

AIRFIELD NAME		September 25	SYWELL FLY-IN EVENT		EGBK	Central
CALLSIGN (A/C RADIO)		Sywell Radio			122.705	
CALLSIGN (ES/VATSIM)		EGBK_R_TWR			Elev. 424ft	
LOCATION		Lat N052.18.22.000	Long W000.47.32.000		VFR Conspicuity ---	
LOCATION GEOGRAPHIC		5nm NE of Northampton			App. ---	
CHART SOURCE/VOR		NATS	My thanks to Jeff Bell, Sywell manager, for charts.		QFE= QNH -14 Hpscls	
METAR A/P	EGTC Cranfield 121.880		Sywell is Air Ground Radio. Please read all below, EGBK_R_TWR CANNOT			
NAV AIDS -	None on A/F		pass clearances or instructions. Please follow the published routes and			
RUNWAYS	Headings	Dimension	Surface	EVENT	Procedures as set out below. Take care.	
	03 / 21	1258M x 30M	Concrete	Preferred	Land-After OK if safe, (2A/C on runway)	
	03R / 21L	671M x 30M	Grass	Preferred	On Final, if runway occupied, Go-Around.	
	05 / 23	602M x 30M	Grass	NOT IN USE during event	These runways are not-in-use due temporary taxiways. AGRO will recommend routing.	
	14 /32	799M x 25M	Grass			
AIRSPACE	CLASS G	Transition level 6000ft		Airspace above is:- Class G A3500 +		
NO CIRCUITS SEE CHART	FXD. Wing	1000ft QFE	Runways 03, LEFT BASE; Runways 21 RIGHT BASE: SEE CHART BELOW			
	HELIOs	500ft QFE	MANDATORY ARR. / DEP. ROUTE to/from helipads: SEE CHART BELOW			
NO FLY AREA	During the Event a temporary restricted zone is set up. Surface to A3500ft. See Chart Below					
	NOISE SENSITIVE villages: Earls Barton; Hannington; Hardwick; Mears Ashby; Overstone; Sywell. All to be avoided where possible. See chart below. NO NORDO Aircraft.					
LOCAL HAZARDS	Regular INTENSE BIRD activity, mainly GULLS. Other aircraft, particularly in stream.					
HELICOPTER OPERATIONS	Arrivals (Helicopters)					
	1. MONITOR Sywell Radio on 122.705 MHz for aerodrome 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 21 L (Grass) approach or 03R (Grass) climb out. 6. Park in a row adjacent to the aerodrome boundary hedgerow, 7. Ensure adequate rotor separation.					
SPECIAL RULES	Departures					
	1. Start with caution monitoring Sywell Radio on 122.705 MHz. 2. When ready for departure, make an RTF call "Helicopter type, full callsign, ready for departure Heli East, QNH xxxx" 3. Depart climbing to 1000ft QFE with caution, beware of inbound helicopters not above 500ft QFE. When clear of the RA(T) continue en-route.					
REMARKS	UNLESS an Emergency, NO DEPARTURES DURING FLY-IN PERIOD.					
	ALL A/C MUST FOLLOW SPECIFIED INBOUND ROUTES.					
REMARKS	As per charts below. Make calls as specified.					
	Once in the inbound stream DO NOT leave it. Manage your flight, maintain own separation.					
REMARKS	No Apron markings. Check your wing clearances when parking.					
	Park in rows on the adjacent Taxiway heading. Leave 2 x wingspan between each row.					
Useful Tips; Joining the pitsford hold, avoid the leg used for rejoining 'Go-around' aircraft. See charts below.						
Hold is Left hand, keep the Reservoir on your LEFT.						
Use the full width of the hold. Do not overtake the aircraft ahead.						
As you fly the 'Departure leg' (to the A/F.). Continue inbound, if you have sufficient spacing or fly another hold. use YOUR HEADING BUG TO fly the hold.						
Finally. FOLLOW the MANDATORY Arrival routes. Ensure you make the recommended calls, NO MORE, the airwave is going to be busy. EXPECT late runway calls (surface wind/traffic).						
If AGRO says "GGATB, (traffic) Runway occupied". He is advising you that you should consider going around! HE CANNOT TELL YOU TO DO SO!						
KEEP A SHARP LOOKOUT for other traffic, LISTEN, so that you know what the traffic ahead is about to do. – Could make your flight easier. ABOVE ALL, ENJOY.						

