

Pilots visiting Jersey from the UK

Visiting aircraft, crew and passengers are warmly welcomed in Jersey and flying to the Channel Islands really is quite straightforward.

The Channel Island control zone is technically Class A airspace, but by following a few simple procedures, Special VFR flight in and out of the zone is simple. Another welcome benefit to the GA pilot is knowing that they are under radar control all the way. Yes, someone is watching over you while you fly across all of that water!

It is essential that you have a VFR flight guide with you while planning and flying to Jersey. The Jeppesen Bottlang has a comprehensive pull-out page (Diverse Section) showing the Control Zone, Special VFR Routes and Airways into and out of the air-space.

To fly in the Channel Islands CTR you must have a Transponder fitted (Mode A 4096 codes is mandatory, but Mode C is recommended), and you must have a serviceable two-way radio installed in your aircraft.

In order to gain access to the zone, you must file a flight plan before leaving your departure aerodrome. Flight plan forms can be downloaded from the link on the pilot's library webpage.

Once airborne, make sure that you contact Jersey Zone on 125.20 before you reach the northern zone boundary at 50 degrees north (mid Channel). It's always a good idea to try and get the ATIS on 120.20 or 129.72 before first contact (however this is not always possible as the ATIS broadcasts from the JSY VOR in Jersey which is some distance from the northern zone boundary - Terminal ATIS can be obtained from the UK by calling 09018 101009). Once you have made successful contact with Zone, you will be issued with a Squawk, and once identified you should be given clearance into the zone. From there on it's a cruise down towards Jersey. Nearer the Island you will be handed over to Jersey Approach on 120.30. Approach will handle your flight until you are nearing the Island at which point you will be handed over to Jersey Tower on 119.45 for joining and landing instructions.

The circuit pattern in Jersey is quite large and there are specified reporting and holding points designated. Landing is either on runway 09 or 27 (see approach pics) both approaches have PAPI's and approach lights. A word of caution - watch for possible loss of lift or windshear over the cliff on the 09 approach - it's not always prevalent but bear it in mind in case you start getting a bit low.

Depending on the season and ATC workload, once you are clear of the runway, you may be handed over to Jersey Ground 121.90 who will give you taxi instructions to the Club. The Aero Club is at the East end of the field and parking is on the grass. If the grass is suspected of being soft, you can always request a hard stand parking from ATC (this is normally Stand 32).

Jersey Air Traffic are very helpful and a lot of the watch are pilots themselves who regularly fly in and out of the zone. Please do speak to them for whatever reason - they are there to help. You can call ATC on 01534 492226 or 492227 or fax 01534 492430 with any queries you may have before you set off.

Pilots visiting Jersey from the UK (contd)

General Aviation (up to 3 metric tonnes) is handled at the Aero Club (or at Aviation Beauport by request). Once you arrive at the Club you and your passengers will need to 'book-in' and fill in a Customs and Immigration declaration (GEN DEC). Landing fees are also paid in the flying room at this point.

Passports

It's always a good idea to bring your passport with you. It will help with the GEN DEC, and of course, you may want to hop over to France during your visit.

Landing Fees

Landing and parking fees in Jersey are very reasonable. Please see our current rates page for more information . . . link.

Flying to France

Jersey is a great launchpad to France. Dinard is only about 25 minutes away and has full customs facilities. Once you have cleared customs in France you are free to explore to your hearts content. Just remember to clear customs at a French airfield before your return to Jersey or the UK. When flying to or from an uncontrolled airfield in France, you must speak on frequency in French (Dinard is not always controlled). The following link for French aviation is supplied by the aeroclub d'andaines, Bagnoles de l'orne Normandy . . .link

IMPORTANT: You must close all French flight plans when you land at your destination or alternative (THIS INCLUDES FLIGHT PLANS FILED IN JERSEY FOR A FRENCH AIRFIELD). If your arrival aerodrome has ATC facilities, you can close your flight plan with them, otherwise ensure that you call: 0810 437837.

Failure to close a flight plan can lead to Search and Rescue procedures being actioned, and you will have to foot the bill!

Flying to Jersey from France

The same rules apply as for flying from the UK. However many French airfields have automated systems for filing flight plans. These systems are very intuitive - just remember if you are flying to Jersey from one of the nearer French airfields, leave yourself enough time between filing your flight plan and getting airborne. This will allow the flight plan to be activated and avoid any possible holding outside of the zone boundary while ATC await the flight plan details.

Jersey Met

Jersey Airport has an excellent Met Service. They can provide Actuals and TAFs for the airfield during opening hours. You can contact them on 01534 492229 or from the UK on 09006 650033 (0600 - 2200).

Fuel

All re-fuelling is handled by Fuel Supplies (C.I.) Ltd. They can be contacted from the Flying Room at the aero club or by calling 01534 743137.

<http://www.fsci.co.uk>
www.fsci.co.uk

Don't forget, all fuel is VAT Free!