

**Battersea Helicopter**

OPERATED BY CHARTER-A LTD · CHARTER-A.COM

LANDING SITE DIRECTIVERef: **LSD/ROCK/CW-01**

Issue: 01 | Rev: A

Date: 14 JUL 2026

Sheet: 1 of 3

Ops 24h: **+44 (0)20 7781 8094****ROCK HELIPAD — CORNWALL**SITE ID: ROCK (RCK)
CAMEL ESTUARY · NORTH CORNWALL

DATUM	ELEVATION	SURFACE	PPR	FUEL
WGS 84	128 ft AMSL	GRASS	MANDATORY	NIL

1 SITUATION & PURPOSE

This directive provides aircrew with operational data for the privately-owned helicopter landing site at **Rock, North Cornwall**, tasked in support of Charter-A.com (trading as **Battersea Helicopter**) client movements to the Rock / Padstow / Camel Estuary area. The site lies on the eastern bank of the Camel Estuary, immediately south-south-west of Rock village and approximately **1.5 nm east of Padstow**. It serves passengers for the village, St Enodoc, Daymer Bay and surrounding resort. Handling is by the site operator; the directive is advisory and does not relieve the commander of responsibility for the safe conduct of the flight.

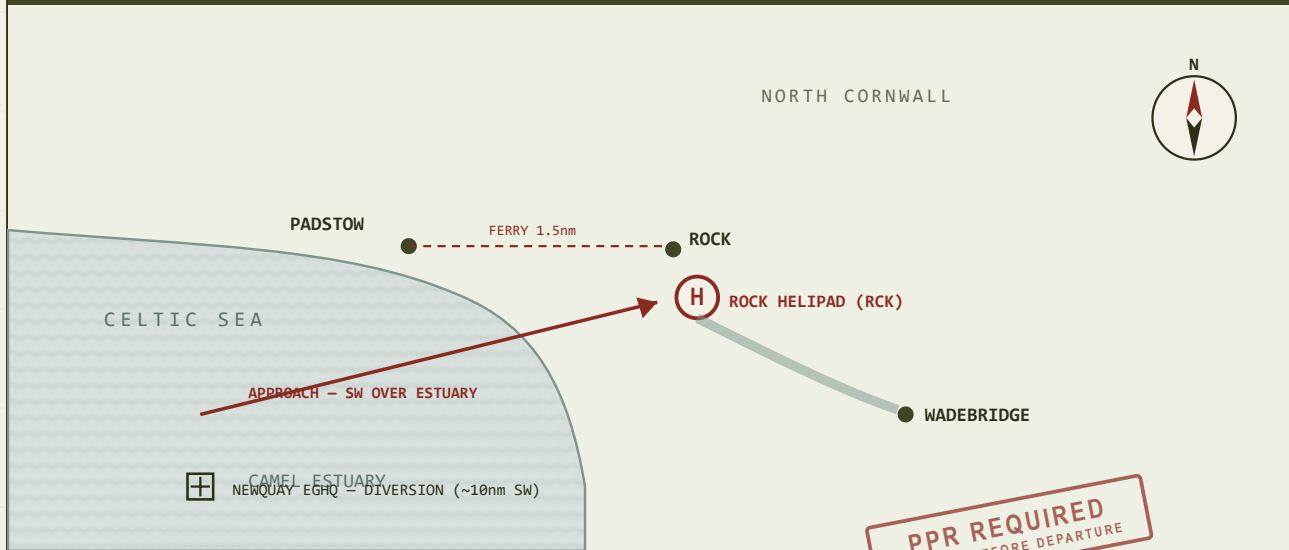
2 LOCATION & COORDINATES

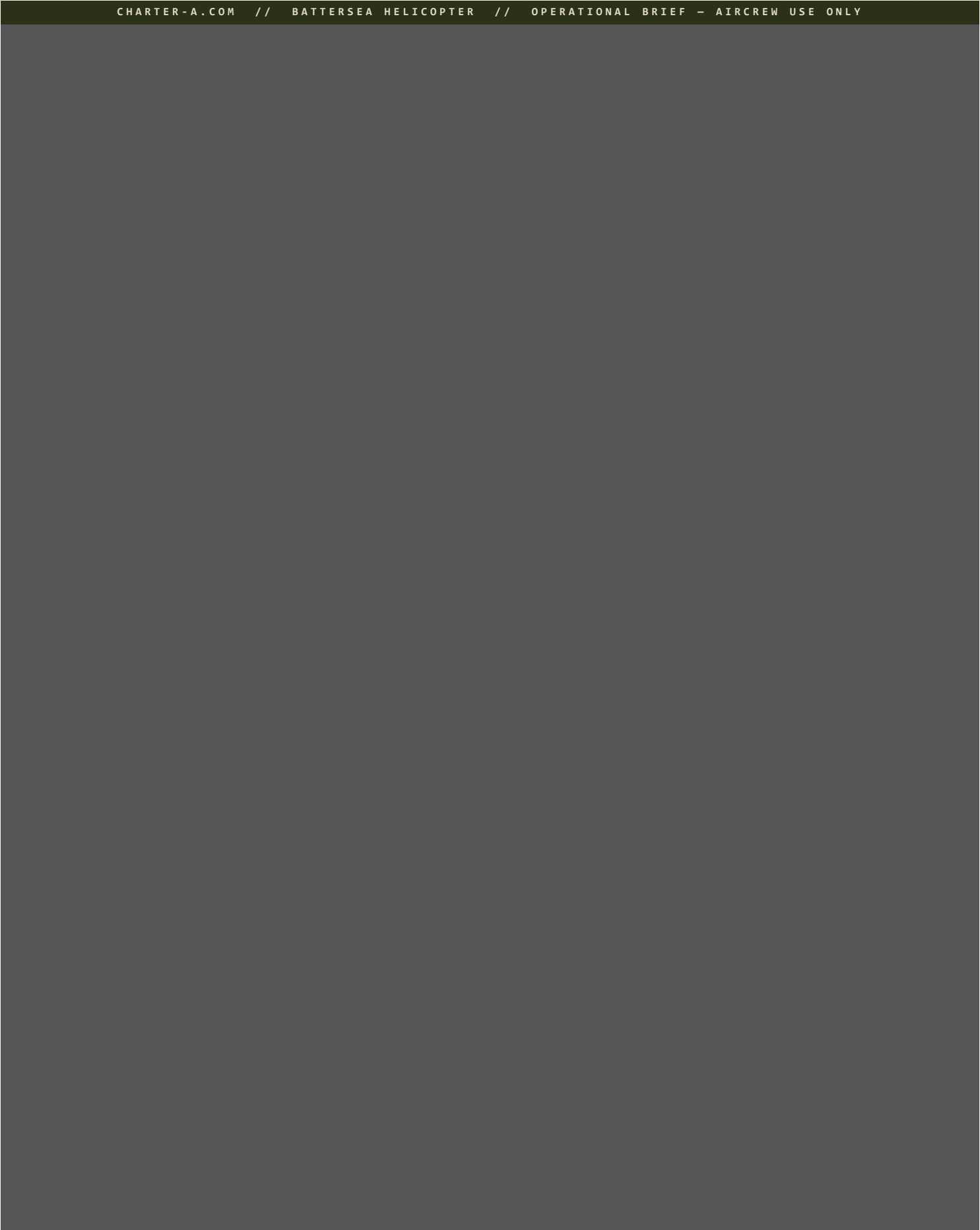
LANDING SITE	Rock Helipad ("Rock Pad"), The Coach House, Rock
POSITION (WGS 84)	50°32.71' N 004°54.36' W (50.54510, -4.90596)
OS GRID REFERENCE	SW 942 757 (E 194210 N 075737)
WHAT3WORDS	///pulp.prepped.mocking
POSTAL / ACCESS	Rock, Wadebridge, Cornwall, PL27 6LQ
ELEVATION	Approx 128 ft (39 m) AMSL
RELATIVE POSITION	SSW of Rock village · 1.5 nm E of Padstow · E bank Camel Estuary

Position is derived from the site postcode centroid and is provided for planning and area orientation only. The exact touchdown point and current usable area are to be confirmed with the operator at PPR – see Section 6.

