



OAKLAND COUNTY INTERNATIONAL AIRPORT  
AIRCRAFT MAINTENANCE  
ENGINE RUN-UP PROCEDURES  
FOR  
GROUND RUN-UP ENCLOSURE

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Produced By

## TABLE OF CONTENTS

1.	INTRODUCTION TO OAKLAND COUNTY INTERNATIONAL AIRPORT'S GROUND RUN-UP MANAGEMENT PLAN .....	1
2.	PROCEDURES FOR USE OF THE GRE .....	1
2.1	Aircraft Use Of GRE Facility .....	1
2.2	Operating Hours .....	1
2.3	Cooperation And Substitutions .....	2
2.4	Aircraft Ingress Into The GRE .....	2
2.5	Aircraft Orientation .....	2
2.6	Stoppage Due to GRE Damage .....	3
2.7	Wing Walkers .....	3
2.8	Inspection Before And After Use .....	3
2.9	Aircraft Egress From The GRE .....	3
2.10	Wind and Weather Conditions .....	3
2.11	Exceptions To Using The GRE .....	4
2.12	Equipment/Vehicle Parking .....	4
2.13	Scheduling Use Of The GRE .....	4
2.14	GRE Lighting .....	5
2.15	Questions .....	5
3	USER AND TRAINING MEETINGS .....	5
3.1	User Meetings .....	5
3.2	Training Meetings .....	5
4	RESPONSIBILITIES .....	5
4.1	Oakland County International Airport .....	5
4.2	GRE Users .....	6
4.3	Federal Aviation Administration .....	6
5.	EMERGENCY PROCEDURES .....	7
5.1	Airport Rescue and Fire-fighting (ARFF) .....	7
5.2	Fire Extinguishing Agents .....	7
5.3	First-Aid Kit .....	7
6.	GRE INSPECTION AND MAINTENANCE REQUIREMENTS .....	7
6.1	Responsible Parties .....	7
6.2	Snow Removal .....	7
7.	USER RISK AND LIABILITY DISCLAIMER .....	8

## **ATTACHMENTS**

Attachment A – Aerodynamic Usability Wind Roses

Attachment B – GRE Layout

Attachment C – Description of the GRE

## **1. INTRODUCTION TO OAKLAND COUNTY INTERNATIONAL AIRPORT'S GROUND RUN-UP MANAGEMENT PLAN**

Oakland County International Airport constructed a ground run-up enclosure (GRE) in 2004 to reduce noise levels generated by aircraft maintenance engine run-ups and to reduce noise impact on the neighborhoods located in the near vicinity of OCIA. This manual describes the operational procedures associated with GRE operations at Oakland County International Airport (OCIA). The GRE is described in more detail in Attachments B and C. The GRE is to be used for all maintenance-related test runs of aircraft engines, except as otherwise specified in this document.

## **2. PROCEDURES FOR USE OF THE GRE**

### **2.1 Aircraft Use Of GRE Facility**

**All commercial, general aviation, and military turbojet aircraft with a wingspan up to 112 feet must perform all maintenance run-ups in excess of 50% EPR in the GRE.**

**Excluded** from this requirement are reciprocating engine aircraft types, rotorcraft, and aircraft with a wingspan larger than 112 feet. Idle engine runs for purposes of leak checks and other maintenance procedures should not be done in the GRE. Idle runs 50%  $N_1$  and below may be performed at the aircraft's parking location when these runs do not present a hazard to persons or property. The facility is intended to be used for engine run-up operations. Maintenance on aircraft within the facility will be limited to minor adjustments that will not affect use of the facility by others nor create environmental concerns. All equipment and tools must be removed from the facility at the completion of each run-up.

### **2.2 Operating Hours**

The GRE is available for use between the hours of 7:00 and 21:00. Other times may be allowed under emergency conditions with prior permission of the Airport Administration 248-666-3900. Use will be on a first-come, first-serve basis. Under no circumstances will reservations be accepted for use of the GRE. Operators may also view the GRE web-cam to see if the GRE is in use. It is the responsibility of the aircraft operator to confirm the availability of the GRE by calling the Airport Administration @ 248-666-3900 before requesting taxi clearance from FAA Ground Control. **Occupancy of the GRE by another aircraft is not an acceptable reason to conduct an unsuppressed run-up.**

## **2.3 Cooperation And Substitutions**

Cooperation among users is encouraged. Operators may relinquish their turn to another operator with a more time critical run-up; however, the airport will not pressure an operator to accept a delay for the convenience of another. When an operator relinquishes time to another operator, the displaced aircraft will be allowed to resume its run-up.

## **2.4 Aircraft Ingress Into The GRE**

### **2.4.1 Aircraft With Wingspan Up To 112 Feet**

Aircraft with wingspan up to 112 feet must be backed into the GRE with a tug. The FAA Air Traffic Control Tower (ATCT) must be contacted for clearance before any aircraft or vehicles are operated on active taxiways. Proper communications between the aircraft, tow tractor, and the FAA ATCT must be maintained at all times during the taxi/tow operations. Aircraft will taxi to Taxiway-A (in front of the GRE) under their own power to avoid slow moving tug and tow operations, which cause taxiway congestion. Aircraft will be connected to the tug on Taxiway-A and positioned on the GRE centerline at the appropriate distance from the rear blast deflector.

### **2.4.2 Aircraft With Wingspan Greater Than 112 Feet**

Aircraft with wingspan up to 112 feet or greater are too large to use the GRE. Run-ups will be conducted in accordance with current procedures for conducting unsuppressed run-ups.

## **2.5 Aircraft Orientation**

**2.5.1** All jet aircraft shall be positioned facing straight out of the GRE, while on or parallel to the GRE centerline prior to beginning a high-power run-up. Under no circumstances should any run-up be performed with the blast pointed toward the sidewalls of the GRE, as they are not designed to withstand these forces.

**2.5.2** Two lines parallel to the blast deflector have been painted on the pavement to identify appropriate clearance from the rear blast deflector. The aircraft shall be positioned so that no portion of the aircraft extends aft past the "No Tail Closer" line (located 35 feet ahead of the jet blast deflector leading edge). The discharge nozzle of any engine which will be operated during the test must be forward of the "No Nozzle Closer" line (located 60 feet ahead of the blast deflector leading edge). Aircraft should be positioned as far into the GRE as practical in order to achieve maximum acoustical attenuation.

