EGJJ — JERSEY

EGJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJJ — JERSEY

EGJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 491228.63N Long: 0021143.89W Centre of Runway 08/26.
2	Direction and distance from city	4 nm WNW of St Helier.
3	Elevation / Reference temperature	277 ft / 18 C
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation/ Annual Change	0.97°W (2017) / 0.14°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	JERSEY AIRPORT. Post: Jersey Airport, St Peter, Jersey, JE1 1BY Channel Islands. Phone: 01534-446008 (Administration) Phone: 01534-446086 (ATC) Phone: 01534-446301 (ATIS) Phone: 01534-446080 (Flight Planning) Fax: 01534-446081 (ATC) Fax: 01534-446075 (Flight Planning) Email: atc@jerseyairport.com (ATC) Email: information@jerseyairport.com (General Enquiries) AFS: EGJJ
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGJJ AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0700-2100; and by arrangement. Summer: 0600-2030; and by arrangement.
2	Customs and Immigration	As AD hours.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours (Self-briefing).
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	H24
7	Air Traffic Service	See item AD 2.18.
8	Fuelling	See item AD 2.4.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	By arrangement with Swissport. →
12	Remarks	The airport is not available under any circumstances between 2359 (local time) and the notified opening time except for emergency or ambulance flights. Refer also to AD 2.20 item 1 and to AD 2.21.

EGJJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Oceanair, Tel: 01534-496920.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL W80, W100, E100 and 100
3	Fuelling facilities/capacity	
4	De-icing facilities	By arrangement with Swissport: Tel: 01534-747105. →
5	Hangar space for visiting aircraft	None.
6	Repair facilities for visiting aircraft	Major for light aircraft. Minor for other aircraft. Channel Island Aero Services Tel 01534- 742373.

EGJJ AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

7	Remarks	Refuelling not available after 1930 local time for AVGAS 100LL, or after 2000 local time for JET A-1, except by special arrangement. Commercial airlines must make prior arrangement for ground handling. Communications should be address to ACL slot co-ordination. (a) Aircraft type, registration and operator; (b) Point of origin and destination; (c) ETA and ETD Jersey; Visiting General Aviation aircraft, with an MTOW less than 3 metric tonne, will be handled by the Aero Club and be parked on the grass adjacent to it. Visiting General Aviation aircraft over 3 metric tonne will be handled by Gama Aviation and parked on their apron. General aviation and Private charter operators must notify the following details of each flight to the Aero Club, Tel: 01534-743990 or Gama Aviation, Tel: 01534-496496. All Very Light Jet (VLJ) aircraft will be handled by Gama Aviation. Any aircraft requiring exemption from standard parking must contact Airfield Operations on 01534-446095 before arrival with the reason for the exemption request.

EGJJ AD 2.5 PASSENGER FACILITIES

1	Hotels	None.
2	Restaurants	Restaurant and buffet.
3	Transportation	Buses, coaches and taxis.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Cash Points, Post Office and Bureau de Change in terminal.
6	Tourist Office	Tel: 01534-859000. URL: www.jersey.com
7	Remarks	

EGJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	Cutting equipment, winches, lifting and forcing bags.
3	Capability for removal of disabled aircraft	Limited to private and light commercial aircraft utilising airport resources. Large aircraft can be removed using external resources in conjunction with aircraft operator.
4	Remarks	Contact: 01534-446060. Fax: 01534-446070 **RFF Category 4**: 0600-0650 (winter), 0500-0550 (summer). For prior arranged freight aircraft only. **RFF Category 6**: 0650-2100 (winter), 0550-2030 (summer). **RFF Category - determined by aircraft type**: 2100-0600 (winter), 2030-0500 (summer). **Category 7** by arrangement (minimum 8 hours notice).

EGJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Snowblower, Ploughs, Clearway 1.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	

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

1	Apron surface and strength	NORTH APRON Surface: Concrete. PCN 70/R/B/X/T SOUTH APRON Surface: Concrete. PCN 54/R/B/W/T CARGO APRON Surface: Concrete. PCN 11/R/C/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 m. Surface: Concrete. PCN 66/R/C/W/T Taxiway A1: 23 m. Surface: Concrete. PCN 70/R/B/W/T Taxiway A4 TO A5: 23 m. Surface: Concrete. PCN 70/R/B/X/T Taxiway B: 23 m. Surface: Concrete. PCN 29/R/C/W/T Taxiway D: 23 m. Surface: Concrete and asphalt. PCN Concrete: 29/R/C/W/T Asphalt: 36/F/A/X/T Taxiway E: 23 m. Surface: Asphalt. PCN 28/F/A/X/T Taxiway F RET: 23 m. Surface: Asphalt, grooved. PCN 57/F/A/X/T Taxiway G: 23 m. Surface: Concrete. PCN 30/R/C/W/T Taxiway TAXILANE J: 22.5 m. Surface: Concrete. PCN 54/R/B/W/T
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGJJ 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	Azimuth and Stopping Guidance is provided as follows: Stands 1-13 inclusive: Advanced Visual Docking and Guidance with painted lead-in lines. Stands 15-23: Painted lead-in lines. Stands 1-23: Nose in/push-back system only. Stand 40: Self-manoeuvring.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designation, runway threshold (08/26), runway centre-line. **Taxiway marking aid(s):** : Taxiway/Taxilane: Taxi holding position. **Taxiway light(s):** : Green centre-lines to taxiways/taxilanes to Runways 26 and 08. : Blue edge to link taxiways/taxilanes and apron.
3	Stop bars	LED stop bars at all runway holding points. Jersey Airport operates a 'ring of red' policy and runway holding point stop bars are in permanent operation. Intermediate taxiway stop bars may also be used to reinforce taxi clearance limits.
4	Remarks	Two illuminated Wind direction indicator. Obstacle and boundary markings.

EGJJ 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**
(EGJJ432) 26/APPROACH 08/TAKE-OFF	Building	491240.14N 0021045.93W	323 ft		No	
(EGJJ429) 26/APPROACH 08/TAKE-OFF	Building	491237.67N 0021044.71W	297 ft		Yes	
(EGJJ430) 26/APPROACH 08/TAKE-OFF	Wall	491236.80N 0021043.51W	293 ft		No	
(EGJJ572) 26/APPROACH 08/TAKE-OFF	Building	491232.92N 0021037.78W	309 ft		Yes	
(EGJJ573) 26/APPROACH 08/TAKE-OFF	Fence	491230.24N 0021051.24W	291 ft		No	
(EGJJ489) 26/APPROACH 08/TAKE-OFF	Building	491227.77N 0021047.89W	293 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**
(EGJJ414) FREMONT POINT	TV Mast	491505.50N 0020752.17W	812 ft	464 ft	Yes	
(EGJJ417)	Mast	491445.73N 0020604.16W	626 ft		Yes	
(EGJJ419)	Mast	491330.76N 0020613.77W	497 ft		No	
(EGJJ410)	Spire	491330.30N 0020927.95W	419 ft		No	
(EGJJ345)	Building	491244.67N 0021101.39W	398 ft		Yes	
(EGJJ493)	Building	491241.53N 0021049.06W	323 ft		No	
(EGJJ492)	Building	491241.49N 0021048.38W	327 ft		No	
(EGJJ490)	Building	491240.84N 0021045.62W	319 ft		No	
(EGJJ491)	Building	491240.82N 0021048.21W	314 ft		No	
(EGJJ735)	Building	491240.72N 0021050.74W	316 ft		No	
(EGJJ736)	Building	491238.27N 0021104.95W	297 ft		No	
(EGJJ498)	Post	491237.13N 0021122.44W	311 ft		No	
(EGJJ497)	Post	491236.48N 0021120.68W	308 ft		No	
(EGJJ265)	East VDF Aerial	491234.89N 0021139.19W	314 ft		Yes	
(EGJJ727)	26 GP Aerial	491233.95N 0021121.11W	315 ft		Yes	
(EGJJ728)	26 DME Aerial	491233.78N 0021121.09W	288 ft		Yes	
(EGJJ264)	West VDF Aerial	491231.55N 0021207.19W	285 ft		Yes	
(EGJJ723)	08 GP Aerial	491230.14N 0021206.90W	310 ft		Yes	
(EGJJ724)	08 DME Aerial	491229.97N 0021206.86W	288 ft		Yes	
(EGJJ734)	Building	491223.56N 0021137.71W	292 ft		No	
(EGJJ340)	Hangar	491222.69N 0021138.09W	317 ft		Yes	

