



Policy # 6252	Revision # 4	Effective Date 08/15/23	Page Number 1 of 6
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1.0 Purpose

The purpose of the Airfield Engine Run Up Policy is to establish procedures at CVG Airport Authority (CVGAA) 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 Policy

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 Airport Operations through the Airport Operations Center (AOC) at (859) 767-7777, and provide the company name, aircraft type and anticipated run-up duration.

Unless otherwise permitted under a lease agreement between CVGAA 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 (refer to Appendix):

- Taxiway C (southern stub connector north of taxiway C7)
 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 320 to 040 (NNW to NNE) and between 215 to 140 (SSW to SSE) degrees only
- Taxiway A (east of taxiway B)
 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 315 and 225 (NNW to SSW) degrees only.
- Taxiway A (west of Taxiway C)
 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 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 CVGAA and an Aircraft Operator.

Vehicles are not permitted in the movement area without proper escort, unless approved by CVGAA. Escorts must be pre-arranged through the Airport Operations Center (AOC) 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, for maintenance personnel that taxi aircraft for engine run ups. CVGAA 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.

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.

3.0 Appendix







