



CHANNEL ISLANDS REGION

NEWSLETTER APRIL 2017

APRIL FUEL FIGURES

Stability is the key word this month with fuel prices in all the islands remaining much the same as for March.

ALDERNEY

Avgas in Alderney - 124.00 ppl

GUERNSEY

Avgas - 106.00 ppl (100.70 ppl with AOPA discount) and Jet A1 - 58.00 ppl (AOPA price 55.10 ppl)

JERSEY

Avgas - 105.50 ppl (100.225 ppl with AOPA discount). Jet A1 - 57.90 ppl.

ATF, Jersey's fuel supplier, has confirmed its Avgas refuelling hours and procedures for this summer. They are, in fact, the same hours as introduced last year but are attached for clarification.

AIRWAY Q41

After a lengthy process, airway Q41 will change on the 25th May with its base, over the Channel, raised from FL035 to FL 055. This isn't the change initially requested by the FASVIG group, which proposed class D airspace in the lower level of the airways. Instead, there will now be a simple but important raising of the airway base, between THRED and ORTAC, leaving class G airspace below. To the north of this section is Solent's class D and to the south the CI class D airspace so creating an accessible corridor across the Channel at a reasonable and now much safer level.



LICENSING NEWS FROM AOPA

The DfT has confirmed that the UK will be extending the derogation for private flights in 'N-reg' EASA aircraft within UK airspace (without the pilot needing to hold anything other than an FAA Airmen Certificate) beyond 8th April 2017. However, although EASA and the EC are content for a 2-year extension, it seems that the DfT will be notifying an extension until 8th Apr 2018 only.

COMMERCIAL SET



The European Aviation Safety Agency (EASA) has published long-awaited rules broadening the permitted use of single-engine turbine (SET) aircraft in commercial operations. Previously, commercial operators, both charter and cargo, were not permitted to operate any single-engine aircraft at night or in instrument meteorological conditions. The new ruling lifts those restrictions for turbine-powered aircraft but are subject to approval by the competent authority. Part of that approval does, of course, concern *"the contingency procedures, including procedures following a propulsion system failure, as well as forced landing procedures in all weather conditions"*.

PPR FOR CAEN

LFFA-B1560/17
Q) LFRR/QFALT/IV/NBO/ A/000/999/4910N00027W005
A) LFRK CAEN CARPIQUET
B) 2017 Apr 07 06:00 C) 2017 Oct 30 13:00
D) FRI-MON
E) ARRIVEES ET DEPARTS SOUMIS A PPR 72HR AUPRES DE L'EXPLOITANT
D'AERODROME PAR MAIL: AEROTRAFIC(A)CAEN.CCI.FR
EXCEPTES AERONEFS BASES ET VOLS SANITAIRES

The above NOTAM says that 72 hours PPR is required for flights in and out of Caen during the periods 06:00 utc on Fridays to 13:00 utc on Mondays. This requirement starts on the 7th April and continues through to the end of October.

I understand that anticipated traffic levels, restricted parking, and staffing levels are given as the justification. I have already written to the airport operator giving my view that 72 hours PPR will be a very inefficient way of controlling their perceived problem considering that most GA flights are very weather dependant with no certainty of operating 72 hours ahead. I have suggested that 24 hours would make much better sense, from everyone's point of view, and would align with the 24 hours notice required for customs.

REMOTE VCR

Jersey Airport is set to become the first provider of Remote Tower Service technology in the British Isles following a major development programme with leading aviation specialists, Systems Interface Ltd and Searidge Technologies (Canada).

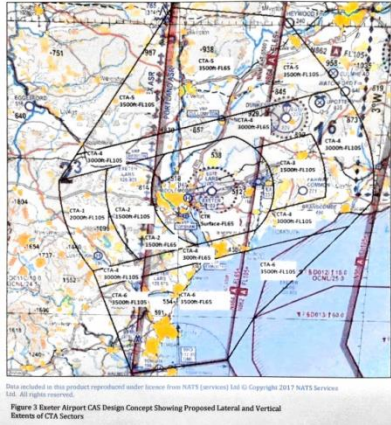
Remote Tower Service Technology is the ability to perform usual air traffic services from an alternative location away from the usual airport control tower. Currently, the only certified remote tower operation in Europe is in Sweden.



The decision by Ports of Jersey to implement this technology was driven by its wish to increase its capability of continuing to provide air traffic services in the event of a catastrophic technical failure of equipment or the need to evacuate the main Air Traffic Control facility at Jersey Airport. This means that the Visual Control Room and Approach Facility can still be operated from a remote location, allowing aircraft to continue to operate in and out of Jersey Airport and Channel Islands Airspace.

The system itself consists of a display feature showing a 220 degree view of the airfield, emulating the view that air traffic officers see from their control tower. The system also boasts two zoom cameras, which allows for a detailed close up views of aircraft both on the ground and in the air.

Senior Air Traffic Control Officer at Jersey Airport, Les Smallwood, explains, "This solution will provide guaranteed resilience in the event of equipment failure or the need to evacuate the main ATC facility at the airport. Additionally, we hope that being at the forefront of this technology will enable Ports of Jersey to expand its business portfolio in this area".



EXETER AIRSPACE CHANGE PROPOSAL

Proposals to create class D airspace around Exeter were submitted last month. Interested parties have until the 9th June to comment. Currently Exeter only has its ATZ to offer protection to a fair number of commercial flights. With neighbouring Dunkeswell and many VFR transits in the area, there is clearly a need to provide a more secure service than can be provided in class G airspace.

Radio and/ or Transponder Mandatory Zones are also considered in the proposal but class D is the favoured option.

Full details of the proposal can be found at www.exeter-airport.co.uk/acp-consultation. For comments, e-mail acpconsultation@exeter-airport.co.uk

SID & STAR CHANGES FOR GUERNSEY & JERSEY

On the 30th March, some minor changes were made to Guernsey and Jersey SIDs and STARS. The most significant is the replacing of reporting point KOKOS with ORVAL which is in a more north-westerly position. Consequently the KOKOS SIDs and become ORVAL SIDs. The KOKOS STARS are withdrawn with the STAR routeings from the south-east now concentrating on BEVAV.

As always, please check the official documentation in the AIP.

WYCOMBE AIR PARK INSTRUMENT APPROACH

It would be easy to flood the newsletter with every planned GNSS approach in the UK but Wycombe deserves mention as it a useful and well used airfield for many CI visitors. The airspace change proposal is for a GNSS approach to runway 24. Further details and consultation documents are available at <http://www.wycombeairpark.co.uk/gnssconsultation>



The 2017 Aero Expo UK event will take place at Wycombe Air Park (Booker) between the 1st and 3rd June. Full details of what is almost certainly the best general aviation exhibition and show in the country go to - www.aeroexpo.co.uk/

IAOPA EUROPE NEWS

The April IAOPA news is available at –<http://www.iaopa.eu/contentServlet/iaopa-europe-enews-april-2017>

HAPPY AND SAFE FLYING

Richard Hawkin



NOT AN AOPA MEMBER ? JOIN TODAY AND ENJOY THE BENEFITS AT

<http://www.aopa.co.uk/thepilotstore/index.php?app=ecom&ns=catshow&ref=AOPAMEMBERSHIP>