

ORDERS & INSTRUCTIONS

SUBJECT: AIRCRAFT ENGINE RUN-UP/AIRCRAFT ENGINE MAINTENANCE AT
WASHINGTON DULLES INTERNATIONAL AIRPORT

1. Purpose

To establish approved procedures for engine run-up and aircraft engine maintenance areas at Washington Dulles International Airport.

2. Distribution

This Orders & Instructions (O&I) is distributed to all Metropolitan Washington Airports Authority department managers and above, all air carriers, aircraft maintenance divisions, aircraft ground handlers, Fixed Base Operators, and the ATC Tower at Dulles Airport.

3. Cancellation

Airport Bulletin IAD 3/2D, Aircraft Engine Run-up Areas at Dulles Airport, dated April 12, 1993, is canceled.

4. Policy

This policy affects all turbine-powered aircraft requiring engine maintenance runs. Power checks or engine run-ups which require more power than is normally used to pull away from ramp or gate positions are restricted to the following areas on the airport.

- a. Group I & II commercial turbojet aircraft (as defined in FAA AC 150/5300-13) and commercial turboprop aircraft will perform engine power runs in the hold blocks for runways 19R, 19L, 30, or 01R.
- b. Turbo jet aircraft larger than Group I & II and all military aircraft are restricted to performing engine power runs only at the hold blocks for Runways 30 or 01R.
- c. No person shall operate an engine of an aircraft on the airport in such a manner that the exhaust of that engine is likely to cause injury or damage to any person or property.

5. Procedures

Except for operational necessities, run-ups are authorized only during the period from 0700L to 2200L. All agencies requiring an engine run must contact Dulles Ground Control for taxi instructions to the appropriate run-up area. In addition, prior permission must be obtained from an Airport Operations Duty Manager (703-572-2730).

Multi-engine run-ups will be accomplished one engine at a time. Unless the aircraft operations manual specifically dictates otherwise, high power settings should not exceed 60 seconds in duration. Deviations will be approved by an Airport Operations Duty Manager on a case-by-case basis.

(Note: Authorized headings may be expanded only with ARTCC authorization after assessment of impact to airport operations.) Location and specified headings for run-ups will be determined as follows:

- a. Only Group I & II aircraft may conduct run-ups in hold blocks 19L & 19R; in addition, all aircraft are restricted to the following headings:
Hold block 19L - heading 220° to 310°
Hold block 19R - heading 090° to 160°
Hold block 30 - heading 220° to 350°
Hold block 01R - heading 010° to 300°

- b. Aircraft larger than Group II may conduct run-ups in hold blocks 01R & 30 only; in addition, all aircraft are restricted to the following headings:
Hold block 01R – heading 010° only
Hold block 30 – heading 220° to 350°

Aircraft will maintain contact with Dulles Ground Control at all times during these operations.

Aircraft will be positioned so the engine nacelles are entirely above the concrete portion of the hold block.

Any exceptions to the above procedures must have prior approval from the Manager of the Airport Operations Department, or his/her designated representative.


Keith W. Meurlin *AK*
Airport Manager

30 May 2001
Date