

# AERONAUTICAL INFORMATION CIRCULAR Y 58/2014

UNITED KINGDOM

## NATS

NATS Services  
UK Aeronautical Information Services  
Heathrow House  
Bath Road, Cranford  
Middlesex, TW5 9AT  
ais.supervisor@nats.co.uk  
http://www.ais.org.uk  
01604-499210 (Content - Sywell Aerodrome/Aerodrome  
Manager)  
0191-203 2329 (Distribution - Communis UK)

### Date Of Publication

12 June 2014

### Subject

Operational



## NORTHAMPTON/SYWELL AERODROME – LAA RALLY 2014 – 29 TO 31 AUGUST 2014 - OPERATIONAL INFORMATION AND JOINING INSTRUCTIONS

### PART ONE – OPERATIONAL INFORMATION

#### 1 Introduction

- These procedures should be followed during the times of this event as listed in paragraph 2.
- Outside the times in paragraph 2, standard joining procedures apply.
- These procedures should be adhered to in order to create a safe and orderly flow of traffic.
- Radio transmissions are cut to an absolute minimum, enabling pilots to concentrate on flying and lookout.
- The pilot-in-command remains responsible at all times both in the air and on the ground.
- Pilots should read these procedures carefully and study in detail before departure from their home aerodrome. Pilots who have obviously not read these instructions will be refused landing permission in the interests of flight safety. Any breaches of these instructions will be subject to a Mandatory Occurrence Report (MOR) Fully briefed is fully prepared.
- Sywell Aerodrome and its employees accept no liability whatsoever for any damage injury, incident or accident whilst following these procedures, nor for any legal action resulting from doing so.

#### 2 Aerodrome Hours

- The AFISU will be manned providing a modified AFIS\* on 122.700 MHz as follows:

Thursday 28 August:	0800 to 1700 UTC (0900 to 1800 BST) * Standard AFIS
Friday 29 August:	0700 to 1800 UTC (0800 to 1900 BST)
Saturday 30 August:	0700 to 1800 UTC (0800 to 1900 BST)
Sunday 31 August:	0700 to 1700 UTC (0800 to 1800 BST)
Monday 1 September:	0800 to 1700 UTC (0900 to 1800 BST) * Standard AFIS

#### 3 Aerodrome Flight Information Service (AFIS)

- An AFIS, callsign '**Sywell Information**', will be in operation on **122.700 MHz** using the procedures detailed in this document.

#### 4 Out of Hours Movements

- Any aircraft movement when the AFIS Unit is unmanned must be logged at the Fuel Kiosk in the external silver wall box to the right of the door or e-mailed to [sywellfis@btconnect.com](mailto:sywellfis@btconnect.com).

#### 5 Runways

- Runways available will be 03L/21R Hard (LDA: 1000 m) and 03R/21L Grass (LDA: 671 m).
- They are parallel runways and are 104 m from centreline to centreline.
- For this unlicensed event they may be used as parallel runways for landing, with caution.
- Departures, however, will see them treated as one, i.e. no parallel departures. From Thursday 28 August Runways 05/23 and 15/33 will be closed and used for aircraft parking.

## 6 Runway Changes

- A runway change will be broadcast on 122.700 MHz.
- Aircraft that have already left Pitsford may continue to land as per the procedures.
- Other aircraft are to hold at Pitsford and wait the 'Runway Change Complete' call.

## 7 IFR/VFR

- All arrivals should be conducted under Visual Flight Rules.
- IFR departures are permitted under VMC with Sywell AFISU obtaining a squawk and London Control frequency prior to departure. IFR departures should remain clear of controlled airspace until cleared to enter by London Control.

## 8 Booking In

- All aircraft attending this event must book an arrival slot. This can be achieved on the Sywell Aerodrome website at: <http://www.sywellaerodrome.co.uk/bookings.php?event=aeroexpo>
- **ALL exhibiting aircraft arriving Friday to Sunday inclusive must book arrival slots.**
- Please fill in **ALL** requested details **correctly** and in full when booking in as this is the official movements log.
- Pilots are requested to try and adhere to their slots as closely as possible. If weather or unserviceability on the day affects that slot and a new one is required, telephone Sywell AFISU to re-arrange your slot. The booking in system closes at midnight for the following day.
- Aircraft experiencing delays to a booked slot whilst in flight should proceed to Pitsford and join the pattern with caution and then follow the procedures below.

## 9 Flying Display

- There will be no flying display during this event.

## 10 RFFS

- The aerodrome will not be available to aircraft requiring the use of a LICENSED Aerodrome during the 3 day event although RFFS Cat 2 will be provided.

## 11 Fixed Wing, Microlight, & Autogyro Initial Arrival Procedures (Appendices A1/A2)

- Aircraft arriving from France should follow the suggested VFR routes at Appendices A1 and A2 to avoid controlled airspace of the major London Airports. Pilots following the suggested VFR Routes should also note the close proximity of the London Stansted Transponder Mandatory Zone.
- Aircraft arriving from the northwest to southwest sector should avoid Birmingham's Controlled Airspace. Aircraft operating **outside** Birmingham Airspace can monitor Birmingham Approach on 118.050 MHz squawking 0010 to indicate they are monitoring that frequency and Birmingham may contact you if they feel your track is close to infringing their airspace. Once clear of Birmingham's area revert to squawking 7000.
- Aircraft arriving from the south underneath the London TMA are encouraged to request a service from Farnborough LARS (See Appendix A3 for sectors and frequencies) This service is available 0700-1900 daily (All times UTC). Pilots should beware of potential ILS traffic to the west of Cranfield.
- Aircraft arriving from the north should avoid East Midlands controlled airspace and be aware of the many active military aerodromes in the area. Waddington provides a LARS service on 127.350 MHz.

## 12 Fixed Wing, Microlight, & Autogyro Intermediate Arrival Procedures (Appendix A4)

- All radio equipped inbound Aircraft, Microlights, and Autogyros proceed to the Assembly Area at Pitsford Reservoir N5219.4 W000 51.2 (4 nm WNW of Sywell) via the suggested routes at Appendix A4.
- **NO RADIO CALLS ARE NECESSARY FOR JOINING.**
- Prior to reaching Pitsford **MONITOR** 'Sywell Information' on 122.700 MHz on which regular broadcasts will include the active runway and QFE.
- Aircraft joining from the east are to approach Pitsford from either north or south of the Aerodrome.
- Fly an anticlockwise holding pattern at Pitsford 020/200 degrees not below 1500 ft avoiding the villages of Holcot, Walgrave, Brixworth and Pitsford.

## 13 Fixed Wing, Microlight, & Autogyro Final Arrival Procedures

### Runway 03 Inbound Profile (Appendix C)

- When safe to do so, leave the assembly area off the southern leg of the hold and fly in line astern not below 1000 ft QFE on an approximate track of 120 degrees remaining north of Moulton. Cross the A43 towards Overstone Park and turn left for a 1.5-2 nm final onto hard or grass runway.

### Runway 21 Inbound Profile (Appendix E)

- When safe to do so, leave the assembly area off the southern leg of the hold and fly in line astern not below 1000 ft QFE on an approximate track of 080 degrees to intercept the A43 road. Turn left onto a right hand downwind leg and turn right

base keeping the circuit as tight as safely possible, ideally not extending too far north beyond the woods in the 21 approach. Turn right for a 1.5-2 nm final for hard or grass runway.

#### General

- Maintain a safe distance from the aircraft in front with **no overtaking or orbits** permitted once off the assembly area.
- Slower types, i.e. Microlights, Autogyros etc maintain as high a speed as is safely possible bearing in mind the potential for a variety of following aircraft types and speeds.
- Faster types slow down and fit in with slower types ahead where possible.
- If there are too many aircraft leaving the Assembly Area to form a safe well spaced stream, break-off, head back to Pitsford and try again.
- When number one on finals, make the **only required** transmission 'Aircraft Type, Full Registration, final Runway 03/21 Hard/Grass'.
- Regular surface wind checks will be transmitted by AFIS.
- **NO orbiting or swapping runways when on final**, if spacing is incorrect a go-around must be initiated.
- Any go-arounds climb on runway heading to 2000 ft QFE (2500 ft QNH) before returning to Pitsford and then repeat the inbound procedure. **Do not re-join downwind.**
- If the Duty FISO deems a situation unsafe, he may suggest a go-around with the reason although ultimately it is the Pilot's responsibility under the terms of an AFIS.
- Pilots may land when the runway is clear of traffic or on receipt of a Discretionary landing clearance from AFIS.
- Sywell AFIS may also revert to standard radio calls if a situation is deemed unsafe or if there are mixed arrivals and departures.

#### 14 Vacating Runways after landing (Appendices D, F, G & H)

- Parking will initially be East of Rwy 03/21. If this area fills then West parking will be utilised and broadcast by AFIS to aircraft on final.
- **RWY 03L East Parking** vacate right at Taxiway Bravo, unless advised. Cross the upwind end of 03R (Grass) as **expeditiously** as possible giving way to landing traffic on 03R.
- **RWY 03L West Parking** vacate to the left **expeditiously** with caution, there is a slight drop from hard to grass surface. Follow Marshalls instructions
- **RWY 03R East Parking** vacate to the right **expeditiously** towards the coned taxiway and follow Marshalls instructions
- **RWY 03R West Parking** vacate to the right **expeditiously**. Turn left onto the coned taxiway, proceed to holding point B2 and await AFIS instructions
- **RWY 21L East Parking** vacate left **expeditiously** towards the coned taxiway and follow Marshalls instructions
- **RWY 21L West Parking** vacate left **expeditiously** and turn right onto the coned taxiway proceed to holding point A2 and await AFIS instructions.
- **RWY21R East Parking** continue to the end of the runway and vacate left onto taxiway Alpha, follow Marshalls instructions
- **RWY 21R West Parking** vacate to the right **expeditiously** with caution, there is a slight drop from hard to grass surface. Follow Marshalls instructions
- **Do not** cross Rwy 03R/21L (Grass) without AFIS permission.

#### 15 Runway Backtracking

- Those aircraft not capable of using the grass requiring a backtrack should advise AFIS as soon as possible for planning purposes. Delays may be experienced during such a manoeuvre either on arrival or departure. Aircraft may be required to hold at Pitsford for traffic backtracking.

#### 16 Non-Radio Aircraft

- Check the Sywell Aerodrome website or telephone the Control Tower prior to departure to ascertain the active runway and QFE.
- On arrival at Pitsford follow the stream of traffic inbound as in paragraph 13, following the same landing procedures as above but without the radio call.
- If there is doubt about the runway in use, non-radio aircraft may overfly the aerodrome not below 2500 ft QFE (3000 ft QNH) to check the signal square (southside in front of the Control Tower) before proceeding to Pitsford and then follow the procedure above.
- Any go-arounds must climb on runway heading to 2000 ft QFE (2500 ft QNH) before turning to return to Pitsford and then repeat the inbound procedure.

#### 17 Runway Blocked

- If a runway becomes unusable AFIS will broadcast a closure message and will include details including anticipated closure times.

