

RADAR VECTORING AREA

GUERNSEY

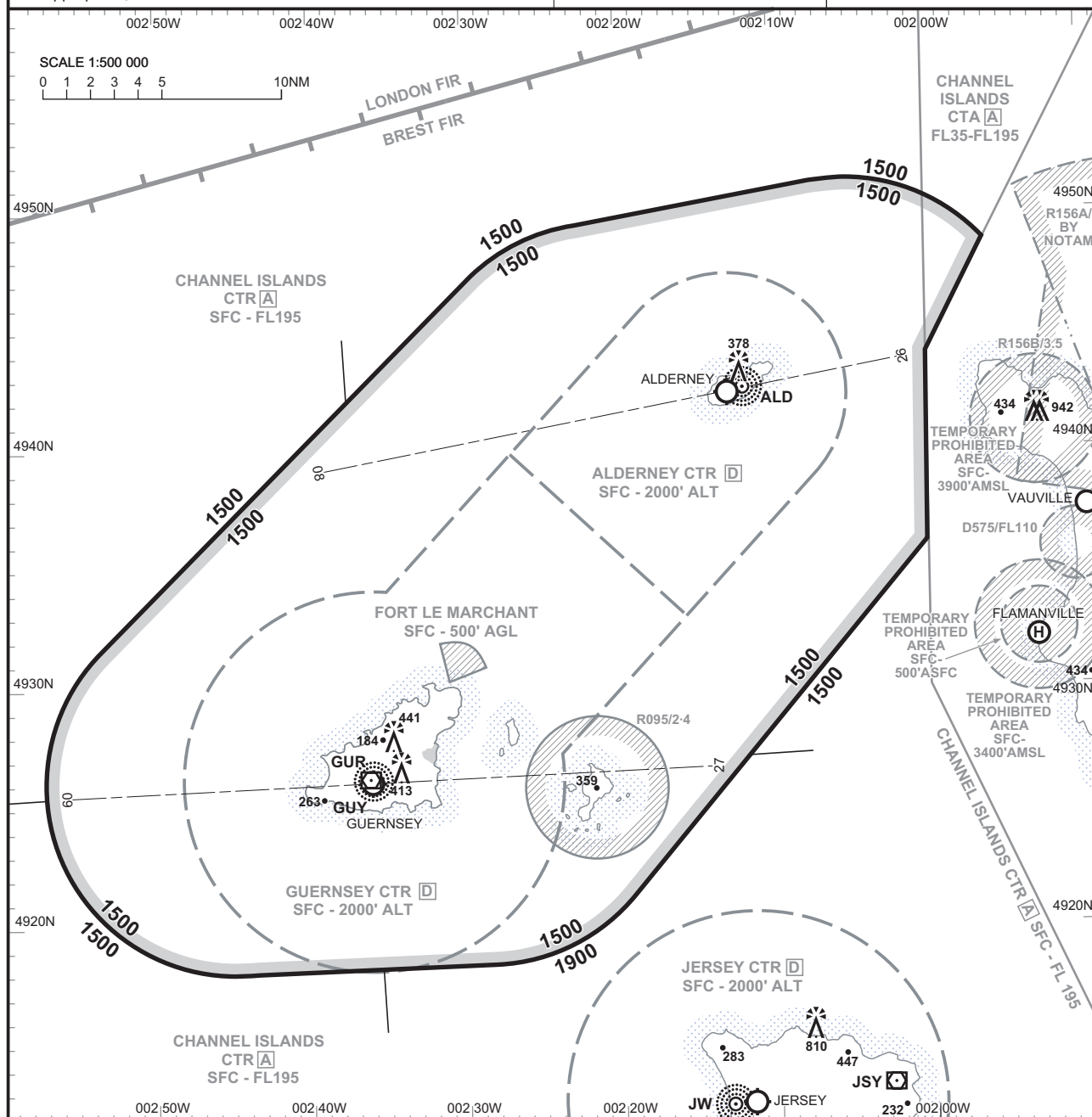
GENERAL INFORMATION

1. All bearings are magnetic.
2. Levels shown are based on QNH.
3. Only significant obstacles and dominant spot heights are shown.
4. The minimum levels shown within the Radar Vectoring Area ensure terrain clearance in conformity with Rule 29 of the Rules of the Air Regulations in respect of obstacles within the RVA.
5. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
6. Controlled airspace with a base in excess of 5000'ALT or FL55, as appropriate, is not shown.

