

# 22<sup>nd</sup> ALDERNEY ANNUAL 'ISLAND AIR RACES' - 2019

## PILOT BRIEF

### ARRIVALS:

- FILE A FLIGHT PLAN (from wherever you depart) entering Race/Registration Number in Item 18.
- Visit [www.cicz.co.uk](http://www.cicz.co.uk) which is useful for self-briefing on Channel Island airspace entry and exit procedures, as well as an illustrated view of both VFR and SVFR minima.
- UK GARs are required for flying to Alderney either from, or to, the UK, with 12 hours notice needed if you are not flying from the relatively few officially designated airfields. One way of filing these is online via: [www.GOV.UK/submit-gar](http://www.GOV.UK/submit-gar)
- The Guernsey Border Agency GAR is a separate form, but can be simply completed as either a hard copy on arrival, or by downloading the form and completing it in advance from:  
<https://www.gov.gg/CHttpHandler.ashx?id=90475&p=0>
- There are no special airspace arrangements; the Channel Island Zone is Class D up to FL80.
- Note that the base of airway Q41 has been raised to FL55

### ARRIVAL PROCEDURES

- Normal Channel Island entry procedures will apply.
- Contact Jersey Control **125.205** or Jersey Approach **120.305** (depending on your arrival route) 10 minutes before the Channel Island Zone boundary [Note that out of date versions of the VFR CHART 1:500,000 SOUTHERN ENGLAND chart show an incorrect initial contact frequency].
- Do **NOT** enter controlled airspace until you have been issued with a clearance by Jersey ATC.
- Caution Plymouth Ranges, Danger Areas D013, 017 & 023. Information is available from London **124.750**, or Plymouth Mil **124.150/121.250**.
- Be aware that new VRP's have been introduced and that you may be directed initially to either 'Alderney Lighthouse', or to the 'Casquets Lighthouse (See UK AIP AD2-EGJJ-3-1 – 20/Jul/2017).

### DANGER AREAS – ARRIVALS FROM FRENCH COAST (Cap De La Hague & HEAUVILLE)

- Inbound routes from France pass close to the Cap de la Hague and Cap Flamanville Prohibited Areas. Pilots must ensure that they do not stray into these areas as the French have heavy penalties for such transgressors.

### WEATHER MINIMA

- In Channel Island Class D airspace, pilots must self-assess their SERA VFR minima and request an appropriate ATC clearance.  
**Please be aware that the derogations from SERA that have been published in the UK do not apply in Channel Islands Airspace.**
- To enter, depart, or transit the Alderney ATZ, the SERA requirements for VFR are; visibility 5KM, cloud ceiling 1500ft (broken), **based on the ALDERNEY AIRPORT METAR**. If the weather drops below this, SVFR clearances may be available into the ATZ down to a visibility 1500m, cloud ceiling 600ft.
- Please note that at these minima Special VFR flying is not easy and acquiring a good horizon may be difficult. ATC may require you to fly a heading or at a level to ensure standard separation from IFR or Special VFR traffic can be achieved.

- If ATC's instructions could jeopardise your ability to fly within the constraints of your licence, you must inform ATC immediately. Pilots are reminded that it is their responsibility to fly within the limitations of their licence.
- If the weather drops below SVFR minima, then aircraft will be required to accept an IFR clearance or divert.

## **CONTACT TELEPHONE**

- If you have any queries or wish to contact Alderney Flying Club in the lead up to the event or on the day, telephone (mob) **07839 296036**. Please do not telephone ATC direct, as they may be too busy to deal with outside calls.

## **AIR TRAFFIC SERVICES**

- Outside CAS North of 50°N, in the UK FIR, Jersey may provide aircraft with a Basic Service..
- Outside CAS in the French FIR to the East, Jersey may provide aircraft with a FIS and an Alerting Service.
- Inside CAS, a Radar Control Service will be provided. Pilots must be ready to accept radar headings and level restrictions to enable ATC to vector them into the arrival sequence and separate them from departing traffic.

## **NON – TRANSPONDER AIRCRAFT**

- If your aircraft is not fitted with a transponder, you must contact Jersey ATC (atc@jerseyairport.com) in advance. For short notice exemptions, applications must be made to the Jersey Watch Supervisor (01534 446086). Exemptions will only be granted in exceptional circumstances.
- ATC may require some aircraft types to route via Cap De La Hague (shortest routing in Controlled Airspace).

## **FORMATION FLYING**

- Requests to arrive or depart in formation must be coordinated in advance with Jersey ATC and Guernsey ATC. Formation flying in Special VFR is not permitted in Channel Islands airspace.

## **NOISE ABATEMENT**

- Pilots should avoid overflying the town of St Anne.

## **RUNWAYS**

- All arrivals/departures will use RW26/08 tarmac (877m) or the grass runway favoured by the wind.

## **LANDING & PARKING**

- When instructed, pilots will contact Alderney Tower on **125.355**.
- Pilots should note that due to the position of vacating taxiways, some aircraft may have to backtrack. When positioning to final, please allow enough space for this eventuality or be prepared to go-around.
- After landing, pilots will follow ATC, or if available, our marshal's instructions to parking. Marshalling will be in accordance with CAP637.
- Tie-downs are limited. Pilots are advised to bring their own in case of strong winds.

## **HARD STANDING PARKING**

- Hard standing is limited for the whole of the weekend. If your aircraft cannot accept grass parking, please contact the Alderney Flying Club.

