

**THIS PUBLICATION IS NOT TO BE USED FOR REAL WORLD OPERATIONS.**

AIRFIELD NAME	February 25	<b>CHELTENHAM HELIPORT</b>	<b>EGBC</b>	West
CALLSIGN (A/C RADIO)	Cheltenham Tower		121.175	
CALLSIGN (ES/VATSIM)	<b>EGBC_TWR - ONLY OPEN DURING HORSE RACE MEETINGS</b>		Elev.200 ft	
LOCATION	Lat N051.55.33.000	Long W002.03.16.000	VFR Conspicuity ---	
LOCATION GEOGRAPHIC	1 NM to the North of Cheltenham, next to racecourse.		App. EGBJ 128.555	
CHART SOURCE	NATS	<b>LIGHT/MEDIUM HELICOPTER TRAFFIC ONLY</b> <b>ALL A/C MUST USE APPROVED ROUTES</b>	QFE= QNH-6 HPscIs	
METAR AIRPORT	EGBJ 127.480		<b>NO NORDO TRAFFIC</b>	
HELIPADS	Names	<b>ALL MOVEMENT, AIR and GROUND, STRICTLY under TOWER CONTROL. EXPECT NON-STANDARD, CLEAR INSTRUCTIONS and PHRASEOLOGY. INBOUND HOLDS are marked, but may be required anywhere. PASSENGERS will EMBARK/DISEMBARK, ENGINES RUNNING. A/C may be delayed or required to depart with an initial vertical climb to 100ft before transition, due to traffic. OUTBOUND A/C should climb to A1000ft within ATZ, if able. DO NOT cross inbound lanes BELOW A1000ft.</b>		
3 x 18M	Gates 1, 2 & 4.			
1 x 13M	Gate 3			
4 overload	Heli-Pads 5, 6, 7 & 8			
<b>A/C Parking, ENGINES OFF</b> , either side of Eastern end of A/F. <b>Call for startup.</b>				
Runway	230M X 30M; GRASS			
Circuits	To North at 500ft QFE			
AIRSPACE	Class G	<b>During event EGBC 3nm radius up to A3000ft restricted to EGBC helicopter traffic ONLY.</b>		
NO FLY AREAS	<b>During routes in/out, A/C should NOT overfly any farms or housing below 700ft QFE, A900ft.</b> The approved routes have been negotiated with local residents.			
LOCAL HAZARDS	<b>The surface of the heliport is NOT SUITABLE FOR GROUND TAXIING.</b> Landing A/C will normally set down / come to the hover at the centre aiming point 'H'. Due to traffic you may be given a runway number (to land 'short', 'long' or closest to your Stand/Pad), unless ALSO told to HOLD (in landing clearance). Once in the hover, taxi directly to assigned Stand/Pad. <b>Helicopters are to air-taxi</b> via the routes shown, <b>OR AS ADVISED BY THE TOWER</b> , Aircraft taxiing to/from parking may be required to <b>SET-DOWN</b> to allow air traffic to pass. <b>For the CIX VFR EVENT, THERE IS NO FUEL AVAILABLE AT EGBC.</b>			
SPECIAL RULES	<b>Call for lift. A/C ARE NOT PERMITTED to shut-down on stand. A/C that CANNOT disembark/embark passengers and DEPART within 5 minutes, MUST inform ATC on FIRST contact and park as ADVISED. ALL MOVEMENTS require ATC authority. INBOUND A/C 500ft QFE, when able. Caution inbound gate. OUTBOUND A/C. Climb and maintain A1000ft BEFORE crossing any buildings or inbound routes. ALL A/C MUST follow published routes and Altitudes, unless advised otherwise by ATC.</b>			
REMARKS	Restricted Airspace (Temporary), radius 3 NM SFC - 3000 FT AMSL, is established for the duration of the Cheltenham Gold Cup Meeting. This Heliport is open <b>ONLY</b> during the Cheltenham Festival meeting. <b>SIM PILOTS MUST notify EGBJ_APP and EGBC_TWR, If NIGHT FLYING.</b> A/C Callsigns: Real World. All 'FERRY' A/C are given a 'jockey' (JKY XX) number. <b>PLEASE CHANGE DISPLAYED TAIL NUMBER to show JKY XX. (Your jockey number).</b> <b>EGBJ TOWER may assign jockey numbers, if not see below.</b>			

