EGJB — GUERNSEY

EGJB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJB — GUERNSEY

EGJB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 492605.75N Long: 0023610.08W Midpoint of Runway 09/27.
2	Direction and distance from city	2.5 nm WSW of St Peter Port.
3	Elevation / Reference temperature	336 ft / 18 C
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation/ Annual Change	1.13°W (2017) / 0.14°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	STATES OF GUERNSEY Post: States of Guernsey Airport, Forest, Guernsey, GY8 0DS, Channel Islands. Phone: 01481-237766 (General) Fax: 01481-239595 (Administration) Fax: 01481-239440 (ATC/FBU) Email: airport@gov.gg
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGJB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	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	Air Traffic Service	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, item 2 and to AD 2.21

EGJB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Guernsey Cargo Consortium, Tel: 01481-235809.
2	Fuel and oil types	AVGAS 100LL AVTUR JET A-1 (anti-icing additive not included). 100, W100, W80.
3	Fuelling facilities/capacity	AVTUR 1200 lts per minute. AVGAS 450 lts per minute. De-fuelling facility not available.
4	De-icing facilities	Aurigny Air Services, Tel: 01481-822889.
5	Hangar space for visiting aircraft	Limited. By prior arrangement only with Aiglle Flight Support Ltd, ASG Flight Support Ltd or Aurigny Air Services Ltd.
6	Repair facilities for visiting aircraft	Aurigny Air Services Ltd, Tel: 01481-268870. Aircraft Servicing Guernsey Ltd, Tel: 01481-265750.
7	Remarks	Handling agents are: Aiglle Flight Support Ltd Tel: 01481-239544; Fax: 01481-235008; e-mail: ops@aiglle.com (General and Executive Aviation) Maximum size of aircraft handled - Gulfstream IV.

EGJB AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

		Airport Services (Guernsey) Tel: 01481-237424; Fax: 01481-235298 (Commercial Freight). ASG Flight Support Ltd Tel: 01481-263965; Fax: 01481-265633; e-mail: flightsupport@flyasg.co.uk (General and Executive Aviation) Maximum size of aircraft handled - Gulfstream IV. Aurigny Air Services Tel: 01481-822889; Fax: 01481-235891; e-mail: ops@aurigny.com (Commercial Passenger and Freight). Servisair (Guernsey) Tel: 01481-237715; Fax: 01481-236325 (Commercial Freight).

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 in Terminal.
6	Tourist Office	Information desk in Terminal.
7	Remarks	

EGJB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
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 of clearing equipment	Mechanical.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: FBU 01481-237766

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

1	Apron surface and strength	Surface: Concrete. PCN 36/R/C/W/T to 50/R/C/W/T
2	Taxiway width, surface and strength	Taxiway A: 18 m. Surface: Asphalt. PCN 36/F/C/W/T Taxiway D: 18 m. Surface: Asphalt. PCN 36/F/C/W/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	Stands 1–8 (Main Apron) and Stands 21–23 (West Apron) are nose-in push back stands with stand designator signs and a yellow centre-line. All have a painted ground stop line. Self-manoeuvring markings are provided on Stands 9-10 and 12–15 (East Apron). Marshalling guidance for nose-in push back stands is provided by approved handling agents.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** 09/27: Runway designation, runway threshold, runway centre-line, fixed distance, touchdown zone, runway edge. **Runway light(s):** 09: Runway designation, runway threshold, runway centre-line, fixed distance, touchdown zone, runway edge. **Taxiway marking aid(s):** : Taxiway centre-line and line holding positions. Reflective markers on taxiway edge. **Taxiway light(s):** : Taxiway entrance to runway indicated by alternate green/amber centre-line lights. Taxiway centre-line and line holding positions.
3	Stop bars	Enhanced LED stop bars at runway holding points A1, B1, C, D1.LED stop bars at A2, A3, A4, B2, D2 and D3.Guernsey Airport operates a 'ring of red' policy, and runway holding point stop bars are in permanent operation.
4	Remarks	Illuminated windsleeves adjacent to Runways 09 and 27 Glidepath aerials. All obstacles marked and lit.

