

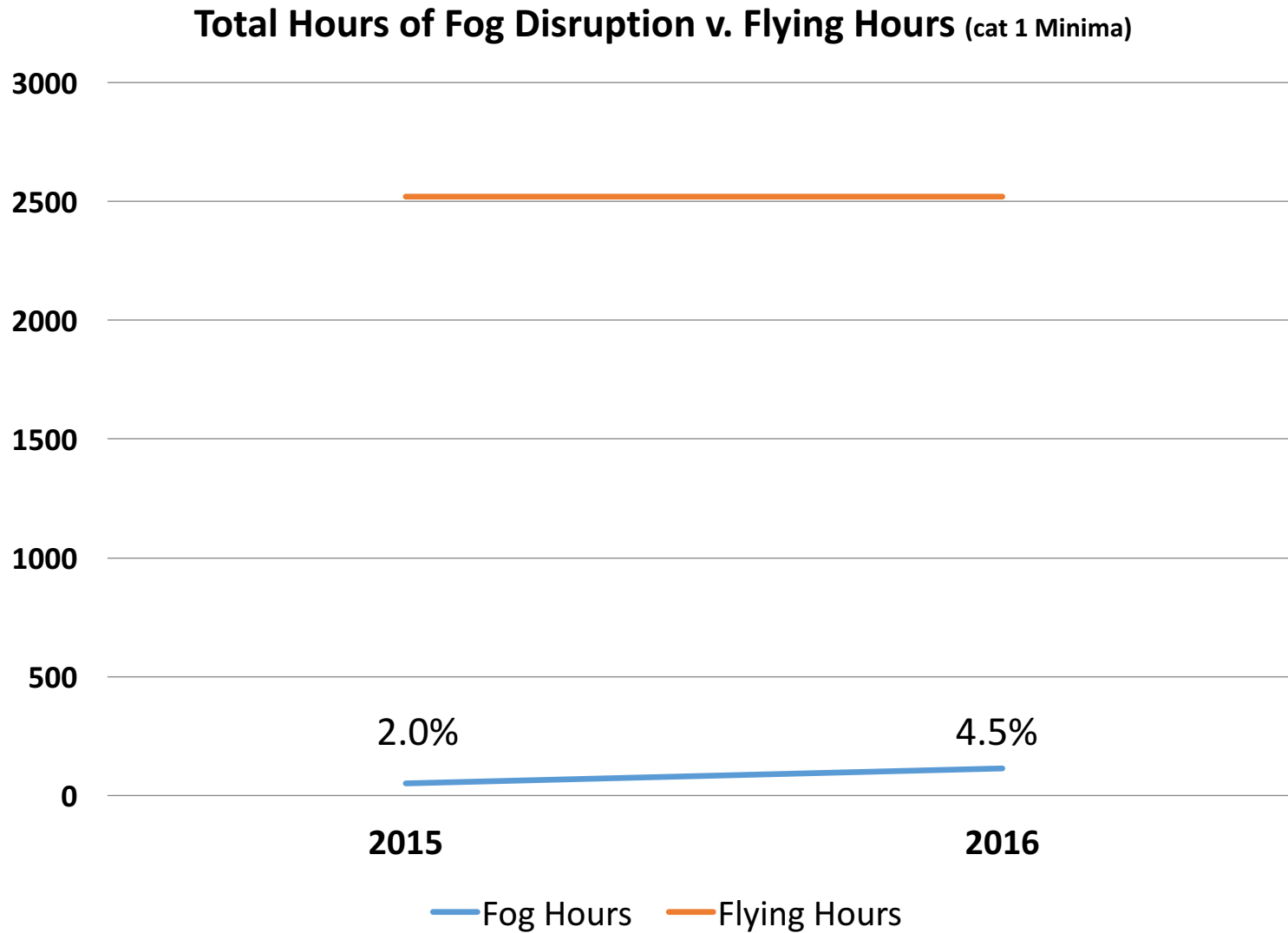


# Jersey Airport Inclement Weather Capability

July 2016



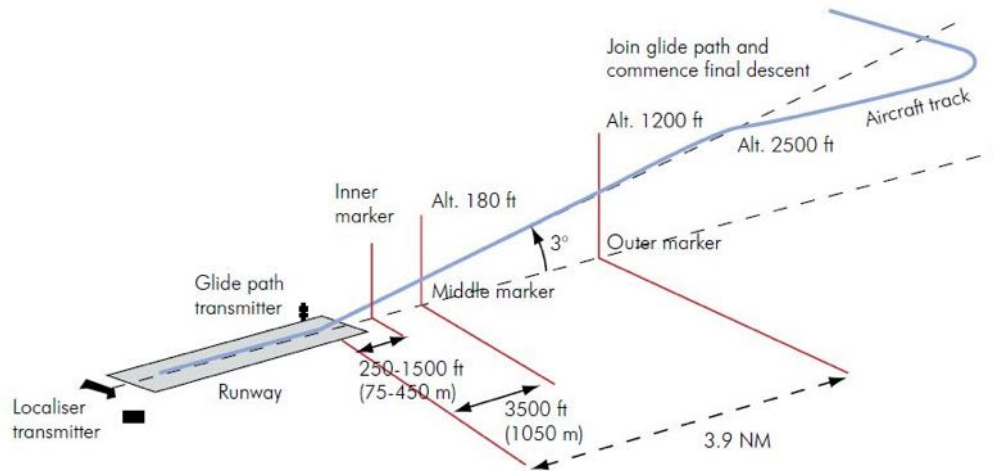
# Fog – January to June



# Instrument Approach Procedures

Type	Description
<b>Non-Precision</b> “How far away am I?”	Only provides the pilot with distance (horizontal) information
<b>Precision</b> “How far away am I?” - and - “How close is the ground?”	Provides pilot with both distance and height information
<b>ILS</b> Instrument Landing System	<p>Most common, internationally recognized, Precision Approach system</p> <p>Not a single ‘stand alone’ equipment</p> <p>Ground based and to get maximum benefit needs to work with a range of other systems on the ground and in the aircraft and also has to be calibrated with ground lighting</p>

# Instrument Landing System Operation



Jersey has all the major ILS Components and Lighting required such as:

- **Localizer, Glide Path, Distance Measuring Equipment (DME), Instrument Runway Visual Range (IRVR)**
- **Approach Lights, Runway Threshold Lights, Centreline Lights, Runway Edge Lights, Runway End Lights,**

3 Categories as defined by ICAO, CAA & EASA;

- **CAT I** is the lowest Precision Category (Jersey, Guernsey, Exeter, Southampton);
- **CAT II** requires more lighting and a clearer obstacle environment (Birmingham);
- **CAT III** requires specific aircraft equip + training + recency etc (Gatwick, Heathrow);

Additional components for resiliency:

