

GENERAL

Operational Hours

ATS Hours

Winter: 0515-2100 and by arrangement.
 Summer: 0415-2030 and by arrangement.

AD Operator Hours

Winter: 0700-2100 and by arrangement.
 Summer: 0600-2030 and by arrangement.

Night Restriction: AD not AVBL between 2359-0700‡, except for EMERG.

Airport Information

RFF: CAT 6:

Winter: 0650-2100,
 Summer: 0550-2030
 CAT 7 by arrangement with MNM 8HR PN

CAT 4 (0600-0650‡) for prior arranged freight ACFT only

CAT determined by ACFT type:

Winter: 2100-0600,
 Summer: 2030-0500

Fire: "Jersey Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

Fuel: Not AVBL after 2000‡, except by arrangement.

PCN: RWY 08/26: 37/R/A/W/T Concrete, 30/F/A/X/T Grooved Asphalt

Customs: As AD Operator Hours

Operation

Low Visibility Procedures

| TWY E is not AVBL as a RWY exit.

Arrival

| RWY 08 vacate via rapid exit TWY F or at RWY-end via TWY A.

| RWY 26 vacate via TWY B, TWY D AVBL 0/R.

Report "RWY vacated" after passing yellow/green TWY CLL and notify ATC the exit used.

Taxi/Parking

Attention is drawn to the possibility of LOC signal fluctuations due to the proximity of RWY 26 LOC array to the RWY. Landing ACFT vacating RWY 26 via TWY B should endeavour to keep the ACFT in continuous motion until passing B2.

Advanced Visual Docking Guidance System (A-VDGS) AVBL at stands 1-13.

Stand 40 self-maneuvrинг.

In the event that azimuth and stopping guidance is not AVBL, ACFT must be marshalled on to stand.

GENERAL

Warnings

Outside OPS HR's of Guernsey ATC, GUR VOR is unmonitored.

TURB, variable winds on final APCH RWY 08. Strong crosswinds from SE and SW.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Distance between:

RWY and TWY A varies from 90-168m / 295-551ft.

RWY and TWY B between 75-297m / 246-974ft.

ACFT taxiing to HLDG points for either RWY may be restricted by ACFT HLDG at intermediate link TWY and may not always have sufficient clearance to proceed.

Model ACFT/Paraglider and Hang-Glider activity in vicinity of AD.

During summer be aware of floodlight of Mount Orgueil Castle between 1800-2100±.

Any apron surface markings are for general guidance only and may not conform to international standards like e.g. wingtip clearance.

Terrain on final APCH challenging for radio altimeters and auto-land PROC.

Possible localiser fluctuations due to proximity of RWY 26 localiser array to RWY.

Skydiving may take place during AD HRs, over St. Aubins Bay from surface to FL110.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 2000ft, or last assigned LVL if higher, to JW NDB for RWY 08 APCHs or to JSY VOR for RWY 26 APCHs.

Intermediate and final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to JW NDB for RWY 08 APCHs or to JSY VOR for RWY 26 APCHs.

During MISAP:

ILS/DME/NDB (L) RWY 08: continue on HDG 180°. 2min after initiating MISAP, turn right direct to JW NDB (L) to join the hold at 3000ft.

VOR/DME RWY 08: continue on HDG 180°. 2min after initiating MISAP, turn right direct to JSY VOR to join the hold at 3000ft.

ILS/LOC/DME/VOR RWY 26: continue on HDG 180°. 2min after initiating MISAP, turn left direct to JSY VOR to join the hold at 3000ft.

NDB (L)/DME RWY 26: continue on HDG 180°. 2min after initiating MISAP, turn left direct to JW NDB (L) to join the hold at 3000ft.

ARRIVAL

Arrival Procedure

RWY suitable for lower than Standard CAT I OPS. Inform ATC when intend to fly a lower than Standard CAT I ACFT.

Noise Abatement Procedures

Turbo-jet ACFT

RWY 26: Maintain 1523ft AAL until intercepting ILS GP or PAPI.

RWY 08: Maintain 1323ft AAL until intercepting ILS GP or PAPI.

Prop ACFT

RWY 08/26: Maintain at least 1023ft AAL until intercepting ILS GP or PAPI.

Wherever possible avoid overflying the island below 1000ft AGL.

Arrival Notes: ACFT via SKERY or BIGNO will use JERSEY 1N or 2Q as appropriate unless instructed by ATC to use JERSEY 1F or 2P.

DEPARTURE

Take-off Minima

RWY		08/26	
All ACFT	ft - m/km	0 - 125R	-

Communication

Report callsign, SID designator, current LVL and cleared LVL on first contact with Jersey Zone.

COM Failure: See CRAR.

Departure Procedure

Noise Abatement Procedures

Turbo-Jet ACFT

RWY 08/26: Straight ahead to MNM 1523ft AAL before turning onto HDG.

Jet ACFT shall, after TKOF, be operated in such a way that it will not cause more than 110 PNdB between 0700-2230± or 102 PNdB between 2230-0700.

Prop ACFT

RWY 08/26: Climb to MNM 623ft AAL before turning.

Wherever possible avoid overflying the island below 1000ft AGL.

Departure Notes

BENIX: Jet DEP overflying London TMA (including Arrivals for EGSS and EGSC) at FL200 or above must flight plan via GARMI - N867/UN867 and expect clearance to cross GARMI at MNM FL200.

ATC Slot, Clearance

Push-back: Permission from ATC on initial call, report PSN.

Contact ATC for CLR 10min before requesting start-up.