EGJB AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGJB1553) 27/APPROACH	Vehicles on Road	492611.69N 0023531.96W	345 ft		No	Mobile
(EGJB2060) 27/APPROACH	Tree	492601.59N 0023514.75W	362 ft	40 ft	No	
(EGJB1350) 09/APPROACH 27/TAKE-OFF	Building	492608.95N 0023653.38W	304 ft	15 ft	No	
(EGJB1266) 09/APPROACH 27/TAKE-OFF	Tree	492607.34N 0023703.96W	311 ft	39 ft	No	
(EGJB1818) 09/APPROACH 27/TAKE-OFF	Tree	492606.71N 0023710.17W	323 ft	51 ft	No	
(EGJB1288) 09/APPROACH 27/TAKE-OFF	Anem-ometer	492601.65N 0023702.78W	323 ft	38 ft	No	
(EGJB1838) 09/APPROACH 27/TAKE-OFF	Tree	492601.55N 0023700.53W	312 ft	30 ft	No	
(EGJB1325) 09/APPROACH 27/TAKE-OFF	Chimney	492600.65N 0023658.83W	317 ft	28 ft	No	
(EGJB1284) 09/APPROACH 27/TAKE-OFF	Tree	492559.92N 0023702.93W	323 ft	34 ft	No	
(EGJB1328) 09/APPROACH 27/TAKE-OFF	Tree	492559.89N 0023658.49W	320 ft	35 ft	No	
(EGJB1829) 09/APPROACH 27/TAKE-OFF	Tree	492559.11N 0023703.45W	332 ft	43 ft	No	
(EGJB1271) 09/APPROACH 27/TAKE-OFF	Tree	492558.69N 0023703.65W	334 ft	42 ft	No	
(EGJB1826) 09/APPROACH 27/TAKE-OFF	Tree	492558.59N 0023704.76W	337 ft	48 ft	No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGJB1951)	TV Mast	492728.03N 0023445.00W	439 ft	173 ft	Yes Red	
(EGJB1781)	Church	492717.54N 0023240.00W	334 ft	150 ft	Yes Red	

EGJB AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGJB1780)	Dome	492641.77N 0023309.61W	355 ft	89 ft	Yes Red	
(EGJB2002)	Mast	492640.01N 0023222.87W	420 ft	125 ft	Yes Solid red.	
(EGJB1468)	Lightning Conductor	492615.16N 0023554.99W	389 ft	54 ft	No	
(EGJB1993)	Tree	492609.50N 0023416.02W	400 ft	62 ft	No	
(EGJB1990)	Tree	492608.91N 0023417.92W	397 ft	59 ft	No	
(EGJB1992)	Water Tower	492608.88N 0023416.57W	415 ft	77 ft	Yes Solid red.	
(EGJB1987)	Tree	492607.53N 0023419.38W	415 ft	77 ft	No	
(EGJB1988)	Tree	492607.46N 0023418.98W	415 ft	77 ft	No	
(EGJB2074)	Tree	492602.41N 0023427.98W	392 ft	64 ft	No	
(EGJB1001)	Mast	492547.77N 0024010.96W	357 ft	131 ft	Yes Red	

EGJB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE JERSEY.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE 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 and from www.metoffice.gov.gg

EGJB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
09	087.56°	1583 x 45 m	RWY surface: Asphalt, grooved. PCN 36/F/C/W/T	492604.66N 0023649.33W 161 ft	THR 302 ft
27	267.56°	1583 x 45 m	RWY surface: Asphalt, grooved. PCN 36/F/C/W/T	492606.67N 0023536.78W 161 ft	THR 336 ft

