



NATS Ltd
UK Aeronautical Information Service
Heathrow House
Bath Road
Hounslow, Middlesex TW5 9AT
Email: ais.supervisor@nats.co.uk
URL: http://www.ais.org.uk
Phone: 01604-644917 (Content - Northampton/Sywell Aerodrome Manager)
Phone: 0191-203 2329 (Distribution - Communisis UK)

NORTHAMPTON/SYWELL AERODROME - LAA RALLY 30 AUGUST-1 SEPTEMBER 2013 - GENERAL INFORMATION AND JOINING INSTRUCTIONS.**1 Introduction**

1.1 This document deals with procedures to be employed during the above 3 day event between the **30 August and 1 September 2013**. Although a 3 day event, aircraft may arrive on Thursday 29 August (NOTE; standard joining and r/t procedures will apply on Thursday and the aerodrome will be licensed) The aim of these procedures is to create a safe and orderly flow of traffic arriving and departing the event in what could potentially become an area of intense aerial activity. They should also cut radio transmissions to a safe minimum, enabling pilots to concentrate on flying and lookout and should also lessen the FISO workload enabling them to concentrate on maintaining safe activity on the ground and in the air. Despite being a lengthy document to meet the need of safety case, only 5 double sided Appendices need to be printed as cockpit aide-memoires. **All pilots are encouraged to read and follow these procedures in the interests of Flight Safety.**

1.2 Aerodrome Hours

1.2.1 The AFISU will be manned providing a modified Aerodrome Flight Information Service * on 122.700 MHz as follows:

Thursday 29 August	0800 to 1700 UTC (0900 to 1800 BST) * Full Aerodrome Flight Information Service
Friday 30 August	0700 to 1800 UTC (0800 to 1900 BST)
Saturday 31 August	0700 to 1800 UTC (0800 to 1900 BST)
Sunday 1 September	0700 to 1700 UTC (0800 to 1800 BST)
Monday 2 September	0800 to 1700 UTC (0900 to 1800 BST) * Full Aerodrome Flight Information Service

1.2.2 Any movements outside these hours will be subject to Sywell Aerodrome's out of hour's procedures, subject to an AFISU briefing and a permit of which is available from Sywell AFIS, 01604-644917 or sywellfis@btconnect.com. All out of hours flights must be recorded with the AFISU.

2 General Instructions

2.1 The following procedures have been devised in an attempt to ensure primarily the safety of participants and also create an orderly flow of traffic, both in the air and on the ground. However, the pilot-in-command remains responsible at all times both in the air and on the ground operating under safe practice iaw the privileges of his/her licence. **Visitors should read these procedures carefully and study in detail before departure from their home aerodrome.** 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. These procedures will be in force during the AFISU hours mentioned in paragraph 1.2, outside these times standard Sywell operations iaw the Aerodrome Manual will apply.

2.2 Fuel

2.2.1 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 AFISU hours. JETA1 (available during AFISU hours only) is payable by any method. After landing display an 'F' to notify marshallers if fuel is required after landing. No refuelling of aircraft by cans in the parking area is permitted.

2.3 Customs, Immigration, Special Branch

2.3.1 All aircraft arriving from and/or departing overseas will need to submit a General Aviation Report (GAR) either by fax to Sywell AFISU on 01604-499210 or by e-mail to sywellfis@btconnect.com Inbound flights from the EU are required to give 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, based in the Control Tower, to handle all international flights.

2.4 Camping

2.4.1 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. A fee will be payable to the LAA.

2.5 Disabled Persons

2.5.1 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 either the new apron west of the tower or the main apron east of the tower.

2.6 RFFS

2.6.1 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 available.

2.7 Runways

2.7.1 Runways available for both arrival and departure 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**. For the duration of the event Runways 05/23 and 15/33 will be closed for aircraft parking.

2.8 Noise Abatement

2.8.1 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. (**See Appendix B**).

2.9 IFR/VFR

2.9.1 All flights should be conducted under Visual Flight Rules. There will be no IFR arrivals or departures.

2.10 Landing Fees

2.10.1 Landing fees for all will be £10 payable at the fuel kiosk, which includes entrance for all occupants. Wrist bands will then be issued to prove payment and are essential for airside access.

2.11 Weather

2.11.1 There are no official Met observations at Sywell, however there is a link from the 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 mins 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 on 122.700 MHz, **no acknowledgment is required**. Nearest TAF's available on The Met Office website are Birmingham, Coventry, and Cranfield. Sywell Aerodrome status can be found online at <http://www.sywellaerodrome.co.uk/status.php> which includes weather and aerodrome warnings. **For departures, Met information is available in the Control Tower via the internet.**

2.12 Runway Changes

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

2.13 Air/Ground Movements

2.13.1 Maintain the best possible lookout in the air and on the ground at all times as both environments will be potentially very busy. The general public will be allowed airside access to the East aircraft parking area (subject to reading an airside safety leaflet) and may not be familiar with the associated dangers. Start up and taxi with great care as the public may not be aware of rotating propellers and may not hear you approaching due to ambient noise. Autogyros must only run rotors when clear of the parking area. Marshallers wearing orange vests will be in abundance airside to monitor and help provide a safe environment. Visiting pilots are **not** to wear hi-vis jackets, only marshallers are to wear such jackets for ease of identification to taxiing aircraft.

2.14 Booking In

2.14.1 The Sywell Aerodrome website will host a booking in system. This is aimed at (a) creating a safe and steady flow of traffic and (b) providing AFIS with aircraft details thereby acting as a booking in system. Please fill in **ALL** requested details when booking in. It is possible to view arrivals on the website enabling a pilot to choose a quieter time if it is seen that a particular period is extremely busy. Two slots are available every minute with a plus/minus 15 min window, pilots are however requested to try and adhere to their slots. If weather or unserviceability on the day affects that slot and a new one is required, telephone Sywell AFIS to re-arrange your slot. Bookings can be made at www.sywellaerodrome.co.uk/bookings.php After landing pilots are then required to pay a landing fee to obtain a wrist band at the Fuel Kiosk. **Those found to have not paid a landing fee will be sent an invoice at full landing fee rates.**

2.15 RAT

2.15.1 A Restricted Area (Temporary) will be in force 4 nm radius Sywell ARP up to 3500 ft amsl.

2.16 Flying Display

2.16.1 There will be no flying display during this event.

2.17 Sywell Resident Units/Aircraft

2.17.1 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.

2.18 Flight Planning

2.18.1 Flight plans can be filed in the Control Tower using the NATS AFPEX system.

2.19 Public Access

2.19.1 The public car park will be east side of the Wellingborough Road and access onto non airside areas including the LAA site will cost £10 per head, or £5 per head for LAA members on production of a valid membership card. Airside access to LAA/BMAA/BRA members will be free on production of a valid membership card, to all others it will be an additional £10. LAA Membership will be available to purchase at the entry point which will include airside access.

2.20 Airside Safety Leaflets

2.20.1 To reduce the risks involved in public access airside, a safety leaflet will be handed out to anyone proceeding airside. Individuals are required to read this document to meet Health & Safety and Risk Assessment requirements. Please understand and fulfil this requirement to ensure this privilege continues.

3 Aerodrome Flight Information Service

3.1 A modified licensed Aerodrome Flight Information Service callsign 'Sywell Information' will be in operation on **122.700 MHz** during the times stated in **paragraph 1.2**. Any movements outside the above operating hours are PPR and subject to Sywell's out of hours procedures as paragraph 1.2. Six FISO's will be on duty each day, two FISO's will man the VCR, one on the radio, and the second as a safety FISO. Maximum time on console will be one hour. No flight progress strips will be used, a prepared movements sheet will be used to record aircraft movements.

3.2 AFIS Contingency Plans

3.2.1 Should a power cut occur, there is no break battery power to enable operations to continue until a standby generator is started. This will then provide power to all essential systems required to provide a full service. A third back up is using a portable ICOM which has a large external aerial, although the range of transmissions might suffer using this method. There is a Tower evacuation plan which, should the need arise, involves a contingency box being taken from the tower on leaving. This box includes hand held radios and altimeters which would be used from a vehicle, in this case, positioned at the landing threshold.

4 Fixed Wing/Microlight/Autogyro Arrival Procedures

4.1 General

4.1.1 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 note the close proximity of the Stansted Transponder Mandatory Zone.

4.1.2 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 the frequency. Birmingham can then contact you if they feel your track is close to infringing their airspace. Once clear of Birmingham's area squawk 7000.

4.1.3 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 daily from 0700-1900.

4.1.4 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 services on 127.350 MHz.

4.1.5 When approaching Sywell, all radio equipped Aircraft, Microlights, and Autogyros are to proceed to the one Assembly Area at Pitsford Reservoir (4 nm WNW of Sywell) via the suggested routes at **Appendix A4**. Aircraft joining from the east are to approach Pitsford from either north or south of the Aerodrome as shown. Flights around the Pitsford Assembly Point should be not below 1500 ft QFE for noise considerations to local villages.

4.1.6 Prior to reaching Pitsford **MONITOR** 'Sywell Information' on 122.700 MHz on which regular broadcasts will include the active runway and QFE. **NO RADIO CALLS ARE NECESSARY FOR JOINING**. Fly an anticlockwise holding pattern at Pitsford 020/200 degrees not below 1500 ft avoiding the villages of Holcot, Walgrave, Brixworth and Pitsford.

4.2 Runway 03 Inbound Profile

4.2.1 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 for Runway 03L (Hard) or Runway 03R (Grass) **See Appendices C, D and G**.

4.3 Runway 21 Inbound Profile

4.3.1 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 Runway 21R (Hard) or 21L (Grass) **See Appendices E, F and H**.

