	<b>Airfield Engine Run Up Policy</b>			
	<b>Policy #</b>	<b>6252</b>	<b>Effective Date</b>	<b>09/01/17</b>
<b>General Policies</b>	<b>Revision #</b>	<b>2</b>	<b>Page #</b>	<b>1 of 7</b>

## 1.0 Purpose

The purpose of the Airfield Engine Run Up Policy is to establish procedures for an Aircraft Operator to perform an engine run up for maintenance purposes, such as checks of fuel leaks, oil and hydraulic filters, replaced aircraft components, engine overhaul or for any other reason. This policy applies to all Aircraft Operators.

## 2.0 Definitions

- Airport - The Cincinnati/Northern Kentucky International Airport.
- Board - The Kenton County Airport Board, the owner and operator of the Airport.
- Aircraft Operator - Any persons, companies, or organizations that use, cause or allow the use of an aircraft for air navigation or ground movements.
- Engine Run Up - Any activity other than aircraft taxi, take-off or landing which requires engine power above idle.
- Full Power Run Up - Engine run up greater than 80% of engine power.
- Extended Full Power Run Up - Full power run up of greater than two minutes duration.
- Qualified Personnel - An aircraft pilot, mechanic or aircraft handler trained and authorized to conduct aircraft movements by the Aircraft Operator.
- Movement Areas - Taxiways, runways, and other areas under the control of Air Traffic Control.
- Airfield Movement Area Training Program - Airport familiarization training program approved by the Airport Operator.


## 3.0 Policy

Extended full power engine run ups without proper acoustical treatment (blast fencing and/or deflectors) will be limited to the hours of 6:00 a.m. to 11:00 p.m., unless otherwise permitted under a lease agreement between KCAB and the Aircraft Operator. If acoustical treatment is available, engine run ups can occur at any time.

Engine run ups, excluding full power run ups, will be permitted on all hangar ramps. Care will be taken by the aircraft operator that the aircraft parking orientation will not endanger surrounding buildings or aircraft.

Prior to any aircraft contacting the tower to taxi out to perform a run-up, the Aircraft Operator must contact the Airport through the Airport Communication Center (ACC) at (859) 767-7777, and provide the company name, aircraft type and anticipated run-up duration.

Unless otherwise permitted under a lease agreement between KCAB and an Aircraft Operator, extended full power engine run ups will be permitted in the following locations in the movement area utilizing the identified preferred taxi routes: (see attachments 1-4)

<b>Airfield Engine Run Up Policy</b>				
<b>Effective Date</b>	<b>09/01/17</b>	<b>Policy #</b>	<b>6252</b>	
<b>Page #</b>	<b>2 of 7</b>	<b>Revision #</b>	<b>2</b>	<b>General Policies</b>

- 18C hold pad - aircraft located north of runway 9/27 at north end of Taxiways D and E
  1. Aircraft Design Group III and smaller high power run-ups permitted with no surface wind direction restrictions
  2. Aircraft Design Group IV - V - VI high power run-ups limited to surface wind directions between 349 to 022 (N to NNE) and between 158 to 270 (SSE to W) degrees only.
- 36C hold pad - aircraft located south of runway 9/27 at south end of Taxiway D
  1. Aircraft Design Group III and smaller high power run-ups permitted with no wind direction restrictions
  2. Aircraft Design Group IV - V - VI high power run-ups limited to surface wind directions between 270 and 022 (W to NNE) and 158 to 191 (SSE to S) degrees only.
- Taxiway A (west of Taxiway C)
  1. Aircraft Design Group IV - V - VI high power run-ups will be conducted here with surface wind directions between 022.5 to 157.5 (NNE to SSE) degrees only.

Extended full power run ups must be done at the locations listed above, unless otherwise permitted under a lease agreement between KCAB and an Aircraft Operator.

Vehicles are not permitted in the movement area without proper escort, unless approved by KCAB. Escorts must be pre-arranged through the Airport Communication Center (ACC) at (859) 767-7777. Vehicle operators must follow all directions of escorts. Escorts may park vehicles in a safe position and leave the escorted area only if the vehicle operator has a SIDA badge and the vehicle will not be moved to any other location. Escorts must be called back prior to any additional vehicle movement.

