

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

<b>1</b>	<b>Policy</b>	<b>2</b>
<b>2</b>	<b>Definitions</b>	<b>2</b>
<b>3</b>	<b>General Procedures</b>	<b>2</b>
<b>4</b>	<b>Pure jet Aircraft procedures</b>	<b>3</b>
<b>5</b>	<b>APU Usage</b>	<b>4</b>
<b>6</b>	<b>Aircraft Engine Running</b>	<b>5</b>
<b>7</b>	<b>After Hours Engine Compressor Washing on Stand</b>	<b>6</b>
<b>8</b>	<b>Notification of the ATC Supervisor &amp; ARFFS of an After-Hours Engine Run</b>	<b>6</b>
<b>9</b>	<b>Emergency Actions</b>	<b>6</b>
<b>10</b>	<b>Compliance</b>	<b>6</b>
<b>11</b>	<b>Documents related to this AOP</b>	<b>7</b>

## 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 three 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 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 All aircraft that conform to Category 4C may use Jersey Airport during promulgated opening times. The use of the Airport outside these hours will only be permitted in extenuating circumstances as such:
- 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 particular 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.uk.com/home)
- 3.3 Permission to run any **aircraft engines, including Auxiliary Power Units (APUs)**, during airport close must be gained from the Duty JESIP Gold individual before normal close so that appropriate fire cover can be arranged.  
  
The engineer or airline 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.  
  
Such work will take place with the prevailing wind being the factor.
- 3.4 Where such testing is deemed necessary for the early morning departure from Jersey of passenger aircraft, an exemption may be granted by the Duty JESIP Gold individual.
- 3.5 The Airport Rescue & Fire Fighting Service (ARFFS) will provide the appropriate fire cover throughout the duration of the engine runs in order to protect the aircraft and surrounding Airport property. An extension fee will be charged to the Airline in respect of any hours outside normal Airport operating hours.
- 3.6 ARFFS will supply fire cover on normal extension arrangements. Unless specifically requested, Fire Crew will not attend engine run ups but will respond from station. Fire category will be acceptable to aircraft type will be provided.

#### **4 Pure jet Aircraft procedures**

- 4.1 Training flying by pure jet aircraft will not be permitted at any time, unless approval has been granted by the Airport Director.
- 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 confirm to Noise Abatement Procedures listed in the Jersey Airport AIP entry, section EGJJ AD 2.21.
- 4.3 Aircraft not conforming to Noise Abatement Procedures listed in the Jersey Airport AIP entry, section EGJJ AD 2.21 may be permitted for the Jersey International Air Display subject to approval from the Airport Director.

## **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).
- 2) **GPU** - only 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 section 5.3 below.

5.2 Stands 1 to 13 have FEGP units fitted providing either 400Hz or 28VDC for both jet and propeller aircraft.

### **5.3 Operation of the APU**

5.3.1. Any use of the APU must be in strict compliance with the hierarchy above in section 4.1.1.

5.3.2. No APU shall be left running unless either a qualified person is in attendance or the APU has both an auto-shut down and auto-extinguishing facility.

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

### **5.4 Departure Procedure**

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

### **5.5 Arrival Procedure**

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

5.4.3. Upon arrival, the APU must be in shut down by the time the aircraft has been on stand for 10 minutes.

### **5.6 Exemptions to Departure and Arrival Procedures**

5.6.1. 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.

5.6.2. 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 must be adhered to.