De-Icing

O/R

Effective 07-DEC-2017

30-NOV-2017

JER-EGJJ

United Kingdom Jersey

AGC
AFC

Jersey United Kingdom

AF

2-10

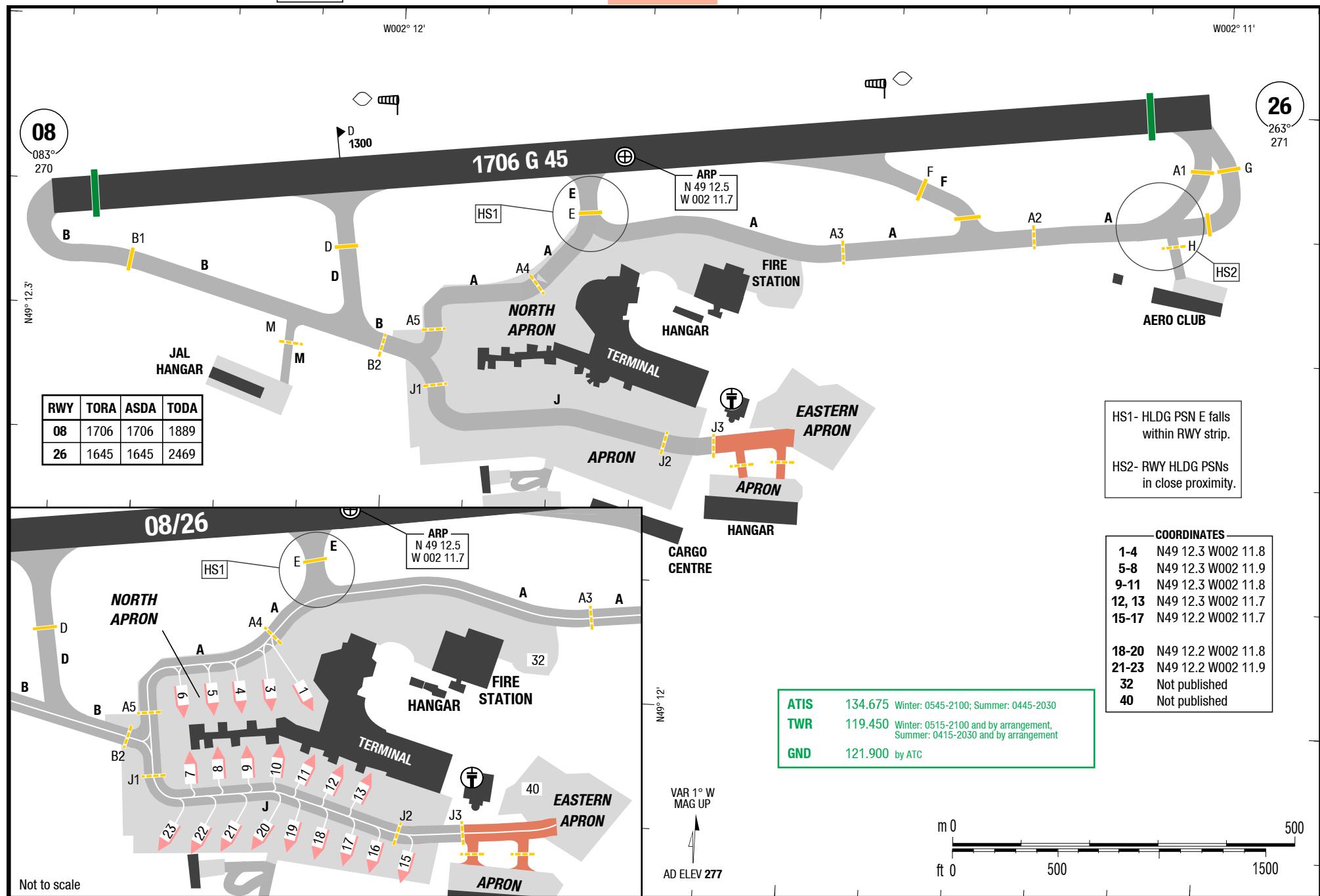
ATC Frequencies:

- ATIS: 134.675 (Winter: 0545-2100, Summer: 0445-2030)
- CTL: 125.200 (Winter: 0545-2100 and by arrangement, Summer: 0445-2030 and by arrangement)
- 120.450 (Winter: 0545-2100 and by arrangement, Summer: 0445-2030 and by arrangement)
- APP: 120.300 (Winter: 0545-2100 and by arrangement, Summer: 0445-2030 and by arrangement)
- 118.550 (Winter: 0545-2100 and by arrangement, Summer: 0445-2030 and by arrangement)
- TWR: 119.450 (Winter: 0515-2100 and by arrangement, Summer: 0415-2030 and by arrangement)
- GND: 121.900 by ATC

Landing RWY system:

08	HL-N	THR 270 (10hPa) / TDZ 274 (---%)	0.0%
165	61	1645 G 45	60 HL
165	1645 G 45	83.0°	15 HL
165	1645 G 45	83.0°	60 HL
165	1645 G 45	3.0°	15 HL
165	1645 G 45	3.0°	60 HL
165	45 G 1554	91	0.0%
26	HL-P1	TDZ 277 (---%) / THR 271 (10hPa)	0.0%

