



Office of the DCA Newsletter Jersey

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A reflection on the ongoing challenges

As we wave goodbye to 2021, I once again find myself looking back to my last Newsletter (December 2020) where I reflected on the challenges we faced at the height of the coronavirus pandemic, when the discussions of 'lockdown' and the cessation of aviation activity became a reality. Unprecedented in our lifetime, it required the understanding and patience of everyone as we tried to grasp the changing landscape and restrictions placed upon us all.... A year later the same is true.

We have all adjusted our lifestyles to ensure we continue to take care of each other and our ability to adapt has shone through! Aviation has, once again, been deeply affected by the ongoing pandemic, although it is good to see aircraft back in the skies and the familiar sight of contrails casting their patterns across the skies once more.

Jersey has remained very much 'open' for business and lifeline connections to the mainland UK and Europe – the operators of Jersey Airport working hard to keep everything moving. That said, there has been, on occasion, challenges with delivering the speedy transition through the airport. I would encourage everyone travelling to turn up early at the airport so that, where there are unavoidable delays, these do not result in unnecessary stress that you might miss your flight. The DCA recommends 2 hours before the flight.

2022 brings much hope – we enter the new year with the lessons learned from the previous one – giving us resilience and strength to battle on and deal with the issues created by the pandemic.

Finally, although Spring is just round the corner, we should remember that the winter conditions can be as prevalent in the spring as they are in winter. The CAA has produced its latest Safety Sense Leaflet 'Winter Flying' which I encourage you to read. [SAFETY SENSE LEAFLET: WINTER FLYING \(caa.co.uk\)](https://www.caa.co.uk/~/media/CAA/Images/Leaflets/SafetySense/Leaflet-WinterFlying.pdf).



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Stop-bars at Jersey Airport

Stop-bars consist of a single row of flush or semi-flush inset lights installed laterally across the runway taxi-holding positions; the lights are spaced 3m apart, showing red towards the direction of approach. They are intended to provide protection to the runway by reducing the risk of runway incursions.

In addition to stop-bars located at runway taxi-holding positions, they are also installed at intermediate taxi-holding positions on Alpha, Bravo, Juliet, Mike and Hotel. These stop-bars may be bi-directional and positioned coincident with their associated taxi-holding position marking. They are selectively operated by ATC to safely integrate aircraft ground movements, especially during low visibility conditions.