Overview

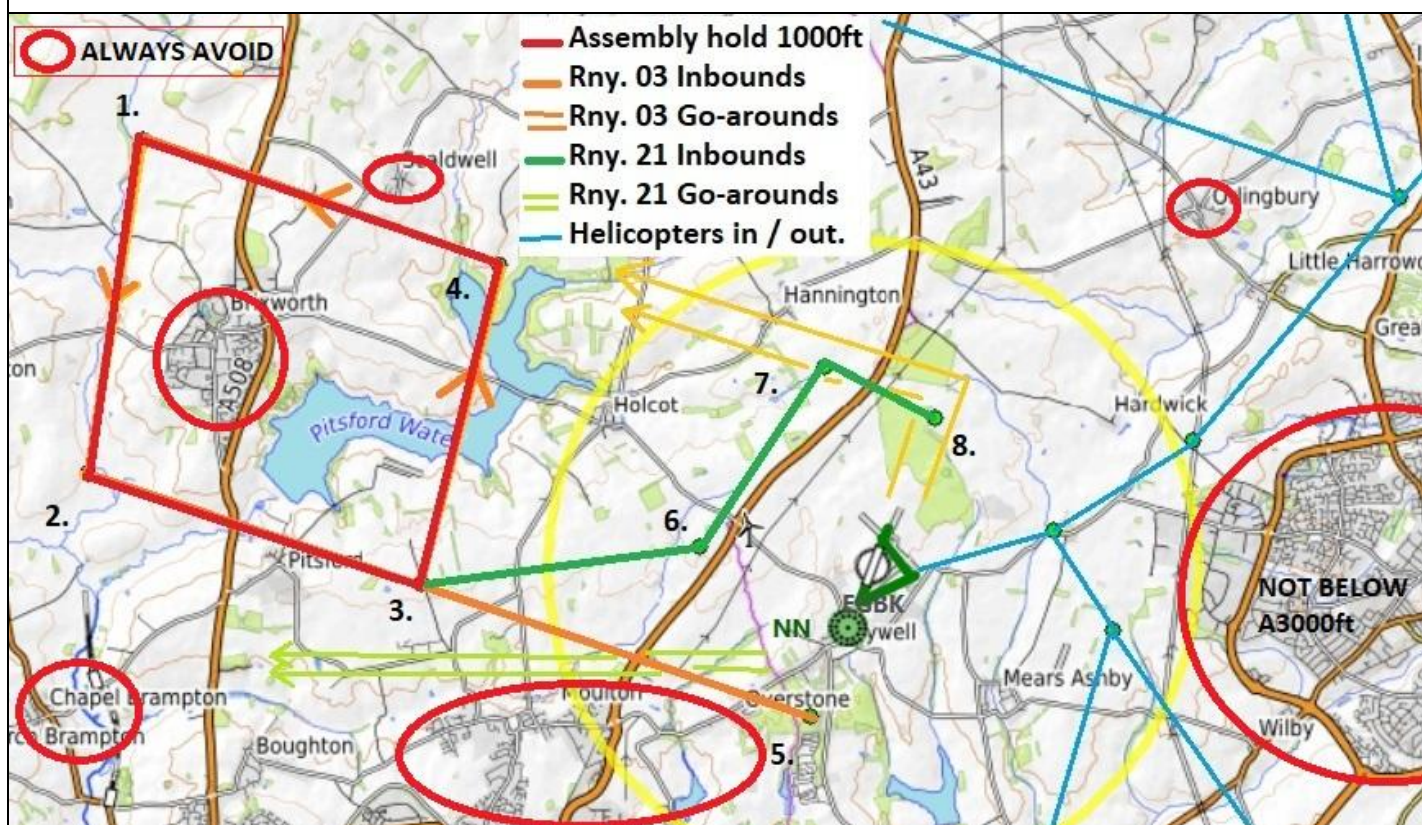
Fixed wing aircraft join a rectangular holding pattern around Pitsford Reservoir, West of Sywell at **1000 feet QFE**, **in single file maintaining safe separation from any aircraft ahead of them. No overtaking and no orbiting.**

During the event the only runways in use are 03L (hard) / 03R (grass) or 21R (hard)/21L (grass) depending upon wind direction.

An AGRO callsign "Sywell Radio" will be in operation, modified by using the procedures detailed in this document.

