PART E – SECTION 7
AIRCRAFT ENGINE RUN

1. Overview

This section specifies the conditions and procedures in performing aircraft engine runs for the purpose of trouble shooting or maintenance.

2. Location

2.1 Idle Power

Engine running at idle power setting limited to two engines at a time for duration not exceeding ten minutes may be conducted in the parking stands on the Passenger Aprons and Cargo Aprons. Same idle power setting limited to one engine at a time for duration not exceeding ten minutes may be conducted in Temporary Parking Stands (Stand L411 to L416 and L421 to L426). Idle power engine run on the Maintenance Apron can be of a longer duration.

2.2 Above Idle Power

Engine ground runs for maintenance purpose above idle power setting must be conducted at the Engine Run-up Facility located on the Maintenance Apron as indicated on Plan 9B in Part L.

3. Permission

3.1 Prior request for an engine run should be made to IAC-ACC. The airline or line maintenance franchisee shall provide the details, including the name of airline, aircraft type and registration, location of aircraft, estimated start time, duration, number of engines to be run, level of power setting and type of maintenance work.

3.2 When the aircraft is set up for engine run and the precautionary measures described in Para.4 are in place, cockpit crew of the aircraft shall obtain approval to start up engine from IAC-ACC (Callsign: Apron Control) on VHF frequency 121.775 MHz.

4. Procedures for Idle Power Engine Run

4.1 The airline or line maintenance franchisee must ensure all personnel and equipment are cleared from the engine intake area and the blast area, and inspection must be carried out to ensure that the pavement affected is free from debris and other foreign object damage hazard.

4.2 Lookouts or prominent signs on both sides of the parking stand must be positioned to warn ramp personnel and vehicles of the hazard arising from the engine ground run. Prior permission should be obtained from IAC-ACC to temporarily suspend the use of any section of apron roads.
4.3 Engine run should not be conducted when passengers are embarking or disembarking on any adjacent or opposite parking stand unless airbridges are used.

4.4 The franchisee ground crew in-charge must maintain communication with cockpit personnel, and be able to stop the engine run immediately if directed by Operation Officer, Airfield or IAC-ACC.

4.5 The aircraft brake must be properly engaged to prevent forward movement.

4.6 The anti-collision lights of aircraft should be activated.

4.7 After approval is given, cockpit personnel must maintain listening watch on the VHF frequency 121.775 MHz.

4.8 The franchisee ground crew must monitor the engine run.

4.9 On completion of engine run, the cockpit crew must advise IAC-ACC of the engine shutdown and the ground crew must remove all warning signs from the parking stand.

4.10 Before returning the parking stand, the franchisee ground crew in-charge should conduct pavement check and report to IAC-ACC any kind of damage found.

5. Procedures for Engine Run above Idle Power

5.1 The line maintenance franchisee must submit request to IAC-ACC together with the following details:

- Name of airline
- Aircraft type and registration
- Time of start and duration
- Number of engines to be run
- Power setting
- Type of maintenance work

5.2 IAC-ACC will advise the time when the aircraft can be positioned into the Engine Run-up Facility.

5.3 Before the handover of the Engine Run-up Facility to the line maintenance franchisee, Operation Officer, Airfield will conduct joint inspection with the engine run supervisor-in-charge to confirm the Facility is free of any kind of damage, contaminations or foreign object damage (FOD).
5.4 The engine run supervisor-in-charge of the line maintenance franchisee must:

(a) ensure that the aircraft is properly positioned and the brakes are securely applied;

(b) ensure any equipment and debris, if present, are removed from the blast area;

(c) seek permission from IAC-ACC via VHF 121.775 MHz to conduct engine run; and

(d) inform IAC-ACC of the commencement and completion of the engine run.

5.5 Engine run ground crew must monitor the engine run throughout its duration, and advise IAC-ACC on completion.

5.6 On completion of the engine run, the engine run ground crew must advise IAC-ACC of the engine shutdown, and remove the aircraft from the Engine Run-up Facility.

5.7 Before returning the Engine Run-up Facility, the engine run supervisor-in-charge should conduct a joint inspection with Operation Officer, Airfield to confirm the Facility is free of any kind of damage, contaminations, or FOD.

6. **Noise Abatement Requirement**

6.1 Airlines and the Aircraft maintenance operators must try the best in planning to avoid high power engine run between 2300-0700 local time.

6.2 The noise abatement requirement for engine run above idle power may be developed in consultation with the Environmental Protection Department of HKSAR Government.