

GUERNSEY

EGJB AD 2.1 - GUERNSEY

EGJB AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|--|
| 1 | ARP co-ordinates and site at Aerodrome: | Lat: 492606N Long: 0023607W On the centre-line and 731.5 m from west end of Runway 09/27. |
| 2 | Direction and distance from the city: | 2.5 nm WSW of St Peter Port. |
| 3 | Elevation/Reference temperature: | 336 ft – 19°C. |
| 4 | Geoid undulation at AD ELEV PSN: | 162 ft. |
| 5 | MAG VAR/Annual change: | W2.4° (2009) – 0.14° decreasing. |
| 6 | AD Administration: | States of Guernsey. |
| | Address: | States of Guernsey Airport, Guernsey, Channel Islands. |
| | Telephone: | 01481-237766 (General). |
| | Fax: | 01481-239595 (Administration). 01481-239440 (ATC/FBU). |
| 7 | Types of traffic permitted (IFR/VFR): | IFR/VFR. |
| 8 | Remarks: | |

EGJB AD 2.3 — OPERATIONAL HOURS

| | | |
|----|------------------------------------|--|
| 1 | AD Administration: | Winter: 0630-2100. Summer: 0530-2000. |
| 2 | Customs and Immigration: | As AD hours. |
| 3 | Health and Sanitation: | |
| 4 | AIS Briefing Office: | As AD hours. |
| 5 | ATS Reporting Office (ARO): | As AD hours. |
| 6 | MET Briefing Office: | H24. |
| 7 | ATS: | As AD hours. See also AD 2.18. |
| 8 | Fuelling: | Winter: 0615-2000. Outside these hours by arrangement. Summer: 0515-1900. Outside these hours by arrangement. |
| 9 | Handling: | As AD hours. |
| 10 | Security: | As AD hours. |
| 11 | De-icing: | As AD hours. |
| 12 | Remarks: | AD use subject to restriction – refer to AD 2.20 item 1 and to AD 2.21 |

EGJB AD 2.4 — HANDLING SERVICES AND FACILITIES

| | | |
|---|--|---|
| 1 | Cargo handling facilities: | By arrangement. |
| 2 | Fuel/oil types: | AVTUR JET A-1 (anti-icing additive not include). AVGAS 100LL. Oil; 100, W100, W80. |
| 3 | Fuelling facilities/capacity: | AVTUR 1200 lts per minute. AVGAS 450 lts per minute. |
| 4 | De-icing facilities: | By arrangement. |
| 5 | Hangar space available for visiting aircraft: | Limited. By prior arrangement only with either Aiglle Flight Support Ltd or ASG Flight Support Ltd. |
| 6 | Repair facilities for visiting aircraft: | Major, by arrangement |
| 7 | Remarks: | Handling agents are: Aiglle Flight Support Ltd: Tel: 01481-239544 Fax: 01481-235008 (General and Executive Aviation)† ASG Flight Support Ltd ‡ Tel: 01481-263965 Fax: 01481-265633 (General and Executive Aviation) Aurigny Air Services Tel: 01481-235605 Fax: 01481-235891 (Commercial Passenger and Freight) Airbase Flight Support Tel: 01481-237574 Fax: 01481-239567 (Commercial Passenger) Rockaviation Tel: 01481-268281 Fax: 01481-268289 (General and Executive Aviation) Airport Services (Guernsey) Tel: 01481-237424 Fax: 01481-235298 (Commercial Freight) Servisair (Guernsey) Tel: 01481-237715 Fax: 01481-236325 (Commercial Freight) † Maximum size of aircraft handled - Gulfstream IV. ‡ Maximum wingspan of aircraft handled 18 m. |

EGJB AD 2.5 — PASSENGER FACILITIES

| | | |
|---|------------------------------|--------------------------------|
| 1 | Hotels: | Close to airport. |
| 2 | Restaurants: | Buffet. |
| 3 | Transportation: | Public bus services and taxis. |
| 4 | Medical facilities: | Limited first aid treatment. |
| 5 | Bank and Post Office: | Cash point. |
| 6 | Tourist Office: | Information desk. |
| 7 | Remarks: | |

