

PILOT BRIEFING



v2.1 Issued 4/6/23

8-10 JUNE 2023

Introduction

This document contains essential information for all aircraft flying into the event. These procedures **MUST** be adhered to in order to create a safe and orderly flow of traffic. It should be read in full, alongside a full NOTAM and AIC M 026/2023 brief prior to flying into the event.

Please note that PPR via www.aeroexpo.co.uk is required. (Aircraft resident at Sywell should refer to separate resident slot procedures)

Aerodrome Hours

8th, 9th and 10th June: 0700-1700 UTC (0800-1800 BST)

An Air/Ground Communications Service will be provided during these hours. Radio transmissions will be reduced to a minimum enabling pilots to concentrate on flying and lookout. Traffic information will not be routinely passed. If a situation is observed which affects flight safety, the Radio Operator or pilot may transmit relevant details. At all times the pilot-in-command remains wholly responsible for terrain clearance and for collision avoidance in accordance with the Rules of the Air.

The Aerodrome will not be available to aircraft requiring a Licensed AD during this event. (NOTAM issued)

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. Runway 05/23 and 14/32 are closed. **Note: Landing with runway occupied is not permitted.**

Runway in use along with QFE will be periodically broadcast by Sywell Radio. Any Runway change will be broadcast. Aircraft that have left Pitsford Reservoir may continue to land as per these procedures. Other aircraft are to remain holding at Pitsford Reservoir and await a 'Runway Change Complete' broadcast.

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.

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 801630

On arrival at Pitsford follow the joining procedures without radio calls.

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 to join the procedure.

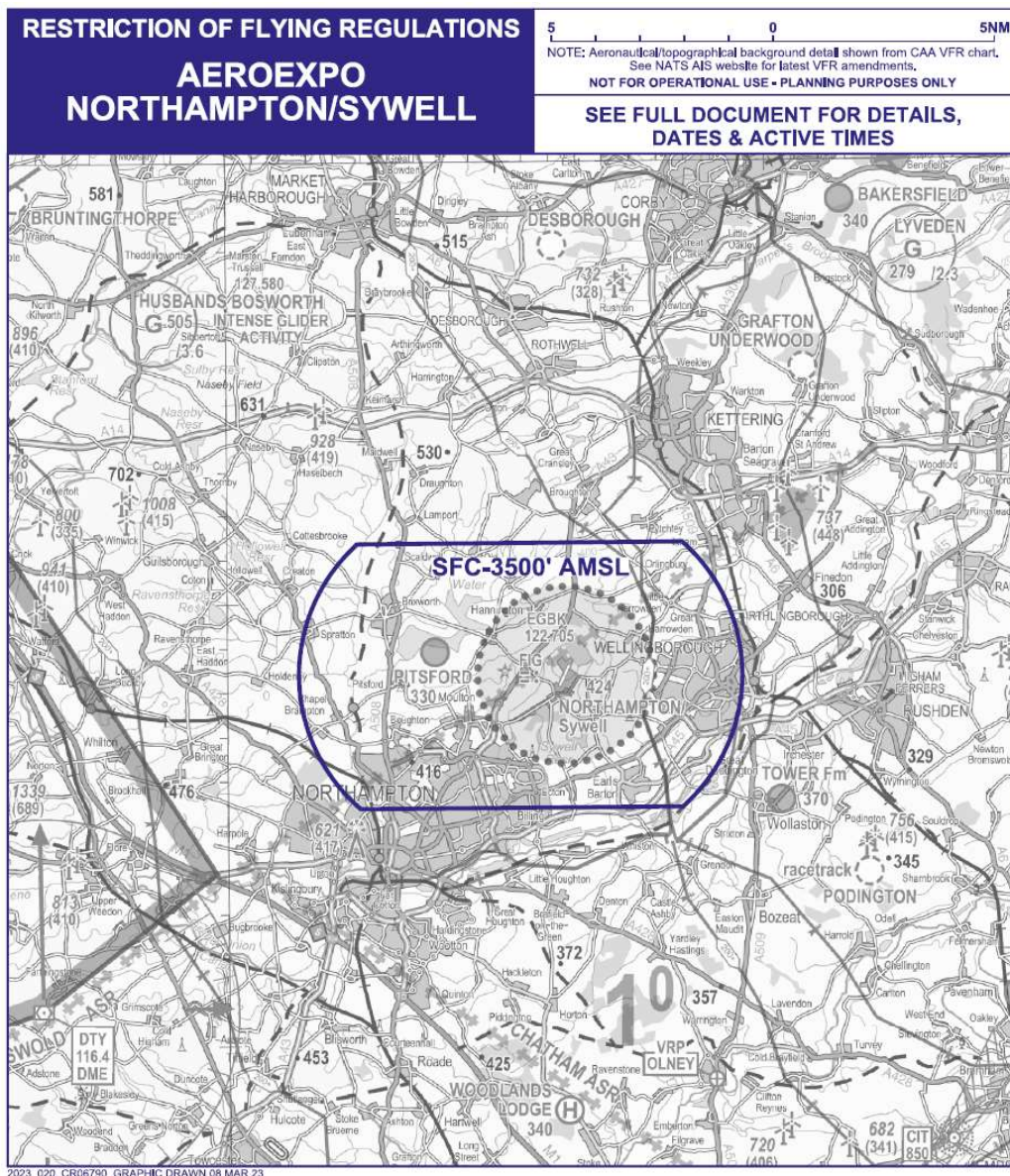
RESTRICTION OF FLYING REGULATIONS - RA(T)

AIC M 026/2023 contains details of the Restriction of Flying Regulations that are in force between 0700-1700hrs UTC (0800-1800hrs local) on 8th, 9th and 10th June.

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.

