

OPERATION OF JET AIRCRAFT: AUTHORISATION

**Lodged au Greffe on 22nd June 1999
by the Harbours and Airport Committee**



STATES OF JERSEY

STATES GREFFE

175

1999

P.83

Price code: A

PROPOSITION

THE STATES are asked to decide whether they are of opinion -

- (1) to refer to their Act dated 19th November 1969, regarding aircraft noise and to substitute for paragraph (1) the following paragraph -

“(1) agreed that, with effect from 1st August 1999, there should be no operation of jet aircraft into and out of Jersey Airport -

(a) unless they meet the noise criteria set down in Chapter 3 of Annex 16 Volume One (Environmental Protection) to the Chicago Convention, save that, Chapter 2 jet aircraft may operate in extenuating circumstances with the prior approval of the Airport Director, certain military jet aircraft may operate with the prior approval of the Airport Director and Chapter 2 jet aircraft may operate in an emergency;

(b) between 22.30 hrs. and 07.00 hrs. local time except in an emergency or with the prior approval of the Airport Director.”;

- (2) to rescind their Act dated 20th May 1997.

HARBOURS AND AIRPORT COMMITTEE

Report

The States approved P24 of 1997 and agreed that, with effect from 1st January 1998, Jersey Airport effectively became a "Chapter 3" Airport (see Appendix).

Noise criteria are set down in Annex 16, Volume 1 (Environmental Protection) to the Chicago Convention, and the details of that Annex are promulgated by the International Civil Aviation Organisation (ICAO). Newer, quieter jets fall into Chapter 3 of Annex 16, and the decision of the States removed the noisier jets which fall into Chapter 2 from operating into Jersey Airport, except by prior approval of the Harbours and Airport Committee or in an emergency. Certain military jets are exempted for events such as the Battle of Britain Air Display.

The effect of P.24/97 in banning noisy jets has worked well and there are no noisy jets using Jersey Airport regularly. The intention of this proposition is to remove the need for a Harbours and Airport Committee Meeting prior to a decision being made, and to transfer that authority to the Airport Director as set out in the proposition.

This change will allow operational decisions to be made more effectively as the need often arises outside working hours. In considering requests for permission to operate jet aircraft that do not meet the requirements of Chapter 3, the Airport Director will take into account the interests of the Island (e.g. the maintenance of essential freight or passenger services), the interests of passengers (e.g. whether there is a need to respond to unforeseen weather delays and aircraft unserviceability) and on evidence supplied that the air transport service cannot otherwise be provided.

The States are invited to approve these policy decisions which will come into effect on 1st August 1999 and to approve the proposition.

States of Jersey Airport: operation of jet aircraft - P.24/97 and P.65/97

THE STATES adopted a proposition of the Harbours and Airport Committee and -

- (1) referred to their Act dated 19th November 1969, regarding aircraft noise and substituted for paragraph (1) the following paragraph -

“(1) agreed that, with effect from 1st January 1998, there should be no operation of jet aircraft into and out of Jersey Airport -

- (a) unless they meet the noise criteria set down in Chapter 3 of Annex 16 Volume One (Environmental Protection) to the Chicago Convention, save that, certain military jet aircraft may operate and Chapter 2 jet aircraft may operate in an emergency or with the prior approval of the Harbours and Airport Committee;

- (b) between 22.30 hrs. and 07.00 hrs. local time, except in an emergency or with the prior approval of the Harbours and Airport Committee.”;

- (2) rescinded their Act dated 13th December 1994.