



Portland East

OS Grid Ref: SY 703 718 (Map 194)

GPS: N50:32:45 W2:25:13

What3Words: [///airliners.visions.famous](http://airliners.visions.famous)

Nearest Phone: Young Offenders Institute (YOI)	Wind Direction	ENE - ESE (60° to 120°) Best: E 75°
Casualty Units: County Hospital Dorchester	Height AMSL	400ft (125m)
	Top to Bottom	Bad Idea
	Pilot Grades	HG not recommended PG Pilot MANDATORY Site briefing strongly advisable

IMPORTANT INFORMATION

BEFORE flying this site, ONE person MUST:

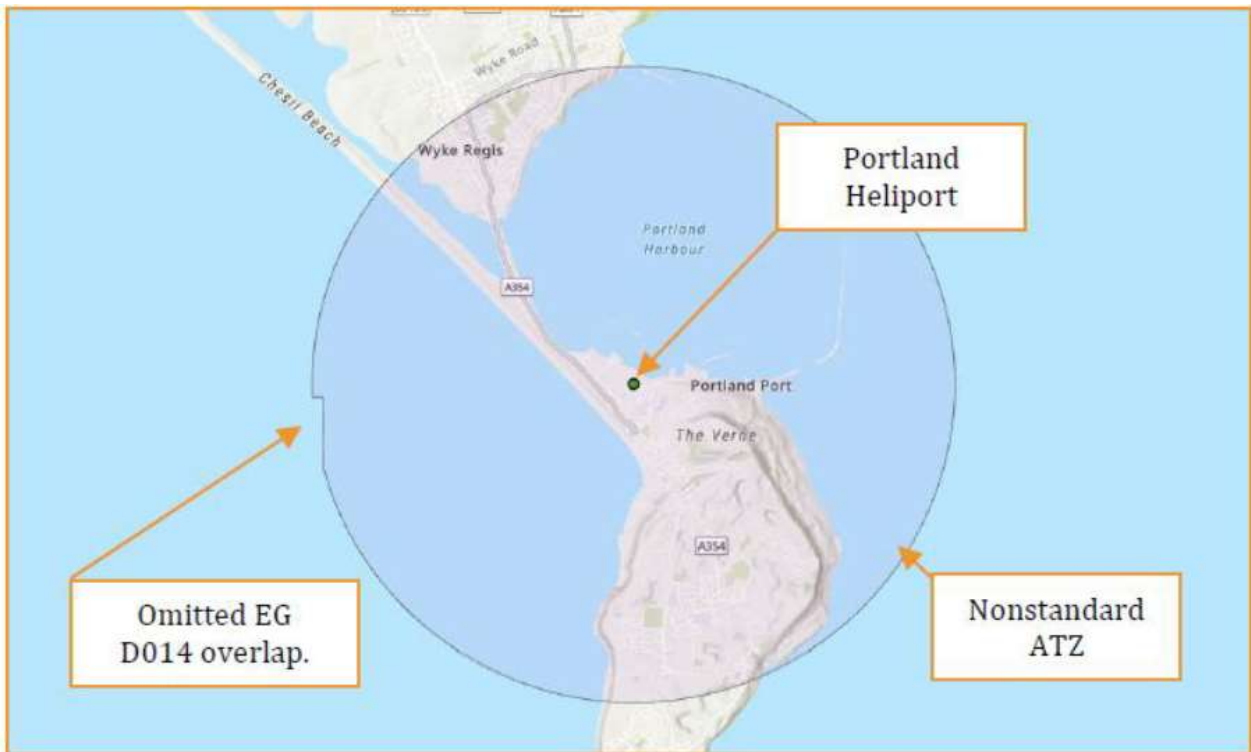
- Report to the Young Offenders institute Gatehouse or telephone them on 01305 715600 to notify them we will be flying.
- Telephone security at 'The Verne' on 01305 825 050 to notify them we will be flying.

