

# EGBJ (GLO)

## GLOUCESTERSHIRE

N51 53.65 W002 10.03

101ft AMSL

3.5 nm W of Cheltenham.

HON 113-65 217 33-4

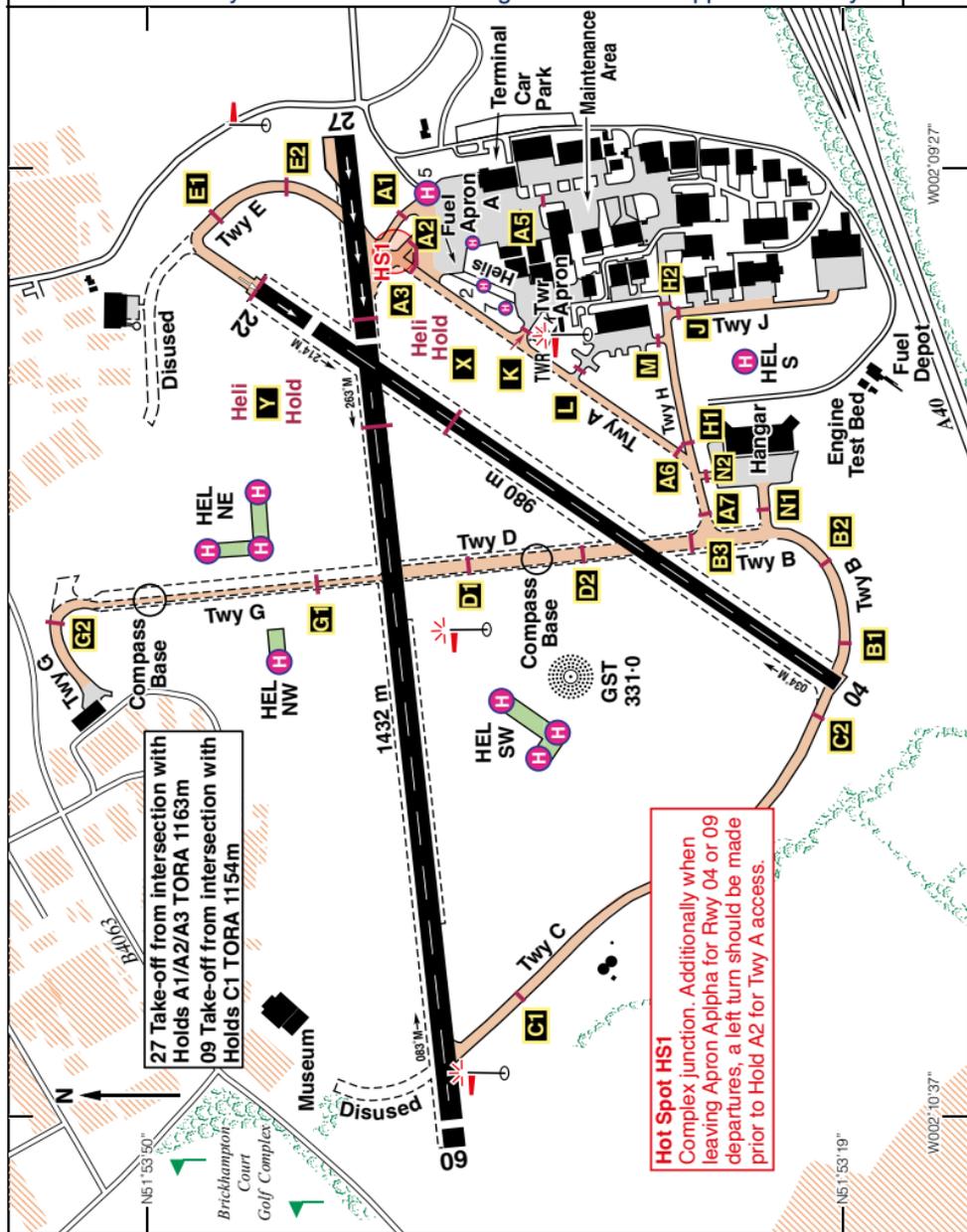
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**c/s Gloster** APP/RAD 128-555 TWR 122-905 RAD 120-980 (as directed by ATC)

VDF 128-555, 120-980 ATIS 127-480 ILS/DME Rwy 27 (264°M) 'I-GOS' 109-95

NDB 'GST' 331-0 (On A/D) - Warning: Interference may occur within 5 nm of Droitwich

and some ADFs may show occasional bearing fluctuations on approach to Rwy 27



27 Take-off from intersection with Holds A1/A2/A3 TORA 1163m  
 09 Take-off from intersection with Holds C1 TORA 1154m

**Hot Spot HSI**  
 Complex junction. Additionally when leaving Apron Alpha for Rwy 04 or 09 departures, a left turn should be made prior to Hold A2 for Twy A access.

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Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
04/22	980x23	Asphalt	04-980 22-980	04-980 22-891	APAPI 4.5° APAPI 3.5°
09/27	1432x30	Asphalt	09-1271 27-1317	09-1241 27-1147	Ap Thr Rwy PAPI 3° Ap Thr Rwy PAPI 3.5°

**Op hrs:** PPR. Mon-Fri 0830-1930 all year, Sat & Sun 0900-1800 Winter, 0900-1930 Summer. Extensions available on request, subject to surcharge. PPR via Ops/ATC.

**Landing Fee:** From £8.50 + VAT. Discounted with fuel uplift, see website for details.

**Hangarage/Maintenance:** Available. **Customs:** A/D hours.

**Remarks:** Operated by Gloucestershire Airport Ltd., Cheltenham, Gloucestershire, GL51 6SR. **X:** @GlosAirport. AD is PPR, commanders to book in via Ops/ATC.

**PPE (high visibility jackets) must be worn by all pilots and personnel airside.** AD is PPR for Instrument training, Tel 01452 857700 Ext 229.

VFR acft should obtain ATIS and call at least 5 mins before ETA.

Fixed wing aircraft will normally be instructed to make a Direct Join. Direct joins may be issued with a vertical restriction e.g. not below 1500ft 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.

Helicopter standardised phraseology and procedures are established.

The standardised phrases are assigned the following meaning:

**‘Standard Helicopter Arrival’:** Enter ATZ not above 750ft 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.

**‘Standard Helicopter Departure’:** Take-off 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 750ft QFE, before departing ATZ on required track.

Rwy strips and ILS critical areas delineated by mown grass. Helicopters must not infringe these areas. 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.

**Circuits:** Fixed wing at 1000ft QFE, RH on Rwy 22, 27, LH on Rwy 04 & 09.

Helicopter circuit operates up to maximum of 750ft QFE within the fixed wing circuit.

**Noise Abatement: Departures:** Rwy 04 - No left turns before Staverton village (1.1 DME).

Rwy 22 - No left turns permitted until passing Chosen Hill (1.2 DME).

Rwy 27 - Non-jet acft (including circuit acft) are not to execute right turns until passing west of the golf course (0.5 DME(27) and should not route over Down Hatherley.

Jet acft are to climb straight ahead through 1400ft QNH before executing any turns.

**Handling:** Handling by Weston Aviation, Tel: 01452 933698. Gloucestershire Airport Ops, Tel: 01452 857700, briefing@gloucestershireairport.co.uk.

The Little Jet Company, Tel: 01452 857606; info@thelittlejetcompany.com.

Flight Partner, Tel: 01452 856222; ops@flightpartner.co.uk.

*continued*

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**Warnings:** Intense instrument training takes place in all weather conditions. Pilots should avoid 09/27 final approach tracks unless in contact with ATC. Runway incursion Hazard, Holding Point A2 has a wide mouth, runway guard lights are displayed whenever Rwy 09/27 is in use, irrespective of weather conditions. Pilots must exercise extreme caution when taxiing in this area. Helicopters operate parallel to fixed wing circuits up to 750ft QFE. A public road runs through the undershoot of Rwy 22 & 27. Pilots should not approach below the PAPI glidepath. Bird hazard, flocks of gulls may be encountered crossing airfield approaches particularly at dawn and dusk. Rwy 04 prone to standing water after prolonged rain. Microlight flying takes place at Over Farm (4.3nm SW of AD) up to 1500ft AGL. Mixed fixed wing and rotary operations can be complex. To avoid the risk of runway incursions all operators need to ensure they are fully aware of procedures, routes and listen carefully to comply with ATC instructions.

**Restaurant:** Aviator restaurant & bar on airfield, refreshments at 'Flying Shack'.

**Fuel:** 100LL, Jet A1 (All Jet-A1 pre mixed with AL48). Diners, Visa, Multi Service.

**Tel:** 01452 857700 Ext 223 Ops/ATC.

**Website:** [www.gloucestershireairport.co.uk](http://www.gloucestershireairport.co.uk)