Within the Radar Vectoring Area the minimum initial altitude to be allocated by the radar controller is 1500ft.

Elevation 336FT

Transition ALT 3000FT



LOSS OF COMMUNICATION PROCEDURES FOR AIRCRAFT INBOUND TO GUERNSEY

Initial Approach

Continue visually or by means of an appropriate final approach aid. If not possible proceed at 2000FT, or last assigned level if higher, to GUR VOR†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to GUR VOR†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the basic Radio Failure Procedure detailed at ENR 1.1.3.

CHANGE IAAs REMOVED.

AERO INFO DATE 15 JUN 05

GULDA SIDs

GUERNSEY

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.

2 No turns below 500' QFE (836' QNH).

3 En-route cruising levels will be allocated after take-off by 'Jersey Zone'. **Do not climb above SID level until cleared by ATC.**

4 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Zone'.

NOT TO SCALE

TRANSITION ALT 3000'

AREA MNM ALT 25NM

1515

1519

WARNING

Do NOT climb above 3000'

until cleared by ATC.

GUERNSEY

GUR 109.4^D

Earlier of 1500' QFE or GUR D3

Earlier of 1500' QFE or GUR D3

GULDA 1W

105°M

GULDA 1E

GUR R084

GULDA 1E 1W

GUR R084

GULDA 1E 1W

120°M

PIKEY

492837N 0021332W

GUR D15

At 3000'

GULDA

492307N 0015503W

GUR D27

AVERAGE TRACK MILEAGE TO GULDA

GULDA 1W

42

GULDA 1E

33

SID	RWY	ROUTEING (incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
GULDA 1W	27	Straight ahead to 1836' (1500' QFE) or GUR D3 , whichever is earlier. Turn right onto track 105°M to intercept GUR VOR R084 to PIKEY . At PIKEY turn right onto track 120° to GULDA .	Cross PIKEY at 3000'	G271; G27.
GULDA 1E	09	Straight ahead to 1836' (1500' QFE) or GUR D3 , whichever is earlier. Turn left to intercept GUR VOR R084 to PIKEY . At PIKEY turn right onto track 120°M to GULDA .	Cross PIKEY at 3000'	

CHANGE AIRWAY ROUTES REVISED.

