

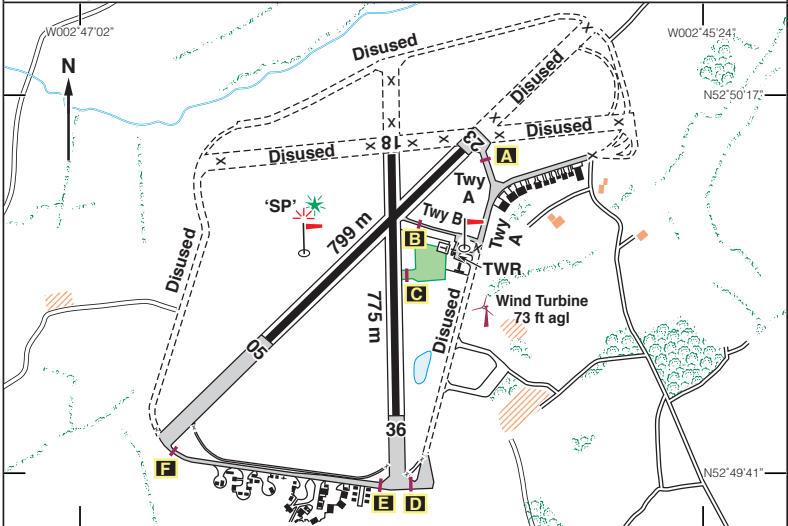
**EGCV****SLEAP**

275ft AMSL

N52 50.08 W002 46.22

SWB 116-80 299 4-5. WAL 114-10 162 35.9

MCT 113-55 214 36-4

**c/s Sleap Radio 122-455 A/G. Shawbury Zone 133-150 MATZ/LARS.**

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
05/23	799x44	Asphalt	05-799 23-799	05-799 23-799	Thr Rwy LITAS 3.5° Thr Rwy LITAS 3.5°
18/36	775x18	Asphalt	18-775 36-775	18-775 36-775	Nil Nil IBN 'SP' Gn

**Op hrs:** PPR essential. 0830-1630, until 2030 on Thu.**Landing Fee:** SSEP £10, MEP £15, Jet. Turbine £40, Heli £15. Circuit session £30.**Customs:** PNR.**Hangarage:** Nil.**Maintenance:** Available. Tel: 01939 290861.

**Remarks:** Operated by SAC Airfield Operations Ltd., Sleap Aerodrome, Harmer Hill, Shrewsbury, Shropshire, SY4 3HE, in conjunction with RAF Shawbury. Airfield situated within Shawbury MATZ.

**Arrival Procedure:** PPR and a briefing by telephone from Sleap is essential; Inbound aircraft should contact Shawbury Zone 133-150 and obtain MATZ clearance; On reaching 2nm range of the airfield and above the Sleap's ATZ at 2400ft call Sleap Radio and obtain latest airfield and traffic information. Descend to circuit height and join the established circuit pattern. Remain within the confines of Sleap ATZ. Outside of Shawbury operating hours: At a minimum distance of 5nm or 5 minutes away from the airfield contact Sleap Radio, include in the radio message distance to run, height and bearing from the airfield. In compliance with ANO 2016, Rule 11, call at the ATZ boundary (2nm range to centre of airfield) and state again height, bearing from Sleap and runway approach and joining intentions. *Continued*

**Remarks (continued):**

**Arrival Procedure (continued):** Powered fixed wing acft should preferably arrive using an overhead join whenever possible. When display flying practise is operational arriving traffic MUST NOT fly overhead the airfield within 2nm radius. Instead, arriving aircraft should arrange their flight path to join the circuit from a normal downwind position at 1000ft QFE. Make standard circuit position calls downwind and on final in the correct place to aid traffic recognition and deconfliction.

**Departure Procedures:**

When Shawbury is operating aircraft intending to depart to the North, East or South and wishing to enter or transit the Shawbury or Ternhill MATZ shall remain within the confines of Sleaf ATZ (not above 2300ft QNH) until two-way radio communications are established with Shawbury Approach.

Outside of Shawbury's operating hours departing aircraft MUST always avoid entering the Shawbury ATZ, operational Mon-Sun H24.

Outside of Shawbury's operating hours aircraft departing Sleaf's ATZ shall state on Sleaf Radio aircraft range from the airfield, bearing and altitude (QNH).

**Warnings:** Military helicopter training within the Sleaf ATZ to the west of the active runway weekdays 0800-1730. Military helicopter training also takes place outside of the airfield operating hours.

Military helicopters operate to the West of the active runway Mon-Fri 0900-1700 up to 500ft AGL within the ATZ.

Acft departing Sleaf straight ahead from Rwy 18 or turning crosswind to remain in the circuit should be aware of military helicopter activity at 1000ft to 1500ft QFE adjacent to the ATZ, but not necessarily monitoring the Sleaf A/G frequency.

Glider flying at the airfield by aero-tow launch. The tug aircraft and gliders normally land on the active runway using RH circuit in the evenings and weekends.

Model aircraft flying up to 400ft AGL within 1nm radius of the western end of disused Rwy 28, evenings and weekends.

Sleaf Airfield is authorised by the CAA to carry out low level flying within the Sleaf ATZ for the purpose of aerobatic and formation display practice. The pilots of inbound and departing traffic will be informed by Sleaf A/G Radio when these practices are taking place. These flights will normally be arranged to keep disruption of normal air traffic to a minimum. Visiting pilots should always ensure PPR is obtained when planning to visit Sleaf as a further safeguard against possible conflicts.