No aircraft is to fly below 3500FT AMSL within the defined area except where;

- a) the aircraft is in possession of a booking slot confirmation with allocated radio callsign (available from www.aeroexpo.co.uk)
- b) With permission from Sywell Airport Ltd
- c) Operating on behalf of National Police Air Service or Helicopter Emergency Services

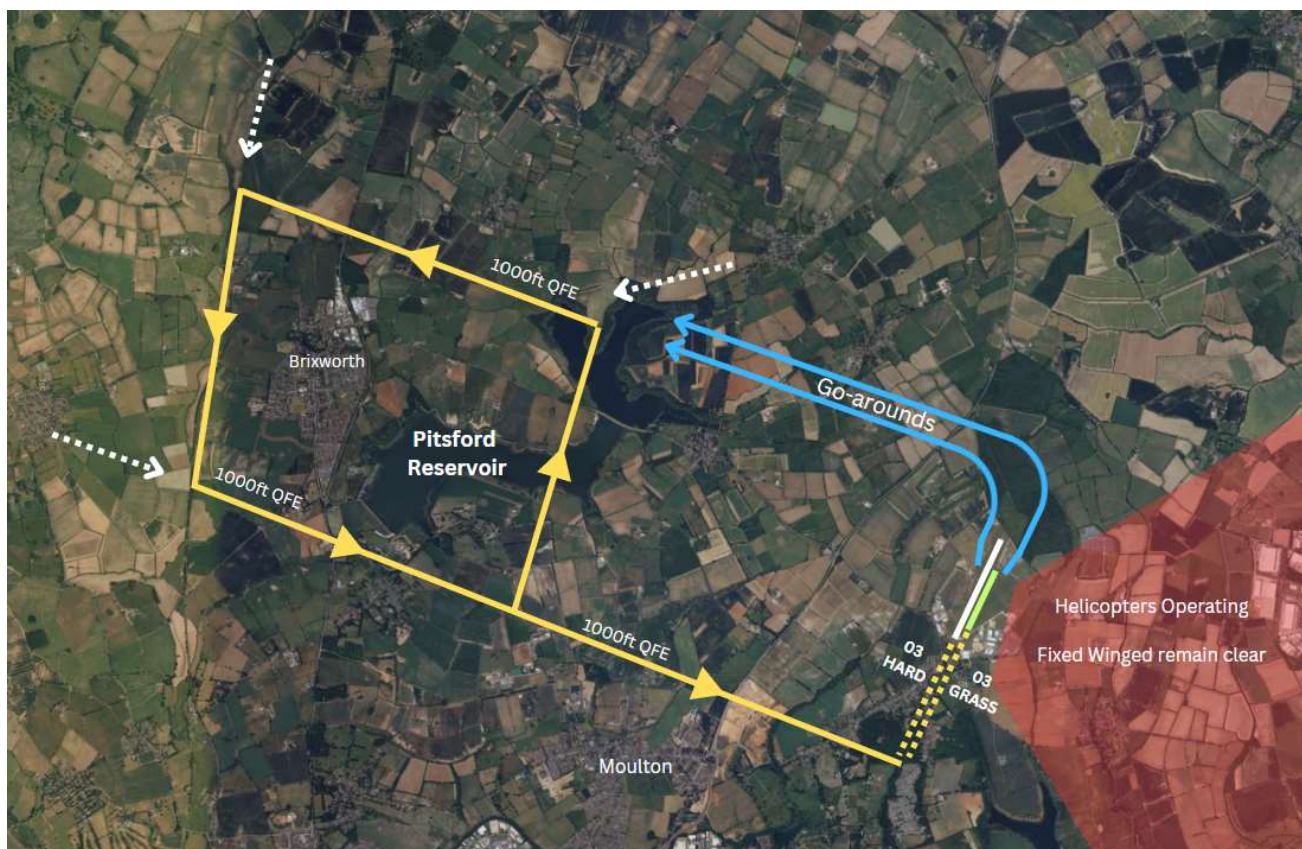


The full AIC can be downloaded from:

<https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/>

Fixed Winged Arrivals – Runway 03

All Fixed Winged/Microlights/Autogyros



MONITOR 122.705 MHz for Aerodrome Information. **There is no need to make any radio calls inbound to Pitsford Reservoir.** Avoid built up areas and route to the assembly area at Pitsford Reservoir.

Joining the Holding Area

Join the LH Holding Pattern at 1000ft QFE. Avoid joining the 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 maintaining a good lookout due to traffic intensity.

Leaving the Holding Area

Stream off the southern leg of the hold in single file, suggested heading approx. 115 degrees at 1000ft QFE onto a left base for Runway 03 remaining north of Moulton.

Transmit '[TYPE],[ALLOCATED CALLSIGN], leaving Pitsford, Runway 03, QFE #####'

It is important that a single flow of traffic off the Pitsford Reservoir assembly area is adhered to up until the split on final for either the Hard or Grass Runway. Do not extend outside the RA(T). **Do not overtake, do not orbit, do not cut others up.** Adjust flying speed as necessary. If spacing cannot be maintained, break away from the assembly area and rejoin.

Final Approach

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

In the interests of flight safety, **DO NOT** continue an approach if an unsafe situation exists, a go around must be performed. **DO NOT** swap runways once established on Final.

Transmit '[TYPE],[ALLOCATED CALLSIGN], Final Runway 03 [HARD or GRASS]'

Landing

Runway 03 Hard – When speed is controlled move to the right of centreline. Continue expeditiously ahead and vacate right at Taxiway Bravo. Cross Runway 03 Grass overshoot with caution giving way to potential landing traffic. **Note: Landing with this Runway Occupied is not permitted.** Follow Marshalls to park

