

# **JERSEY VMATS PART 2**

**EGJ**

**REVISION 2024/12 - EFFECTIVE 28 NOVEMBER 2024**

## DISTRIBUTION AND SCOPE

This manual is for controllers of Jersey 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 MATS Part 1 (CAP 493) and guidance on standard UK radiotelephony phraseology, detailed in CAP 413.

## EXCLUSION OF LIABILITY

This manual is for use on the VATSIM Network only and should never be adopted for real world use.

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## ACKNOWLEDGEMENTS

This document has been written and proofread by a huge wealth of people, without which the development of this document would not have been possible. On behalf of all VATSIM UK's members, this acts as an acknowledgement and thanks for their work.

## DEFINITIONS

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

## MARKED CHANGES

Changes made since the last release are marked with a black bar, as indicated, in the left-hand margin. They are also described briefly in the table below.

## AMENDMENT HISTORY

Revision	Effective Date	Notes
2024/12	28 November 2024	Complete re-write

## INTRODUCTION AND STRUCTURE

The Jersey virtual Manual of Air Traffic Services (vMATS) Part 2 is complementary to the MATS Part 1 (CAP493). Together, these two documents provide comprehensive instructions and information for Jersey ATS staff within VATSIM UK; however, Jersey Control staff shall also familiarise themselves with the procedures contained in the Guernsey (EGJB) vMATS Part 2.

This vMATS has been divided into separate sections for ease of reference, each with its own three letter identification code.

This document is divided into sections as follows:

Page Abbreviation	Section
PRE	Preface
GEN	Unit General Operating Procedures
ADC	Aerodrome Control
APC	Jersey Approach
CTL	Jersey Control

The Jersey Approach Control unit is split into two sector groups:

**Jersey Approach (APC)** is responsible for the control of traffic conducting instrument approaches to Jersey alongside low-level traffic operating within the Jersey APC area of responsibility. Section APC details procedures related to Jersey APC functions in the vicinity of Jersey.

**Jersey Control (CTL)** is responsible for the overall control of all traffic within the Channel Islands CTR except traffic transferred to another Channel Islands unit or traffic operating solely within the confines of delegated airspace. Section CTL details Jersey CTL procedures for the wider Channel Islands CTR.

## TIME REFERENCES

All time references within this document are Coordinated Universal Time (UTC), or Zulu time, unless otherwise specified.

The UK observes daylight saving time in the summer months (British Summer Time, or BST), so the clocks shift forwards by one (1) hour. In summer therefore, UK local time is one hour ahead of UTC/Zulu time.

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## GEN | GENERAL OPERATING INSTRUCTIONS

### Chapter 1 Altimeter Setting Procedures

#### 1.1 General

All aircraft operating inside the Channel Islands CTR under the control of Jersey and below the Transition Altitude shall operate with reference to the Jersey QNH. This shall be provided to departing aircraft with the initial clearance, to arriving aircraft with first descent to an altitude and with any non-precision approach clearance, and to transiting aircraft with clearance to enter the CTR.

Aircraft operating in the Guernsey Local Area under the control of Guernsey or Alderney ATC may operate on the Guernsey or Alderney QNH. Traffic transferred to Jersey that is anticipated to climb above the Transition Altitude does not need to be given the Jersey QNH.

#### 1.2 QFE Threshold

The QFE for all runway thresholds is 10 hPa less than the Jersey QNH.

#### 1.3 Transition Altitude

The Transition Altitude throughout the Jersey CTR is 5000 feet AMSL.

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

#### 1.4 Transition Level and Lowest Available Flight Level

The Transition Level and Lowest Available Flight Level for the Channel Islands CTR are determined by reference to the following table and will be determined and propagated by Jersey ATC at each QNH change:

Jersey QNH (hPa)	Transition Level	Lowest Available Flight Level
1050 - 1060	FL50	FL60
1032 - 1049	FL55	FL60
1014 - 1031	FL60	FL60
995 - 1013	FL65	FL70
977 - 994	FL70	FL70
959 - 976	FL75	FL80
940 - 958	FL80	FL80

*Note: To protect against inadvertent descent to an altitude, the **Lowest Available Flight Level shall never be lower than FL60** even during periods of 'very high pressure' where FL50 would be separated against 5000 ft.*

## 1.5 Altimeter Setting Regions (ASRs)

Aircraft operating outside of controlled airspace north of the FIR boundary are to be issued either the Portland or Wessex Regional Pressure Setting as appropriate. Aircraft operating outside controlled airspace south of the FIR boundary are to be issued the Jersey QNH.

## Chapter 2 Light Aircraft Procedures

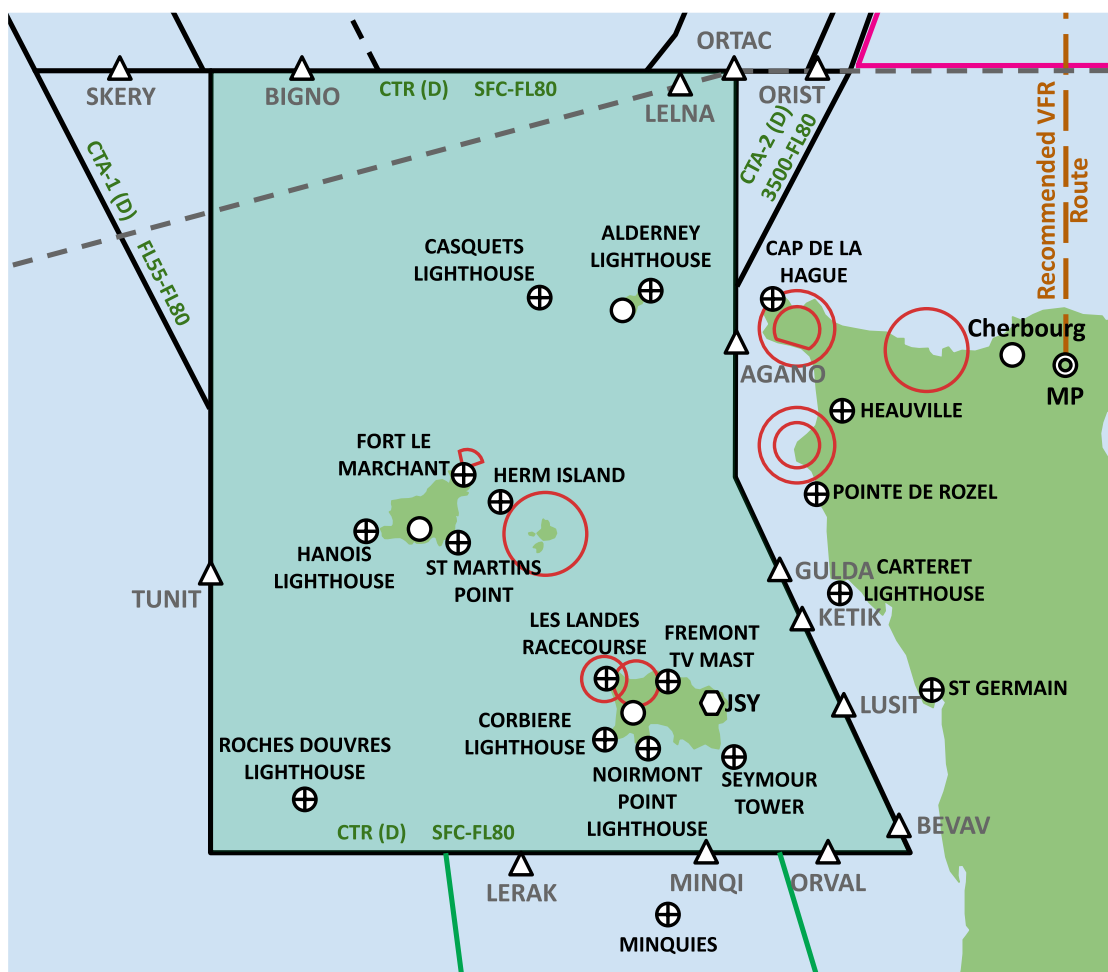
### 2.1 Responsibilities

All aircraft operating within the Channel Islands CTR are the responsibility of Jersey CTL except:

- Aircraft operating visually within the vicinity of an aerodrome for which control is delegated to the appropriate Aerodrome Control unit,
- Aircraft operating solely within the Guernsey Local Area for which control is delegated to Guernsey APC,
- Control of aircraft delegated to another Channel Islands sector/unit on a case-by-case basis.

### 2.2 Airspace

Figure 1 – Channel Islands low-level airspace diagram



### 2.3 VFR and SVFR Minima

VFR and SVFR flights within the Channel Islands CTR are permitted in accordance with the criteria detailed in SERA 5001. For flights not entering an ATZ the VMC minima relate to in-flight conditions as opposed to airport reported weather.

VFR flight within the Jersey ATZ is only permitted when the aerodrome reported visibility is 5 km or greater and the reported cloud ceiling 1500 ft or greater.

Below these minima SVFR flight may take place subject to SERA 5001 and the following criteria:

- SVFR is only permitted for light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within, or to transit the Channel Islands CTR,
- SVFR clearances to operate within the Jersey ATZ should not be granted:
  - to a fixed wing aircraft if the reported visibility is less than 1500 m or the reported cloud ceiling is less than 600 ft,
  - to a helicopter if the reported visibility is less than 800 m or the reported cloud ceiling is less than 600 ft.

The Channel Island Director of Civil Aviation **has** approved the issue of Special VFR clearances at night.

In marginal weather conditions, when the reported meteorological visibility falls below 5 km or the reported cloud ceiling falls below 1500 ft, ATC shall inform pilots of aircraft requesting a VFR clearance of the reported weather and ask them to specify the type of clearance required. It is the pilot's responsibility to determine their flight conditions, whether or not the relevant VMC can be maintained, and whether they can accept a SVFR clearance bearing in mind they must remain clear of cloud and in sight of the surface.

Controllers should note that pilots may be simulating alternate weather to real world conditions and therefore may be able to maintain VMC at any time. If a pilot requests a clearance whilst it's VMC, the controller should inform them that the weather is below the VFR minima, and ask if they want to proceed. If the pilots wishes to proceed, the controller should issue the clearance.

### 2.4 Entry and Exit Routes

Visual Reference Points (VRPs) are established for low level traffic operating visually within/in the vicinity of Channel Islands controlled airspace and are depicted in Figure 1.

Traffic should be cleared via the most direct route consistent with their direction of flight. Whenever a named VRP is listed in the flight plan controllers should endeavour to route traffic via the named VRP.

Traffic routing to/from the northern CTR boundary should be cleared via *"Fifty degrees North"* – such traffic typically routes via Berry Head or Portland Bill on the UK south coast.

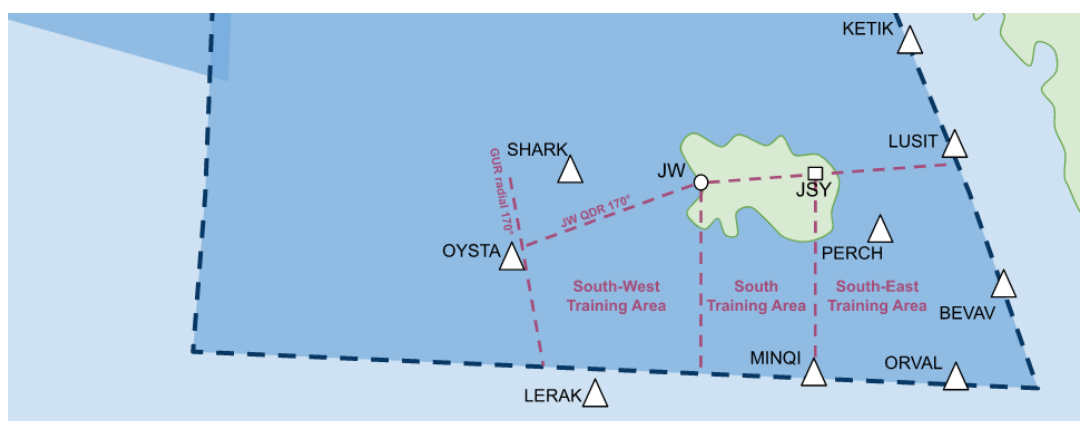
### 2.5 Local Training Areas

There are three designated training areas in which local traffic can generally operate up to a maximum altitude of 5000 ft. These are defined as follows:

- South Training Area (south of Jersey, no further west than the JW QDR 180° and no further east than the JSY radial 180°),
- South East Training Area (southeast of Jersey, no further west than the JSY radial 180° and no further east than the CTR boundary),
- South West Training Area (southwest of Jersey but no further north than the JW QDR 250° and no further west than the GUY radial 170°).

These training areas are available for use by aircraft departing from any of the Channel Islands airports and are depicted in Figure 2.

Figure 2 - Channel Islands Training Areas Diagram



## 2.6 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 2000 ft QNH. Aircraft should not be instructed to orbit or overfly any part of the Island at an altitude of less than 1000 ft unless the aircraft is making an approach to land.

## 2.7 Helicopter Procedures

Helicopters shall follow the same procedures as fixed-wing traffic and land/depart from the runway in use. Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways.

Standard wake turbulence separation requirements must be applied between a helicopter movement and the traffic which precedes it. Additionally, wake turbulence separation must be applied between air taxiing helicopters and departing traffic and the helicopter should be considered as if were a departure from an intermediate point of the runway.

While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip/rotor blade clearance and turbulence. After landing, helicopters will ground taxi or air taxi to:

- Helicopters under 1400 kg – the Aeroclub grass parking adjacent to Holding Point H,
- Helicopters over 1400 kg – the eastern Apron.

## Chapter 3 Noise Abatement Procedures

### 3.1 Departing Traffic

Traffic	Noise Abatement Procedure
Runway 08/26 Jet	Climb straight ahead to a minimum of <b>1800 ft AMSL</b> before turning.
Runway 08/26 Prop (IFR)	Climb straight ahead to a minimum of <b>900 ft AMSL</b> before turning.
Runway 08/26 Prop (VFR/SVFR)	Climb straight ahead to a minimum of <b>800 ft AMSL</b> before turning.

**Note:** Traffic departing Runway 26 VFR to route southbound must climb straight ahead to 800 ft AMSL then route via Corbiere Lighthouse after which they should remain over water where possible.

