construed as over-ruling those rules and regulations. This is a guidance document only.

**PLEASE PRE-PURCHASE YOUR EVENT TICKETS PRIOR TO ARRIVAL**

**Pilots should consider the following when planning their flights to and from Scone Airport:**

- Ensure that your documents, including maps, are current. Aircraft must bring a tie down kit.
- READ THE NOTAMS. There are many sources including NAIPS, OzRunways, AvPlan.
- The event is planned for Friday, Saturday & Sunday the 27th to 29th of March 2026 between 1030 and 1600 hours. With a STEM day being held on the Friday and public airshow days being the Saturday & Sunday. There are not to be planned arrivals, departures or ground operations during the airshow; the UNICOM will advise pilots to remain clear of the airport during these operations. If you are coming to Scone on either Saturday or Sunday it is recommended that you plan to arrive not later than 10.00am both days, to allow adequate time for delays, and to make sure the airshow is not disrupted.
- Avgas will be available via onsite Aerorefullers truck.
- Jet A1 is available from the Pays Air Services truck.
- When planning, ensure that you allow adequate time and fuel if delayed due to the expected traffic volume.
- Helicopter aircraft **MUST** contact us prior to arrival to ensure suitable parking can be arranged. Contact us at [contact@paulbennetairshows.com.au](mailto:contact@paulbennetairshows.com.au) with arrival time, aircraft type and contact details (email and phone number).

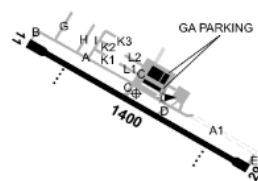
## Unicom Communication

- CTAF 128.0
- A Unicom advisory service will be on frequency 128.00 on between 8am – 5.30pm.
- The Unicom operator may advise known traffic and preferred runway. Additional information may be provided on request. Normal CTAF procedures will apply throughout.
- Unicom will provide guidance on wind direction and preferred runway however runway choice is at the pilot's discretion based on operational requirements.
- On exiting the runway proceed on Taxiway A taxiway to appropriate parking.
- When exiting active RWY, please advise call-sign, aircraft type, location and parking requirement which may be:
  - GA Visit (directions provided)
  - Static Display (Pre-approved aircraft only, directions provided as requested)

## Marshalling and Parking

- When exiting the runway and nominating requirements, pilots may be met by a marshal on a 4-wheel bike or other suitable vehicle who will lead them to their parking location. Otherwise expect marshalling when arriving at the parking area.
- At all times, safety is the highest priority. Pilots must remain alert and take necessary actions to prevent unsafe events from occurring.
- CAUTION: Some ground is uneven and you may wish to shutdown and await assistance from marshals. Every effort has been made to identify dips and uneven ground (marking with paint, cones etc). **PILOT RESPONSIBILITY - DO NOT TAXI ON SURFACES YOU ARE NOT CONFIDENT YOUR AIRCRAFT CAN HANDLE SAFELY.** Event grass parking is unrated – enter at own risk.
- Remember, pilots are responsible for their aircraft and passengers, marshals provide guidance only. If in doubt, stop, shut down if necessary and request assistance.
- Generally heavier GA aircraft will be taxied directly in to their parking position, lighter aircraft will be taxied close to their parking with final positioning by hand after shutdown. Volunteers will be available to assist with moving aircraft as required.
- Before leaving your aircraft, ensure the marshal is satisfied with its position, that the aircraft is shut down with mixture closed and magnetos off and tied down.

- Whilst securing your aircraft and when walking to the landside, be very careful of other taxiing aircraft. Remind yourself and your passengers of the airside hazards, including propellers and ground obstacles such as tie downs.
- FUEL – Avgas will be available via Aerorefullers truck outside air display times. Contact details will be available onsite.
- A Shuttle Bus will then transfer pilot and passengers to the Ticket Booth for entry.
- In the event that Parking become full, pilots will be notified by Unicom with directions to the block to the south-east of Pays Hangar. No shuttle bus provided from overflow parking.

**SCONE****ELEV 745****AVFAX CODE 2023**

NSW  
 320214S 1504956E UTC +10 YSCO  
 VAR 12 DEG E CERT  
 AD OPR Upper Hunter Shire Council, PO Box 208, Scone, NSW, 2337. PH  
 02 6540 1100: AH AD Manager 0439 428 134. Fax 02 6545 2671.

**REMARKS**

- AD Charges: Refer to <http://upperhunter.nsw.gov.au/> for current fees and charges. Bookings for ACFT PRKG is compulsory over 5,700KG.
- Gate access code from landside to main apron is: C then the YSCO CTAF.

**HANDLING SERVICES AND FACILITIES**

Aero Refuellers - AVGAS and JET A1 H24 self-service bowzers. Accept Aero Refuellers cards, V and MC. PH: 0413 003 808.

**PASSENGER FACILITIES**

Terminal facilities AVBL in Scone Memorial Airport BLDG. Access code is C then YSCO CTAF.

**METEOROLOGICAL INFORMATION PROVIDED**

- TAF CAT D, METAR/SPECI.
- AWIS PH 02 9353 6449 - Report faults to BoM.
- AWIS FREQ 134.55 (requires 1 second pulse to activate) - Report faults to AD OPR.

**PHYSICAL CHARACTERISTICS**

11/29 110 46 PCR 240/F/D/X/T Uneven SFC due to soil movement WID 30 RWS 90

RWS not AVBL due rough SFC.

**AERODROME AND APPROACH LIGHTING**

RWY 11/29 LIRL(1) PAL 128.0  
 RWY 11 PAPI(2) PAL 128.0 3.0 DEG45FT  
 RWY 29 PAPI(3) PAL 128.0 3.0 DEG46FT

- PAL requires three one-second pulses to activate.
- Right side. PAL requires three one-second pulses to activate.
- Left side. PAL requires three one-second pulses to activate.

**OTHER LIGHTING**

TWY LGT: Blue edge on TWY C.

**ATS AND AERODROME COMMUNICATION FACILITIES**

FIA BRISBANE CENTRE 124.8 4000FT

**LOCAL TRAFFIC REGULATIONS**

- Exit TWY at the RWY 11 end is 7.5M wide.
- Two gravel TWY to the fire bombing base is restricted to fire bombing ACFT only.
- Main TWY BTN 'Air Pasture' and hangars not AVBL due to uneven SFC.
- Helicopter parking AVBL on TWY A between TWY C and D.

**CTAF 128.0**

**ADDITIONAL INFORMATION**

- Animal hazard (kangaroos, foxes and birds) exists WI VCY RWY 11/29.
- Caution: The pilot in command should be aware of the terrain and obstacles in the circling area prior to conducting Night IFR OPS into Scone.
- Caution: During rain, GA APN holds excessive water at entrance and near refuelling bowser.

**CHARTS RELATED TO THE AERODROME**

- WAC 3456.
- Also refer to AIP Departure and Approach Procedures.

Information may be continued on the next page: PTO



Image © 2026 Airbus