



LAA RALLY 2021



FRIDAY 3rd SEPTEMBER - SUNDAY 5th SEPTEMBER 2021

PART ONE – OPERATIONAL INFORMATION

Attention! This document replaces AIC Yellow 0054/2021

1 Introduction

- Although this is a lengthy document, all that is needed on the day are the appropriate Appendices.
- These procedures **MUST** be followed during the times as listed in para 2.
- Outside the times in para 2, standard joining procedures apply, this includes Thursday 2nd September 0800-1300 UTC (0900-1400 BST) and Monday 6th September.
- The Aerodrome will not be available to aircraft requiring a Licensed AD during this event. (NOTAM issued)
- These procedures **MUST** be adhered to in order to create a safe and orderly flow of traffic.
- **It is important that a single flow of traffic off the Pitsford Reservoir assembly area is adhered to up until the split onto final for either Hard or Grass runway. Do not extend downwind outside the Temporary Restricted Area RA(T). If spacing cannot be maintained, do not overtake or orbit, return to the assembly area and try again. In the interests of flight safety, pilots **MUST NOT** continue an approach if an unsafe situation exists, a go around **MUST** be performed.**
- Radio transmissions are cut to an absolute minimum, enabling pilots to concentrate on flying and lookout. Traffic information will not be routinely passed. If a definite risk of collision exists, or there is a situation where flight safety is concerned, the Radio Operator or pilot may transmit relevant details.
- The pilot-in-command remains wholly responsible for terrain clearance and for collision avoidance in accordance with the Rules of the Air.
- A RA(T) will be in force for the event, including Thursday 2nd September between 1300-1700 UTC (1400-1800 BST) Permission to enter the RA(T) is via a confirmed slot time for arrival at Pitsford Reservoir assembly area, and by following these procedures. AGCS cannot give permission to enter the RA(T) Pilots **MUST** read these procedures carefully and study in detail before departure from their home aerodrome. **Pilots who have obviously not read these instructions will be informed they have entered the RA(T) without permission.** Any breaches of these instructions will be subject to the relevant reporting action. Fully briefed is fully prepared.

2 Aerodrome Hours

- The Control Tower will be manned providing an AGCS on 122.705 MHz as follows:

Thursday 2 nd September:	0800 to 1700 UTC (0900 to 1800 BST) * (See note 1)
Friday 3 rd September:	0700 to 1800 UTC (0800 to 1900 BST)
Saturday 4 th September:	0700 to 1800 UTC (0800 to 1900 BST)
Sunday 5 th September:	0700 to 1700 UTC (0800 to 1800 BST)
Monday 6 th September:	0800 to 1700 UTC (0900 to 1800 BST) * (See note 2)

Note 1: Full Rally procedures including slot time arrivals will commence at 1300 UTC (1400 BST)

Note 2: Standard PPR and joining procedures apply

Note 3: Arrival slots not available Fri/Sat/Sun 14.00 to 17.00 UTC (15.00 to 18.00 BST)

3 Aerodrome Ground Communications Service (AGCS)

- An AGCS, callsign 'Sywell Radio', will be in operation on **122.705 MHz** using the procedures detailed in this document. **No Air Traffic Control Services will be provided.**

4 Out of Hours Movements

- Any aircraft movement when the Control Tower is unmanned **MUST** be logged at the Apron 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 (Hard) / 21R (Hard) (LDA: 1000 m) and 03R (Grass) / 21L (Grass) (LDA: 671 m).
- They are parallel runways and are 104 m from centreline to centreline.
- For this event they may be used as parallel runways for landing but not departures.
- Departures will be treated as one runway, i.e., no parallel departures.
- From 08.00 (09.00 BST) Thursday 2nd September Runways 05/23 and 14/32 will be closed and used for aircraft parking and taxiways.

6 Runway Changes

- Any runway change will be broadcast on Sywell Radio 122.705 MHz.
- Aircraft that have already left Pitsford Reservoir may continue to land as per these procedures.
- Other aircraft are to hold at Pitsford Reservoir and wait the 'Runway Change Complete' broadcast.

7 IFR/VFR

- All arrivals should be conducted under Visual Flight Rules (VFR).
- Coordinated IFR departures cannot be accommodated during the event. Aircraft must depart under VFR and once airborne should remain outside of controlled airspace until cleared to enter by London or other Control on the appropriate frequency.

8 Booking In

- Sywell Aerodrome is PPR.
- All aircraft attending this event **MUST** book a slot time (times are local [BST]), this is your PPR. Slots can be booked on the Sywell Aerodrome website by following the LAA Rally slot booking [link](#). [Sywell Aerodrome slot bookings](#)
- The Slot Time is for arrival at Pitsford assembly area, not the landing time.
- Pilots must confirm they have read and understood the joining instructions by ticking the relevant box before a slot will be allocated.
- **DO NOT** book multiple slots as this restricts slots for others.
- If you are Non-Radio (NORDO), please telephone the Control Tower on the day to advise this. +44 (0)1604 499210
- **ALL exhibiting aircraft arrivals during the times listed in para 2 MUST also book arrival slots and follow the procedures.**
- 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 or telephoned to all slot holders, so ensure your contact details, both e-mail and telephone number, are entered.**
- Pilots are requested to adhere to their slots as closely as possible. If weather or unavailability on the day affects that slot and a new one is required, telephone Sywell Control Tower to re-arrange your slot. Bear in mind that this may NOT be possible if the slot quota is full.
- 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.**

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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 during the periods in Para 2.

11 General Arrival Procedures - Fixed Wing, Microlight (ULM), & Autogyro (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. London Flight Information is available on 124.600 MHz. Pilots in the vicinity of London Stansted should also note the proximity of the Stansted Transponder Mandatory Zone and also be cautious of CAS 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 123.980 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 squawk Conspicuity (7000).

- Aircraft arriving from the south underneath the London TMA are encouraged to request a service from Farnborough LARS (See Appendix A2 for sectors and frequencies) This service is available 0700-1900 BST daily. Pilots should beware of potential ILS traffic at Cranfield.
- Aircraft arriving from the north should avoid East Midlands controlled airspace and be aware of the many active military airfields in the area. East Midlands provide a LARS on 134.180 MHz and Waddington on 119.500 MHz.
- The Wittering MATZ can also be very active with potentially intense military training traffic, however 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.
- All radio equipped inbound Aircraft, Microlights (ULM), and Autogyros proceed to the Assembly Area at Pitsford Reservoir N5219 06 W000 51 47 (4 nm WNW of Sywell). Aircraft should avoid joining the eastern (northbound) leg as this will conflict with the exit point off the hold. Only non-radio aircraft or go-arounds should approach the assembly area from the East. Other aircraft inbound from the East should route North or South of the Aerodrome to approach Pitsford Reservoir from the North or West.
- Prior to reaching Pitsford **MONITOR 'Sywell Radio'** on 122.705 MHz on which regular broadcasts will include the active runway, QFE/QNH and any relevant weather or flight safety information. **No Radio Calls are necessary for joining at the Pitsford reservoir hold.**
- To assess the traffic situation, fly at least one anticlockwise holding pattern at 1000' 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!**

12 Final Arrival Procedures - Fixed Wing, Microlight (ULM), & Autogyro (Appendices C1/D1)

- This event is for VFR arrivals only. The RNP approaches are NOT to be used for arrivals.
- 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 and where practicable plan to land on the hard runway 03L (Hard) / 21R Hard).
- If there are too many aircraft leaving the Assembly Area to form a safe well spaced stream, break-off, head back to Pitsford Reservoir and try again.
- **It is important that a single flow of traffic off the Pitsford assembly area is adhered to up until the split onto final for either hard or grass runway. Do not extend downwind outside the RA(T). If spacing cannot be maintained, do not overtake or orbit, return to the assembly area and try again. In the interests of flight safety, pilots MUST NOT continue an approach if an unsafe situation exists, a go around MUST be performed.**
- When leaving Pitsford Reservoir make a transmission "Full Callsign leaving Pitsford, Runway xx, QFE yyyy". If necessary AGCS will respond and will advise if any errors are detected.
- When turning onto final, transmit 'Aircraft Type, Full Callsign, final Runway 03/21 Hard/Grass'.
- Traffic Information together with surface wind will be transmitted by AGCS.
- **NO orbiting or swapping runways when on final**, if spacing is incorrect, a go-around must be initiated.
- If the Duty Radio Operator deems a situation unsafe, he may suggest a go-around with traffic information although ultimately it is the Pilot's responsibility under the terms of an AGCS.
- Aircraft landing on 03R (Grass) / 21L (Grass) vacate expeditiously to the east side Rally area, angled if possible. Try and avoid coming to a stop and exiting the runway at 90 degrees.