EGJB AD 2.6 — RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--|
| 1 | AD category for fire fighting: | RFF Category 6. |
| 2 | Rescue equipment | Spreaders, Cutters, Rescue Ram and Ripper gun, power saws, forcing bags, sealing bag. |
| 3 | Capability for removal of disabled aircraft: | 30,000 kg MTWA. Contact: 01481-237766, Ext 2131 outside office hours. Mobile cranes, Tirfor winches, Recovery Plates, small lifting bags, trailers |
| 4 | Remarks: | Two locally based aero engineering facilities to assist in aircraft recovery. It is a condition of the aerodrome licence that the appropriate level of fire cover should be provided to all aircraft using the aerodrome. |

EGJB AD 2.7 — SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---------------------------------------|---|
| 1 | Type(s) of clearing equipment: | Mechanical. |
| 2 | Clearance priorities: | Standard. See AD 1.2.2. |
| 3 | Remarks: | Braking action assessment by Grip Tester and Tapley Meter. Latest information from: FBU 01481-237766 |

EGJB AD 2.8 — APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength: | Surface: Concrete Strength: 5/R/B/X/T to 46/R/B/X/T |
| 2 | Taxiway width, surface and strength: | A: Width: 18 m. Surface: Concrete Strength: 46/R/B/X/T D: Width: 18 m. Surface: Asphalt Strength: 21/F/B/Y/T |
| 3 | Altimeter checkpoint location and elevation: | |
| 4 | VOR checkpoints: | *492600.31N 0023527.70W. |
| 5 | INS checkpoints: | See Aircraft Parking/Docking Chart |
| 6 | Remarks: | |

EGJB AD 2.9 — SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|--|
| 1 | Use of aircraft stand ID signs: TWY guide lines and visual docking/parking guidance system of aircraft stands: | Self-manoeuving guide lines on aprons stands. Stand number painted on guide line turn-off from taxiway. |
| 2 | Runway and taxiway markings and lighting: | Runway: Runway designation, runway threshold, runway centre-line, fixed distance, touchdown zone, runway edge. Taxiway: Taxiway lighting. Taxiway entrance to runway indicated by alternate green/amber centre-line lights. Taxiway centre-line and line holding positions. Blue edge lights on curves. Reflective markers on taxiway edge. |
| 3 | Stop bars: | At all runway and taxiway intersections. |
| 4 | Remarks: | Illuminated windsleeves adjacent to Runways 09 and 27 Glidepath aeralis. All obstacles marked and lit. |

