

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** 0630-2100‡**Night Restriction:** No TKOF and LDG for Jet ACFT between 2000-0800‡ EXC EMERG or ALTN LDG.**Airport Information****RFF:** CAT 6**Fire:** "Guernsey Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.**Fuel:** 0615-2000‡, other times O/R.**PCN:** RWY 09/27: 36/F/C/W/T**Operation****TWY Restrictions**

TWY A, D width 18m / 59ft.

TWY D:

TWY has a 2.5% slope between HLDG point A4 and TWY C.

Between HLDG point D1 and D2 to RWY CL distance reduced to 123m / 404ft.

**Taxi/Parking**

Stands 9, 10, 12-15 self manoeuvring.

Marshaller on nose-in and push-back stands provided.

Caution due to the unusual alignment of HLDG point A. The HLDG point A1 is E of the HLDG point A2, it is not situated closer to the RWY.

Caution using W APN due to movement of pedestrians and vehicles.

**Warnings**

Watch out for model ACFT flying at Chouet Headland 5NM NE of AD up to 400ft.

Firing at Fort Le Marchant within sector 347°TR and 069°TR within 1.6NM of AD.

After period of prolonged rainfall, isolated areas adjacent to the paved surface may become waterlogged and incapable of bearing weight.

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

Unless authorized by Guernsey ATC, flights at a height below 2000ft AGL within 3NM of N49 25.8 W002 21.8 on the Island of Sark (R095) are prohibited.

Birds in vicinity of AD.

**ARRIVAL****Communication**

**COM Failure:** See CRAR United Kingdom and in addition:

**Initial APCH:** CONT visually or by means of an appropriate final APCH aid. If not possible proceed at 2000ft or last assigned FL if higher to **GUT VOR**.

**Intermediate and final APCH:** CONT visually or by means of an appropriate final APCH aid. If not possible follow the MISAP to **GUR VOR**.

**Arrival Procedure****Low Visibility Procedure**

Vacate RWY only at RWY ends; report vacated after passing yellow/green section of TWY lighting.

**Noise Abatement Procedure**

Join final APCH before crossing the coastline. All ACFT overflying the island to position on final APCH shall do this not below 1500ft AMSL.

ACFT avoid overflying Princess Elizabeth Hospital 2NM ENE of AD below 1000ft.

**Warnings**

Down draught or TURB may be experienced on APCHs to either RWY in strong winds from any direction due to cliffs and valleys in local terrain.

LDG on RWY 27 in strong SE to SW winds, building induced TURB and windshear CONDs may be experienced.

**DEPARTURE****Take-off Minima**

RWY		09/27	
All ACFT	ft - m/km	0 - 200R	-

**Departure Procedure****Noise Abatement Procedure**

Climb straight ahead to at least 1836ft QNH (1500ft QFE) or D3 whichever is earlier before turning on course.

**Communication**

**COM Failure:** See CRAR United Kingdom and in addition;

The route to be followed is dependent on position of the ACFT at the time the decision to leave the zone is made, and the TR should be maintained until clear of the zone, after which course should be set for a suitable diversion AD without re-entering the CTR. 225°TR from overhead AD at 2000ft.

**De-Icing**

AVBL.

