

# AERONAUTICAL INFORMATION CIRCULAR Y 048/2015

UNITED KINGDOM

## NATS

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### Subject

Operational



## NORTHAMPTON/SYWELL AERODROME - LAA RALLY 2015 - FRI 4-SUN 6 SEPTEMBER 2015 - 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. this includes **Thu 3 and Mon 6 September**
- The Aerodrome will not be available to aircraft requiring a Licensed aerodrome between **Fri 4 to Sun 6 September**.
- 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 3 September:	0800 to 1700 UTC (0900 to 1800 BST) * Standard AFIS
Friday 4 September:	0700 to 1800 UTC (0800 to 1900 BST)
Saturday 5 September:	0700 to 1800 UTC (0800 to 1900 BST)
Sunday 6 September:	0700 to 1700 UTC (0800 to 1800 BST)
Monday 7 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. This is a legal requirement.

#### 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 centre-line to centre-line.
- 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 **Thu 3 September** 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 on the appropriate frequency.

## 8 Booking In

- Sywell Aerodrome is PPR.
- All aircraft attending this event **MUST** book an arrival slot, this is your PPR. Slots can be booked 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. For example do not state a "private site" without a name
- Any changes or important information will be e-mailed to all slot holders, so ensure your contact details are correct.
- 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 AFIS 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 Initial Arrival Procedures - Fixed Wing, Microlight, & Autogyro Initial Arrival Procedures (Appendices A1/A2)

- Aircraft arriving from Europe should avoid all controlled airspace, especially that of the major London Airports. Lower Airspace Radar Service (LARS) is available from the units displayed on the charts at Appendix A1/A2. Pilots in the vicinity of London Stansted should also note the close proximity of the Stansted Transponder Mandatory Zone. Pilots should also note the new airspace around Southend.
- 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 Annex A2 for sectors and frequencies) This service is available 0700-1900 daily. 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
- The Wittering MATZ is also now active with potentially intense military training traffic. No LARS service is available. Ideally the local area around Wittering is best avoided so as not to increase their workload. Should any traffic stray into the immediate vicinity of Wittering they can, as a last resort, call Wittering Zone on 119.675 Mhz, but the area is best avoided.

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

- All radio equipped inbound Aircraft, Microlights, and Autogyros proceed to the Assembly Area at Pitsford Reservoir N5219.4 W00051.2 (4 nm WNW of Sywell). Aircraft should approach Pitsford from the North, South, or West. Only non-radio aircraft or go-arounds should approach from the East. Other aircraft inbound from the East should route North or South of the Aerodrome to approach Pitsford from the North or South.
- **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.
- Fly an anticlockwise holding pattern at Pitsford between the four co-ordinates (see annexes C1 and D1) approx headings 020/290/200/110 degrees not below 1000 ft QFE avoiding the villages of Holcot, Walgrave, Brixworth and Pitsford.
- **Fly in a safe and sensible manner, do not baulk other aircraft by cutting up or overtaking.**
- **DO NOT descend through cloud into the Hold.**

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

### Runway 03 Inbound Profile (Annex C1)

- 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 (Annex D1)

- 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. Overtaking messes up the spacing for others. Orbits are just dangerous
- 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.
- Aircraft landing on 03R/21L (Grass) vacate expeditiously to the east side, angled if possible. Try and avoid coming to a stop and exiting at 90 degrees.
- Aircraft landing on 03L (Hard) must vacate right at Taxiway Bravo, unless advised. Cross the upwind end of 03R (Grass) as expeditious as possible giving way to landing traffic on 03R.
- Aircraft landing on 21R (Hard) must continue to the runway end and vacate left onto Taxiway Alpha.
- Do not vacate the Hard onto the grass unless advised by AFIS.

## 14 Vacating Runways after landing (Annexes C2, D2, E)

- **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 16, i.e. flying over the signal square. If the radio fails after obtaining aerodrome details follow the standard arrival procedure in paragraph 13 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) (Annexes C2, D2, E)

- 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 and Annexes E1/E2.**
- 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 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) (Annex H)

- 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) (Annex H)

- 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 (Annex I)

- 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 Annex I 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 General Departure Procedures - Fixed Wing, Microlight, & Autogyro (Annex F and G)

- 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 Annexes G and H) 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 RTF will be applied as per the instructions below.
- **CAUTION:** beware of obstructions i.e. taxiway cones and aerodrome marker boards.

## 29 Runway 21 Departures (Annex G2)

- 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 D2 for 21L (Grass) or D3 for 21R (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/D2/D3 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 D2 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 (Annex G1)

- 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 D1. Departures from D1 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/D1 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 VFRP, 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 aerodrome 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.
- Any arrivals by Sywell based aircraft must adhere to the slot booking system.

### 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 (Annex E)

- A plan of the aerodrome layout is at Annex E.

### 36 Restricted Area (Temporary)

- A 'lozenge' shaped RA (T) will be established on Sywell Aerodrome ARP, from surface to 3500 ft amsl as per the map at Annex A3.

### 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 marshallers if fuel is required.
- No refuelling of aircraft by cans in the parking area is permitted.
- Current fuel prices can be found at <http://www.sywellaerodrome.co.uk/charges.php>

### 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.
- 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). This can be done either via the new on-line submission, by fax 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 marshallers 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 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 and Wittering.
- 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 4 September	1000-1700 BST
Saturday 5 September	1000-1700 BST
Sunday 6 September	1000-1600 BST
- Public access will be permitted airside for a nominal charge provided they are in receipt of an information and warning sheet which must be read and understood before proceeding airside