EGJB AD 2.10 — AERODROME OBSTACLES

| In Approach/Take-off Areas | | | | In circling area and at aerodrome | | | |
|----------------------------|---|------------------------|------------------------|---|--------------|------------|-------------|
| 1 | | | | 2 | | | |
| Runway/Area affected | Obstacle type Elevation Markings/Lighting | Co-ordinates | | Obstacle type Elevation Markings/Lighting | Co-ordinates | | |
| a | b | c | | a | b | | |
| | | ft amsl | | | ft amsl | | |
| 27/Approach 09/Take-off | Tree | 359 | 492601.52N 0023514.74W | Lighting Gantry | 407 | 492553.20N | 0023550.04W |
| | | | | Lighting Gantry | 403 | 492553.03N | 0023545.87W |
| | | | | TV Mast | 440 | 492728.05N | 0023445.04W |
| 09/Approach 27/Take-off | Tree | 334 | 492558.75N 0023703.63W | Water Tower | 413 | 492608.08N | 0023445.04W |
| | Tree | 335 | 492559.83N 0023703.08W | Tree | 393 | 492609.51N | 0023415.99W |
| | Tree | 331 | 492600.18N 0023702.98W | Mast | 393 | 492637.47N | 0023405.90W |
| | Tree | 333 | 492558.73N 0023700.69W | Tree | 395 | 492602.26N | 0023351.34W |
| | Tree | 322 | 492601.04N 0023700.06W | Church Spire | 334 | 492717.54N | 0023240.00W |
| | Tree | 322 | 492600.70N 0023658.51W | Mast | 384 | 492638.27N | 0023223.30W |
| | Tree | 330 | 492559.89N 0023658.37W | Mast | 413 | 492639.92N | 0023222.83W |
| | Chimney | 325 | 492558.50N 0023657.76W | Mast | 357 | 492547.77N | 0024010.96W |
| | Building | 316 | 492559.78N 0023652.53W | Tree | 394 | 492610.80N | 0023413.54W |
| | Tree | 312 | 492608.75N 0023649.83W | Tree | 389 | 492558.91N | 0023503.25W |
| | Tree | 314 | 492609.18N 0023649.74W | | | | |
| | Tree | 313 | 492607.81N 0023649.68W | | | | |
| | Tree | 319 | 492559.57N 0023649.32W | | | | |
| | LOC Aerial | 307 | 492604.70N 0023648.15W | | | | |
| | Fence | 310 | 492602.19N 0023646.16W | | | | |
| | Tree | 334 | 492558.58N 0023700.33W | | | | |
| | Tree | 332 | 492558.61N 0023659.93W | | | | |
| | Tree | 331 | 492558.47N 0023658.70W | | | | |
| | Tree | 325 | 492600.38N 0023658.35W | | | | |
| | Pole | 325 | 492600.09N 0023652.96W | | | | |
| | Tree | 314 | 492600.71N 0023652.51W | | | | |
| | Tree | 313 | 492601.18N 0023651.45W | | | | |
| | Tree | 311 | 492601.16N 0023651.27W | | | | |
| | Fence | 308 | 492600.58N 0023646.82W | | | | |
| | Fence | 309 | 492600.97N 0023646.66W | | | | |
| | Tree | 344 | 492558.76N 0023704.89W | | | | |
| Tree | 313 | 492608.96N 0023649.90W | | | | | |
| Tree | 314 | 492602.36N 0023646.89W | | | | | |
| 3 | Remarks: | | | | | | |

EGJB AD 2.11— METEOROLOGICAL INFORMATION PROVIDED

| | | |
|----|---|---|
| 1 | Associated MET Office: | Jersey. |
| 2 | Hours of service: MET Office outside hours: | H24. |
| 3 | Office responsible for TAF preparation: Periods of validity: | Jersey. 9 hours. |
| 4 | Trend Forecast: Interval of issuance: | |
| 5 | Briefing/consultation provided: | Self briefing/telephone and counter. Jersey for consultation. H24. |
| 6 | Flight documentation: Language(s) used: | TAFs, METAR, Flight forecast, Upper winds.. English. |
| 7 | Charts and other information available for briefing or consultation: | ASXX, FSXX, F214/215. Channel Islands Area Forecast. |
| 8 | Supplementary equipment available for providing information: | |
| 9 | ATS units provided with information: | Guernsey. |
| 10 | Additional Information (limitation of service etc): | Current METAR and TAF available during AD hours via recorded message on Tel: 01481-238957 |

EGJB AD 2.12 — RUNWAY PHYSICAL CHARACTERISTICS

| Designations RWY Number | True bearing | Dimensions of RWY (m) | Strength (PCN) and surface of RWY and Stopway | Threshold co-ordinates RWY end co-ordinates THR Geoid undulation | THR elevation and highest elevation of TDZ of precision APP RWY |
|----------------------------|--------------|--------------------------|--|--|--|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 088.56° | 1463 x 45 | 22/F/B/Y/T Asphalt | 492604.84N 0023643.11W — GUND 162 ft | THR 303 ft |
| 27 | 267.57° | 1463 x 45 | 22/F/B/Y/T Asphalt | 492606.83N 0023531.07W — GUND 162 ft | THR 334 ft |

| Slope of RWY-SWY | Stopway dimensions (m) | Clearway dimensions (m) | Strip dimensions (m) | OFZ |
|---------------------|--|----------------------------|-------------------------|-----|
| 7 | 8 | 9 | 10 | 11 |
| 09 - 1:155 | Nil | 09 - 138 | 1583 x 300 | |
| 27 - 1:155 | Nil | 27 - 177 | 1583 x 300 | |
| 12 | Remarks: Both thresholds are concrete and have a PCN of 44/R/C/X/T. | | | |