- If both runways become blocked all aircraft who have left Pitsford must then continue to the aerodrome and fly through at 1000 ft QFE before then returning to Pitsford and climbing as necessary once clear of the aerodrome. The signal square will display the yellow cross on a red background and the white landing direction 'T' will be closed.
- Aircraft may hold in the local area based on fuel state awaiting an 'aerodrome open' transmission.
- On re-opening the procedures in paragraph 13 will resume. If a diversion is necessary the nearest aerodromes are the following;

Conington (Peterborough) 066/22 nm	Leicester 336/20 nm
Coventry 281/25 nm	Sibson (Peterborough) 046/21 nm (Grass runways only)
Cranfield 157/15 nm	Turweston 218/20 nm

## 18 Radio Failure

- Aircraft suffering a radio failure before obtaining aerodrome details can follow the procedure in paragraph 13. If the radio fails after obtaining aerodrome details follow the standard arrival procedure in paragraph 15 without the final radio call.

## 19 Go Around

- If for whatever reason a go-around is required, maintain runway heading, climb to 2000 ft QFE (2500 ft QNH) until clear of the circuit area and when safe to do so return to Pitsford VRP and repeat the arrivals procedure.

## 20 Emergencies

- If an emergency is experienced, make the standard PAN or MAYDAY calls. AFIS will then revert to standard radio procedures and ask all conflicting aircraft to break off their approaches, and hold off in the local area. The emergency aircraft will be afforded priority and can either position for a straight in approach or overhead join at the pilot's discretion depending on the circumstances of the emergency.
- Any aircraft seen to approach during an emergency will be deemed non-radio and can expect a red lamp signal from the Tower. They must hold to the east of the aerodrome until they see aircraft joining again before following the joining procedure at paragraph 13. Once the emergency is terminated, an all station broadcast will be transmitted by AFIS and arrivals will resume.

## 21 Parking (Aircraft) (Appendices D, F, G & H)

- Aircraft should vacate runways after landing as in Paragraph 14.
- Once aircraft vacate the runway they should then follow marshaller's instructions to park whilst monitoring 122.700 MHz.
- The parking area will initially be to the East of the runways. If this area becomes full then the area to the west of the concrete runway will be used. Should this west area be required AFIS will broadcast 'West Parking' to aircraft on final. **Please vacate as per the instructions in Paragraph 14.**
- Pilots remain responsible for their own wing tip clearances and if any doubt exists, should shut down and man-handle into slot.
- Display any requirements for services in the cockpit to the first marshaller (F = Fuel, D = Disabled)
- Aircraft parking rows will allow sufficient clearance for taxiing.
- Marshalls will wear orange vests. Pilots are **not** required to wear hi-vis surcoats.

## 22 Air/Ground Movements

- Maintain the best possible lookout in the air and on the ground at all times as both environments will be potentially very busy.
- Start up and taxi with great care as there will be other aircrew and members of the public walking airside.
- Autogyros must only run rotors when clear of the parking area.
- Marshalls wearing orange vests will be in abundance airside to monitor and help provide a safe environment.

## 23 Noise Abatement (Appendix B)

- Sywell is a very noise sensitive area, avoid overflight of local villages, particularly Draughton, Little and Great Harrowden, Hardwick, Hannington, Holcot, Walgrave, Mears Ashby and where possible avoid the noise impact on Overstone and Sywell.

## 24 Lost Aircraft

- Any aircraft unsure of their position should call the Distress and Diversion Cell at 'London Centre' on 121.500 MHz as Sywell has no homing facilities.
- If D & D position a lost aircraft to the Sywell overhead, pilots must not descend below 3000 ft agl.
- Once the aerodrome is in sight position to Pitsford Reservoir and follow the inbound procedure at paragraph 13.

## 25 Helicopter Arrivals (Excluding Sloane Helicopters) (Appendix I)

- Helicopters inbound should monitor 122.700 MHz and route in to position at the north eastern aerodrome boundary low level, not above 500 ft QFE inside the ATZ, avoiding overflight of Mears Ashby and Hardwick whilst keeping a lookout for possible departing rotary traffic.
- A call should be made to 'Sywell Information' on 122.700 MHz, 'Helicopter type, full registration final Northern Windsock'. AFIS will provide a windcheck to this call.
- Land south of the Northern Windsock to avoid the approach to and the grass Runway 03L/21R. Do not infringe the approach to Runway 21L or climbout of Runway 03R.
- Helicopters will be parked in rows south of the windsock and landings can be made directly into parking position. **Caution:** there is a mound in this area used as sloping ground for helicopter training.
- Pilots must ensure their own adequate rotor clearance.

## 26 Helicopter Departures (Excluding Sloane Helicopters) (Appendix I)

- Helicopter departures will be direct from the parking area and out via the eastern boundary, climbing to 1000 ft QFE until clear of the ATZ, keeping a good look out other helicopters arriving at 500 ft QFE.
- A call 'Helicopter Type, full registration ready for departure eastern boundary' should be made to 'Sywell Information' on 122.700 MHz, who will respond to this call with a windcheck.
- Depart to the east avoiding the local villages of Hardwick and Mears Ashby, once clear of the ATZ continue en route.

## 27 Helicopter Arrivals/Departures for Sloane Helicopters (Appendix J)

- Visitors to Sloane Helicopters are encouraged to arrive/depart outside the times of this event.
- For essential movements only, depending on the active runway the routes shown at Appendix J should be followed not above 500 ft agl within the ATZ.
- A brief inbound RT call is to be made and route to land and hold on the grass area adjacent to Skytech Helicopters, west side of Runway 03L/21R.
- At the pilots discretion a crossing of both active Runways 03L/03R or 21L/21R and Taxiway Alpha is to be made with an RTF call when deemed safe to do so bearing in mind small GA aircraft types susceptible to rotor downwash/wake turbulence.

## 28 Fixed Wing, Microlight, & Autogyro General Departure Procedures

- Prior to engine start, pilots should **MONITOR** 122.700 MHz to obtain aerodrome details which will be broadcast at regular intervals. Particular care should be taken when starting engines. There is no need for a request to start engines.
- **MONITOR** 122.700 MHz and taxi with care between the parked aircraft rows, no radio call necessary. Turn onto the temporary coned taxiway for the appropriate holding point (see below and Appendices K and L) taxi with caution as parked aircraft may impede the pilots view of approaching aircraft already on the taxiway.
- **All aircraft must use the temporary taxiway, no cutting corners through the parking area to avoid a general free for all at the holding point.**
- Taxiing to the holding point will be done with no RTF, but once number one at the holding point full r/t will be applied as per the instructions below.
- **CAUTION:** beware of obstructions i.e. taxiway cones and aerodrome marker boards.

## 29 Runway 21 Departures (Appendix L)

- East Parking departures on Runway 21R (Hard) or Runway 21L (Grass), taxi initially to the holding point B2. All engine checks irrespective of departure runway should be carried out at B2.
- West parking departures on Runway 21 should taxi to holding point C2 for 21L (Grass) or C3 for 21L (Hard).
- Once checks are complete and you are number one at the hold report ready with the chosen runway on 122.700 MHz i.e. 'Sywell Information, Aircraft Type, Full Callsign, number one holding point B2/C2/C3 ready for departure Runway 21 Grass/Hard'.
- Any landing traffic has priority.
- Traffic from B2 to depart from Runway 21R (Hard) will be given a crossing clearance of the 21L (Grass) undershoot to B1 or asked to report lined on 21R (Hard). Whilst doing this traffic may depart from Runway 21L (Grass) but **no parallel departures are allowed.**
- Traffic to depart from C2 on 21L will be given a crossing clearance of 21R (Hard)
- A discretionary departure clearance will be given by AFIS, **do not depart without a clearance.**
- You must be ready for an **immediate** take off on receiving this clearance.
- If there is landing traffic on 21L (Grass) only one aircraft may be held at B1 to protect the approach path.

## 30 Runway 21 Departures Requiring Full Length Backtrack

- For those aircraft not capable of taxiing on grass full RTF procedures shall apply.
- A call to request taxiing via Alpha is to be made to AFIS.

- As this will severely restrict arrivals on Runway 21R it may be necessary to close the runway to arrivals. Aircraft not capable of landing on grass may have to hold at Pitsford until the departure is rolling.

### 31 Runway 03 Departures (Appendix K)

- East parking departures on Runway 03L (Hard) or Runway 03R (Grass), taxi initially to holding point A2.
- Approaching A2 stream into the correct lane, the concrete taxiway for the hard runway or keep right on the grass for the grass runway.
- All engine checks irrespective of departure runway should be carried out at A2.
- West parking departures on Runway 03 taxi to holding point C1. Departures from C1 on 03R (Grass) will be given a crossing clearance of 03L (Hard)
- Once checks are complete and you are number one at the hold, report ready with the chosen runway on 122.700 MHz i.e. 'Sywell Information, Aircraft Type, Full Callsign, number one holding point A2/C1 ready for departure Runway 03 Grass/Hard'.
- Any landing traffic has priority.
- Traffic to depart Runway 03L (Hard) from A2 will be given a crossing clearance of the 03R (Grass) undershoot and asked to report lined on 03L (Hard). Whilst doing this, traffic may depart from Runway 03R (Grass), **no parallel departures are allowed**.
- A discretionary departure call will be given by AFIS under normal Basic Service rules, **do not depart without a clearance**.
- You must be ready for an **immediate** take off on receiving clearance.
- If there is landing traffic on 03R (Grass) no aircraft are to be held between A1 and A2.

### 32 Departure Tracks

- After take off climb straight ahead until clear of the aerodrome boundary.
- Beware of other departures before turning onto required track and where possible avoid flying over local villages.
- The area of Pitsford VRP, the downwind and base leg areas should be avoided to deconflict with potential inbounds.
- There is no need to report changing, thanks for attending and adhering to the procedures!

### 33 Sywell Resident Units/Aircraft

- There will be no flying training for visitors and circuits will not be permitted during this event as the aerodrome will not be available under licensed conditions on Friday, Saturday, and Sunday.
- Given the potential for intense aerial activity local flying is to be discouraged, for those intent on doing so the procedures in this document apply with no exceptions.

### 34 Autogyros

- Autogyros are to fit in with procedures for fixed wings and Microlights as the runway is used for landing.
- Rotors are not to be run when taxiing, i.e. stopped on vacating the runway after landing and started at the holding point when undertaking pre-departure checks.

### 35 Aerodrome Plan (Appendix M)

- A plan of the aerodrome layout is at Appendix M.

### 36 Restricted Area (Temporary)

- An RA(T) will be established centred on Sywell Aerodrome ARP, 4 nm radius from surface to 3500 ft amsl.

### 37 Transit Aircraft

- Due to traffic intensity, Sywell AFIS will be unable to provide a service to transit aircraft with the exception of Air Ambulance and Police helicopters.

#### PART TWO – GENERAL INFORMATION

### 38 Fuel

- A refueller will be available to assist in the refuelling process.
- AVGAS/ MOGAS (available H24) can be paid for by credit card on a self help basis, or by cash/cheque during published hours.
- JETA1 (available during published hours only) is payable by any method.
- After landing display an 'F' to notify marshalls if fuel is required.
- No refuelling of aircraft by cans in the parking area is permitted.

