

It is the responsibility of all employers to ensure that relevant AOPs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in doubt should consult their Supervisor or Manager.

JA-AOP-006 Procedures to Minimise Aircraft Noise and Air Pollution

Contents

1	Policy	1
2	Definitions	2
3	General Procedures	2
4	Pure Jet Aircraft policy	2
5	APU Usage	3
6	Aircraft Engine Running	4
7	Compliance	5
8	Documents related to this AOP	5

1 Policy

- 1.1 The Environmental Protection Agency has developed a strategy for aircraft operations which supported the reduction of noise and emissions from commercial aviation through the following methods:
 - i. conversion of Ground Support Equipment (GSE) to alternative fuels,
 - ii. reduced use of aircraft Auxiliary Power Units (APUs)
- 1.2 This is further supported by the International Civil Aviation Organisation (ICAO), International Air Transport Association (IATA), Aircraft Operators and many airports.
- 1.3 Jersey Airport understands that noise and air pollution are the elements of aircraft operations which are most obvious to the public and which causes the greatest level of concern.
- 1.4 Jersey Airport noise and pollution strategy endorses the use of FEGP in lieu of APUs and GPUs and the use of FEGP is mandatory where it is provided at Jersey Airport.
- 1.5 Airlines and General Aviation (GA) operators must be aware of the potential environmental and noise impact on the local community caused by APU use and must minimise these impacts wherever possible.

2 Definitions

Abbreviation	Description
APU	Auxiliary Power Unit
FEGP	Fixed Electrical Ground Power
GPU	Ground Power Unit
PCA	Pre-Conditioned Air
STD	Scheduled Time of Departure

3 General Procedures

- 3.1 Jersey Airport is available for use during promulgated opening times. The use of the Airport outside these hours will only be permitted in extenuating circumstances, for example:
- i. Mail and paper aircraft
 - ii. Where a technical or mechanical failure in an aircraft necessitates landing immediately
 - iii. Where an aircraft is en-route for another destination but, through stress or weather or other circumstances cannot land at that other place and is diverted to Jersey Airport as being the nearest available Airport equipped to take the aircraft.
 - iv. Where, due to bad weather conditions, either in the Island or at the other terminal point, a considerable number of passengers has been delayed and are waiting at either Airport for an improvement in the weather.
- 3.2 The operational hours of Jersey Airport are published in the Textual Data section of the United Kingdom Aeronautical Information Publication (UK AIP).
To access this information online, please use [NATS UK | Home \(ead-it.com\)](https://www.nats.ukhome.com)

4 Pure Jet Aircraft policy

- 4.1 Training flying by pure jet aircraft will not be permitted at any time unless approval has been granted by the Airport Authority.
- 4.2 Any pure jet aircraft using this Airport shall, except in extenuating circumstances, satisfy the Airport Authority that the type of aircraft to be flown into and out of this Airport shall be operated in a manner calculated to cause the minimum disturbance practicable and conform to Chapter 3 requirements.
- 4.3 Aircraft not conforming to Chapter 3, e.g. military training flights or the Jersey International Air Display, may be permitted subject to prior approval from the Airport Authority.

5 APU Usage

5.1 Aircraft Auxiliary Power Hierarchy at Jersey Airport

5.1.1 The hierarchy for the selection of power supply whilst an aircraft is on-stand at Jersey Airport is as follows:

- 1) **FEGP** - to be used whenever supplied and serviceable (Stands 1 to 13 inclusive, have FEGP units fitted, providing either 400Hz or 28V DC).
- 2) **GPU** - to be used when FEGP is not supplied, or the unit is unserviceable.
- 3) **APU** – only to be used when neither FEGP nor GPU is supplied or both units are unserviceable.

5.1.2 Regardless of the availability of external auxiliary power sources, no aircraft is permitted to run an APU for greater than the times stipulated in sections 5.3 and 5.4 below.

5.1.3 For the avoidance of doubt, the term APU within this policy includes the use of 'Hotel Mode'.

5.2 Operation of the APU

5.2.1 Any use of the APU must be in strict compliance with the hierarchy above in section 5.1.1.

5.2.2 No APU shall be left running unless a qualified person is in attendance.

5.2.3 Outside of Airport opening hours APUs shall not be run without prior approval from the Airport Authority.

5.3 Departure Procedure

5.3.1 Departure: the APU is not to be started in excess of 15 minutes before STD.

5.4 Arrival Procedure

5.4.1. Upon arrival, the APU should be shut down at the earliest opportunity after arriving on stand.

5.4.2. Upon arrival, the APU shall be shut down by the time the aircraft has been on stand for 10 minutes.

5.5 Exemptions to Departure and Arrival Procedures

5.5.1 When the external temperature is below 5°C or above 20°C (as stated on the ATIS), and PCA is not available, restrictions relating to departing aircraft may be extended so that the APU can be started not in excess of 30 minutes before STD.

