

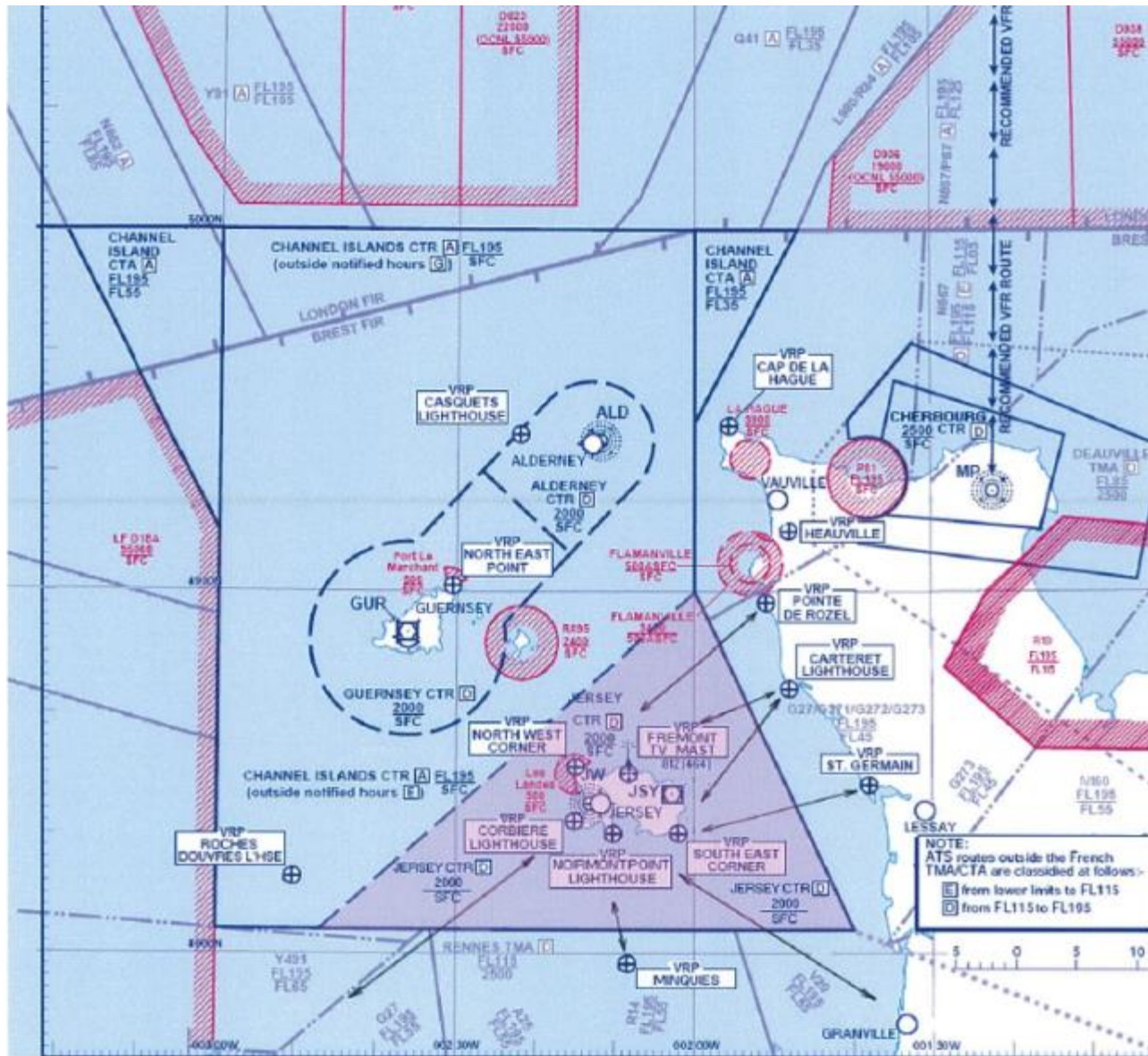
# Airspace classification change

# Airspace classification

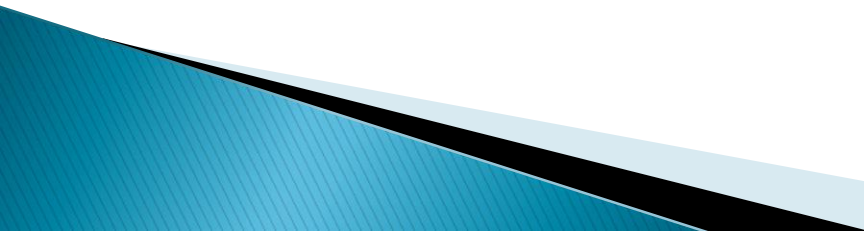
- ▶ With effect from 06 March 2014 the airspace classification and configuration of the Channel Islands Airspace will be changed:
- ▶ The Channel Islands Control Zone (CTR) will become Class D controlled airspace with an upper limit of FL80.
- ▶ The Channel Islands Control Areas CTA-1 and CTA-2 will become Class D controlled airspace from base levels FL55 and 3500ft ALT respectively, with upper limit FL80.

