

EGJJ AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS		
1	<p>Use of aircraft stand ID signs: Taxiway guide lines and visual docking/ parking guidance system of aircraft stands:</p>	<p>Azimuth and Stopping Guidance is provided as follows: AGNIS; Stands 1-14 inclusive, painted Stop bar lead-in marks on all stands. Stands 15-24, lead-in marks with Stop bar. Stands 1-24 are operated on a nose-in/push-back system only. Stands 1 and 2 are used by aircraft requiring immigration facilities. Stand 32 has no taxi guidance or Stop guidance. Marshalling is available on request. General Aviation aircraft will be parked at the discretion of ATC on the grass adjacent to the Aero Club or on the grass to the west of Stand 24. During the winter months when the grass may be waterlogged, light aircraft may be parked on Stands 20 to 24.</p>
2	<p>Runway and taxiway markings and lighting:</p>	<p>Runway: Runway designation, runway threshold (09/27), runway centre-line. Taxiway: Blue edge to link taxiways and apron, green centre-lines to taxiways to Runways 27 and 09. Taxi holding position.</p>
3	<p>Stop bars:</p>	<p>On all intermediate turnoffs and taxi holding positions.</p>
4	<p>Remarks:</p>	<p>Two illuminated Wind direction indicator. Obstacle and boundary markings.</p>

EGJJ 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	Building Building Tree Tree	309 311 319 323	491232.92N 0021037.78W 491239.79N 0021028.30W 491234.10N 0021024.68W 491235.19N 0021022.07W	Building (Lgtd) Spire Mast TV Mast (Lgtd) Mast (Lgtd) Radar (Lgtd) Terminal Building (Lgtd) Hangar (Lgtd)	398 419 497 812 626 366 339 317	491244.67N 0021101.39W 491330.30N 0020927.95W 491330.76N 0020613.77W 491505.50N 0020752.17W 491445.73N 0020604.16W 491214.06N 0021208.79W 491222.03N 0021143.95W 491222.69N 0021138.09W
3	Remarks:					

EGJJ AD 2.11 – METEOROLOGICAL INFORMATION PROVIDED		
1	<p>Associated MET Office:</p>	<p>Jersey.</p>
2	<p>Hours of service: MET Office outside hours:</p>	<p>H24.</p>
3	<p>Office responsible for TAF preparation: Periods of validity:</p>	<p>Jersey. 9 hours.</p>
4	<p>Trend forecast: Interval of issuance:</p>	<p>TREND. 30 minutes.</p>
5	<p>Briefing/consultation provided:</p>	<p>Personel consultation or by telephone: 01534-492256. 0907-8077777.</p>
6	<p>Flight documentation: Language(s) used:</p>	<p>TAFs, F214/215, Upper Winds, Area Forecast. English.</p>
7	<p>Charts and other information available for briefing or consultation:</p>	<p>MET satellite, Radar and Lightning location pictures. Analysed Surface charts.</p>
8	<p>Supplementary equipment available for providing information:</p>	<p>ATIS and Internet site.</p>
9	<p>ATS units provided with information:</p>	<p>Jersey.</p>
10	<p>Additional Information (limitation of service etc):</p>	<p>Internet site: http://www.jerseymet.gov.je Local Area Forcast: 0900-665 0033. ATIS: 01534-498073.</p>

EGJJ AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS					
Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and stopway	THR co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	082.75°	1706 x 46	39 to 70/F/A/X/T Asphalt	491225.43N 0021221.95W - GUND 161 ft	THR 270 ft
27	262.76°	1706 x 46	39 to 70/F/A/X/T Asphalt	491231.78N 0021105.70W - GUND 161 ft	THR 271 ft
Slope of RWY/SWY	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
Remarks: Threshold Runway 09 displaced by 61 m. Threshold Runway 27 displaced by 91 m.					