For your own safety advise the MCA Coastguard Headquarters on 01305 760439 that paragliders will be flying.

ADDITIONALLY:

Portland ATZ A nonstandard 2nm ATZ (Aerodrome Traffic Zone), and collocated FRZ (Flight Restricted Zone) based on the Portland Heliport Aerodrome Reference Point (ARP) has been established, effective from 1 May 2024.

The ATZ resides within class G airspace and reverts to class G outside of notified times. The ATZ covers both Portland West and East sites as shown in the graphic below:



A Letter of Agreement (LoA) has been drawn up between Wessex HGPG and HeliOperations (ATZ operator) and the following procedure must be adhered to when flying Portland East:

- Whenever possible, a CANP (Civil Aircraft Notification Procedure) should be submitted for flights taking place during the ATZ operating hours.
- The first pilot intending to fly must inform HeliOperations (Portland Heliport) on **01305 700001** or **01305 700002** before commencing, and when complete with flying activities. Should either number not be contactable, a backup email stating intentions should be sent to bookings@helioperations.co.uk
- HeliOperations may operate at short notice outside of notified times, therefore, for any flying activity outside of ATZ activation published hours (as per the UK AIP), an email must be sent to bookings@helioperations.co.uk stating your flying intentions.

Only one pilot needs to call in per day, not each individual. Please also let them know when we are finished for the day. You should also leave a message on our Telegram Wessex Site Reports group informing others that the above calls have been made.