EGJJ 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**
(EGJJ737)	Terminal Building	491222.01N 0021142.58W	329 ft		Yes	
(EGJJ646)	Radar	491214.06N 0021208.79W	368 ft		Yes	
(EGJJ645)	Pylon	491212.85N 0021127.77W	350 ft		Yes	

EGJJ 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	TREND 30 minutes.
5	Briefing/consultation provided	Personel consultation or by telephone: 01534-448765. 0907-8077777.
6	Flight documentation Language(s) used	TAFs, F214/215, Upper Winds, Area Forecast. English
7	Charts and other information available for briefing or consultation	MET satellite, Radar and Lightning location pictures. Analysed Surface charts.
8	Supplementary equipment available for providing information	ATIS and Internet site.
9	ATS units provided with information	JERSEY.
10	Additional information (limitation of service, etc.)	**Internet site:** http://www.gov.je/Weather **ATIS:** 01534-446301

EGJJ 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**
08	082.75°	1706 x 46 m	RWY surface: PCN 37/R/A/W/T Concrete and PCN 30/F/A/X/T Grooved Asphalt	491225.43N 0021221.95W 161 ft	THR 270 ft
26	262.76°	1706 x 46 m	RWY surface: PCN 37/R/A/W/T Concrete and PCN 30/F/A/X/T Grooved Asphalt	491231.78N 0021105.70W 161 ft	THR 271 ft

Slope of RWY/ SWY	**SWY dimensions**	**Clearway dimensions**	**Strip Dimensions**	**OFZ**	**Remarks**
7	**8**	**9**	**10**	**11**	**12**
					RWY 08 Threshold displaced by 61 m. RESA: 298 m x 150 m
					RWY 26 Threshold displaced by 91 m. RESA: 90 m x 90 m

EGJJ AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1706 m	1889 m	1706 m	1645 m	
26	1645 m	2469 m	1645 m	1554 m	
08	1300 m	1483 m	1300 m		Take-off from Intersection of Hold Delta.
26	1129 m	1693 m	1129 m		Take-off from Intersection of Hold Foxtrot.

EGJJ 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
08	165 m Light intensity high.	HI Green with Green wingbars	PAPI Both sides/3° 55 ft		Colour coded 1645 m 15 m spacing HI	HI Elev bi-directional LI Elev omni-directional 1645 m 60 m spacing White	Red.	58 Red	**Approach Lighting:** Centre-line with crossbar 165 m from threshold. **PAPI dist from THR:** 325 m Area west of 08 threshold is outlined by red lights Runway 08: Two runway threshold identification light system fittings are located at the outer extremities of the 08 threshold wingbars. To avoid dazzling, the fittings have three levels of brightness; 100%, 30% and 10%. Operators attention is drawn to EU ops (NEW) subpart E All weather operations appendix 1 (NEW) to ops 1.430 paragraph (d)8 Aerodrome Operating Minima. The approach light system for Runway 08 is restricted due to terrain, however there is a single cross bar at 165 m. Therefore EU-OPS operators at the discretion of the certifying authorities may consider lighting on 08 as a Basic Approach Lighting System (BALS). Operators are advised to approach their respective authority with regard to calculating RVR minimum.
26	914 m Light intensity high.	HI Green with Green wingbars	PAPI/3° 55 ft		Colour coded 1554 m 15 m spacing HI	HI Elev bi-directional LI Elev omni-directional 1554 m 60 m spacing White	Red.	61 Red	**Approach Lighting:** Coded centre-line with five crossbars **PAPI dist from THR:** 341 m Area west of 08 threshold is outlined by red lights.