EGJJ AD 2.13 – DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	1706	1889	1764	1645	
27	1645	2469	1645	1554	

EGJJ 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	Centre-line with crossbar 165 m from threshold. 165 m HI	HI Green with Green wingbars	PAPI 3° 325 m from THR (55 ft)		Colour coded 1645 m 30 m spacing HI	HI Elev bi-directional LI Elev omni-directional 1645 m 60 m spacing White	Red	58 Red
27	Coded centre-line with five crossbars. 914 m HI	HI Green with Green wingbars	PAPI 3° 341 m from THR (55 ft)		Colour coded 1554 m 30 m spacing HI	HI Elev bi-directional LI Elev omni-directional 1554 m 60 m spacing White	Red	61 Red
10	Remarks:		Area west of 09 threshold is outlined by red lights.					

EGJJ 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: 491240.24N 0021141.41W.
3	Taxiway edge and centre-line lighting:
4	Secondary power supply/switch-over time: Yes/under 15 seconds.
5	Remarks: Apron floodlights. Obstacle lighting.

EGJJ 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, Markings:
4	True Bearing of FATO:
5	Declared distance available:
6	Approach and FATO lighting:
7	Remarks: Helicopters are to use the main runway for all arrivals and departures as no specific helicopter landing area exists

EGJJ AD 2.17 – ATS AIRSPACE		
Designation and lateral limits:	Vertical limits	Airspace Classification
1	2	3
<p>Jersey Control Zone (CTR) An area enclosed by a circle 8 nm radius centred on Jersey ARP 491229N 0021144W.</p> <p>Channel Islands Control Zone (CTR) 500000N 0020000W - 493000N 0020000W - 490200N 0014000W - 490200N 0030000W - 500000N 0030000W - 500000N 0020000W.</p> <p>Channel Islands Control Area (CTA – 1) 500000N 0030000W - 493500N 0030000W - 500000N 0032000W - 500000N 0030000W.</p> <p>Channel Islands Control Area (CTA – 2) 500000N 0020000W - 500000N 0014700W - 494400N 0020000W - 500000N 0020000W.</p> <p>Jersey 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 a distance of 1.5 nm of the aerodrome boundary in accordance with the Air Navigation (Jersey) Order 2000.</p>	<p>2000 ft ALT SFC</p> <p>FL 195 SFC</p> <p>FL 195 FL 55</p> <p>FL 195 FL 35</p> <p>2000 ft aal SFC</p>	<p>D †</p> <p>A †</p> <p>A †</p> <p>A †</p> <p>D †</p>
<p>4 ATS unit callsign: Language:</p> <p>5 Transition Altitude:</p> <p>6 Remarks:</p>	<p>Jersey Zone. English.</p> <p>3000 ft.</p> <p>† Refer to Section ENR 1.4 for notifications. Hours: See AD 2.18.</p>	

EGJJ AD 2.18 – ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
ATC	Jersey Radar	118.550 125.200 120.300 120.450	0530-0730 when available 0730 to close of AD	0415-0630 when available 0630 to close of AD	† CTR and Airway Channel. ‡ To be used in the event of failure of communications on 125.200 MHz. ATZ hours coincident with Approach hours. ø Emergency Channel. GMC will be notified by ATIS. Broadcast on Jersey VOR. § Includes both QNH and QFE values. Non-ATS frequency.
ATC	Jersey Zone	125.200 † 120.450 ‡	0515-2100 and by arrangement	0415-2030 and by arrangement	
APP	Jersey Approach	120.300 121.500 ø			
TWR	Jersey Tower	119.450	As directed by ATC	As directed by ATC	
	Jersey Ground	121.900			
ATIS	Jersey Information §	112.200 129.725	0515-2100	0415-2030	
FIRE	Jersey Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		

EGJJ AD 2.19 – RADIO NAVIGATION AND LANDING AIDS							
Type of Aid MAG VAR CAT of ILS/MLS	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
LLZ 09 W2.8° (2005) ILS CAT I	I JJ	110.90 MHz	HO	HO	491233.68N 0021042.71W	288 ft amsl	457 m from THR 27.
GP	I JJ	330.80 MHz	HO	HO	491230.14N 0021206.90W		3° ILS Ref Datum Hgt 52 ft.
DME	I JJ	Ch 46X (110.90 MHz)	HO	HO	491229.97N 0021206.86W		On AD. DME freq paired with ILS I JJ only. Zero range is indicated at THR 09 only.
LLZ 27 W2.8° (2005) ILS CAT I	I DD	110.30 MHz	HO	HO	491224.74N 0021229.91W	288 ft amsl	161 m from THR 09.
GP	I DD	335.00 MHz	HO	HO	491233.95N 0021121.11W		3° ILS Ref Datum Hgt 52 ft. Full scale fly-up indication left of the centre-line may not be maintained prior to joining the glidepath from below.
DME	I DD	Ch 40X (110.30 MHz)	HO	HO	491233.78N 0021121.09W		DME freq paired with ILS I DD only. Zero range is indicated at THR 27 only.
L	JW	329 kHz	HO	HO	491221.29N 0021311.73W		0.5 nm from THR 09. Range 25 nm.
VOR/DME	JSY						See ENR 4.1.