4.4 Inbound General Instructions

4.4.1 Maintain a safe distance from the aircraft in front and fly a constant speed with **no overtaking or orbits permitted once off the assembly area**. Slower types, ie Microlights, Autogyros etc are requested to maintain as high a speed as is safely possible bearing in mind the potential for a variety of following aircraft types and speeds. If there are too many aircraft leaving the Assembly Area to form a safe well spaced stream, break-off and head back to Pitsford and try again. When number one on final, make the **only required transmission** 'Aircraft Type, Full Registration, final Runway 03/21 Hard/Grass'. Aircraft using the hard runway for landing should select landing lights on where possible, those on the grass lights off. Regular surface wind checks will be transmitted by AFIS. There is to be no orbiting or swapping from one runway to another on final, if spacing is incorrect a go-around **must** be initiated. 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. If the Duty FISO deems a situation unsafe, he may suggest a go-around although ultimately it is the Pilot's responsibility under the terms of an Aerodrome Flight Information Service. Pilots may land when the runway is clear of traffic. Sywell AFIS may also revert to standard radio calls if a situation is deemed unsafe or if there is a mixture of arrivals and departures.

4.4.2 Aircraft landing on 03R/21L (Grass) can expeditiously vacate the runway to the east as soon as speed is controlled. Those landing on 03L (Hard) must vacate right at Taxiway Bravo marked by two yellow boards, which are to the right of the hard just before the 21R runway designators. Crossing the upwind end of 03R (Grass) is to be as expeditious as possible giving way to landing traffic on 03R. Those landing on 21R must continue to the runway end and vacate left onto Taxiway Alpha. No crossing the Grass runway is permitted unless advised by AFIS. (See also **paragraph 10, Appendices D, F, G and H** for contingency West Parking procedures).

4.5 Non-Radio

4.5.1 Non radio aircraft should either 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 4.1, 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.

4.6 Runway Blocked

4.6.1 If a runway becomes unusable AFIS will broadcast a message to that effect 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. If both runways are closed, in addition to the above 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 'open' transmission. On re-opening the procedures in paragraphs 4.1 and 4.2 will resume. If a diversion is necessary the nearest aerodromes are the following:

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

4.7 Radio Failure

4.7.1 Aircraft suffering a radio failure before obtaining aerodrome details can follow the procedure in paragraph 4.2. If the radio fails after obtaining aerodrome details follow the standard arrival procedure in paragraph 4.1 without the final radio call.

4.8 Go Around

4.8.1 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.

4.9 Emergencies

4.9.1 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 4.2. Once the emergency is terminated, an all stations broadcast will be transmitted by AFIS and the procedures in paragraph 4.1 will resume.

4.10 Parking (Aircraft)

4.10.1 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 a contingency plan is to park aircraft in the field to the west of the runways. If this scenario occurs, AFIS will broadcast 'West Parking' with windchecks during final calls. See **paragraph 10** for the procedures or West Parking. Expect to park in double lines. 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. Marshallers will wear orange vests. **See Appendices C-H.**

4.11 Parking (Vehicles)

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

4.12 Lost Aircraft

4.12.1 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 4.1.

5 Helicopter Procedures

5.1 Arrivals (Excluding Sloane Helicopters)

5.1.1 Helicopters inbound should monitor 122.700 MHz and route in to position at the north eastern aerodrome boundary low level, not above 700 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 finals eastern boundary'. AFIS will provide a windcheck to this call. Helicopters will be parked in rows south of the windsock and landings can be made directly into parking position. Pilots must ensure their own adequate rotor clearance. **Caution:** there is a mound in this area used as sloping ground for helicopter training. **See Appendix K.**

5.2 Departures (Excluding Sloane Helicopters)

5.2.1 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 for other helicopters arriving. A call 'Helicopter Type, full registration ready for departure eastern boundary' should be made to 'Sywell Information' on 122.700 MHz, AFIS 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. **See Appendix K.**

5.2 Arrivals/Departures For Sloane Helicopters

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

5.3 Helicopter Fuel

5.3.1 Helicopters at the parking area requiring 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 final for the grass area in front of the Sloane Helicopters apron west of the Tower. Helicopters for AVGAS will then, subject traffic, air taxi via Alpha to the refuelling area east of the Tower.

6 Fixed Wing/Microlight/Autogyro Departure Procedures

6.1 General

6.1.1 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, monitor 122.700 MHz and taxi with care between the parked aircraft rows. Turn onto the temporary coned taxiway for the appropriate holding point (**see below and Appendices I and J**), 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.** Taxying to the holding point will be done with no RTF calls See Appendices I and J. Once number one at the holding point full RTF will be applied as per the instructions below.

6.2 Runway 21 Departures East Parking

6.2.1 For 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. Once checks are complete and you are number one at the B2 hold report ready with the chosen runway on 122.700 MHz i.e. 'Sywell Information Aircraft Type, Full Callsign, number one holding point B2 ready for departure Runway 21 Grass/Hard'. Any landing traffic has priority. Traffic 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. A discretionary departure clearance will be given by AFIS under normal Basic Service rules. 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. **See Appendices I and J, and paragraph 10 for West Parking departures.**

6.3 Runway 03 Departures East Parking

6.3.1 For departures on Runway 03L (Hard) or Runway 03R (Grass), taxi initially to holding point A2. All engine checks irrespective of departure runway should be carried out at A2. Once checks are complete and you are number one at the A2 hold, report ready with the chosen runway on 122.700 MHz i.e. 'Sywell Information Aircraft Type, Full Callsign, number one holding point A2 ready for departure Runway 03 Grass/Hard'. Any landing traffic has priority. Traffic to depart from Runway 03L (Hard) 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 Aerodrome Flight Information Service rules. 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. **See Appendices I and J, and paragraph 10 for West Parking departures.**

6.4 Departure Tracks

6.4.1 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 VFR, the downwind and base leg areas should be avoided to deconflict with potential inbound. **There is no need to report changing frequency.**

7 Non Standard Procedures

The following are non standard to the Northampton/Sywell Aerodrome Manual, otherwise procedures written in that publication apply.

7.1 Joins

7.1.1 There will be no initial joining call by the inbound aircraft. Joining procedures will be as this document.

7.2 Landings

7.2.1 Aircraft will call final but AFIS will generally not respond with the standard discretionary call, unless there are departures. Surface wind checks will be broadcast. The AFISU will monitor the approach and should a situation require a go-around AFIS will broadcast a suggestion to this effect. The Aerodrome will operate unlicensed during the event (Friday, Saturday & Sunday) and the two parallel runways will be used as such for landings only. They are 104 m between centrelines. Departures will be off one runway at a time.

7.3 Taxying

7.3.1 When available, aircraft will taxi under marshalls instructions from and to the runway. The AFISU will also where possible monitor aircraft taxying particularly near the runways. All taxying aircraft should monitor 122.700 MHz, no RTF calls necessary until when number one at the holding point.

7.4 Departures

7.4.1 Departures will follow the standard procedure of requiring a discretionary departure transmission from the AFISU. Due to the proximity of the parallel runways they must be treated as one, no parallel departures although as soon as wheels are off the ground, the next may depart to provide expedition. Whilst more than one aircraft may line up at once, only one aircraft can depart at a time.

7.5 Non Radio

7.5.1 Non radio aircraft are similar to normal with a mandatory phone call prior to departure for a verbal briefing. Any uncertainty of runway in use is to be rectified by flying over the signal square not below 2000 ft QFE (2500 ft QNH) keeping them above joining traffic.

7.6 Helicopters

7.6.1 The helicopter arrival and departure routes are designed to be totally non conflicting with fixed wing patterns. An approach to and departure from parking is as simple as it gets and parking on the eastern boundary negates any need to taxi among fixed wing aircraft. Joining and departing heights also remain under any circuit traffic apart from the final area, but helicopter routes remain clear of that area. Simple final and departure calls will notify the FISO of traffic and the need for vigilance.

8 Aerodrome Plan

8.1 A general plan is at **Appendix L**. Despite the aerodrome being unavailable to aircraft requiring a licensed aerodrome, the temporary coned taxiway centrelines are 50 m from the runway centrelines, greater than that required in CAP168, and is 20 m wide. The 21L and 03R undershoots will be safeguarded by AFISU control. The temporary taxiways will be marked by cones and monitored by marshalls and the AFISU.

9 Ground Communications

9.1 The Chief Marshal will be equipped with a portable radio, Callsign will be 'Marshal One' Mobile Phones will also be available as a means of communication.

10 West Parking

10.1 In the event of the eastern parking area becoming full, a contingency plan of West Parking will come into effect. This will involve parking aircraft in the corn field to the west of the hard runway.

