

Abbreviated essential information

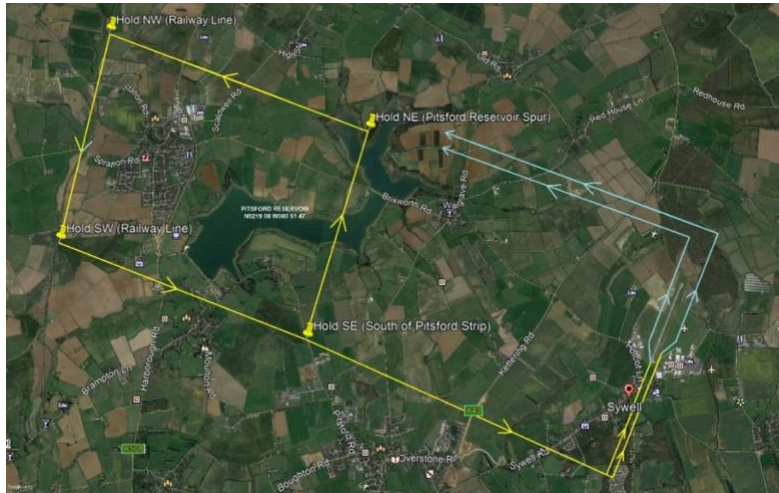


LAA RALLY 2021



FRIDAY 3rd SEPTEMBER - SUNDAY 5th SEPTEMBER 2021

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 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.

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 Marshaller 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.

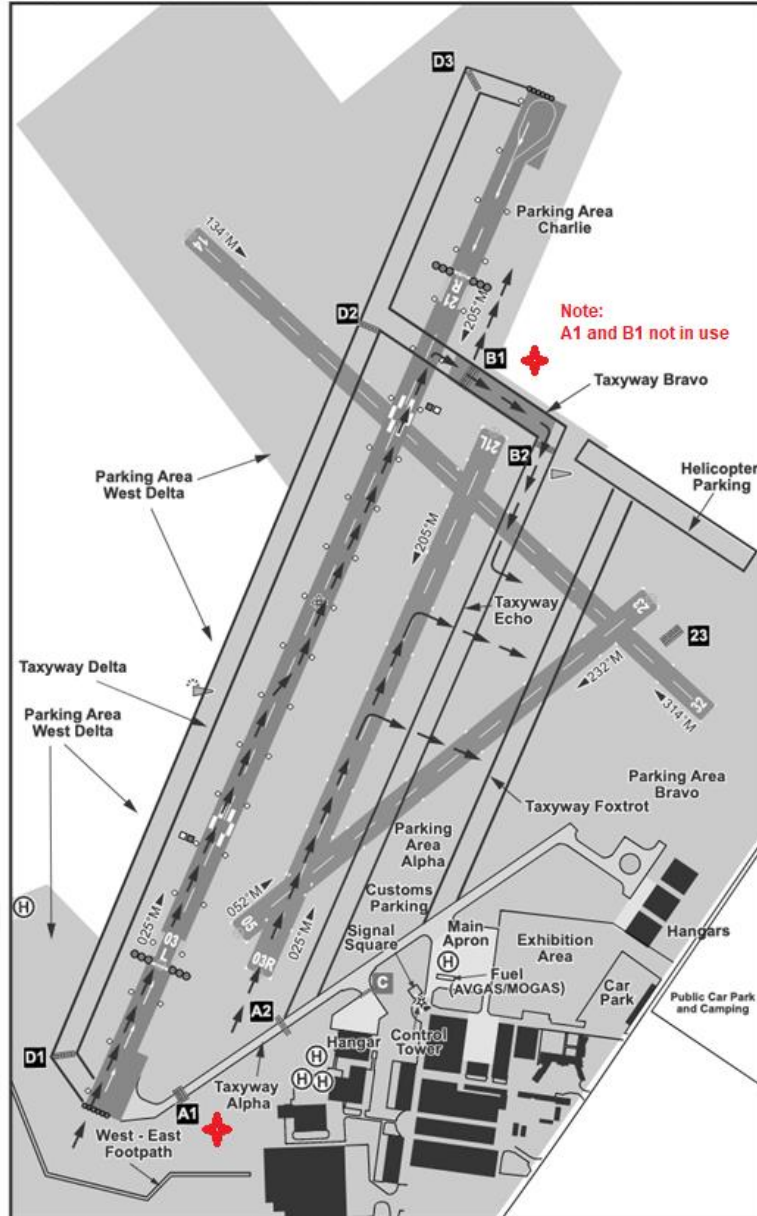
Go arounds follow the profile in the diagram turning left (03L Hard) or right (03R Grass) to keep clear of the runway. Once clear turn back onto runway heading, climb to 2000' QFE and return to Pitsford.