## **2.6 Stoppage Due to GRE Damage**

Damage to the GRE must be reported to Maintenance at 248-666-5984 immediately upon discovery. The airport will examine the damage and make a determination whether or not the damage is of a nature that would preclude continued use of the GRE. At the discretion of the airport, the GRE will be taken out of service until necessary repairs are made and the appropriate inspections are completed.

## **2.7 Wing Walkers**

All GRE users are encouraged to use wing walkers when positioning aircraft within the GRE to prevent damage and to assure the aircraft is correctly positioned within the GRE. As individual run-up personnel become familiar with the GRE environment, the use of wing walkers will be at the discretion of the individual user.

## **2.8 Inspection Before And After Use**

It is the responsibility of the user to inspect the GRE pavement area for foreign object debris (FOD) prior to beginning a run-up. If any FOD is found, it is to be removed prior to beginning the engine run-up operation. The user should ensure that the interior is FOD-free before leaving the GRE. Users should report any problems found in the GRE to Maintenance at 248-666-5984.

## **2.9 Aircraft Egress From The GRE**

Following engine testing within the GRE, all aircraft may power out, using minimum power necessary. Contact FAA Ground Control prior to entering Taxiway-A.

## **2.10 Wind and Weather Conditions**

**Attachment A** includes predicted aerodynamic usability wind roses for various aircraft types. These are general guidelines defining the wind direction and speed parameters when the GRE can be used. These parameters will vary with the type of aircraft, engine position and the power settings used for the engine testing. An illuminated reader board displaying wind speed and direction is attached to the south wall of the GRE for easy visibility from the aircraft cockpit. Additionally, a lighted wind cone is located ahead of the GRE opening on the west side of the entrance taxiway. The operator should closely monitor engine-operating readings and abort the test if readings exceed engine manufacturer's limits, if variances in readings indicate unsteady engine operation, or if other indications suggest continued operation might endanger people or property. If the operator still needs to continue the run-up operation, it is recommended that the operator wait until

conditions improve so that the run-up can be safely completed. If this is not possible, the operator may request an unsuppressed run-up.

### **2.11 Exceptions To Using The GRE**

There may be times when adverse wind or other conditions exist that may prevent a reliable test of engine performance, or use of the GRE is not possible due to closure for maintenance, repair work or other conditions outside the control of the user. Under such conditions, an unsuppressed run-up may be conducted outside the GRE, but only with prior permission from the Airport Administration at 248-666-3900. Unsuppressed run-ups must be conducted in accordance with current OCIA requirements.

### **2.12 Equipment/Vehicle Parking**

A wide paved apron area is located ahead of the GRE. Any equipment or vehicles that accompany an aircraft to the GRE should be parked close to the GRE control room on the area outside the GRE walls in such a manner as not to obstruct the taxiway. Vehicles shall not drive across the narrowest portion of the GRE lead-in taxiway without two-way radio communications with the FAA Tower. Work stands, tow tractors or other ground support equipment may not be parked or stored at the GRE.

### **2.13 Scheduling Use Of The GRE**

Users are required to call Airport Administration at 248-666-3900 to schedule use of the GRE. If unable to contact Airport Administration, call Maintenance at 248-666-5948. The following information is required when scheduling use of the GRE:

- Company/organization name.
- Aircraft make, model and N-number.
- Beginning time of run.
- Estimated duration of run-up.
- Maximum power setting to be used during the test.
- Name of contact person
- User's contact number

Airport Administration will inform the caller if the GRE is occupied or vacant at the time of their call. If it is vacant, the user should contact FAA Ground Control for taxi instructions. If it is occupied, Airport Administration will inform the

caller when it is expected to be. Use of the GRE will be allowed in the order that requests are received.

#### **2.14 GRE Lighting**

Security low-level lighting is provided within the GRE. The lights are on a photocell and remain on during hours of darkness.

Operational lighting is provided within the GRE for use during all run-up operations. The operational lighting is activated by a series of motion sensors, which will turn all lights on when an aircraft or vehicle moves within the GRE. The lights will remain on for a preset time of 30 minutes. (Note: It takes several minutes for the lights to reach full power.)

#### **2.15 Questions**

Questions regarding any operational, inspection or maintenance issues involving the GRE, should be addressed to:

Airport Administration at 248-666-3900

To report any safety issue or request a unsuppressed run-up, first call Airport Administration at 248-666-3900. If unable to contact Airport Administration then call Maintenance at 248-666-5984.

### **3 USER AND TRAINING MEETINGS**

#### **3.1 User Meetings**

User group meetings may be held to review engine run-up activity reports, discuss issues related to GRE use, and refine operational procedures, as necessary or recommended. A manufacturer's representative will attend the meetings during the first year of operation. The manufacturer's representative will help by sharing information learned at other airports with similar facilities. A representative from each user organization is requested to attend the quarterly meetings.

#### **3.2 Training Meetings**

The GRE manufacturer will conduct training meetings for the GRE operators. This training will coincide with the acoustic acceptance testing.

### **4 RESPONSIBILITIES**

#### **4.1 Oakland County International Airport**

Airport Administration is responsible for the following items:

- Enter data into the run-up log for all suppressed and unsuppressed run-ups.

- Inform users when the GRE is available for their use, in order of scheduling requests received.
- Restrict aircraft engine run-up operations to avoid risk of harm to people or airport property, or to accommodate emergency conditions or airfield operational constraints.
- Initiate all requests for maintenance on the GRE, whether performed by the airport's maintenance staff or outside contractors.
- Notify GRE users when the GRE is closed for maintenance or repair.
- Conduct regularly scheduled GRE user group meetings, as required.

**Maintenance is responsible for the following items:**

- Restrict aircraft engine run-up operations to avoid risk of harm to people or airport property, or to accommodate emergency conditions or airfield operational constraints.
- Visually inspect the GRE as part of routine airfield perimeter checks.
- Notify GRE users when the GRE is closed for maintenance or repair.
- Perform routine inspections of the GRE to identify and correct any problems.

