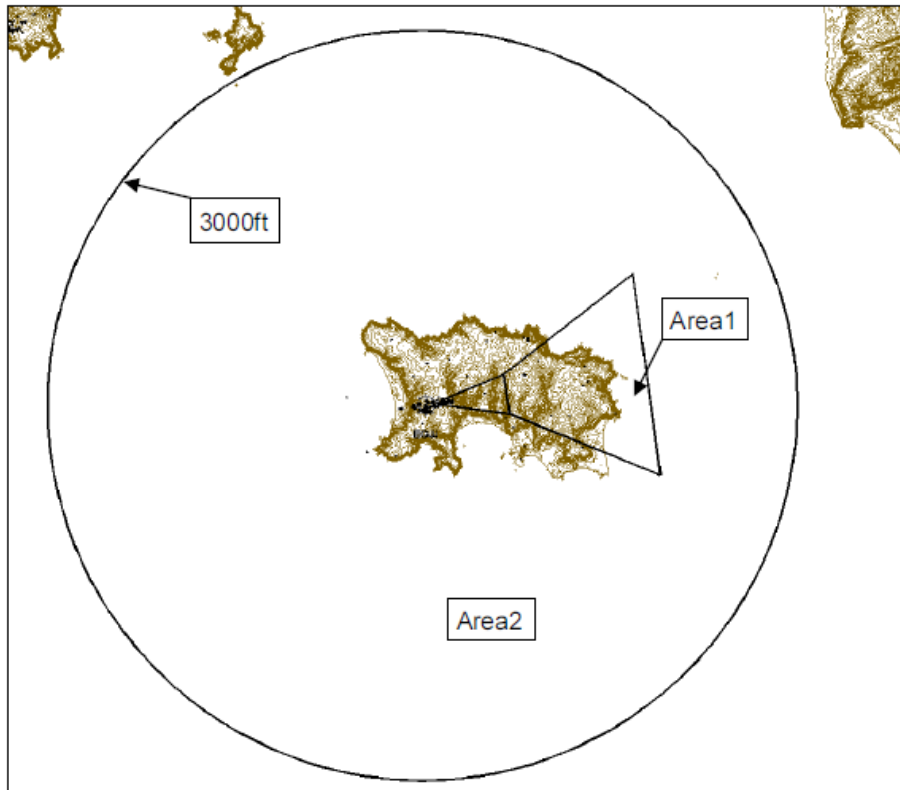


# Omni directional departures

# Definition

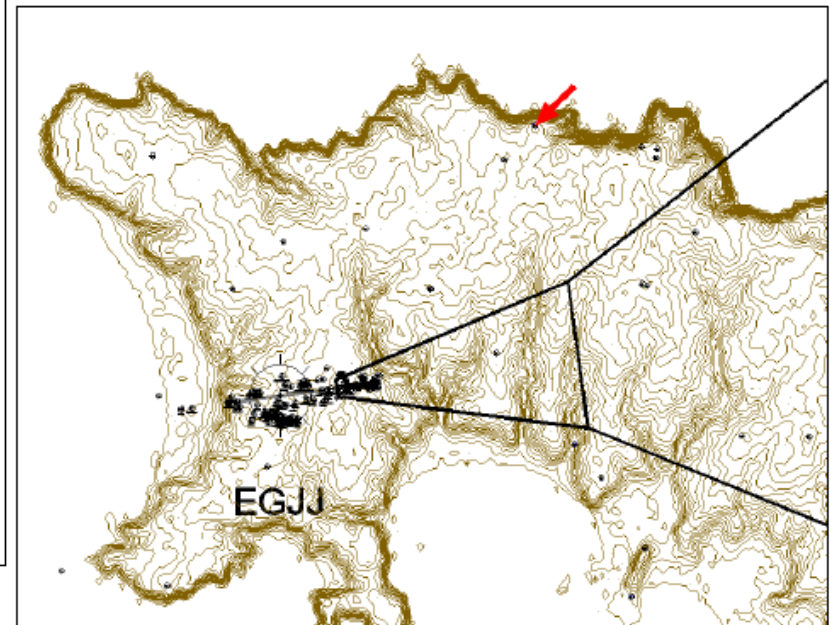
- ▶ A procedure designed on the basis that an aircraft maintains runway direction until it reaches such a height that it can make a turn in any direction and maintain the prescribed obstacle clearance.

