



SERA Implementation

Jersey Aero Club Brief

SERA Background

- SERA applies to every aircraft operating in EU airspace regardless of type or state of registration
- Jersey ANO and Guernsey ANO – Changes to the law
- DCA declared NO derogations to be listed (unlike the UK!)
- CIA with France/rest of EU
- Implemented in CIA from **17th August 2017**
- Aviation journal - <http://www.cidca.aero>

Objectives

- The Background to the changes
- Changes to Weather criteria and their impact
- Clearance limits - VRPs
- Low Flying Rule
- New definition of Night

Weather Criteria – VFR (SERA.5001)

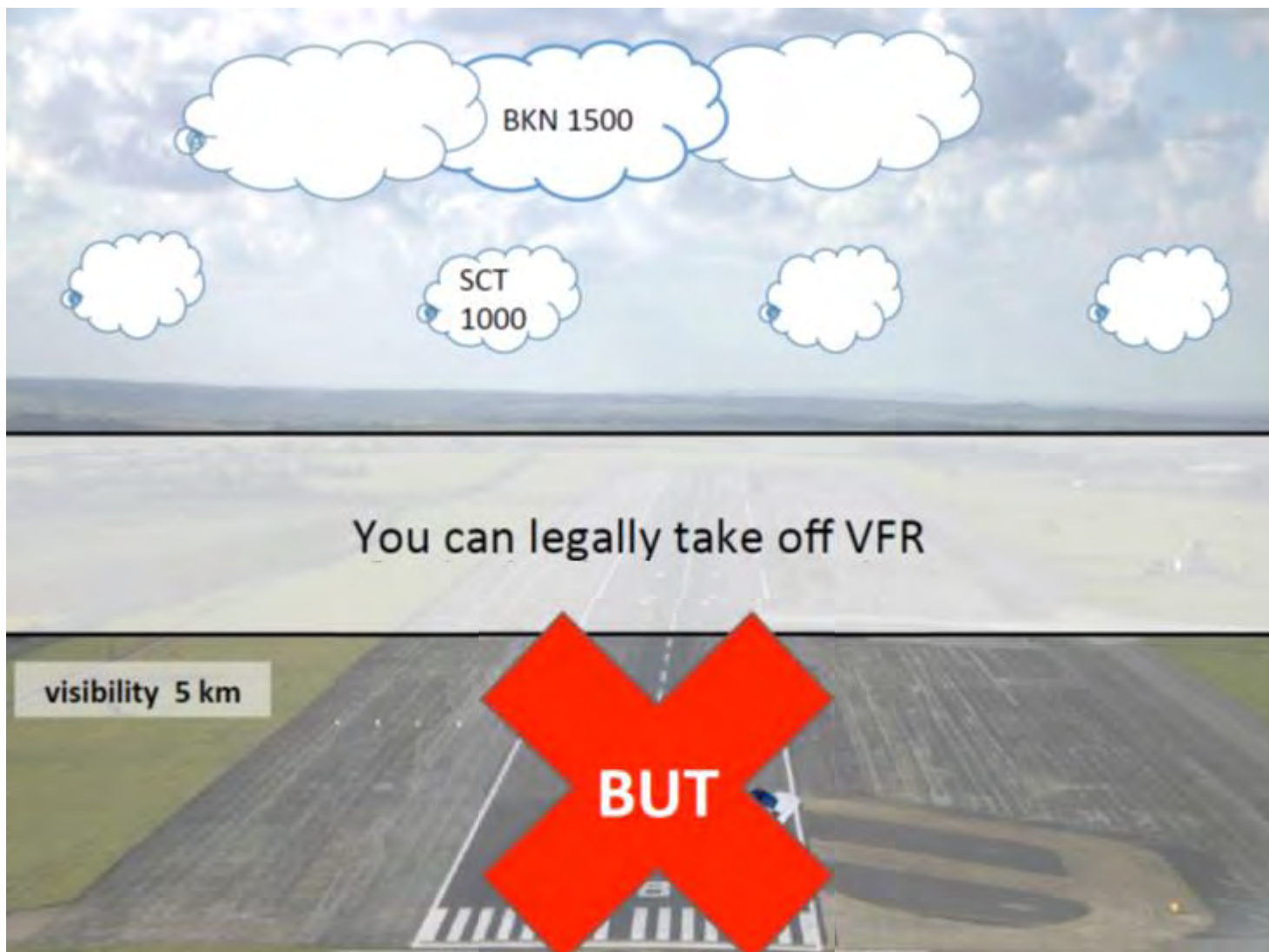
- VMC Minima; All aircraft to be 1000ft vertically and 1500m horizontally from cloud and 5km flight visibility