5.5.2 If PCA is available, then there are no exemptions regardless of the air temperature and the APU run times as outlined in section 5.3 and 5.4 must be adhered to.

5.6 For General Aviation aircraft which require additional start-up time for operational reasons, the restrictions relating to departing aircraft in section 5.3.1 may be extended so that the APU can be started not in excess of 30 minutes before STD.

5.7 Further Temporary Exemptions

5.7.1 If the operator requires temporary exemptions from the restrictions in section 5.3 and 5.4, then this must be requested in advance from the Airport Authority and will only be granted in exceptional circumstances.

6 Aircraft Engine Running

6.1 General

- 6.1.1 The following procedure shall be followed by any operators wishing to conduct either ground idle or high-power engine runs.
- 6.1.2 Prior permission for all engine runs during operational hours shall be obtained from ATC.
- 6.1.3 Engine running, including the running of APUs, is not permitted between normal airport close and 0600 local time without the express permission of the Airport Authority.
- 6.1.4 Permission to run any aircraft engines, including APUs, outside of promulgated airport operating hours must be gained from the Airport Duty Executive Officer prior to normal airport close, so that appropriate fire cover can be arranged. The engineer or operator requesting permission must give details of the work to be undertaken including the maximum power setting to be used, an estimated time the work is expected to take and the name and contact number of the responsible person in charge.
- 6.1.5 Where such testing is deemed necessary for the early morning departure of commercial passenger aircraft, an exemption may be granted by the Airport Duty Executive Officer.
- 6.1.6 The Airport Rescue & Fire Fighting Service (ARFFS) will provide fire cover appropriate to the aircraft category throughout the duration of the engine runs. An extension fee will be charged to the operator in respect of any operations outside of promulgated Airport operating hours.

6.2 Ground Idle Engine Runs

- 6.2.1 Prior to carrying out ground idle engine runs, engine start permission shall be obtained from ATC.
- 6.2.2 Ground idle engine runs consisting of a maximum of 3 runs of less than 5 minutes each, for all engine types for test purposes, may be conducted on any stand. For any engine runs on a Stands 1 through 23, the adjacent stands must be clear of other aircraft.
- 6.2.3 In the event that the number of requested ground idle (stand based) powered engine runs is greater than 3, or if the duration of a ground idle run is in excess of 5 minutes, the aircraft shall be repositioned on the Bravo/ Delta taxiway.
- 6.2.4 Idle power engine runs on Stands 1 through 23 require both a Headset and Safety/Wing Man to be in attendance.

6.3 High-Power Engine Runs

- 6.3.1 Engine running for all aircraft types and sizes at power settings above ground idle shall be conducted on either the Bravo or Delta taxiways, as per ATC requirements.
- 6.3.2 Forecast traffic movements will be considered before granting permissions for engine runs which may have an impact on normal airfield operations. The ATC Supervisor should be consulted in advance to arrange a suitable time.
- 6.3.3 Prior to carrying out high-power engine runs, permission to push-back, start engines, taxi or tow shall be obtained from ATC.

- 6.3.4 Whilst it is understood that aircraft normally face into wind for engine running, the engineer/pilot should ensure that engine slipstream will not present a problem to other aircraft/vehicles engaged in using the runway or manoeuvring area and shall adjust power settings in-line with ATC instructions.
- 6.3.5 Light aircraft may be permitted to carry out high-power engine runs at holding point Golf, following permission from ATC.
- 6.3.6 Requests for engine running which falls outside any of the criteria defined above shall be referred to the Duty Executive Officer who will notify ATC if approval is granted.

7 Compliance

- 7.1 This document should not require operators to contravene the manufacturer's APU or engine operating procedures, including for APU starting during refuelling.
- 7.2 If it is found that the restrictions in this AOP are not being complied with, a written explanation will be required in the first instance, stating what measure/s have been put in place to prevent a re-occurrence.

8 Documents related to this AOP

- 8.1 JA-AOP-17 Aircraft Turnaround Plan