1 Ground Idle Testing

Aircraft engine testing at ground idle only is permitted on pier and remote stands and also on the Western Maintenance (formerly 'Fairey's') apron.

Ground idle running may take place at any time subject to certain safety measures being in place. See below:

1.1 Safety measures

- Aircraft on pier or remote stands must obtain approval for start-up from Air Traffic Control (ATC) using RT on the Ground Frequency stating the aircraft type, stand number and using the phraseology "Request permission to run engine(s)" at ground idle power for (approximate duration). Aircraft on the Western Maintenance apron do not need to request permission from ATC but must have pre-notified the Rescue and Fire Fighting Service (RFFS) watch room.
- During all ground idle runs an individual must be located by the rear of stand road (where applicable) to warn traffic using illuminated wands, which must be stopped during the engine run. A vehicle parked across or beside the road is not acceptable.
- Aircraft anti-collision lights must be illuminated during engine runs
- Ground idle testing at stands with a rear-of-stand road is subject to a maximum of 5 minutes duration – This is sufficient to carry out most basic engineering checks. Running engines for longer durations can cause unacceptable delays to road traffic waiting to pass behind the aircraft.
- Engine ground running longer than 5 minutes can be requested through the Airfield Operations Duty Manager (AODM), who will consider safety / environmental affects, and will authorise at their discretion.

1.2 Responsibilities

It is the responsibility of the organisation undertaking the engine run to:

- Control activity on the stand during the test
- Provide personnel to stop movement of traffic behind the aircraft and provide safety oversight of the test in case of emergencies
- Maintain contact between the Ground Engineer and the Flight Deck
- Ensure ATC clearance for start-up is obtained and that ATC are informed when the test is complete.
- Ensuring that ground idle runs on pier served stands are limited to 5 minutes duration.
- When there is a rear of stand road, the operator must ensure that red illuminated wands are in use always using the IATA standard signals.

2 Testing above Ground Idle Power

All tests above idle power must be carried out in the Engine Test Bay (ETB).

A request must be made to Airfield Control in advance by submitting a booking request via the Manchester Airport website:-

https://www.manchesterairport.co.uk/aviation-professionals/book-engine-test-bay/

Any engine test which in the opinion of the aircraft engineer concerned cannot be completed within the Engine Test Bay facility may be permitted at an alternative airfield location. This is restricted to daylight hours only. However, permission, the time and the location are to be determined by the AODM.

Engine testing south of runway 23R/05L is not permitted under any circumstances.

3 Engine Test Bay (ETB)

3.1 Availability of the ETB

Engine testing above idle power is only permitted in the ETB facility during the period 06:00-22:00, Monday to Friday and 07:30 – 22:00, Saturday and Sunday local time. This is in accordance with local authority planning agreements and the Manchester Airport Night Noise Policy.

The AODM has the discretion to allow an Engine Test 'Out of Hours', that is between the hours of 22:00 – 06:00 Monday to Friday and 22:00 - 07:30 Saturday and Sunday local time. However, such permission is only given in very special circumstances where the implications of not doing so would cause unacceptable operational disruption to Manchester Airport. Certain criteria must be met to justify engine testing during the defined night period.

The case for justification must be sought and confirmed in writing. Authorisation document should be sourced from the AODM. The number of 'out of hours' tests are strictly monitored and controlled by the Local Planning Authorities.

Whilst critical airfield work packages are in progress, the use of the ETB may be restricted to certain conditions. These will be advised on request by the AODM, and where possible, an alternative location will be provided.

3.2 Commercial Charges

A charge is levied by MAG for use of the ETB. Details of charges are contained within the booklet 'Manchester Airport Fees and Charges' available via the following link below:-

https://www.manchesterairport.co.uk/about-us/publications/fees-and-charges/

3.3 General Safety Requirements

- Approval for testing outside the Engine Test Bay will not be granted when Low Visibility Operations are in force.
- Alternative engine testing can be facilitated in an 'open field' location, either on a pre-determined area of taxiway or runway. The positioning of such aircraft will be confirmed by the AODM. It will not always be possible to position the aircraft into the prevailing wind.
- The Engineer employed by the aircraft operator is responsible for conducting the engine test, and must complete a safety checklist in conjunction with the ADOM which requires a signature from both parties.
- The Engineer supervising the test should inspect the pavement surface to ensure the integrity of the surface is acceptable for high power engine runs and any FOD has been removed. The engineer will be required to sign the safety checklist to confirm all safety considerations have been fully assessed.
- ATC clearance to start engines must be obtained on the ground frequency stating call sign, aircraft type and location. ATC clearance must also be sought before accelerating engines to high power. A listening watch must be kept on the ground frequency, as the need to reduce power may be necessary for safety reasons.
- The AODM may request copies of Engineer's risk assessment documentation before approving any open field test
- Charges for open field-testing will be levied in accordance with the Fees & Charges for testing within the ETB. (See section 3.2)
- NOTE: Tows to and from the ETB and open field-testing locations are subject to the procedures outlined in ASI 25 (Aircraft Towing).

3.4 Aircraft Engine Start prior to Pushback/Departure

The following detail sets out the procedure, for engine start on stand prior to aircraft pushback.

3.4.1 Jet Aircraft

When a jet aircraft (other than A380) requests a start on stand, a *single engine start at idle power only shall be approved*. The second engine start shall only be approved when the pushback is completed at tug release point or on centreline of taxiway at a minimum safe distance from personnel or acft stand or buildings, unless prior approval has been agreed with the AODM.

3.4.2 Turboprop Aircraft

When Turboprop aircraft requests start on stand, starting of *up to two engines at idle power only* may be approved prior to push.

On all occasions, a safety oversight person should be in position to ensure traffic does not cross behind the aircraft with engines running.

3.4.3 Cross Bleed Engine Starts

Cross-bleed starts must not be carried out on stand due to excessive noise, and jet blast hazards.

If a cross-bleed engine start is requested, the crew should be instructed to start one engine on stand, and then when the aircraft has pushed back onto a suitable taxiway (utilising the TRP's), the cross-bleed start will be approved. If a TRP is not available, the area MUST be checked by an Airfield Safety & Compliance Officer (ASCO) prior to the cross-bleed commencing.

If the aircraft is unable to push onto the taxiway, or the clearance behind the aircraft is not known, ATC will contact the AODM and request the area to be inspected prior to cross-bleed start.

3.4.4 Start After Push and Park

On occasion, an aircraft may be positioned in a nose-out configuration on a stand facilitating a self-manoeuvre onto taxiways for departure. Prior to engine start for departure, all self-manoeuvre stands MUST be checked by an ASCO to ensure the required safety measures are put in place to allow the aircraft to depart safely. Once confirmed, ATC will authorise the departure from the appropriate stand.

Exceptions:

The above conditions do not apply to IHP G3 facing West.