# Airspace classification

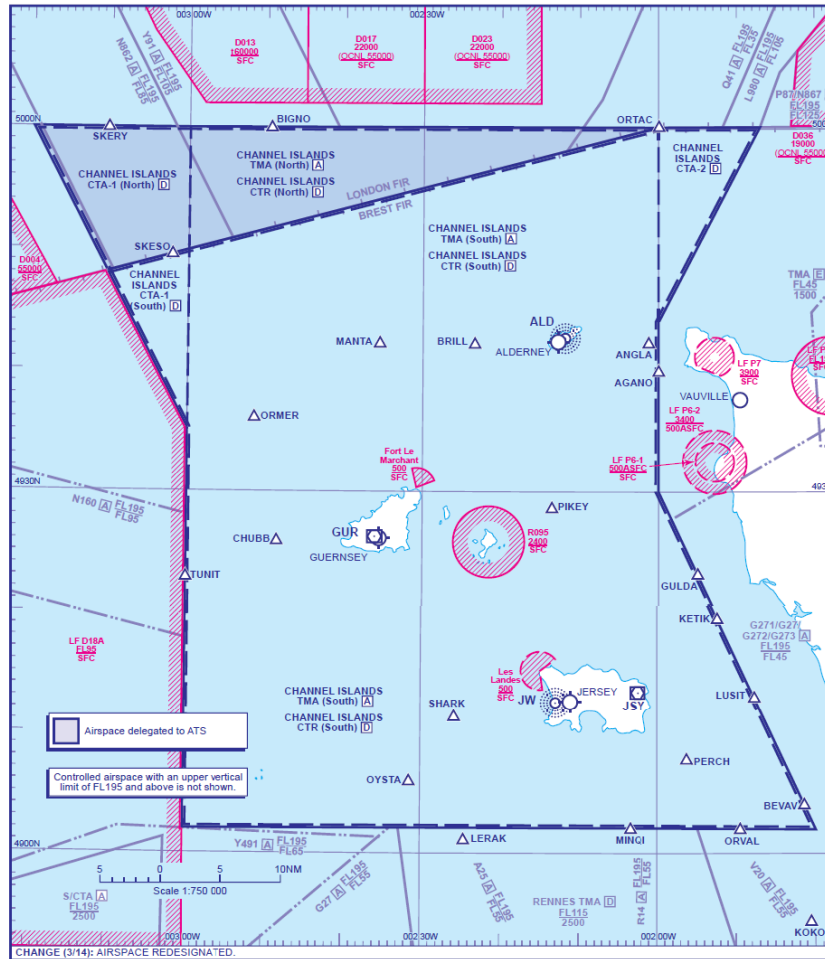
- ▶ Those portions of the current Channel Islands CTR, CTA-1 and CTA2 which lie above FL80 will become the Channel Islands Terminal Control Area (TMA), Class A controlled airspace, with base level FL80 and upper limit FL195.
- ▶ The existing Jersey, Guernsey and Alderney Control Zones (D) will be disestablished.



# Delegated Airspace

- ▶ Channel islands airspace is delegated to Jersey from LAC and Brest and is therefore described as such:
  - ▶ All airspace within the UK FIR will be designated “North”
  - ▶ All airspace within the French FIR will be designated “South”
- 

DELEGATION OF ATS RESPONSIBILITIES - THE CHANNEL ISLANDS



CHANGE (3/14): AIRSPACE REDESIGNED.

AERO INFO DATE 16 DEC 13

AIRSPACE	
Upper/Lower Limits †	
Controlled airspace with an upper vertical limit above FL195 is not shown	
CHANNEL ISLANDS* CTR (North) [D] FL80 SFC	CHANNEL ISLANDS* TMA (North) [A] FL195 FL80
CTR (South) [D] FL80 SFC	TMA (South) [A] FL195 FL80
CTA-1 (North) [D] FL80 FL55	
CTA-1 (South) [D] FL80 FL55	
CTA-2 [D] FL80 3500	

† For lateral limits see:  
AD 2-EGJJ 2.17

\* Outside Jersey notified hours and within Brest FIR  
The airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.

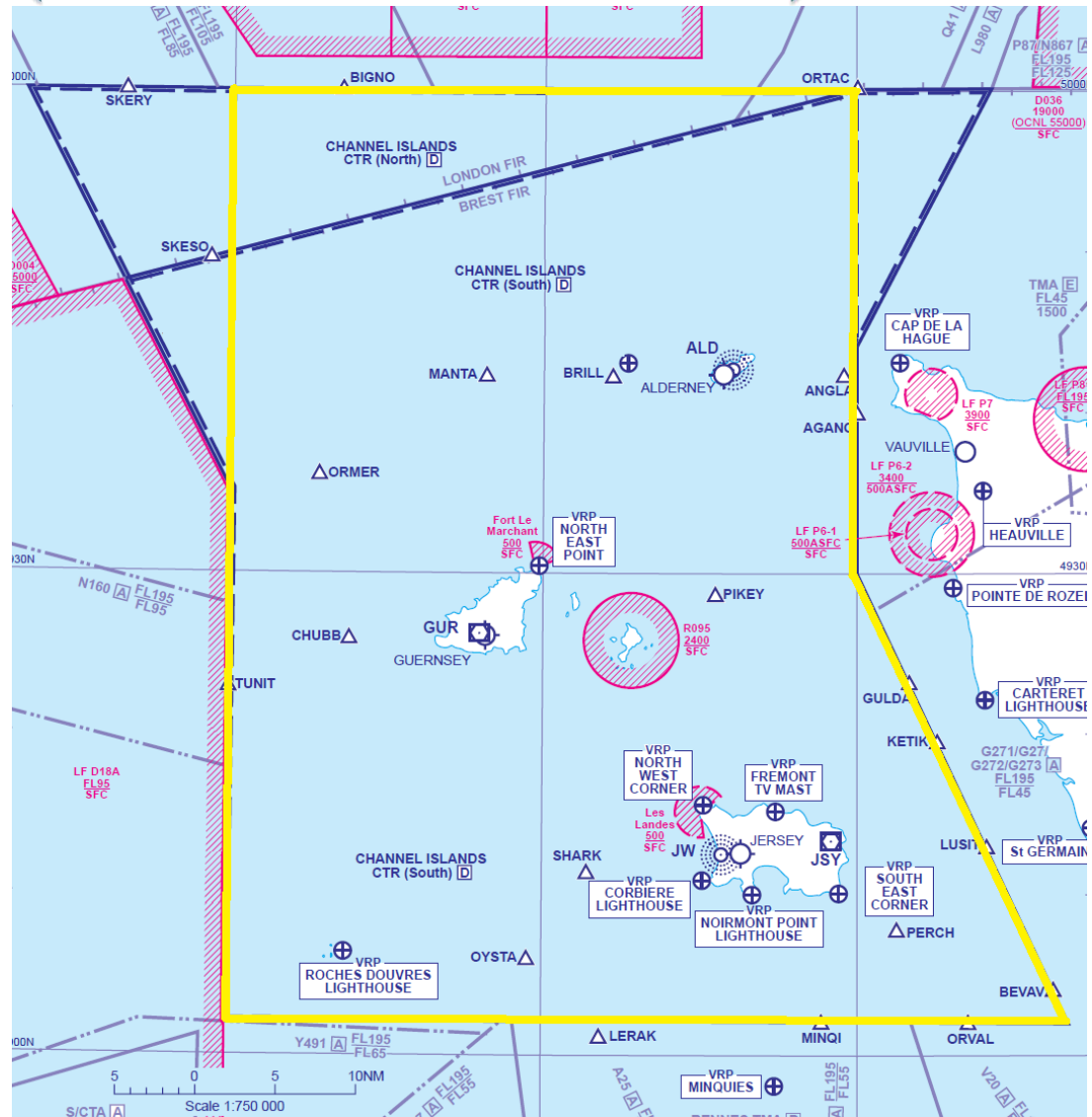
Outside Jersey notified hours and within London FIR  
CTR, CTA-1 and TMA revert to Class G.

