

**Sleap EGCV Procedures 14<sup>th</sup> May 2021 - N52 50.08 W002 46.22 – EGCV 275 ft AMSL**

**Sleap Radio 122.455 A/G. Shawbury APP 133.150 MATZ/LARS.**

RWY: 18/36 775x18 18LH – 36 LH/RH | RWY: 05/23 799x43 05 LH/RH - 23LH

*PPR by telephone essential.* Office Hours: 0830-1630 Monday-Sunday

**Landing Fee:** SEP: £10, MEP: £15, Helicopter £15, 5+ Tonnes or Jet: £40

**Hangarage:** On Request. **Parking:** Overnight £10 Single Engine, £15 Multi Engine/Helicopter

**Maintenance:** Available *Tel: 01939 290861* **Customs:** PNR

**Remarks:**

Operated by Shropshire Aero Club Ltd, Sleap Aerodrome, Harmer Hill, Shrewsbury, Shropshire, SY4 3HE.

**Arrival Procedure:**

Obtain PPR by telephone. Sleap ATZ is inside the Shawbury MATZ. Inbound aircraft should contact Shawbury Zone **133.150**. Obtain a service & MATZ penetration. At weekends Shawbury Zone 133.150 not operational, but free-call prior entering MATZ. Fixed wing acft to join using a 2000 ft QFE overhead join into the appropriate circuit pattern. When aerobatics being conducted in the Sleap ATZ, acft should join directly into the circuit from the North, East & South.

If no response from Sleap A/G, pilots should proceed as required and broadcast standard joining, circuit position reports and intention and listen for other traffic.

**Departure Procedures:**

Aircraft intending to depart **into** Shawbury MATZ are advised to climb to 2400ft QNH or above within 2nm radius of Sleap before entering the MATZ. Acft can also climb out to the west (Class G) before tuning and entering MATZ. Departing acft should call Shawbury Zone 133.150 both weekdays and weekends. Stay outside of Shawbury ATZ at all times.

**Warnings:**

Military helicopter training within the Sleap ATZ to the west of the active runway up to 500ft weekdays 0800-1730. Military helicopter training can take place outside of the airfield operating hours.

Acft should be aware of military helicopter activity 2NM south of Sleap 1000 ft QFE adjacent to the ATZ, but not necessarily monitoring the Sleap A/G frequency.

Glider flying using RH circuit in the evenings and weekends.

Model aircraft up to 400 ft AGL western end of disused Rwy 28, evenings and weekends.

Sleap Airfield is authorised by the CAA to carry out low level flying within the Sleap ATZ for the purpose of aerobatic and formation display practice. A/G will inform inbound traffic.

Gyrocopters & Helicopters operate within ATZ and fixed wing circuit. Maintain a good look-out and listen for GYRO or HELI prefix radio calls.

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Shawbury ATZ and Ternhill ATZ active 24/7. Tilstock Parachuting Drop-Zone 10nm North of aerodrome.

### **Fixed Wing Circuit Procedures:**

Circuit Height 1000 ft QFE. Civil fixed wing aircraft and helicopters should fly circuits to the east of the airfield in weekdays. RWY: 05RH, 23LH, 18LH, 36RH - Monday to Friday.

### **Saturday & Sunday, all circuits are Left Hand.**

Circuits must not be extended or fly to the East of Clive due to the proximity of RAF Shawbury ATZ.

**Go- Arounds:** Due to Military helicopter activity on dead side weekdays, go arounds may have to be conducted on the live side to avoid over flying Military helicopters.

### **Gyrocopter Circuit Procedures:**

Circuit Height 800 ft QFE. Circuit direction as fixed wing circuit.

After take-off Gyrocopters should perform a 45° turn not below 100ft into circuit direction to reduce circuit congestion. Gyro circuit should be flown inside the fixed wing circuit, to maintain good visibility.

All radio calls to be made with prefix GYRO. Keep a good lookout and reduce time on runway to absolute minimum.

### **Noise Abatement:**

Adjust circuit to avoid over flying local villages and town, particularly Wem, Clive, Loppington, Noneley, Burlton and Ruewood. Aircraft, especially high-powered singles or twins, departing from Rwy 36 should make a 10° right turn after take-off to avoid Noneley if safe to do so.

### **Helicopter Operations:**

#### **Arrivals:**

Helicopters are welcome at Sleap. JET A1 and avgas are available. Obtain PPR by telephone.

Circuit direction is variable, left & right hand for fixed wing circuit. At a minimum of 5 nm from airfield a call should be made to obtain airfield information. Include height and compass direction from Sleap. Call again at 2nm (ATZ Boundary), with your intentions, again with height and compass direction.

either:

1. Fly NOT above 600 feet QFE at 90 degrees to the active runway. (Gyro traffic at 800ft) Call at the airfield boundary and make an approach to the airfield but do NOT cross the active runway until safe to do so, giving way to traffic on Final approach.
2. If circuit busy and/ or RAF helicopters present on west side of airfield consider joining the fixed wing circuit and making an approach to the duty runway. This could be overhead, downwind or finals appropriate given helicopter arrival direction and circuit traffic.

#### **Departures:**

Book out and liaise with office / tower regarding circuit direction and traffic density.

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Consider other aircraft during start and hover taxi. Transition should be performed in a safe area or from the runway. Departure should be NOT above 600 ft QFE until clear of ATZ unless departing IAW fixed wing circuit.

### **Notes:**

Helicopters requiring fuel shall liaise with the office/tower regarding parking and shut down location. Fuel hoses are 20m, (60 feet) long, there is no need to park close to the pump. Helicopters parking shall shut down with due consideration to downwash and tail rotor safety, clear of fixed wing aircraft.