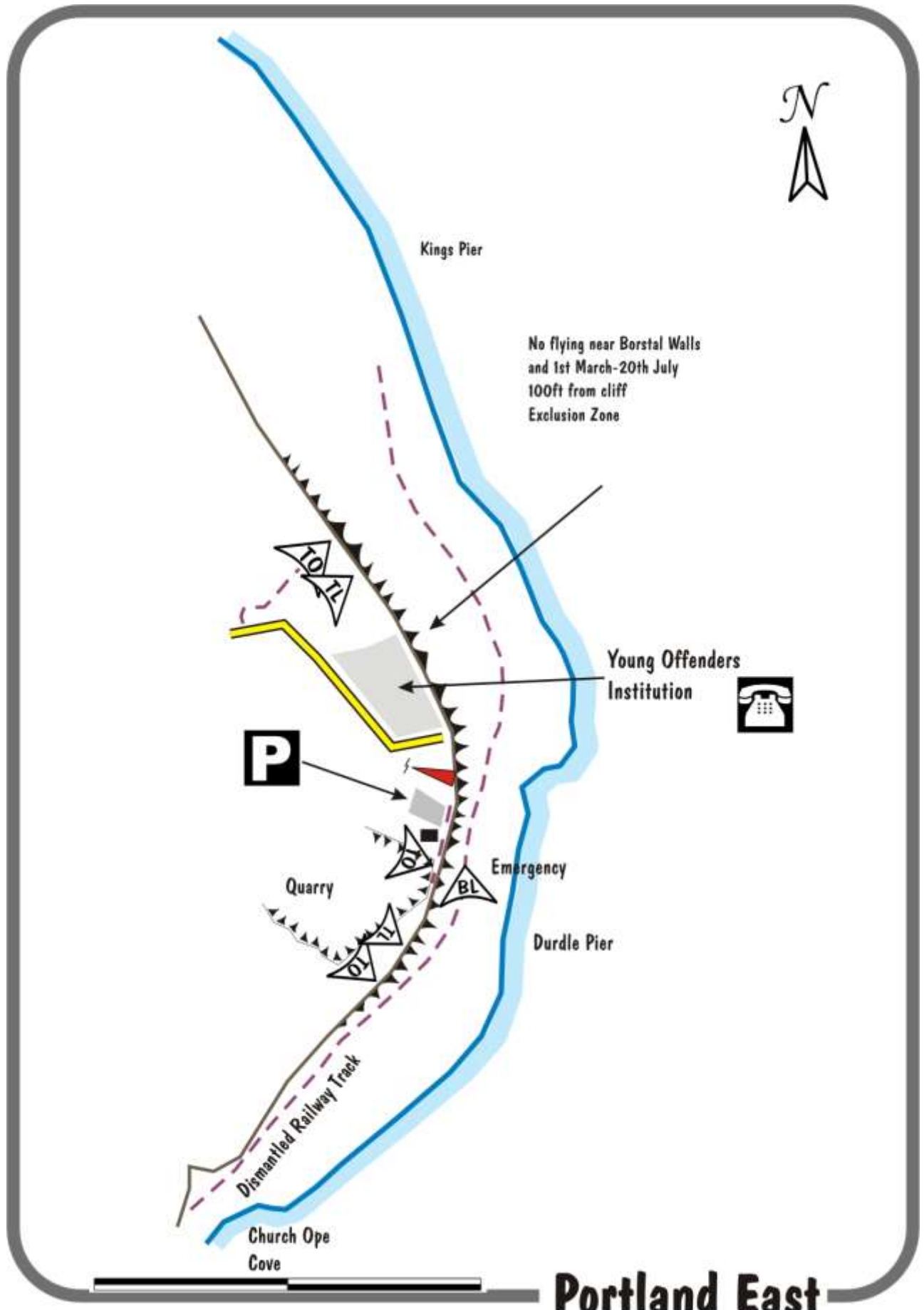
General Site info

Portland East is a very 'rugged' and technical site. Once airborne the flying is fairly straightforward so long as conditions remain stable.

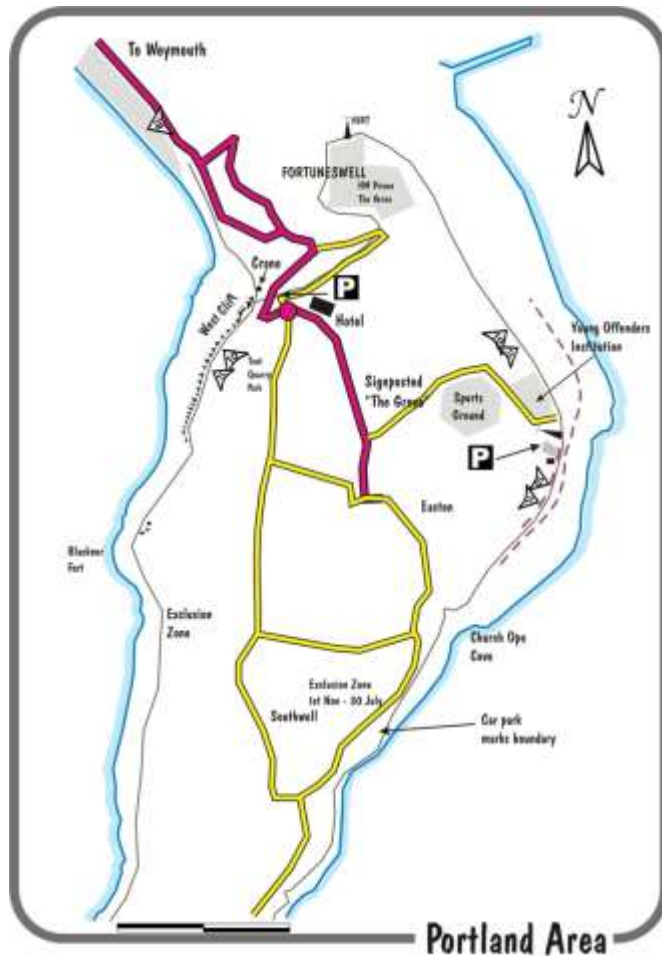
The site is a vertical cliff with scrub and large boulders beneath followed by deep water. The cliff generates massive lift in good conditions and sea thermals can be experienced. The weather is a serious consideration when flying here as changes in wind strength can have dramatic effects on your landing options.

