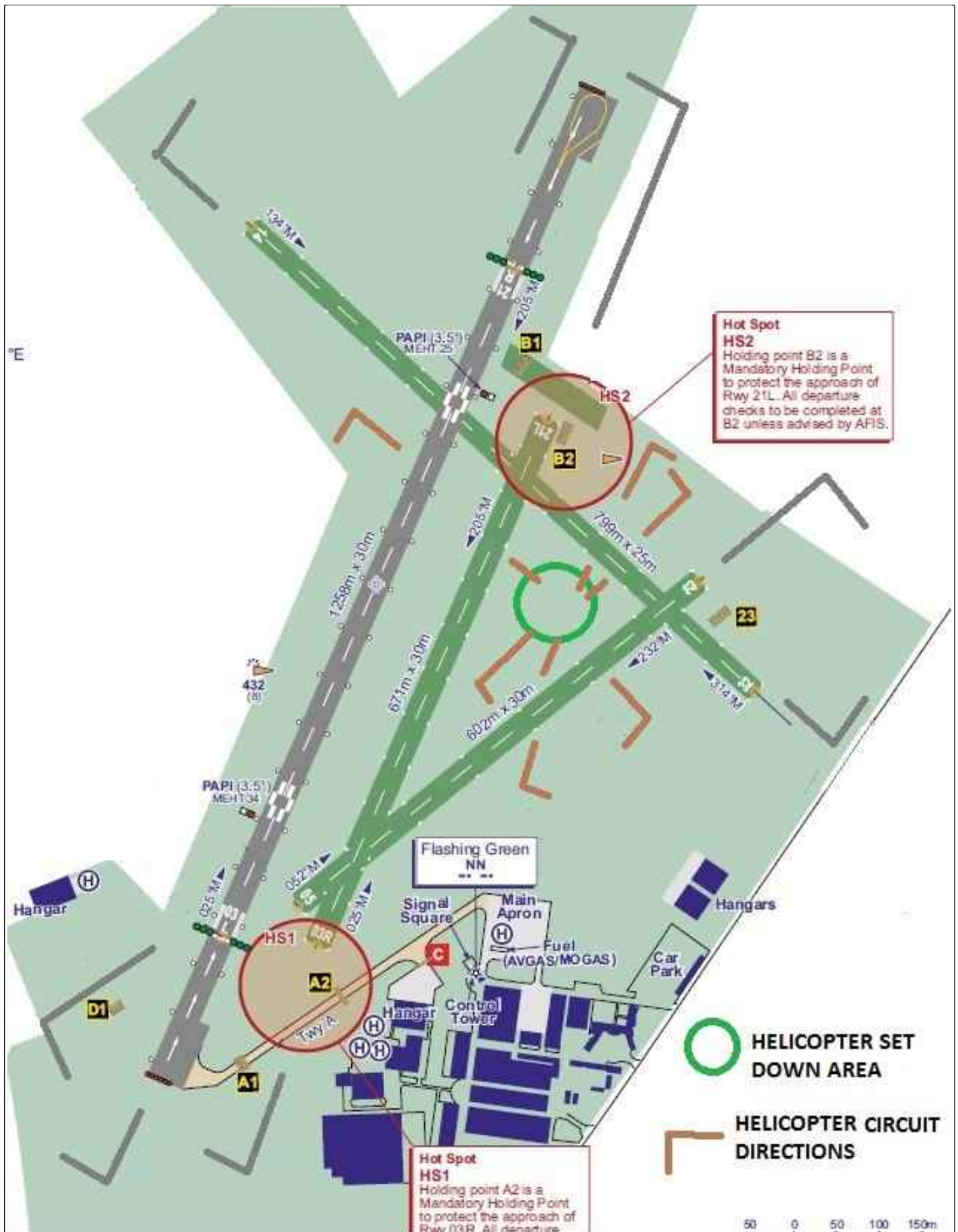


AIRFIELD NAME AND ICAO		January 25	<b>NORTHAMPTON / SYWELL</b>		<b>EGBK</b>	<b>Central</b>
CALLSIGN (A/C RADIO)		Sywell Information			122.705	
CALLSIGN (ES/VATSIM)		EGBK_R_TWR			Ground. --	
LOCATION		Lat N052.18.22.000	Long W000.47.32.000		Elev. 424ft	
LOCATION GEOGRAPHIC		5nm NE of Northampton			VFR Conspicuity ---	
CHART SOURCE/VOR		NATS	My thanks to Jeff Bell, Sywell manager, for charts.		App. ---	
METAR AIRPORT		EGTC Cranfield 121.880			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 <b>STANDARD OVER HEAD JOIN</b>		
	05 / 23	602M x 30M	Grass	<b>NOT BELOW 1500ft QFE DEAD SIDE.</b> Due Helio Circuits		
	14 / 32	799M x 25M	Grass	Helicopter circuits, <b>DEAD SIDE at 800ftQFE</b>		
AIRSPACE	CLASS G	Transition level 6000ft		Airspace above is:- Class C FL195 London FIR		
CIRCUITS	<b>FXD. Wing</b>	<b>1000ft QFE</b>	Runways	<b>03, 14 &amp; 23 LEFT hand</b> ; Runways <b>05, 21 &amp; 32 RIGHT hand</b>		
HEIGHT/ DIR.	<b>HELIOs</b>	<b>800ft QFE</b>	Runways	<b>03, 14 &amp; 23 RIGHT hand</b> ; Runways <b>05, 21 &amp; 32 LEFT hand</b>		
NO FLY AREA	<b>Resident formation Aerobatic team.</b> When practising/displaying at AD, there will be a <b>restricted area 3nm radius up to 5000ft QFE.</b> NO other operations/movements permitted. <b>NOISE SENSITIVE villages:</b> Earls Barton; Hannington; Hardwick; Mears Ashby; Overstone; Sywell. <b>All to be avoided</b> where possible. See chart below.					
LOCAL HAZARDS	<b>Regular INTENSE BIRD activity</b> , mainly GULLS.					