10.2 Landing Traffic Runway 03 (West Parking)

10.2.1 On hearing 'West Parking' after the final call Traffic landing on 03L (Hard) can vacate to the left as soon as speed is controlled and follow Marshalls instructions. **CAUTION**; Due to a dip in the transition from hard to grass surfaces it is suggested aircraft vacate at a 45 degree angle with care. Traffic landing on 03R (Grass) will need to vacate to the right and enter the coned taxiway to backtrack to holding point A2. AFIS will give crossing clearance of 03R (Grass) and 03L (Hard) after which aircraft follow Marshalls instructions. **See Appendices D and G.**

10.3 Landing Traffic Runway 21 (West Parking)

10.3.1 On hearing 'Parking West' after the final call, Traffic landing on 21R (Hard) can vacate to the right as soon as speed is controlled and follow Marshalls instructions. **CAUTION**; Due to a dip in the transition from hard to grass surfaces it is suggested aircraft vacate at a 45 degree angle with care. Traffic landing on 21L (Grass) should vacate to the left onto the coned taxiway and follow this to holding point A2. AFIS will give crossing clearance of 03R (Grass) and 03L (Hard) after which aircraft follow Marshalls instructions. **See Appendices F and H.**

10.4 Departures From West Parking

10.4.1 Prior to engine start, pilots should monitor 122.700 MHz to obtain aerodrome details which will be broadcast at regular intervals. The public will not be allowed access to the West Parking area but particular care should be taken when starting engines as there will be aircrew pedestrians. Monitor 122.700 MHz and taxi with care between the parked aircraft rows and turn onto the temporary coned taxiway with caution as parked aircraft may impede the pilots view of approaching aircraft already on the taxiway and continue for either C1 hold (Runway 03), C2 hold (Runway 21L Grass) or C3 hold (Runway 21R Hard). **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.** Taxying to the holding point will be done with no RTF, but once number one at the holding point full RTF will be applied. **See Appendices I and J.**

10.5 Runway 21

10.5.1 Aircraft requiring 21L (Grass) for departure should complete pre departure checks at C2 hold, those requiring 21R (Hard) at C3 hold. Once checks are complete and you are number one at the holding point, report ready with the chosen runway on 122.700 MHz i.e. 'Sywell Information Aircraft Type, Full Callsign, number one ready for departure, Holding Point C2/C3 Runway 21 Grass/Hard'. Any landing traffic has priority. Traffic to depart from Runway 21R (Grass) will be given a crossing clearance of Runway 21R (Hard) and told to report lined on 21L (Grass). Whilst doing this traffic may depart from Runway 21R (Hard) but no parallel departures are allowed. A discretionary departure clearance for all will be given by AFIS under normal Aerodrome Flight Information Service rules. You must be ready for an **immediate** take off on receiving this clearance. **See Appendix J.**

10.6 Runway 03

10.6.1 Aircraft should complete pre departure checks at the C1 hold and when number one at the holding point, report ready with the chosen runway on 122.700 MHz i.e. 'Sywell Information Aircraft Type, Full Callsign, number one ready for departure, Holding Point C1 Runway 03 Grass/Hard'. Any landing traffic has priority. Traffic to depart from Runway 03R (Grass) will be given a crossing clearance of Runway 03L (Hard) and told to report lined on 03R (Grass). Whilst doing this traffic may depart from Runway 03L (Hard) but no parallel departures are allowed. A discretionary departure clearance for all will be given by AFIS under normal Aerodrome Flight Information Service rules. You must be ready for an immediate take off on receiving this clearance. **See Appendix I.**

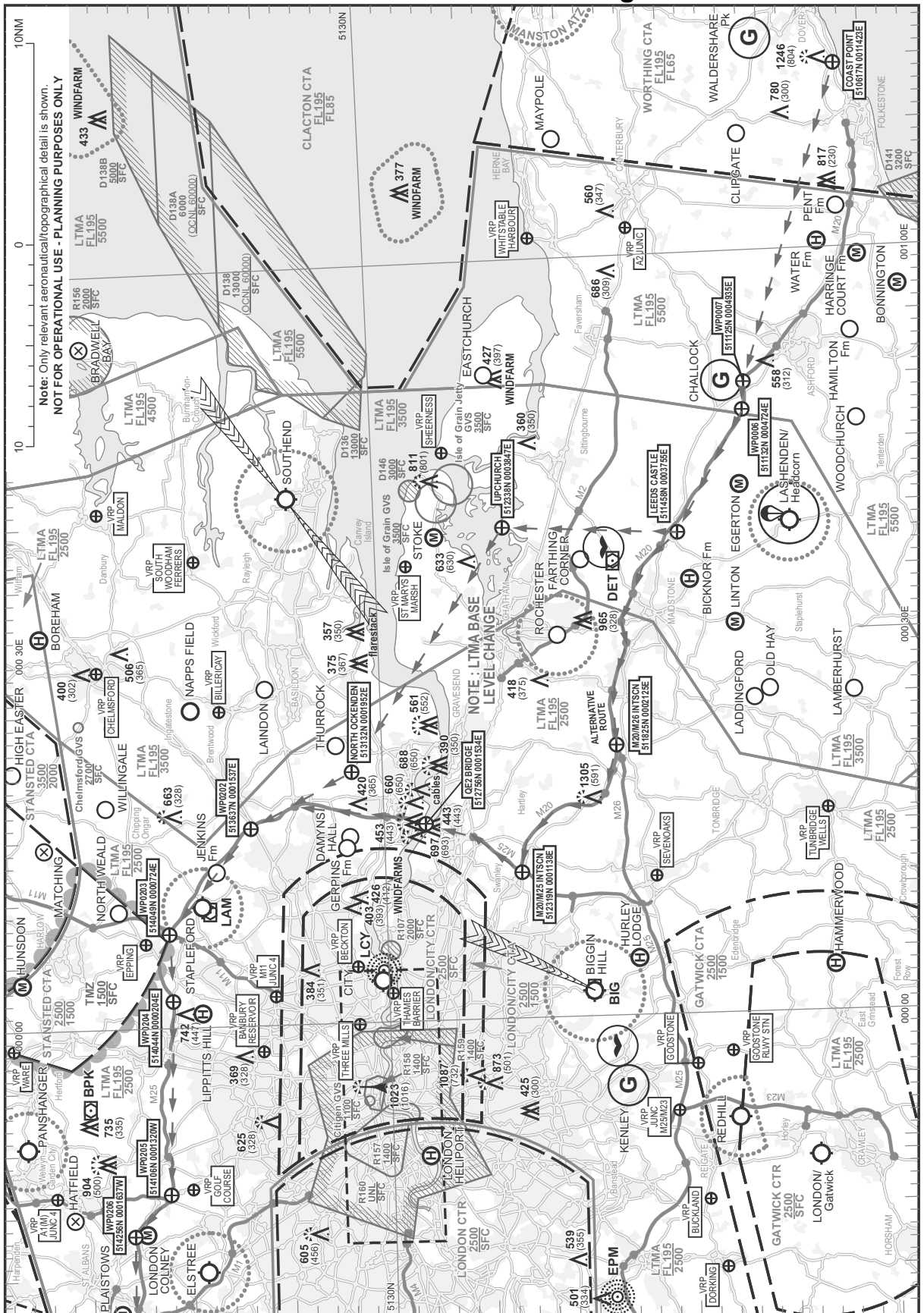
10.7 Pedestrian Access East to West Parking Areas

10.7.1 Only aircrew are permitted access to the West Parking area, these will be identifiable by a wrist band. A pedestrian route will be marked with a coned pathway in the Runway 03 undershoot.

11 Autogyros

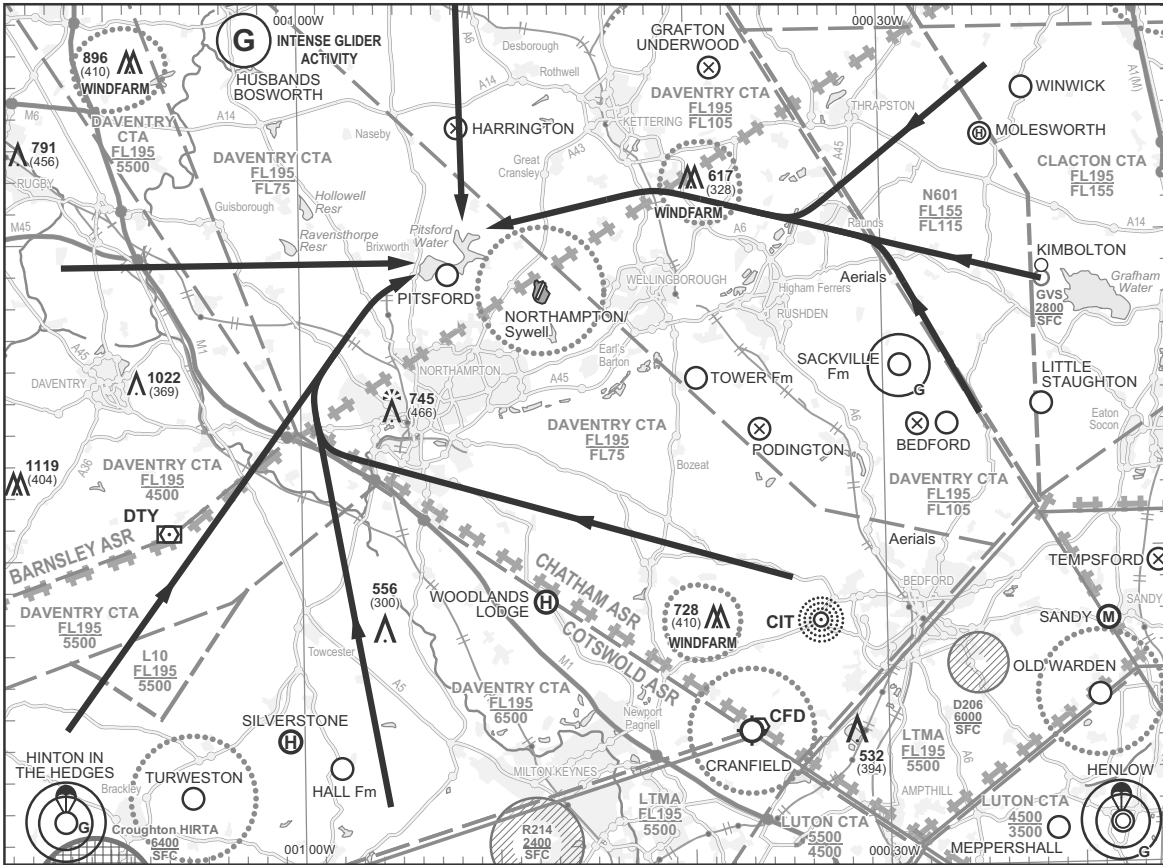
11.1 Autogyros are to fit in with procedures for fixed wings and Microlights as the runway is used for landing. Rotors are not to be run when taxiing, ie stopped on vacating the runway after landing and started at the holding point when undertaking pre-departure checks.