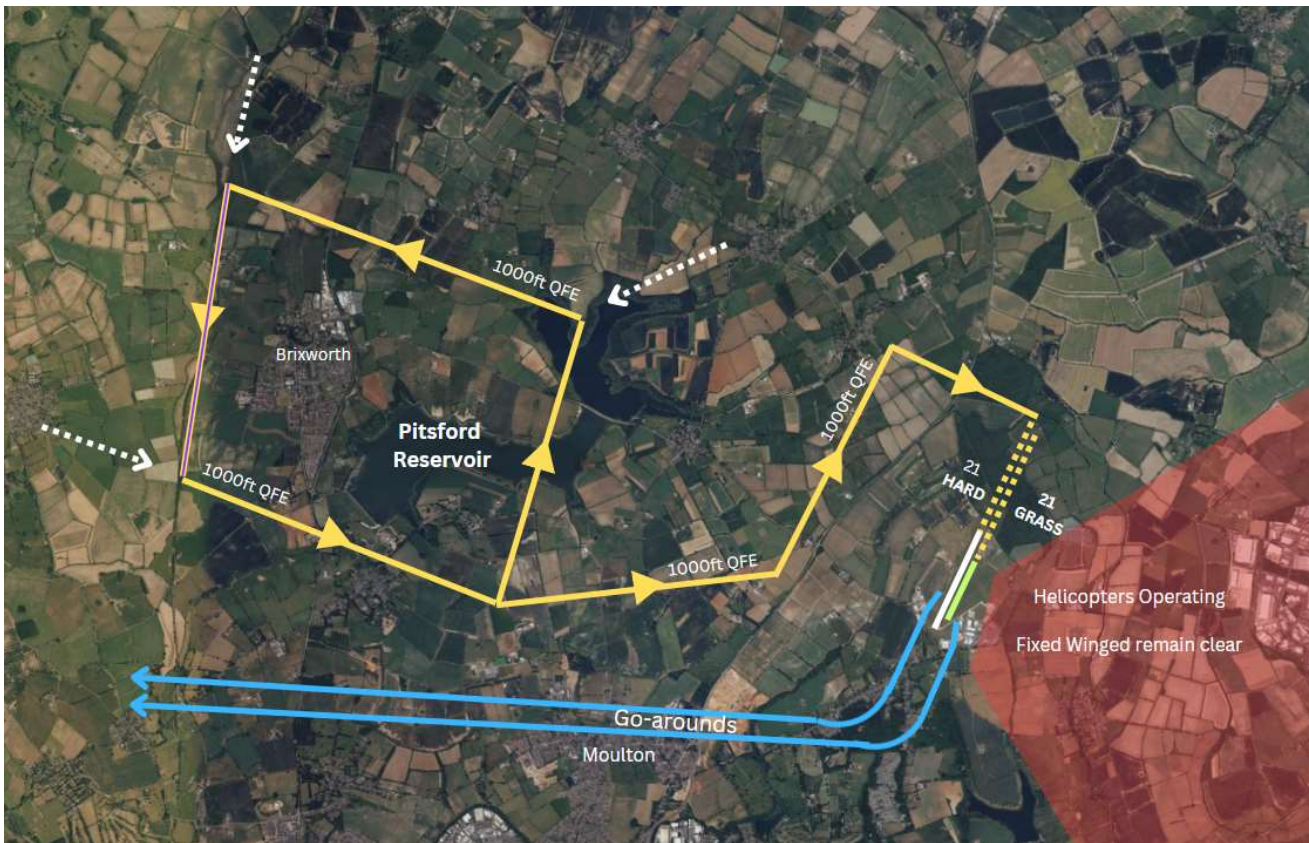
Runway 03 Grass – Vacate right as soon as possible. For expedition, angle the exit off the runway to keep rolling rather than stopping and exiting at 90 degrees. **Note: Landing with this Runway Occupied is not permitted.** Follow Marshalls to park.

Go Arouns

Follow the profile on the diagram moving left (03 Hard) or right (03 Grass) to keep clear of the runways – then continue runway heading, climb 2000ft QFE and return to Pitsford.

Fixed Winged Arrivals – Runway 21

All Fixed Winged/Microlights/Autogyros



MONITOR 122.705 MHz for Aerodrome Information. There is no need to make any radio calls inbound to Pitsford Reservoir. Avoid built up areas and route to the assembly area at Pitsford Reservoir.

Joining the Holding Area

Join the LH Holding Pattern at 1000ft QFE. Avoid joining the Northbound leg to avoid traffic going around. Complete at least one hold for traffic awareness.

DO NOT DESCEND THROUGH CLOUD INTO THE HOLD. Maintain VFR at all times maintaining a good lookout due to traffic intensity.

Leaving the Holding Area

Stream off the southern leg of the hold in single file, suggested heading approx. 085 degrees at 1000ft QFE to intercept the A43, then left onto right-hand downwind for Runway 21.

Transmit '[TYPE],[ALLOCATED CALLSIGN], leaving Pitsford, Runway 21, QFE #####'

It is important that a single flow of traffic off the Pitsford Reservoir assembly area is adhered to up until the split on final for either the Hard or Grass Runway. Do not extend outside the RA(T). **Do not overtake, do not orbit, do not cut others up.** Adjust flying speed as necessary. If spacing cannot be maintained, break away from the assembly area and rejoin.

Final Approach

From the single stream, turn onto final for Runway 21R (Hard) or 21L (Grass)

In the interests of flight safety, DO NOT continue an approach if an unsafe situation exists, a go around must be performed. DO NOT swap runways once established on Final.

Transmit '[TYPE],[ALLOCATED CALLSIGN], Final Runway 21 [HARD or GRASS]'

Landing

Runway 21 Hard – When speed is controlled move to the left of centreline. Continue expeditiously ahead and vacate left at the end of the runway onto at Taxiway Alpha. Cross Runway 21 Grass overshoot with caution giving way to potential landing traffic. **Note: Landing with this Runway Occupied is not permitted.** Follow Marshalls to park.