# CI CTR (North & South)

CI CTR (North & South)

Class D

Surface to FL80

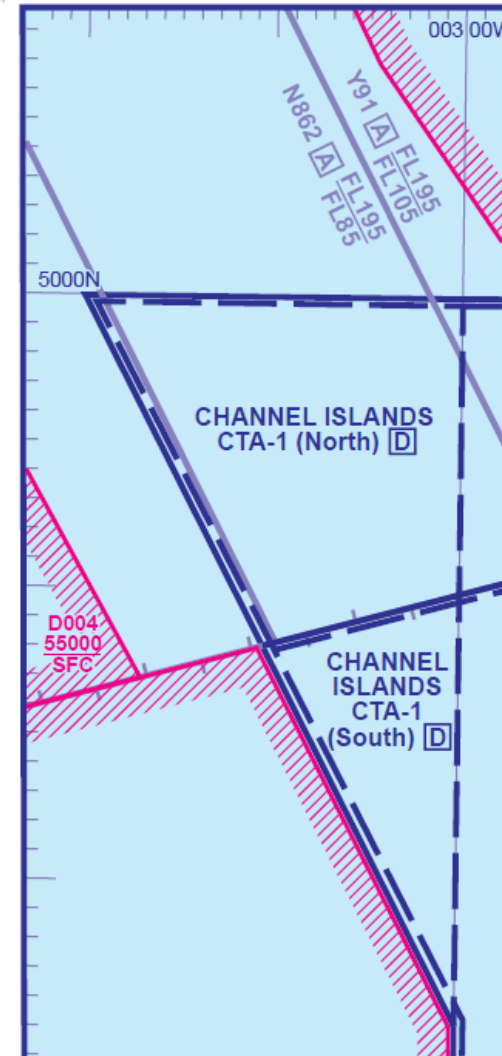


# CI CTA-1

## Class D from FL55 to FL80

Note 1: CTA-1 is only defined from its lower base to FL80, the airspace above this is encompassed within the new TMA

Note 2: Defined as CTA-1 (North) within the UK FIR and CTA-1 (South) within the French FIR

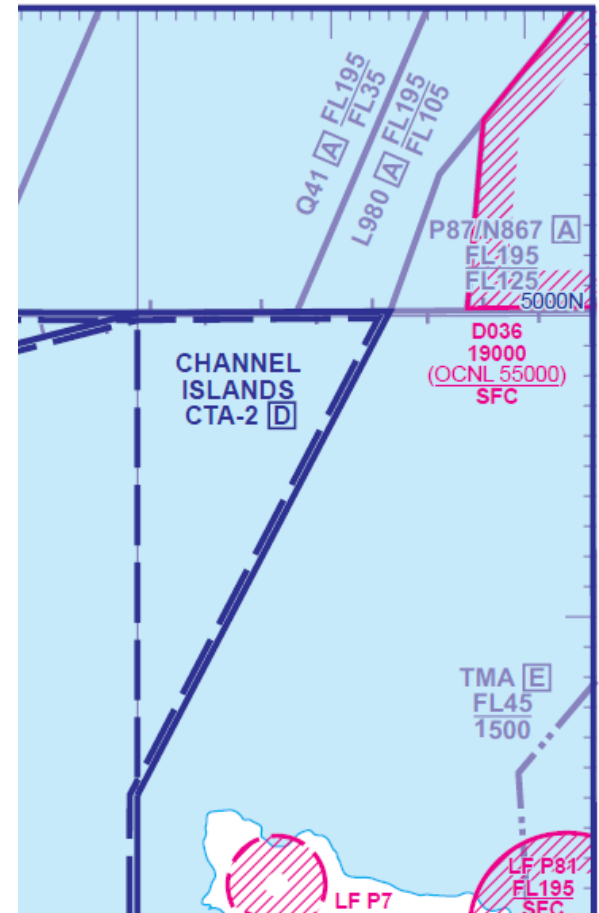




# CI CTA-2

Class D from 3500ft to FL80

Note 1: CTA-2 is only defined from its lower base to FL80, the airspace above this is encompassed within the new TMA