**CIX VFR CLUB members, change your TS nickname to include your jockey number instead of your aircraft registration, for example 'Neville, JKY23'.**

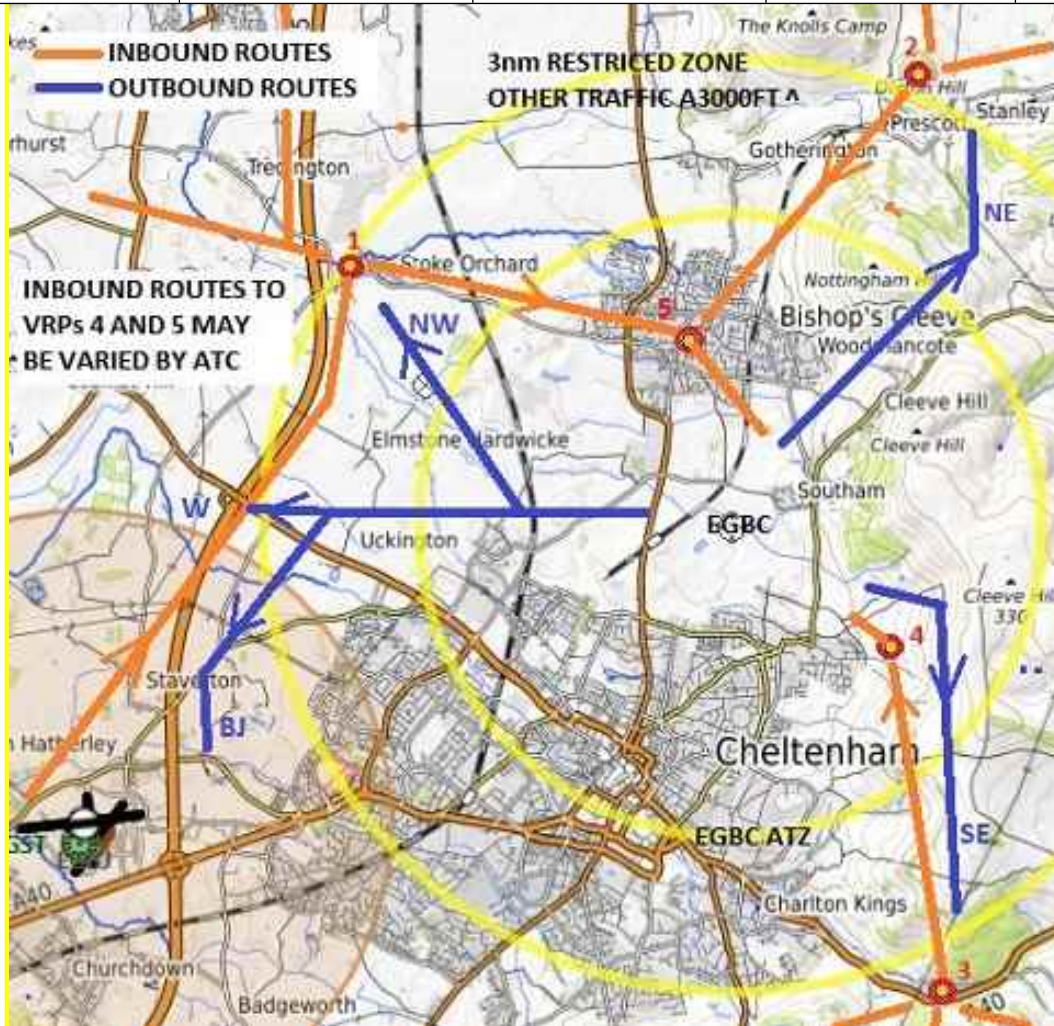


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**THE DATA BELOW RELATES TO ALL INBOUND ROUTES**

3 routes; NW - **Stoke Orchard**, NE - **Dixton Hill** and SE - **Dowdeswell Reservoir**. VRPs are listed below:-