13 Runway Backtracking

- Those aircraft not capable of using the grass requiring a backtrack for R21 (Hard) should advise AGCS as soon as possible for planning purposes. Operators should, if possible, plan to depart after 14.00 UTC (15.00 BST). Delays may be experienced during such a manoeuvre either on arrival or departure. Aircraft may be advised to hold at Pitsford Reservoir for traffic backtracking.

14 Non-Radio Aircraft (NORDO)

- Telephone Sywell Control Tower prior to departure from their home base to ascertain the active runway and QFE and to advise you are NORDO. +44 (0)1604 499210
- On arrival at Pitsford follow the stream of traffic inbound as in paragraph 12, 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 Reservoir and then follow the procedure above.
- Pilots should strictly adhere to the landing instructions in Para 12 regarding runway occupancy.
- Any go-arounds follow the procedure in Para 18

15 Runway Blocked

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

- If both runways become blocked all aircraft who have left Pitsford Reservoir must then continue to the aerodrome and fly through at 1000 ft QFE before then returning to Pitsford Reservoir and climbing as necessary once clear of the airfield. 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' broadcast
- On re-opening the procedures in paragraph 12 will resume. If a diversion is necessary, the nearest aerodromes are the following -

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

16 Radio Failure in Flight

- Aircraft suffering a radio failure before obtaining aerodrome details can follow the procedure in paragraph 14, i.e. flying over the signal square. If the radio fails after obtaining aerodrome details, follow the standard arrival procedure in paragraph 12 without the final radio call.
- Pilots should strictly adhere to the landing instructions in Para 12 regarding runway occupancy.

17 Emergencies

- If an emergency is experienced, make the standard PAN PAN PAN or MAYDAY calls.
- If there is a MAYDAY call then AGCS will broadcast "All stations, Sywell Radio, STOP TRANSMITTING, MAYDAY" and advise arrivals (and departures if necessary) which must remain silent, remain in the Pitsford Reservoir hold, or 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. All other pilots must maintain radio silence until advised. When complete, listen for the transmission: "All stations, Sywell Radio, DISTRESS TRAFFIC ENDED"
- Any aircraft seen to approach during an emergency will be deemed non-radio and can expect a red or green 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 12. Once the emergency is terminated, an all-station broadcast will be transmitted by AGCS and arrivals will resume.

18 Go Arounds

- If a go around is necessary, turn initially away from both runways, i.e., on Runway 03L (Hard) or 21L (Grass) turn left by at least 10 degrees, Runway 03R (Grass) or 21R (Hard), turn right by at least 10 degrees. Once clear of the runways turn back onto runway heading.
- Climb on runway heading to 2000 ft QFE (2500 ft QNH) before returning to Pitsford Reservoir and then repeat the inbound procedure. **Do not re-join downwind.**

19 Parking (Aircraft) (Appendices C2, D2, E1, E2 and F)

- Once aircraft vacate the runway, they should then follow marshaller's instructions to park whilst monitoring 122.705 MHz.
- The parking area will initially be to the East of the runways, Areas Alpha and Bravo with Charlie as an overflow. If these areas become full then the area to the west of the hard runway will be used. Should this west area be required AGCS will broadcast "West Parking" to aircraft on final. Please vacate as per the instructions in Appendices E1/E2
- Pilots remain responsible for their own wing tip clearances and if any doubt exists, should shut down and man-handle into parking position.
- Display any requirements for services in the cockpit to the first marshaller (F = Fuel, D = Disabled person onboard) Appendix K or L
- Aircraft parking rows will allow sufficient clearance for taxiing.
- Marshallars will wear orange vests. Pilots are not required to wear hi-visibility clothing.

20 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. Pilots will not be in receipt of an Air Traffic Control Service and AGCS cannot give "instructions"
- Start up and taxi with great care as there will be pedestrians walking airside.
- Autogyros must only run rotors when clear of the parking area.
- Sufficient Marshallars wearing orange vests will be airside to monitor and help provide a safe environment.

21 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

22 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. If the cloudbase does not make this possible, an alternative join will be agreed with D&D and traffic information given to other aircraft.
- Once the aerodrome is in sight position to Pitsford Reservoir and follow the inbound procedure at paragraph 12.

23 Helicopter Arrivals (Excluding Sloane Helicopters) (Appendix H)

- Helicopters inbound should monitor 122.705 MHz and route in from "Heli East" to the eastern aerodrome boundary low level, not above 500 ft QFE inside the RA(T), avoiding overflight of Mears Ashby and Hardwick whilst keeping a lookout for possible departing rotary traffic.
- A call should be made to 'Sywell Radio on 122.705 MHz, 'Helicopter type, full registration Heli East inbound, QFE xxxx". AGCS will advise traffic information on departing helicopters and advise a wind check to this call.
- Land at the eastern boundary alongside the hedge south of the Northern Windssock to avoid the approach to and the grass runway 03L (Hard) / 21R (Grass). Do not infringe the approach to runway 21L (Grass) or climb out of runway 03R (Grass).
- Helicopters will be parked in rows south of the windssock 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.

24 Helicopter Departures (Excluding Sloane Helicopters) (Appendix H)

- Helicopter departures will be direct from the parking area and out via "Heli East", climbing to 1000 ft QFE until clear of the ATZ, keeping a good look out other helicopters arriving at 500ft QFE.
- A call 'Helicopter Type, full registration ready for departure Heli East, QNH xxxx' should be made to 'Sywell Radio on 122.705 MHz, who will respond to this call with advisory traffic information on inbound helicopters and a wind check.
- Depart to the east avoiding the local villages of Hardwick and Mears Ashby, once clear of the ATZ continue en route.

25 Helicopter Arrivals/Departures for Sloane Helicopters (Appendix I)

- Visitors to Sloane Helicopters are requested to arrive/depart outside the times of this event.
- For essential movements only, depending on the active runway the routes shown at Appendix I should be followed not above 500' agl within the RA(T)
- A brief inbound RT call is to be made prior to entering the RA(T) "Helicopter Type, Registration North/West arrival QFE/QNH xxxx" then route to land and hold on the grass area adjacent to Skytech Helicopters, west side of Runway Hard 03L (Hard) / 21R (Grass). Report when on final to this area.
- Depending on the runway in use and/or traffic intensity helicopters may cross the active runways to Sloane Helicopters if the traffic situation allows. This will be based on traffic information given by the AGCS in an intense traffic environment, again advised by the Radio Operator, helicopters may be required to park on the grass adjacent to Skytech Helicopters and moved over to Sloane Helicopters when traffic levels permit such a move.

26 General Departure Procedures - Fixed Wing, Microlight (ULM), & Autogyro (Appendix G1/G2)

- Pilots of Non-Radio aircraft are to obtain a departure brief in person from AGCS at the Control Tower.
- Prior to engine start, pilots should **MONITOR** 122.705 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 or to taxi.
- Due to the limited view from the Control Tower, individual taxiing advice will not be passed.
- **MONITOR** 122.705 MHz and taxi with care between the parked aircraft rows following Marshalls' instructions, no radio call is necessary. Turn onto the temporary coned taxiway for the appropriate holding point (see below and Appendices 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 r/t will be applied as per the instructions below.
- **CAUTION;** beware of obstructions i.e. taxiway cones and airfield marker boards.

27 Runway 03 Departures (Appendix G1)

03 Departures

- Note: A1 hold will not be in use
- Traffic at A2 wishing to depart 03R (Grass) must announce that they are lining up. Where possible AGCS will advise "no reported traffic". No clearance will be given.
- Once checks are complete and you are number one at the hold report ready with the chosen runway on 122.705 MHz i.e "Sywell Radio, Aircraft Type, Full Callsign, number one holding point A2/D1, ready for departure runway 03 Grass/Hard, QHN xxx".
- Traffic at A2 wishing to depart from runway 03L (Hard) must announce that they are crossing 03R (Grass) threshold. Where possible AGCS will advise "no reported traffic". No clearance will be given. Whilst doing this traffic may proceed to line up on runway 03R (Grass).
- You must be ready for an immediate departure.
- Departure take-off and spacing is the Pilot's responsibility. Always be aware of traffic moving to (or on) the parallel runway
- No parallel departures are allowed.