#### **4.2 GRE Users**

The GRE users are responsible for the following items:

- Inspect the GRE for foreign object debris (FOD) and remove it prior to conducting a run-up. Ensure that the GRE is FOD-free upon completion of the run-up.
- Perform engine run-ups in accordance with airframe and engine manufacturer's guidelines.
- Closely monitor engine operation and discontinue any test if a condition exists that would prevent successful engine operation, in order to prevent damage to the aircraft or GRE.
- Maintain radio contact with the FAA ATCT at all times during run-up activities.
- Report any damage to the GRE to Maintenance at 248-666-5984.
- Ensure that all aircraft operators using the GRE have been trained to use the GRE safely.

#### **4.3 Federal Aviation Administration**

The Federal Aviation Administration (FAA) is responsible for the following item:

- Direct taxiing aircraft and ground equipment to and from the GRE while aircraft and ground equipment are within airfield movement areas.

## **5. EMERGENCY PROCEDURES**

### **5.1 Airport Rescue and Fire-fighting (ARFF)**

If radio communication with the FAA ATCT is not possible, emergency assistance can be obtained by calling **ARFF at 248-666-5984 or on Unicom 122.95.**

### **5.2 Fire Extinguishing Agents**

Two large wheeled fire extinguishers to handle minor fires are located in housings built into the GRE walls adjacent to the emergency exit doors. Notify the FAA ATCT or ARFF at 248-666-5984 of any type of fire, even if it has been extinguished with no damage to equipment or injury to persons.

### **5.3 First-Aid Kit**

A first-aid kit and eye wash station are located in the GRE control room for immediate care to minor injuries.

### **5.4 Fuel or Oil Spill Kit**

A spill containment kit is located in the GRE control room for immediate on site containment of fuel spills. Notify Airport Administration at 248-666-3900 of any spills.

## **6. GRE INSPECTION AND MAINTENANCE REQUIREMENTS**

### **6.1 Responsible Parties**

Airport Administration will coordinate all scheduled and nonscheduled maintenance requirements for the GRE. An email will be sent to all users informing them of any periods of non-availability and again when the GRE is back in service.

### **6.2 Snow Removal**

The airport's maintenance department will be responsible for the removal of snow and ice accumulations in the GRE and taxiways as much as practical. The airport, however, makes no assurances that the pavement will exhibit the coefficient of friction necessary to ensure that the aircraft will not move during engine run-ups.

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**7. USER RISK AND LIABILITY DISCLAIMER**

Oakland County and Oakland County International Airport make no warranties with respect to the use of the GRE. Each user of the GRE uses it at the user's own risk and is responsible for monitoring all conditions, as described herein, to avoid risk of damage or injury to property or person. Improper use of the GRE, or use during certain weather conditions, has been known to cause unreliable engine operation, up to and including compressor stalls. By their use of the GRE, each user assumes his/her own risk of loss, damage, or injury. Nothing in these procedures should be construed to supersede the recommendations of the aircraft manufacturers or of the aircraft operator's manual regarding the safe operation of the aircraft.

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**ATTACHMENT A**

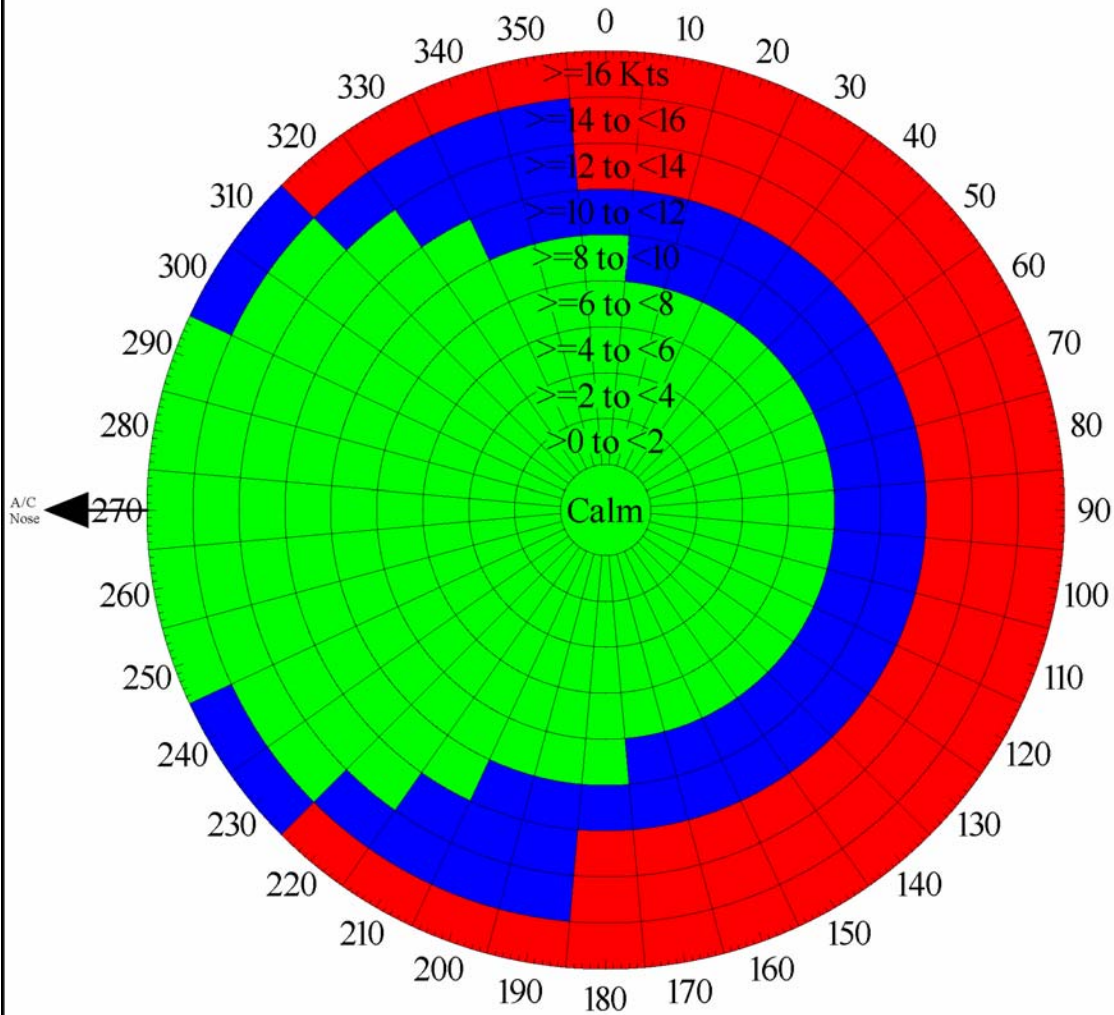
**AIRCRAFT USABILITY WIND ROSES**

- **A319**
- **B727**
- **B737**
- **Gulfstream II**
- **Gulfstream IV**
- **Gulfstream V**
- **Turboprop**