NOTE: See Appendix E1 for West Parking instructions

Abbreviated essential information

–Runway 03 Arrivals Taxi Pattern East Parking

RUNWAY 03 ARRIVALS TAXI PATTERN EAST PARKING



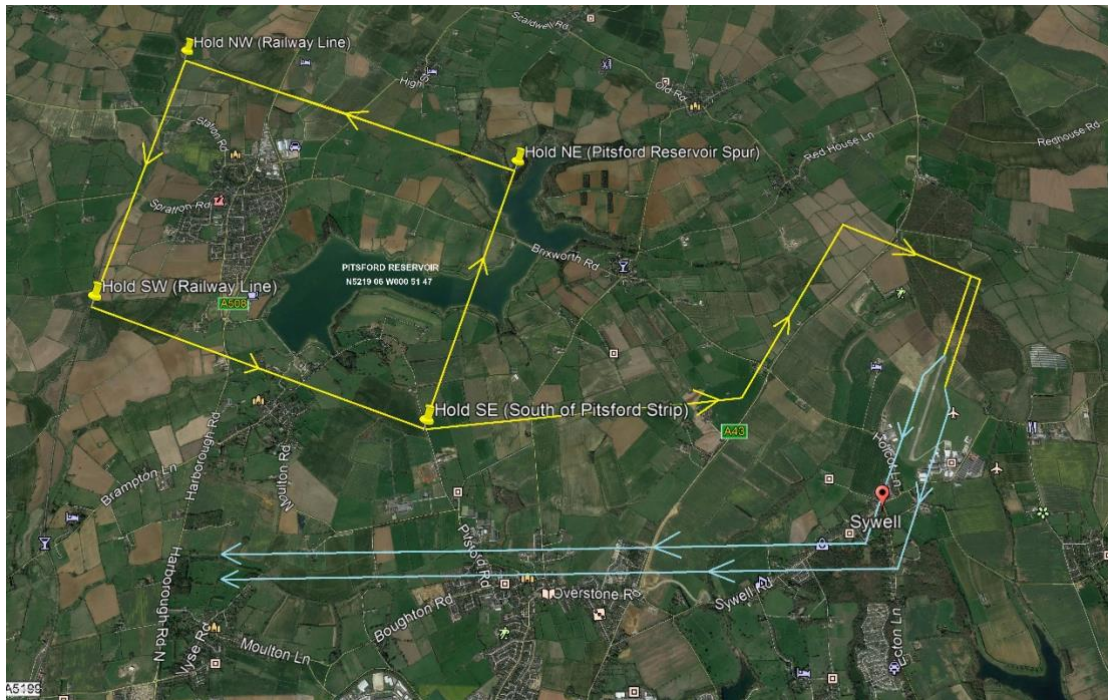
Runway 03L – When speed-controlled move to right side of runway, vacate right at “B” between the two yellow marker boards. Parking Areas Alpha & Bravo cross Runway 03R overshoot with caution and turn right onto coned taxiway, follow Marshalls. Parking area Charlie turn left at Bravo one follow Marshalls.

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

Note: See Appendix E1 for West Parking instructions.

Abbreviated essential information

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.

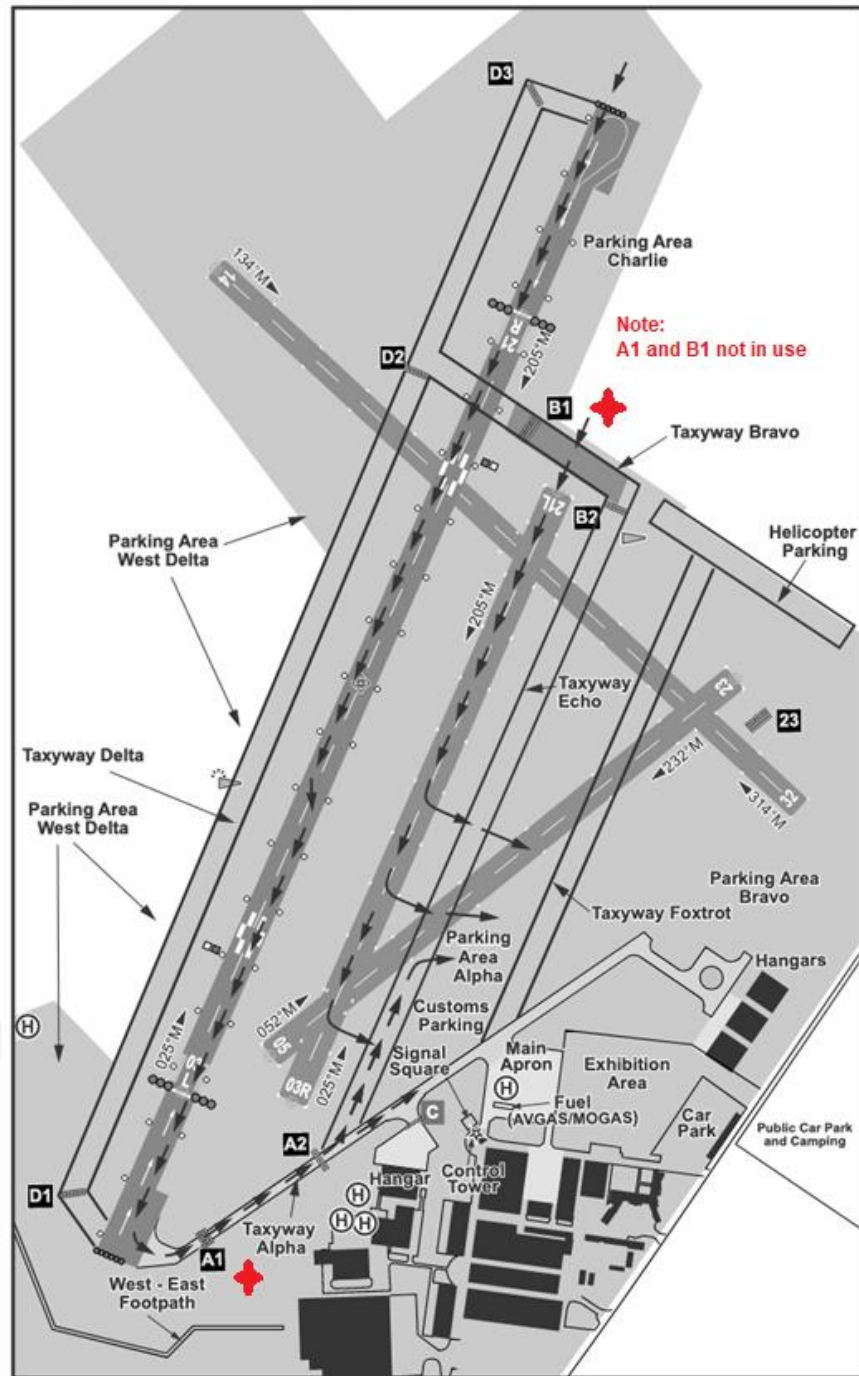
Runway 21L Grass traffic, vacate left as soon as possible. For expedition, angle the exit off the runway to keep rolling rather than stopping and then exiting at 90 degrees. Landing with this runway occupied is not permitted. Follow the Marshalls instructions to park.