# CI TMA (North & South)

## CI TMA (North)

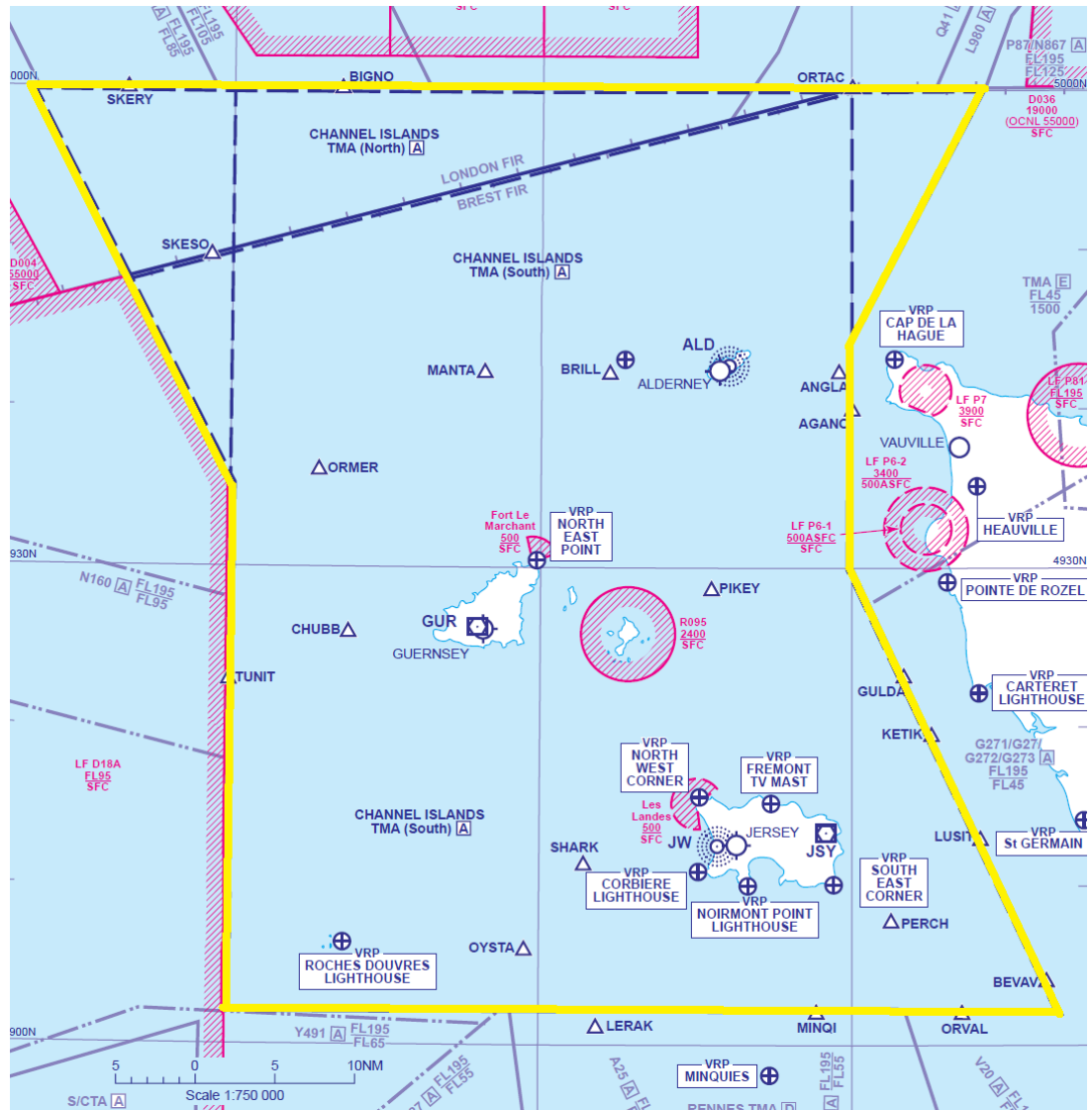
Class A

FL80 to FL195  
(includes CTA-1 above  
FL80)

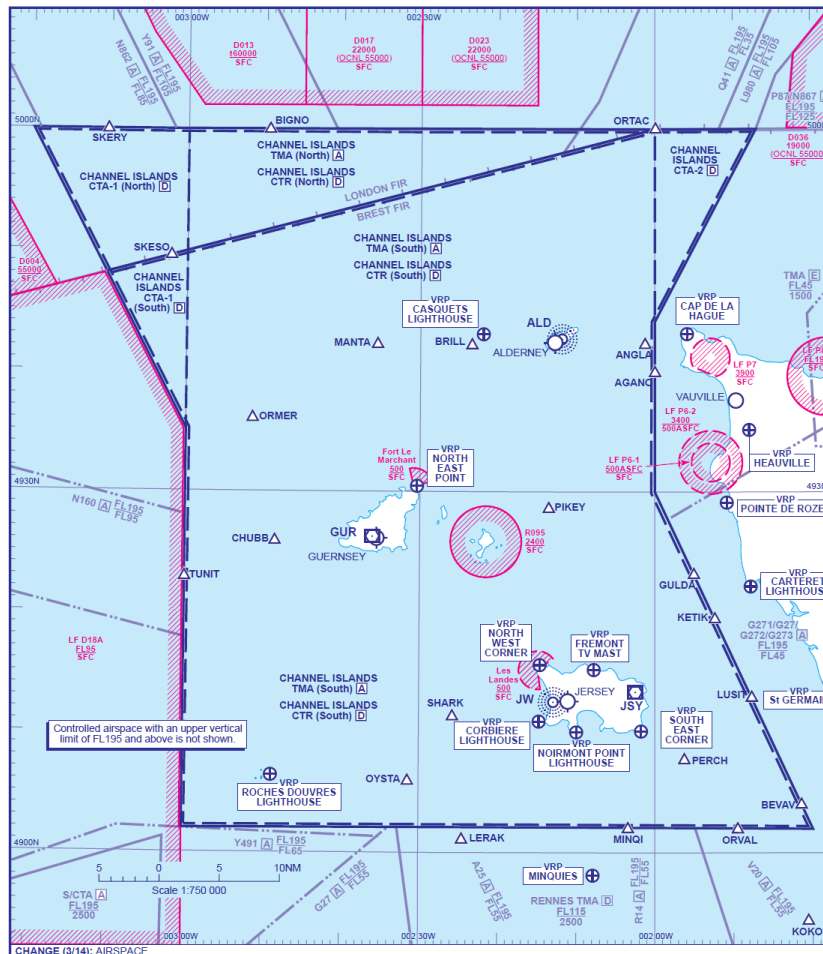
## CI TMA (South)