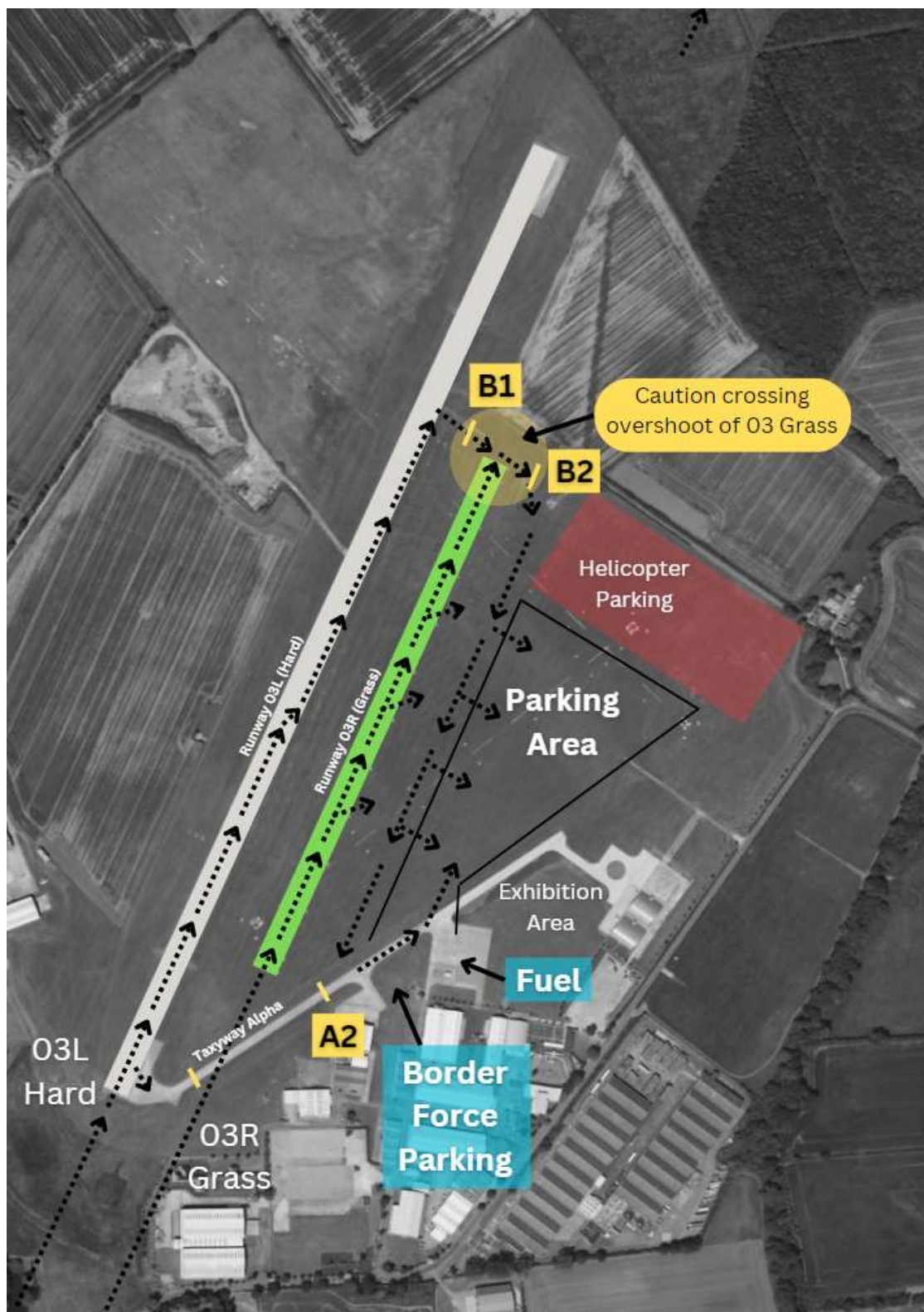
Runway 21 Grass – Vacate left as soon as possible. For expedition, angle the exit off the runway to keep rolling rather than stopping and exiting at 90 degrees. **Note: Landing with this Runway Occupied is not permitted.** Follow Marshalls to park.

GoArounds

Follow the profile on the diagram moving right (21 Hard) or left (03 Grass) to keep clear of the runways, the continue runway heading, climb 2000ft QFE and return to Pitsford.