Personnel riding inside an aircraft may exit the aircraft at the run up pad to chock an aircraft or observe a run up. They must stay with the aircraft at all times and have proper airport security credentials. Once completed, they must re-board the aircraft.

The Aircraft Operator will be responsible for making sure that only pilots or qualified personnel will start aircraft engines and ground taxi aircraft. Personnel must be familiar with the airfield and be in constant communication with the FAA Control Tower when in the movement area.

An Aircraft Operator must submit documentation as required in the Cincinnati/Northern Kentucky International Airport Aircraft Surface Movement Training Requirement Program, KCAB Policy 6253, for maintenance personnel that taxi aircraft for engine run ups. KCAB does not assume any liability for an Aircraft Operator's airfield training program or any defect in such program. The submission of proof of training is a representation by the Aircraft Operator that the person operating the aircraft has been properly trained.

Engine run ups are not allowed at any time in the concourse areas or at passenger gates.



## Airfield Engine Run Up Policy

General Policies	Policy #	6252	Effective Date	09/01/17
	Revision #	2	Page #	3 of 7

An Aircraft Operator must use minimal break-away thrust power when taxiing the aircraft and ensure that the aircraft is oriented to avoid injury to persons and/or damage to property, including airfield lighting, fencing and signage, during run up procedures.

Use of the designated locations may be terminated immediately upon injury to persons and/or damage to property.

All wheels, including the nose gear, will be chocked prior to extended full power engine run ups.

A minimum of two personnel will be in the cockpit during engine run ups. One person's sole function will be to maintain situational awareness of the operation at all times.

### 4.0 Approval and Responsibility


The Chief Executive Officer has approved this policy. The Chief Operating Officer is responsible for policy interpretation.