### 3.2 Arriving Traffic

Traffic	Noise Abatement Procedure
Runway 08 Jet	Maintain <b>1600 ft AMSL</b> until intercepting the ILS glidepath or PAPI indication.
Runway 26 Jet	Maintain <b>1800 ft AMSL</b> until intercepting the ILS glidepath or PAPI indication.
Runway 08/26 Prop	Maintain <b>1300 ft AMSL</b> until intercepting the ILS glidepath or PAPI indication.

**Note:** Non-jet traffic < 5700 kg conducting a visual approach shall remain above 800 ft AMSL over land until established on final approach.

## Chapter 4 All Weather Operations

### 4.1 Aerodrome Equipment

Both Runway 08 and 26 are equipped with Category I ILS installations only. Jersey is not equipped for Category II/III operations; however, approved operators may conduct lower than standard (LTS) approaches to both runways to the following minima:

- Runway 08 – 200 ft DH / 600 m RVR,
- Runway 26 – 200 ft DH / 450 m RVR.

Authorised operators may conduct low visibility take-off to minimum IRVR of 125 m.

Jersey airport is not equipped with surface movement radar (SMR).

## 4.2 Low Visibility Procedures (LVP)

### 4.2.1 Enforcement

Pilots will be informed when these procedures are in operation by ATIS or by RTF. ATC Low Visibility Procedures will be applied when one of the following weather conditions are present:

- The Instrumented Runway Visual Range (IRVR) or Met Visibility is less than 1500 m,
- The cloud ceiling is 200 ft or lower ('ceiling' defined as broken or more).

### 4.2.2 Restrictions

The following restrictions apply during LVP:

- Taxiway E and D are closed,
- Departing aircraft for Runway 26 shall be lined up via A1 (there is no centreline lighting on Taxiway G),
- Departing aircraft for Runway 08 shall be lined up via B1
- During Runway 08 operations Stand 1 shall not be used (on VATSIM this means arriving aircraft shall not be assigned Stand 1 however departing aircraft may still connect to the network on Stand 1)
- No aircraft may be permitted to enter the runway when an arriving aircraft is within 6 NM from touchdown,
- Landing aircraft are to receive landing clearance by 4 NM from touchdown,
- Minimum arrival spacing shall be 10 NM.

Controllers are reminded that due to the lack of Surface Movement Radar pilots should be asked to confirm vacated.

### 4.2.3 Instrumented Runway Visual Range (IRVR)

Runway visual range readings will be provided when visibility is below 1500 m. IRVR should then be passed to all arriving aircraft in the intermediate approach stage and within the ATIS. For the purpose of VATSIM, IRVR reported via METAR should be considered the IRVR for touchdown, midpoint and endzone of the runway.

## 4.3 Windshear

Once turbulence or windshear has been reported to Jersey ATC, AIR (or Jersey APC where appropriate) should inform all subsequent landing aircraft that windshear conditions have been reported until confirmation has been received that the conditions no longer exist.

## 4.4 Meteorological Information

An ATIS will be available on frequency 134.680 MHz. The ATIS shall be maintained by the AIR controller, though this can be delegated to another controller. Aircraft are expected to confirm the current ATIS information on first contact with a Jersey ATC station. When LVP are in force then this should be included in the ATIS broadcast.

## Chapter 5 Description of Airfield

### 5.1 Aerodrome Geographical Data

ICAO Code	EGJJ
Aerodrome Reference Point (ARP)	491229N 0021144W Midpoint of Runway 08/26
Elevation	277 ft
Transition Altitude	5000 ft
Safety Altitude	1900 ft

### 5.2 ATC Communication Facilities

#### Aerodrome Control (ADC)

RTF Callsign	Logon Callsign	Abbreviation	Coordination Callsign	Frequency (MHz)
Jersey Information	EGJJ_ATIS	ATIS	-	134.680
Jersey Ground	EGJJ_GND	GMC	(Jersey) GMC	121.905
Jersey Tower	EGJJ_TWR	AIR	(Jersey) AIR	119.455

#### Approach Control

RTF Callsign	Logon Callsign	Abbreviation	Coordination Callsign	Frequency (MHz)
Jersey Control	EGJJ_C_APP	CTL ORTAC	ORTAC sector	125.205
Jersey Control	EGJJ_S_APP	CTL SKERY	SKERY sector	120.450
Jersey Approach	EGJJ_APP	INT	(Jersey) INT	120.305
Jersey Approach	EGJJ_F_APP	FIN	(Jersey) FIN	118.555

**Note 1:** EGJJ\_C\_APP provides top-down control for Jersey, Guernsey and Alderney.

**Note 2:** Although the RTF callsign is “Control” the Jersey CTL sectors are considered Approach Control sectors, use an \_APP logon, and may be opened by S3 rated controllers.

**Note 3:** When combined the CTL sectors will be referred to as Jersey Control and the APC sectors will be referred to as Jersey Approach for coordination purposes.

**Note 4:** EGJJ\_S\_APP (CTL SKERY) and EGJJ\_F\_APP (FIN) shall only be opened when rostered for VATSIM UK events.

### 5.3 Radio Navigation and Landing Aids

Type	Identifier	Frequency (MHz)	Remarks
ILS 08	I-JJ	110.90	LLZ/DME. 3.0°GP
ILS 26	I-DD	110.30	LLZ/DME. 3.0°GP

## **Chapter 6 Use of Runways**

### **6.1 Preferential Runway**

Runway 26 is the preferred runway when the tailwind component is 5 knots or less and the runway surface is dry. If the surface wind is calm or light and variable, then the wind at 2000 ft should be considered.

### **6.2 Runway Change Procedures**

When a change of duty runway is predicted, it is the responsibility of AIR to decide on a time based on the traffic situation, at least 15 minutes ahead and inform Jersey APC and Jersey CTL sectors ahead of the agreed time. AIR in consultation with Jersey APC will tactically decide the last landing and departing aircraft prior to the runway change. This must be planned to be as close as practicable to the agreed time.

Based on this time, AIR should then coordinate with GMC as to the last departure. GMC will re-clear any previously cleared aircraft that will now depart on the new runway.

AIR must then inform Jersey APC and CTL of the intended last departure before and the first departure after the runway change (callsign and routing). Jersey APC will inform AIR of the first arrival after the runway change.

AIR must obtain a release from Jersey APC before the first aircraft departs off the new runway. This is in addition to the release required from Jersey CTL for all departure.

### **6.3 Opposite Direction Traffic**

#### **6.3.1 Departures**

AIR will contact Jersey APC to request a release for an aircraft intending to depart from the non-duty runway in the opposite direction to the runway in use. Ideally coordination should commence prior to the aircraft being ready for departure.

Jersey APC and AIR will agree a course of action that will ensure that standard vertical separation will be maintained between any departures and any conflicting, or potentially conflicting aircraft. Jersey APC will notify Jersey CTL of the agreed course of action.

The Jersey APC controller must ensure that separation is maintained between the opposite direction departure and all other traffic.

#### **6.3.2 Arrivals**

Jersey APC will contact AIR to request permission before positioning an aircraft to land on a runway other than the designated runway in use.

Jersey APC must ensure separation between the opposite direction traffic and all other traffic – including departures and in the event of unanticipated go-arounds. This includes ensuring separation in case the opposite direction traffic initiates a go-around.



## Chapter 7 Standard Air Traffic Control Clearances

### 7.1 General

Except where specified, Aerodrome Control may issue the following standard clearances without coordination.

### 7.2 Standard Instrument Departures

IFR traffic joining the ATS route network should be cleared via the standard instrument departure (SID) appropriate for the direction of flight. Jersey uses conventional navigation SIDs with the exception of the ORIST 1C/D which is RNAV1.

All Jersey SIDs have initial altitudes of 5000 ft.

Direction	SID	26	08	Remarks
North	ORIST	1C	1D	RNAV1
	ORTAC	3A	2B	
Northeast	BENIX	5A	3B	
East	LUSIT	1A	1B	Only for traffic via N160 at FL90 and below
Southeast	ORVAL	1A	1B	
South	DIN	3A	2B	
Southwest	LERAK	2A	2B	
West	TUNIT	3A	2B	Onward routing to LIZAD via N160
	SKERY	3A	2B	
Northwest	OYSTA	-	2B	Issued only following coordination with Jersey CTL See Note

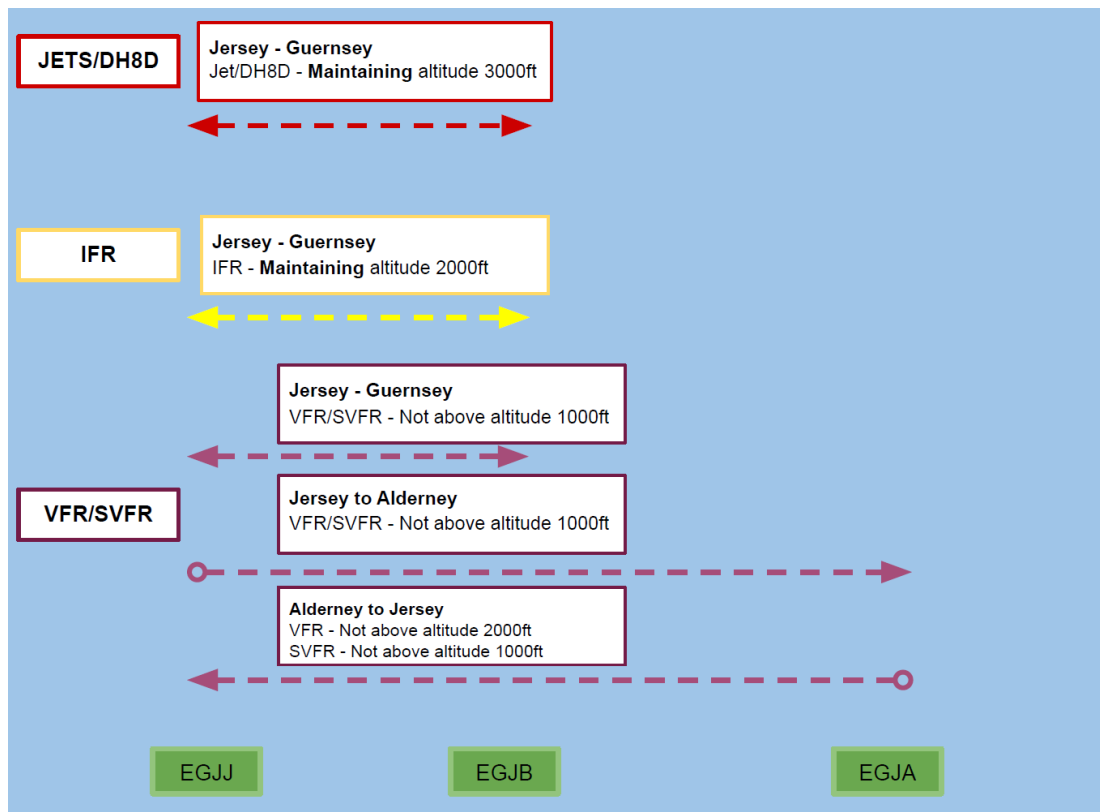
**Note:** During periods of high traffic flow to/from the northwest (SKERY/BIGNO) during Runway 08 operations, Jersey CTL may allocate the offload SID (OYSTA 2B) to outbound traffic. This SID routes traffic initially to the south of Jersey before turning northwest, deconflicting against inbound traffic on the SKERY/BIGNO 1K STARS.

### 7.3 Inter-Island Standard Clearances

A standard clearance system has been agreed for flights 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 1000 ft,
- VFR or SVFR between Jersey and Alderney is not above 1000 ft, but Alderney to Jersey VFR is not above 2000 ft, SVFR will remain not above 1000 ft,
- IFR traffic between Jersey and Guernsey and vice versa is maintaining 2000 ft,
- IFR traffic between Jersey and Guernsey and vice versa for jet and Dash 8 Q400 aircraft is maintaining 3000 ft.

Figure 3 - Inter-island flights agreed levels diagram



All IFR inter-island traffic will be cleared on an ‘omni-directional departure’. An omni-directional departure is a procedure designed on the basis that an aircraft maintains runway track 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 Jersey is the Fremont Point transmitting station which is situated approximately 3.5 NM northeast of the aerodrome up to an altitude of 812 ft AMSL. As such traffic shall climb straight ahead until passing 900 ft AMSL.

IFR traffic should be instructed to route via GUR for Guernsey and ALD for Alderney. Traffic inbound to Jersey will be routed via JSY for Runway 26 and SHARK for Runway 08.

GMC shall pre-note both Jersey and Guernsey APC at start-up and AIR shall obtain a release from both controllers. Transfer of communication will be within 10 NM of the departure aerodrome and aircraft will be transferred directly to Guernsey APC unless instructed otherwise by Jersey INT in the release.

Examples of these clearances are as follows:

**IFR**

*“(Callsign) cleared Guernsey/Alderney, IFR, after departure runway xx left/right turn direct GUR/ALD, climb to altitude 2000 ft, squawk 12XX.”*

**VFR**

*“(Callsign) cleared to Guernsey/Alderney, VFR, not above altitude 1000 ft, squawk 36XX.”*

## 7.4 Channel Islands CTR Departure Clearances

### 7.4.1 VFR/SVFR Traffic

All VFR or SVFR aircraft leaving the Channel Islands CTR should be given the most direct routing in accordance with their direction of travel. If an aircraft has filed a specific VRP to leave the CTR controllers should endeavour to clear them via that requested point.

All VFR or SVFR CTR departure clearances are given not above 1000 ft. Higher may be given if coordinated with Jersey CTL.

VFR/SVFR traffic shall be prenoted to Jersey INT.

A standard VFR/SVFR departure clearance is as follows:

*“(Callsign) cleared to the Channel Islands control zone boundary via (VRP), VFR/SVFR, not above altitude 1000 ft, squawk 36XX.”*

### 7.4.2 IFR Traffic

IFR traffic leaving the CTR low-level/not joining the ATS route network shall be issued a standard omni-directional departure (see GEN 7.3 for details) with a turn on-track to the first fix, maintaining 2000 ft.

This traffic shall be prenoted to Jersey INT.

