En vol pour Jersey

It's your first flight to the Channel Islands and an opportunity to improve your english.

PREPARING THE TRIP

Eliot is an adventurous private pilot, based at an aerodrome near Paris. He would like to experience the thrill of flying abroad with his Robin 400, F-BASF. After a quick look at the map, he decides that Jersey is the best place to start his quest. This island is located only 14 miles from the French Normandy coast, meaning one can find exoticism right next door.

He knows he must learn more about the island before he sets out, and starts with a quick look at the official Jersey tourism website: *www.jersey.com*. There he gets the usual information for the average traveler, but not enough to embark upon a flight involving a sea crossing, not even a short one.

PREPARING THE FLIGHT

After further research on the internet, Eliot discovers the Jersey Aeroclub site: *www.jersey aeroclub.com*. Bingo! A lot of the information he needs is available. On the page "Destination Jersey" he finds out that in order to fly to Jersey, his aircraft must carry a transponder (mode A mandatory, mode C recommended), a serviceable two-way radio, and that a flight plan must be filed before departure. He also reads that the Channel Islands zone, covering Jersey, Guernesey and Alderney, is Class A airspace but that he can be accepted as a Special VFR flight if he follows a few simple rules to fly in and out of the zone.

Keith Cockayne, Watch Supervisor at the Jersey Tower, gives Eliot more details: first on the weather minima (visibility over 3,000 meters and ceiling no lower than 600 feet), and then on procedures: at the first contact, he will be issued with a squawk and, after identification, he will be under radar control. He will remain free to navigate the aircraft, but he may be asked to fly a radar heading or to maintain an altitude to guarantee standard separation between IFR and SVFR and between SVFR and SVFR. If a given clearance takes him into a cloud, Eliot must let the controller know and the clearance will be changed to give him an alternative separation.

All this sounds very exciting to Eliot. So he makes a few last verifications, paying special attention to life jackets and IDs for everyone on board. Before leaving, he must check the weather. On *www.metoffice.gov.uk/aviation/gal.html* he gets an aviation briefing, agreed with the CAA (Civil Aviation Authority), for pilots flying to or within the UK. Basic pre-flight information is free for registered users and consists of briefing charts updated from twice to four times a day, TAFs, METARs, forecasts. Other services, such as satellite pictures, synoptic analysis or rainfall animations, are available after subscription.

The METAR for Jersey reads: 03008KT 350V060 9999 BKN 017 10/07 QNH 1014 NOSIG. The weather is well above the minima. Let's go!

The first part of the flight is uneventful. ❶

He is flying at 3,000 feet and about to reach the Normandy Coast at St Germain. It's time to make the call to Jersey Approach on 120.3. ❷

EXCHANGE WITH JERSEY TOWER

F-SF. Jersey approach good morning, this is F-BASF, approaching St Germain, 3,000 feet, requesting zone entry.

CTL. F-SF, Jersey approach, good morning, squawk 36xx.

CTL. F-SF, you are identified overhead St Germain, flight information service, you are cleared to enter the zone from St Germain direct Jersey not above 3,000 feet.❸

CTL. F-SF, you are entering the zone, the service is now radar control service. Report runway in sight.

F-SF. Jersey approach, F-SF, runway in sight.

CTL. F-SF, contact Jersey Tower 119.450 to get onward clearance.

F-SF. Jersey Tower, F-BASF, runway in sight, requesting joining instruction.

CTL. F-SF, join right base, runway 27, report final.❹

F-SF. Jersey Tower, F-SF final.

CTL. F-SF, cleared to land runway 27, wind…

CTL. F-SF, taxi to the aeroclub via taxiway A, park on the grass. ❺

AFTER LANDING

Eliot remembers having read on the website that after landing, a general aviation aircraft is handed over to the Jersey Aeroclub for parking and handling. He parks his Robin and switches off the engine. So far, so good! ❻

At the Jersey Aeroclub he pays the landing taxes (£12), the parking is free for up to a week (then it is £14 a day) and, the fuel being VAT free, he tops off his tanks (£0,86 a liter). This flight has definitely been a great experience. Next month, *c'est décidé*. He will fly to Luxemburg. ●

MORE TIPS

❶ Keep clear of the two prohibited areas protecting the nuclear facilities at Cap de la Hague and Cap Flamenville.

❷ Aircraft must obtain a clearance before entering the Channel Islands CTR. If they are coming from the E/NE, they must call before they reach the French Coast, and if they are flying at 3,000 feet or below, they must call Jersey APP on 120.3. If they are above 3,000 feet, they should call Jersey zone on 125.2. Aircraft coming from the SE/S/SW should contact Jersey APP if they are at 5,000 feet or below. Above 5,000 feet, they should call on 125.2.

❸ To provide standard IFR separation, the aircraft will be cleared Special VFR at a level, which the pilot must maintain. If there is no other traffic to separate the aircraft from, the controller will clear the aircraft not above a level (in the example with Eliot, not above 3,000 feet).

❹ Aircraft don't join overhead the aerodrome.

❺ The exchange above between Eliot and CTL is what can be expected if there is no conflicting traffic. If there are other aircraft in the sequence, the approach controller may give traffic information to enable the pilot to join the sequence, or he may give the pilot headings to fly to fit into the sequence, or he may instruct the pilot to orbit at one of the VRP (Visual Reporting Points). The pilot must not leave the VRP until he is given an onward clearance, either by the approach controller or by the Tower controller.

❻ Hours of operation of the Jersey aeroclub: from 07:00 till 21:00 in the winter and from 06:00 till 20:30 in the summer (UTC).

VOCABULARY

MANDATORY, COMPULSORY ➜ obligatoire
SERVICEABLE, OPERATIONAL ➜ en état de marche
TO FILE A FLIGHT PLAN ➜ déposer un plan de vol
A WATCH SUPERVISOR ➜ un chef de quart
TO ISSUE A SQUAWK ➜ donner un code transpondeur

A BRIEFING CHART ➜ une carte météo
A FORECAST ➜ une prévision
TO BE HANDED OVER ➜ être transféré (en fréquence)
TO FLY OVERHEAD ➜ faire une verticale
TO JOIN THE SEQUENCE ➜ s'intégrer dans le trafic du circuit de piste

Les informations données dans cette page ne sont pas exhaustives.
Reportez-vous aussi à votre documentation aéronautique.