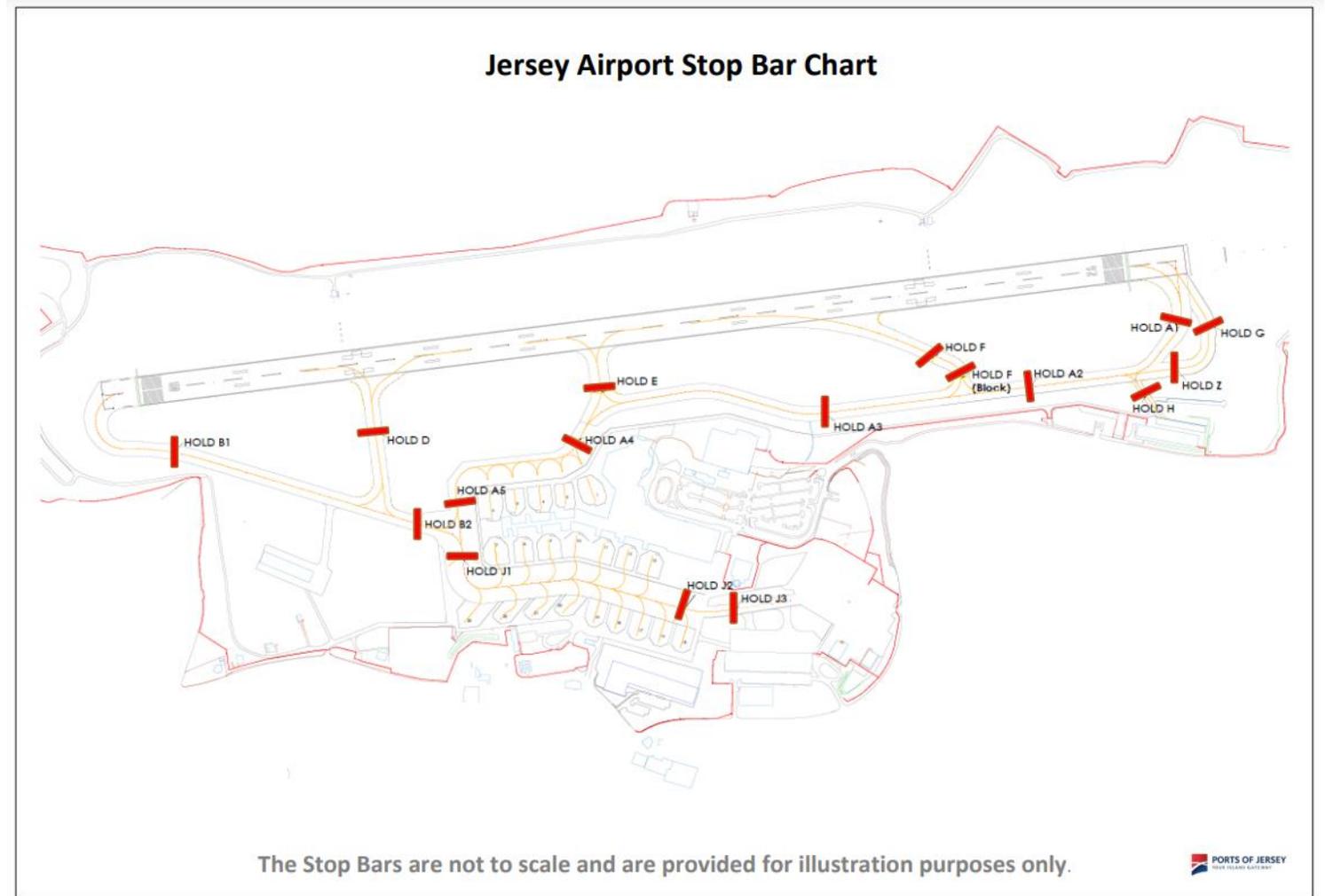
Pilots and vehicle operators are required to **STOP** at these positions and not continue until permission has been received from Air Traffic Control. In busy periods you may have to wait a period of time before the stop-bars are extinguished, allowing you to progress. **DO NOT CROSS** the stop-bar until you have received verbal clearance from ATC **and** the stop-bar has been extinguished.

**REMEMBER – AN ILLUMINATED STOP-BAR MEANS STOP
DO NOT CROSS AN ILLUMINATED STOP-BAR**



AN ILLUMINATED STOP-BAR MEANS **STOP**

- You should never cross an illuminated stop-bar, regardless of where it is on the airfield. The chart (right) identifies the location of all stop-bars at Jersey Airport
- On extremely rare occasions, usually as a result of a temporary technical fault, ATC may give you an instruction to cross an illuminated stop-bar
- If you are cleared across or past an illuminated stop-bar by ATC, you should hold position and question why
- It is better to ask the reason why, rather than be challenged as to why you crossed an illuminated stop-bar.



FOREIGN OBJECT DEBRIS (FOD)

Foreign Object Debris (FOD) remains a constant threat to aviation safety at airports around the world and which requires continuous monitoring by airport operators. We only need cast our minds back to July 2000 when a catastrophic accident took place in France, involving Concorde. The subsequent investigation confirmed a piece of metal on the runway (FOD), dropped by a previous aircraft, contributed to the loss of the hull and all occupants.

In my role as acting DCA for Jersey, I care deeply that we take all efforts to ensure FOD doesn't become a hazard to aircraft. Jersey Airport monitors the amount of FOD found on a regular basis and endeavours on each occasion to establish where the FOD came from, so that it can approach the operator or individual and establish the root cause behind the FOD being found to prevent recurrence. All personnel involved in operations on the aerodrome movement area, maintenance hangars and aircraft turnrounds have equal responsibility to ensure that their particular operation does not give rise to FOD. Likewise, every member of staff should act when they detect FOD, either by removing it, should that be safe to do so, or reporting it immediately to the airport. Above all, FOD should be prevented.

