

GLOUCESTERSHIRE

EGBJ AD 2.1 - GLOUCESTERSHIRE

EGBJ AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at Aerodrome:	Lat: 515339N Long: 0021002W	Midpoint of Runway 09/27.
2	Direction and distance from the city:	3.5 nm W of Cheltenham	
3	Elevation/Reference temperature:	101 ft – °C	
4	Geoid undulation at AD ELEV PSN:	161 ft.	
5	MAG VAR/Annual change:	W2.3° (2011) – 0.15° decreasing.	
6	AD Administration:	Gloucestershire Airport Ltd.	
	Address:	Gloucestershire Aerodrome, Cheltenham, Gloucestershire GL51, 6SR.	
	Telephone:	01452-857700; Ext. 223 (Ops/ATC); Ext. 248 (Admin); 01452-856222 (Handling).	
	Fax:	01452-715174 (Ops); 01452-714593 (Admin); 01452-856333 (Handling).	
	e-mail:	info@gloucestershireairport.co.uk (Admin); briefing@gloucestershireairport.co.uk (Ops); ops@jet1.co.uk (Handling).	
	Website:	www.gloucestershireairport.co.uk	
7	Types 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 services.	

EGBJ AD 2.3 — OPERATIONAL HOURS

1	AD Administration:	<p>Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800; and by arrangement.</p> <p>Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830; and by arrangement.</p>
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	ATS:	<p>Winter: Mon-Fri 0830-1930; Sat, Sun 0900-1800; and by arrangement.</p> <p>Summer: Mon-Fri 0730-1830; Sat, Sun 0800-1830; and by arrangement.</p> <p>See also AD 2.18.</p>
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/oil types:	AVTUR JET A-1, AVGAS 100LL. Oil: 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 available 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 or Executive Aviation Services. Frequency 129.750 MHz, Callsign 'Jester Ops'.

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 3. Category 4 and 5 available on request. Category 6 by prior arrangement.
2	Rescue equipment	2 x MFV Plus Support vehicle. Hydraulic cutting equipment.
3	Capability for removal of disabled aircraft:	Limited up to 5700 kg. Details from Aerodrome Authority.
4	Remarks:	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 12700 lt of water and 1500 lt of foam is deployed.

EGBJ AD 2.7 — SEASONAL AVAILABILITY - CLEARING

1	Type(s) 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 (Main Apron) Surface: Asphalt Strength: 16/F/B/W/U B (Maintenance Area) Surface: Asphalt Strength: C (Tower Apron) Surface: Asphalt Strength:
2	Taxiway width, surface and strength:	A Width: 11 m. Surface: Asphalt Strength: 16/F/B/W/U B, C and D Width: 14 m. Surface: Asphalt Strength: E and G Width: 15 m. Surface: Asphalt Strength: F and H Width: 10 m. Surface: Asphalt Strength: J Width: 10.5/8 m. Surface: Asphalt Strength: K Width: 18 m. Surface: Asphalt Strength:
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.

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: Runway designation, threshold, centre-line and edge markings. Runway intersections marked. Taxiway: All taxiways yellow centre-line. See AD 2.20 paragraph 2. Taxiways A, B and C green centre-line lighting and reflective blue studs. All south side runway intersections and Hold A2 area blue edge lighting and reflective markers.
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				In circling area and at aerodrome			
1				2			
Runway/Area affected	Obstacle type Elevation Markings/Lighting	Co-ordinates		Obstacle type Elevation Markings/Lighting	Co-ordinates		
a	b	c		a	b		
		ft amsl			ft amsl		
04/Approach 22/Take-off	Building	134	515310.50N 0021019.25W	Mast	580	515205.97N 0021031.59W	
				Mast	581	515205.96N 0021024.90W	
22/Approach 04/Take-off	Road	125	515349.24N 0020927.74W	Building	541	515213.40N 0021020.60W	
				Mast	1145	515013.23N 0020526.06W	
09/Approach 27/Take-off	Building (Lgtd)	103	515337.42N 0021046.91W	Building	350	515347.20N 0020620.30W	
				Pylon	1093	515413.70N 0020038.97W	
27/Approach 09/Take-off	Building (Lgtd)	137	515343.91N 0020921.16W	Pylon	326	515151.68N 0020845.77W	
	Telepole	136	515342.62N 0020918.47W	Pylon	239	515220.31N 0021141.23W	
	Approach Light	122	515341.83N 0020922.84W	Pylon	256	515436.11N 0020732.06W	
	Building	136	515344.10N 0020921.73W	Spire	393	515406.17N 0020448.69W	
	Road	135	515341.30N 0020922.36W	Mast	1260	515518.37N 0020038.45W	
	Barn	126	515343.55N 0020919.44W				
3	Remarks:	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.					
		Crossbar consisting of 11 individual lights. Co-ordinates and elevation relate to centre-line light.					
		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.					