# Oakland County Int'l Airport GRE

Aerodynamic Usability Windrose

## Aircraft: A319

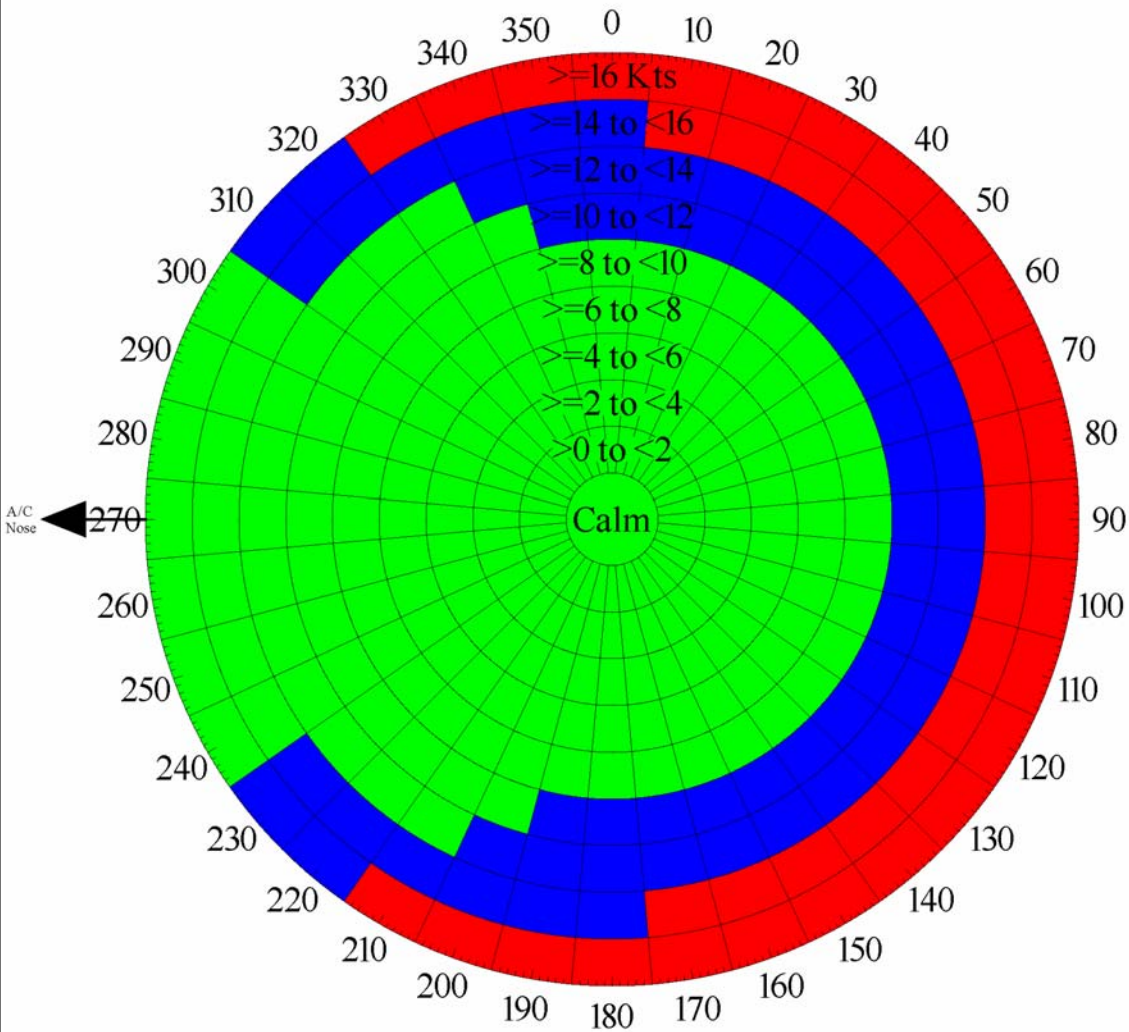


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

# Oakland County Int'l Airport GRE

Aerodynamic Usability Windrose

## Aircraft: B727

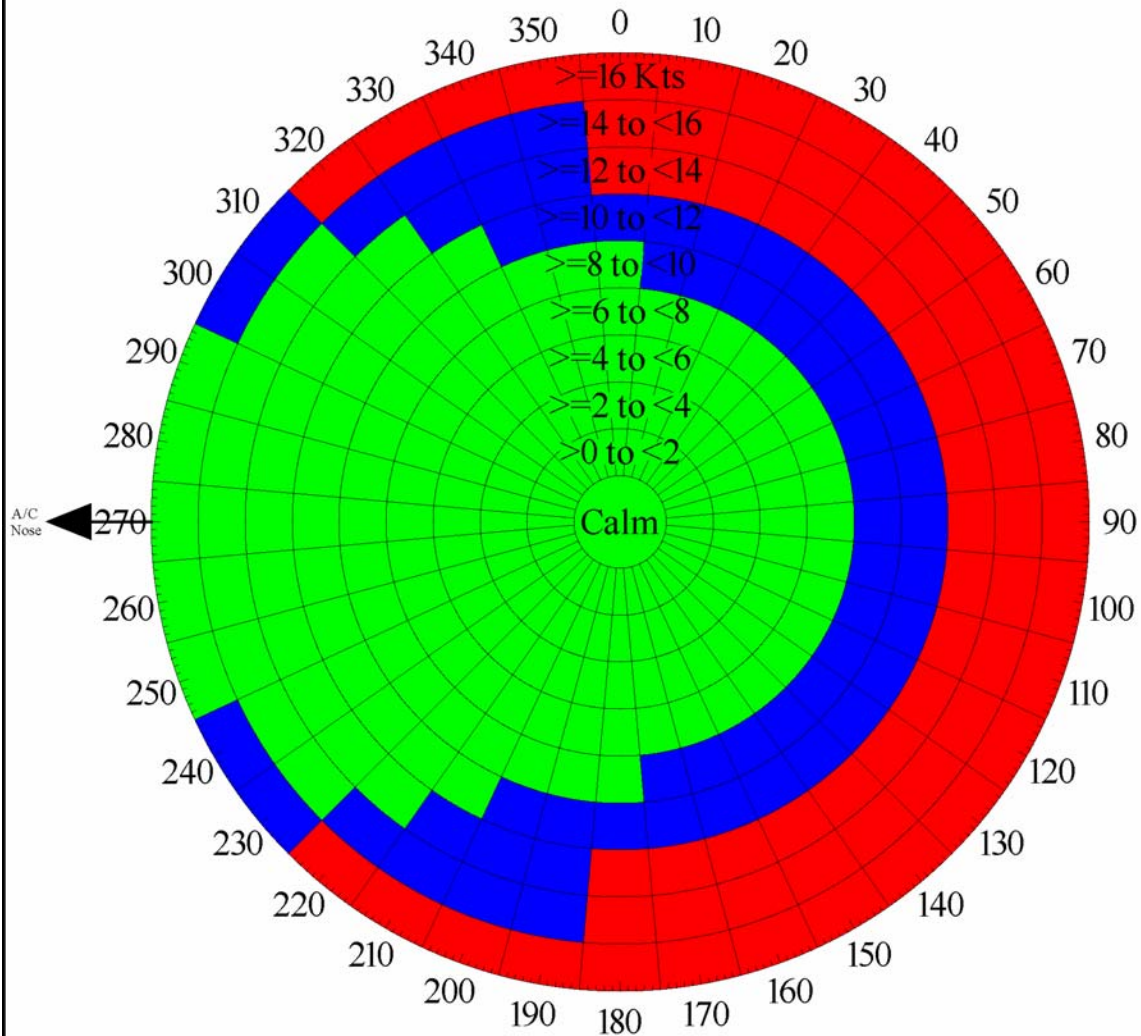


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

# Oakland County Int'l Airport GRE

Aerodynamic Usability Windrose

## Aircraft: B737

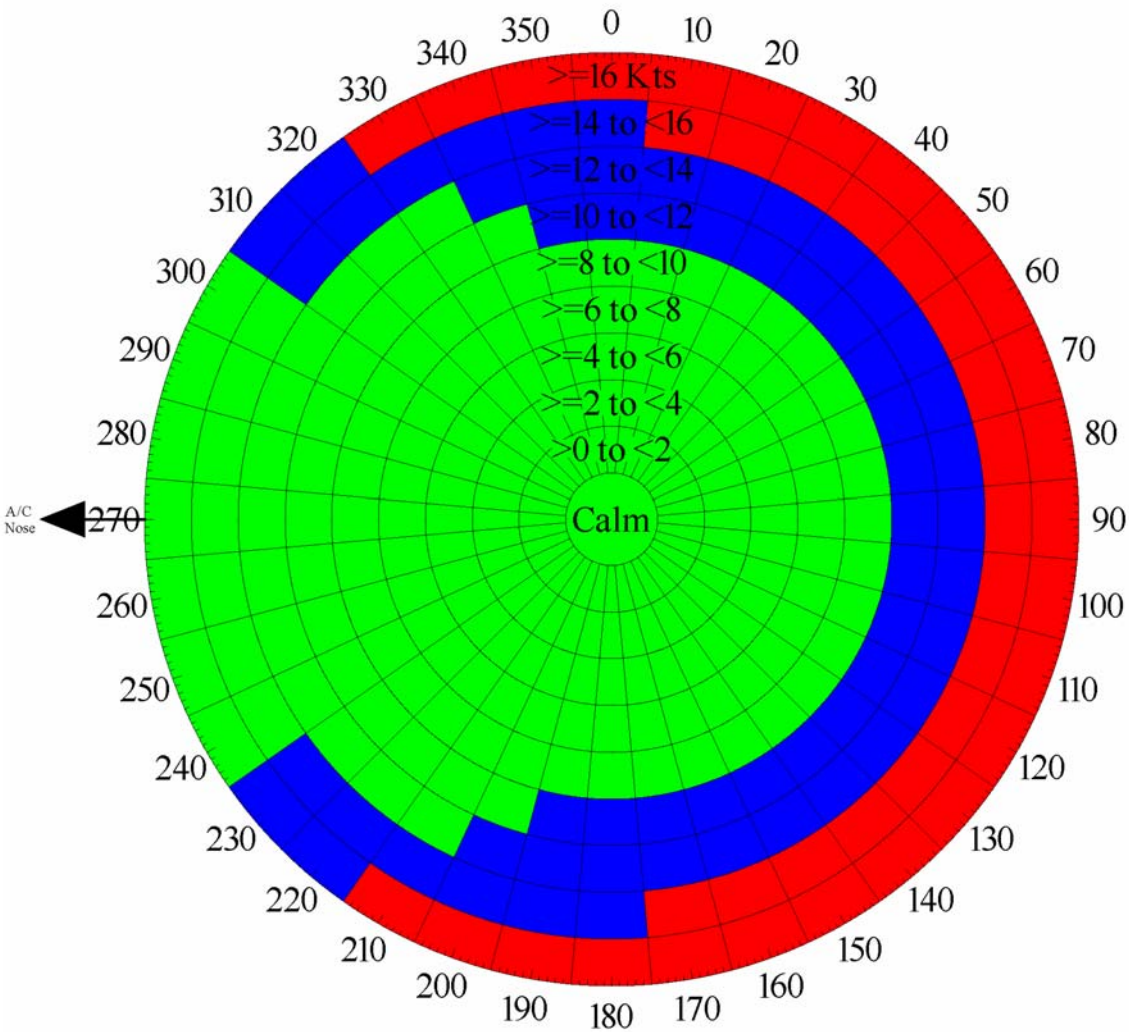


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

# Oakland County Int'l Airport GRE

Aerodynamic Usability Windrose

## Aircraft: Gulfstream II

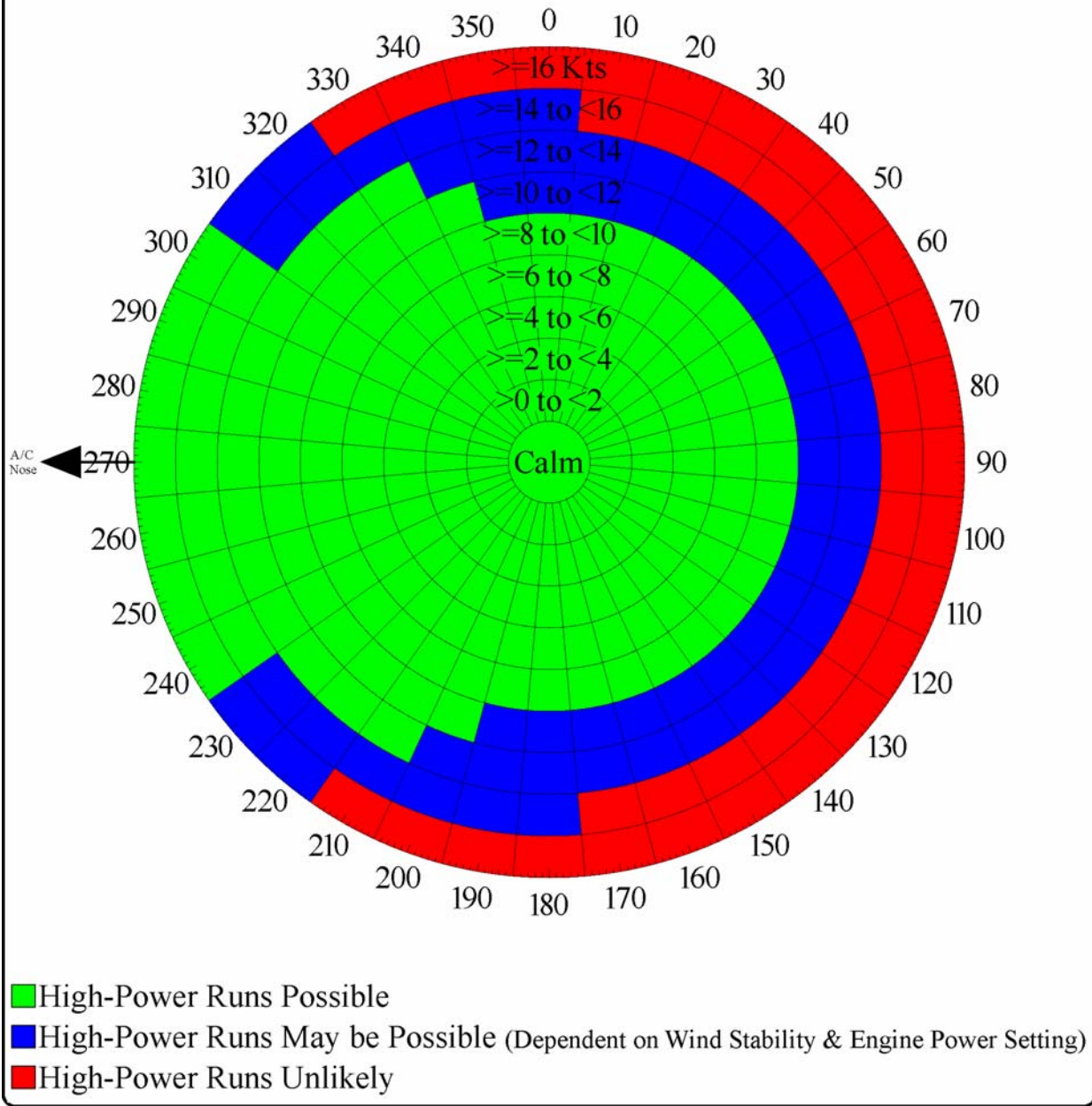


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

# Oakland County Int'l Airport GRE

Aerodynamic Usability Windrose

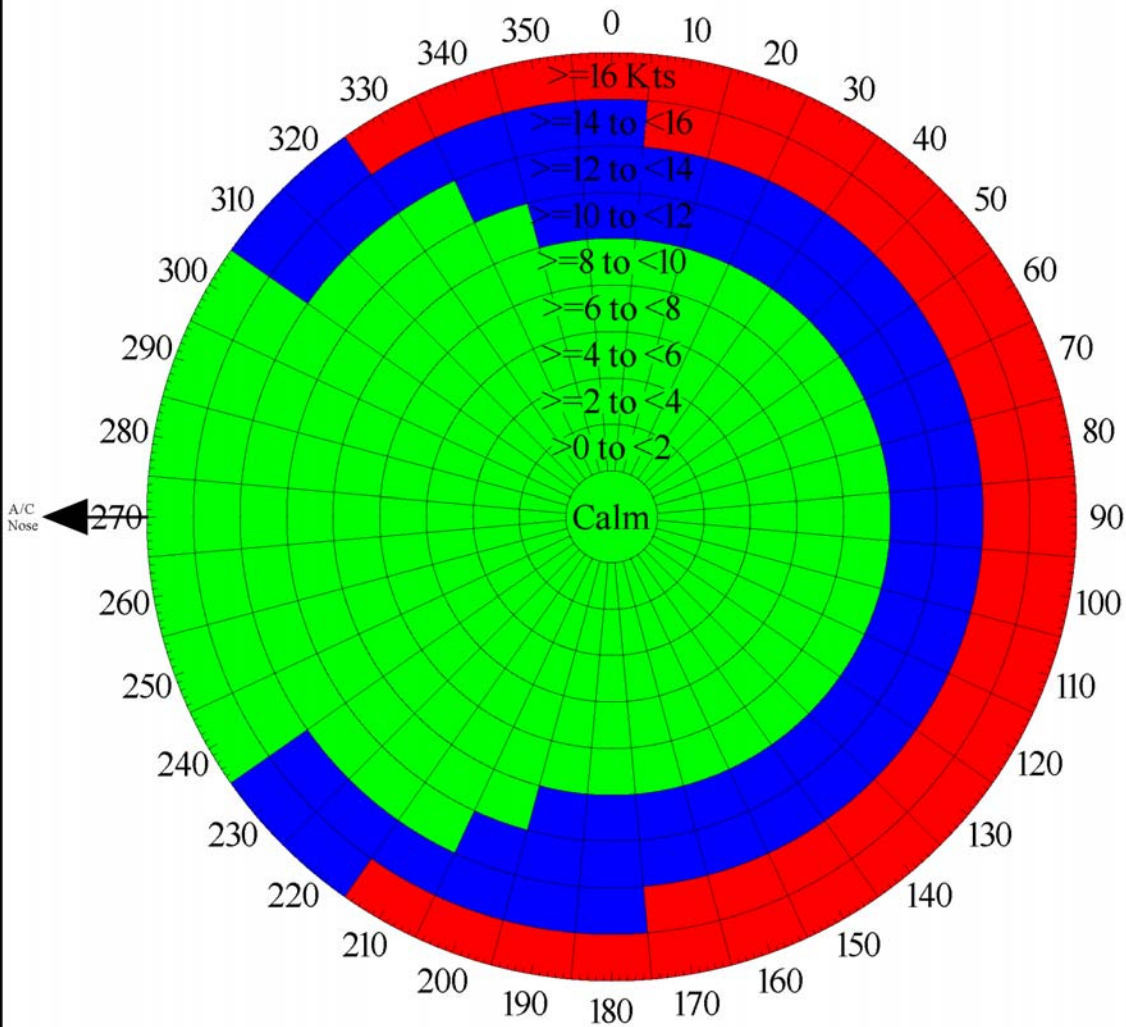
## Aircraft: Gulfstream IV



# Oakland County Int'l Airport GRE

Aerodynamic Usability Windrose

## Aircraft: Gulfstream V

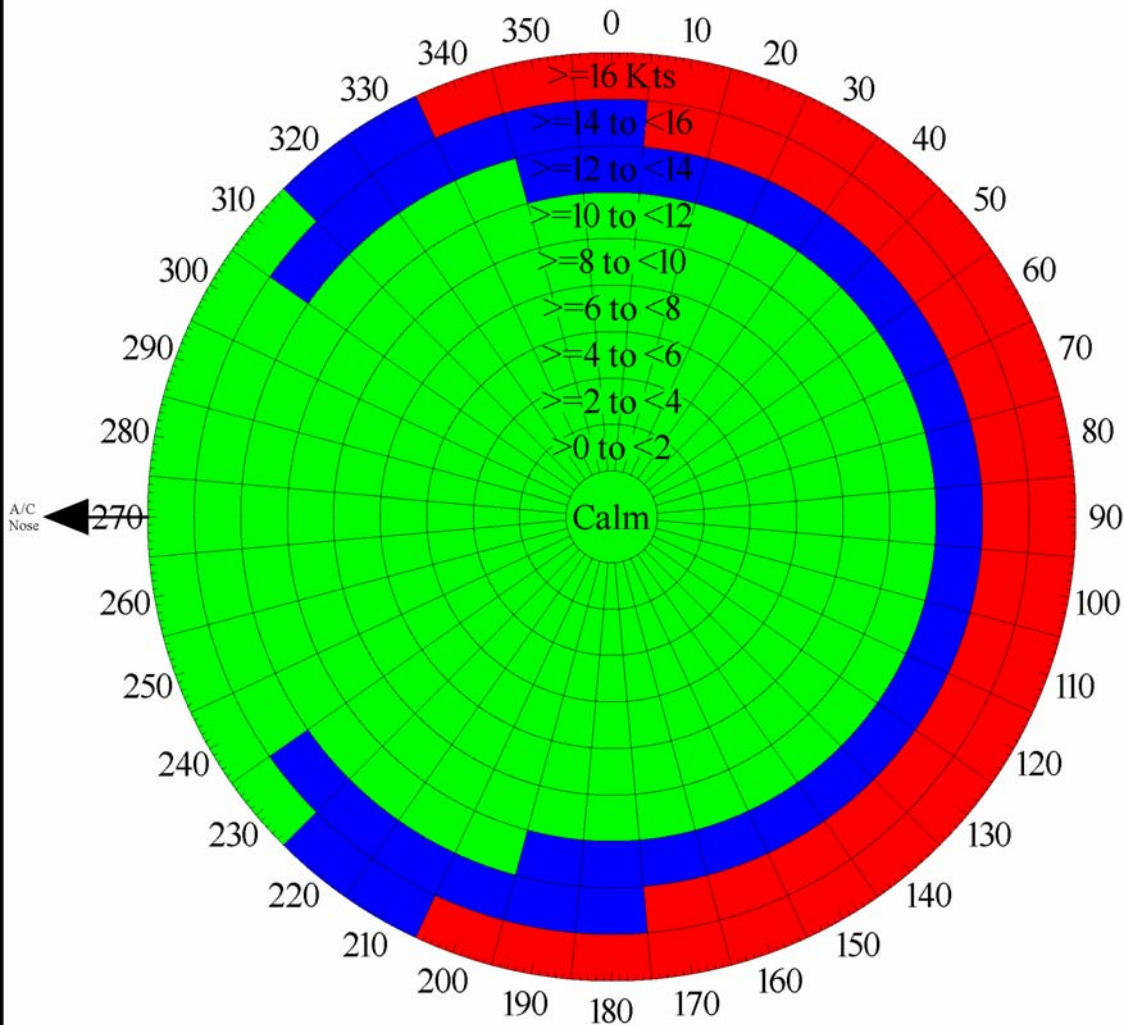


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

