EGJB AD 2.1 GUERNSEY

EGJB AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP Co-ordinates and site at AD:**	**Lat:** 492606N **Long:** 0023607W On the centre-line and 731.5 m from west end of Runway 09/27.
2	**Direction and distance from city:**	2.5 nm WSW of St Peter Port.
3	**Elevation/Reference temperature:**	336 ft – 19°C.
4	**Geoid undulation at AD ELEV PSN:**	162 ft.
5	**Magnetic Variation/Annual Change:**	W3.0° (2005) – 0.14° decreasing.
6	**AD Administration:** **Address:**	States of Guernsey. States of Guernsey Airport, Guernsey, Channel Islands.
	Telephone: **Fax:** **Telex:**	01481-237766 (General). 01481-239595 (Administration). 01481-239440 (ATC/FBU).
7	**Type of Traffic Permitted (IFR/VFR):**	IFR/VFR.
8	**Remarks:**	

EGJB AD 2.3 – OPERATIONAL HOURS

1	**AD:**	**Winter:** 0630-2100. **Summer:** 0530-2000.
2	**Customs and Immigration:**	As AD hours.
3	**Health and Sanitation:**	
4	**AIS Briefing Office:**	As AD hours.
5	**ATS Reporting Office (ARO):**	As AD hours.
6	**MET Briefing Office:**	H24.
7	**ATS:**	As AD hours. See also AD 2.18.
8	**Fuelling:**	**Winter:** 0615-2000. Outside these hours by arrangement. **Summer:** 0515-1900. Outside these hours by arrangement.
9	**Handling:**	As AD hours.
10	**Security:**	As AD hours.
11	**De-icing:**	As AD hours.
12	**Remarks:**	AD use subject to restriction – refer to AD 2.20 item 1 and to AD 2.21.

EGJB AD 2.4 – HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	By arrangement.
2	**Fuel/oil types:**	AVTUR JET A-1. AVGAS 100LL. ATF2494, F35, Water/Meth. 45/55/0. Oil; 100, W100, W80.
3	**Fuelling facilities/capacity:**	AVTUR 1200 lts per minute. AVGAS 450 lts per minute.
4	**De-icing facilities:**	By arrangement.
5	**Hangar space for visiting aircraft:**	None.
6	**Repair facilities for visiting aircraft:**	Major, by arrangement.
7	**Remarks:**	Handling agents are:

Aiglle Ltd †	Tel: 01481-239544	Fax: 01481-235008
Aurigny Air Services	Tel: 01481-235605	Fax: 01481-239564
Flybe	Tel: 01481-237574	Fax: 01481-239567
Rockaviation	Tel: 01481-268281	Fax: 01481-268289

† Maximum size of aircraft handled - Gulfstream IV.

EGJB AD 2.5 – PASSENGER FACILITIES

1	**Hotels:**	Close to airport.
2	**Restaurants:**	Buffet.
3	**Transportation:**	Public bus services and taxis.
4	**Medical facilities:**	Limited first aid treatment.
5	**Bank and Post Office:**	Cash point.
6	**Tourist Office:**	Information desk.
7	**Remarks:**	

EGJB AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES

1	**AD Category for fire fighting:**	RFF Category 6.
2	**Rescue equipment:**	Clan Lucas power tools, fire drill, power saws, forcing bags, sealing bag.
3	**Capability for removal of disabled aircraft:**	30,000 kg MTWA. Contact: 01481-237766, Ext 2131 outside office hours. Mobile cranes, Tirfor winches, small aircraft nose wheel trolley, small lifting bags, trailers.
4	**Remarks:**	Two locally based aero engineering facilities to assist in aircraft recovery. It is a condition of the aerodrome licence that the appropriate level of fire cover should be provided to all aircraft using the aerodrome.