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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	Anemometer: Runway 08: GP Aerial 491230.14N 0021206.90W; Runway 26: GP Aerial 491233.95N 0021121.11W
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes/under 1 second.
5	Remarks	Apron floodlights. Obstacle lighting.

EGJJ AD 2.16 HELICOPTER LANDING AREA

Helicopters are to use the main runway for all arrivals and departures as no specific helicopter landing area exists

EGJJ 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
CHANNEL ISLANDS CTR NORTH 500000N 0020000W - 494951N 0030000W - 500000N 0030000W - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 ft	
CHANNEL ISLANDS CTR SOUTH 500000N 0020000W - 493000N 0020000W - 490200N 0014000W - 490200N 0030000W - 494951N 0030000W - 500000N 0020000W	Upper limit: FL80 Lower limit: SFC	D	JERSEY CONTROL English	5000 ft	
CHANNEL ISLANDS CTA 1 NORTH 500000N 0030000W - 494951N 0030000W - 494802N 0031023W - 500000N 0032000W - 500000N 0030000W	Upper limit: FL80 Lower limit: FL55	D	JERSEY CONTROL English	5000 ft	
CHANNEL ISLANDS CTA 1 SOUTH 494951N 0030000W - 493500N 0030000W - 494802N 0031023W - 494951N 0030000W	Upper limit: FL80 Lower limit: FL55	D	JERSEY CONTROL English	5000 ft	
CHANNEL ISLANDS CTA 2 500000N 0020000W - 500000N 0014700W - 494400N 0020000W - 500000N 0020000W	Upper limit: FL80 Lower limit: 3500 ft ALT	D	JERSEY CONTROL English	5000 ft	
JERSEY ATZ A circle, 2 nm radius centred at 491229N 0021144W on the notified mid-point of the longest runway (08/26) in accordance with the Air Navigation (Jersey) Order 2008.	Upper limit: 2000 ft aal Lower limit: SFC	D	JERSEY CONTROL English	5000 ft	

EGJJ 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	JERSEY APPROACH	120.300 MHz DOC 25 nm/10,000 ft.	Winter: 0545-2100 and by arrangement Summer: 0445-2030 and by arrangement	
	JERSEY APPROACH	118.550 MHz DOC 25 nm/10,000 ft.	Winter: 0545-2100 and by arrangement Summer: 0445-2030 and by arrangement	
	JERSEY APPROACH	121.500 MHz Emergency frequency.	Winter: 0545-2100 and by arrangement Summer: 0445-2030 and by arrangement	
TWR	JERSEY TOWER	119.450 MHz DOC 25 nm/4,000 ft.	Winter: 0515-2100 and by arrangement Summer: 0415-2030 and by arrangement	ATZ hours coincident with Approach hours.
	JERSEY GROUND	121.900 MHz DOC 2 nm/GND. GMC will be notified on ATIS.	As directed by ATC.	
ATIS	JERSEY INFORMATION	134.675 MHz DOC 60 nm/20,000 ft.	Winter: 0545 to close of AD Summer: 0445 to close of AD	Tel: 01534-446301 for ATIS message.
Other	JERSEY FIRE	121.600 MHz Non-ATS frequency. DOC 2 nm/GND	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGJJ 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 0.97°W (2017)	IJJ	110.900 MHz	HO	491233.68N 0021042.71W		(RWY 08) 457 m from THR 26.
ILS/DME/GP	IJJ	330.800 MHz	HO	491230.14N 0021206.90W		3° ILS Ref Datum Hgt 52 ft.
DME	IJJ	46X 110.900 MHz	HO	491229.97N 0021206.86W	288 ft	(RWY 08) On AD. DME freq paired with ILS I JJ only. Zero range is indicated at THR 08 only.
ILS/DME I 0.97°W (2017)	IDD	110.300 MHz	HO	491224.74N 0021229.91W		(RWY 26) 161 m from THR 08.
ILS/DME/GP	IDD	335.000 MHz	HO	491233.95N 0021121.11W		3° ILS Ref Datum Hgt 52 ft.
DME	IDD	40X 110.300 MHz	HO	491233.78N 0021121.09W	288 ft	(RWY 26) DME freq paired with ILS I DD only. Zero range is indicated at THR 26 only.
NDB (L)	JW	329.000 kHz	HO	491221.29N 0021311.73W		0.5 nm from THR 08 Range 25 nm.
DME/VOR	JSY	59X	H24	491315.97N 0020246.15W	264 ft	Located 5.5 nm from THR 26.