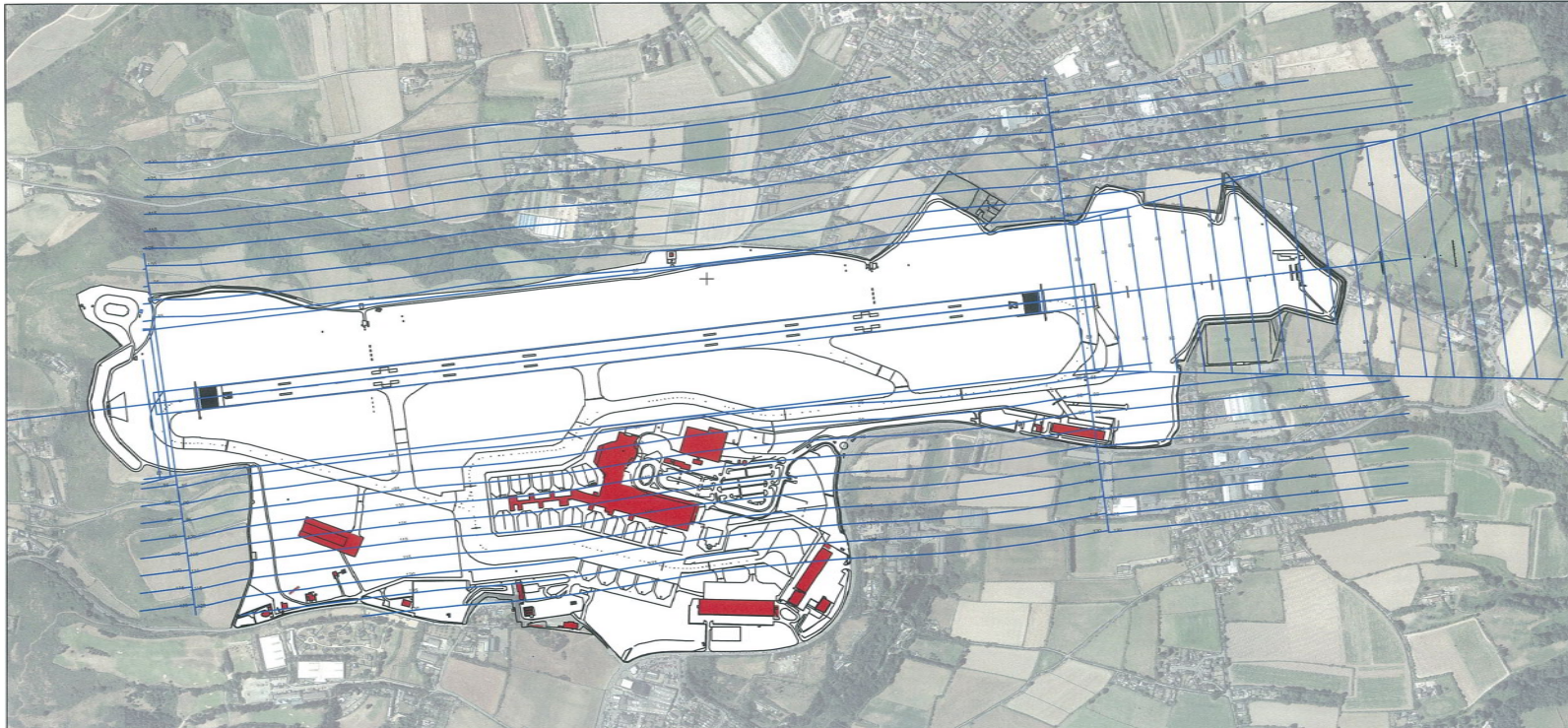
- Non-Directional Beacon (NDB) & DVOR (enroute beacon)







