

PORTS OF JERSEY

Jersey Aero Club Safety Evening

22nd October 2026

Welcome

- Introductions

- Agenda
  - Briefing for new SIDs/STARs
  - Discussion on Emergency situations
  - AOB



Jersey RNAV SID and STAR brief 2026

Richard Price– Airspace and Procedures

Jersey ATC

• Jersey RNAV SID and STAR brief

PORTS OF JERSEY

1. Overview
2. Design of 1st waypoint
3. SIDs – terminating at exit COPs
4. STARs – terminating at RNP IAFs
5. Potential risks - crossovers
6. Separation of PBN procedures
7. New Holds
8. Charts
9. Timeline
10. Summary
11. Q & A

• Jersey RNAV SID and STAR brief

- **Why change?**
- Legacy procedures and reliance on ground-based NavAids





• Jersey RNAV SID and STAR brief

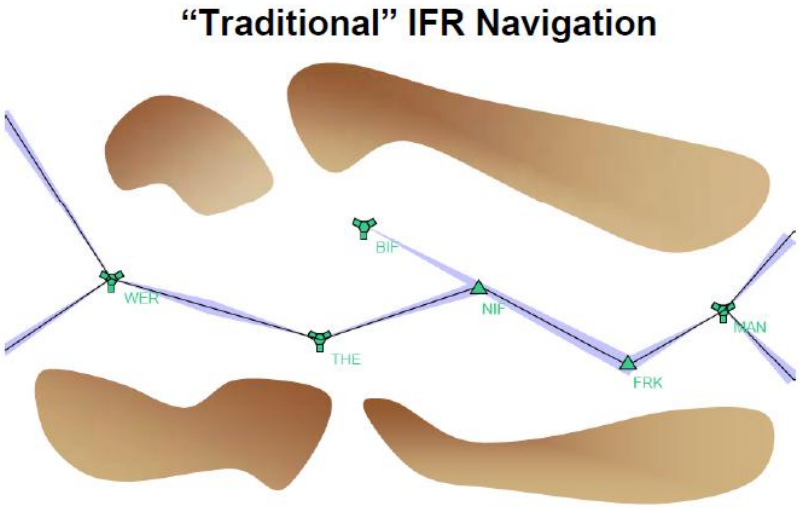
PORTS OF JERSEY

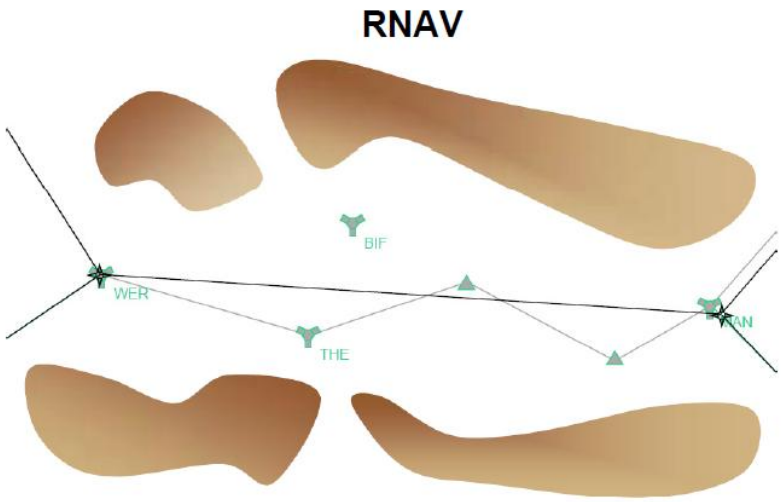
- PBN (Performance Based Navigation) RNAV SIDs and STARs:
- Either at airspace redesign or next 5 yearly review, will be redesigned using the RNAV1 specification.
- by 2024 at least one RNAV 1 SID or STAR for each instrument runway end,
- by 2030 all SIDs/STARs will utilise the RNAV 1 or RNP1 specification.



• Jersey RNAV SID and STAR brief

- Overlay or new tracks?





• Jersey RNAV SID and STAR brief

- **RNAV SIDs and STARs to replace conventional procedures**

- Decisions:
- New designs based on RNAV1 using:-
  - Existing airspace constraints
  - Existing boundary COPs
  - Existing LOAs/ATC procedures with adjacent ANSPs
  - Most efficient tracks vs ATC tasks
  - Rationalise rarely used SID/STARs
  - Closed STARs linking up with RNP Approach IAFs
- Benefits:-
  - Predictability of track miles, therefore CDOs
  - Environmental/sustainability benefits
- RNAV systems will make use of:
  - GNSS or DME/DME availability. (INS/IRU)



• Jersey RNAV SID and STAR brief

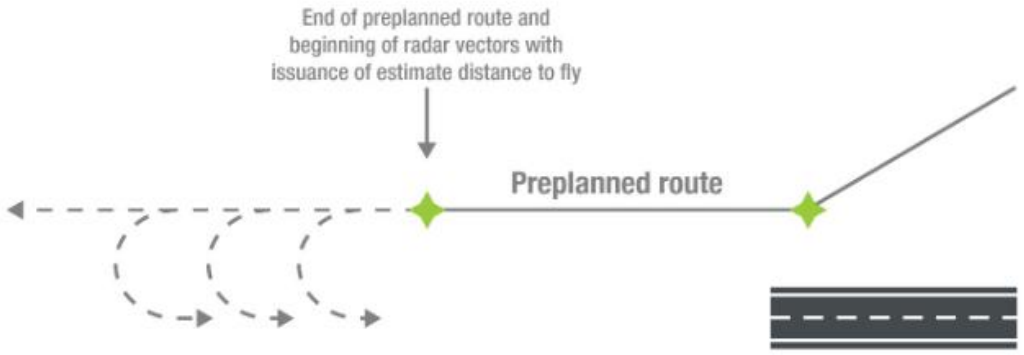
- **RNAV SIDs and STARs to replace conventional procedures**