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) If visiting general aviation aircraft are parked on a remote stand, ie: not the Aero Club or Gama Aviation apron, the crew and passengers must remain with their aircraft until transport is provided by the relevant handling agent.

(d) All flights except for General Aviation and Military aircraft, are subject to prior notification to ACL slot co-ordination. All requests should be made by e-mail to LONACXH@acl-uk.org.

(e) Pilots requiring picketing and tying down of their aircraft must contact their handling agent.

(f) Pilots who have filed IFR flight plans are requested to contact ATC for their air traffic control clearance 10 minutes prior to requested start.

(g) The Director of Civil Aviation for Jersey has issued Exemptions from the Air Navigation (Jersey) Order 2008 authorising operations in Channel Islands Airspace, including Bailiwick of Jersey airspace and Jersey Airport, 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. (Similar exemptions from the Air Navigation (Guernsey) Law 2012 have been issued for flight within Guernsey Airspace).

Aircraft requiring further Permissions or Exemptions for Flight within Channel Islands Airspace, require written permission 28 days in advance from the Jersey/Guernsey Director of Civil Aviation. Applications should be sent to dca@gov.je.

Note: The exemptions do not exempt the pilot or operator from obtaining permission from Jersey ATC for flight in the Channel Islands Airspace or from Guernsey ATC for flight in Guernsey and Alderney Airspace, or from the requirement to carry a transponder whilst flying within the Channel Islands Airspace.

(h) Minimum submission time for ATC flight plan processing is 1 hour. Pilots are required to check relevant NOTAM for PPR requirements. Additional guidance and information regarding VFR flight within the Channel Islands CTR can be found online at www.cicz.co.uk.

(i) Civilian formation flight under Special VFR is prohibited in the Channel Islands CTR. Civilian VFR formations are not permitted to land or take-off in formation without the express permission of the Airport Director or Group Operations Director; this may be obtained from Jersey ATC.

2 Ground Movement

(a) ATC are responsible for engine start-up and push-back/taxi clearance

(b) For safety and security reasons,all aircrew must be transported to/from their aircraft by handling agent.

(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 taxilane width between J1 and J3 is 45 m. 22.5 m either side of center-line.

(iv) Stand sizes vary between 49.5 m and 41.5 m long. Stand widths vary between 42 m and 29.2 m.

(d) 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.

(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 Gama Aviation.

(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) Apron Areas

(i) All areas south of holding point Hotel, south of holding point Mike and east of holding point Juliet 3 have been designated as apron;

EGJJ AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(ii) The responsibility for the use of, including the suitability of these areas for both the transit and the parking of aircraft remains with the aircraft commander at all times. Any Surface Markings within these areas are for general guidance purposes only and may not conform to international standards regarding minimum wing tip clearances or taxiway clearways;

(iii) All aircraft wishing to depart from these areas (Gama Aviation, JAL and the Aero Club) must call ATC for start up and taxi clearance;

(iv) All aircraft movements remaining wholly within the confines of these designated areas (Gama Aviation, JAL and the Aero Club) may be conducted solely at the commander's discretion, ATC may be contacted for assistance if required.

3 CAT II/III Operations

(a) When ATC notifies Low Visibility Procedures:

(i) Arrivals:

(1) Arriving traffic on Runway 08 will vacate the runway 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.

(2) Arriving traffic on Runway 26 will vacate the runway via the runway end and report vacated after passing the yellow/green section of centre-line lighting.

