EGBJ — GLOUCESTERSHIRE

EGBJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBJ — GLOUCESTERSHIRE

EGBJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515339N Long: 0021002W Midpoint of Runway 09/27.
2	Direction and distance from city	3.5 nm W of Cheltenham
3	Elevation / Reference temperature	101 ft / 19 C
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation/ Annual Change	1.28°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	GLOUCESTERSHIRE AIRPORT LTD. Post: Gloucestershire Aerodrome, Cheltenham, Gloucestershire GL51, 6SR. Phone: 01452-857700 Ext 223 (Ops/ATC) Phone: 01452-857700 Ext 248 (Admin) Phone: 01452-856222 (Handling) Fax: 01452-715174 (Ops) Fax: 01452-714593 (Admin) Fax: 01452-856333 (Handling) Email: info@gloucestershireairport.co.uk (Admin) Email: briefing@gloucestershireairport.co.uk (Ops) Email: ops@jet1.co.uk (Handling) URL: www.gloucestershireairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	GA Agreement aerodrome. Refer to GEN 1.2 for notification requirements. Designated aerodrome for Special Branch purposes.

EGBJ AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800; and by arrangement. Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830; and by arrangement.
2	Customs and Immigration	As AD hours
3	Health and sanitation	
4	AIS Briefing Office	As AD hours. Self briefing.
5	ATS Reporting Office (ARO)	As AD hours. Located in Terminal building, no access to Control Tower.
6	MET Briefing Office	As AD hours. Self briefing.
7	Air Traffic Service	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800; and by arrangement. Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830; and by arrangement. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	During public transport operations and by arrangement.
11	De-icing	By arrangement.
12	Remarks	Certain flights not requiring Licensed facilities may operate H24 strictly by prior arrangement.

EGBJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited. 1mt Forklift. Further facilities by arrangement.
2	Fuel and oil types	AVGAS 100LL AVTUR JET A-1 (All JET-A1 Pre mixed with AL48) AVGAS UL-91 W80, W100, 100, S80, Multigrade Turbine oils Aviation greases.
3	Fuelling facilities/capacity	Jet A-1 Mobile bowsers 112, 000 lt. AVGAS fixed installation 52, 000 lt.
4	De-icing facilities	Limited. By arrangement.
5	Hangar space for visiting aircraft	By arrangement.
6	Repair facilities for visiting aircraft	Full up to 5700 kg AUW Rotary and fixed-wing.
7	Remarks	Oxygen by arrangement. Handling services provided by Flight Partner.

EGBJ AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	On AD.
3	Transportation	Taxis, Car hire, Buses. Nearest station Cheltenham 2.5 nm.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	Within 1.5 nm vicinity of AD.
6	Tourist Office	Local information available in Terminal. Nearest office Cheltenham 2.5 nm.
7	Remarks	Accommodation and transportation arrangements can be made via Handling Agent or Aerodrome Ops

EGBJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A3
2	Rescue equipment	2 x MFV plus support vehicles. Hydraulic cutting equipment.
3	Capability for removal of disabled aircraft	Limited up to 5700 kg. Details from Aerodrome Authority.
4	Remarks	**Category 4 and 5** available on request. **Category 6** by prior arrangement. Flights operating for the public transport of passengers or otherwise requiring the use of a licensed aerodrome, will automatically be provided with the appropriate RFFS Category. At RFF Category 4, or above, a minimum quantity of 12700L of water and 1500L of foam is deployable.

EGBJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	No method of braking action assessment available.

EGBJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	A Surface: Asphalt. PCN 16/F/B/W/U B Surface: Asphalt. C Surface: Asphalt.
2	Taxiway width, surface and strength	Taxiway A: 11 m. Surface: Asphalt. PCN 16/F/B/W/U Taxiway B: 14 m. Surface: Asphalt. Taxiway C: 14 m. Surface: Asphalt. Taxiway D: 14 m. Surface: Asphalt. Taxiway E: 15 m. Surface: Asphalt. Taxiway F: 10 m. Surface: Asphalt. Taxiway G: 15 m. Surface: Asphalt. Taxiway H: 10 m. Surface: Asphalt. Taxiway J: 8 m. Surface: Asphalt. Taxiway K: 18 m. Surface: Asphalt. Taxiway R: 10 m. Surface: Grass.
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Reinforced grass apron west of Apron A suitable for aircraft up to 2300 kg MTWA. Grass Apron north of Taxiway H suitable for use by aircraft up to 2000 kg MTWA. Taxiway J is 10.5m then narrows to 8m after 150m

EGBJ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1 and 2 have Self manoeuvring markings. AVGAS helicopter refuelling point and hard standing parking marked with circled 'H'.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designation, threshold, centre-line and edge markings. Runway intersections marked. **Taxiway marking aid(s):** : All taxiways yellow centre-line. See AD 2.20 paragraph 2.
3	Stop bars	
4	Remarks	Illuminated windsleeve: 515334.79N 0021001.22W. Compass swing area marked north of runway 18 threshold. Helicopter parking as directed by ATC.

EGBJ AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
04/APPROACH 22/TAKE-OFF	Building	515310.50N 0021019.25W	134 ft		No	
22/APPROACH 04/TAKE-OFF	Road	515349.24N 0020927.74W	125 ft		No	
27/APPROACH 09/TAKE-OFF	Road	515341.30N 0020922.36W	127 ft		No	

EGBJ AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	Mast	515518.37N 0020038.45W	1260 ft		No	
	Pylon	515436.11N 0020732.06W	256 ft		No	
	Pylon	515413.70N 0020038.97W	1093 ft		No	
	Spire	515406.17N 0020448.69W	393 ft		No	
	Building	515347.20N 0020620.30W	350 ft		No	
	Pylon	515220.31N 0021141.23W	239 ft		No	
	Building	515213.40N 0021020.60W	541 ft		No	
	Mast	515205.97N 0021031.59W	580 ft		No	
	Mast	515205.96N 0021024.90W	581 ft		No	
	Pylon	515151.68N 0020845.77W	326 ft		No	
	Mast	515013.23N 0020526.06W	1145 ft		No	

EGBJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Form 214/215/415 TAF/METAR AIRMET. Internet access.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during AD hours. Observations may occasionally be 'Unofficial'.

EGBJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
04	034.62°	988 x 23 m	RWY surface: Asphalt.	515318.98N 0021005.28W 161 ft	THR 83 ft
22	214.62°	988 x 23 m	RWY surface: Asphalt.	515342.81N 0020938.69W 161 ft	THR 86 ft

EGBJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	083.75°	1431 x 30 m	RWY surface: Asphalt. PCN 16/F/B/W/U	515336.22N 0021037.64W 161 ft	THR 73 ft
27	263.76°	1431 x 30 m	RWY surface: Asphalt. PCN 16/F/B/W/U	515340.15N 0020939.59W 161 ft	THR 87 ft
18	173.91°	799 x 18 m	RWY surface: Asphalt.	515348.39N 0020958.58W 161 ft	THR 81 ft
36	353.91°	799 x 18 m	RWY surface: Asphalt.	515322.69N 0020954.15W 161 ft	THR 88 ft
04G	034.77°	304 x 19 m	RWY surface: Grass.	515327.07N 0020952.05W 161 ft	THR 87 ft
22G	214.78°	304 x 19 m	RWY surface: Grass.	515335.17N 0020942.96W 161 ft	THR 89 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 04
					RWY 22 Landing threshold displaced by 88 m.
					RWY 09 Landing threshold displaced by 30 m.
					RWY 27 Landing threshold displaced by 284 m.
					RWY 18
					RWY 36
					RWY 04G
					RWY 22G

EGBJ AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	988 m	1094 m	1049 m	988 m	
22	983 m	1073 m	983 m	900 m	
04G	304 m	304 m	304 m	304 m	
22G	304 m	304 m	304 m	304 m	
09	1271 m	1311 m	1271 m	1241 m	Runway 09 LDA ends 160 m before end of paved surface due to RESA provision.
27	1317 m	1319 m	1317 m	1147 m	
18	799 m	799 m	799 m	799 m	
36	799 m	799 m	799 m	799 m	

EGBJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	230 m Light intensity high.	Green HI Wingbar	PAPI Left/3° 46 ft			Elev HI bi-di-rectional 1431 m 59 m spacing White with yellow caution zone HI	Red.		**Approach Lighting:** Basic. Centre-line lighting 30 m spacing. **PAPI/(MEHT)** 3° LHS (46 ft) 5.5° RHS (49 ft) **PAPI dist from THR:** LHS 288 m RHS 124 m
27	312 m Light intensity high.	Green HI Wingbar	PAPI Left/3.5° 43 ft			Elev HI bi-di-rectional 1431 m 59 m spacing White with yellow caution zone	Red.		**Approach Lighting:** Intermediate. Centre-line lighting 30 m spacing with two crossbars. **PAPI/(MEHT)** 3.5° LHS (43 ft) 5.5° RHS (49 ft) **PAPI dist from THR:** LHS 249 m RHS 102 m
04			APAPI Left/4.5° 20 ft						**PAPI dist from THR** 115 m
22			APAPI Left/3.5° 23 ft						**PAPI dist from THR** 115 m

EGBJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: GLOUCESTERSHIRE Flashing Green 'GO'. Approx. 270m south of midpoint Runway 09/27. As required during AD hours
2	LDI location and lighting Anemometer location and lighting	Anemometer: 515329.42N 0021007.79W
3	TWY edge and centre line lighting	Taxiway: . Edge. All south side runway intersections and Hold A2 area blue edge lighting and reflective markers. Taxiway: . Centre line. Taxiways A, B and C green centre-line lighting and reflective blue studs.
4	Secondary power supply/switch-over time	Max. 10 seconds.
5	Remarks	Apron floodlighting. Runway guard lights at A1 and A2.

EGBJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Three grass Helicopter training areas; Heli Northeast, Northwest and Southwest are established. An additional aiming point is provided at Heli South, adjacent to Taxiway J. Refer to aerodrome chart. Helicopter Holding points 'Y' and 'X' established north and south of Runway 27 threshold. Helicopter procedures detailed at AD 2.20 Section 5.

EGBJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
GLOUCESTERSHIRE ATZ A circle, 2 nm radius centred at 515339N 0021002W on longest notified runway (09/27)	Upper limit: 2000 ft Lower limit: SFC	G	GLOSTER APPROACH English	3000 ft	

EGBJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	GLOSTER AP-PROACH	128.550 MHz DOC 25 nm/7,000 ft.	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800 Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830	**VDF** **515331.51N 0020938.70W** On AD. Bearing accuracy no better than Class B. ATZ hours coincident with Ap-proach hours. See 2.20 para 4(a) Warnings.
TWR	GLOSTER TOWER	122.900 MHz DOC 10 nm/3,000 ft. May occasionally be combined with APP. Refer to ATIS.	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800 Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830	
RAD	GLOSTER RADAR	128.550 MHz DOC 25 nm/7,000 ft.	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800 Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830	Radar services (Primary only) within 25 nm below FL 80, availability subject to manning. Use of 'Radar' suffix denotes availability only. Provision of a specific radar service is not implied **VDF** **515331.51N 0020938.70W** On AD. Bearing accuracy no better than Class B.
		120.975 MHz DOC 25 nm/10,000 ft. Not continuously moni-tored during aerodrome hours.	As Directed by ATC	
ATIS	GLOSTER INFOR-MATION	127.475 MHz DOC 60 nm/20,000 ft.	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800 Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830	
Other	FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle at-tending aircraft on the ground in an emergency.	

EGBJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IGOS	36Y 109.950 MHz	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800 Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830	515331.89N 0021004.54W	111 ft	On AD. Zero range is indi-cated at THR 27. DME range on the runway 27 ap-proach is limited to 20 nm at 1400 ft. DOC 25 nm/25000 ft.
NDB (L)	GST	331.000 kHz	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800 Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830	515331.03N 0021004.45W		On AD. Range 25 nm. Radiates as an NDB out of approach hours. Interference may occur within 5 nm of Droitwich. Some ADF equip-ment may exhibit occasional bearing

EGBJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
						fluctuations during the approach to Runway 27.
ILS I 1.28°W (2017)	IGOS	109.950 MHz	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800 Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830	515335.65N 0021046.97W		
ILS/GP	IGOS	333.650 MHz	Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800 Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830	515341.99N 0020952.25W		3.5° ILS Ref Datum Hgt 40 ft RWY 27

EGBJ AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) The use of the aerodrome is subject to Airport Terms and Conditions of Use, Byelaws and Code of Practice, copies available from Admin department.

(b) Aerodrome operating staff are required to wear high visibility clothing at all times when airside.

(c) PPR from ATC for non-radio traffic.

(d) All pilots not filing flight plans are required to book-out at Flight Briefing or by telephone to ATC, stating estimated elapsed flight time, fuel endurance and POB.

(e) Requests for extensions to AD hours are to be made as soon as reasonably practicable to Operations.

(f) The use of the aerodrome outside published hours is subject to authorisation from Aerodrome Operator.

2 Ground Movement

(a) Centre-line markings on taxi lanes within Apron B provide guidance only. Area shared by parked aircraft, uncontrolled, authorised vehicles and pedestrians, Licensing and obstacle clearance criteria relating to taxiways not necessarily met. Marshalling assistance available on request.

(b) Stands 1 and 2 Self-manoeuvring markings for aircraft with a wingspan up to 24 m. Self-manoeuvring GA parking on western side of Apron A for aircraft with a wingspan up to 15 m. Marshalling assistance available on request.

(c) Aircraft commanders are requested to use minimum power settings when manoeuvring on Stands 1 and 2.

(d) Helicopter parking on west side of Apron A and on grass spots southwest of Control Tower. Stand 1 not available to helicopters unable to ground taxi.

(e) During Low Visibility Procedures, runway access/egress via A2 only. All other taxiways closed.

3 CAT II/III Operations

Not applicable

4 Warnings

(a) Runway Incursion Hazard. Holding Point A2 has a wide mouth, Runway Guard lights are displayed whenever the runway is in use, irrespective of weather conditions. Pilots must exercise extreme caution when taxiing in this area.

(b) Turbulence may be encountered overflying industrial area on final approach Runway 22 and when crossing airfield perimeter on final Runway 27.

(c) Runway 04/22 prone to flooding after prolonged rain. Runway state available from ATC. Runway may not be available for turbine engined departures.

(d) Bird hazard. Flocks of gulls may be encountered crossing airfield approaches particularly at dawn and dusk.

(e) A public road runs through the undershoot of Runway 22 and 27. Pilots should not approach below the PAPI glidepath.

(f) To avoid possible jet efflux, pilots should avoid overflight of the engine test bed located approx. 300 m southeast of Runway 36 threshold.

EGBJ AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(g) Extensive Instrument training takes place throughout AD hours in IMC and VMC. Pilots intending to transit via GST or in the vicinity of IAPs are advised to contact Gloster Approach.

(h) Glider and hang glider activity takes place along the Cotswold hills to the east and south of the aerodrome without notification to ATC.

(i) Runway 09/27 undulates from its western end for approximately 400 m. From the 09 end, the runway slopes down to a trough at 156 m, then rises to a peak at 264 m with the next trough at 384 m. Overall and local longitudinal slopes are compliant; however, the rate of change of subsequent slope changes exceeds CAP168 requirements by 0.05% & 0.08%.

(j) Certain flights may operate outside AD/ATS/ATZ hours, making blind transmissions on 128.550 MHz.

(k) Public road runs adjacent to eastern airfield perimeter, penetrating Approach surfaces for Runways 22 and 27 and Take-off Climb surfaces for Runways 04 and 09. Co-ordinates relate to that portion of road closest to runway centre-lines, elevations relate to maximum penetration.

(l) Pylons and HT cables run from bearing 127°-181° MAG and 214°-275° MAG penetrating inner horizontal surface. Co-ordinates relate to position and elevation of greatest penetration.

