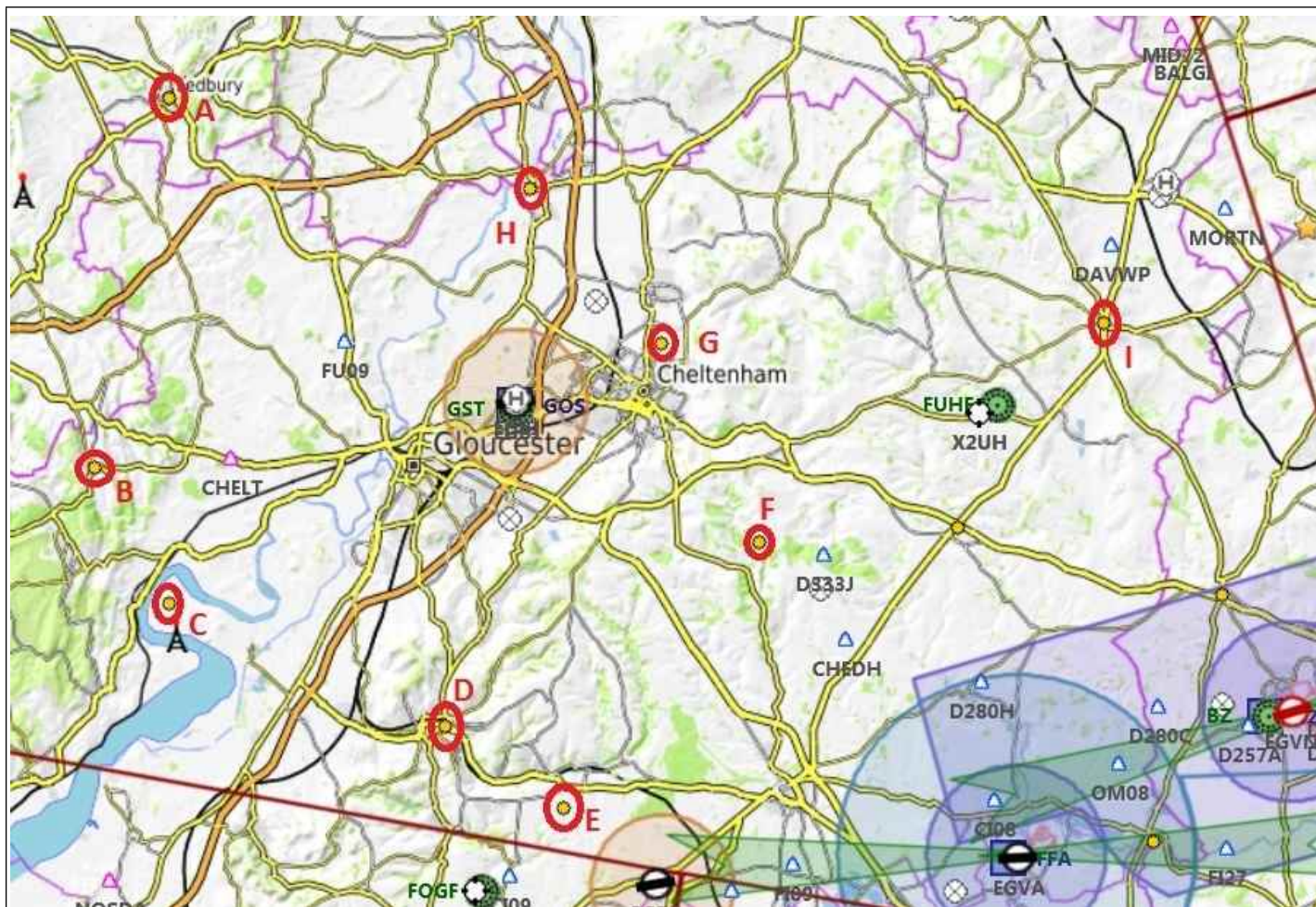


AIRFIELD NAME AND ICAO		April 25	GLOUCESTERSHIRE		EGBJ	West
CALLSIGN (A/C RADIO)		Gloucester Tower			122.905	
CALLSIGN (ES/VATSIM)		EGBJ_TWR			App. 128.555	
LOCATION		Lat. N051.53.39.000	Long. W002.10.02.000		Elev. 101ft	
LOCATION GEOGRAPHIC		3.5nm NW Cheltenham			VFR Conspicuity	
CHART SOURCE/VOR		NATS	JOINS:- Standard Over-Head Join. Unless		QFE= QNH - 3HPscIs	
METAR AIRPORT		EGBJ 127.480	advised. Direct joins may be requested			
NAV AIDS (FSX / PLANG3)		NDB. GST 331KHz	ILS 27 109.95. [may not be available on your flight simulator.]			
RUNWAYS	Headings	Dimension	Surface	Brief Noise Abatement(detail below) and Notes/Chart		
	09 / 27	1431M X 30M	Asphalt	27:10°RGT passing 09nmbrs. trk 280 till600'QFE/700'QNH		
	04 / 22	988m x 23m	Asphalt	22:NO LFT TURNS until Chosen Hill - 1.2DME CLOSED		
AIRSPACE	CLASS G	Transition level 3000ft		Airspace above is:- Class C, FL195, London IFR		
CIRCUITS HEIGHT /dir	FXD. Wing; 1000 Ft QFE.		Circuits 04, 09 LH. 22, 27 RH. If busy, ATC may vary			
	Helios;	750ft QFE	Helio Circuits as above BUT @750ft and INSIDE Fixed Wing Circuits.			
NO FLY AREA	Avoid overflying Engine Test Bed SE of 36 threshold. Avoid all local villages and towns, below 2000'					
LOCAL HAZARDS	<p>Gliders and Hang gliders operate along Cotswold Hills East and South of A/F. Runway 04/22 liable to flooding after continuous rain. Contact Tower for access. THEN - NO Turbines. Flocks of GULLS may transit A/F, particularly dawn and dusk, below 2000' Public road crosses undershoot of 22 and 27. DO NOT descend below glide path (PAPIs) TAXI C/L in maintenance area is guidance, caution wing clearances, other A/C, Vehicles and Pedestrians.</p>					
HELICOPTER OPERATIONS	<p>There are 3 grass Helicopter training areas; Heli NE,NW & SW. Heli S is Set-down helipad, between Hanger and Taxi J. Heli Hlds X & Y, N/S of 27 threshold are for crossing runway 27, to/from parking. HELI CIRCUITS: Start/finish as follows at 750ft QFE:- Runway 09/27, Heli N & NW: Runway 04/22, Heli S & NW. HELICOPTER Standard Phraseology and Procedures, when Tower is busy with other traffic. [INSTRUCTION