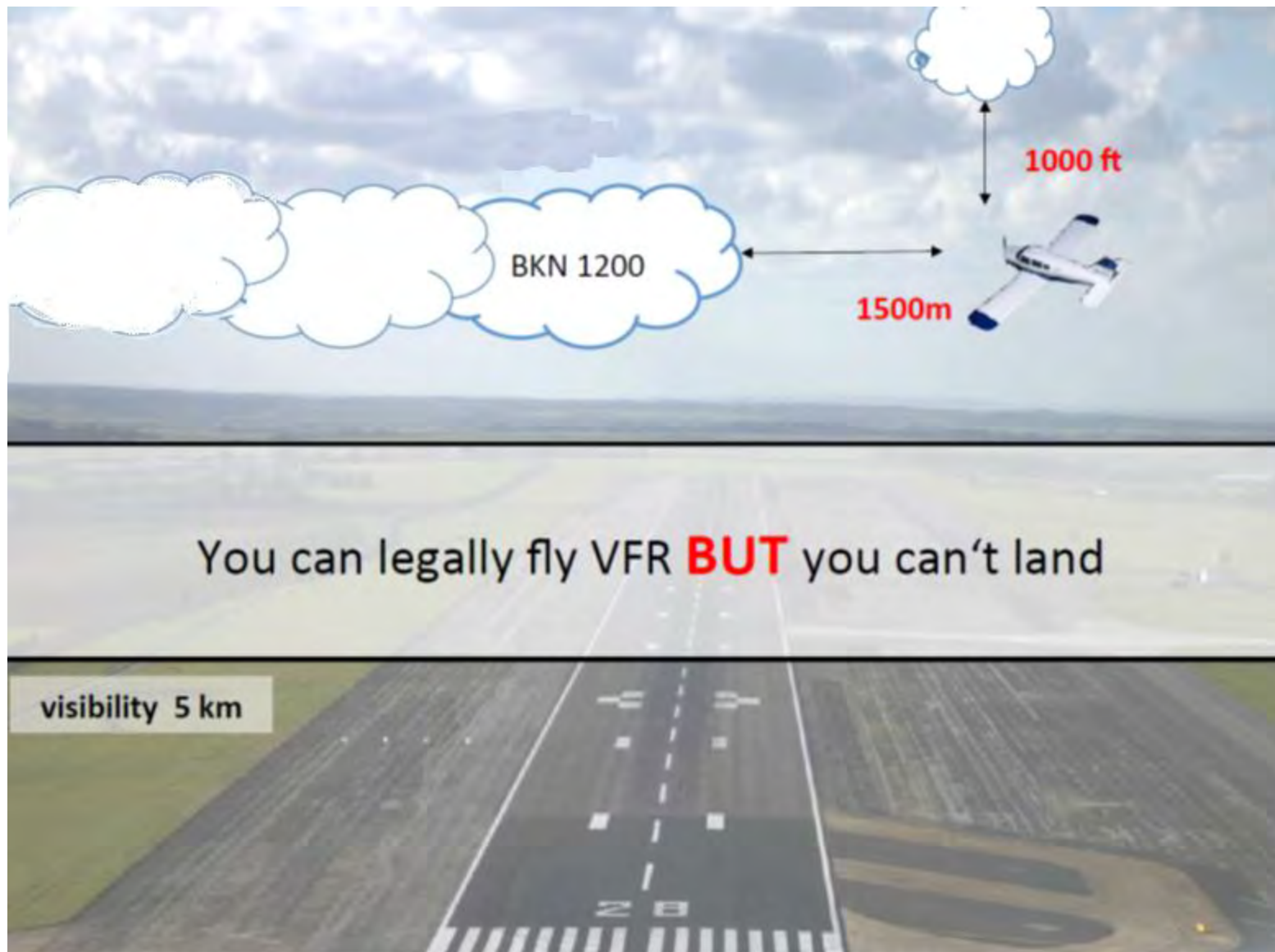
- VMC Minima by **Night**; The pilot shall maintain continuous sight of surface



- ATC **VFR** Clearance Requires **5km** Visibility – **1500ft** cloud ceiling







"VMC on top"



1000 ft



Greater use of SVFR?