NOTE: See Appendix E2 for West Parking instructions

Abbreviated essential information

Runway 21 Arrivals Taxi pattern East Parking

RUNWAY 21 ARRIVALS TAXY PATTERN EAST PARKING



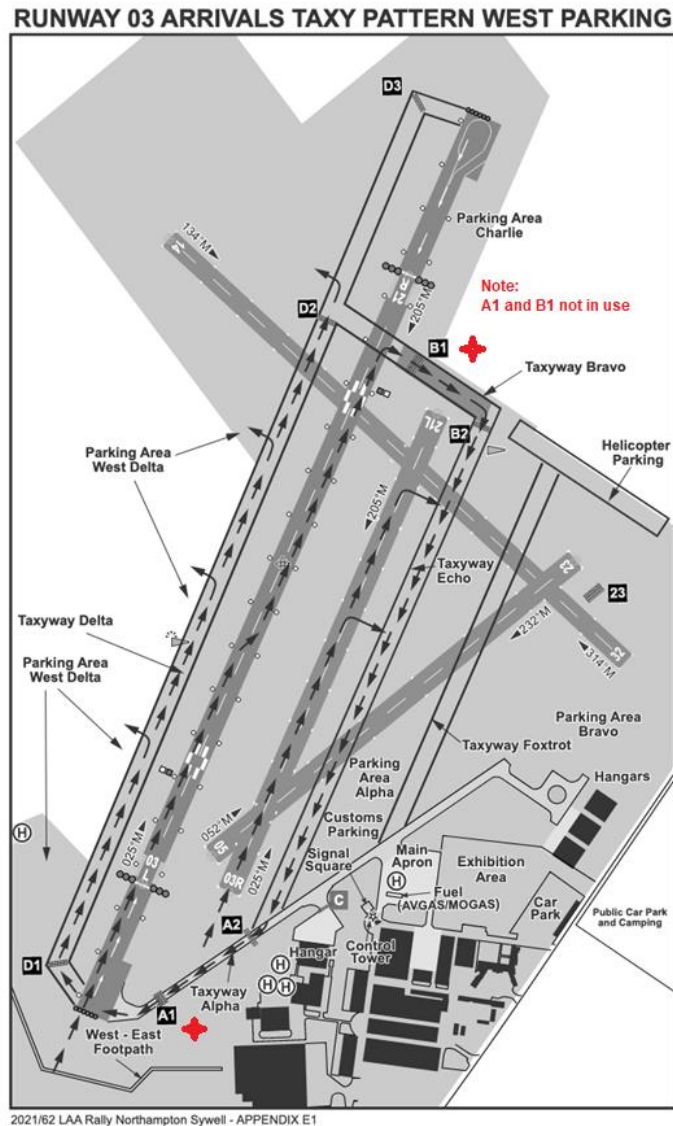
Runway 21R – When speed-controlled move to left side of runway, continue to the end of runway and vacate left at "A". Cross Runway 21L overshoot with caution and turn left onto coned taxiway, follow Marshalls.