Effective 16-AUG-2018

09-AUG-2018

GCI-EGJB

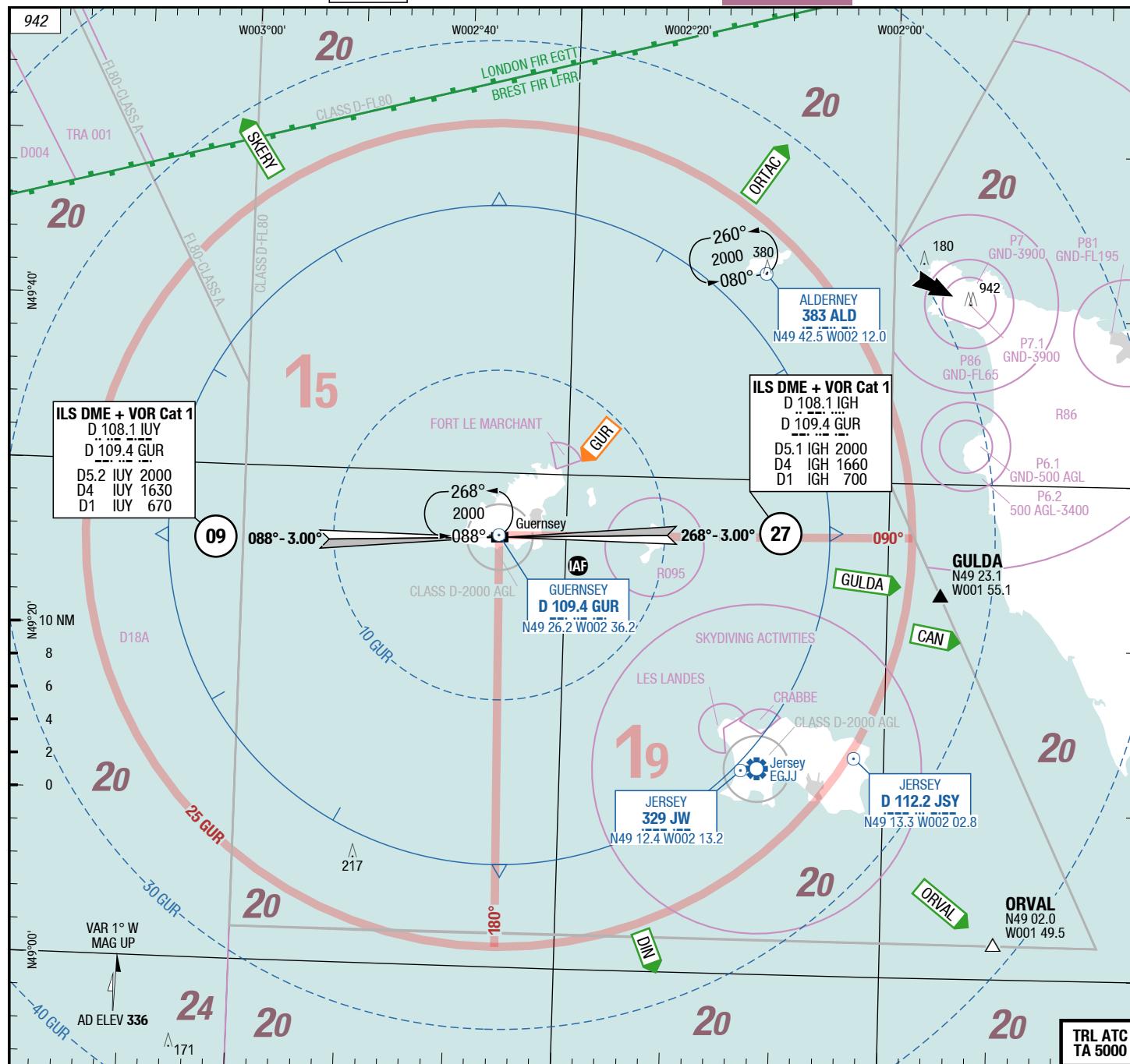
# United Kingdom Guernsey

AGC  
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# Guernsey United Kingdom

AGC  
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2-10

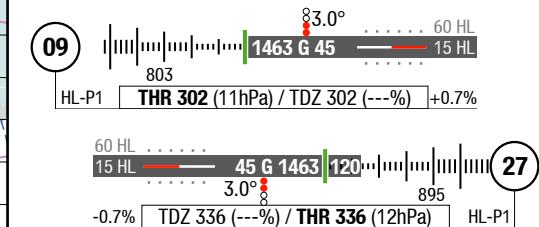


ATIS  
RAD  
Jersey CTL

APP  
TWR  
GND

109.400	0615-2100‡ GUR
118.900	0615-2100‡
124.500	0615-2100‡
125.200	Winter: 0545-2100, Summer: 0445-2030
120.450	Winter: 0545-2100, Summer: 0445-2030
128.650	0615-2100‡
119.950	0615-2100‡
121.800	Winter: by ATC Summer: Sat, Sun 0930-1700 and by ATC

Landing RWY system:



Changes: Nil

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09-AUG-2018

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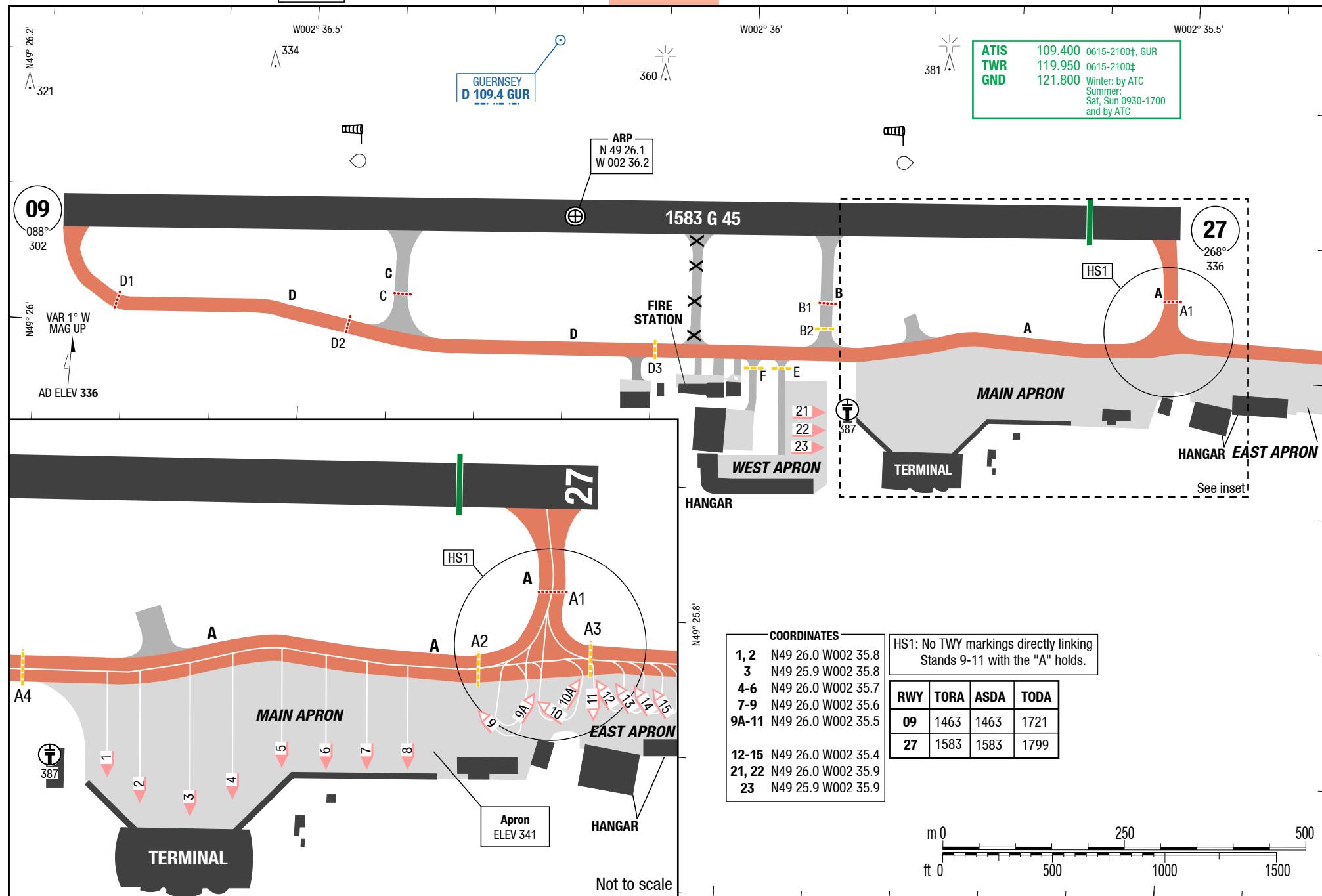
# United Kingdom Guernsey