Class A

FL80 to FL195  
(includes CTA-1/2 above  
FL80)



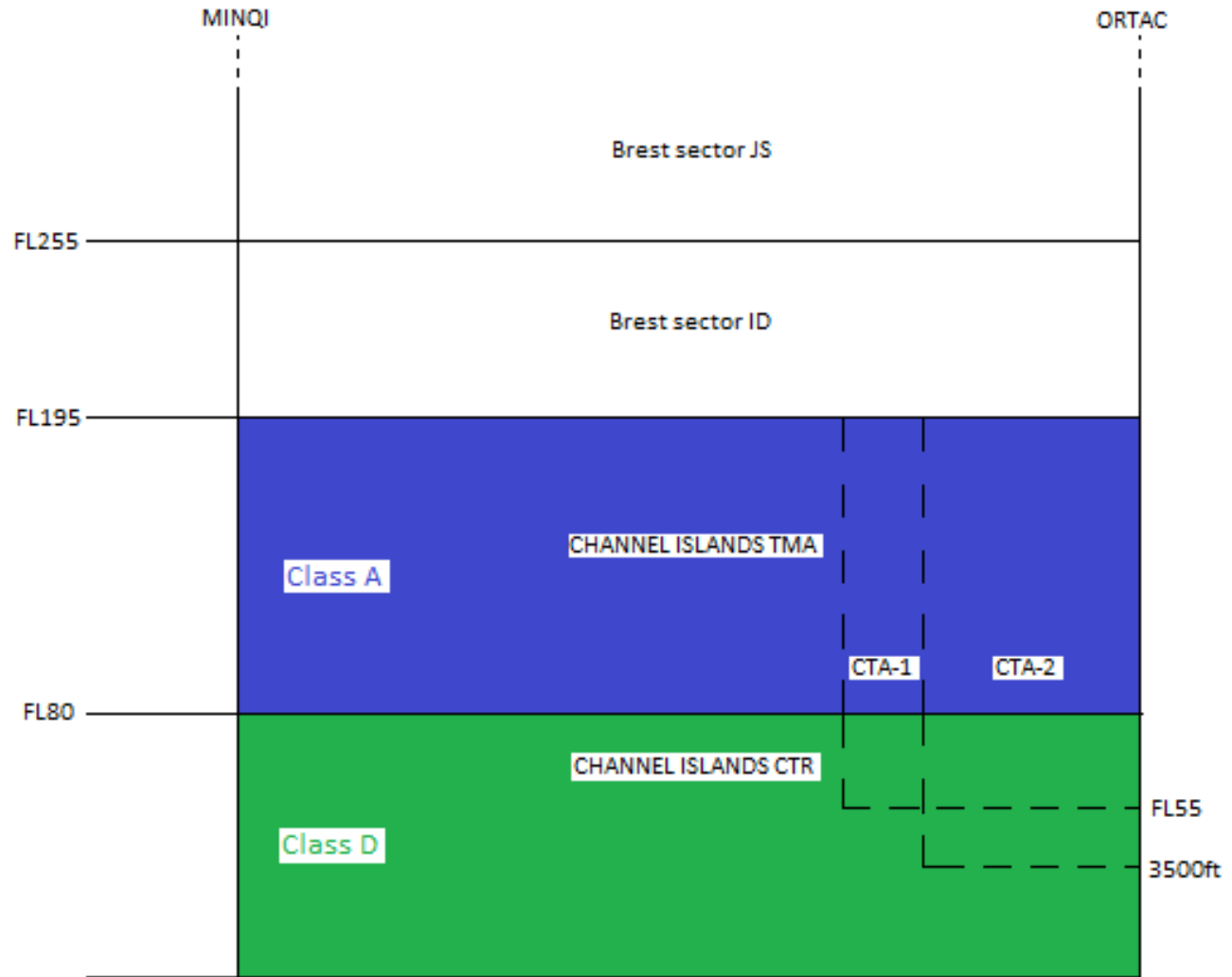
**CHANNEL ISLANDS CONTROL ZONE - ATS SIGNIFICANT POINTS AND VRPs**



CHANGE (3/14): AIRSPACE  
AERO INFO DATE 11 NOV 13

AIRSPACE		Upper/Lower Limits †
Controlled airspace with an upper vertical limit above FL195 is not shown		
CHANNEL ISLANDS* CTR (North) [D] FL80 SFC	CHANNEL ISLANDS* TMA (North) [A] FL195 FL80	† For lateral limits see: AD 2-EGJJ 2.17  * Outside Jersey notified hours and within Brest FIR The airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.  Outside Jersey notified hours and within London FIR CTR, CTA-1 and TMA revert to Class G.
CTR (South) [D] FL80 SFC	TMA (South) [A] FL195 FL80	
CTA-1 (North) [D] FL80 FL55		
CTA-1 (South) [D] FL80 FL55		
CTA-2 [D] FL80 3500		