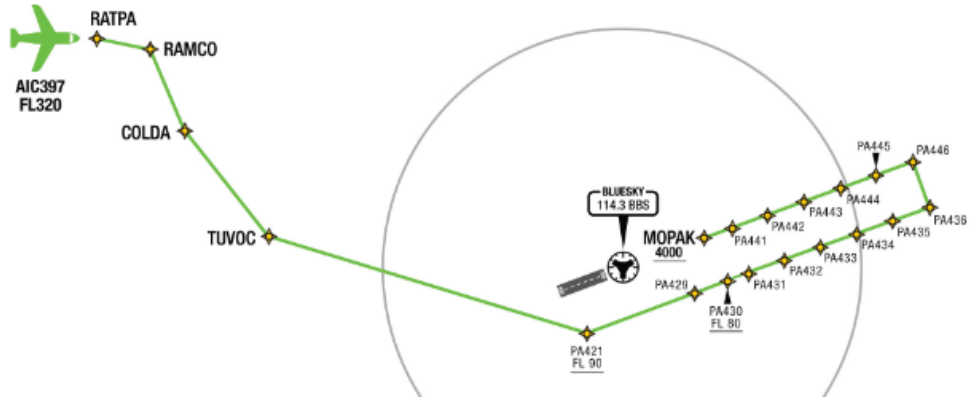
- Open or closed STARs?
- OPEN STARs

- CLOSED STARs
- Link into RNP Approach IAFs

- Predictability of track miles, therefore CDOs

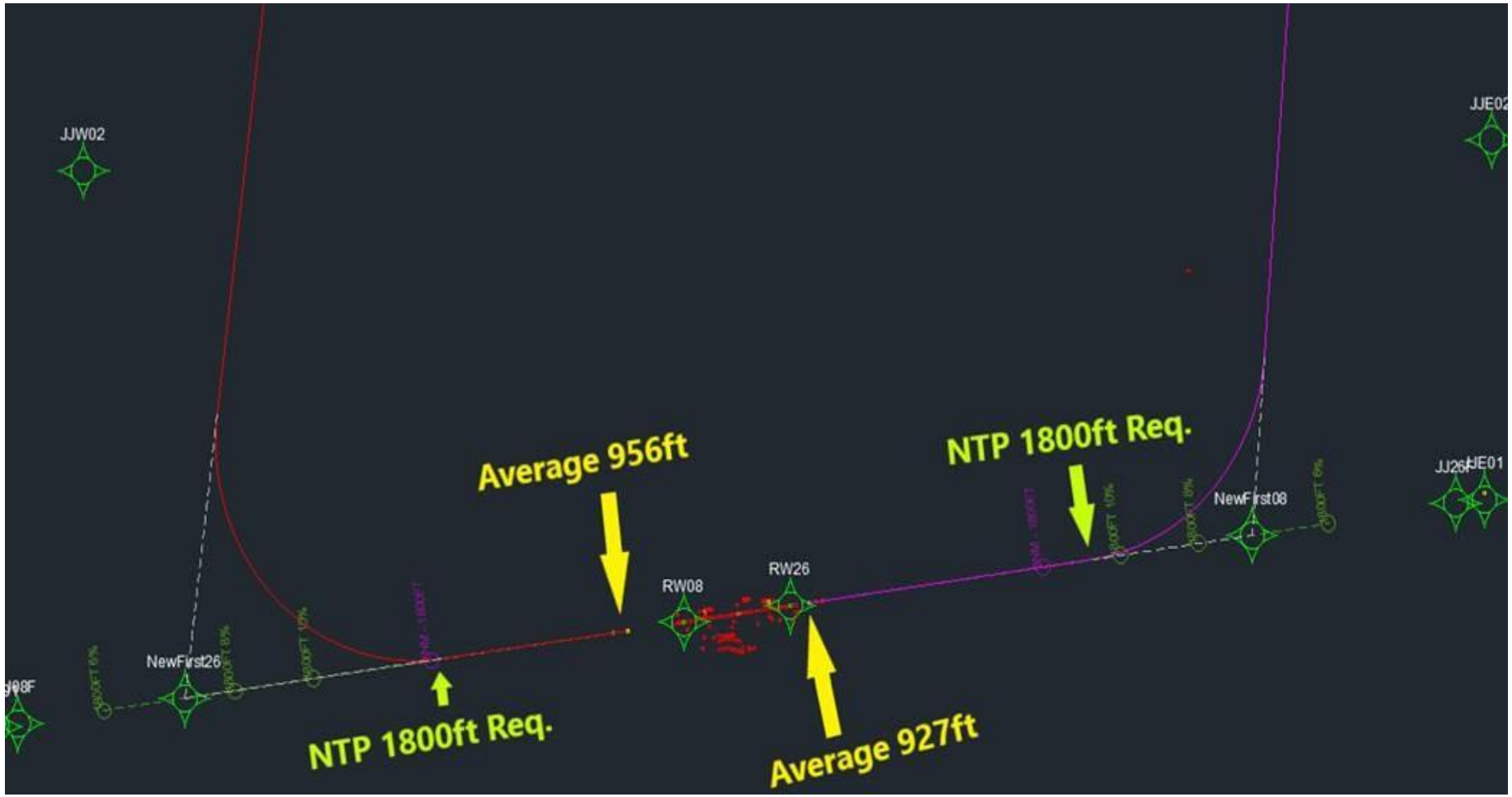
- Environmental/sustainability benefits





• Jersey RNAV SID and STAR brief

- RNAV SID 08/26 – Designing 1st waypoint



• Jersey RNAV SID and STAR brief

- RNAV SID – Designing 1st waypoint (26 SKERY,ORTAC,ORIST SID)



• Jersey RNAV SID and STAR brief

Inter-Island traffic from Guernsey vs new SKERY, ORTAC and ORIST SIDs!



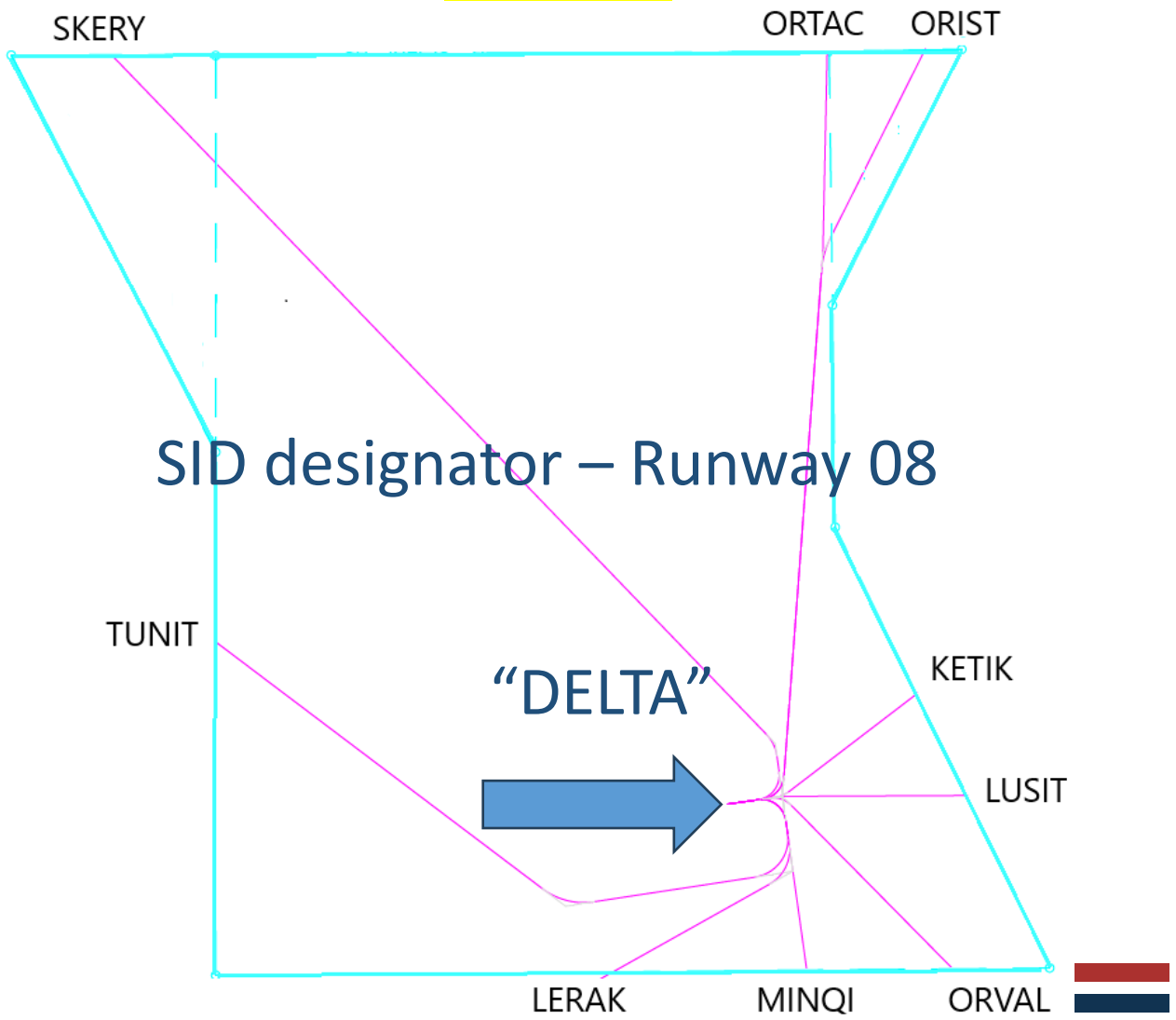
• Jersey RNAV SID and STAR brief

- RNAV SID – Designing 1st waypoint (08 SKERY,ORTAC,ORIST SID)



