

GUERNSEY VMATS PART 2

EGJB

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Guernsey vMATS Part 2 – Revision 2020/14

31 December 2020

Distribution and Scope

This manual is for controllers of Guernsey Aerodrome and Approach positions, containing specific and local procedures relevant to these positions. Controllers must be familiar with controlling procedures in the UK; this manual should be read in conjunction with CAP 493 (MATS Part 1) and guidance on standard UK Radiotelephony phraseology, detailed in CAP 413.

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Acknowledgements

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Definitions

The key words "SHALL", "IS TO", "ARE TO", "MUST", "SHOULD", "MAY" are to be interpreted as described in MATS Part 1 (CAP 493).

Revision History

Revision	Effective Date	Amendments
2020/14	31 December 2020	First publication

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SECTION 1 | UNIT GENERAL OPERATING INSTRUCTIONS

1.1 Altimeter Setting Procedures

Aircraft shall be given the appropriate QNH prior to commencing an approach or departure. Aerodrome and threshold elevations are to be made available when requested by the pilot. When aircraft are operating at or below 5000ft AMSL the departure airfield QNH shall be used.

Note: From here on, unless otherwise specified, vertical references measured in feet (ft) are to be assumed as altitudes AMSL.

1.1.1 QFE Threshold

When requested by the pilot, the appropriate threshold QFE (QNH - 12hPa) shall be given.

1.1.2 Transition Altitude

A common transition altitude for the Channel Islands Control Zone (CICZ) has been established at 5000ft. This applies at all aerodromes within the CICZ and to all aircraft operating within it. The transition level will be determined by Jersey ATC at each QNH change.

Minimum Flight Levels for Guernsey

Jersey QNH (hPa)	Transition Level	Lowest Flight Level Separated from the Transition Altitude
1060-1050	50	50
1049-1032	55	60
1031-1014	60	60
1013-995	65	70
994-977	70	70
976-959	75	80
958-940	80	80

1.1.3 Locally Based Aircraft (Circuit Traffic)

All aircraft will operate in the visual circuit using the aerodrome QNH operating not above altitude 1000ft. Higher altitudes may be coordinated with Guernsey APC if required.

1.2 Light Aircraft and Helicopter Procedures

1.2.1 Responsibilities

All aircraft operating within the Channel Islands TMA are the responsibility of **Jersey Control**. Control of the aircraft is retained by Jersey Control until such time as handed over to Guernsey AIR, Guernsey APC, Alderney AIR, Jersey APC or Jersey AIR. Jersey Control may delegate aircraft to an adjacent ATSU if the adjacent unit is better placed to provide an air traffic service.

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1.2.2 Entry and Exit Routes

Aircraft on VFR flight plans will be given the most direct routing out of the CICZ in accordance with their respective flight plans. The majority of VFR arrivals from France will be routed via Pointe de Rozel (Rozel) or Roches Douvres Lighthouse (Roche).

1.2.3 Local Training Areas

There are three designated training areas in which local traffic can generally operate. These are defined as follows.

- South Training Area (South of Jersey up to 5000ft QNH, no further west than the JW QDR 180° and no further east of the JSY radial 180°)
- South East Training Area (South East of Jersey up to 5000ft QNH, no further west than the JSY radial 180° and no further east than the CICZ boundary)
- South West Training Area (South West of Jersey up to 5000ft QNH but no further north west than the JW QDR 250° and the GUY radial 170°).

These training areas are available for use by aircraft departing from any of the Channel Islands airports.

The local training areas are depicted in Figure 4 in [section 3.10.1](#).

1.2.4 Local VFR 'Around the Island' Flights

General aviation requests for VFR 'sightseeing' flights around any of the three Channel Islands are to operate VFR not above 2000ft QNH. Aircraft should not be instructed to orbit or overfly any part of the Island at an altitude of less than 1000ft unless the aircraft is making an approach to land.

Aircraft should not overfly the Princess Elizabeth Hospital (2NM ENE of the aerodrome) at less than 1000ft above ground level. Furthermore, aircraft should remain **at least 3NM** clear of R095 (Sark Island) **and not overfly this restricted airspace at less than 2000ft.**

1.2.5 Re-Join Procedures

Aircraft wishing to re-join the circuit after training or a VFR 'around the island' trip should be integrated in the inbound sequence where possible. The AIR controller must be advised that the aircraft is recovering back to Guernsey.

1.2.6 General Helicopter Procedures

Air traffic services will be provided to helicopter traffic in accordance with their filed flight rules. Helicopters may be routed direct or around the CICZ where traffic permits. Helicopters must use the main runway for arrivals and departures. Smaller helicopters may park at the aero club, with larger aircraft parking on the east apron, towards the ASG hangars.

1.3 Noise Abatement Procedures

1.3.1 Noise Preferential Routings

The noise preferential routings and procedures are supplementary to the noise abatement take-off techniques as used by piston-engine, turbo-prop and turbo-jet aircraft. The noise preferential routings and procedures specified below shall apply to all aircraft approaching, landing, going-around, or taking-off in accordance with their ATC clearance.

1.3.2 Aircraft Procedures

The published noise preferential routings and procedures are as follows:

Departing Aircraft – 5700kg Or Greater:

Aircraft will climb straight ahead to at least 1836 ft QNH (1500 ft QFE), or 3 DME, whichever is the sooner, before turning on course.

Arriving Aircraft – 5700kg Or Greater:

Aircraft **must** join the final approach (either visually or under radar vectors) **before** crossing the coastline. Any aircraft overflying the Island to position on final approach must do so at an altitude of not less than 1500 ft AMSL.

Departing Aircraft – 5700kg Or Less:

Aircraft **must** climb straight ahead until at least 850 ft AMSL before turning. This also applies to VFR circuit traffic.

Arriving Aircraft – 5700kg Or Less:

Aircraft will join the final approach at not less than, and maintain, 836 ft (500 ft QFE) until intercepting the glidepath or PAPI indications.