28 Departure Tracks

- After departure, turn initially away from both runways, i.e., on Runway 03L (Hard) or 21L (Grass) turn left by at least 10 degrees, Runway 03R (Grass) or 21R (Hard), turn right by at least 10 degrees. Once clear of the runways turn back onto runway heading
- Beware of other departures especially low wing/high wing conflicts before turning onto required track and where possible avoid flying over local villages.
- The area of Pitsford Reservoir Assembly Area the downwind and base leg areas should be avoided to deconflict with potential inbound.
- There is no need to report changing frequency, thanks for attending and adhering to the procedures!

29 Runway 21 Departures (Appendix G2)

- Note: B1 hold will not be in use.
- East Parking departures in Areas Alpha and Bravo taxi initially to the holding point B2. All engine checks irrespective of departure runway (hard or grass) should be carried out at B2.
- For aircraft parked in area Charlie pre-departure checks should be carried out in your parking slot. Aircraft requesting 21L (Hard) report ready for departure as below. For aircraft requesting the grass taxi and hold at B2 and report ready as below.
- 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 122.705 MHz i.e. "Sywell Radio, Aircraft Type, Full Callsign, number one holding point B2/D2/D3/Area Charlie, ready for departure runway 21 Grass/Hard" QNH xxxx
- Any landing traffic has priority.
- Traffic from B2 wishing to depart from runway 21R (Hard) must announce that they are crossing 21L (Grass) threshold. Where possible AGCS will advise "no reported traffic". No clearance will be given. Whilst doing this traffic may proceed to line up on runway 21L (Grass).
- Traffic at D2 wishing to depart 21L (Grass) must announce that they are crossing 21R (Hard) to 21L (Grass). Where possible AGCS will advise "no reported traffic". No clearance will be given.
- Traffic at D3 wishing to depart from runway 21R (Hard) must announce that they are lining up. Where possible AGCS will advise "no reported traffic". No clearance will be given.
- You must be ready for an **immediate** departure.
- Departure take-off and spacing is the Pilot's responsibility. Always be aware of traffic to (or on) the parallel runway.
- **No parallel departures are allowed.**

30 Runway 21 Departures Requiring Full Length Backtrack

- Operators should plan to depart after 14.00 UTC (15.00 BST)
- For those aircraft not capable of taxiing on grass make your intentions known at the Sywell Control Tower beforehand.
- After starting, a call to request taxiing via Alpha is to be made to Sywell Radio 122.705 MHz.
- As this will affect arrivals on runway 21R (Hard) 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 Sywell Resident Units/Aircraft

- There will be no flying training during this event and circuits will not be permitted. The aerodrome will not be available to aircraft requiring the use of a Licensed Aerodrome on Thursday (PM), Friday, Saturday, and Sunday. Circuit flying will also be prohibited on Thursday PM.
- 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.

32 Autogyros

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

33 Aerodrome Plan (Appendix F)

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

34 Restricted Area (Temporary), RA(T) Appendix A3

- A "lozenge" shaped RA(T) will be established on Sywell Aerodrome ARP, from surface to 3500ft amsl as per the map at Appendix A3. This will apply from 1300 UTC (1400 BST) Thursday 2nd September to 1700 UTC (1800 BST) Sunday 5th September 2021.

35 Transit Aircraft

- Due to traffic intensity, Sywell AGCS will be unable to provide a service to transit aircraft with the exception of Air Ambulance and Police helicopters. Please listen out for any Call-sign "Helimed NN Alpha" or "Police NN Alpha" as the "Alpha" suffix represents an emergency flight.

36 Terrain and Obstacle Clearance

- Pilots are reminded that terrain and Obstacle clearance, when operating under VFR, remains the sole responsibility of the Pilot in Command. The known obstacles in the immediate vicinity of the are -

Northampton City Express Lift Tower	N52 14' 18" W000 55' 19"	466 ft agl (745 ft amsl)
Finedon Wind Farm	N52 21' 47" W000 38' 51"	437 ft agl (726 ft amsl)
Kelmarsh Wind turbine	N52 21' 05" W000 56' 05"	Under construction
Kelmarsh Wind turbine	N52 21' 14" W000 48' 14"	300 ft agl
Mawsley Mast	N52 22' 15" W000 49' 11"	300 ft agl

PART TWO – GENERAL INFORMATION

37 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. (See Appendix M)
- No refuelling of aircraft by containers in the parking area is permitted.
- Current fuel prices can be found at [Sywell Aerodrome charges](#)

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38 Helicopter Fuel

- Helicopters in the parking area requiring AVGAS fuel should contact the Control Tower 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 if grass condition is fit.

39 Customs, Immigration, Special Branch

- In view of the COVID-19 pandemic restrictions on General Aviation which may change between the publishing date of this AIC and the event taking place please refer to UK Government advice here [Covid-19-general-aviation/coronavirus](#)
- All aircraft arriving and or departing from overseas will need to submit a General Aviation Report (GAR). This should be done on-line at <https://www.submit-general-aviation-report.service.gov.uk/welcome/index>, or by e-mail to sywellfis@btconnect.com using this form https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/946913/GAR_Template_Updated_Dec_2020_v6.4_SDS.xlsx
- Inbound flights from the EU require 4 hours notice, or from the Channel Islands, Isle of Man, and Northern Ireland/Eire 12 hours' notice.
- Aircraft arriving directly from overseas are to park under Marshall's direction on the grass area in front of the Control Tower.

40 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 is located in the car park to the east of the Wellingborough Road.

41 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 the apron. (See Appendix L)

42 Landing Fees

- Landing fees, payable each day, will be £12.50 for singles, £20 for twins and £50 for large corporate executive. ALL aircraft, including exhibitors, must pay a **daily** landing fee.
- Landing fees to be paid on line when booking an arrivals slot Fri-Sun and the receipt downloaded, other days at the Fuel Kiosk.
- The daily landing fee covers event access for all aircraft occupants on that specific day only.
- **Those found to have not paid a landing fee will be sent an invoice at full rates plus a £5 admin fee.**

43 Weather

- There are no official Met observations at Sywell, any weather information from AGCS will advisory.
- Sywell Aerodrome status can be found online at <https://www.SywellAerodromeWeather.com> which includes unofficial weather and aerodrome warnings.
- An indication of the active runway can be ascertained from the wind direction but should be confirmed as per the procedures herein.
- Sywell Radio will regularly broadcast active runway, QFE, QNH and any relevant weather or flight safety information on 122.705, MHz.
- Nearest TAF's available on The Met Office website are Birmingham, Cranfield and Wittering.
- **Pilots requiring Met information for departure can obtain this in the Control Tower via the Met Office website.**

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44 Flight Planning

- Flight plans can be filed at the Control Tower via the NATS AFPEX system.
- Pilots filing a flight plan to Sywell should use the address EGBKZTZX

45 Public Access

- The Public car park will be east side of the Wellingborough Road. Public access will be as follows -

Friday 3 rd September	1000-1700 BST
Saturday 4 th September	1000-1700 BST
Sunday 5 th 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. There will be no access to the private hangars, Sloane Helicopters, corporate, Flylight and main fuel apron and the customs area in front of the tower (see Appendix M)

46 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.

47 Ground Communications

- All Marshalls, AGCS and RFFS will be radio equipped. Two channels will be in operation, one for Marshalls and the other for AGCS/RFFS.