## **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.

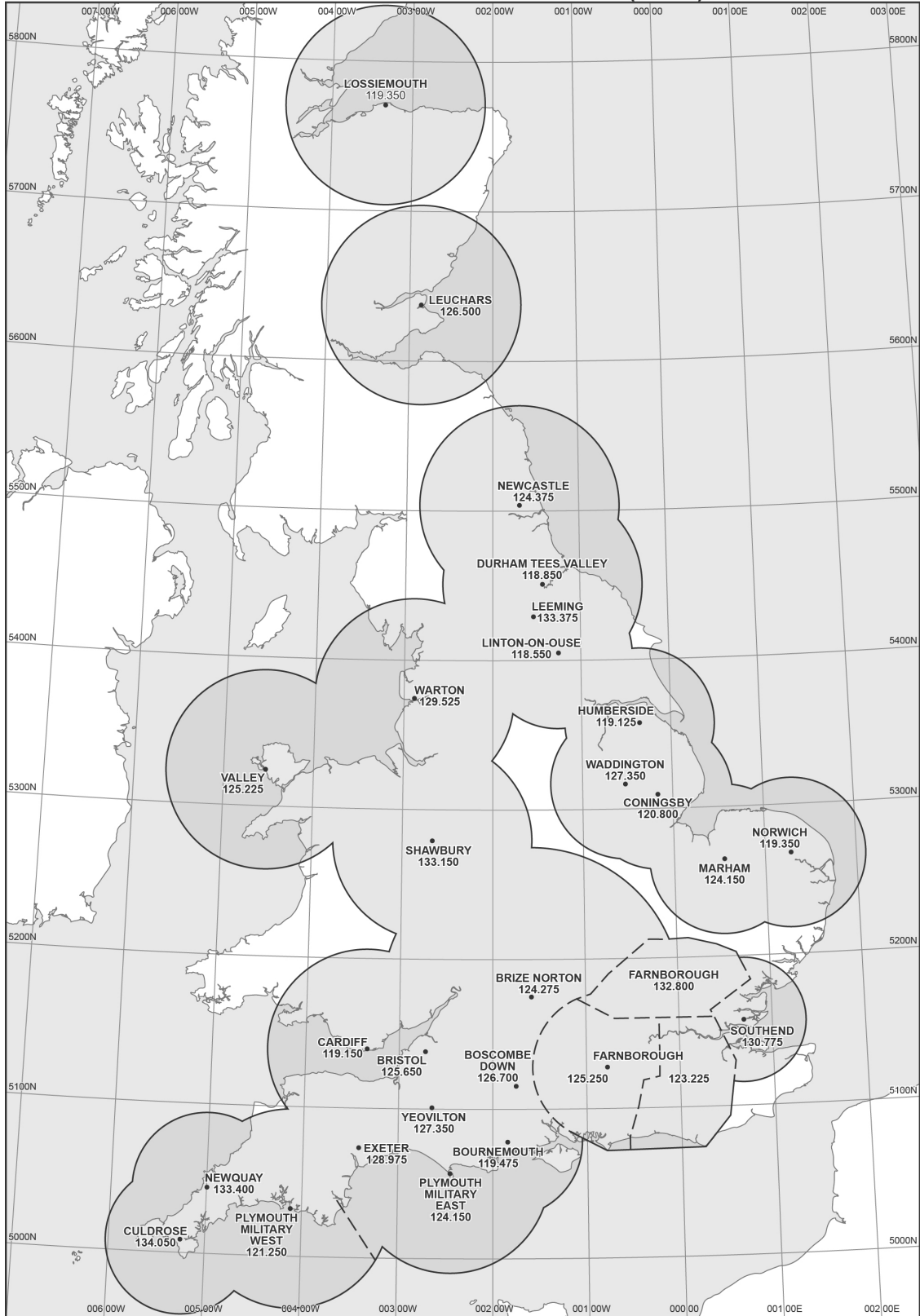
## **48 Ground Communications**

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

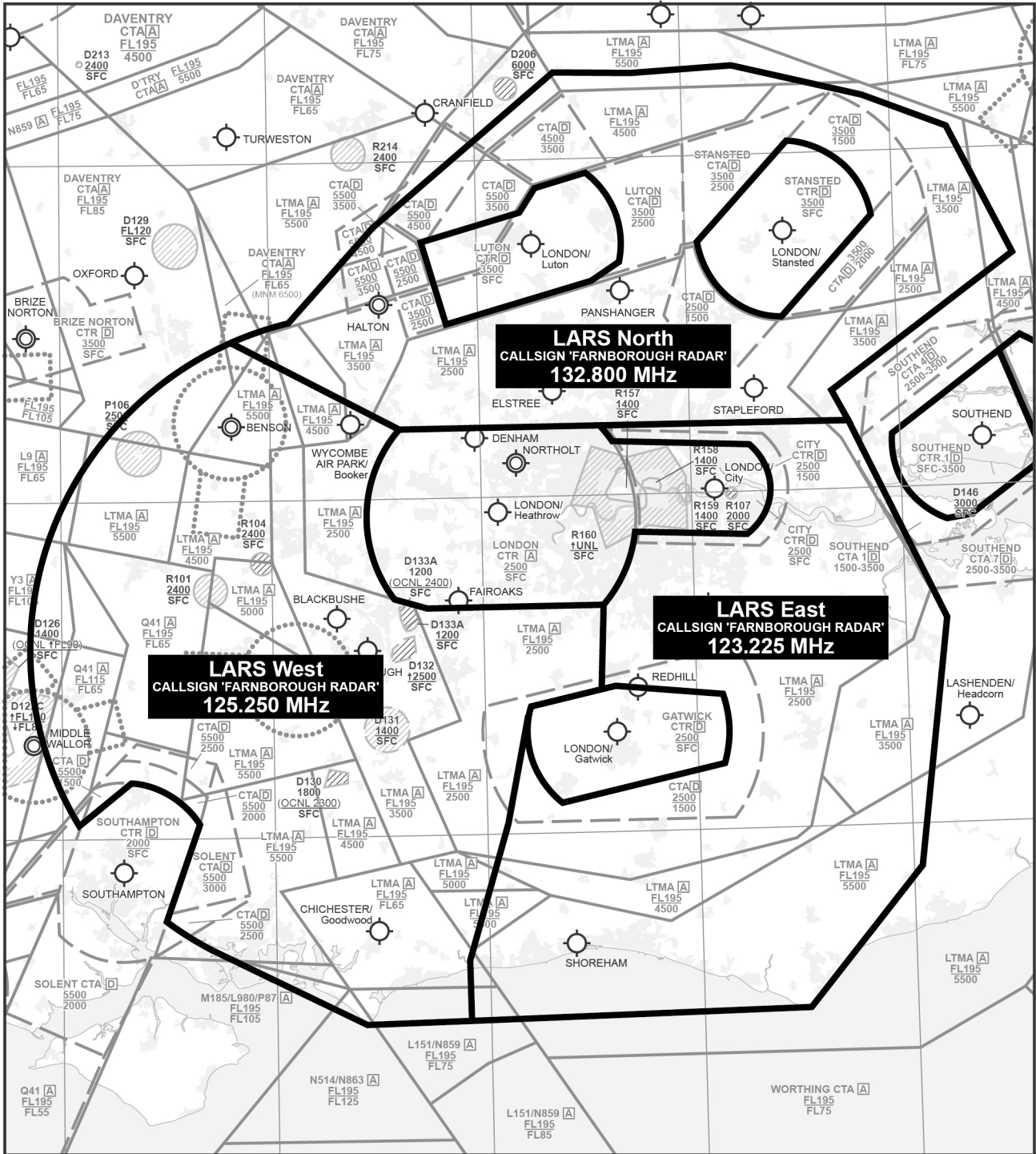


Annex A1

LOWER AIRSPACE RADAR SERVICE (LARS)