A standard IFR departure clearance is as follows:

*“(Callsign) cleared to the Channel Islands control zone boundary, IFR, after departure runway xx left/right turn on-track (FIX), climb to altitude 2000 ft, squawk 12XX.”*

Further climb will be issued by Jersey CTL.

## 7.5 Local Training Area Clearances

There are three designated areas for aircraft to perform training within the Channel Islands control zone – [GEN 2.5](#).

This traffic shall be prenoted to Jersey INT

A standard clearance may be issued to VFR traffic not above 4000 ft:

*“(Callsign), cleared to the XXX training area, VFR, not above altitude 4000 ft, squawk 36XX.”*

## 7.6 SSR Code Assignment Procedures

When issuing a standard clearance ADC shall issue an appropriate SSR code from the following ranges:

Flight Category	Code Range
IFR to ATS route network (SID)	UKCP General Code
Other IFR Departures	1201-1247
VFR Departures	3601-3647

To avoid duplicate SSR codes, codes from the 1201-1247 and 3601-3647 SSR code ranges shall be generated using the UKCP Local Code function. In the event of a UKCP failure an appropriate code shall be requested from Jersey INT.

## Chapter 8 Coordination Procedures

### 8.1 Coordination from Jersey ADC to Jersey APC

ADC shall coordinate with **Jersey APC** for:

- Arrival spacing,
- Missed approaches,
- Runway changes (and inform Jersey CTL of time, last departure and first departure),
- Opposite direction departures,
- Inter-island departures,
- Non-Standard IFR departures,
- Flights remaining within the Jersey APC area of responsibility (APC 1.2),
- Radar releases related to the above.

AIR shall inform Jersey APC when the circuit is active, when it ceases to be active and coordinate if traffic will leave the AIR delegated airspace (4 NM of Jersey at and below 2000 ft). SVFR circuits require the permission of Jersey APC.

### 8.2 Coordination from Jersey ADC to Jersey CTL

ADC shall coordinate with **Jersey CTL** for:

- Any coordination required for standard departures,
- Radar releases related to the above.

### 8.3 Coordination from Jersey APC to Jersey ADC

**Jersey APC** shall coordinate with ADC for:

- IFR arrivals conducting a non-ILS approach including a 10 NM range check,
- IFR arrivals that are not code-callsign converted including a 10 NM range check,
- Missed approach instructions for IFR arrivals conducting a planned missed approach,
- VFR and SVFR arrivals,
- VFR and SVFR overflights routing via the AIR delegated airspace.

## ADC | AERODROME CONTROL

### Chapter 1 Ground Movement Control (GMC)

#### 1.1 Responsibilities

Ground Movement Control (GMC) (“*Jersey Ground*”) is responsible for the safe and expeditious movement of aircraft on the aprons and taxiways and the transfer of traffic to the AIR controller in a timely fashion. It additionally provides full departure clearance to aircraft departing Jersey and is responsible for passing the QNH and verifying the aircraft type of departing aircraft. The flight strip will be amended to ensure the correct flight rules, temporary altitude, assigned squawk, and voice tag are shown.

#### 1.2 Issuing Clearances

It is the responsibility of GMC to issue clearances. Pilots should report the following information when requesting clearance:

1. Their stand number
2. Their aircraft type
3. The ATIS letter they are in receipt of
4. The current Jersey QNH

GMC should ensure that both the stand number and aircraft type are confirmed by the pilot before issuing a clearance.

Standard IFR, VFR and SVFR clearances shall be issued as described in [GEN Chapter 7](#). Clearances for any non-standard departures which are not described in GEN Chapter 7 shall be obtained from Jersey INT.

#### 1.3 Flow Restrictions

##### 1.3.1 Calculated Take-off Times (CTOT)

A Calculated Take-Off Time (CTOT), sometimes referred to as a ‘slot’, is issued to a sequence of departures as a long-term flow management system when there is a significant excess of aircraft wishing to depart the aerodrome. CTOTs will usually only be employed as a method of flow control on VATSIM during particularly busy events.

On VATSIM, the adherence to slot times is clearly not as important as the real world, and a deviance of 5 minutes before or, 10 minutes after is typically required during events. Since CTOTs are generally locally assigned, instead of being based on restrictions in Europe, adherence rules as strict as this do not tend to be employed, although it may be deemed acceptable to delay aircraft who have not met a reasonable CTOT.

GMC should retain aircraft on stand until a reasonable time to facilitate the meeting of a slot time in order to prevent both RTF congestion on ground frequencies and the blocking of taxiways. The time for pushback and taxi distance should therefore be considered when determining a suitable time to transfer the aircraft to GMC.

### 1.3.2 Minimum Departure Intervals (MDI)

During or in anticipation of periods of congestion a Minimum Departure Interval (MDI) may be issued via the *European Collaboration and Flow Management Project (ECFMP)*. An MDI is applicable between departures on either specified routes or with specified destinations. MDI are published via the VATSIM UK Discord and will have a designated start and end time.

### 1.4 Manoeuvring Areas and Parking

Aircraft may move on the manoeuvring area and all aprons only with the permission of ATC and all aircraft are required to request clearance prior to start-up/push-back.

The stands (except Stands 32 and 40 which are self-manoeuvring) are configured for nose-in operations and simultaneous push-backs are approved in order to expedite surface operations. Push-back on adjacent stands is possible if both aircraft are of small or light in size category and the operator can accept a straight push back only.

Stand allocation will normally be performed automatically by UKCP for commercial aircraft. When an aircraft cannot be cleared to taxi directly to the assigned stand the phrase “*expect stand*” should be used to inform the aircraft of their parking position.

In the event of a UKCP failure it is the responsibility of the GMC controller to assign stands to aircraft based off the following table:

<b>Commercial (Passenger)</b>	Stands 1 – 13
<b>Commercial (Freight)</b>	Stands 15 – 23
<b>Light General Aviation (&lt; 3000 kg)</b>	Aeroclub Grass Parking ( <i>except very light jets</i> )
<b>General Aviation Refuelling</b>	Stand 20-21
<b>General Aviation (3000 – 45,500 kg)</b>	GAMA Apron
<b>Heavy General Aviation (&gt; 45,500 kg)</b>	Stands 15 – 19
<b>Military (&lt; 45,500 kg)</b>	GAMA Apron
<b>Military (&gt; 45,500 kg)</b>	Stands 20 – 23
<b>Helicopters (&lt; 1400 kg)</b>	Aeroclub Grass Parking
<b>Helicopters (&gt; 1400 kg)</b>	GAMA Apron
<b>Overflow</b>	Stands 40, Eastern Apron

International commercial passenger flights operate to/from Stands 1 and 3 (with 4 available as an overflow)

## Chapter 2 Air Control (AIR)

### 2.1 Responsibilities

Air Control (AIR) (*“Jersey Tower”*) is responsible for the safe and expeditious use of the active runway and the rapid exit taxiways and the provision of information to aircraft making an instrument approach. AIR is delegated airspace within 4 NM of Jersey below 2000 ft for the control of VFR aircraft operating within the vicinity.

AIR shall obtain relevant releases and transfer departures to the appropriate radar controllers.

### 2.2 Runway Clearances

It is accepted that a degree of anticipation is permissible in the issuance of take-off and landing clearances. In all cases take-off/landing clearances shall not be passed until the preceding aircraft:

- Has passed the runway edge markings, and
- Is in motion, continuing in the required direction.

Vacating aircraft must not be instructed to stop until they have passed entirely beyond the runway holding point and at a minimum shall be passed an instruction to turn left or right on the taxiway as they vacate.

When a clearance is issued in anticipation of meeting the vacated requirement, controllers shall continuously monitor the situation and take positive action if the requirement may not be met.

### 2.3 Wake Turbulence Separation

Wake turbulence separation should be provided in accordance with MATS Part 1.

There are no wake turbulence exemptions for holding points at Jersey.

### 2.4 Departure Separation

All departure separations must be considered as **minima** and should not be reduced by Jersey AIR through the use of RSIVA, or by any other means.

Aircraft not included in these groups are to be the subject of a separation to be agreed between AIR and Jersey CTL.

#### 2.4.1 Route Separation

The standard departure interval between any two successive flights shall be at least 2 minutes. Except for adjustments for speed separation (detailed below), this interval shall **not** be reduced by Jersey ADC. The issuance of a release by Jersey CTL does **not** permit this departure interval to be reduced.

#### 2.4.2 Speed Separation

When a faster aircraft follows a slower aircraft, the interval is to be increased by 1 minute for each successive speed group.

Subject to wake vortex separation, the interval may be reduced to 1 minute provided that the following aircraft is two groups slower than the preceding aircraft.

### 2.4.2.1 Table of Aircraft Speed Groups

Jersey utilises VATSIM UK’s harmonized speed table to categorise aircraft for departure separation. The table at time of writing is shown below. Updates published to the harmonized speed table apply to Jersey.

4	3	2	1
All jet aircraft <b>except:</b>	BAE146/Avro RJ	ATR variants	BN2P/T
- <i>Those in Group 3</i>	CL35/CL60	DH8A/B/C	C208
- <i>Concorde</i>	CRJ1/2/7/9/X	F50	DA62
- <i>Military fast jets</i>	D328/J328	JS31/32/41	DHC6
	DH8D	King Air variants	E110
	E135/145	PC12	
	E50P/55P	SF34	
	P180	SW3/4	
	SB20	TBM7/8/9	
	All Citations <b>except:</b>		
	- <i>C56X/680/68A/700/750</i>		

## 2.5 Departures Subject to Radar Approval

AIR must obtain a departure release from the receiving **Jersey CTL sector** for all IFR departures following a SID.

Except VFR circuits, all other departures require a release from **Jersey INT**.

For inter-island traffic, AIR must obtain a release from **Guernsey APC** as well as **Jersey INT**.

All releases expire after 5 minutes.

## 2.6 Transfer of Control and Communication

### 2.6.1 Departures

#### 2.6.1.1 Order of Transfer

SID departures shall be transferred to Jersey CTL per the following table:

Runway 08		Runway 26	
CTL ORTAC	CTL SKERY	CTL ORTAC	CTL SKERY
ORIST 1D	BENIX 3B	ORIST 1C	BENIX 5A
ORTAC 2B	DIN 2B	ORTAC 3A	DIN 3A
SKERY 2B	LERAK 2B		LERAK 2A
	LUSIT 1B		LUSIT 1A
	ORVAL 1B		ORVAL 1A
	OYSTA 2B		SKERY 3A
	TUNIT 2B		TUNIT 3A



All other departures shall be transferred to Jersey APC, except for inter-island flights to Guernsey/Alderney which shall be transferred directly to Guernsey APC unless specified otherwise in the release.

**2.6.1.2 Top-Down Sequence**

The top-down sequence (left to right) is as follows:

<b>Jersey</b>	EGJJ_APP <b>JJR</b>	EGJJ_C_APP <b>J</b> <b>ORTAC CTL</b>	EGJJ_C_APP <b>J</b> <b>ORTAC CTL</b>	LON_W_CTR <b>LW</b>	LON_CTR <b>L</b>
<b>Guernsey</b>	EGJB_APP <b>JBA</b>	EGJJ_S_APP <b>JS</b> <b>SKERY CTL</b>			

**2.6.2 Aircraft on Approach**

The transfer of communications of an aircraft from Jersey APC to AIR should occur no later than 6 NM from touchdown.

Jersey APC will remain responsible for maintaining wake turbulence separation and/or radar separation until touchdown. As such, any instruction which AIR wishes to issue prior to touchdown which may erode separation must be co-ordinated with Jersey APC before it is given.

**2.7 Landing Clearance**

**2.7.1 Runway Designator**

The runway designator should be included in all landing clearances.

**2.8 Cancelling Approach Clearance**

It is the responsibility of the AIR controller to issue landing clearances to all aircraft. If they are not satisfied that an approach can continue safely they may issue instructions to re-position a particular aircraft or instruct the aircraft to go-around.

**2.9 Arrival Spacing**

All arrival wake turbulence separation is as per MATS Part 1.

AIR shall coordinate with Jersey APC to agree the required spacing taking into account the spacing required for pending departures and the number of inbounds and any delay.

As a guide, typically:

- 6 NM permits one departure,
- 10 NM permits two departures.

## 2.10 Missed Approaches

The standard missed approach procedures are as published on approach charts in the UK AIP. The missed approach procedures for ILS approaches are described below:

Approach	Missed Approach Procedure
ILS 08	Climb straight ahead to 3000 ft, then turn right heading 180°, then as directed by ATC.
LOC 08	
NDB 08	
VOR 08	
RNP 08	Straight ahead to JJM01, climbing to 3000 ft, then right turn to JJM02 and GAMDU to hold or as directed by ATC.
ILS 26	Climb straight ahead to 3000 ft, then turn left heading 180°, then as directed by ATC.
LOC 26	
NDB 26	
VOR 26	
RNP 26	Straight ahead to JJM03, climbing to 3000 ft, then left turn to JJM04 and TIXON to hold or as directed by ATC.

## 2.11 Go-Around Procedure

On becoming aware of, or after initiating a go-around, the AIR controller is to:

1. Activate the UKCP Go-Around Alarm (if in use),
2. Establish separation between the go-around and departing traffic:
  - a. Go-around traffic should follow the published missed approach procedure but may be given an early turn onto heading 180° or runway heading if required,
  - b. Tactical headings may be issued to departing traffic only if necessary to avoid an immediate conflict:
    - i. Northbound departures may be issued an early northbound turn,
    - ii. Southbound departures may be issued an early southerly turn or the runway heading,
  - c. Traffic should be monitored visually where able, or via the ATM,
3. Coordinate with Jersey APC to agree tactical headings and action required for traffic,
4. Pass traffic information where required or useful.

Coordination for missed approach traffic shall be with Jersey APC. Where a departing aircraft has been issued a heading they should be instructed to report the heading to the next controller.

The first departure following a missed approach requires a release from Jersey APC alongside any other releases normally required.

## 2.12 Circuit Procedures

### 2.12.1 Visual Circuit

Circuits may take place to the south of the aerodrome; pilots are requested to fly the majority of the circuit over sea where possible. The circuit altitude is variable:

- 1300 ft for propeller driven aircraft,
- 1800 ft for jet aircraft.