# The requirement at Jersey



Omnidirectional departure protection area

Fremont TV mast 812' amsl (464')



*The area 2 controlling obstacle*

# Procedure

Only available with ATC clearance.

Omnidirectional Departures		
Runway	Description	Restrictions
09	Climb straight ahead on track 084°M to <b>900 ft amsl (623 ft aal)</b> , then turn on track climbing to enroute safety altitude or in accordance with ATC Clearance.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures.
27	Climb straight ahead on track 264°M to <b>900 ft amsl (623 ft aal)</b> , then turn on track climbing to enroute safety altitude or in accordance with ATC clearance.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJJ AD 2.21 for Noise Abatement Procedures.

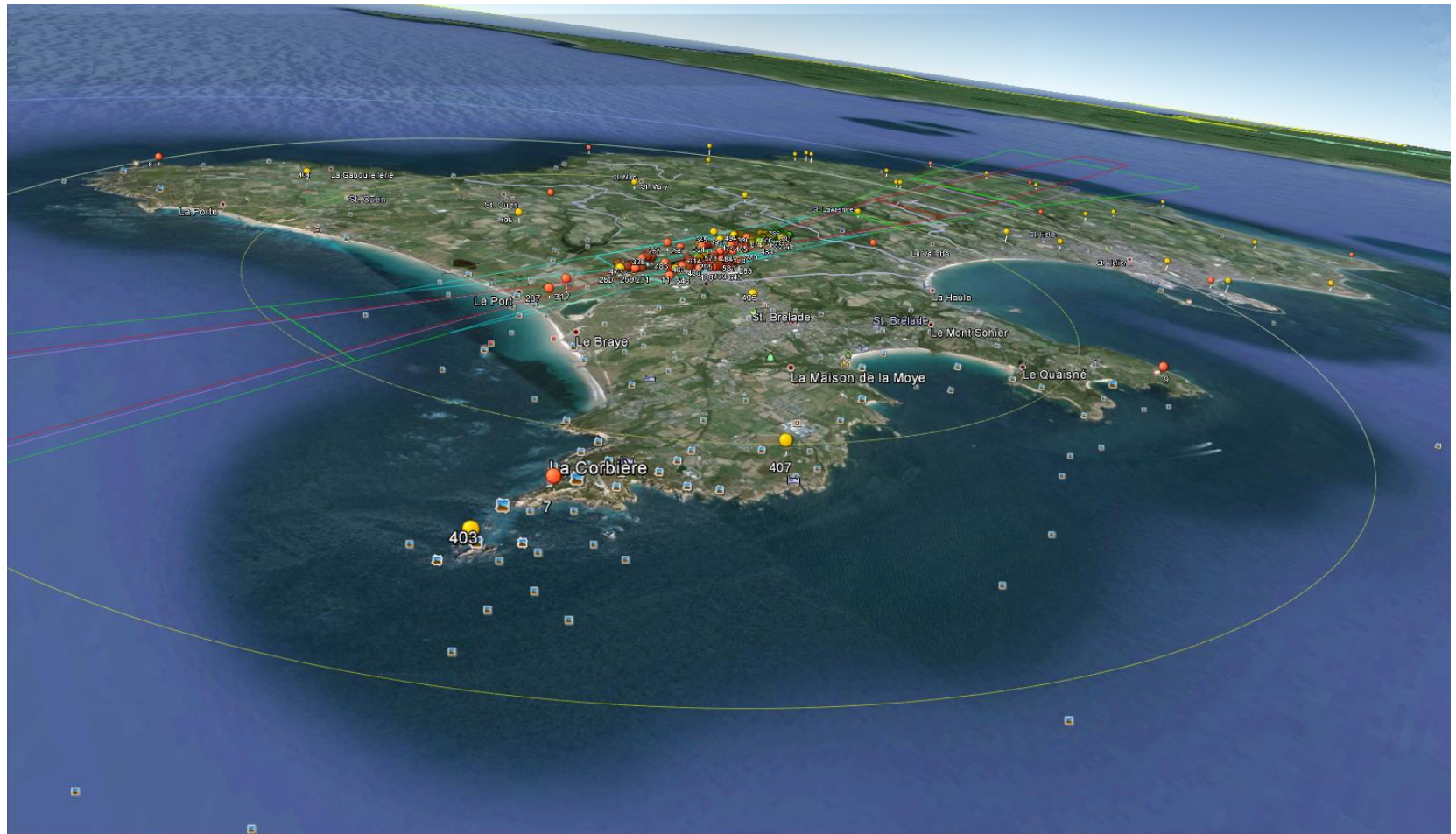
# Noise abatement

## ▶ EGJJ AD 2.21 NOISE ABATEMENT PROCEDURES

- ▶
- ▶ The following Noise Preferential Routeings and Procedures will apply to all aircraft taking off, landing or going around from this airport and will apply in both VMC and IMC unless otherwise instructed by ATC.
- ▶ Propeller Driven Aircraft:
  - ▶ Runway 27 – Take-off – VFR/SVFR – Climb to at least 777 ft amsl (500 ft aal) before turning and climb as rapidly as is compatible with safety to not less than 1000ft amsl (723 ft aal).
  - ▶ Runway 27 – Take-off – IFR – Climb to at least 900 ft amsl (623 ft aal) before turning.
  - ▶ Runway 09 – Take-off – VFR/SVFR – Climb straight ahead to a minimum of 777 ft amsl (500 ft aal) before turning and climb as rapidly as is compatible with safety to not less than 1000ft amsl (723 ft aal).