ISSUED] [PROCEDURE required/approved/to be carried out] (callsign) STANDARD HELICOPTER DEPARTURE: Depart into wind or as required, remain clear of fixed wing runway-in-use. DEPART ATZ at RIGHT ANGLES to runway in use, NOT ABOVE 750ftQFE (850ft QNH) before turning on track. (callsign) STANDARD HELICOPTER ARRIVAL: Enter ATZ NOT ABOVE 750ft QFE. Track inbound below downwind leg of active runway, approaching, as required to designated HTA or runway. REMAIN CLEAR of fixed wing approach and climb-out tracks. Remain outside ATZ until able to join D/Wind. (unless specified by ATC, use Heli-circuit HTAs, as above) (callsign) STANDARD HELICOPTER CIRCUITS: Circuits to/from most upwind available HTA with regard to runway in use (see above). NOT ABOVE 750ft QFE. NEGATIVE RT. Maintain LISTENING WATCH on Tower frequency. As well as, of course a VERY good lookout.</p>					
SPECIAL RULES	During Low Visibility; Runway entry/exit via A2 ONLY (NOT A1)					
REMARKS	<p>VFR ARRIVALS: Establish ATC contact AT LEAST 5 Minutes away AND NOT LESS than 5DME. If you wish to join Downwind/Base leg/Straight in. REQUEST 'DIRECT JOIN' on FIRST contact. Note VERTICAL restriction of NOT BELOW 1500ft QFE. - REMAIN VMC. Approval dependant on traffic. EGBJ Gloucestershire A/P Often has IFR/CARGO A/C with Horses for the Racecourse, as well as Private and Charter flights. - LOOK/LISTEN - Know what is going on and anticipate, be ready for your next instruction from ATC. Obviously, if you see a conflict endangering your flight, you need to avoid it BUT TELL (request) YOUR AVOIDING ACTION to ATC. Never vary your last ATC instruction (especially when inside the ATZ) without knowledge/approval from ATC. Normal (fxd wing) is a standard Over Head Join. Further information/guidance available in Gloucestershire airport 'Guide-to-flying.' Web link; www.gloucestershireairport.co.uk/wp-content/uploads/2016/05/Guide-to-Flying.pdf NOISE ABATEMENT PROCEDURES; See notes above and Chart below. Maintenance area c/l Marking- guidance ONLY. BE AWARE of clearance from parked A/C and buildings. Taxi H stops at the road crossing, See chart.</p>					



