

## APPENDIX A

### 1. PROCEDURES FOR GAINING PERMISSION FOR AN AIRCRAFT ENGINE TEST

- 1.1 Aircraft operators / engineering companies must obtain prior permission from GAL Airside Operations for the following engine testing requirements.
- 1.2 For a "Start - Stop" run permission must be obtained from GAL Airside Operations (Tel: 01293 503090 or extension 3090).
- 1.3 For higher power settings, an electronic form, obtainable from GAL Airside Operations must be completed and emailed to Airfield Operations. The following details must be given when seeking permission.
  - (a) Airline
  - (b) Aircraft type, series and registration
  - (c) Location of test
  - (d) Time test is due to begin (**in Zulu time**)
  - (e) Expected duration of test
  - (f) Number of engines to be tested together
  - (g) Level of power (ground idle, flight idle or above flight idle)
- 1.4 Airside Operations will email the completed consent form by return; **no test is to be started before receiving the completed consent.**
- 1.5 The following details must be emailed to Airside Operations within 2 hours of completion of the engine test.
  - (a) Actual start and finish times (**in Zulu time**)
  - (b) Duration at ground idle
  - (c) Duration at flight idle
  - (d) Duration at Full Power
  - (e) Number of engines which were tested together

**Note: If email details of the engine test are not received within 2 hours, permission will be with-held for future tests until this information is received by Airside Operations.**

## 2. SAFETY PRECAUTIONS

### INTRODUCTION

All parties engaged in aircraft engine testing activities must ensure that all personnel are fully conversant with the safety information and instructions detailed in the paragraphs below, whether in maintenance areas or in approved locations, which must be complied with at all times.

Aircraft engine testing procedures must also be carried out in accordance with the Health & Safety at Work Act (1974) and any other relevant health and safety legislation. Companies engaged in aircraft engine testing activities MUST have undertaken appropriate risk assessments to identify the risks and demonstrate that control measures are in place and must ensure that employees engaged in aircraft engine testing activities have been sufficiently briefed and have read their risk assessments with other third parties who may be affected by these operations.

### 2.1 GENERAL SAFETY PROCEDURES

- 2.1.1 Unless specifically cleared by the GAL Airside Control Lead, no aircraft engine testing above "ground idle" may take place with the tail of the aircraft pointing towards the runway, across taxiways or airside roads.
- 2.1.2 No aircraft may be tested on operational stands, except for "Start Stop" procedures.
- 2.1.3 In locations where aircraft engine testing is permitted, aircraft must be positioned in such a way that they will not harm persons or cause damage to buildings, infrastructure, aircraft, vehicles or equipment in the vicinity.
- 2.1.4 The aircraft anti-collision lights must be switched on during the entire period of the engine test.
- 2.1.5 The person responsible for the safety of the engine test must ensure that a listening watch is maintained for the period of the engine test on the ATC frequency in use for the control of aircraft on the ground. This requirement applies to engine tests carried out on both the airfield and in maintenance areas and is to ensure that there is a means of rapidly summoning the Airport Fire Service in the event of an emergency.

### 2.2 AIRCRAFT PARKED ON STAND

- 2.2.1 Ground idle only engine tests, of five minutes or less, may be permitted on stand provided that Airside Operations considers it safe to do so and the appropriate safeguards are followed. The aircraft must be positioned in such a way that the idle run will not harm persons or cause damage to buildings, aircraft, vehicles or equipment in the vicinity.

- 2.2.2 The operator must nominate a safety person who will be responsible for apron safety during "idle" engine tests on stand. They must be able to communicate immediately with the flight crew throughout the engine test to ensure that the engine(s) are shut down should persons or vehicles move into the danger area of a live engine. The safety person must be positioned clear of the aircraft engine intakes/exhausts with an unobstructed view of all approaches to the aircraft (particularly the back of stand road), looking out for any person or vehicle likely to present a hazard. If there is a roadway at the rear of a stand where an engine test is to be carried out, the operator carrying out the engine test must also provide a member of staff on the back of stand road through the engine test period. The role of this person is to ensure vehicle traffic is aware of the operation.
- 2.2.3 The engineer in charge of the idle power engine test must ensure that all the necessary precautions have been undertaken to ensure the safety of passengers, staff and equipment.

### 2.3 AIRCRAFT PARKED IN MAINTENANCE AREAS

The engineer in charge is responsible for ensuring that the aircraft is positioned correctly, that all necessary safety precautions are undertaken and the operating company's Standard Operating Procedures and the procedures contained in this Directive are followed.

### 2.4 AIRCRAFT IN DESIGNATED AREAS

- 2.4.1 Where an engine test is authorised to take place on the airfield, it is the responsibility of the engineer in charge to ensure that the areas in the vicinity of the aircraft which may be subjected to aircraft blast are clear of any persons, vehicles, aircraft and equipment. They will also be responsible for communicating with ATC.
- 2.4.2 A member of Airside Operations must correctly position any aircraft in the approved engine test area with the exception of taxiway Yankee where aircraft up to and including A321 **MUST** be aligned within the confines of the engine test markings.
- 2.4.3 Aircraft navigation and anti-collision lights must also be switched on while the aircraft is under tow (if appropriate) and throughout the entire period of the engine test. Airside Operations will also check the above areas immediately following an engine test to confirm that no damage has been caused to the adjoining grass areas.
- 2.4.4 Any damage resulting from engine testing must be reported immediately and the costs of any repairs may be passed to the operator concerned.

## 3. LOW VISIBILITY OPERATIONS

During Low Visibility Operations, engine tests above "idle" will not be permitted.