



Operations Memorandum

To: CVG Airlines and Tenants
Subject: Aircraft Engine Run-Up Locations
Date: August 8, 2019

Effective Immediately

NEW AIRCRAFT ENGINE RUN-UP LOCATIONS AND HEADINGS

Please be advised that the locations for aircraft run-ups have changed. TWY D (36C run-up pads) will no longer be utilized for engine run-ups as of 08/08/2019. TWY A and TWY C will now be the primary locations.

EAST – WEST Orientations

TWY A EAST (Wind heading 023 – 157) west of TWY C

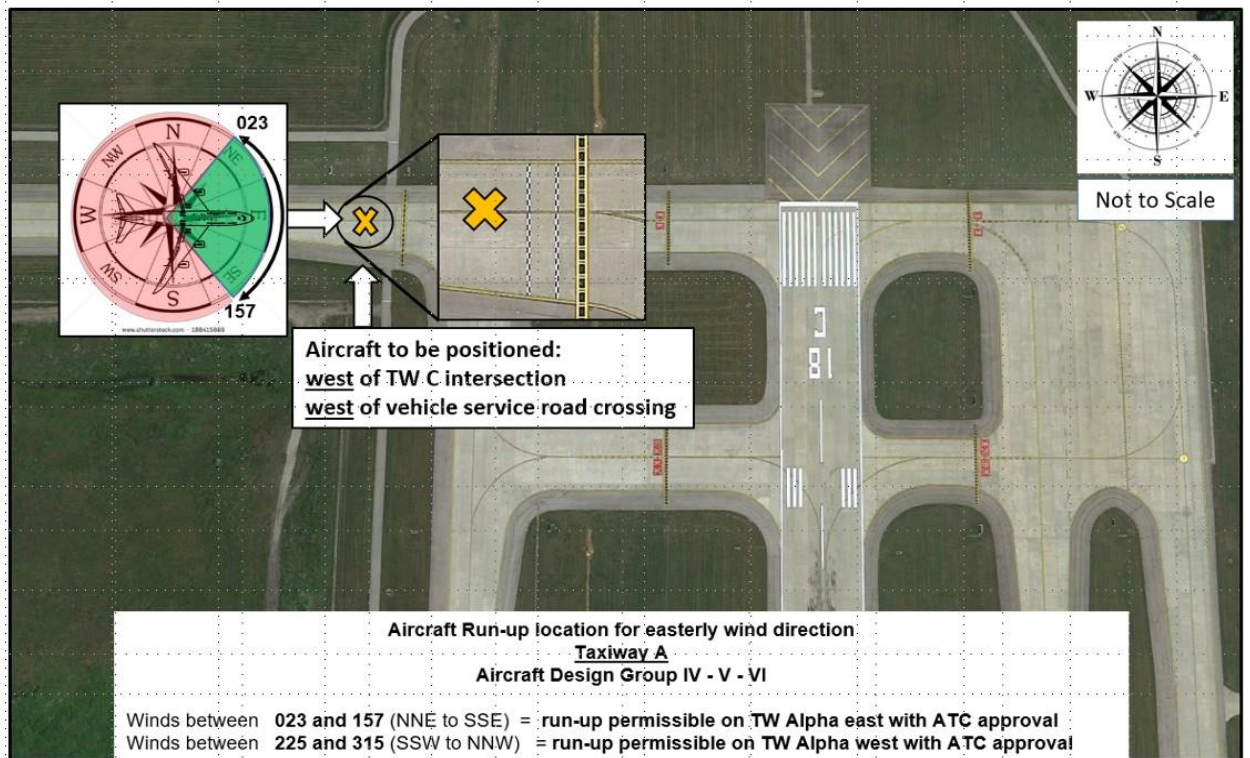
TWY A WEST (Wind heading 225-315) east of TWY B

