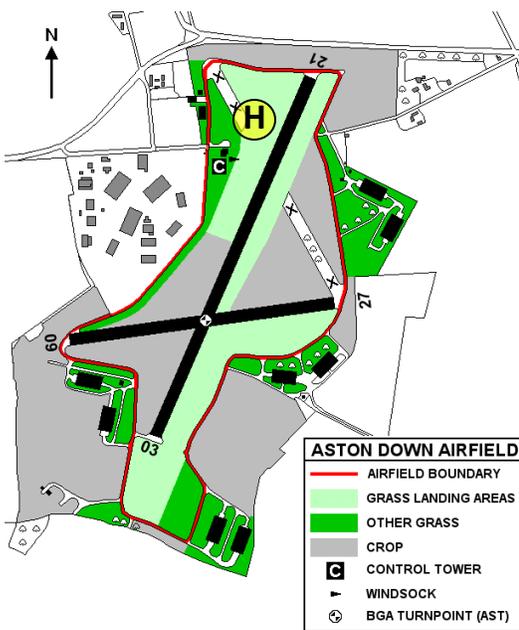


ASTON DOWN				
Location 51 42.358N 002 07.916W 6nm west of Cirencester	Elevation 600ft AMSL	Radio Aston Down 129.975 Kemble Radio 118.900		
Landing fee Nil for glider tugs and visiting SLMGs Otherwise on application.	Op Hours Sunrise -30mins to Sunset+30mins	Fuel Nil	Telephone Office 01285 760415, Clubhouse 01285 760473	
Remarks Unlicensed airfield owned and operated by the Cotswold Gliding Club. Powered aircraft strictly by Prior Arrangement and normally prohibited unless purpose directly connected with gliding.				
 <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div data-bbox="787 1060 1015 1260"> <p>ASTON DOWN AIRFIELD</p> <ul style="list-style-type: none"> — AIRFIELD BOUNDARY GRASS LANDING AREAS OTHER GRASS CROP C CONTROL TOWER WINDSOCK T BGA TURNPOINT (AST) </div> <div data-bbox="1096 1060 1396 1218"> <p>H Helicopter landings on end of disused stub Rwy</p> </div> </div>				
Runways 03/21 1480m x 46m tarmac, 09/27 1000m x 46m tarmac				
Circuits Glider circuits in either direction all runways. Powered aircraft either direction on Rwy21 not crossing Rwy extended centre line . RH circuit on Rwy 03. LH circuit on Rwy 27. Do not use Rwy 09 without information from launch point. All circuits approx 700ft AAL matching or inside glider circuits. No dead side, no overhead joins . Active runway not available for landing. Landing aircraft to use grass areas indicated but note grass close to either side of 03/21 and 09/27 is used as winch cable track. Non active runway can only be used for landing with current information from Aston Down radio but aircraft must keep clear of runway intersection to avoid winch cables on active runway. Call downwind.				
Caution The site is authorized to (and does) take cables to 3000ft AAL. Overflying aircraft should be at 4100ft AMSL or higher for safe separation from launch cables. Inbound aircraft should avoid (and not confuse Aston Down with) Kemble airfield 4nm south east of Aston Down. Avoid overflying local villages and light industrial area on western side of airfield. Perimeter track not available for taxiing. Caution should be exercised when crossing boundaries between tarmac and grass areas because of drainage gullies. Do not cross winch cables . Aeromodellers frequently operate from end of non-active runway (usually east end of 09/27). Blo-kart sailors occasionally operate on non-active runway (usually west end of 09/27 but occasionally north end of 03/21).				