## 39 Helicopter Fuel

- Helicopters in the parking area requiring AVGAS fuel should contact AFIS via landline or in person to obtain a briefing on how to proceed to the pumps. This will involve either getting airborne and performing a low level tight circuit southeast of the aerodrome to position for finals for the grass area in front of the Sloane Helicopters apron west of the Tower, or where traffic permits taxiing down the grass Runway 03R/21L. Helicopters will then, subject traffic, air taxi via Alpha to the refuelling area east of the Tower.
- Those requiring JETA1 will be refuelled in the parking area by a mobile bowser.

## 40 Customs, Immigration, Special Branch

- **All** aircraft arriving and or departing from overseas will need to submit a General Aviation Report (GAR) either faxed to Sywell AFISU on 01604-499210 or by e-mail to [sywellfis@btconnect.com](mailto:sywellfis@btconnect.com).
- Inbound flights from the EU require 4 hours notice, or from the Channel Islands, Isle of Man, and Northern Ireland/Eire 12 hours notice.
- There will be UK Border Force and Police (Special Branch) representation at the event to handle all International flights based at the Control Tower.
- Aircraft arriving from overseas are to park on the grass area in front of the Control Tower to clear Customs.

## 41 Camping

- Camping is permitted next to aircraft as parked, there is no designated camping area.
- Naked lights, cooking, and smoking are NOT permitted in the aircraft parking areas.
- A camp site for those not arriving by air will be in the car park to the east of the Wellingborough Road.

## 42 Disabled Persons

- Disabled persons requiring special handling should display a large letter D on a piece of paper to marshalls during taxiing in order to gain assistance after parking. They will be parked on a concrete apron.

## 43 Landing Fees

- Landing fees, payable each day, will be £10 for singles, £20 for twins and £50 for large corporate executive.
- Landing fees to be paid at the tent at the Pilot Briefing tent adjacent to the exhibition site entrance.
- The daily landing fee covers event access for all aircraft occupants on that specific day.
- **Those found to have not paid a landing fee will be sent an invoice at full rates.**

## 44 Weather

- There are no official Met observations at Sywell.
- There is a link from the Control Towers Davis Weather Monitor to the Sywell Aerodrome website which provides a calculated cloudbase, surface wind, outside air temperature, dew point, humidity, and local QNH and QFE. This is updated every 5 min and can be seen at <http://www.sywellaerodrome.co.uk/>
- An idea of the active runway can be ascertained from the wind direction but should be confirmed as per the procedures herein.
- Sywell Information will regularly broadcast active runway and QFE for arrivals, QNH for departures on 122.700 MHz, no acknowledgment is required.
- Nearest TAF's available on The Met Office website are Birmingham, Coventry, Cranfield.
- Sywell Aerodrome status can be found online at <http://www.sywellaerodrome.co.uk/status.php> which includes weather and aerodrome warnings.
- **Pilots requiring Met information for departure can obtain this in the Control Tower via the Met Office website.**

## 45 Flight Planning

- Flight plans can be filed at the Control Tower via the NATS AFPEX system.

## 46 Public Access

- The Public car park will be east side of the Wellingborough Road. Public access will be as follows;  
Friday 29 August 1000-1700 BST  
Saturday 30 August 1000-1700 BST  
Sunday 31 August 1000-1600 BST

## 47 Parking (Vehicles)

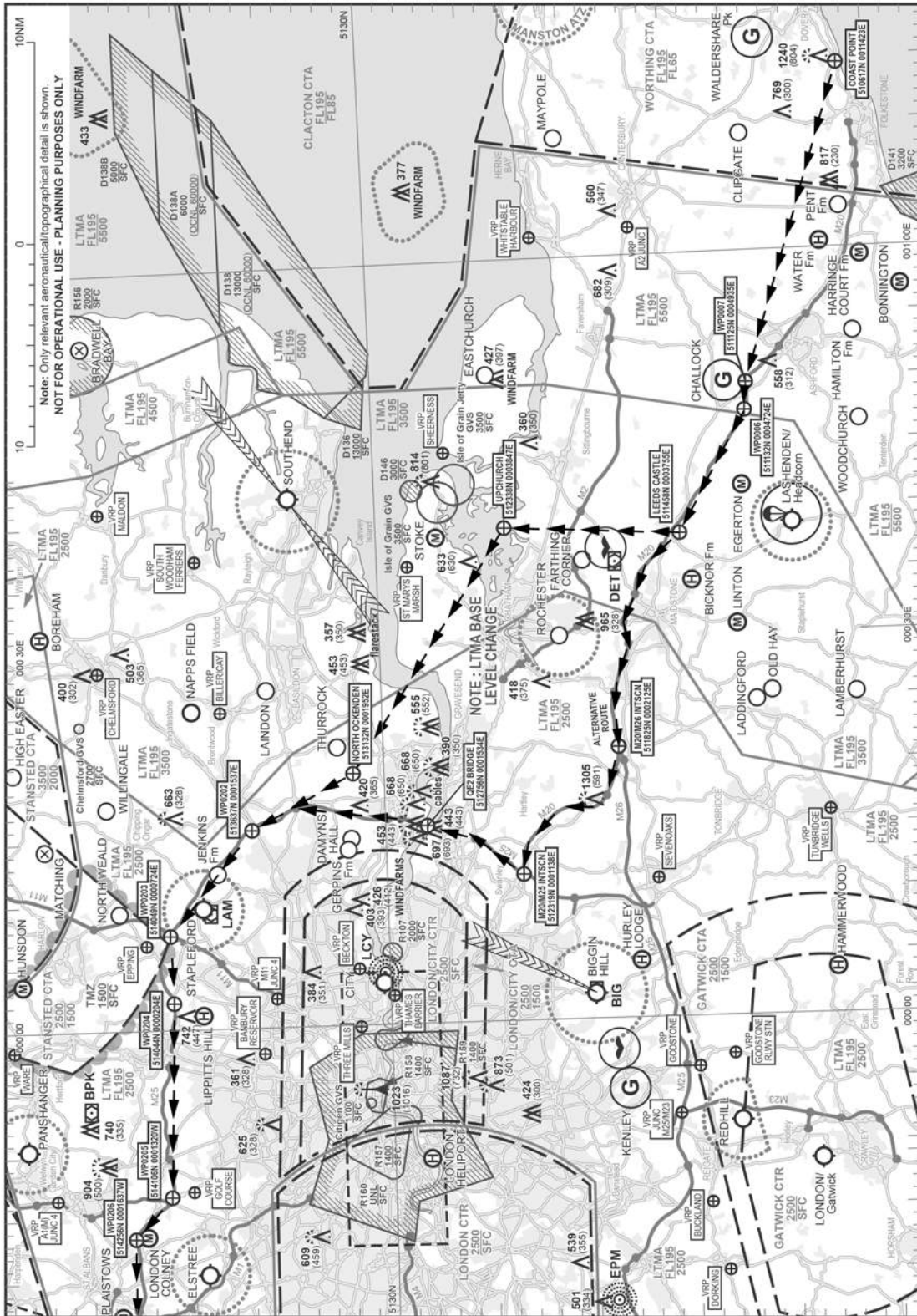
- All vehicles will be parked in the two fields east of the Wellingborough Road accessible via a gate opposite the Sywell Aviation Museum.

## 48 Ground Communications

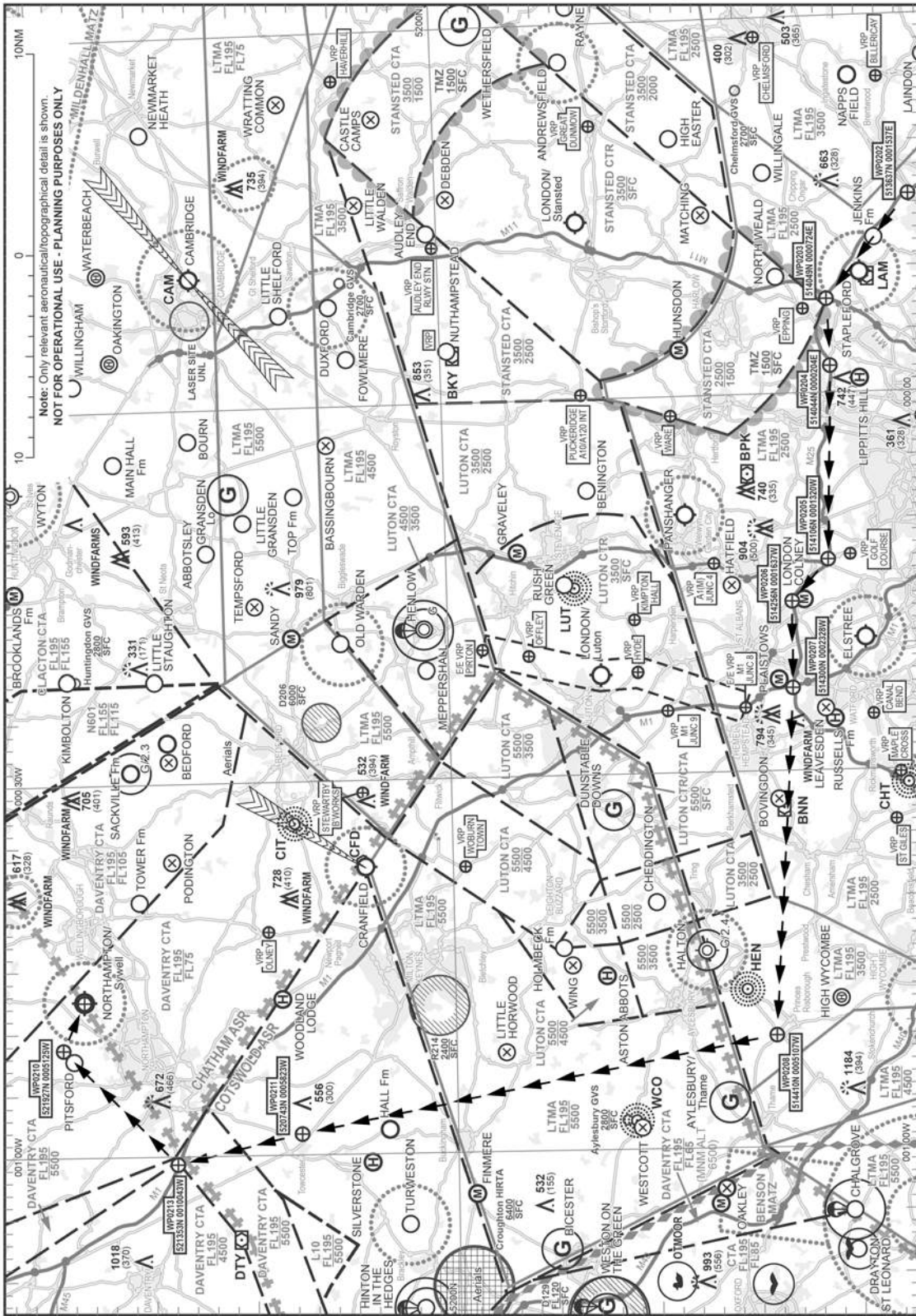
- All Marshalls will be radio equipped operating on a separate channel. A further channel will be allocated for Tower and Fire.