Changes: Nil



Effective 30-MAR-2017

23-MAR-2017

JER-EGJJ

United Kingdom Jersey

SIDs RWY 08

Jersey United Kingdom

SIDS RWY 26

-10

Effective 30-MAR-2017

23-MAR-2017

JER-EGJJ

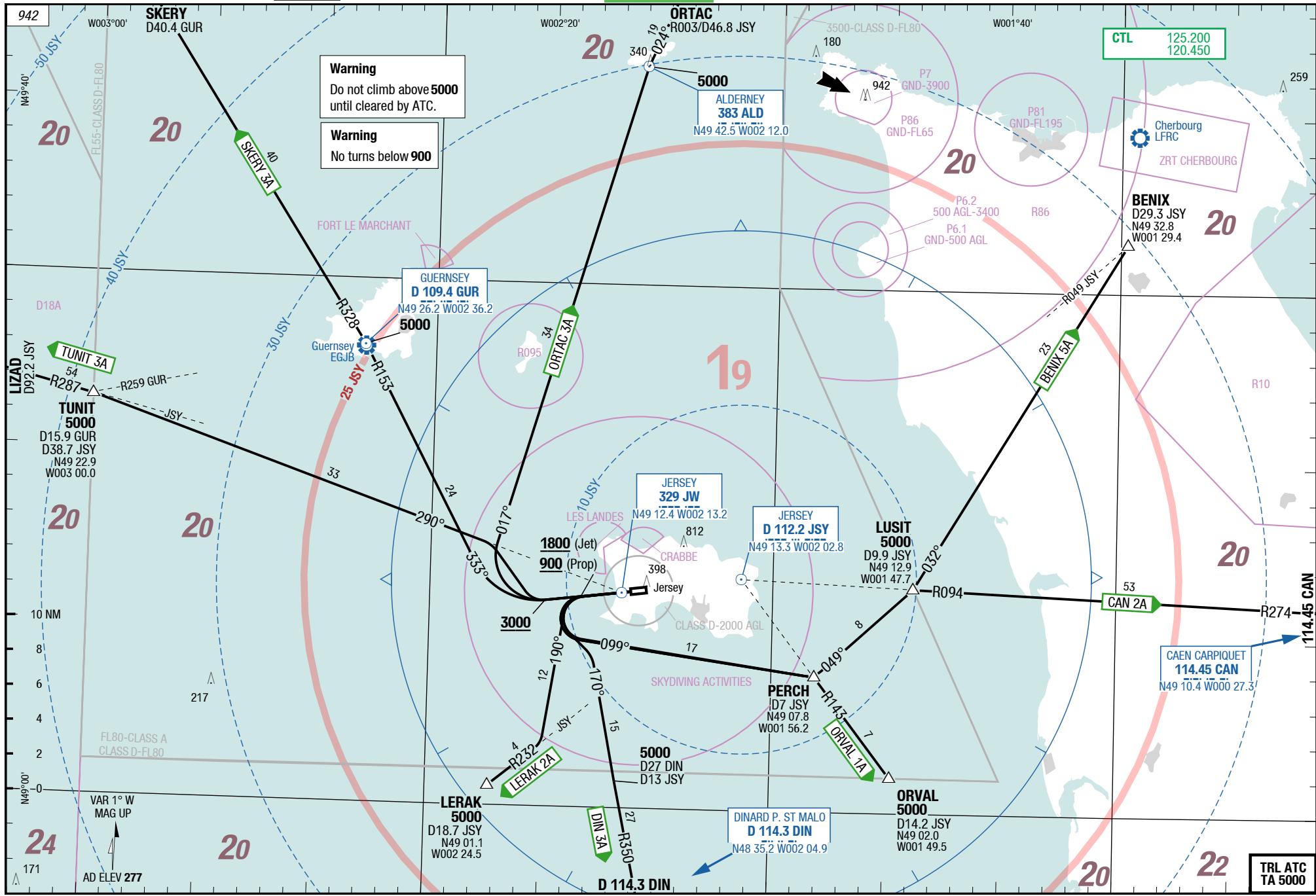
United Kingdom Jersey

SIDs RWY 26

Jersey United Kingdom

SIDs RWY 26

4-20



JER-EGJJ

5-10

SIDs RWY 08

SIDPT

BENIX 3B / CAEN CARPIQUET 2B / DINARD P. ST MALO 2B / LERAK 2B / OMNIDIRECTIONAL DEP / ORTAC 2B / ORVAL 1B / OYSTA 2B / SKERY 2B / TUNIT 2B RWY 08 (083°)

When instructed contact Jersey CTL.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
BENIX 3B 125.200 ①	at JSY LT intercept R049 JSY via KETIK to BENIX	KETIK at 5000 Initial climb 5000
CAEN CARPIQUET 2B CAN 2B 125.200 ①	direct JSY - RT intercept R274 CAN via LUSIT to CAN	LUSIT at 5000 Initial climb 5000
DINARD P. ST MALO 2B DIN 2B 125.200 ①	RT intercept R003 DIN via MINQI to DIN	MINQI at 5000 Initial climb 5000
LERAK 2B 125.200 ①	RT intercept R232 JSY to LERAK	LERAK at 5000 Initial climb 5000
OMNIDIRECTIONAL DEP (ATC) 125.200	at 900 turn on track climbing to enroute safety altitude or in accordance with ATC clearance	
ORTAC 2B 125.200 ①	LT intercept R003 JSY to ANGLA - ORTAC	ANGLA at 5000 Initial climb 5000
ORVAL 1B 125.200 ①	at JSY RT intercept R143 JSY to ORVAL	ORVAL at 5000 Initial climb 5000
OYSTA 2B 125.200 ①	RT intercept R251 JSY - at OYSTA RT intercept R332 DIN - at CHUBB RT 339° to SKERY	OYSTA at 5000 Initial climb 5000
SKERY 2B 125.200 ①	LT intercept R318 JSY to SKERY	D20 JSY at 5000 Initial climb 5000
TUNIT 2B 125.200 ①	RT intercept R251 JSY - at OYSTA RT 314° - at TUNIT LT intercept R287 JSY to LIZAD	TUNIT at 5000 Initial climb 5000

① Do not turn before 1800 (Jet) or 900 (Prop)

**BENIX 5A / CAEN CARPIQUET 2A / DINARD P. ST MALO 3A / LERAK 2A / OMNIDIRECTIONAL DEP / ORTAC 3A / ORVAL 1A / SKERY 3A / TUNIT 3A
RWY 26 (263°)**

When instructed contact Jersey CTL

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
BENIX 5A 125.200 ①	LT 099° - at PERCH LT 049° - at LUSIT LT 032° to BENIX	LUSIT at 5000 Initial climb 5000
CAEN CARPIQUET 2A CAN 2A 125.200 ①	LT 099° - at PERCH LT 049° - at LUSIT RT intercept R274 CAN to CAN	LUSIT at 5000 Initial climb 5000
DINARD P. ST MALO 3A DIN 3A 125.200 ①	LT intercept R350 DIN to DIN	D27 DIN / D13 JSY at 5000 Initial climb 5000
LERAK 2A 125.200 ①	LT 190° - intercept R232 JSY to LERAK	LERAK at 5000 Initial climb 5000
OMNIDIRECTIONAL DEP (ATC) 125.200	at 900 turn on track climbing to enroute safety altitude or in accordance with ATC clearance.	
ORTAC 3A 125.200	at MNM 3000 RT intercept QDM 017 ALD to ALD - QDR 024 ALD to ORTAC	ALD at 5000 Initial climb 5000
ORVAL 1A 125.200 ①	LT 099° - at PERCH RT intercept R143 JSY to ORVAL	ORVAL at 5000 Initial climb 5000
SKERY 3A 125.200	at MNM 3000 RT intercept R153 GUR to GUR - R328 GUR to SKERY	GUR at 5000 Initial climb 5000
TUNIT 3A 125.200	at MNM 3000 RT intercept QDR 290 JW - at TUNIT intercept R287 JSY to LIZAD	TUNIT at 5000 Initial climb 5000

① Do not turn before 1800 (Jets) or 900 (Prop)