# Oakland County Int'l Airport GRE

Aerodynamic Usability Windrose

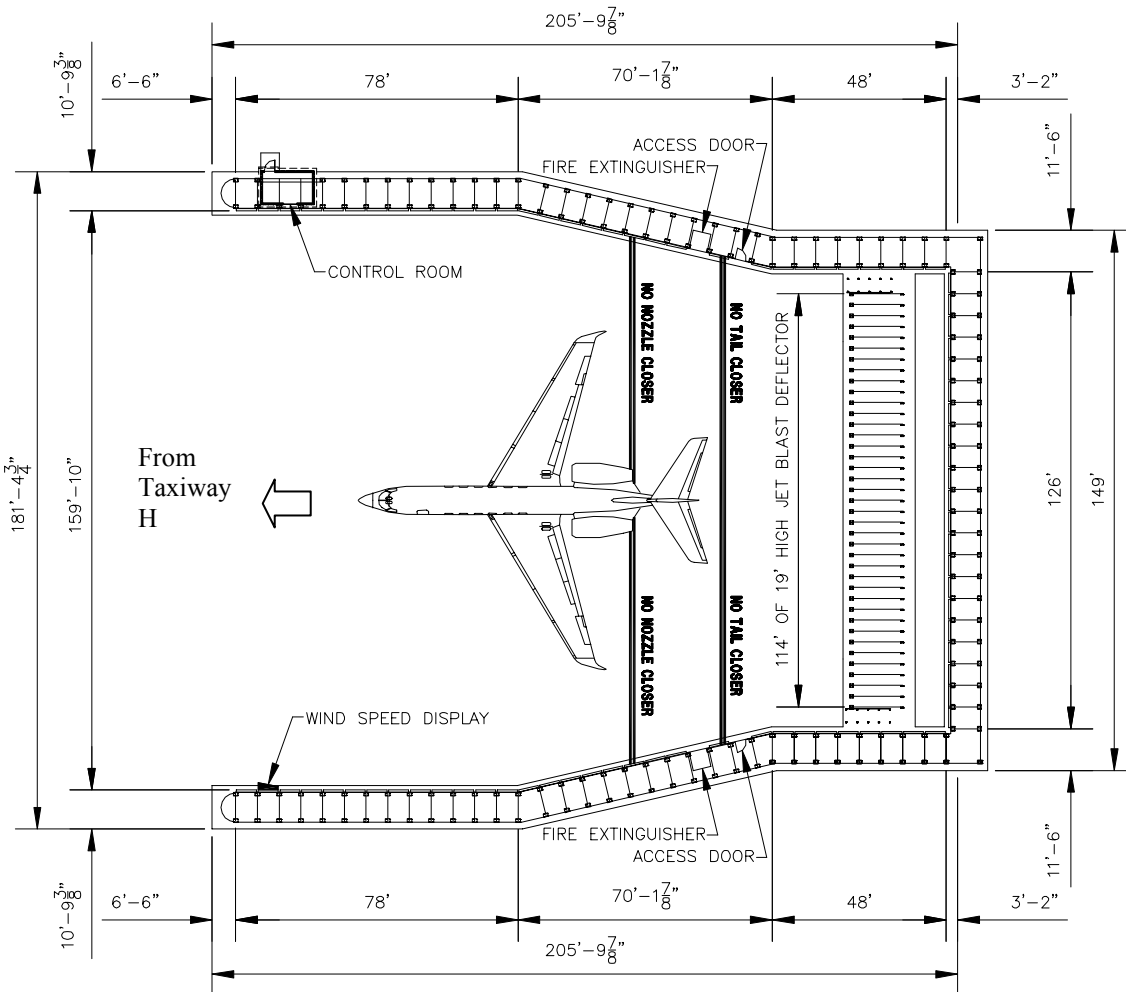
## Aircraft: Turboprop



- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

## ATTACHMENT B

### GROUND RUN-UP ENCLOSURE LAYOUT



## ATTACHMENT C

### DESCRIPTION OF GROUND RUN-UP ENCLOSURE

#### Location

The GRE is located on Taxiway A, east of the Terminal Area. It is oriented 270 degrees Magnetic.

#### Access

**Aircraft Access:** Aircraft will access the GRE from the adjacent Taxiway A to the west of the GRE.

**Vehicle Access:** Vehicles allowed to operate on the airport must access the GRE by use of aircraft operating surfaces as directed by the FAA Ground Controller.

#### Description and Dimensions

**Orientation:** The GRE is a three-sided, open-roofed structure. Aircraft will be positioned within the GRE with nose pointing outward toward the open end at a heading of 270° Magnetic.

**Size:** Exterior dimensions are 178' wide by 210' deep. The clear interior opening is 160' wide inside wall to inside wall.