3-20

AGC

# Guernsey United Kingdom

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Changes: QFU, HLDG POS

**Effective 16-AUG-2018**

09-AUG-2018

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# United Kingdom **Guernsey**

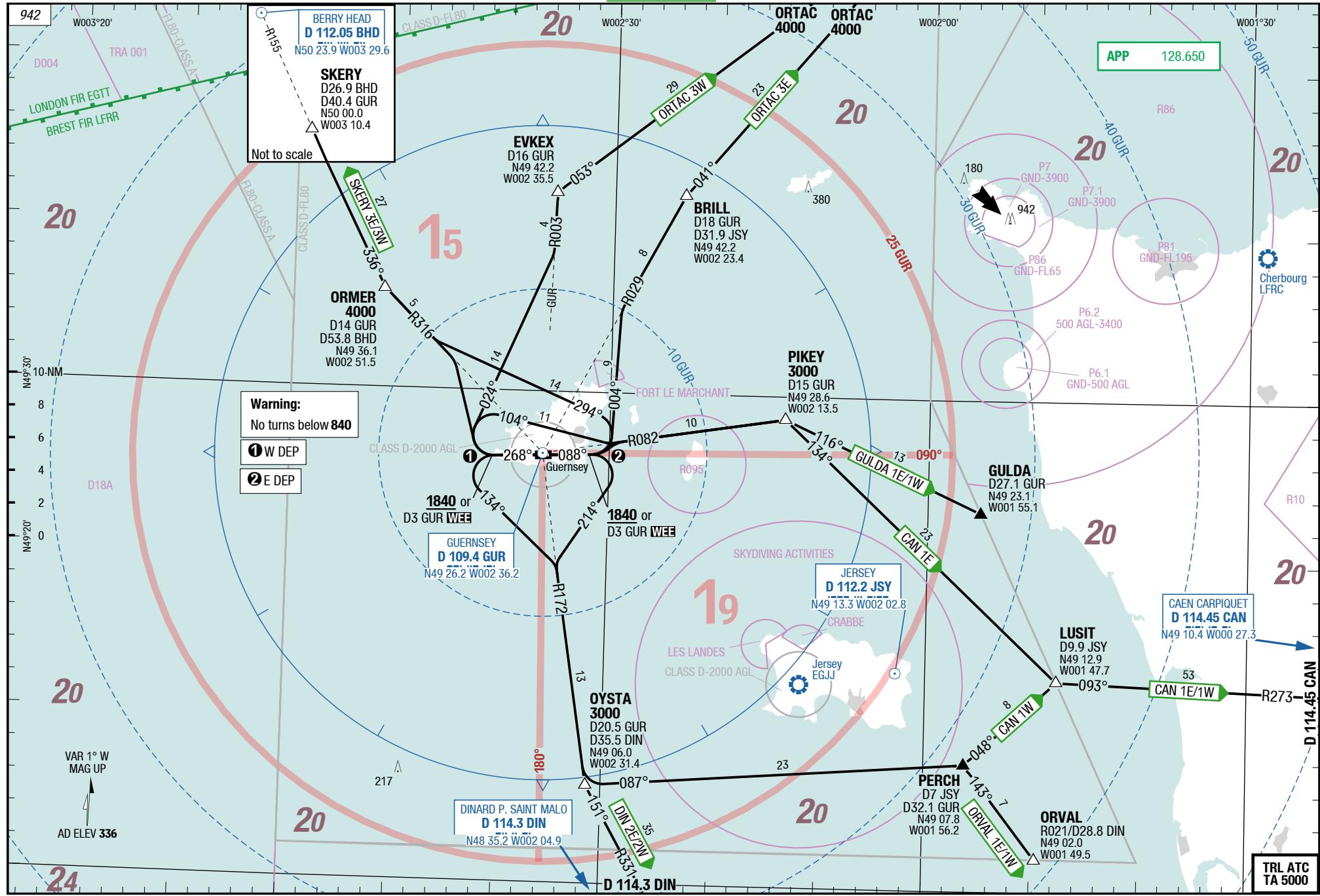
**Guernsey United Kingdom**

**SIDs**

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**SIDs**

4-10



**CAEN 1E / CAEN 1W / DINARD 2E / DINARD 2W / GULDA 1E / GULDA 1W / ORTAC 3E / ORVAL 1E / SKERY 3E**

RWYs 09 (088°) / 27 (268°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>CAEN 1E CAN 1E 128.650 ①②</b>	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>LT</b> intercept R082 <b>GUR</b> - at PIKEY <b>RT</b> 134° to LUSIT - <b>LT</b> intercept R273 <b>CAN</b> to <b>CAN</b>	PIKEY at <b>3000</b> <b>Initial climb 3000</b>
<b>DINARD 2E DIN 2E 128.650 ①②</b>	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>RT</b> 214° - intercept R172 <b>GUR</b> to OYSTA - <b>LT</b> intercept R331 <b>DIN</b> to <b>DIN</b>	OYSTA at <b>3000</b> <b>Initial climb 3000</b>
<b>GULDA 1E 128.650 ①②</b>	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>LT</b> intercept R082 <b>GUR</b> - at PIKEY <b>RT</b> 116° to GULDA	PIKEY at <b>3000</b> <b>Initial climb 3000</b>
<b>ORTAC 3E 128.650 ①②③</b>	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>LT</b> 004° - intercept R029 <b>GUR</b> - at BRILL <b>RT</b> 041° to ORTAC	BRILL at <b>4000</b> ORTAC at <b>4000</b> <b>Initial climb 4000</b>
<b>ORVAL 1E 128.650 ①②</b>	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>RT</b> 214° - intercept R172 <b>GUR</b> - at OYSTA <b>LT</b> 087° - at PERCH <b>RT</b> 143° to ORVAL	OYSTA at <b>3000</b> <b>Initial climb 3000</b>
<b>SKERY 3E 128.650 ①②④</b>	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>LT</b> 294° - intercept R316 <b>GUR</b> to ORMER - <b>RT</b> intercept R155 <b>BHD</b> inbound to SKERY	ORMER at <b>4000</b> <b>Initial climb 4000</b>
	<b>Runway 27</b>	
<b>CAEN 1W CAN 1W 128.650 ①②</b>	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>LT</b> 134° - intercept R172 <b>GUR</b> - at OYSTA <b>LT</b> 087° - at PERCH <b>LT</b> 048° to LUSIT - <b>RT</b> intercept R273 <b>CAN</b> to <b>CAN</b>	OYSTA at <b>3000</b> <b>Initial climb 3000</b>
<b>DINARD 2W DIN 2W 128.650 ①②</b>	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>LT</b> 134° - intercept R172 <b>GUR</b> to OYSTA - <b>LT</b> intercept R331 <b>DIN</b> to <b>DIN</b>	OYSTA at <b>3000</b> <b>Initial climb 3000</b>
<b>GULDA 1W 128.650 ①②</b>	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>RT</b> 104° - intercept R082 <b>GUR</b> - at PIKEY <b>RT</b> 116° to GULDA	PIKEY at <b>3000</b> <b>Initial climb 3000</b>

