

CHANNEL ISLANDS CTR/CTA

Within the operating hours of the Channel Islands CTR/CTA all flights are subject to the regulations applicable to Class 'D' Controlled Airspace (Up to FL80).

Channel Islands CTR, CTA & TMA Outside hours of Jersey ATC:

Within London FIR - Reverts to Class G.

Within Brest FIR - Airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.

1. Special VFR Clearance in the Channel Islands Control Zone (CTR)

a. Prior Permission

- (i) A flight plan must be filed for all Special VFR flights in the Channel Islands CTR.
- (ii) Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights in SERA.5010. Pilots must note that the Channel Island Director for Civil Aviation has not adopted the SERA derogations issued by the UK, and therefore they do not apply in Channel Island Airspace.
- (iii) The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within or to transit the Channel Islands CTR.

b. Special Routes

- (i) Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
- (ii) Special VFR may be subject to delay when they can not be fitted readily into the main traffic flow. Pilots should therefore always ensure they have adequate fuel and are able to divert to alternate aerodrome if necessary.

c. Weather Minima

- (i) Aircraft shall be given radar service whilst within the Channel Islands Airspace. It is the responsibility of the pilot to comply with the minimum VMC criteria IAW SERA.5010. Pilots must inform the Radar controller if compliance with the above entails a change of heading or height.
- (ii) Special VFR clearance to operate within Alderney/Guernsey/Jersey ATZs will not be granted to a fixed wing aircraft if the reported visibility is less than 1500m or the reported cloud ceiling is less than 600ft. SERA.5010
- (iii) Special VFR clearance to operate within Alderney/Guernsey/Jersey ATZs will not be granted to a helicopter if the reported visibility is less than 800m or the reported cloud ceiling is less than 600ft. SERA.5010

2. Special Conditions

- a. A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR.
- b. VFR clearance to operate within Alderney/Guernsey/Jersey ATZs will not be granted to aircraft if the reported visibility is less than 5km or the reported cloud ceiling is less than 1500ft, IAW SERA.5001.
- c. Pilots flying VFR or Special VFR between Jersey and the UK South Coast (Bournemouth, Southampton, Isle of Wight areas) should expect to route via Cap de La Hague (VRP) on the French Coast. Pilots should exercise caution with regard to the Prohibited Areas at Cap Flamanville and Cap de la Hague.
- d. Special VFR/VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to an alternate aerodrome if necessary.

continued

CHANNEL ISLANDS CTR/CTA (continued)

- e. Pilots are to note that flying is not permitted at a height of less than 2000ft above ground level within three nautical miles of N49 25.77 W002 21.75 of the Island of Sark (EG R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

3. Procedures Outside the Channel Islands Control Zone

- a. Pilots operating outside of Channel Islands Airspace who are in contact with Jersey ATSU will be provided with an Alerting Service.
- b. Pilots are reminded that aircraft in transit to or from Channel Islands Airspace may not be flying in accordance with the semi-circular rule.
- c. For transit of the Plymouth/Portland Danger Areas to the north of the Channel Islands Airspace, a SUACS may be available as detailed in ENR 5.1 of the UK AIP.
- d. Arriving flights should make contact with Jersey ATC at least 10 minutes prior to reaching the boundary of Channel Islands Airspace to obtain a clearance to enter CAS.
- e. Pilots are reminded that Airspace to the north of N50° (the London FIR) is subject to London ACC and Airspace to the south and (the Brest FIR) is subject to Rennes Approach/Info or Lroise Approach. It is the responsibility of pilots to acquaint themselves with the requirements of the respective UK and French authorities.

4. Visual Reference Points (VRPs)

VRP

Co-ordinates

Alderney Lighthouse	N49 43.75	W002 09.85
Cap de la Hague	N49 43.00	W001 56.00
Carteret Lighthouse	N49 22.40	W001 48.40
Casquets Lighthouse	N49 43.40	W002 22.70
Corbiere Lighthouse	N49 10.78	W002 15.00
Fort Le Marchant	N49 30.53	W002 31.12
Freemont TV Mast	N49 15.10	W002 07.88
Hanois Lighthouse	N49 26.10	W002 42.15
Heauville	N49 34.98	W001 48.12
Herm Island	N49 28.30	W002 26.92
Minquies	N48 58.00	W002 08.00
Noirmont Point Lighthouse	N49 09.92	W002 10.08
North West Corner	N49 15.50	W002 14.83
Pointe de Rozel	N49 28.98	W001 50.98
Roches Douvres Lighthouse	N49 06.32	W002 48.88
St Germain	N49 14.00	W001 38.00
St Martins Point	N49 25.30	W002 31.70
South East Corner	N49 10.00	W002 02.00