VFR Arrival Routes 1st Leg



2013/14 Appendix A1 | AA Pally, Small VFR ARRIVAL ROUTES 1st Leg 18 APR 13

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



2013143 Appendix A4 Sywell Arr Fixed Wing/Microlight/Autogyro 18 APR 13

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. Care should be taken to **avoid** Controlled Airspace.

APPENDIX B

Noise Sensitive Areas



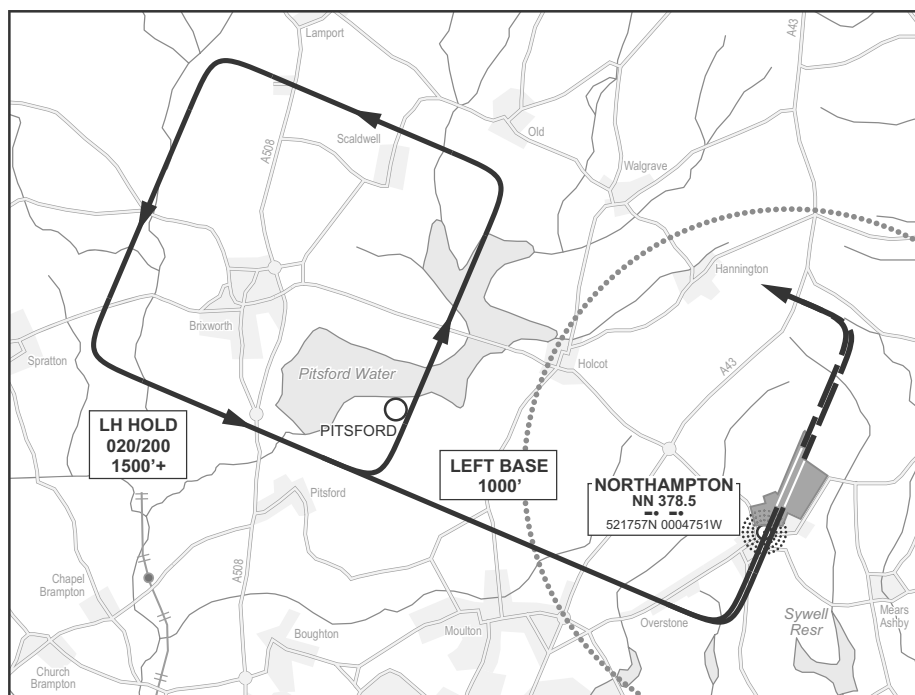
2013143 Appendix B Sywell LAA Noise Sensitive Areas 18 APR 13

- | | | |
|---------------|---------------------|-----------------|
| 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

APPENDIX C

ARRIVALS RWY 03 (East Parking)



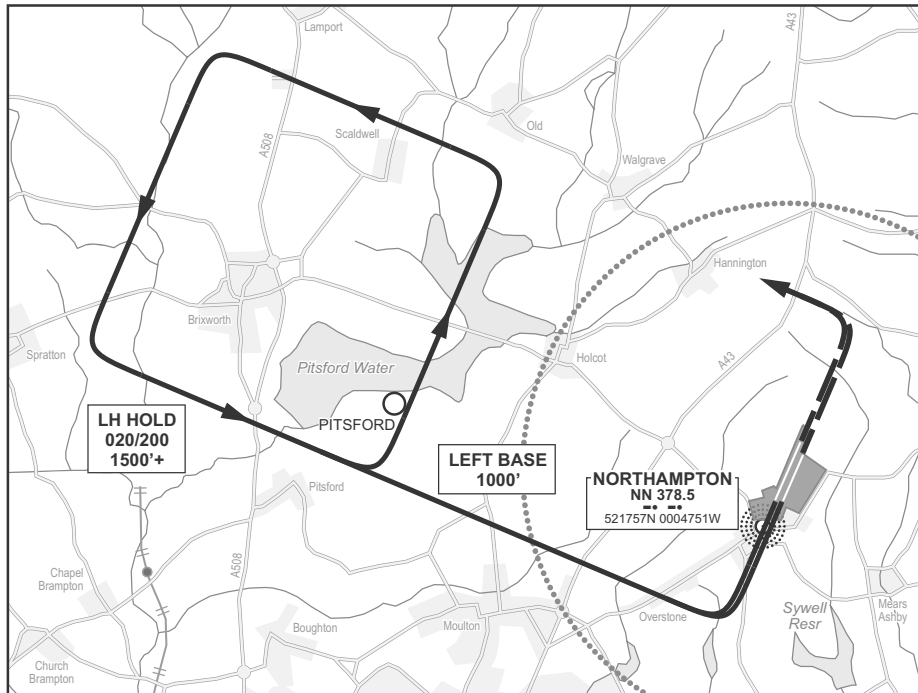
2013/43 Appendix C Sywell RWY 03 Arr HOLD 18 APR 13

1. **MONITOR** Sywell Information 122.700 MHz for AD info
2. Proceed to Pitsford, **no radio calls required**
3. If necessary LH holds not below 1500 ft QFE
4. When safe leave off the southern hold leg track 120 remaining north of Moulton at 1500 ft QFE
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. Hard runway landing lights on, Grass runway lights off (if possible).
10. When No. 1 on final transmit 'A/C Type, Full Reg, Final 03 Hard or 03 Grass' Land when runway is clear
11. On 03L (Hard) once speed controlled keep right vacate right at taxiway Bravo (between yellow boards, on 03R vacate right asap
12. Give way to landing traffic on 03R cross the overshoot of 03R expeditiously
13. Follow Marshalls instructions to park
14. Book in at Fuel Kiosk

NON-RADIO may overfly the AD not below 2500 ft QFE to check rwy in use off signal square before following the above.
GO AROUNDS RWY HDG climbing 2000 ft QFE, left turn back to Pitsford Hold

APPENDIX D

ARRIVALS RWY 03 (West Parking)



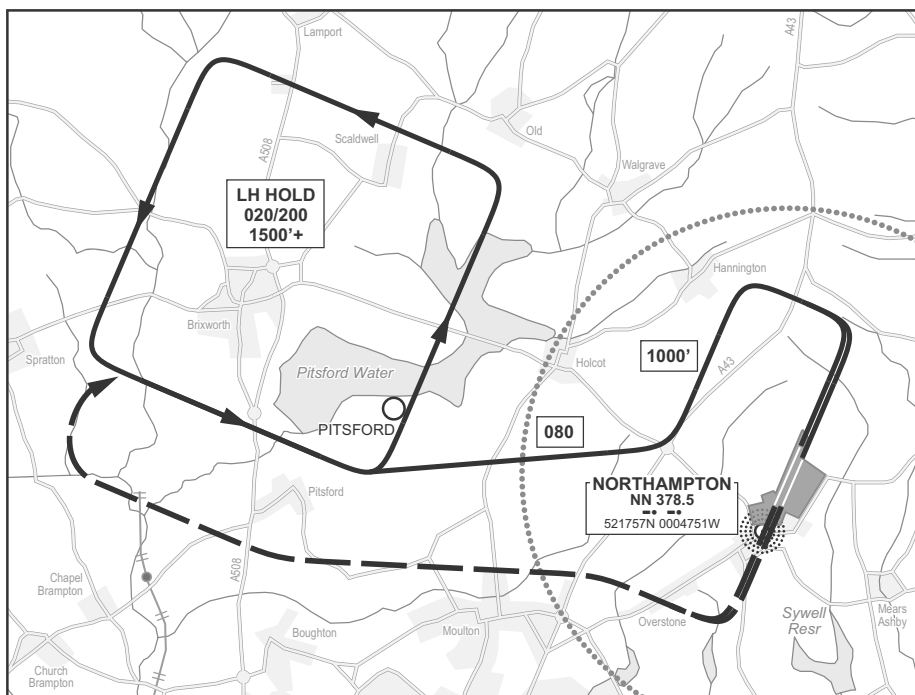
2013/43 Appendix D Sywell RWY 03 Arr HOLD 18 APR 13

- | | |
|--|--|
| <ol style="list-style-type: none"> 1. MONITOR Sywell Information 122.700 MHz for AD info 2. Proceed to Pitsford, no radio calls required 3. If necessary LH holds not below 1500 ft QFE 4. When safe leave off the southern hold leg track 120 south remaining north of Moulton at 1500 ft QFE 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) | <ol style="list-style-type: none"> 9. Hard runway landing lights on, Grass runway lights off (if possible) 10. When No. 1 on final transmit 'A/C Type, Full Reg, Final 03 Hard or 03 Grass' Land when the runway is clear 11. On 03L (Hard) once speed controlled vacate left, follow Marshalls 12. On 03R (Grass) vacate right onto coned taxiway, proceed to A2 hold 13. On AFIS instructions cross A2 and A1 expeditiously and follow Marshalls. 14. Use pedestrian walkway between West and East areas in 03 undershoot 15. Book in at Fuel kiosk |
|--|--|

Caution Vacate left off the hard with caution at a 45 degree angle due to a dip in the transition from concrete to grass.
NON-RADIO may overfly the AD not below 2500 ft QFE to check rwy in use off signal square before following the above.
GO AROUNDS RWY HDG climbing 2000 ft QFE, left turn back to Pitsford Hold.