- Number of METARS in which the reported cloud ceiling was 600ft or greater and less than 1500ft during which time the prevailing visibility was 5km or greater (data for EGJJ 2014)

	Total Number of METARS	Number of METARS meeting criteria	as a percentage
January	1098	119	10.84%
February	1007	47	4.67%
March	1096	80	7.30%
April	1078	72	6.68%
May	1136	83	7.31%
June	1102	17	1.54%
July	1127	45	3.99%
August	1137	56	4.93%
September	1086	38	3.50%
October	1123	68	6.06%
November	1076	122	11.34%
December	1074	95	8.85%
Year	13140	842	6.41%

SVFR (SERA.5010)

- Fixed Wing –

Clear of Cloud in sight of surface

1500m visibility



- Helicopters -

Clear of Cloud in sight of surface

800m visibility



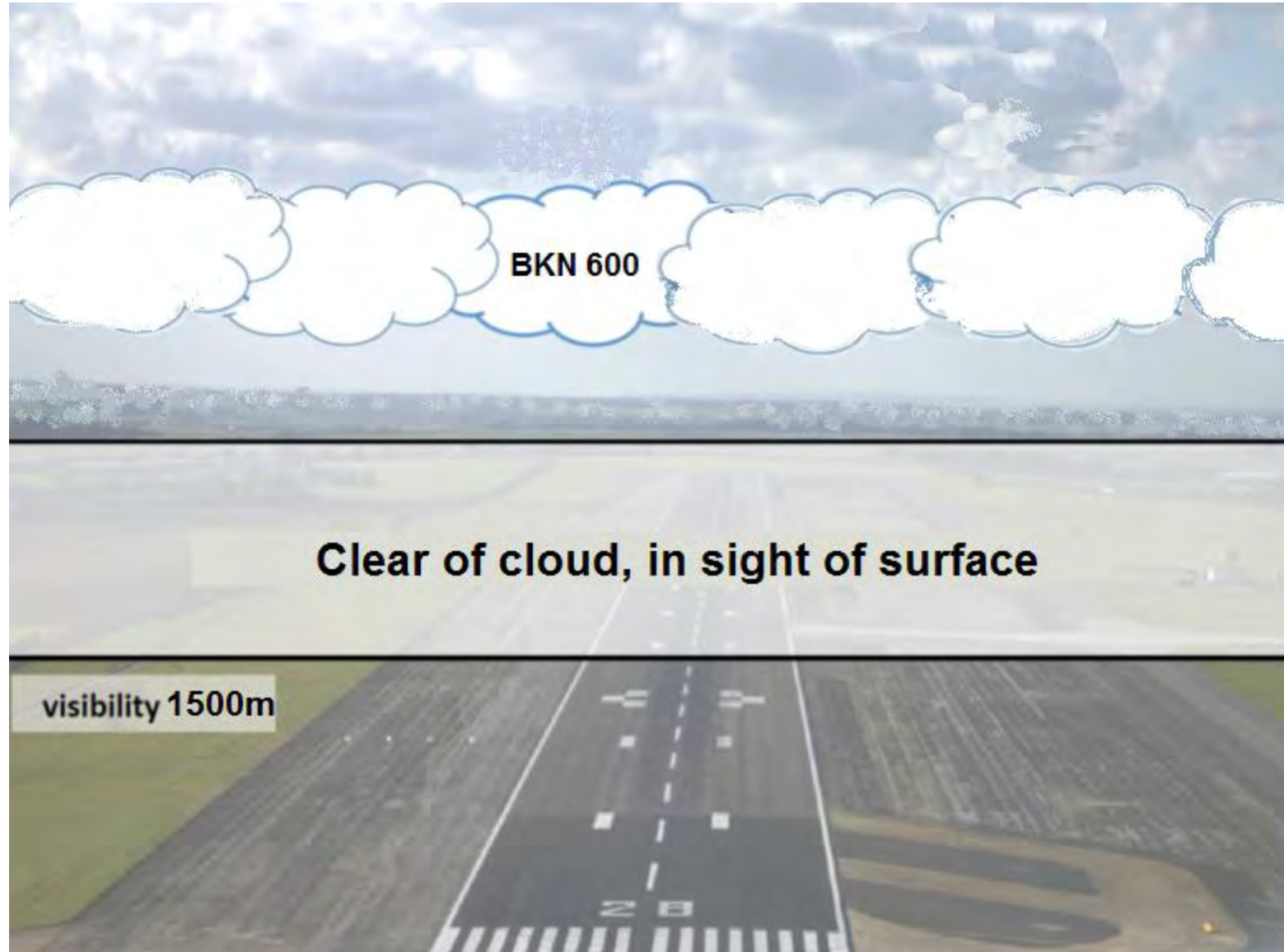
SVFR Continued

- Speed limit for **ALL SVFR** aircraft is **140kts**