ID	VRP Name	Latitude	Longitude	PlanG Lat	PlanG Long.
1	Stoke Orchard	N051.57.13.650	W002.07.14.300	51.953793	-2.120640
2	Dixton Hill	N051.58.27.600	W002.01.18.580	51.974333	-2.0218277
3	Dowdeswell Reservoir	N051.52.33.850	W002.01.04.058	51.876070	-2.017794
4	Prestbury	N051.54.46.750	W002.01.36.500	51.912987	-2.0268059
5	Bishops Cleeve	N051.56.44.880	W002.03.42.180	51.945800	-2.0616972



**INBOUND.** EGBJ\_APP will route you inbound to one of the 2 VRPs above (4 and 5) via VRPs 1, 2 or 3. You will receive speed and level changes to sequence you towards the Airfield. EGBJ\_APP's Area is 40nm on EGBJ.

**IF BUSY, EXPECT TO BE REQUIRED TO GIVE WAY TO OTHER TRAFFIC, as and where required, by ATC.**

Expect to be handed to Tower at (or near) the second VRP.

**"Jockey 3, Tower on 121.175, callsign and VRP only."** Reply **"Jockey3, contact Tower."** Then, your call to Tower, **"Cheltenham Tower, Jockey 3 Bishops Cleeve."**

If not confident flying a helicopter, on first call to all ATC insert "Student", {ATC Callsign}, **Student Jockey 3,."**

**OUTBOUND.** Ensure departure route is in Flight Plan (**NE; NW; W; BJ or SE**).

When busy, you will be handed off to EGBJ\_APP with **"Jockey3, App 128.55 call-sign and route"** (ONLY).

You report to Approach with **"Approach, Jockey 3 NW"** **NOTHING MORE.**

There are 5 set outbound routes named **NE; NW; W; BJ or SE**. Show route out in Flight plan/route.

Climb safely to A1000ft as soon as able. **DO NOT overfly buildings or inbound lanes BELOW A1000ft.**

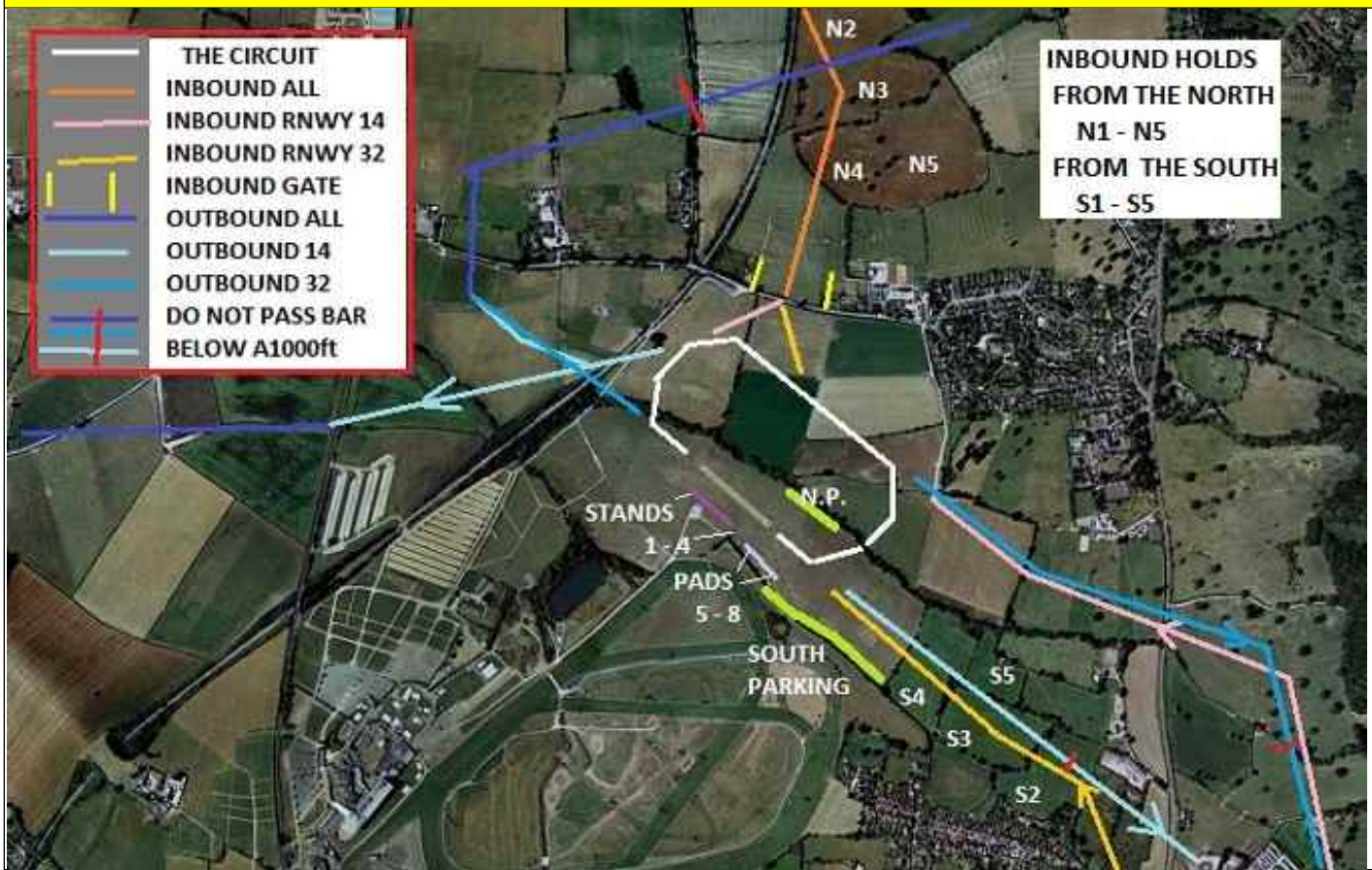
**ATC Phraseology will not always be standard, in order to save air time. Please use phraseology as per ATC.**