EGJJ AD 2.20 – LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

- a Use governed by regulations applicable to Channel Islands CTR.
- b All aircraft using Jersey Airport and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Jersey Airport.
- c When GA aircraft are not parked at either the Jersey Aero Club or Aviation Beauport, ground transport will be provided by Jersey Aero Club. This facility must be used by private aircrew unless the aircraft is being handled by Aviation Beauport, in which case that Company will provide transport.
- d From May until October, at weekends, operators are requested not to nominate Jersey as a diversion airport because aircraft parking and passenger handling facilities are at maximum capacity.
- e All aircraft operating into Jersey Airport will require handling.
- f Visiting light aircraft under 3 metric tonne will be parked as directed by ATC and will usually be handled by Jersey Aero Club. Aircraft over 3 metric tonne will be parked as directed by ATC and handled by Aviation Beauport. If the passengers need to be conveyed to the main terminal building for customs and immigration facilities then they will be transported by bus by the appropriate handling agent.
- g All flights except for General Aviation and Military aircraft, are subject to prior notification to the head of Customer Services by Fax: 01534-492184 or e-mail: read.s@jerseyairport.com for all scheduled and charter flights.
- i Pilots requiring picketing and tying down of their aircraft must contact their handling agent.
- j Pilots who have filed IFR flight plans are requested to contact ATC for their air traffic control clearance 10 minutes prior to requested start.
- k Aircraft operating on a Permit to Fly, or Microlights, need the written permission of the Airport Director to enter the Channel Islands Control Zone. Applications should be accompanied by a valid copy of the Permit to Fly.

2 Ground Movement

- a All surface movement of aircraft, vehicles and persons on the Manoeuvring Area is subject to ATC authority. ATC are also responsible for engine start-up and push-back/taxi clearance within the Apron area but only aircraft separation will be provided by GMC/ATC.
- b For safety and security reasons, persons (including aircrew) are not permitted to walk from/to their aircraft whilst parked on Stands 15 to 24 or from the grass area west of Stand 24. All persons must be conveyed by their handling Agent by vehicle.
- c Apron Layout
 - i The arrangement of the main apron, pier, aircraft stands and guidance lines are shown on page AD 2-EGJJ-2-2.
 - ii Pilots are required to request permission from ATC to 'push-back' from nose-in stands and on initial call should give the location of the aircraft.
 - iii The minimum distance between the taxiway centre-line and the edges of parking Stands 6 to 11 inclusive of the stand road is 22 m.
 - iv The minimum distance between parking stands on either side of the apron through taxiway is 50 m inclusive of the stand roads.
 - v Stand sizes vary between 47.5 m and 34.5 m long. Stand widths vary between 38.5 m and 29.6 m.
 - vi Aircraft of length up to 68 m and wingspan of up to 52 m can be parked on Stand 2.
- d Light aircraft grass parking available west of stand 24 and to the east of the Jersey Aero Club. Pilots must exercise caution when manoeuvring due to rutted ground. When the grass is wet, pilots must be extra vigilant because the ground will be soft in places and liable to be slippery. Also during wet conditions, pilots must exercise extreme caution when manoeuvring on the grass at the east end of the Aero Club access track as this area can be very wet and muddy. If in doubt or you require refuelling in these conditions, then request ATC for the use of Stand 32 (hard standing).
- e General Aviation aircraft with a Maximum All Up Weight (MAUW) of less than 3 metric tonnes will normally be parked at the Jersey Aero Club on the grass. The Aero Club will provide customs, immigration and handling facilities including the collection of landing fees. Aircraft with a MAUW of 3 metric tonnes or more will be handled by and normally be parked at Aviation Beauport. Exceptionally, GA aircraft will be parked elsewhere at the discretion of ATC.
- f The (block paved) access track from the east of Holding point Hotel to the grass parking area at the Aero Club has not been formally designated by the Airport Authority as a taxiway. The access track does not comply with the criteria for a taxiway contained in CAP 168. Therefore, the painted centre-line is only provided for assistance and does not offer the usual clearances either side of the access track that would normally be associated with a taxiway. It is most important that pilots exercise caution when using this access track to ensure that they have suitable wing tip clearance on each side.
- g Turn off Delta is not available to aircraft with a published AUW over 20 metric tonnes.
- h All Persons, with exception of bona fide passengers, are to wear yellow vests and visible identification cards when on the ramp or walking around aircraft.