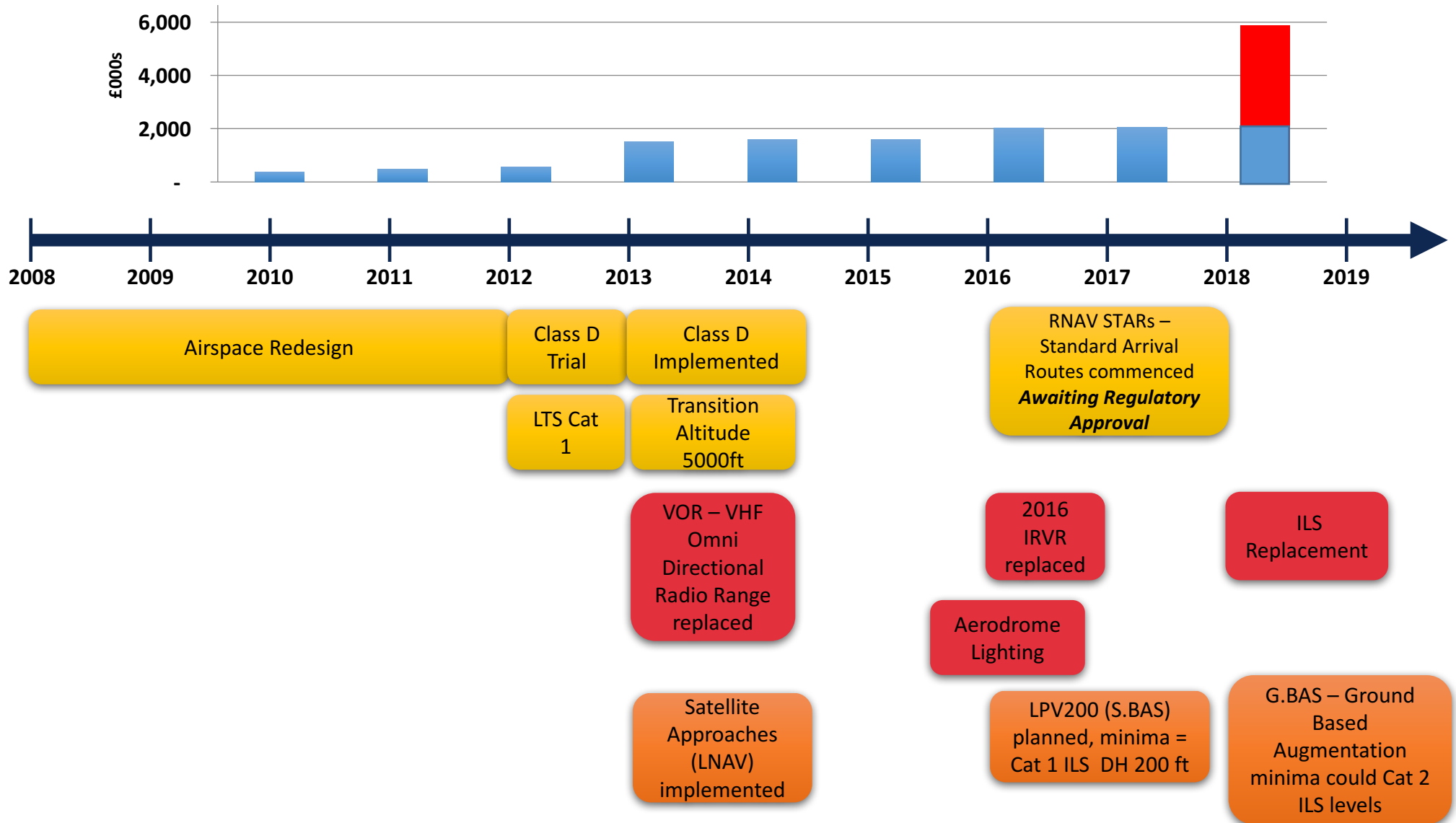
# Instrument Landing Systems Capability



ILS	Decision Height (feet)		Visibility (metres)	
	From West 080	From East 260	From West 080	From East 260
ILS (inc GP, DME, IRVR)	200	200	1000	550