1.4 Low Visibility Procedures (LVPs)

Guernsey is not equipped for CAT II/III operations. However, in periods of reduced meteorological visibility, and in order to safeguard CAT I operations, ATC will instigate aerodrome low visibility procedures.

The implementation of LVPs will commence when the aerodrome weather conditions meet **one** of the following criteria:

- The meteorological visibility is less than 1500 metres, **or**
- The cloud ceiling is 200ft or less, **or**

When LVPs are in force a general RT broadcast should be made on the frequency advising aircraft of the change in operation:

“Guernsey Tower broadcast, low visibility procedures are in force, low visibility procedures are in force, Tower out.”

This broadcast should then be placed on the ATIS until the cessation of LVPs. This can be achieved by appending “&lvp” to the end of the Euroscope ATIS URL.

During LVPs, all aircraft are to vacate at the runway ends. No intermediate taxiway can be used. Controllers are to be aware of the ILS critical area and should delay the ground movement of aircraft towards the runway ends until arriving aircraft have landed and no longer require the ILS for their approach. To reduce aircrew workload during LVPs all aircraft must have received their landing clearance by 4NM.

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1.5 Description of Airfield

1.5.1 Aerodrome Characteristics

ICAO CODE	EGJB
ARP	LAT 492605N LONG: 0023610W, MID POINT OF RUNWAY 09/27
ELEVATION	336FT AMSL
MAGNETIC VARIATION	0.11°W (2019) / 0.8° INCREASING

Runway	TORA	TODA	ASDA	LDA	Threshold Elevation and Remarks
09	1463	1721	1463	1463	THR 270ft
27	1583	1799	1583	1463	THR 271ft
09	955	1213	955	N/A	From C
27	1102	1318	1102	N/A	From B

All measurements (unless stated) are in metres.

1.5.2 ATC Communication Facilities

Callsign	Logon Callsign	Position Identifier	Frequency (MHz)
Guernsey Information	EGJB_ATIS	ATIS	118.900
Guernsey Ground	EGJB_GND	GMC	121.800
Guernsey Tower	EGJB_TWR	AIR	119.950
Guernsey Approach	EGJB_APP	RAD 1	128.650
Guernsey Radar	EGJB_F_APP	RAD 2	124.500

1.5.3 Frequency Limitations

Due to the limitations of simulators used on VATSIM, the 8.33 KHz frequencies for Guernsey as found in the eAIP are not to be used. Additionally, because the Guernsey ATIS frequency normally radiates from the GUR VOR frequency, a discreet frequency is required for AFV integration in order to broadcast the ATIS information correctly. Therefore, the Guernsey ATIS frequency will transmit on 118.900 MHz. The frequency as listed in the eAIP is **not** to be used.

1.6 Use of Runways

When the tailwind component is less than 6 knots, runway 27 is the preferred operational runway.

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1.7 Standard Air Traffic Control Clearances

All departures (IFR/VFR/SVFR) require a release from Guernsey APC and any traffic leaving the Guernsey Local Area ([section 3.1.2](#)) requires a release from Jersey Control. Guernsey AIR will obtain releases from Guernsey APC, and Guernsey APC will obtain releases from Jersey Control as required.

1.7.1 Standard Instrument Departures (SIDs)

Aircraft routing IFR on Airways will be required to depart on a Standard Instrument Departure. Guernsey has sixteen SIDs:

Runway	SID
27	GULDA 1W
	ORTAC 3W
	DINARD 2W
	ORVAL 1W
	CAEN 1W
	SKERY 3W
	ORIST 1X
	LERAK 1X
09	GULDA 1E
	ORTAC 3E
	DINARD 2E
	ORVAL 1E
	CAEN 1E
	SKERY 3E
	ORIST 1F
	LERAK 1F

It is not necessary to give a cruising level in the SID clearance however the cleared level to be maintained in accordance with the SID profile may be passed to the departing aircraft if the controller doubts the pilot in command will adhere to the SID cleared level.

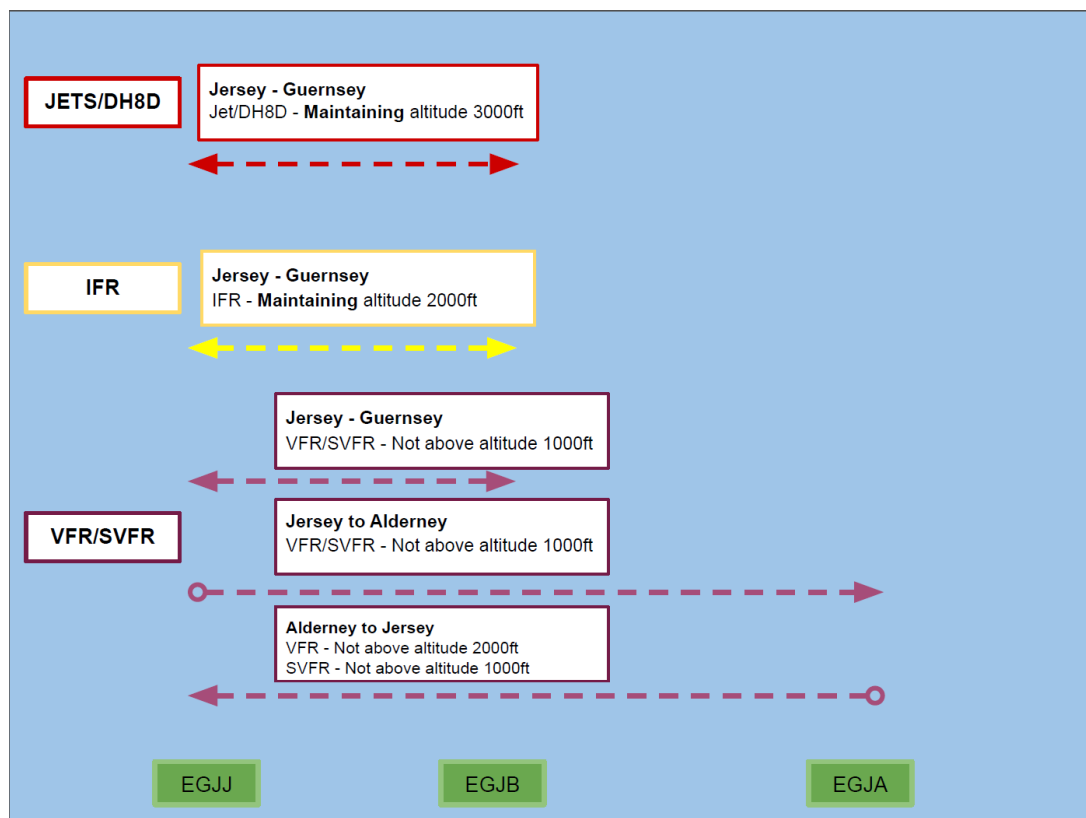
SIDs routing via ORTAC and SKERY climb to 4000ft, all other SIDs climb to 3000ft.