- Helicopters that are SVFR – Associated advisory speed in accordance with the visibility (for info only)

Visibility (m)	Advisory speed(kt)
800	50
1,500	100
2000	120

- DCA has approved SVFR at Night
- ATC Clearance for SVFR flight;
1500m visibility for fixed wing
800m visibility for helicopters
Cloud Ceiling **600ft**

SVFR Continued



Practical Application – OUTBOUND Flights

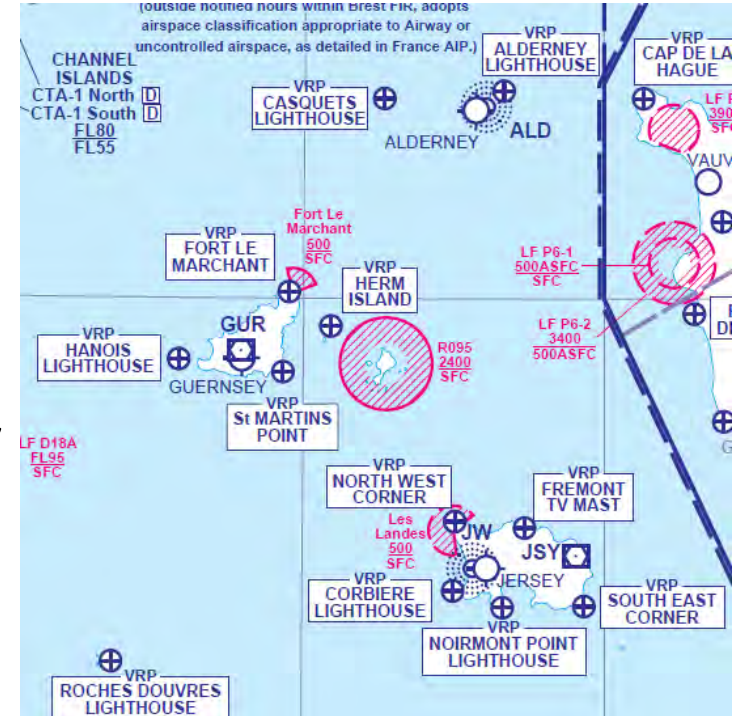
- If the departure airfield METAR is less than 5 km / 1500', they can't depart VFR and should be asked what clearance they require for departure. If they accept Special VFR, they'll have to stay at 140 knots or less
- If they depart Special VFR, and the weather improves en-route, they may ask ATC for a VFR clearance if their flight conditions permit. This allows them to accelerate above 140 knots (but below 250 knots)