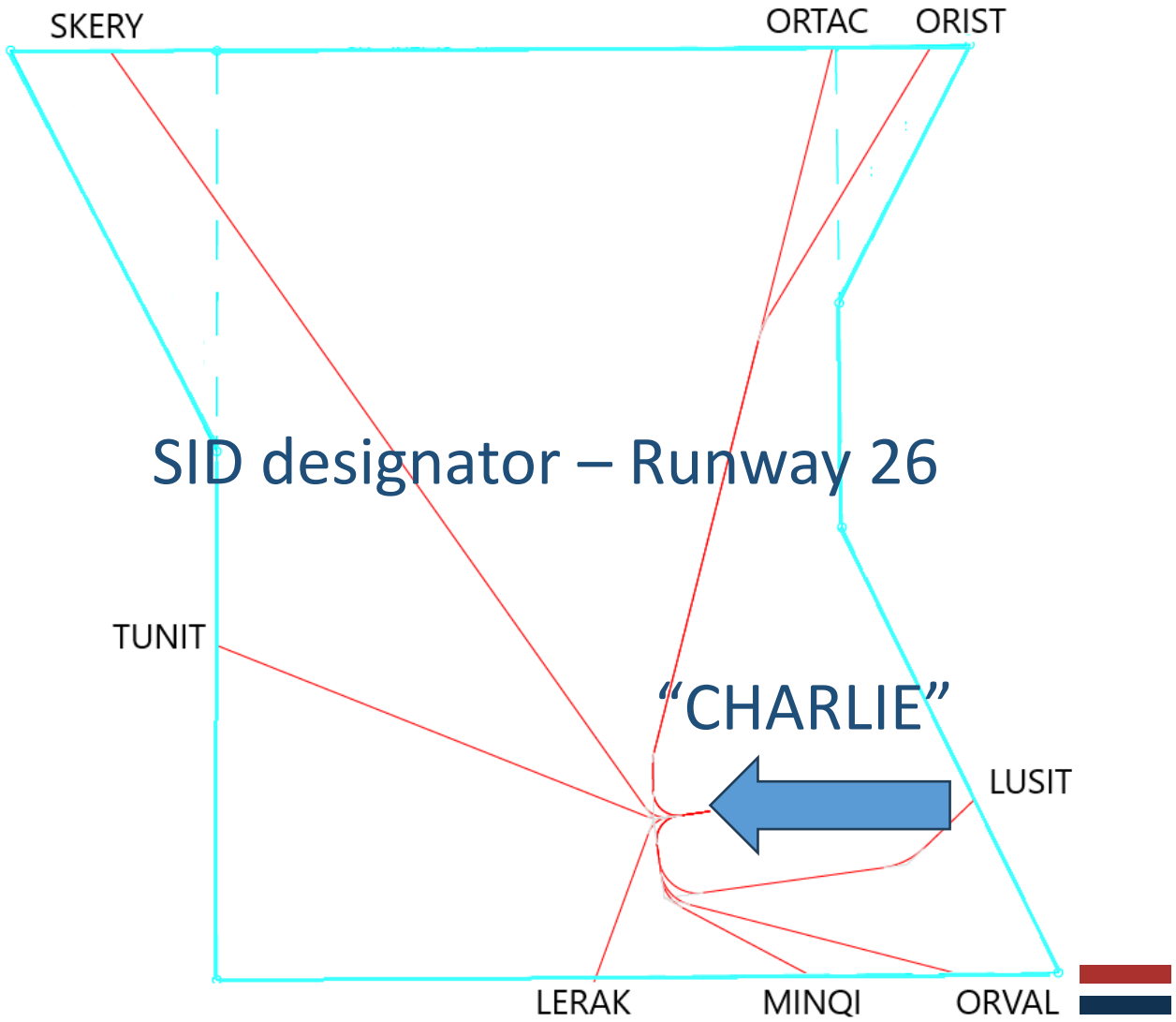
• Jersey RNAV SID and STAR brief

- RWY 08 SIDs



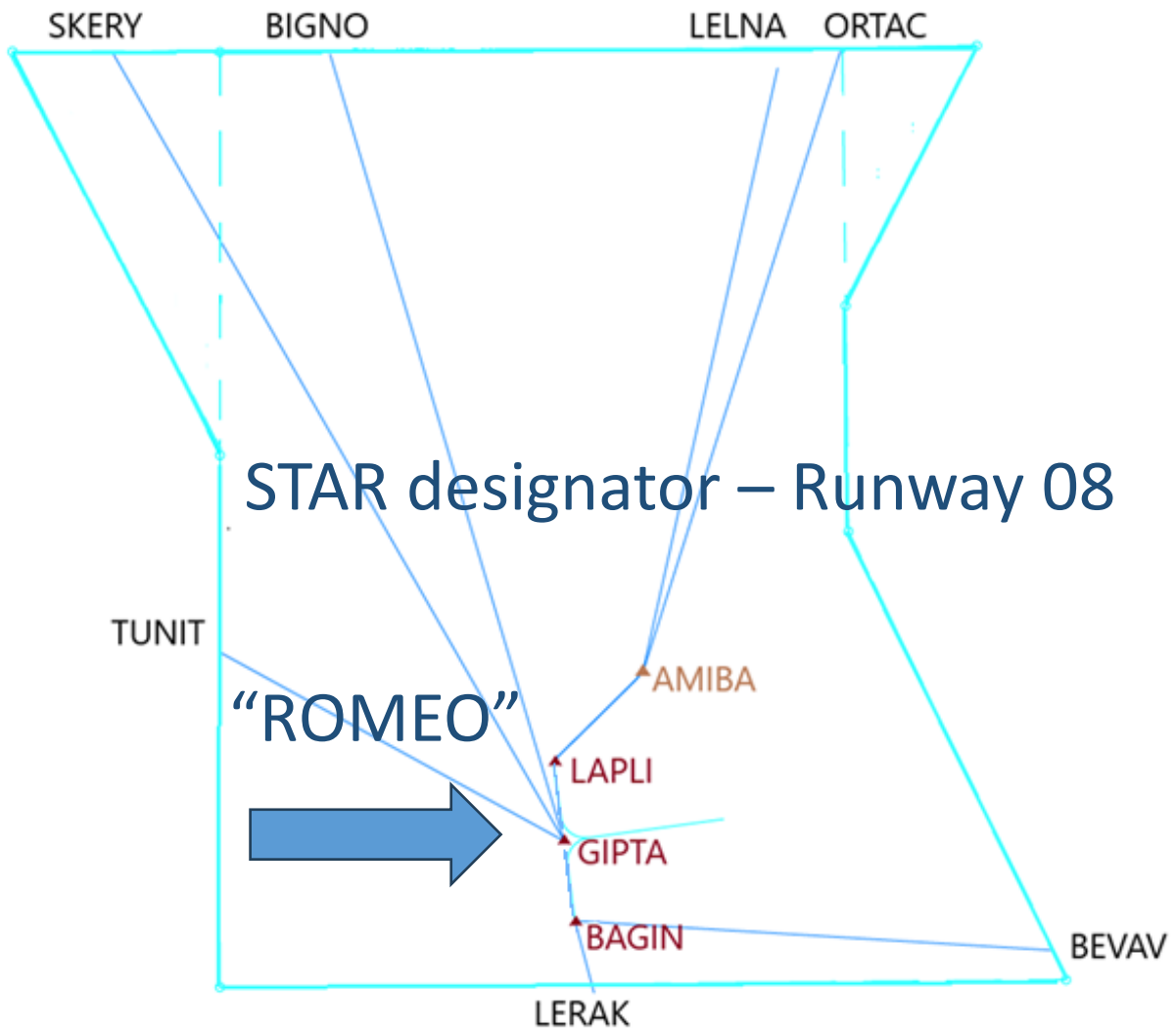
• Jersey RNAV SID and STAR brief

- RWY 26 SIDs



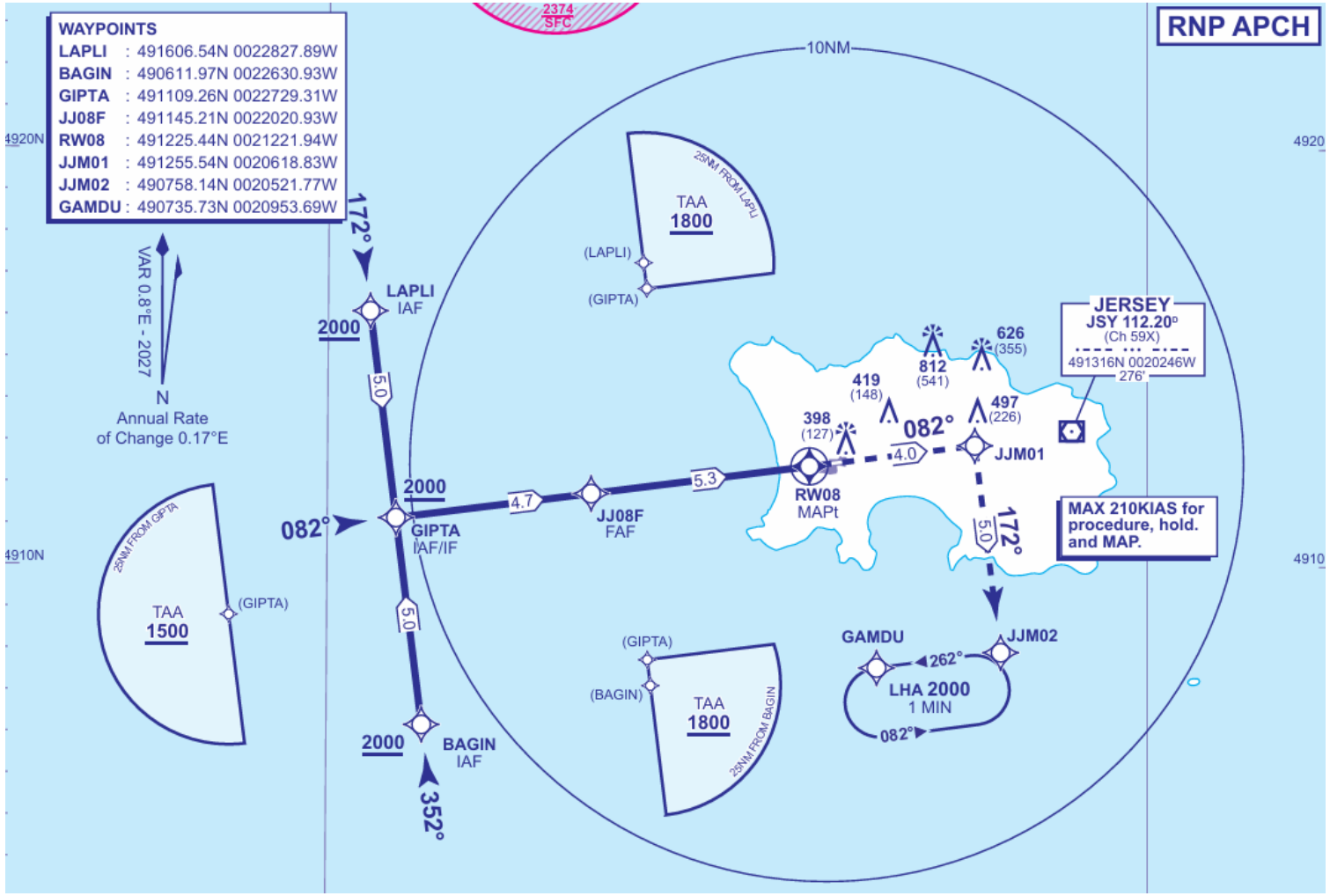
• Jersey RNAV SID and STAR brief

- RWY 08 STARs



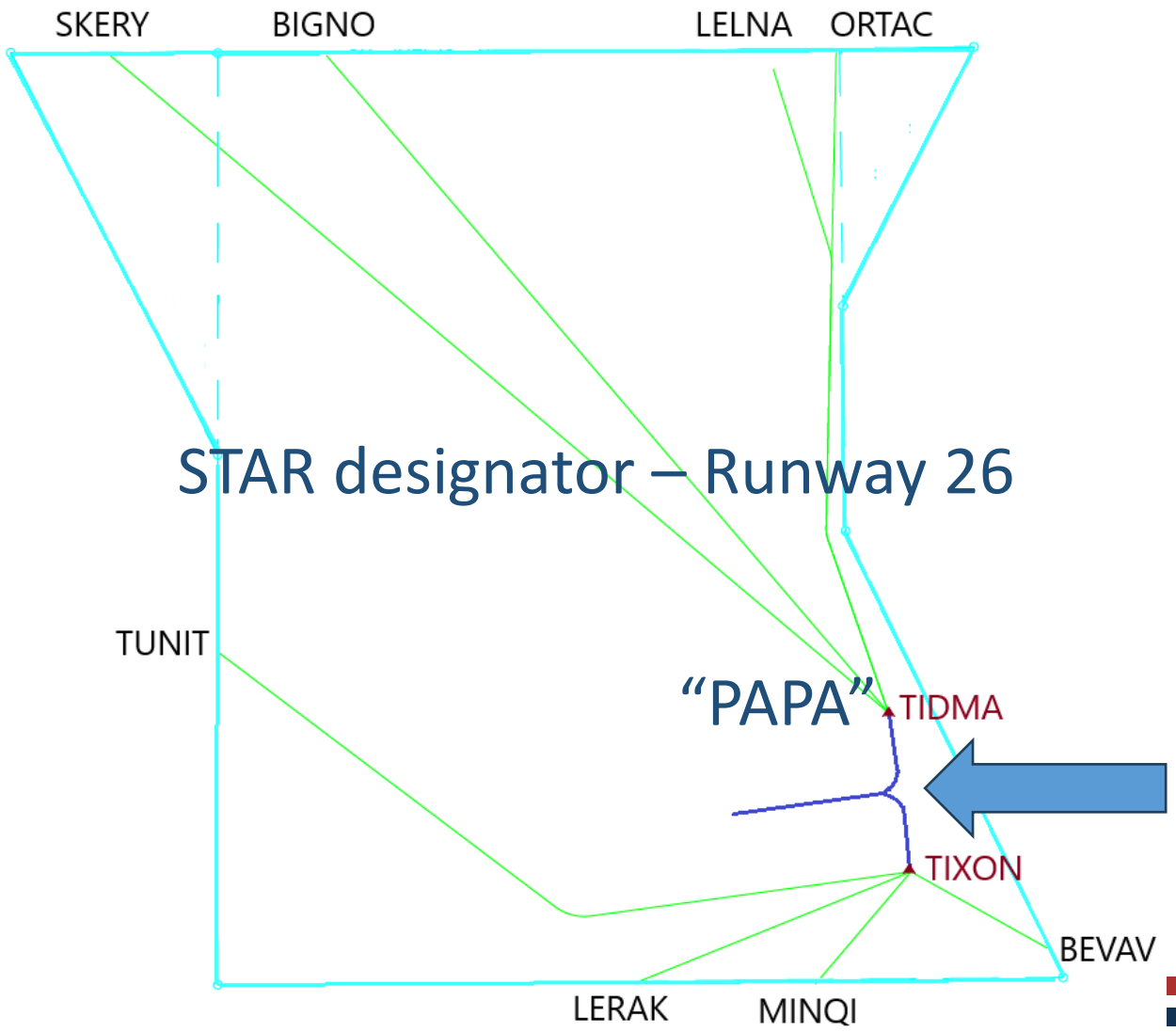
• Jersey RNAV SID and STAR brief

- RNP APCH – RWY08



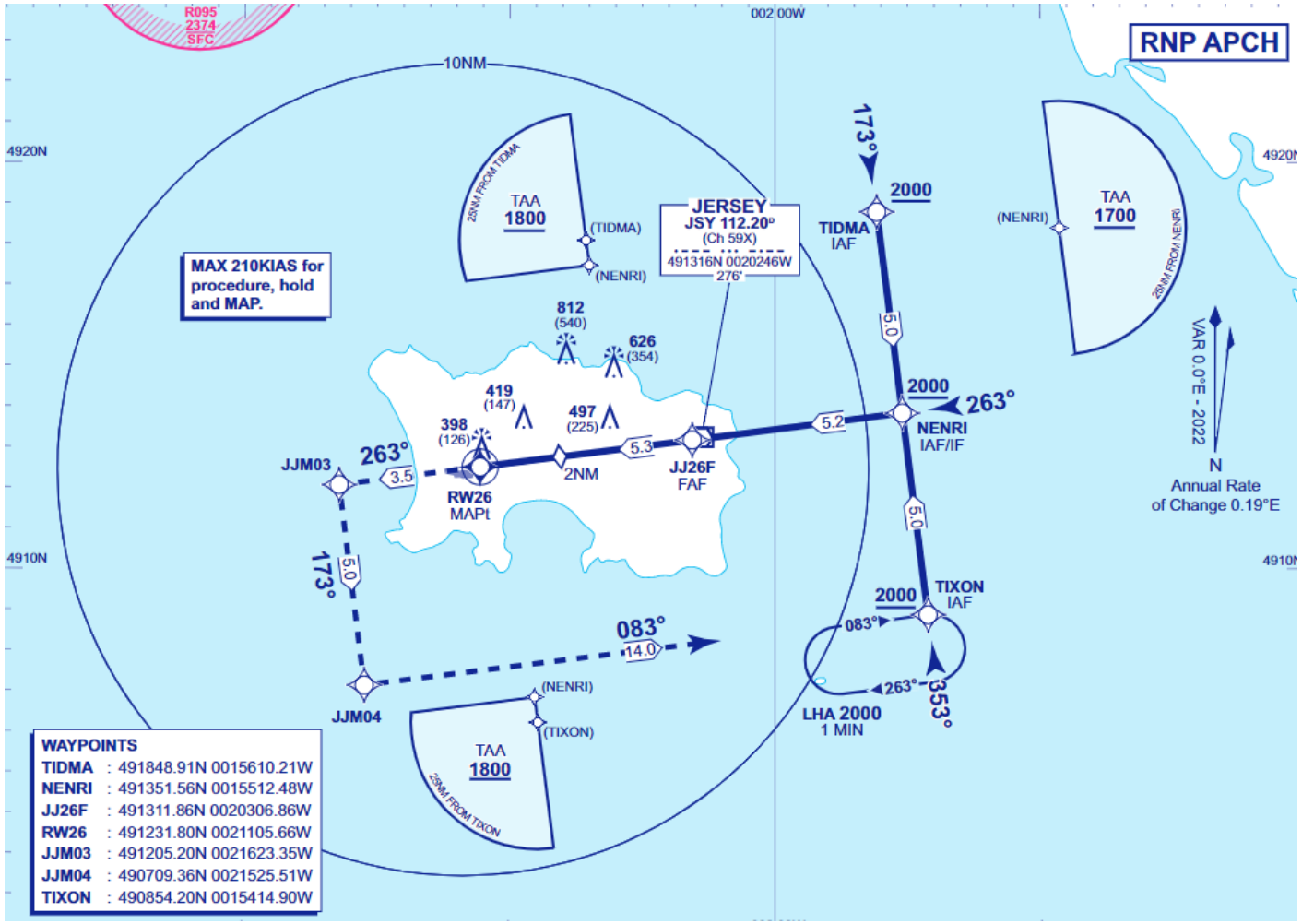
• Jersey RNAV SID and STAR brief