(ii) Departures:

(1) Departing traffic should expect to use holding point B2 for Runway 08 or Alpha 1 for Runway 26. Runway 26 departures should additionally expect to initially hold at intermediate taxi holding points Alpha 4, Alpha 2 or for aero club departures at holding point Hotel 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 08. 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 northeasterly direction, may be visible to aircraft where the beam intersects the 26 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 Christmas Day, during airport hours, over St. Aubin's Bay (491141N 0020900W) from surface to FL 110. Jersey ATC may temporarily re-classify a portion of the Channel Islands TMA (by NOTAM) radius 10 nm centred on Jersey Aerodrome Reference Point from FL 80-FL 110 as Class D Airspace to permit this activity.

(e) Lethal bird control methods including the use of firearms may take place all year round during aerodrome published opening hours.

(f) Model Aircraft flying takes place at the Les Landes Model Aerodrome (491500N 0021520W), approximately 2.5 nm NW of ARP up to 400 ft agl and occasionally up to 1000 ft agl. ATC will notify pilots of known model aircraft activity above 400 ft agl which may affect their flights. (This may be via ATIS message).

(g) Model Aircraft Glider flying may take place at various coastal locations up to 400 ft agl.

(h) Paraglider and Hang-Glider activity takes place in VMC conditions during daylight hours at designated coastal locations as follows:

(i) L'Etacq – Approximately 2.5 nm NW of ARP up to 500 ft QNH.

(ii) Plemont – Approximately 3nm NNW of ARP in the vicinity of the North West Corner (VRP) up to 500 ft QNH.

(iii) La Pulente – Approximately 2 nm SW of ARP up to 500 ft QNH.

(iv) Greve de Lecq – Approximately 2.5 nm N of ARP up to 500 ft QNH.

(v) Bonne Nuit – Approximately 3 nm NE of ARP in the vicinity of the Fremont Point TV Mast up to 600 ft QNH.

(vi) Bouley Bay – Approximately 4 nm ENE of ARP up to 600 ft QNH.

EGJJ AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(vii) Noirmont Point – Approximately 2 nm SSE of ARP up to 500 ft QNH.

(viii) Portelet – Approximately 2 nm S of ARP up to 500 ft QNH.

(ix) La Moye – Approximately 2 nm SSW of ARP up to 500 ft QNH.

ATC will notify pilots of known activity within these sites which may affect their flights (This may be via ATIS message).

(i) Sites are administered by the Jersey Hang Gliding and Paragliding Club (JHPC). Visiting pilots wishing to use these sites are required to be fully briefed by the JHPC as to the conditions imposed on hang gliding and paragliding operations.

5 Helicopter Operations

(a) Helicopters are to use the main runway for all arrivals and departures as no specific helicopter landing area exists

(b) Helicopters under 1400 kg may be handled by the Aero Club and parked on the grass area southwest of Holding Point Hotel, space permitting. Helicopters over 1400 kg must be handled by Gama Aviation and parked on their apron. All helicopters requiring AVTUR Jet A-1 must be handled by Gama Aviation.

6 Use of Runways

(a) In accordance with EU OPS Subpart E the following approach operations are available to approved operators:

(i) Runway 08 suitable for Lower than Standard Category I operations supported by an ILS Classification of I/T/3;

(ii) Runway 26 suitable for Lower than Standard Category I operations supported by an ILS Classification of I/T/3.

(b) Operators shall inform ATC when they intend to fly a Lower Than Standard Category I approach in order that the required safeguarding can be ensured. Practice Lower Than Standard Category I approaches will not be afforded safeguarding;

(c) Operators attention is drawn to the likelihood that the local terrain on final approach to both Runway 26 and Runway 08 is considered to be challenging for radio altimeters and auto-land procedures.

(d) Operators attention is drawn to the possibility of Localiser signal fluctuations due to the proximity of the Runway 26 localiser array to the runway. Landing aircraft vacating Runway 26 via Taxiway Bravo should endeavour to keep the aircraft in continuous motion until passing B2.