As a note - St Peters Church is 130 ft high

# Cumulative Investment in Navigation





# Instrument Landing Systems Capability

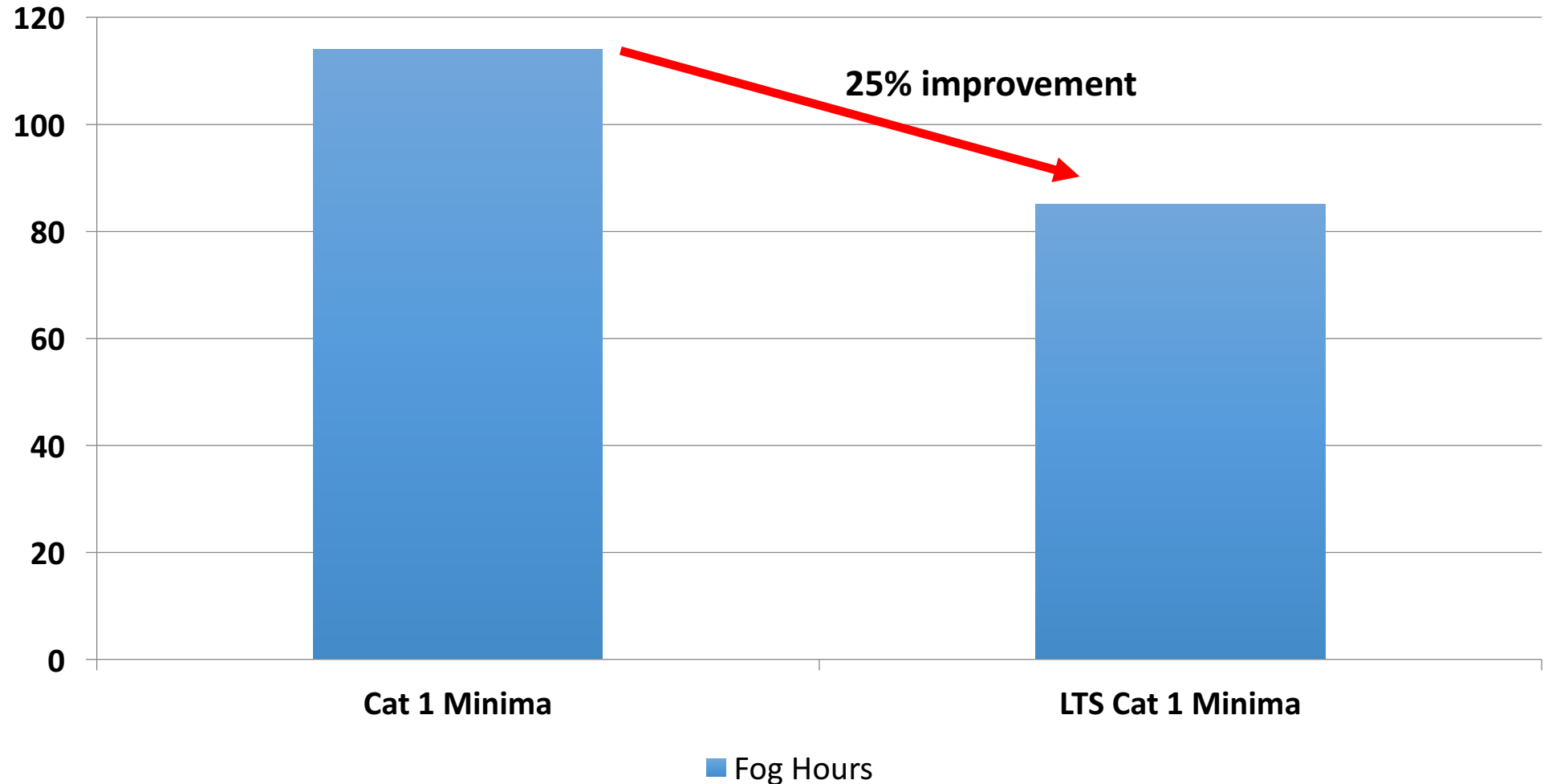
ILS Development		Decision Height (feet)		Visibility (metres)	
		From West 080	From East 260	From West 080	From East 260
Current	<b>ILS</b> (inc GP, DME, IRVR)	200	200	1000	550
	<b>LTS CAT 1 ILS</b> (inc GP, DME, IRVR)	200	200	600	450
In Development					
	<b>GNSS</b> (LPV 200)	200	200	1000*	600*
Future					
	<b>G.BAS</b> (To achieve Cat 2 ILS)	100	100	550*	350*

*Lower Than Standard CAT 1 (LTS CAT 1 ILS)*  
*Global Navigation Satellite System (GNSS)*  
*Ground Based Augmentation System (G.BAS)*