- RWY 26 STARs



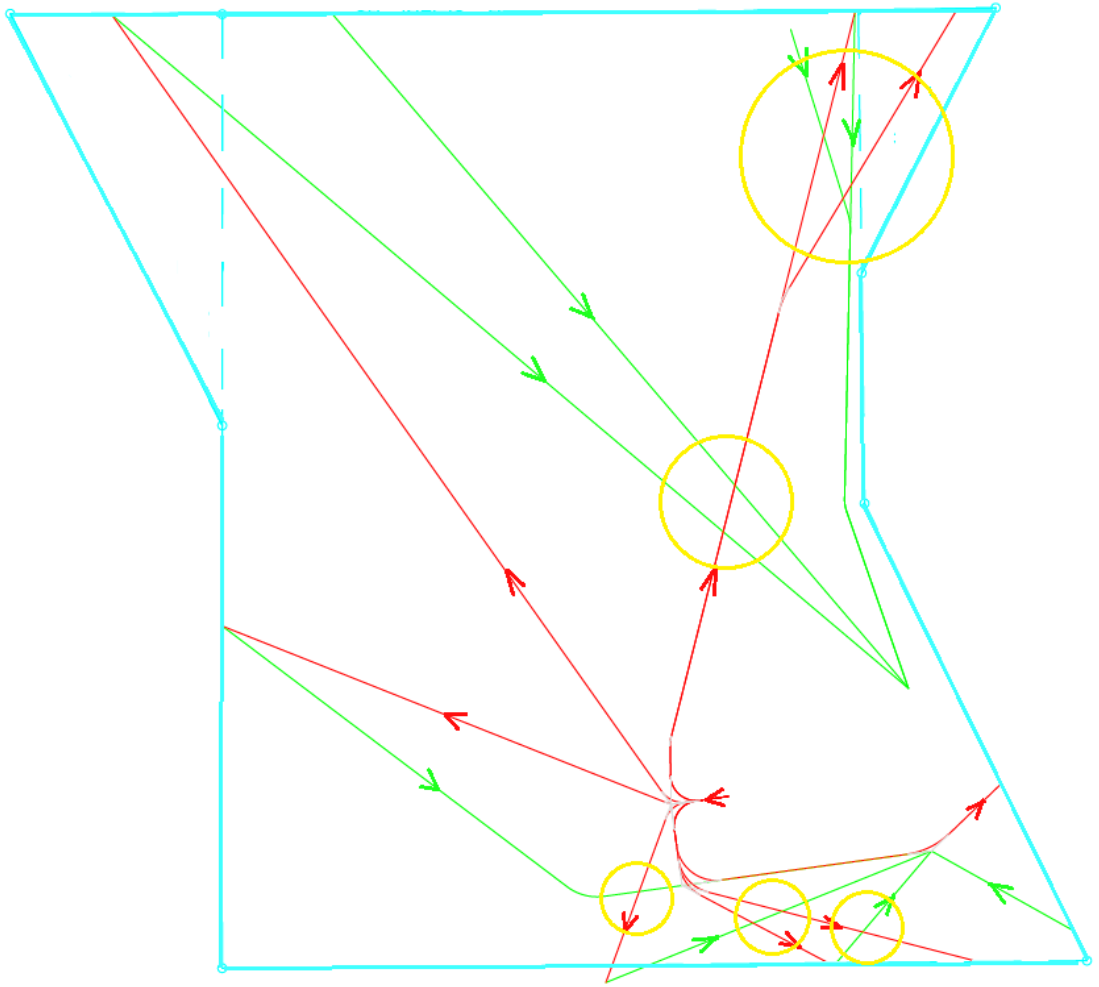
• Jersey RNAV SID and STAR brief

- RNP APCH – RWY26



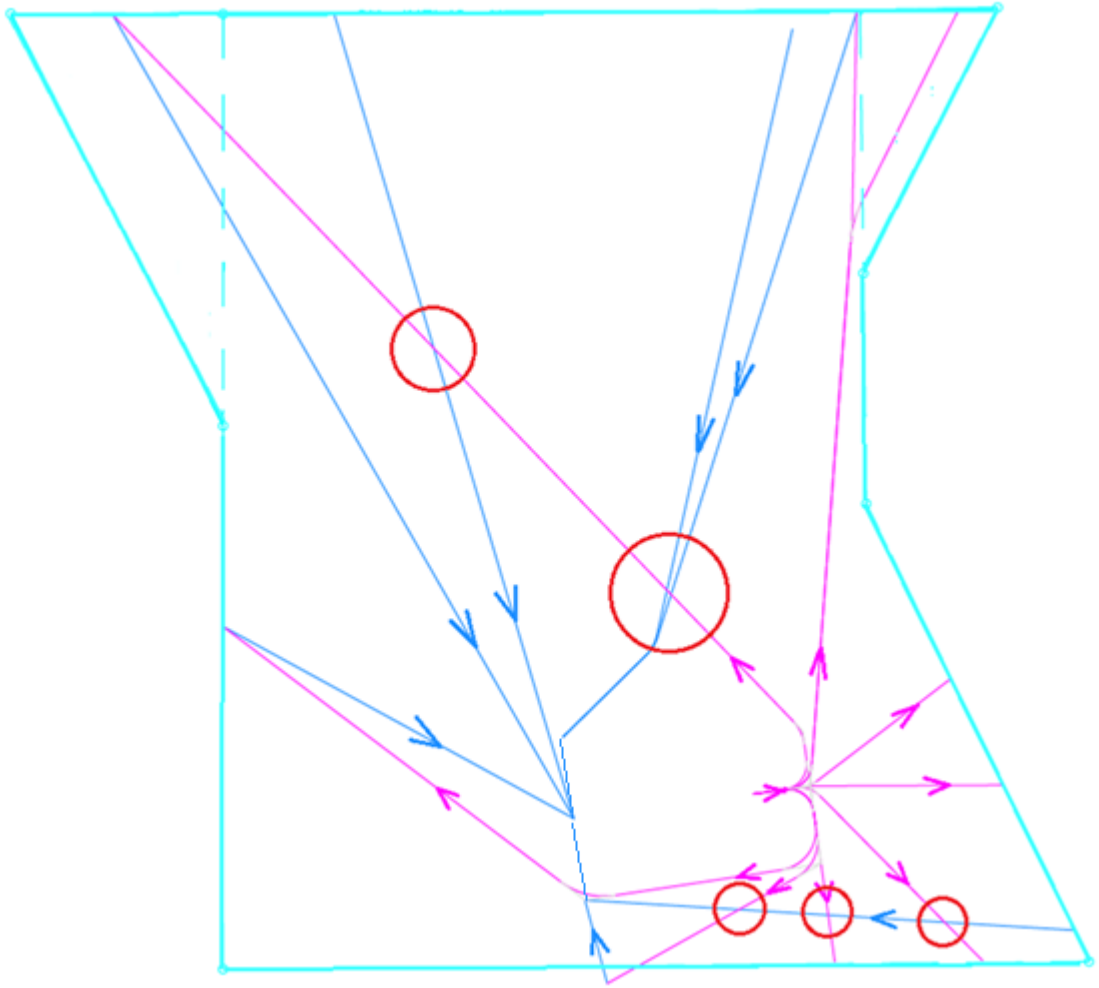
• Jersey RNAV SID and STAR brief

- Airspace changes – 26 SID & STAR interaction



• Jersey RNAV SID and STAR brief

- Airspace changes – 08 RNAV SID & STAR interaction



• Jersey RNAV SID and STAR brief

2 new waypoints

26 ORTAC/ORIST SID

BURCA

26 ORTAC/LELNA STAR

INBOW

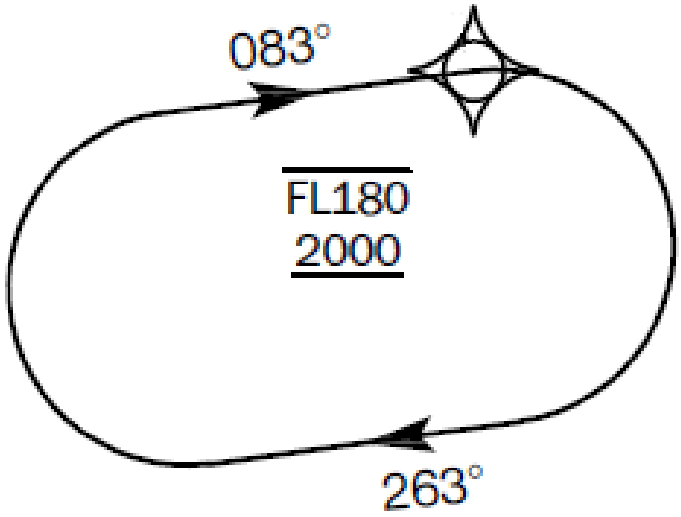