02-NOV-2017

JER-EGJJ

United Kingdom Jersey

STARs RWY 08

Jersey United Kingdom

STARs RWY 08

6-10

02-NOV-2017

JER-EGJJ

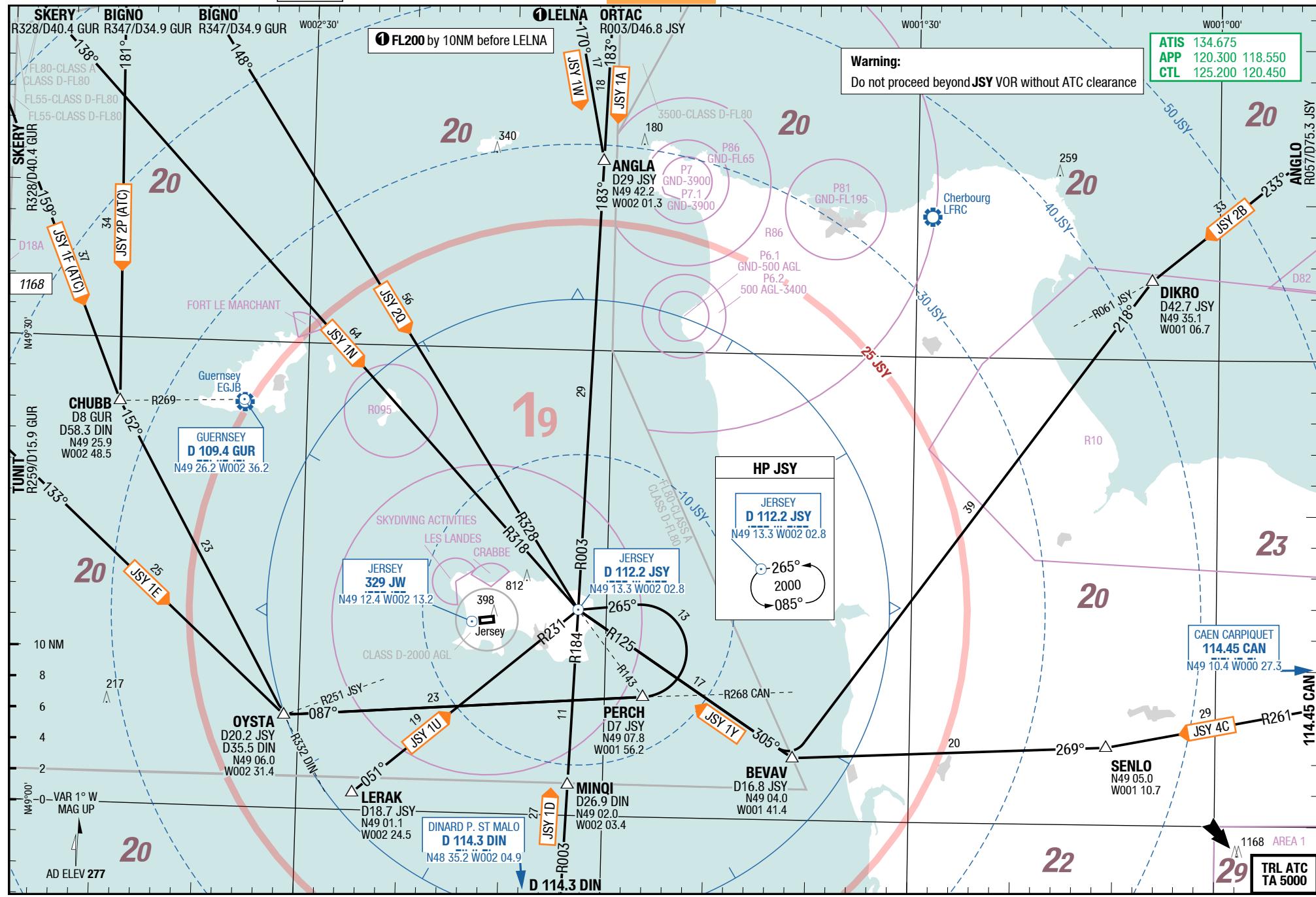
United Kingdom Jersey

STARs RWY 26