Jersey APC shall be informed when the visual circuit is active and ceases to be active. AIR may control traffic within their delegated airspace (4 NM of Jersey at and below 2000 ft) but shall coordinate any traffic leaving this airspace with Jersey APC.

SVFR circuits require the approval of Jersey APC and shall be coordinated to ensure standard separation is maintained against other IFR or SVFR traffic.

### 2.12.2 Discrete Circuit SSR Codes

All traffic operating in the visual circuit shall be assigned a discrete SSR code from the range 3601-3647, which ADC shall request from APC. Notably the common 7010 circuit conspicuity squawk is **not** in use at Jersey.

### 2.12.3 Integrating Circuit Traffic with IFR Approaches

VFR traffic may be instructed to orbit at the start or end of the downwind leg, to land or to leave the circuit and hold away from the instrument approach. Traffic information is to be passed as appropriate. Circuit traffic must report the relevant traffic in sight before turning base.

If the pilot cannot see the aircraft on final, they must either extend downwind or orbit left/right at the end of their downwind leg until the aircraft on final is sighted or has landed. Once the traffic is in sight or has landed, wake turbulence advisories should be passed (if applicable) with the instruction to report final.

Except when AIR can apply RSIVA, SVFR traffic must either land or be routed to maintain 3 NM separation from the final approach track whenever inbound IFR traffic is within 10 NM.

### 2.12.4 Re-join Procedures

Aircraft shall typically be cleared to join a base leg appropriate to the direction of arrival, however AIR may integrate traffic however necessary. Traffic may be held clear of the circuit overhead VRPs in the vicinity of Jersey. Overhead joins are not normally to be permitted.

## 2.13 Use of the Aerodrome Traffic Monitor

An Aerodrome Traffic Monitor (ATM) is available, and the information derived from the ATM may be used by all AIR controllers to:

- Determine the landing order, spacing and distance from touchdown of arriving aircraft.
- Assist in applying longitudinal separation for departing aircraft.
- Enable controllers to confirm that the initial track of departing aircraft conforms with the clearance issued.
- Provide information to aircraft on the position of other aircraft in the circuit or carrying out an instrument approach.

Additionally, **radar validated controllers (S3+)** may utilise the ATM for advanced uses:

- Following identification, validate SSR codes of departing aircraft and verify associated mode C read-outs.
- Monitor the progress of overflying aircraft identified by Approach Radar Control to ensure that they do not conflict with the tracks of arriving or departing aircraft.
- Establish separation between departing aircraft.
- Pass traffic information.
- Establish separation in the event of a missed approach.
- Assist in taking initial corrective action when the separation between arriving aircraft becomes less than the prescribed minima.

## APC | JERSEY APPROACH

### Chapter 1 Area of Responsibility and Sector Organisation

#### 1.1 General

**Jersey Approach (APC)**, comprising the INT (“Jersey Approach”) and FIN (“Jersey Approach”) sectors, is responsible for the control of traffic conducting instrument approaches to Jersey alongside low-level traffic operating within the Jersey APC area of responsibility. All inter island traffic, non-standard IFR traffic and VFR departures are subject to a release from Jersey INT.

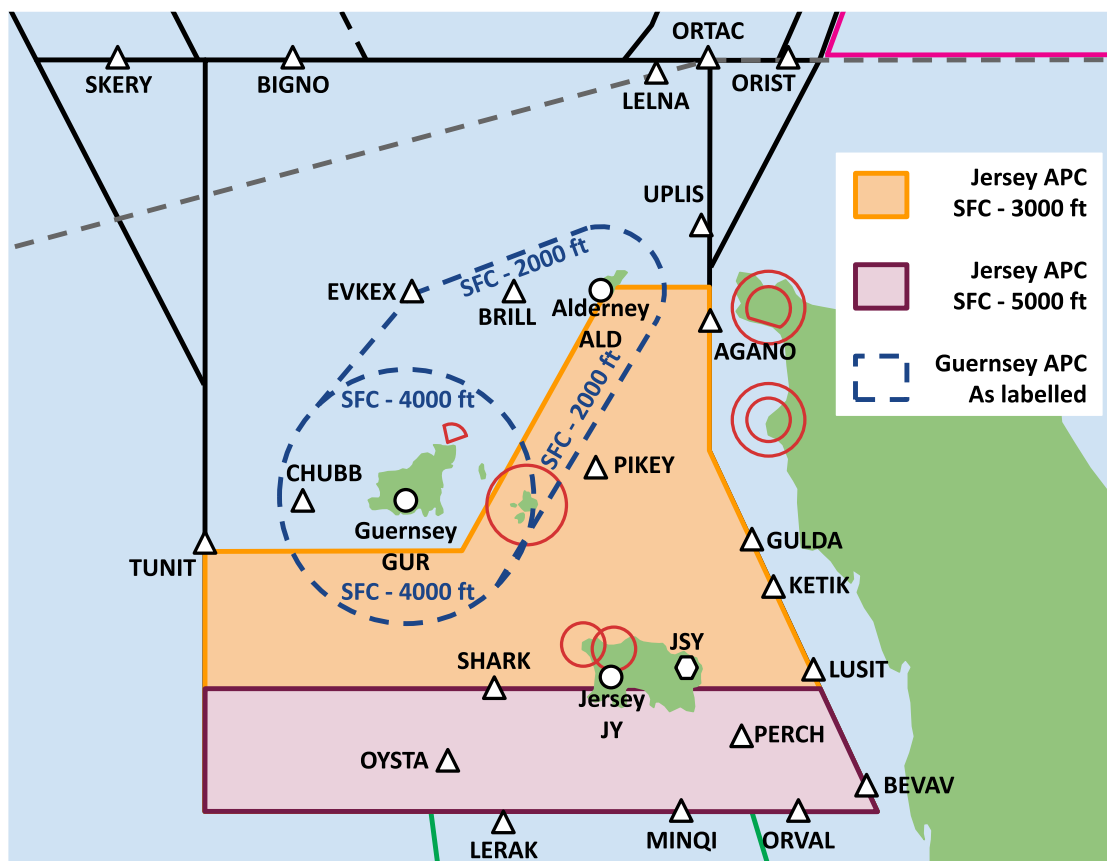
#### 1.2 Jersey APC Area of Responsibility

Jersey APC is responsible for the delegated portions of the Channel Islands CTR depicted in Figure 4 excluding the Guernsey Local Area.

Jersey APC provides services to:

1. Arriving traffic released by Jersey CTL until control is transferred to ADC,
2. Departing VFR traffic transferred by ADC until transfer to Jersey CTL,
3. Inter-island traffic to Jersey transferred by Guernsey or Alderney ADC,
4. Non-standard flights operating solely within the Jersey APC area of responsibility.

Figure 4 - Jersey APC and Guernsey APC airspace delegations



### **1.3 Jersey APC Functions**

Jersey APC provides Approach and Approach Radar Control functions as defined in CAP 493 (MATS Part 1).

Specific functions are:

#### **1.3.1 INT**

- Accepts releases from Jersey CTL and provides control and initial sequencing for traffic inbound to Jersey until onward transfer,
- Control of traffic in the JSY and JW holds transferred by Jersey CTL,
- Control of overflights (VFR, SVFR and IFR) within the Jersey APC area of responsibility and coordination as required,
- Coordination with AIR for missed approaches, runway changes, opposite direction departures, inter-island departures and departures remaining within the Jersey APC area of responsibility, and the provision of releases relating to these,
- Executive coordination with Jersey CTL,
- The responsibilities of FIN in their absence.

#### **1.3.2 FIN**

- Provides control of traffic transferred by INT until transfer to Aerodrome Control,
- Provides vectoring to final approach stages,
- Liaises with AIR for range checks, final approach spacing and landing clearances,
- Radar monitoring of traffic on final approach to ensure separation is not eroded.

## **Chapter 2 Approach Control General Procedures**

### **2.1 Radar General Operational Procedures**

Jersey APC controllers shall comply with all radar general operational procedures described in CTL Chapter 2.

### **2.2 Coordination with Adjacent Radar Controllers**

#### **2.2.1 Jersey CTL**

Jersey CTL will release inbound IFR traffic in accordance with the procedures documented in APC 2.3. Transfer of VFR/SVFR traffic shall be in accordance with the procedures documented in APC 4.1.

Upon receiving a release request from AIR for a non-standard IFR departure leaving the Jersey local area, INT should coordinate a release with the receiving Jersey CTL sector, before issuing the release to AIR. Jersey INT shall initially control non-standard IFR departures, except where coordinated otherwise.

Inter-Island Traffic does not need a release from Jersey CTL.

### 2.2.2 Guernsey APC

All traffic transferred between Jersey APC and Guernsey APC shall be by individual **verbal** radar handover.

*Example: "Radar handover, BCI351, squawk XXXX, 5 NM north west of Jersey routing direct GUR, maintaining altitude 2000 ft."*

Traffic operating under the control of 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.

### 2.3 Inbound Releases

Expected inbound IFR aircraft are transferred by silent transfer agreement to Jersey APC, descending to FL70, either following the STAR or on an appropriate radar heading. If transferred on a heading or with speed control applied the pilot is to be instructed to report this on transfer of communications and the heading and/or speed instructions shall be documented in the track data-block. Transfer of control is coincident with transfer of communication.

### 2.4 Holding Procedures

Procedures for holding traffic are detailed in CTL 4.5.1.

### 2.5 Information to Arriving Aircraft

After an arriving aircraft has made its initial call to Jersey APC, the following information shall be passed as soon as practicable:

- Runway in use and the type of approach, if not already received from the ATIS,
- Current ATIS code,
- LVP if in operation, if not already received from the ATIS,
- Any delay to be expected.

Jersey APC is to confirm aircraft type, including type variants. Any aircraft type which is not as filed must be changed as soon as possible and advised to any controller who may be reliant on up-to-date information, say for the provision of wake turbulence separation.

Aircraft that have received the information above must be kept informed of the following until they have landed:

- Significant changes in the meteorological and runway conditions,
- Relevant reports from other pilots,
- Implementation or cancellation of LVP.

### 2.6 Expected Approach Times (EATs)

Expected approach times are not issued. The arrival order is derived from the stack arrival time subject to tactical considerations. Where traffic is holding, Jersey APC shall provide an expected **delay** in increments of 5 minutes up to 20 minutes, after which traffic may be informed "*delay not determined.*"

## Chapter 3 Procedures for Intermediate and Final Approach

### 3.1 Intermediate Approach Procedures

#### 3.1.1 Vectoring Restrictions

##### 3.1.1.1 SID Tracks

It is the responsibility of Jersey APC to separate inbound traffic under their control against outbound traffic routing on a standard instrument departure and the controller must ensure inbound traffic is vectored clear of standard instrument departure (SID) tracks for outbound traffic.

If Jersey APC has conflicting traffic, they must request the departing traffic is transferred to the APC frequency by AIR.

##### 3.1.1.2 Sark Restricted Area (R095)

Traffic must be vectored clear of the Sark Restricted Area (R095). Overflight is not permitted within 3 NM of Sark at or below 2000 ft AGL (2400 ft AMSL).

#### 3.1.2 Altitude Control – Continuous Descent Approaches

Except when traffic is holding at JSY/JW or for traffic conducting a non-precision/RNP approach, aircraft should receive a continuous descent approach (CDA). The aim of the CDA procedure is to provide pilots with the ATC assistance necessary for them to achieve a continuous descent during intermediate and final approach, at speeds which require minimum use of flap to reduce noise. Range from touchdown shall typically be provided on first descent to an altitude and re-iterated on first contact with FIN. Should the range become inaccurate, a new range shall be issued.

#### 3.1.3 Speed Control

Speed control may be issued at the judgement of the radar controller for the intermediate and final approach phase. When established on final approach until 4 NM from touchdown, traffic should typically be instructed to fly 160 KIAS unless coordinated with AIR. For aircraft unable to maintain 160 +/- 5 kts, FIN shall ascertain the final approach speed and inform AIR.

#### 3.1.4 Avoidance of Noise Sensitive Areas

Wherever possible, controllers should endeavour to avoid vectoring traffic within the Noise Abatement Zone (over land or within 5 NM of the coastline).

#### 3.1.5 Transfer of Traffic to FIN

Traffic should be positioned on an appropriate downwind heading, descending to altitude 3000 ft, and clear of conflict with other traffic. Transfer of control is coincident with transfer of communication and the electronic transfer of the track data-block which shall indicate the cleared level, assigned heading and any assigned speed control.



## 3.2 Final Approach Procedures

### 3.2.1 Responsibility

Jersey APC is responsible for the **separation** of inbound aircraft until touchdown.

Controllers will typically apply increased **spacing** to facilitate departures as described below. It is the responsibility of AIR to monitor runway arrival **spacing** and to notify any required increases in arrival spacing to Jersey APC.

Jersey APC shall typically retain inbound aircraft on frequency until they are either established on the final approach track or able to continue visually and shall endeavour to transfer aircraft to the AIR frequency no later than 6 NM from touchdown.

### 3.2.2 Coordination with AIR

Jersey APC shall provide AIR with a 10 NM range check with regards to:

- Traffic conducting other than an ILS approach (type of approach must be specified),
- Traffic which is not code-callsign converted,
- Traffic which is conducting a training approach or not intending to land.

### 3.2.3 Final Approach Separation

Jersey APC is responsible for applying both radar and wake turbulence **separation** on final approach until touchdown.

The radar separation minima are described in [CTL 2.2](#) and wake turbulence separation between aircraft on final approach shall be applied in accordance with MATS Part 1 (CAP 493).

The 'catch-up' (sometimes referred to as compression) that occurs after the leading aircraft passes 4 NM from touchdown must be factored into the spacing provided to ensure that radar and wake turbulence **separation** are provided until touchdown. In most cases, adding 1 NM to the required separation between aircraft and maintaining this until 4 NM from touchdown will act as a sufficient buffer.

**Note 1:** Jersey APC shall not assume Reduced Separation in the Vicinity of an Aerodrome is being applied without coordination.

**Note 2:** Aircraft performing a visual approach are responsible for their own wake turbulence separation.

If either radar or wake turbulence separation are eroded below the required minima, the approach must be discontinued and the aircraft taken off the approach.