HELICOPTER OPERATIONS	<b>Helio Circuits OPPOSITE Direction on DEAD side of FXD WING circuit @800ft QFE.</b> <b>NO Overhead or Crosswind joins.</b> <b>Helicopters requiring AVGAS MUST park on 'H' at fuel apron adjacent to fuel pumps.</b> <b>AVOID the area to the SOUTH of the AD at all times;</b> <b>Approach/Departures via set routes. - Heli West; Heli EAST &amp; Heli NORTHEAST, ONLY.</b> Helicopters to set-down on GRASS central area, avoiding active runways. Call before crossing any runway. See charts below for details.  CIRCUITS: <b>NO FLY: AREA TO SOUTH - meaning 14/32 circuits - REMAIN INSIDE A/F boundary.</b>  <b>HELI NORTHEAST; NOT TO BE USED INBOUND/OUTBOUND WHEN 05/23 IS ACTIVE.</b>					
SPECIAL RULES	<b>START-UP and TAXI clearance MUST be obtained from AFISO by ALL A/C.</b> <b>Parallel usage of 03L/03R &amp; 21L/21R NOT PERMITTED. INFORM AFISO 'Grass or HARD Runway'</b> <b>BE AWARE when GRASS runways unusable A/C will backtrack THE LENGTH of runway 03.</b> <b>Runways 21 and 23 Departures. CLIMB STRAIGHT AHEAD until passing 500ft QFE/A925ft QNH BEFORE turning, to avoid Sywell Village School.</b> <b>Fixed wing A/C must ALSO follow specified inbound/outbound routes. as per charts below.</b> <b>NORDO/RADIO FAILURE A/C. OHJ (recommend, 2500ft QFE), to fit in with other traffic (with care).</b>					
REMARKS	<b>No Apron markings.</b> Check your wing clearances when parking. <b>DO NOT block Hanger Access. Grass Runways - non-standard White Chalk c/l marking</b> 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.					
<b>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.</b> <b>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).</b>  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.						