If an aircraft is routing via airways but their destination is an aerodrome that is outside controlled airspace, the clearance will be as follows:

“GSSKY Cleared to the Channel Islands Control Zone boundary, ORTAC2B Departure, Squawk 12XX”

1.7.2 Inter-Island Standard Clearances

Figure 1 - Inter-Island Agreed Levels Diagram



A standard clearance system has been agreed between the Channel Islands. Depending on flight rules the clearances will be as follows.

- VFR or SVFR between Jersey and Guernsey and vice versa will be not above 1000ft
- IFR traffic between Jersey and Guernsey and vice versa is maintaining 2000ft
- IFR traffic between Jersey and Guernsey and vice versa for Jets and Dash 8 Q400 aircraft is maintaining 3000ft
- VFR or SVFR between Jersey and Alderney is not above 1000ft, but Alderney TO Jersey VFR is not above 2000ft, SVFR will remain not above 1000ft.

All IFR Inter-island aircraft will be cleared on an “Omni-Directional Departure”.

An Omni-Directional departure is a procedure designed on the basis that an aircraft maintains runway direction until it reaches such a height that it can make a turn in any direction and maintain the prescribed obstacle clearance. The prescribed obstacle in Guernsey is the Les Touillets TV mast which is situated approximately 1.5 nm north east of the airfield up to a height of 493ft AMSL.

Transfer of communication will be achieved within 10nm of the departure airfield, aircraft will be transferred to the destination aerodrome Approach frequency unless instructed otherwise on the release from Guernsey approach. Examples of these clearances are as follows:

“BCI351 cleared Jersey omni-directional departure runway XX, IFR, on-track GUR/JSY/ALD maintain altitude 2000ft, squawk 12XX”

“GSSKY cleared to Jersey, VFR, not above altitude 1000ft, squawk 36XX”

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All inter-island traffic inbound to Jersey from Guernsey IFR will be instructed to route via SHARK for RW08 and the JSY for RW26:

“BCI328 cleared to Jersey, omni-directional departure runway XX, IFR, on track SHARK maintain altitude 2000ft, squawk 12XX”

1.7.3 Channel Island Control Zone Departure Clearances (VFR/IFR)

All VFR or SVFR aircraft leaving the CICZ will be given the most direct routing in accordance with their filed flight plan. If an aircraft has filed a relevant VRP to and from the Channel Islands controllers should, subject to conditions, endeavour to clear them via that requested point.

All VFR or SVFR zone departure clearances are given not above 1000ft. Higher may be given if requested with APC or Jersey Control. A standard VFR zone clearance is as follows:

“GSSKY cleared to the Channel Islands Control Zone boundary VFR or SVFR not above 1000ft, squawk 36XX”

If an aircraft has filed IFR but wants to remain low level and/or off airways a standard clearance of IFR maintaining 2000ft will be given. This clearance can be given to aircraft when the weather precludes VFR or and SVFR. An example of this clearance is as follows:

“GSSKY cleared omni-directional departure to the Channel Islands Control Zone boundary, IFR, maintain altitude 2000ft, squawk 12XX”

VFR clearance to operate within the Guernsey ATZ will not be granted if the reported visibility is less than 5km or the reported cloud ceiling is less than 1500ft.

1.7.4 Local Training Area Clearances

There are three designated areas for light and large aircraft to perform training within the Channel Islands Control Zone. Their positions can be found in [section 1.2.3](#).

Each clearance can vary depending on the requirements of the traffic. Generally, the detail the flight crew will undertake will be subject to VFR flight conditions.

Depending on conflicting traffic, the departing aircraft can expect an initial clearance of not above 4000ft to separate from traffic routing via SIDs. This restriction may then be removed once the traffic is operating with the local training area. An example of this clearance is as follows:

“GSSKY cleared to the South Training Area, not above altitude 4000ft, squawk 36XX”

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1.7.5 SSR Code Assignment Plan

The following table depicts the discrete squawk allocations that Jersey and Guernsey are required to use in accordance with the UK SSR Code Plan:

Code	Description
1201-1277	All IFR outbounds/inbounds that concern Jersey Control, this includes Alderney and Guernsey IFR outbounds that leave the CICZ
3601-3647	All VFR outbounds/inbounds that concern Jersey Control, this also includes Alderney and Guernsey VFR departures that leave the CICZ and/or are arriving into Jersey, this SSR code range also includes circuit traffic at Jersey
3701-3747	All traffic operating solely within the Guernsey Local Area this includes IFR or VFR traffic operating between Guernsey and Alderney and or vice versa, and circuit traffic
5271-5277	CCAMS SSR code range for IFR aircraft departing into Brest or other European airspace

Note that there is no conspicuity or 'listening' squawk code for the CICZ. All aircraft must have the correct SSR code for the type of flight being operated.

1.8 VFR/SVFR Criteria

The following weather limitations will determine the issue of a VFR and SVFR Clearance in the CICZ.