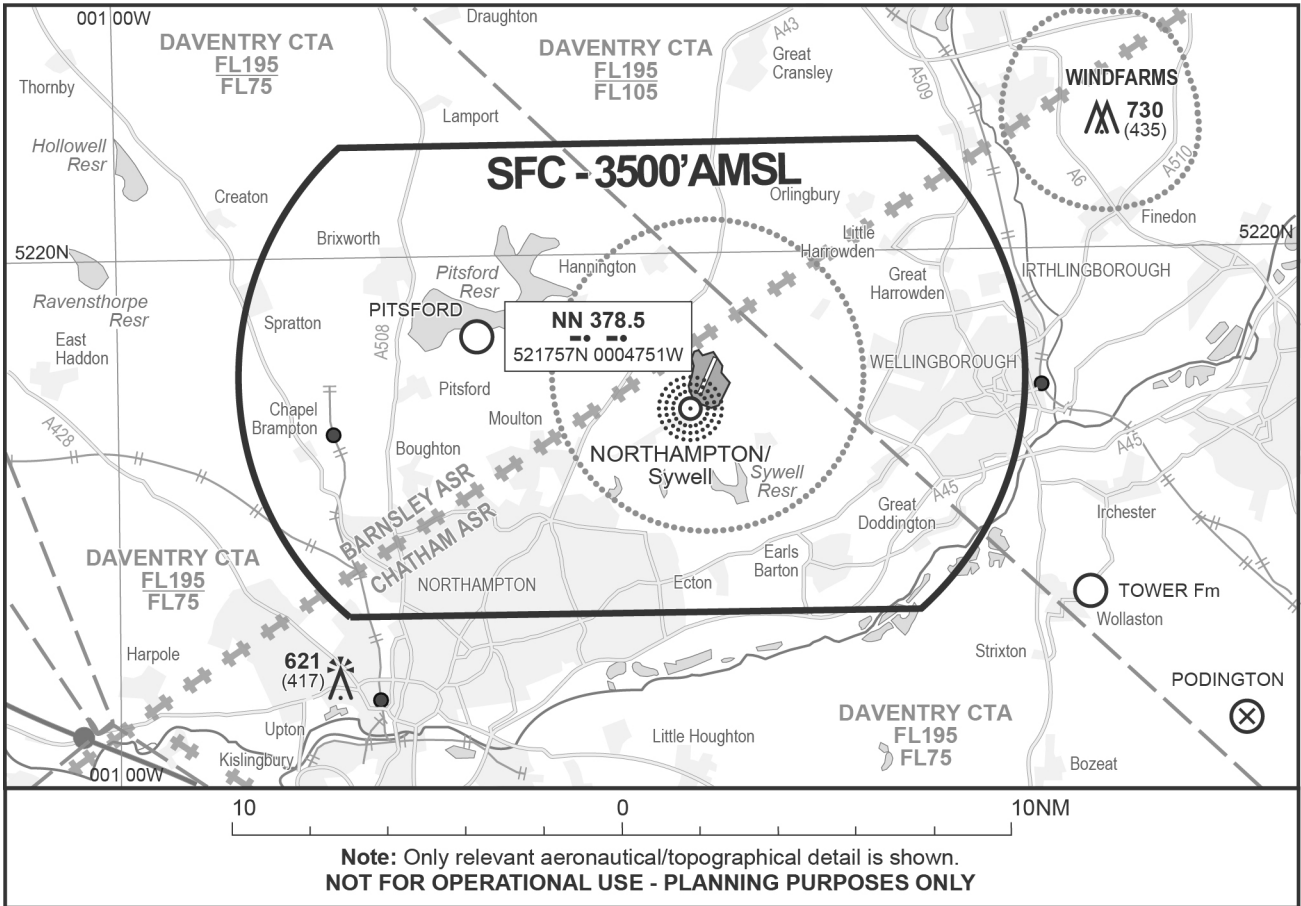


### FARNBOROUGH LARS SECTORS



2015 - 51 LAA Rally Northampton Sywell - (A2) - 09 APR 15

**RESTRICTED AREA (TEMPORARY)**



2015 - 51 LAA Rally Northampton Sywell - (A3) - 15 APRIL 15

## NOISE SENSITIVE AREAS

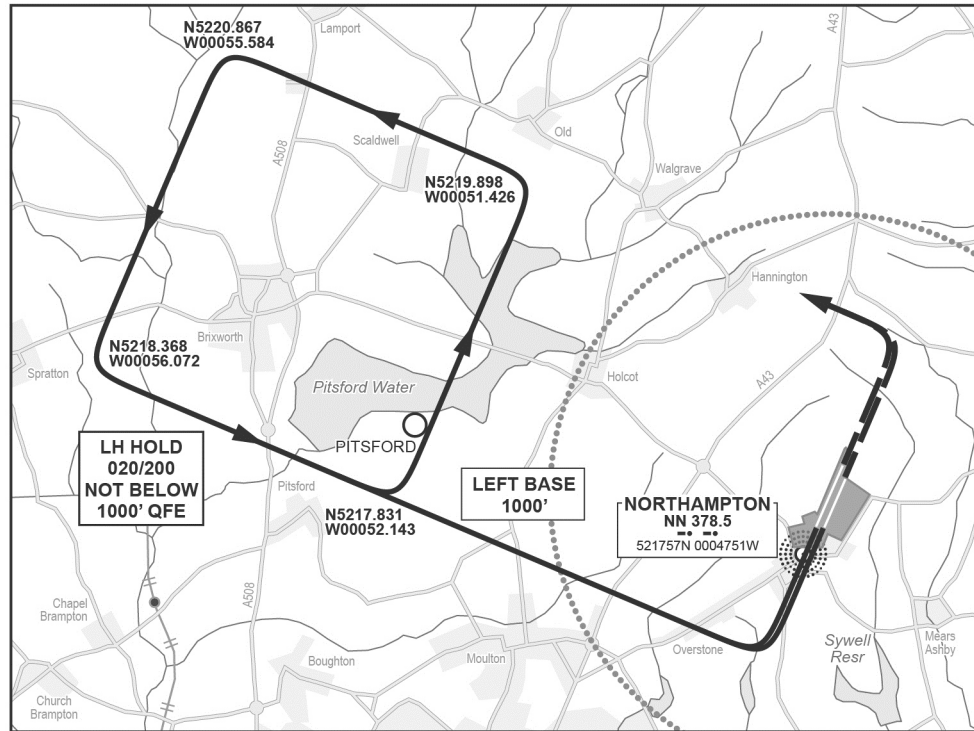


2015 - 51 LAA Raily Northampton Sywell - (B) - 9 APRIL 15

- |               |                     |                 |
|---------------|---------------------|-----------------|
| 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**

## RUNWAY 03 ARRIVALS



2015 - 51 LAA Rally Northampton Sywell - (C) - 9 APR 15

All arrivals **MONITOR** 122.700 MHz for aerodrome information. There is no need to make any radio calls inbound.

**Fixed wing/Microlights/autogyros** Avoid built up areas

Route to PITSFORD and if necessary join the LH holding pattern not below 1000' QFE.

DO NOT DESCEND THROUGH CLOUD INTO THE HOLD ! Maintain VFR at all times. Keep a good lookout, with up to two arrivals per minute it will be busy.

Stream off the southern leg of the hold, approx heading 120, remaining north of Moulton onto a left base for Runway 03 at 1000' QFE. NO orbits, NO overtaking, NO cutting others up

Turn onto final for either Runway 03L (Hard) or Runway 03R (Grass) NO Swapping Runways once established on Final

When NUMBER ONE on Final, i.e. no-one else between you and the Runway, make the one and only radio call; Aircraft Type, Registration, Final Runway 03L or 03R

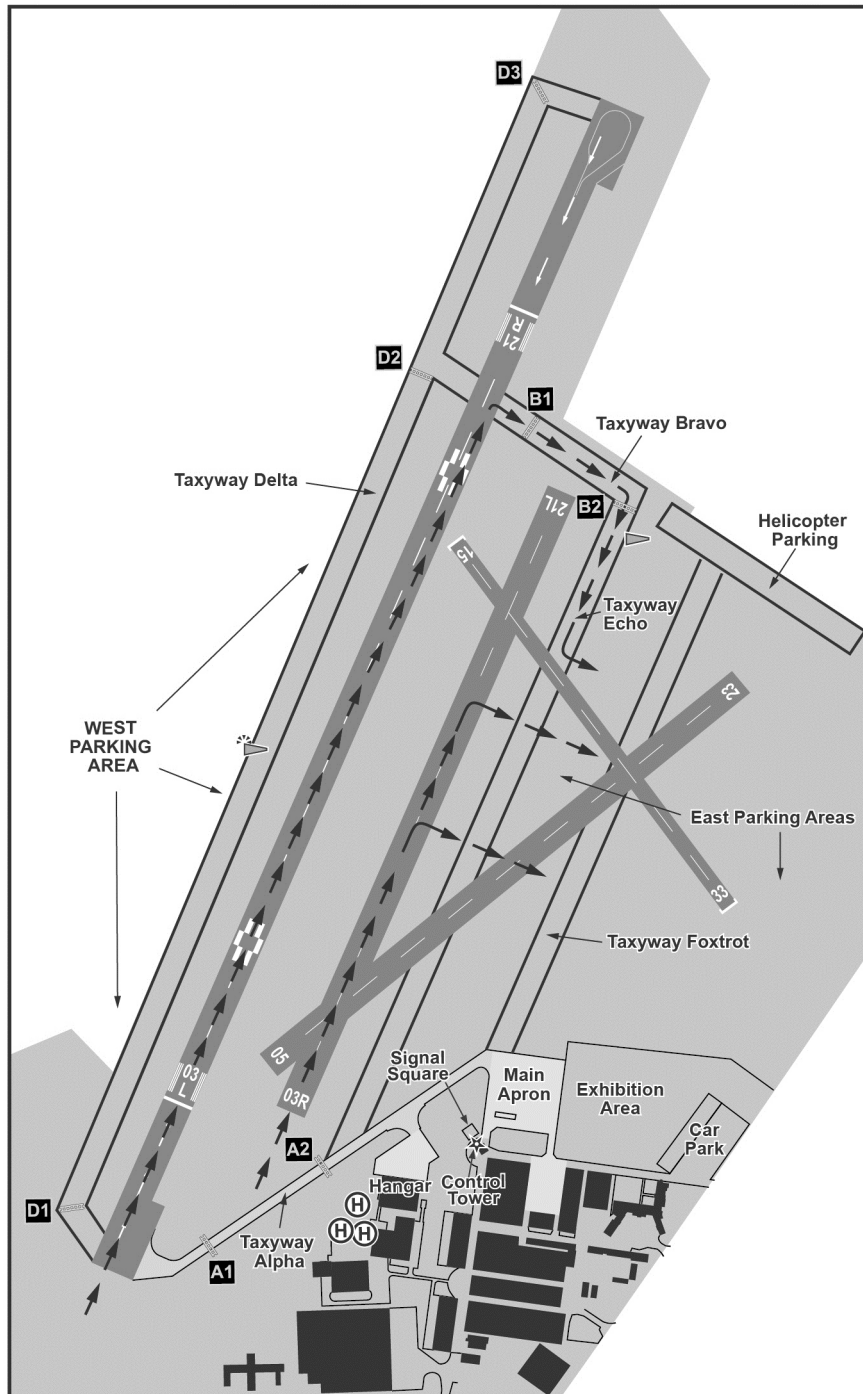
Land either when the Runway is clear or you receive a "Discretionary" landing clearance from AFIS