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

Note: See Appendix E2 for West Parking instructions.

Abbreviated essential information

Runway 03 Arrivals Taxi Pattern West Parking



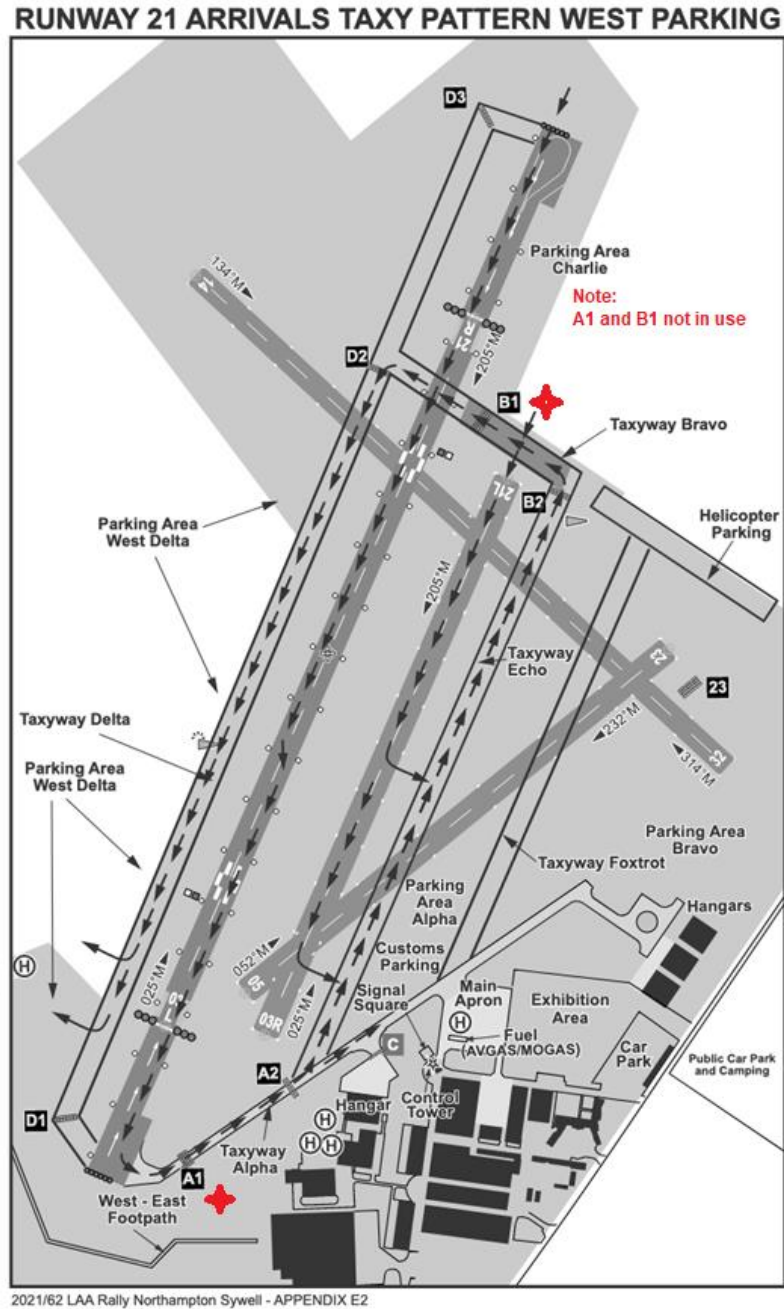
West Parking will be advised if East Parking becomes full.

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.

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Runway 21 Arrivals Taxi Pattern West Parking