NORTH – SOUTH Orientations

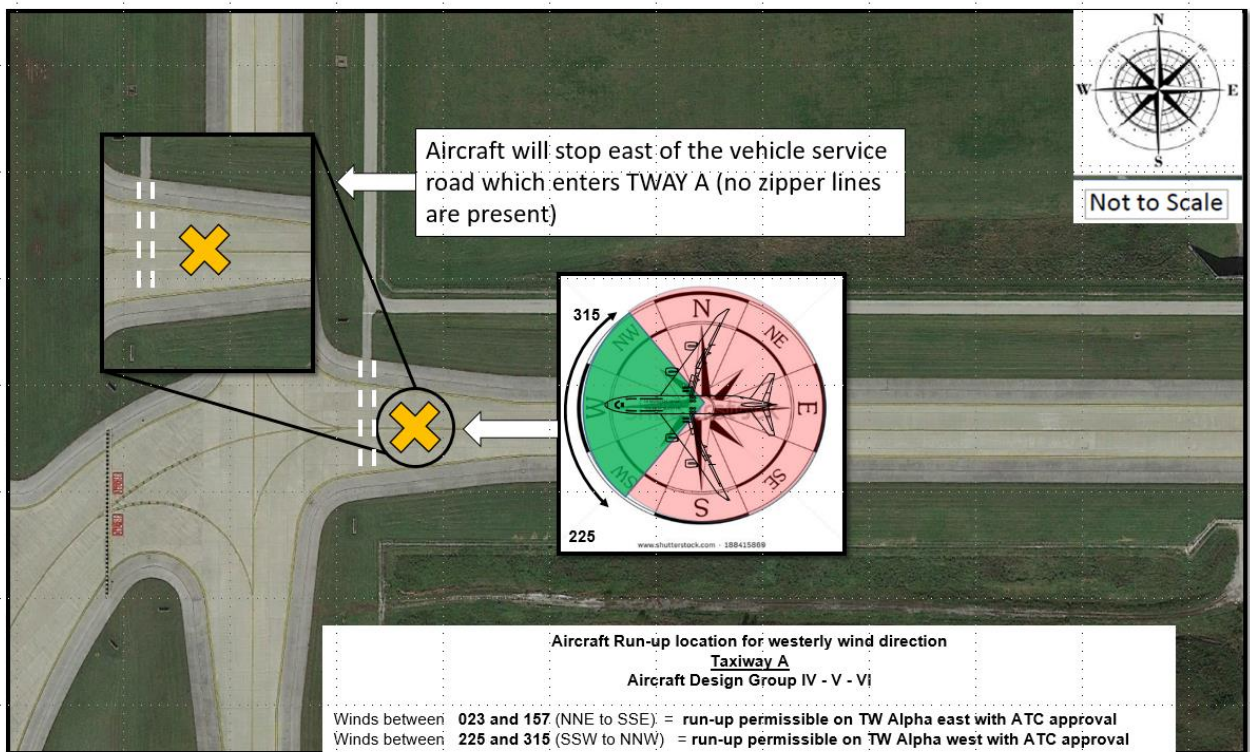
TWY C SOUTH Stub both North / South headings (Wind headings 320-040 & 215-140)

All run-ups will continue to be approved on a first come, first serve basis. The current request/notification procedures that are in place will not change. Please continue to notify the Airport Communications Center (ACC) prior to push by dialing 859-767-7777. If you have any questions or concerns, contact Adam Karlis, Manager of Airside Operations, at 859-250-7013 or akarlis@cvgairport.com