EGJB AD 2.7 – SEASONAL AVAILABILITY – CLEARING

1	**Type of clearing equipment:**	Mechanical.
2	**Clearance priorities:**	Standard. See AD 1.2.2.
3	**Remarks:**	Braking action assessment by Grip Tester and Tapley Meter. Latest information from: FBU 01481-237766.

EGJB AD 2.8 – APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1 Apron surface and strength: Surface: Concrete Strength: 5/R/B/X/T to 46/R/B/X/T

2 Taxiway width, surface and strength:

	Width	Surface	Strength
Taxiway A	18 m	Concrete	46/R/B/X/T
Taxiway D	18 m	Asphalt	21/F/B/Y/T

3 Altimeter checkpoint location and elevation:

4 VOR checkpoints: *492600.31N 0023527.70W.

5 INS checkpoints:

Stand No	Co-ordinates	Stand No	Co-ordinates	Stand No	Co-ordinates	Stand No	Co-ordinates
1	492600.08N 0023531.05W	10	492558.51N 0023539.23W	21	492557.87N 0023550.43W		
2	492600.07N 0023529.56W	11	492559.95N 0023545.52W	22	492558.94N 0023550.50W		
3	492559.85N 0023533.24W	12	492559.96N 0023544.74W				
4	492559.84N 0023532.15W	13	492559.19N 0023546.40W				
5	492559.62N 0023535.51W	14	492559.80N 0023546.43W				
6	492559.66N 0023534.35W	15	492557.43N 0023544.95W				
7	492558.55N 0023538.08W	16	492558.24N 0023543.92W				
8	492558.60N 0023536.40W	17	492556.98N 0023547.92W				
9	492558.49N 0023540.26W	18	492557.02N 0023546.42W				

6 Remarks:

EGJB AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs: Taxiway guide lines and visual docking/ parking guidance system of aircraft stands:**	Self-manoeuvring guide lines on aprons stands. Stand number painted on guide line turn-off from taxiway.
2	**Runway and taxiway markings and lighting:**	Runway: Runway designation, runway threshold, runway centre-line, fixed distance, touchdown zone, runway edge. Taxiway: Taxiway lighting. Taxiway entrance to runway indicated by alternate green/amber centre-line lights. Taxiway centre-line and line holding positions. Blue edge lights on curves. Reflective markers on taxiway edge.
3	**Stop bars:**	At all runway and taxiway intersections.
4	**Remarks:**	Illuminated windsleeves adjacent to Runways 09 and 27 Glidepath aerials. All obstacles marked and lit.

EGJB AD 2.10 – AERODROME OBSTACLES

In Approach/Take-off areas				In circling area and at aerodrome		
1				2		
Runway/Area affected	**Obstacle type Elevation Markings/lighting**		**Co-ordinates**	**Obstacle type Elevation Markings/lighting**		**Co-ordinates**
a	b		c	a		b
		ft amsl			**ft amsl**	
27/Approach	Water tower (Lgtd)	413	492608.67N 0023416.58W	TV Mast (Lgtd)	441	492728.05N 0023445.04W
09/Take-off	Road	337	492605.22N 0023522.48W	Gantry light (Lgtd)	387	492556.37N 0023551.65W
	Road	341	492604.33N 0023520.95W	House (Lgtd)	363	492612.73N 0023536.36W
				House	363	492613.31N 0023535.71W
09/Approach	House (Lgtd)	320	492601.62N 0023702.78W	Radar aerial	381	492612.91N 0023547.08W
27/Take-off	House (Lgtd)	324	492600.07N 0023653.28W	Tree	344	492612.16N 0023526.56W
	Tower	320	492607.92N 0023708.49W	Tree	362	492611.86N 0023531.32W
	Tree	330	492607.45N 0023704.19W			
	Tree	326	492601.37N 0023704.52W			

3	**Remarks:**	Nil.