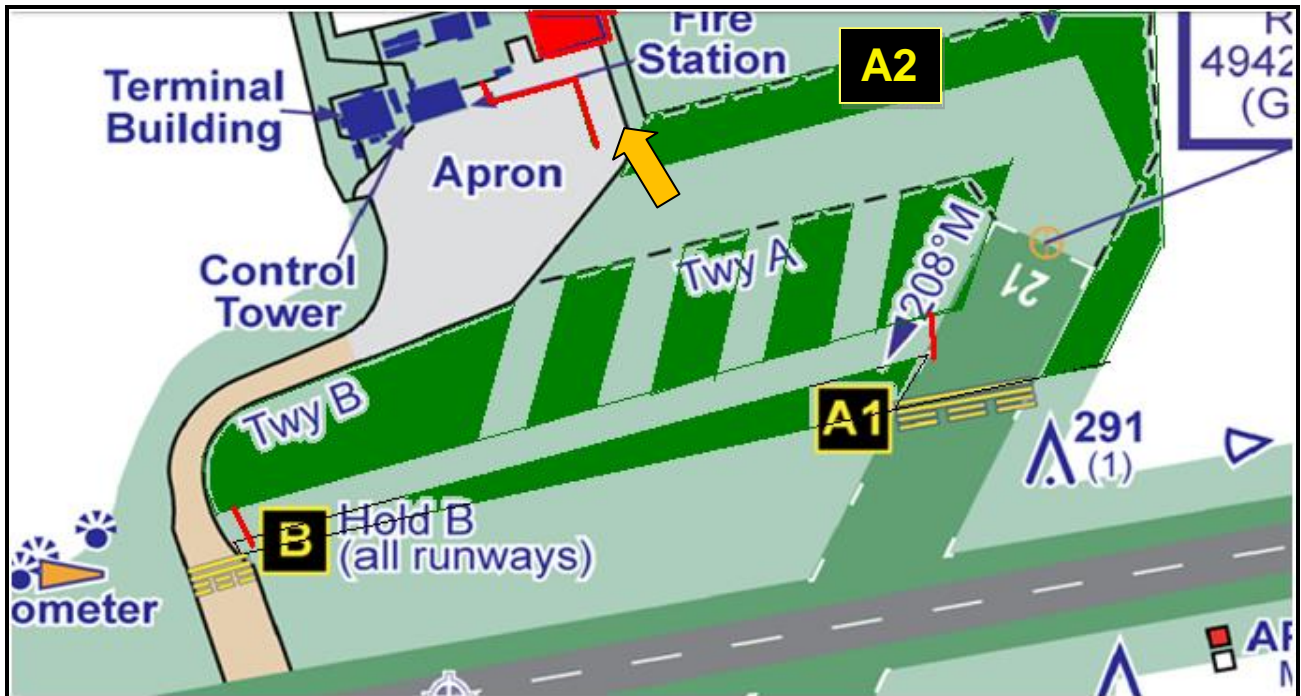
## AFTER PARKING

- Pilots may be met by Alderney Flying Club personnel and directed to the Hangar for arrival formalities, or be met landside after the completion of arrival formalities.

## HIGH VISIBILITY TABARDS

- Pilots must wear high visibility tabards when going to and from their aircraft and must escort their passengers.

## ALDERNEY AIRFIELD LAYOUT SEPT 20<sup>th</sup> – 22<sup>nd</sup> 2019 ONLY



GRASS PARKING AREAS



FLY-IN RECEPTION – ALL PILOTS & PAX ROUTE THROUGH HERE TO/FROM AIRCRAFT



PERMANENT RUNWAY HOLDING POINTS



BARRIER TO SEPARATE PILOTS FROM COMMERCIAL OPERATIONS



ENTRY POINT FROM GRASS PARKING TO FLY-IN RECEPTION

**PLEASE NOTE:** that an additional holding point 'A2', has been introduced to prevent accidental incursion when Runway 21 is active. Although there is no holding point line, a marker board has been placed adjacent to the Eastern taxiway to indicate the holding position (See UK AIP AD2-EGJA-2-1 – 08/OCT/2018)

## **FUELLING**

- Fuel will be available throughout the weekend. However, visiting aircraft are encouraged to uplift fuel on arrival.

## **FLYING OUTSIDE OF RACE TIMES:**

### **ROUND ISLAND CIRCUITS**

- Requests to fly 'Round the Island' may be approved, subject to both traffic and ATC workload. The route that will be normally offered is via Casquettes lighthouse and Burhou (the Air Race course), operating below 2000ft VFR. It should however be noted that 'Round the Island flights are not regarded as 'Race Associated' associated flights, therefore normal landing charges will apply.

### **FLIGHTS TO JERSEY/Guernsey**

- If pilots plan to fly to Guernsey they should contact ASG on 01481 265750 or Aiglle on 01481 239544 to organise parking and handling.
- Flights to Guernsey only require a mini flight plan, available from the Flight Clearance office.
- Flights to Jersey will require a full flight plan to be filed.

## **DEPARTURES:**

### **DEPARTURE SLOTS**

- Normal Flight planning procedures will apply.
- If you have not filed your flight plan electronically, flight planning documentation is available in the Flight Clearance Office, located at the west end of the Fire Station.
- Please ensure that your flight plan is confirmed as being accepted into the system before go to your aircraft for Start Up and Departure.

### **START UP**

- All pilots must call Alderney Tower for start-up on **125.355**.

### **CLEARANCES**

- Pilots can expect to receive their ATC clearance before they taxi. This is to avoid potential runway incursions by pilots mistaking an ATC clearance as a clearance to line up.

### **READY FOR DEPARTURE**

- Pilots will be taxied to the runway holding points for their checks. Pilots must **NOT** cross the holding point until instructed to do so by ATC.

***Have a safe and pleasant journey home. We hope that you have enjoyed your visit to Alderney and that you will come back to see us again.***

### **ANY QUESTIONS?**

- If you have any questions, please e-mail Ralph Burrige – [burrige@cwgsy.net](mailto:burrige@cwgsy.net)