APPENDIX E

ARRIVALS RWY 21 (East Parking)



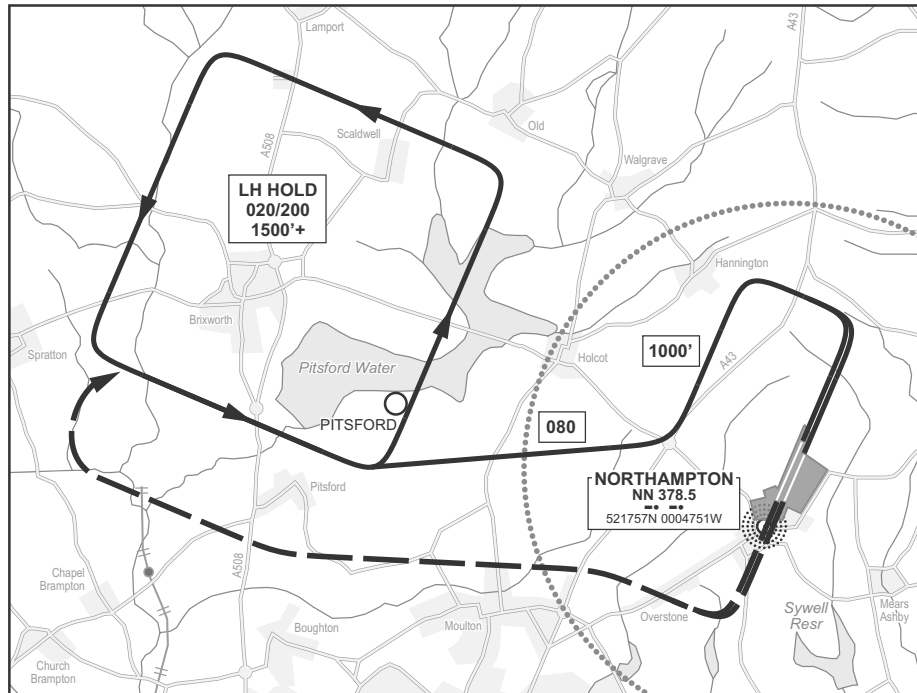
2013\43 Appendix E Sywell Rwy 21 Arr HOLD 18 APR 13

1. **MONITOR** Sywell Information 122.700 MHz for AD info
2. Proceed to Pitsford, **no radio calls required**
3. If necessary LH holds not below 1500 ft QFE
4. When safe leave the southern leg of the hold track 080 south of Holcot at 1500 ft QFE
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 safely possible
8. Turn onto final
9. Split for either 21L (Grass) or 21R (Hard)
10. Hard runway select landing lights on
Grass runway landing lights off (if possible)
11. When number one on final transmit... 'A/c type, Full Registration, Final Rwy 21 Hard or 21 Grass' Land when the runway is clear.
12. 21R Hard once speed controlled move to left side of rwy continue ahead to exit left at taxiway Alpha and follow marshals instructions
13. 21L Grass once speed controlled vacate to the left as soon as safely Possible, follow Marshalls instructions. Book in at Fuel Kiosk

NON-RADIO may overfly the AD not below 2500 ft QFE to check rwy in use off signal square before following the above.
GO AROUNDS RWY HDG climb 2000 ft QFE turn right onto west remaining clear of inbound tracks proceed to Pitsford hold.

APPENDIX F

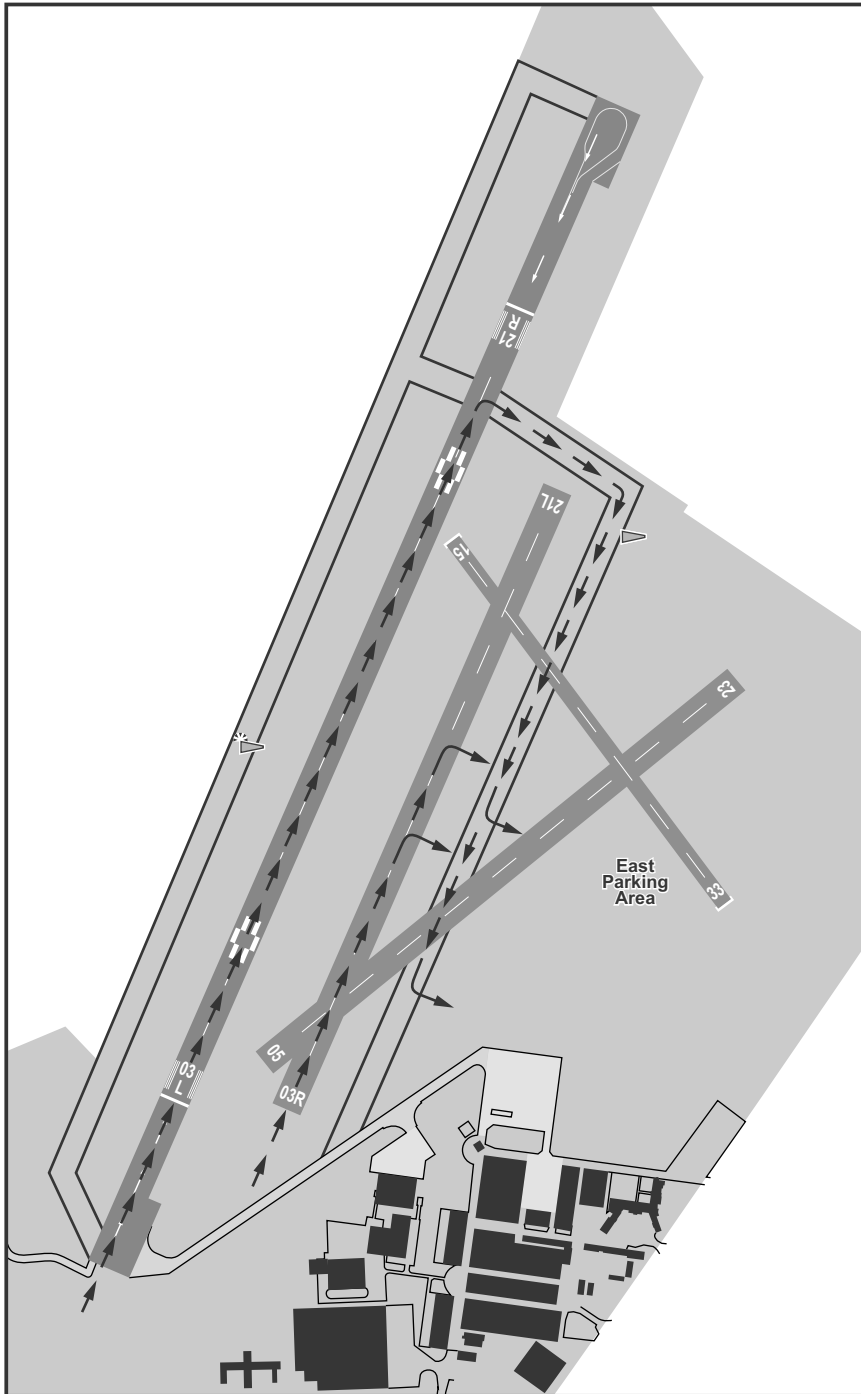
ARRIVALS RWY 21 (West Parking)