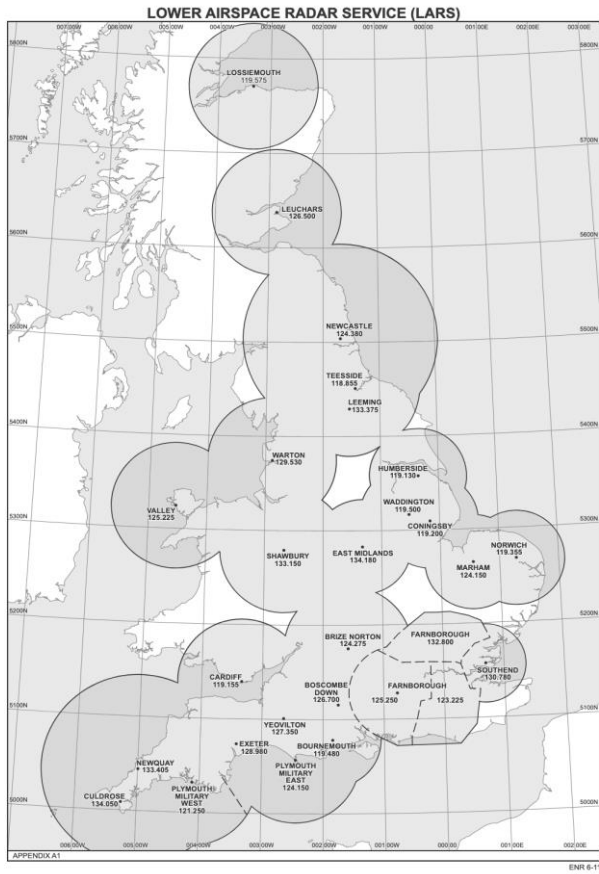
48 Pedestrian Access Airside

- Pedestrian access airside is permitted subject to reading an Airside Safety Leaflet. Appendix M is the Airside Safety Leaflet, which also shows the areas of no pedestrian access. This includes the main fuel apron (unless on business to the Fuel Kiosk) the Corporate Apron, Taxiway Alpha, all hangars, and the Customs area in front of the Tower.

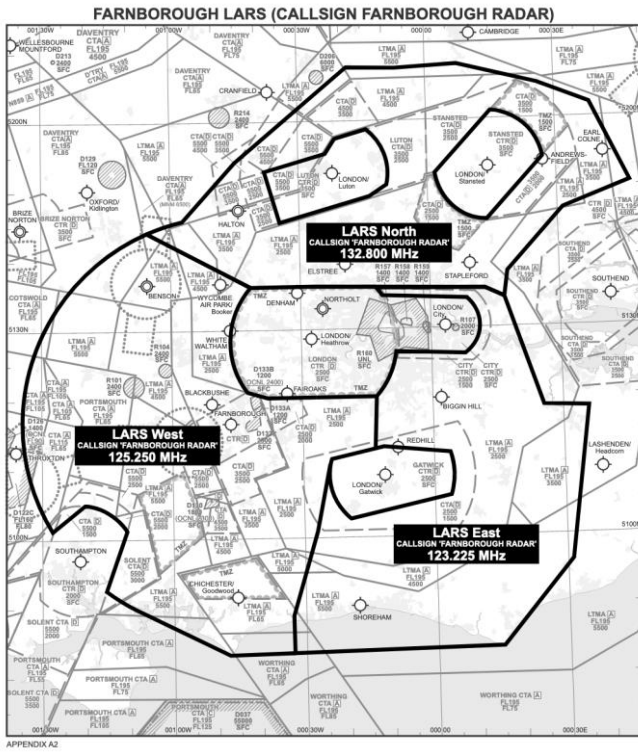
Appendices

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Appendix A2	Farnborough LARS Sectors
Appendix A3	Restricted Area (Temporary)
Appendix B	Noise Sensitive Areas
Appendix C1	Runway 03 Arrivals Fixed Wing / Microlight / ULM / Gyro
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Appendix L	Disabled person on board Display Sheet
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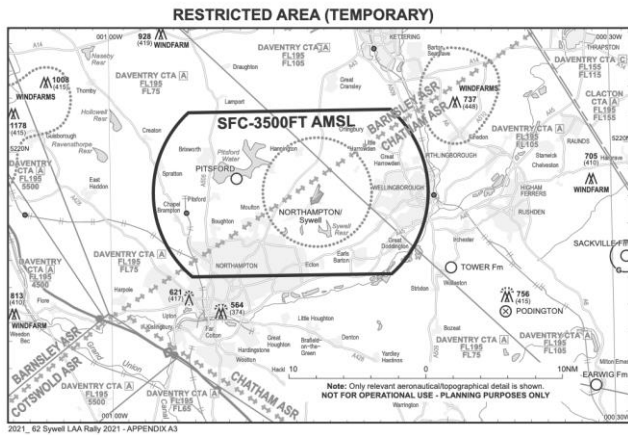
APPENDIX A1 – Lower Airspace Radar Service (LARS) Chart



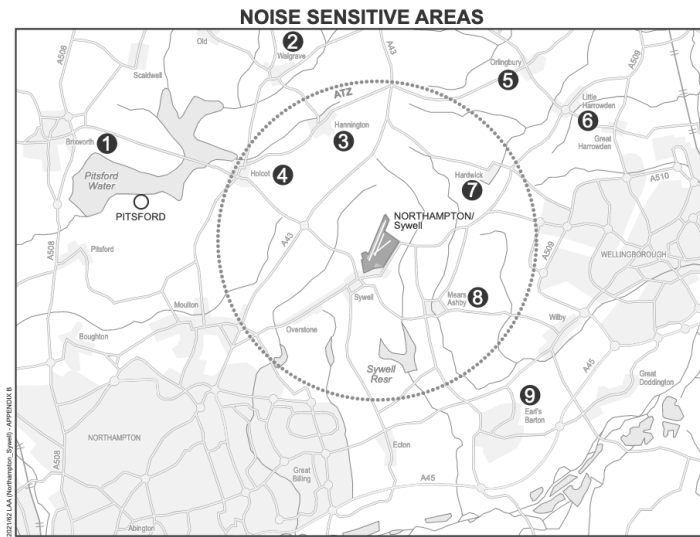
APPENDIX A2 – Farnborough LARS Sectors



APPENDIX A3 – Restricted Area (Temporary)



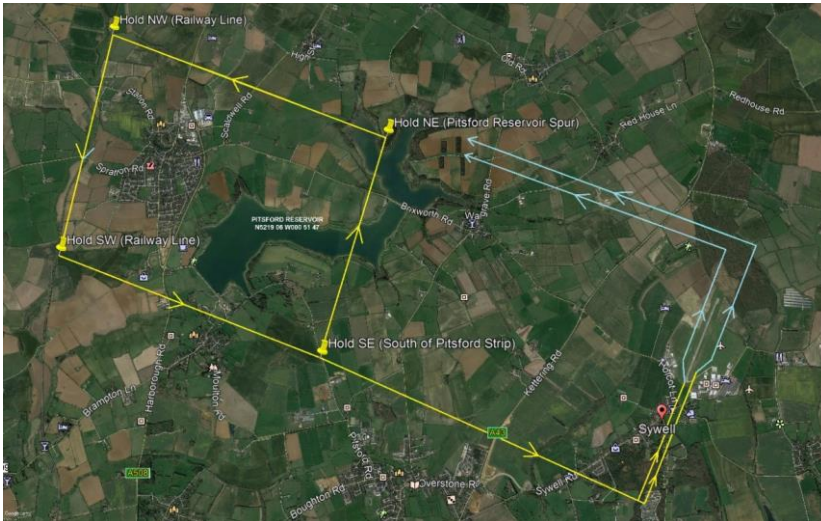
APPENDIX B – Noise Sensitive Areas



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

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

APPENDIX C1 – Runway 03 Arrivals Fixed Wing / Microlights (ULM)/ Autogyros



MONITOR 122.705 MHz for AD info. There is no need to make any radio calls inbound to Pitsford Reservoir.

Avoid built up areas. Route to the assembly area at Pitsford Reservoir and join the LH holding pattern at 1000' QFE. Avoid joining the eastern (northbound leg) to avoid traffic leaving the hold. Complete at least one hold for traffic awareness.

DO NOT DESCEND THROUGH CLOUD INTO THE HOLD! Maintain VFR at all times, keep a good lookout, with one arrival per minute expect intense aerial activity.

No Air Traffic Service is being provided.

Stream off the southern leg of the hold in a single file, suggested approximate heading 115° at 1000ft QFE onto a left base for Runway 03 remaining north of Moulton. Make a transmission "Full Callsign, leaving Pitsford, Runway xx, QFE yyyy"

It is important that a single flow of traffic off the Pitsford Reservoir assembly area is adhered to until the split onto final for either Hard or Grass runway. Do not extend outside the RA(T). Do not overtake, do not orbit, do not cut others up. If spacing cannot be maintained return to the assembly area and try again.