EGJB AD 2.11 – METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office:**	Jersey.
2	**Hours of service:** **MET Office outside hours:**	H24.
3	**Office responsible for TAF preparation:** **Periods of validity:**	Jersey. 9 hours.
4	**Trend forecast:** **Interval of issuance:**	
5	**Briefing/consultation provided:**	Self briefing/Telephone and counter. Jersey for consultation. H24.
6	**Flight documentation:** **Language(s) used:**	TAFs, METAR, Flight forecast, Upper winds. English.
7	**Charts and other information available for briefing or consultation:**	ASXX, FSXX, F214/215. Channel Islands Area Forecast.
8	**Supplementary equipment available for providing information:**	
9	**ATS units provided with information:**	Guernsey.
10	**Additional Information (limitation of service etc):**	Current METAR and TAF available during ADe hours via recorded message on Tel: 01481-238957.

EGJB AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and stopway	THR co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	088.56°	1463 X 45	22/F/B/Y/T Asphalt	492604.83N 0023643.35W – GUND 162 ft	THR 303 ft
27	267.57°	1463 X 45	22/F/B/Y/T Asphalt	492606.84N 0023530.83W – GUND 162 ft	THR 334 ft

Slope of RWY/SWY	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ
7	8	9	10	11
09 - 1:155 27 - 1:155	10 Nil	09 - 165 27 - 274	1583 x 300 1583 x 300	

12 **Remarks:** Both thresholds are concrete and have a PCN of 44/R/C/X/T.

EGJB AD 2.13 – DECLARED DISTANCES

Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09 27	1453 1463	1628 1737	1463 1463	1453 1453	

EGJB AD 2.14 – APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
09 †	Coded centre-line with five crossbars. 914 m HI	Green with green wingbars	PAPI 3° LHS 326 m (47 ft)		Bi-directional colour coded 1463 m 30 m spacing HI	Elev HI bi-directional with LI omni-directional component 1463 m 60 m spacing White	Red HI	
27	Coded centre-line with five crossbars. 914 m HI	Green with green wingbars	PAPI 3° LHS 291 m (47 ft)		Bi-directional colour coded 1463 m 30 m spacing HI	Elev HI bi-directional with LI omni-directional component 1463 m 60 m spacing White	Red HI	

10 **Remarks:** † Between 750 m bar and approach end of system, alignment diverges slightly from true centre-line towards south.

EGJB AD 2.15 – OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	**ABN/IBN location, characteristics and hours of operation:**	
2	**LDI location and lighting: Anemometer location and lighting:**	East: 492602.95N 0023542.75W – West: 492608.92N 0023629.23W.
3	**Taxiway edge and centre-line lighting:**	Green taxiway centre-line lighting 30 m apart, 15 m on curves. Blue edge lighting on corners, runway guard lights.
4	**Secondary power supply/switch-over time:**	Complient with CAP 168 requirements.
5	**Remarks:**	Apron floodlighting. Obstacle lighting.

EGJB AD 2.16 – HELICOPTER LANDING AREA		
1	**Co-ordinates TLOF or THR of FATO: Geoid undulation:**	
2	**TLOF and/or FATO elevation (ft):**	
3	**TLOF and FATO area dimensions: Surface, Strength, Markings:**	
4	**True Bearing of FATO:**	
5	**Declared distance available:**	
6	**Approach and FATO lighting:**	
7	**Remarks:**	

EGJB AD 2.17 – ATS AIRSPACE			
	Designation and lateral limits:	**Vertical limits**	**Airspace Classification**
	1	**2**	**3**
	Guernsey Control Zone (CTR) 493308N 0021538W - 492717N 0022400W - thence clockwise by the arc of a circle radius 8 nm centred on 492606N 0023607W to 493404N 0023515W - 493957N 0022653W - 493308N 0021538W.	2000 ft ALT SFC	D †
	Guernsey Aerodrome Traffic Zone (ATZ) The ATZ is the Airspace extending from the surface to a height of 2000 ft above the level of the aerodrome and within a distance of 1.5 nm of the aerodrome boundary in accordance with the Air Navigation (Guernsey) Order 1981.	2000 ft aal SFC	D †
4	**ATS unit callsign: Language:**	Guernsey Approach. English.	
5	**Transition Altitude:**	3000 ft.	
6	**Remarks:**	Stub forms part of Alderney-Guernsey lane (Class D). Because of the interaction of the Guernsey Control Zone with the Channel Islands Control Zone the procedures are detailed at EGJJ AD 2.17. † Refer to section ENR 1.4 for notifications. ATZ Hours: See AD 2.18.	