**IF BUSY, and instructions understood, a reply of "JKY 3, WILCO" is OK provided you understand and can do it.**

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#### THE CIRCUIT.

The circuit at EGBC is very tight. It needs to be flown slowly, under control. Reduced phraseology should help. **DO NOT overfly houses BELOW 700ft QFE.** Tower will prefer South Parking. Runway traffic has precedence. **A/C on Stands and Pads, ENGINES RUNNING.** If you need MORE than 5 minutes on stand, notify Tower on final. "Jockey 3, final, Pads" (or if parking "...Parking." You will be directed to a Pad.) Then, when traffic allows. "Jockey 3, lift to park." Expect delay. **For the Event it will be assumed that all A/C arrive with passengers.**

When traffic builds, Tower will **BROADCAST WINDS and QFE** on a regular basis. Listen and make note.

**ARRIVALS WITH CHELTENHAM TOWER** Your first call will be "Jockey 3, Bishops Cleave (or Prestbury)" **NO MORE.** Tower will pass basic information, "Jockey 3, QFE xxxx, Runway 14/32. Follow the EC45, expect to hold N3.." Then you may get, ". Call holding N3 (North of the Gate)." Hold in the hover or set down. If you understand and can do it, reply "Jockey 3, Wilko."

**IF BUSY, EXPECT TO REDUCE SPEED BELOW 20knts.** Listen to circuit joining instructions to know what is going on. **WHEN NEAR OR ON FINAL, "Jockey 3 (turning) Final 14.."** If parking up, ".to Park." If requiring MORE THAN 5 minutes on the ground, Add ".to PAD." Tower will assign Stand or Pad. "Jockey 3 Land 14 Stand 3 (orPad7)." **If 2 A/C are in the circuit, close together, you may get "Jockey 3 land 14, 32 numbers, Stand 4."** This means there is one behind you, I need you to land long, near the other end of runway.

Tower to the following A/C will be "GTC Land 14 Centre, (1 ahead) Stand 1."

If not given a designated set down, use the centre aiming point.