EGJB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 09 1:140 Up RWY 27 -1:140 Down		258 x 180 m	See Remark		RWY 09 Strip: 1583 x 300 m
RWY 09 1:140 Up RWY 27 -1:140 Down		216 x 180 m	See Remark		RWY 27 Strip: 1703 x 300 m

EGJB AD 2.13 DECLARED DISTANCES

Runway desig-nator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1463 m	1721 m	1463 m	1463 m	
27	1583 m	1799 m	1583 m	1463 m	
09	955 m	1213 m	955 m		Take-off from Taxiway C intersection
27	1102 m	1318 m	1102 m		Take-off from Taxiway B intersection

EGJB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	803 m Light intensity high.	Green with green wingbars	PAPI Left/3° 43 ft		Colour coded centre-line 15 m spacing HI (LED)	Elev HI (LED) bi-directional with LI omni-directional component 1583 m 60 m spacing White	Red HI		**Approach Lighting:** Coded centre-line with five crossbars. **PAPI dist from THR:** 282 m Single approach centre-line lights have been omitted from the system at 570 m and 540 m from the Runway 09 threshold.
27	895 m Light intensity high.	Green with green wingbars	PAPI Left/3° 47 ft		Colour coded centre-line 15 m spacing HI (LED)	Elev HI (LED) bi-directional with LI omni-directional component 1583 m 60 m spacing White	Red HI		**Approach Lighting:** Coded centre-line with five crossbars **PAPI dist from THR:** 321 m Single approach centre-line light omitted from the system at 270 m from the Runway 27 threshold.

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	Anemometer: 492608.80N 0023634.90W and 492610.06N 0023550.69W.
3	TWY edge and centre line lighting	Taxiway: . Centre line. Green taxiway LED lighting 15 m apart, 7.5 m on curves. Taxiway: . Edge. Blue LED lighting on corners, LED 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

INTENTIONALLY BLANK

EGJB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
GUERNSEY AERODROME TRAFFIC ZONE (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 0023610W and having a radius of 2 nm in accordance with the Air Navigation (Bailiwick of Guernsey) Law 2012.	Upper limit: 2000 ft Lower limit: SFC	D	GUERNSEY APPROACH English	5000 ft	The Guernsey Aerodrome Traffic Zone is embedded in the Channel Islands CTR. For details of this airspace, refer to EGJJ AD 2.17.

EGJB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
Air Traffic Control service	JERSEY CONTROL	125.200 MHz CTR and Airway Channel.	Winter: 0545-2100 and by arrangement. Summer: 0445-2030 and by arrangement.	DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 ft.
	JERSEY CONTROL	120.450 MHz To be used in the event of failure of communications on 125.200 MHz.	Winter: 0545-2100 and by arrangement. Summer: 0445-2030 and by arrangement.	
APP	GUERNSEY APPROACH	128.650 MHz DOC 25 nm/10,000 ft.	Winter: 0615-2100 Summer: 0515-2000	ATZ hours 0600-2100 (winter), 0500-2000 (summer).
	GUERNSEY APPROACH	121.500 MHz Emergency frequency.	Winter: 0615-2100 Summer: 0515-2000	**VDF** **492612.13N 0023552.62W** On AD.
TWR	GUERNSEY TOWER	119.950 MHz DOC 25 nm/10,000 ft.	Winter: 0615-2100 Summer: 0515-2000	Extensions by arrangement for scheduled services only.
	GUERNSEY GROUND	121.800 MHz DOC 3 nm/GND. As directed by ATC.	As directed by ATC.	If GMC is in use, an associated message will be broadcast on ATIS 'GUERNSEY INFORMATION' 109.400 MHz.
RAD	GUERNSEY RADAR	118.900 MHz DOC 25 nm/4,000 ft. Serves Runway 09/27.	Winter: 0615-2100 Summer: 0515-2000	**VDF** **492612.13N 0023552.62W** On AD.
	GUERNSEY RADAR	124.500 MHz DOC 25 nm/10,000 ft. Serves Runway 09/27.	Winter: 0615-2100 Summer: 0515-2000	
ATIS	GUERNSEY INFORMATION	109.400 MHz Broadcast on Guernsey VOR.	Winter: 0615-2100 Summer: 0515-2000	
Other	GUERNSEY FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGJB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME I 1.13°W (2017)	IUY	108.100 MHz	HO	492607.01N 0023524.00W		(RWY 09)
ILS/DME/GP	IUY	334.700 MHz	HO	492608.80N 0023634.89W		3° ILS Ref Datum Hgt 42 ft.
ILS/DME I 1.13°W (2017)	IGH	108.100 MHz	HO	492604.26N 0023704.14W		(RWY 27)
ILS/DME/GP	IGH	334.700 MHz	HO	492610.24N 0023550.72W		3 ILS Ref Datum Hgt 44 ft. Glidepath fluctuations may be experienced from 2 nm to threshold. RWY 27 GP not suitable for guidance below 200 ft agl. Pilots must not descend on RWY 27 GP until fully established on RWY 27 LOC.
DME	IUY	18X 108.100 MHz	HO	492609.55N 0023613.29W	331 ft	(RWY 09) On AD. Frequency paired with ILS I UY and I GH. Zero range indicated at THR of RWY 09 and RWY 27.
DME	IGH	18X 108.100 MHz	HO	492609.55N 0023613.29W	331 ft	(RWY 27) On AD. Frequency paired with ILS I UY and I GH. Zero range indicated at THR of RWY 09 and RWY 27.
DME/VOR	GUR	31X	HO	492613.55N 0023613.72W	343 ft	On AD. Range 50 nm