Practical Application – INBOUND Flights

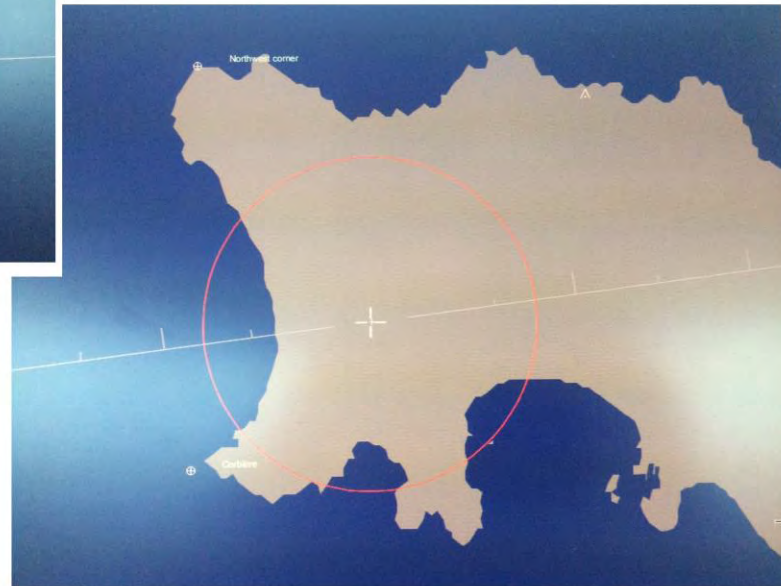
- If the destination METAR is less than 5km/1500ft, they can't be cleared VFR to the airfield and are to be asked for their intentions. SVFR or IFR may be alternatives
- If conditions require SVFR and the aircraft wants to fly faster than 140kts, then rather than flying 50nm or so under reduced speed, they may be cleared to a VRP outside of the ATZ under self declared VFR
- Prior to entry into the ATZ a SVFR clearance may be required
- Aircraft can be cleared to a VRP awaiting a weather improvement

VRPs

- Guernsey ATC want all aircraft for EGJB/EGJA cleared towards the associated VRP depending on airfield, runway direction, etc
- All VRPs at Alderney/Guernsey/ Jersey are outside the ATZs.
- All clearances into CAS will have a *Clearance limit* of a VRP. Jersey approach will continue to clear aircraft to FINAL



VRPs Continued



VRPs Continued

	<u>Runway in use or direction of arrival</u>	<u>VRP Clearance Limit</u>
Alderney ATZ	08	Casquets Lighthouse
	26	Alderney Lighthouse
Guernsey ATZ	Arrivals from the North	Fort Le Marchant
	Arrivals from the South	St. Martins Point
Jersey ATZ	Arrivals from North - 08	North West Corner
	Arrivals from North - 26	Fremont TV mast
	Arrivals from South - 08	Corbiere Lighthouse
	Arrivals from South – 26	Noirmont Point Lighthouse
<i>Note: Nothing will prevent alternative VRPs outside the ATZ being issued as clearance limits subject to appropriate coordination.</i>		

Inter Island Clearances

Jersey – Guernsey
St Martins Point

Guernsey – Jersey
North West Corner

Alderney – Jersey
North West Corner

Jersey – Alderney 08
Casquets Lighthouse

Jersey – Alderney 26
Alderney Lighthouse



Overflying VFR Pilots

- Pilots responsibility to fly within licence privileges
- They may request weather or obtain from ATIS
- The pilot to be asked what clearance they require if not obvious from the FPL and/or below VFR criteria
- Pilots shall comply with published VMC criteria based on current in flight conditions which may differ from an airfield (Self declared VFR)