When in the Hover, Hovertaxi direct to your assigned Stand or Pad and report "Jockey, 3 Set Down."

**DO NOT SHUT DOWN, you must remain ENGINES RUNNING** except at parking **WITH AUTHORITY** to shut down.

**You should aim to depart within 3-5 minutes, to make room for other A/C. See below – Departures.**

**NB: IF BUSY THE Phrase "Cleared to" may be omitted. It does NOT mean that it is not a clearance.**

**Taxiing. ALWAYS be aware of other A/C around you, especially if they are moving. Give way to in/outbound A/C.**

**DEPARTURES WITH CHELTENHAM TOWER** If you called for parking on Final, when ready to taxi to parking call, "Jockey 3 to parking." You will get 1 of 3 replies, "Jockey 3..." 1..". Call you back (or stand by)", 2..". Hold position, Traffic." 1 and 2 mean I cannot let you go yet, conflicting traffic (expected). WAIT. When clear long enough for you to taxi, you will get "Jockey 3, Lift, south Parking, report set down." This means Tower has a time slot which should enable you to park up before the next traffic movement.

**ALL A/C. The Standard departure is "Callsign, after departure climb and maintain A1400ft, via published route."**

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**ALL A/C. DO NOT CALL FOR/REQUEST A MOVEMENT UNTIL YOU ARE READY TO MOVE.**

**BEFORE REQUESTING FIRST MOVEMENT, ENSURE YOUR FLIGHT-PLAN IS COMPLETED, showing outbound route.**

**IF ON SOUTH/NORTH PARKING**, when ready, CALL FOR START. "Jockey 3, South parking to start."  
Tower will reply, "Jockey 3, Start, call for lift." When ready "Jockey 3 ready for Lift." As for taxi to parking, you will be cleared to taxi to a nominated PAD, when other traffic enables it. CONTINUE AT ONCE.

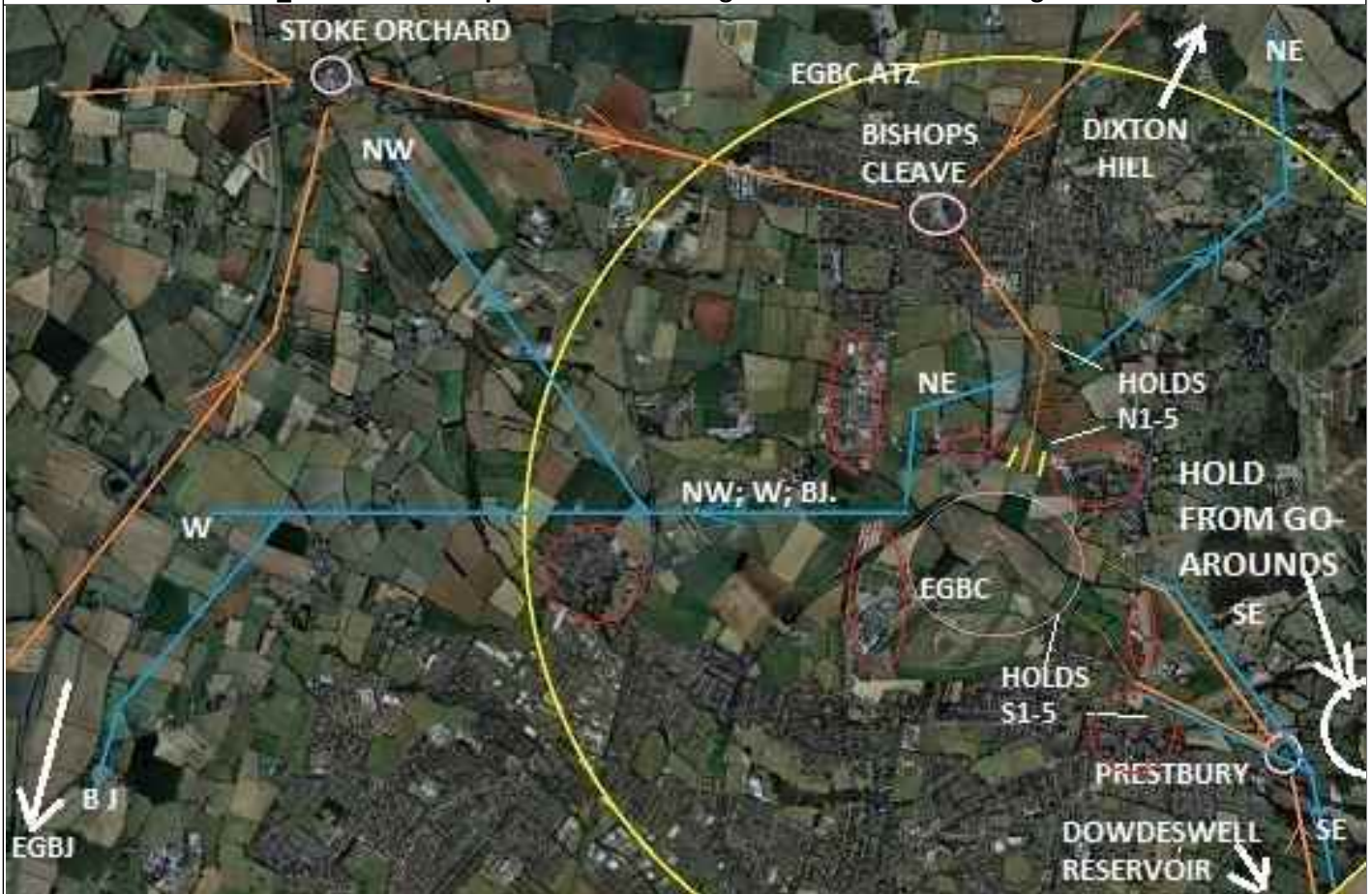
**IF ON STAND OR PAD**, when ready, CALL FOR LIFT stating Stand or Pad number and route out.