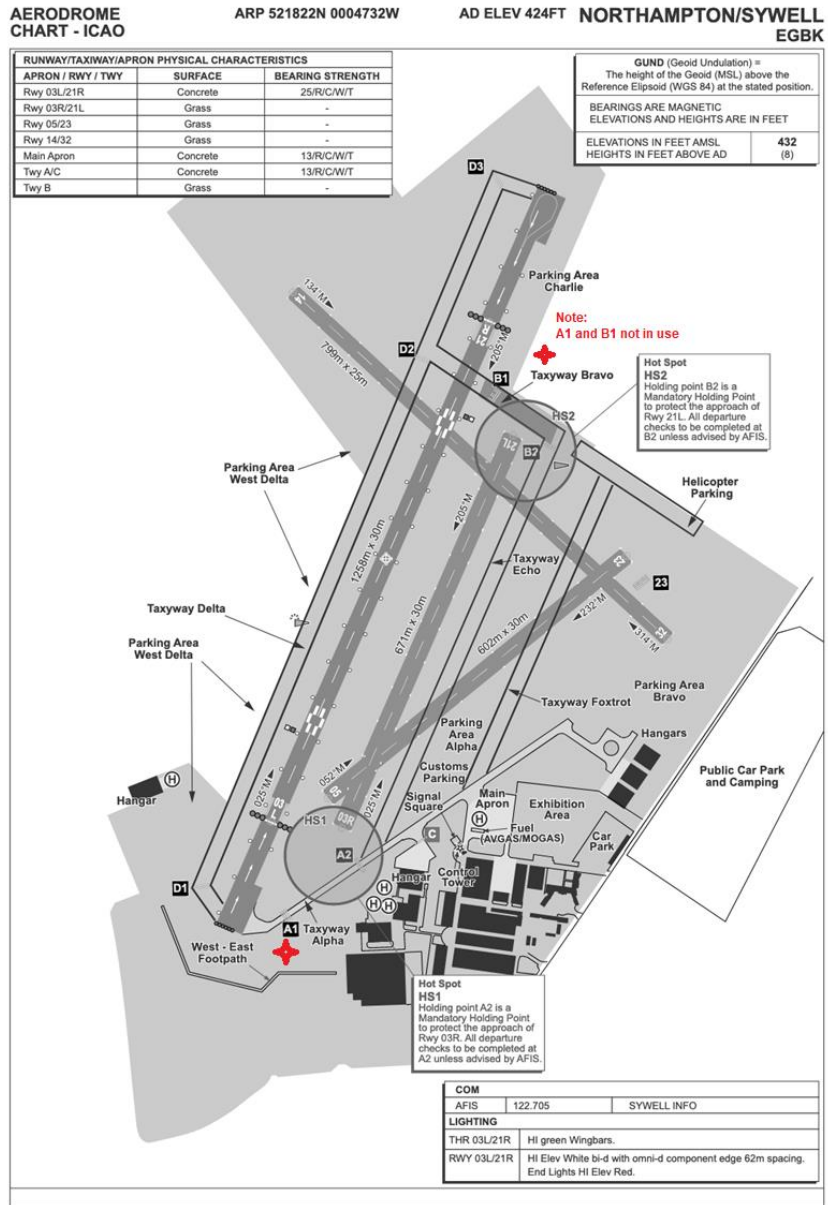
West Parking will be advised by AGCS if East Parking becomes full.

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.

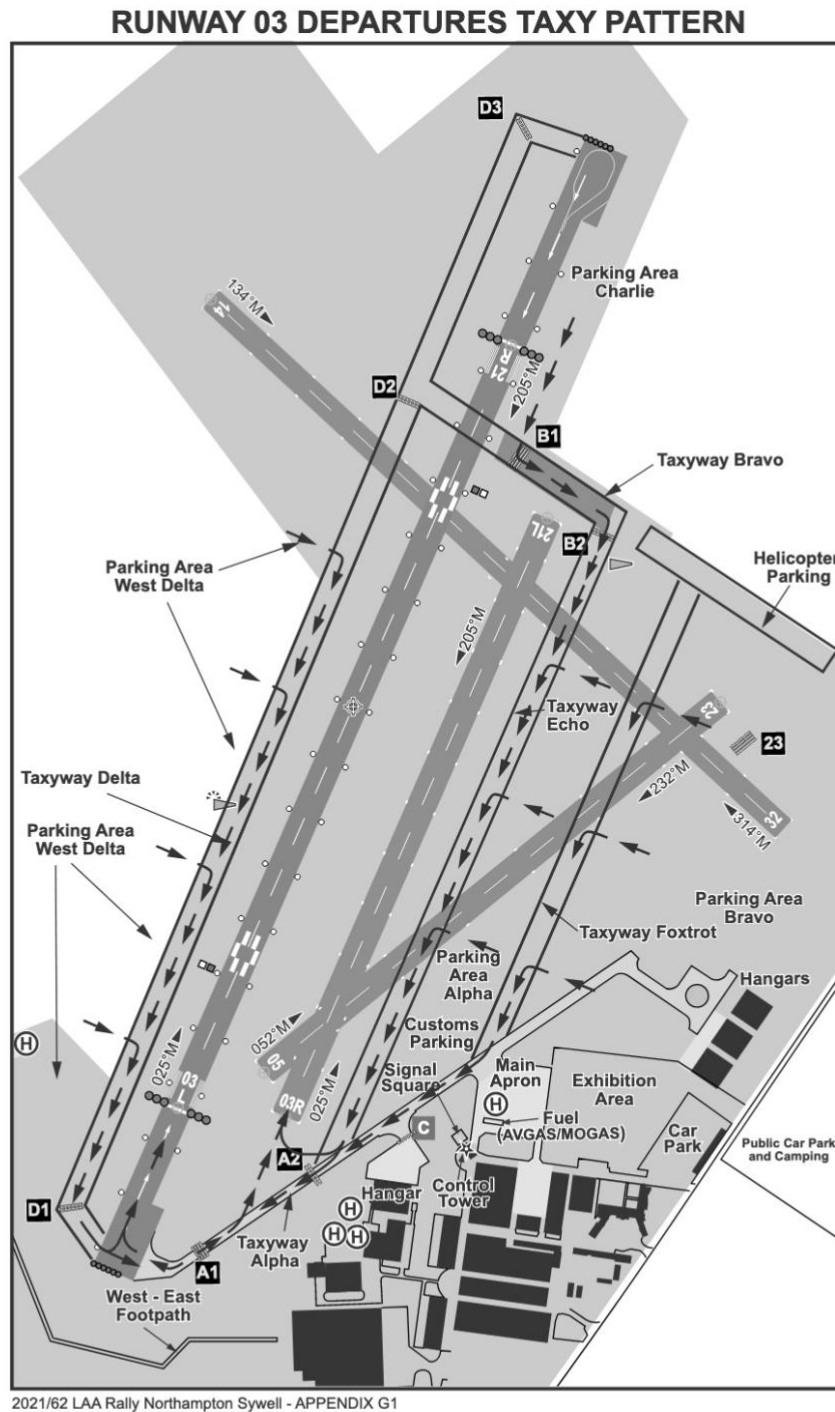
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Aerodrome Plan