VFR-FIXED WING	Visibility 5km or greater and cloud ceiling of 600ft or more
VFR-HELICOPTERS DAY	Visibility 1500m or greater and cloud ceiling of 600ft or more
VFR-HELICOPTERS NIGHT	Visibility 5km or greater and cloud ceiling 600ft or more
SVFR-FIXED WING	Visibility 3000m or greater and cloud ceiling 600ft or more
SVFR-HELICOPTERS	No visibility requirement but cloud ceiling of 600ft or more

SVFR clearances can be given to aircraft requesting that service inside the CICZ Class D airspace, these are subject to certain parameters and these are as follows:

- Aircraft does not exceed 5700kg
- Not to be given if the weather precludes SVFR flight for the type of aircraft
- Not to be issued to IFR traffic unless the pilot requests to cancel their IFR plan

SECTION 2 | AERODROME CONTROL

2.1 Responsibilities

Aerodrome Control is responsible for issuing information and instructions to aircraft under its control to achieve a safe, orderly, and expeditious flow of air traffic and to assist pilots in preventing collisions between:

- Aircraft flying in and in the vicinity of the aerodrome traffic zone (ATZ)
- Aircraft taking off and landing
- Aircraft moving on the apron
- Aircraft, obstructions, and other aircraft on the manoeuvring area.

Air Control (AIR) – “Guernsey Tower” 119.950 MHz

- Responsible for aircraft flying within and in the vicinity of the aerodrome, including the visual circuit
- Aircraft taking off and landing
- All other movements on the active runway
- Requesting radar releases for all IFR and VFR/SVFR departures from approach control (APC)
- Coordinating all non-standard departures and requesting the subsequent release
- Maintaining the ATIS however this may be delegated to GMC at the AIR controller’s discretion

Ground Movement Control (GMC) – “Guernsey Ground” 121.800 MHz

- Aircraft movement on the apron and taxiways
- Issuing standard departure clearances
- Flight plan validation and amendments as required

2.2 Manoeuvring Areas and Parking

Aircraft may move on the manoeuvring area and apron only with the permission of ATC. Scheduled aircraft will be instructed to taxi onto a parking stand allocated by ATC and visiting light aircraft are to be given directions towards either the Guernsey Aero Club situated at the far west of the airfield or ASG depending on the weight and type of aircraft. Generally, small single engine light aircraft that are visiting will be directed towards the Guernsey Aero Club, and larger or twin-engine light aircraft will be directed towards the west apron and hangars.

Guernsey has 20 stands that can be used by scheduled traffic. Stands 1 - 8 are used for the majority of scheduled traffic whereas stands 9 - 15 are used for freight and overspill stands for busy periods. The main operator at Guernsey, Aurigny, operates from stands 1 - 5 and these are the operators preferred stands. Stands 6 - 8 may be used by other commercial aircraft as appropriate.

The majority of stands at Guernsey are configured for nose-in operations and simultaneous push backs on adjacent stands are approved if the aircraft involved are small or light in size category and the operator can accept a straight push back **only**.

Stands 12 – 15 on the east apron are self-manoeuving, south facing stands.

All aircraft are required to request start.

2.3 Co-ordination between ADC and APC

ADC will coordinate with APC to:

- Impose a specific minimum distance between successive arrivals to create sufficient spacing for departures, arriving VFR or certain IFR traffic
- Obtain releases for all departures - APC will further coordinate with Jersey Control for releases as per [section 3.8](#)
- Inform APC when the visual circuit becomes active
- Agree a clearance for any circuit or local traffic that wish to operate outside the ATZ.

2.4 Co-ordination between APC and ADC

APC will coordinate with ADC for:

- All IFR arrivals making any approach other than the ILS, specifying the approach type. This, additionally, applies to all SVFR and VFR traffic opting to follow an instrument approach procedure
- VFR/SVFR aircraft routing inbound via any visual reference point
- Transit aircraft that may/will infringe the ATZ
- Any aircraft executing a planned go-around, for any reason.

In addition to the above procedure, controllers are to coordinate any usual air activity and delays and/or any other problematic issues.

2.5 Departure Separation

All aircraft departing Guernsey are subject to MATS Part 1 departure separation standards, however as all departures are subject to release and are departing into a radar separated environment the radar controller may typically provide a departure interval that is more expeditious than the MATS Part 1 standard.

Radar controllers may apply separation based on radar derived information between an aircraft taking-off and a preceding departing aircraft, or other aircraft in receipt of an ATS surveillance service, provided there is a reasonable assurance that the departing aircraft will be identified within one mile from the end of the runway and that, at the time, the required separation will exist. Alternatively, controllers shall issue a level restriction that ensures standard vertical separation between the departing aircraft and conflicting traffic.

In the absence of a radar controller, AIR may depart aircraft at 2-minute intervals so as to avoid undue delay.

2.6 Wake Turbulence Procedures

Wake turbulence separation is to be applied in accordance with MATS Part 1.

2.7 Circuit Clearances

2.7.1 Fixed Wing Visual Circuit

All aircraft will fly the Guernsey circuit VFR not above altitude 1000ft. Each circuit should be flown over the sea to minimise the noise impact on the island (ie. right hand for runway 09 and left hand for runway 27).

The visual circuit at Alderney is flown to the south or west depending on the runway in use, at an altitude of 1000ft on the Alderney QNH. Aircraft in the visual circuit at Alderney under the control of Guernsey APC will wear a Guernsey APC SSR code.

2.7.2 Fixed Wing Instrument Circuit

An aircraft requesting an IFR circuit will be subject to a co-ordinated clearance from Guernsey APC or Jersey Control. The GMC controller is responsible for coordinating and obtaining this clearance from Guernsey APC or Jersey Control.

In the absence of a radar controller then aerodrome controllers may issue the aircraft a 'Straight Ahead' clearance to altitude 2000ft.