PORTS OF JERSEY

• Jersey RNAV SID and STAR brief

- Airspace changes – RNAV Holds
  - **General procedures**

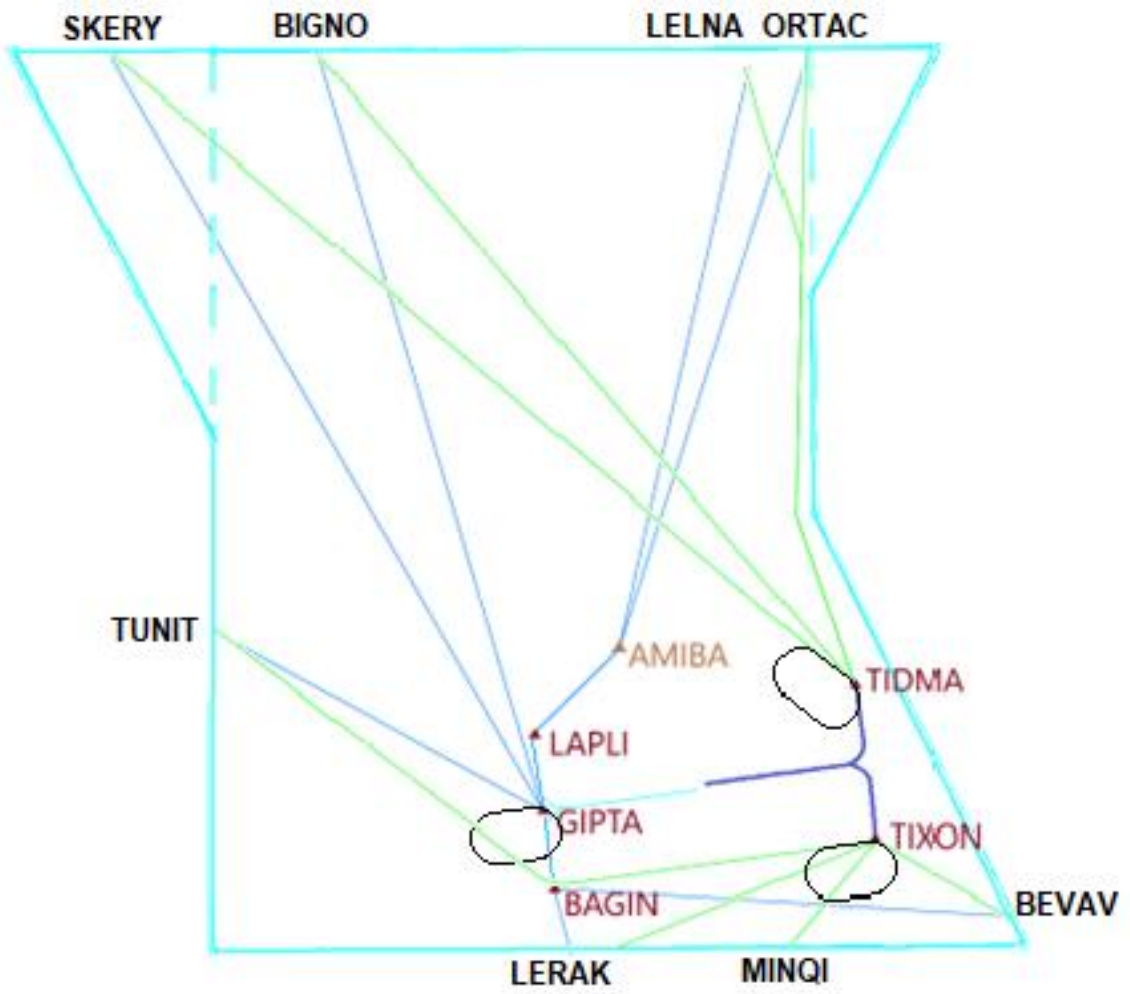
- Standard 1 min holding max 210 KIAS up to FL140.
- +FL140 1.5 min holding max 220 KIAS.
- Hold protection areas are assessed from 2000ft up to FL180.
- Holds are radar monitored mindful of Airspace containment and required coordination with adjacent ATC if aircraft might deviate.