LAA Rally 2014 VFR Routes 1st Leg

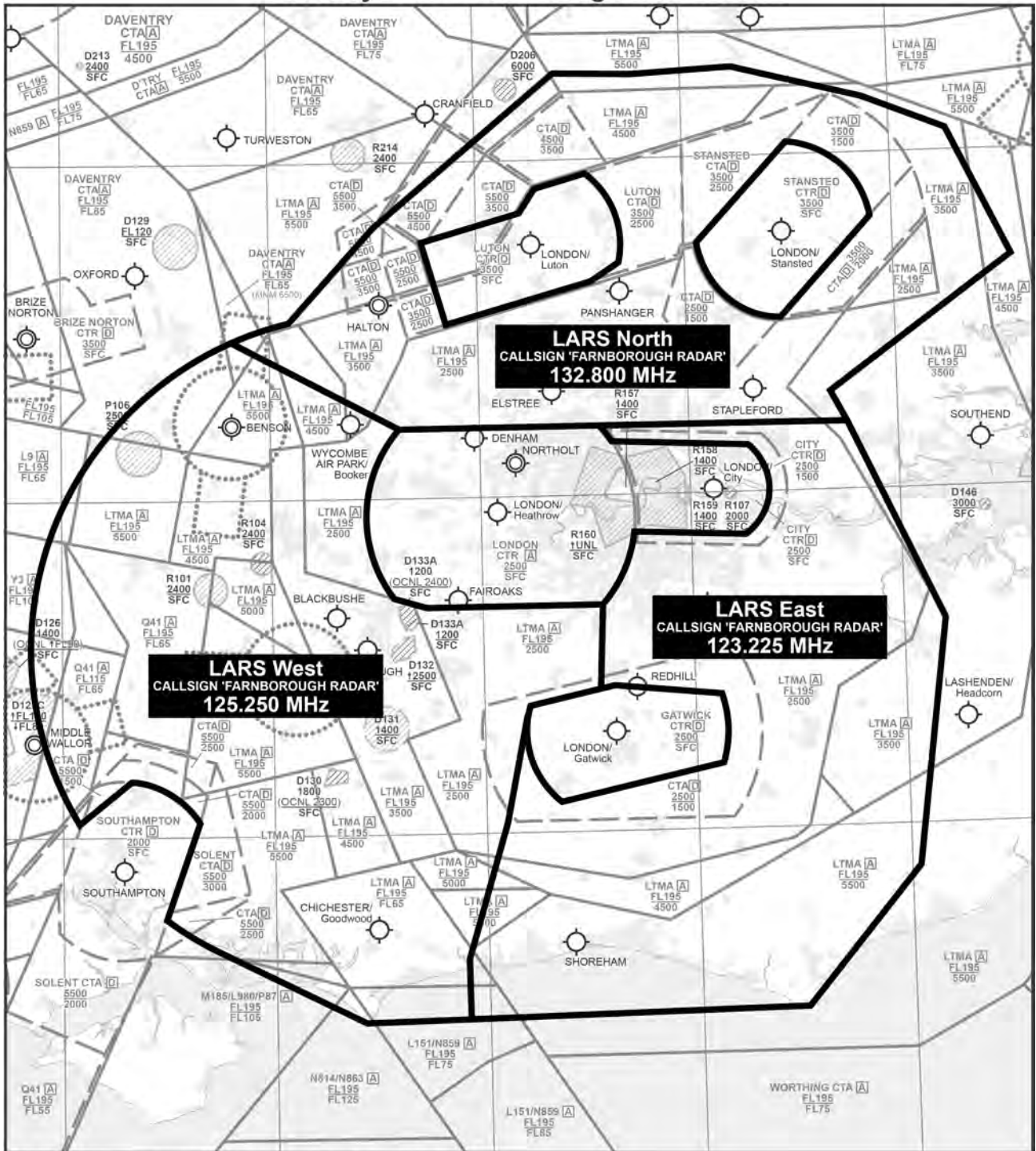


### LAA Rally 2014 VFR Routes 2nd Leg



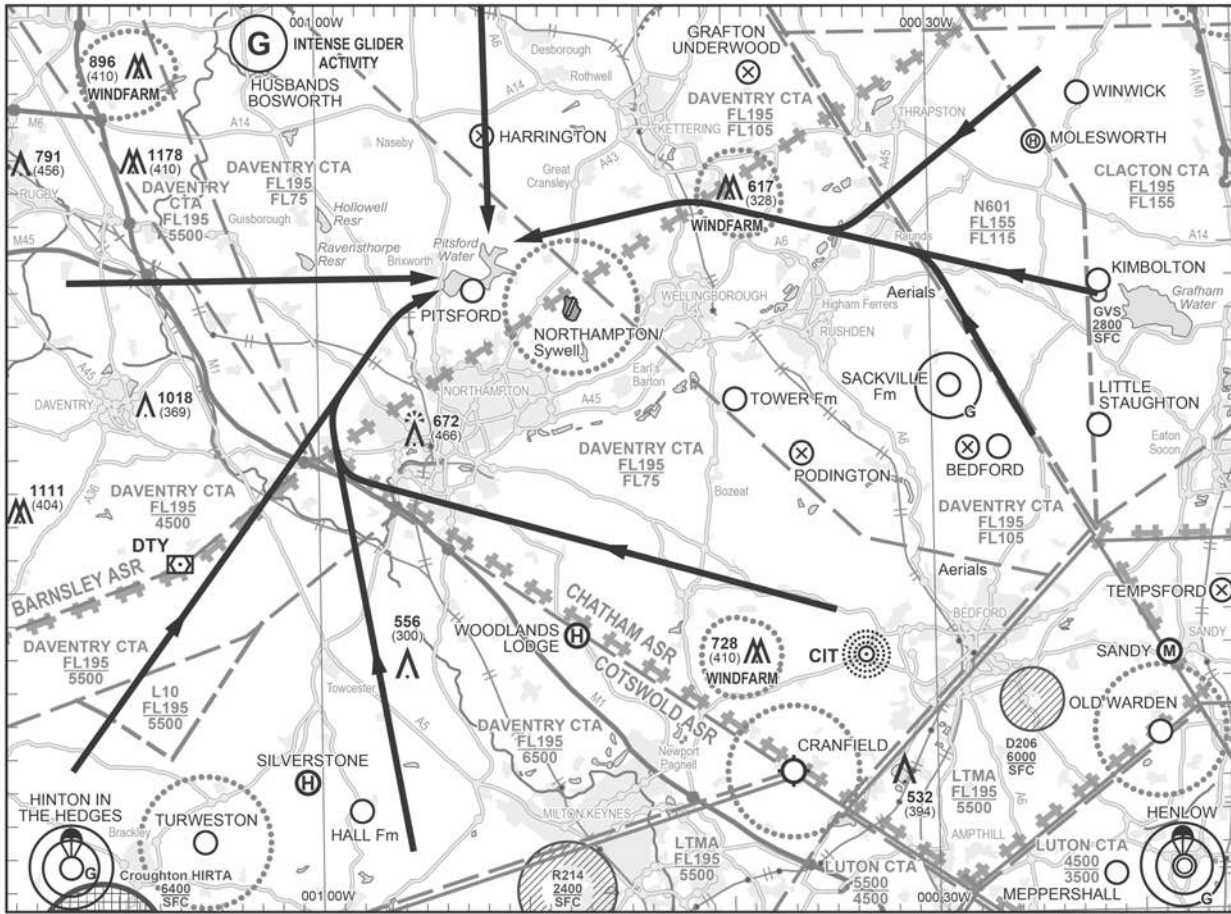
2014134 LAA Rally 2014 - Second Leg (Appendix A2) - 27 MAR 14

### LAA Rally 2014 - Farnborough Lars Sectors



2014\34 LAA Rally 2014 - Farnborough Lars Sectors (Appendix A3) - 27 MAR 14

## Suggested VFR Fixed Wing/Microlight/Autogyro Arrival Routes Local Area



2014/34 LAA Rally 2014 - VFR Arrival Fixed Wing-Microlight-Autogyro (Appendix A3) - 03 APR 14

The above are suggested routes to avoid Northampton and Wellingborough. The Assembly area is approx 4 miles WNW of the aerodrome at Pitsford Reservoir, a large expanse of water dissected by a road causeway. Aircraft should orbit LH at Pitsford not below 1500 ft QFE until safe to leave in a stream of traffic for the arrival procedures in the following Appendices. Avoid overflight of villages where safely possible. Keep a good lookout at all times in what will be an area of intense activity.

## LAA Rally 2014- Noise Sensitive Areas

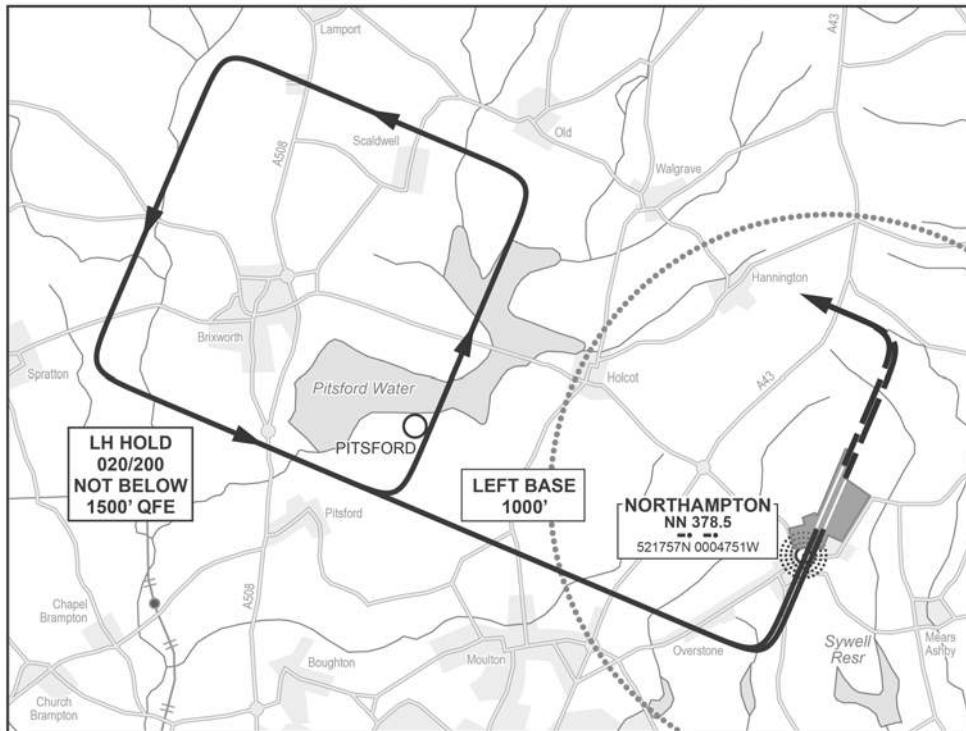


2014\34 LAA Rally 2014 - Noise Sensitive Areas (Appendix B) - 27 MAR 14

- |    |            |    |                  |    |              |
|----|------------|----|------------------|----|--------------|
| 1. | Brixworth  | 5. | Orlingbury       | 9. | Earls Barton |
| 2. | Walgrave   | 6. | Little Harrowden |    |              |
| 3. | Hannington | 7. | Hardwick         |    |              |
| 4. | Holcot     | 8. | Mears Ashby      |    |              |

With the intensity of air traffic, avoid overflight of, and unnecessary noise around the villages above.