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Runway 03 Departures Taxi Pattern



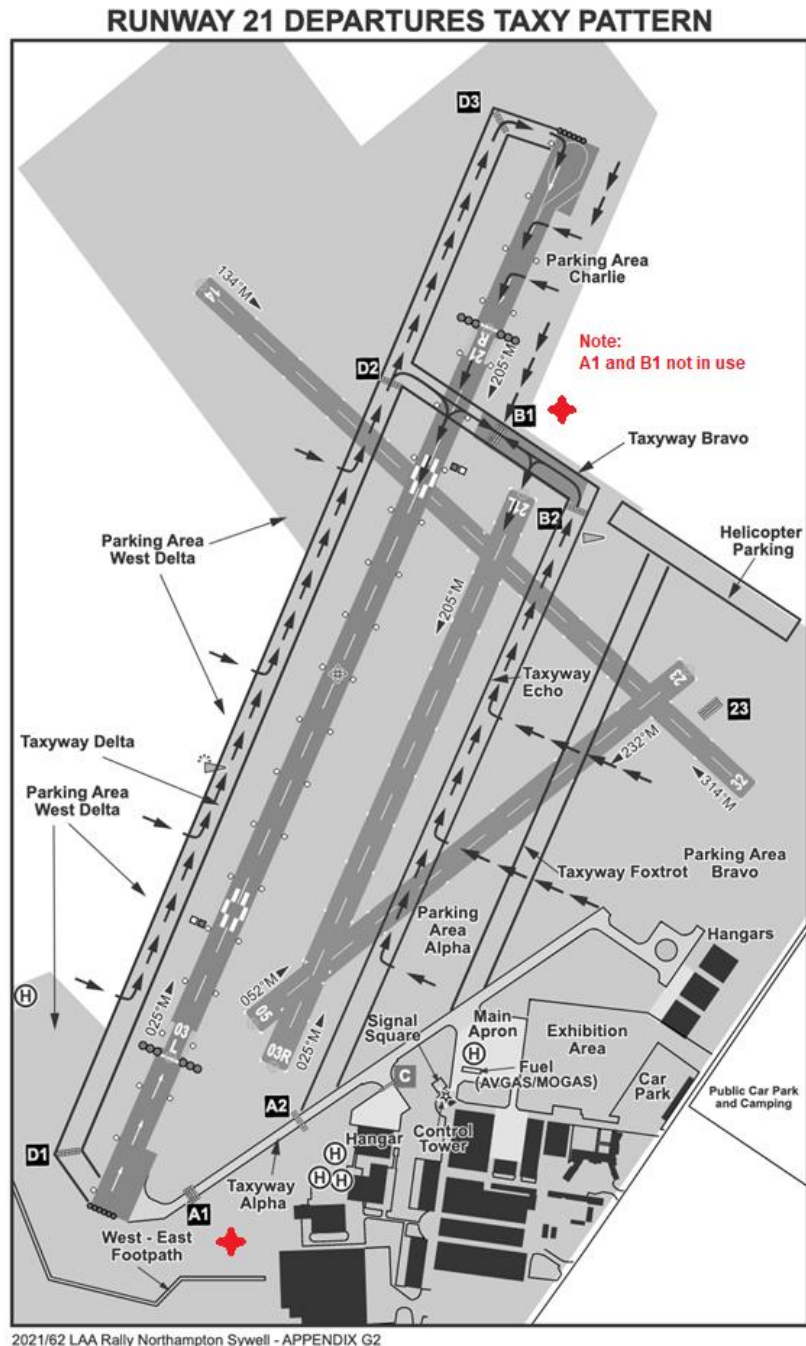
Monitor 122.705 MHz for Aerodrome details. Taxi with caution to holding point A2 (East Parking Areas A & B) or holding point D1 (West Parking Delta) for checks, there is no need to make any transmissions. At A2 filter onto either the concrete taxiway for a Runway 03L departure, or onto the grass for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

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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.

