

SLEAP KOSH



UKS
BIGGEST
FLY-IN
AIRSHOW

VISITING PILOTS BRIEF

Thank you for booking into SleepKosh 2026. The Shropshire Aero Club was formed in 1955 and we're proud and delighted to welcome you to our home at Sleep.

We are expecting great support for SleepKosh 2026, probably one of, if not the biggest fly-in in the UK- so please read and follow these joining instructions carefully so that everyone can enjoy a fun and safe weekend. We pride ourselves in the event's fun, relaxed atmosphere – however an act of carelessness or poor airmanship could quickly spoil the event for everyone! We've worked hard to improve following your feedback last year – let us know how we did.

TIMINGS

DETAILS	FRIDAY 10 TH	SATURDAY 11 TH	SUNDAY 12 TH
Aerodrome Open	10:00	09:00	09:00
Aerodrome Closed	20:00	22:00	17:00
Airshow RA(T) Start	20:30	14:00	N/A
Airshow RA(T) End	22:30	16:00	N/A
Parachute Drop	22:15	14:15	N/A
Ballon Ascent	N/A	08:00	08:00

It is important to make a good note of all timings, as the aerodrome is closed for portions of the day for airshow, parachute drops and pyrotechnic displays. There will be a Restricted Airspace (Temporary) (RA(T)) for the duration of the airshows. It is illegal to enter these within the set times unless part of the airshow.

There are NO movements before 10am on Friday, or 9am on Saturday or Sunday – no exceptions. No aircraft can start up, taxi or take/off before 9am. The tower will be manned prior to 9am, and will ask you to shut down if started before. This is due to noise, other activities (ie runway used for pedestrians, ballons, pyro set up etc).

ARRIVALS

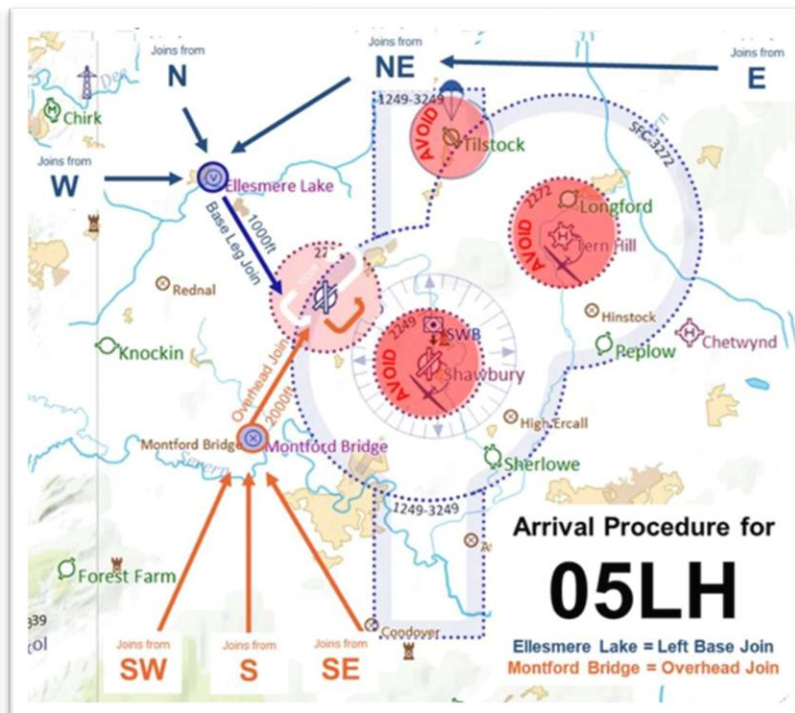
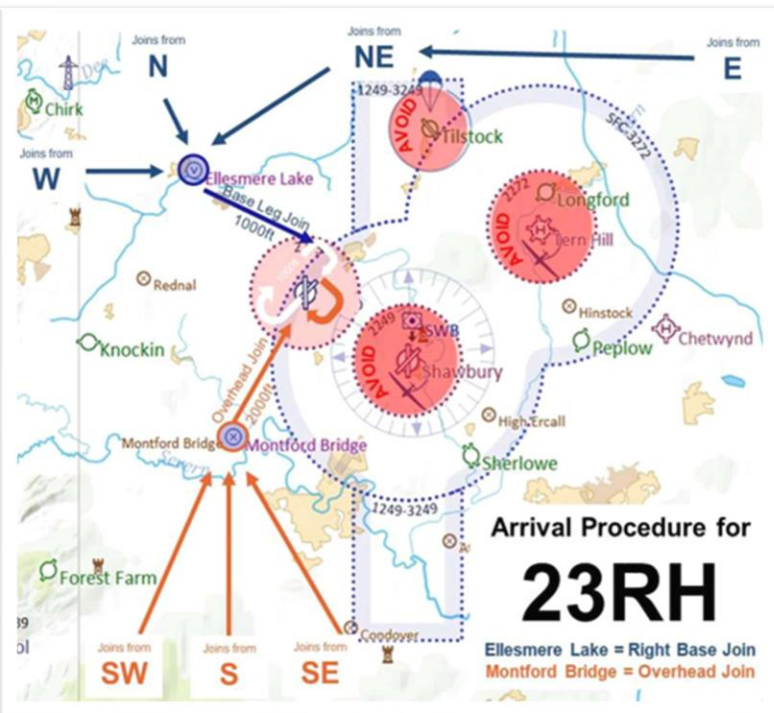
All joins should be made via the VRPs all weekend, either Montford Bridge Disused Airfield or Ellesmere Lake.