VRPs:	Lat.	Long	PlanG coordinates	
A. Ledbury	N052.02.05.11	W002.25.40.72	52.0347526	-2.4279785
B. Mitcheldean	N051.51.50.34	W002.29.04.63	51.8639839	-2.4846200
C. Bends in River	N051.48.00.44	W002.25.40.72	51.8001230	-2.4279785
D. Stroud	N051.44.43.12	W002.13.15.44	51.7453129	-2.2209548
E. Aston Down Dis. A/F	N051.42.17.66	W002.07.52.85	51.7049064	-2.1313476
F. The Ridge	N051.49.43.00	W001.59.5.180	51.8286111	-1.9847720
G. Cheltenham Racecourse	N051.55.15.91	W002.03.32.06	51.9210850	-2.0589065
H. Tewkesbury	N051.59.34.49	W002.09.26.78	51.9929142	-2.1574401
I. Stow	N051.55.49.82	W001.43.29.47	51.9305065	-1.7248535

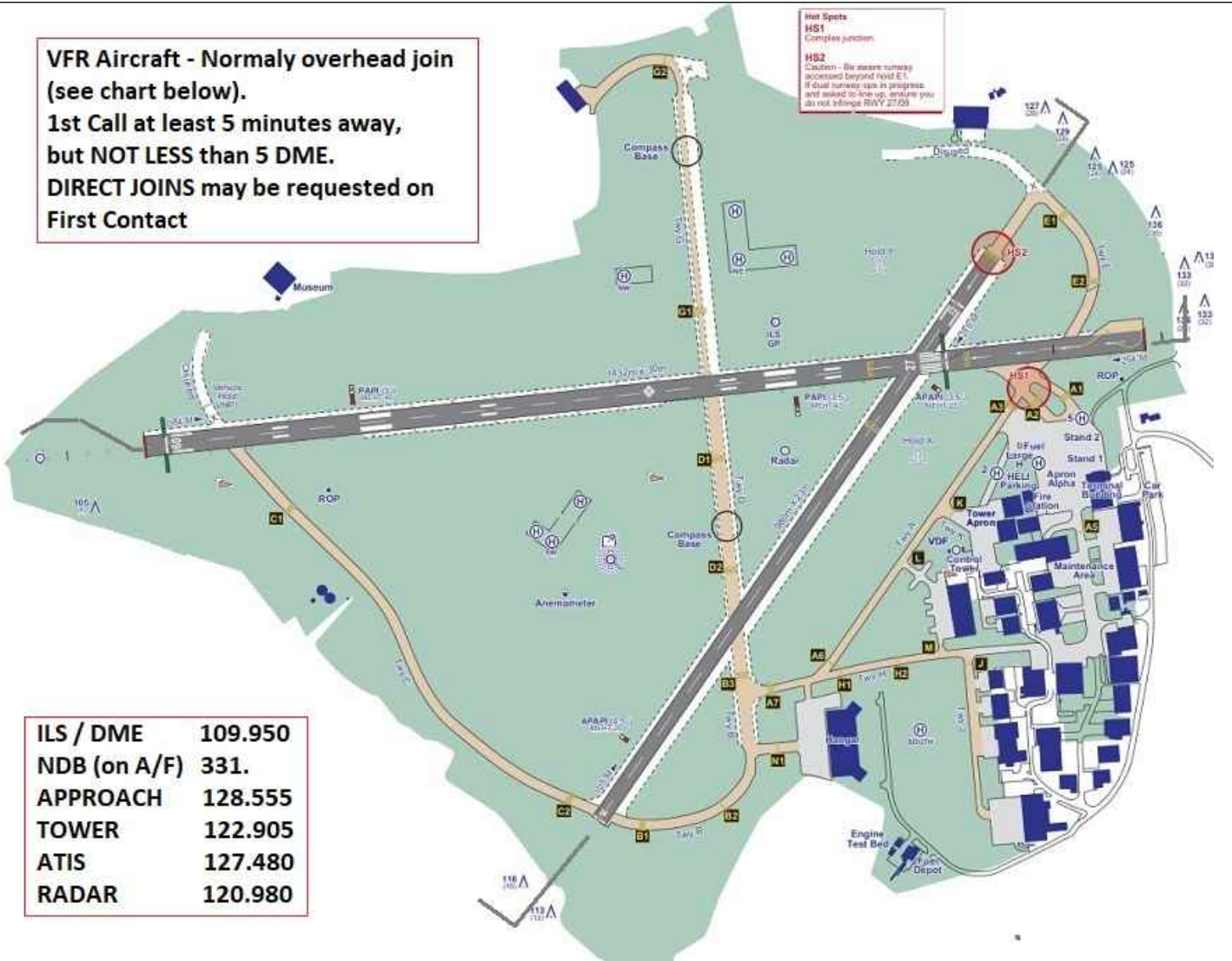
More Notes for Fixed Wing Pilots: Make sure You have clearance to cross each runway when taxiing.
 All Power Checks to be carried out **AT THE HOLD**. As close as able to HP.
 When Taxiing, Fixed Wing A/C should remain **AT LEAST 3 ROTOR DISK DIAMETERS** from running Helicopters
 If low visibility, DO NOT US Taxiway A1. **TAXIING-** If you're not sure of the route/AF layout. **ASK FOR HELP**
 Crossing/Multiple runway operations possible. Pilots MUST follow ATC Taxi instructions and vacate runways quickly **BUT SAFELY**. NB If traffic allows, A/C landing 27 may be offered backtrack/vacate runway 18.
"LAND AFTER" 27 - Aim to touch down AFTER 27/F intersection.
 INBOUND A/C 09 is the preferred Runway. **ALL RUNWAYS. Do NOT to descend BELOW glide path.**

More notes for Helicopter Pilots: Inbound A/C may be required to use runways;
 Arrivals from the South: Will normally use/set down at Heli South.
 Arrivals from the North: Approach will refer to Heli NE AND Heli NW as Heli N.
 Tower will specify which one to use dependent on traffic.
 Heli X and Heli Y are helicopter hold points for A/C wishing to cross 04/22,09/27 to/from parking.
HOLD UNTIL CLEARANCE TO CROSS IS RECEIVED.
 Larger and 'Wheeled' A/C may be integrated into the FW circuit.