From the single stream, turn onto final for either Runway 03L (Hard) or Runway 03R (Grass)

In the interests of flight safety, pilots MUST NOT continue an approach if an unsafe situation exists, a go around MUST be performed. NO Swapping Runways once established on Final

When turning final, transmit "Aircraft Type, Registration, Final Runway 03L Hard or 03R Grass"

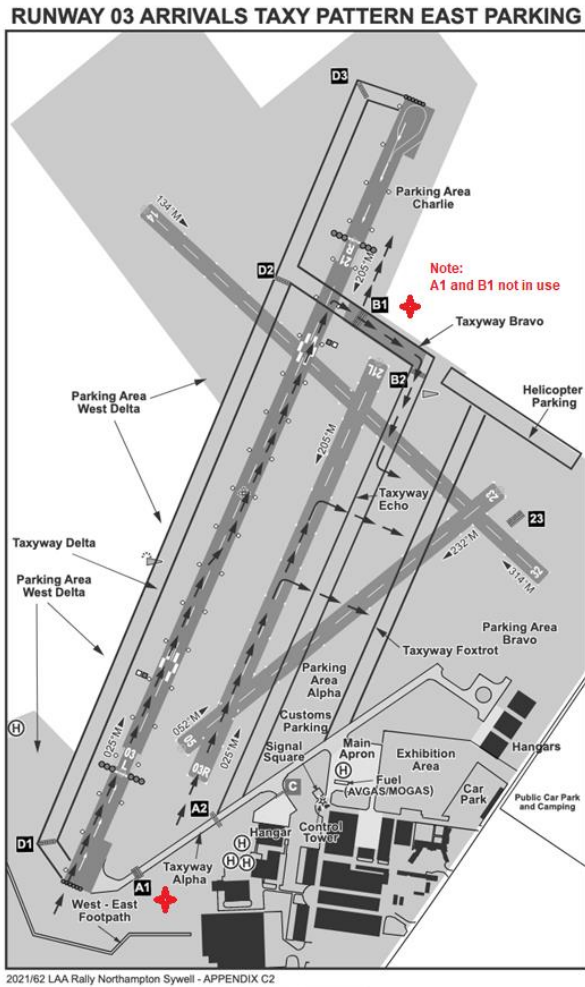
Runway 03L Hard only. When speed is controlled move to the right of centreline. Continue expeditiously ahead and vacate right at Taxiway Bravo. For Areas Alpha & Bravo cross the Runway 03R (Grass) overshoot with caution giving way to potential landing traffic, follow the Marshalls instructions to park. For Overflow Area Charlie, follow the Marshalls. (If Charlie is in use a Marshall will be at B1)

Runway 03R Grass traffic should 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. Landing with this runway occupied is not permitted. Follow the Marshalls instructions to park.

Go arounds follow the profile in the diagram turning left (03L Hard) or right (03R Grass) to keep clear of the runway. Once clear turn back onto runway heading, climb to 2000' QFE and return to Pitsford.

NOTE: See Appendix E1 for West Parking instructions

APPENDIX C2 – Runway 03 Arrivals Taxi Pattern East Parking

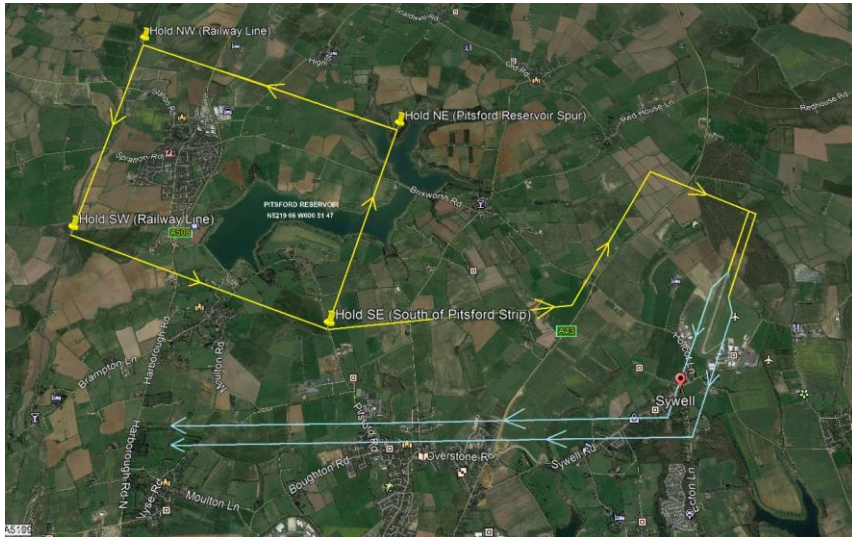


Runway 03L – When speed-controlled move to right side of runway, vacate right at "B" between the two yellow marker boards. Parking Areas Alpha & Bravo cross Runway 03R overshoot with caution and turn right onto coned taxiway, follow Marshalls. Parking area Charlie turn left at Bravo one follow Marshalls.

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

Note: See Appendix E1 for West Parking instructions.

APPENDIX D1 – Runway 21 Arrivals Fixed Wing / Microlights (ULM) / Autogyros



MONITOR 122.705 MHz for AD info. There is no need to make any radio calls inbound to Pitsford Reservoir.

Avoid built up areas. Route to the assembly area at Pitsford reservoir and join the LH holding pattern at 1000' QFE. Avoid joining the eastern (northbound leg) to avoid traffic leaving the hold. Complete at least one hold for traffic awareness.

DO NOT DESCEND THROUGH CLOUD INTO THE HOLD! Maintain VFR at all times. Keep a good lookout, with one arrival per minute expect intense aerial activity.

No Air Traffic Service is being provided.

Make a transmission "Full Callsign, leaving Pitsford, Runway xx, QFE xxxx". Stream off the southern leg of the hold in a single file suggested approx. heading 085° at 1000ft QFE to intercept the A43, then turn left onto a right-hand downwind.

It is important that a single flow of traffic off the Pitsford Reservoir assembly area is adhered to up until the split onto final for either Hard or Grass runway. Do not extend outside the RA(T). Do not overtake, do not orbit, do not cut others up. If spacing cannot be maintained return to the assembly area and try again.

Do not extend downwind outside the RA(T). Turn onto a right base avoiding Hannington and then from the single stream turn onto final for either Runway 21R (Hard) or Runway 21L (Grass)

In the interests of flight safety, pilots MUST NOT continue an approach if an unsafe situation exists, a go around MUST be performed. NO Swapping Runways once established on Final

When turning final, transmit "Aircraft Type, Registration, Final Runway 21L (Grass) or 21R (Hard)"

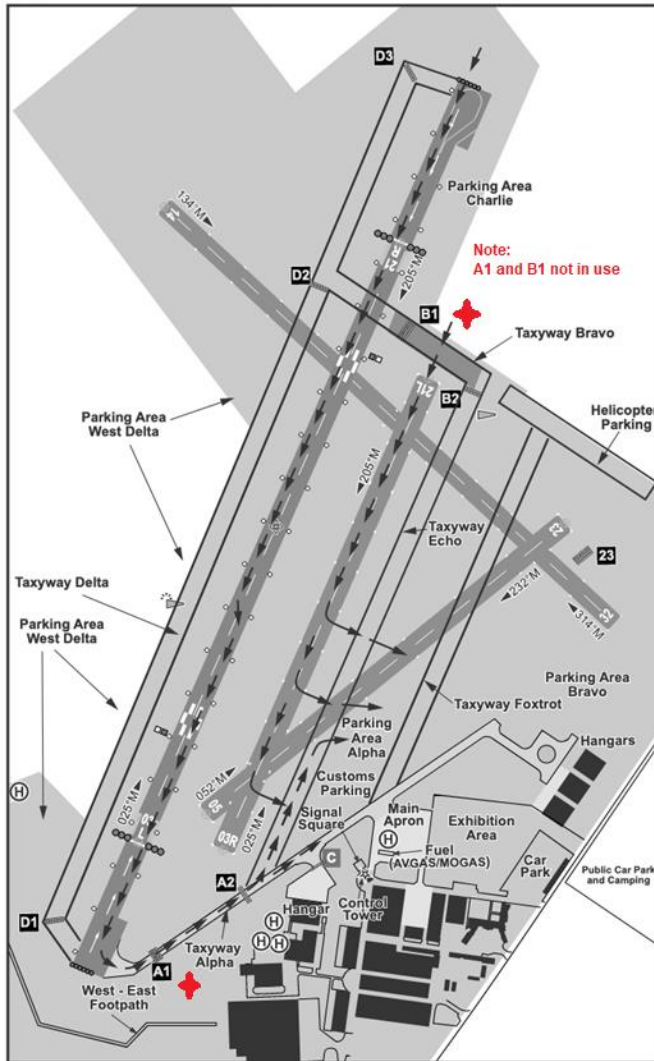
Runway 21R Hard only. When speed is controlled move to the left of centreline. Continue expeditiously ahead and vacate left at the end of the runway onto Taxiway Alpha and follow the Marshalls instructions to park.