Upto and including FL140:
1MIN HOLDING, MAX 210KIAS
Above FL140:
1.5MIN HOLDING, MAX 220KIAS

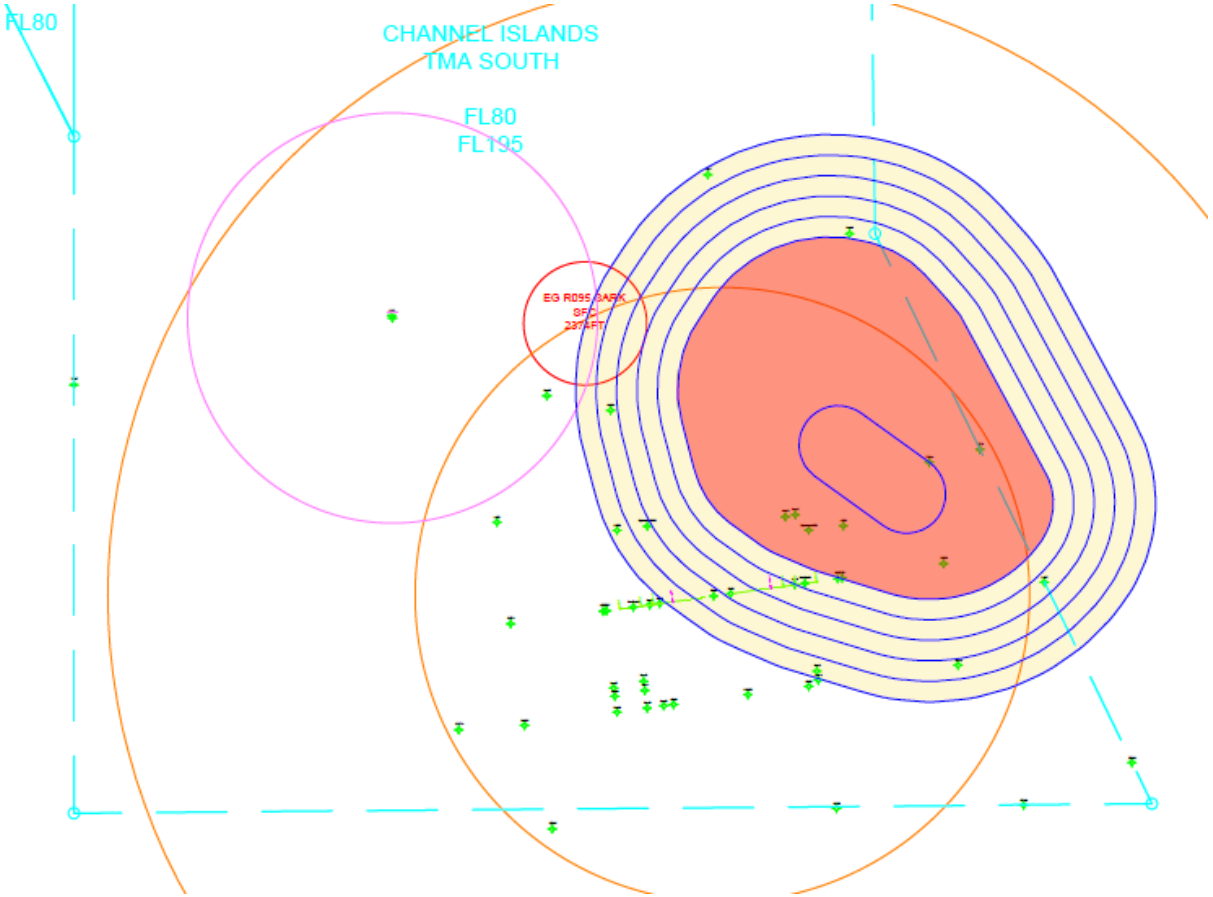
• Jersey RNAV SID and STAR brief

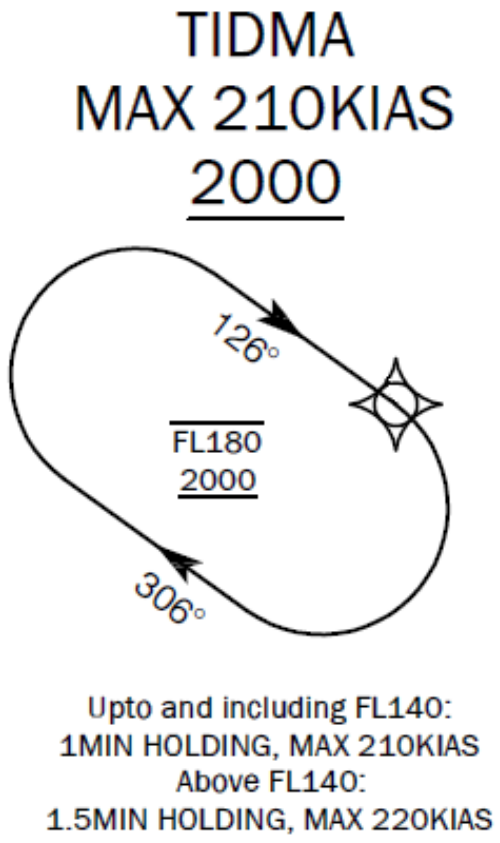
- Airspace changes – RNAV Holds



• Jersey RNAV SID and STAR brief

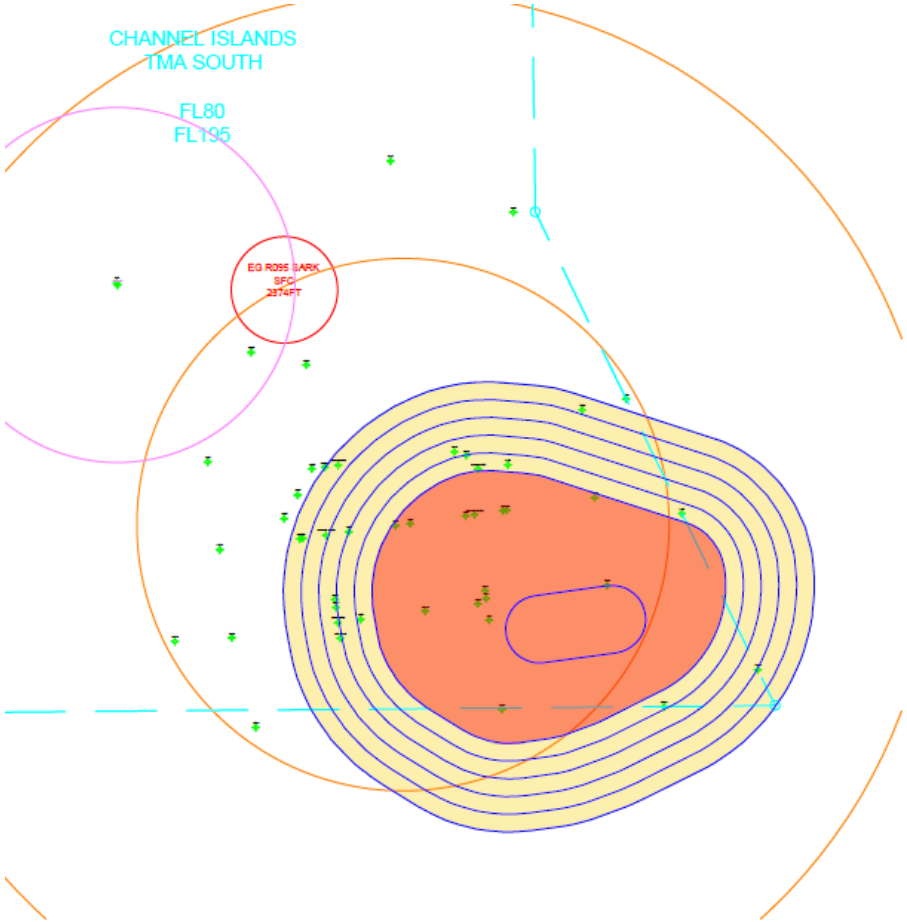
- Airspace changes – RNAV Holds
- **TIDMA** 126° Protection areas - 210kts @ 6000ft

