

ALDERNEY AIR RACE PILOT BRIEF 2016

ARRIVALS:

- FILE A FLIGHT PLAN (from wherever you depart) entering Race/Registration Number in Item 18.
- Visit www.cicz.co.uk which is useful for self-briefing on Channel Island airspace entry and exit procedures.
- 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.aopa.co.uk
- 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:

www.gov.gg/CHttpHandler.ash?id=90475&p=0

- There are no special airspace arrangements; the Channel Island Zone is Class D up to FL80.

ARRIVAL PROCEDURES

- Normal Channel Island entry procedures will apply.
- Contact Jersey Control **125.20** or Jersey Approach **120.30** (depending on your arrival route) 10 minutes before the Channel Island Zone boundary [Note that out of date versions of the VFR CHART 1:500,000 SOUTHERN ENGLAND chart show an incorrect initial contact frequency].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 **121.150/121.250**.

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 transgressors.

WEATHER MINIMA

- In the Class D airspace VFR minima will be; visibility 5KM, cloud ceiling 600ft (broken), **based on the ALDERNEY AIRPORT METAR**.
- If the weather drops below this, SVFR clearances will be issued down to a visibility 3000m, cloud ceiling 600ft.
- Please note that at these minima VFR flying is not easy and acquiring a good horizon may be difficult.
- If the weather drops below SVFR minima, then aircraft will be required to accept an IFR clearance or divert.
- Pilots are reminded that it is their responsibility to fly within the limitations of their licence.

CONTACT TELEPHONE

- If you have any queries or wish to contact Alderney Flying Cub in the lead up to the event or on the day, telephone (mob) **07781 428678**. Do not phone ATC, as they will be busy.

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) at least one month 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.
- Please note that we may have to close one of the grass runways for aircraft parking. Please check on the day.

AIRSPACE RESTRICTIONS

- The Director of Civil Aviation, has established a Restricted Area (Temporary), under Section 35 1 (b) of the Air Navigation (Bailiwick of Guernsey) Law, prohibiting aircraft other than those engaged in air racing, race practice, and race GPS calibration from flying below 2500 ft AMSL within an 8 nm radius of the centre of the race area (N4942.22 W00212.53) between the following times:

Saturday 24 th September:	1025 – 1215 UTC,	1325 – 1515 UTC.
Sunday 25 th September:	1025 – 1215 UTC,	1325 – 1515 UTC.

LANDING & PARKING

- When instructed, pilots will contact Alderney Tower on **125.350**.
- 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 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 Air Race weekend. If your aircraft cannot accept grass parking, please contact the Alderney Flying Club.

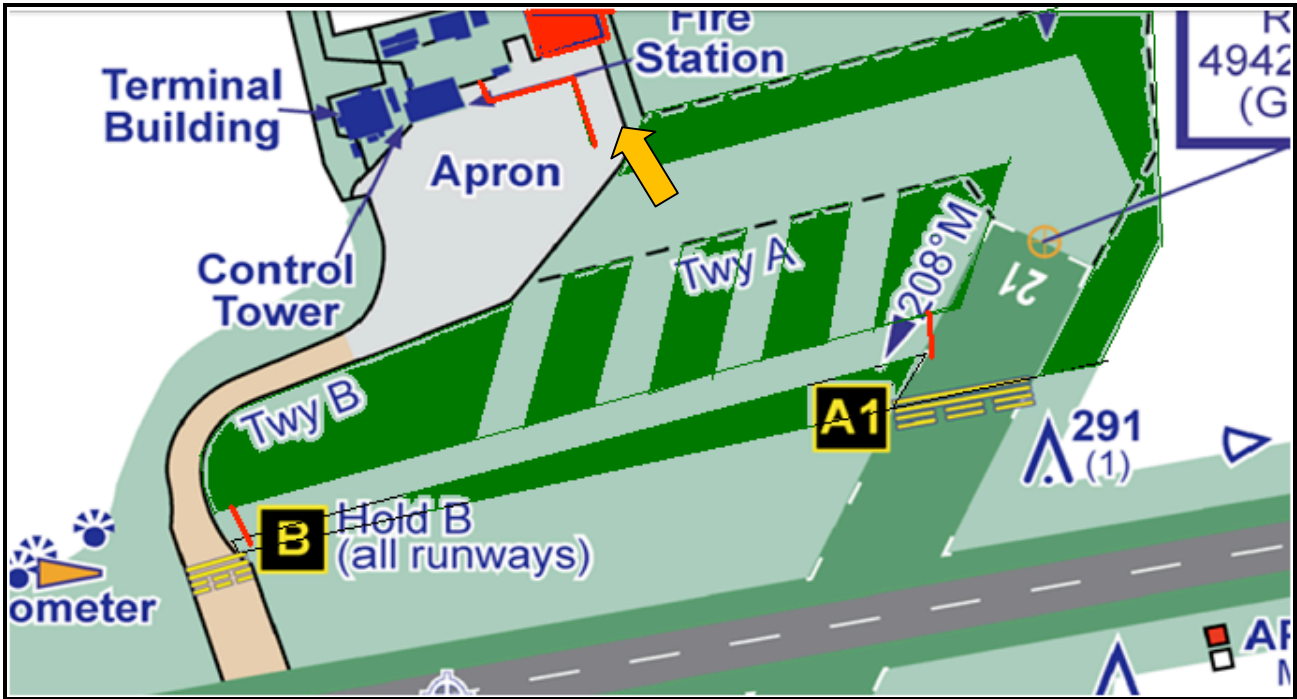
AFTER PARKING

- Pilots will be met by Alderney Flying Club personnel and directed to the Hangar for 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 22nd – 24th 2016 ONLY



GRASS PARKING AREAS (UNDER DIRECTION OF MARSHALLERS)



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

FUELLING

- Fuel will be available throughout the weekend. However, to give priority to Race Aircraft on race days, Race Support and 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 an Air Race associated flight, therefore normal landing charges will apply.

FLIGHTS TO JERSEY/GUERNSEY

- If pilots plan to fly to Guernsey they should contact ASG on 01481 263965 or Aiglle on 01481 239544 to organise parking and handling.
- Flights to Guernsey only require a mini flight plan, available from the Fly-in reception.
- Flights to Jersey will require a full flight plan to be filed.

DEPARTURES:

DEPARTURE SLOTS

- In order to flow departures and reduce start-up delays, pilots will be requested to book a departure slot on their arrival. It is recognised that this may change due to a change in the weather forecast. A board to book slots is positioned in the reception hangar.

START UP – 'GROUND' NOT IN OPERATION

- All pilots must call Alderney Tower for start-up on **125.350**.

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.

START UP – 'GROUND' IN OPERATION

- If traffic dictates, Alderney Ground will be opened up for departures on **130.500**. The organisers will brief pilots if this becomes a requirement. If in operation, pilots must call Alderney Ground to receive start up permission and their ATC clearance. They will then be transferred to Alderney Tower (**125.350**) for taxi clearance.