Approved By: \_\_\_\_\_

Accountable Executive and Chief Executive Officer

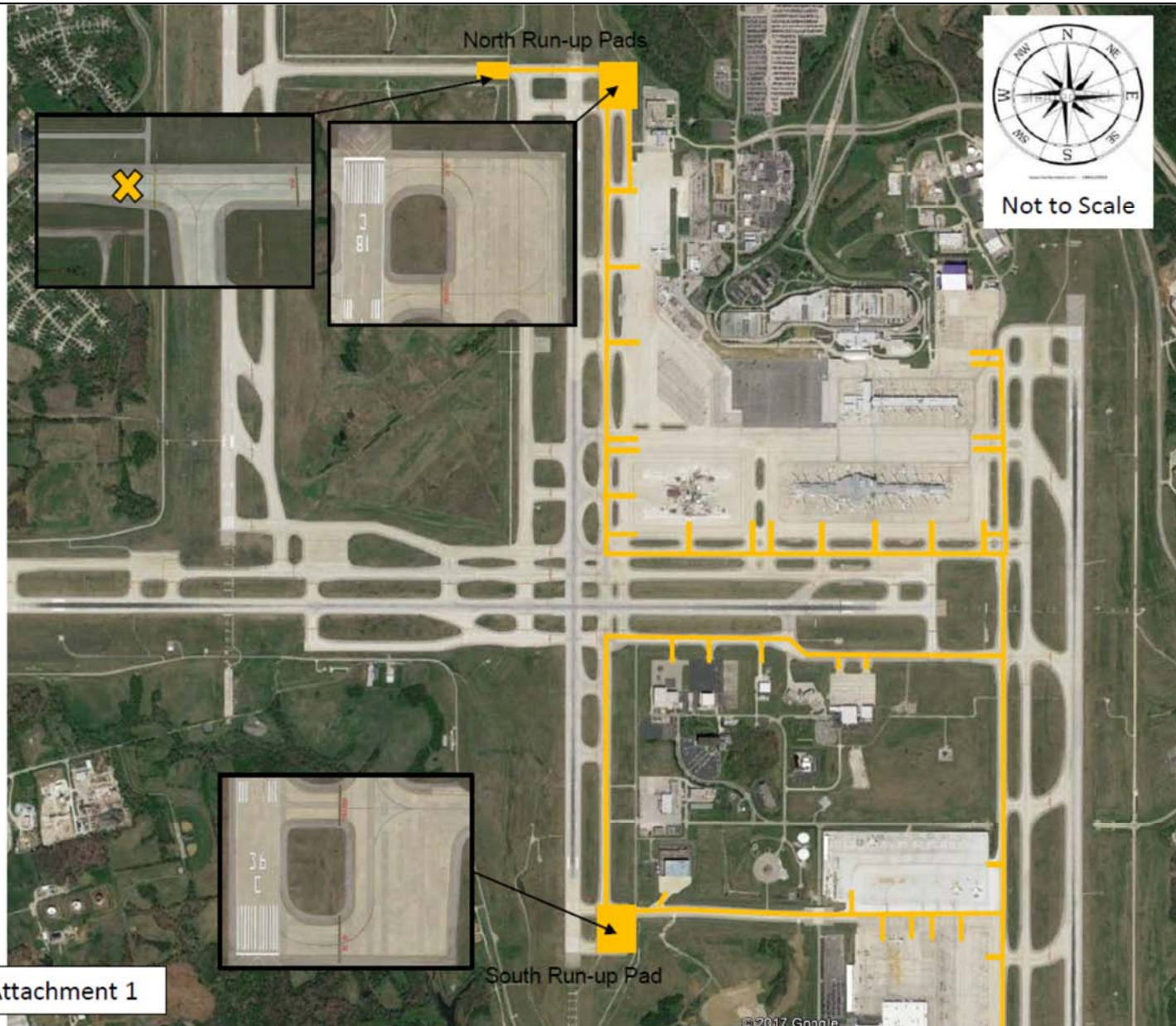
Approved By: \_\_\_\_\_

Responsible Executive and Chief Operating Officer

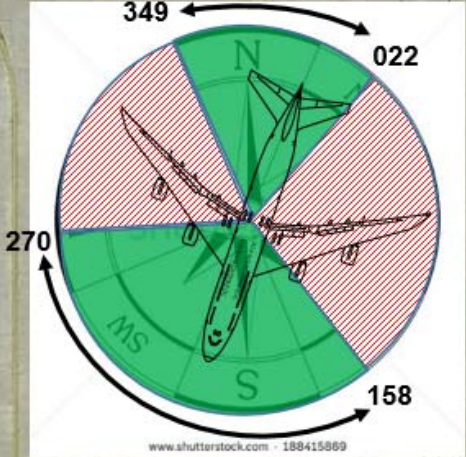
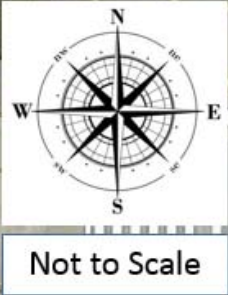
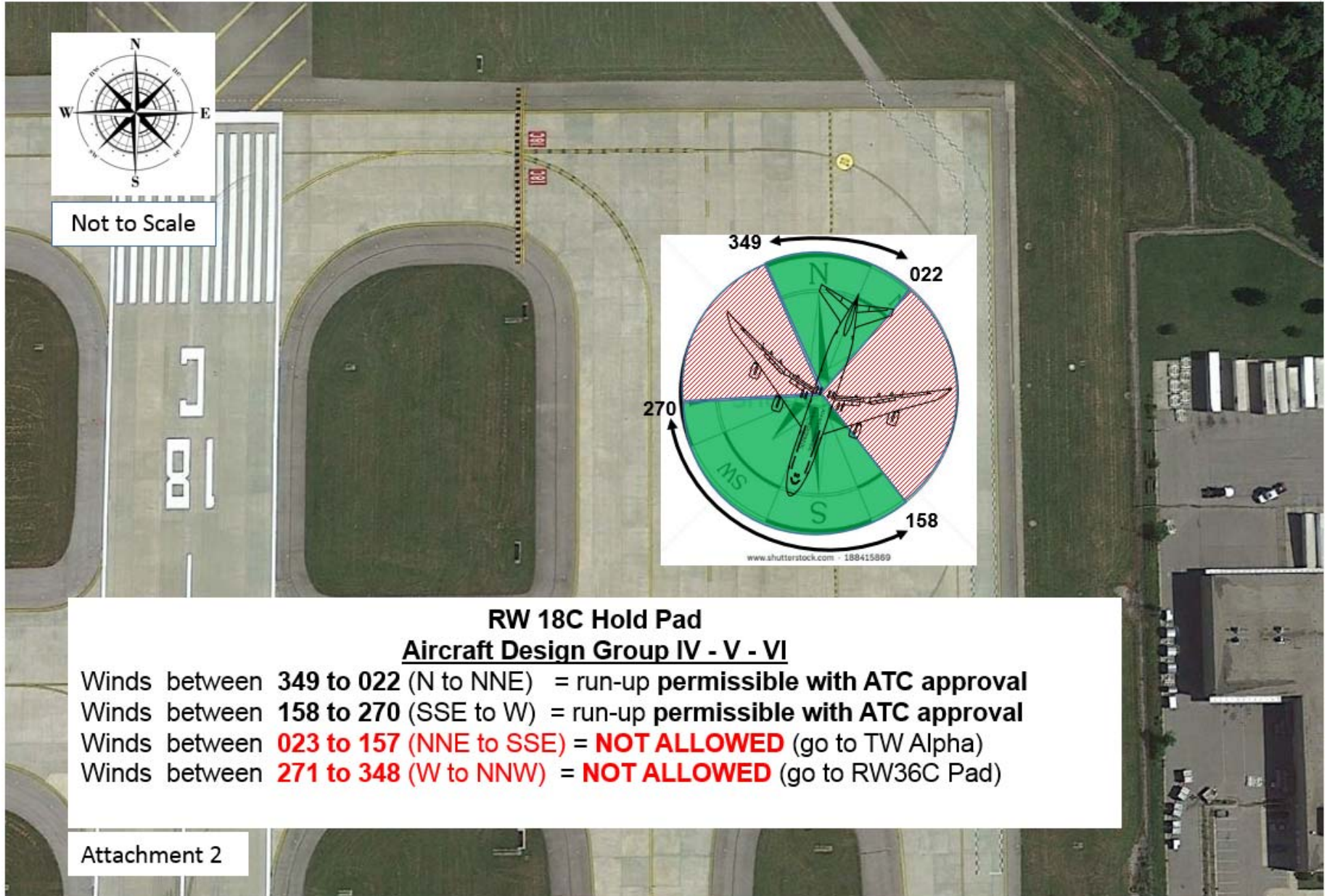
Airfield Engine Run Up Policy				 <b>General Policies</b>
Effective Date	09/01/17	Policy #	6252	
Page #	4 of 7	Revision #	2	