The RAF airfields at Shawbury and Ternhill will be active on Friday 10th until 5pm. Pilots are advised to remain clear of the MATZs to reduce controller workload, though Zone and LARS services will be available from Shawbury on 133.155 if required. The parachuting site at Tilstock is likely be active on Friday and Saturday and should be avoided.

RUNWAYS: All arrivals and departures will be to either runway 23 or 05. (18/36 will be used for parking and NOTAMd closed). The circuit will be **23 RH, 05 LH at 1000ft QFE**. There is a hard runway for 23/05 which is marked, and is 30m width with 799m length with 400m each end as unlicensed run off. It is lit, and has runway lights on the edge, take care to avoid. The runway will be lit when open. There is a grass landing option on the RH side of 05 but should only be used if familiar. There is only one runway and must not be used simultaneously. Check your VFR guide for airfield layout. **Only 1 aircraft on the runway at once.**

RADIO: Expect the Sleep frequency (122.455) to be very busy, so restrict your RT calls to essential information only, as specified in the notes below. The Sleep AG operator will transmit the airfield details at regular intervals so listen out for this information before reaching the VRP. Do not request joining instructions.





JOINING FROM THE SOUTH:

Join via **Montford Bridge VRP**. Listen out for Sleaf airfield details and runway in use on Sleaf Radio **122.455**. Make a good note of circuit direction, which is different to normal.

At the VRP make a single radio call giving callsign, type and position. (Example “G-ABCD, RV6, at Montford Bridge”)

Leave the VRP at **2000ft** on Sleaf **QFE** and route direct **to the airfield overhead**. Carry out a standard overhead join, descending to **1000ft** circuit height. Call **Downwind** when on downwind leg. (Example “G-ABCD, RV6, Downwind”)

Fit in with other joining traffic, don't fly too fast, and watch out for aircraft joining on base leg at 1000ft from Ellesmere Lake VRP (see below). Call **Final Hard** or **Final Grass**.

JOINING FROM THE NORTH:

Join via **Ellesmere Lake VRP**. Listen out for Sleaf airfield details and runway in use on Sleaf Radio **122.455**. Make a good note of circuit direction, which is different to normal.

At the VRP make a single radio call giving callsign, type and position. (Example “G-ABCD, RV6, at Ellesmere Lake”)

Leave the VRP at **1000ft** on Sleaf **QFE** and route direct **to base leg**.

Fit in with other joining traffic, don't fly too fast, and watch out for aircraft on downwind at 1000ft. Call **Final Hard** or **Final Grass**.

IF IT GETS TOO BUSY / RUNWAY IS OCCUPIED / IT DOESN'T FEEL RIGHT: Go around, join the circuit or clear to the west and rejoin via one of the VRPs when things quieten down.

The airfield will be very busy, with several activities such as flour bombing, wing walking, air displays and heavy military helicopters operating at certain times. All visiting pilots need to keep a good look out, listen out to activity and be alert.