Traffic on Runway 03L when speed controlled continue expeditiously ahead and vacate right at Taxway Bravo and cross the Runway 03R overshoot with caution giving way to potential landing traffic, follow the Marshalls instructions to park

Traffic on Runway 03R vacate right as soon as possible, For expedition, angle the exit off the runway to keep rolling rather than stopping and then exiting at 90 degrees. Follow the Marshalls instructions to park.

**Note: See Appendix E1 for West Parking instructions**

## RUNWAY 03 ARRIVALS TAXY PATTERN EAST PARKING



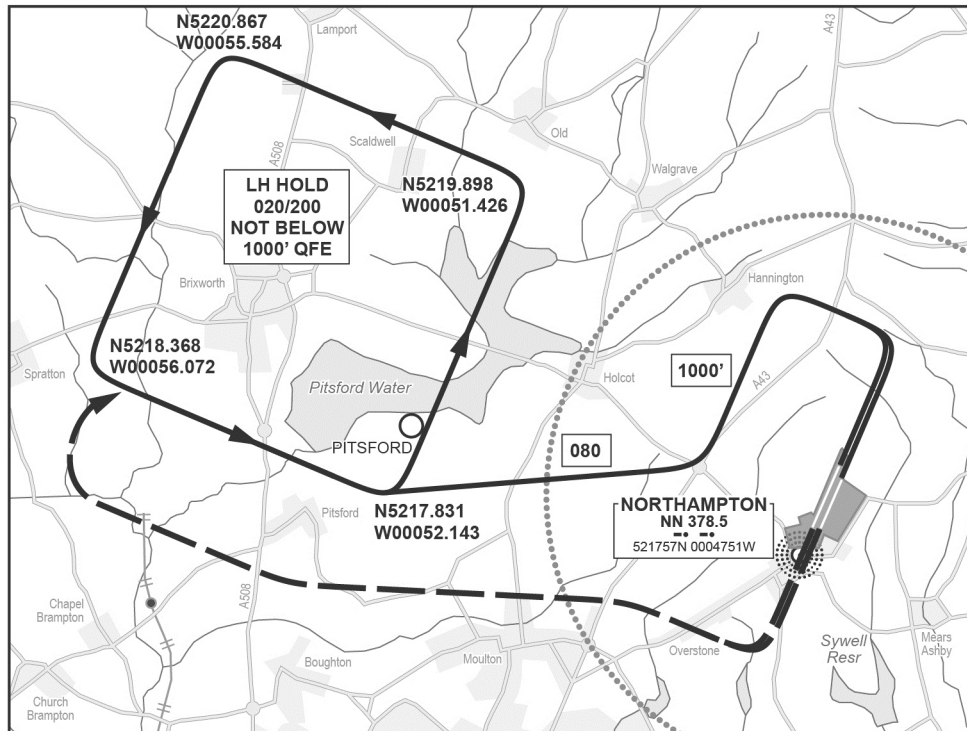
2015 - 51 LAA Rally Northampton Sywell - (C2) - 15 APR 15

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

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

**Note: See Appendix E1 for West Parking instructions**

## RWY 21 Arrivals



2015 - 51 LAA Rally Northampton Sywell - (D1) - 13 APR 15

All arrivals **MONITOR** 122.700 MHz for aerodrome information. There is no need to make any radio calls inbound.

**Fixed wing/Microlights/autogyros** Avoid built up areas

Route to PITSFORD and if necessary join the LH holding pattern not below 1000 ft QFE.

DO NOT DESCEND THROUGH CLOUD INTO THE HOLD ! Maintain VFR at all times. Keep a good lookout, with up to two arrivals per minute it will be busy.

Stream off the southern leg of the hold, approx heading 080, to intercept the A43, then turn left onto a right-hand downwind.

NO orbits, NO overtaking, NO cutting others up

Turn onto a right base avoiding Hannington and then onto final for either Runway 21R (Hard) or Runway 21L (Grass)

NO Swapping Runways once established on Final

When NUMBER ONE on Final, i.e. no-one else between you and the Runway, make the one and only radio call; "Aircraft Type, Registration, Final Runway 21L or 21R"