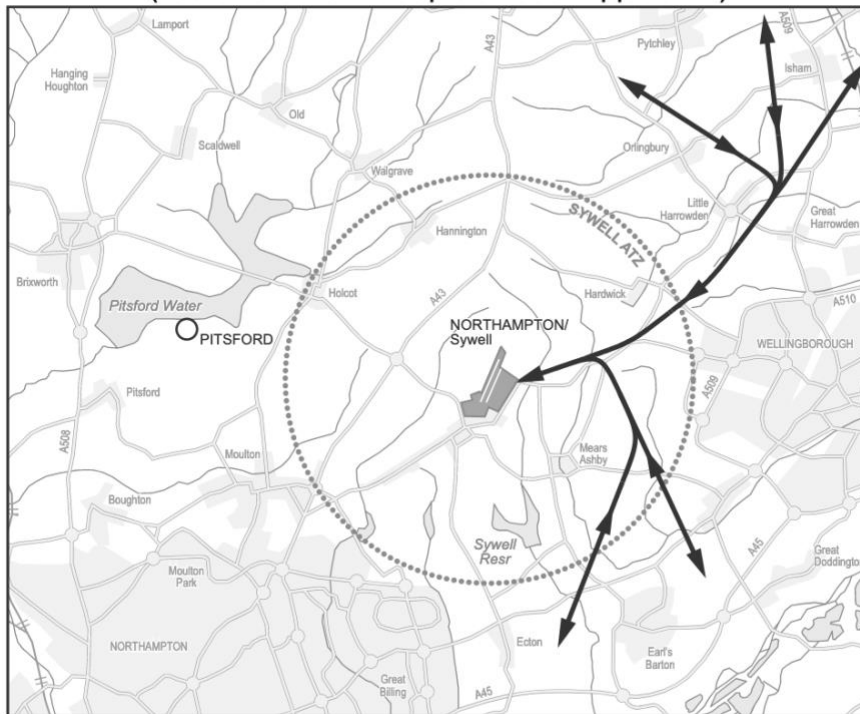
Area C, complete pre-departure checks in parking position. Departures on Runway 21R from C will line up straight ahead from parking slot. Departures on Runway 21L from C taxi to B1.

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.

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General Helicopter Arrivals/Departures

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

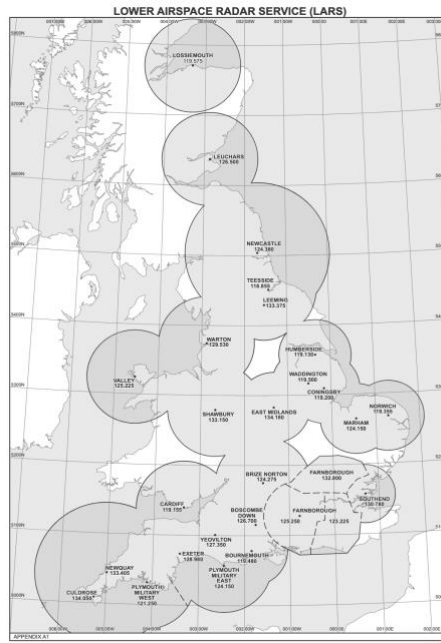


2021/62 LAA Rally Northampton Sywell - APPENDIX H

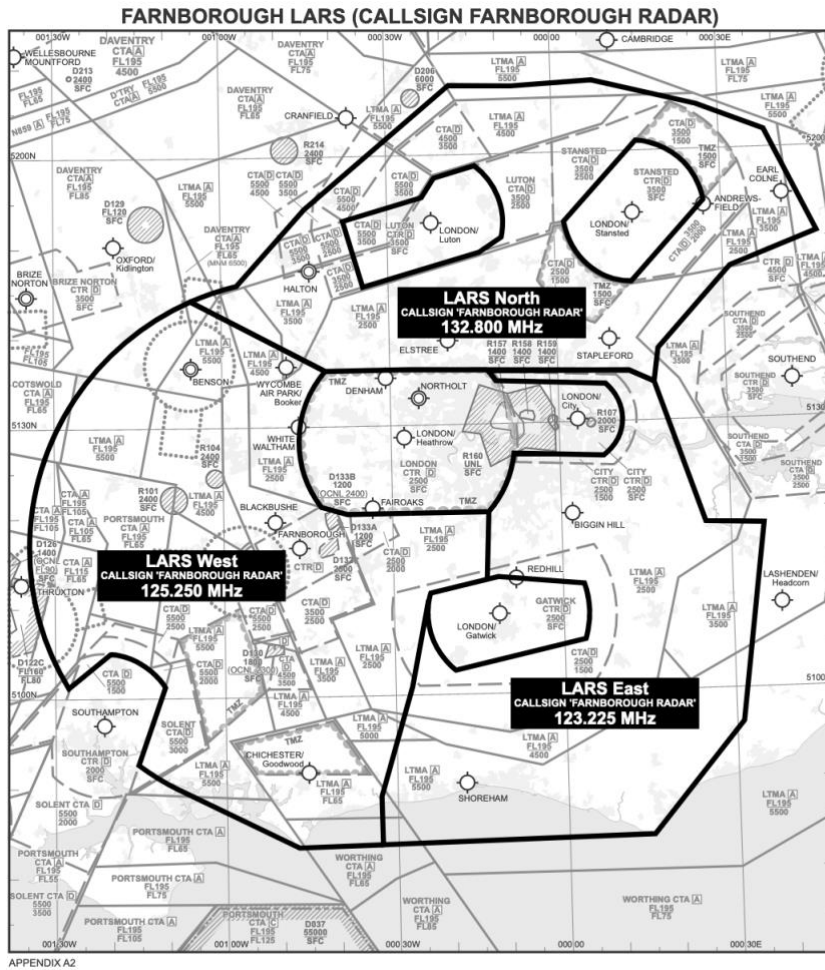
1. Initially **MONITOR** Sywell Radio on 122.705 MHz for AD details, **no radio call required**.
2. All arrivals/departures to route in/out via Heli East towards the Eastern Aerodrome boundary avoiding all villages and fixed wing patterns.
3. Arrivals not above 500ft QFE, beware of departures climbing 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 windsock. 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.