Jersey United Kingdom

STARs RWY 26

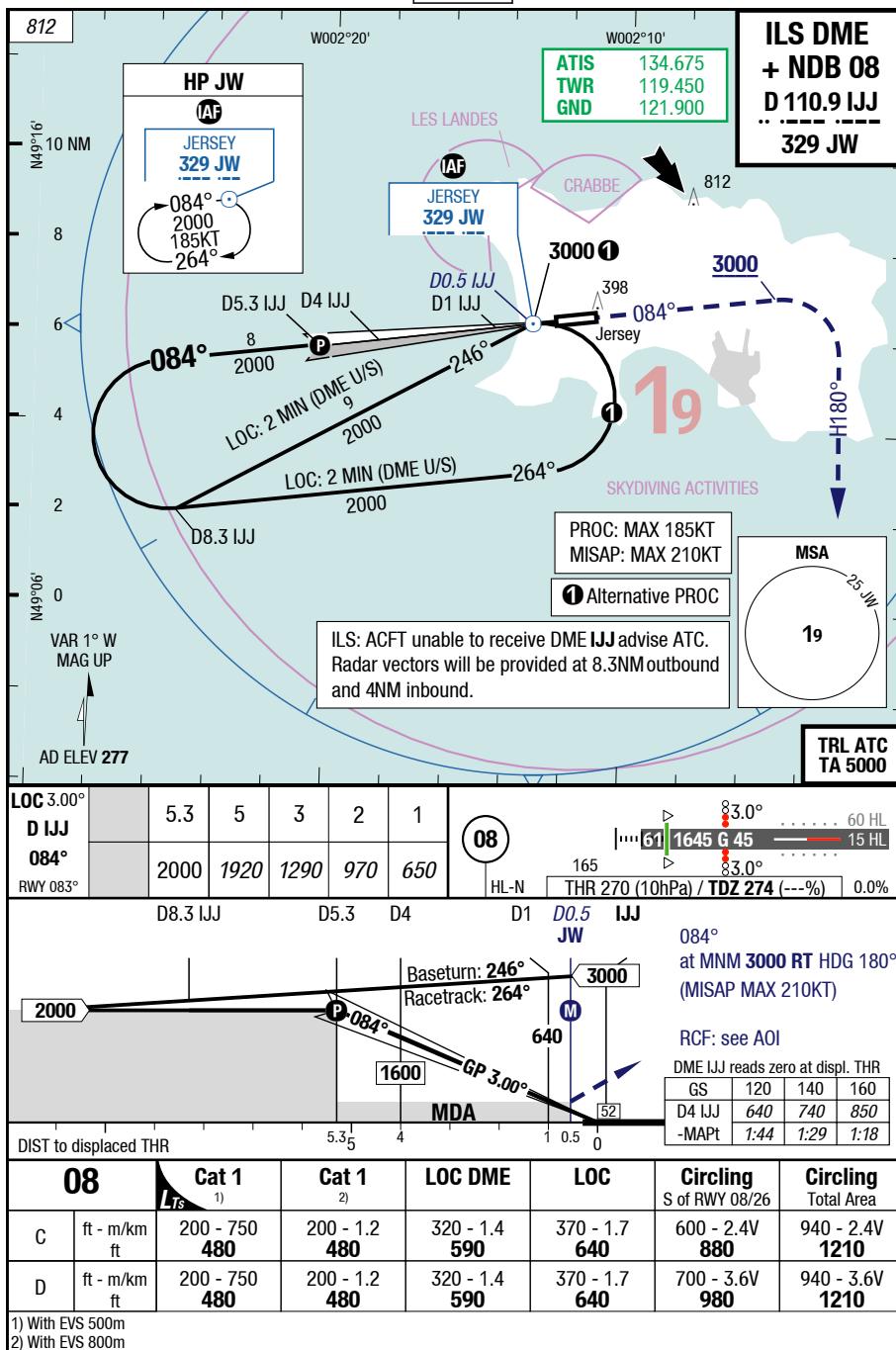
6-20



JER-EGJJ

7-10

ILS DME + NDB 08

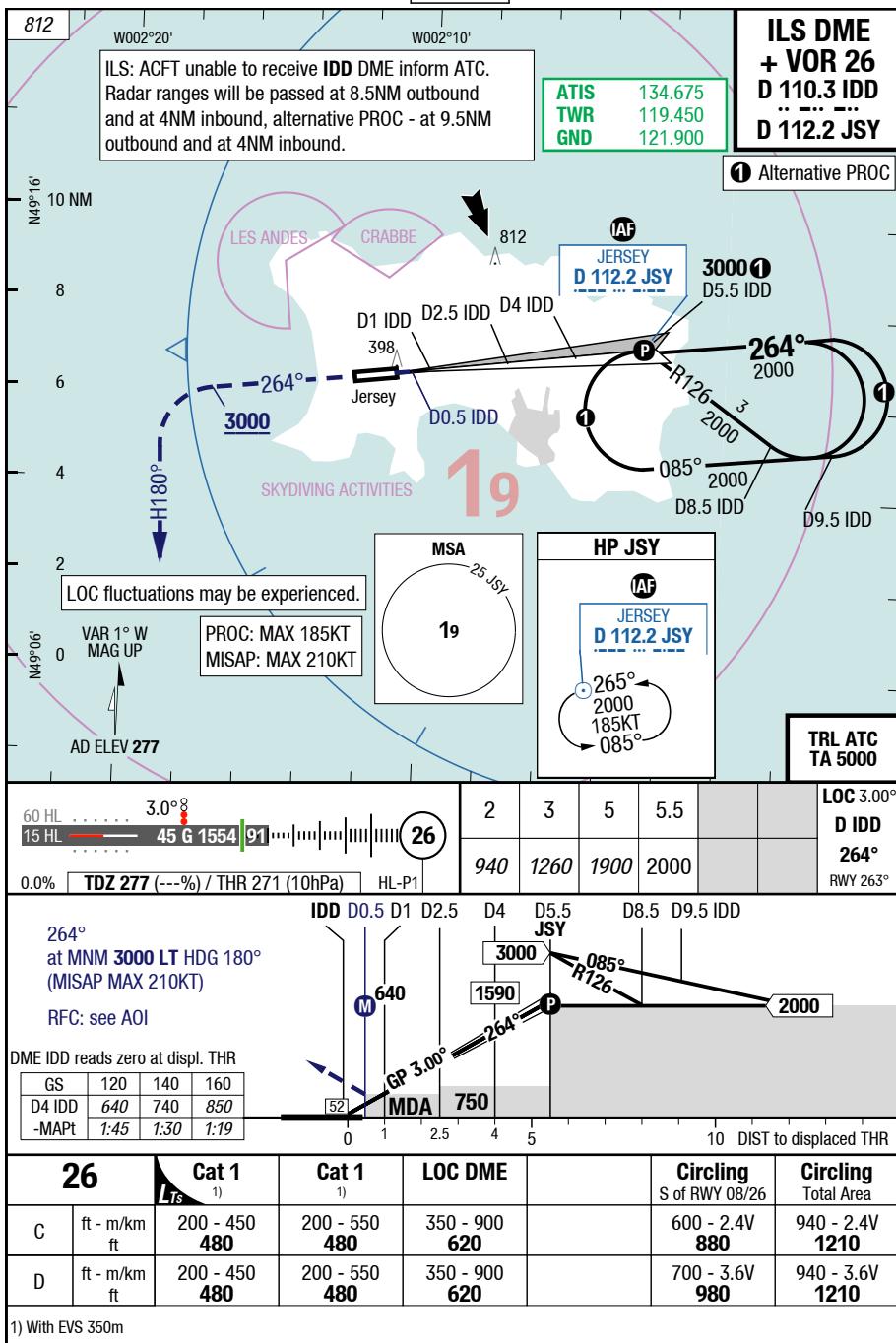


Changes: QFU

JER-EGJJ