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 (http://www.guernsey-airport.gov.gg).

(d) In IMC, flight to Guernsey by aircraft not equipped with VOR will be by prior permission only.

(e) The Director of Civil Aviation for the Bailiwick of Guernsey has issued Exemptions from the Air Navigation (Bailiwick of Guernsey) Law 2012 authorising operations in Bailiwick of Guernsey airspace including Guernsey and Alderney Airports, by home-built aircraft registered in ECAC Member States, and non-home-built aircraft registered in the UK, Ireland and France, operating on a National airworthiness certificate. (Separate exemptions extend the effect to Jersey Airport and Jersey Airspace.)
Note that the exemptions do not exempt the pilot or operator from obtaining permission from Jersey ATC for flight in the

EGJB AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

Channel Islands Control Zone, from Guernsey ATC for flight in Guernsey airspace and use of Guernsey and Alderney Airports, or from the requirement to carry a transponder whilst flying within the Channel Islands Control Zone.

(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 Air Navigation (Bailiwick of Guernsey) Law 2012.

(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 not utilising a Handling Agent must report to the Flight Briefing Unit to carry out customs and immigration formalities.

(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 limited parking, General Aviation aircraft intending to visit Guernsey must contact either Aircraft Servicing Guernsey or Aiglle Flight Support prior to arrival to arrange parking. Contact details in EGJB AD 2.4 Handling Services and Facilities.

(m) In respect of Aerodrome Operating Minima, the notified method of calculating Aerodrome Operating Minima for the purposes of the Air Navigation (Bailiwick of Guernsey) Law 2012 shall be that published in the UK AIP, Section AD 1.1 subsection 4, Aerodrome Operating Minima.

(n) Applications for civilian formation flights in Special VFR within the CI Control Zone should ideally be made in writing or by e-mail to Jersey ATC Operations (atc.ops@jerseyairport.com) ideally with a minimum of seven days notice. Short notice application may be made to the Jersey ATC Watch Manager (+44(0)1534-446086).

2 Ground Movement

(a) Commercial passenger aircraft will predominantly utilise stands 1 to 8, which are configured for nose-in push back operations. Guernsey Airport has authorised some approved smaller aircraft to self-manoeuvre onto and off these stands. AC Fixed Electrical Ground Power is available on Stands 1, 6, 7 and 8. AC and DC Fixed Electrical Ground Power is available on Stands 2, 3, 4 and 5.