Example:

"GSSKY Cleared into the IFR circuit, after departure runway XX climb initially straight ahead, not above altitude 2000ft, squawk 36XX"

2.7.3 Discreet Circuit Squawks

Guernsey operate a discreet squawk allocation policy therefore circuit traffic will operate on a prescribed VFR or IFR squawk.

SSR code allocations can be found in [section 1.7.5](#).

SECTION 3 | APPROACH CONTROL

3.1 Sector Organisation and Responsibilities

3.1.1 General Responsibilities

Within the CICZ, Guernsey APC is responsible for providing separation between IFR and SVFR flights from the time they have been transferred from Jersey Control, Guernsey AIR or Alderney AIR until the aircraft has been handed off to an adjacent ATSU. This includes inbound inter-island traffic and certain traffic leaving the CICZ under VFR. Other responsibilities include issuing traffic information to VFR and SVFR traffic and ensuring the safe and expeditious operation of approach control into Guernsey and its adjacent airfields.

Guernsey APC may be split into two positions

RAD 1 – “Guernsey Approach” 128.650 MHz

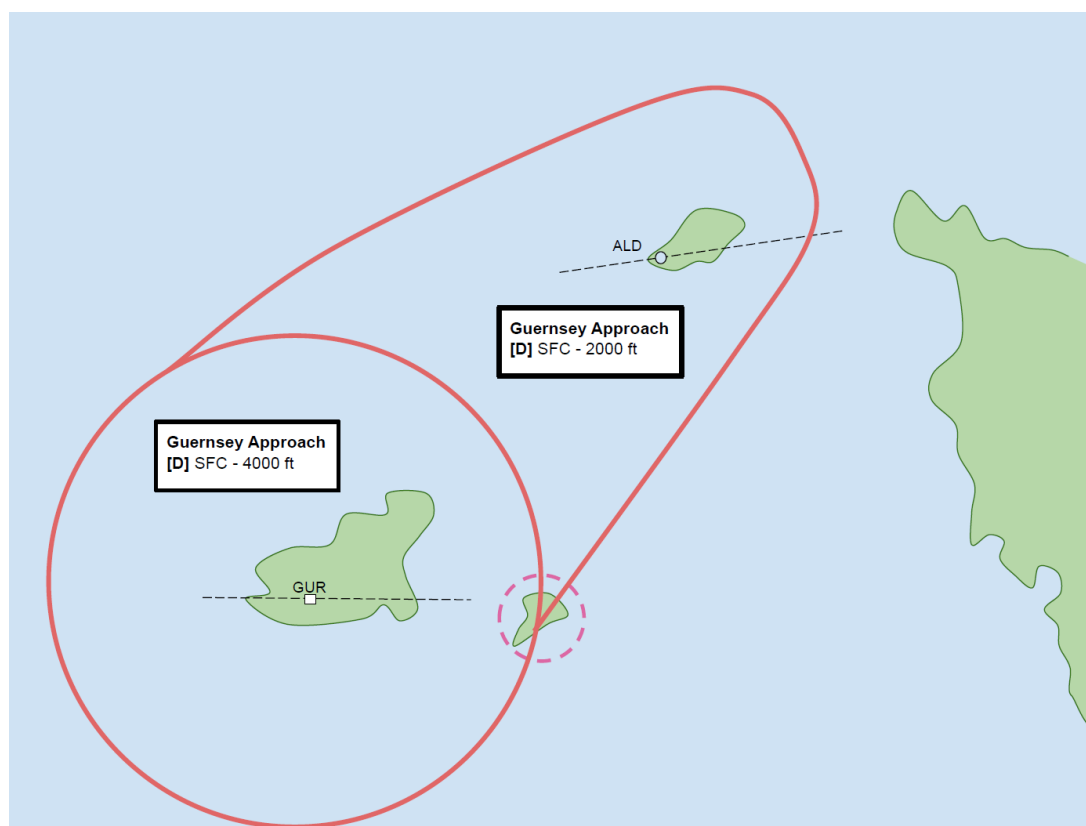
RAD 2 – “Guernsey Radar” 124.500 MHz

RAD 1 is the master radar controller and is responsible for all Guernsey APC functions including all coordination (including missed approaches). RAD 2 may be opened when traffic levels dictate and is responsible for final sequencing for instrument approaches and any other traffic or tasks as delegated by RAD 1.

3.1.2 Area of Responsibility (AOR)

The portion of the CICZ called the Guernsey Local Area is under the jurisdiction of Guernsey APC.

Figure 2 - Guernsey Local Area



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Flights contained wholly within the Guernsey Local Area may take place without reference to Jersey Control *except* that Jersey Control will be notified of any local traffic operating above 3000ft within that portion of the Guernsey Local Area which is 10NM from Guernsey. Guernsey APC assumes all responsibility for traffic transiting through or conflicting with the Guernsey Local Area. Individual coordination will be received from Jersey Control against traffic that will be entering or transiting the Guernsey Local Area.

In the absence of Alderney ATC, Guernsey APC will assume all responsibilities at Alderney.

3.2 Standard Arrival Routes (STARs) for Guernsey

STAR routings for runway 27:

STAR	Route
GUERNSEY 1A	ORTAC-BRILL-GUR
GUERNSEY 3B	ANGLO-DIKRO-BEVAV-OYSTA-GUR
GUERNSEY 3C	CAN-SENLO-BEVAV-OYSTA-GUR
GUERNSEY 1D	DIN-GUR
GUERNSEY 1E	ALD-GUR
GUERNSEY 1F	SKERY-GUR
GUERNSEY 2H	BIGNO-GUR
GUERNSEY 1X	BEVAV-OYSTA-GUR
GUERNSEY 1Y	LELNA-BRILL-GUR

STAR routings for runway 09:

STAR	Route
GUERNSEY 3B	ANGLO-DIKRO BEVAV OYSTA GUR
GUERNSEY 3C	CAN-SENLO-BEVAV-OYSTA-GUR
GUERNSEY 1D	DIN-GUR
GUERNSEY 1E	ALD-GUR
GUERNSEY 1F	SKERY-GUR
GUERNSEY 1G	ORTAC-EVKEX-GUR
GUERNSEY 2H	BIGNO-GUR
GUERNSEY 1X	BEVAV-OYSTA-GUR
GUERNSEY 1Y	LELNA-BRILL-GUR
GUERNSEY 1Z	LELNA-EVKEX-GUR

3.3 Holding Procedures

Guernsey has a single published racetrack holding pattern at the GUR VOR. This hold is also to be used for aircraft executing an RNAV approach. Guernsey is also responsible the hold at ALD NDB and the Alderney RNP approach hold at BANLO.

