

# Guernsey Airport

IATA/ICAO CODE: GCI/EGJB  
 CITY: Guernsey  
 COUNTRY: Channel Islands (UK)

## AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name: Colin Le Ray  
 Title: Airport Director  
 Airport: Guernsey Airport  
 Address: La Villiaze  
 Forest  
 Guernsey GY8 0DS  
 Channel Islands  
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 Email: Colin.LeRay@gov.gg  
 Airport Web Site: [www.guernsey-airport.gov.gg](http://www.guernsey-airport.gov.gg)

ELEVATION: 336 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
09/27	1463	-	3	45

## NOISE ABATEMENT PROCEDURES

All aircraft must conform to the following procedures. These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

Every operator using the airport shall ensure that at all times aircraft are operated in a manner calculated to cause the least disturbance practicable over all parts of the island.

Unless ATC otherwise authorizes, Noise Preferential Routing and Procedures specified in the following tables shall apply to all aircraft approaching, landing, going around or taking off in accordance with the ATC clearance and shall apply in both VMC and IMC.

### Take-off Procedures

Take-off procedures - runway 09 and 27 - climb straight ahead to at least 1500 ft aal or 3 DME which ever is the earliest before turning on course.

**Special VFR/VFR Flights** - take-off - aircraft proceeding on a clearance at or below 1000 ft QNH, continue straight ahead until clear of the coastline before turning on course. Aircraft climbing to higher altitudes/flight levels, climb straight ahead to at least 1500 feet QNH or 3 miles DME, whichever is the earlier before turning on course.

**Landing Procedures**

Visual Approaches

Aircraft carrying out visual approaches should proceed as follows

**MTOW 5700 Kgs or less-** Join the final approach at not less than and maintain 836 feet QNH ( 500 feet QFE) until intercepting on the glidepath PAPI indications.

**MTOW greater than 5700Kgs-** Join the final approach before crossing the coastline. Any aircraft overflying the Island to position on final approach must do so at an altitude of not less than 1500 feet QFE.

**Jet Aircraft Procedures**

The Noise Preferential Routeings and Procedures specified above will be used except that on 'going around', aircraft operating under IFR will, unless otherwise instructed, carry out the published missed approach procedure. Aircraft operating under VFR/SVFR will carry out a missed approach procedure as instructed by Air Traffic Control.

Training flights by approved ‘quiet’ jet aircraft may be permitted between 0800-2000 (winter), 0700-1900 (summer), Monday to Saturday inclusive (details from ATC)

All aircraft are to avoid overflying the Princess Elizabeth Hospital (2 nm ENE of the aerodrome) at less than 1000 ft agl.

Chapter 2 aircraft are not permitted to use Guernsey Airport unless the operator has received special permission from the Guernsey Airport Director.

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS**

Training flights by approved ‘quiet’ jet aircraft may be permitted between 0800-2000 (winter), 0700-1900 (summer), Monday to Saturday inclusive (details from ATC)

**PREFERENTIAL RUNWAYS - [NONE](#)**

**OPERATING QUOTA - [NONE](#)**

**ENGINE RUN-UP RESTRICTIONS**

By prior arrangement with airport management

**APU OPERATING RESTRICTIONS - [NONE](#)**

**NOISE BUDGET RESTRICTIONS - [NONE](#)**

**NOISE SURCHARGE - [NONE](#)**

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

The airport does not have a direct noise mitigation/land use planning program as outlined below and mitigate noise through restricting engine run-ups, night flying and using preferential routings. They are in the process of commissioning an environmental policy to formally document their policies.

Type of Program	Date Implemented	Status

Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	none	-
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	none	-
Airport Noise Contour Overlay Maps	none	-
Total Cost of Noise Mitigation Programs to Date	none	-
Source of Noise Mitigation Program Funding for Aircraft Noise	none	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)