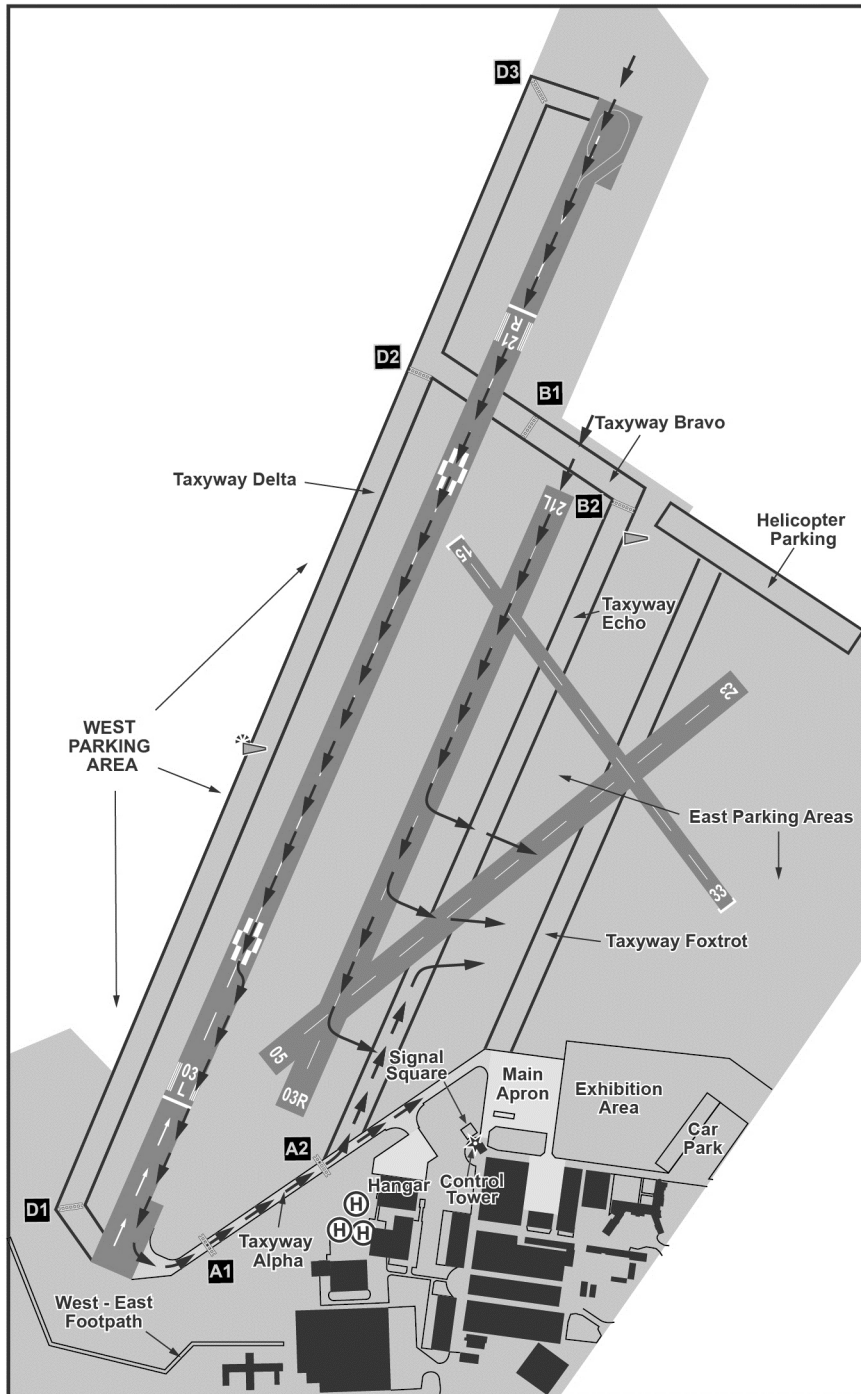
Land either when the Runway is clear or you receive a "Discretionary" landing clearance from AFIS.

Traffic on Runway 21R when speed controlled continue expeditiously ahead and vacate left at Taxway Alpha and follow the Marshalls instructions to park

Traffic on Runway 21L vacate left as soon as possible. For expedition, angle the exit off the runway to keep rolling rather than stopping and then exiting at 90 degrees. Follow the Marshalls instructions to park

**Note: See Appendix E2 for West Parking instructions**

## RUNWAY 21 ARRIVALS TAXY PATTERN EAST PARKING



2015 - 51 LAA Rally Northampton Sywell - (C2) - 15 APR 15

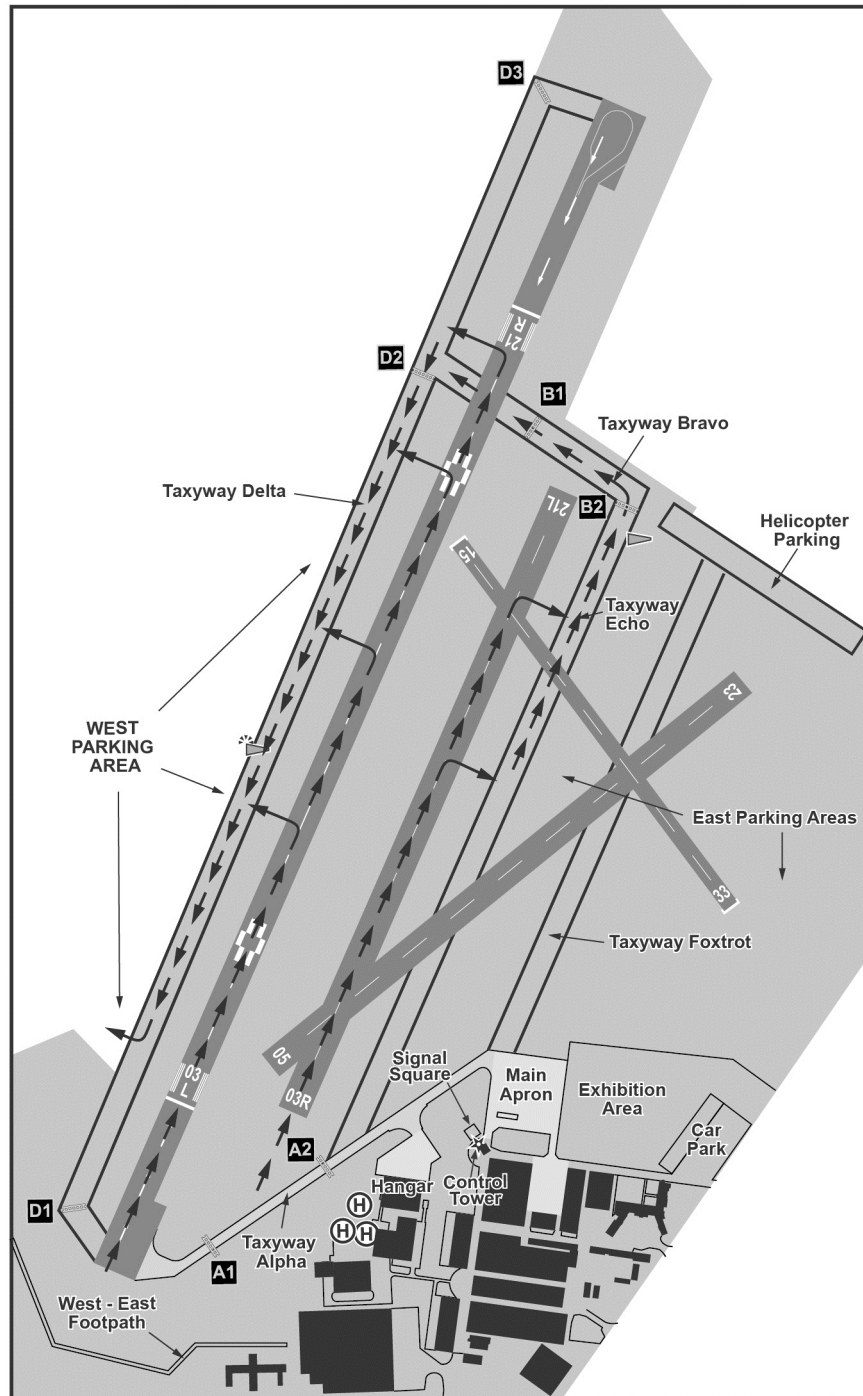
Rwy 21R – When speed controlled move to left side of rwy, continue to the end of rwy and vacate left at 'A'. Cross 21L overshoot with caution and turn left onto coned taxiway, follow Marshalls.