① No turns below 840ft

② Report callsign, SID designator, current ALT and cleared ALT on first contact with "Jersey Control".

③ Allocated cruising level to be achieved by ORTAC.

④ Allocated cruising level to be achieved by SKERY.

## ORTAC 3W / ORVAL 1W / SKERY 3W

RWY 27 (268°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
<b>ORTAC 3W</b> <b>128.650</b> ①②③	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>RT 024°</b> - intercept R003 <b>GUR</b> - at EVKEX <b>RT 053°</b> to ORTAC	EVKEX at <b>4000</b> ORTAC at <b>4000</b> <b>Initial climb 4000</b>
<b>ORVAL 1W</b> <b>128.650</b> ①②	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>LT 134°</b> - intercept R172 <b>GUR</b> - at OYSTA <b>LT 087°</b> - at PERCH <b>RT 143°</b> to ORVAL	OYSTA at <b>3000</b> <b>Initial climb 3000</b>
<b>SKERY 3W</b> <b>128.650</b> ①②④	at MNM <b>1840</b> or D3 <b>GUR</b> , whichever is earlier, <b>RT</b> intercept R316 <b>GUR</b> to ORMER - <b>RT</b> intercept R155 <b>BHD</b> inbound to SKERY	ORMER at <b>4000</b> <b>Initial climb 4000</b>

① No turns below 840ft

② Report callsign, SID designator, current ALT and cleared ALT on first contact with "Jersey Control".

③ Allocated cruising level to be achieved by ORTAC.

④ Allocated cruising level to be achieved by SKERY.

**DEPARTUREs**

<b>RWY</b>	<b>Routing</b>
<b>OMNIDIRECTIONAL DEP</b>	<p><b>RWY 09</b> 088° - at <b>850</b> turn to track climbing to enroute safety altitude. Close-in obstacles exist.</p> <p><b>RWY 27</b> 268° - at <b>850</b> turn to track climbing to enroute safety altitude. Close-in obstacles exist.</p>