AERO INFO DATE 2 DEC 03

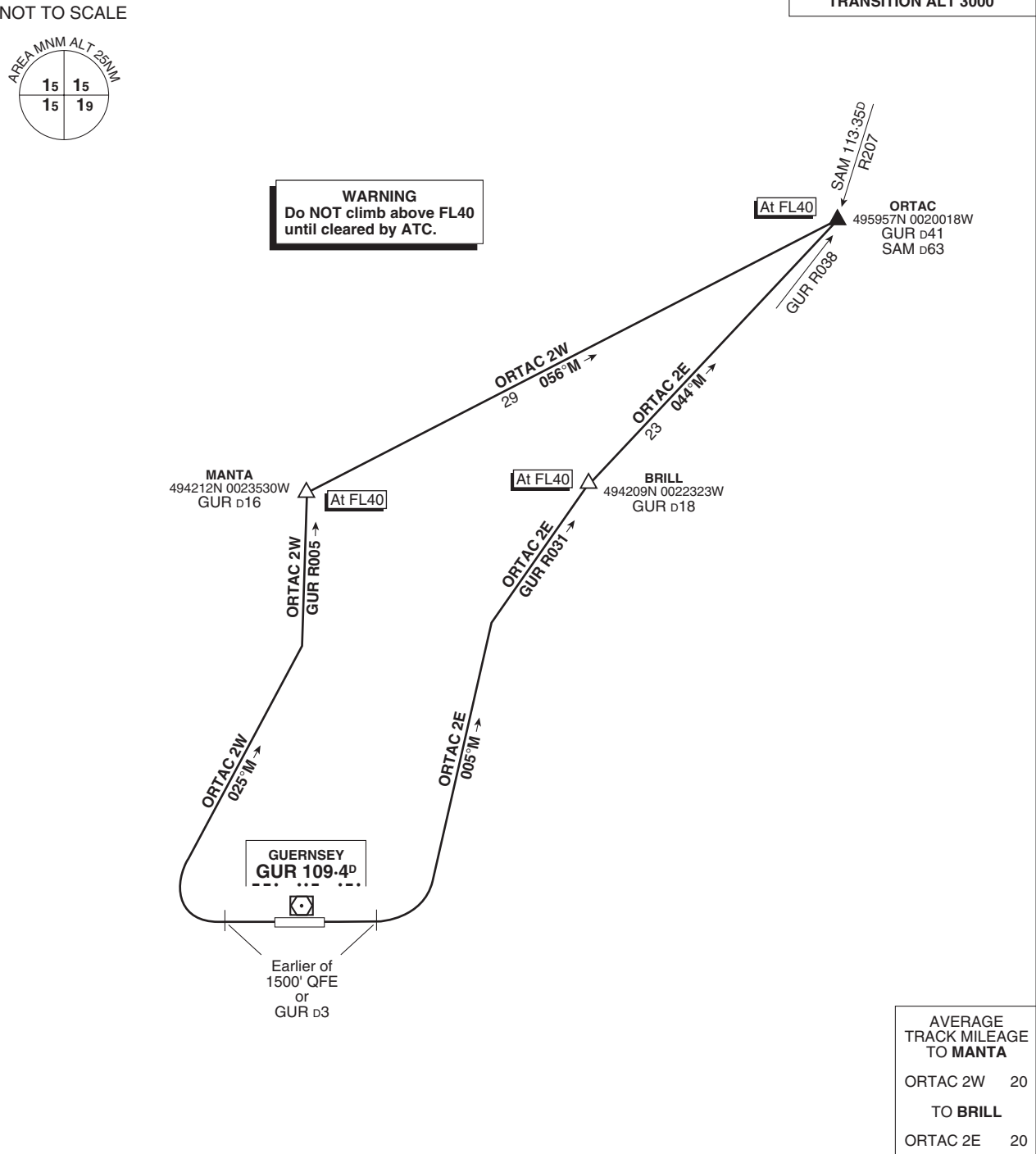
Civil Aviation Authority

AMDT 2/04

ORTAC SIDs

GUERNSEY

- GENERAL INFORMATION
- 1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.
 - 2 No turns below 500' QFE (836' QNH).
 - 3 En-route cruising levels will be allocated after take-off by 'Jersey Zone'. **Do not climb above SID level until cleared by ATC.**
 - 4 Allocated cruising level to be achieved by **ORTAC**.
 - 5 Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Zone'.



SID	RWY	ROUTEING (incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
ORTAC 2W	27	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn right to track 025°M to intercept GUR VOR R005 to MANTA. At MANTA turn right onto track 056°M to ORTAC.	Cross MANTA at FL40 ORTAC at FL40	N866 R84
ORTAC 2E	09	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn left to track 005°M to intercept GUR VOR R031 to BRILL. At BRILL turn right onto track 044°M to ORTAC.	Cross BRILL at FL40 ORTAC at FL40	

CHANGE RADIALS/FIXES UPDATED.

AERO INFO DATE 20 JUL 01

DINARD SIDs/KOKOS SIDs

GUERNSEY

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.

2 No turns below 500' QFE (836' QNH).

3 En-route cruising levels will be allocated after take-off by 'Jersey Zone'. **Do not climb above SID level until cleared by ATC.**

4 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Zone'.

