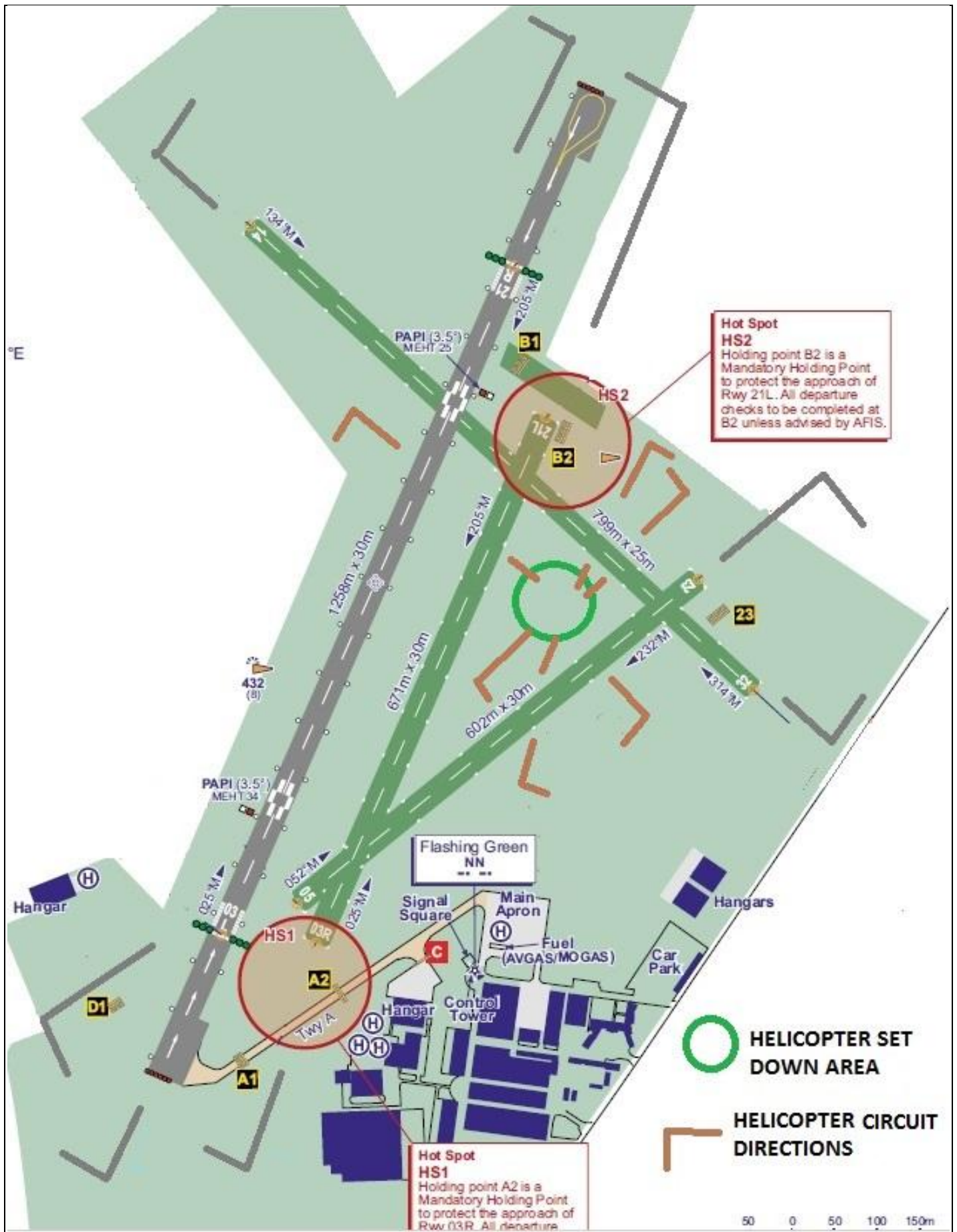


AIRFIELD NAME AND ICAO		October 19	NORTHAMPTON / SYWELL		EGBK	Central
CALLSIGN (A/C RADIO)		Sywell Information			122.700	
CALLSIGN (ES/VATSIM)		EGBK_I_TWR			Ground. --	
LOCATION		Lat N052.18.22.000	Long W000.47.32.000		Elev. 424ft	
LOCATION GEOGRAPHIC		5nm NE of Northampton			VFR Conspicuity ---	
CHART SOURCE/VOR		NATS	My thanks to Jeff Bell, Sywell manager, for charts.		App. ---	
METAR AIRPORT		EGBE Coventry 126.05		QFE= QNH -14 Hpscls		
NAV AIDS (FSX / PLANG3)		NDB; NN 378.0 kHz - Inner Marker 03			DME/ ---	
RUNWAYS	Headings	Dimension	Surface	Noise Abatement and Notes		
	03 / 21	1258M x 30M	Concrete	See chart below for HELIO restrictions		
	03R / 21L	671M x 30M	Grass	Standard Fixed Wing join is via STANDARD OVER HEAD JOIN		
	05 / 23	602M x 30M	Grass	NOT BELOW 1500ft QFE DEAD SIDE. Due Helio Circuits		
	14 / 32	799M x 25M	Grass	Helicopter circuits, DEAD SIDE at 800ftQFE		
AIRSPACE	CLASS G	Transition level 6000ft		Airspace above is:- Class C FL195 London FIR		
CIRCUITS	FXD. Wing	1000ft QFE	Runways 03, 14 & 23 LEFT hand ; Runways 05, 21 & 32 RIGHT hand			
HEIGHT/ DIR.	HELIOs	800ft QFE	Runways 03, 14 & 23 RIGHT hand ; Runways 05, 21 & 32 LEFT hand			
NO FLY AREA	Resident formation Aerobatic team. When practising/displaying at AD, there will be a restricted area 3nm radius up to 5000ft QFE. NO other operations/movements permitted. NOISE SENSITIVE villages: Earls Barton; Hannington; Hardwick; Mears Ashby; Overstone; Sywell. All to be avoided where possible. See chart below.					
LOCAL HAZARDS	Regular INTENSE BIRD activity , mainly GULLS.					
HELICOPTER OPERATIONS	Helio Circuits OPPOSITE Direction on DEAD side of FXD WING circuit @800ft QFE. NO Overhead or Crosswind joins. Helicopters requiring AVGAS MUST park on 'H' at fuel apron adjacent to fuel pumps. AVOID the area to the SOUTH of the AD at all times; Approach/Departures via set routes. - Heli West; Heli EAST & Heli NORTHEAST, ONLY. Helicopters to set-down on GRASS central area, avoiding active runways. Call before crossing any runway. See charts below for details. CIRCUITS: NO FLY: AREA TO SOUTH - meaning 14/32 circuits - REMAIN INSIDE A/F boundary. HELI NORTHEAST; NOT TO BE USED INBOUND/OUTBOUND WHEN 05/23 IS ACTIVE.					
