

SLEAP (EGCV) – CHANGED ARRIVAL AND DEPARTURE PROCEDURES - Effective 1st Oct, 2009

Weekdays:

The 'centre line join' no longer applies at Sleaf as of 1st October, 2009. During week-days inbound traffic should join overhead at 2,000ft agl, in accordance with normal general aviation practice.

Circuits should be flown keeping to the east of the airfield hence a right hand or left hand circuits may apply depending upon the runway in use.

Caution should be exercised descending on the dead side as military helicopter may be operating up to 1,000ft agl to the west of the active runway but they may not be monitoring the Sleaf Radio VHF frequency.

Evenings and Weekends:

Standard overhead joins with a left hand circuit are preferred.

Caution - Gliders and Glider tug aircraft may be operating in the right hand circuit. Caution aero-model aircraft flying up to 300ft agl frequently takes place from the western end of the disused runway 28/10 (unmarked).

Noise Abatement

Inbound and outbound aircraft are requested to avoid local noise sensitive areas including; Wem, Clive, Myddle, Burlton and Loppington as advised below.



Notes :

On departure from runway 36 pilots are requested to take up a heading 010 when convenient.

Aircraft movements intending to penetrate Shawbury MATZ should contact Shawbury Approach on 120.775 Mhz as early as practicable before entering their zone.

Full details concerning arrivals, departures, military helicopter activity and hours of operation please refer to information published in the UK AIR PILOT in Section AD2.2 i.e.

- A Military helicopter flying training occurs within the Sleaf ATZ to the west of the active runway during week-days from 07:00 to 16:30 summer, and 08:00 to 17:30 winter.
- B. The hours of military helicopter flying do not necessarily correspond with the airfield normal operating hours, therefore pilots must exercise caution at all times..... etc.