

PILOT BRIEF for ALDERNEY FLY-IN 6th -8th September 2024

ARRIVALS

- You will need an arrival slot. Please request your preferred arrival time on the registration document, and we will issue a slot time. If you have difficulty making the time please either email or call (07839 209912) and we will endeavor to issue a new one.
- 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 or from the UK to Alderney with minimum 12 hours notice if not flying from one of the relatively few officially designated airfields. Filing these is online via [sGAR](#).
- The Alderney (Guernsey) GAR is a separate form but is simply completed in paper on arrival or downloaded and completed in advance. The form can be found here <https://www.gov.gg/Generalaviationpolicy> and filed by email to alderney@gcis.gov.gg and or gars.ctbp@guernsey.pnn.police.uk . **Please keep an electronic or paper copy to pass through security on departure.**
- There are no special airspace arrangements, the Channel Island Zone is Class D up to FL80
- Normal CI Zone ATC procedures will be operating except that PPR will be required for aircraft not registered for the Fly-In.
- Contact Jersey Control 125.205 or Jersey Approach 120.305 (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.

Clearance into the CICZ will include a routing towards either 'The Alderney Lighthouse or to the 'Casquettes Lighthouse VRPs. Be prepared for Radar vectoring and/or to fly a specified altitude for spacing. Once inside the zone, you will be Radar Controlled and handed to Guernsey approach on 128.655, or Guernsey Radar 124.505 and directed to a 'base leg' join before being positively handed to Alderney Tower on 125.355.

ARRIVALS FROM THE NORTH

- Contact JERSEY CONTROL on 125.205 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 124.750 or Plymouth Mil 124.150/121.250.

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

- Contact JERSEY APPROACH on 120.305
- 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.
- Do **NOT** enter controlled airspace until you have been issued with a clearance by ATC.

WEATHER MINIMA

- In the Class D airspace VFR minima will be visibility 5KM, cloud ceiling 1500ft (broken),
- If the weather drops below this, SVFR clearances will be issued down to a visibility of 1500m, cloud ceiling 600ft.
- Please note that at the SVFR 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.

AIR TRAFFIC SERVICES

- Outside CAS Jersey can only provide aircraft with 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

- It will be essential over the weekend that all aircraft are fitted with a Transponder. Non-Transponder aircraft will not be accepted by ATC

FORMATION FLYING

- Formations will not be accepted

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 125.355
- 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 marshaller's instructions to parking. Marshalling will be in accordance with CAP637. Please review the signals used below.
- The central field will be 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

- Pilots should report to the dedicated GA terminal which is situated between the hangar and the Fire Station and will be clearly marked to complete arrival formalities.

HIGH VISIBILITY TABARDS

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

CONTACT INFORMATION

- If you have any queries or wish to contact Alderney Flying Club in the lead up to the event or on the day, flyin@flyalderney.com; phone: **07839 209912**). Do not phone ATC, as they will be busy.

ALDERNEY AIRFIELD LAYOUT September 6-8 ONLY



FUELLING

- Avgas is **NOT** available. Avgas is available at Guernsey Airport EGJB
- JET A1 is **NOT** available. Jet A1 is available at Guernsey Airport EGJB

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 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 but it will be easier to file a full flight plan electronically using your normal flight planning tools
- Flights to Jersey will require a full flight plan to be filed and Alderney and Jersey GARs for departure and arrival.

DEPARTURES

START UP

- There will be requirement for a minimum of 5 minute spacing between departing aircraft in the zone and this will require formal departure slots. Please sign up for your departure slot on arrival in the GA terminal.
- All pilots must call for start-up on the Alderney Ground frequency **130.505**.

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 125.355. 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).

On arrival at Alderney, after clearing the runway, ATC will normally hand you over to one of our team of marshallers, who will guide you to your parking area.

If you have not had previous experience of following the instructions of a marshaller (or it is a long time since you did), it will be helpful to refresh your knowledge *before* you arrive.

We have reprinted below the Basic Marshalling Signals as published in CAA SAFETY SENSE LEAFLET 6e. If you need more detailed information, a full list in Chapter 6 of the Skyway code Edition 4 (CAP 1535).

AEROPLANE MARSHALLING SIGNALS Meanings remain the same if bats, illuminated wands, or torchlights are used			
THIS BAY	ALL CLEAR	STOP	EMERGENCY STOP
COME AHEAD	TURN RIGHT	TURN LEFT	SLOW DOWN
APPLY BRAKES	CHOCKS INSERTED	RELEASE BRAKES	CUT ENGINE(S)
			PILOTS Use similar brakes and chocks signals with hands in front of your face. Ready to start - raise appropriate number of fingers on one hand.
START ENGINE	CHOCKS REMOVED	PROCEED	