

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

AFC

AFC

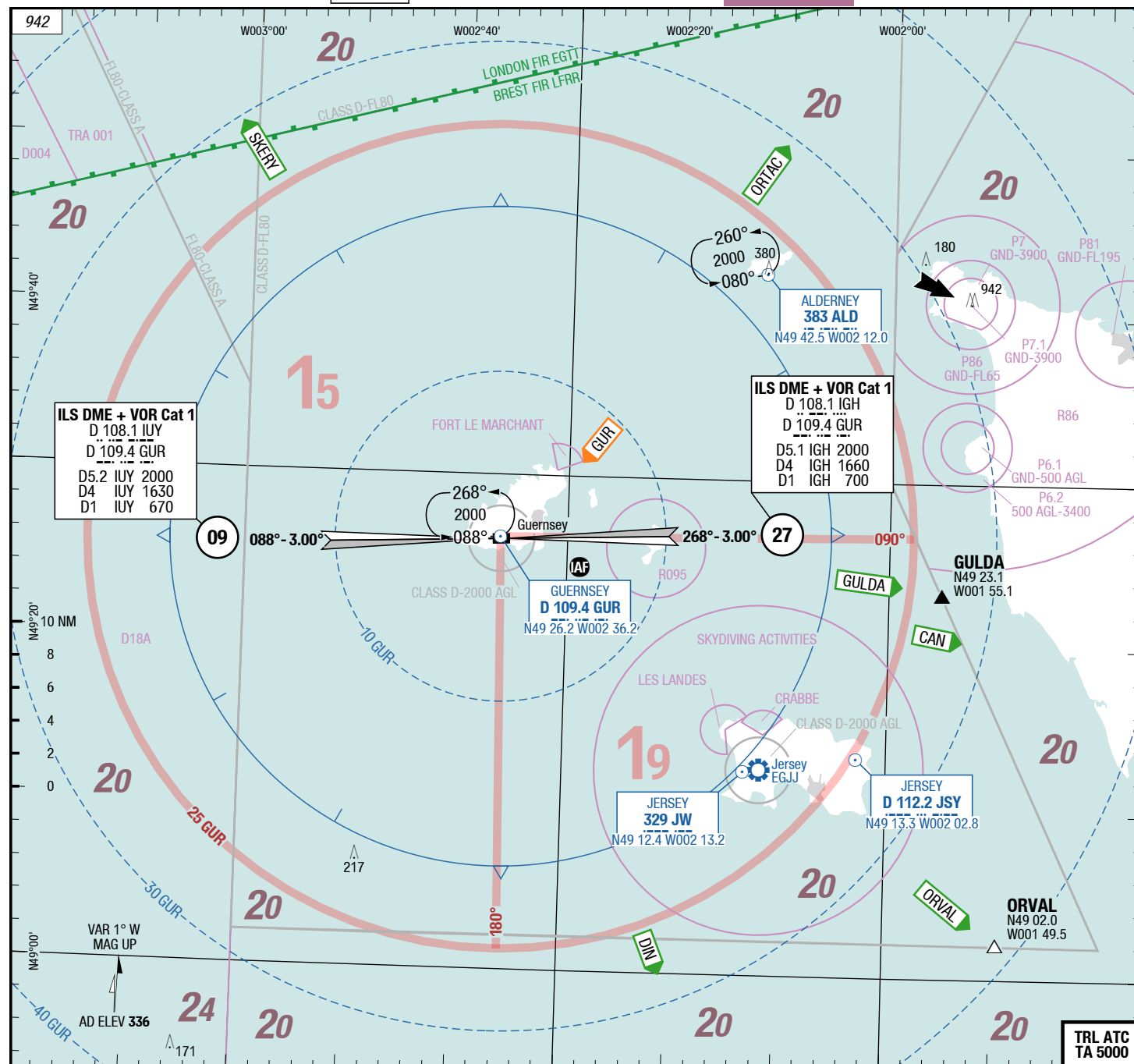
AFC

Guernsey United Kingdom

AGC

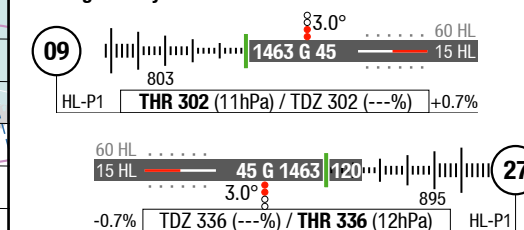
AFC

2-10



ATIS	109.400	0615-2100† GUR
RAD	118.900	0615-2100†
	124.500	0615-2100†
Jersey CTL	125.200	Winter: 0545-2100, Summer: 0445-2030
	120.450	Winter: 0545-2100, Summer: 0445-2030
APP	128.650	0615-2100†
TWR	119.950	0615-2100†
GND	121.800	Winter: by ATC Summer: Sat, Sun 0930-1700 and by ATC

Landing RWY system:



Changes: Nil

Effective 16-AUG-2018

09-AUG-2018

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United Kingdom Guernsey

AGC

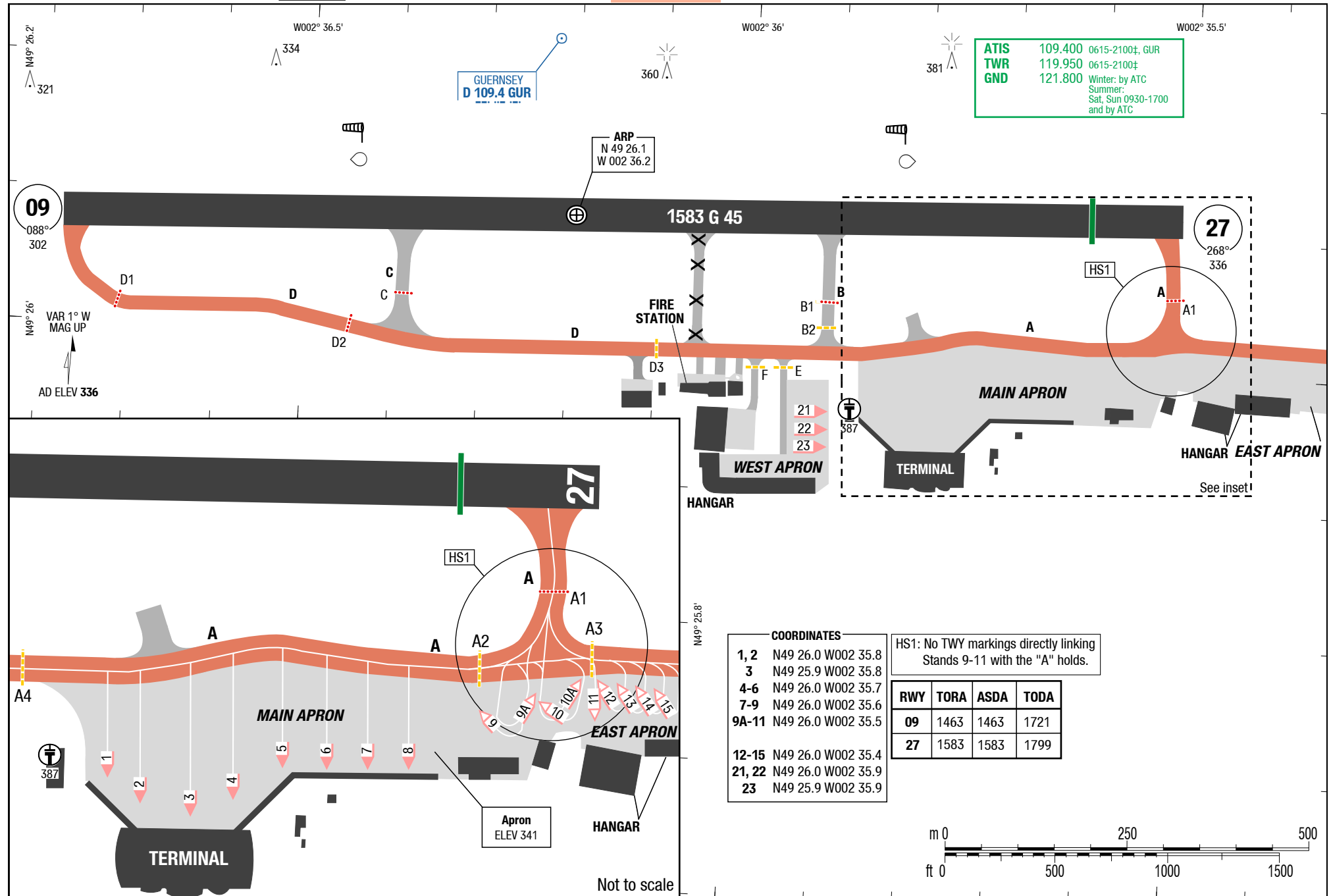
AGC

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Guernsey United Kingdom

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3-20



Changes: QFU, HLDG POS

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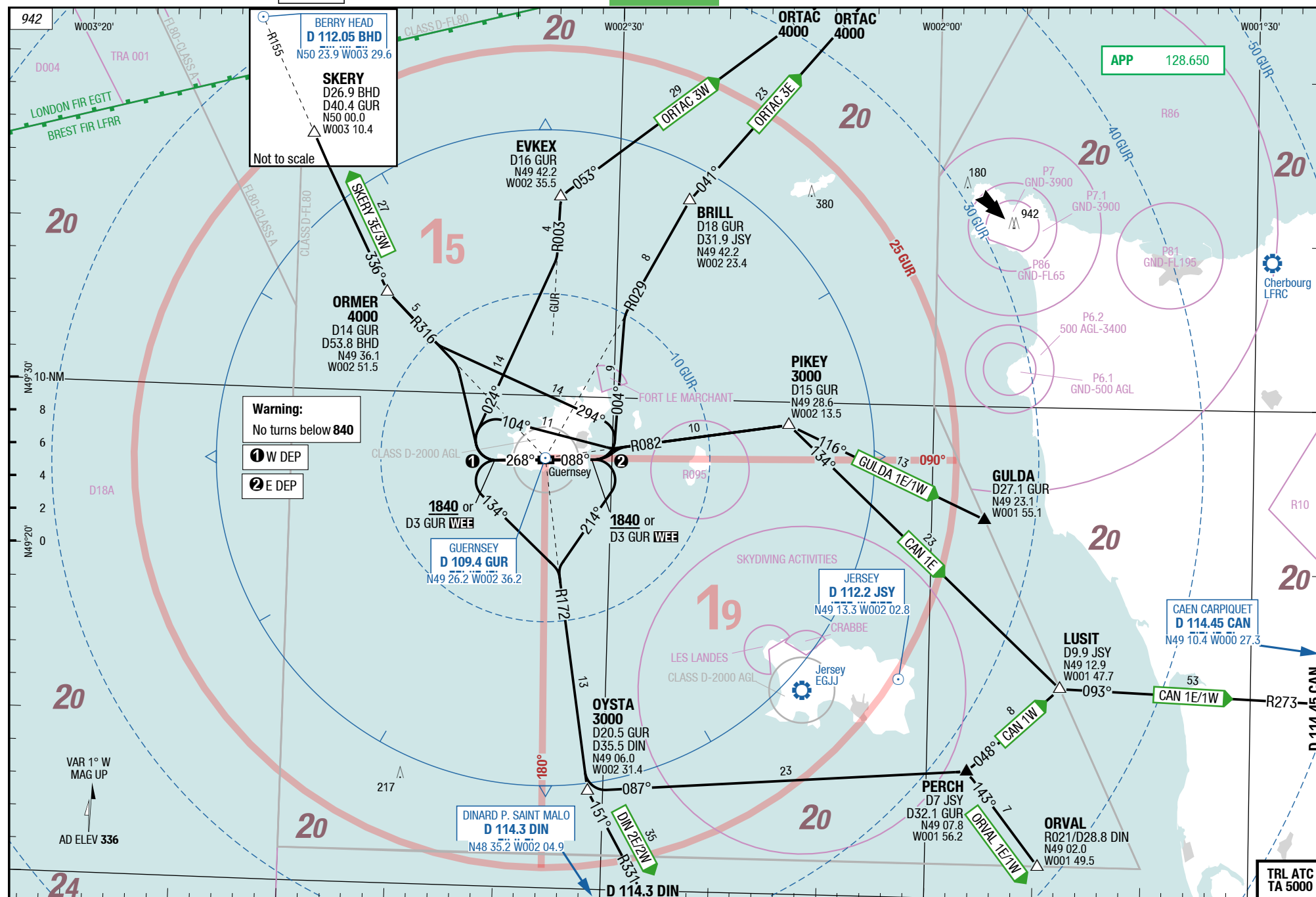
SIDs