7 Training

(a) All flight training MUST be booked in advance with the Jersey ATC Supervisor. Tel +44 (0)1534-446086. Submission of a FPL does not constitute a request for training.

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 and Helicopters:

(i) Runway 26 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 ft amsl (523 ft aal) before turning and climb as rapidly as is compatible with safety to not less than 1000 ft amsl (723 ft aal).

(ii) Runway 26 – Take-off – IFR - Climb straight ahead to a minimum of 900 ft amsl (623 ft aal) before turning.

(iii) Runway 26 – Landing – Maintain at least 1300 ft amsl (1023 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 overflown below 800 ft amsl (523 ft aal) until on final approach.

(iv) Runway 08 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 ft amsl (523 ft aal) before turning and climb as rapidly as is compatible with safety to not less than 1000 ft amsl (723 ft aal).

(v) Runway 08 – Take-off – IFR - Climb straight ahead to a minimum of 900 ft amsl (623 ft aal) before turning.

(vi) Runway 08 – Landing – Maintain at least 1300 ft amsl (1023 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 overflown below 800 ft amsl (523 ft aal) until on final approach.

(vii) Wherever possible pilots should avoid overflying the island below 1000 ft agl.

(viii) Circuit Altitude - Whenever cloud base permits, aircraft should maintain the following altitudes and make the majority of the circuit over the sea:

- Standard circuit altitude for propeller driven aircraft is 1300 ft amsl (1023 ft aal).
- Standard circuit altitude for turbo-jet aircraft is 1800 ft amsl (1523 ft aal).

(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.

EGJJ AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

(i) Runway 26 – Take-off – Climb straight ahead to a minimum of 1800 ft amsl (1523 ft aal) before turning.

(ii) Runway 26 – Landing – Maintain 1800 ft amsl (1523 ft aal) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.

(iii) Runway 08 – Take-off – Climb straight ahead to a minimum of 1800 ft amsl (1523 ft aal) before turning.

(iv) Runway 08 – Landing – Maintain 1600 ft amsl (1323 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 26 at Jersey and routeing to the south of the airport under VFR, must climb straight ahead to 800 ft amsl (523 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 Airport Authority.

(g) The use of this airport outside published hours will be subject to the approval of the Airport Authority.

(h) Testing of pure jet engines will not be permitted outside of normal hours without the prior permission of the Airport Authority, 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 0700-2230 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 Channel Islands CTR, CTA or TMA:

(i) When operating as a VFR or 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 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 (01534-446086) 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

(a) Jersey ATC provides Radar Control Service to all aircraft within the Channel Islands CTR, CTA and TMA.

3 Radio Comminication 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.

EGJJ AD 2.22 FLIGHT PROCEDURES (continued)

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

4 Adjacent FIRs

(a) The attention of pilots proceeding to or from the Channel Islands CTR, CTA or TMA 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

(a) 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 VFR Flight

(a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR.

(b) VFR clearance to operate within the Class D Channel Islands CTR, for the purpose of proceeding to or from Jersey Airport 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 Jersey Airport 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) Pilots flying VFR or Special VFR between Jersey and the UK South Coast (Bournemouth, Southampton, Isle of Wight areas), should expect to route via Point de Rozel (VRP) on the French Coast. Pilots should exercise caution with regard to the Prohibited Areas at Cap Flamanville and Cap de La Hague.

(e) 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.

(f) 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.

7 Special VFR Flight

(a) Prior Permission

(i) A flight plan must be filed for all Special VFR flights in the Channel Islands CTR.

(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.

(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 Jersey Airport 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 Jersey Airport will not be granted to a helicopter if the reported cloud ceiling is less than 600 ft.

8 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 States Board of Administration or from Guernsey ATC as necessary.

EGJJ AD 2.22 FLIGHT PROCEDURES (continued)

9 Visual Circuit Procedures

(a) Compliance with the Noise Abatement Requirements at AD 2.21.

(b) All circuits will be to the south of the aerodrome unless advised by ATC.

(c) Wherever possible the majority of the circuit shall be carried out over the sea.