Hold	Inbound Course	Information
GUR VOR (109.40 MHz)	088°	1-minute legs Left hand Minimum hold altitude 2000ft but not typically used below 3000ft
ALD NDB (383.0 KHz)	080°	1-minute legs Left hand Minimum hold altitude 2000ft
BANLO (RNP APCH standard)	260°	1-minute legs Left hand Minimum hold altitude 2000ft

Should the traffic situation dictate, Guernsey APC may request holding of Guernsey inbound aircraft at the other holding facilities controlled by Jersey Control. These aircraft are to be individually coordinated and the holding facility at which the holding is to occur, is to be identified and agreed on by both Guernsey APC and Jersey Control. Guernsey Approach has **no** delegation to use any of the other holding facilities without prior coordination.

3.4 Coordination between Guernsey Approach and Jersey Control/Approach

All aircraft inbound from Jersey Control or Jersey APC to Guernsey APC will be subject to an **individual radar handover**.

It is the responsibility of Guernsey APC for providing separation between aircraft under its control and any aircraft that has been released to Guernsey Approach from Jersey APC/Control but are still in radio contact with Jersey APC/Control.

Inbound IFR traffic to Guernsey will typically be transferred descending to FL70 however other levels can be used but must be clearly agreed in the radar handover.

Traffic operating with Jersey APC that wishes to penetrate the Guernsey Local Area will be subject to individual coordination between Jersey APC and Guernsey APC. If Guernsey do not have any traffic conflicting with the request, then Jersey may keep the aircraft on their frequency.

An example of a radar handover from Jersey Approach is:

“Radar handover, BCI351, squawk XXXX, 5NM north west of Jersey routing direct GUR, maintaining altitude 2000ft.”

An example of a radar handover from Jersey Control is:

“Radar handover, AUR611Y, squawk XXXX, Guernsey 1 Alpha arrival, descending FL70.”

Whilst a verbal radar handover should be used whenever possible it is recognised that on VATSIM controllers may not always be able to conduct a verbal radar handover. When this is the case it is

sufficient to conduct an electronic radar handover provided that the aircraft track-data block is displaying the correct cleared level and any additional heading or speed instructions.