EGJB AD 2.18 – ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation Winter	Hours of Operation Summer	Remarks
1	2	3	4		5
APP	Guernsey Approach	128.650	0545-2100	0445-2000	ATZ hours: 0600-2100 (winter), 0500-2000 (Summer).
TWR	Guernsey Tower	119.950			Extensions by arrangement for scheduled services only.
GMC	Guernsey Ground	121.800	As directed by ATC	Sat, Sun 0930-1700 and as directed by ATC	July to September.
RAD	Guernsey Radar	118.900 124.500	0545-2100	0445-2000	Serves Runway 09/27.
ATIS	Guernsey Information	109.400			Broadcast on Guernsey VOR.
FIRE	Guernsey Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS frequency.

EGJB AD 2.19 – RADIO NAVIGATION AND LANDING AIDS

Type of Aid MAG VAR CAT of ILS/MLS	IDENT	Frequency	Hours of Operation Winter	Hours of Operation Summer	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			# and by arrangement				
1	2	3	4		5	6	7
LLZ 09 W3.0° (2005) ILS CAT I	I UY	108.10 MHz	HO	HO	492607.01N 0023524.00W		
GP	I UY	334.70 MHz			492608.91N 0023629.24W		3° ILS Ref Datum Hgt 42 ft.
MM	Dots/Dashes	75 MHz			492603.33N 0023756.59W		
LLZ 27 W3.0° (2005) ILS CAT I	I GH	108.10 MHz			492604.59N 0023652.11W		
GP	I GH	334.70 MHz			492602.95N 0023542.71W		3° ILS Ref Datum Hgt 42 ft. Glidepath fluctuations may be experienced between 1 nm and 2 nm from threshold.
MM	Dots/Dashes	75 MHz			492608.83N 0023420.74W		
L	GUY	361 kHz			492611.38N 0023606.40W		Range 50 nm
DME	I UY (RWY 09) I GH (RWY 27)	Ch 18X (108.10MHz)			492610.68N 0023607.41W	340 ft amsl	On AD Frequency paired with ILS I UY and I GH. Zero range indicated at THR of RWY 09 and RWY 27.
VOR/DME	GUR	Ch 31X (109.40 MHz)			492613.55N 0023613.72W	343 ft amsl	On AD
VDF	Guernsey Approach	128.650 MHz			492613.09N 0023551.89W		

EGJB AD 2.20 – LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

a Use governed by regulations applicable to Channel Islands CTR.

b All aircraft using Guernsey Airport and its facilities must comply with the requirements of the United Kingdom Civil Aviation (Insurance) Regulations 2005 and any future published amendments to these Regualtions.

c Aircraft operating on a Permit to Fly, or Microlights, need written permission of the Manager Air Traffic Control to fly into Guernsey Airport. Applications should be accompanied by a copy of the aircrafts insurance and a valid Permit to Fly issued by the State of registry.

d In IMC, flight to Guernsey by aircraft not equipped with VOR will be by prior permission only.

e Guernsey airport conforms to the United Kingdom National Aviation Security Programme. A means of identification will be necessary for all aircrew and private aircraft passengers to gain access to aircraft, stands and parking areas.

f The operator of an aircraft carrying dangerous or hazardous cargo must notify the Aerodrome Fire Service, Tel: 01481 239474, prior to the arrival of the aircraft or before loading of cargo prior to departure from the aerodrome. The carriage of such cargo is subject to a 'permission granted' under the Air Navigation (Guernsey) Order'.