Aircraft Parking – Runway 03

All Fixed Winged/Microlights/Autogyros



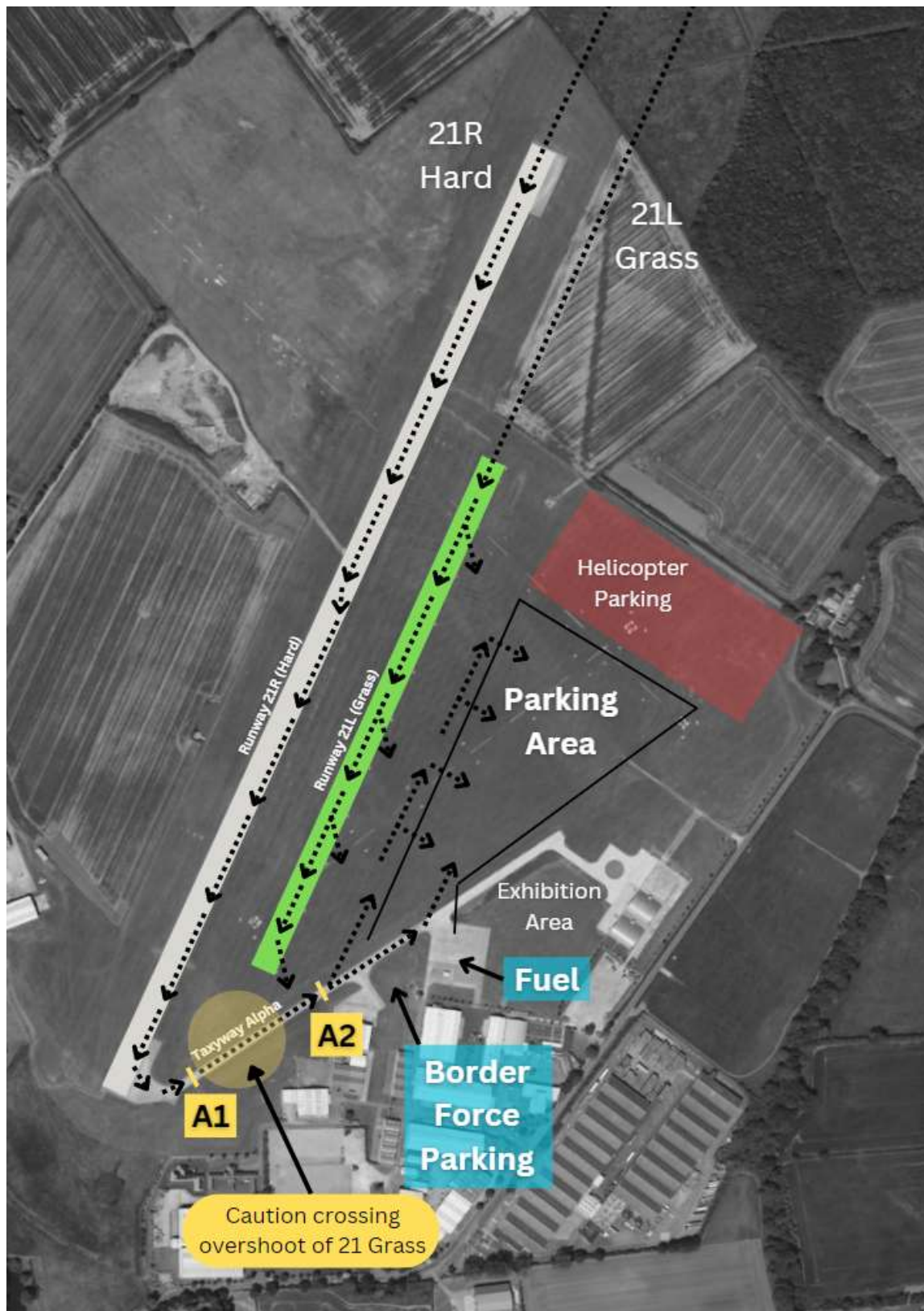
Landing

Runway 03 Hard – When speed is controlled move to the right of centreline. Continue expeditiously ahead and vacate right at Taxiway Bravo. Cross Runway 03 Grass overshoot with caution giving way to potential landing traffic. **Note: Landing with this Runway Occupied is not permitted.** Follow Marshallsers to park

Runway 03 Grass – Vacate right as soon as possible. For expedition, angle the exit off the runway to keep rolling rather than stopping and exiting at 90 degrees. **Note: Landing with this Runway Occupied is not permitted.** Follow Marshallsers to park.

Aircraft Parking – Runway 21

All Fixed Winged/Microlights/Autogyros



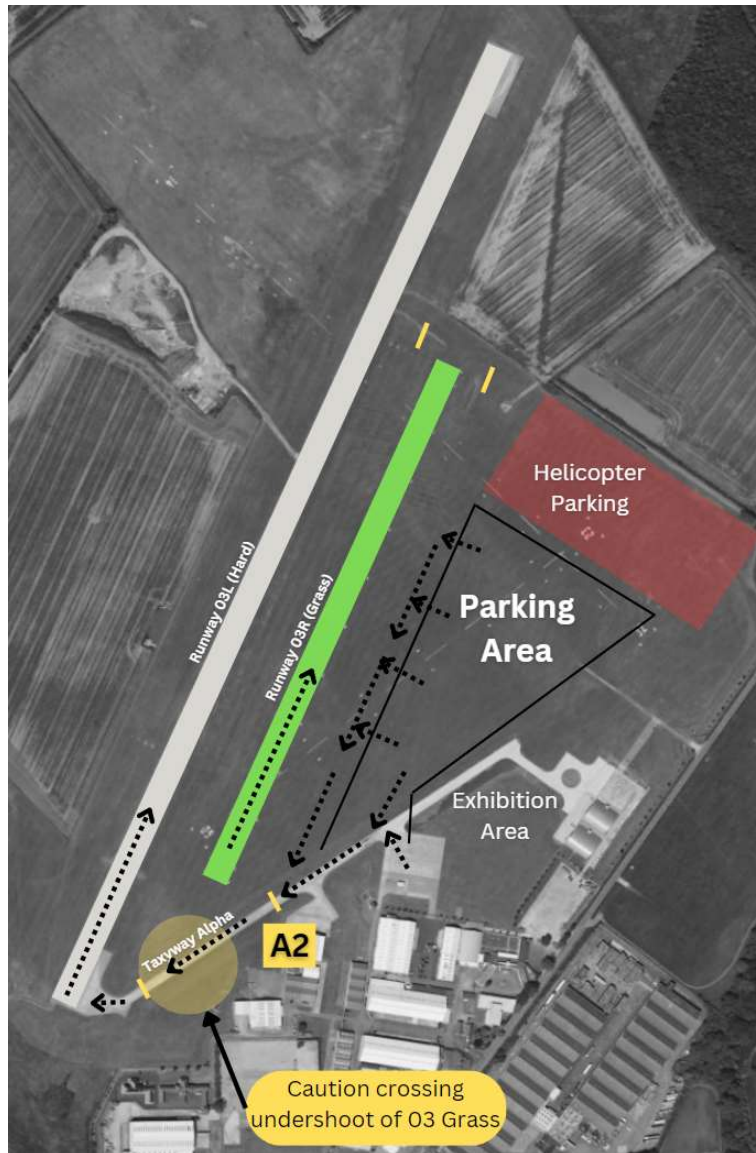
Landing

Runway 21 Hard – When speed is controlled move to the left of centreline. Continue expeditiously ahead and vacate left at the end of the runway onto at Taxiway Alpha. Cross Runway 21 Grass overshoot with caution giving way to potential landing traffic. **Note: Landing with this Runway Occupied is not permitted.** Follow Marshalls to park.

Runway 21 Grass – Vacate left as soon as possible. For expedition, angle the exit off the runway to keep rolling rather than stopping and exiting at 90 degrees. **Note: Landing with this Runway Occupied is not permitted.** Follow Marshalls to park.

Departures – Runway 03

All Fixed Winged/Microlights/Autogyros



Departures

Monitor 122.705MHZ for Runway in use. Taxi with caution to holding point A2. There is no need to make transmissions. When Number one at A2 and ready for immediate departure, Transmit [TYPE],[ALLOCATED CALLSIGN], A2 ready for departure 03 [HARD or GRASS], [QNH]

The Radio Operator will provide traffic information and surface wind. When traffic permits, line up on 03 Hard or 03 Grass and take-off. Do not stop between A2 and A1 due to aircraft landing on 03 Grass. 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 on 03 Hard and 03 Grass are allowed** – time your departure accordingly.