Fixed wing Arrivals to the holding pattern. (Assembly area)

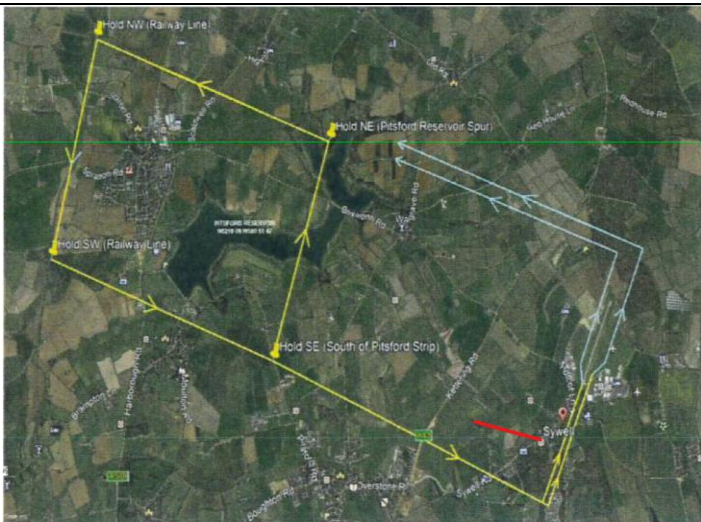
1. Always maintain VFR, keep a good lookout.
2. MONITOR 122.705 MHz for aerodrome information.(5nm away?). Then make calls on UNICOM, inbound to Pitsford Reservoir, using "Sywell Traffic",
3. Avoid built up areas. Route to the assembly area at Pitsford Reservoir and join the LH holding pattern at 1000' QFE. Avoid joining the 'Hold Departure Leg' to avoid traffic leaving the hold. Complete **at least one hold** for traffic awareness.
4. TIP: **Until you can join the hold, safely, Recommend you hold ABOVE it (say 2000ft QFE) so that you can see what is going on, WHEN you decide it is safe, descend and join.**
5. Call Sywell radio when joining the hold. "XXX in the hold", **NO MORE**, You may NOT get an acknowledgement immediately.
6. 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.
7. Do not extend outside the RA(T).
8. **DO NOT OVERTAKE DO NOT ORBIT, DO NOT CUT OTHERS UP**. Below are charts for both runways



	Location	GEO. Long.	GEO. Lat.	PlanG4 Long.	PlanG4 Lat.
1.	Assembly hold. NW Corner	N052.20.56.29	W000.54.56.93	52.348972	-0915813
2.	Assembly hold. SW Corner	N052.18.53.19	W000.55.30.29	52.314777	-0.925083
3.	Assembly hold. SE Corner	N052.18.12.01	W000.52.08.21	52.303337	-0.868949
4.	Assembly hold. NE Corner	N052.20.09.87	W000.51.21.87	52.336075	-0.856075
5.	Runways 03 Final	N052.17.22.88	W000.48.13.38	52.28969	-0.803718
6.	Runways 21 Route 1	N052.18.25.99	W000.49.20.12	52.30722	-0.822258
7.	Runways 21 Route 2	N052.19.32.10	W000.48.04.73	52.325584	-0.801315
8.	Runways 21 Final	N052.19.13.96	W000.46.58.60	52.320545	-0.782947

Charts and other data (special procedures) courtesy of Sywell Airfield Managment.

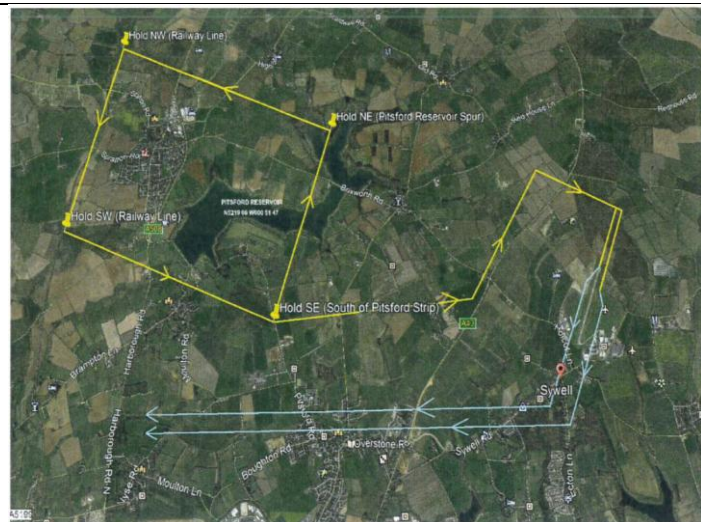
03R/L Joining and Landing instructions



1. Stream off the southern leg of the hold **in a single file**, suggested approximate heading 150 at 1000ft QFE onto a left base for Runway 03 remaining north of Moulton.
2. Make a transmission "Full Callsign, leaving Pitsford, Runway xx, QFE yyyy"
3. **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)
4. 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.
5. When turning final, transmit "Aircraft Type, Registration, Final Runway 03L (hard) or 03R (grass)"
6. **Runway 03L (hard) only** - when speed is controlled move to the **RIGHT OF CENTRELINE** – landing is permitted once preceding aircraft has moved to the **RIGHT**.
7. **Runway 03R (grass) only** – landing is not permitted if the runway is in use.