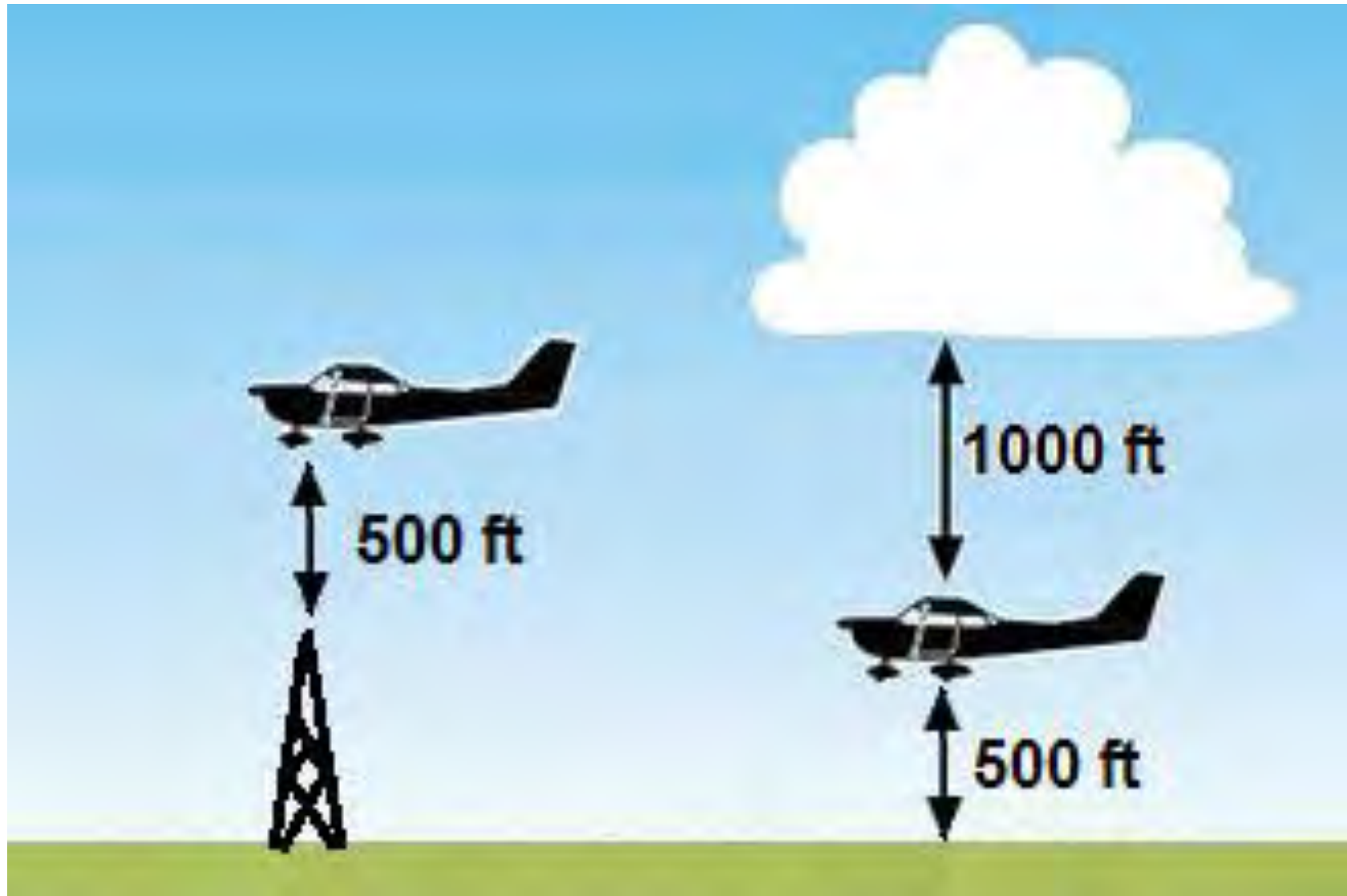
Definition of Night

- ‘Night’ – the hours of darkness between the end of evening civil twilight and the beginning of morning civil twilight.
Civil twilight ends in the evening when the centre of the sun’s disc is 6 degrees below the horizon and begins in the morning when the centre of the suns disc is 6 degrees below the horizon
- The length of time will vary depending on time of year and latitude. This can vary at Jersey from 31-43 mins.
- Available from ATC on request
- VFR at night below 3000ft - **in sight of surface**