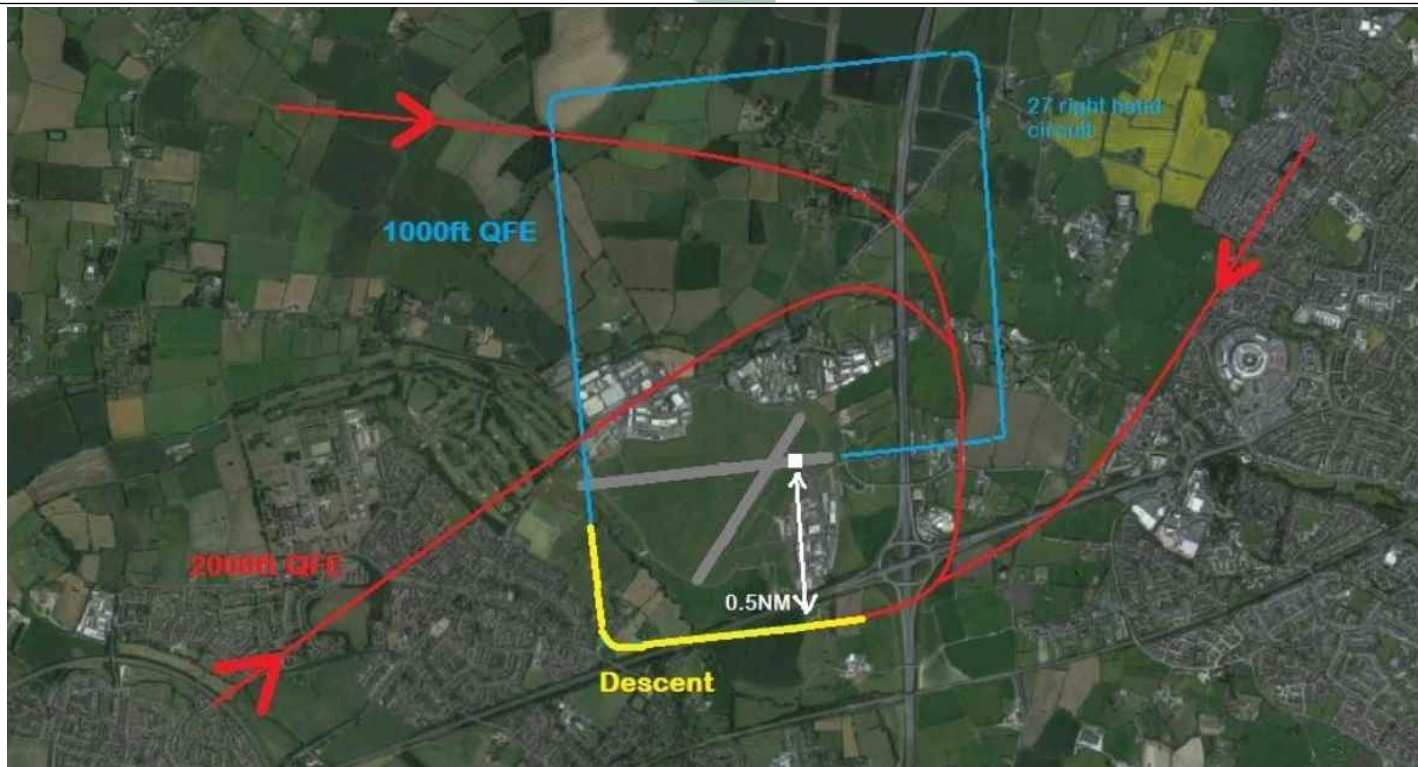
ALL PILOTS: EGBJ and Approaches lie in CLASS G Airspace. Pilots should notify ATC of level changes near traffic.
PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS

VFR Aircraft - Normally overhead join
(see chart below).
1st Call at least 5 minutes away,
but NOT LESS than 5 DME.
DIRECT JOINS may be requested on
First Contact

Hot Spots
HS1
Complex junction
HS2
Caution - Be aware runway
accessed beyond hold E1
if dual runway ops in progress
and asked to line-up, ensure you
do not infringe RWY 2703