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

**Note:** See Appendix E2 for West Parking instructions



## RUNWAY 03 ARRIVALS WEST PARKING



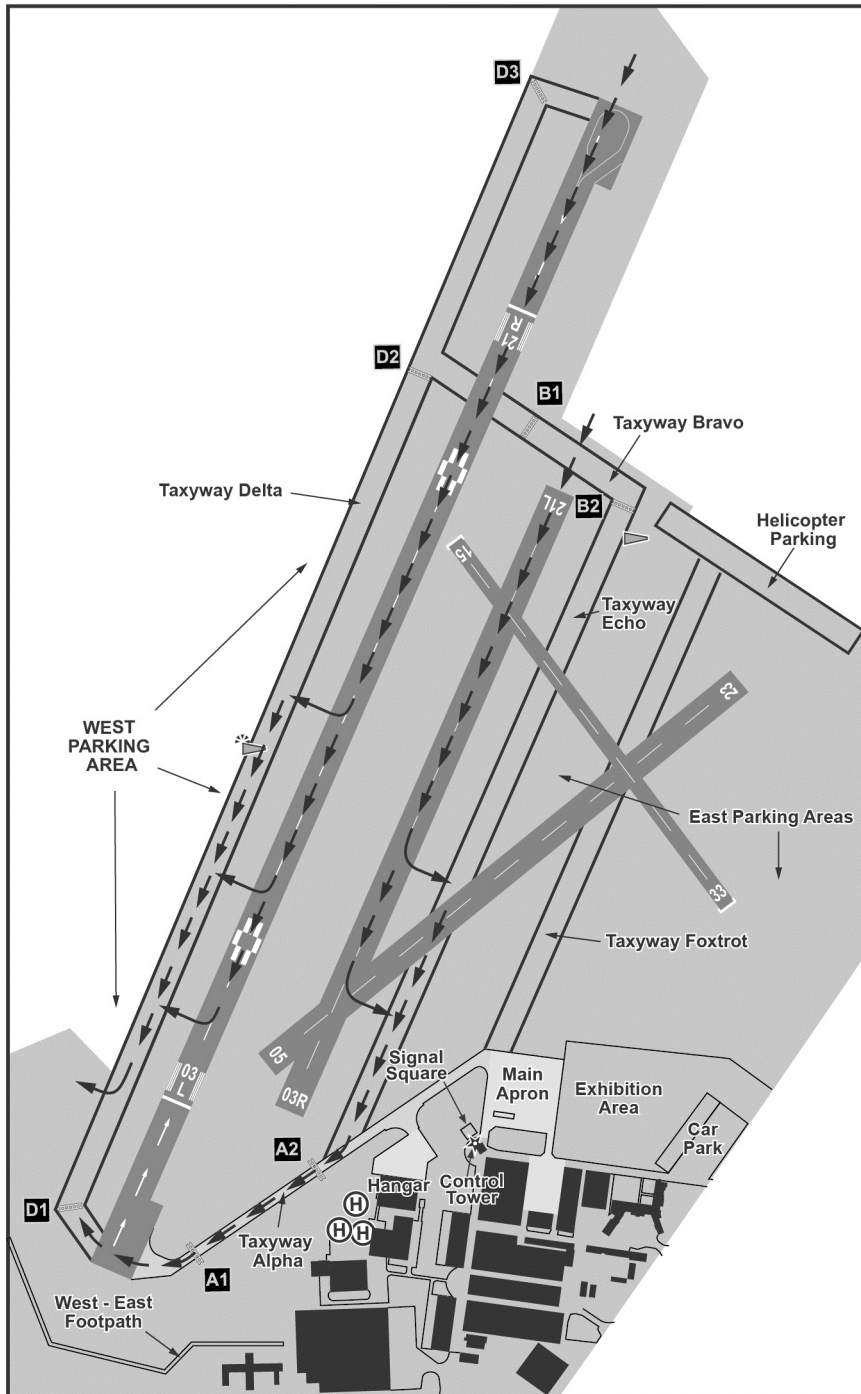
2015 - 51 LAA Rally Northampton Sywell - (E1) - 13 APR 15

West Parking will be advised by AFIS if East Parking becomes full.

Rwy 03L – When speed controlled, vacate left as soon as possible with caution, there is a small drop off the concrete onto the grass. Follow the Marshalls.

Rwy 03R – When speed controlled vacate right as soon as possible onto coned taxiway. Turn left on taxiway Echo, proceed to holding Point B2 and await AFIS instructions to cross both runways.

## RUNWAY 21 ARRIVALS WEST PARKING



2015 - 51 LAA Rally Northampton Sywell - (E2) - 15 APR 15

West Parking will be advised by AFIS if East Parking becomes full.

Rwy 21R – When speed controlled, vacate right as soon as possible with caution, there is a small drop off the concrete onto the grass. Follow the Marshalls.

Rwy 21L – When speed controlled vacate left as soon as possible onto coned taxiway. Turn right on taxiway Echo, proceed to holding Point A2 and await AFIS instructions to cross both runways.

ANNEX F

AERODROME  
CHART - ICAO

ARP 521822N 0004732W

AD ELEV 424FT NORTHAMPTON/SYWELL  
EGBK

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
Rwy 03L/21R	Concrete	25/R/C/W/T
Rwy 03R/21L	Grass	-
Rwy 15/33	Grass	-
Rwy 05/23	Grass	-
Main Apron	Concrete	13/R/C/W/T
Twy A	Concrete	13/R/C/W/T
Twy B	Grass	-

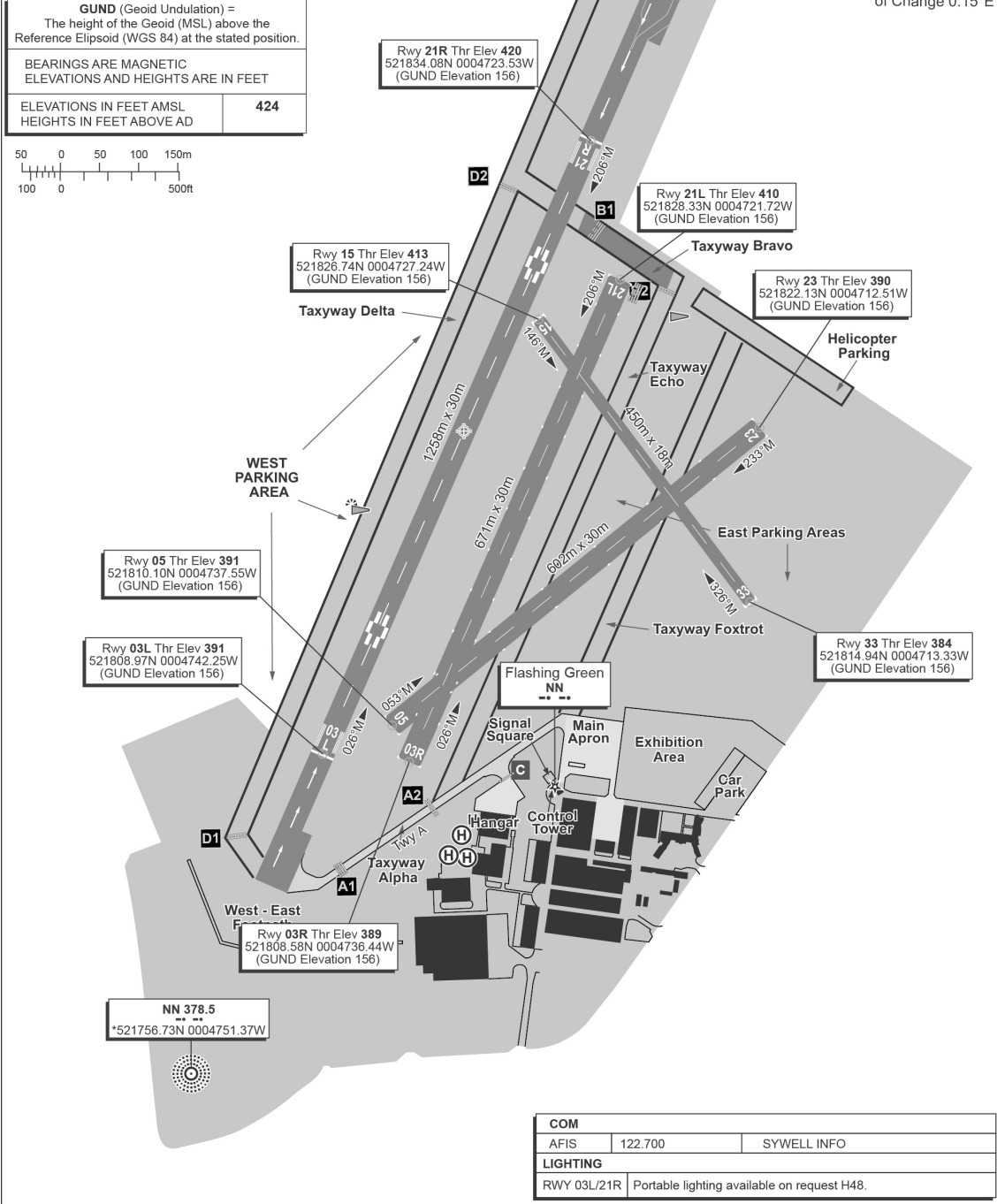
**GUND** (Geoid Undulation) =  
The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC  
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	424
HEIGHTS IN FEET ABOVE AD	