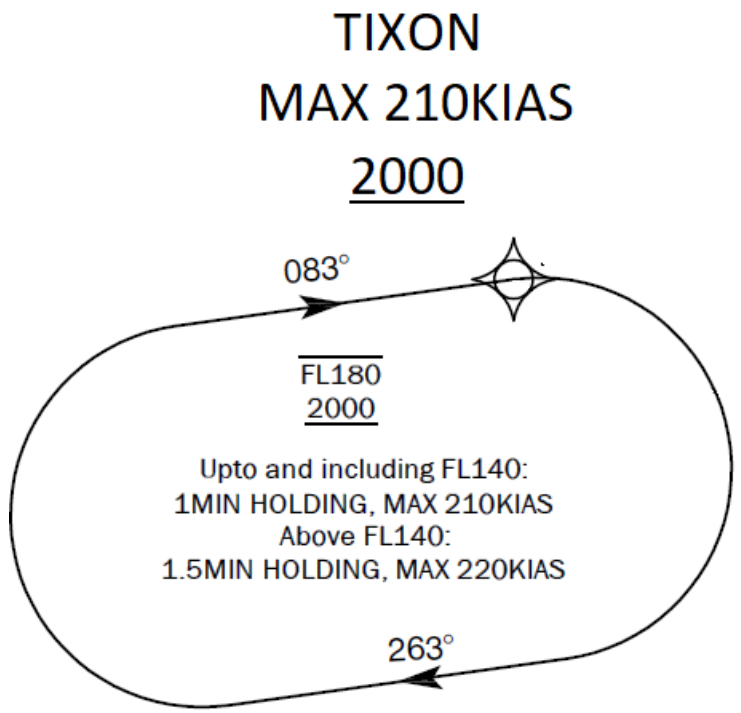




• Jersey RNAV SID and STAR brief

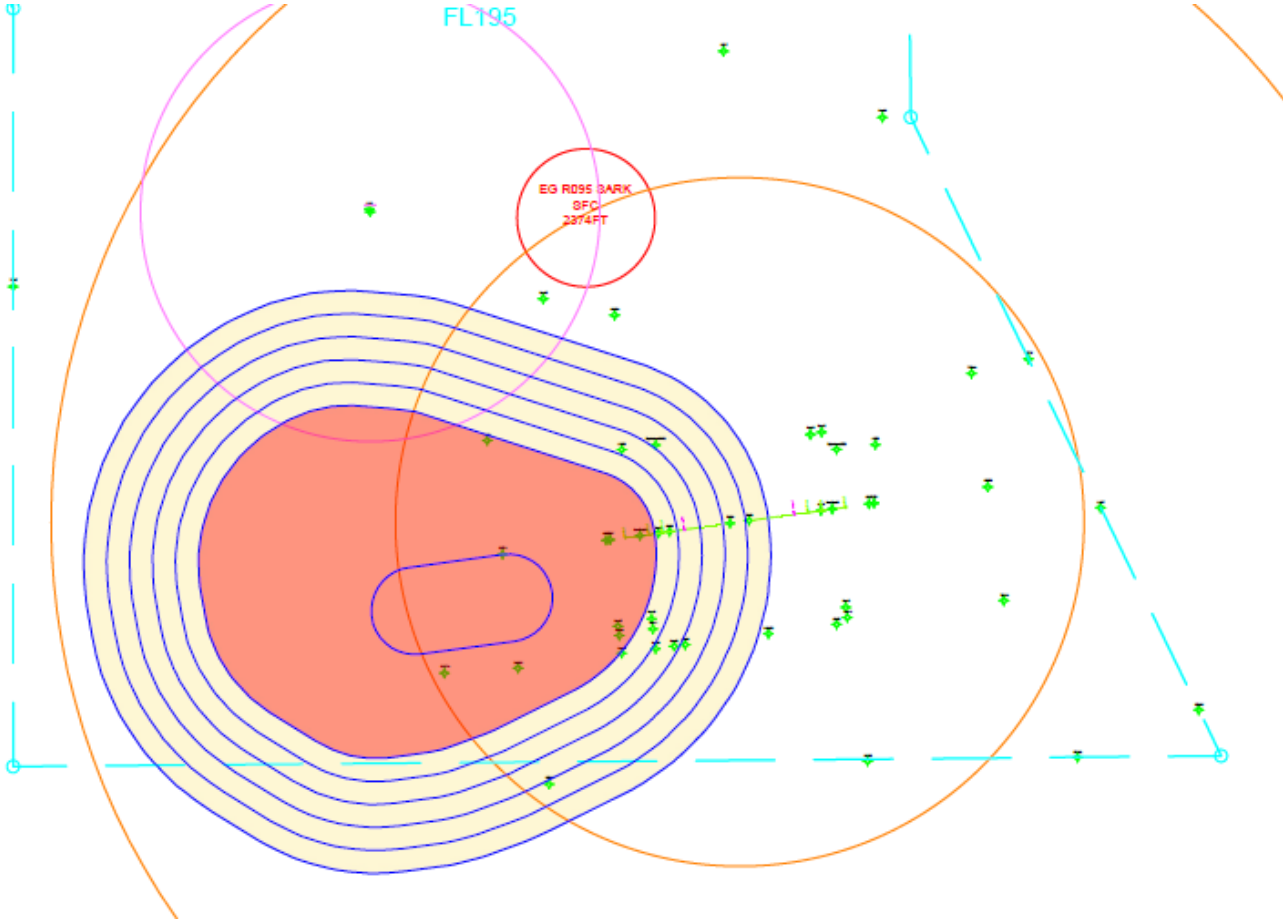
- Airspace changes – RNAV Holds
- **TIXON** Protection areas - 210kts @ 6000ft

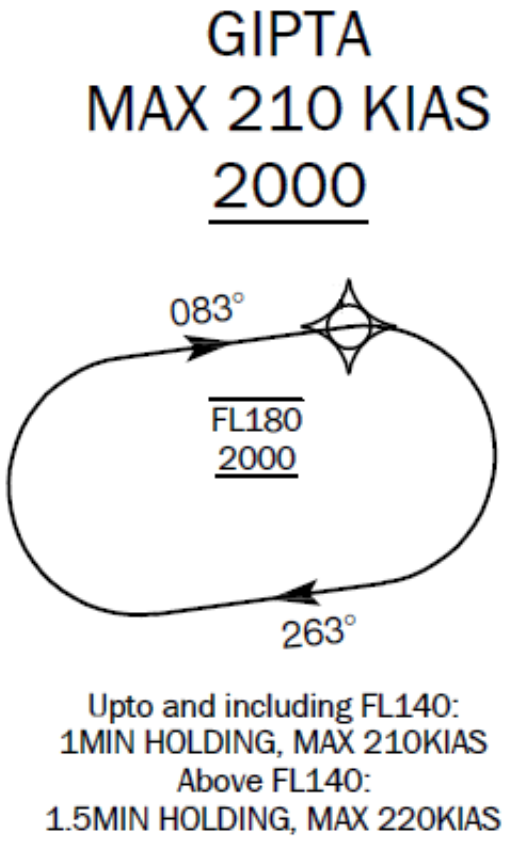




• Jersey RNAV SID and STAR brief

- Airspace changes – RNAV Holds
- **GIPTA** Protection areas - 210kts @ 6000ft





• Jersey RNAV SID and STAR brief

- Published charts

PORTS OF JERSEY

Example of SID chart notes

ORTAC 1D RWY 08	Climb straight ahead to JJE03 then left to JJN52 - UPLIS - ORTAC.	Q41

NOTE 1. Close-in Obstacles exist for RWY 08 departures. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles.

NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Aircraft unable to achieve the published altitude/flight level restrictions must inform ATC prior to departure.

ADDITIONAL RNAV DATA

1. DME/DME only procedure: no critical navaids.
2. RNAV 1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION

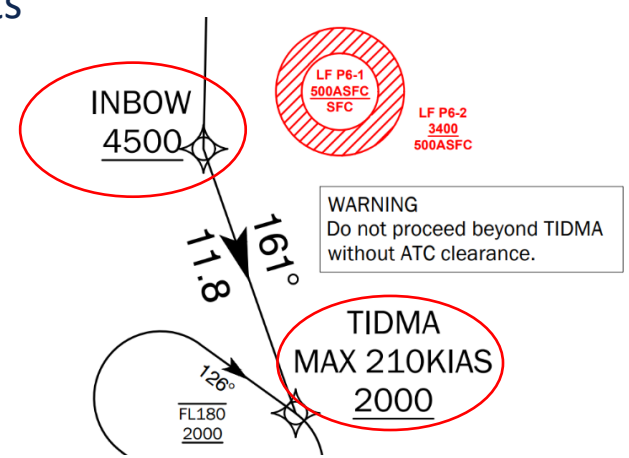
1. RNAV1 SIDs reflect Noise Preferential Routeings for Propeller Aircraft only - See EGJJ AD 2.21 for all Noise Abatement Procedures.
2. Callsign for RTF Frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Control'.
3. En-route cruising levels will be allocated after take-off by 'Jersey Control'.

• Jersey RNAV SID and STAR brief

- Published charts

Example of STAR chart notes

- STARs DO NOT have a vertical profile in their design, however advisory or minimum levels by design need to depicted on the chart to ensure separation of these in addition to the minimum level for RNP IAFs.