### **5.7 Further Temporary Exemptions**

5.7.1. If the operator requires temporary exemptions from the restrictions in section 5.3 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 Jersey Airport has produced the following procedure to assist airlines with the ability to conduct both low and high power engine runs.
- 6.2 Ground idle powered 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 provided that in the event that multiple runs are required on a pier stand, the adjacent stands must be clear of other aircraft.
- 6.3 Ground idle power runs in excess of 5 minutes or in excess of the nominal 3 consecutive runs shall be conducted on the Bravo/ Delta taxiway, with the exception of compressor washing engine runs which can take place on stand, see section 7 of this AOP.
- 6.4 Idle power engine runs on any Pier Stand require both a Headset and Safety/Wing Man to be in attendance.
- 6.5 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 needs to be in excess of 5 minutes the aircraft shall be positioned on the Bravo/ Delta taxiway, with the exception of after-hours compressor washing engine runs, which will be carried out on stand.
- 6.6 In the event that any ground idle run on any stand extends beyond the nominated 5 minutes, the aircraft commander will be instructed to shut down and reposition the aircraft in accordance 5.4. After-hours compressor washing engine runs which are in excess of 5 minutes or greater than 3 runs are permitted to take place on stand, as per 6.5.
- 6.7 Forecast traffic movements will be considered before granting permissions for engine runs which may have an impact on normal airfield operations. If in doubt the ATC Supervisor should be consulted prior to granting any permission.
- 6.8 Engine running for all aircraft types and sizes above ground idle power shall be conducted on either the Bravo or Delta taxiways.
- 6.9 Light aircraft may be permitted to carry out engine runs at holding point Golf.
- 6.10 Whilst it is understood that aircraft normally face into wind for engine running, the engineer/pilot should be reminded to ensure that the slipstream from the aircraft will not present a problem to other aircraft engaged in using the runway or manoeuvring area.
- 6.11 Engine running, including the running of Auxiliary Power Units (APUs), is not permitted between normal airport close and 0600 local time without the express permission of the Duty JESIP Gold Individual.
- 6.12 Requests for engine running which falls outside any of the criteria defined above (including APU running out of hours) shall be referred to the Duty JESIP Gold Individual who will notify ATC if approval is granted.
- 6.13 Out of hours (5.11) activity may be treated as a normal airport extension however the airfield may close as normal, with the ARFFS and ATC remaining on site to provide Fire Cover and to facilitate the emergency cascade if required. A charge will be levied against the operator for engine runs out of hours as per section 3.6 of this AOP.

### 7 After Hours Engine Compressor Washing on Stand.

- 7.1 Airlines wishing to carry out after hours compressor washing on stand must apply to the Airport Director in the first instance to seek approval to carry out this function, providing risk assessments and emergency procedures.
- 7.2 Compressor washing shall not be permitted after airport close without ARFFS fire cover present for the duration of the engine runs. A charge will be levied against the operator for the provision of fire cover and can be found in the POJ airport tariffs.
- 7.3 Compressor washing will only be permitted up to 00:00 local time (midnight) and will not be permitted past this cut off time.

### 8 Notification of the ATC Supervisor & ARFFS of an After-Hours Engine Run

- 8.1 A phone call must be placed to the ATC Supervisor on 01534 446086 & the ARFFS Duty Watch Managers mobile phone on **07797791749**, 24 hours before, or if needed at short notice at least 2 hours before airport close to schedule ATC & fire cover. This phone call must be followed up with an email sent to [ATCSupervisor@ports.je](mailto:ATCSupervisor@ports.je) & [PoJARFFSOperations@ports.je](mailto:PoJARFFSOperations@ports.je), to ensure ATC & fire cover has been organised.
- 8.2 Confirmation of ATC & fire cover must be received via email from ATC & ARFFS. Engine runs will not be permitted if ARFFS have not confirmed fire cover.

### 9 Emergency Actions

- 9.1 Follow airline standard operating procedures in response to an incident, i.e. shut off fuel, fire onboard fire extinguishers and evacuate the aircraft.
- 9.2 Alert ATC via the nearest emergency phone or via direct comes from the flight deck to ATC.
- 9.3 Move personal clear of the aircraft footprint and stand clear.

### 10 Compliance

- 10.1 This document should not require operators to contravene the manufacturer's APU operating procedures, including for APU starting during refuelling.
- 10.2 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.

---

### 11 Documents related to this AOP

- AOP 17 Aircraft Turnaround Plan