(b) The apron configuration is shown at page AD 2-EGJB-2-2.

(c) Aircraft proceeding from and to the East Apron or Aiglle Flight Support must exercise caution when transiting the A hold complex due to the potential for an incursion onto Runway 27.

(d) Between 0600 and 0630 winter (0500 - 0530 summer), when authorised by ATC, aircraft may move on the manoeuvring area for the purposes of maintenance, engine testing, and transiting between aprons.

(e) Guernsey Airport operates a 'ring of red' policy, with runway holding point stop bars in permanent operation. Pilots are reminded that they must not cross an illuminated red stop bar unless specifically authorised by ATC.

3 CAT II/III Operations

(a) Arrivals: CAT II/III operations are not applicable.

(i) When Low Visibility Procedures are notified as in force 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.

4 Warnings

(a) Pilots are to note that flight is not permitted at a height of less than 2000 ft above ground level within 3 nm of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

(b) The firing at Fort Le Marchant small arms range (493031N 0023105W), 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.

EGJB AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(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) Taxiway D has a 2.5% slope between Holding Point A4 and Taxiway C.

(j) Between D1 and D2 the taxiway to runway centre-line distance reduces to 123 m.

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.

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 only 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 Routings and Procedures specified below shall apply to all aircraft approaching, landing, 'going around' or taking-off in accordance with their ATC clearance.

(i) All departing aircraft weighing 5,700 kg or more will climb straight ahead to at least 1836 ft QNH (1500 ft QFE), or 3 DME, whichever is the sooner, before turning on course.

(ii) Non-SID IFR, VFR or Special VFR departures weighing less than 5,700 kg must climb straight ahead until at least 850 ft amsl before turning. This also applies to circuit traffic.

(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.

(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) Training flights by approved ‘quiet’ jet aircraft may be permitted between 0800-2000 (winter), 0700-1900 (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 General Manager.

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.

EGJB AD 2.22 FLIGHT PROCEDURES (continued)

2 VFR Flight

(a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.

(b) VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Guernsey Aerodrome will not be granted to a fixed wing aircraft if the reported visibility is less than 5 km or the reported cloud ceiling is less than 600 ft.

(c) VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Guernsey Aerodrome will not be granted to helicopters if the reported visibility is less than 1500 m (day) and 5 km (night) or the reported cloud ceiling is less than 600 ft.

(d) Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to comply with minimum VMC criteria. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

(e) 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 alternate aerodrome if necessary.

3 Visual Reference Points (VRP)

(a) 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)
Alderney Lighthouse	494345N 0020951W	—	045°/24.5 nm	—
Cap de la Hague	494300N 0015600W	011°/30.1 nm	058°/31.1 nm	—
Carteret Lighthouse	492224N 0014824W	048°/13.1 nm	098°/31.5 nm	—
Casquets Lighthouse	494324N 0022242W	339°/32.8 nm	028°/19.3 nm	—
Corbiere Lighthouse	491047N 0021500W	255°/8.4 nm	139°/20.8 nm	350°/36.3 nm
Fort Le Marchant	493032N 0023107W	—	039°/5.5 nm	—
Fremont TV Mast	491506N 0020753W	301°/3.8 nm	122°/21.6 nm	—
Hanois Lighthouse	492606N 0024209W	—	269°/3.9 nm	—
Heauville	493459N 0014807W	026°/23.7 nm	075°/32.6 nm	—
Herm Island	492818N 0022655W	—	072°/6.4 nm	—
Minquies	485800N 0020800W	195°/15.7 nm	148°/33.8 nm	—
Noirmont Point Lighthouse	490955N 0021005W	237°/5.9 nm	135°/23.6 nm	—
North West Corner	491530N 0021450W	288°/8.2 nm	128°/17.6 nm	—
Pointe de Rozel	492859N 0015059W	028°/17.5 nm	086°/29.6 nm	—
Roches Douvres Lighthouse	490619N 0024853W	259°/31.1 nm	204°/21.6 nm	—
South East Corner	491000N 0020200W	173°/3.3 nm	127°/27.7 nm	004°/34.9 nm
St Germain	491400N 0013800W	089°/16.3 nm	109°/40 nm	025°/42.7 nm
St Martins Point	492518N 0023142W	—	109°/3.1 nm	—

4 Special VFR Flight

(a) Prior Permission

(i) A flight plan must be filed for all Special VFR flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.