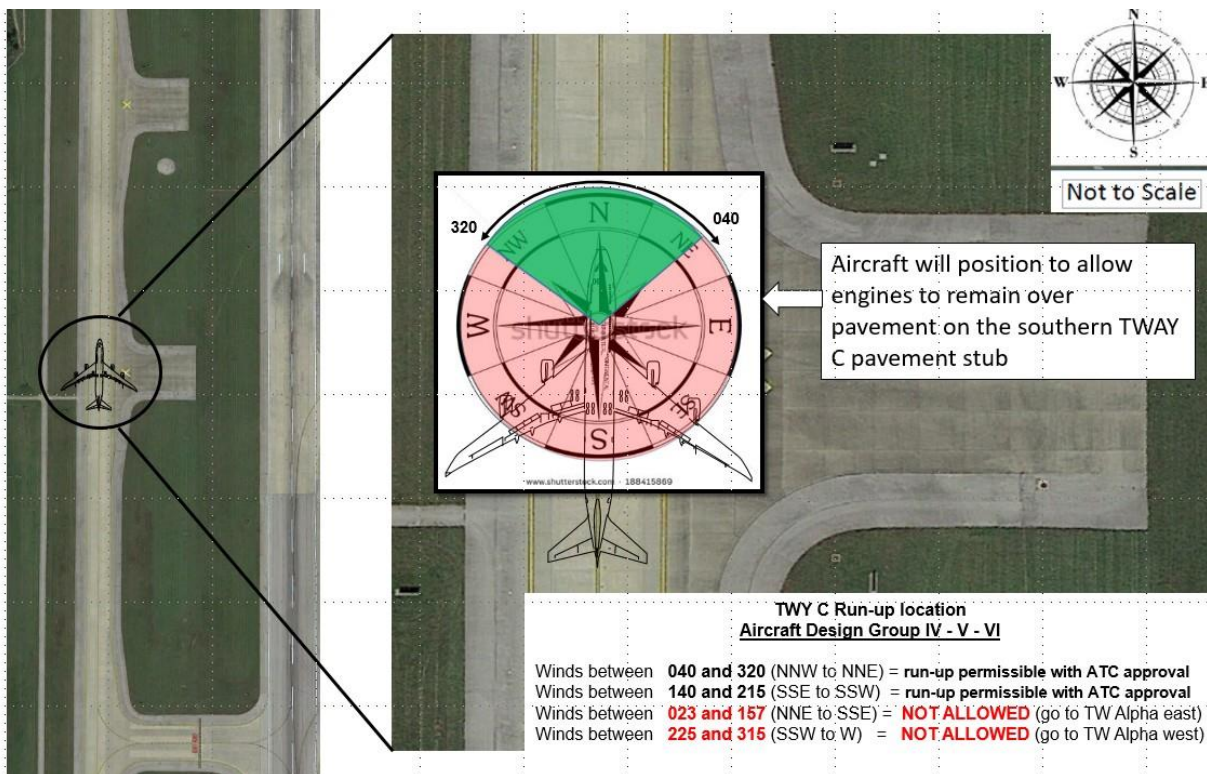
TWAY A PAD



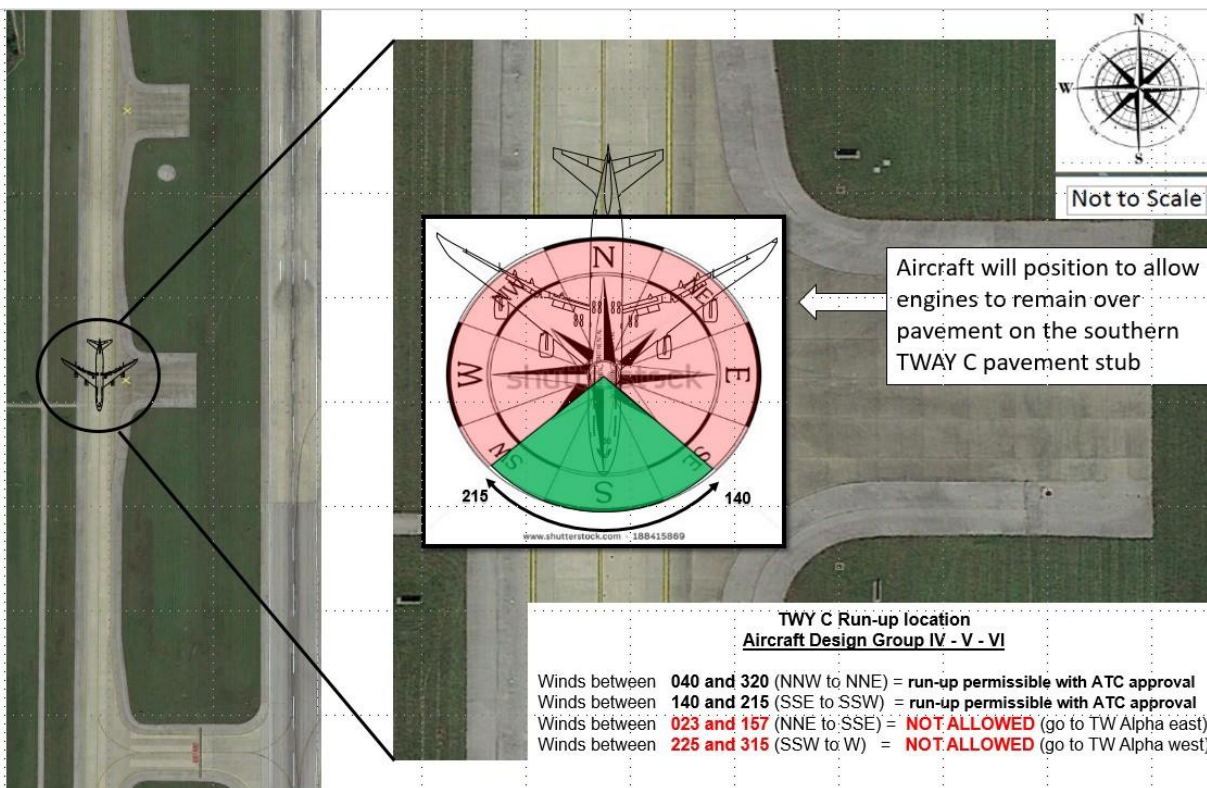
TWAY A PAD



TWAY C PAD



TWAY C PAD



KCAB Engine Run Support Vehicle Procedure

The below sets forth the guidelines for support vehicles for aircraft engine run ups within the movement area of CVG.

1. Ground vehicles & operators in support of aircraft engine run ups MUST have all appropriate badging and SIDA training prior to gate entry.
2. All vehicles must travel street side to gate NE#3 & NE#4 to gain access to the AOA.
3. All support vehicles MUST remain on the Vehicle Service Roads (VSR) at all times, personnel will be allowed to walk out to the aircraft and remain within the aircrafts profile "shadow".
4. If a support vehicle needs to be on an active taxiway with the aircraft, please contact the Airside Operations Department at 859-308-0786. All requests will be taken into consideration, and may not always be approved.



KCAB Engine Run Up Policy Step by Step Procedure

Each step will have a color associated with it. The color corresponds to which individual the step applies to: Aircraft Operator; Airport Communications Center (ACC); and KCAB REP.

1. **AIRCRAFT OPERATOR** – Determine the wind direction and use the diagrams attached to this sheet to determine which run-up pad to use.
2. **AIRCRAFT OPERATOR** – Ensure a minimum of two personnel in the cockpit.