# Side profile



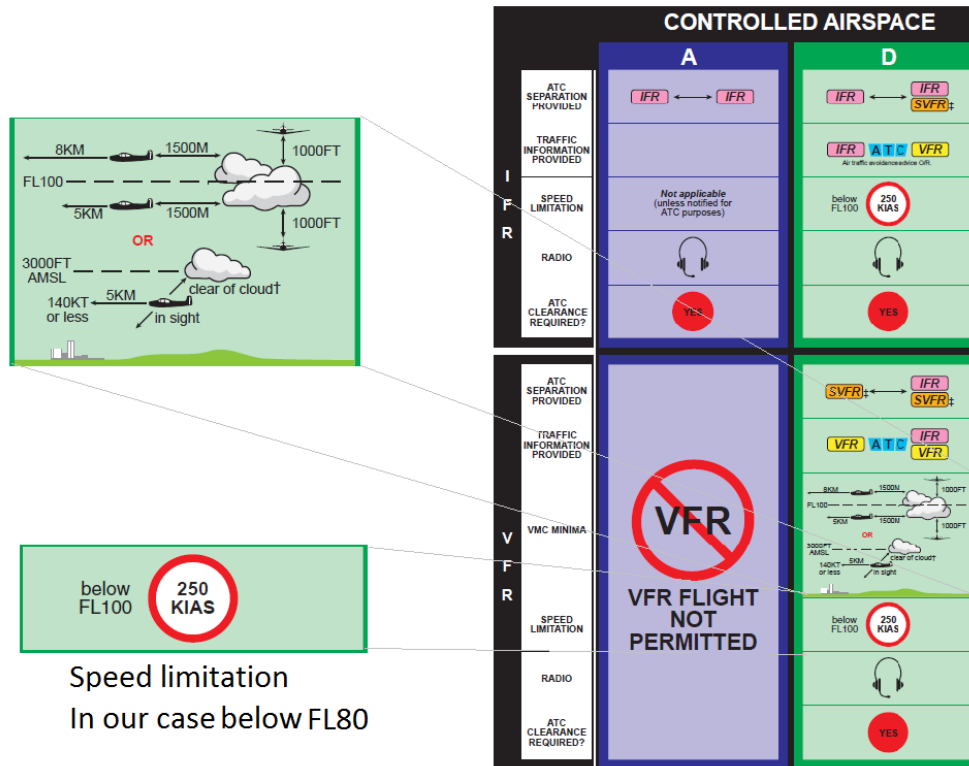
# Use of FL80

- ▶ To clarify the class D CTR is from surface up to and including FL80 so can be a level allocated to VFR or IFR aircraft.
- ▶ Any level allocated above FL80, i.e. FL85,FL90 will be within the class A TMA therefore only allocated to IFR aircraft.

# Terminology

- ▶ The Channel Island Control Zone (CTR), Control Areas (CTAs) and Terminal Control Area (TMA) will be known as Channel Islands Airspace and may, in some documentation be abbreviated to CIA

# Flight Rules – Fixed wing



## Type of Clearance

Fixed Wing VFR (Day or Night)

Fixed-Wing SVFR (IMC required)

## Cloud Ceiling

600ft +

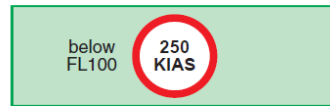
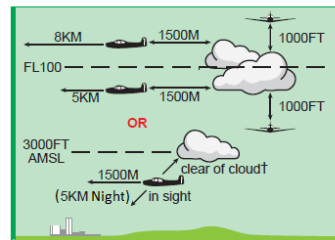
600ft +

## Reported Visibility

5km +

3000m +

# Flight Rules – Helicopters



Speed limitation  
In our case below FL80

CONTROLLED AIRSPACE				
	A	D		
I F R	ATC SEPARATION PROVIDED	IFR ↔ IFR	IFR ↔ IFR SVFR+	
	TRAFFIC INFORMATION PROVIDED		IFR ATC VFR <small>All traffic avoidance advice CIL</small>	
	SPEED LIMITATION	Not applicable (unless notified for ATC purposes)	below FL100 250 KIAS	
	RADIO	Headset icon	Headset icon	
	ATC CLEARANCE REQUIRED?	NO	YES	
V F R	ATC SEPARATION PROVIDED			
	TRAFFIC INFORMATION PROVIDED			SVFR+ ↔ IFR SVFR+
	VMC MINIMA			VFR ATC IFR VFR
	SPEED LIMITATION			below FL100 250 KIAS
	RADIO	Headset icon	YES	
	ATC CLEARANCE REQUIRED?	NO	YES	

Type of Clearance	Cloud Ceiling	Reported Visibility
Helicopter VFR by Day	600ft +	1500m + (If 3000'amsl or below)
Helicopter VFR by Day	600ft +	5km + (If above 3000'amsl)
Helicopter VFR by Night	600ft +	5km +
Helicopter SVFR (Class D)	600ft +	No minima specified. Pilot must remain clear of cloud and in sight of the surface.



# Speed limitation

## Airspace Speed Limit (CAP 493 Section 1 - Chapter 2: Flight Rules )

Aircraft flying below FL100 to observe, with exceptions, a speed limit of 250 kt IAS. Such a limit is an essential component of the 'see and avoid' principle when separation is not established by ATC.