EGJJ AD 2.20 – LOCAL TRAFFIC REGULATIONS

3 CAT II/III Operations

When ATC notifies Low Visibility Procedures:

a Arrivals:

- i Arriving traffic on Runway 09 will vacate the runway at the runway as instructed by ATC, via Rapid Exit Taxiway Foxtrot or at the runway end via Alpha 1. Pilots will report Runway vacated after passing the yellow/green section of the taxiway centre-line lighting and will notify ATC of the exit used.
- ii Arriving traffic on Runway 27 will vacate the runway via the runway end and report vacated after passing the yellow/green section of centre-line lighting.

b Departures

- i Departing traffic should expect to use holding point B2 for Runway 09 or Alpha 1 for Runway 27. Runway 27 departures should additionally expect to initially hold at intermediate taxi holding point Alpha 2 or for aero club departures at holding point Hotel 1 before continuing to runway holding point Alpha 1.

4 Warnings

- a Pilots may experience turbulence and variable wind conditions caused by nearby cliffs on final approach and landing on Runway 09. Some directional control difficulties can be experienced in strong crosswinds from the southeast and southwest due to the effects of the wake from the aerodrome buildings. Pilots are also advised that blasting takes place adjacent to the aerodrome at quarries bearing 042°(T), 1.36 nm from the ARP. Blasting operations may take place infrequently on any weekday (Mon-Fri) between 0730-0745 (winter), 0630-0645 (summer). At these times turbulence may be experienced in this vicinity particularly by light aircraft.
- b The distance between the centre-line of the runway and the centre-line of taxiways does not conform to the recommendation of ICAO Annex 14. The distance between the runway and Alpha Taxiway varies from 168 m to 90 m, and between the runway and Bravo Taxiway between 297 m and 75 m. Aircraft taxiing to holding points for either runway may be restricted by aircraft holding at intermediate link taxiways and may not always have sufficient clearance to proceed.
- c During the Summer period, floodlighting of Mount Orgeuil Castle may take place between 1900 and 2200. Extraneous light from the floodlight mounted on Gorey Pier, approximately 1.5 miles south of the 'JSY' VOR, shining in a north-easterly direction, may be visible to aircraft where the beam intersects the 27 ILS approach centre-line at a point approximately 9 miles from touchdown. This light may also be visible from various points of the holding pattern of the 'JSY' VOR at low altitudes.
- d Skydiving may take place all year round, except for Christmas Day, during airport hours, over St Aubin's Bay (491141N 002090W). From the surface to 12,000 ft amsl.

5 Helicopter Operations. Not applicable.**6 Use of Runways**

Turning on the runway for the purposes of back-tracking is prohibited, except at the concrete ends of the runway, but only with the permission of ATC.

7 Training

Training flying by jet aircraft will not be permitted at any time, except for Chapter 3 turbo-jet aircraft. Prior permission is required.