Effective 09-NOV-2017

02-NOV-2017

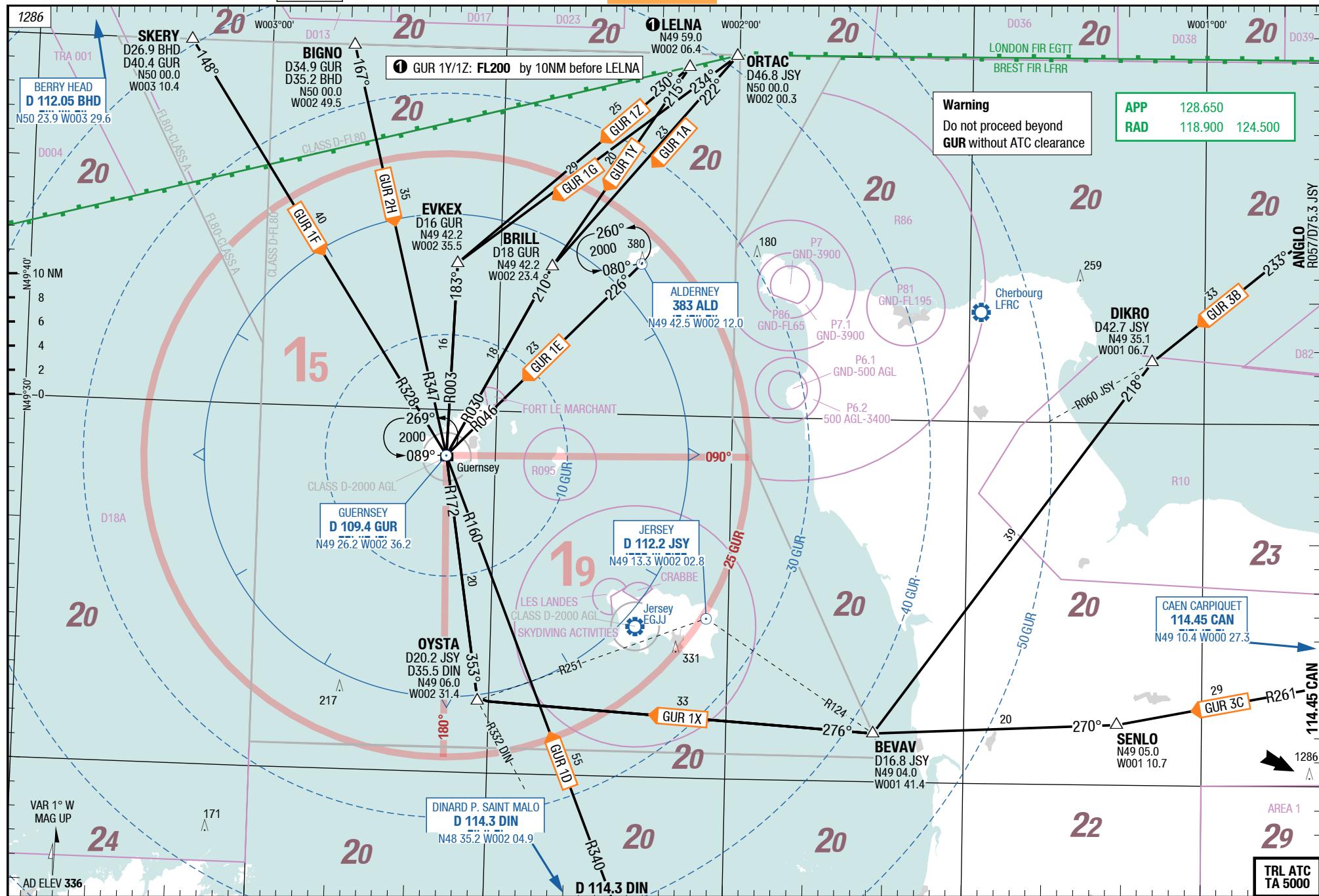
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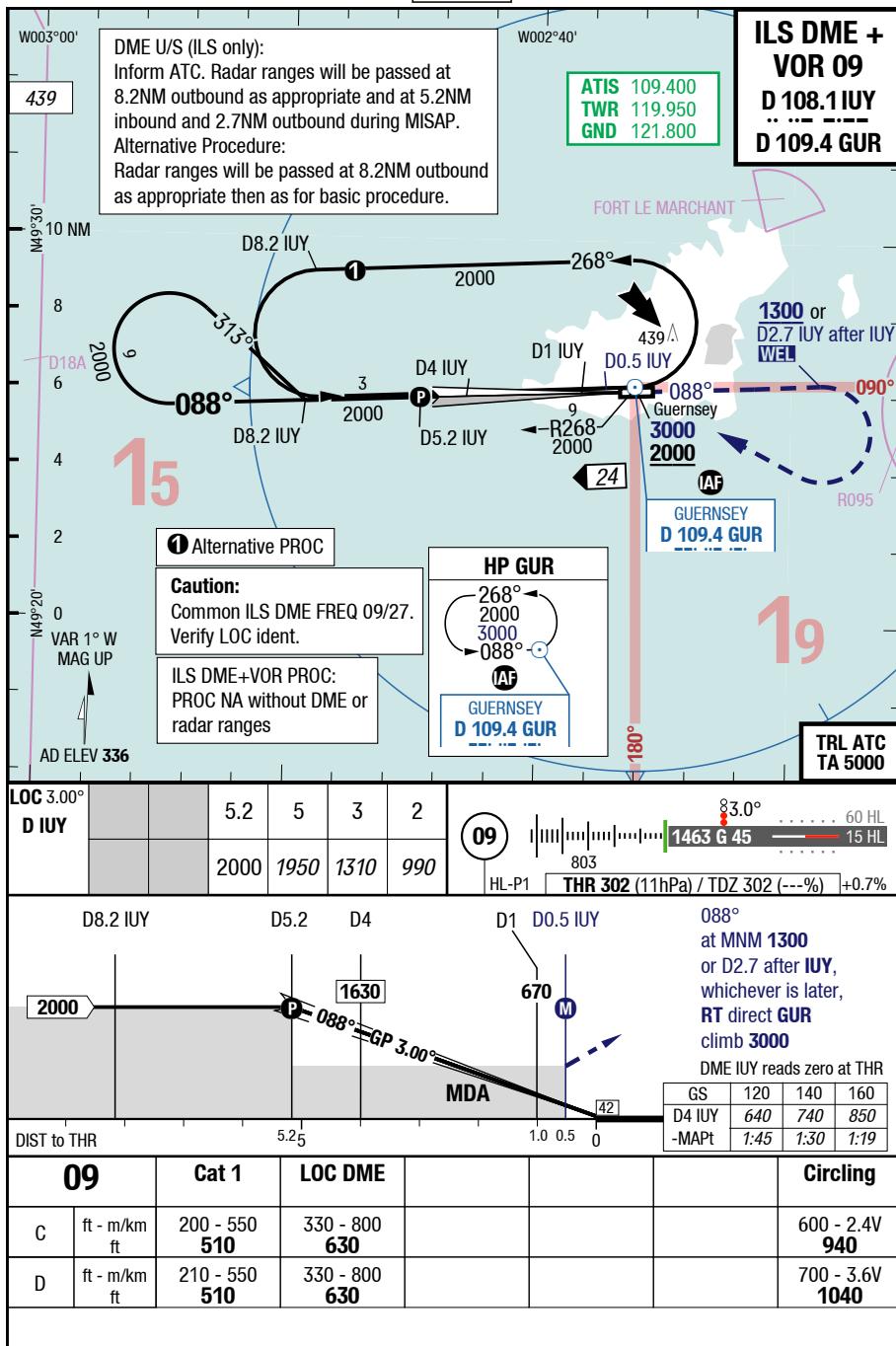
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# Guernsey United Kingdom