NOT TO SCALE

TRANSITION ALT 3000'

Earlier of 1500' QFE or GUR D3

GUERNSEY GUR 109-4D

Earlier of 1500' QFE or GUR D3

DIN 2W
KOKOS 2W
135°M

DIN 2E
KOKOS 2E
215°M

DIN 2E 2W
KOKOS 1E 1W
GUR R175

At 3000'

DIN 2E 2W
KOKOS 2E 2W
088°M

OYSTA
490600N 0023124W
GUR D20
DIN D35

DIN 2E 2W
DIN R334
(154°M)

PERCH
490745N 0015614W
GUR D32

DIN 2E 2W
KOKOS 2E 2W
145°M

DINARD
DIN 114-3D
483510N 0020456W

KOKOS
485425N 0014034W
DIN D25

WARNING

Do NOT climb above 3000' until cleared by ATC.

AREA MNM ALT 25NM

15 15

15 19

AVERAGE TRACK MILEAGE TO OYSTA 25

SID	RWY	ROUTEING (incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
DIN 2W	27	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn left to track 135°M to intercept GUR VOR R175 to OYSTA. At OYSTA turn left onto DIN VOR R334 to DIN VOR.	Cross OYSTA at 3000'	N862 Southbound
DIN 2E	09	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn right to track 215°M to intercept GUR VOR R175 to OYSTA. At OYSTA turn left onto DIN VOR R334 to DIN VOR.	Cross OYSTA at 3000'	
KOKOS 2W	27	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn left to track 135°M to intercept GUR VOR R175 to OYSTA. At OYSTA turn left onto track 088°M to PERCH, then turn right onto track 145°M to KOKOS.	Cross OYSTA at 3000'	V20; R111; R491
KOKOS 2E	09	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn right to track 215°M to intercept GUR VOR R175 to OYSTA. At OYSTA turn left onto track 088°M to PERCH, then turn right onto track 145°M to KOKOS.	Cross OYSTA at 3000'	

CHANGE REPORTING POINT MINQI WITHDRAWN. KOKOS ROUTEING/DESIGNATORS AMENDED.

AERO INFO DATE 27 MAY 05

Civil Aviation Authority

AMDT AIRAC 8/05

CAEN SIDs

GUERNSEY

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.

2 No turns below 500' QFE (836' QNH).

3 En-route cruising levels will be allocated after take-off by 'Jersey Zone'. **Do not climb above SID level until cleared by ATC.**

4 Report callsign, SID Designator, current altitude and cleared altitude on first contact with 'Jersey Zone'.

NOT TO SCALE

TRANSITION ALT 3000'

WARNING

Do NOT climb above 3000' until cleared by ATC.

The diagram illustrates the CAEN SIDs for Guernsey. It shows two main routes: CAEN 2E and CAEN 2W. CAEN 2E starts at GUERNSEY (GUR 109.4°) and proceeds to PIKEY (492837N 0021332W, GUR D15, At 3000'). From PIKEY, it turns right onto track 137°M to LUSIT (491253N 0014744W, JSY D10). From LUSIT, it turns left onto track 096°M to CAN VOR R276 (CAN 115.4, 491018N 0002721W). CAEN 2W starts at GUERNSEY (GUR 109.4°) and proceeds to OYSTA (490600N 0023124W, GUR D20, At 3000'). From OYSTA, it turns left onto track 089°M to PERCH (490745N 0015614W, JSY D7). From PERCH, it turns left onto track 050°M to LUSIT. A warning box states: 'Do NOT climb above 3000' until cleared by ATC.' A circular area with MM ALT 25NM is shown with values 15, 15, 15, 19. A table shows average track mileage to CAN VOR: CAEN 2E 90, CAEN 2W 109.