SID

SID

SIDs

4-10



Changes: NAVAID, Track

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

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	
ORTAC 3W 128.650 ①②③	at MNM1840 or D3 GUR, whichever is earlier, RT 024° - intercept R003 GUR - at EVKEX RT 053° to ORTAC	EVKEX at 4000 ORTAC at 4000 initial climb 4000
ORVAL 1W 128.650 ①②	at MNM1840 or D3 GUR, whichever is earlier, LT 134° - intercept R172 GUR - at OYSTA LT 087° - at PERCH RT 143° to ORVAL	OYSTA at 3000 initial climb 3000
SKERY 3W 128.650 ①②④	at MNM1840 or D3 GUR, whichever is earlier, RT intercept R316 GUR to ORMER - RT intercept R155 BHD inbound to SKERY	ORMER at 4000 initial climb 4000

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

GCI-EGJB

NIL

STARS

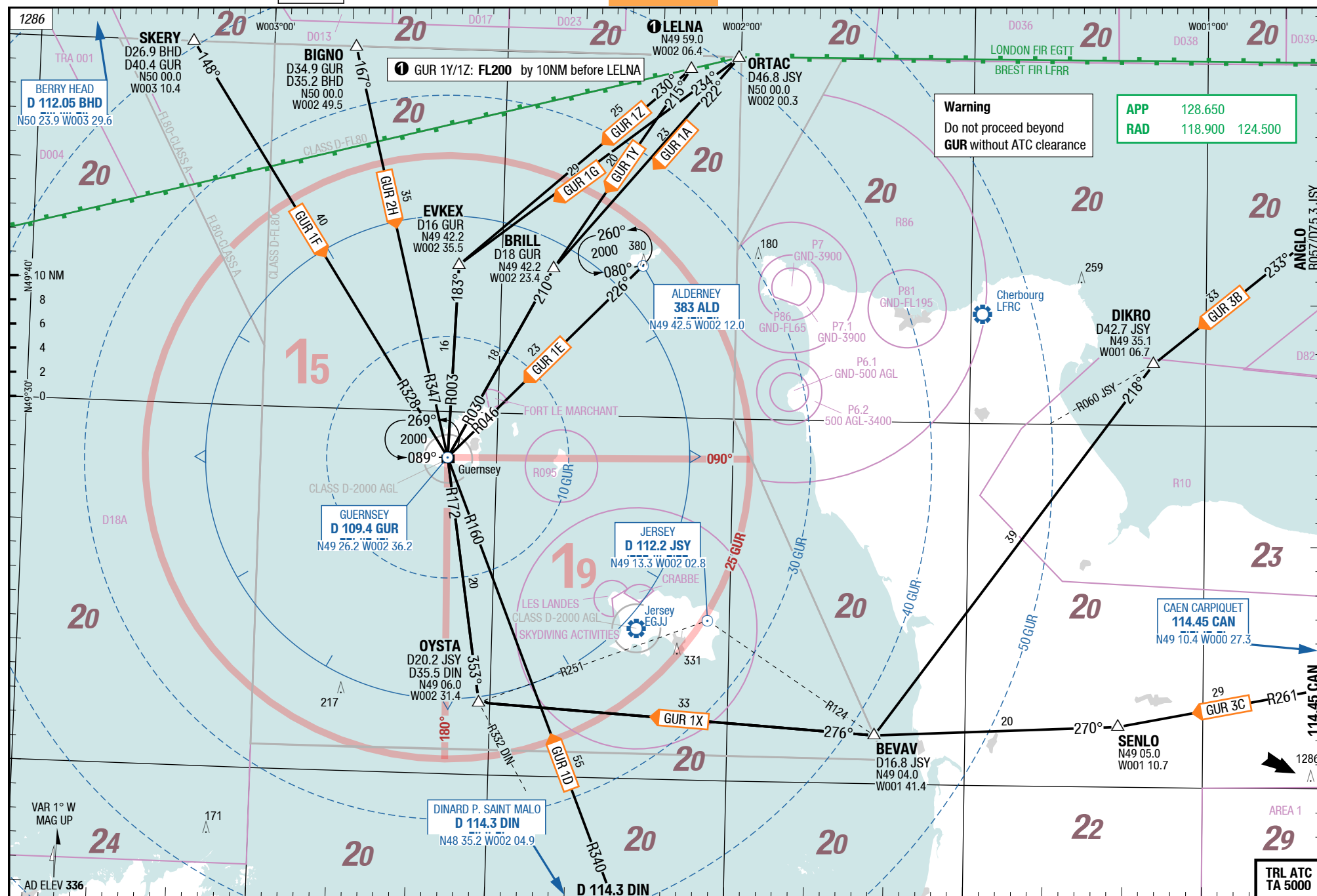
STAR

STAR

NIL

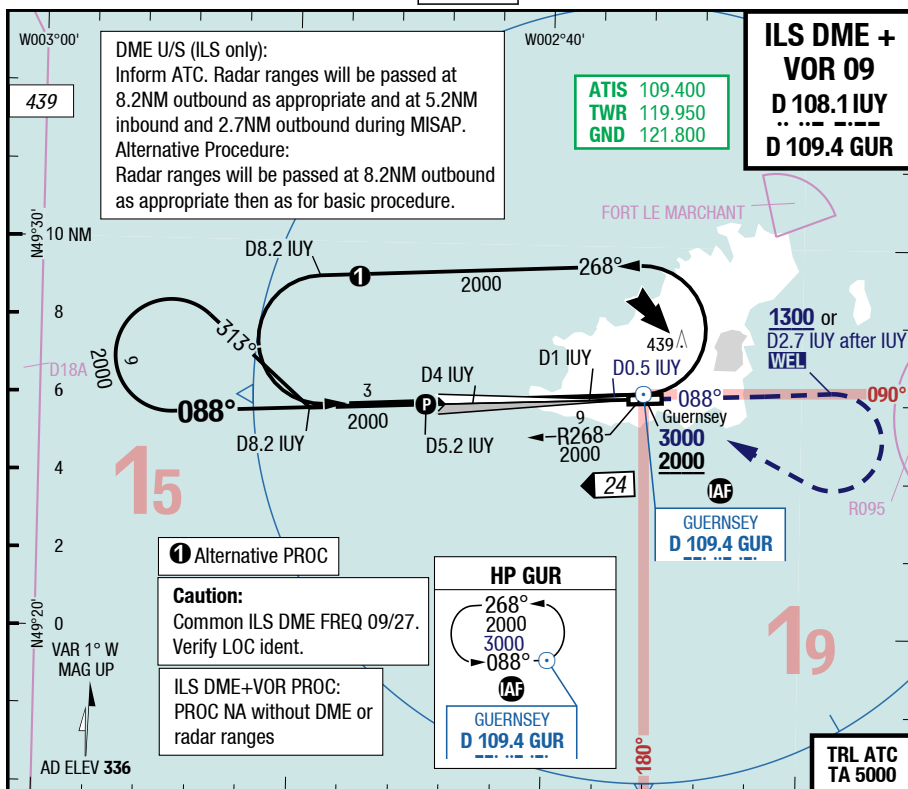
STARS

6-10

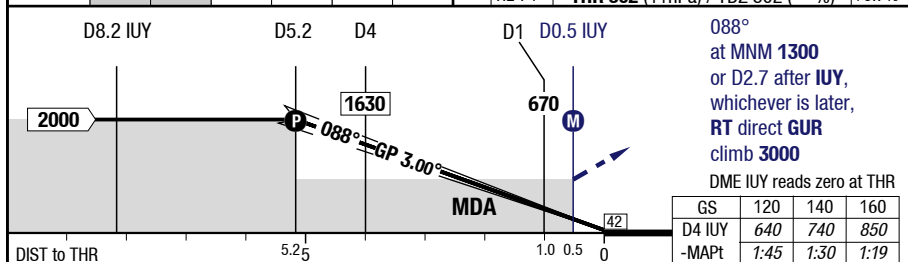


Changes: NAVAID, DIST

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LOC 3.00° D IUY			5.2	5	3	2	
			2000	1950	1310	990	