EGJB AD 2.13 — DECLARED DISTANCES

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks: |
|----------------|----------|----------|----------|---------|--------------------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 09 | 1463 | 1601 | 1463 | 1458 | |
| 27 | 1462 | 1639 | 1462 | 1458 | |
| 09 | 1058 | 1196 | 1058 | — | Take-off from Taxiway C intersection |
| 27 | 1058 | 1235 | 1058 | — | Take-off from Taxiway B intersection |

EGJB AD 2.14 — APPROACH AND RUNWAY LIGHTING

| Runway | Approach lighting Type Length Intensity | Threshold lighting colour Wingbars | PAPI VASIS Angle Dist from THR (MEHT) | TDZ lighting Length | Runway Centre-line Lighting Length Spacing Colour Intensity | Runway edge lighting Length Spacing Colour Intensity | Runway End Lighting Colour Wingbars | Stopway Lighting Length (m) Colour |
|-----------|--|--|---|---------------------------|---|--|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 09 † | Coded centre-line with five crossbars 914 m HI | Green with green wingbars | PAPI 3° LHS 326 m (47 ft) | | Bi-directional colour coded 1463 m 30 m spacing HI | Elev HI bi-directional with LI omni-directional component 1463 m 60 m spacing White | Red HI | |
| 27 | Coded centre-line with five crossbars 914 m HI | Green with green wingbars | PAPI 3° LHS 291 m (47 ft) | | Bi-directional colour coded 1463 m 30 m spacing HI | Elev HI bi-directional with LI omni-directional component 1463 m 60 m spacing White | Red HI | |
| 10 | Remarks | † Between 750 m bar and approach end of system, alignment diverges slightly from true centre-line towards south. | | | | | | |

EGJB AD 2.15 — OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|--|
| 1 | ABN/IBN location, characteristics and hours of operation: | |
| 2 | LDI location and lighting: Anemometer location and lighting: | East: 492602.95N 0023542.75W – West: 492608.92N 0023629.23W. |
| 3 | Taxiway edge and centre-line lighting: | Green taxiway centre-line lighting 30 m apart, 15 m on curves. Blue edge lighting on corners, runway guard lights. |
| 4 | Secondary power supply/switch-over time: | Compliant with CAP 168 requirements. |
| 5 | Remarks: | Apron floodlighting. Obstacle lighting. |

EGJB AD 2.16 — HELICOPTER LANDING AREA

| | | |
|---|---|--|
| 1 | Co-ordinates TLOF or THR of FATO: Geoid undulation: | |
| 2 | TLOF and/or FATO elevation (ft): | |
| 3 | TLOF and FATO area dimensions: Surface, Strength, Marking: | |
| 4 | True Bearing of FATO: | |
| 5 | Declared distance available: | |
| 6 | Approach and FATO lighting: | |
| 7 | Remarks: | |

EGJB AD 2.17 — ATS AIRSPACE

| Designation and lateral limits | Vertical limits | Airspace Classification |
|--|---|-------------------------|
| 1 | 2 | 3 |
| Guernsey Control Zone (CTR) 493308N 0021538W - 492717N 0022400W - thence clockwise by the arc of a circle radius 8 nm centred on 492606N 0023607W to 493404N 0023515W - 493957N 0022653W - 493308N 0021538W | 2000 ft ALT/ SFC | D † |
| Guernsey Aerodrome Traffic Zone (ATZ) The ATZ is the Airspace extending from the surface to a height of 2000 ft above the level of the aerodrome and within the area bounded by a circle centred on the notified mid point of the longest runway (09/27) 492606N 0023607W and having a radius of 2 nm in accordance with The Aviation (Baliwick of Guernsey) Law 2008. | 2000 ft aal/ SFC | D † |
| 4 ATS unit call sign: Language(s): | Guernsey Approach. English | |
| 5 Transition altitude: | 3000 ft. | |
| 6 Remarks: | Stub forms part of Alderney-Guernsey lane (Class D). Because of the interaction of the Guernsey Control Zone with the Channel Islands Control Zone the procedures are detailed at EGJJ AD 2.17. Hours: See AD 2.18 † Refer to Section ENR 1.4 for Notifications. | |