2013/43 Appendix F Sywell Rwy 21 Arr HOLD 18 APR 13

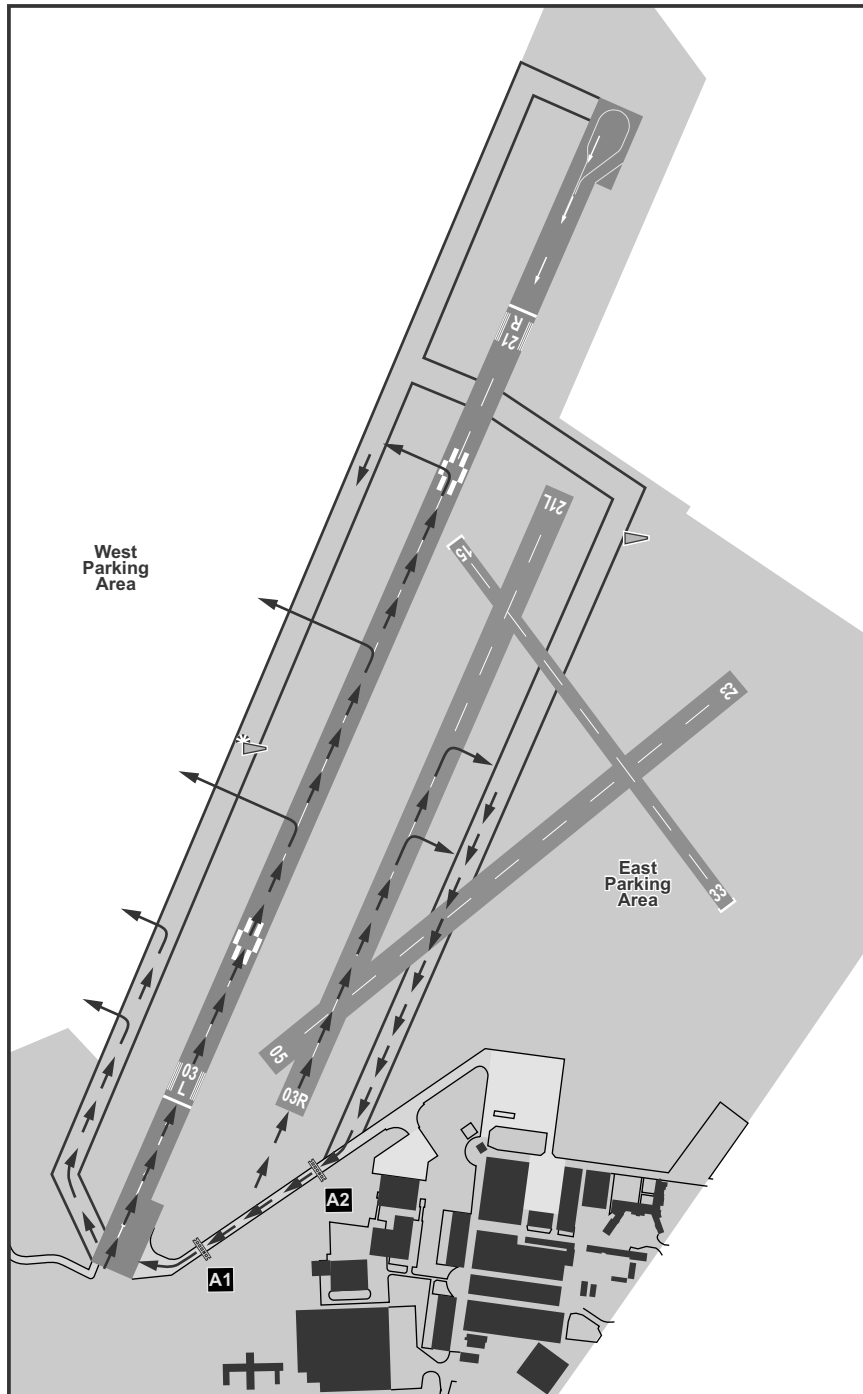
1. **MONITOR** Sywell Information 122.700 MHz for AD info
2. Proceed to Pitsford, **no radio calls required**
3. If necessary LH holds not below 1500 ft QFE
4. When safe leave the southern leg of the hold track 080 south of Holcot at 1500 ft QFE
5. At A43 turn left downwind descend to 1000 ft QFE
6. No orbits no overtaking once off Pitsford
7. Turn onto a right base as tight as safely possible
8. Turn onto final
9. Split for either 21L (Grass) or 21R (Hard)
10. Hard runway select landing lights on Grass runway landing lights off (if possible)
11. When number one on final transmit... 'A/c type, Full Registration, Final Rwy 21 Hard or 21 Grass' Land when the runway is clear.
12. On 21R Hard when speed controlled vacate right follow Marshalls
13. On 21L Grass when speed controlled vacate left onto coned taxiway proceed to A2 holding point. Under AFIS instruction cross A2 and A1 holds and follow marshalls
14. Use coned pedestrian walkway from West to East areas, book in at Fuel Kiosk

RWY 03 Arrivals Taxiing (East Parking Area)



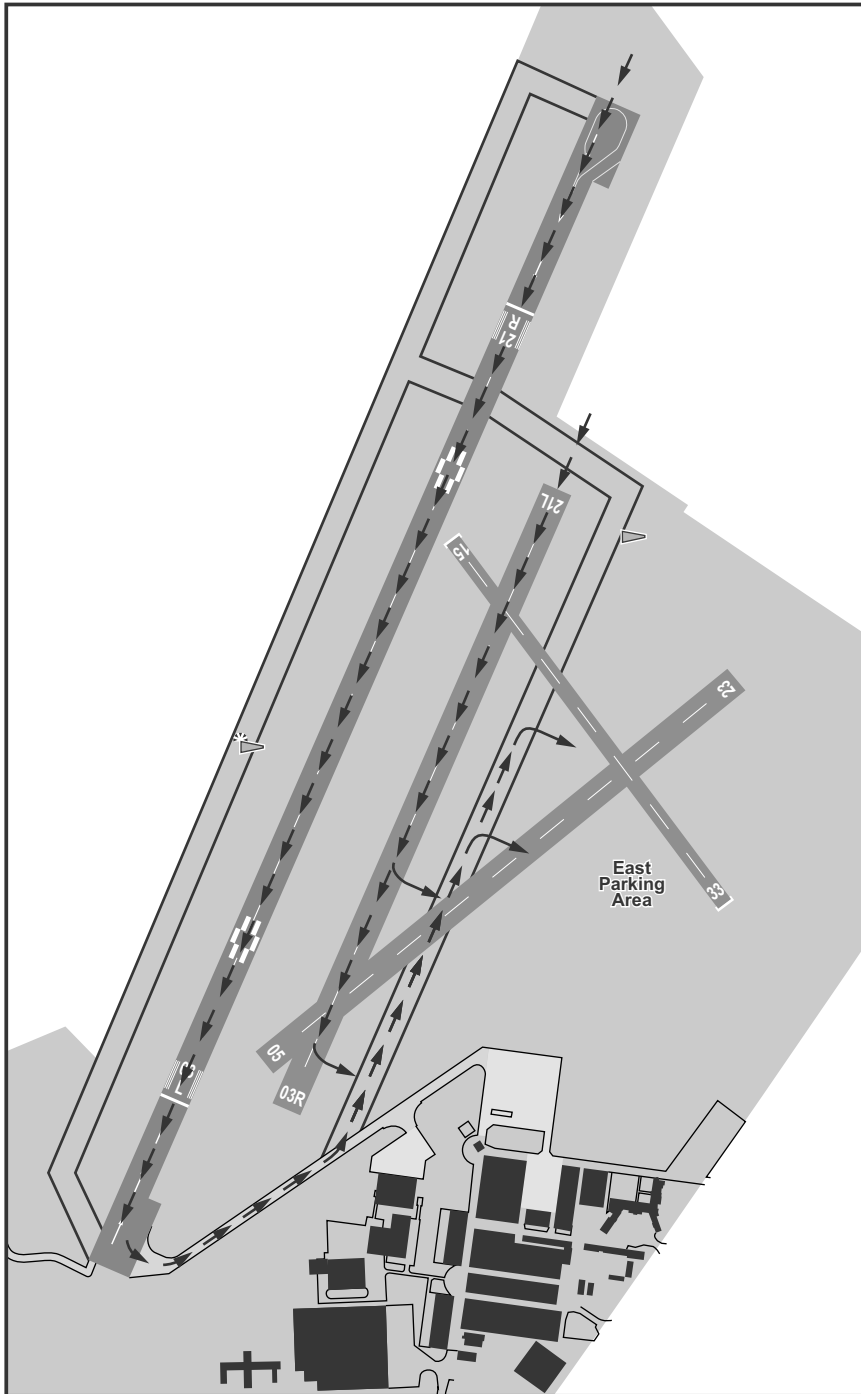
2013/43 Appendix G1 LAA Rally_ Sywell Taxiing RWY 03 Arr East Parking 18 APR 13

RWY 03 Arrivals Taxiing (West Parking Area)



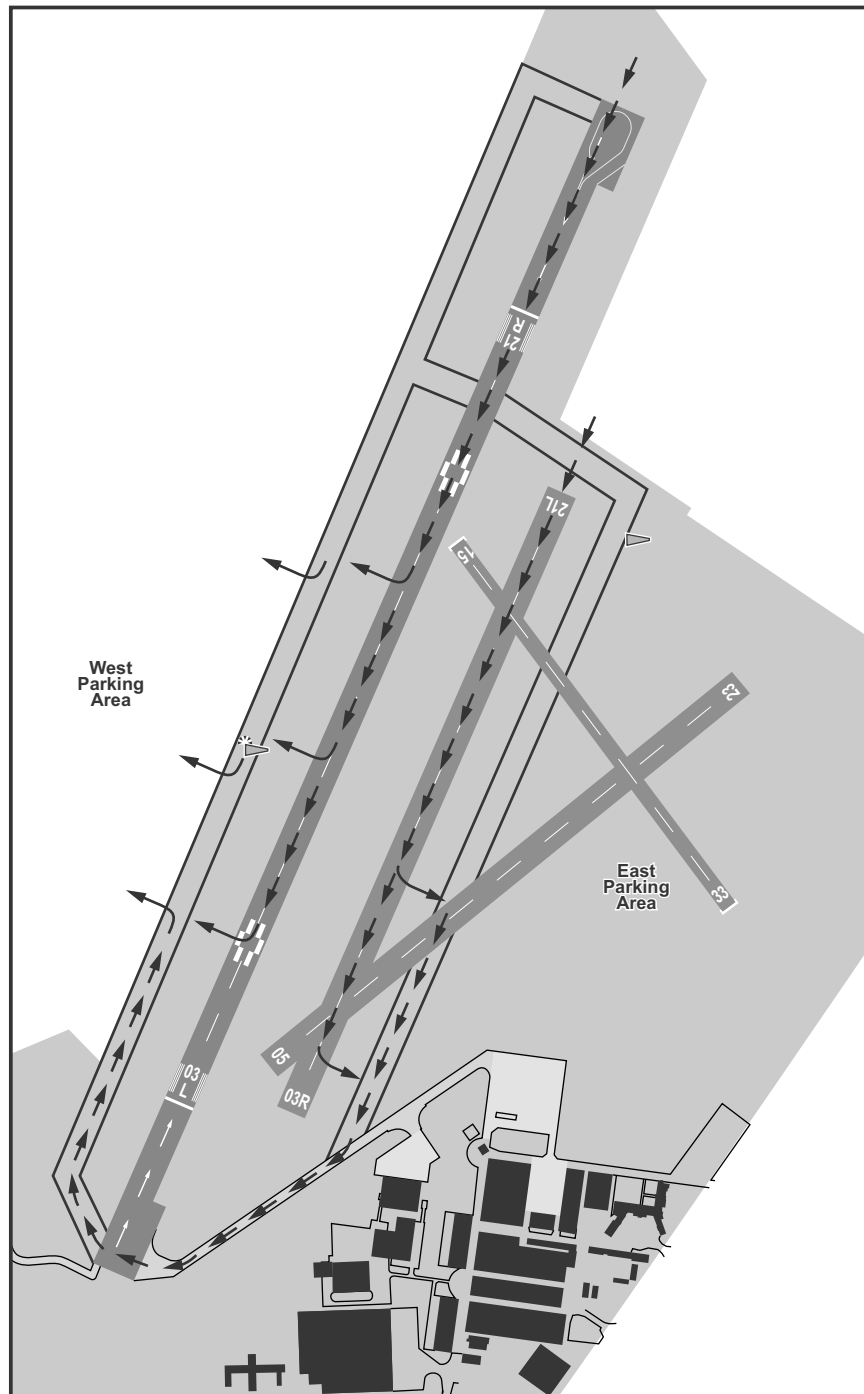
2013\43 Appendix G2 LAA Rally_ Sywell Taxiing RWY 03 Arr West Parking 18 APR 13