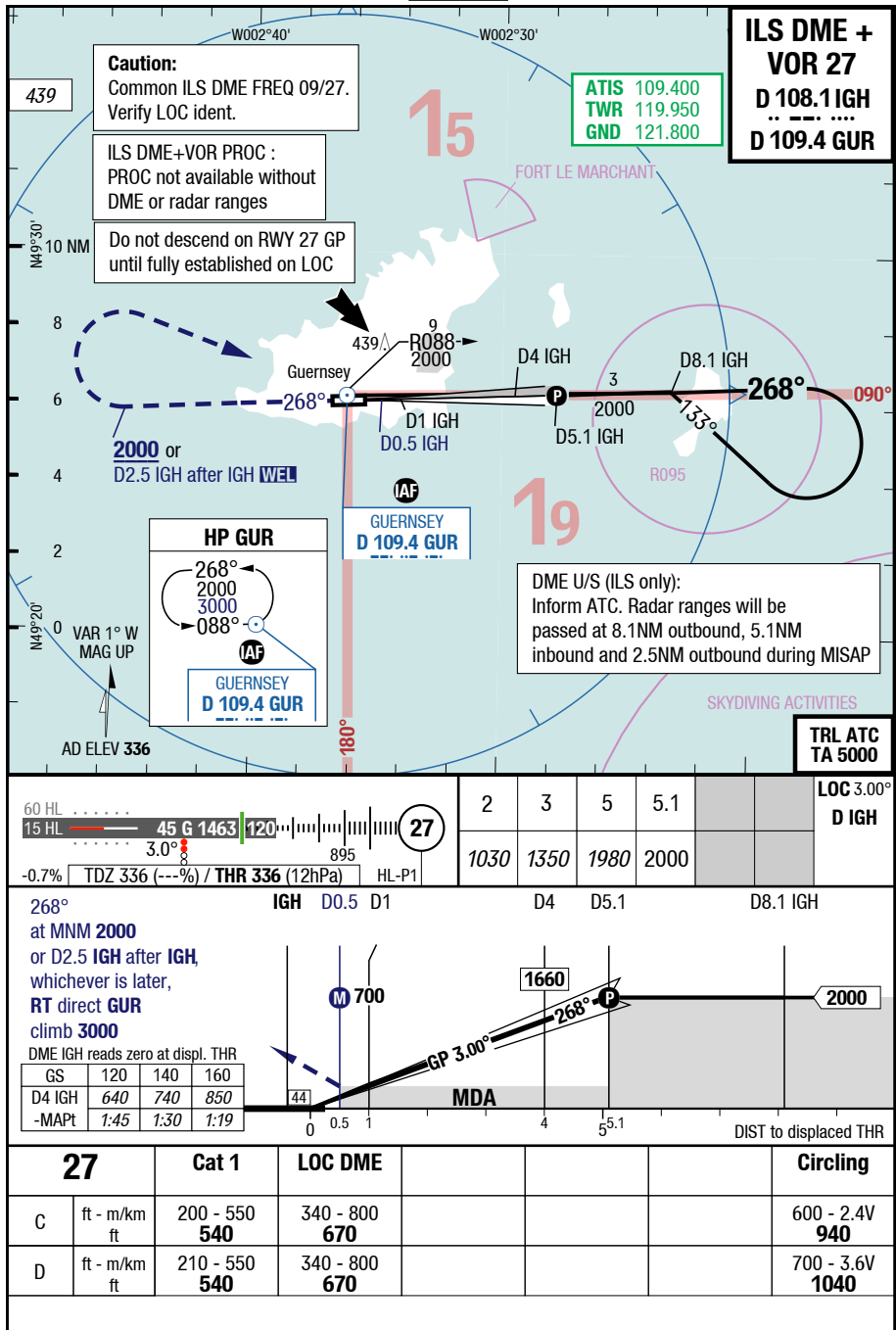


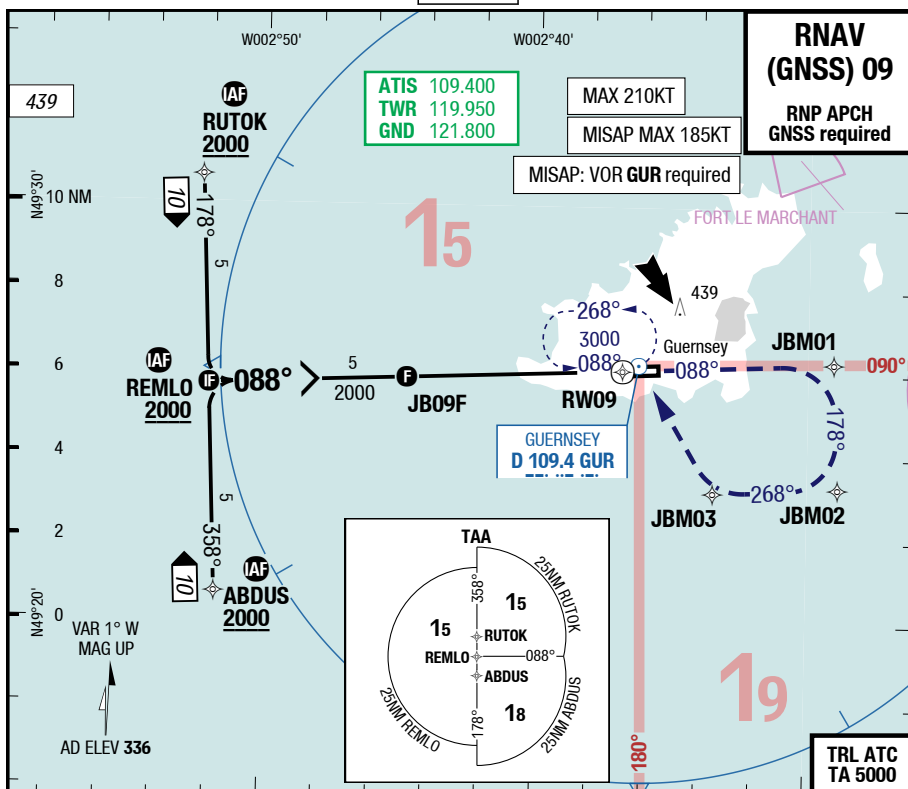
09		Cat 1	LOC DME				Circling
C	ft - m/km ft	200 - 550 510	330 - 800 630				600 - 2.4V 940
D	ft - m/km ft	210 - 550 510	330 - 800 630				700 - 3.6V 1040