SPECIAL RULES	START-UP and TAXI clearance MUST be obtained from AFISO by ALL A/C. Parallel usage of 03L/03R & 21L/21R NOT PERMITTED. INFORM AFISO 'Grass or HARD Runway' BE AWARE when GRASS runways unusable A/C will backtrack THE LENGTH of runway 03. Runways 21 and 23 Departures. CLIMB STRAIGHT AHEAD until passing 500ft QFE/A925ft QNH BEFORE turning, to avoid Sywell Village School. Fixed wing A/C must ALSO follow specified inbound/outbound routes. as per charts below. NORDO/RADIO FAILURE A/C. OHJ (recommend @ 2500ft QFE), to fit in with other traffic (with care),					
REMARKS	No Apron markings. Check your wing clearances when parking. DO NOT block Hanger Access. Grass Runways - non-standard White Chalk c/l marking AD used for light Helio Training, Circuits DEAD side of active Runway @ 800ft QFE. A small arms range is about 1000M NW to right of c/l.					
Useful Tip; joining the OHJ. Right hand, keep the A/F on your RIGHT. Left hand, keep the A/F on your LEFT. SET YOUR HEADING BUG TO RUNWAY HEADING. ON the runway heading you are on the dead side (or final). TURN 'crosswind' to pass over the end of the runway. OPPOSITE (reciprocal) to the runway heading, you are live-side (in the circuit, downwind). Finally. This is an AFISO A/F with VERY difficult surrounding areas. FOLLOW the MANDATORY Approach/Departure routes. Ensure your initial call is at least 10dme, if able; Announce position/intentions when relevant to other traffic; Ensure you obtain 'advisory approval' (AFISO cannot give airborne clearances) for OHJ entry/descent; KEEP A SHARP LOOKOUT for other traffic, LISTEN, so that you know what the other traffic is about to do. - Could make your flight easier. ABOVE ALL, ENJOY.						