#### Pavement Markings

**Centerline:** A yellow line 6" wide will be located in the center of the facility.

**Tail Position:** A stripe across the facility floor located 35' ahead of the jet blast deflector is provided. This stripe extends 10' up the sidewalls of the facility and is labeled "*No Tail Closer.*"

**Engine Position:** A stripe across the facility floor, located 60' ahead of the jet blast deflector is provided. This stripe extends 10' up the sidewalls of the facility and is labeled "*No Nozzle Closer.*"

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## Utility Buildings

### Control Room (For use by aircraft maintenance personnel)

- Location: On the north outside wall of the GRE, near the open end of the GRE.
- Size: 10'-0" wide by 11'-3" deep.
- Access: 3' by 7' personnel door on the south wall, unlocked at all times.
- Windows: One window 3'-6" x 4'-0", is provided to view aircraft operating within the GRE.
- Electrical:
  - Lighting: two overheads, fluorescent fixtures within the control room, and one HID (high intensity discharge) wall pack outside over the door.
  - Wind speed and direction LED readout board.
  - On-off switch for operational lighting.
  - Convenience Outlets: Five GFGI outlets inside and one waterproof GFGI outlet outside.
- Electronics:
  - Wind speed/direction monitoring sensors are located on a mast atop the south wall of the GRE. A display system is mounted on the south wall of the GRE.
  - CCTV camera system is installed on the south wall to transmit digital photographs of aircraft performing run-ups inside the GRE
  - Wind speed/direction monitoring and data storage is mounted on a computer rack in the control room.
  - Sound level meter is located in the rack in the control room to monitor noise levels within the GRE. The microphone is on the north wall.
- HVAC: A ductless, wall-mounted heat pump is provided for heating and cooling the control room.

- Miscellaneous:
  - Spill kit
  - First-aid kit.
  - Stand-alone eye wash.

## Electrical System

### GRE Lighting

- Security low-level lighting is provided within the GRE. The lights are on a photocell and remain on during hours of darkness. A manual maintenance test override switch is located in the control room.
- Operational Lighting: Lighting is provided within the GRE with HID cutoff fixtures. The operational lighting is turned on by activating motion sensors within the GRE. The lights will remain on for a preset time. The operational lights are on a photocell to prevent their use during the daytime. Maintenance test override switches are provided within the equipment room for testing the photocell.
- Obstruction Lights: Red obstruction lights are provided along the top of the GRE structure. They are controlled by a photocell and will remain on after dark. A maintenance test override switch is provided in the control room.
- Exit Lights: Exit lights are provided over each egress door in the GRE. They are connected to the photocell and will remain on after dark. A maintenance test override switch is provided in the control room.
- Grounding: A continuous ground is provided for steel GRE structures, including the jet blast deflector.