**Run-up Pads**

- Preferred taxi routes
- FAA ATC may utilize their discretion on actual route used




	<b>Policy #</b>	6252	<b>Effective Date</b>	09/01/17
<b>General Policies</b>	<b>Revision #</b>	2	<b>Page #</b>	5 of 7



**RW 18C Hold Pad**  
**Aircraft Design Group IV - V - VI**

Winds between **349 to 022** (N to NNE) = run-up **permissible with ATC approval**  
Winds between **158 to 270** (SSE to W) = run-up **permissible with ATC approval**  
Winds between **023 to 157** (NNE to SSE) = **NOT ALLOWED** (go to TW Alpha)  
Winds between **271 to 348** (W to NNW) = **NOT ALLOWED** (go to RW36C Pad)

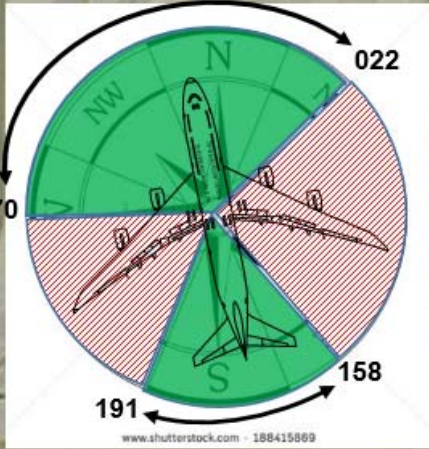
Airfield Engine Run Up Policy				 <b>General Policies</b>
Effective Date	09/01/17	Policy #	6252	
Page #	6 of 7	Revision #	2	