After Departure

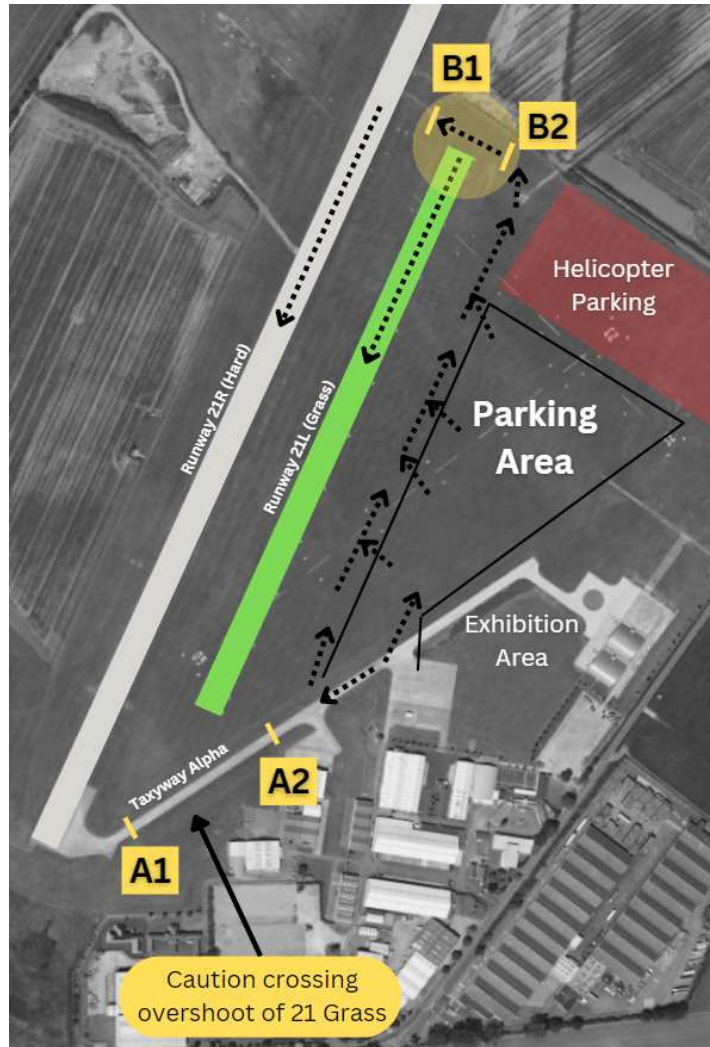
After departure, turn initially away from both runways, i.e., on Runway 03L (Hard) or 21L (Grass) turn left by at least 10 degrees, Runway 03R (Grass) or 21R (Hard), turn right by at least 10 degrees. Once clear of the runways turn back onto runway heading.

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.

Remain on frequency until outside the RA(t). There is no need to report changing frequency.

Departures – Runway 21

All Fixed Winged/Microlights/Autogyros



Departures

Monitor 122.705MHZ for Runway in use. Taxi with caution to holding point B2. There is no need to make transmissions. When Number one at B2 and ready for immediate departure, Transmit [TYPE],[ALLOCATED CALLSIGN], A2 ready for departure 03 [HARD or GRASS], [QNH]

The Radio Operator will provide traffic information and surface wind. When traffic permits, line up on 21 Hard or 21 Grass and take-off. Do not stop between B2 and B1 due to aircraft landing on 21 Grass. 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 on 21 Hard and 21 Grass are allowed** – time your departure accordingly.

After Departure

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 inbounds.

Remain on frequency until outside the RA(t). There is no need to report changing frequency.

Taxying and Departure procedure Runway 21 Hard, where a Backtrack of 21 Hard is required

For aircraft that cannot access the runway via the grass and require a backtrack, prior to taxi, transmit [TYPE],[ALLOCATED CALLSIGN], ready to taxi, require backtrack for departure 21 Hard.

The Radio Operator will then advise any traffic to affect initially taxiing to A2. Once at A2, perform checks and when ready Transmit [TYPE],[ALLOCATED CALLSIGN], A2 ready for departure 21 HARD with backtrack, [QNH]. The Radio Operator will further advise traffic information. A delay may be required due to inbound aircraft.

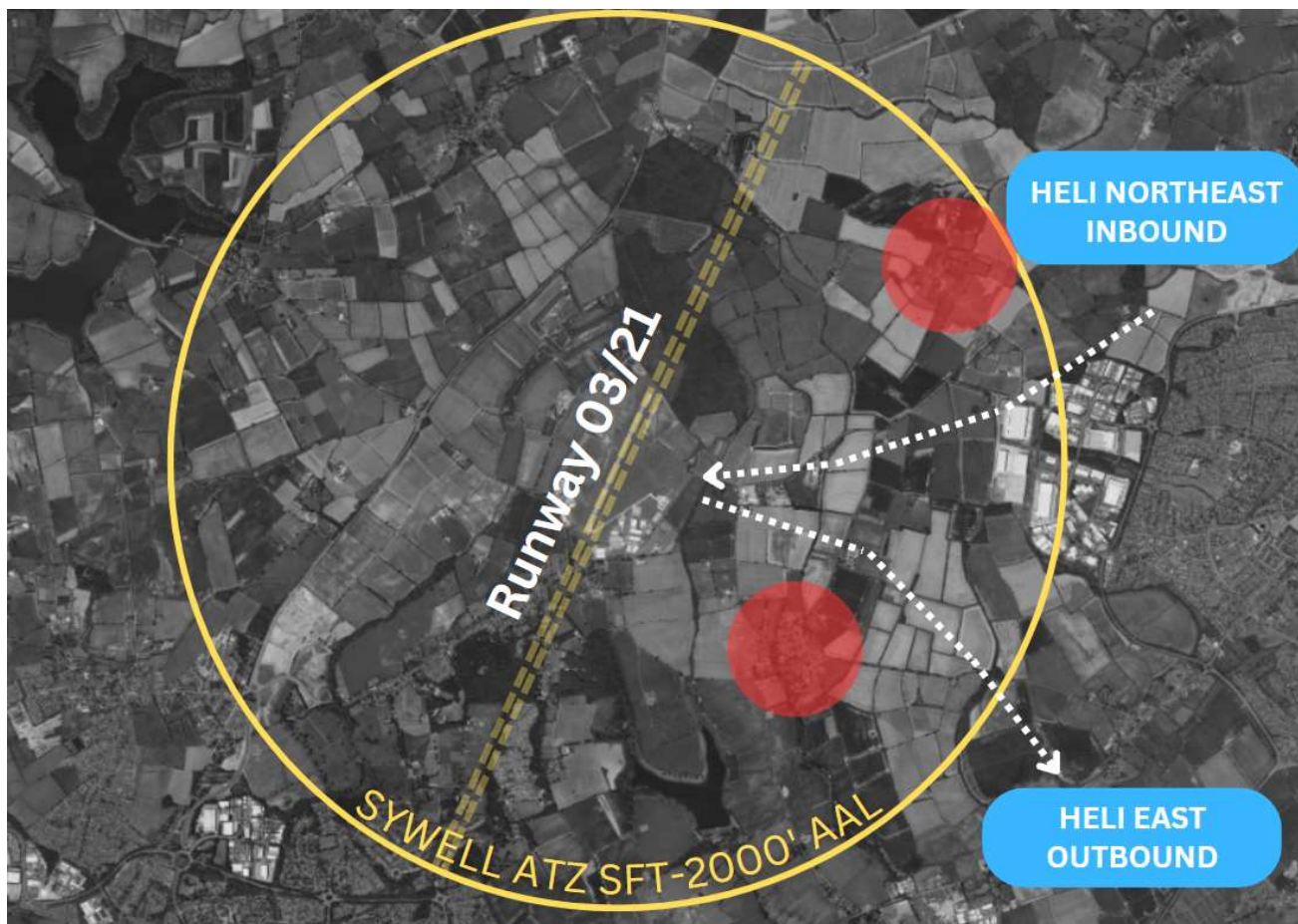
(Note: To reduce potential for delays, it is advised that departures requiring a backtrack plan to depart after 1600hrs UTC. (1700BST))