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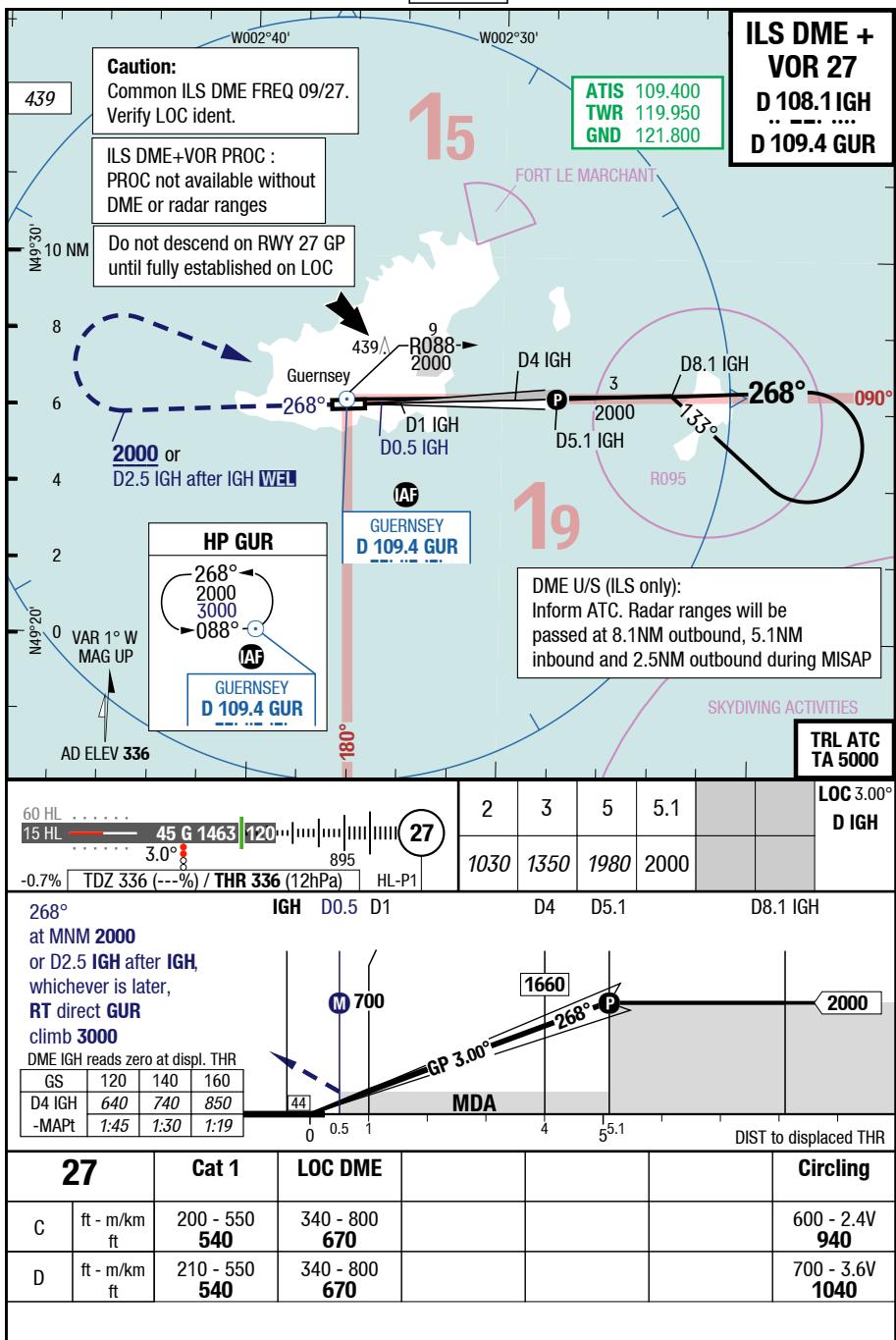


Changes: NAVAID, DIST



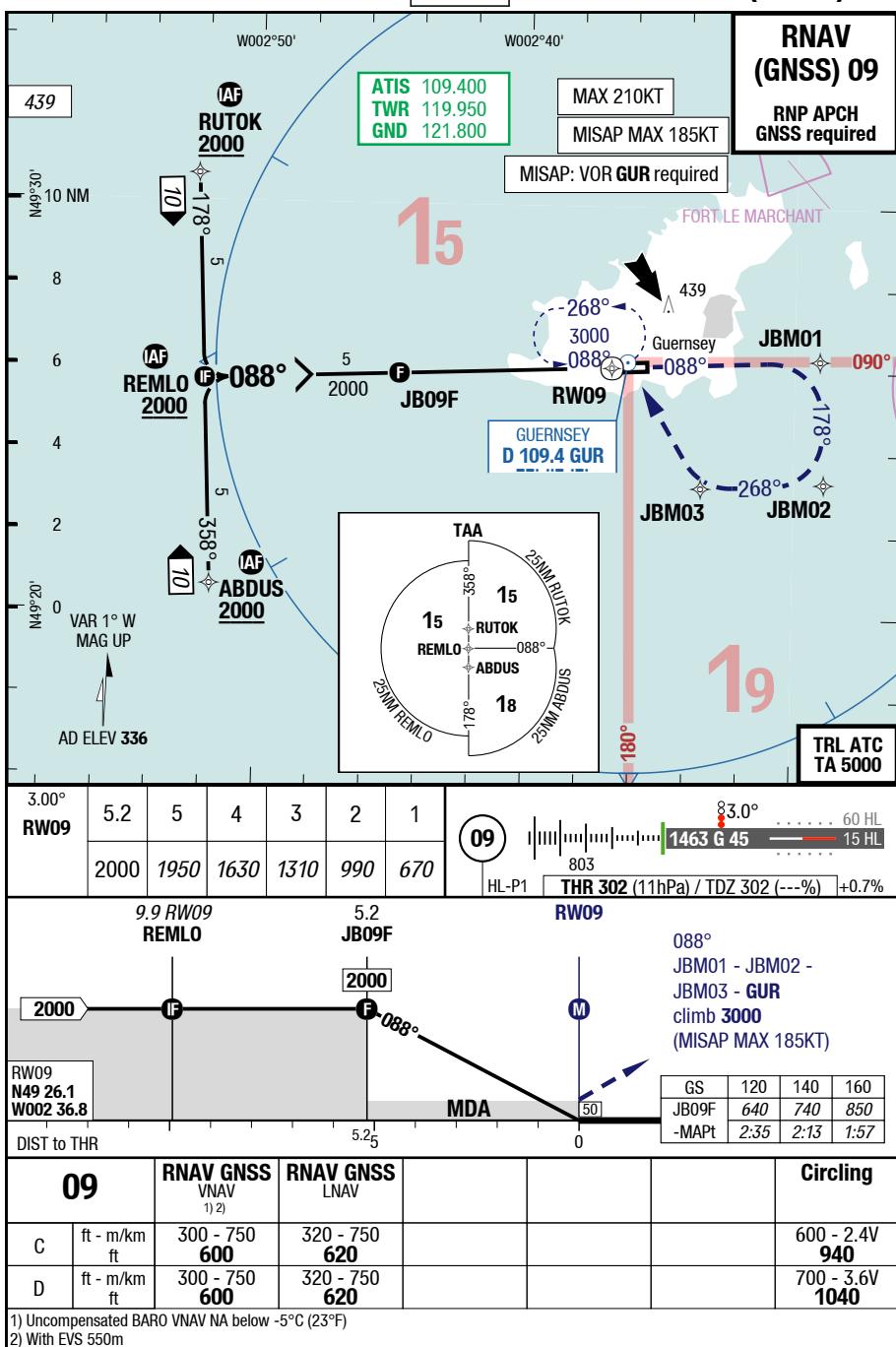
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ILS DME + VOR 27