RWY 21 Arrivals Taxiing (East Parking Area)



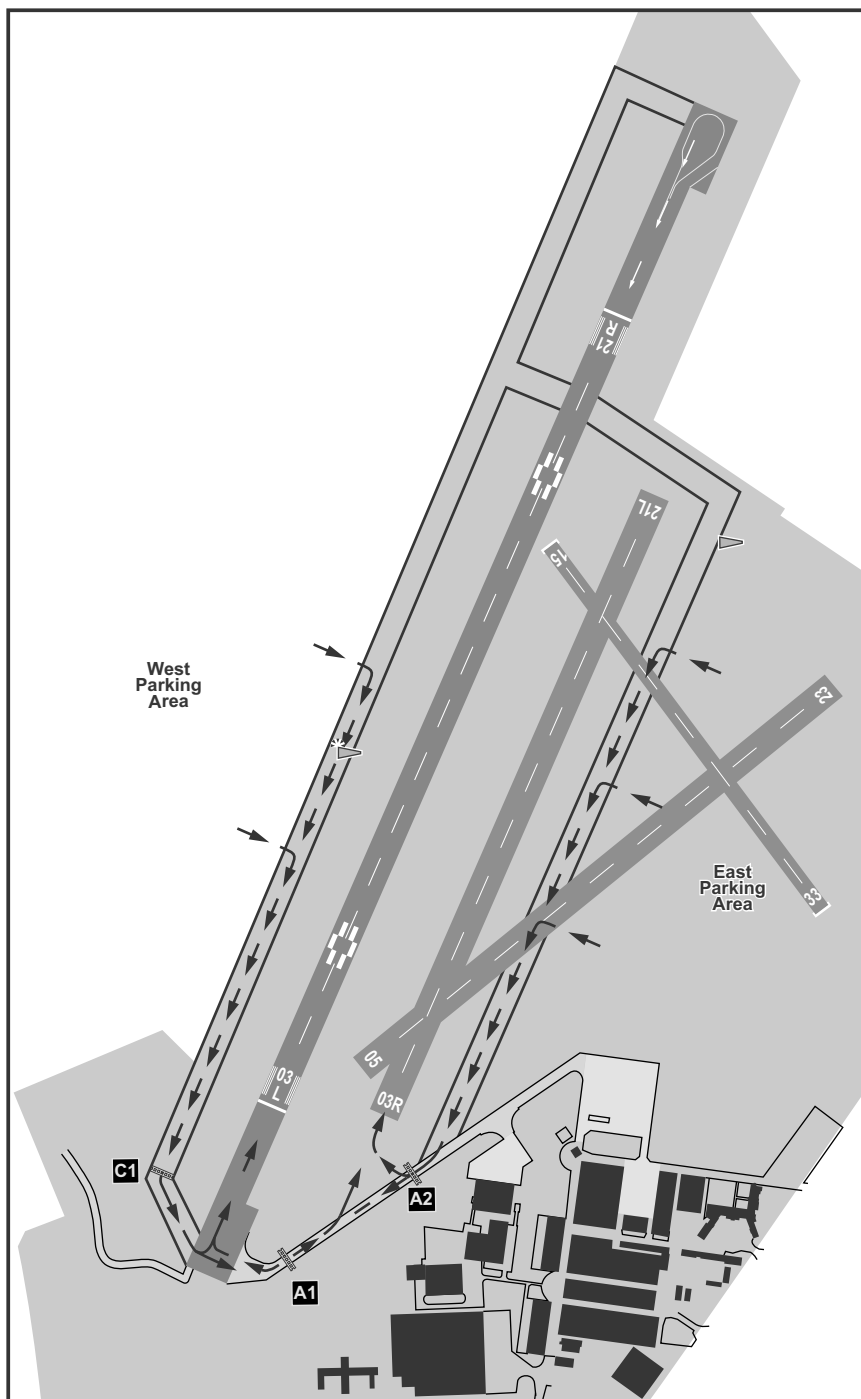
2013/43 Appendix H1 LAA Rally_Sywell Taxiing - RWY 21 Arr East Parking 18 APR 13

RWY 21 Arrivals Taxiing (West Parking Area)



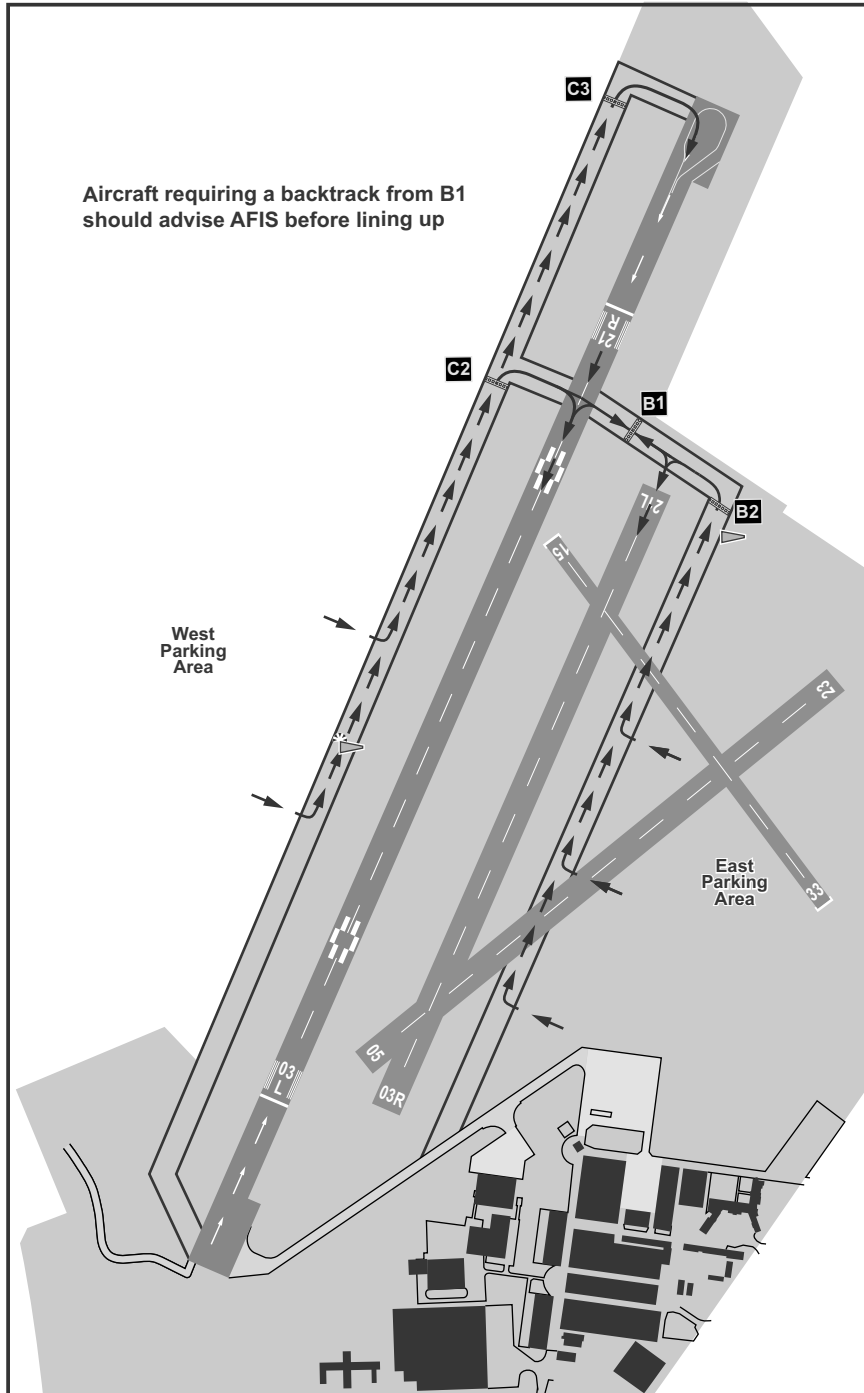
2013/43 Appendix H2 LAA Rally_Sywell Taxiing - RWY 21 Arr West Parking 18 APR 13