### 3.2.4 Final Approach Spacing

Jersey APC is responsible for ensuring the agreed final approach **spacing** is maintained until the lead aircraft reaches 4 NM from touchdown.

The minimum spacing approved on final approach is 4 NM, however typically Jersey APC shall not reduce **spacing** to below 6 NM without coordination with AIR to permit departures. At Jersey, usually 10 NM spacing is required to allow for 2 departures; AIR shall coordinate with APC if this is needed.

### 3.2.5 Non-Precision/RNP Approaches

Aircraft requesting a non-precision or RNP approach are typically radar vectored to the final approach. Full procedural approaches shall be coordinated with AIR with a radar check implemented until the aircraft reports or is observed to be beacon outbound.

Aircraft shall be positioned to establish the final approach track prior to the Final Approach Fix (FAF) with **at least 2 NM of level flight** flight prior to the FAF (hence CDA procedures should be disregarded). Alternatively, aircraft requesting an RNP approach will be radar vectored towards an appropriate Initial Approach Fix (IAF), before being instructed to resume own navigation and “cleared RNP approach runway (designator), QNH (hPa)”.

**Note:** *When instructed to resume own navigation, the aircraft’s current track must be within 45 degrees of the IAF.*

When clearing an aircraft for an RNP approach, the instruction clears the aircraft on both the lateral and vertical profile of the procedure. As such, controllers may use the following phraseology to emphasise that an aircraft is not cleared on the vertical profile.

**Example:** *“EZY12AB, route direct LAPLI, maintain altitude 4000 ft” then later “EZY12AB, cleared RNP approach runway (designator) QNH (hPa).”*

The Jersey QNH must be issued with the approach clearance for both non-precision and RNP approaches.

### 3.2.6 Visual Approaches

IFR flights may be authorised to conduct visual approaches if the pilot 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 although aircraft conducting a visual approach a responsible for wake turbulence separation.

**Note:** *Under normal circumstances, a controller may not ask a pilot if they can accept a visual approach when flying IFR. On VATSIM, controllers have some discretion about this, but controllers are reminded not to request a pilot to fly a visual approach unless necessary.*

Traffic conducting a visual approach shall be coordinated with AIR and will typically be transferred to the AIR controller once the aerodrome is sighted and the inbound is deconflicted against other traffic.

Visual approaches cannot be conducted if low visibility procedures (GEN 4.2) are in force.

## 3.3 Missed Approach Procedures

Missed approach procedures and the procedures used by AIR are documented in [ADC 2.10](#).

AIR shall notify Jersey APC of a missed approach through the UKCP Go-Around Alarm wherever possible. They shall then promptly coordinate with INT. INT is responsible for issuing tactical headings to ensure separation and to then specify whether to transfer the traffic to INT or FIN. The next departure following a go-around is subject to release from INT.

## Chapter 4 Other Procedures

### 4.1 VFR/SVFR Traffic

Departing VFR/SVFR traffic will be issued a standard clearance as per GEN 7.4 not above altitude 1000 ft. Release will be issued by Jersey INT and traffic will be transferred to Jersey INT following departure. Outbound traffic shall either be retained to the CTR boundary if routing via the APC area of responsibility or transferred by radar handover to either Jersey CTL or Guernsey APC dependant on the direction of flight and level.

Inbound traffic will be transferred by Jersey CTL or Guernsey APC by radar handover and shall be coordinated with AIR for join. Traffic entering the CTR via the APC area of responsibility may be instructed to free-call INT by Jersey CTL and may be cleared to enter the CTR as appropriate.

### 4.2 Departures Remaining within the Jersey APC Area of Responsibility

Departures remaining within the Jersey APC area of responsibility will be coordinated by AIR. AIR will request a release from Jersey APC.

Traffic which then requests to leave the Jersey APC area of responsibility shall be coordinated with Jersey CTL and/or Guernsey APC as required.

### 4.3 Inter-Island Traffic

Inter-island traffic will be issued a standard clearance as per [GEN 7.3](#).

Traffic departing Jersey for Guernsey/Alderney will be released by Jersey APC and, unless Jersey APC requires initial control to deconflict/separate against other traffic, should be transferred directly to Guernsey APC after departure.

Traffic departing Guernsey/Alderney for Jersey will be released by Jersey INT and shall be transferred directly to Jersey APC after departure unless Guernsey APC requires initial control to deconflict/separate against other traffic within the Guernsey Local Area.

### 4.4 Low Level IFR Traffic – Agreements with Rennes Approach

Standing agreements exist with Rennes Approach for low level IFR traffic routing to/from the Rennes TMA and are documented in [CTL 6.4.3](#).

### 4.5 SKERY/BIGNO Offload Procedures

During periods of high inbound or outbound demand via SKERY/BIGNO, Jersey CTL may implement SKERY/BIGNO offload procedures.

During Runway 08 operations, Jersey CTL may allocate the offload SID (OYSTA 2B) to outbound traffic. This SID routes traffic initially to the south of Jersey before turning northwest, deconflicting against inbound traffic on the SKERY/BIGNO 1K STARs.

During Runway 26 operations, Jersey CTL may allocate the offload STARs (BIGNO 1L and/or SKERY 1L) to inbound traffic. These STARs route traffic to the south of Jersey, deconflicting against outbound traffic on the SKERY 2B SID

Jersey CTL will notify Jersey APC whenever offload procedures are in use.

## CTL | JERSEY CONTROL

### Chapter 1 Area of Responsibility and Sector Organisation

#### 1.1 General

**Jersey Control (CTL)**, comprising Jersey CTL (ORTAC) (“*Jersey Control*”) and Jersey CTL (SKERY) (“*Jersey Control*”) sectors, is responsible for the overall control of all traffic within the Channel Islands CTR except traffic transferred to another Channel Islands unit or traffic operating solely within the confines of delegated airspace.

Jersey CTL provides top-down control for Jersey, Guernsey, and Alderney in the absence of local ATC.

#### 1.2 Jersey CTL Area of Responsibility

##### 1.2.1 General

Jersey CTL is responsible for the entire Channel Islands CTR and associated CTAs and TMA. Control is delegated to Jersey APC within the Jersey APC area of responsibility and to Guernsey APC within the Guernsey Local Area (depicted in Figure 4).

##### 1.2.2 Sector Splits

When agreed by both controllers Jersey CTL may be split into ORTAC and SKERY sectors, these are depicted in Figure 5. The RTF callsign remains “*Jersey Control*” for both sectors however the sector identifiers will be used for coordination.

Jersey CTL (ORTAC) will be responsible for traffic routing via LELNA/ORTAC/ORIST, AGANO, and GULDA/KETIK/LUSIT, alongside top-down control of Jersey.

Jersey CTL (SKERY) will be responsible for traffic routing via SKERY/BIGNO, TUNIT, and LERAK/MINQI/ORVAL/BEVAV, alongside top-down control of Guernsey and Alderney.

#### 1.3 Jersey CTL Functions

Jersey CTL provides Approach and Approach Radar Control functions as defined in CAP 493 (MATS Part 1).

Specific functions are:

##### 1.3.1 Jersey CTL (ORTAC)

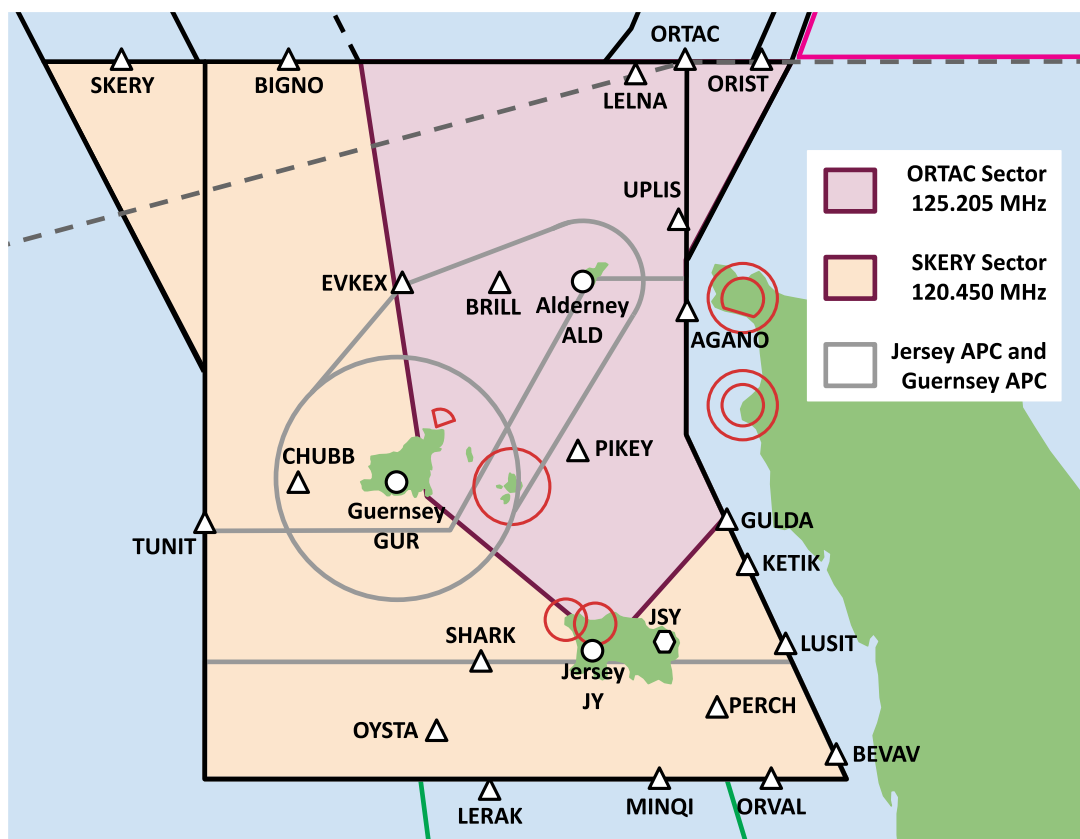
- Control of inbound IFR ATS route network traffic within ORTAC sector following transfer from adjacent ACCs and prior to transfer to Jersey/Guernsey APC,
- Control of outbound IFR ATS route network traffic within ORTAC sector following transfer from Jersey/Guernsey Aerodrome Control and prior to transfer to adjacent ACCs,
- Control of overflights (IFR/VFR/SVFR) within ORTAC sector except for those delegated to Jersey/Guernsey APC as per [CTL 7.2](#),
- Provision of clearances to enter/leave Channel Islands controlled airspace via ORTAC sector,

- Coordination with APC and ADC units within Channel Islands controlled airspace relevant to the Jersey CTL (ORTAC) function,
- Top-down control of Jersey,
- The responsibilities of Jersey CTL (SKERY) in their absence.

### 1.3.2 Jersey CTL (SKERY)

- Control of inbound IFR ATS route network traffic within SKERY sector following transfer from adjacent ACCs and prior to transfer to Jersey/Guernsey APC,
- Control of outbound IFR ATS route network traffic within SKERY sector following transfer from Jersey/Guernsey Aerodrome Control and prior to transfer to adjacent ACCs,
- Control of overflights (IFR/VFR/SVFR) within SKERY sector except for those delegated to Jersey/Guernsey APC as per [CTL 7.2](#),
- Provision of clearances to enter/leave Channel Islands controlled airspace via SKERY sector,
- Coordination with APC and ADC units within Channel Islands controlled airspace relevant to the Jersey CTL (SKERY) function,
- Top-down control of Guernsey and Alderney.

Figure 5 - Jersey CTL sector splits



## Chapter 2 Radar General Operational Procedures

### 2.1 Identification and SSR Validation and Verification Procedures

All aircraft under the control of Jersey CTL must be identified, the assigned SSR code validated, and Mode C return verified. Except where described below this is to be by one of the methods described in MATS Part 1. Aircraft transferred from another radar unit either by standing agreement or individual coordination are deemed to have been validated and the Mode C return verified.

Aircraft departing Jersey, Guernsey and Alderney which are automatically code-callsign converted (correlated) with the correct callsign and are not displaying a squawk error (DUPE) indicator within the track data-block are deemed identified and validated. The first radar controller working these aircraft must however verify the Mode C return.

Any aircraft that does not automatically code-callsign convert, is displaying an incorrect callsign, or that is displaying a squawk error (DUPE) indicator shall be reassigned a unique code; however, for initial identification a controller may request an IDENT to avoid requiring the pilot to set a new squawk during the workload intensive departure phase.

Aircraft departing private sites within the Channel Islands CTR which have been passed an SSR code prior to departure, shall be instructed to IDENT or identified by another method regardless of whether automatic code-callsign conversion has taken place.

### 2.2 Separation Requirements for Jersey CTL

Jersey CTL controllers may apply reduced radar separation of 3 NM between aircraft operating within the Channel Islands airspace provided that:

- Both aircraft are identified, and
- If greater than 3 NM, the appropriate wake turbulence separation is applied, and
- If applied against an aircraft under the control of another agency, direct voice communication is available between the controllers, and the other agency must also be approved to apply reduced radar separation.

**Note 1:** All Channel Islands radar sectors and London AC South are authorised to apply 3 NM radar separation.

**Note 2:** London AC West, Brest ACC and Rennes Approach are **not** authorised to apply 3 NM radar separation and Jersey CTL must establish 5 NM separation prior to transfer of control at the CTR/TMA boundary.

### 2.3 Provision of ATS above FL195

Jersey CTL is authorised to provide an Approach Radar Control service to IFR aircraft operating in the UK FIR between FL195 and FL215 in accordance with the agreements with London ACC listed at [CTL 6.2](#).

### 2.4 Confirmation of Cleared Level

Jersey CTL is to confirm the cleared level of any aircraft transferred from any adjacent units/sectors on first contact. If it is not volunteered by the pilot it is to be requested and verified by the receiving controller before giving any executive instruction.

## 2.5 Transfer of Data and Control between Jersey CTL Sectors

Transfer of data and control between Jersey CTL sectors will be by electronic transfer of the aircraft track data-block coincident with the transfer of communication and will occur prior to the sector boundary. The transferring controller is to ensure that all information on the electronic flight progress strip is accurate before transfer to the receiving controller. When this is the case, no verbal coordination is required, unless either controller feels it necessary for reasons of clarity, or to highlight non-standard positioning or coordinated restrictions.