## LAA Rally 2014 - RUNWAY 03 ARRIVALS



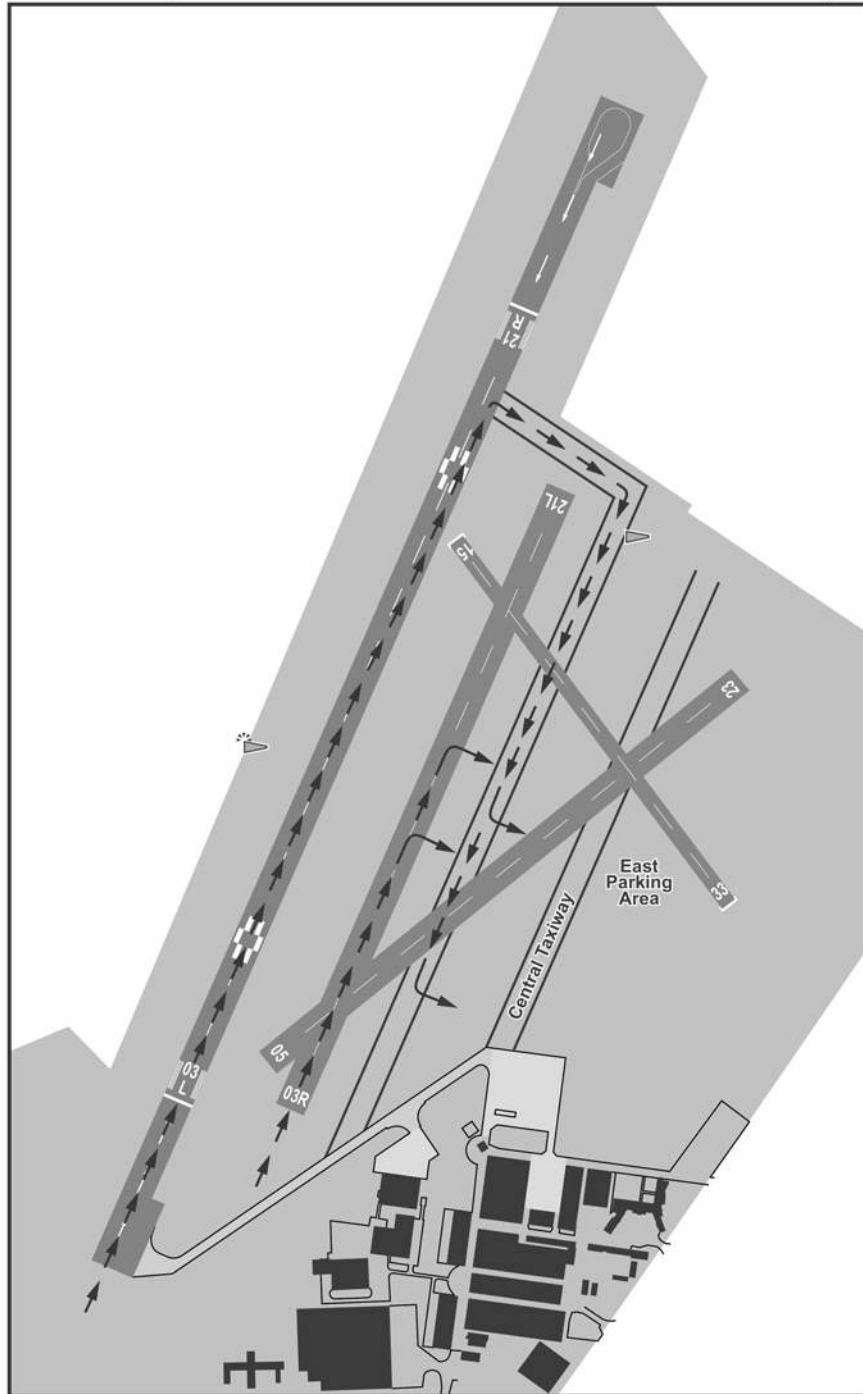
2014/34 LAA Rally 2014 - RUNWAY 03 ARRIVALS (Appendix C) - 27 MAR 14

1. **MONITOR** Sywell Information 122.700 MHz for AD info
2. Proceed to Pitsford, **no radio call required**
3. If necessary, holds not below 1500 ft QFE
4. When safe, leave off the southern hold leg track 120 left onto the coned taxiway proceed to Remain north of Moulton
5. Cross A43 to Overstone Park, descend to 1000 ft QFE
6. No orbits no overtaking once off Pitsford.
7. Turn onto final at Overstone Park
8. Split for either 03L (Hard) or 03R (Grass)
9. If possible, landing lights on for 03L, lights off for 03R
10. When number one on final transmit 'A/C' Type, Full Registration, Final 03 Hard/03 Grass' Land when runway is clear
11. **EAST PARKING ONLY**
  - (a) On 03L once speed controlled keep right and vacate at Twy Bravo between the two 'B' boards. Cross the 03R o/shoot expeditiously giving way to landing traffic
  - (b) On 03R vacate right expeditiously
12. **WEST PARKING ONLY**
  - (a) 03L vacate left expeditiously with caution there is a dip from hard to grass
  - (b) 03R vacate right expeditiously and turn left onto the coned taxiway proceed to holding point B2. Await AFIS Instructions to cross 03L
13. Follow Marshalls instructions to taxi and park.
14. Book in at the Ticket Booth situated at the entrance to the exhibition area.

**NON-RADIO may overfly the AD not below 2500 ft QFE to check runway in use off signal square before following the above.**

**GO AROUNDS** RWY HDG climbing 2000 ft QFE left turn to Pitsford and repeat the above. **DO NOT** join downwind

## LAA Rally 2014 Runway 03 Arrivals Taxi Pattern East Parking

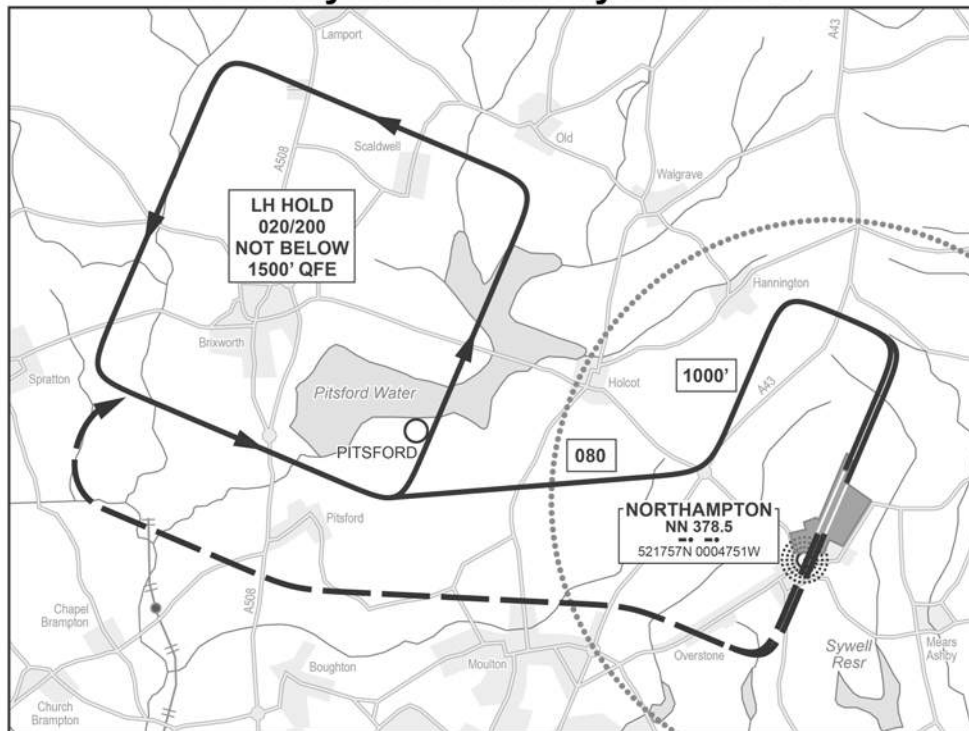


2014\34 LAA Rally 2014 - Runway 03 Arrivals Taxi pattern East Parking (Appendix D) - 03 APR 14

Runway 03L – When speed controlled move to right side of runway, vacate right at 'B' between the two yellow marker boards. Cross 03R overshoot with caution and turn right onto coned taxiway, follow Marshalls.

Runway 03R – When speed controlled vacate right as soon as possible onto coned taxiway, follow Marshalls.