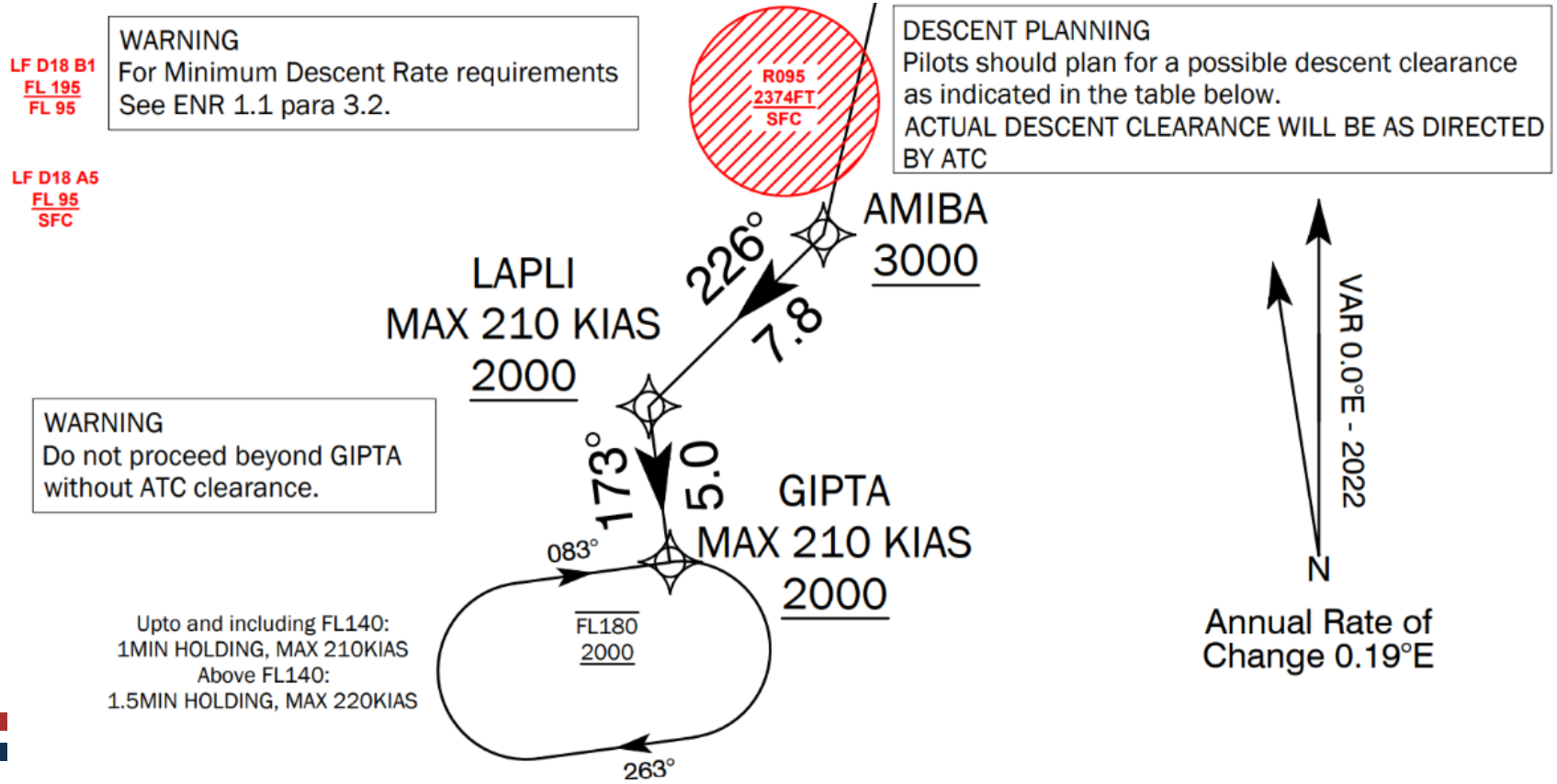
ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
LELNA 1P	N621, Z171, N63	**LELNA - UPLIS - INBOW - TIDMA**	**LELNA** FL 200 (N621 Only) **INBOW** +4500 **TIDMA** +2000

GENERAL INFORMATION
1. Adhere to maximum speed limits where specified by waypoint constraints.
2. Max. 250KIAS in Class D Airspace below FL80.
3. In event of RCF hold at the last assigned level at TIDMA then follow Radio Communication Failure Procedure detailed at EGJJ AD2.22 Section 3.

• Jersey RNAV SID and STAR brief

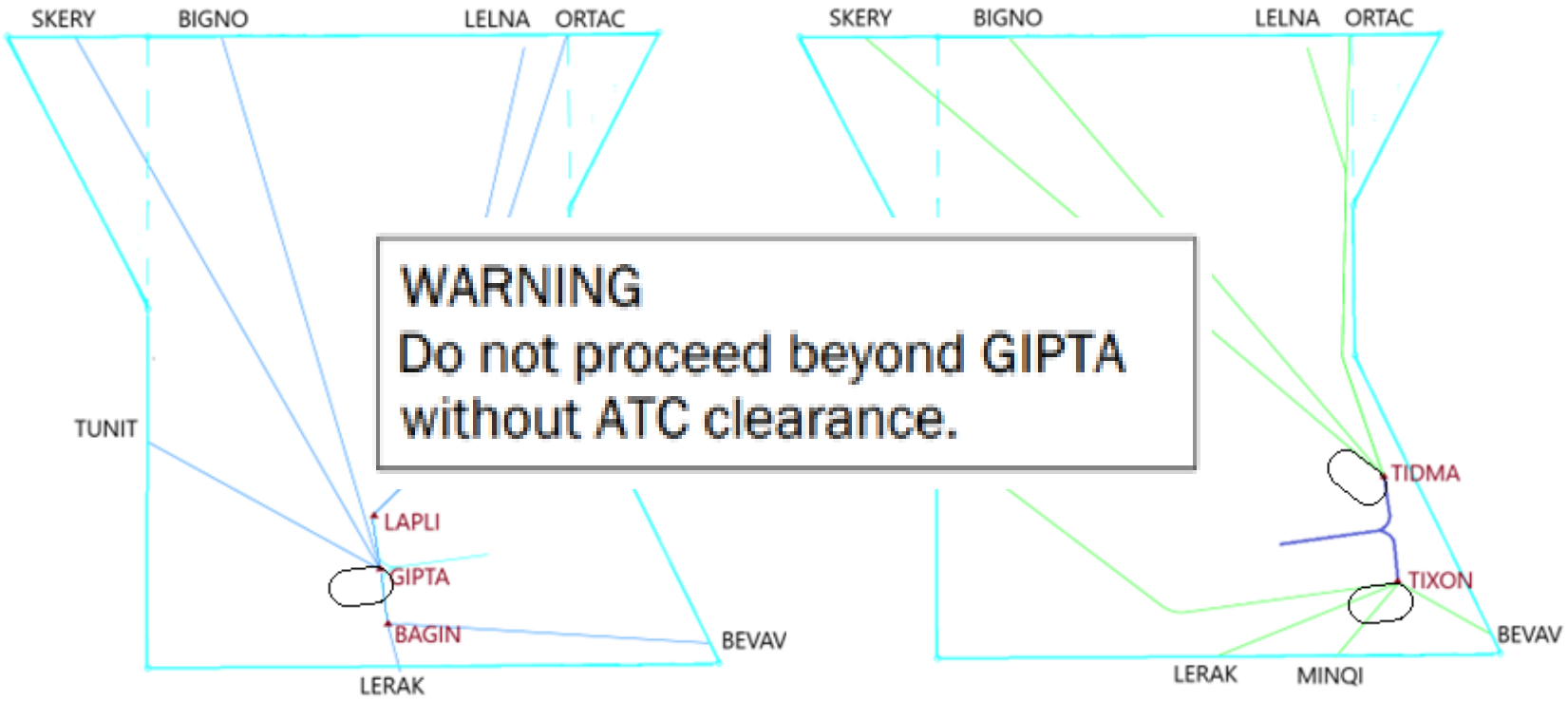
• STAR profile and speed

- STARs DO NOT have a vertical profile in their design, however advisory levels are depicted to ensure separation from R095 and minimum level for RNP IAFs.
- In addition to Airspace speed restriction, the RNP IAFs speed is also depicted on the chart and will be coded in FMS.



• Jersey RNAV SID and STAR brief

- Practical use of STARs
- **STAR and transition into APPROACH**



• Jersey RNAV SID and STAR brief

- **TIMEFRAME**

- Final approval by CAA November 2025
- Validation process – December 2025 - March 2026
- Approval by CAA/DCA/EASA – May 2026 onwards
- Submit to AIS – 3 month AIRAC CYCLE:

AIRAC NUMBER	SPONSOR CHANGE REQUESTS CUT-OFF	AMDT PUBLISHED	AIRAC EFFECTIVE DATE
AIRAC 09/2026	Fri 05 Jun 26	Thu 23 Jul 26	Thu 03 Sep 26
AIRAC 10/2026	Fri 03 Jul 26	Thu 20 Aug 26	Thu 01 Oct 26
AIRAC 11/2026	Fri 31 Jul 26	Thu 17 Sep 26	Thu 29 Oct 26

• Jersey RNAV SID and STAR brief

- **SUMMARY**

PORTS OF JERSEY

- New SIDs and STARs - more direct tracks, turn sooner, not always deconflicted.

- Procedures are radar monitored and if not vertically separated, ATC should intervene with tactical headings to ensure minimum radar separation is achieved.

- Existing long way round SIDs and STARs have not been duplicated. (BENIX5A LTO Rwy26 will be replaced by LUSIT1C).

- Existing conventional SIDs and STARs will remain as fall back and not intended for concurrent use. Following review of new procedures, conventional procedures will be removed a few months after.

- The AIS coding tables and charts are now available on AIS website.

- Jersey RNAV SID and STAR brief

PORTS OF JERSEY

Questions ?

Emergency situations

If a Pilot experiences a potential emergency situation, they should give ATC as much information as possible.

There was a recent event when a light aircraft was given a priority approach, but ATC were only made aware of the rough running engine after landing.

We need as much information as you can provide without compromising the safety of the flight to notify the Airport Fire service so we can have the correct response available.

AVIATE NAVIGATE COMMUNICATE

We are planning on holding some further Safety briefings for the PPL Students from Skywalker Flight Training.

Understanding Airspace Infringements

Thursday 29 October 2026
19:00 - 21:00

UK Civil Aviation Authority

PORTS OF JERSEY

Presented by the UK Civil Aviation Authority's Airspace Infringements Team.

Topics covered

- Background statistics and data
- Prevention based on common root causes
- Local and cross Channel considerations
- The airspace infringement review process

Join us in person

Thursday 29 October 2026 19:00

Email events@jerseyaeroclub.com
For more information www.jerseyaeroclub.com

Jersey Aero Club
L'Avenue de la Reine Elizabeth II,
Jersey JE3 7BP
www.jerseyaeroclub.com/

Logbook stickers for in person attendance

PORTS OF JERSEY



PORTS OF JERSEY

