



Aerodrome Safety Notice

Engine Test Running

Ref Number: ASN/18-13
Expiry Date: N/A
Issued by: P Smith

It is the responsibility of all employers to ensure that relevant Airport Notices are brought to the attention of their staff. However individuals remain responsible for their own actions and those who are in any doubt should consult their supervisor or manager.

INTRODUCTION

There is no specific area available, or identified for ground related engine runs on the Aerodrome. As such it is noted that aprons in front of hangars, as well as the general apron are being used to provide for such requirements. Due to the risks associated with engine ground runs, and in relation to the access provided airside for operators and the general public at large, the following shall be applied;

1. All such engine ground runs or engine tests on the GENERAL APRON OR ON ANY PARKING ROW shall hereby be controlled and only carried out with the prior approval of the Aerodrome Authority. Safety assurances and control procedures will be required before permissions are given for any such engine ground run.

All persons requesting an engine ground run (as described in 1 above) shall report to the briefing room prior to any such test and inform the duty crew of their intention.

2. For workplaces such as engineering facilities or operators and the like that operate directly on demised aprons under their direct control, a specific risk assessment for that area shall be in place and submitted to the authority before the end of August 2013. The risk assessment shall describe and determine how operations such as engine ground runs will be conducted safely and without risks to health, in respect of personal injury, noise and fumes.

All engine runs on demised areas (as described in 2 above) must be recorded by ATS. It is preferable for ATS to be informed before any such test to advise others and provide for safeguarding, but ATS shall be informed of all engine ground runs before the Aerodrome closes.

If a suitable risk assessment has not been received for any such demised area (as described in 2 above) the organisation or operator could be prohibited from engine ground runs in that specific area until received.

FOR THE PURPOSES OF THIS INSTRUCTION AN ENGINE GROUND RUN IS DEFINED AS A START-UP NOT ASSOCIATED WITH THE PLANNED DEPARTURE OF THAT AIRCRAFT.

General Rules;

1. ATS must be notified of any engine ground run performed.
2. Engine runs shall be safeguarded by competent staff who should arrange for the safety of the aircraft, the test area and persons locally positioned.

3. The area behind and adjacent to the test aircraft should be clear of equipment and the ground must be firm and without loose tarmac, stones or other material or parts there from.
4. The aircraft anti-collision beacon(s) must be switched on before engines are started and must remain on for the duration of the ground run.
5. The engineer in charge of the ground run must ensure that the aircraft wheels are safely chocked and that the aircraft cannot move forward under any circumstances.
6. Ground running must not take place when passengers are being embarked or disembarked on any adjacent operational areas.
7. On stands or aprons in cul-de-sacs and any other confined aprons or places not in direct line of sight of the VCR, engine ground runs will be limited to check-starts and idle power runs only. Ground runs that requiring the use of greater power settings it will be necessary to move the aircraft to a more suitable location as directed and agreed by ATS.
8. Engine runs, tests or the like will not take place in a fuel delivery area or area where fuel systems are available.

All aircraft owners and tenants of the Aerodrome should develop policies and procedures to minimise the effects of engine noise, vibration and fumes. All personnel concerned with engine ground running must be fully conversant with these rules and these rules must be complied with at all times, NO EXCEPTIONS.

Fumes and Noise

Before requesting engine running or similar, the operator should assess the noise nuisance and build-up of fumes from the running of engines in the direct vicinity of buildings, workplaces and congregations of staff or passengers shall be considered at that time via a dynamic risk assessment.

It is advisable that a trained person is positioned on the stand or apron in verbal contact with the person conducting the test in the cockpit. He/she will communicate to ensure that the engine(s) are shut down if persons or vehicles move into the danger area in front of, behind or in the vicinity of a live engine. For this purpose hand signals should be agreed and confirmed in the facilities operational procedures.

If engine ground running is approved to be carried out in an area not part of a lease demised area, it is the responsibility of the competent person/engineer in charge to ensure that the area behind the aircraft, which could be subjected to blast, is clear of persons, vehicles and equipment and that the ground is firm and free from loose tarmac, stones and other materials. The area immediately in front of the engine intake(s) or propellers must also be clear and marked with suitable markers identifying the area as hazardous.

During all ground running of engines, a listening watch of the ATS frequency (as required) should be maintained to ensure the prompt initiation of emergency procedures if required from ATS.

Any questions relating to this Instruction should be addressed to the Airfield Operations Department at operations@shorehamairport.co.uk, telephone 01273 467397 or if out of office hours call ATS on 01273 467377.

- ENGINE RUNS AFTER OFFICIAL NIGHT ARE PROHIBITED UNLESS IN A SUITABLY LIT AREA, SUBJECT TO A SEPARATE RISK ASSESSMENT WITH PRIOR AGREEMENT.
- ENGINE RUNS OUT OF OPERATION HOURS ARE PROHIBITED UNLESS SUBJECT TO A SEPARATE RISK ASSESSMENT AND PRIOR AGREEMENT.

All and every person or company conducting engine ground runs shall have provision of;

- A suitable fire extinguisher and or

- A means of communication able to summon the assistance of the Aerodrome firecrew without delay.

Any variation to the details given above must be the subject of a further permission and must be approved before commencement of any action.

Date Issued: 1st August 2013