FOD typically falls into two main categories:

1 That on the runway might be from aircraft parts, typically small metal panels or metallic honeycomb structures; but also possibly from tools, torches and equipment that have been used during runway maintenance.

2 That on the taxiways and aprons might be associated with vehicles and smaller items associated with passenger baggage, catering and cargo handling equipment or is from adjacent 'work in progress'

In 2021 the airport dealt with an increase in the number of FOD found on the runway and taxiway system at Jersey Airport. Whilst this demonstrates a good reporting system it does, of course, demonstrate that FOD is being unnecessarily deposited on the movement area. Each incidence of FOD brings with it risk.

As we emerge from the quieter winter period, I would ask everyone to remain vigilant and ensure that all cabin baggage is secured, including tags and ties; light aircraft have been checked for loose components (including any FOD accidentally left on the aircraft wing!); vehicles that are permitted on the movement area have been routinely checked for loose components that could end up on the taxiway or runway; and that everyone plays their role in ensuring they do not leave plastic carrier bags or any other form of container that might be picked up by the wind and deposited anywhere on the airfield.

If anything is found and is **safe** to remove then please do so, otherwise contact ATC without delay.

ATC FOD Reporting details:

✉ Email: atcinfo@ports.je or ATCSupervisor@ports.je

☎ Phone: 01534 446086

SOME EXAMPLES OF 'FOD' FOUND AT JERSEY AIRPORT



CARBON MONOXIDE: THE HIDDEN DANGERS

COHb level	Symptom
Less than 10%	None
20 to 30 %	Drowsiness, headache, slight increase in respiratory rate
30 to 40%	Impaired judgement, shortness of breath, blurring of vision, bad headache, increasing drowsiness
40 to 50%	Confusion, marked shortness of breath, pounding headache, marked drowsiness, increasingly blurred vision
Over 50%	Unconsciousness and eventual death

Table 1
Symptoms of increasing levels of COHb
(Source, FAA Advisory brochure 'Carbon Monoxide: A Deadly Menace')

The UK CAA has produced [guidance](#) on Carbon monoxide (CO) in general aviation, including prevention and protection strategies. In the past 10 years there have been several accidents and incidents where CO has been identified as a contributing factor in the event, most notably the fatal accident involving the Piper Malibu carrying Emiliano Sala, which occurred in the English Channel. The DCA recommends the following reading material for pilots operating in the Channel Islands:

- The potential dangers of carbon monoxide exposure have been highlighted by the UK Air Accidents Investigation Branch (AAIB). Published on 14th August 2019, Special Bulletin [S2/2019](#), concerns a fatal accident involving a Piper Malibu. The toxicology report on the passenger identified potentially fatal levels of carbon monoxide exposure.
- On 29 January 2021 the Australian Transportation Safety Board (ATSB) published its [final report](#) into a fatal aircraft accident in Sydney on 31 December 2017. After a long investigation, the accident has been largely attributed to elevated levels of carbon monoxide in the aircraft cabin.
- UK CAA [SN-2020/003](#) Carbon Monoxide Contamination Minimisation & Detection in GA aircraft
- Light Aircraft Association [‘The Canary & The Silent Killer’](#)

Exhaust cracks from poor fitting components or long-term wear

Inadequate firewall sealing or cracks/gaps from age

Cracks in heating baffles and ram air heating systems

Bleed air or air conditioning systems

Inadequately sealed landing gear wells

Inadequately sealed cabin doors

Intake in vents from another aircraft during taxi and ground operations

AIRSPACE INFRINGEMENTS

The Jersey Air Navigation Service Provider closely monitors the number of airspace infringements that take place in the Channel Islands Control Zone (CICZ), collaborating with others to share experiences and work towards reducing the number of infringements that take place in the future. An example of their work is the formation of the Channel Islands Local Area Infringement Team (LAIT), which meets up with the Wessex LAIT (made up of Southampton, Bournemouth and Farnborough ATC). There is a mutual interest with the Wessex LAIT as many general aviation flights from the Channel Islands area use Solent airspace. If you are a regular user of the CICZ and you would like to provide some feedback, please feel free to email aviationsafety@ports.je.