AVERAGE TRACK MILEAGE TO CAN VOR	
CAEN 2E	90
CAEN 2W	109

SID	RWY	ROUTEING (incl. Noise Preferential Routeing)	ALTITUDES	AIRWAY ROUTE
CAEN 2E	09	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn left to intercept GUR VOR R084 to PIKEY. At PIKEY turn right onto track 137°M to LUSIT. At LUSIT turn left onto CAN VOR R276 to CAN VOR.	Cross PIKEY at 3000'	G4 FL90 and below
CAEN 2W	27	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn left onto track 135° to intercept GUR VOR R175 to OYSTA. At OYSTA turn left onto track 089°M to PERCH. At PERCH turn left onto track 050°M to LUSIT to intercept CAN VOR R276 to CAN VOR.	Cross OYSTA at 3000'	

CHANGE PERCH REPORTING POINT POSITION ADJUSTED. TRACK PERCH-LUSIT UPDATED.

AERO INFO DATE 8 NOV 05

GUERNSEY

1 SIDs reflect Noise Preferential Routeings. See EGJB AD 2.21 for Noise Abatement Procedures.

2 No turns below 500' QFE (836' QNH).

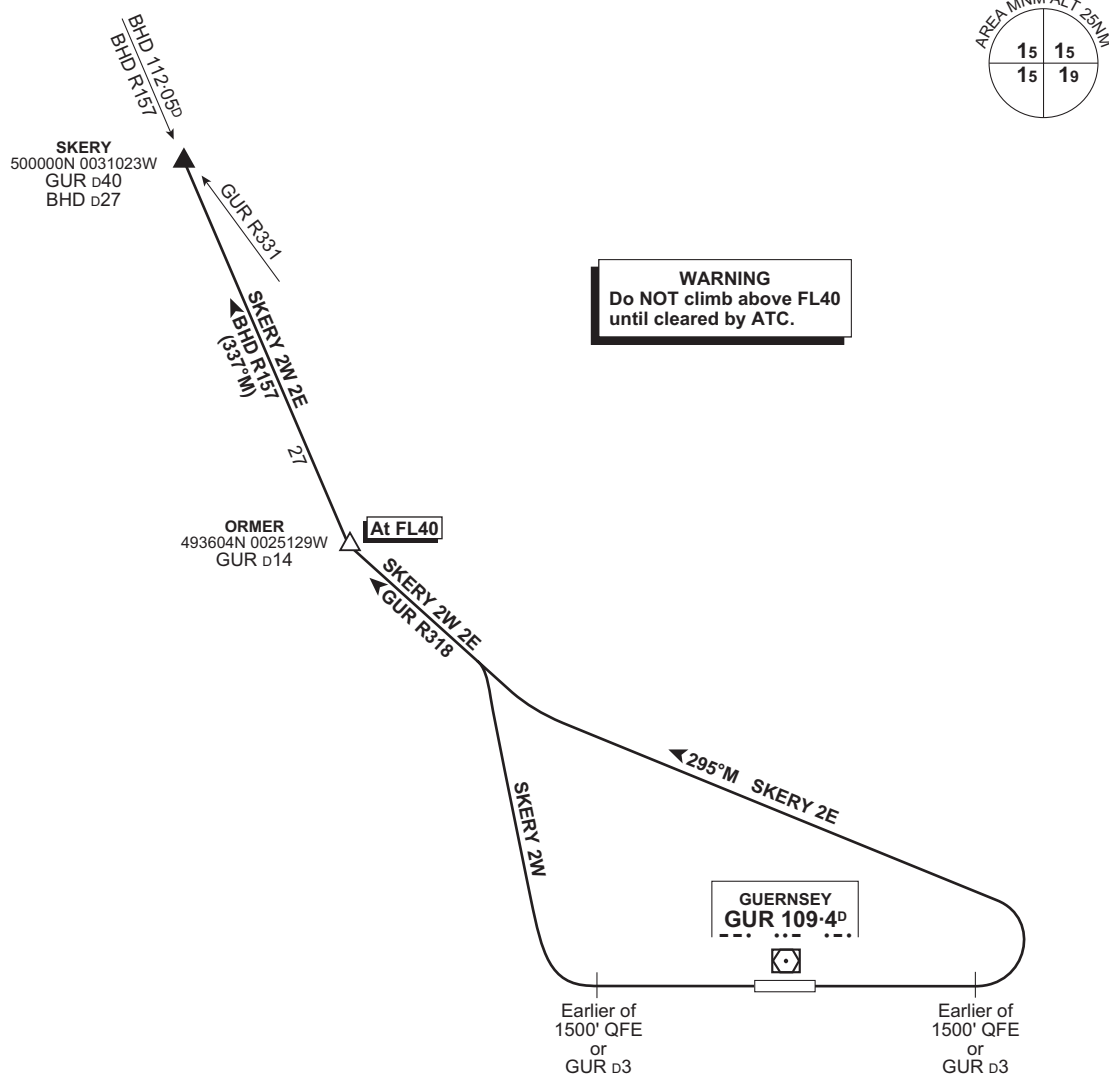
3 En-route cruising levels will be allocated after take-off by 'Jersey Zone'. **Do not climb above SID level until cleared by ATC.**