EGJB AD 2.18 — ATS COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel MHz | Hours of Operation | | Remarks |
|---------------------|----------------------|----------------------|---|---|---|
| | | | Winter | Summer | |
| 1 | 2 | 3 | 4 | | 5 |
| APP | Guernsey Approach | 128.650 121.500 † | 0545-2100 | 0445-2000 | ATZ hours 0600-2100(winter), 0500-2000 (summer) DOC 25 nm/10,000 ft. † Emergency frequency DOC 25 nm/4000 ft. Extensions by arrangement for scheduled services only. DOC 3 nm/GND. July to September. DOC 25 nm/4000 ft. DOC 25 nm/10,000 ft. Serves Runway 09/27. Broadcast on Guernsey VOR. Non-ATS Frequency. |
| TWR | Guernsey Tower | 119.950 | | | |
| GMC | Guernsey Ground | 121.800 | As directed by ATC | Sat, Sun 0930-1700 and as directed by ATC | |
| RAD | Guernsey Radar | 118.900 124.500 | 0545-2100 | 0445-2000 | |
| ATIS | Guernsey Information | 109.400 | | | |
| FIRE | Guernsey Fire | 121.600 | Available when Fire vehicle attending aircraft on the ground in an emergency. | | |

EGJB AD 2.19— RADIO NAVIGATION AND LANDING AIDS

| Type of Aid MAG VAR Type of supported OP (VOR/ILS/MLS declination) | IDENT | Frequency | Hours of Operation | | Position of transmitting antenna co-ordinates | Elevation of DME transmitting antenna | Remarks |
|---|--------------------------------|---|--------------------|-----------|---|---------------------------------------|--|
| | | | Winter | Summer | | | |
| 1 | 2 | 3 | 4 | | 5 | 6 | 7 |
| LOC 09 W2.4° (2009) ILS CAT I | I UY | 108.10 MHz | HO | HO | 492607.01N 0023524.00W | | 3° ILS Ref Datum Hgt 42 ft. |
| GP | I UY | 334.70 MHz | | | 492608.91N 0023629.24W | | |
| LOC 27 W2.4° (2009) ILS CAT I | I GH | 108.10 MHz | | | 492604.59N 0023652.11W | | |
| GP | I GH | 334.70 MHz | | | 492602.95N 0023542.71W | | 3° ILS Ref Datum Hgt 42 ft. Glidepath fluctuations may be experienced between 1 nm and 2 nm from threshold. |
| L | GUY | 361 kHz | | | 492611.38N 0023606.40W | | On AD. Range 50 nm. |
| DME | I UY (RWY 09) I GH (RWY 27) | Ch 18X (108.10MHz) | | | 492610.68N 0023607.41W | 340 ft amsl | On AD. Frequency paired with ILS I UY and I GH. Zero range indicated at THR of RWY 09 and RWY 27. |
| VOR/DME | GUR | CH 31X (109.40 MHz) | | | 492613.55N 0023613.72W | 343 ft amsl | On AD. Range 50 nm |
| VDF | Guernsey Approach/ Radar | 128.650 MHz 124.500 MHz 121.500 † | 0545-2100 | 0445-2000 | 492612.13N 0023552.62W | | On AD. † Emergency frequency |

