

Obstacle is a central core with wings added later which infringed the Traditional surfaces. Sections since removed but core remains as well as distance between runway and taxiway.

CAA 1996 with concerns the obstacle environment infringing both the Approach (APPS) and the Transitional Surfaces (TS) at Jersey Airport were deemed to create an unacceptable risk

Original decision by DCA in 2010 to demolish or further operational restrictions

Since 2010 no change to views based on no further evidence produced.

2020 study suggests that there is new evidence to suggest that mitigation can be used to halt demolition although the core is still non-compliant. The suggestions are that new aircraft operational technology (EFVS, GPS) now allow lower landing minimums and therefore operations in LVP conditions are less restrictive.

ICAO Document 9157 Taxiway minimum separation distances

3.8.7 The separation distance between the centre line of a taxiway and the centre line of a runway, the centre line of a parallel taxiway or an object shall not be less than the appropriate dimension specified, except that it may be permissible to operate with lower separation distances at an existing aerodrome if an aeronautical study indicates that such lower separation distances **would not adversely affect the safety or significantly affect the regularity of operations of aeroplanes.**

Civil Aviation Publication (CAP) 168 'Licensing of Aerodromes

The taxiway distance from the runway when passing the core obstacle are 108 metres which is lower than the recommended 168 metres. Civil Aviation Publication (CAP) 168 'Licensing of Aerodromes', Chapter 4, para 4.52 is quite clear in its requirement: **"Existing objects above a ... transitional surface... should as far as practicable be removed, except when in the opinion of the CAA the object is shielded by an existing immovable object.**

EASA regulation, CS ADR-DSN.J.480 'Precision Approach Runways'

states ***"Existing objects above a... transitional surface... should, as far as practicable, be removed except when an object would be shielded by an existing immovable object, or if after a safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of aircraft"*** . ,

The taxiway must be kinked around the obstacle, which significantly affects the regularity of operations of aircraft, as they must be held at stop bars if there is an aircraft on approach in low visibility operations. If there is transition to EASA regulation and the obstacle remains, it will most likely require an Alternative Means of Compliance (AltMoc) to be lodged with the Competent Authority.

- Alpha taxiway is still non-compliant with the regulations at 108m
- When in LVP, there is no visual contact with stop bar A4 or A3, A2, A1 or G
- No pushback permitted from stands 1-3 whilst aircraft holding at A4 in LVP
- IN LVP, if aircraft cleared past A4, no visual confirmation of whereabouts of aircraft
- Aircraft equipment capability is of no significance to ground operations
- GNSS and EFVS approved operators will increase operations during LVP with subsequent ground movements
- There are no other alternate taxiways to mitigate ground efficiencies
- Ground Surveillance Radar is cost prohibitive