Jersey Airport

IATA/ICAO CODE: JER/EGJJ
CITY: St. Helier
COUNTRY: Jersey, UK

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Julian Green
Title:	Airport Director
Airport:	Jersey Airport
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UK
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Airport Web Site: www.jerseyairport.com

ELEVATION: 277 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
09/27	1706	09/61
27/91	3	46

NOISE ABATEMENT PROCEDURES

a. The following Noise Preferential Routeings and Procedures will apply to all aircraft taking off, landing or going around from this airport and will apply in both VMC and IMC unless otherwise instructed by ATC.

b. Propeller Driven Aircraft:

Runway 27 – Take-off – Climb to at least 500 ft aal before turning on to a heading and avoid overflying land below 1000 ft aal.

Runway 27 – Landing – Maintain at least 1000 ft aal until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.

If under 5700 kg and making a visual approach, land must not be overflown below 500 ft agl until on final approach.

Runway 09 – Take-off – Climb straight ahead to a minimum of 500 ft aal before turning and climb as rapidly as is compatible with safety to not less than 1000 ft agl.

Runway 09 – Landing – Maintain at least 1000 ft aal until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.

If under 5700 kg and making a visual approach, land must not be overflown below 500 ft agl until on final approach.

Circuit Height – Whenever cloud base permits, aircraft should maintain a circuit height of at least 1000 ft aal and make the majority of the circuit over the sea.

c. Turbo-Jet Aircraft:
The Noise Abatement Zone for turbo-jet aircraft covers the whole island and extends for 5 nm beyond the coastline. Noise technique reduced power should be maintained until clear of the Noise Abatement Zone.

Runway 27 – Take-off – Climb straight ahead to a minimum of 1500 ft aal before turning onto heading.

Runway 27 – Landing – Maintain 1500 ft aal until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.

Runway 09 – Take-off – Climb straight ahead to a minimum of 1500 ft aal before turning onto heading.

Runway 09 – Landing – Maintain 1300 ft aal until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.

d. The Noise Preferential Routeings and Procedures are supplementary to the noise abatement take-off techniques as used by piston-engined, turbo-prop and turbo-jet aircraft.

e. All aircraft departing from Runway 27 at Jersey and routeing to the south of the airport under VFR, must climb straight ahead to 500 ft aal before turning left and must route via Corbiere lighthouse (4911N 00215W). Thereafter as much of the flight as practicable must be conducted over the sea.

f. Chapter two aircraft are not permitted to use Jersey Airport unless the operator has specific prior permission from the Jersey Airport Director or his deputy.

g. The use of this airport outside published hours for turbo-jet aircraft will only be permitted in extenuating circumstances. Extenuating circumstances is deemed to mean:

i Where a technical or mechanical failure in an aircraft necessitates landing immediately;

ii where an aircraft is en-route for another destination but, through stress of 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;

iii where, due to bad weather conditions, either in the island or at the other terminal point, a considerable number of passengers have been delayed and are waiting at either airport for an improvement in the weather

conditions;

iv any flight made under the conditions of iii above will be subject to the approval of the Airport Authority.

h. Testing of pure jet engines will not be permitted between 2230 and 0730 local time without the prior permission of the airport authority or outside of normal hours, the Duty Executive Officer, Tel: 07797-718688.

i. 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.

j. Every pure jet aircraft using this airport shall, after take-off, be operated in such a way that it will not cause more than 110 PNdB by day (day is defined as 0730-2230 local time for this purpose) or 102 PNdB by night (night is defined as 2230-0700 local time for this purpose).

k. Every pure jet aircraft using the airport shall after take-off maintain, a rate of climb of at least 500 ft per minute, at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.

l. These requirements may at any time be departed from to the extent necessary for avoiding immediate danger.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS
Civil turbo-jet aircraft which meet Chapter 3 of ICAO Annex 16 may use the airport from 0700-2130 local time. Certain other jet aircraft are permitted to use the airport between 0730-2230 local time with prior permission from the Airport Director.

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS
h. Testing of pure jet engines will not be permitted between 2230 and 0730 local time without the prior permission of the airport authority or outside of normal hours, the Duty Executive Officer, Tel: 07797-718688.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and	-	No sound insulation is provided

Public Buildings)		
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	None
Avigation Easements	-	None
Zoning Laws	1969 Updated 2001	>72 Leq 16h dB(A) Development permission will normally be refused, with the exception of Airport operational activities 66-72 Leq 16h dB(A) Development permission will not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available (in such instances of extensions toexisting dwellings or conversions), conditions will be imposed to ensure a commensurate level of protection. 57-66 Leq 16h dB(A) Noise will be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.
Real Estate/Property Disclosure Laws	-	None
Acquire Land for Noise Compatibility to date	-	None
Population within each noise contour level relative to aircraft operations	-	Not identified
Airport Noise Contour Overlay Maps	-	Not publicly available
Total Cost of Noise Mitigation Programs to Date	-	Nil
Source of Noise Mitigation Program	-	None

Funding for Aircraft Noise		

NOISE MONITORING SYSTEM - NONE

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS

Every pure jet aircraft using this airport shall, after take-off, be operated in such a way that it will not cause more than 110 PNdB by day (day is defined as 0700-2130 local time for this purpose) or 102 PNdB by night.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - NONE