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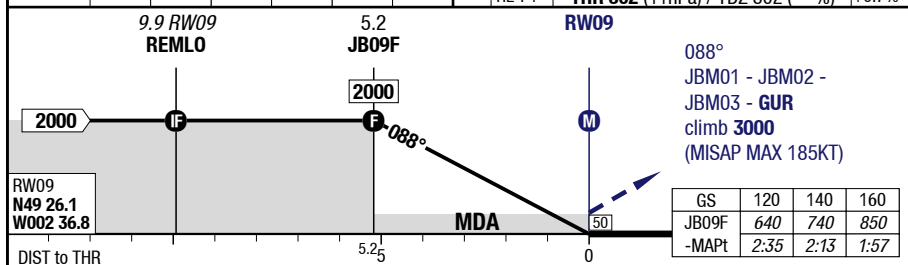
7-20

ILS DME + VOR 27





3.00° RW09	5.2	5	4	3	2	1	
	2000	1950	1630	1310	990	670	



09		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	300 - 750 600	320 - 750 620				600 - 2.4V 940
D	ft - m/km ft	300 - 750 600	320 - 750 620				700 - 3.6V 1040

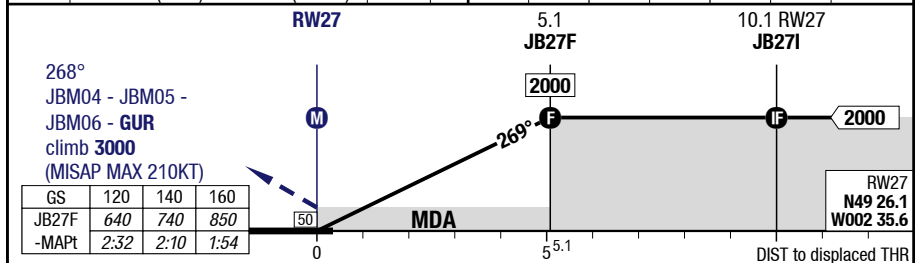
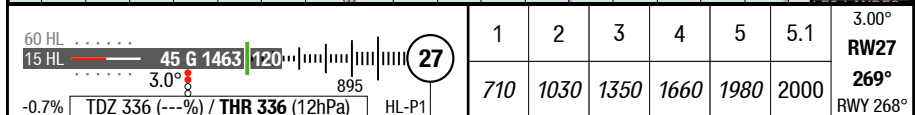
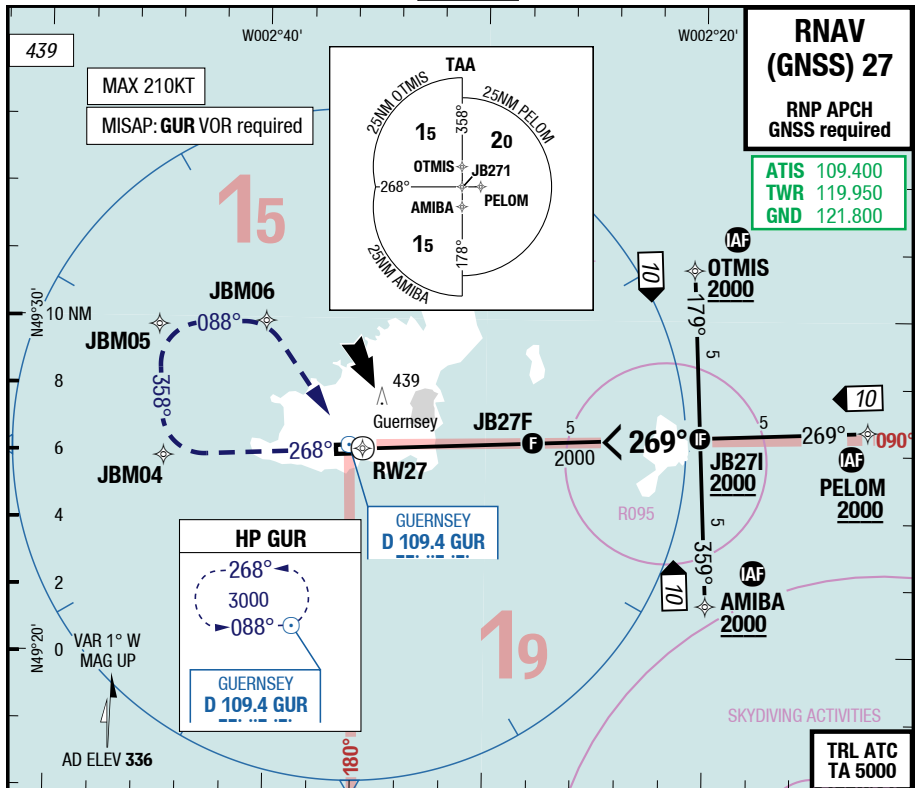
1) Uncompensated BARO VNAV NA below -5°C (23°F)
2) With FVS 550m