EGJB AD 2.20 — LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

- a. Use governed by regulations applicable to Channel Islands CTR.
- b. All aircraft using Guernsey Airport and its facilities must comply with the requirements of the United Kingdom Civil Aviation (Insurance) Regulations 2005 and any future published amendments to these Regulations.
- c. The use of the aerodrome is subject to 'Airport Terms and Conditions of Use'. These are available from Airport Administration (01481-237766) or on the Airport website (www.guernsey-airport.gov.gg).
- d. In IMC, flight to Guernsey by aircraft not equipped with VOR will be by prior permission only.
- e. Aircraft operating on a Permit to Fly, or Microlights, other than UK registered aircraft, require written permission 28 days in advance from the Guernsey Director of Civil Aircraft to fly in the Baliwick of Guernsey airspace (Guernsey and Alderney Airports). Applications should be sent to DCA@gov.gg, accompanied by electronic copies of the Permit to Fly issued by the State of Registry, Certificate of Validity and current insurance certificate. Note that the issue of an exemption will not exempt the pilot or operator from obtaining permission from Jersey ATC for flight in the Channel Islands Control Zone, or from Guernsey ATC for flight in Guernsey airspace and use of Guernsey Airport.
- f. Guernsey airport conforms to the United Kingdom National Aviation Security Programme. A means of identification will be necessary for all aircrew and private aircraft passengers to gain access to aircraft, stands and parking areas.
- g. The operator of an aircraft carrying dangerous or hazardous cargo must notify the Aerodrome Fire Service, Tel: 01481-239474, prior to the arrival of the aircraft or before loading of cargo prior to departure from the aerodrome. The carriage of such cargo is subject to a 'permission granted' under the Aviation (Bailiwick of Guernsey) Law 2008.
- h. All aircrew whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.
- i. On arrival, pilots and passengers of all General Aviation aircraft must report to the Flight Briefing Unit to carry out Special Branch and Customs clearance. Pilots of all visiting GA aircraft must provide Flight briefing staff with a contact telephone number or address whilst in the Bailiwick along with expected duration of stay.
- j. There is no access to the terminal building for crews and passengers of private and General Aviation flights unless the services of a handling agent are employed.
- k. All commercial flight and aircraft over 4 tonnes MTOW using Guernsey Airport are required to use the services of a handling agent (see AD 2.4).
- l. Due to restricted apron parking all aircraft requiring parking on the hard apron must request prior permission on +44 (0)1481-237766, Ext 2104. This does not apply to locally based aircraft and scheduled services.
- m. In respect of Aerodrome Operating Minima, the notified method of calculating Aerodrome Operating Minima for the purposes of the Aviation (Bailiwick of Guernsey) Law 2008 shall be that published in the UK AIP, Section AD 1.1.2, Aerodrome Operating Minima.

2. Ground Movement

- a. Light aircraft grass parking areas on the west side of the Control Tower. To prevent hazards to taxiing aircraft all chocks and picketing blocks should be removed to the edge of the parking area after use.
- b. Paved shoulders of distinctive colour. Adjacent to the runway these shoulders are of PCN 22/F/B/Y/T, decreasing at the outer edges.
- c. The apron stand markings and method of use are shown on the plan at page AD 2-EGJB-2-2.
- d. Aircraft proceeding to and from Stands 1, 2, A, B and the east apron must not cross the 27 holding point without ATC clearance.

3. CAT II/III Operations

- a. Arrivals: CAT II/III operations are not applicable.
 - i. However when Low Visibility Procedures are notified either by ATIS or RTF pilots should unless otherwise instructed by ATC, vacate the runway only at the runway ends and report vacated after passing the yellow/green section of taxiway lighting
- b. Departures.
 - i. When ATC notify Low Visibility Procedures are in force, either by ATIS or RTF, pilots should expect to use only Holding points D2 for Runway 09 or A1/A2 for Runway 27.