"Jockey 3, Stand2, ready lift NE" or "Jockey 3 outbound NE." You may be asked to hold. When clear, "Jockey 3, on 2, Lift, direct runway hold NE." **THIS is NOT A DEPARTURE CLEARANCE.** It means taxi and line up. "Jockey 3, on2, Lift, Depart NE" means lift, taxi to runway and depart via NE route, **A DEPARTURE CLEARANCE.** A departure **DIRECT** from stand would be "Jockey 3, **FROM PRESENT POSITION / STAND 1, Lift, DEPART NE.**"

**In all cases, Taxi DIRECT to the runway and line up**, unless instructed otherwise. if advised a delay, set down. Then you will get "Jockey 3, 14, take off, NE." Your reply, "Jockey 3, 14 taking off NE" so that all in circuit know. Then Fly the published route (this document).

When clear of tower traffic, you will be handed to EGBJ\_APP with "Jockey 3, App 128.550 call-sign and route only." You reply "Approach, 128.55, Jockey 3 NE" **NO MORE.** See Page 2.

**REMEMBER.** When outbound you **MUST** fly **ABOVE** ALL inbound traffic, A1000ft above all buildings and inbound routes until with EGBJ\_APP. You are responsible for avoiding 'students' who are having trouble. ENJOY.



**EVENT AREA. MAIN INBOUND / OUTBOUND ROUTES**

**VRPs: ON INBOUND ROUTES**

- Stoke Orchard vrp 1.
- Dixton Hill 2.
- Dowdeswell Reservoir 3.
- Prestbury 4.
- Bishops Cleave 5.

**DESIGNATED ROUTES OUTBOUND**

- NE; North East, Dixton Hill.
- SE; South East, Dowdeswell Reservoir.
- NW; North West, Stoke Orchard.
- W; West (SW –NOT BJ) WITH EGBJ\_APP.
- BJ; EGBJ.

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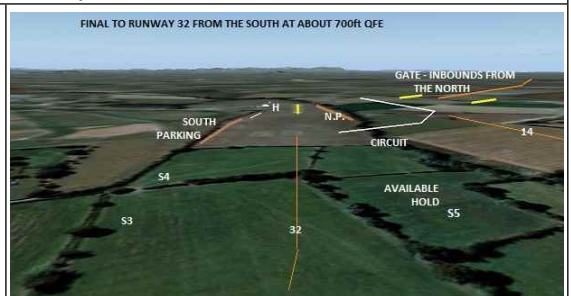
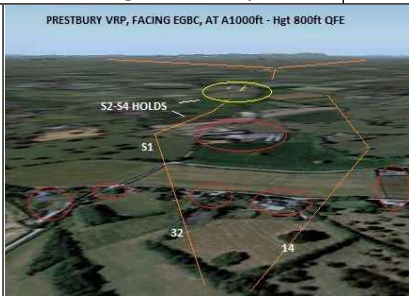
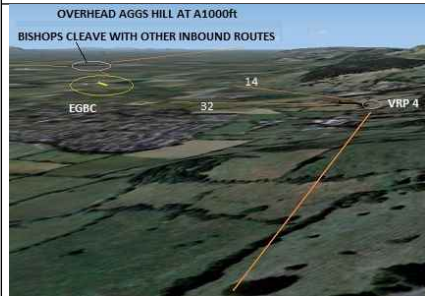
**THE REMAINDER OF THIS PUBLICATION IS A SERIES OF PICTURES TO ASSIST PILOTS  
FLYING ALL APPROACHES TO EGBC**

**NOTE: EGBJ\_APP may vary each route if traffic inbound is heavy. AVIATE, LISTEN, LOOK,**

**DOWDESWELL RESERVOIR (PRESTBURY) ROUTE**

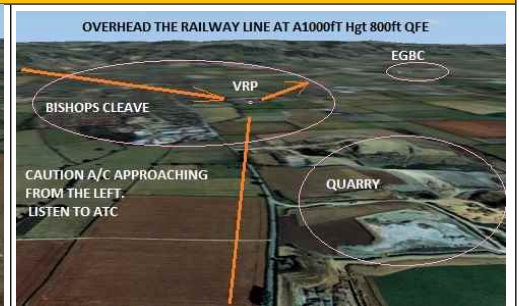
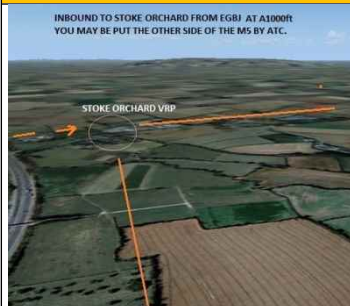


Descend as able, to be at 800ft QFE comming Prestbury VRP. At HAM Hill you will start to see the traffic at EGBC



Concentrate on any traffic ahead | Try to avoid the farms ahead | Be ready to HOLD as and where required  
Expect Height and Speed restrictions. You may be required to hold (in the hover) over Prestbury (VRP 4) for traffic.  
If Rnwy.14. WATCH OUT for traffic comming from the North. If ahead of you they have right of way.

**EGBJ / STOKE ORCHARD INBOUND ROUTE**



Watch out for other traffic | Follow road past quarry | Continue, look for the blue roof

Bishops Cleave is likely to be the first traffic conflict. CONTROL your SPEED / Height, LOOK and LISTEN to ATC.

This route continues with **OUTBOUND FROM BISHOPS CLEAVE**, next page

**DIXTON HILL INBOUND ROUTE**



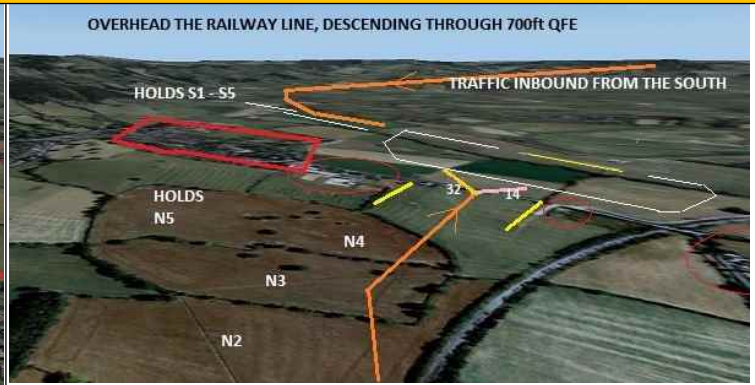
You may have to give way to other traffic. | If needed, drop into field next to railway line.