Finally, we all need to play our role in keeping the airspace safe, and the following links provide some useful information on how we can contribute to safety:

Links:

Airspace and Safety Initiative, (under the hotspot narrative section, including a hotspot narrative document for the CICZ)
[Home - Airspace Safety](#).

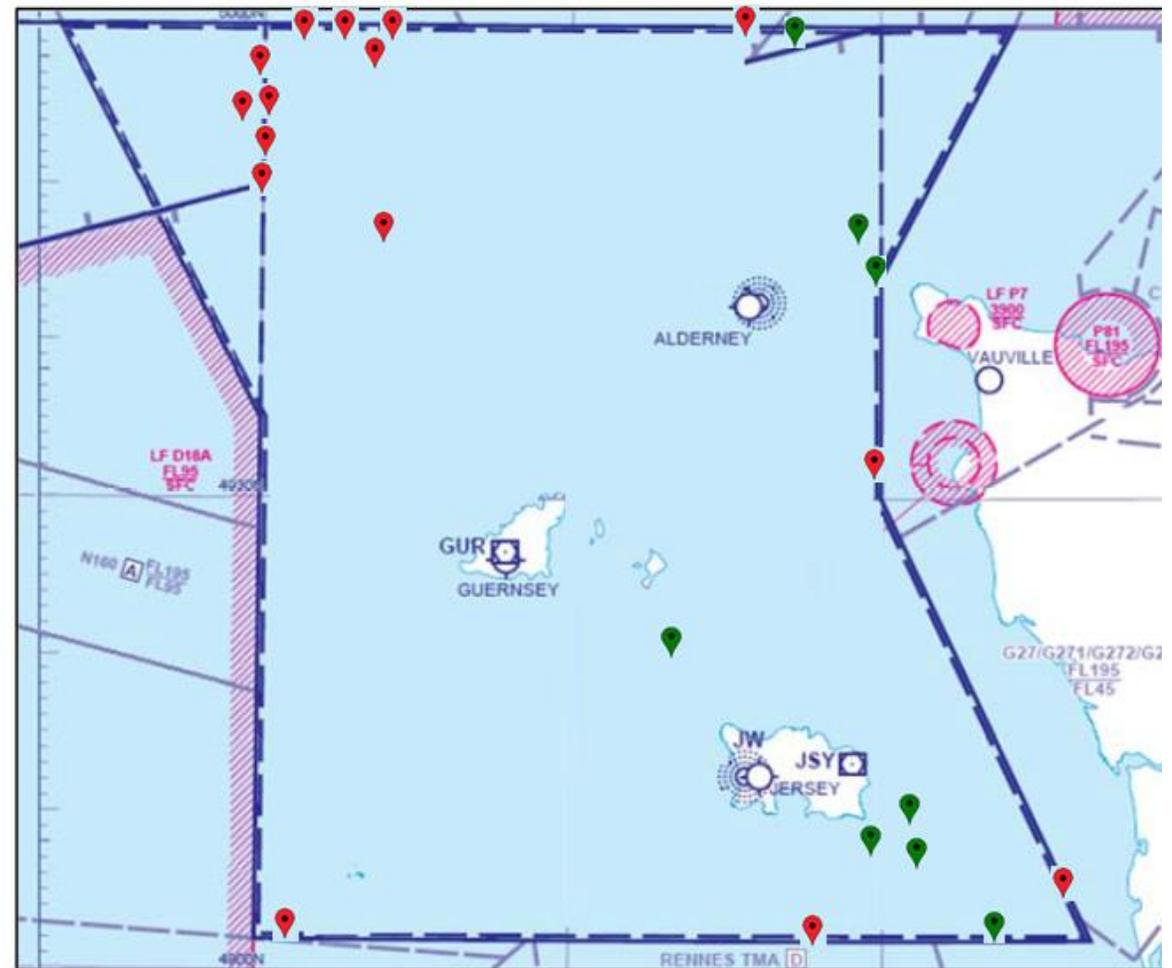
CAA Safety Sense – VFR Moving map devices article
[Safety Sense](#)

CAA GA Podcast: Threat and Error Management
[Podcast](#)

Subscribe to the Skywise website
[Skywise](#)

Infringements
[Avoiding Airspace Infringements](#)

2021 Channel Island Airspace Infringements



-  Military or unknown aircraft
-  Civil aircraft

Small Unmanned Aircraft (SUA)/Drones



I start this item off with an apology...