Procedures for the transfer of data and control to Jersey APC and Guernsey APC is documented in CTL Chapter 3. Procedures for the transfer of data and control with adjacent ATSU's is documented in CTL Chapter 6.

## 2.6 Terrain and Obstacle Clearance

Within the Channel Islands CTR, aircraft operating IFR shall not be assigned any level below 2000 ft unless operating within the confines of either the Jersey or Guernsey Surveillance Minimum Altitude Area (SMAA), in which case SMAA levels may be used.

Use of the Jersey Final Approach Vectoring Area (FAVA) is restricted to aircraft which are either established on the approach track or are on an intercept of 40° or less and cleared to establish the final approach track.

Jersey ATC SMAA chart: **AD 2.EGJJ-5-1.**

Guernsey ATC SMAA chart: **AD 2.EGJB-5-1.**

***Note:** The Guernsey SMAA chart is applicable to aircraft operating to/from Alderney under a surveillance service.*

## 2.7 Change to Lowest Available Flight Level

When a change to the Jersey QNH results in a new lowest available flight level, the first controller to note the change shall coordinate with Jersey CTL (ORTAC) to agree an effective time that is at least 5 minutes from the time the pressure change was noticed. Aircraft operating at the old lowest available flight level are deemed separated from aircraft operating at altitude 5000 ft until the new lowest available flight level is agreed to be in effect.

## Chapter 3 Coordination with APC Sectors

### 3.1 Jersey APC

#### 3.1.1 Inbound Aircraft

Expected IFR inbounds are transferred by silent transfer agreement to Jersey APC, descending to FL70, either following the STAR or on an appropriate radar heading. If transferred on a heading or with speed control applied the pilot is to be instructed to report this on transfer of communications and the heading and/or speed instructions shall be documented in the track data-block. Transfer of control is coincident with transfer of communication.

During periods of holding the procedures in [CTL 4.5.1](#) apply.

All other traffic shall be transferred by individual radar handover, prior to entering the Jersey APC area of responsibility. Low-level traffic joining the CTR via the Jersey area of responsibility shall either be cleared to enter the CTR and coordinated with INT or instructed to free-call INT.

#### 3.1.2 Outbound Aircraft

All SID traffic is transferred directly to Jersey CTL after departure; Jersey INT will coordinate with Jersey CTL if they have conflicting traffic on the standard instrument departure (SID) tracks.

A release must be obtained by Jersey AIR for all IFR traffic following a SID.

Non-Standard IFR departures and VFR/SVFR traffic are to be transferred to the local APC position (Guernsey or Jersey) after departure. The local APC unit shall coordinate a release with the receiving Jersey CTL sector for any flights that will leave the APCs area of responsibility (except traffic entering the other islands Local Area or leaving the CTR via the Jersey/Guernsey area of responsibility).

### 3.2 Guernsey APC

#### 3.2.1 Inbound Aircraft

All inbound aircraft (IFR/VFR/SVFR) transferred from Jersey CTL to Guernsey APC will be subject to an **individual radar handover** and shall be transferred prior to entering the Guernsey Local Area.

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

*Example: "Radar handover, AUR611Y, squawk 1527, Guernsey 1 Alpha arrival, descending FL70."*

Whilst a verbal radar handover should be used whenever possible it is recognised that on VATSIM Jersey CTL 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.



Transfer of control is coincident with the transfer of communications unless otherwise specified during the radar handover.

It is the responsibility of Guernsey APC to provide separation between aircraft under its control and any aircraft that has been released from Jersey CTL but which is still in radio contact with Jersey CTL.

### 3.2.2 Outbound Aircraft

All outbound aircraft (IFR/VFR/SVFR) leaving the Guernsey Local Area are subject to a radar release from Jersey CTL except for northbound SIDs (ORIST/ORTAC/SKERY) and low-level traffic via the Jersey/Guernsey area of responsibility.

Guernsey AIR will request the release for IFR departures following a SID (except northbound) with the receiving Jersey Control Sector. VFR departures (except circuits) require a release from Guernsey APC. Non-Standard IFR departures also require a release from Guernsey APC, who shall coordinate a release with the receiving Jersey Control sector.

Guernsey INT may elect to take initial control of departures to deconflict them from arrival. In the event of Guernsey APC having initial control of an IFR departure, they are **not** to climb the aircraft above the SID altitude, unless individually coordinated with Jersey CTL.

Jersey CTL must notify **Jersey APC** of any traffic departing Guernsey or Alderney that will initially transit the Jersey APC area of responsibility when such traffic is released.

Guernsey will transfer outbound VFR/SVFR traffic by radar handover prior to the traffic leaving the Guernsey Local Area.

## Chapter 4 Inbound Procedures

### 4.1 General

#### 4.1.1 Transfer from Adjacent ATSUs

Adjacent ATSUs shall transfer inbound traffic as per the conditions listed in CTL Chapter 6.

#### 4.1.2 Arrival Clearances

Jersey CTL shall issue the Standard Arrival Route (STAR) clearance (for Jersey/Guernsey) or the inbound route clearance (for Alderney) on first contact with inbound IFR aircraft from the ATS route network.

**Note:** A STAR clearance will **not** have been issued by London/Brest ACC controllers.

#### 4.1.3 Confirmation of Landing Runway

When issuing a STAR/inbound route clearance Jersey CTL shall confirm the landing runway but shall not issue an expected approach. Approach clearances will be issued by the relevant APC sector controller. Should a pilot request a specific approach with Jersey CTL they should be instructed to repeat the request with the APC sector controller.

## 4.2 Jersey Standard Arrival Routes (STARs)

Jersey STARs are allocated depending on the runway-in-use:

**Note 1:** Arrivals via BIGNO are only available at weekends only (Fri 1600 local to Mon 0745 local).

**Note 2:** Non-ATS route inbounds from the UK ‘Open FIR’ will plan to route from the CTR/TMA boundary direct to JSY for Runway 26, or for Runway 08 direct to JW if approaching from the north or ALD – JW if approaching from the northeast – this traffic may be issued an appropriate STAR in preference to the direct route.

### 4.2.1 Runway 08

Designator	Arrival Via	Route
BEVAV 1K	G273, G274, T496	BEVAV – OYSTA – SHARK – JW
BIGNO 1K	L149	BIGNO – GUR – SHARK – JW
LERAK 1K	T498, A25, G27	LERAK – OYSTA – SHARK – JW
LELNA 1K	(U)N621 (FL200 and above), Z171, N63	LELNA – ALD – SHARK – JW
ORTAC 1K	Q41	ORTAC – ALD – SHARK – JW
SKERY 1K	N862/N864	SKERY – GUR – SHARK – JW
TUNIT 1K	N160 (LIZAD)	TUNIT – SHARK – JW

### 4.2.2 Runway 26

Designator	Arrival Via	Route
BEVAV 1J	G273, G274, T496	BEVAV – JSY
BIGNO 1J	L149	BIGNO – JSY
BIGNO 1L	L149	BIGNO – CHUBB – OYSTA – PERCH – JSY
LERAK 1J	G27, A25, T498	LERAK – JSY
LELNA 1J	(U)N621 (FL200 and above), Z171, N63	LELNA – ANGLA – JSY
MINQI 1J	R14	MINQI – JSY
ORTAC 1J	Q41	ORTAC – ANGLA – JSY
SKERY 1J	N862/N864	SKERY – JSY
SKERY 1L	N862/N864	SKERY – CHUBB – OYSTA – PERCH – JSY
TUNIT 1J	N160 (LIZAD)	TUNIT – OYSTA – PERCH – JSY

#### 4.2.2.1 SKERY/BIGNO Offload STARs

During periods of high traffic flow to/from the northwest (SKERY/BIGNO) during Runway 26 operations, Jersey CTL may allocate the offload STARs (BIGNO 1L and/or SKERY 1L) to inbound traffic. These STARs route traffic to the south of Jersey, deconflicting against outbound traffic on the SKERY 2B SID. During periods where Jersey CTL is allocating an offload STAR Jersey APC must be notified.

### 4.3 Guernsey Standard Arrival Routes (STARs)

Guernsey STARs are allocated depending on the runway-in-use for inbounds from LELNA/ORTAC, all other STARs are non-runway dependant:

**Note:** Arrivals via BIGNO are only available at weekends only (Fri 1600 local to Mon 0745 local).

#### 4.3.1 Via LELNA/ORTAC

##### 4.3.1.1 Runway 09

Designator	Arrival Via	Route
LELNA 1V	(U)N621 (FL200 and above), Z171, N63	LELNA – EVKEX – GUR
ORTAC 1V	Q41	ORTAC – EVKEX – GUR

##### 4.3.1.2 Runway 27

Designator	Arrival Via	Route
LELNA 1B	(U)N621 (FL200 and above), Z171, N63	LELNA – BRILL – GUR
ORTAC 1B	Q41	ORTAC – BRILL – GUR

#### 4.3.2 Via Other Routes

Designator	Arrival Via	Route
ALD 1G	-	ALD – GUR
BEVAV 1G	G273, G274, T496	BEVAV – OYSTA – GUR
BIGNO 1G	L149	BIGNO – GUR
DIN 1G	A25	DIN – GUR
SKERY 1G	N862/N864	SKERY – GUR

### 4.4 Alderney Inbound Routes

The following inbound routes are published in the UK AIP:

Arriving From	Route
Northwest	BHD – SKERY – ALD
Northeast	ORTAC – ALD
East	AGANO – ALD

Traffic routing from other directions shall typically be cleared from the Channel Islands CTR/TMA entry fix direct to the ALD.

## 4.5 Holding Procedures

### 4.5.1 Jersey

Inbound traffic shall hold at either JSY (Runway 26) or JW (Runway 08):

Hold	Inbound Course	Direction/Leg-length	Min. Holding Level
JSY	263°	Left/1-minute	2000 ft
JW	083°	Right/1-minute	2000 ft
SHARK	083°	Right/5 NM	2000 ft

Traffic is not typically held below the lowest available flight level to ensure separation against traffic departing on standard instrument departures climbing to 5000 ft. If traffic is required to hold below the lowest available flight level this must be coordinated with Jersey AIR/Jersey APC to agree alternate departure clearances.

Jersey APC shall notify Jersey CTL if holding is required and suspend the inbound silent transfer agreement.

During periods of holding Jersey CTL shall transfer inbounds descending to either FL70 or the next available holding level (if higher) by means of an electronic abbreviated release with the cleared level indicated in the aircraft track data-block.

Jersey CTL shall retain traffic holding above **FL100**.

### 4.5.2 Guernsey/Alderney

Guernsey inbound traffic shall hold at GUR and Alderney inbound traffic shall hold at ALD:

Hold	Inbound Course	Direction/Leg-length	Min. Holding Level
GUR	088° ( <i>See Note</i> )	Left/1-minute	2000 ft
ALD	079°	Left/1-minute	2000 ft

**Note:** Alternate inbound courses for holds associated with VOR/DME approaches at Guernsey: Runway 09 - 085°, Runway 27 - 093°.

Traffic is not typically held below 5000 ft for Guernsey to ensure separation against traffic departing on standard instrument departures climbing to 4000 ft, nor below 3000 ft for Alderney to ensure separation against departing/missed approach traffic climbing to 2000 ft. If traffic is required to hold below the lowest available flight level this must be coordinated with Jersey AIR/Jersey APC to agree alternate departure clearances.

Guernsey APC shall notify Jersey CTL if holding is required.

During periods of holding Jersey CTL shall transfer inbounds descending to the next available holding level by means of either a verbal or an electronic abbreviated release with the cleared level indicated in the aircraft track data-block.

Jersey CTL shall retain traffic holding above **FL80**.

### 4.5.3 Holding Pattern Separation

The JSY/JW, GUR and ALD are holds are separated up to and including FL140 for the ICAO standard maximum holding speed of 230 KIAS. The JSY and JW holds are **not** separated.

## Chapter 5 Outbound Procedures

### 5.1 General

#### 5.1.1 Identification of Departing Traffic and SSR Validation/Verification

Jersey CTL is responsible for identification, and SSR validation and verification of all outbounds under its control in accordance with [CTL 2.1](#). However, when outbound traffic is initially controlled by Jersey APC or Guernsey APC, the receiving controller will be responsible for identification, and SSR validation and verification. Electronic transfer of an aircraft track data-block indicates the transferring controller has completed identification, and SSR validation and verification.

#### 5.1.2 Departures Subject to Radar Approval

All IFR departures are subject to a release from the receiving Jersey Control sector, except;

- Guernsey northbound SIDs (ORIST/ORTAC/SKERY)

Release procedures are described in [CTL 3.1.2](#) and [CTL 3.2.2](#).

#### 5.1.3 Noise Abatement Procedures

Traffic shall not be vectored off noise abatement routes prior to reaching the noise abatement termination altitude except for reasons of safety.

Traffic	Noise Abatement Procedure
<b>Jersey</b>	
Runway 08/26 Jet	Climb straight ahead to a minimum of <b>1800 ft AMSL</b> before turning.
Runway 08/26 Prop	Climb straight ahead to a minimum of <b>900 ft AMSL</b> before turning.
<b>Guernsey</b>	
Runway 09/27 > 5700 kg	Climb straight ahead to a minimum of <b>1836 FT AMSL</b> or 3 DME, whichever is the sooner, before turning.
Runway 09/27 ≤ 5700 kg	Climb straight ahead to a minimum of <b>850 FT AMSL</b> before turning.
<b>Alderney</b>	
All traffic	Avoid overflying St Annes below 700 ft AAL ( <b>858 ft AMSL</b> ).

#### 5.1.4 Transfer to Adjacent ATSUs

Outbound traffic shall be transferred to adjacent ATSUs as per the agreements listed in CTL Chapter 6.

## 5.2 Jersey Standard Instrument Departures (SIDs)

Jersey SIDs climb initially to altitude **5000 ft**.