(d) Standard circuit altitude for propeller driven aircraft is 1300 ft amsl (1023 ft aal).

(e) Standard circuit altitude for turbo-jet aircraft is 1800 ft amsl (1523 ft aal).

(f) Visual circuits will not be permitted when the cloud ceiling is lower than 600ft aal.

10 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	—

11 Procedures Outside the Channel Islands Control Zone

(a) A basic service will only be given to aircraft flying outside the Channel Islands CTR in UK airspace.

(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 semi-circular rule.

(c) A bi-directional Recommended VFR Route between the Channel Islands CTR and the Solent CTA is aligned along the Southampton VOR radial to the MP NDB. South of the Isle of Wight the Route may be used up to FL 100 and all traffic flying above 3000 ft amsl in UK Airspace is recommended to observe the semi-circular rule (irrespective of the flight rules being observed) except when otherwise advised by ATC. The Route penetrates Danger Area EG D036 (see AD 2-EGJJ-3-1) and 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 Mil on VHF frequency 124.150 MHz. Pilots in transit are advised to call Plymouth Mil as early and as high as practicable 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 Recommended VFR 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 London Information (124.750 MHz or 124.600 MHz) or through Jersey ATSU.

(d) Arriving flights will be given the appropriate reporting point for onward routeing 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.

EGJJ AD 2.22 FLIGHT PROCEDURES (continued)

(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 Q41 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.

12 Omnidirectional Departures

(a) Only available with ATC clearance.

Omnidirectional Departures		
Runway	**Description**	**Restrictions**
08	Climb straight ahead on track 084° M to 900 ft amsl (623 ft aal), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3%	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures.
26	Climb straight ahead on track 264° M to 900 ft amsl (623 ft aal), then turn on track climbing to en-route safety altitude or in accordance with ATC Clearance. PDG 3.3%	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures.

13 Flight Plans

(a) See ENR 1.11.

EGJJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGJJ AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGJJ-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGJJ-2-2

Figure: CHANNEL ISLANDS CONTROL ZONE - VISUAL REFERENCE POINTS (VRPs) AND RECOMMENDED VFR ROUTE FROM SOLENT CTA

AD 2-EGJJ-3-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGJJ-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 CAN 2A 2B DIN 3A 2B KOKOS 3A 2B - ICAO

AD 2-EGJJ-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 ORTAC 3A 2B BENIX 5A 3B - ICAO

AD 2-EGJJ-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 SKERY 3A 2B OYSTA 2B - ICAO

AD 2-EGJJ-6-3

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 LERAK 2A 2B TUNIT 3A 2B - ICAO

AD 2-EGJJ-6-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 JERSEY (JW) 1G 1L 1M 2R 1X - ICAO

AD 2-EGJJ-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 JERSEY (JW) 2H 4J - ICAO

AD 2-EGJJ-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 JERSEY (JW) 1K 2T 1V - ICAO

EGJJ AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGJJ-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 JERSEY (JSY) 1A 1E 1F 1N 2P 2Q 1W - ICAO

AD 2-EGJJ-7-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 JERSEY (JSY) 2B 4C - ICAO

AD 2-EGJJ-7-5

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 JERSEY (JSY) 1D 2S 1U - ICAO

AD 2-EGJJ-7-6

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO

AD 2-EGJJ-8-1

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO

AD 2-EGJJ-8-2

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 08 - ICAO

AD 2-EGJJ-8-3

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 08 - ICAO

AD 2-EGJJ-8-4

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO

AD 2-EGJJ-8-5

Figure: INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 26 - ICAO

AD 2-EGJJ-8-6

Figure: INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 26 - ICAO

AD 2-EGJJ-8-7

Figure: INSTRUMENT APPROACH CHART RNAV (GNSS) RWY 26 - ICAO

AD 2-EGJJ-8-8

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 26 - ICAO

AD 2-EGJJ-8-9

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO

AD 2-EGJJ-8-10

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 08

AD 2-EGJJ-8-11

Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) RWY 26

AD 2-EGJJ-8-12