4 Allocated cruising level to be achieved by **SKERY**.

5 Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Zone'.

NOT TO SCALE

TRANSITION ALT 3000'



AVERAGE TRACK MILEAGE TO ORMER				
SKERY 2W	15			
SKERY 2E	21			
SID	RWY	ROUTING (incl. Noise Preferential Routing)	ALTITUDES	AIRWAY ROUTE
SKERY 2W	27	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn right to intercept GUR VOR R318 to ORMER . At ORMER turn right onto BHD VOR R157 to SKERY .	Cross ORMER at FL40	N862
SKERY 2E	09	Straight ahead to 1836' (1500' QFE) or GUR D3, whichever is earlier. Turn left onto track 295°M to intercept GUR VOR R318 to ORMER . At ORMER turn right onto BHD VOR R157 to SKERY .	Cross ORMER at FL40	
CHANGE AIRWAY A25 REDESIGNATED N862. RADIALS UPDATED.				

STARs via GUR

GUERNSEY

GENERAL INFORMATION

1 ROUTINGS FOR ARRIVALS FROM THE FIR

FOR RWY 09:

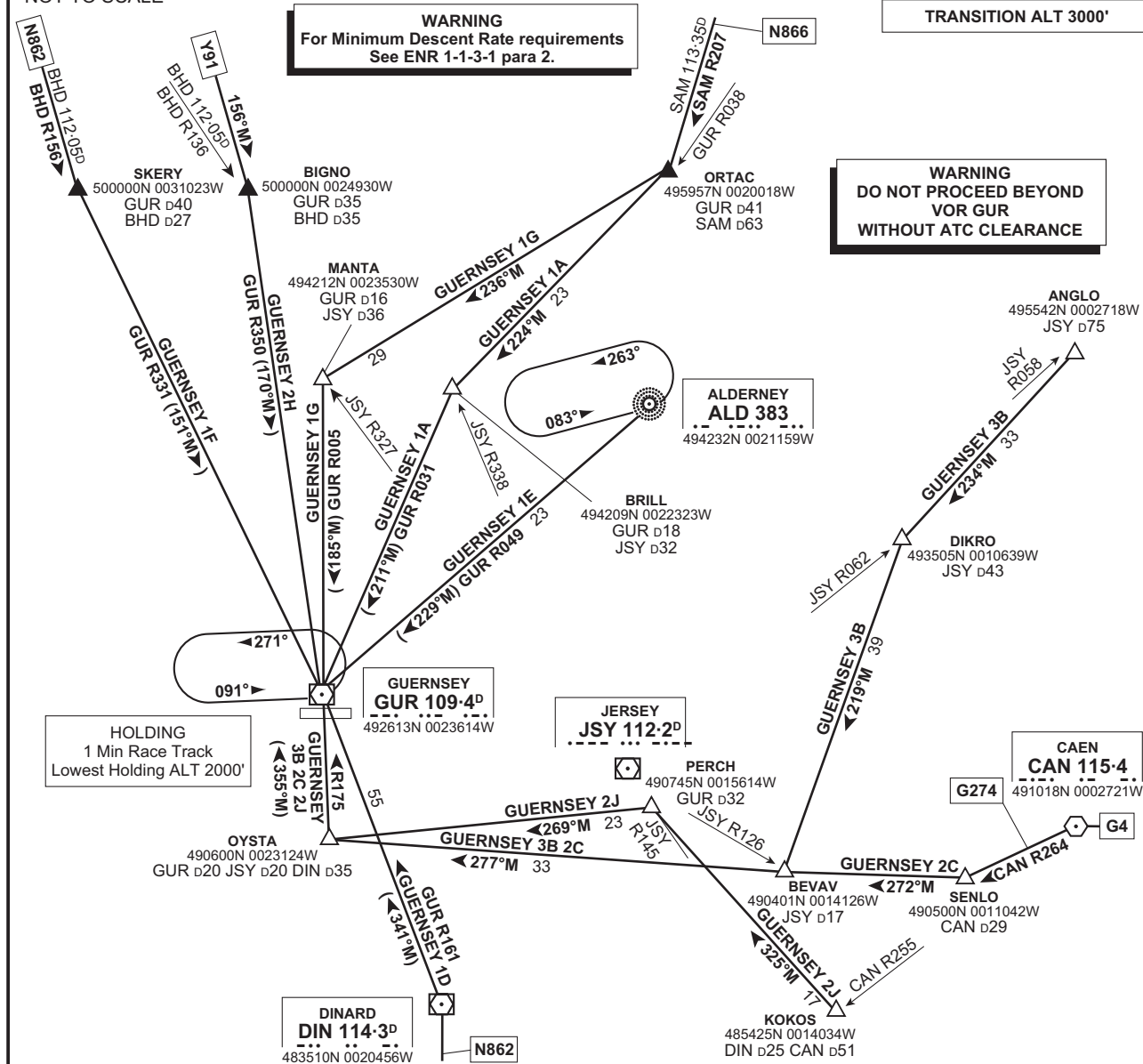