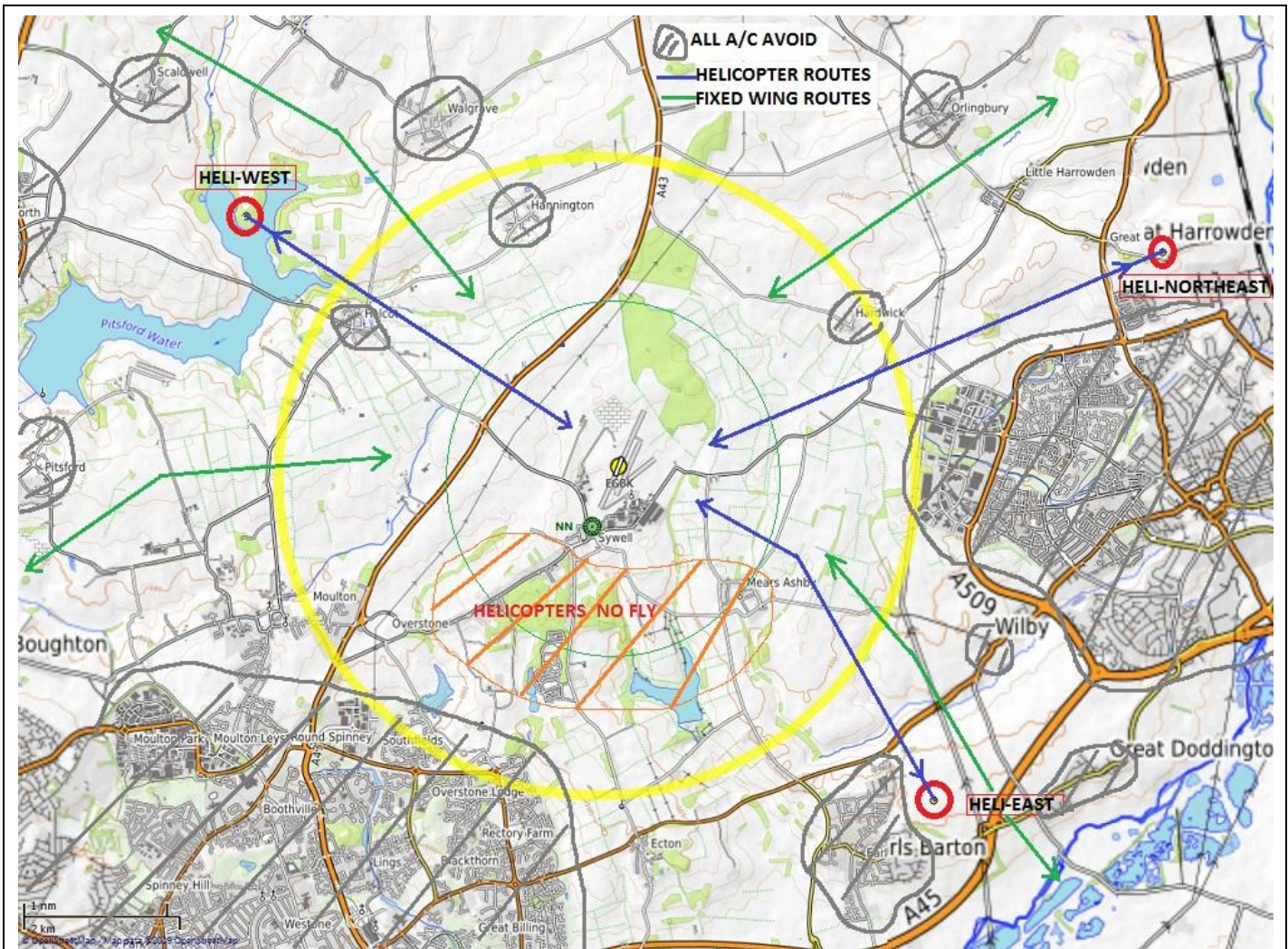


ALL A/C: AVOID ALL LOCAL VILLAGES.