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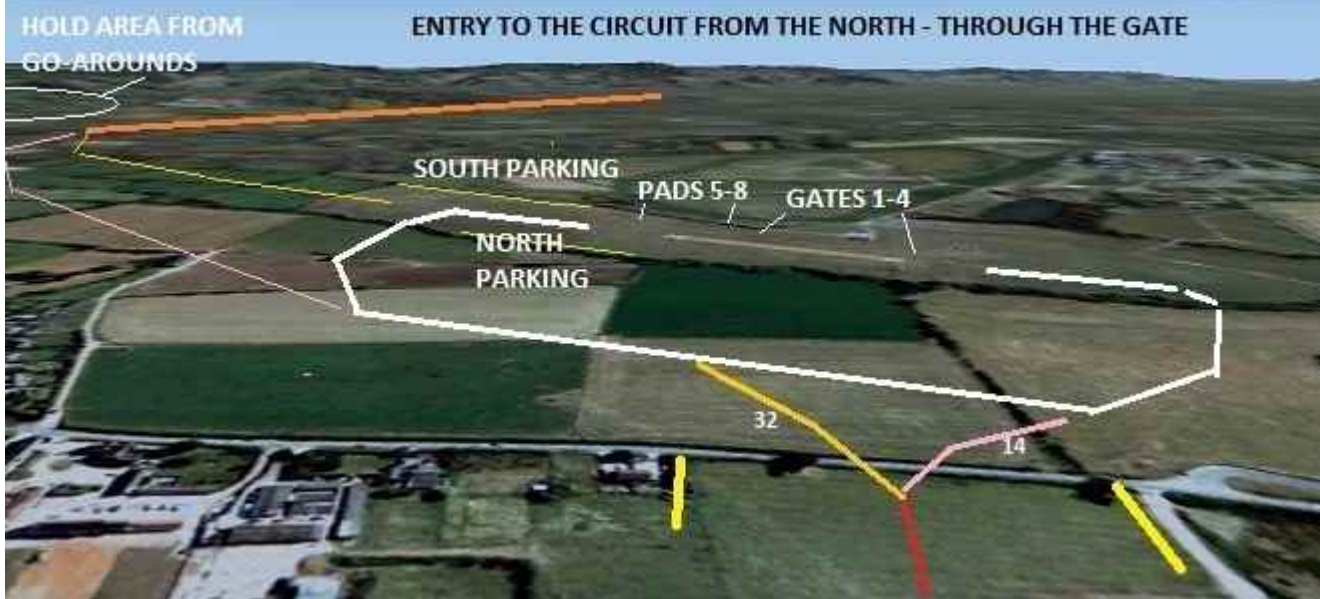


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**INBOUND TO EGBC FROM BISHOPS CLEAVE**



Be ready. **YOU MAY NEED TO HOLD FOR TRAFFIC. Circuit Traffic will take precedent.** Recommend max20-25kts



**BE AWARE of circuit Traffic BEFORE you enter the circuit, the CIRCUIT IS TIGHT. KEEP YOUR SPEED DOWN IF YOU HAVE TO GO-AROUND, FOLLOW PRESTBURY OUTBOUND ROUTE, HOLD AND, WHEN CLEARED, TRY AGAIN.**

**EVENT PROCEDURES IN THE CIRCUIT**

**IF THE TOWER SEES YOU HAVING PROBLEMS, YOU MAY BE ADVISED "Jockey3,set down until advised."** This means SET DOWN (NOT ON THE AIRFIELD) AND WAIT. WHEN TOWER HAS A BREAK IN TRAFFIC Tower WILL CALL "**Jockey 3, lift, report final to land 14.**" Lift and MAKE YOUR OWN (CAREFUL) WAY to FINAL.

If you are not sure what to do (next), Talk to ATC. If it is very busy, Except on the airfield, Set down. ATC will see that and help. Much better for all than creating conflicts. This way, even if you are having problems, you will still have an enjoyable flight, or three.

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