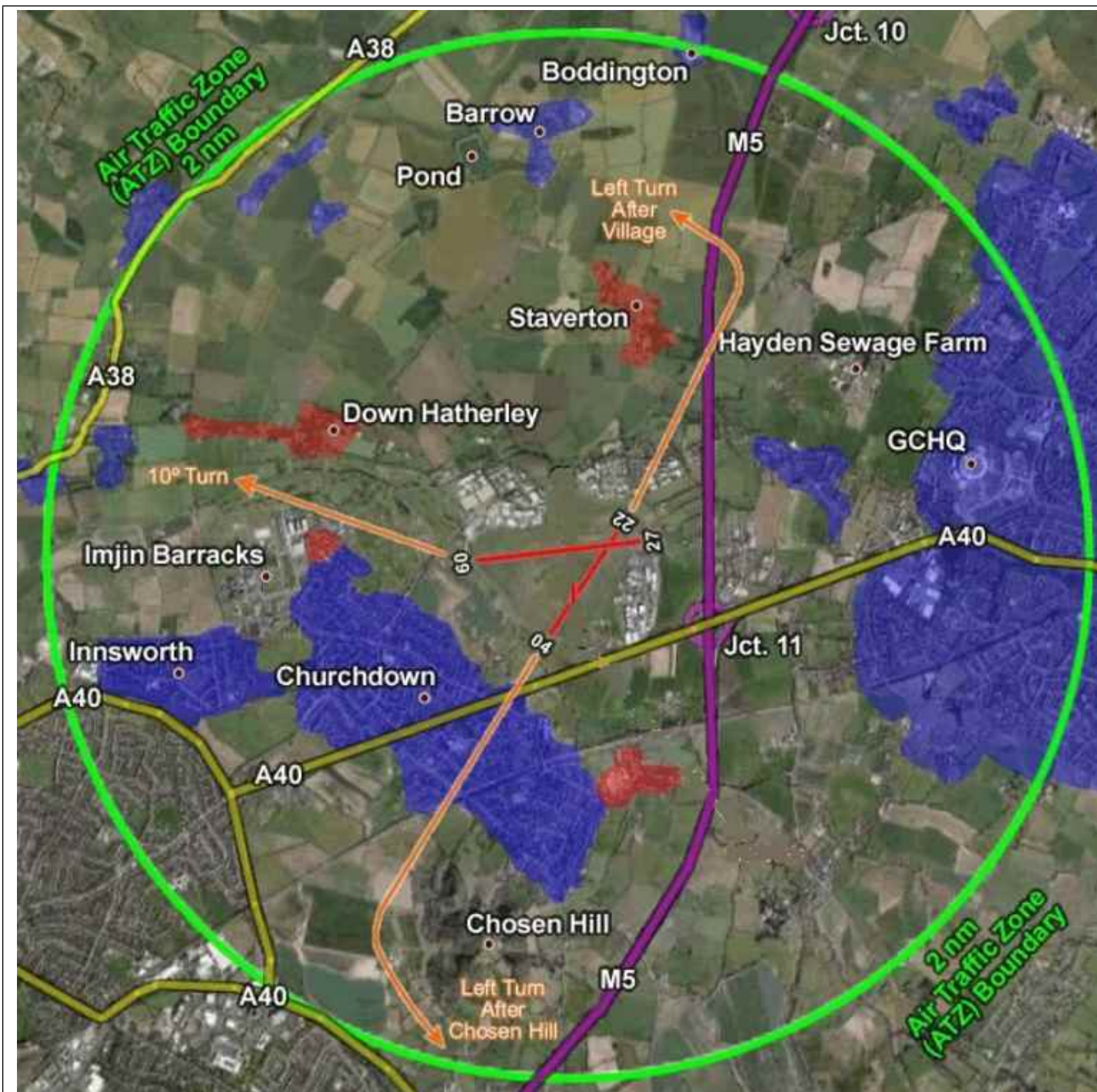
ILS / DME	109.950
NDB (on A/F)	331.
APPROACH	128.555
TOWER	122.905
ATIS	127.480
RADAR	120.980



Extract from 'Guide-to-flying EGBJ'

Typical Standard OverHead Join at EGBJ (Runway 27):

1. If you are required to "HOLD IN THE OVERHEAD". Hold at 2000ft QFE +/- 100ft and avoid flying over the centre of Gloucester and Cheltenham and OVERHEAD GCHQ.



NOISE ABATEMENT DEPARTURE ROUTES - REFERENCE CHART ABOVE:

SOLID BLUE indicates the residential areas to be avoided whenever possible.

SOLID RED highlighting the specific areas to be avoided during departure procedures detailed below.

Runway 27 DEPARTURES:- aircraft are to execute a **right turn (10°)** to maintain a track of **280° MAG** to avoid the housing estate on the **LEFT** and the **village** with the church on the **RIGHT** - **FIXED WING aircraft MUST NOT turn before the upwind end (09 numbers)** of the runway due to helicopters turning inside them.

Runway 22 DEPARTURES:- no left turns permitted until past Chosen Hill (1.2 DME). Try to **cross residential area above 800ft**. Use all the runway PLUS 10° of flap. **Plan it, avoid a STEEP TURN, climbing out!**

Runway 04 DEPARTURES:- (HARD and GRASS) no left turns until past Staverton Village (1'1 DME).

Runway 09 DEPARTURES:- turn left after the Motorway - **DO NOT overfly the village or Cheltenham.**