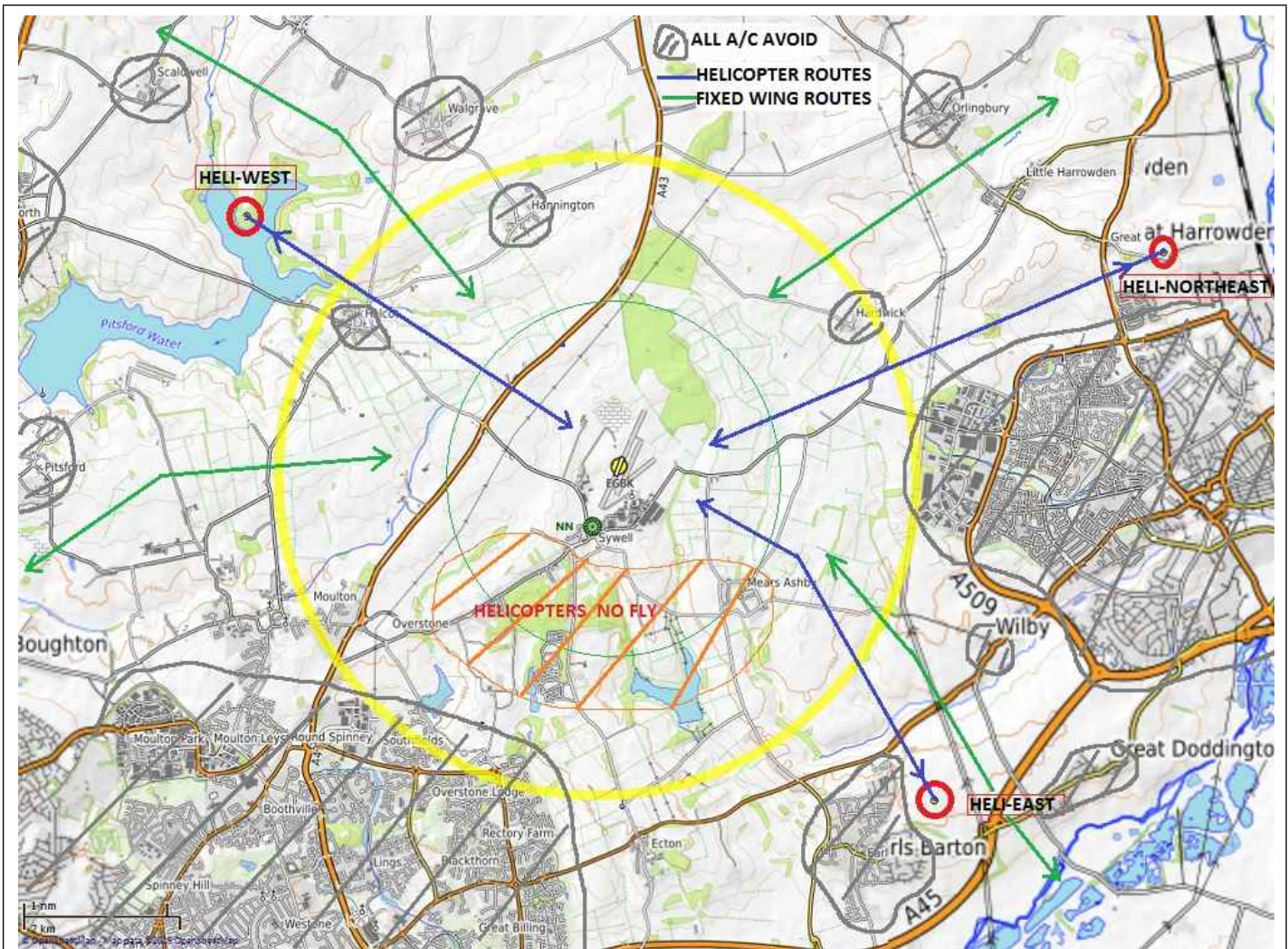
ALL A/C: AVOID ALL LOCAL VILLAGES.