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Lower Airspace Radar Service (LARS) Chart

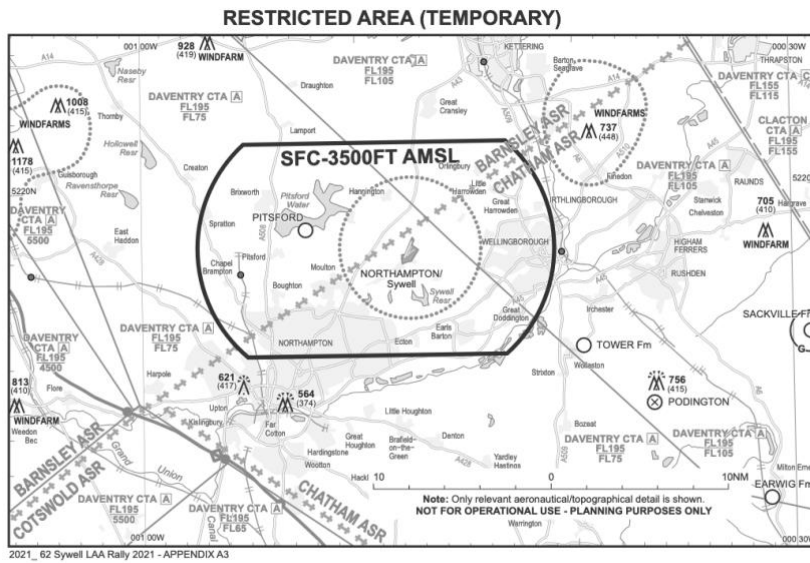


Farnborough LARS Sectors

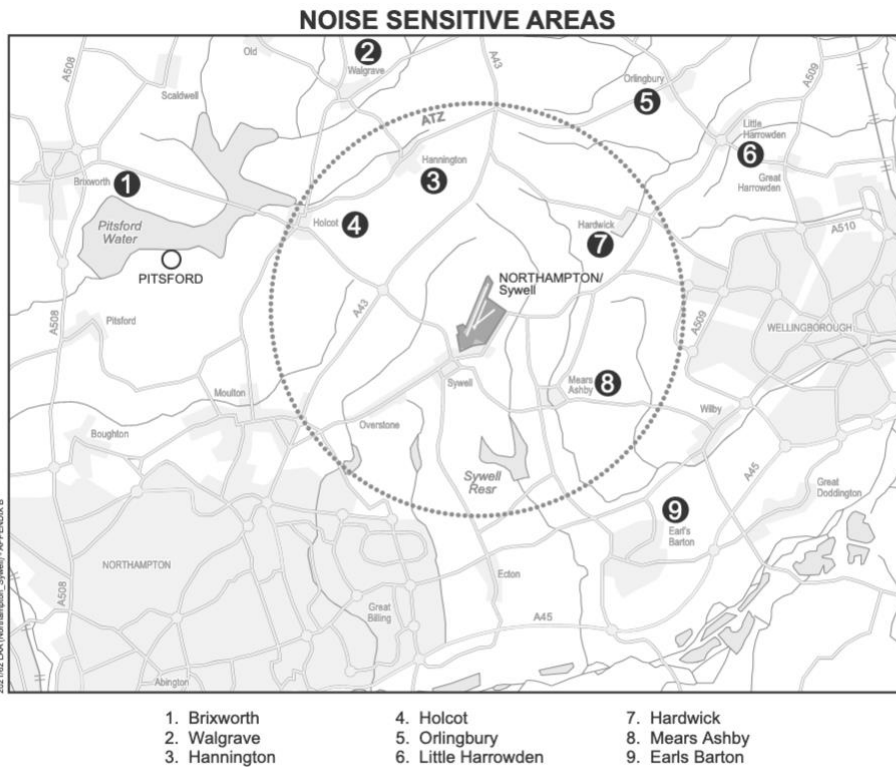


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Restricted Area (Temporary)



Noise Sensitive Areas



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

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Fuel



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Disabled person onboard