RWY 03 Departures Taxiing



2013V43 Appendix I LAA Rally_Sywell Taxiing RWY 03 Dep 18 APR 13

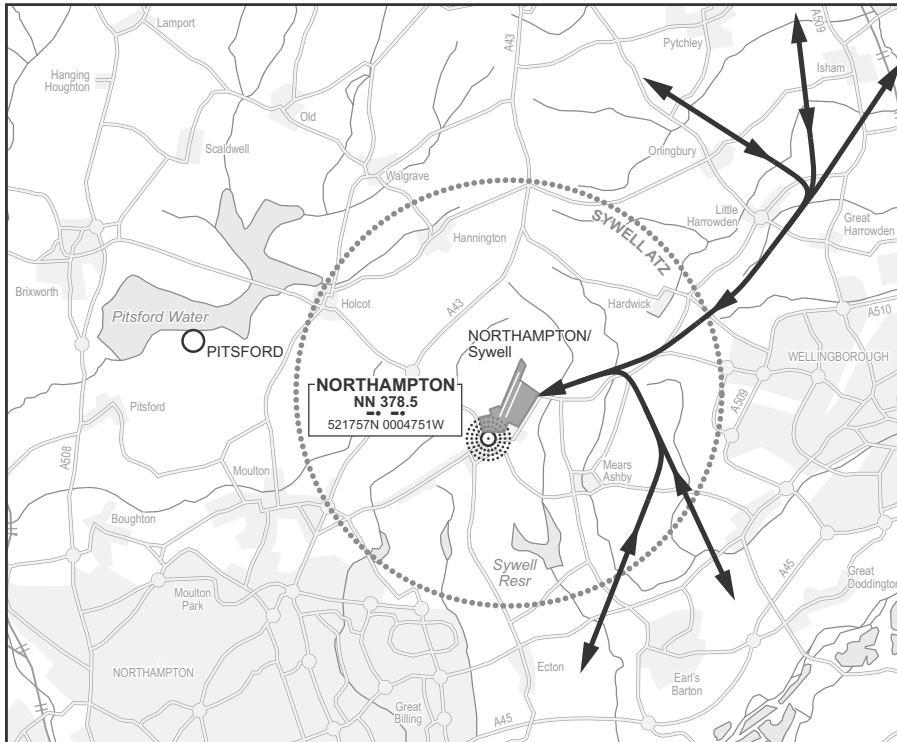
RWY 21 Departures Taxiing



2013/43 Appendix J LAA Rally_Sywell Taxiing RWY 21 Dep 18 APR 13

APPENDIX K

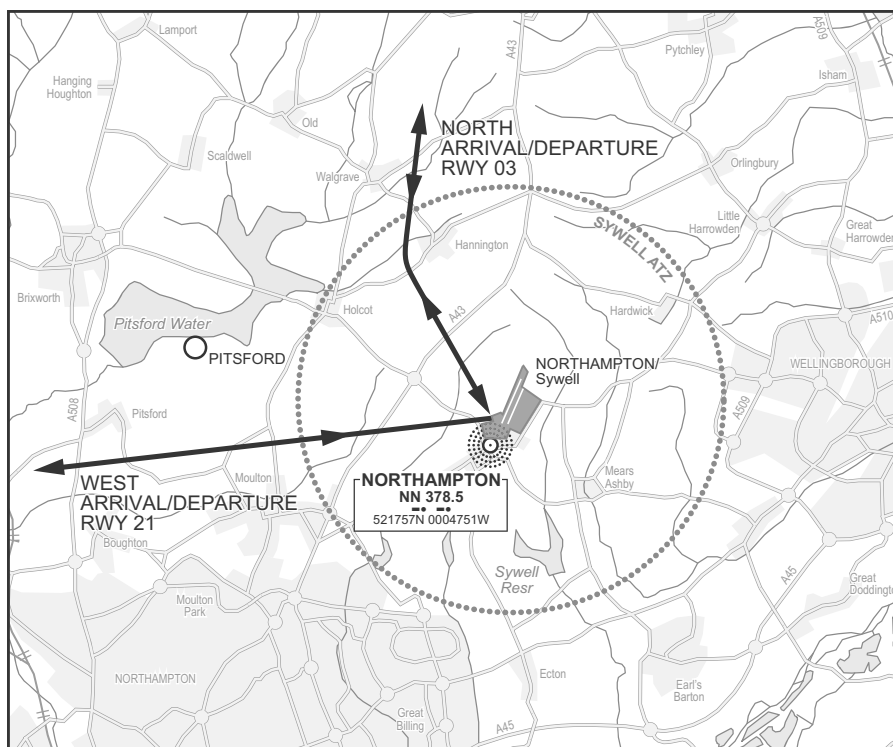
**Helicopter Arrivals/Departures
(excluding Sloane Helicopters)**



2013\43 Appendix K Sywell Heli Arr-Dep (Excluding Sloane) 18 APR 13

1. **MONITOR** Sywell Information 122.700 MHz for AD details, **no call required**
2. All arrivals/departures to route in/out via the eastern ATZ Boundary avoiding the fixed wing patterns
3. Arrivals not above 700 ft QFE, Departures not below 1000 ft QFE. Within the ATZ.
4. When safe leave the southern leg of the hold track 080 south of Holcot at 1500 ft QFE
5. Arrivals make an approach to the area immediately south of the windssock with an rtf call 'Helicopter Type, Full Registration, Final Windssock'
6. Park in a row parallel to the aerodrome boundary fence.
7. Book in at the Fuel Kiosk
8. Departures make an rtf call 'Helicopter Type, Full Registration, ready for departure Eastern Boundary'

Helicopter Arrivals/Departures - Sloane Helicopters



2013\43 Appendix J Sywell Heli Arr/Dep (Sloane only) 18 APR 13

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 Rwy 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 Rwy 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.

APPENDIX M

AERODROME
CHART - ICAO

ARP 521822N 0004732W

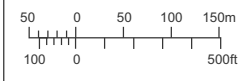
AD ELEV 424FT NORTHAMPTON/SYWELL
EGBK

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	-

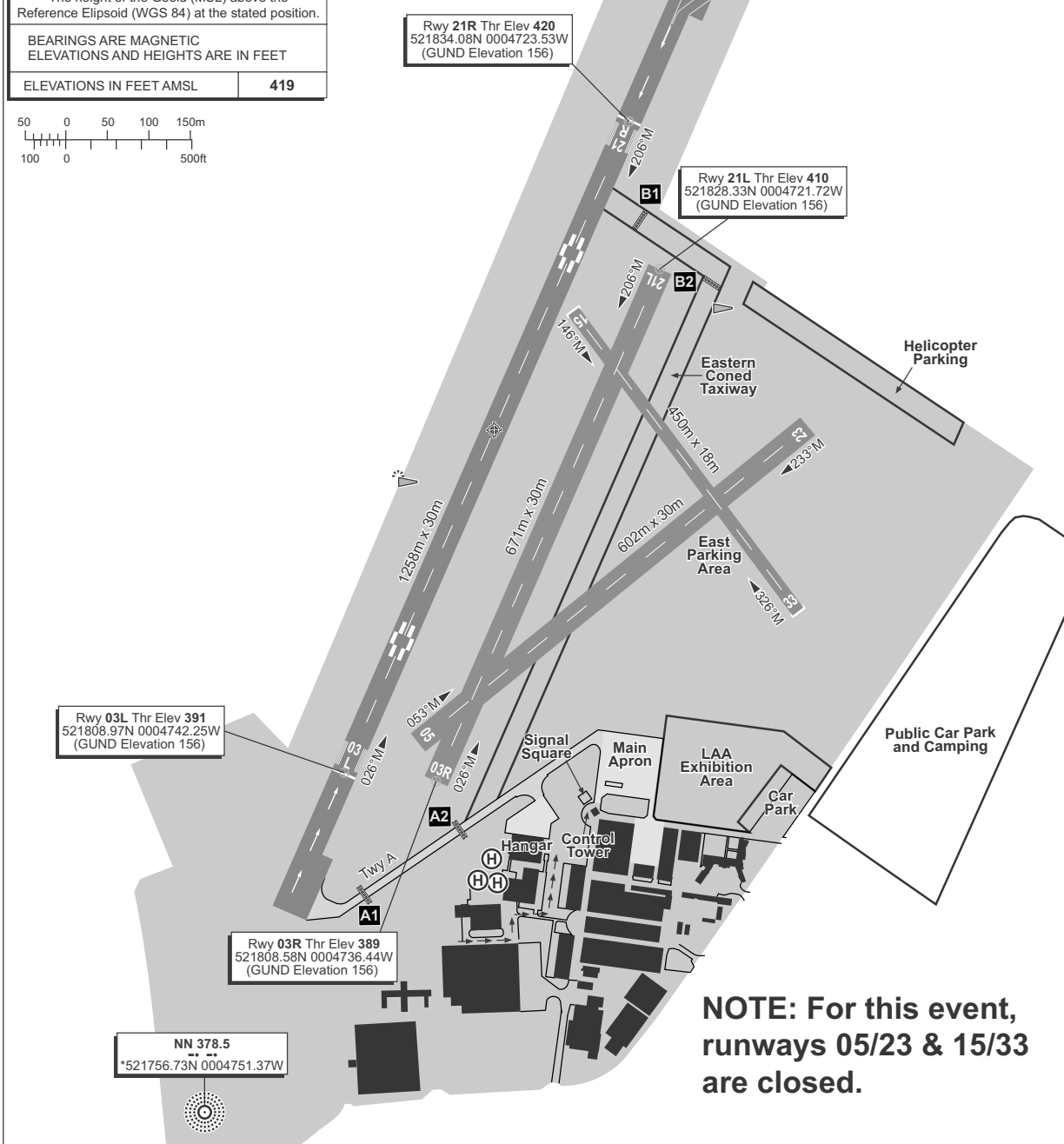
GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL **419**



VAR 1.6°W - 2013
N
Annual Rate of Change 0.15°E



COM		
AFIS	122.700	SYWELL INFO
LIGHTING		
RWY 03L/21R	Portable lighting available on request H48.	

2013/13 Appendix M Sywell Aerodrome Chart - Aero Euro 18 APR 13