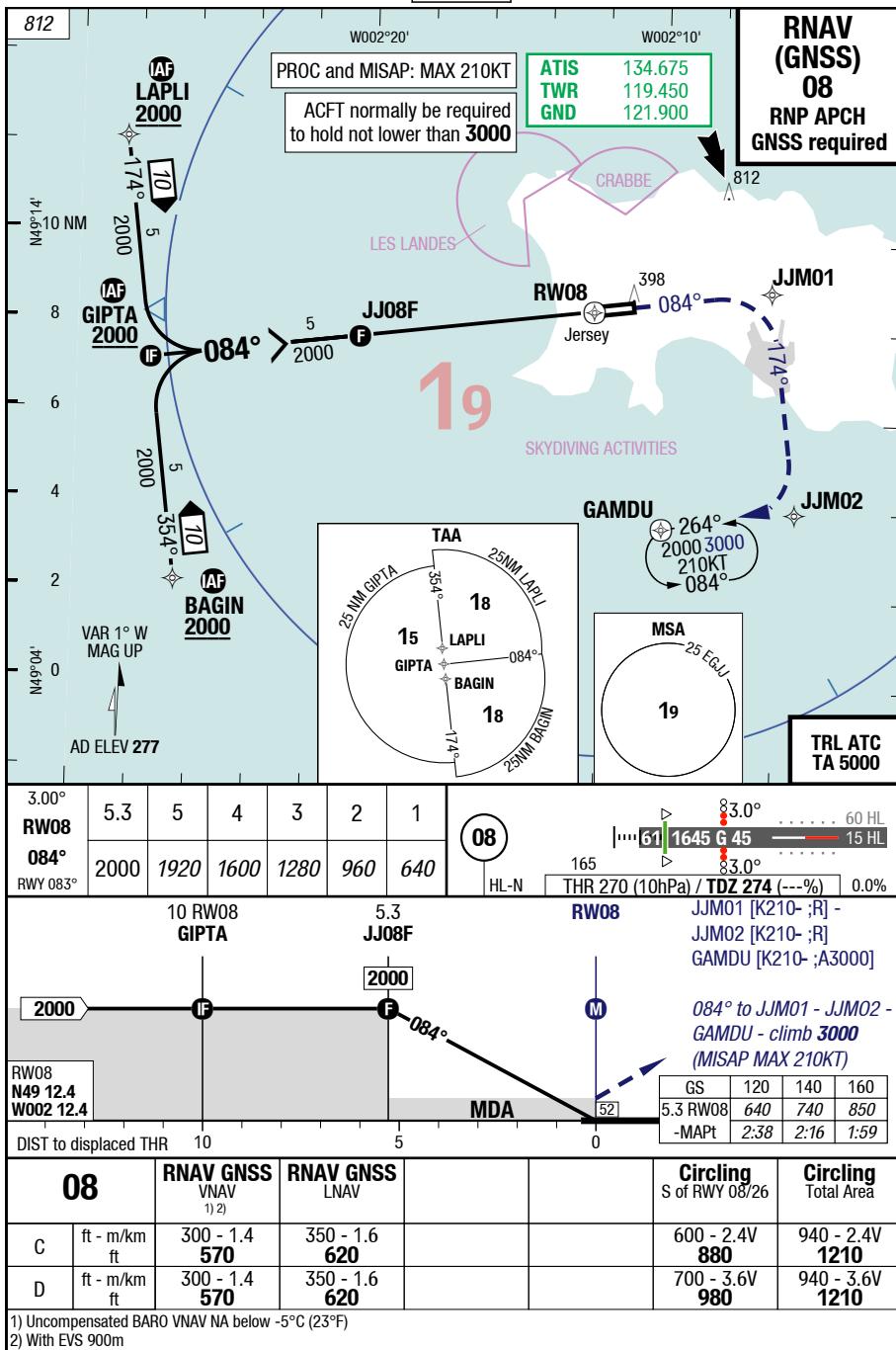
7-20

ILS DME + VOR 26



7-30

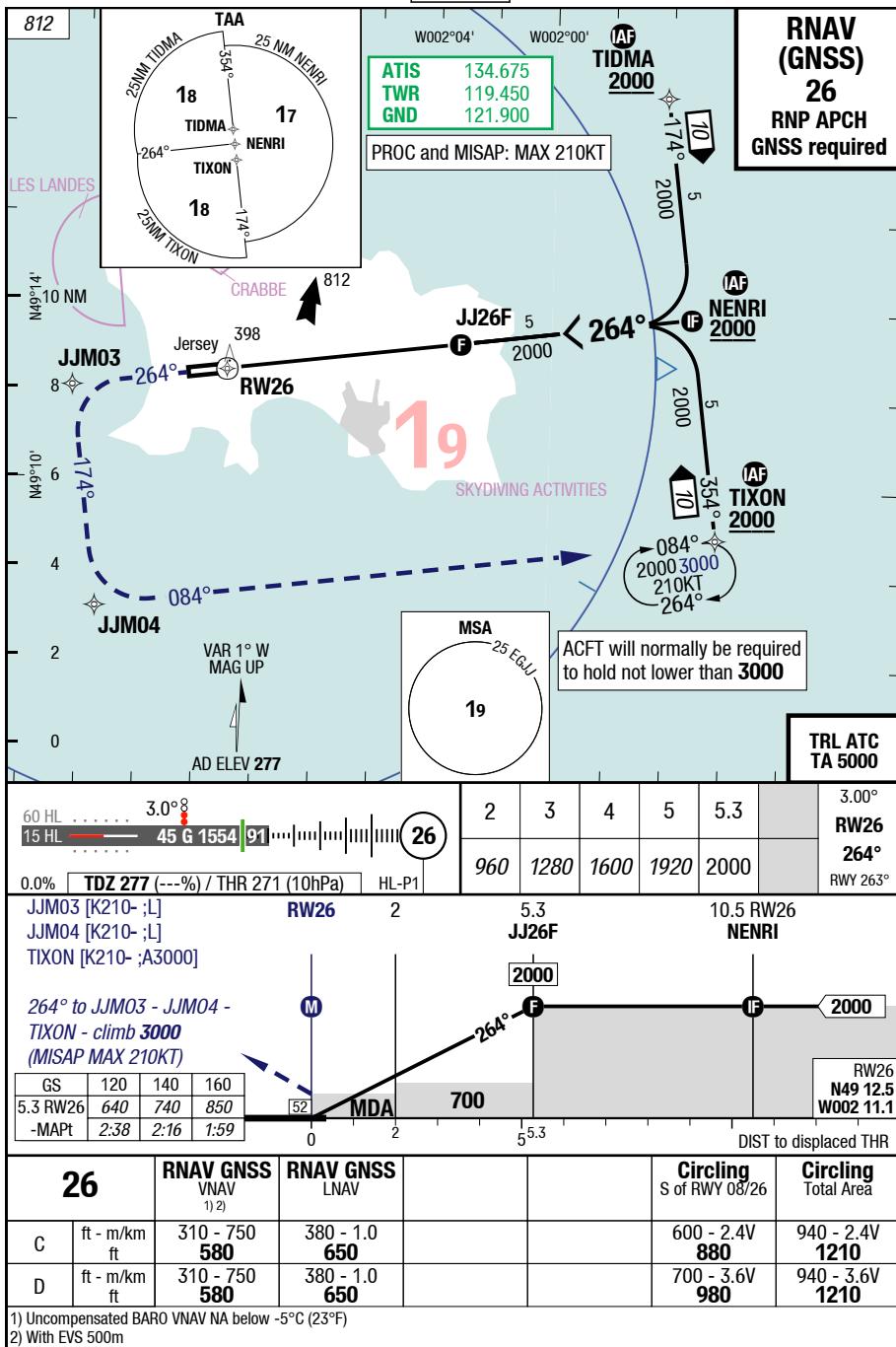
RNAV (GNSS) 08



JER-EGJJ

7-40

RNAV (GNSS) 26



1) Uncompensated BARO VNAV NA below -5°C (23°F)

