

### JA-AOP-049 – Aircraft Engine Running

#### 1 Policy

- 1.1 Jersey Airport has produced the following procedure to assist airlines with the ability to conduct both low and high power engine runs.

#### 2 Responsibility

- 2.1 Ground idle powered engine runs consisting of a **maximum of 3 runs of less than 5 minutes each** for all engine types for test purposes may be conducted on any stand provided that in the event that multiple runs are required on a pier stand, the adjacent stands must be clear of other aircraft.
- 2.2 Ground idle power runs in excess of 5 minutes or in excess of the nominal 3 consecutive runs shall be conducted on the Bravo/ Delta taxiway.
- 2.3 Idle power engine runs on any Pier Stand require both a Headset and Safety/Wing Man to be in attendance.
- 2.4 In the event that the number of requested ground idle (stand based) powered engine runs is greater than 3 or if the duration of a ground idle run needs to be in excess of 5 minutes the aircraft shall be positioned on the Bravo/ Delta taxiway.
- 2.5 In the event that any ground idle run on any stand extends beyond the nominated 5 minutes, the aircraft commander will be instructed to shut down and reposition the aircraft in accordance 2.3.
- 2.6 Forecast traffic movements will be considered before granting permissions for engine runs which may have an impact on normal airfield operations. If in doubt the ATC Supervisor should be consulted prior to granting any permission.
- 2.7 Engine running for all aircraft types and sizes above ground idle power shall be conducted on either the Bravo or Delta taxiways.
- 2.8 Light aircraft may be permitted to carry out engine runs at holding point golf.
- 2.9 Whilst it is understood that aircraft normally face into wind for engine running, the engineer/pilot should be reminded to ensure that the slipstream from the aircraft will not present a problem to other aircraft engaged in using the runway or manoeuvring area.
- 2.10 Engine running, including the running of Auxiliary Power Units (APUs), is not permitted between normal airport close and 0600 local time without the express permission of the Duty Executive Officer.
- 2.11 Requests for engine running which falls outside any of the criteria defined above (including APU running out of hours) shall be referred to the Duty Executive Officer who will notify ATC if approval is granted.
- 2.12 Out of hours (2.10) activity may be treated as a normal airport extension however the airfield may close as normal, with the ARFFS and ATC remaining on site to provide Fire Cover and to facilitate the emergency cascade if required.