  - ▶ Runway 09 – Take-off – IFR – Climb straight ahead to a minimum of 900 ft amsl (623 ft aal) before turning.
- ▶ Wherever possible pilots should avoid overflying the island below 1000 ft agl.
- ▶ Circuit Height – Whenever cloud base permits, aircraft should maintain a circuit height of at least 1000 ft aal and make the majority of the circuit over the sea.



# Climb gradient



# Climb gradient

The MINIMUM Climb Gradient is 3.3% (2.0°). If a greater gradient is required, it will be published.

200 feet per nautical mile divided by 6076' (one nautical mile) x 100 will give you the required climb gradient.

i.e  $\frac{200}{6076} \times 100 = 3.3\%$

Take your climb gradient x groundspeed to get rate of climb in feet per minute

i.e  $3.3 \times 70 = 230$  feet per minute  
 $3.3 \times 100 = 330$  feet per minute  
 $3.3 \times 150 = 500$  feet per minute

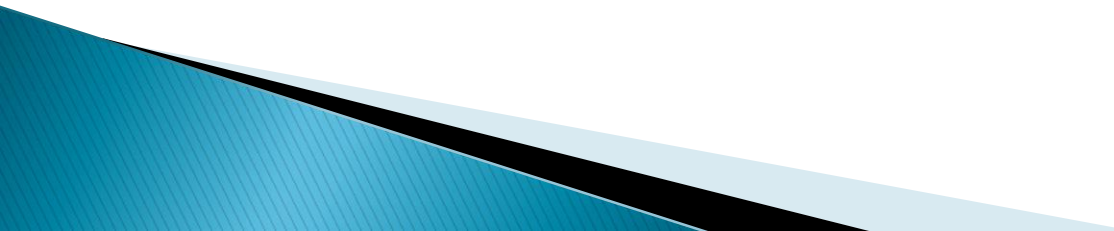
# Radio Telephony

Omnidirectional departure runway (designator)  
on track (significant point) climb (level)

- ▶ e.g. “GABCD cleared zone boundary  
omnidirectional departure runway 09 on track  
Alderney climb altitude 3000ft squawk 1234”



# Summary

- ▶ Assigned to all IFR non SID traffic.
  - ▶ Have priority over noise but noise may be higher.
  - ▶ If unable to achieve minimum climb gradient advise ATC
  - ▶ ATC will use standard terrain clearance (1800' amsl)
  
  - ▶ Introduction date **1<sup>st</sup> May 2014**
- 

# Thank you

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

*Questions*

*?*