There have been complaints from YOI staff about gliders over flying the YOI grounds. Do not over fly the YOI grounds **under any circumstances**. Avoid flying in front of the YOI any longer than necessary.

Please read and ensure you fully understand the 'other rules'



Portland East



Directions From Weymouth follow signs to Portland. Once on the island follow signs towards “The Bill” until you see a left turn sign posted “Young Offenders Institute” and “The Grove”. This is just after a petrol station. Follow this road past the YOI until at the end of the road turn right into the car park. There is a radio aerial in the car park.

Parking Park in the car park (<http://washroom.orchids.orbited>) within marked bays.

Access In the southeast corner of the car park there is a footpath leading south. Follow this path beside a wall until it broadens onto the cliff to the left and a quarry to the right. This is the first (<http://airliners.visions.famous>) of two possible take-off's. The second is 50 metres further down the cliff (<http://dips.bumpy.sprinting>). The second take-off has a larger area behind take off.

Hazards Immediately behind the first take off there is a very large quarry. Being dragged whilst ground handling could be unpleasant so be careful and use assistance if necessary.

This is a cliff site. Bottom landings require a lot of skill and some luck. If you miss the track beneath there are virtually no other options other than dense sharp scrub or the sea. Neither are good for you.

Normal precautions apply with respect to rotor during launch.

Changes in weather conditions can be rapid and dramatic. Beware of orographic cloud forming.

Launching All available launch areas are from a flat cliff top. Your wing will be in rotor until inflated over your head. Inflating the wing can be difficult. You will then be pushing out directly over a vertical drop. You need to know the wing is fully inflated and flying correctly before pushing forward, it may be necessary to get someone to push you off.

If pushing someone else off make sure you can let go of the harness well before you get to the cliff edge. People have died after hanging on too long.

Top Landing Back on take-off works well if the wind has any north in it.

If the wind is due east or south of east, treat it with caution and land well forward.

The first take off (the narrow strip between the quarry pit and cliff) does not have a lot of room if the wind is anything but light. To the South there is a lot more room but do be aware of potential rotor and watch out for boulders.

Bottom Landing Below take off is a long track. This is a disused tramway and provides a useful halfway down landing option. Below this track options for a safe landing are very limited if they exist at all. If you are going down on this site, accept it and set up early for the tramway. There is a lot of open space on the northeast side of the island. This land belongs to the MoD. There is no bottom landing to the south of take-off.

Other Rules The area used for take-off has not been negotiated with anyone! It is also a pathway and regularly used by horse riders.

Do not obstruct the path. Don't ground handle whilst horses pass and be polite and courteous to everyone.

If you meet a birdwatcher that is unaware of our agreement reference birds and flying areas, refer them to the countryside ranger for Portland, Lisa Cole 01305 259292 or Martin Cade 01305 820553.

Between 1st March and 30th July, the area south of the Cheyne Weare car park ([///tucked.ants.neon](http://tucked.ants.neon)) is out of bounds due to nesting birds.

Also, during this period is a strict avoidance area by the radio mast ([///howler.embellish.glidering](http://howler.embellish.glidering)). This is a very sensitive peregrine nesting site and 100ft ATO is the minimum required. Do not "dawdle" or soar this bit of cliff but cross it fast, high and far out. After August 1st this avoidance zone becomes

dormant although staying this high and far out keeps the Guvnor of the YOI happy!

Under no circumstances fly anywhere near the YOI walls, or the walls of the prison at the north end of the island.

XC

There really is nowhere to go so be happy with the cliff.

Flying Generally

A challenging and spectacular site to fly. The site can be quite intimidating to lower airtime or nervous pilots. If you fit this category spend a bit of time watching other pilots' techniques for launch and land before trying yourself.

Portland can have its own microclimate; on stronger wind days the site will blow out easily. Listen to regular flyers advice on wind strength here.

Sea breeze may do strange things to wind strength and directions.

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