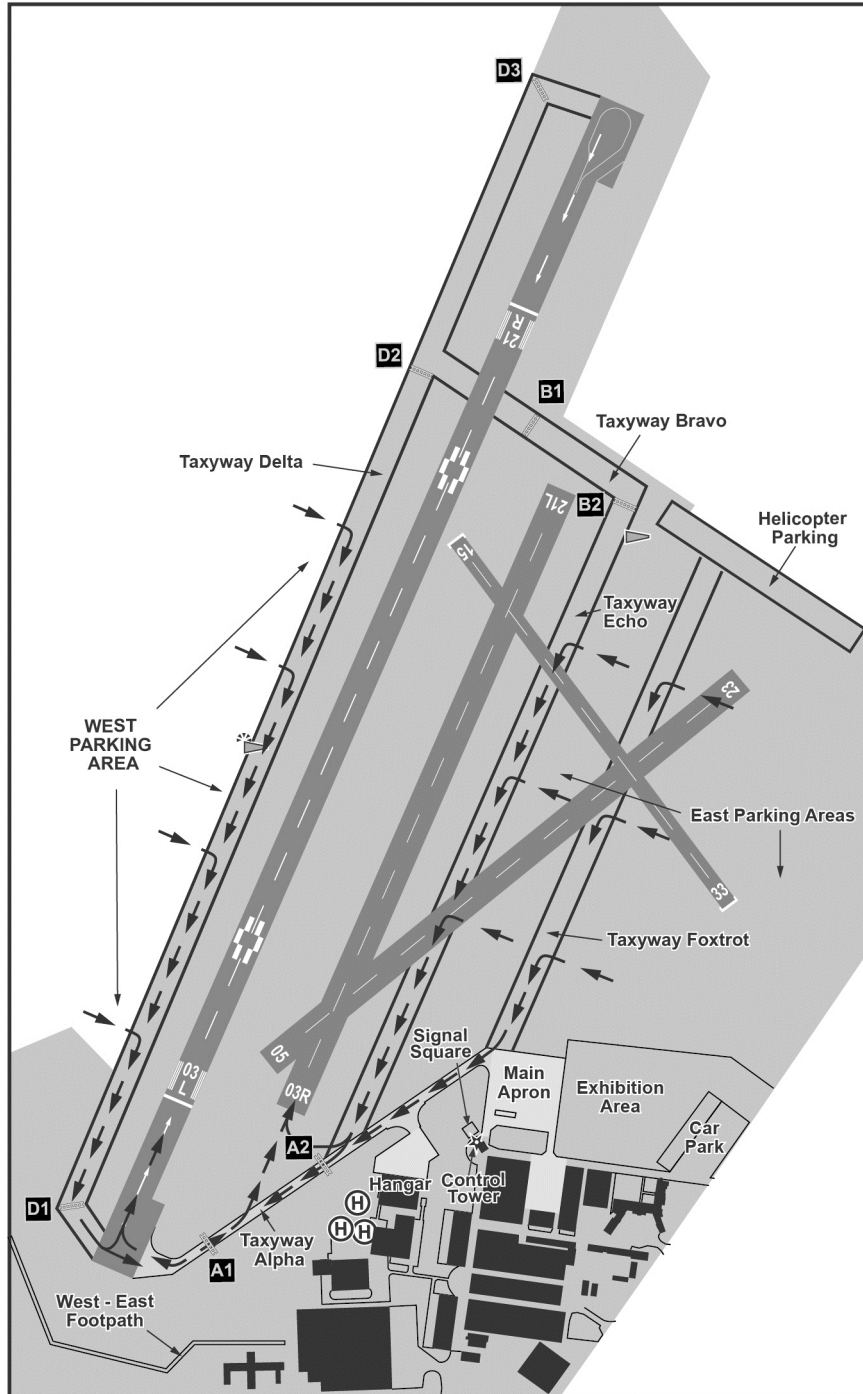


VAR 1.3°W - 2015  
N  
Annual Rate  
of Change 0.15°E



2015 - 51 LAA Rally Northampton Sywell - (F) - 14 APR 15

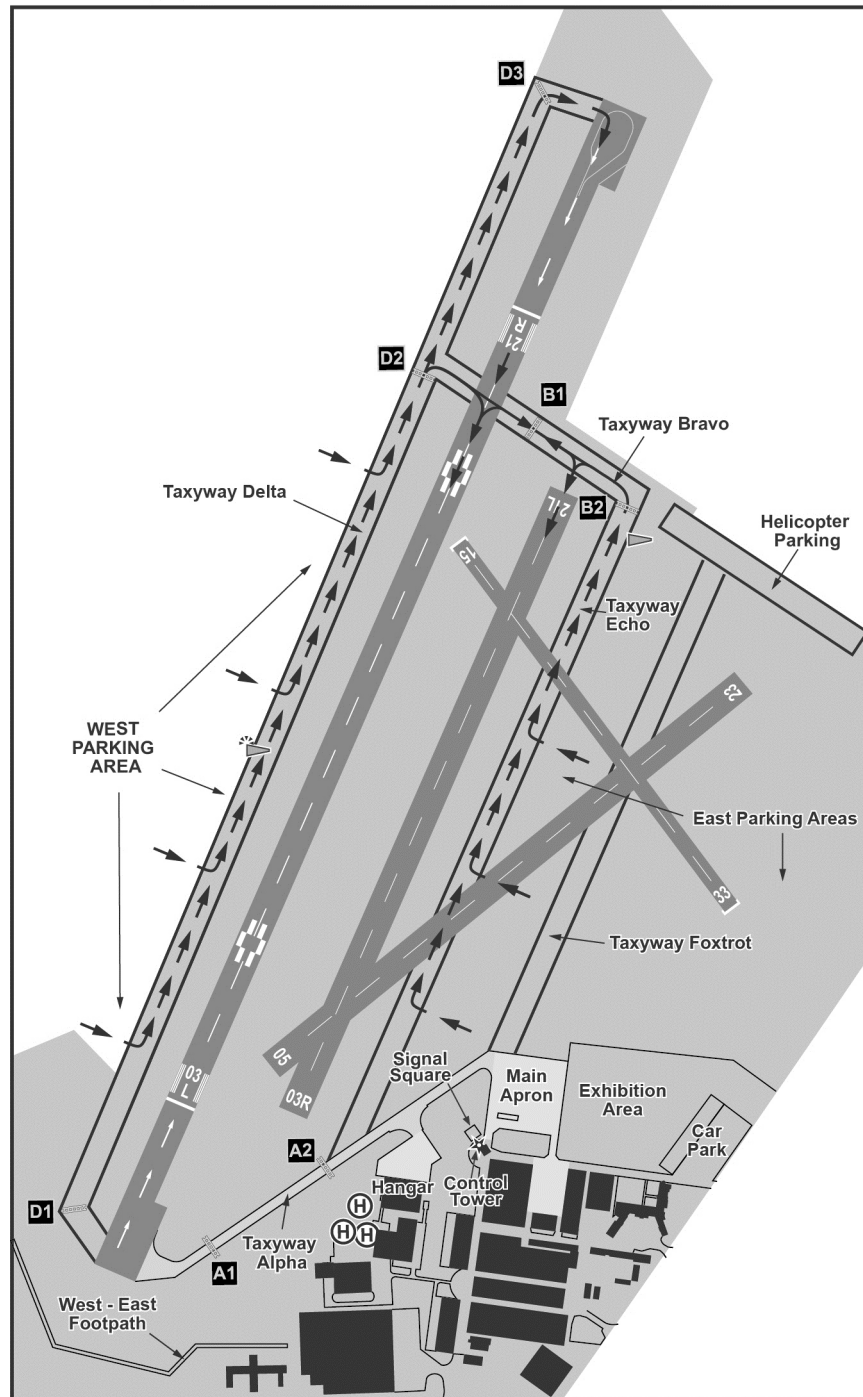
## RUNWAY 03 DEPARTURES TAXY PATTERN



2015 - 51 LAA Rally Northampton Sywell - (G1) - 14 APR 15

Monitor 122.700 for Aerodrome details. Taxi with caution to holding point A2 (East Parking) or holding point D1 (West Parking) for checks, there is no need to make any transmissions. At A2 filter onto either the concrete taxiway for a 03L departure, or onto the grass for a 03R departure. When number one at A2/D1 report ready for departure with aircraft type, full callsign, holding point and choice of either 03L or 03R runways.

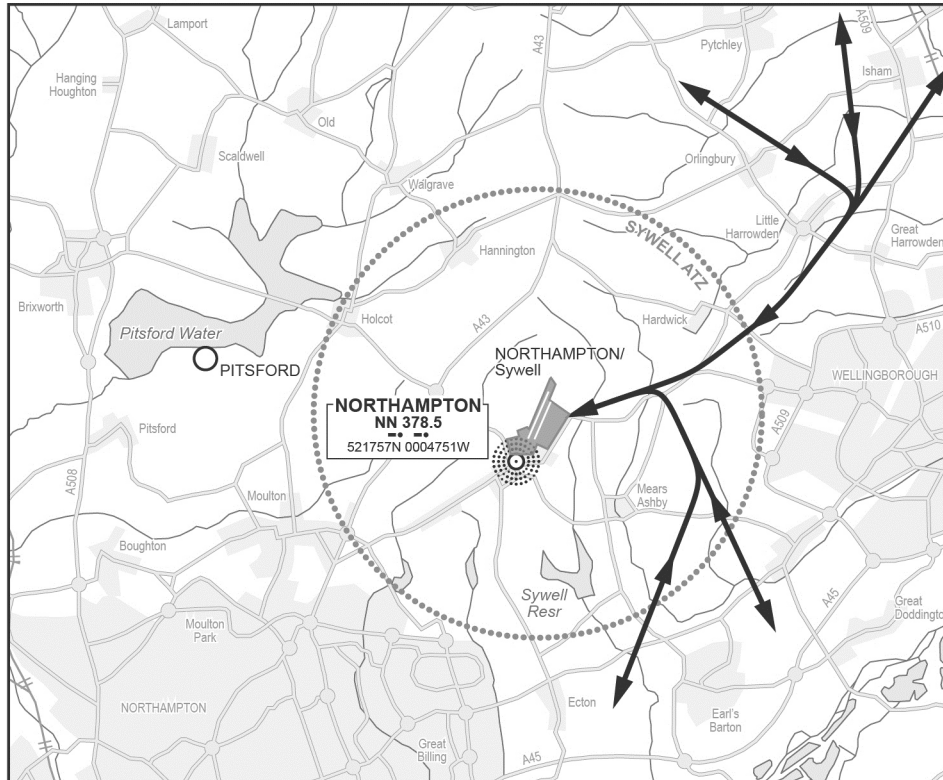
## RUNWAY 21 DEPARTURES TAXY PATTERN



2015 - 51 LAA Rally Northampton Sywell - (G2) - 14 APR 15

Monitor 122.700 for Aerodrome details. Taxy with caution to holding point B2 (East Parking), holding point D2 (West Parking for 21L) or D3 (West parking for 21R) for checks, there is no need to make any transmissions. When number one at B2/D2/D3 report ready for departure with aircraft type, full callsign, holding point and choice of either 21L or 21R runways.

## Helicopter Arrivals/Departures (not for Sloane Helicopters - see Appendix I)



2015 - 51 LAA Rally Northampton Sywell - (H) - 15 APR 15