Do not proceed past A2 until a backtrack is available due to aircraft departing on 03 Grass. Do not stop between A2 and A1. Commence backtrack as quickly as safe to do so.

Once turned around, Transmit [TYPE],[ALLOCATED CALLSIGN], taking off 21 HARD. Remember that no parallel departures on 21 Hard and 21 Grass are allowed – time your departure accordingly.

Helicopter Arrivals and Departures

All helicopters



MONITOR 122.705 MHz prior to entering the RA(t) for Aerodrome Information.

There is no need to make any initial call.

Route to either Heli South East – Remain clear of the West side of the ATZ and West side of the RA(t) due to fixed winged arrivals.

Avoid built up areas including the areas marked red on the chart.
Caution intensive Fixed Wing activity in vicinity joining into the RA(t).

Entering the ATZ

Enter the ATZ via Heli NorthEast at 1000ft QFE. Transmit 'Helicopter [TYPE],[ALLOCATED CALLSIGN], joining at Heli NorthEast, [HEIGHT], QFE #####'

Maintain VFR at all times maintaining a good lookout due to traffic intensity.

Landing Area

Make the final approach towards the East Boundary corner (near the 32 threshold).
Look for marshallers to assist with directions to a parking location.
Do not overfly the exhibitor area or any fixed wing parking.
Do not infringe upon the 03/21 Runway approach areas.
Caution as aircraft going around from 03/21 Grass may manoeuvre to the east of the runway.
Ensure safe and adequate rotor separation. Caution downwash hazard to nearby parked helicopters or aircraft.

Departures

Ensuring area around helicopter is clear of pedestrians, start engine/rotors. Once ready to lift, Transmit 'Helicopter [TYPE],[ALLOCATED CALLSIGN], taxiing for departure'
Proceed to air taxi towards the East Corner, caution any inbound helicopters.
Once safe to depart, Transmit 'Helicopter [TYPE],[ALLOCATED CALLSIGN], departing towards Heli East'
Depart climbing to 1000ft QFE and route outbound via Heli East. After leaving ATZ adjust routing as required to leave the RA(T).
Remain on frequency until outside the RA(t). There is no requirement to report leaving the frequency.

Contingencies and additional information

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 will resume. If a diversion is necessary, the nearest aerodromes are the following (subject to availability) -

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

Radio Failure in Flight

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

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. Once the emergency is terminated, an all-station broadcast will be transmitted by AGCS and arrivals will resume.

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.**

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 Marshalls wearing orange vests will be airside to monitor and help provide a safe environment.

Noise Abatement

- 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.

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.

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 during the event.
- 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 obtain an agreed slot via Sywell Tower. (Refer to Based Operators Procedure)

Autogyros

- Autogyros are to fit in with procedures for fixed winged aircraft 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.

Transit Aircraft

- No aircraft should be flying within the RA(t) that does not have an approved arrival slot, with the exception of National Police Air Services or Emergency Service Helicopters. Please listen out for any Call-sign such as "Helimed NN Alpha" or "Police NN Alpha" as the "Alpha" suffix represents an emergency flight and must be afforded priority.

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

Fuel

- A refueller will be available to assist in the refuelling process.
- AVGAS/ MOGAS is available.
- After landing display an 'F' to notify marshalls if fuel is required.
- No refuelling of aircraft by containers in the parking area is permitted.

Helicopter Fuel

- Fuel for helicopters will not be available during the event.

Border Force

- All aircraft arriving and or departing from overseas will need to submit a General Aviation Report (GAR). (<https://www.submit-general-aviation-report.service.gov.uk/welcome/index>). This can be done either by on-line submission. Copies of GAR's must be sent by e-mail to tower@sywellaerodrome.co.uk
- 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 should display a 'BF' to marshalls and are to park under Marshaller's direction on the grass area in front of the Control Tower.

Camping

- Camping is not permitted airside, there is no designated camping area.
- Naked lights, cooking, and smoking are NOT permitted in the aircraft parking areas.

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.

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.sywellaerodrome.co.uk/aviation/airfield-status-and-weather> 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.

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 EGBKZTX

APPENDIX A – Noise Sensitive Areas

NOISE SENSITIVE AREAS



2021/02 LAA (Northampton, Sywell) - APPENDIX B

- | | | |
|---------------|---------------------|-----------------|
| 1. Brixworth | 4. Holcot | 7. Hardwick |
| 2. Walgrave | 5. Oringbury | 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.