The 250 kt speed limit does not apply to:

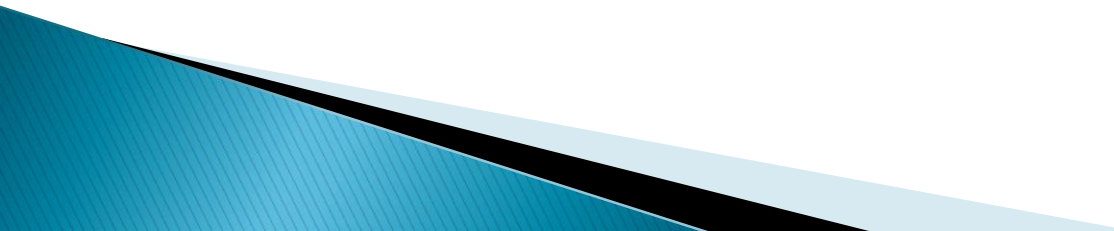
1. flights in Class A and B airspace;
2. IFR flights in Class C airspace;
3. flights in Class C and D airspace when authorised by an ATC unit;
4. test flights in accordance with specified conditions;
5. aircraft taking part in flying displays when authorised by the CAA;
6. aircraft subject to a written permission granted by the CAA;
7. aircraft not subject to the ANO (e.g. military aircraft).

Controllers may only exercise the authority granted in paragraph 3 above when they are satisfied that they are in contact with all aircraft in the relevant part of the airspace. VFR flights in the vicinity are to be warned about aircraft flying at a higher speed.

An airspace speed limit must not be relaxed by ATC for flights which will be transiting from a known traffic environment, e.g. Class A airspace, into airspace where the 'see and avoid' principle operates as the primary means of separation.

**Note: An exemption will be issued under rule 23 of Rules of the Air (Jersey) Order 2000.**

# Flight Rules

- ▶ As we have only been used to VFR below 2000ft within CIA, note differences in VMC minima above 3000ft.
  - ▶ As class D now extends up to FL80 it is possible for pilots to be “VMC on top” remaining 1000ft vertically from cloud.
  - ▶ For aircraft inbound to airfields within CIA the destination airfield METAR should dictate flight rules.
  - ▶ Pilots of overflights determine their own VMC minima.
- 

# RTF callsign

- ▶ As a consequence of the upper airspace becoming a TMA and to comply with standard RTF prefixes, “Jersey Zone” will become:

**“Jersey Control”**

125.200 MHz (120.450MHz)

# Operational impact

- ▶ VFR permitted throughout the CI CTR up to FL80
- ▶ Increase in relevant traffic information will be given.
- ▶ Duty of care for aircraft deconfliction. Segregation of VFR from IFR traffic, routes to fly and standard departure clearances.
- ▶ SVFR only in CI CTR, NOT permitted in CTAs or TMA.
- ▶ Increased time IFR aircraft are within class D and the pilots awareness of transitioning from class A to D on passing FL80 and the impact this has upon them.

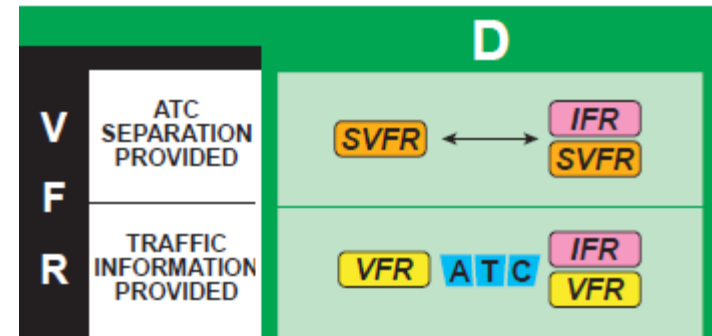
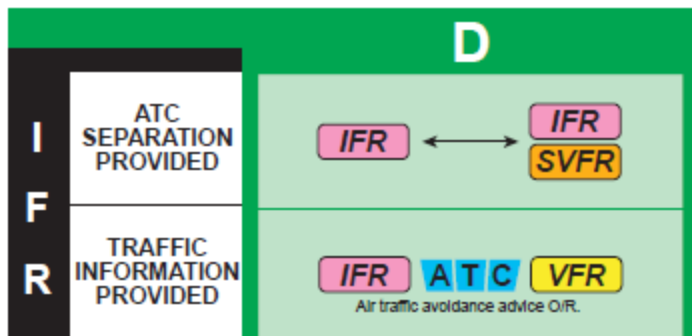
# Operational impact

- ▶ Inter island procedures
  - Aircraft will now be cleared VFR not above 1000ft when conditions allow.
- ▶ Standard departure clearances
  - Standard routes to fly will be published for VFR/SVFR in accordance with the temporary clearances pilots are familiar with over the last 18 months.
  - The addition of Jersey – Cap de La Hague will be included.
  - If weather conditions preclude VFR, then pilots should be asked of their intentions and SVFR clearance assigned if relevant.

# Minimum services by ATC

## Class D airspace

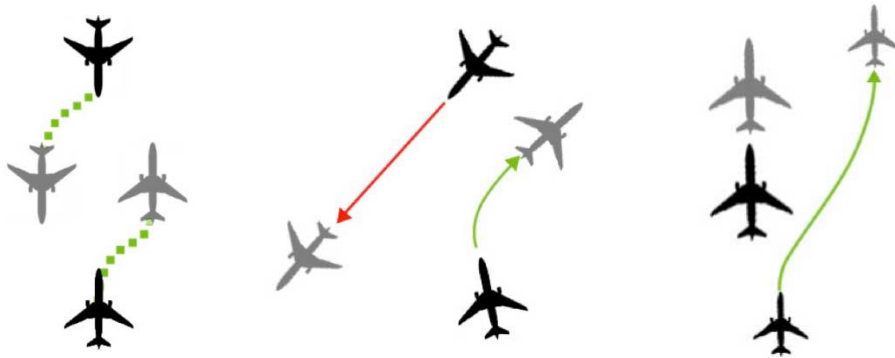
- Separate IFR flights from other IFR flights.
- Pass traffic information to IFR flights on VFR flights and give traffic avoidance advice if requested.
- Pass traffic information to VFR flights on IFR flights and other VFR flights.