(m) Road traffic control system in operation, activated by ATC. Mobile obstacle (vehicles) above 2.5 m stopped during non-training precision approaches when visibility less than 5000 m and on request for 09 departures.

5 Helicopter Operations

(a) Three grass Helicopter training areas; Heli Northeast, Northwest and Southwest are established. An additional aiming point is provided at Heli South, adjacent to Taxiway J. Refer to aerodrome chart. Helicopter Holding points 'Y' and 'X' established north and south of Runway 27 threshold.

(b) Helicopter circuits operate parallel to and inside fixed wing circuits up to a maximum of 750 ft QFE, approaching and departing from the helicopter training areas as follows:

Fixed-wing	**Rotary**
Runway 09/27	Heli Northwest & Northeast
Runway 04/22	Heli Southwest & Northwest
Runway 18/36	Heli Northeast

(i) Helicopters may also be instructed to depart or approach to Runways. Arrivals from the south will normally approach to Heli South.

(ii) Heli Northwest and Heli Northeast are referred to generically as 'Heli North'. Approach Control will normally issue joining instructions to 'Heli North', Tower may then specify a particular training/landing area area, subject to traffic and/or runway in use.

(c) In order to reduce RT loading and avoid conflict between rotary and fixed-wing circuits, standardised phraseology and procedures are established for helicopter operations. The standardised phrases are assigned the following meanings:

(i) **'Standard Helicopter Departure'**: Departure into wind or as required, remaining clear of fixed-wing runway in use, turning to depart circuit at right angles to runway in use (i.e. beneath 'downwind' leg) , not above 750 ft QFE, before departing ATZ on required track.

(ii) **Standard Helicopter Arrival'**: Enter ATZ not above 750 ft QFE, track inbound below downwind leg, approaching as required to designated HTA or runway, remaining clear of fixed wing final approach and climb out tracks

(iii) **'Standard Helicopter Circuits'**: Circuits to/from most upwind available spot, not above 750 ft QFE, negative RT, maintaining a listening watch on ADC frequency.

Larger helicopters and those types able to ground taxi may be integrated into the fixed-wing circuit.

(d) Helicopters are required to comply with noise abatement procedures as detailed in AD 2.21.

(e) The grass-crete surface at Heli Spots 1 and 3 may not be suitable for R22 or similar skid-equipped helicopters. These aircraft should park on the grass immediately west of the relevant spot.

(f) Helicopters requiring AVGAS are required to alight at the circled 'H' west of the refuelling point. Ground handling or repositioning may be required for parking.

(g) Helicopters requiring to cross Runway 04/22 and 09/27 will be instructed to air taxi to Hold Y or X to await onward clearance. Cross at right angles to the centre-line.

(h) Runway Strips and ILS critical areas marked by mown grass. Helicopters must not infringe runway strips during approach or manoeuvring without ATC clearance.

6 Use of Runways

(a) Crossing/multiple runway operations may take place. Pilots must follow ATC taxi instructions and vacate all runways as expeditiously as possible.

EGBJ AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

7 Training

(a) PPR from ATC for Instrument Training, 01452-857700 x 229.

(b) An Instrument training 'slot' booking system operates throughout AD hours. 30-minute slots are issued on the hour and at H+30. In order to avoid delay or curtailment, pilots should adhere to their pre-booked times. ATC are to be advised of any cancellation. Additional training may be accepted on an ad-hoc basis, subject to traffic.

(c) Engine failure after take-off training not permitted on Runway 18 or 22. EFATO exercises from Runways 04 and 09 must only commence after passing M5 motorway and, on Runway 27, after passing Imjin Barracks.

EGBJ AD 2.21 NOISE ABATEMENT PROCEDURES

Operators of all aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome. A medium density residential conurbation is situated to the east, south and southwest of the aerodrome. Whenever possible, pilots should avoid overflight of these areas, other villages, hamlets and residential areas in the vicinity of the aerodrome. A Code of Practice is established to minimise environmental disturbance, copies available on request. The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

(a) Jet departures Runway 09 - Climb straight ahead through 1400 ft QNH before turning.