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

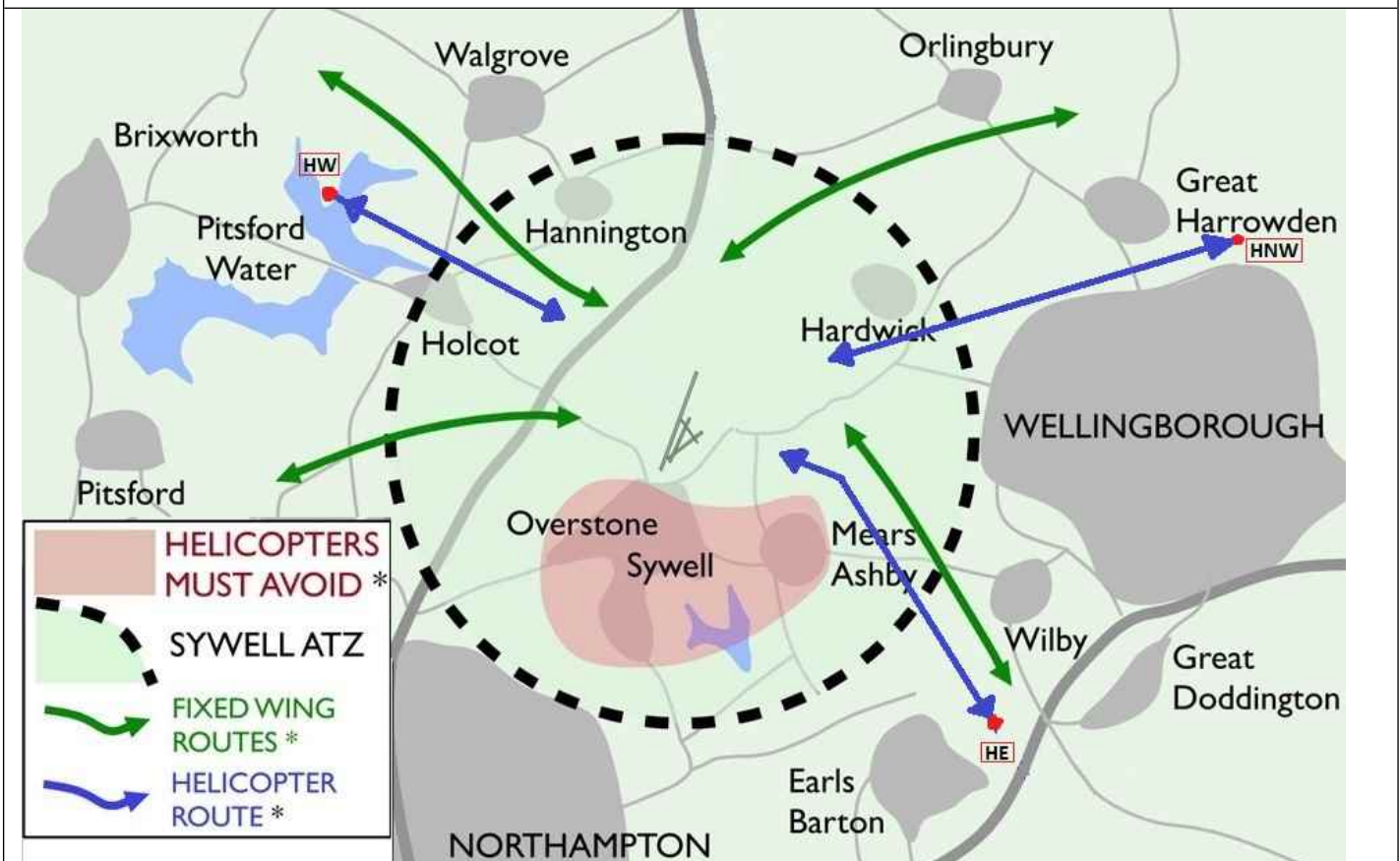
FIXED WING: STANDARD OVERHEAD JOIN. NOT BELOW 1500ft QFE DEAD SIDE, DUE HELICOPTER CIRCUITS.

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





PlanG 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°M - 2012  
 N  
 Annual Rate of Change 0.15°E

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

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



Sywell Aerodrome Ltd  
 Tower : 01604 801630

**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 <b>NOT if 05/32 ACTIVE</b>

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