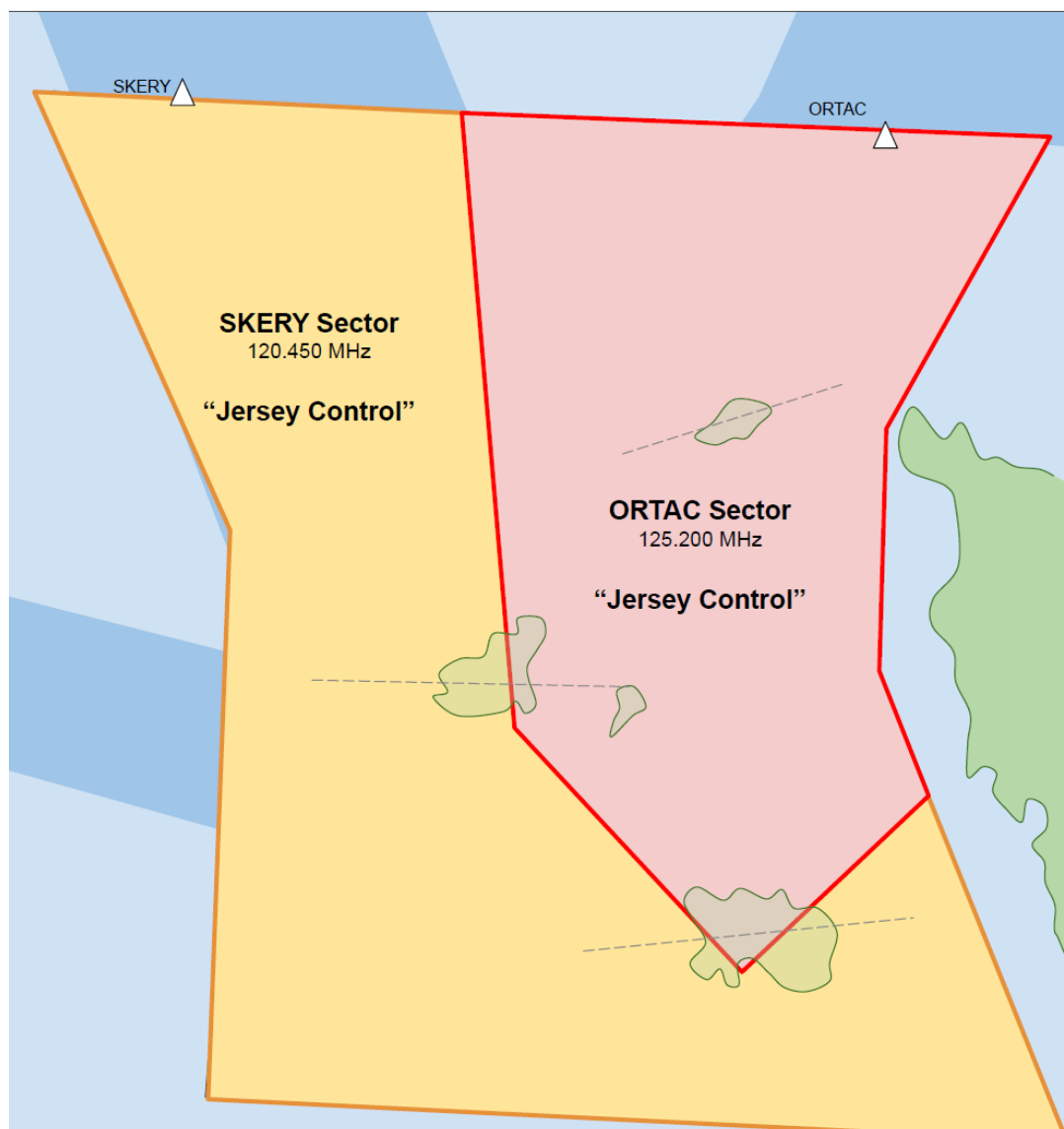
3.4.1 Jersey Control Sector Splits

During busy periods Jersey Control can be split into two sectors, however on VATSIM this may only be performed in accordance with a temporary operating instruction from the Operations Department.

If required, the Jersey Control sector is split into an ORTAC and SKERY sector. The ORTAC sector will assume control for arriving and departing traffic routing via ORTAC/GULDA/PIKEY. The SKERY sector will assume all other traffic.

The ORTAC frequency will operate on 125.200 and the SKERY frequency will operate on 120.450. The call sign for each sector will remain Jersey Control, however the internal coordination names will revert to the sector assumed.

Figure 3 - Jersey Control Sector Splits



3.5 Continuous Descent Approaches

Guernsey actively takes part in the CAA initiative to reduce noise and fuel burn during the initial approach phase by making the aircraft's descent as continuous as possible until establishing on the ILS glidepath. Controllers are encouraged to provide a CDA where possible.

Controllers should also provide the track mileage when it is observed that the aircraft is vastly off profile and needs to be reminded of their mileage, if needed extra track miles should be provided.

3.6 RNP Approaches

RNP approaches are published for both Guernsey and Alderney. Aircraft requesting an RNP approach will typically be radar vectored towards the appropriate initial approach fix, and when appropriately positioned and descending to 2000ft, instructed to route direct to the initial approach fix and *"cleared RNP approach runway (designator), QNH (hPa)."*

The Guernsey or Alderney QNH must be included in the RNP approach clearance.

3.7 Visual Approaches

To expedite traffic, IFR flights maybe authorised to conduct visual approaches if the aircraft commander reports and maintains visual contact with the surface and the reported cloud ceiling is at or above the level of the initial approach.

Standard separation shall be maintained between such aircraft and other IFR/SVFR aircraft.

Visual approaches cannot be conducted if low visibility procedures (detailed in [section 1.4](#)) are in force.

3.8 Outbound Release Procedures

All traffic (IFR/SVFR and VFR) leaving the Guernsey Local Area is subject to a radar release from Jersey Control.

If it is deemed that Guernsey APC will need to have an interaction with the departing traffic in order to provide separation, Jersey Control will detail in the release that the traffic will be transferred to Guernsey APC on departure, so that separation can be maintained.

If no interaction from Guernsey APC is deemed required by Jersey Control, then the aircraft will be transferred directly to Jersey Control on departure.

If Guernsey APC deem it necessary to retain control over the departure for any reason, then this should be individually coordinated with Jersey Control. In the event of Guernsey APC having control of an IFR departure, they are **not** to climb the aircraft above the SID altitude, unless individually coordinated with Jersey Control.

Jersey Control retains all responsibility for allocating cruise levels for outbound aircraft from the Channel Islands Control Zone.

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3.9 Alderney Procedures

3.9.1 Top Down Cover for Alderney

When control for Alderney is not online, Guernsey APC will be responsible for the top down cover of Alderney as Guernsey has overall responsibility for the traffic inbound and outbound from Alderney.

3.9.2 IFR Procedures

Alderney does not have published SIDs or STARs, standard IFR routings are detailed in the tables below. All aircraft should be given the most direct routing to the CICZ boundary. All IFR departures are to be given an initial altitude of 2000ft.

Arrivals	Routing
NORTH	ORTAC/SKERY ALD
SOUTH	ALD
EAST	AGANO-ALD
WEST	ALD

Departures (Airway)	Routing
NORTH (Q41)	ORTAC-THRED
NORTH EAST (G271)	AGANO-GULDA-BENIX (<i>Note 1</i>)
EAST (N160)	AGANO-LUSIT-CAEN (<i>Note 2</i>)
SOUTH EAST (V20)	JSY-ORVAL-UPALO
SOUTH (R14/A25)	JSY-MINQI-DIN
SOUTH WEST (G27)	LERAK-BADUR
WEST (N160)	TUNIT-LIZAD
NORTH WEST (N862)	SKERY-BHD

Note 1: For airfields east of London. Flights inbound to EGLC may route via ORTAC.

Note 2: Not available above FL90.

3.9.3 VFR Procedures

Controllers should note that VFR clearances **from** Alderney are not above 2000ft on the Alderney QNH.

