

Ground Engine Running and Use of GPUs / APUs

Airside Operational Instruction 18

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A. AMENDMENTS

This document will be subject to a routine review, over a period not exceeding 18 months. The latest version will be included in the annual reissue of the Aerodrome Manual; interim reviews are carried out as deemed necessary.

Only operational related amendments will prompt the issue of a new Version; pertinent amendments being highlighted in **green** text & indicated by a **green** bar in the right margin. Indication of any amendment of an administrative nature will be listed below.

B. REVIEW / AMENDMENT HISTORY

REVIEW SUMMARY			
VERSION / REVIEW REF:-	1.1	REVIEW COMPLETED BY:-	CATHY WILLOUGHBY-CRISP
DATE:-	OCT 16	ROLE:-	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	<i>Nil</i>

REVIEW SUMMARY			
VERSION / REVIEW REF:-	V2.0	REVIEW COMPLETED BY:-	CATHY WILLOUGHBY-CRISP
DATE:-	DEC 17	ROLE:-	AIR TRAFFIC & OPERATIONS MANAGER

PARAGRAPH	AMENDMENT
	New ownership

1. INTRODUCTION

1.1 PRINCIPLE

BOH is responsible for ensuring the safe ground running of aircraft engines on the Aerodrome and the control of blast, fumes and ground noise. Due to the environmental impact of engine ground running, particularly at night, it must be strictly controlled with the number of ground running operations kept to an absolute minimum.

An engine ground run is defined as any engine start-up not followed immediately by the departure of the aircraft concerned.

A high powered engine ground run is defined as any engine ground run, which exceeds low or idle power.

2. MANAGEMENT OF ENGINE RUNS

2.1 PERMITTED TIMES

HIGH POWER ENGINE GROUND RUNS WILL NOT NORMALLY BE PERMITTED WITHIN THE FOLLOWING PERIODS	
WEEKDAYS:-	Between 00:01 – 08:00 and 20:30 – 24:00 hours; local
SATURDAYS & PUBLIC HOLIDAYS:-	Between 00:01 – 09:00 and 17:00 – 24:00 hours; local
<i>Note! Engine ground runs within the restricted times will require the authority of senior Airport management. Consideration may be given to granting permission, subject to receipt of justification for the engine ground run. Permission will be considered on an individual request basis only; no blanket permissions will be granted</i>	
SUNDAYS:-	Senior Management Permission Only
ARMISTICE DAY:-	Not permitted between 10:55 – 11:05 hours; local
<i>Note! Additionally, engine running will not be permitted during any other periods as specified by the Airport Authority</i>	

2.2 APPROVAL

Approval for any engine run must be obtained in advance from BOH ATC, who can be contacted by telephone on 01202 364150. Engine running outside of the times detailed in the above table will not normally be granted and will be referred to Airport Senior Management for consideration.

ATC will issue an Approved Reference Number; any subsequent variation to the details given must be subject to a further application and approval.

Permission to start engine(s) must be obtained from Air Traffic Control by radio and the Approved Reference Number must be quoted. Aircraft must remain in 2-way contact with ATC throughout the duration of the ground run.

2.3 INFORMATION REQUIRED

The following information is to be passed to ATC when requesting approval for a ground engine run:-

- Aircraft Registration
- Aircraft Operator
- Aircraft Type
- Start Time of Activity + Duration
- Max % Power during Run

3. SAFETY ASSURANCE

3.1 PERSONNEL

All personnel concerned with engine ground running must be fully conversant with this Instruction, which must be complied with at all times. Aircraft shall be positioned such that noise and engine efflux are directed away from the noise sensitive areas prone to ignition and any loose surfaces that may produce debris; this would usually be dictated by prevailing wind conditions.

A trained member of the airline, operating company or handling agent staff is to be positioned on the stand / engine run area, in verbal contact with the flight deck. They will communicate by the R/T or inter-phone with the flight deck 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 and if the R/T or inter-phone link is unserviceable, hand signals by day and light signals by night may be used.

Aircraft must remain in two-way contact with ATC throughout the duration of the ground run to ensure the prompt initiation of any emergency procedures.

All persons involved in engine runs are to utilise appropriate Personal Protective Equipment (PPE). The minimum standard of high visibility clothing on the aircraft Manoeuvring Area is a yellow waistcoat incorporating retro-reflective materials that meets the standard EN-471.

The person in charge of the ground run must ensure that the aircraft is adequately restrained so that it cannot move under any circumstances.