### 5.2.1 Runway 08

Designator	Departing To	Route
BENIX 3B	G27, M189, N867	JSY – BENIX
DIN 2B	A25, R14	DIN R003° – MINQI – DIN
LERAK 2B	G27 westbound	JSY R230° – LERAK
LUSIT 1B	N160 (FL90 and below)	JSY – LUSIT
ORIST 1D	Y110, L982	JJE01 – JJE02 – UPLIS – ORIST (RNAV1)
ORTAC 2B	Q41	JSY R003° – ANGLA – ORTAC
ORVAL 1B	V20, R111, R491	JSY – ORVAL
OYSTA 2B	L22, N864	JSY R250° – OYSTA – CHUBB – SKERY
SKERY 2B	L22, N864	JSY R318° – SKERY
TUNIT 2B	N160 (LIZAD)	Passing 3000 ft – JSY R250° – OYSTA – TUNIT – LIZAD

#### 5.2.1.1 SKERY Offload SID (OYSTA 2B)

During periods of high traffic flow to/from the northwest (SKERY/BIGNO) during Runway 08 operations, Jersey CTL may allocate the offload SID (OYSTA 2B) to outbound traffic. This SID routes traffic initially to the south of Jersey before turning northwest, deconflicting against inbound traffic on the SKERY/BIGNO 1K STARS. During periods where Jersey CTL is allocating an offload SID Jersey APC must be notified.

### 5.2.2 Runway 26

Designator	Departing To	Route
BENIX 5A	G27, M189, N867	Track 098° – PERCH – LUSIT – BENIX
DIN 3A	A25, R14	DIN R350° – DIN
LERAK 2A	G27 westbound	Track 188° – JSY R230° – LERAK
LUSIT 1A	N160 (FL90 and below)	Track 098° – PERCH – LUSIT
ORIST 1C	Y110, L982	JJW01 – JJW02 – ALD – ORIST (RNAV1)
ORTAC 3A	Q41	Passing 3000 ft – ALD – ORTAC
ORVAL 1A	V20, R111, R491	Track 098° – PERCH – ORVAL
SKERY 3A	L22, N864	Passing 3000 ft – GUR – SKERY
TUNIT 3A	N160 (LIZAD)	Passing 3000 ft – JW QDR 289° – TUNIT – LIZAD

### 5.3 Guernsey Standard Instrument Departures (SIDs)

Guernsey SIDs climb initially to altitude **3000 ft**, except for northbound SIDs via ORIST/ORTAC/SKERY which climb to altitude **4000 ft**.

#### 5.3.1 Runway 09

Designator	Departing To	Route
DIN 2E	A25 southbound	Passing 1500 ft QFE/GUR 3D – Track 213° – GUR R172° – OYSTA – DIN
GULDA 1E	G271	Passing 1500 ft QFE/GUR 3D – GUR R081° – PIKEY – GULDA
LERAK 1F	G27, A25, T498	JBE03 – JBE04 – JBS01 – LERAK (RNAV1)
LUSIT 1E	N160 (FL90 and below)	Passing 1500 ft QFE/GUR 3D – GUR R081° – PIKEY – LUSIT
ORIST 1F	Y110, L982	JBE01 – JBE02 – BRILL – ORIST (RNAV1)
ORTAC 3E	Q41	Passing 1500 ft QFE/GUR 3D – Track 003° – GUR R028° – BRILL – ORTAC
ORVAL 1E	R111, R491, V20	Passing 1500 ft QFE/GUR 3D – Track 213° – GUR R172° – OYSTA – PERCH – ORVAL
SKERY 3E	L22, N864	Passing 1500 ft QFE/GUR 3D – Track 293° – GUR R315° – ORMER – SKERY

#### 5.3.2 Runway 27

Designator	Departing To	Route
DIN 2W	A25 southbound	Passing 1500 ft QFE/GUR 3D – Track 133° – GUR R172° – OYSTA – DIN
GULDA 1W	G271	Passing 1500 ft QFE/GUR 3D – Track 103° – GUR R081° – PIKEY – GULDA
LERAK 1X	G27, A25, T498	JBW03 – JBW04 – JBS01 – LERAK (RNAV1)
LUSIT 1W	N160 (FL90 and below)	Passing 1500 ft QFE/GUR 3D – Track 133° – GUR R172° – OYSTA – PERCH – LUSIT
ORIST 1X	Y110, L982	JBW01 – JBW02 – EVKEX – ORIST (RNAV1)
ORTAC 3W	Q41	Passing 1500 ft QFE/GUR 3D – Track 023° – GUR R002° – EVKEX – ORTAC
ORVAL 1W	R111, R491, V20	Passing 1500 ft QFE/GUR 3D – Track 133° – GUR R172° – OYSTA – PERCH – ORVAL
SKERY 3W	L22, N864	Passing 1500 ft QFE/GUR 3D – GUR R315° – ORMER – SKERY

#### 5.3.3 Notification of Southbound Departures

Jersey CTL is to notify Jersey APC of all released Guernsey southbound departures via DIN/GULDA/LERAK/LUSIT/ORVAL (highlighted in the tables above) or equivalent non-SID routings which will route initially via the Jersey APC area of responsibility.

## 5.4 Alderney Standard Outbound Routes

### 5.4.1 Routes

The following standard outbound routes are established for traffic departing Alderney joining the ATS route network. Departing traffic is cleared initially to **2000 ft**.

To	Via	Route
North	Q41	ORTAC – THRED
Northeast	G271 ( <i>See Note</i> )	AGANO – GULDA – BENIX
East	N160 (FL90 and below)	AGANO – LUSIT – CAN
Southeast	V20	ORVAL – UPALO
South	A25, R14	MINQI – DIN
Southwest	G27	LERAK – BADUR
West	N160	TUNIT – LIZAD
Northwest	N862	SKERY – BHD

**Note:** Route for aerodromes east of London however, London City inbounds may route via ORTAC.

### 5.4.2 Notification of Southbound Departures

Jersey CTL is to notify Jersey APC of all released Alderney southbound departures via AGANO/LERAK/MINQI/ORVAL/TUNIT (highlighted in the table above) or equivalent routings which will route initially via the Jersey APC area of responsibility.

## 5.5 Non-ATS Route Network Departures

IFR departures from the Channel Islands not joining the ATS route network will be cleared initially on a standard omni-directional departure with a turn on-track to the first filed fix as per [GEN 7.4.2](#).

**Note 1:** *Omni-directional departures consist of an initial climb straight ahead with a turn enroute once above the altitude of the ‘controlling obstacle’; for Jersey this is 900 ft QNH, for Guernsey 850 ft QNH, for Alderney there is no controlling obstacle and traffic may turn passing 400 ft QFE.*

**Note 2:** *Traffic must still comply with the relevant noise abatement procedures.*

The initial cleared level will be 2000 ft with further climb to the RFL with Jersey CTL.

For non-ATS route network departures from Jersey, Jersey APC shall coordinate with Jersey CTL the onward routing. Departures that route entirely via the Jersey APC area of responsibility shall be worked solely by Jersey APC to the CTR boundary.

For non-ATS route network departures from Guernsey and Alderney, Jersey CTL shall issue a notification to Jersey APC for southbound departures per [CTL 5.3.3](#) and [CTL 5.4.2](#).

Traffic shall be transferred to an adjacent unit once clear of controlled airspace. Jersey CTL shall provide a Basic Service only to traffic outside of controlled airspace per [CTL 7.4](#).



## Chapter 6 Agreements with Adjacent ATSUs

### 6.1 General

#### 6.1.1 General Conditions

1. Coordination of flights shall take place by reference to the coordination point (COP) and in accordance with the appropriate levels specified for the relevant route,
2. Flights shall be considered to be maintaining the coordinated flight level at the transfer of control point unless climb or descent conditions have been clearly stated by use of coordination, except if otherwise described in the agreements listed below,
3. If the accepting ATS unit cannot accept a flight offered in accordance with the conditions specified above, it shall clearly indicate its inability and specify the conditions under which the flight will be accepted,
4. For any proposed deviation from the conditions specified in these agreements (e.g. COP, route or level) the transferring unit shall initiate an 'Approval Request' using the appropriate software tool,
5. The accepting ATS unit shall accept the electronic transfer of the aircraft track data-block on establishing communications with the transferred aircraft. The accepting unit shall notify the transferring unit in the event that communication with the aircraft is not established as expected.

**Note:** At the time of writing the Euroscope COPX Function is the only software tool available for initiating Approval Requests - the COPX Function allows units to propose/accept amendments to either COP or agreed level, the '>>' symbol in the Euroscope Controller List identifies units that have the capability to accept COPX Function requests however individual controllers may not have the capacity to review a request and consideration shall be given to using verbal/text coordination if the request is time sensitive.

#### 6.1.2 Separation Minima

##### 6.1.2.1 Radar Separation

The following radar separation minima are to be applied:

- Jersey CTL: 3 NM
- London AC South: 3 NM
- London AC West: 5 NM
- Brest ACC: 5 NM

Where the radar separation minima at the boundary differ, the greater minima of the relevant units shall be applied to all transfers.

##### 6.1.2.2 Separation between COPs

COPs spaced 10 NM or greater apart are considered laterally separated. Therefore, traffic via COPs spaced **less** than 10 NM apart are to be considered the same for the purposes of longitudinal separation.

If any doubt exists regarding lateral separation, then vertical separation must be provided.

### 6.1.2.3 Reduced Longitudinal Separation

A reduced minimum longitudinal separation of 3 minutes and exemption from radar handover may be applied between aircraft on crossing tracks, at the same level, climbing, or descending. The transferring unit in each case must radar monitor the separation and ensure that the actual distance between aircraft is no less than 20 NM.

### 6.1.3 Deemed Coordination of Enroute Traffic

Traffic which has reached the RFL indicated on the flight plan by the sector boundary is deemed to have been coordinated and may be transferred by silent handover, provided that:

- The aircraft is at a correct level for the direction of flight,
- The RFL has not been changed within 30 NM of the area of responsibility boundary, and
- No objection has been raised by the receiving controller.

Where the RFL is unusually low for the flight planned route, controllers should notify these flights to the next sector individually.

Transfer of control is at the receiving sector boundary, unless otherwise stated.

### 6.1.4 Conditions for Silent Transfer of Radar Control

Transfer of control may take place by means of a silent handover (that is, without prior coordination) provided that:

- If the aircraft concerned are following the same route, they are spaced by a minimum of 10 NM, constant or increasing (*Note 1*),
- Otherwise, if the aircraft concerned are on crossing tracks, the conditions under section [CTL 6.1.2.3](#) Reduced Longitudinal Separation above are met,
- The transferring controller places any speed control or coordinated vectoring instructions in the tag and instructs aircraft to report these on first contact with the receiving controller,
- The receiving controller is informed – by means of XFL electronic coordination or otherwise – of any level restriction other than an aircraft's requested flight level or those covered by standing agreement prior to transfer of communications.

**Note 1:** *The 10 NM here is not a separation standard, it is the minimum spacing required for a silent transfer of control.*

**Note 2:** *Traffic not meeting these conditions shall be coordinated.*

### 6.1.5 North-South Rule in Brest FIR

Due to the nature of traffic flow over France, ICAO standard cruising levels are not applicable. Instead, the North-South rule is applicable where no level parity is defined on an ATS route, or where traffic is not following an ATS route. Up to FL410, traffic with a general heading between 271° and 089° shall cruise at an even flight level. Traffic with a general heading between 090° and 270° shall cruise at an odd flight level.

Should a parity change be needed, it shall be performed by the sending unit before the border or coordinated point of transfer to the receiving unit.

## 6.2 London ACC

### 6.2.1 General

London AC South (Worthing) sector is responsible for controlled airspace to the northeast of Channel Islands airspace via COPs LELNA/ORTAC/ORIST.

London AC West sector is responsible for controlled airspace to the northwest of Channel Islands airspace via COPs SKERY/BIGNO.

The sequence of top-down control is shown in Figure 5 in [CTL 6.5](#).

Traffic transferred in accordance with these agreements are released on transfer of communication for turns continuing in the same general direction, and for climb/descent to the upper/lower limit of the transferring controller’s sector.

Inbound traffic must achieve FL190 or below by the London/Brest FIR boundary.

### 6.2.2 Agreements with London AC South LAG

#### 6.2.2.1 From Jersey CTL (ORTAC) to AC South (Worthing)

From	To	Via (COP)	Agreement
EGJJ/JB/JA	Solent Group	ORTAC	↑FL130
EGJJ/JB/JA	-	ORIST	↑FL190

#### 6.2.2.2 From AC South (Worthing) to Jersey CTL (ORTAC)

From	To	Via (COP)	Agreement
Solent Group	EGJJ/JB/JA	ORTAC	FL180 level ORTAC
-	EGJJ/JB/JA	LELNA	FL200 level LELNA

### 6.2.3 Agreements with London AC West LAG

#### 6.2.3.1 From Jersey CTL (SKERY) to AC West

From	To	Via (COP)	Agreement
EGJJ/JB/JA	-	-	↑FL200

#### 6.2.3.2 From AC West to Jersey CTL (SKERY)

From	To	Via (COP)	Agreement
-	EGJJ/JB/JA	SKERY	Max FL210 level SKERY
-	EGJJ/JB/JA	BIGNO (See Note)	Max FL210 level BIGNO

**Note:** Weekends only (Fri 1600 local to Mon 0745 local).

### 6.3 Brest ACC

#### 6.3.1 General

Brest FIR sector (LFRR\_CTR – “Brest Control” – 125.500 MHz) is responsible for the control of airspace within the Brest FIR below FL255 except where delegated to an APC unit.

#### 6.3.2 Agreements with Brest FIR sector

##### 6.3.2.1 From Jersey CTL (SKERY) to Brest FIR sector

From	To	Via (COP)	Agreement
EGJJ/JB/JA	-	KETIK/LUSIT	FL130
EGJJ/JB/JA	-	BEVAV	FL130
EGJJ/JB/JA	-	LERAK/MINQI/ ORVAL (Note 3)	FL130
EGJJ/JB/JA	-	TUNIT	FL130

**Note 1:** Transfer of communications shall be no later than 3 minutes after crossing the Channel Islands TMA boundary.

**Note 2:** All outbounds are RFC and RFT (up to a maximum of 45°) upon transfer of communications.

**Note 3:** Traffic via LERAK/MINQI/ORVAL must achieve FL115 or greater by the TMA boundary otherwise it shall be coordinated with Rennes Approach.