Runway 21L Grass traffic, 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. Landing with this runway occupied is not permitted. Follow the Marshalls instructions to park.

NOTE: See Appendix E2 for West Parking instructions

APPENDIX D2 – Runway 21 Arrivals Taxi pattern East Parking

RUNWAY 21 ARRIVALS TAXY PATTERN EAST PARKING



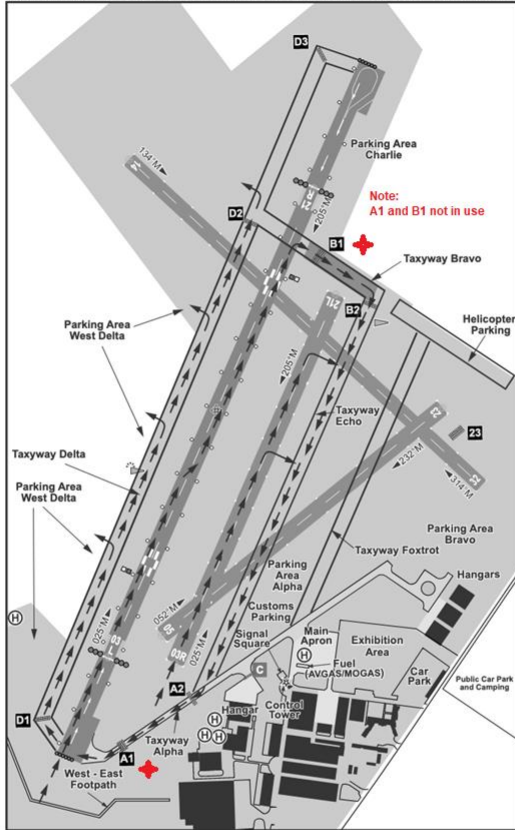
Runway 21R – When speed-controlled move to left side of runway, continue to the end of runway and vacate left at "A". Cross Runway 21L overshoot with caution and turn left onto coned taxiway, follow Marshalls.

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

Note: See Appendix E2 for West Parking instructions.

APPENDIX E1 – Runway 03 Arrivals Taxi Pattern West Parking

RUNWAY 03 ARRIVALS TAXI PATTERN WEST PARKING

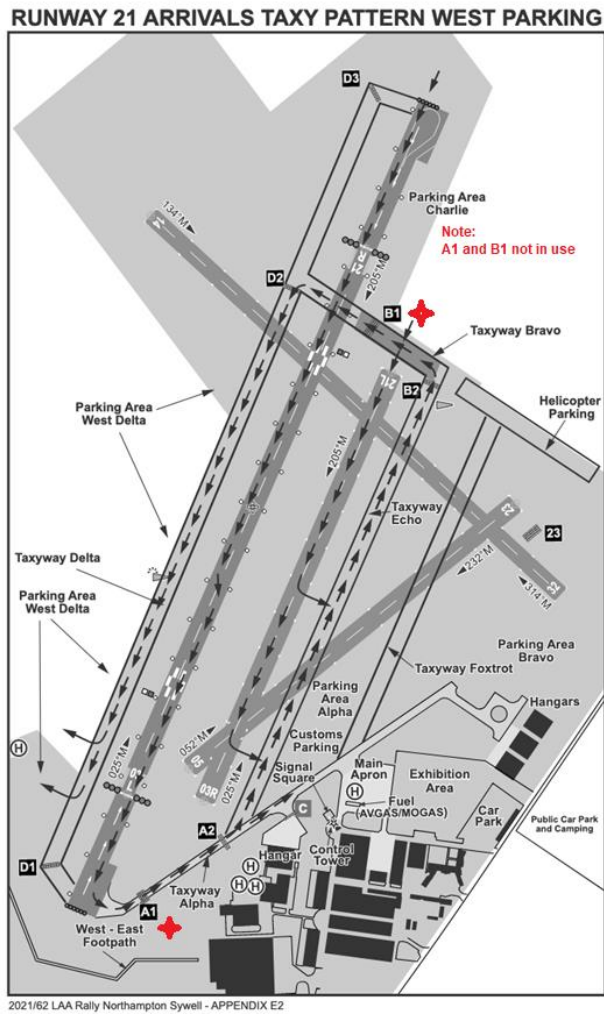


West Parking will be advised if East Parking becomes full.

Runway 03L – After landing move to the right of centreline and vacate right at Taxiway Bravo. Cross the Runway 03R overshoot with caution and turn right to follow Taxiway Echo to holding point A2. Give way to aircraft vacating Runway 03R. Await instructions to cross Runway 03R and 03L. Once past D1 follow marshalls instructions to park.

Runway 03R – After landing vacate right as soon as possible and turn right onto Taxiway Echo. Continue to holding points A2 and await AFIS instructions to cross Runway 03R and 03L. Once past D1 follow Marshalls instructions to park.

APPENDIX E2 – Runway 21 Arrivals Taxi Pattern West Parking

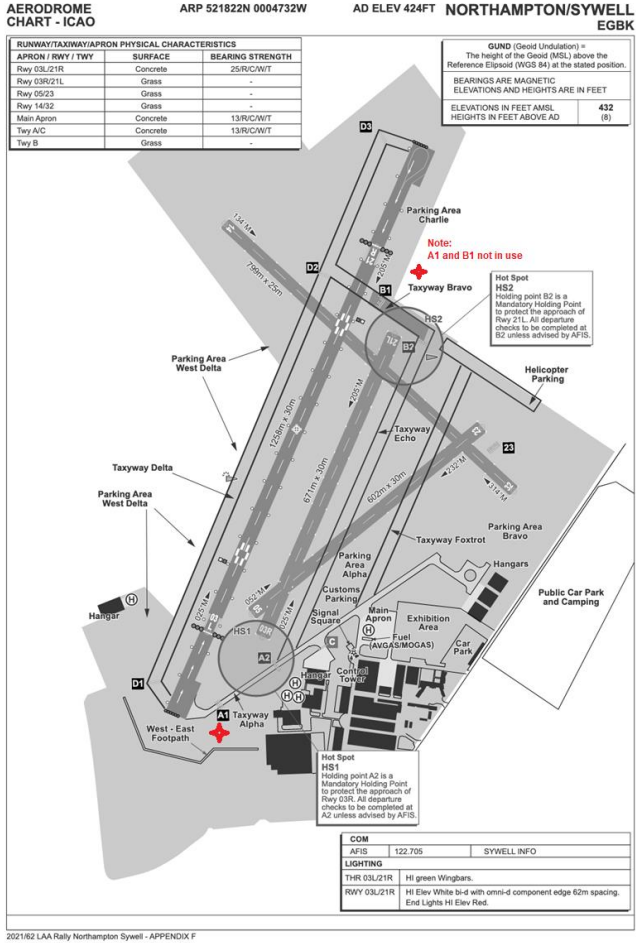


West Parking will be advised by AGCS if East Parking becomes full.

