



# In English, please



## BACK TO JERSEY "IN ENGLISH, PLEASE" CELEBRATES ITS 6TH ANNIVERSARY

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In June 2007, Eliot **ventured** abroad for the first time and selected Jersey to be his first cross-border destination. 6 years, already! Time flies! Since then he has added quite a few European entries to his logbook: Luxembourg, Baden-Baden, Bern, Girona, Cork and Kerry in Ireland, Berlin's Tempelhof airport just before it closed down, Ostend, Lydd and Redhill in the UK. He has also **mulled over** general or technical subjects of interest for the aviation community **such as** air shows, aeronautical English, air traffic services, FODs, meteorological phenomena like turbulence or icing, human factors, aircraft engines, and more. He has taken advantage of his own experience to give advice on how to keep one's English at an operational ICAO level 4. In that respect, he has explained what works for him and has tried to help fellow pilots with listening comprehension exercises or internet sites he has found useful to practice for and pass the FCL 1.028 exam, renamed FCL.055 a couple of months ago.

### Back to Jersey

With all this **leafing through** past chronicles, Eliot is now in a reminiscing mood. He suddenly **feels the urge** to celebrate. The more he thinks about it, the more he is convinced that the best way to mark such an event is to go back where it all started: he decides to retrace his steps to Jersey and relive his very first international flight.

Eliot's first move is to re-read his old notes on Jersey. At the time, he had been in contact with Keith Cockayne, watch supervisor at the Jersey Tower. Upon enquiry, Eliot learns that Keith has retired, but he is given Les Smallwood's contact information. Les is Jersey airport's Senior Air Traffic

Control Officer and **as such** is in charge of the day-to-day operational management of air traffic services. Eliot e-mails him "En vol pour Jersey" <sup>(1)</sup> for fact-checking, and Les confirms that most of what was written 6 years ago is still pretty accurate, although some significant changes have occurred.

### Airspace class

The main change concerns a temporary re-classification of part of the Channel Islands Control Zone (CICZ). This change was implemented as an experiment which started in June 2012 and downgraded the south-east corner of the CICZ from class A to class D airspace, up to an altitude of 2000', as shown on the map.



VFR flights are not permitted in class A airspace and general aviation pilots without an Instrument Rating (IR) must be given a special VFR clearance to be granted access. Class A airspace also has more **stringent** weather and separation minima. Therefore the re-classification of airspace means easier access to the Jersey CTR. This modification is of special interest to French pilots flying into Jersey zone from the East or South. It is also an improvement for UK pilots who **favor** a short water crossing at the strait of Dover, followed by a flight down the coast to the Cherbourg area,

instead of the 100-mile water crossing from England's south coast.

For the time being, apart from the airports' CTR, only a small **chunk** of the CICZ is class D airspace. Anybody wanting to fly above 2000' or from Jersey to Guernsey/Alderney will require a special VFR clearance. However, as of 2014, the whole zone is expected to be re-classified as class D airspace up to flight level 080.

### Preparing your flight

There is also a new website to bookmark: [www.cicz.co.uk](http://www.cicz.co.uk) is the ultimate guide when planning a flight to any of the islands' airports. The Jersey aeroclub website is also worth a visit. Their information notes <sup>(2)</sup> for pilots visiting Jersey from the UK (useful to French pilots as well) explain it all very simply. Another page <sup>(3)</sup> gives detailed procedures for pilots arriving or departing after 17:00.

As far as navigation is concerned, you must **still** <sup>(1)</sup> watch out for the two restricted areas protecting the nuclear facilities at Cap de la Hague and Cap Flamenville: these two haven't moved since 2007!

### Jersey ATC

Later on, after an uneventful flight, Eliot meets Les who gives him a tour of the tower and tells him a few interesting facts about Jersey airport.

The urban legend of French pilots being given a couple of headings and sent back to where they came from because they could not use the radio properly is just that, a legend. General aviation pilots are welcome in Jersey, whatever their nationalities.

To limit the additional stress of flying in dense traffic, better avoid 9 to 10 in the morning and around midday. Saturdays in summer can be very busy too and it is strongly advised to arrive early. **Still** <sup>(2)</sup>, even during rush hours, Jersey air traffic controllers will always manage to fit you in even if it means holding over a Visual Reference Point (VRP) or flying at a restricted altitude.

Eliot is so happy about this anniversary flight that he might not wait another 6 years before returning. The annual International Air Display held in September might be the right opportunity to visit again. ●

### Vocabulary

A CHUNK .....	un morceau
TO FAVOR .....	préférer
TO FEEL THE URGE TO .....	avoir une envie irrésistible
TO LEAF THROUGH .....	feuilleter
A MOOD .....	un état d'esprit, une humeur
TO MULL OVER .....	réfléchir à, méditer
STILL .....	(1) toujours - (2) pendant
STRINGENT .....	strict
SUCH AS/AS SUCH .....	tel que/en tant que tel
TO VENTURE .....	se risquer, se lancer

<sup>(1)</sup> [www.anglais-pour-voler.com/player/pdf/ip615\\_in\\_english.pdf](http://www.anglais-pour-voler.com/player/pdf/ip615_in_english.pdf)

<sup>(2)</sup> [www.jerseyaeroclub.com/media/1673/visiting\\_pilot\\_revised\\_atc\\_tel\\_no\\_.pdf](http://www.jerseyaeroclub.com/media/1673/visiting_pilot_revised_atc_tel_no_.pdf)

<sup>(3)</sup> [www.jerseyaeroclub.com/media/5332/after\\_hours\\_info\\_pack\\_for\\_website.pdf](http://www.jerseyaeroclub.com/media/5332/after_hours_info_pack_for_website.pdf)