



CHANNEL ISLANDS REGION

NEWSLETTER MARCH 2017

MARCH FUEL FIGURES

ALDERNEY

Avgas in Alderney remains at 124.00 ppl

GUERNSEY

The March Avgas price is down to 106.00 ppl (100.70 ppl with AOPA discount) and Jet A1 is unchanged 58.00 ppl (AOPA price 55.10 ppl)

JERSEY

As with Guernsey, the Jersey Avgas price for March sees a reduction to 106.00 ppl (100.70 ppl with AOPA discount). Jet A1 is up slightly at 57.50 ppl.

Remember - Ports of Jersey is increasing its throughput fee from 0.65 ppl to 1.98 ppl as of the 1st March. The rationale behind this is explained in the attached document "AviationFuelThroughput.pdf" .



AOPA MEMBERSHIP

Quite simply and blatantly, this is a plug for AOPA membership whether it's encouraging existing members to renew or encouraging new members to join. So much of the freedom we still enjoy is thanks to AOPA and its lobbying in the important circles of aviation regulation. It is, without doubt, a highly respected organisation and sits on many advisory boards at the highest level. This is probably the greatest benefit of membership. Of course, non-members benefit equally as AOPA does not speak purely on behalf of its own members but on behalf of all GA pilots.

There are tangible benefits too, for members only. In the Channel Islands, the fuel discounts alone can go a long way to covering the membership fee. Then there is the high quality AOPA UK magazine, hotel discounts, and so on.

1 year pilot membership costs £95, 2 year membership which includes a very useful aircrew card costs £222. Student pilots pay only a £20 admin fee.

If you know someone who might be tempted, direct them to the AOPA UK website at www.aopa.co.uk

FRENCH ATC STRIKE

Starting at 6am on Monday 6th March and running through to the evening of Friday, 10th, both the LFRR/Brest and LFBB/Bordeaux ACCs will be affected. The precise impact will probably not be known until the strike period. Its effect may be limited to IFR en-route traffic with VFR flights and the airport themselves untouched. But, if you're planning to fly to or through French airspace next week, check NOTAMs.



FUNDING FOR 8.33KHZ RADIOS

The CAA has now published its application form for funding for 8.33 Khz radios (mandatory by January 2018) - <https://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/8-33-kHz-funding-application/>

The funding criteria are published in <http://www.caa.co.uk/CAP1501>

IMC RATING (IRR) SURVEY



The UK CAA needs to submit a safety report to the European Commission to make the case for the continuance of the IMC rating (IRR). It is asking pilots and training organisations to complete an online survey to give them a better understanding of the how the rating is used and how many training organisations provide training for the rating.

To support the IMC rating (IRR), please take part at www.surveymonkey.co.uk/r/IMC_rating.

AN EVENING WITH THE DCA

Last month, Gus Paterson, the Director of Civil Aviation for the Channel Islands gave presentations about his rôle at both the Guernsey and Jersey Aero Clubs. Despite the potential for a fairly dry subject, the evenings were really interesting and very well attended. Gus spoke freely about what he and his department does and doesn't do.

He talked about the EASA requirements for regulators to carry out ramp checks on both commercial and private operators. These are aimed at ensuring that we're all operating safely and according to the rules. There is an interesting section on this on the EASA website -

<https://www.easa.europa.eu/easa-and-you/air-operations/ramp-inspection-programmes-safa-saca>.

Gus also spoke about the Aviation Journal. This is a relatively new document laying out the aviation laws applicable in the Channel Islands and much more. It clearly shows which laws apply including where and when Guernsey or Jersey law applies.

NEW GNSS APPROACHES FOR SHOREHAM ?

Whilst Shoreham has had published RNAV approaches for some time, these procedures have been LNAV only, so without vertical guidance. Now Brighton City Airport (Shoreham) is submitting an airspace change proposal to create GNSS RNAV LPV approaches to both runway 02 and 20, giving vertical guidance and presumably lower minima. The planned implementation is December this year.

For full details and information on how to participate in the process, go to www.flybrighton.com/GNSSconsultation.

CHERBOURG



Despite there being no change to the French AIP to this effect, the customs authorities in Cherbourg have now confirmed that if you want to fly to Cherbourg from a non-Schengen country or vice-versa, 24 hours notice has to be given. They also tell me that the AIP is in the process of being amended.

The contact address is - bse-cherbourg@douane.finances.gouv.fr. For cancellations or delays you can also call on 00 33 9 70 27 44 90.

GARMIN G5

On the 7th February, EASA granted approval for the installation of Garmin's G5 electronic flight instrument in many models of light aircraft. As a replacement for the aircraft's primary attitude indicator and turn coordinator, the G5 is a primary source of aircraft attitude and turn coordination and is a secondary source of altitude, airspeed and vertical speed.



The 3.5 inch LCD display is approved for both VFR and IFR flight. It has redundancy with its own 4 hour back up battery supply. GPS based track and groundspeed information are also displayed using a WAAS antenna or input from a Garmin 430W/530W or 650/750 system.

IAOPA EUROPE NEWS

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

HAPPY AND SAFE FLYING

Richard Hawkin



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