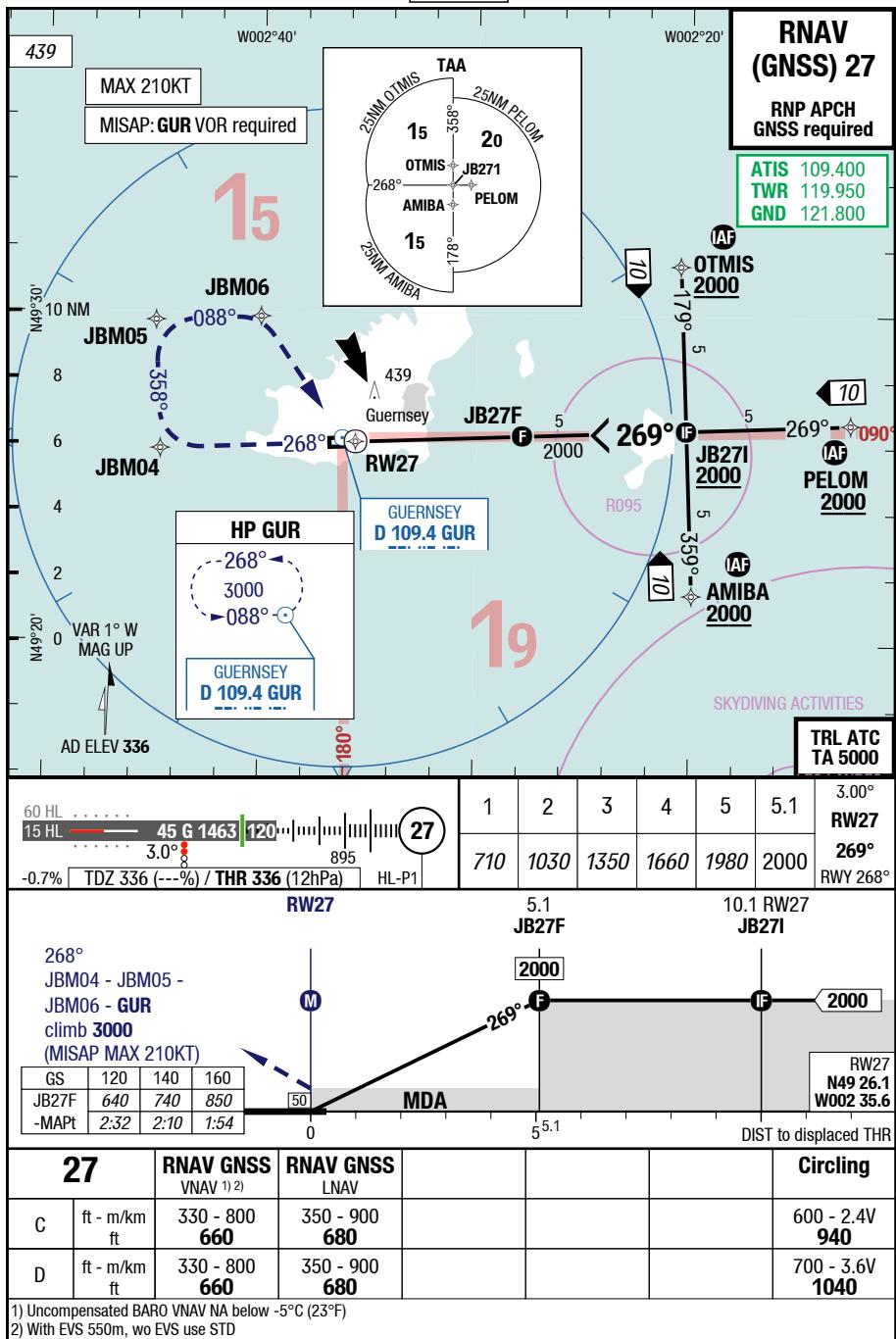
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RNAV (GNSS) 09