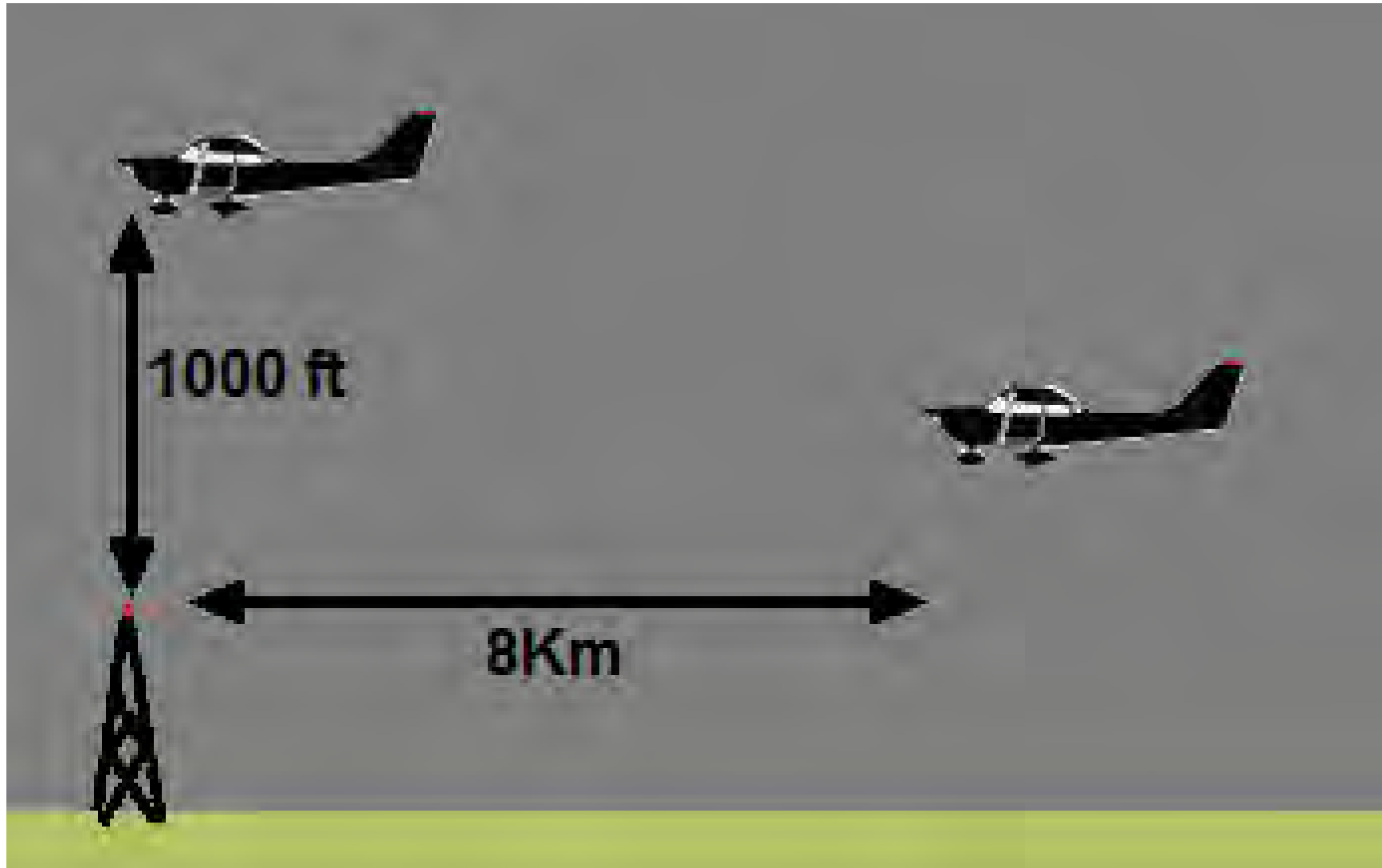
Minimum Height Rules

- 500ft above the ground or water
- 500ft above the highest obstacle within a radius of 150m (500ft)
- At night – 1000ft above the highest obstacle within 8km of the aircraft
- DCA declared that any obstacle on the island of departure/destination can be disregarded for the purposes of take off and landing
- No changes to standard VFR clearances
- Example –EGJB departing on track Granville may request 2000ft rather than avoiding Fremont TV Mast by 8km (4.3nm)

Minimum Height - DAY



Minimum Height - NIGHT



Max Speed

- The Jersey Airport Director *previously* gave permission for Jersey ATC to relax the 250kts speed limit imposed on aircraft operating below FL100
- **NO LONGER ALLOWED** – No derogations listed for us in SERA!
- **SERA – 250kts below FL100** (FL80 in our case as does not apply in Class A)
- SVFR will be restricted to 140kts or less

SERA – Handout