AERODROME CHART - ICAO **ARP 521822N 0004732W** **AD ELEV 424FT** **NORTHAMPTON/SYWELL** **EGBK**

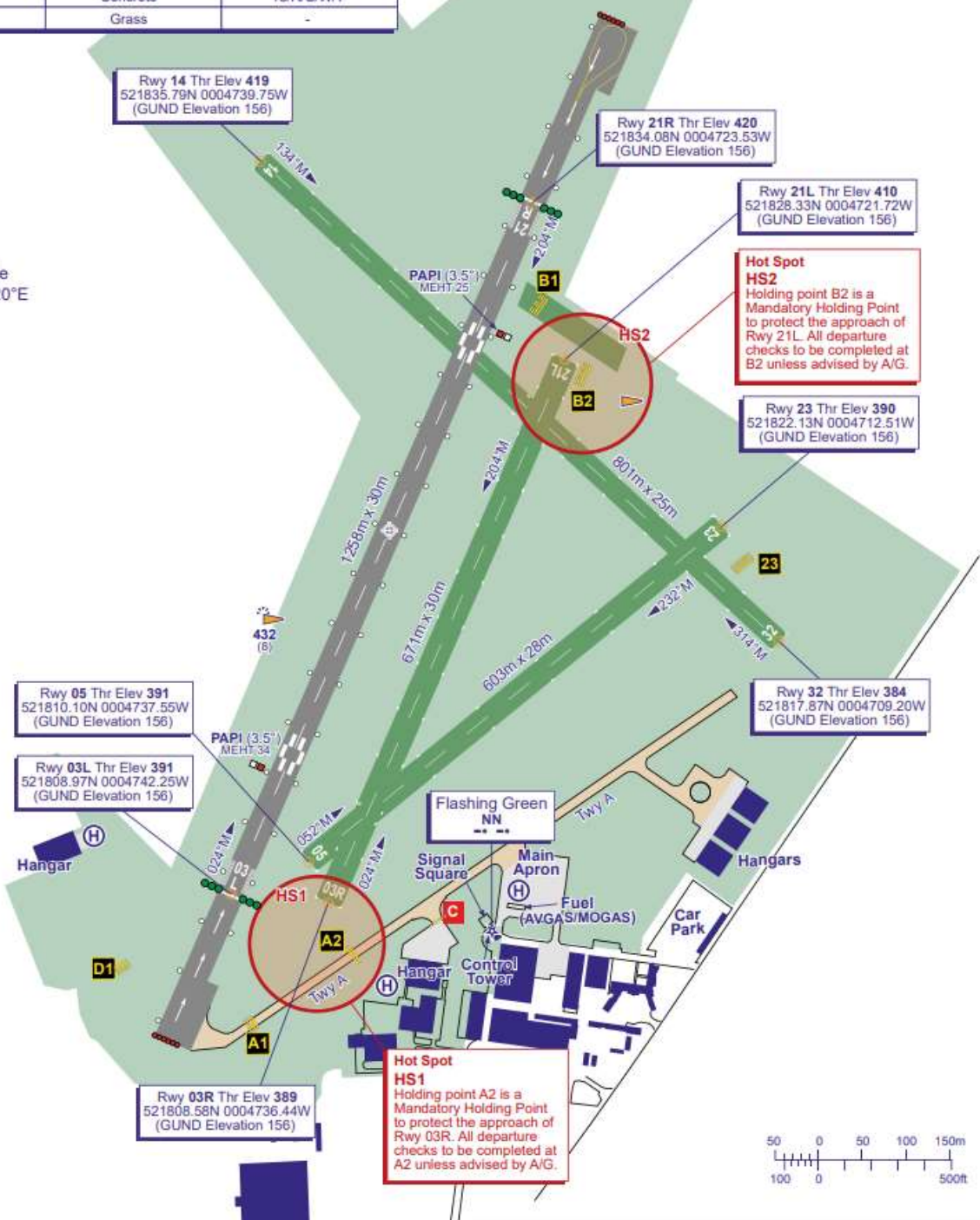
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
Rwy 03L/21R	Concrete	25/R/C/W/T
Rwy 03R/21L	Grass	-
Rwy 05/23	Grass	-
Rwy 14/32	Grass	-
Main Apron	Concrete	13/R/C/W/T
Twy A/C	Concrete	13/R/C/W/T
Twy B	Grass	-

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	432
HEIGHTS IN FEET ABOVE AD	(8)

VAR 0.2°E - 2022
N
Annual Rate of Change 0.20°E



Rwy 05 Thr Elev 391
521810.10N 0004737.55W
(GUND Elevation 156)

Rwy 03L Thr Elev 391
521808.97N 0004742.25W
(GUND Elevation 156)

Rwy 03R Thr Elev 389
521808.58N 0004736.44W
(GUND Elevation 156)

Rwy 14 Thr Elev 419
521835.79N 0004739.75W
(GUND Elevation 156)

Rwy 21R Thr Elev 420
521834.08N 0004723.53W
(GUND Elevation 156)

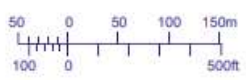
Rwy 21L Thr Elev 410
521828.33N 0004721.72W
(GUND Elevation 156)

Rwy 23 Thr Elev 390
521822.13N 0004712.51W
(GUND Elevation 156)

Rwy 32 Thr Elev 384
521817.87N 0004709.20W
(GUND Elevation 156)

Hot Spot HS1
Holding point A2 is a Mandatory Holding Point to protect the approach of Rwy 03R. All departure checks to be completed at A2 unless advised by A/G.

Hot Spot HS2
Holding point B2 is a Mandatory Holding Point to protect the approach of Rwy 21L. All departure checks to be completed at B2 unless advised by A/G.



COM		
A/G	122.705	SYWELL RADIO
LIGHTING		
THR 03L/21R	Hi green Wingbars.	
RWY 03L/21R	Hi Elev White bi-d with omni-d component edge 62m spacing. End Lights Hi Elev Red.	
TWY	Guard light at hold A1 (night & LVP only).	

CHANGE (12/22): TWY A EXTENDED. AD BOUNDARY. RWY 14/32 & 05/23 DIMENSION. HELI STANDS REMOVED. GUND. LIGHTING.

APPENDIX C – Fuel Required

Display this to the Marshalls to indicate you wish to taxi to fuel.



(Fuel)

APPENDIX D – Disabled person onboard

Display this to the Marshalls to indicate you have a disabled person onboard and require additional assistance/parking on a hard surface.



**(Disabled Assistance
Required)**

Display this to the Marshalls to indicate you have arrived from non-mainland UK and require parking in the designated Customs Area.

BF

**(Border Force
Parking)**