g All aircrew whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibilty clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.

h On arrival, pilots of all General Aviation (GA) aircraft must report to the Flight Briefing Unit to carry out Special Branch and Customs clearance. Pilots of all visiting GA aircraft must provide Flight briefing staff with a contact telephone number or address whilst in the Bailiwick along with expected duration of stay.

i There is no access to the terminal building for crews and passengers of private and General Aviation flights unless the services of a handling agent are employed.

j All commercial flight and aircraft over 4 tonnes MTOW using Guernsey Airport are required to use the services of a handling agent (see AD 2.4).

k Due to restricted apron parking all aircraft requiring parking on the hard apron must request prior permission on +44 (0)1481-237766, Ext 2104. This does not apply to locally based aircraft and scheduled services.

2 Ground Movement

a Light aircraft grass parking areas on the west side of the Control Tower. To prevent hazards to taxiing aircraft all chocks and picketing blocks should be removed to the edge of the parking area after use.

b Paved shoulders of distinctive colour. Adjacent to the runway these shoulders are of PCN 22/F/B/Y/T, decreasing at the outer edges.

c The apron stand markings and method of use are shown on the plan at page AD 2-EGJB-2-2.

d Aircraft proceeding to and from Stands 1, 2, A, B and the east apron must not cross the 27 holding point without ATC clearance.

3 CAT II/III Operations

a Arrivals: CAT II/III operations are not applicable;

i However when Low Visibility Procedures are notified either by ATIS or RTF pilots should unless otherwise instructed by ATC, vacate the runway only at the runway ends and report vacated after passing the yellow/green section of taxiway lighting.

b Departures

i When ATC notify Low Visibility Procedures are in force, either by ATIS or RTF, pilots should expect to use only Holding points D2 for Runway 09 or A1/A2 for Runway 27.

4 Warnings

a Flight is not permitted at a height of less than 2000 ft agl within 3 nm of 492546N 0022145W in the Island of Sark except with the permission of the States of Guernsey Public Services Department.

b The firing at Fort le Marchant small arms range (493020N 0023107W), takes place seaward within sectors 347°T to 069°T, radius 3000 m.

c Model Aircraft Flying may take place on any day of the year, during daylight hours, at Chouet headland (493021N 0023247W) up to 400 ft amsl.

d After periods of prolonged rainfall, isolated areas adjacent to the paved surfaces may become waterlogged and incapable of bearing weight.

e Down draught or turbulence may be experienced on approaches to either runway in strong winds from any direction due to cliffs and valleys in local terrain.

f When landing on Runway 27 in strong south east to south west winds, building induced turbulence and windshear conditions may be experienced.

g There are no ground signals other than light signals, the chequered flag and the letter 'C' indicating the point to which pilots are required to report.

h Due to coastal location, birds are a hazard throughout most of the year. This hazard level is raised during the migration season.

EGJB AD 2.20 – LOCAL TRAFFIC REGULATIONS

5 Helicopter Operations. Not applicable.

6 Use of Runways

a Light aircraft are to land and take-off on the paved runway. No other light aircraft landing area is available.

b Runway Departure Restriction – Except where an AOC holder has less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 m are not permitted.

7 Training

All training MUST be booked in advance with ATC Guernsey, Tel: 01481-237766 Ext 2130 for instrument training and Ext 2131 for circuit training. A request message in Item 18 of an FPL does not constitute a request for training.