EGJJ AD 2.21 – NOISE ABATEMENT PROCEDURES

- a The following Noise Preferential Routeings and Procedures will apply to all aircraft taking off, landing or going around from this airport and will apply in both VMC and IMC unless otherwise instructed by ATC.
- b Propeller Driven Aircraft:
Runway 27 – Take-off – Climb to at least 500 ft aal before turning on to a heading and avoid overflying land below 1000 ft aal.
Runway 27 – Landing – Maintain at least 1000 ft aal until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 kg and making a visual approach, land must not be overflowed below 500 ft agl until on final approach.
Runway 09 – Take-off – Climb straight ahead to a minimum of 500 ft aal before turning and climb as rapidly as is compatible with safety to not less than 1000 ft agl.
Runway 09 – Landing – Maintain at least 1000 ft aal until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 kg and making a visual approach, land must not be overflowed below 500 ft agl until on final approach.
Circuit Height – Whenever cloud base permits, aircraft should maintain a circuit height of at least 1000 ft aal and make the majority of the circuit over the sea.
- c Turbo-Jet Aircraft:
The Noise Abatement Zone for turbo-jet aircraft covers the whole island and extends for 5 nm beyond the coastline. Noise technique reduced power should be maintained until clear of the Noise Abatement Zone.
Runway 27 – Take-off – Climb straight ahead to a minimum of 1500 ft aal before turning onto heading.
Runway 27 – Landing – Maintain 1500 ft aal until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.
Runway 09 – Take-off – Climb straight ahead to a minimum of 1500 ft aal before turning onto heading.
Runway 09 – Landing – Maintain 1300 ft aal until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.
- d The Noise Preferential Routeings and Procedures are supplementary to the noise abatement take-off techniques as used by piston-engined, turbo-prop and turbo-jet aircraft.
- e All aircraft departing from Runway 27 at Jersey and routing to the south of the airport under VFR, must climb straight ahead to 500 ft aal before turning left and must route via Corbiere lighthouse (4911N 00215W). Thereafter as much of the flight as practicable must be conducted over the sea.
- f Chapter two aircraft are not permitted to use Jersey Airport unless the operator has specific prior permission from the Jersey Airport Director or his deputy.
- g The use of this airport outside published hours for turbo-jet aircraft will only be permitted in extenuating circumstances. Extenuating circumstances is deemed to mean:
- i Where a technical or mechanical failure in an aircraft necessitates landing immediately;
 - ii where an aircraft is en-route for another destination but, through stress of weather or other circumstances, cannot land at that other place and is diverted to Jersey Airport as being the nearest available airport equipped to take the particular aircraft;
 - iii where, due to bad weather conditions, either in the island or at the other terminal point, a considerable number of passengers have been delayed and are waiting at either airport for an improvement in the weather conditions;
 - iv any flight made under the conditions of iii above will be subject to the approval of the Airport Authority.
- h Testing of pure jet engines will not be permitted between 2230 and 0730 local time without the prior permission of the airport authority or outside of normal hours, the Duty Executive Officer, Tel: 07797-718688.
- i Any pure jet aircraft using this airport shall, except in extenuating circumstances, satisfy the airport authority that the type of aircraft to be flown into and out of this airport shall be operated in a manner calculated to cause the minimum disturbance practicable.
- j Every pure jet aircraft using this airport shall, after take-off, be operated in such a way that it will not cause more than 110 PNdB by day (day is defined as 0730-2230 local time for this purpose) or 102 PNdB by night (night is defined as 2230-0700 local time for this purpose).
- k Every pure jet aircraft using the airport shall after take-off maintain, a rate of climb of at least 500 ft per minute, at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
- l These requirements may at any time be departed from to the extent necessary for avoiding immediate danger.

EGJJ AD 2.22 – FLIGHT PROCEDURES

1 Carriage and Operation of SSR Transponders

- a The carriage and operation of SSR transponder equipment with the following capability is mandatory when flying within the Zone:
 - i When operating as a Special VFR Flight - Mode A 4096 codes;
 - ii when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.
- b Exemptions from the requirements may be given in the following circumstances:
 - i For notified agreed events such as air rallies etc. Applications for exemption must be made in writing to SATCO Jersey Airport, Channel Islands, at least one calendar month before the event;
 - ii for short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport (01534-745814) giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.
- c Transponder operating procedures are detailed at ENR 1.6.2 inclusive of procedures to be followed in the event of transponder failure.

2 Radar Service

Jersey Radar provides Radar Control Service to all aircraft within the Channel Islands Control Zone.

3 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
Jersey Airport	Track 225°T from overhead Jersey Airport at altitude 2000 ft.