Changes: QFU

GCI-EGJB

7-40

RNAV (GNSS) 27

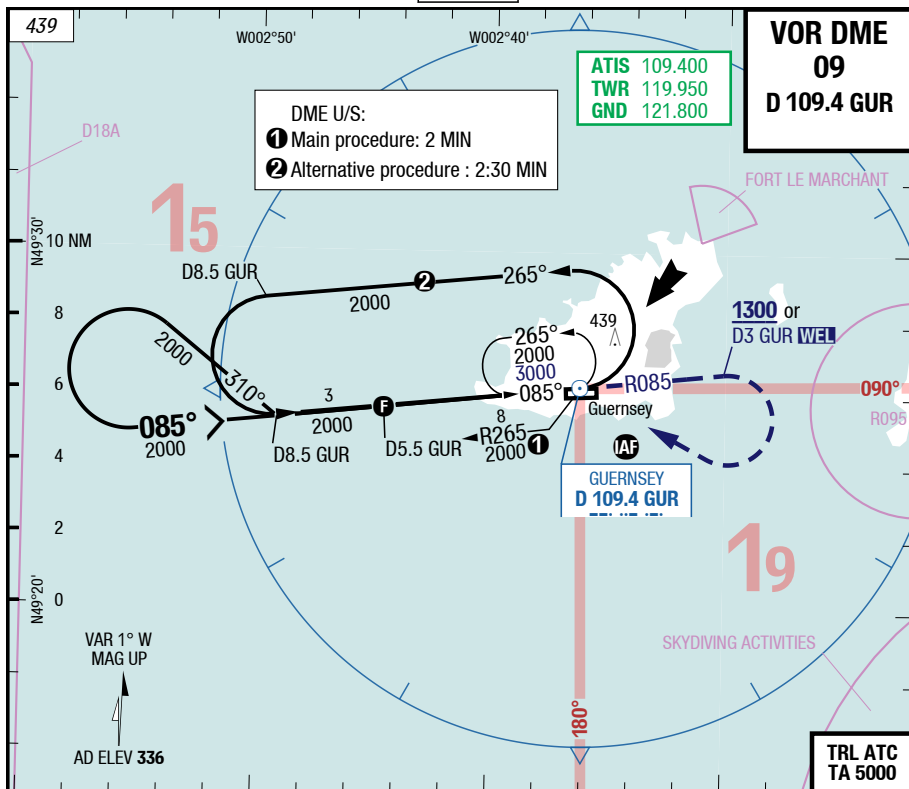


27		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	330 - 800 660	350 - 900 680				600 - 2.4V 940
D	ft - m/km ft	330 - 800 660	350 - 900 680				700 - 3.6V 1040

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

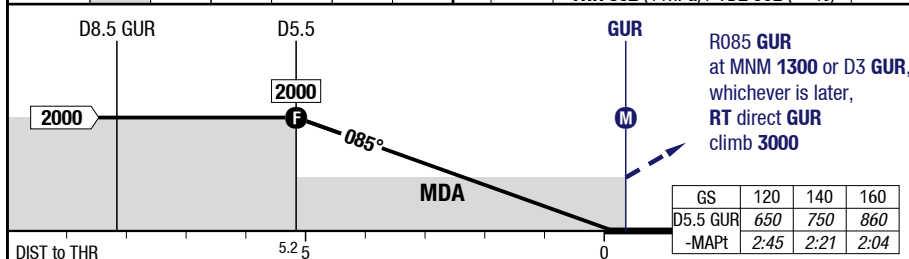
2) With EVS 550m, wo EVS use STD

Changes: QFU, TAA



3.04°		5.5	5	4	3	2		83.0°	60 HL	15 HL
D GUR										
085°										
RWY 088°		2000	1840	1520	1190	870				

HL-P1 THR 302 (11hPa) / TDZ 302 (---%) +0.7%



09	VOR DME	VOR				Circling
C	ft - m/km ft	340 - 800 640	390 - 1.1 690			600 - 2.4V 940
D	ft - m/km ft	340 - 800 640	390 - 1.1 690			700 - 3.6V 1040

Effective 16-AUG-2018

09-AUG-2018

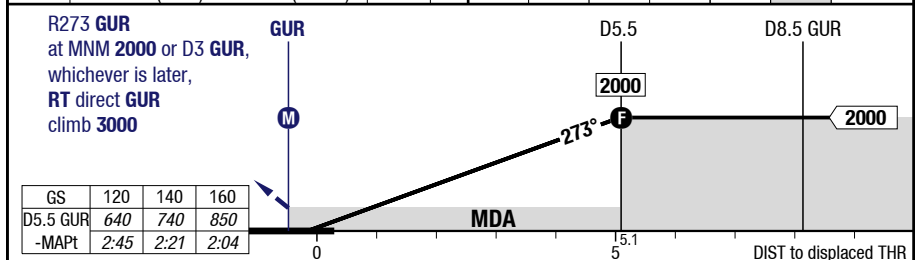
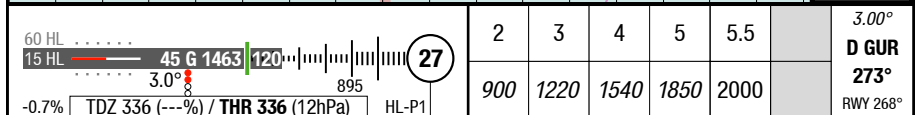
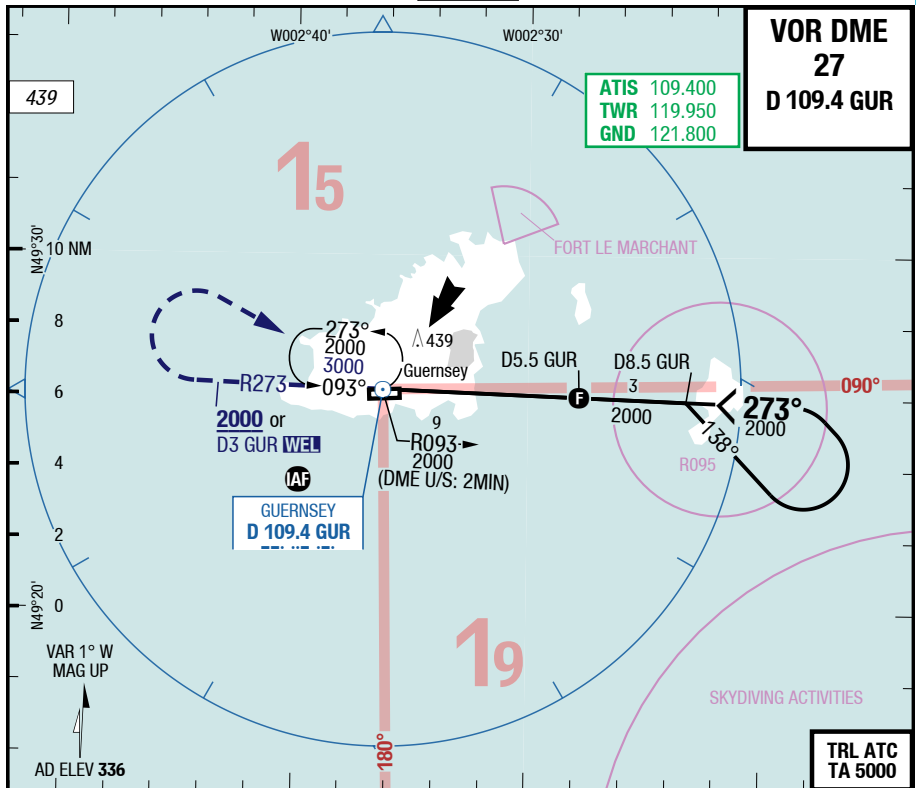
GCI-EGJB