4. Warnings

- a. Flight is not permitted at a height of less than 2000 ft agl within 3 nm of 492546N 0022145W in the Island of Sark except with the permission of the States of Guernsey Public Services Department.
- b. The firing at Fort le Marchant small arms range (493020N 0023107W), takes place seaward within sectors 347°T to 069°T, radius 3000 m.
- c. Model Aircraft Flying may take place on any day of the year, during daylight hours, at Chouet headland (493021N 0023247W) up to 400 ft amsl.
- d. After periods of prolonged rainfall, isolated areas adjacent to the paved surfaces may become waterlogged and incapable of bearing weight.
- e. Down draught or turbulence may be experienced on approaches to either runway in strong winds from any direction due to cliffs and valleys in local terrain.
- f. When landing on Runway 27 in strong south east to south west winds, building induced turbulence and windshear conditions may be experienced.
- g. There are no ground signals other than light signals, the chequered flag and the letter 'C' indicating the point to which pilots are required to report.
- h. Due to coastal location, birds are a hazard throughout most of the year. This hazard level is raised during the migration season
- i. Due to the unusual alignment of the 'A' holding point all aircrew should familiarise themselves with the positions of the Holding Points 'A1' and 'A2'. The Holding Point 'A1' is east of the Holding Point 'A2', it is **NOT** situated closer to the runway.

5. Helicopter Operations

Not applicable

6. Use of Runways

- a. Light aircraft are to land and take-off on the paved runway. No other light aircraft landing area is available.
- b. Runway Departure Restriction – Except where an AOC holder has less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 m are not permitted.

7. Training

- a. All training MUST be booked in advance with ATC Guernsey, Tel: 01481-237766 Ext 2130 for instrument training and Ext 2131 for circuit training. A request message in Item 18 of an FPL does not constitute a request for training

EGJB AD 2.21 — NOISE ABATEMENT PROCEDURES

All aircraft must conform to the following procedures, these procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

- a. Every operator using the airport shall ensure that at all times aircraft are operated in a manner calculated to cause the least disturbance practicable over all parts of the island.
- b. Unless ATC otherwise authorise, the Noise Preferential Routeings and Procedures specified below shall apply to all aircraft approaching, landing, 'going around' or taking-off in accordance with the ATC clearance and shall apply in both VMC and IMC.
 - i. Take-off Procedures – Runways 09 and 27 – Climb straight ahead to at least 1500 ft aal or 3DME whichever is the earliest before turning on course.
 - ii. Special VFR/VFR Flights – Take-off – Aircraft proceeding on a clearance of at or below 1000 ft QNH, continue straight ahead until clear of the coastline before turning on course. Aircraft climbing to higher altitudes/flight levels, proceed as in paragraph b (i).
- c. Visual Approaches – Aircraft to carry out visual approaches should proceed as follows:
 - i. MTOW 5700 kg or less – join the final approach at not less than, and maintain, 836 (500) ft until intercepting the on glidepath PAPI indications.
 - ii. MTOW greater than 5700 kg – join the final approach before crossing the coastline. Any aircraft overflying the Island to position on final approach must do so at an altitude of not less than 1500 ft amsl
 - iii. All non-SID aircraft departing Runway 27, turning left on departure, may commence the turn after passing 850 ft QNH.

The above also applies to circuit traffic.
- d. Circuit Joining and Training Height – Standard circuit height is 700 ft aal..
- e. Jet Aircraft Procedures – The Noise Preferential Routings and Procedures specified above will be used except that on 'going around', aircraft operating under IFR will, unless otherwise instructed, carry out the published missed approach procedure. Aircraft operating under VFR/SVFR will carry out a missed approach procedure as instructed by Air Traffic Control.
- f. The use of this airport by jet aircraft will be permitted only between 0800-2000 (winter), 0700-1900 (summer), except in extenuating circumstances. Extenuating circumstances are deemed to mean:
 - i. where technical or mechanical failure in an aircraft necessitates an immediate landing;
 - ii. where an aircraft is en-route for another destination but through stress of weather or other circumstances, cannot land at any other place and is diverted to Guernsey Airport as being the nearest available airport suitable to accept the particular type of aircraft;
 - iii. where, due to weather conditions, a considerable number of passengers are delayed;
 - iv. approved 'quiet' jet aircraft may be permitted to operate during Airport hours;
 - v. Training flights by approved 'quiet' jet aircraft may be permitted between 0800 and 2000 (winter), 0700 and 1900 (summer), Monday to Saturday inclusive (Details from ATC).
- g. All aircraft are to avoid overflying the Princess Elizabeth Hospital (2 nm ENE of the aerodrome) at less than 1000 ft agl.
- h. Chapter 2 aircraft are not permitted to use Guernsey Airport unless the operator has received special permission from the Guernsey Airport Director.