EGBJ AD 2.11— METEOROLOGICAL INFORMATION PROVIDED

1	Associated 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 (m)	Strength (PCN) and surface of RWY and Stopway	Threshold co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	034.62°	988 x 34	— Asphalt	515318.98N 0021005.28W — GUND 161 ft	THR 83 ft
22	214.62°	988 x 34	— Asphalt	515342.81N 0020938.69W — GUND 161 ft	THR 86 ft
09	083.75°	1419 x 37	16/F/B/W/U Asphalt	515336.72N 0021032.36W — GUND 161 ft	THR 74 ft
27	263.76°	1419 x 37	16/F/B/W/U Asphalt	515340.20N 0020940.95W — GUND 161 ft	THR 87 ft
18	173.91°	799 x 18	— Asphalt	515348.39N 0020958.58W — GUND 161 ft	THR 81 ft
36	353.91°	799 x 18	— Asphalt	515322.69N 0020954.15W — GUND 161 ft	THR 88 ft
04	034.77°	304 x 19	— Grass	515327.07N 0020952.05W — GUND 161 ft	THR 87 ft
22	214.78°	304 x 19	— Grass	515335.17N 0020942.96W — GUND 161 ft	THR 89 ft

Slope of RWY-SWY	Stopway dimensions (m)	Clearway dimensions (m)	Strip dimensions (m)	OFZ
7	8	9	10	11
12	Remarks: Runway 22 landing threshold displaced by 88 m. Runway 09 landing threshold displaced by 118 m. Runway 27 landing threshold displaced by 312 m			

EGBJ AD 2.13 — DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks:
1	2	3	4	5	6
04	988	1094	1049	988	Runway 09 LDA ends 148 m before end of paved surface due to RESA provision. Runway 27 LDA ends 110 m before end of paved surface due to RESA provision.
22	988	1098	1038	900	
04 (Grass)	304	304	304	304	
22 (Grass)	304	304	304	304	
09	1271	1311	1271	1153	
27	1317	1319	1317	997	
18	799	799	799	799	
36	799	799	799	799	

EGBJ AD 2.14 — APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line Lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stopway Lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
09	Centre-line with one crossbar 180 m HI White	Green HI Wingbar	PAPI 3° LHS 262 m (49 ft) 5.25° RHS 68 m (42 ft)			Elev HI bi-directional 1421 m 60 m spacing White	Red	Red
27	Centre-line with one crossbar 340 m HI White	Green HI Wingbar	PAPI 3.5° LHS 98 m (21 ft) 5.25° RHS 60 m (20 ft)			Elev HI bi-directional 1421 m 60 m spacing White	Red	Red
04			APAPI 4.5 LHS° 115 m (20 ft)					
22			APAPI 3.5 LHS° 115 m (23 ft)					
10	Remarks	Due to siting constraints, Approach centre-line lengths reduced. Runway 27 Threshold wingbar lights located 3 m upwind of correct threshold position. Runway 09 Threshold wingbar lights located 25 m upwind of correct threshold position.						

EGBJ AD 2.15 — OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation:	Approx. 270m south of midpoint Runway 09/27. Green, coding 'GO' as required during AD hours.
2	LDI location and lighting: Anemometer location and lighting:	515329.42N 0021007.79W.
3	Taxiway edge and centre-line lighting:	Taxiways A, B & C green centre-line lighting and reflective blue studs. All south side runway intersections and Hold A2 area blue edge lighting.
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	Co-ordinates TLOF or THR of FATO: Geoid undulation:	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.
2	TLOF and/or FATO elevation (ft):	
3	TLOF and FATO area dimensions: Surface, Strength, Marking:	
4	True Bearing of FATO:	
5	Declared distance available:	
6	Approach and FATO lighting:	
7	Remarks:	

EGBJ AD 2.17 — ATS AIRSPACE

Designation and lateral limits		Vertical limits	Airspace Classification
1		2	3
Gloucestershire Aerodrome Traffic Zone (ATZ) Circle radius 2 nm centred on longest notified runway (09/27) 515339N 0021002W.		2000 ft aal/ SFC	G †
4	ATS unit call sign: Language(s):	Gloster Approach English	
5	Transition altitude:	3000 ft.	
6	Remarks:	Hours: See AD 2.18 † Refer to Section ENR 1.4 for Notifications.	