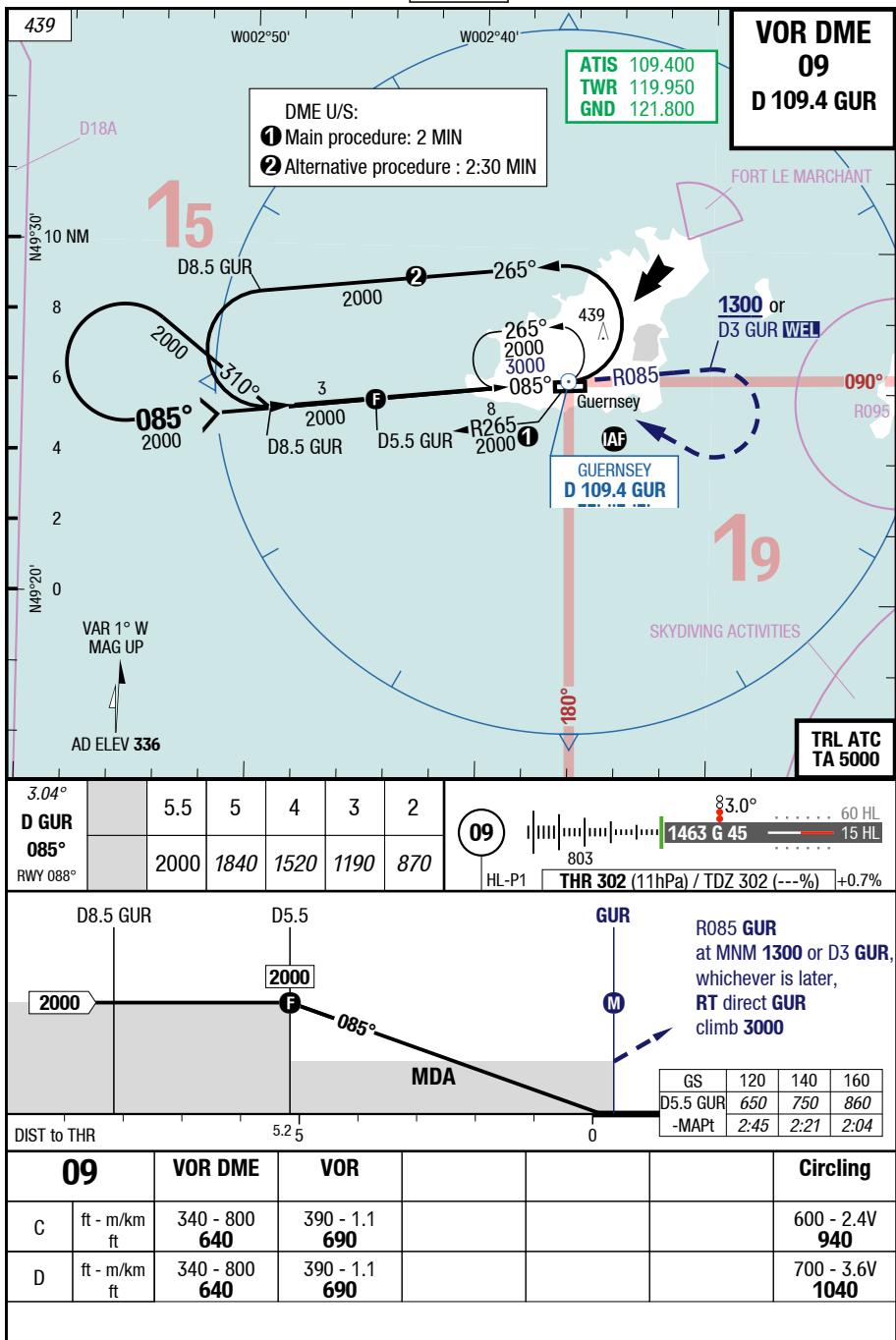
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RNAV (GNSS) 27



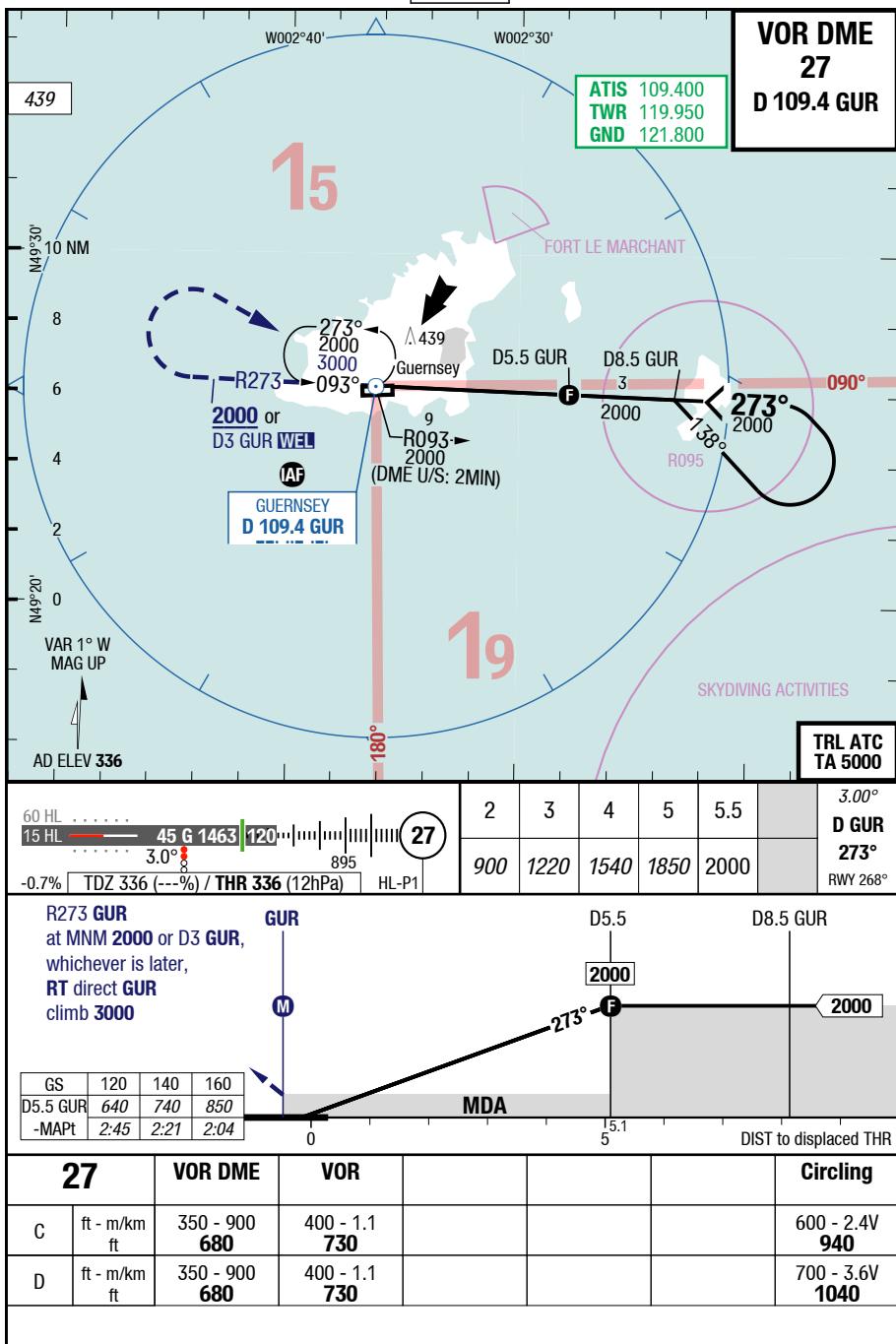
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VOR DME 09



7-60

VOR DME 27



21-JUL-2016

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## United Kingdom Guernsey

MRC  
MRC

## Guernsey United Kingdom

MRC  
MRC

8-10