# Minimum services by ATC

## Class D airspace

- If you're VFR then separation is down to you!
- See and avoid in accordance with rules of the air



- Flight Plan – Still required!

Clearance to enter – Still required!

# Licensing requirements

## Basic PPL – No additional ratings (IR,IR(R),IMC)

- Shall not fly:
  - (i) on a flight outside controlled airspace if the flight visibility is less than 3 km;
  - (ii) on a VFR flight in a Class D CTR in a flight visibility of less than 5 km
  - (iii) out of sight of the surface
  - (iv) SVFR should no longer be necessary in Class D CTR



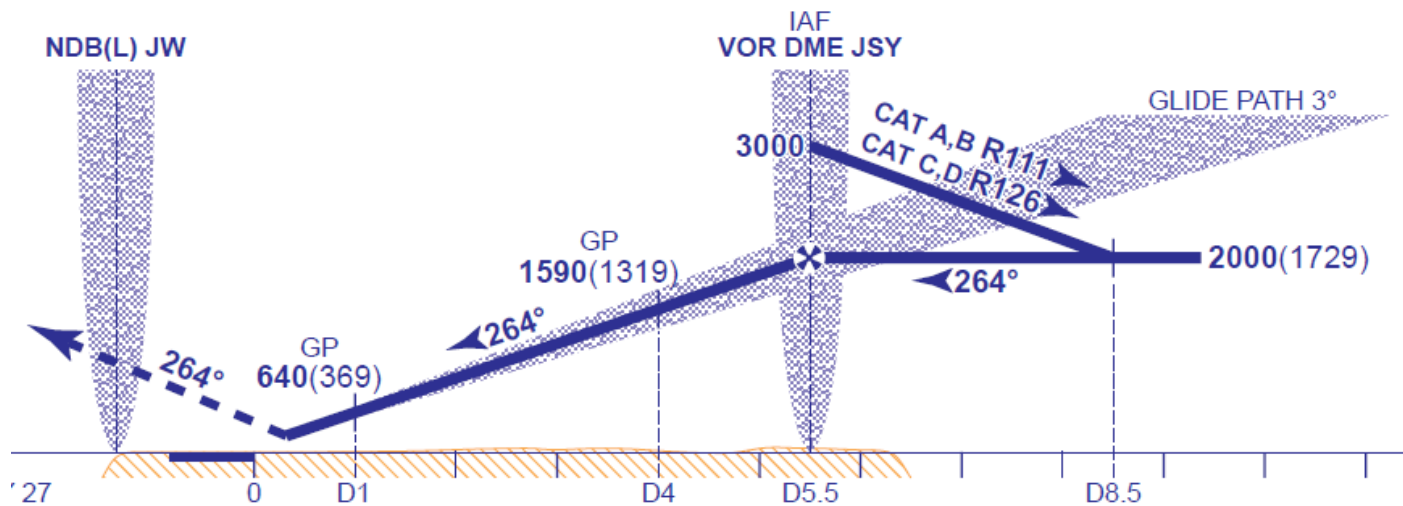
# IMC/IR(R)

The privileges of the IMC/IR(Restricted) allow:

- Flight in IMC outside controlled airspace, (in Class G) and IFR flight in Class D or E controlled airspace with appropriate permission
- Flight under special VFR in a CTR in a flight visibility of not less than 3 km (cloud ceiling 600ft)
- Flight (IFR) out of sight of surface with a minimum take off and landing in 1800m visibility
- Let-down and Approach Procedures to a Decision Height or Minimum Descent Height and to undertake missed approach procedures.
- The IMC or IR(R) is restricted to UK airspace only (DCA approved use within CIA)

# IMC/IR(R) Minima

- ▶ The legal minimum is 1800m visibility for take off and landing
- ▶ It is **recommended** to add 200 ft to the minimum applicable DH/MDH, but with absolute minima of 500 ft for a precision approach and 600 ft for a non-precision approach.



# Licensing requirements

- ▶ An IMC rating can be added into a national UK PPL, but cannot be used in EASA aircraft after 8 April 2014.
- ▶ Within EASA licences the IMC is referred to as the IR(R)
- ▶ IR(R) ratings in EASA licences are acceptable after 8 April 2014 for the equivalent of UK IMC privileges in EASA and non-EASA UK registered aircraft.
- ▶ The European Commission is to allow the UK to continue issuing the IMC rating until April 2019.

# Parachuting

**“Should the operator wish to conduct the drop from between FL80–FL110 the ATC Supervisor shall establish, by NOTAM, temporary Class D airspace within the Channel Island TMA in order for this to take place under VFR.”**

# Documentation

- ▶ SI and MATS II amendments
- ▶ AIP changes – AIRAC 03/2014 (6 March 2014)
- ▶ MAPS
  - UK ½ Mill VFR chart (3 April 2014)
  - French ½ Mill VFR chart (6 March 2014)
- ▶ Website – [cicz.co.uk](http://cicz.co.uk) (6 March 2014)

# Thank you

- ▶ I hope this presentation has given you a better understanding of this forthcoming change.

*Questions*

*?*