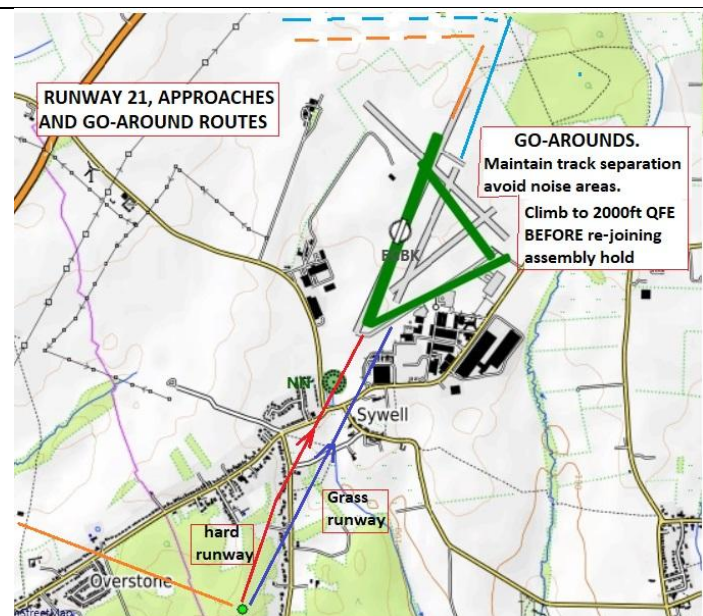
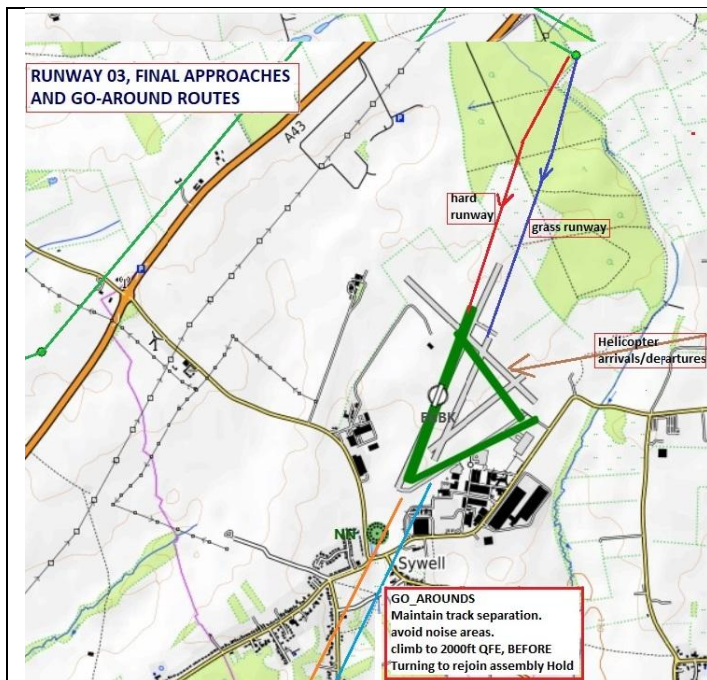
Go-around, follow the profile in the diagram turning left (03L hard) or right (03R grass) to keep clear of the runway. Once clear turn back onto runway heading, climb to 2000' QFE and return to Pitsford. **DO NOT ATTEMPT REJOIN UNTIL AT 2000ft QFE**

21L/R Joining and Landing instructions



1. 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.
2. Make a transmission "Full Callsign, leaving Pitsford, Runway xx, QFE xxxx".
3. **If spacing cannot be maintained return to the assembly area and try again.** From the single stream, turn onto final for either runway 21R (hard) or runway 21L (grass)
4. 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.
5. When turning final, transmit "Aircraft Type, Registration, Final Runway 21R (hard) or 21L (grass)"
6. **Runway 21R (hard) only** - when speed is controlled move to the **LEFT OF CENTRELINE** – landing is permitted once preceding aircraft has moved to the **LEFT**.
7. **Runway 21L (grass) only** – landing is not permitted if the runway is in use.