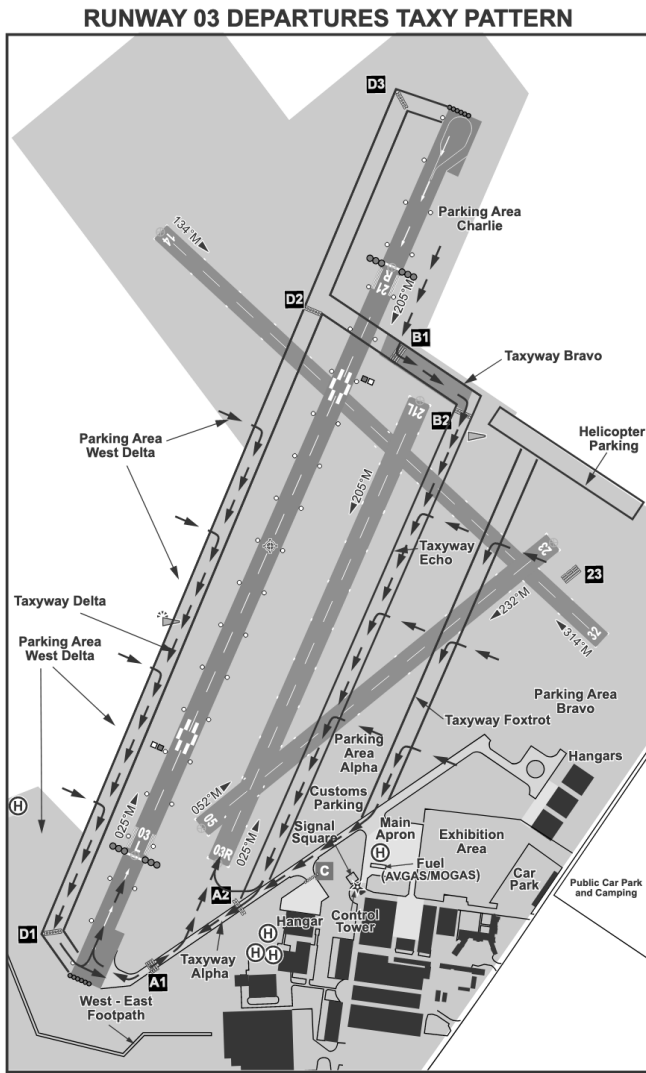
Runway 21R – Vacate left as soon as possible. Turn left onto Taxiway Echo and hold at B2. Wait for AGCS advice to cross D2, then follow Marshalls instructions to park.

Runway 21L – After landing move to the left of centreline. Vacate left at the end onto Taxiway Alpha and turn left again onto Taxiway Echo at A2. Continue to B2 giving way to aircraft vacating Runway 21L. Wait for AGCS advice to cross from B2 to D2, then follow Marshalls instructions to park.

APPENDIX F – Aerodrome Plan



APPENDIX G1 – Runway 03 Departures Taxi Pattern

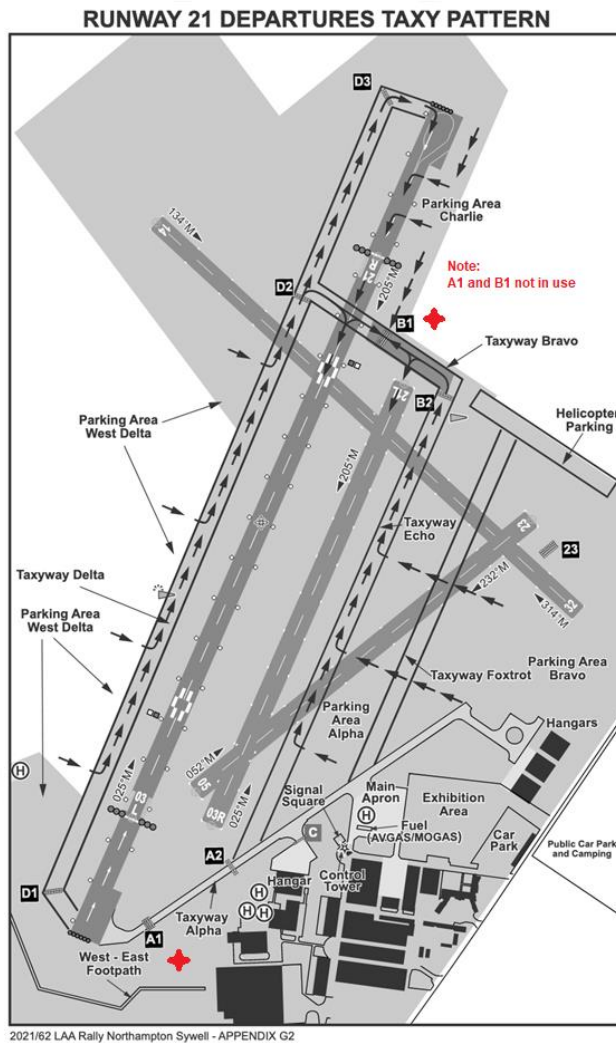


Monitor 122.705 MHz for Aerodrome details. Taxi with caution to holding point A2 (East Parking Areas A & B) or holding point D1 (West Parking Delta) for checks, there is no need to make any transmissions. At A2 filter onto either the concrete taxiway for a Runway 03L departure, or onto the grass for a Runway 03R departure.

From Area Charlie taxi to B1, give way to departures off Runway 03R, turn left and proceed to B2 then follow coned Taxiway E to holding point A2.

When number one at A2/D1 report ready for departure with aircraft type, full callsign, holding point, QNH xxxx and choice of either 03L or 03R Runways.

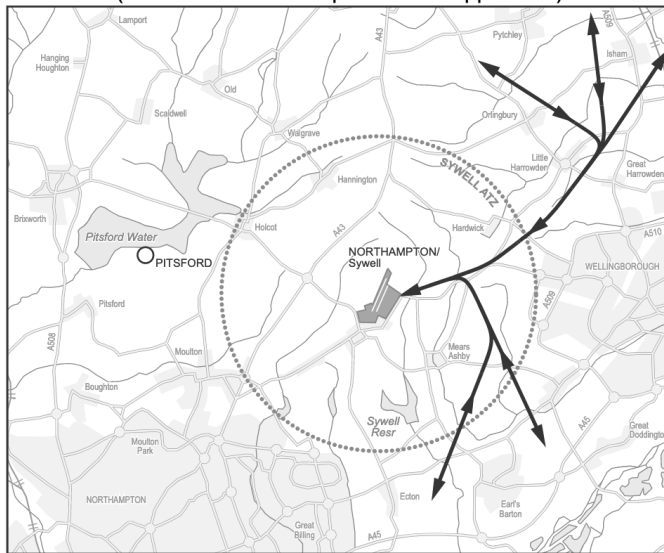
APPENDIX G2 Runway 21 Departure Taxi Pattern



Monitor 122.705 MHz for Aerodrome details. From East Parking Areas A & B, taxi with caution to holding point B2.
 From West Parking Area D taxi to holding point D2 (for Runway 21L) or D3 (for Runway 21R) for checks, there is no need to make any transmissions.
 Area C, complete pre-departure checks in parking position. Departures on Runway 21R from C will line up straight ahead from parking slot. Departures on Runway 21L from C taxi to B1.
 When number one at B2/D2/D3 or Area C report ready for departure with aircraft type, full callsign, QNH xxxx, holding point and choice of either 21L or 21R Runways.

APPENDIX H – General Helicopter Arrivals/Departures

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

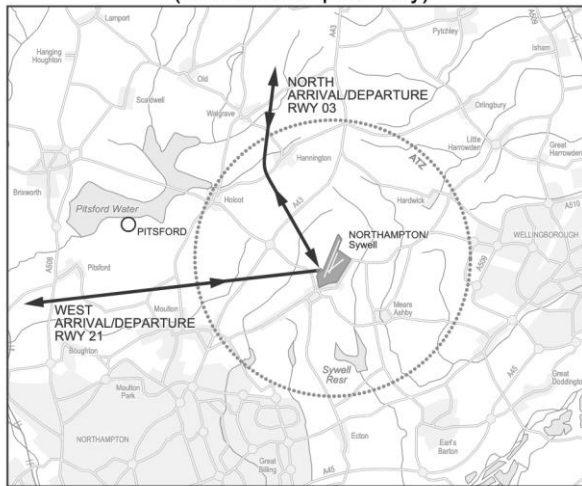


2021/62 LAA Rally Northampton Sywell - APPENDIX H

1. Initially **MONITOR** Sywell Radio on 122.705 MHz for AD details, **no radio call required**.
2. All arrivals/departures to route in/out via Heli East towards the Eastern Aerodrome boundary avoiding all villages and fixed wing patterns.
3. Arrivals not above 500ft QFE, beware of departures climbing to 1000ft QFE within the RA(T).
4. At Heli East, make an RTF call "Helicopter type, full registration, Heli East QFE xxxx"
5. Arrivals make an approach to the Eastern boundary south of the northern windssock. Do not infringe the 21L (Grass) approach or 03R (Grass) climb out.
6. Park in a row adjacent to the aerodrome boundary hedgerow, or if available follow Marshaller instructions. Ensure adequate rotor separation.
7. Book in at The Ticket Booth situated at the entrance to the Exhibition Area.
8. Departures start with caution monitoring Sywell Radio on 122.705 MHz.
9. When ready for departure, make an RTF call "Helicopter type, full callsign, ready for departure Heli East, QNH xxxx"
10. Depart climbing to 1000ft QFE with caution, beware of inbound helicopters not above 500ft QFE.
11. When clear of the RA(T) continue en-route.