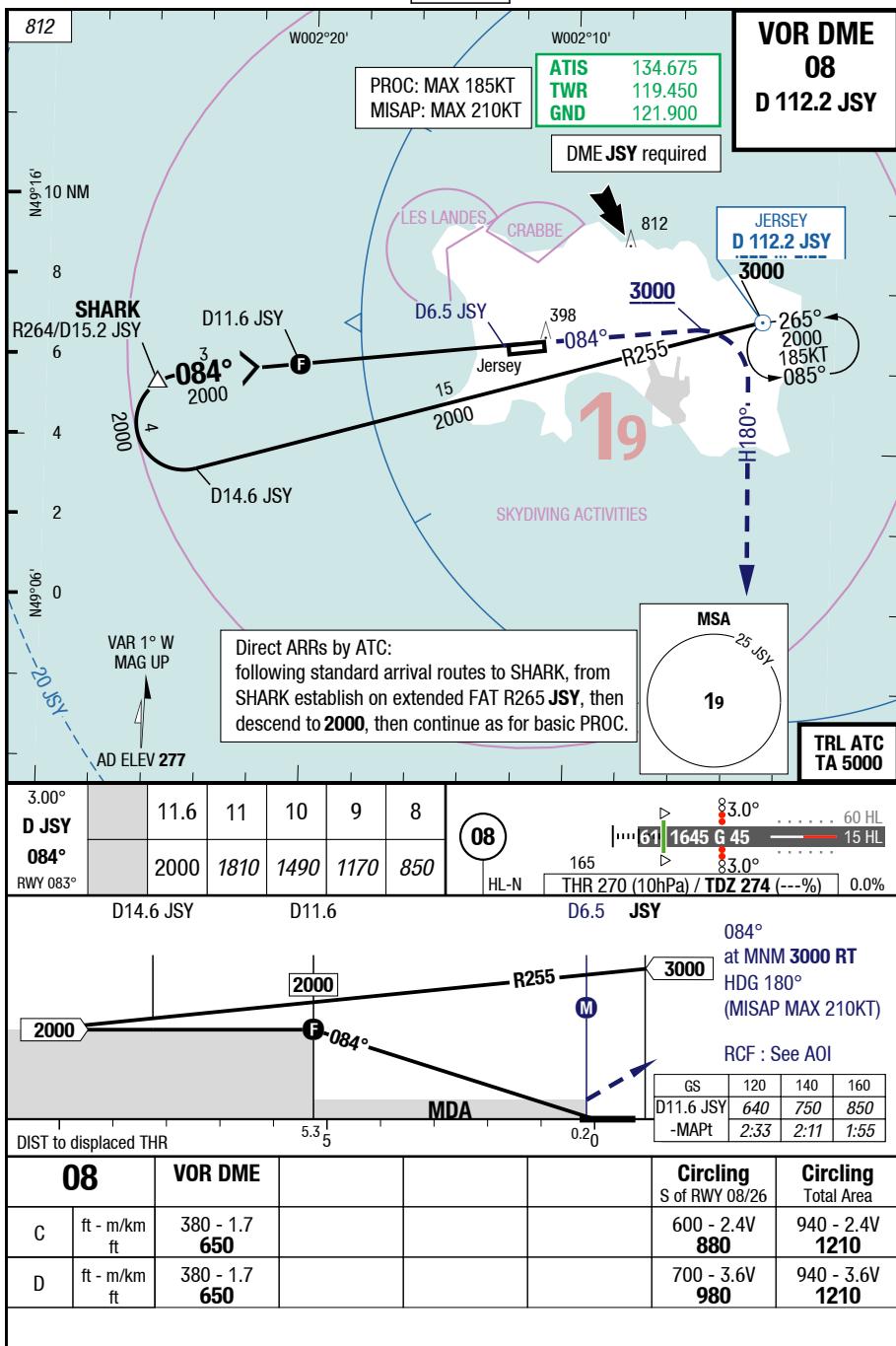
- 1) uncompensated
- 2) With EVS 500m

JER-EGJJ

7-50

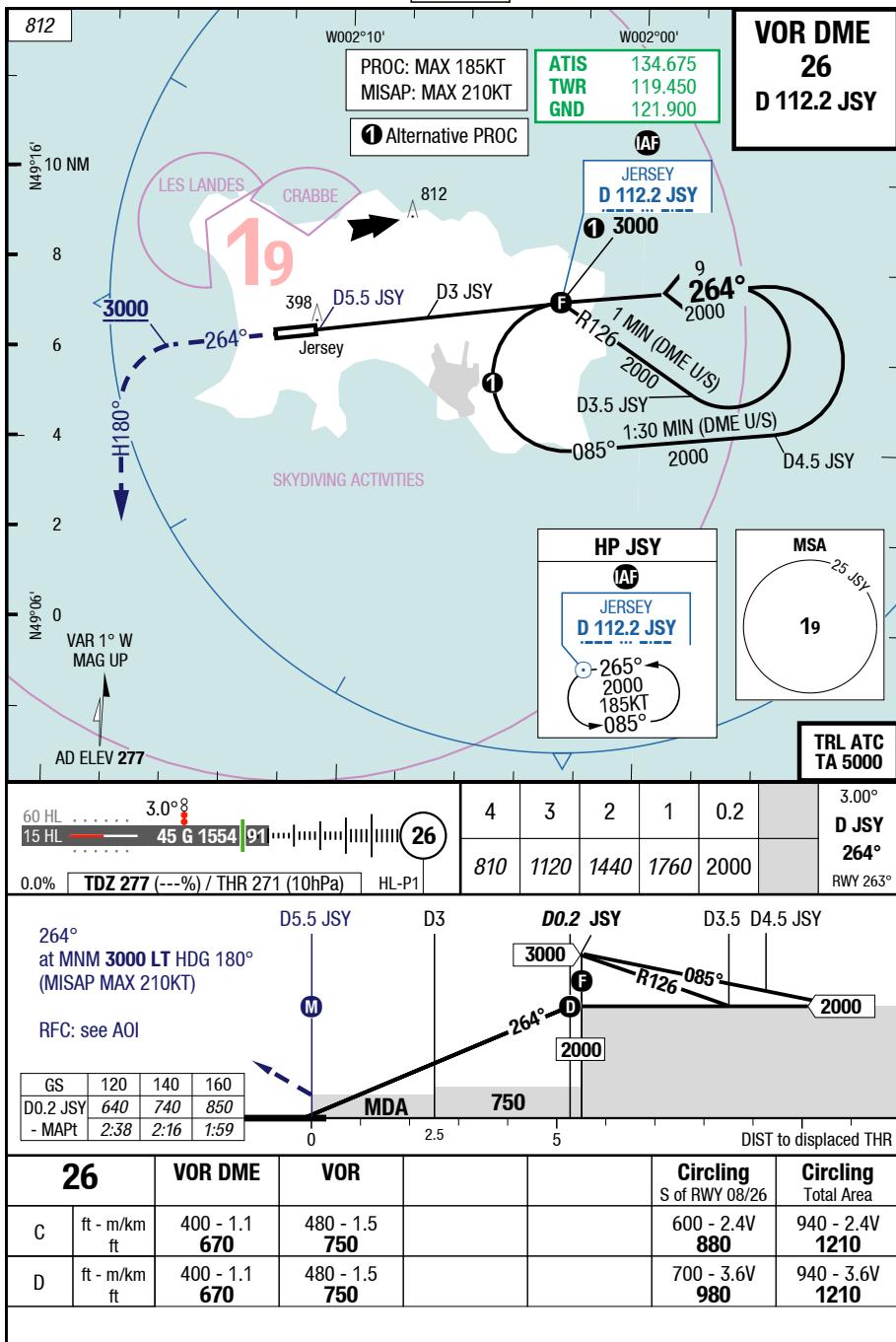
VOR DME 08

IAC



7-60