**MONITOR** Sywell Information on 122.700 MHz for aerodrome details, **no radio call required.**

All arrivals/departures to route in/out via the eastern ATZ boundary avoiding all villages and fixed wing patterns.

Arrivals not above 500ft QFE, beware of departures not below 1000ft QFE within the ATZ.

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.

Park in a row adjacent to the aerodrome boundary fence, or if available follow Marshaller instructions.

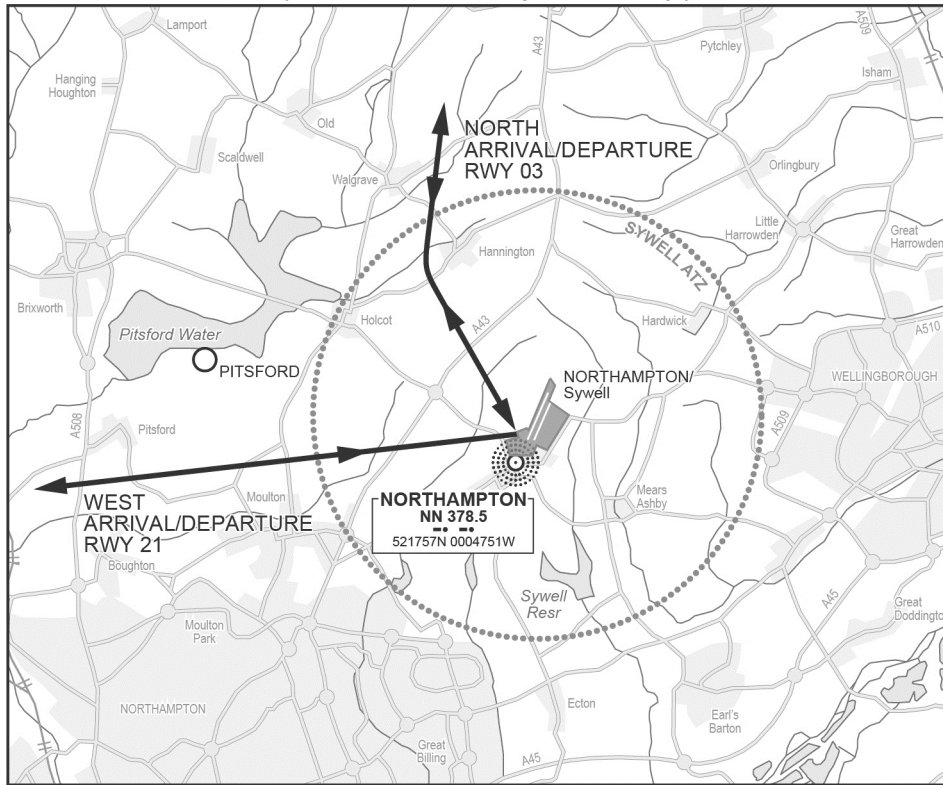
Book in at The Ticket Booth situated at the entrance to the Exhibition Area.

Departures start with caution monitoring Sywell Information on 122.700 MHz.

When ready for departure, make an RTF call 'Helicopter type, full callsign, ready for departure Eastern Boundary'

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.

## Helicopter Arrivals/Departures (Sloane Helicopters only)



2015 - 51 LAA Rally Northampton Sywell - (I) - 15 APR 15

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 Rwy 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 aerodrome 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 for airfield 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.

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