

AIRFIELD NAME & ICAO		January 25		SLEAP		EGCV	Central
CALLSIGN (A/C RADIO)		Sleap Radio				122.455	
CALLSIGN (ES/VATSIM)		EGCV_R_TWR				Ground.	
LOCATION		Lat N052.50.05.000		Long W002.46.13.000		Elev.275 ft	
LOCATION GEOGRAPHIC		10nm N of Shrewsbury				QFE= QNH-9 HPscls	
CHART SOURCE	NATS	App. Shawbury Zone 133.150			Sleap lies WITHIN the Shawbury MATZ. The ATZ is NOT restricted BUT Military Helicopters may be expected inside the ATZ at any time.		
METAR AIRPORT		EGOS - VATSPY RAF Shawbury					
NAV AIDS (FSX / PLANG3)		NDB/ SLP, 382kHz NOT RW.NDB					
RUNWAYS	Headings	Dimension	Surface	Noise Abatement and Notes			
	05 / 23	799m x 46m	Asphalt on concrete	Runway 36 departures. Turn RIGHT 10° to avoid Noneley Village			
	18 / 36	775m x 18m	Asphalt on concrete				
AIRSPACE	CLASS G	Transition level 3000ft		Airspace above is:- Class MATZ Base Alt 2000'			
CIRCUITS	1000ft QFE	WHEN SHAWBURY active ALL A/C circuits to the EAST of the A/D. Otherwise all runways are LEFT HAND circuits. ALL FIXED WING circuits to the EAST					
HEIGHT/DIR.	A1300ft QNH						
NO FLY AREA	Avoid all villages and farms, in the circuit and below circuit height beyond. Especially; Wem; Clive; Loppington; Noneley; Burlton and Ruewood. Remain INSIDE the ATZ to the East. The Airfield sits INSIDE Shawbury MATZ. EXPECT military training Helicopters, any time PASSING to/from Shawbury, 1000ft QFE, 4nm SE.						
LOCAL HAZARDS	The disused extensions of the licensed runways and the disused E/W runway may be used to park large visiting A/C and Helicopters. Exercise extreme caution if taxiing on any grass area. The E/W runway and BOTH extensions North of the E/W runway are DISUSED and a hazard to taxiing A/C, as is the north and western portions of the perimeter track and the portion of Taxi A, between the taxi 'B' and 'D'. (see A/D Chart).The concrete portion of runways may be hazardous to A/C.						
HELICOPTER OPERATIONS	AS FIXED WING. NO MILITARY OPERATIONS= ALL runways LEFT HAND circuits. A/C inbound from S, W & N are to enter via BURLINGTON GATE AT 800ft QFE - See diagram below. EXPECT MILITARY Helios to be operating in the area A/C inbound from the East, at all times, via Shawbury MATZ.REMAIN CLEAR of SHAWBURY ATZ, If on, talk to Shawbury. Join Sleap using standard OHJ at 2000QFE. Landing on the active, taxi to parking from the intersection, via taxiways. A/C outbound to S, W & N: When Shawbury active; From the intersection, depart runway in use, climb TO 800ft agl (A1100) BEFORE turning direct to Burlington Gate. All other periods; Taxi to intersection, take off, route directly to Burlington Gate and continue NOT ABOVE 800ft agl (A1100). ALL Departures; Maintain altitude restriction above whilst with Sleap. Call "[callsign], Burlington Gate outbound." On reaching. ALL Departures to the EAST: You will require MATZ transit clearance, from Sleap AGO. Depart from intersection, using active Runway, climb WITHIN Sleap ATZ to NOT BELOW 2000ft agl (A2300), If Shawbury is active, Reamain above the ATZ until given clearance to transit, Remain clear of the ATZ. Report LEAVING the MATZ. (GLIDERS RIGHT HAND circuits). During Military operations ALL A/C, Circuits to the EAST.						
SPECIAL RULES	A/C ARE NOT TO PARK on the GRASS beside taxiway BRAVO or ADJACENT TO THE FUEL POINT. SLEAP is authorised by the CAA to carry out LOW LEVEL manoeuvres and AEROBATICS within the ATZ, when Sleap Radio is manned. Inbound A/C should check for such operations at 10nm from the A/F. A/C wishing to fly such manoeuvres obtain permission via Sleap radio FOR EACH LOW LEVEL PASS ALL JOINS, OVERHEAD at 2000ft QFE. DO NOT FLY OUTSIDE THE ATZ to the EAST (into the MATZ) Inbounds from the East must contact Shawbury for MATZ transit.						
REMARKS	Military A/C from Shawbury have PRIORITY OVER ALL A/C at Sleap. A Shawbury helicopter entry/exit lane, at 1000ft QFE passes the SE edge of the ATZ. This traffic WILL NOT BE MONITORING SLEAP RADIO. Caution departing runway 18. Shawbury Helicopter training may be expected West of the A/D, WITHIN THE ATZ. AERO-TOW Gliding often takes place, (outside working hours) using the active runway. Returning tug A/C and Gliders will use the active runway, RIGHT HAND CIRCUITS.						
VRPs	BURLINGTON GATE N052.50.00.490 W002.48.17.860						