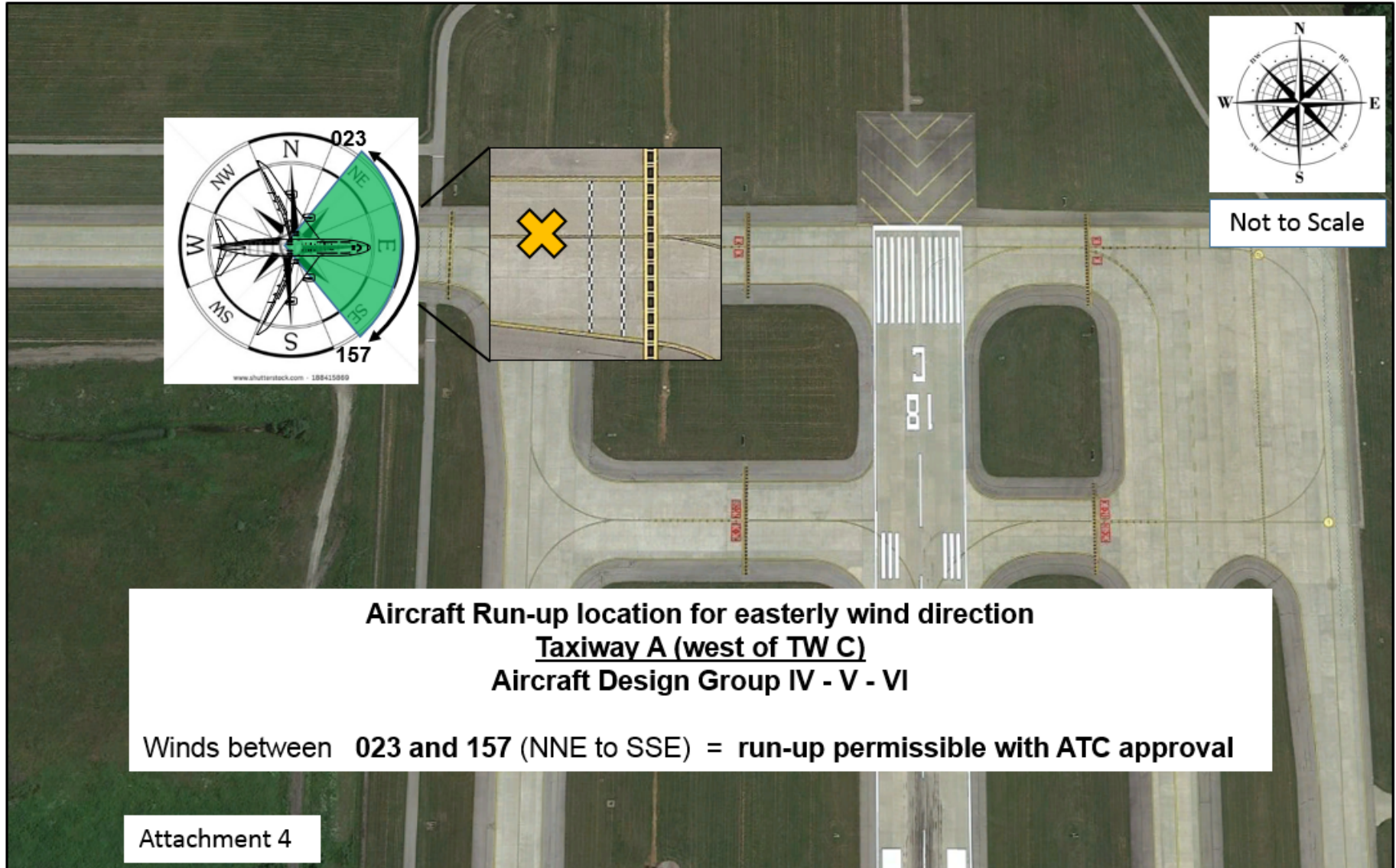
Not to Scale

**RW 36C Hold Pad**  
**Aircraft Design Group IV - V - VI**

Winds between **270 and 022** (W to NNE) = run-up permissible with ATC approval  
Winds between **158 and 191** (SSE to S) = run-up permissible with ATC approval  
Winds between **023 and 157** (NNE to SSE) = **NOT ALLOWED** (go to TW Alpha)  
Winds between **192 and 269** (SSW to W) = **NOT ALLOWED** (go to RW18C Pad)



	<b>Policy #</b>	6252	<b>Effective Date</b>	09/01/17
<b>General Policies</b>	<b>Revision #</b>	2	<b>Page #</b>	7 of 7



**Aircraft Run-up location for easterly wind direction**  
**Taxiway A (west of TW C)**  
**Aircraft Design Group IV - V - VI**

**Winds between 023 and 157 (NNE to SSE) = run-up permissible with ATC approval**

Attachment 4