*\* Under Review*

# Fog – Effect of Lower then Standard Cat 1

Reduction in disruption for LTS Cat 1 on Hours lost to Fog



# Obstacles

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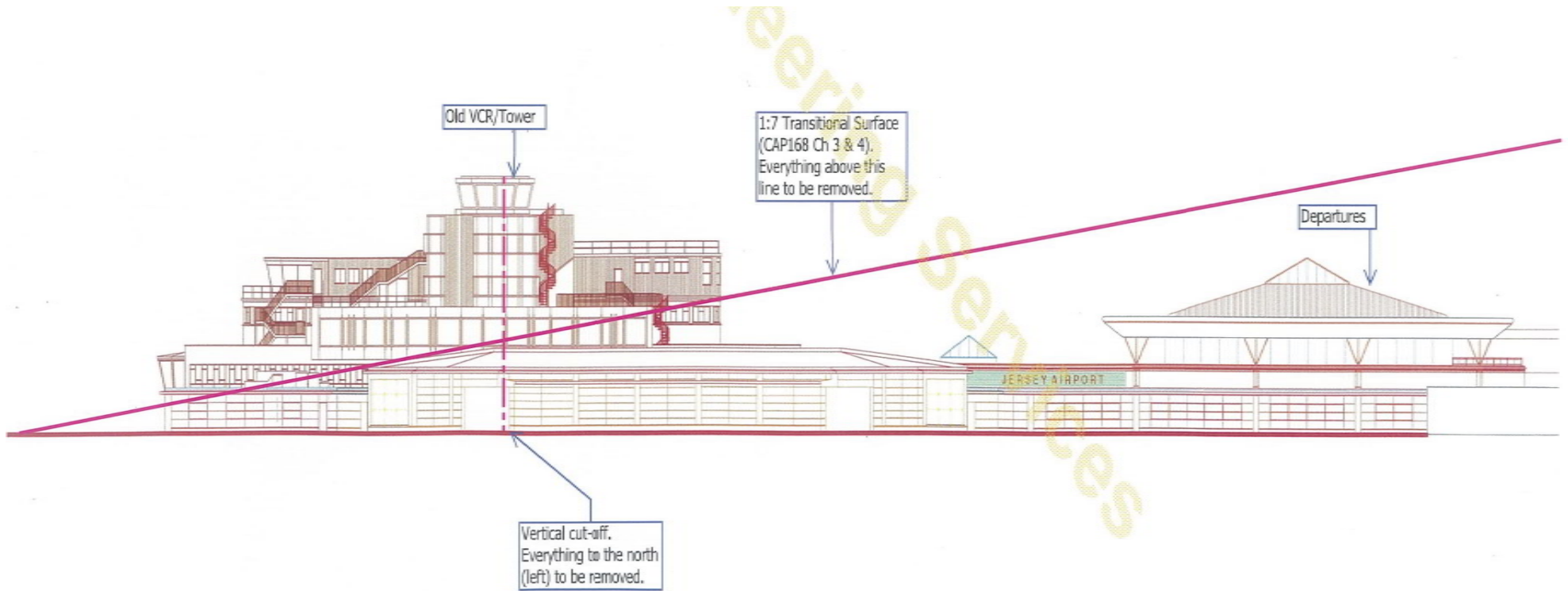


# Arrivals Building

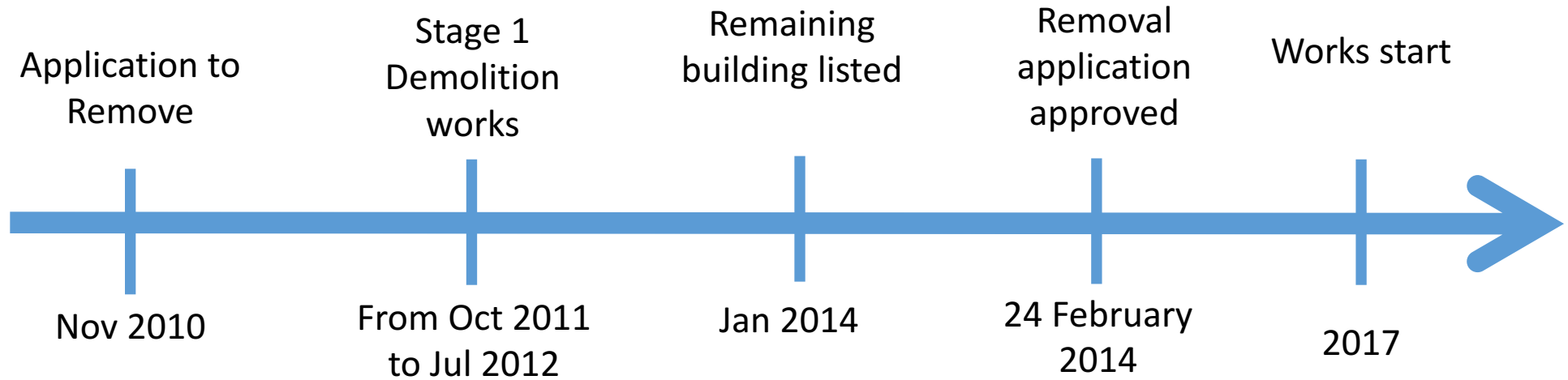
- Built in 1937, with significant additions and alterations in 1950s, 60s, 70s, 80s
- Poured concrete structure with steel frame
- Representative of 'art deco' style of early aviation history
- Other similar representations in the UK (Shoreham/Brighton)



# Arrivals Building



# Arrivals Building



Stage 1 Demolition removed the top two floors and cleared asbestos at a cost of c.£1.3m



# Any Questions

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