4 Adjacent FIRs

The attention of pilots proceeding to or from the Channel Islands CTR via the adjacent FIRs of London and Brest is drawn to the differences in the regulations of those regions relating to IFR/VFR Flights.

5 Procedures for Inbound Aircraft

The standard routes for IFR aircraft inbound to Jersey are at AD 2-EGJJ-7-1/2 these however, may be varied at the discretion of ATC.

6 Special VFR Flight

- a Prior Permission
 - i A flight plan must be filed for all Special VFR flights in the Channel Islands CTR.
- b Special Routes
 - i Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
 - ii Pilots flying between Jersey and the UK South Coast (Bournemouth, Southampton, Isle of Wight areas), should expect to route via the west of Cap de la Hague VRP unless wishing to use the recommended VFR route from the Solent CTA (See AD 2-EGJJ-3-1).

7 Circuit Heights

- a Circuit height 1000 ft agl with the majority of the circuit carried out over the sea.
- b Visual circuits will not be permitted when the cloud ceiling is lower than 600 ft aal.

EGJJ AD 2.22 – FLIGHT PROCEDURES

7 Visual Reference Points (VRP)

The VRPs for flights in the vicinity of the Channel Islands suitably defined for radio-navigation purposes, are tabulated below:

Name	Position	VOR/DME FIX		
		Jersey (JSY)	Guernsey (GUR)	Dinard (DIN)
Carteret Lighthouse	492200N 0014800W	051°/13 nm	101°/32 nm	—
Casquets Lighthouse	494300N 0022200W	340°/32 nm	032°/19 nm	—
Corbiere Lighthouse	491100N 0021500W	257°/8 nm	141°/21 nm	353°/36 nm
Heauville	493459N 0014807W	026°/24 nm	078°/33 nm	—
North East Point	493025N 0023031W	317°/25 nm	045°/6 nm	—
Northwest Corner	491530N 0021450W	289°/8 nm	131°/18 nm	—
Point de Rozel	492859N 0015059W	029°/18 nm	088°/30 nm	—
St Germain	491400N 0013800W	091°/16 nm	111°/40 nm	028°/43 nm
South East Corner	491000N 0020200W	176°/3 nm	130°/28 nm	007°/35 nm
West of Cap de la Hague	494300N 0020000W	008°/30 nm	058°/29 nm	—

8 Conditions and Limitations

- a Special VFR clearances for flights within the Control Zone may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights.
- b The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within the Zone or to transit the Zone at the lower levels.
- c Special VFR clearance to operate within the CTR, for the purpose of proceeding to or from an aerodrome within the Zone, will not be granted to an aircraft if the reported visibility is less than 3 km or the reported cloud ceiling is less than 600 ft at the aerodrome concerned.
- d Aircraft may be given a radar service whilst within the Channel Islands CTR if, due to the traffic situation, ATC considers it advisable. It will be the responsibility of the pilot to remain at all times clear of cloud and in sight of the surface. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
- e Special VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.
- f Pilots are to note that flying is not permitted at a height of less than 2000 ft above ground level within three nautical miles of 492546N 0022145W of the Island of Sark (EG R095) except with the permission of the States Board of Administration, or from Guernsey ATC as necessary.