EGJB AD 2.21 – NOISE ABATEMENT PROCEDURES

All aircraft must conform to the following procedures, these procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

a Every operator using the airport shall ensure that at all times aircraft are operated in a manner calculated to cause the least disturbance practicable over all parts of the island.

b Unless ATC otherwise authorise, the Noise Preferential Routeings and Procedures specified below shall apply to all aircraft approaching, landing, 'going around' or taking-off in accordance with the ATC clearance and shall apply in both VMC and IMC.

i Take-off Procedures – Runways 09 and 27 – Climb straight ahead to at least 1500 ft aal or 3DME whichever is the earliest before turning on course.

ii Special VFR/VFR Flights – Take-off – Aircraft proceeding on a clearance of at or below 1000 ft QNH, continue straight ahead until clear of the coastline before turning on course. Aircraft climbing to higher altitudes/flight levels, proceed as in paragraph b (i). →

c Visual Approaches – Aircraft to carry out visual approaches should proceed as follows:

i MTOW 5700 kg or less – join the final approach at not less than, and maintain, 836 (500) ft until intercepting the on glidepath PAPI indications.

ii MTOW greater than 5700 kg – join the final approach before crossing the coastline. Any aircraft overflying the Island to position on final approach must do so at an altitude of not less than 1500 ft amsl.

The above also applies to circuit traffic.

d Circuit Joining and Training Height – Standard circuit height is 700 ft aal.

e Jet Aircraft Procedures – The Noise Preferential Routeings and Procedures specified above will be used except that on 'going around', aircraft operating under IFR will, unless otherwise instructed, carry out the published missed approach procedure. Aircraft operating under VFR/SVFR will carry out a missed approach procedure as instructed by Air Traffic Control.

f The use of this airport by jet aircraft will be permitted only between 0800-2000 (winter), 0700-1900 (summer), except in extenuating circumstances. Extenuating circumstances are deemed to mean:

i where technical or mechanical failure in an aircraft necessitates an immediate landing;

ii where an aircraft is en-route for another destination but through stress of weather or other circumstances, cannot land at any other place and is diverted to Guernsey Airport as being the nearest available airport suitable to accept the particular type of aircraft;

iii where, due to weather conditions, a considerable number of passengers are delayed;

iv approved 'quiet' jet aircraft may be permitted to operate during Airport hours;

v Training flights by approved 'quiet' jet aircraft may be permitted between 0800 and 2000 (winter), 0700 and 1900 (summer), Monday to Saturday inclusive (Details from ATC).

g All aircraft are to avoid overflying the Princess Elizabeth Hospital (2 nm ENE of the aerodrome) at less than 1000 ft agl.

h Chapter 2 aircraft are not permitted to use Guernsey Airport unless the operator has received special permission from the Guernsey Airport Director.

EGJB AD 2.22 – FLIGHT PROCEDURES

1 Radio Communication Failure Procedures

a In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.

b The route and altitude to be used when leaving the Zone in accordance with this procedure is shown below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Zone is made, and the track should be maintained until clear of the Zone, after which course should be set for a suitable diversion aerodrome without re-entering the Control Zone.

Position at time of decision	Route
Guernsey Airport	Track 225°T from overhead Guernsey Airport at 2000 ft.

2 Inbound Procedures

Arrival routes at AD 2-EGJB-7-1 may be varied at the discretion of ATC.

3 Guernsey/Alderney VFR Lane

a A VFR lane is established in Class D Airspace for use by traffic routeing between Guernsey and Alderney. The lane is 5 nm either side of a line joining Guernsey and Alderney Airports, Maximum Altitude 2000 ft, and its use is subject to ATC clearance.

b The following minimum weather conditions must exist at **both** airports for VFR Clearance to be given:
Visibility: 10km
Cloud Ceiling: 1500 ft.

4 Special VFR Flight See EGJJ AD 2.22, paragraph 6.

5 ATC Separation

At discretion of ATC standard longitudinal separation may be reduced to 5 minutes in case of inter-island flights which are granted special VFR clearance.

6 Flight Plans. See ENR 1.11.

EGJB AD 2.23 – ADDITIONAL INFORMATION

Not applicable.

EGJB AD 2.24 – CHARTS RELATED TO THE AERODROME

Aerodrome Obstacle Chart ICAO Type A is available for this aerodrome. For details refer to GEN 3.2.5.