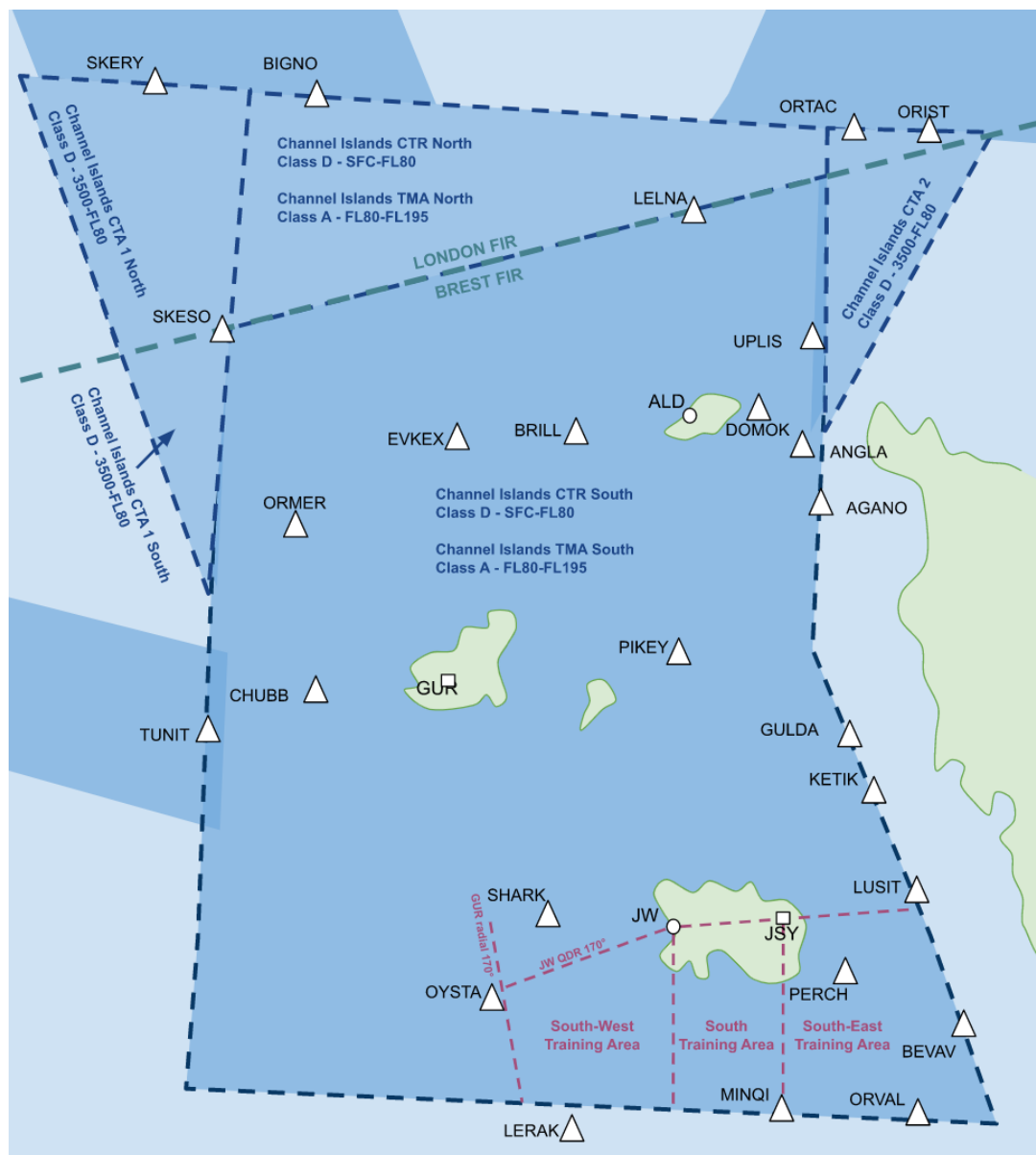
3.10 Low Level Procedures

3.10.1 Aircraft Operating within the Channel Islands Control Zone

All aircraft wishing to enter the CICZ must have contacted Jersey Control or Jersey Approach prior to zone entry. All aircraft operating within the CICZ will be subject to a Radar Control Service.

All aircraft within the Guernsey Local Area are Guernsey APC's responsibility unless Guernsey release the traffic to Jersey. Jersey will not penetrate the Guernsey Local Area within 10NM and 5000ft of Guernsey itself without prior co-ordination.

Figure 4 - Channel Islands Airspace including Local Training Areas



3.10.2 Airspace Restrictions

There are a number of restricted, prohibited and danger areas within or in the vicinity of the CICZ. They are listed below with their published restrictions:

- Sark Restricted Area R095 (may be penetrated for ATC reasons) - SFC up to 2400ft
- Fort Le Marchant small firearms range - SFC up to 500ft
- Les Landes small aircraft range - SFC up to 500ft
- Flammanville nuclear power station LF-P6-1 - SFC up to 500ft and LF-P6-2 - 500ft up to 3400ft
- Cap De La Hague nuclear power station LF-P7 - SFC up to 3900ft
- Cherbourg nuclear submarine base P81 - SFC up to FL195
- Region Maritime Atlantique Brest LF-D18A - SFC up to FL195
- Portland Danger Areas D013 - SFC up to 60000ft and D017 - SFC up to 22000ft, occasionally 55000ft and D023 - SFC up to 22000ft, occasionally 55000ft
- Portsmouth Danger Area D036 - SFC up to 19000ft, occasionally 55000ft

3.10.3 Standard VFR Route to and from the Channel Islands

The recommended VFR route is detailed in UK AIP AD 2-EGJJ-3-1.

3.10.4 UKFIS

Jersey Control can offer UK FIS to aircraft operating in the vicinity of the CICZ and any aircraft routing towards the CICZ boundary should be transferred to Jersey Control.

SECTION 4 | ACRONYMS

AIRAC	Aeronautical Information Regulation and Control
AAL	Above Aerodrome Level
ADC	Aerodrome Control
AMSL	Above Mean Sea Level
APC	Approach Control
ATIS	Automatic Terminal Information Service
ATSU	Air Traffic Service Unit
ATZ	Aerodrome Traffic Zone
COP	Co-Ordination Point
CTA	Control Area
CICZ	Channel Islands Control Zone
CTR	Control Zone
hPa	Hectopascals
GMC	Ground Movement Control
IFR	Instrument Flight Rules
IMC	Instrument Metrological Conditions
LVP	Low Visibility Procedures
MSL	Minimum Stack Level
NM	Nautical Miles
RVR	Runway Visual Range
RNAV	Area Navigation
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
SRA	Surveillance Radar Approach
SVFR	Special Visual Flight Rules
TA	Transition Altitude
TCAS	Traffic Collision Avoidance System
TL	Transition Level
TMA	Terminal Manoeuvring Area
VFR	Visual Flight Rules
VMC	Visual Metrological Conditions
VRP	Visual Reference Point