APPENDIX I – Sloane Helicopter Arrival/Departure Procedures

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



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 Reservoir. For Rwy 03, approach from the north remaining clear of Pitsford. Overflight of local villages should be avoided.

Make a brief inbound RTF call on 122.705 prior to entering the RA(T) "Helicopter Type, Registration, North/West Arrival QFE/QNH xxxx". Fly not above 500' QFE (900' QNH) to approach via the Western AD boundary. Report Final land and hold at the grass area in front of Skytech Helicopters.

Depending on the runway in use and/or traffic intensity helicopters may cross the active runways to Sloane Helicopters if the traffic situation allows. This will be based on traffic information given by the AGCS. In an intense traffic environment, again advised by the AGCS, helicopters may be required to park on the grass adjacent to Skytech Helicopters and moved over to Sloane Helicopters when traffic levels permit such a move.

Beware of rotor downwash and wake turbulence hazards to fixed wing aircraft.

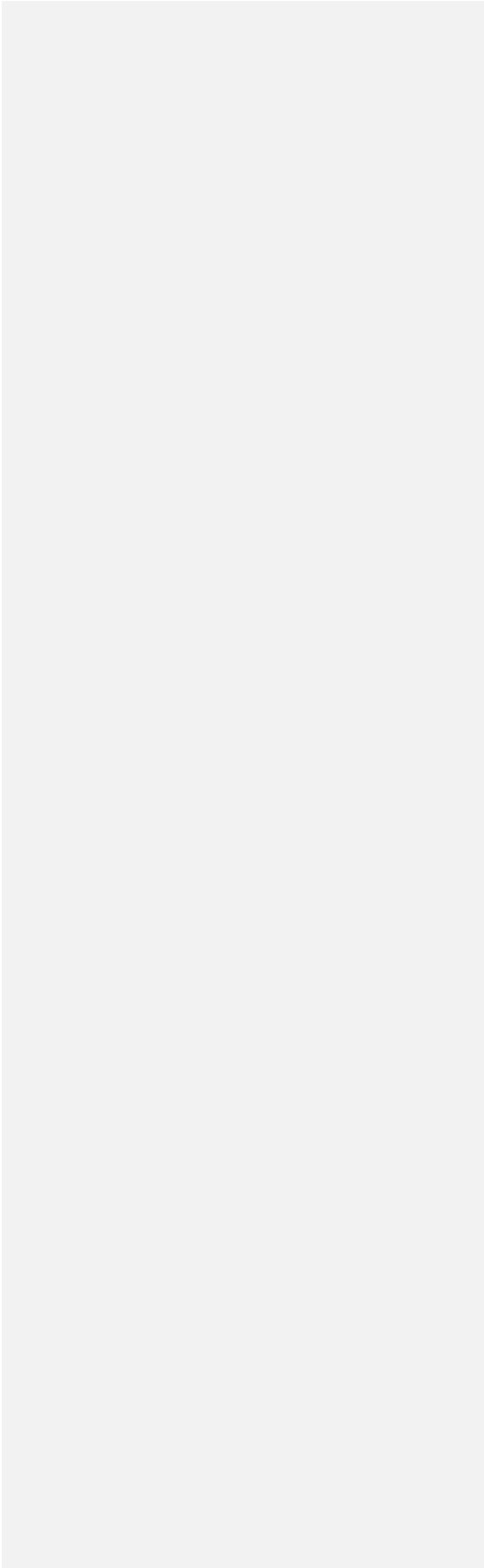
Departures should start monitoring 122.705 MHz for airfield information. Giving way to traffic on taxiway Alpha report ready to depart when in the hover at Sloanes with readback of QNH. When given a follow the same profile as inbound traffic at 500ft agl climbing when clear of the Pitsford Reservoir area.

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D

SYWELL AERODROME - LAA RALLY 2021 AIRSIDE SAFETY LEAFLET

This Safety Leaflet has been prepared to enable you to enjoy airside access safely, both for yourself and others. Please read it before entering airside and follow the instructions

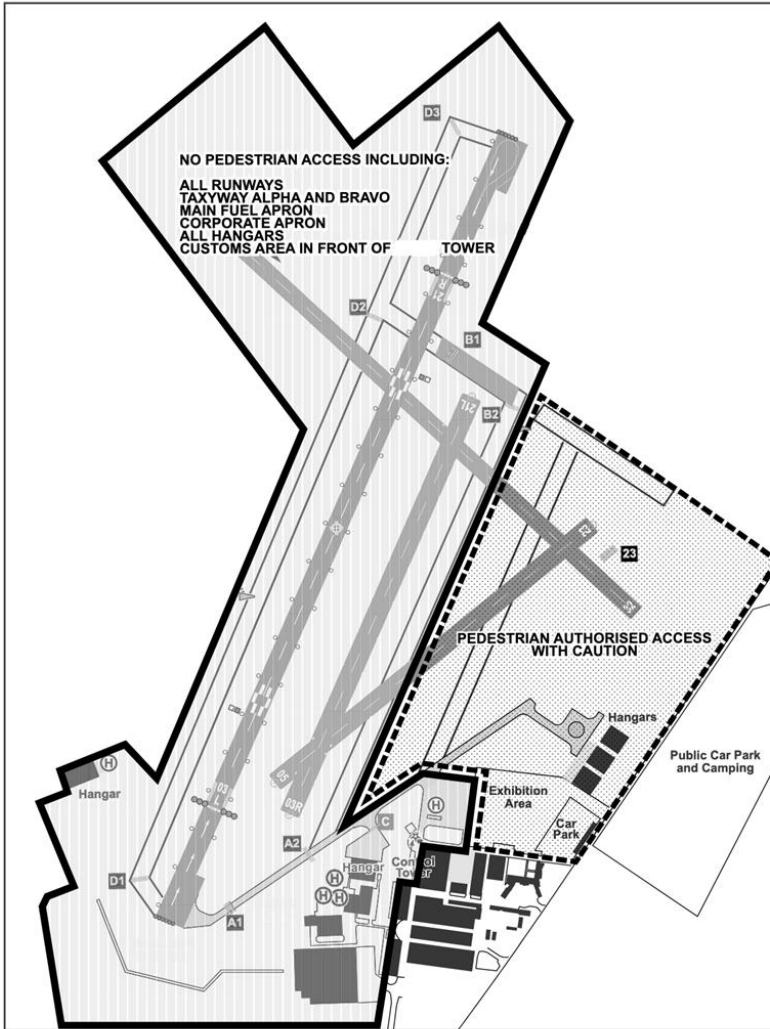
- **DO** enjoy your visit to the aircraft park safely.
- **DO** remain aware of aircraft starting and taxiing at all times
- **DO** follow the instructions of Marshalls / Officials
- **DO** speak to pilots and ask questions
- **DO** take photographs but beware of your surroundings
- **DO** supervise children closely and warn others of safety issues
- **DO** keep within pedestrian authorised areas

- **DO NOT** touch aircraft
- **DO NOT** go near propellers or rotors, they hurt when moving!
- **DO NOT** enter an aircraft cockpit, unless invited
- **DO NOT** approach an aircraft with lights on, it may start
- **DO NOT** approach an aircraft with engines running
- **DO NOT** drop or leave any litter airside
- **DO NOT** smoke airside
- **DO NOT** take animals airside
- **DO NOT** stand near the Runway 21 threshold or windsock, it impedes the view from the Control Tower

Keep your distance from aircraft starting or taxiing

Do not walk in front of a moving aircraft

Beware propwash when behind an aircraft with engines running



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