##### 6.3.2.2 From Brest FIR sector to Jersey CTL (SKERY)

From	To	Via (COP)	Agreement
-	EGJJ/JB/JA	TUNIT	FL110
-	EGJJ/JB/JA	BEVAV	FL140
-	EGJJ/JB/JA	LERAK/MINQI (Note 3)	FL140

**Note 1:** Transfer of communications shall be no later than 3 minutes before the ‘via’ point specified in the above table.

**Note 2:** All inbounds are RFD and RFT (up to a maximum of 45°) upon transfer of communications.

**Note 3:** Descent below FL120 prior to the TMA boundary for traffic via LERAK/MINQI must be coordinated with Rennes Approach.

## 6.4 Rennes Approach

### 6.4.1 General

The coverage priority (left to right) for Rennes (LFRN) Approach (SFC-FL115) at the interface with the Channel Islands CTR/TMA is as follows:

LFRN_N_APP	LFRN_APP	LFRR_CTR
126.950 MHz	134.000 MHz	125.500 MHz

Unless coordinated otherwise, transfer of communications shall take place by the area of responsibility boundary with transfer of control at the boundary.

Aircraft between Rennes and Jersey which are below the Transition Level shall be transferred on the sending unit's QNH. The receiving unit will only pass the local QNH once the aircraft has crossed the area of responsibility boundary.

### 6.4.2 Jersey CTL Agreements

#### 6.4.2.1 From Jersey CTL (SKERY) to Rennes Approach

From	To	Via (COP)	Agreement
EGJJ	-	MINQI/ORVAL	FL90 or below (ODD)
EGJB, EGJA	-	LERAK	FL90 or below (ODD)
-	LFRD, LFRT	DCT	FL110 (See Note)

**Note:** Traffic must achieve FL110 by the TMA boundary otherwise it shall be coordinated with Brest FIR sector.

#### 6.4.2.2 From Rennes Approach to Jersey CTL (SKERY)

From	To	Via (COP)	Agreement
LFRD, LFRT	-	MINQI/LERAK	FL100 or below (EVEN)
-	EGJJ/JB/JA	All	FL100 or below (EVEN)

### 6.4.3 Jersey APC Agreements

#### 6.4.3.1 From Jersey APC to Rennes Approach

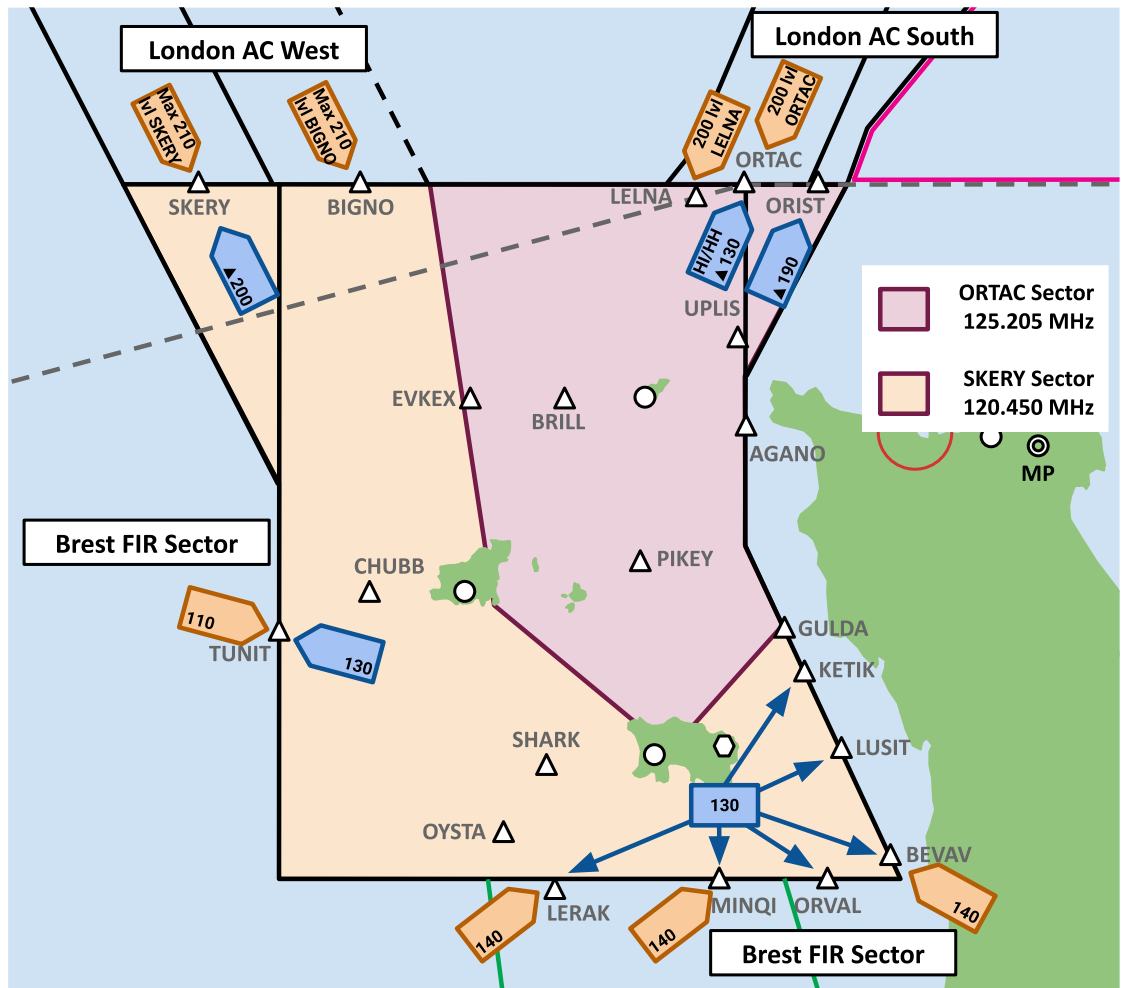
From	To	Via (COP)	Agreement
EGJJ/JB/JA	LFRD, LFRT	DCT	3000 ft AMSL

#### 6.4.3.2 From Rennes Approach to Jersey CTL (SKERY)

From	To	Via (COP)	Agreement
LFRD	EGJJ	MINQI	4000 ft AMSL
LFRT	EGJJ	LERAK	4000 ft AMSL
LFRD, LFRT	EGJB/JA	DCT	4000 ft AMSL

### 6.5 Agreements Diagram

Figure 6 - Jersey CTL/Area Control agreements diagram



## Chapter 7 Low Level Procedures

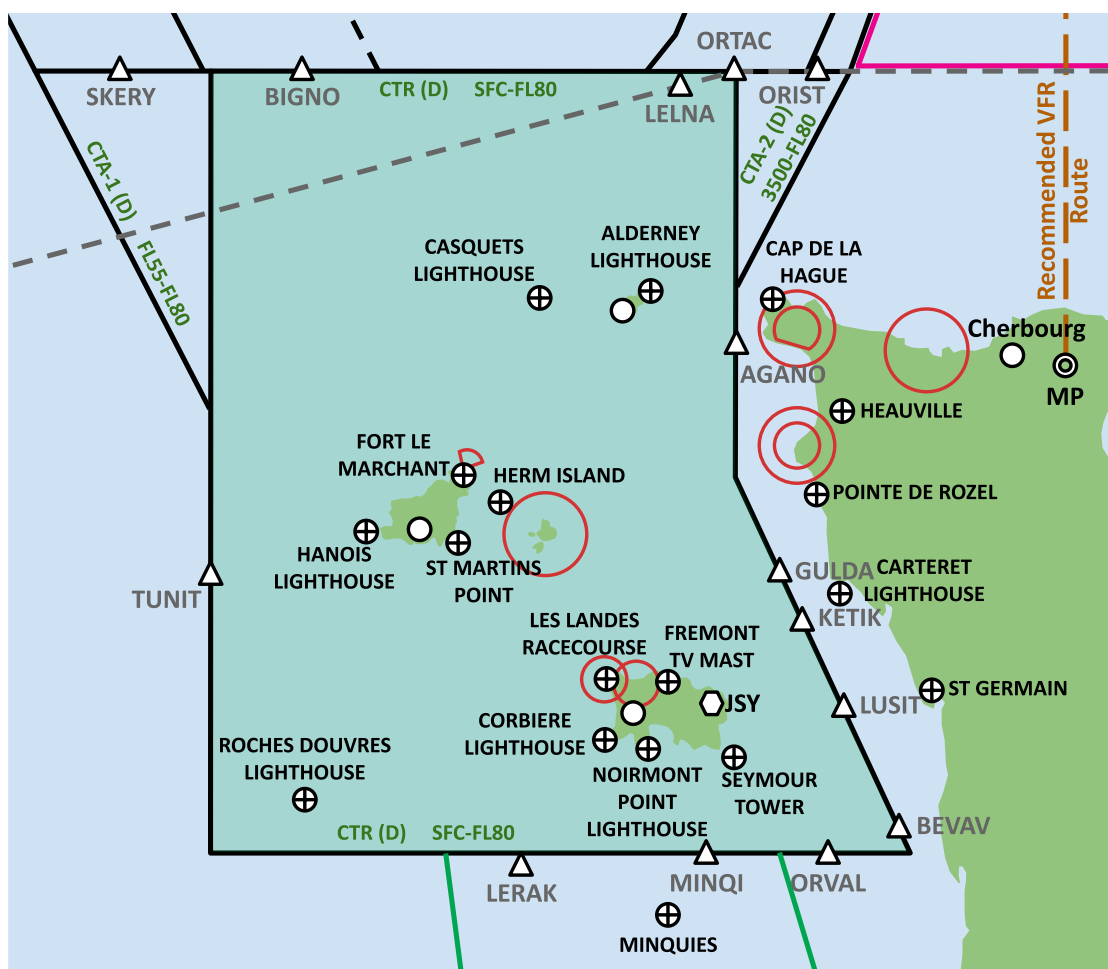
### 7.1 Airspace

Channel Islands controlled airspace sits partly within the London (EGTT) FIR and partly within the Brest (LFRR) FIR. The controlled airspace comprises the:

- Channel Islands CTR (Class D; SFC - FL80) which is subdivided into the CTR (North) within the London FIR and the CTR (South) within the Brest FIR,
- Channel Islands CTA-1 (Class D; FL55 - FL80) which sits to the northwest of the CTR and is subdivided into CTA-1 (North) [London FIR] and CTA-1 (South) [Brest FIR],
- Channel Islands CTA-2 (Class D; 3500 ft - FL80) which sits to the northeast of the CTR,
- Channel Islands TMA (Class A; FL80 - FL195) which overlays the CTR/CTA-1/CTA-2.

**Note:** In reality, when Jersey ATC is closed, the airspace within the London FIR reverts to Class G, while the airspace within the Brest FIR adopts the classification appropriate to the ATS route or its uncontrolled airspace designation. On VATSIM, both London and Brest controllers shall always treat the airspace as Class D/A to reflect the 24-hour nature of VATSIM traffic.

Figure 7 - Channel Islands low-level airspace diagram



## 7.2 Responsibilities for Low Level Traffic

### 7.2.1 Traffic Entering/Leaving the Channel Islands CTR

#### 7.2.1.1 Jersey

Jersey APC is responsible for VFR/SVFR traffic operating within the Jersey area of responsibility.

#### 7.2.1.2 Guernsey and Alderney

Guernsey APC is responsible for VFR/SVFR traffic operating within the Guernsey Local Area.

### 7.2.2 Inter-Island Traffic

Inter-island flights will be cleared as per the standard clearances listed at [GEN 7.3](#).

IFR traffic should route via:

- JSY for Jersey Runway 26,
- SHARK for Jersey Runway 08,
- GUR for Guernsey,
- ALD for Alderney.

Traffic routing Jersey – Guernsey/Alderney will be subject to release from Jersey APC and will be transferred directly to Guernsey APC unless Jersey APC has conflicting traffic. Jersey APC is responsible for coordinating with Jersey CTL if necessary.

Traffic routing Guernsey/Alderney – Jersey will be subject to release from Guernsey APC and Jersey APC; traffic will be transferred directly to **Jersey APC** unless Guernsey APC has conflicting traffic. Guernsey APC is responsible for coordinating with Jersey CTL if necessary.

### 7.2.3 Flights Within a Local Area

Flights remaining within either the Jersey APC area of responsibility of the Guernsey Local Area are the responsibility of the respective APC unit. This includes Jersey low level IFR traffic routing to/from the South in accordance with the Jersey APC – Rennes Approach agreements listed at [CTL 6.4](#).

## 7.3 The ‘Recommended VFR Route’

A ‘recommended VFR route’ is notified between the Solent on the UK south coast and the Cherbourg Peninsula on the French north coast.

The route is defined between SAM (radial 185°) and MP (QDR 005°).

## 7.4 Aircraft Outside Channel Islands Controlled Airspace

Jersey CTL is only permitted to provide a Basic Service to traffic operating outside of controlled airspace and shall not provide a Traffic nor Deconfliction Service.

Traffic leaving Channel Islands controlled airspace should be transferred to an adjacent unit as soon as practicable.



## GLOSSARY

Abbreviation	Definition
AC	Area Control
ACC	Area Control Centre
ADC	Aerodrome Control
AIR	Air Control (i.e. Tower Controller)
APC	Approach Control
ATS	Air Traffic Service
ATSU	Air Traffic Service Unit
CTA	Control Area
CTL	Control (i.e. Jersey Control)
CTR	Control Zone
DME	Distance Measuring Equipment
EAT	Estimated Approach Time
FIN	“Jersey Approach” APC sector
FIS	Flight Information Service
FL	Flight Level
ft	Foot (feet)
GMC	Ground Movement Control
GS	Groundspeed
hPa	Hectopascal
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organisation
ILS	Instrument Landing System
INT	“Jersey Approach” APC sector
Kts	Knots
MDI	Minimum Departure Interval
MHz	Megahertz
MSL	Minimum Stack Level
NM	Nautical Mile
RFC	Released for Climb
RFD	Released for Descent
RFT	Released for Turn
RSIVA	Reduced separation in the vicinity of an aerodrome
SID	Standard Instrument Departure
SSR	Secondary Surveillance Radar
STAR	Standard Terminal Arrival Route
TC	Terminal Control