

## 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 airspace. 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 112.2 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 01534 498073).

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 through the Jersey Airport Central information number +441534 446000 (as they move into their new facility all previous numbers will be rerouted to this number) with any queries you may have before you set off.