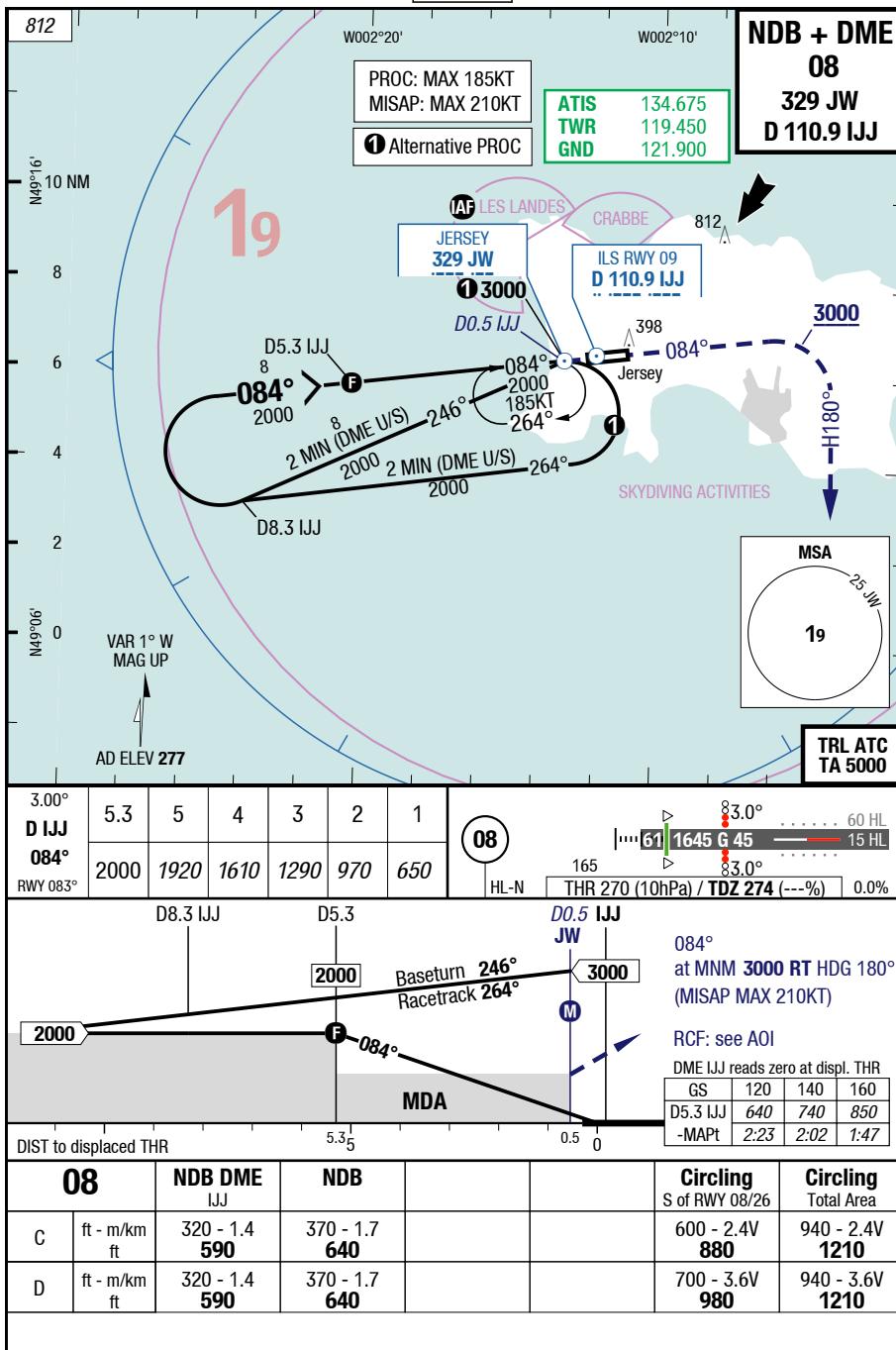
VOR DME 26



JER-EGJJ

7-70

NDB + DME 08

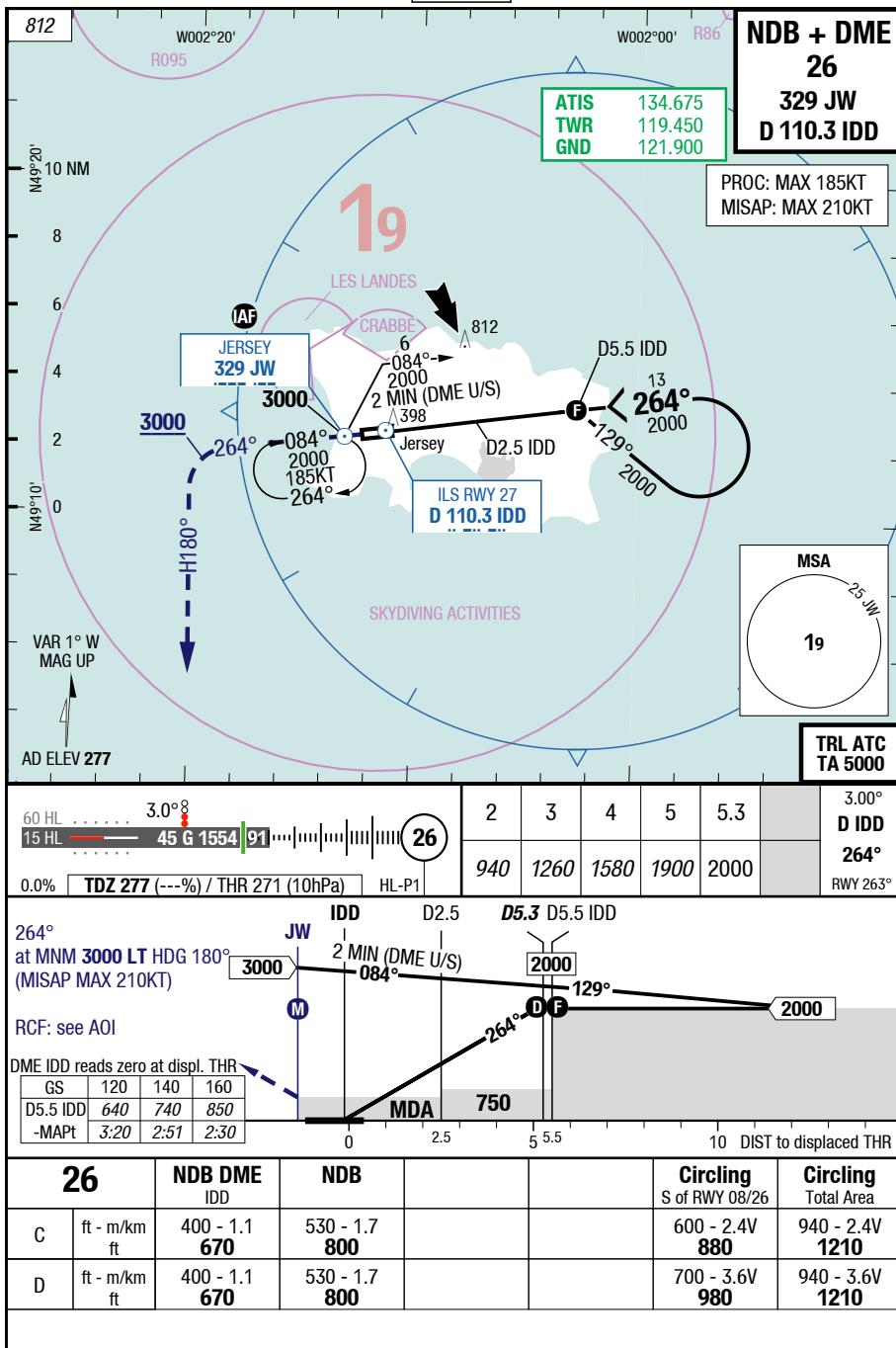


JER-EGJJ

7-80

NDB + DME 26

IAC



Changes: QFU

8-10