Through the second half of 2021 I reviewed the SUA/drones regulations in response to changes made in the UK and Europe regarding how these aircraft are regulated. Several individuals across Jersey joined the review and provided a valuable and very welcome contribution to the discussions. Due to my workload I didn't get the opportunity to conclude this review before the end of the year. I apologise, as my wish had been to move it forward more quickly.

I can say that the outcome of the review leaned towards adopting a similar regulatory framework to that in the Isle of Man. The Isle of Man DCA shared their experiences and lessons of introducing the revised framework with both myself and the acting DCA for Guernsey, which fortified our thoughts on these regulations. I can also say that whilst Civil Aviation Publication (CAP) 722 provided a robust and very detailed regulatory framework (which is appropriate where there are significant numbers of SUAs operating across a State), I didn't feel at the current time it is appropriate for Jersey. This will be kept under review.

I have now contacted the Government to pick up the discussions on regulatory changes and hope to provide further information soon. Please do get in touch if you have any specific questions regarding the use of SUA in Jersey or if you are unsure about your specific circumstances and the use of your SUA.

In the meantime I would remind all SUA operators that the regulations in Jersey remain unchanged at the current time, details of which can be viewed in the [Air Navigation \(Jersey\) Law 2014](#), in particular Article 52. The [Ports of Jersey website](#) also provides important information on flying drones safety in Jersey .

Just recently I was notified of a SUA abandoned in the sand dunes not too far from the airport. It's therefore timely to remind anyone flying their SUA, either within the Air Traffic Zone or Congested Zone, that they need a permit from the DCA to do so, as well as permission from ATC whenever they intend to fly within the ATZ.

Finally, CHIRP (Confidential Human Factors Incident Reporting Programme) has produced Edition 3 of the Drone/UAS Feedback Newsletter which includes four reports: (1) a collision with a tree (2) an incident with unexpected backwards flight after take-off (3) special use airspace vs geo-fencing and (4) unexpected loss of power. CHIRP statement *"All of us can learn from events that happened to others, and CHIRP is the conduit for individuals to confidentially share their experience of Human Factors occurrences in a safe way that enables widespread dissemination of important issues"* [CHIRP DR_Jan22.pdf](#)

And finally....

There may be occasions when you have concerns about aviation safety or security – perhaps you have witnessed some poor behaviour around aircraft or are aware of other activities that raise concern to you?

As somebody that has worked in aviation regulation for over 30 years, I know the importance and value of learning from mistakes and over a long period I have witnessed improvements in aviation as a direct result of individuals raising their concerns over potentially unsafe conditions.

A positive safety culture is essential to encourage and facilitate open reporting. A safety culture is vulnerable if staff do not understand their safety responsibilities or perceive there is any detriment associated with reporting, or that no action will be taken.

In this regard, the DCA for Jersey, along with Ports of Jersey, operates a ‘Just Culture’, where staff or other persons are not punished for actions, omissions, or decisions taken by them, that are commensurate with their experience and training, but in which gross negligence, wilful violations and destructive acts are not tolerated.

It’s important to me that you all have the confidence to raise any concerns you have, in the knowledge that I will always investigate any claims of wrong-doing or bad practices, regardless of the subject.

There are several ways you can report your concerns, ideally providing your personal details, so that a thorough and detailed investigation can take place and that the outcome can be shared with you – that said, I am of course happy to accept your concerns anonymously, although this option doesn’t provide the complete picture needed to conduct a thorough review of the circumstances of the report.

If you want to report a concern, there are several ways to do this:

You can contact me in complete confidence using my email address:

Inez.Bartolo@cidca.aero

You can telephone or text me via my mobile phone:

0 747 443 4242

You can complete a Ports of Jersey Security Incident Form:

[Microsoft Word - JA-Security-Form_001 \(ports.je\)](#)

If you wish to report a safety or security concern anonymously:

Please provide as much detail as possible and place in a sealed envelope, for the attention of the Office of the DCA in Jersey. This can be posted to Customer Relations at Jersey Airport (Departures Terminal, Ground Floor) or handed to them over the counter.