EGJJ AD 2.22 – FLIGHT PROCEDURES

9 Procedures Outside the Channel Islands Control Zone

- a Radar Advisory Service or Radar Information Service will not normally be given to aircraft flying outside the Channel Islands CTR.
- b Traffic information will not normally be given to aircraft operating outside the Channel Islands CTR due to the large amount of traffic operating in adjacent areas. Pilots are reminded that aircraft in transit to or from the Channel Islands CTR may not be flying in accordance with the Quadrantal and Semi-circular rule.
- c A bi-directional Recommended VFR Route between the Channel Islands CTR and the Solent CTA is aligned in UK Airspace on a track between the MP NDB on the Cherbourg Peninsula and Southampton VOR (SAM). South of the Isle of Wight the Route may be used up to FL 100 and all traffic flying above 3000 ft amsl (irrespective of the flight rules being observed) is advised to maintain an altitude appropriate to the magnetic track in order that opposite direction conflicts may be minimised. The Route penetrates Royal Navy Danger Area EG D036 (see AD 2-EGJJ-3-1). The route may not be available during EG D036 scheduled hours or at other times promulgated by NOTAM. Flights wishing to use the route during EG D036 scheduled hours can request a Danger Area Crossing Service from Plymouth Military on VHF frequency 124.150 MHz. Pilots are advised to call Plymouth Military in transit, as early and as high as practicable (but south of 511000N), to establish satisfactory two-way communications and to facilitate availability of the route for their use. Subject to unit workload, a radar service may be offered to flights in the sea area west of EG D036 if Danger Area activities preclude flight along the VFR Recommended Route itself. Pilots wishing to obtain pre-flight information may also contact the Plymouth Military Air Operations Tel: 01752-557751, during Plymouth's published operating hours. Nevertheless, pilots should consult NOTAM to check on any EG D036 notified activity outside scheduled hours. The activity status may also be confirmed through Southampton or Jersey ATSU's or London Information.
- d Arriving flights will be given the appropriate reporting point for onward routing into the Channel Islands CTR. This is not an ATC clearance to use this route. Aircraft must obtain onward clearance from the appropriate reporting point.
- e Pilots are reminded that Airspace to the north of N50° (the London FIR) is subject to London ACC, and Airspace to the east, south and west (the Brest FIR) is subject to Brest ACC and that it is the responsibility of pilots to acquaint themselves with the requirements of the respective UK and French authorities.
- f The base of Airway N866 between the Solent CTA and the Channel Islands CTR is FL 35. In order that the Class G Airspace beneath the Airway is not constricted during periods of low pressure, the actual base of the Airway will always remain above 3000 ft amsl, thus guaranteeing up to this altitude for General Aviation Traffic.

10 Flight Plans See ENR 1.11.

EGJJ AD 2.23 – ADDITIONAL INFORMATION

Not applicable.

EGJJ AD 2.24 – CHARTS RELATED TO THE AERODROME

	Page
Aerodrome Chart – ICAO	AD 2-EGJJ-2-1
Aircraft Parking/Docking Chart – ICAO	AD 2-EGJJ-2-2
Channel Islands Control Zone – Visual Reference Points (VRPs) and Recommended VFR Route from Solent CTA Chart	AD 2-EGJJ-3-1
RVA Chart	AD 2-EGJJ-5-1
Caen/Dinard/KOKOS SIDs Chart	AD 2-EGJJ-6-1
ORTAC/BENIX SIDs Chart	AD 2-EGJJ-6-2
SKERY/OYSTA SIDs Chart	AD 2-EGJJ-6-3
TUNIT/LERAK SIDs Chart	AD 2-EGJJ-6-4
STARs via JW Chart RWY 09 (North)	AD 2-EGJJ-7-1
STARs via JW Chart RWY 09 (South)	AD 2-EGJJ-7-2
STARs via JSY Chart RWY 27 (North)	AD 2-EGJJ-7-3
STARs via JSY Chart RWY 27 (South)	AD 2-EGJJ-7-4
Instrument Approach Chart ILS/DME/NDB(L) RWY 09 – ICAO	AD 2-EGJJ-8-1
Instrument Approach Chart LLZ/DME/NDB(L) RWY 09 – ICAO	AD 2-EGJJ-8-2
Instrument Approach Chart VOR/DME/NDB(L) RWY 09 – ICAO	AD 2-EGJJ-8-3
Instrument Approach Chart NDB(L)/DME VOR RWY 09 – ICAO	AD 2-EGJJ-8-4
Instrument Approach Chart ILS/DME/NDB(L) VOR RWY 27 – ICAO	AD 2-EGJJ-8-5
Instrument Approach Chart LLZ/DME/NDB(L) VOR RWY 27 – ICAO	AD 2-EGJJ-8-6
Instrument Approach Chart VOR DME RWY 27 – ICAO	AD 2-EGJJ-8-7
Instrument Approach Chart LLZ/DME/NDB(L) VOR RWY 27 – ICAO	AD 2-EGJJ-8-8

Aerodrome Obstacle Chart ICAO Type A is available for this aerodrome. For details refer to GEN 3.2.5.