EGJB AD 2.22 — FLIGHT PROCEDURES

1. **Inbound Procedures**
 - a. Arrival routes at AD 2-EGJB-7-1 may be varied at the discretion of ATC.
2. **Guernsey/Alderney VFR Lane**
 - a. A VFR lane is established in Class D Airspace for use by traffic routeing between Guernsey and Alderney. The lane is 5 nm either side of a line joining Guernsey and Alderney Airports, Maximum Altitude 2000 ft, and its use is subject to ATC clearance.
 - b. The following minimum weather conditions must exist at **both** airports for VFR Clearance to be given:
Visibility: 10km
Cloud Ceiling: 1500 ft.
3. **Special VFR Flight**
 - a. See EGJJ AD 2.22, paragraph 6.
4. **ATC Separation**
 - a. At discretion of ATC standard longitudinal separation may be reduced to 5 minutes in case of inter-island flights which are granted special VFR clearance.
5. **Radio Communication Failure Procedures**
 - a. In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.
 - b. The route and altitude to be used when leaving the Zone in accordance with this procedure is shown below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Zone is made, and the track should be maintained until clear of the Zone, after which course should be set for a suitable diversion aerodrome without re-entering the Control Zone.

| Position at time of decision | Route |
|------------------------------|--|
| Guernsey Airport | Track 225°T from overhead Guernsey Airport at 2000 ft. |

6. **Flight Plans**
 - a. See ENR 1.11.

EGJB AD 2.23 — ADDITIONAL INFORMATION

Not applicable

EGJB AD 2.24 — CHARTS RELATED TO THE AERODROME

| Chart Name | Page |
|--|---------------|
| Aerodrome Chart - ICAO | AD 2-EGJB-2-1 |
| Aircraft Parking/Docking Chart – ICAO | AD 2-EGJB-2-2 |
| ATC Surveillance Minimum Altitude Chart – ICAO | AD 2-EGJB-5-1 |
| GULDA SIDs Chart | AD 2-EGJB-6-1 |
| ORTAC SIDs Chart | AD 2-EGJB-6-2 |
| Dinard/KOKOS SIDs Chart | AD 2-EGJB-6-3 |
| Caen SIDs Chart | AD 2-EGJB-6-4 |
| SKERY SIDs Chart | AD 2-EGJB-6-5 |
| STARs via GUR Chart | AD 2-EGJB-7-1 |
| Instrument Approach Chart ILS DME/VOR RWY 09 – ICAO | AD 2-EGJB-8-1 |
| Instrument Approach Chart LOC DME/VOR RWY 09 – ICAO | AD 2-EGJB-8-2 |
| Instrument Approach Chart VOR/DME RWY 09 – ICAO | AD 2-EGJB-8-3 |
| Instrument Approach Chart NDB(L) RWY 09 – ICAO | AD 2-EGJB-8-4 |
| Instrument Approach Chart ILS DME/VOR RWY 27 – ICAO | AD 2-EGJB-8-5 |
| Instrument Approach Chart LOC DME/VOR RWY 27 – ICAO | AD 2-EGJB-8-6 |
| Instrument Approach Chart VOR/DME RWY 27 – ICAO | AD 2-EGJB-8-7 |
| Instrument Approach Chart NDB(L) RWY 27 – ICAO | AD 2-EGJB-8-8 |
| Aerodrome Obstacle Chart ICAO Type A is available for this aerodrome. For details refer to GEN 3.2.5 | |

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