## LAA Rally 2014 - Runway 21 Arrivals



2014\34 LAA Rally 2014 - Runway 21 Arrivals (Appendix E) - 27 MAR 14

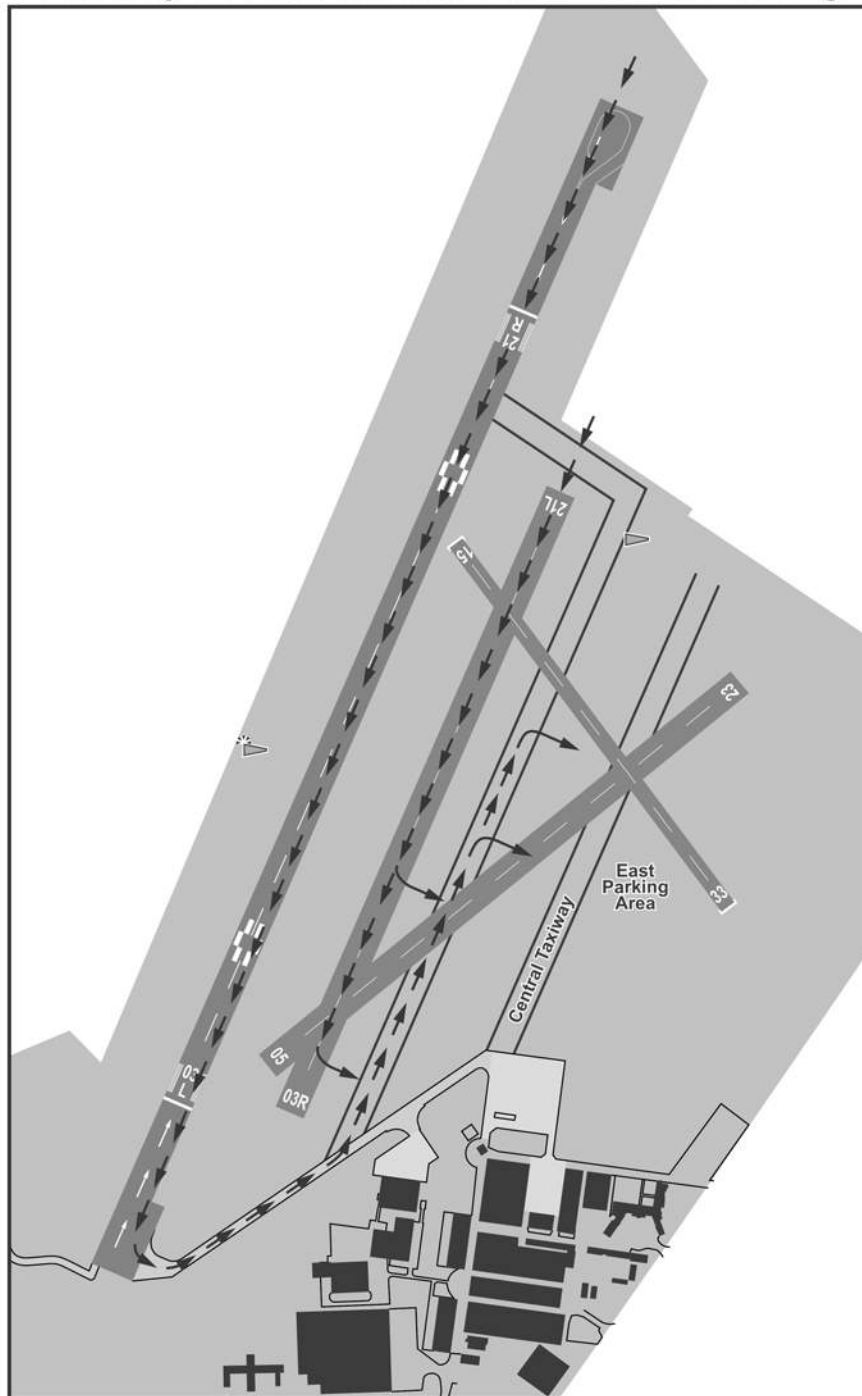
1. **MONITOR** Sywell Information 122.700 MHz for AD info
2. Proceed to Pitsford, **no radio call required**
3. If necessary, holds not below 1500 ft QFE
4. When safe, leave off the southern hold leg track 080 right onto the coned taxiway proceed to remain south of Holcot
5. At A43 turn left downwind descend to 1000 ft QFE
6. No orbits no overtaking once off Pitsford.
7. Turn onto a right base as tight as is safe, turn final
8. Split for either 21L (Grass) or 21R (Hard)
9. If possible, landing lights on for 21R, lights off for 21L
10. When number one on final transmit 'A/C' Type, Full Registration, Final 21 Hard or 21 Grass' Land when the runway is clear
11. **EAST PARKING ONLY**
  - (a) On 21R once speed controlled keep left and vacate at the end of the rwy onto taxiway Alpha
  - (b) On 21L vacate left expeditiously
12. **WEST PARKING ONLY**
  - (a) 21R vacate right expeditiously with caution, there is a dip from hard to grass
  - (b) 21L vacate left expeditiously and turn right onto the coned taxiway proceed to holding point A2. Await AFIS instructions to cross 21R
13. Follow Marshalls instructions to park
14. Book in at the Ticket Booth situated at the entrance to the exhibition area.

**NON-RADIO** may overfly the AD not below 2500 ft QFE to check runway in use off signal square before following the above.

**GO AROUNDS** RWY HDG climbing 2000 ft, left turn to Pitsford Hold and repeat the above. Do not join downwind.



## LAA Rally 2014 Runway 21 Arrivals Taxi Pattern East Parking

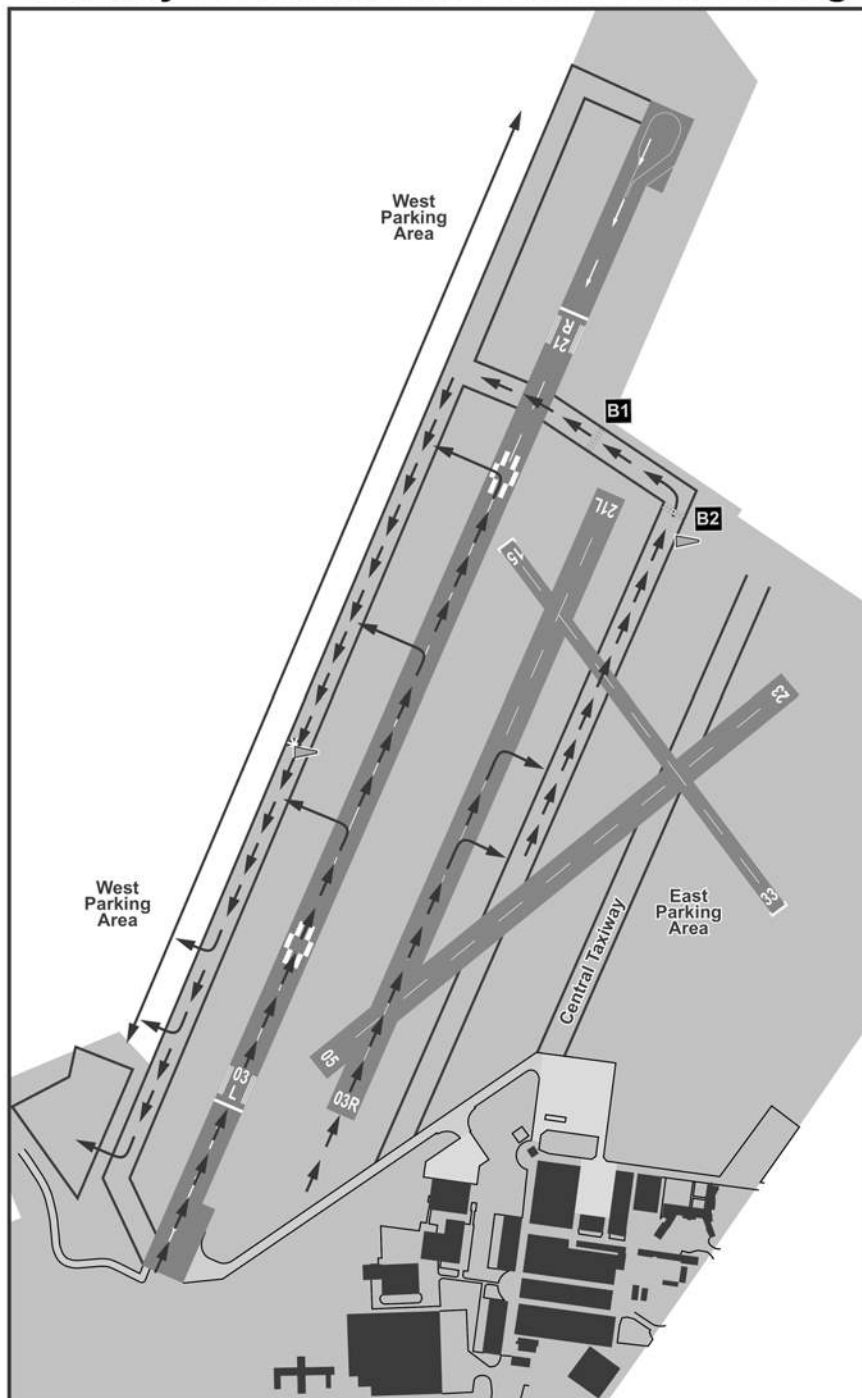


2014\34 LAA Rally 2014 - Runway 21 Arrivals Taxi Pattern East Parking (Appendix F) - 03 APR 14.

Runway 21R – When speed controlled move to left side of runway, continue to the end of runway and vacate right at 'A'. Cross 21L overshoot with caution and turn left onto coned taxiway, follow Marshalls.

Runway 21L – When speed controlled vacate left as soon as possible onto coned taxiway, follow Marshalls.

## LAA Rally 2014 Runway 03 Arrivals Taxi Pattern West Parking

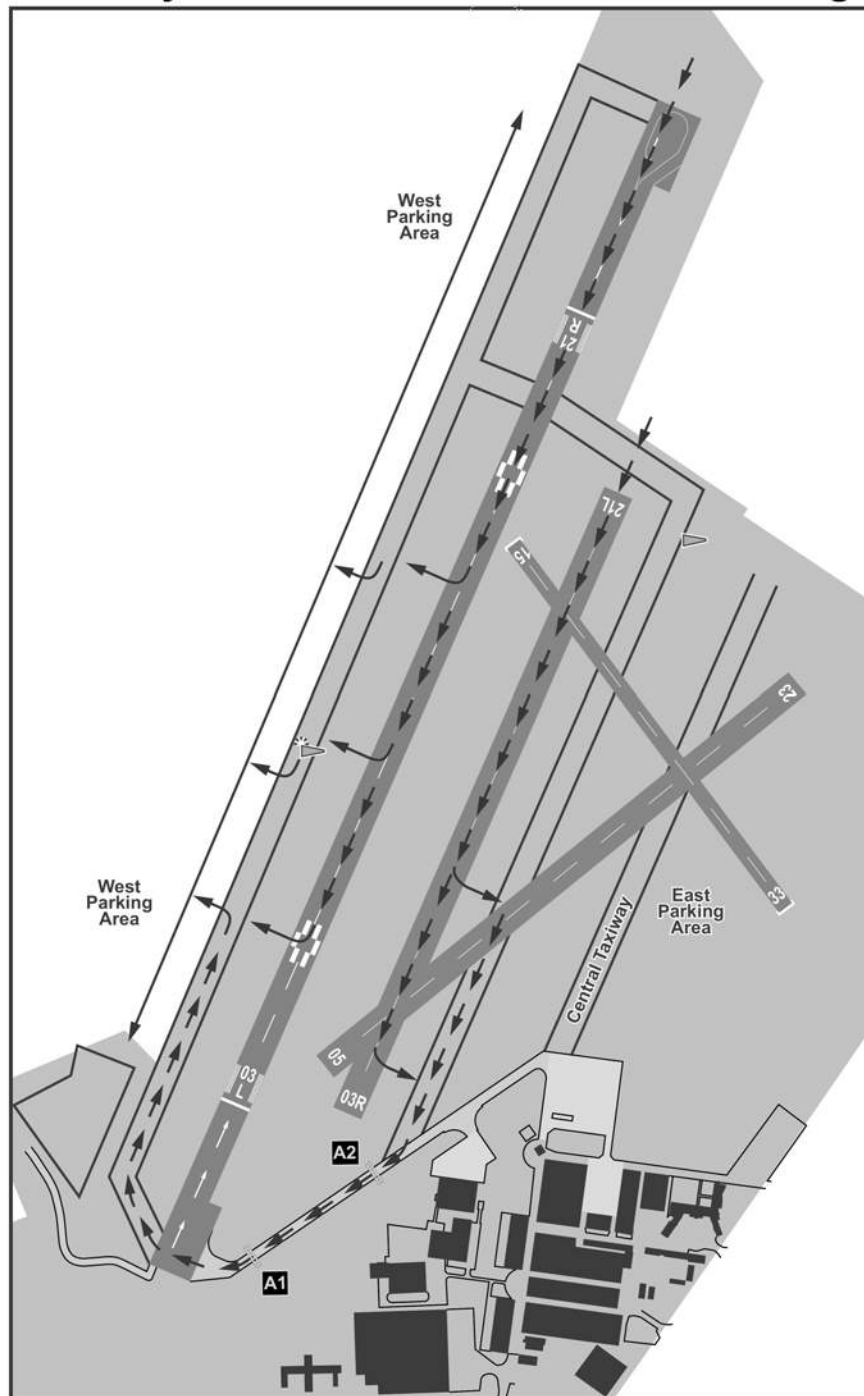


2014\34 LAA Rally 2014 - Runway 03 Arrivals Taxi Pattern West Parking (Appendix G) - 2 MAR 14

Rwy 03L – Vacate left expeditiously with caution, there is a drop from hard to grass surface. Follow Marshalls.

