

PILOT BRIEF for ALDERNEY FLY-IN 22-24th June 2018

ARRIVALS

- FILE A FLIGHT PLAN (wherever you depart from) using your Registration, as normal and enter Fly-in Number in Item 18.
- www.cicz.co.uk is useful for briefing on normal local procedures
- UK GARs are required for flying to Alderney either to or from the UK with 12 hours notice if not flying from the relatively few officially designated airfields. One way of filing these is online via: www.aopa.co.uk
- The Alderney GAR is a separate form but is simply completed in paper on arrival or downloaded and completed in advance from <http://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
- Normal CI Zone ATC procedures will be operating
- Contact Jersey Control 125.20 or Jersey Approach 120.30 (depending on your arrival route) 10 minutes before the Channel Island Zone boundary
- Do **NOT** enter controlled airspace until you have been issued with a clearance by Jersey ATC
- Give callsign on first contact with Jersey ATC.

ARRIVALS FROM THE NORTH

- Contact JERSEY CONTROL on 125.20 10 minutes before the Channel Island Zone Boundary using call sign.
- Do **NOT** enter controlled airspace until you have been issued with a clearance by ATC.
- Caution Plymouth Ranges, Danger Areas D013, 017 & 023. Info from London 124.75 or Plymouth Mil 124.15/121.25.

ARRIVALS FROM FRENCH COAST (Cap De La Hague & HEAUVILLE)

- Contact JERSEY APPROACH on 120.30
- 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 1500ft (broken), **based on the ALDERNEY AIRPORT METAR.**
- If the weather drops below this, SVFR clearances will be issued down to a visibility 1500m, 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, (email: chairman@flyalderney.com; phone: **07781 428678**). Do not phone ATC, as they will be busy.

AIR TRAFFIC SERVICES

- Outside CAS North of 50N, Jersey and Guernsey can provide aircraft with a Basic Service.
- Outside CAS in the French FIR to the East, Jersey can provide aircraft with a FIS. Guernsey can provide an Alerting Service only.
- 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 deconflict them from departing traffic.

NON – TRANSPONDER AIRCRAFT

- If your aircraft is not fitted with a transponder, then please advise the event organisers by email (chairman@flyalderney.com) or Guernsey ATC (01481 234903) in advance.
- ATC may require some aircraft types to route via Cap De La Hague (shortest routing in Controlled Airspace). See AIP EGJJ AD2.22 1(b)

FORMATION FLYING

- Formations will only be accepted in VFR conditions. However, can pilots please ensure that they state this on their flight plan, or contact Guernsey ATC with their intentions (01481 234903)

NOISE ABATEMENT

- Pilots should avoid overflying the town of St Anne.

PPR

- All aircraft with a Fly-in number are exempt from any Alderney or Guernsey PPR restrictions.

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 NOTAMs on the day

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 marshaller's instructions to parking. Marshalling will be in accordance with CAP637.
- The central field is now available for parking.
- 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 fly-in. If your aircraft cannot accept grass parking, please contact the Alderney Flying Club.

AFTER PARKING

- These procedures are new for 2018
- Pilots and passengers should go to the C office at the Fire Station to complete the arrivals custom forms (note keep the blue copy of the form for easy access airside)
- They will be directed down the steps into the terminal where there will be signs to the portakabin directly opposite the terminal for Fly-In registration. It will be easily visible from the terminal.

HIGH VISIBILITY TABARDS

- Pilots must wear high visibility tabards when going to and from their aircraft, and must escort their passengers.
- Fuel will be available throughout the weekend. However, aircraft are encouraged to take on fuel on arrival.

FLYING DURING THE SATURDAY

ROUND ISLAND CIRCUITS

- In order to separate requests to fly around Alderney from the potentially busy arrival and departure days, it is preferred that pilots carry out such flights on the Saturday afternoon. A route around Alderney, Casquettes lighthouse and Burhou (the Air Race course) will be offered, operating below 2000ft VFR.

FLIGHTS TO JERSEY/GUERNSEY

- If pilots plan to fly to Guernsey they should contact ASG on 01481 263965 to arrange 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 may be requested to book a departure slot on their arrival. It is recognised that slots may change due to a change in the weather forecast.

START UP

- All pilots must call for start-up on the Alderney Ground frequency **130.50**.

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 A1 or B holds for their checks. When pilots are ready for departure they will be transferred to the Tower frequency 125.350. Pilots must **NOT** cross the holding point until instructed to do so by ATC.

QUESTIONS

If you have any questions regarding this brief, please e-mail Al Paton (al.paton@hotmail.com).