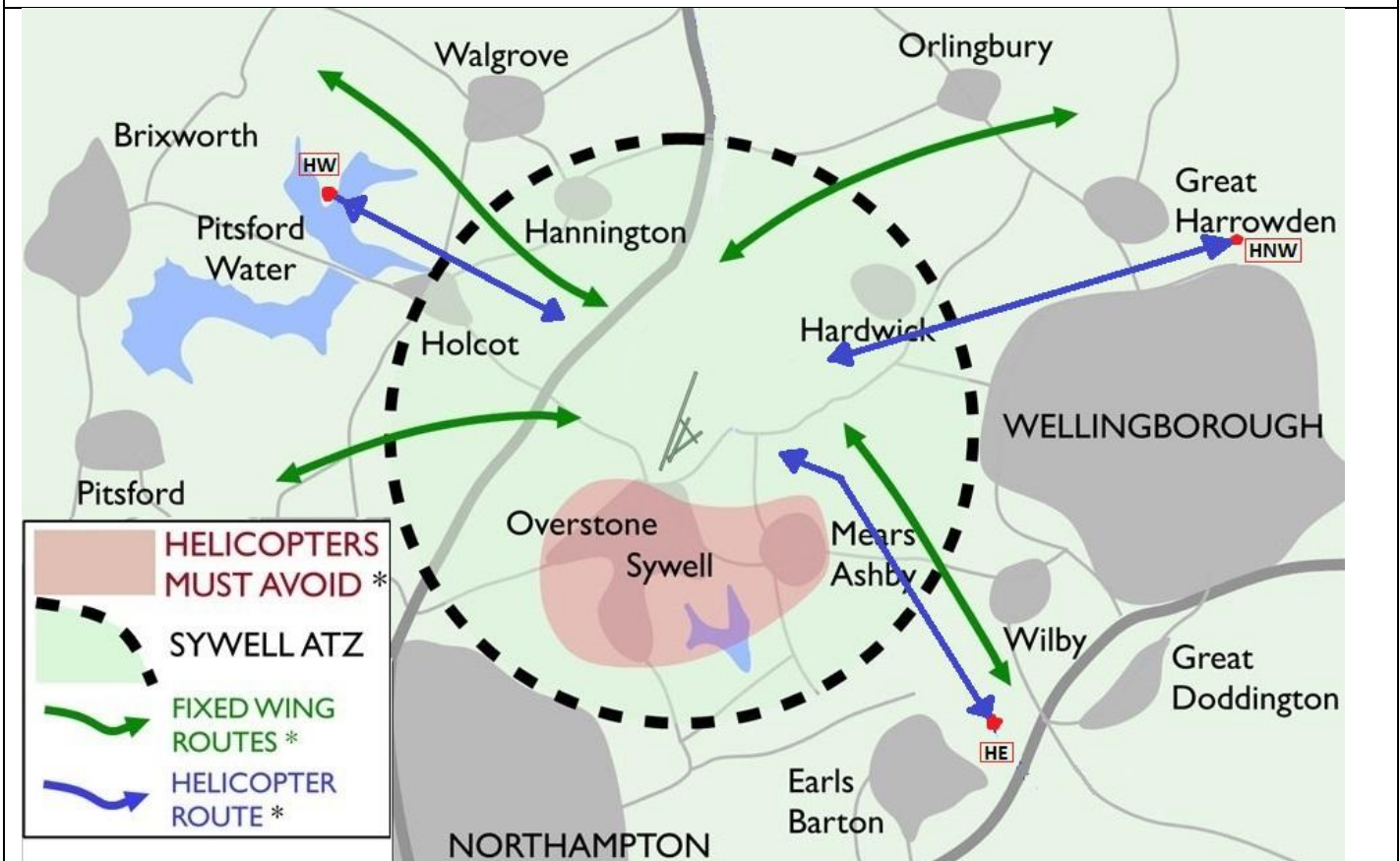
HELICOPTERS NO FLY TO SOUTH OF A/F - 14/32 CIRCUITS REMAIN WITHIN A/F BOUNDARY

FIXED WING: STANDARD OVERHEAD JOIN. NOT BELOW 1500ft QFE DEAD SIDE, DUE HELICOPTER CIRCUITS.

WET WEATHER. Expect grass runways to be out of use, due waterlogged. ALL OTHER GRASS unsuitable for A/C.



Plan CHART SHOWING MANDATORY APPROACHES/DEPARTURES AND AREAS TO AVOID/NO FLY. FIXED WING ARE MANDATORY OVERHEAD JOIN. ROTARY WING NOT ABOVE 800ft WITHIN THE ATZ.



Approach chart courtesy of Sywell Airfield Management.

ARP 521822N 0004732W

AD ELEV 424ft

Northampton (Sywell) EGBK

5 miles NE of Northampton

Runway	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
03L	1268 x 30	Concrete	1199	1000	High Intensity
21R	1268 x 30	Concrete	1100	1000	High Intensity
03R/21L	671 x 30	Grass	671	671	Nil
14/32	799 x 25	Grass	799	799	Nil
05/23	602 x 30	Grass	602	602	Nil

Customs PNR. 4HR
 Fire Cover CAT2/3
 Fuel
 Jet A1 (Over/Underwing Delivery)
 Avgas
 Mogas

VAR 1.7°W - 2012
 N
 Annual Rate of Change 0.15°E



NB the extended part of 14/23 (NW of main runway) does not appear in FSX. Possibly most other Simulators

VRP	Lat.	Long	PlanG Coordinates	
HELI-EAST	N052.16.13.43	W000.44.19.93	52.2703972	-0.7388694
Heli-WEST	N052.19.53.02	W000.51.23.39	52.3313944	-0.8564972
Heli-NORTHEAST	N052.19.39.27	W000.41.59.15	52.3275750	-0.6997638 NOT if 05/32 ACTIVE

PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS