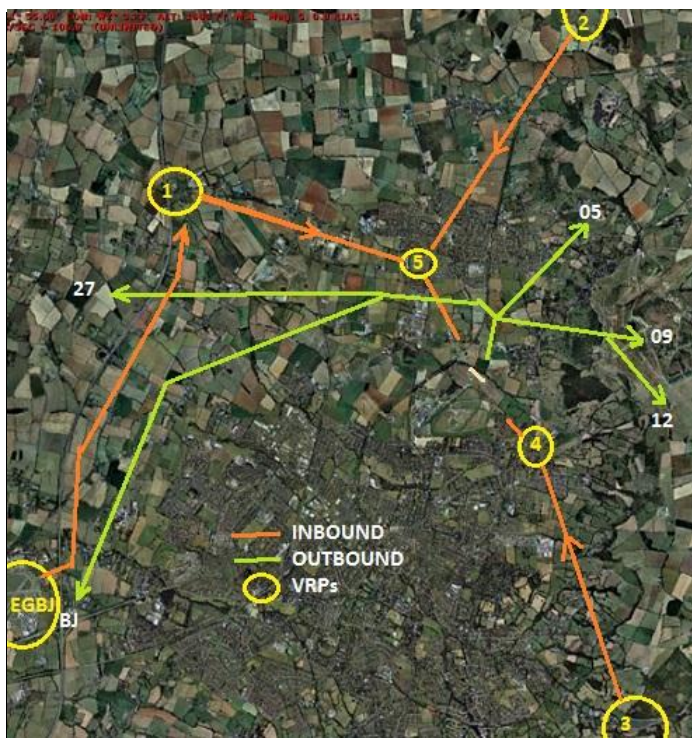


|  |  |   |   |  |                     |      |
|--|--|---|---|--|---------------------|------|
| AIRFIELD NAME  |  | February 21   | CHELTENHAM HELIPORT   |  | EGBC                | West |
| CALLSIGN (A/C RADIO)   |  | Cheltenham Tower                                    |   |  | CLUB TS / 121.175   |      |
| CALLSIGN (ES/VATSIM)   |  | EGBC_TWR - ONLY OPEN DURING HORSE RACE MEETINGS     |   |  | 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 128.550   |      |
| CHART SOURCE   |  | NATS  | LIGHT/MEDIUM HELICOPTER TRAFFIC ONLY                                    |  | QFE= QNH-6 HPscIs   |      |
| METAR AIRPORT  |  | EGBJ 127.480  | ALL A/C MUST USE APPROVED ROUTES  |  | NO NORDO TRAFFIC    |      |
| HELIPADS   | Names  |   | APPROACH and DEPARTURE STRICLY under Tower control.                     |  |                     |      |
| 3 x 18M  | Gates 1, 2 & 4.  |   | EXPECT NON_STANDARD, CLEAR INSRUCTIONS/PHRASEOLOGY.                     |  |                     |      |
| 1 x 13M  | Gate 3   |   | AIRBORNE HOLDS, may be required anywhere.                               |  |                     |      |
| 4 overload   | Gates 5, 6, 7 & 8  |   | PASENGERS will EMBARK/DISEMBARK, ENGINES RUNNING.                       |  |                     |      |
| A/C Parking, Northern Hedge see below  |  |   | A/C may be delayed or required to depart with an initial vertical climb |  |                     |      |
| Runway   | 170M X 15M; GRASS  |   | to 100ft before transition, due congestion.                             |  |                     |      |
| AIRSPACE   | Class G  | Transition level 3000ft                             |   | Airspace above is Class C. Lon FIR FL195 |                     |      |
| NO FLY AREAS   | During routes in/out, A/C should try to stay clear of all farms and housing below 700ft. The approved routes have been negotiated with local residents.  |   |   |  |                     |      |
| LOCAL HAZARDS  | The surface of the heliport is not suitable for ground taxiing. Helicopters are required to air-taxi via the routes shown. During periods of intense traffic helicopters may be required to air-taxi using ADVISED directions, in order to allow helicopters to pass each other; this may involve temporary setting down. A/C requiring FUEL, MUST obtain clearance to air taxi. Re-Fuel is ENGINES RUNNING ONLY<br>FUEL AT EGBC IS FOR EMERGENCY ONLY, CARRYING a £1000 Surcharge, to get A/C back to EGBJ  |   |   |  |                     |      |
| SPECIAL RULES  | Call for lift. Helios NOT PERMITTED to shut-down on stand. Helios who CANNOT disembark/embark passengers and DEPART within 5 minutes, MUST inform ATC on FIRST contact and park as shown. ALL MOVEMENT requires ATC authority. OTHER A/C; exclusion Zone EGBC 3nm radius, up to A3000' ALL A/C MUST follow published routes and Altitudes, unless advised otherwise by ATC.  |   |   |  |                     |      |
| REMARKS  | PlanG: HELIPORT user Waypoint location. 51.9258333 -2.0544444<br>Restricted Airspace (Temporary), radius 3 NM SFC - 2500 FT AMSL, is established for the duration of the Cheltenham Gold Cup Meeting. This Heliport open ONLY during Cheltenham race meeting. NIGHT Operations possible. SIM PILOTS MUST notify EGBJ_APP and EGBC_TWR, If NIGHT FLYING. A/C Callsigns: RW. All A/C are given a 'jockey' number.<br>If you wish to use a Jockey callsign as described in the briefing, change your TS nickname to include that callsign instead of your aircraft registration, For example 'Neville, JKY23'<br>NOT TO BE USED FOR REAL WORLD OPERATIONS |   |   |  |                     |      |
| THE DATA BELOW RELATES TO ALL INBOUND ROUTES   |  |   |   |  |                     |      |
| There are 3 routes; NW - Stoke Orchard; NE - Dixton Hill; and SE - Dowdeswell Reservoir. Below are the Long./Lats. for Navigation and PlanG/Little Nav-Map.  |  |   |   |  |                     |      |
| 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  | N051.58.27.700                                      | W002.01.41.950  | 51.974361                                | -2.02832            |      |
| 3  | Dowdeswell Reservoir   | N051.52.37.360                                      | W002.00.57.430  | 51.877044                                | -2.015953           |      |
| 4  | Prestbury  | N051.54.53.450                                      | W002.02.10.440  | 51.914875                                | -2.0363138          |      |
| 5  | Bishops Cleeve   | N051.56.44.880                                      | W002.03.42.110  | 51.945800                                | -2.0616972          |      |
| INBOUND. Report inbound to one of the 3 VRPs above (1,2 or 3). You will receive speed and level changes to sequence you towards the Airfield. IF BUSY EXPECT TO BE REQUIRED TO HOLD POSITION, IN THE HOVER. as required, by ATC. Expect to be handed to Tower at (or near) the second VRP. Dependant on runway in use you will be given a 'straight in' or 'downwind' join. If 'parking up' notify Tower when reporting final "jockey 3 final 14 to park". |  |   |   |  |                     |      |
| OUTBOUND. Request your appropriate departure route. Expect possible hold, on the ground or outbound, as well as Altitude restriction. When busy, you will be handed off with " jockey3, App 128.55 callsign only" You report to App. with "Approach, Jockey3" NO MORE. There are 5 set outbound routes named 05; 09; 12; 27 and BJ   |  |   |   |  |                     |      |
| ATC Phraseology will not always be standard in order to save air time. Please use phraseology as per ATC.  |  |   |   |  |                     |      |





General layout of all routes. - Photo scenery

PlanG Chart

KEY 1. VRPs as in table above.

3. **Green** outbound routes.

5. Expect to join downwind or Straight in.

7. Maximum speed inbound to circuit 30 knts.

9. IF/when traffic allows A/C may be departed 'direct' or 'via runway, direct' to departure 'gate'.

2. **Orange**, inbound routes

4. All A/C will be sequenced by App. to 4 & 5.

6. You may be required to slow/hold to maintain sequence.

8. When A/F busy, expect to hold in the hover, as instructed.

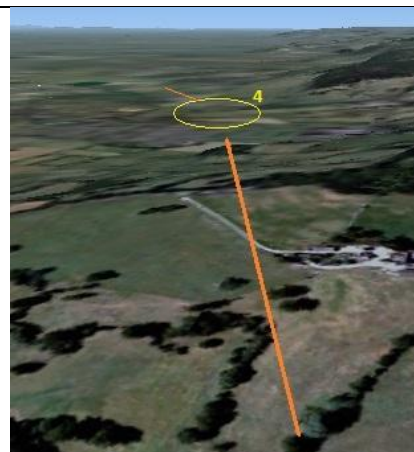
### DOWDESWELL RESERVOIR (PRESTBURY) ROUTE



Head to the ridge, left of Pink Farm



Pink farm to Ridge farm



Ridge farm to Prestbury (4),



Prestbury



Let down after the road, you may need to hold over the two fields.



Expect Height and Speed restrictions. You may be required to hold (in the hover) over VRP 4 for traffic.



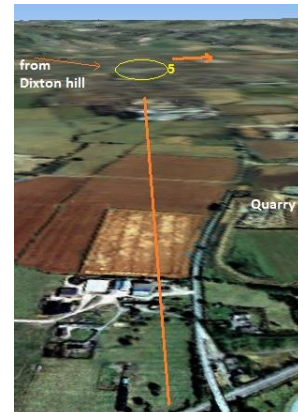
## STOKE ORCHARD INBOUND ROUTE



Follow M5; TURN RIGHT



Follow road past quarry



Continue, for the blue roof



Caution traffic from the left.



Inbound from VRP 5



Let down, under outbounds

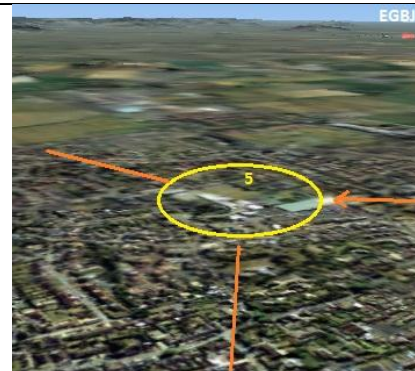
## DIXTON HILL INBOUND ROUTE



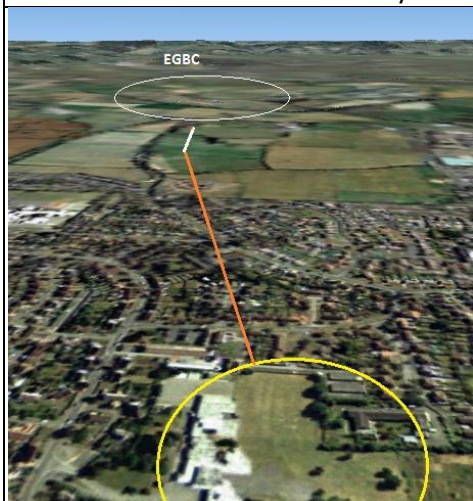
Cross the curve of the railway line.



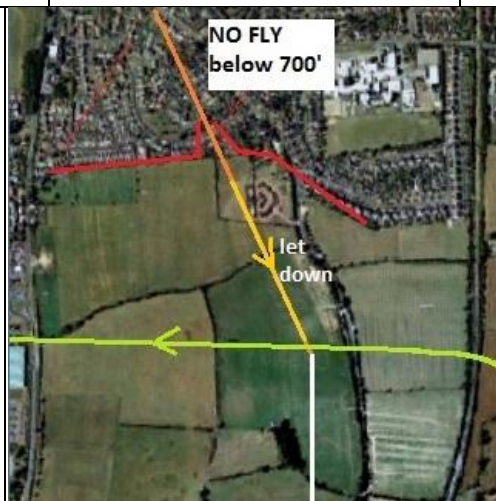
Look for the blue roof.



Turn left, caution other traffic.



Use the road and the 'bush' in field.

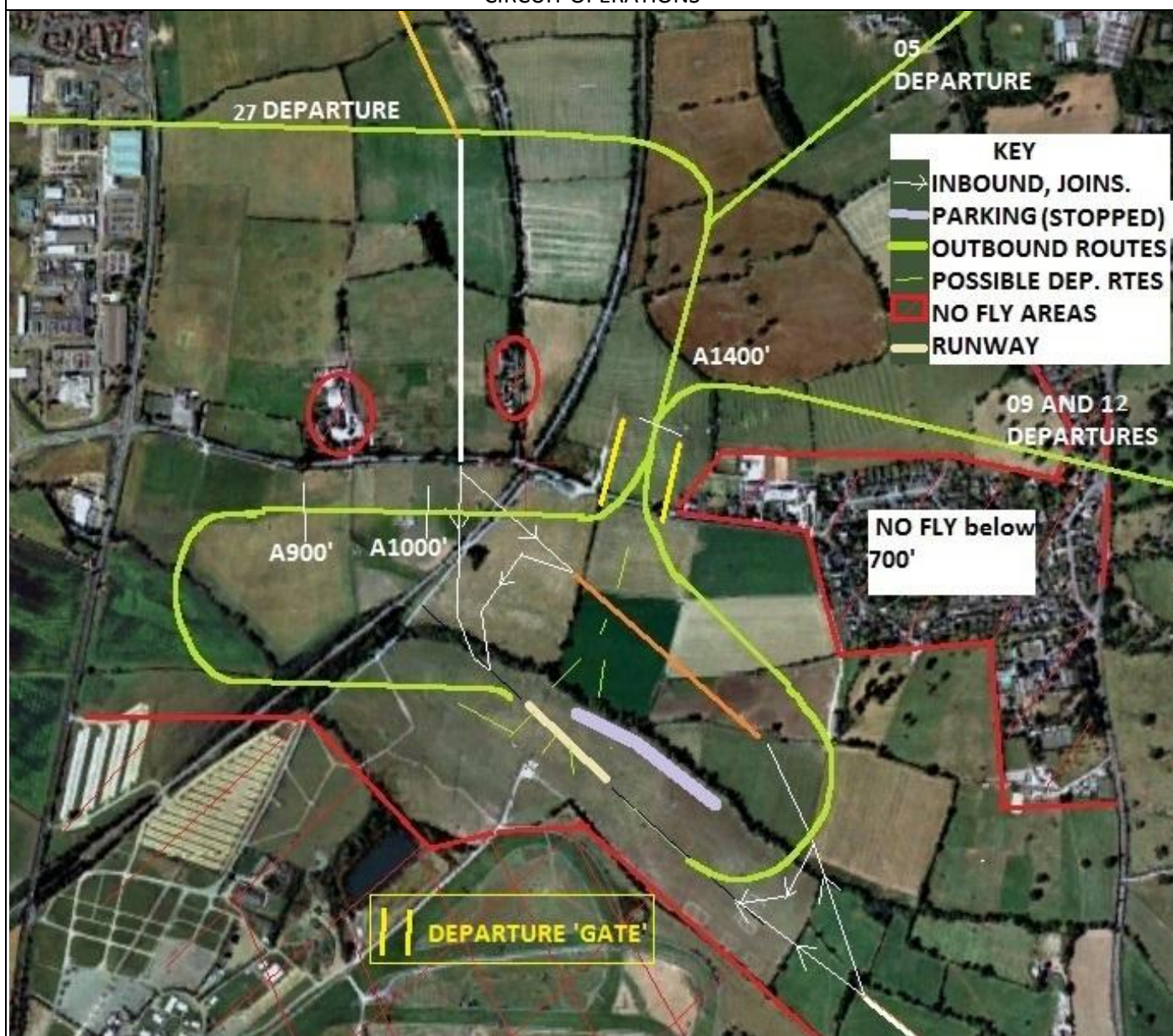


Descend to circuit height

Expect Height and Speed restrictions. You may be required to hold (in the hover) short of VRP 5 for traffic.



## CIRCUIT OPERATIONS



When you arrive in the TeamSpeak room, please assign yourself a 'Jockey' callsign. - the next number available.- Then change your nickname please. "neville munro G-RKNM" would become "neville Jockey 3" - 3rd one in TS

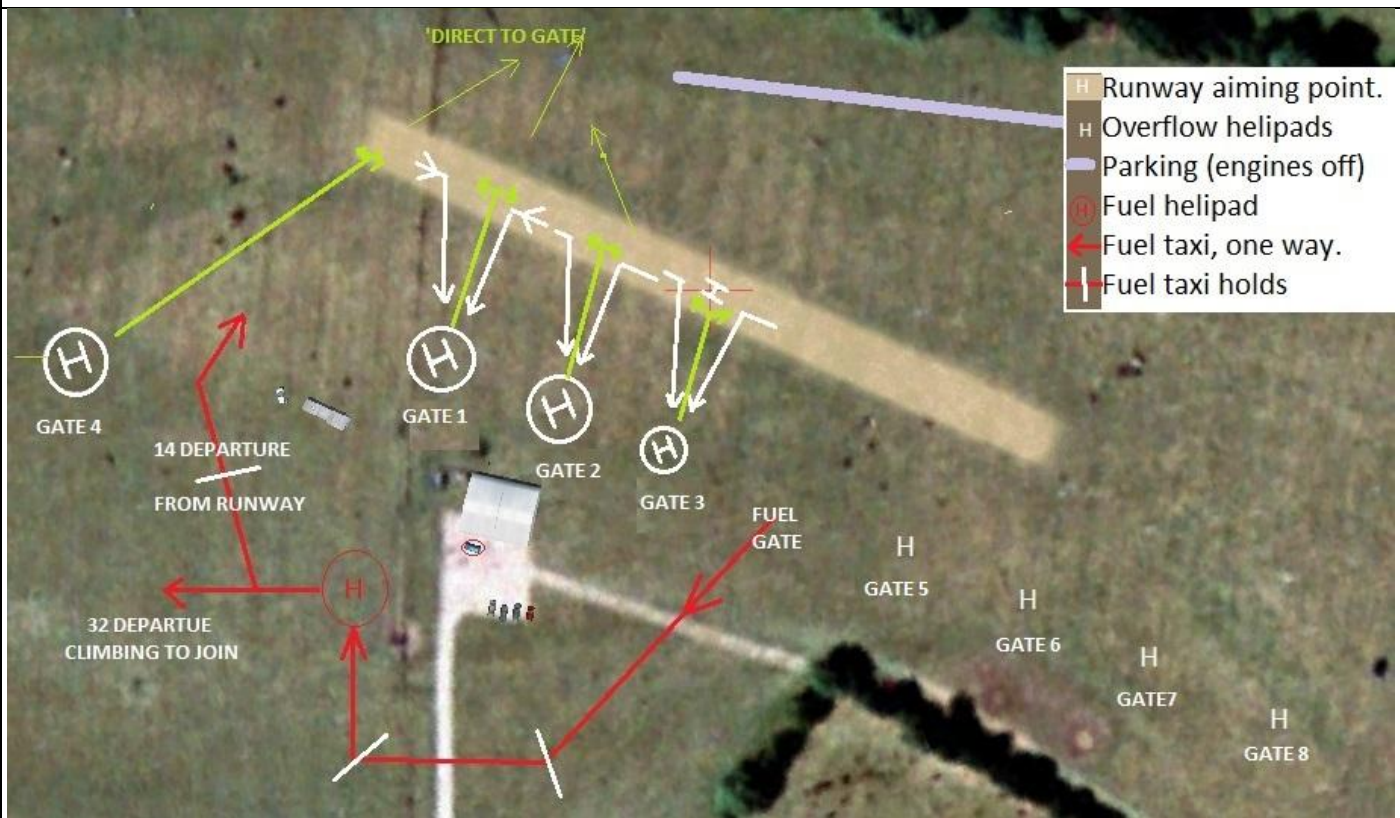
### Notes:

- INBOUND, ALL ROUTES;** On first contact with the approach controller, **state Callsign; A/C type;** "parking" (if staying more than 5minutes); "fuel" (if requiring emergency fuel).
- If **NOT very confident**, flying a helicopter yet, **On FIRST contact with both Approach and Tower**, put **"STUDENT"** in front of your callsign. "Gloucester Approach, Student Jockey 3.....". You will then be given more space and time
- Please study your chosen route. You will be required to follow ALL ATC instructions, especially SPEED and HEIGHT restrictions. Also be aware of the helipad numbers.
- Recommended maximum speed when with Tower is 20-30knts as mid air holds may be required due traffic.
- ALL circuit joins will be either straight in or downwind join as per chart above, dependant on runway in use.
- NO OTHER JOINS PERMITTED. NO PLANNED 'GO AROUNDS'** - **Climb at once and depart the circuit**, as shown above, You will be handed back to the approach controller when clear of other traffic, for another try.
- Both controllers, especially if busy, will use shortened phraseology, you should do the same.
- Whilst inbound, especially 'students'.  
If you have a problem **NOT ON THE AIRFIELD, LAND**, and call "Jockey 3 ON THE GROUND". -  
If you solve the problem **and wish to continue**, call for lift. "Jockey 3 on the ground, request lift"
- You will be handed off to Tower, with "Jockey 5 follow the Jetranger, Tower on 121.175"  
Your reply, "To follow the Jetranger (or 'traffic'), Tower 121.175, Jockey 5"



# NOT TO BE USED FOR REAL WORLD OPERATIONS

## AIRFIELD MOVEMENT OPERATIONS



### ARRIVALS (with passengers)

1. You will be assigned a Pad with your landing clearance. Aim to set down (IN THE HOVER), at or before the aiming point on the runway. **When you are in controlled hover, air taxi to your pad. DO NOT SHUT DOWN.**
2. You should aim to depart within 3-5 minutes. To make room for other A/C. - See below for departure procedure.
3. If you are following another A/C in. You will hear **"Jockey 5, number 2 to the Jetranger (A/C) short final."**
4. Your reply, **"Wilco, final contact one ahead, Jockey 5"**.
5. Your landing clearance will be, **"Jockey 5, cleared to land 14, to gate1"**.

### ARRIVALS ( to park / stay for more than 5 minutes)

1. On first contact with tower, state; **"Jockey 3, final, to park"**. Empty, direct to parking.
2. Set down at aiming point, as above and HOVER TAXI TO **SAFE SPACE BY NORTH HEDGE. SHUT DOWN.**
3. With passengers offloaded, **"Jockey 5, Gate1 to park"** you will need clearance to cross the runway.

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

### DEPARTURES. NOTE Tower will broadcast winds regularly, not to each A/C. **Standard departure, Climb to A1400**

1. You should 'Call for start', but, if busy you can start and WHEN READY TO GO, call for departure. **"Jockey 5, outbound, 09, gate1."** **DO NOT CALL UNTIL READY TO DEPART.**
2. **"Jockey5, Lift and Go 14"** = lift, taxi to runway and depart 14 for 09 route. But, **"Jockey 5, Lift, line up 14"** = lift taxi to runway, line up and hold (or set down), Then **"Jockey 5, cleared take off 14"**
3. **"Jockey 5, Lift, Take off direct out, 09 departure."** = taxi to runway, depart direct through departure gate, climbing to A1400ft **"Taking off direct, 09 (out) Jockey 5"**
4. FLY THE 09 Departure procedure on the previous page, (normal) - climbing turn over inbounds, or(direct) straight out, to departure gate.
5. You will be handed to Approach with **"Jockey 5, Approach on 128.550 ,callsign only"**  
Your call to approach should be **"Approach, Jockey 5"** NO MORE.
6. If **"Jockey 5, Approach on 128.55, route and callsign"**. Your call **"Approach Jockey 5, 09"**

# NOT TO BE USED FOR REAL WORLD OPERATIONS