
Engine Test Running

Ref Number: ASN/01-18
Expiry Date: N/A
Issued by: Operations
Review #3 - 06/02/2019

It is the responsibility of all employers to ensure that relevant Aerodrome 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

The specific area identified for ground related engine runs on the Aerodrome is the Charlie loop. This area is available from the Alpha taxiway under the direct control of ATS.

The general apron is not designated for engine runs, therefore engine runs are prohibited from taking place in this area. Engine runs are also prohibited on other BCAL controlled areas including aircraft parking and manoeuvring areas.

Due to the risks associated with engine ground runs, and in relation to the access provided to operators and the general public at large airside, the following shall be applied;

1. All such engine ground runs or engine tests on BCAL operational areas shall hereby be controlled and only carried out with the prior approval of the Aerodrome Authority (ATS).
 - 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 contact ATS via landline requesting permission and their intention.
2. For workplaces such as engineering facilities or operators and the like that operate directly via demised aprons under their direct control, a specific risk assessment for that area should be in place and signed off by the accountable manager for that area.
 - The risk assessment should 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.
 - BCAL request that all engine runs on demised areas (as described in 2 above) be confirmed with ATS prior to that event.

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 should be notified of any engine ground run performed prior to that run.
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/pilot 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 demised 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 (the Charlie loop) 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/operators and tenants of the Aerodrome should develop policies and procedures to minimise the effects of engine noise, vibration and fumes to others. All personnel concerned with engine ground running should be fully conversant with these rules and these rules must be complied with at all times, NO EXCEPTIONS.

General Safety, 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 near neighbours. Congregations of staff, passengers and other aerodrome users shall be considered at that time via a dynamic risk assessment.

It is advisable that a trained competent 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 Aerodrome Manager via reception@flybrighton.com or telephone ATS on 01273 467377.

- ENGINE RUNS AFTER OFFICIAL NIGHT ARE PROHIBITED UNLESS IN A SUITABLY LIT AREA, AND SUBJECT TO THE PRIOR AGREEMENT OF BCAL.
- ENGINE RUNS OUT OF BCAL OPERATION HOURS ARE PROHIBITED DUE TO NOISE AND SAFETY ISSUES.

Every person or company conducting engine ground runs shall have provision of;

- A suitable fire extinguisher available and or
- A means of communication able to summon the assistance of the Aerodrome Fire Service without delay.

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