The airfield could be closed to arrivals unexpectedly in the event of an incident, so plan a diversion before you set off and have plenty of fuel. Fire crews will be on standby from 8am-



10pm all day, to CAT II level. **The aprons and parking areas are to be treated as unlicensed, ie use at your own risk.**

AFTER LANDING:

Runway 05. Turn right at the intersection onto runway 18. If you need 05 full runway length, exit right at the end via Alpha and taxi to the grass apron, taking care around the fuel bay – or backtrack if there is nothing behind you.

Runway 23. After landing, if possible, turn left at the intersection down runway 18 for parking. If you need a bit more runway a short backtrack is fine. If you need full length, continue right to the end, exit at Foxtrot, and follow the southern taxiway to parking.

PARKING: Show the marshallers either a

- **C** (for camping),
- **D** (day parking)
- **FA** (foreign arrival if you have arrived from outside the UK or Ireland)
- **QC** (quiet camping area)

in the window to indicate whether you are day parking or camping.

(Print these off at the end of these instructions)

When taxiing watch out for pedestrians, vehicles, other aircraft. Space will be limited, and if doubt, shut down and hand move the aircraft, don't try and squeeze through. As soon as possible, shut down and manoeuvre your aircraft into the parking spot by hand.

HELICOPTERS will be parked on the disused runway or at Heli East. Avgas 100LL and Jet-A1 F34 can be brought to you via bowser.

DAY PARKING will be runway 18/36, and the disused runway (by Heli East) for overflow day parking. Walk to the tower via the path and stay well clear of taxiways and the runways.

CAMPING will be marshalled onto the grass apron either by the tower (south apron), or opposite the fuel bay (north apron) when south is full. Follow the marshaller and push back to be close to the aircraft next to you. Keep all tents clear of taxiways and stay safe while airside. Pilots are responsible for themselves and their passengers at all times. Walk to the tower via the marked path around the edge of the grass apron. When you leave, please take home all your belongings and rubbish.

QUIET CAMPING will be marshalled to the southern end of 18/36 and parked on the grass edge. There is limited space so it will be available on a first come first serve basis.

FOREIGN ARRIVALS will be marshalled to southern apron in front of the tower, near the signal square. This only applies to aircraft flown from mainland Europe, not Ireland or UK/British Isles.

FUEL will be by Avgas bowser, which has published timings when it will drive around the parking area and fill up aircraft (9am, 12pm, 6pm). To help our team, please be by your aircraft at these times and put a **F** in the window to let us know you need fuel. Alternatively, you can taxi to the fuel bay and self-serve.



SITE MAP WILL BE PROVIDED SOON

Once parked, walk to the 'C' to buy a T-Shirt and have a beer (or 4)

All arrivals must have pre-booked your slot online at sleapkosh.co.uk and paid before arriving. Your wristbands and programme will be sent to your address, please bring and wear these all day. Our staff will be checking bands, and will greet you on arrival. If you arrive without paying, or lost wristbands, please head to the office to pay. This event is not cheap to put on, and if we lose money it will stop. Please pay your way.

SOME KEY POINTS

- Give way to aircraft with engines running at all times.
- Don't wear hi viz. Only our marshaller team will wear hi-viz to help identify, plus it stops you looking silly.
- When walking on aprons use the designated, marked pedestrian crossings.
- During the airshow, please adhere strictly to the crowd line which is inside the black fence by the tower and follow all marshalls instructions – you must NOT be in the aircraft parking area during the shows, otherwise the display cannot go ahead.
- Boring & rude people are banned. It's meant to be a fun weekend of laughs!
- Toilets and showers are available 24hrs, please refer to the map.
- Do not drink and fly. If you do not feel up to flying, don't. Please behave airside at all times. Any irresponsibility / bad behaviour airside will be reported to the CAA via MOR and the person will be removed by security.
- First aid and assistance can be found at the yellow C in reception. Our team will be happy to help. Drink plenty of water.
- Treat the staff and volunteers with upmost respect – they are doing it for the passion of running a great event, don't be a dick and ruin it for others! Thank the volunteers when you can!
- There is no road access to the event. Guest passes and member passes to gain access to the event can be found in reception or by contacting us on info@shropshireaeroclub.co.uk

•**Emergency Number: +44 (0) 1939 232882 (option 6 is 24hrs) or 999**

•**Have a fun and share your pictures with us at #SleepKosh26 and @shropshireaeroclub**

DEPARTURES



Beechcraft



No departures before 9am. Do **not** call for airfield information. Airfield details will be broadcast regularly, listen out for the runway in use, pressure settings and other relevant information and taxi accordingly carefully. Conduct power checks in a safe location, be careful of propwash.

