

Remarks (continued):**Arrival Procedure (continued):**

e) When display flying practice or aerobatics is operational, arriving traffic must not fly overhead the airfield within a 2 nm radius. Instead, arriving aircraft should join the circuit downwind at 1000ft QFE.

Departure Procedures:

a) When RAF Shawbury is operating, aircraft should contact Shawbury Zone on 133.150 after leaving Sleaf's ATZ.

b) Aircraft must always avoid RAF Shawbury's ATZ unless they are in two-way communication and have been given clearance by Shawbury Zone 133.150.

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.

Acraft 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' and Bistro, 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:**

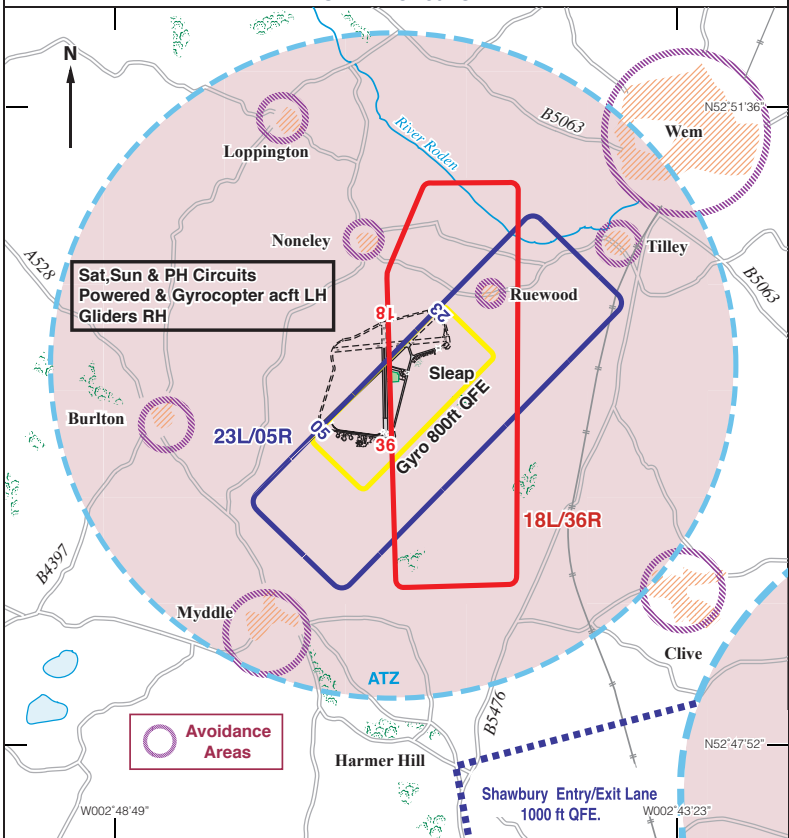
- a) Helicopters inbound to Sleaf can join on direct track at 600ft QFE, without crossing the active runway. Give way to fixed wing traffic on finals and military helicopter traffic.
- b) Alternatively, helicopters may join the fixed-wing circuit.
- c) Helicopters requiring fuel should liaise with the ops staff regarding best parking and shut down location. Fuel hoses are 20m (60ft) long, so there is no need to park too close to the pump.
- d) Helicopters parking should consider downwash and tail rotor safety, clear of fixed-wing aircraft and access to taxiways and grass aprons.
- e) Rotors running refuels on request.

Helicopter Departure:

Departure should be at 600ft QFE on track until 2 nm radius away from Sleaf, or departing in accordance with the active runway and fixed-wing circuit.

continued

SLEAP Circuits

**Circuits:**

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

Circuit height is 800ft QFE for gyrocopters and flown inside of fixed-wing circuit.

Civil helicopters should fly at 600ft QFE within Sleep ATZ, or join the fixed-wing circuit.

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 overflying 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.