EGBJ AD 2.18 — ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Gloster Approach	128.550	Mon-Fri 0830-1930; Sat, Sun 0900-1800	Mon-Fri 0730-1830; Sat, Sun 0800-1830	ATZ hours coincident with Approach hours. See 2.20 para 4(a) Warnings. DOC 25 nm/7000 ft.
TWR	Gloster Tower	122.900			May occasionally be combined with APP. Refer to ATIS. DOC 10 nm/25000 ft.
RAD	Gloster Radar	128.550			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 DOC 25 nm/7000 ft.
		120.975 †	As Directed by ATC	As Directed by ATC	† Not continuously monitored during aerodrome hours. DOC 25 nm/25000 ft.
ATIS	Gloster Information	127.475	Mon-Fri 0830-1930; Sat, Sun 0900-1800	Mon-Fri 0730-1830; Sat, Sun 0800-1830	DOC 60 nm/20000 ft.
FIRE	Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS Frequency.

EGBJ AD 2.19— RADIO NAVIGATION AND LANDING AIDS

Type of Aid MAG VAR Type of supported OP (VOR/ILS/MLS declination)	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter	Summer			
1	2	3	4		5	6	7
DME	GOS	Ch 102Y (115.55 MHz)	Mon-Fri 0830-1930; Sat, Sun 0900-1800	Mon-Fri 0730-1830; Sat, Sun 0800-1830	515331.89N 0021004.54W	111 ft amsl	On AD. Zero range is indicated at THR 27 and THR 09. DOC 25 nm/25000 ft.
L	GST	331 kHz			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 equipment may exhibit occasional bearing fluctuations during the approach to Runway 27.
VDF	Gloster Approach	128.550 MHz			515331.51N 0020938.70W		On AD. Bearing accuracy no better than Class B.

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 ATC.
- f. The use of the aerodrome outside published hours is subject to authorisation from Aerodrome Authority.

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-maneuvring markings for aircraft with a wingspan up to 24 m. Self-maneuvring 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, on grass-crete spots southwest of fuel pumps and south 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 engine 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.
- g. Extensive Instrument training takes place throughout AD hours in IMC and VMC. Pilots intending to transit via GST or in the vicinity of IAP's 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 116 m, then rises to a peak at 224 m with the next trough at 344 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. Extensive flying may take place in the vicinity of the aerodrome at night, sometimes below MSA, by aircraft only capable of operating in VMC in accordance with Rule 33 (1)(d). This activity occurs on random tracks and at varying levels. These aircraft will be considered to be non-participating in a Procedural Service and provided with a Basic Service only. Traffic information, departure and joining instructions will continue to be passed as appropriate, but standard deconfliction minima cannot be assured between these aircraft and other arriving and departing flights.

5. Helicopter Operations

- a. 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.
- b. 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.

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

- e. 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.
- f. 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.
- g. Runway Strips are delineated by mown grass. Helicopters must not infringe runway strips during approach or manoeuvring without ATC clearance.
- h. Taxi-lanes H and J are not available to air-taxiing helicopters.

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.

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.

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 600 ft QFE before turning left. Avoid overflight of the village and church on the right.
- 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 than 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, Bristol Filton, Cardiff and Exeter are required to route BADIM - L9 - BCN.

3. Circuit Procedures

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

4. Instrument Approaches

- a. Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
- b. Pilots are reminded of the requirement to carry out a gross position error check with terrestrial navigation aids before commencing GNSS approaches.

EGBJ AD 2.23 — ADDITIONAL INFORMATION

Not applicable

EGBJ AD 2.24 — CHARTS RELATED TO THE AERODROME

Chart Name	Page
Aerodrome Chart - ICAO	AD 2-EGBJ-2-1
ATC Surveillance Minimum Altitude Chart	AD 2-EGBJ-5-1
Instrument Approach Chart SRA RTR 0.5 nm/2 nm RWY 09 – ICAO	AD 2-EGBJ-8-1
Instrument Approach Chart RNAV (GNSS) RWY 09 – ICAO	AD 2-EGBJ-8-2
Instrument Approach Chart NDB(L) DME RWY 09 – ICAO	AD 2-EGBJ-8-3
Instrument Approach Chart SRA RTR 0.5 nm/2 nm RWY 27 – ICAO	AD 2-EGBJ-8-4
Instrument Approach Chart RNAV (GNSS) RWY 27 – ICAO	AD 2-EGBJ-8-5
Instrument Approach Chart NDB(L) DME RWY 27 – ICAO	AD 2-EGBJ-8-6
Instrument Approach Chart NDB(L) Aerodrome – ICAO	AD 2-EGBJ-8-7

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