3. **AIRCRAFT OPERATOR** - Call the ACC at (859) 767-7777. Provide: Company Name, Tail Number, Pad location, Start Time, End Time, Name and Cell Phone Number of the Operator. (NOTE: Operator is the pilot or mechanic performing the run-up.)
4. **ACC** – Record the information from the Aircraft Operator: Company Name, Tail Number, Pad location, Start Time, End Time, Name and Cell Phone Number of the Operator.
5. **ACC** – Send a KCAB REP to the designated run-up pad. Send one of the following units, in this order: (1) Available SSC Unit, or (2) Available Police Unit, or (3) Available Field MX Unit.
6. **AIRCRAFT OPERATOR** – Request taxi from Air Traffic Control. Taxi aircraft to designated run-up pad.
7. **AIRCRAFT OPERATOR** – Orientate the aircraft as shown in the diagram on the attached pages for the designated run-up pad.
8. **KCAB REP** – Proceed to the designated run-up pad. Confirm that the aircraft is in the correct orientation using the diagram on the back.
9. **KCAB REP** – If the position of the run-up is acceptable, just a thumbs up to the aircraft is sufficient. If it is not, contact the operator on the provided contact number for repositioning of the aircraft.
10. **AIRCRAFT OPERATOR** – Call the ACC when the run-up is complete.
11. **ACC** – Request an inspection of the designated run-up pad from the responding SSC, Police, or Field MX unit.
12. **KCAB REP** – Inspect the designated run-up pad.
13. **KCAB REP** – Notify the ACC when inspection has been completed and of any discrepancies found.