- **Runway 05**, taxi to Hold F via Runway 18 and the southern taxiway. Do not enter the runway until it is safe to do so. Call lining up and taking off. (*Ex G-ABCD lining up/ taking off runway 05*)
- **Runway 23**, taxi to the intersection via 36 and if suitable take off from that position. (This gives you 500m licensed runway). If you need the full runway length taxi to Hold A via runway 36 and taxiways B and A, or backtrack is quiet.

Do not enter the runway unless you know it is safe to do so. Call lining up and taking off. (*Ex G-ABCD lining up/ taking off runway 05*)

Depart the Slep ATZ via downwind or straight-out, avoiding the Shawbury and Ternhill ATZ, and Montford Bridge and Ellesmere Lake VRPs. If departing on Friday, remain outside the Shawbury MATZ unless in contact with them on 133.155mhz. **Keep a good eye out for traffic and expect the local area to be busy!**

#SLEAPKOSH26

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Cessna

C

CAMPING

AIRCRAFT REG: _____

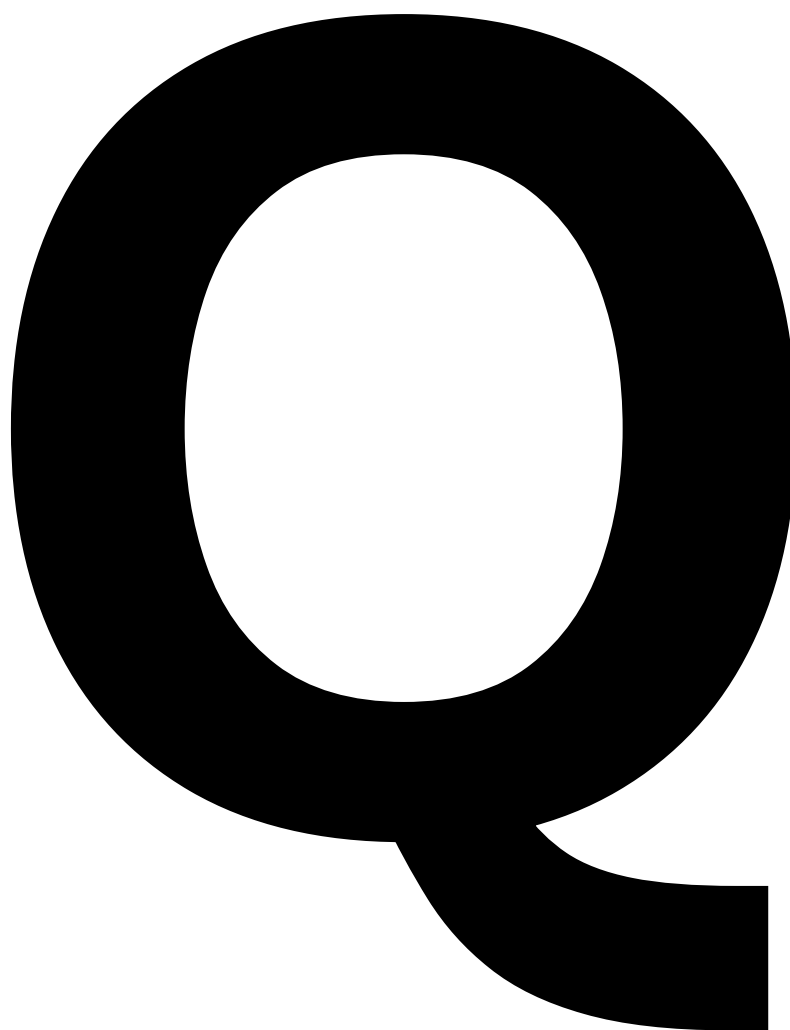


D

DAY PARKING

AIRCRAFT REG: _____





QUIET CAMPING
AIRCRAFT REG: _____



FA

FOREIGN ARRIVAL

AIRCRAFT REG: _____

ARRIVAL FROM _____