Go-around, follow the profile in the diagram turning right (21R hard) or left (21L grass) to keep clear of the runway. Once clear turn back onto runway heading, climb to 2000' QFE and return to Pitsford. **DO NOT ATTEMPT REJOIN UNTIL AT 2000ft QFE**



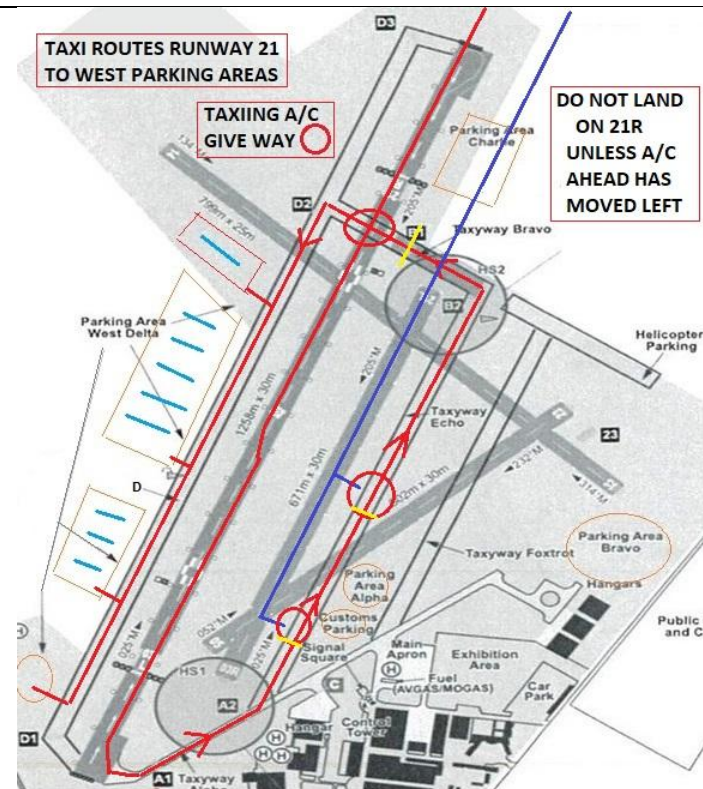
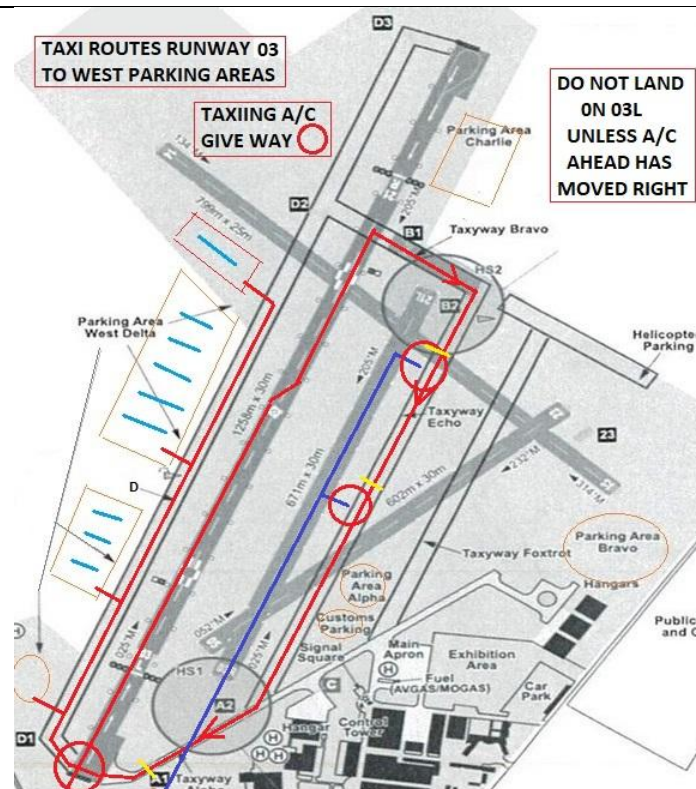
Taxiing to parking

Continue expeditiously ahead and vacate right at Taxiway Bravo. Cross the runway 03R (grass) overshoot with caution giving way to potential landing traffic. 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°.

Taxiing to parking

Runway 21R (hard) continue expeditiously ahead and vacate left at Taxiway Alpha. Runway 21L (grass) traffic should 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.

NOTE: Each Parking area has a specific route from each runway, AGRO will advise which parking area is in use. DO NOT Taxi to any other parking area unless advised by AGRO. You could have conflicting traffic. IF POSSIBLE the CIX VFR CLUB EVENT will ONLY use WEST PARKING. See Charts below.



PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.

NOT TO BE USED FOR REAL WORLD OPERATIONS