FIG. 1 – AREA LOCATOR, CAMEL ESTUARY

SCHEMATIC – NOT TO SCALE · NOT FOR NAVIGATION







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3 SITE DATA & LANDING AREA

SITE TYPE	Private grass landing site – single main pad
OVERALL AREA	Approx 3 acres of level grass
TOUCHDOWN MARKING	Large concrete letter 'H' on the main landing area
SURFACE	Grass over concrete pad; firm in normal conditions
WIND INDICATOR	Wind sock at the SOUTH corner of the tennis court
SLOPE / DRAINAGE	Nominally level; assess softness after prolonged rain
LIGHTING	NIL – daylight / notified daytime operations only
SUITABILITY	Single light/twin turbine helicopter; see PPR for type limits

4 APPROACH, DEPARTURE & CIRCUIT

- **Primary approach:** from the **SOUTH-WEST**, clear over the Camel Estuary – the obstacle-free sector.
- Favour an **into-wind** final consistent with the SW clear sector; confirm surface wind from the tennis-court wind sock.
- Depart back toward the estuary (SW) wherever wind permits to keep climb-out over open water and away from the village.
- Avoid overflight of Rock village, moorings, the sailing club and beach crowds to the N/NW – noise-sensitive and seasonally congested.
- Maintain vigilance for estuary VFR light-aircraft and rotary traffic to/from Newquay and Padstow.

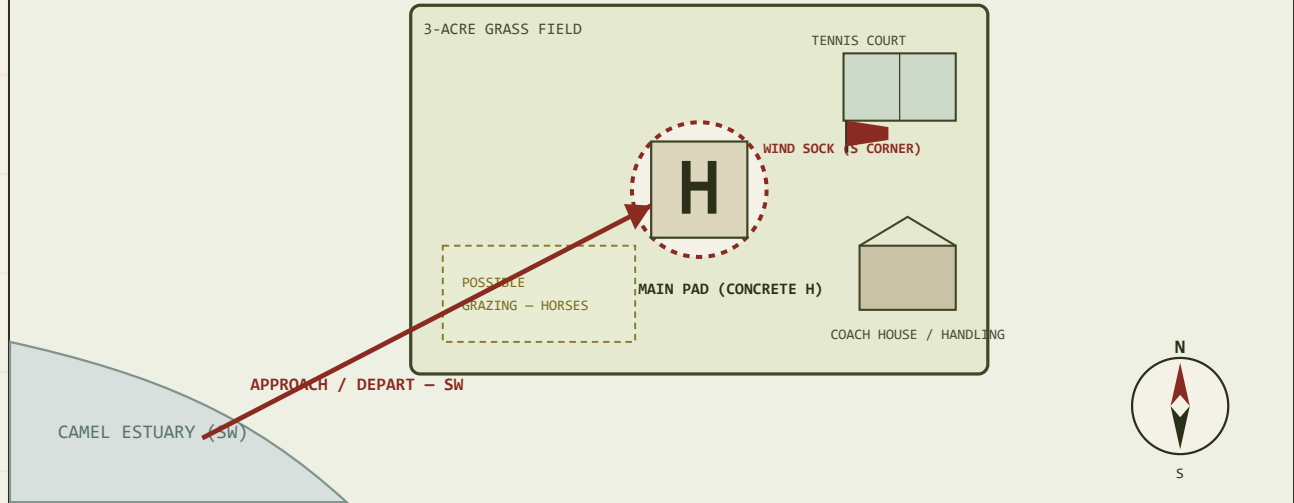
⚠ Section 5 – Hazards, Obstacles & Warnings