Gyrocopter flying may occur at any time at Sleaf airfield.

**Restaurant:** Pegasus Cafe, as per airfield hours.

**Fuel:** 100LL, Jet A1, UL91.

**Tel:** 01939 232882 Ops

**Fax:** 01939 235058

**Email:** info@shropshireaeroclub.co.uk

**Website:** www.shropshireaeroclub.com

**Remarks (continued):**

**Helicopter Operations**

**Helicopter Arrival:**

a) At a minimum distance of 5nm or 5 minutes away from airfield contact Sleap A/G Radio to obtain latest airfield and traffic information. Include in the radio message distance to run, height and bearing from Sleap.

**Note:** Fixed wing circuit direction varies.

b) In compliance with ANO 2016, Rule 11 call "Crossing ATZ boundary" (2nm range to centre of airfield) and stating again height, bearing from Sleap and runway approach and joining intentions.

(c) Within the ATZ, fly at NOT above 600ft QFE at 90 degrees to the active runway. (Beware of possible gyro traffic flying in the powered fixed wing circuit at not above 800ft, and flying more tightly than a normal powered circuit. Beware of possible aeromodelling activity on western end of disused Runway 28).

(d) Do not cross the active runway until safe to do so.  
Give way to traffic on final approach.

(e) Air-taxi (hover) to the grass apron and park as convenient or touch down adjacent to the fuelling facility which is situated on north side of the white (old RAF) control tower building. Also marked by the main windsock.

(f) Helicopters requiring fuel uplift should liaise with the ops staff via A/G radio regarding best parking and shut down location. Fuel hoses are 20m (60ft) long, so there is no need to park close to the pump.

(g) Helicopters parking shall shut down with due consideration to downwash and tail rotor safety, clear of fixed wing aircraft and access to taxiways and grass aprons.

**Alternative helicopter Arrival:**

If the fixed wing circuit is busy, or when Military Helicopters are operating to the WEST side of the active runway consider joining on base leg or final instead.

**Helicopter Departure:**

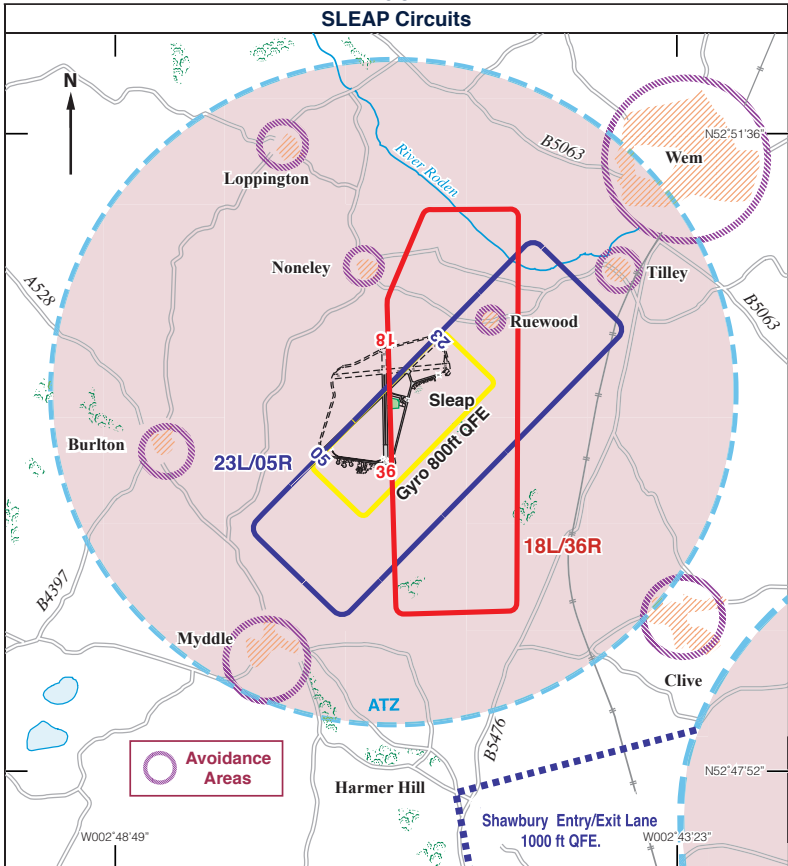
a) Consider other parked and manoeuvring aircraft, during start-up and hover taxi. Ground movements are not under positive control.

b) Transition should be performed in a safe area or from the active runway.

c) Departure should remain NOT above 600ft QFE until 2nm radius away from Sleap, unless departing in accordance with the active runway and fixed wing circuit direction.

*Continued*

# EGCV SLEAP Circuits



## Circuits:

Circuit height is 1000ft QFE for fixed wing powered aircraft.

Circuit height is 800 FT QFE for gyrocopters and ground track flown should be inside of fixed wing powered aircraft.

Civil helicopters should fly not above 600ft QFE within SLEAP ATZ.

Monday to Friday all circuits flown by fixed wing powered aircraft shall be EAST of the airfield meaning LH on Runways 18 & 23 and RH on Runways 36 & 05.

On Saturdays, Sundays and Bank Holidays the direction flown by fixed wing powered and gyrocopter aircraft shall be left hand circuit.

On Saturdays, Sundays and Bank Holidays gliders shall fly right hand circuit.

## Noise Abatement Procedures:

Adjust circuit to avoid over flying local villages and towns, particularly Wem, Clive, Loppington, Noneley, Burlton and Ruewood. On departure from Runway 36 turn right 10 degrees to avoid houses in Noneley village.