From North: 500000N - **MANTA** - **GUR VOR**.North East: Zone Boundary - **ALD NDB** - **GUR VOR**.South: 490000N - **GUR VOR**.

2 Callsign of Controlling Authority 'Jersey Zone'.

FOR RWY 27:

From North: 500000N - **BRILL** - **GUR VOR**.North East: Zone Boundary - **ALD NDB** - **GUR VOR**.South: 490000N - **GUR VOR**.

NOT TO SCALE



STAR DESIGNATOR	RWY	ROUTE	AIRWAYS
GUERNSEY 1A	27	ORTAC - BRILL - GUR VOR	L980; R84; N866
GUERNSEY 3B	09/27	ANGLO - DIKRO - BEVAV - OYSTA - GUR VOR	G27
GUERNSEY 2C	09/27	CAN - SENLO - G274 - BEVAV - OYSTA - GUR VOR	G4 (CAN)
GUERNSEY 1D	09/27	DIN VOR - GUR VOR	N862 (DIN)
GUERNSEY 1E	09/27	ALD NDB - GUR VOR	
GUERNSEY 1F	09/27	SKERY - GUR VOR	N862 (BHD)
GUERNSEY 1G	09	ORTAC - MANTA - GUR VOR	L980; R84; N866
GUERNSEY 2H	09/27	BIGNO - GUR VOR	CDR Y91
GUERNSEY 2J	09/27	KOKOS - PERCH - OYSTA - GUR VOR	V20; R111; R491

CHANGE GUERNSEY 1H REROUTED VIA BIGNO AND REDESIGNATED GUERNSEY 2H. SKERY RADIAL FROM BHD VOR.

AERO INFO DATE 1 NOV 05