JERSEY (JER/EGJJ)

Elevation 275ft

CATEGORY B

AV brief – not required

GENERAL

- The airfield is located on the W coast of the island of Jersey and has a 270ft cliff to the W.
- Rwy 26 is the favoured runway, only 35% of approaches to Rwy 08.

Threats
CFIT • 4 nm to the NE are TV masts rising to ~800ft amsl. **Runway Excursion/Loss of Control** • 70% of all approach/landing SESMA events are on Rwy 08. • Common SESMA events at Jersey on 08 are: - EGPWS Glideslope cautions. - Approach energy high (at 8 nm, 1000ft and 500ft). - Landing events (low pitch, low speed, short flare or heavy landing).

ARRIVAL

- Note 250 kt speed limit below FL100 in Class G airspace.
- Beware FMS route may include lengthy procedural routing via JER, whereas you can expect radar vectors from ORTAC.
- ATC tends to assume you will convert to a visual approach. Ensure it is adequately briefed with agreed gates or refuse and fly the instrument approach.
- Rwy 26 do not plan to join inside 7 miles; this is to avoid EGPWS warnings when crossing the coast.
- Most significant events at Jersey are on approach to Rwy 08. Flying a stable final approach to this runway can be a challenge in windy weather.
- On short final Rwy 08, terrain slopes up rapidly towards the threshold leading to a late rad alt call. At 1000ft radio, the height above the landing threshold is approximately 740ft. Consideration should be given to achieving a fully stabilised approach by 1300ft QNH (approximately 3.1d IJJ).
- Any significant wind from the east will give a notable downdraft over the cliff, i.e. on short finals for Rwy 08. Brief the possibility of this effect and make a positive correction if you experience it. Note, the downdraft will probably be brief, and an equally positive adjustment may be needed to avoid a speed increase or long landing.
- Landing performance can be limiting so ensure a robust IFLD is calculated and landing technique complies with the assumptions used.
- Touchdown Zone is shorter than normal so ensure main wheel touch down before second marker – not to be confused with TDZ marker for opposite runway.

- A SESMA Runway Excursion risk measure has highlighted instances of undesirably high groundspeed close to runway stop end. In some cases, braking has been cancelled soon after touchdown and then resumed at a late stage of rollout. To reduce runway excursion risk, maintain appropriate braking to ensure a conservative taxi speed, commensurate with the runway condition, is reached prior to vacating at runway end.

Diversion Airports			
LONDON Gatwick	LGW/EGKK	140 nm/034°T	CAT A
LONDON Heathrow	LHR/EGLL	152 nm/026°T	CAT A
BOURNEMOUTH	BOH/EGHH	96 nm/008°T	CAT A
SOUTHAMPTON	SOU/EGHI	110 nm/017°T	CAT A

DEPARTURE

- CARD may use First Principles which extends calculation time.
- SESMA rates show an above average number of high rotation rates on Rwy 26. This is due to a combination of the visual aspect of lack of stop-way, and the perception that it is a short runway.

OPERATIONAL INFORMATION

Handling Agent	AIRLINE SERVICES CHANNEL ISLANDS LTD
Handling Agent VHF	131.85
Potable Water	Banned

IF ONLY Electrical Power is required	Use at all times (If airport fixed equipment is not available, use APU)
If BOTH electrical power and air conditioning is required:	Use APU (but to reduce fuel burn, use airport fixed GPU at all times if available)