United Kingdom Guernsey

IAC

7-60

VOR DME 27



27	VOR DME	VOR					Circling
C	ft - m/km ft	350 - 900 680	400 - 1.1 730				600 - 2.4V 940
D	ft - m/km ft	350 - 900 680	400 - 1.1 730				700 - 3.6V 1040

Changes: QFU

21-JUL-2016
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United Kingdom **Guernsey**

NIL

MRC

MRC

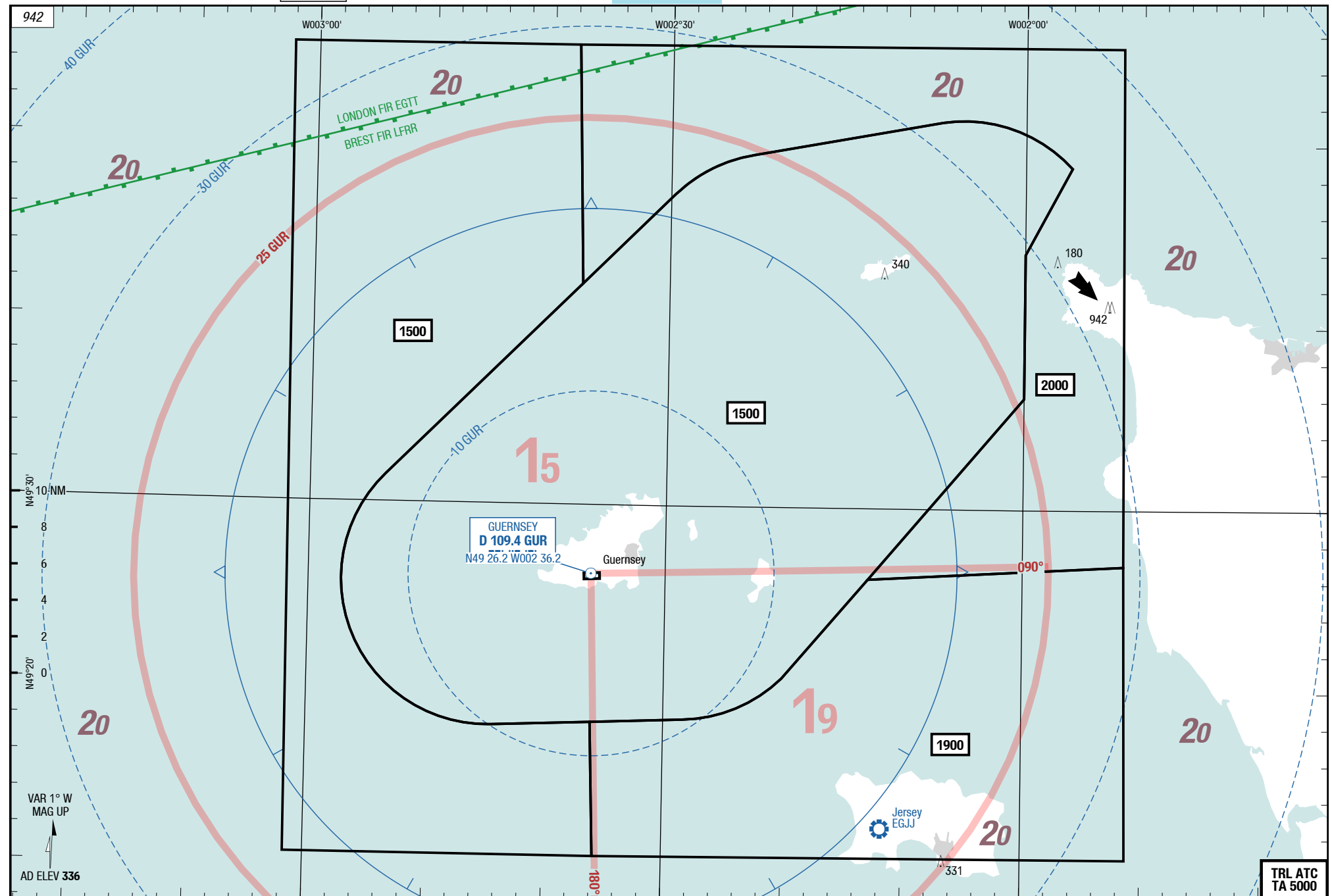
MRC

Guernsey United Kingdom

NIL

MRC

8-10



Changes: VAR