4. AIRCRAFT POSITIONING AND START-UP CRITERIA

4.1 LICENSED APRONS

The following criteria apply:-

- a) On the licensed Aprons, engine ground runs will be limited to check-starts that do not exceed ground idle power. For checks requiring the use of higher power settings, a move to a suitable location will be required; location details will be contained with the approval.
- b) The aircraft must be positioned correctly at the location stipulated in such a way that the engine running will not harm persons or cause damage to aircraft, buildings, installations, vehicles or equipment; any ground equipment must be placed at a safe distance from the aircraft.
- c) If applicable, before any approved engine run is permitted, the Rear of Stand road must be closed to safeguard vehicular traffic. Ground running must not take place when passengers are being embarked / disembarked on any adjacent stands.
- d) The aircraft anti-collision beacon(s) must be switched on before engine(s) are started and must remain on for the duration of the ground run.

4.2 REMOTE LOCATION

The designated remote location for ground engine running is Taxiway Tango, where ground engine runs will be permitted from ground idle power to full power checks.

The following criteria apply:-

- a) The aircraft must be positioned on the designated concrete area, in-line with the Taxiway centre-line, in such a way that the engine running will not harm persons or cause damage to aircraft, buildings, installations, vehicles or equipment.
- b) Any ground equipment must be placed at a safe distance from the aircraft.
- c) If applicable, cross taxiways to the rear of the aircraft must be closed to safeguard aircraft / vehicular traffic, before any approved engine run is permitted.
- d) The aircraft anti-collision beacon(s) must be switched on before engine(s) are started and must remain on for the duration of the ground run.
- e) A trained member of the operating company must be in attendance as the Safety Person and maintain verbal contact with the flight deck. For this purpose and if the R/T or inter-phone link is unserviceable, hand signals by day and light signals by night may be used.
- f) The safety Person is responsible for ensuring that the area around the aircraft is free from FOD and is suitable for the engine test process. The area to the rear of the aircraft, which may be subjected to blast, is to be clear of persons, vehicles and equipment.

4.3 SPECIAL LIMITATIONS

Propeller aircraft, which require to carry out pre take-off engine power checks, must pay particular attention to the location of adjacent aircraft, equipment, buildings and persons, prior to commencing the power check. Blast effects produced by such power checks must be minimised.

Aircraft APUs can generate high levels of noise and significant fumes, which can cause disturbance to those using nearby aprons, buildings and residential areas. The noise of an APU may mask the noise of approaching vehicles, thus endangering staff.

Wherever possible, airlines / operators and handlers are to ensure that APUs are used for no more than 5 minutes after arrival on stand and no more than 30 minutes before planned departure.

Wherever possible, APUs are not to be used whilst passengers are embarking / disembarking. GPUs are to be used in preference to APUs wherever possible.

4.4 ENVIRONMENTAL CONSIDERATIONS

The criteria for selecting the location for the engine run should be to minimise the environmental impact of the run, while protecting the safe operation of the Airport.

Wind can exacerbate noise if it is blowing in the direction of the surrounding communities. Unfortunately, the strength of the wind may preclude the ideal position being used.

5. GROUND POWER UNITS AND AUXILIARY POWER UNITS

5.1 GROUND POWER UNITS (GPUs)

Constantly running GPUs can cause high levels of noise on Apron areas, are an additional obstruction to free movement around a parked aircraft and if poorly maintained, may deposit oil spillage on Airfield surfaces.

When purchasing GPUs, operators should take account of the manufacturers' noise attenuation standard; 85 dBA at 4 metres is the maximum level permitted. Lower working noise levels should be encouraged in the selection process

Operators are to ensure that when GPUs are in use, the connection cable between the GPU and the aircraft is routed, so that as far as is reasonably practicably, it does not present a trip hazard to persons.

Operators are to ensure that the GPUs are adequately maintained so that they do not present a safety or environmental hazard (i.e. emissions). In addition, all associated cabling must be adequately shielded.

5.2 AUXILIARY POWER UNITS (APUs)

Aircraft APUs generate high levels of noise and significant fumes which can cause disturbance to those in nearby aprons, buildings and residential areas. The noise of an APU may mask the noise of an approaching vehicle, thus endangering staff.

Airlines and handlers are to ensure that APUs are used for no more than 5 minutes after arrival on stand and no more than 30 minutes before planned departure. Wherever possible, they are not to be used whilst passengers are embarking or disembarking.

APUs are not to be used as a substitute for GPUs.

Inbound aircraft with unserviceable APUs and /or requiring an "air start" on departure will not be parked on any stand that adjoins a Rear of Stand road. Any aircraft already on stand, that subsequently requires an air start, will be repositioned to a remote stand prior to beginning the air start procedure.