(b) Departures Runway 18 - All departing aircraft are to execute a 20° left turn when passing the upwind end of the runway. Tracking 160° MAG, climb through 700 ft QFE before turning right.

(c) Departures Runway 22 - No left turns permitted until passing Chosen Hill (1.2 DME).

(d) Departures Runway 27 - All departing aircraft are to execute a 10° right turn when passing the upwind end of the runway. Tracking 280 MAG, climb through 600ft QFE before turning left. Avoid overflight of the village and church on the right. Jet aircraft are to climb through 1400 ft QNH before executing any turn. Aircraft unable to comply with 10° turn after take off should advise ATC and climb straight ahead through 1400 ft QNH.

(e) Departures Runway 04 - No left turns before Staverton Village (1.1 DME).

EGBJ AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(a) **IFR Arrivals**: Arriving flights are to establish communications with ATC at least 10 minutes prior to ETA at NDB(L) GST.

(b) **VFR Arrivals**: Arriving VFR flights are to establish communications with ATC at least 5 minutes prior to ETA for overhead and at not less th an 5 DME. Fixed wing aircraft will normally be instructed to make a Standard Overhead Join. Pilots wishing to join for downwind, base leg or straight-in approaches should request 'Direct Join' on initial contact. Direct joins may be issued with a vertical restriction e.g. not below 1500 ft QFE, to facilitate circuit integration. Such a restriction does not absolve pilots from the requirement to remain in VMC at all times. Inbound flights should avoid Instrument Approach let-down areas and departure climb outs at all times.

2 Procedures for Outbound Aircraft

(a) To provide improved ATC handling of outbound Airways flights from Gloucestershire Airport, the following Standard Departure Routes have been established in conjunction with relevant agencies:

Departure to	Via	Route	Remarks
East	L9	MALBY - L9/UL9	Radar Service not available from London Control below FL 070
South/Southwest	N864	BCN - N864/UN864	
West	L9	BCN - L9/UL9	

(b) Aircraft carrying out IR Training and Examination flights at Bristol, Cardiff and Exeter are required to route BADIM - L9 - BCN.

(c) Upon first contact with ATC, pilots should acknowledge receipt of current ATIS code and state altimeter setting in use.

(d) All IFR departures joining controlled airspace must request start up clearance.

3 Circuit Procedures

(a) Fixed-wing circuit height 1000 ft QFE. Rotary circuit height not above 750 ft QFE. Runway 04, 09 and 18 LH circuit, Runway 22, 27 and 36 RH circuit. Direction may be varied by ATC.

EGBJ AD 2.22 FLIGHT PROCEDURES (continued)

4 Instrument Approaches

(a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

(b) Undulation of the glide path will occur beyond 6 nm. Auto coupled approaches should not be carried out before 6 nm.

EGBJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBJ AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART – ICAO →
AD 2-EGBJ-2-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO →
AD 2-EGBJ-5-1

Figure: INSTRUMENT APPROACH CHART SRA RTR 0.5NM/2NM RWY 09 CAT A,B,C - ICAO →
AD 2-EGBJ-8-1

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 09 CAT A,B,C - ICAO →
AD 2-EGBJ-8-2

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 CAT A,B,C - ICAO →
AD 2-EGBJ-8-3

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 CAT A,B,C - ICAO →
AD 2-EGBJ-8-4

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 CAT A,B,C - ICAO →
AD 2-EGBJ-8-5

Figure: INSTRUMENT APPROACH CHART SRA RTR 0.5NM/2NM RWY 27 CAT A,B,C - ICAO →
AD 2-EGBJ-8-6

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 27 CAT A,B,C - ICAO →
AD 2-EGBJ-8-7

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 CAT A,B,C - ICAO →
AD 2-EGBJ-8-8

Figure: INSTRUMENT APPROACH CHART NDB(L) AERODROME CAT A,B,C - ICAO →
AD 2-EGBJ-8-9

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 09 →
AD 2-EGBJ-8-11

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 27 →
AD 2-EGBJ-8-12

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