Rwy 03R – Vacate right expeditiously and turn left onto coned taxiway. Hold at Bravo 2 and await AFIS instructions to cross Rwy 03L. Follow Marshalls.

## LAA Rally 2014 Runway 21 Arrivals Taxi Pattern West Parking

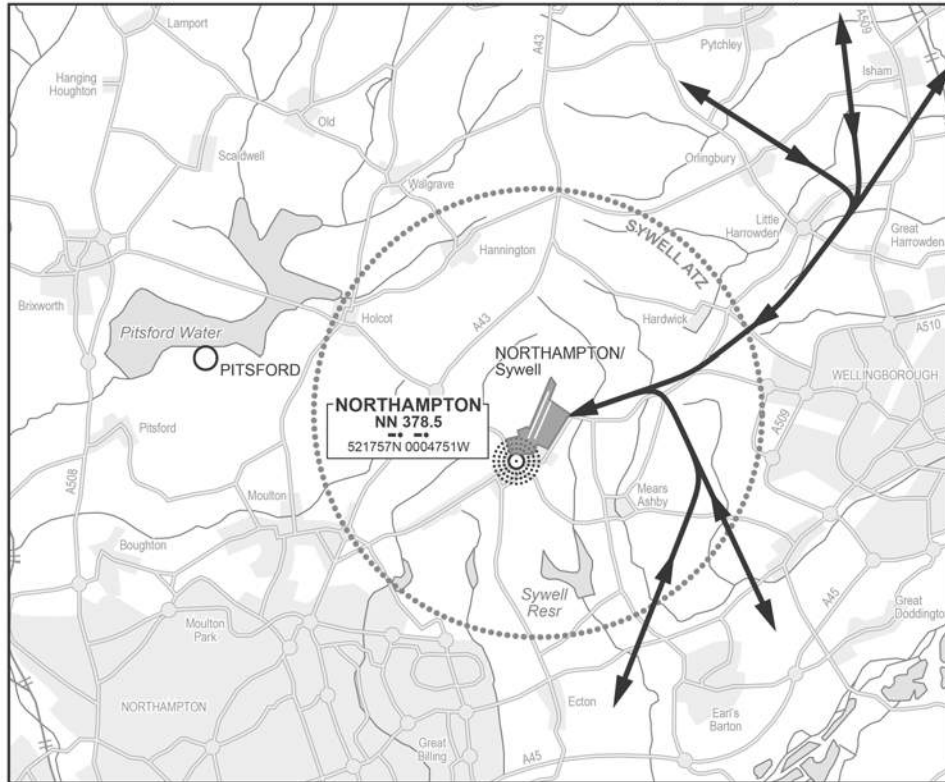


2014\34 LAA Rally 2014 - Runway 21 Arrivals Taxi Pattern West Parking (Appendix H) - 27 MAR 14

Rwy 21L – Vacate left expeditiously towards the coned taxiway. Turn right onto the coned taxiway and continue to holding point Alpha 2. Await AFIS instructions to cross Rwy 21R. Follow Marshalls.

Rwy 21R – Vacate right expeditiously with caution, there is a drop from hard to grass surface. Follow the Marshalls.

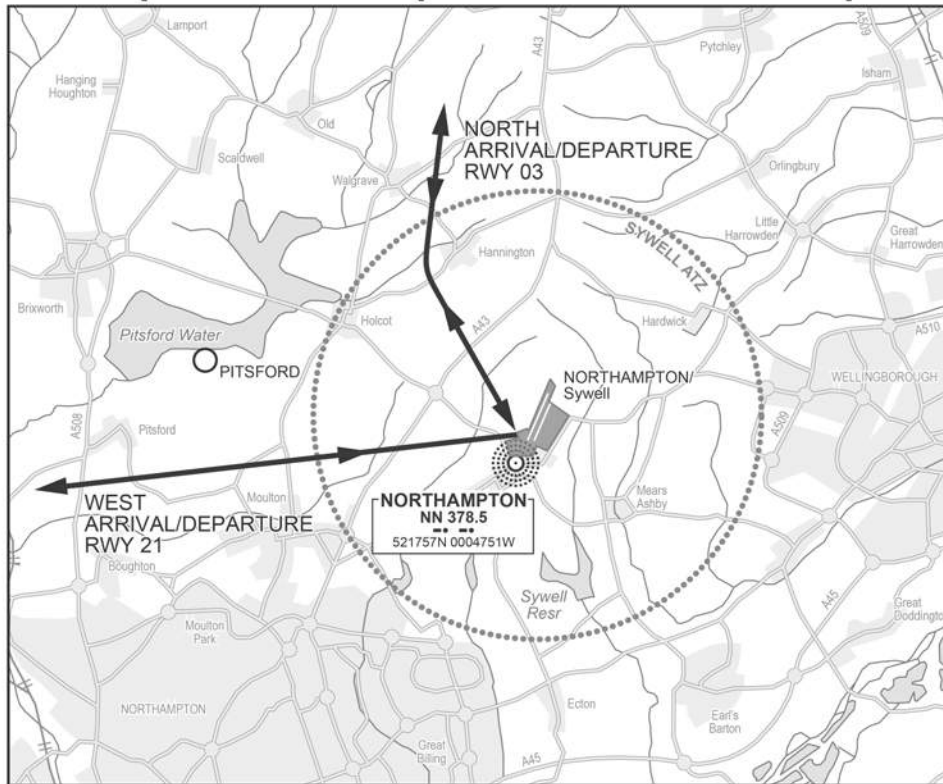
## LAA Rally 2014 Helicopter Arrivals/Departures (not for Sloane Helicopters - see Appendix J)



2014\34 LAA Rally 2014 - Helicopter Arrivals/Departures (Appendix I) - 28 MAR 14

1. **MONITOR** Sywell Information on 122.700 MHz for AD details, **no radio call required.**
2. All arrivals/departures to route in/out via the eastern ATZ boundary avoiding all villages and fixed wing patterns.
3. Arrivals not above 500 ft QFE, beware of departures not below 1000 ft QFE within the ATZ.
4. Arrivals make an approach to the area immediately south of the northern windsock with an RTF call 'Helicopter type, full registration, Final Northern windsock'. Do not infringe the 21L approach or 03R climbout.
5. Park in a row adjacent to the aerodrome boundary fence, or if available follow Marshallers instructions.
6. Book in at The Ticket Booth situated at the entrance to the Exhibition Area.
7. Departures start with caution monitoring Sywell Information on 122.700 MHz.
8. When ready for departure, make an RTF call 'Helicopter type, full callsign, ready for departure Eastern Boundary'.
9. Depart climbing to 1000 ft QFE with caution, beware of inbound helicopters not above 500 ft QFE.
10. When clear of the ATZ continue en-route.

## LAA Rally 2014 Helicopter Arrivals/Departures - Sloane Helicopters



2014\34 LAA Rally 2014 - Helicopter Arrivals/Departures (Appendix J) - 28 MAR 14

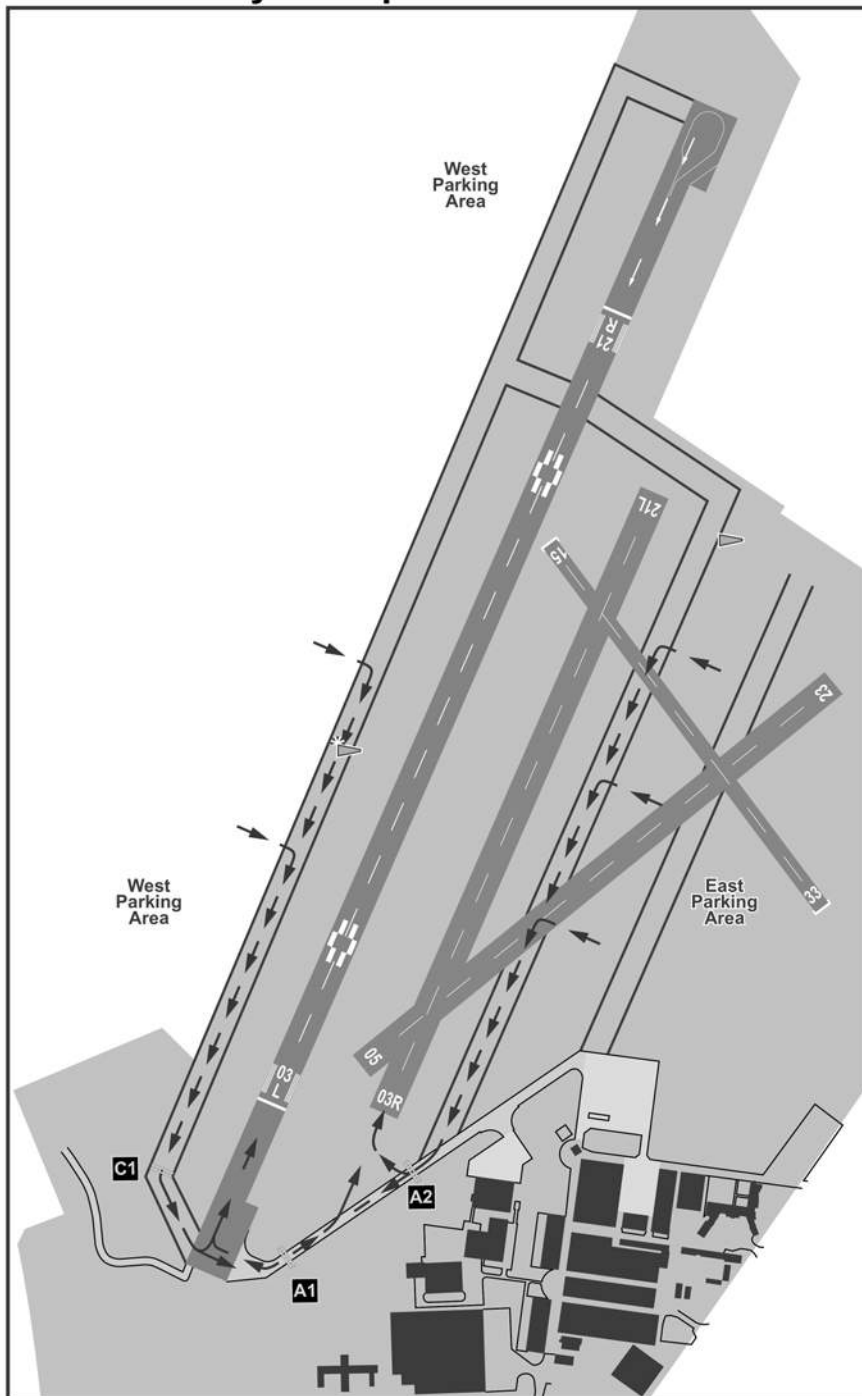
Essential Helicopter movements to/from Sloane Helicopters should follow the above profiles depending on active runway to avoid the fixed wing assembly point and arrival patterns. A good lookout should be maintained in a high traffic density environment. Avoid overflight of local villages.