- ⚠ **LIVESTOCK:** horses may be grazing on or adjacent to the field – the primary reason PPR is mandatory. Do not land until the site is confirmed clear.
- ⚠ **ENCLOSURES:** tennis court (with wind sock), boundary hedging, trees and residential structures border the field – assess for turbulence and rotor clearance.
- ⚠ **ESTUARY EFFECTS:** sea breeze, tidal exposure and gusting near the water; expect shifting low-level wind.
- ⚠ **PUBLIC / GROUND:** resort footfall, dog-walkers and vehicles in the vicinity – keep the pad sterile; brief passengers on rotor discipline.
- ⚠ **SURFACE:** grass may soften after rain – confirm bearing condition with operator before committing.
- ⚠ **OWN RISK:** visiting helicopters are accepted entirely **at the pilot's own risk**.

FIG. 2 – SITE DIAGRAM & APPROACH SCHEMATIC

SCHEMATIC – NOT TO SCALE · NOT FOR NAVIGATION

↑ ROCK VILLAGE / MOORINGS – AVOID OVERFLIGHT





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6 PPR & ADMINISTRATION

■ PPR IS MANDATORY — TELEPHONE BEFORE FLIGHT

Prior Permission is **essential** and must be obtained by **telephone** ahead of each movement. PPR confirms the field is clear of grazing livestock, agrees the touchdown point, arrival slot and any type limitation, and secures a parking space.

PPR METHOD	Telephone – 01208 864900 (mandatory, per movement)
HOURS	By arrangement / daylight; confirm at PPR
LANDING FEE	Applicable – confirm current tariff with operator
PARKING	Limited spaces – book at PPR; do not assume availability
FUEL	NOT available on site – uplift en route / at diversion
ACCEPTANCE	Visiting helicopters welcome at the pilot's own risk

7 GROUND & PASSENGER HANDLING

- Handling and marshalling by the site operator; follow ground instructions.
- Keep rotors clear of the tennis court, hedging and structures on the E/SE boundary.
- Passengers held clear until shut-down / marshaller signal; brief on rotor discipline.
- Village amenities, St Enodoc, Daymer Bay and Padstow ferry within short transfer.

8 DIVERSIONS & ALTERNATES

NEWQUAY (EGHQ)	~10 nm SW · fuel & ATC
BODMIN	Airfield E/SE · GA
PENZANCE HELIPORT	SW Cornwall · rotary

Confirm alternate status, hours and fuel before departure.

9 COMMUNICATIONS & CONTACT DIRECTORY

SITE OPERATOR	John Bray Denia Ltd – Rock Helipad (“Rock Pad”)
SITE TELEPHONE / PPR	01208 864900 (primary – PPR & landing)
SITE EMAIL	landing@rockpad.co.uk
SITE WEB	rockpad.co.uk
SITE ADDRESS	The Coach House, Rock, Wadebridge, Cornwall, PL27 6LQ
RADIO	No dedicated site frequency – operate Safetycom / London Info as appropriate; confirm at PPR
TASKING OPERATOR	Charter-A Ltd trading as Battersea Helicopter
OPERATIONS (24H)	+44 (0)20 7781 8094
OPERATIONS EMAIL	operations@batterseahelicopter.com
OPERATOR WEB	batterseahelicopter.com · charter-a.com

Radio and callsign details are indicative; the operator holds no published aeronautical frequency. Confirm all comms arrangements at PPR.

10 AUTHORISATION & DISTRIBUTION

Data compiled from publicly available site information and operator contact details. This directive is **advisory**, is **not** an **aeronautical publication**, and is **not to be used for navigation**. The aircraft commander remains responsible for site suitability, obstacle clearance, weather, performance and legality of the landing. Verify all data directly with the operator at PPR.