(ii) Special VFR clearances for flights within the Channel Islands CTR 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.

(iii) 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 or to transit 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.

EGJB AD 2.22 FLIGHT PROCEDURES (continued)

(ii) Special VFR 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 alternate aerodrome if necessary.

(c) Weather Minima

(i) Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is 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.

(ii) Special VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Guernsey Aerodrome will not be granted to a fixed wing aircraft if the reported visibility is less than 3 km or the reported cloud ceiling is less than 600 ft.

(iii) Special VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Guernsey Aerodrome will not be granted to a helicopter if the reported cloud ceiling is less than 600 ft.

5 Sark Restricted Area

(a) Pilots are to note that flight is not permitted at a height of less than 2000 ft above ground level within 3 nm of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

6 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 Channel Islands Control 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 Channel Islands Control Zone is made, and the track should be maintained until clear of the Channel Islands Control Zone, after which course should be set for a suitable diversion aerodrome without re-entering the Channel Islands Control Zone.

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

(c) Radio Failure in the circuit

(i) The pilot of an aircraft in the circuit experiencing radio failure should set the transponder code to 7600, and make one orbit away from the airfield. At the end of the downwind leg, proceed to final and land, providing the runway is clear.

(ii) The pilot of an aircraft on base leg or final, having been cleared to final when the failure occurs, should, if time permits, change code to 7600, continue the approach and land, providing the Runway is clear.

(iii) The pilot of a non transponder equipped aircraft should adopt the same procedure as in i), or ii).

7 Flight Plans

(a) See ENR 1.11.

8 Omni-directional Departures

(a) Only available with ATC clearance.

Omni-directional Departures		
Runway	**Description**	**Restrictions**
09	Climb straight ahead on track 089°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC Clearance. PDG 3.3%.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures.
27	Climb straight ahead on track 269°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC clearance. PDG 3.3%.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures.

9 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 Channel Islands CTR, CTA or TMA:

(i) when operating as a VFR or Special VFR Flight;

EGJB AD 2.22 FLIGHT PROCEDURES (continued)

(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 Manager - Air Traffic Control, Jersey Airport, Channel Islands, Email: atc@jerseyairport.com at least one calendar month before the event;

(ii) for short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport, Tel: 01534-446086 giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

EGJB AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGJB AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGJB-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGJB-2-2

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART

AD 2-EGJB-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) GULDA - ICAO

AD 2-EGJB-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) ORTAC - ICAO

AD 2-EGJB-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) DINARD/KOKOS - ICAO

AD 2-EGJB-6-3

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) CAEN - ICAO

AD 2-EGJB-6-4

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) SKERY - ICAO

AD 2-EGJB-6-5

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via GUR (north) - ICAO

AD 2-EGJB-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via GUR (south & east) - ICAO

AD 2-EGJB-7-2

Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 09 - ICAO

AD 2-EGJB-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 09 - ICAO

AD 2-EGJB-8-2

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 09 - ICAO

AD 2-EGJB-8-3

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 09 - ICAO

AD 2-EGJB-8-4

Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 27 - ICAO

AD 2-EGJB-8-5

Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 27 - ICAO

AD 2-EGJB-8-6

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 27 - ICAO

EGJB AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGJB-8-7

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 27 - ICAO

AD 2-EGJB-8-8

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 09

AD 2-EGJB-8-9

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 27

AD 2-EGJB-8-10

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