Arrivals when Runway 21 is in use should approach from the west remaining south of Pitsford. For Runway 03, approach from the north remaining clear of Pitsford. Overflight of local villages should be avoided.

From the vicinity of Pitsford (either southwest or northeast) fly not above 500 ft QFE (900 ft QNH) to approach via the Western AD boundary. Make a brief inbound RTF call. Land and hold at the grass area in front of Skytech Helicopters. When safe to do so, cross Runways 03L/03R or 21R/21L and Taxiway Alpha to the Sloane Helicopters apron and make a transmission advising of the move. Beware of rotor downwash and wake turbulence hazards to fixed wing aircraft.

Departures should start monitoring 122.700 MHz for aerodrome information. Giving way to traffic on Taxiway Alpha report ready to depart when in the hover at Sloanes. When given a discretionary clearance follow the same profile as inbound traffic climbing when clear of the Pitsford area.

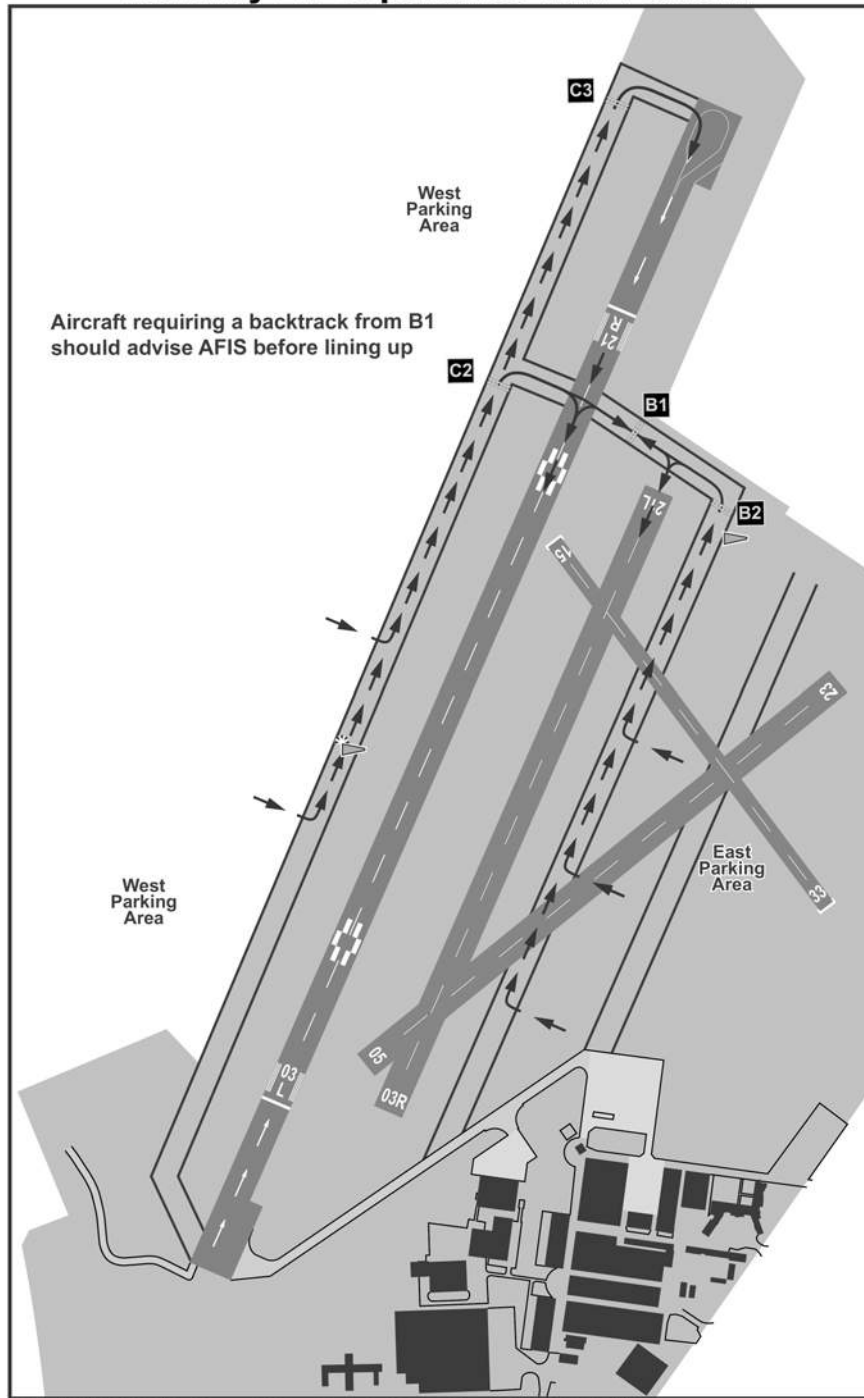
## LAA Rally 2014 Runway 03 Departures Taxi Pattern



2014/34 LAA Rally 2014 - Runway 03 Departures Taxi Pattern (Appendix K) - 03 APR 14

Monitor 122.700 MHz for Aerodrome details. Taxi with caution to holding point A2 (East Parking) or C1 (West Parking) for checks, there is no need to make any transmissions. Approaching A2 filter onto either the concrete taxiway for a 03L departure, or onto the grass for a 03R departure. When number one at A2 / C1, report ready for departure with aircraft type, full callsign, Holding Point and choice of either 03L or 03R runways. Depart only when cleared, no parallel runway departures i.e. one at a time.

## LAA Rally 2014 Runway 21 Departures Taxi Pattern



2014\34 LAA Rally 2014 - Runway 21 Departures Taxi Pattern (Appendix L) - 03 APR 14

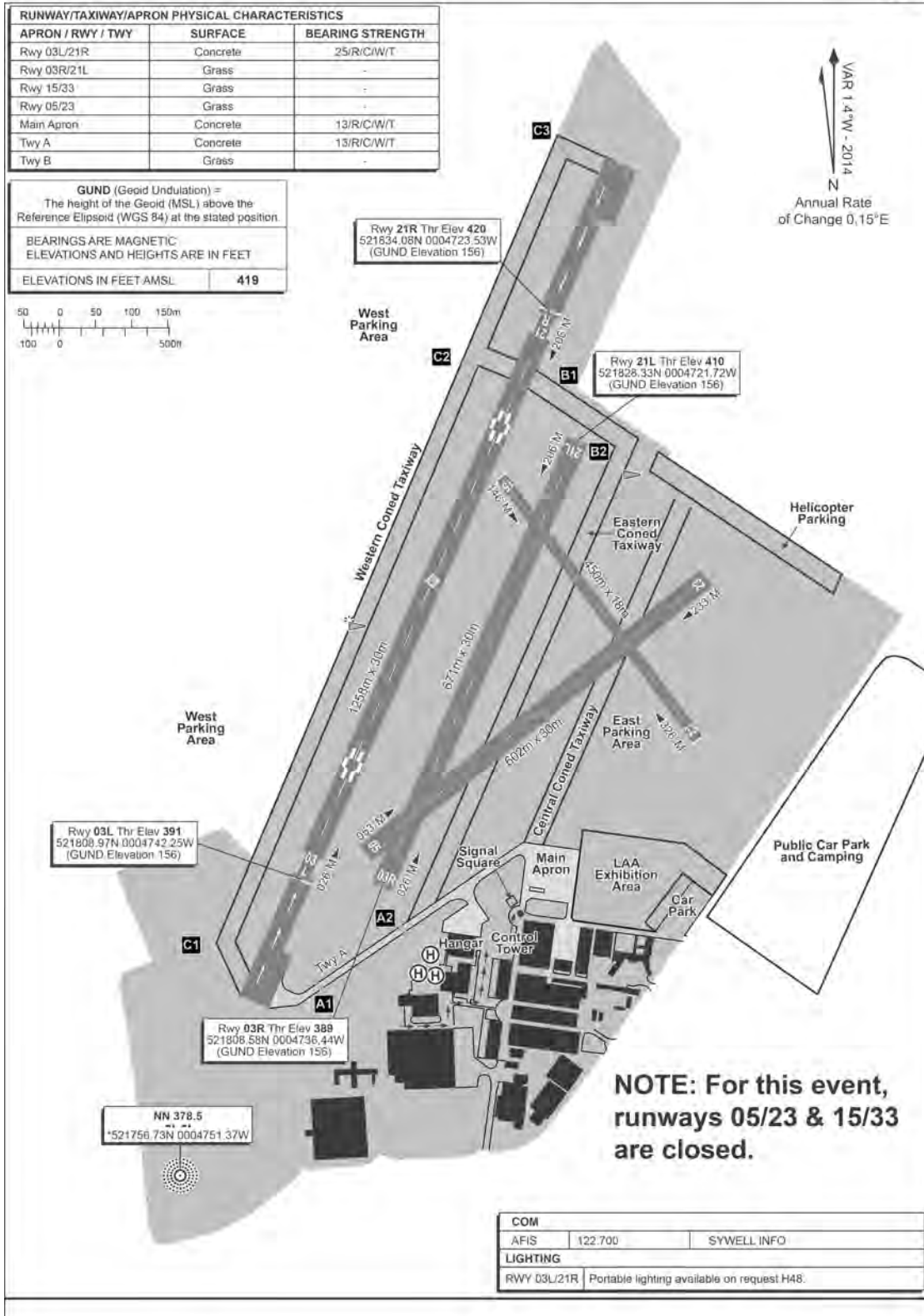
Monitor 122.700 MHz for Aerodrome details. Taxi with caution to the relevant holding point, i.e. B2 (East Parking), C2 (West parking 21L departure) or C3 (West Parking 21R departure) for checks, there is no need to make any transmissions. When number one at the relevant holding point, report ready for departure with aircraft type, full callsign, holding point and choice of either 21L or 21R runways. Aircraft requiring a backtrack from Bravo 1 should advise AFIS. Depart only when cleared, no parallel runway departures i.e. one at a time.

APPENDIX M

AERODROME CHART - ICAO

ARP 521822N 0004732W

AD ELEV 424FT NORTHAMPTON/SYWELL  
EGBK



2014/34 LAA Rally 2014 - Aerodrome Plan (Appendix M) - 28 MAR 14