

Aircraft Maintenance Run Procedures

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Document Control

Version	Date	Changes	Prepared By	Approved By
1.0	Jan 2012	Initial	P. Fagnano	G. Cabral
2.0	Dec 2013	Permitted & Restricted hours	P. Fagnano	G. Cabral
3.0	Jun 2015	Format, Permitted, Restricted & Prohibited Hours, Compass Swings, Taxi Tests	M. Karsseboom	G. Cabral
4.0	March 2017	Inclusion of GRE and new alternate location.	M. Antle	G. Cabral
4.1	April 2017	Amendment to alternate location.	M. Antle	G. Cabral
4.2	October 2017	Compass swing location updated.	M. Antle	G. Cabral
4.3	November 2019	Added appendix B	M. Antle	G. Cabral

Note: this document is on a two year review cycle.

Table of Contents

1	General	4
2	Hours of Operation	5
3	Maintenance Run Protocol.....	6
4	Locations	7
5	Appendix A – Run Locations Map.....	8
6	Appendix B – DH-7 and Q400 lead lines	9

1 General

The purpose of this procedure is to ensure that maintenance runs are conducted not only in a safe manner but also to minimize noise impacts on the surrounding community. This procedure applies to all operators conducting maintenance runs on all airport property at Billy Bishop Toronto City Airport (BBTCA), including leased lands.

The aircraft crew and ultimately the owner / operator are responsible and liable for any and all injury to persons or damage to property resulting from their maintenance run activity.

For the purpose of this procedure a maintenance run is the operation of the engine(s) of a fixed or rotary wing aircraft to conduct maintenance or correct faults.

These runs can be further categorized under the following five types:

- **Power Run:** Running an engine with the engine power setting advanced above idle power.
- **Idle Run:** Running of an engine at idle power.
- **Propeller Governor Overspeed Check:** A post landing check completed from time to time by some aircraft to verify propeller safety system functionality. This run is usually under 1 minute.
- **Taxi Tests:** Taxiing an aircraft around the airfield to ensure certain systems are functioning properly.
- **Compass Swing:** A test to align and ensure aircraft navigational equipment is functioning properly.

2 Hours of Operation

The hours of operation for Maintenance Runs are as follows:

Normal Hours: Monday to Friday - 0800L to 2200L
Weekends & Holidays - 0900L to 2100L

Restricted Hours: Monday to Friday – 0645 to 0759 and 2201 to 2300
Weekends & Holidays – 0645 to 0900 and 2101 to 2300

Maintenance Runs are only completed in the restricted hours in situations involving unforeseen and unavoidable circumstances, and Billy Bishop Airport will explore all other options before allowing an engine run to occur during these times.

Prohibited Hours: Monday to Sunday – 2301 to 0644

Maintenance runs are not permitted during prohibited hours.

3 Maintenance Run Protocol

Prior notification to the Airport Duty Manager is required before conducting any Maintenance Run in the normal hours. The operator must provide the following information:

1. Aircraft Type and Registration
2. Engine Run Type (Power, Idle)
3. Approximate start time and duration of run
4. Departure Time for the Aircraft

Prior approval from the Airport Duty Manager is required if the maintenance run is required in the restricted hours. In addition to the information above the air carrier must provide a reason why the run cannot be completed in the normal hours.

4 Locations

Power Runs – Currently there are 2 areas for Maintenance Runs (Power) at BBTCA. The primary area will be the Ground Run Enclosure (GRE) off Taxiway Echo just south of Runway 06/24. The alternate location is the intersection of Runway 06/24 and Taxiway Echo.

Idle Runs – These runs may be done at the gate when it is safe to do so. If activity around the aircraft does not permit a run at the gate the power run areas will be utilized.

Propeller Governor Overspeed Checks - are of brief duration and intensity, BBTCA requires that these checks be performed in specific areas when operationally feasible to mitigate noise impacts to the surrounding communities.

‡ **Compass Swings** – These activities will be completed at the alternate power run area (intersection of RWY 06 and TWY E).

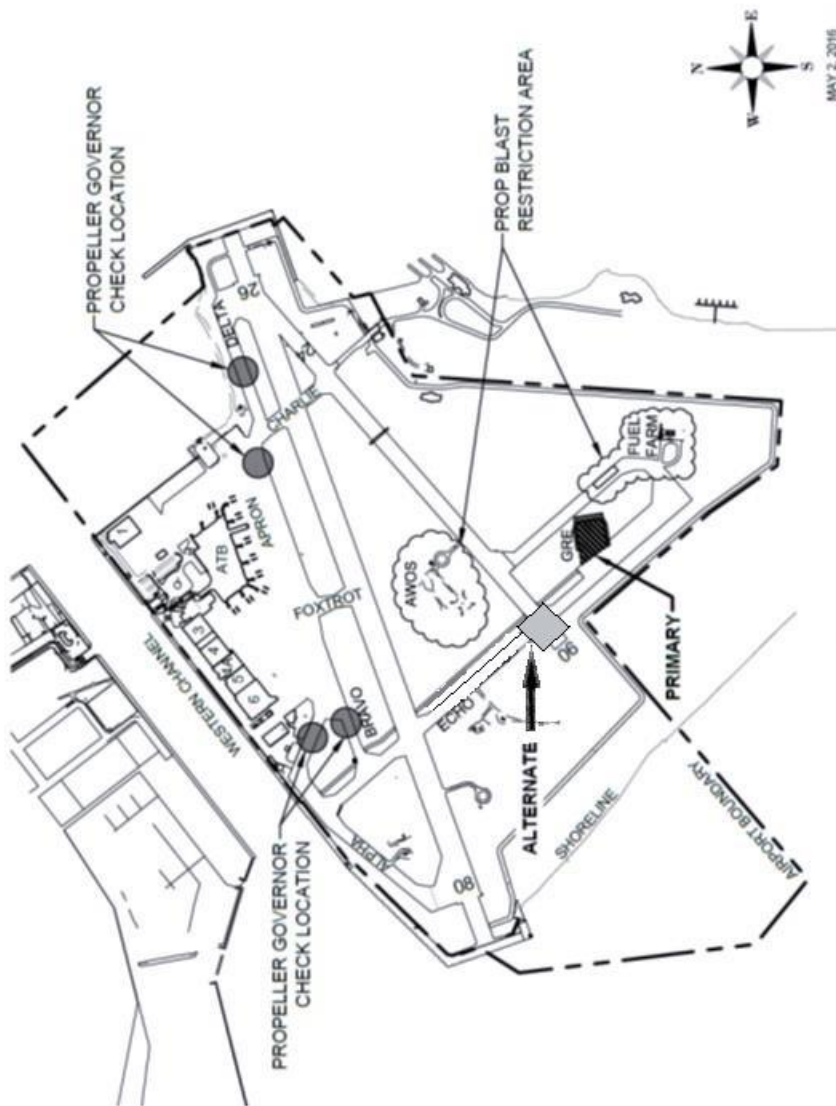
Taxi tests – as directed by NAVCANADA ground control

Note: Helicopter Hovering Exercises may be conducted in the primary and alternate locations as operationally feasible.

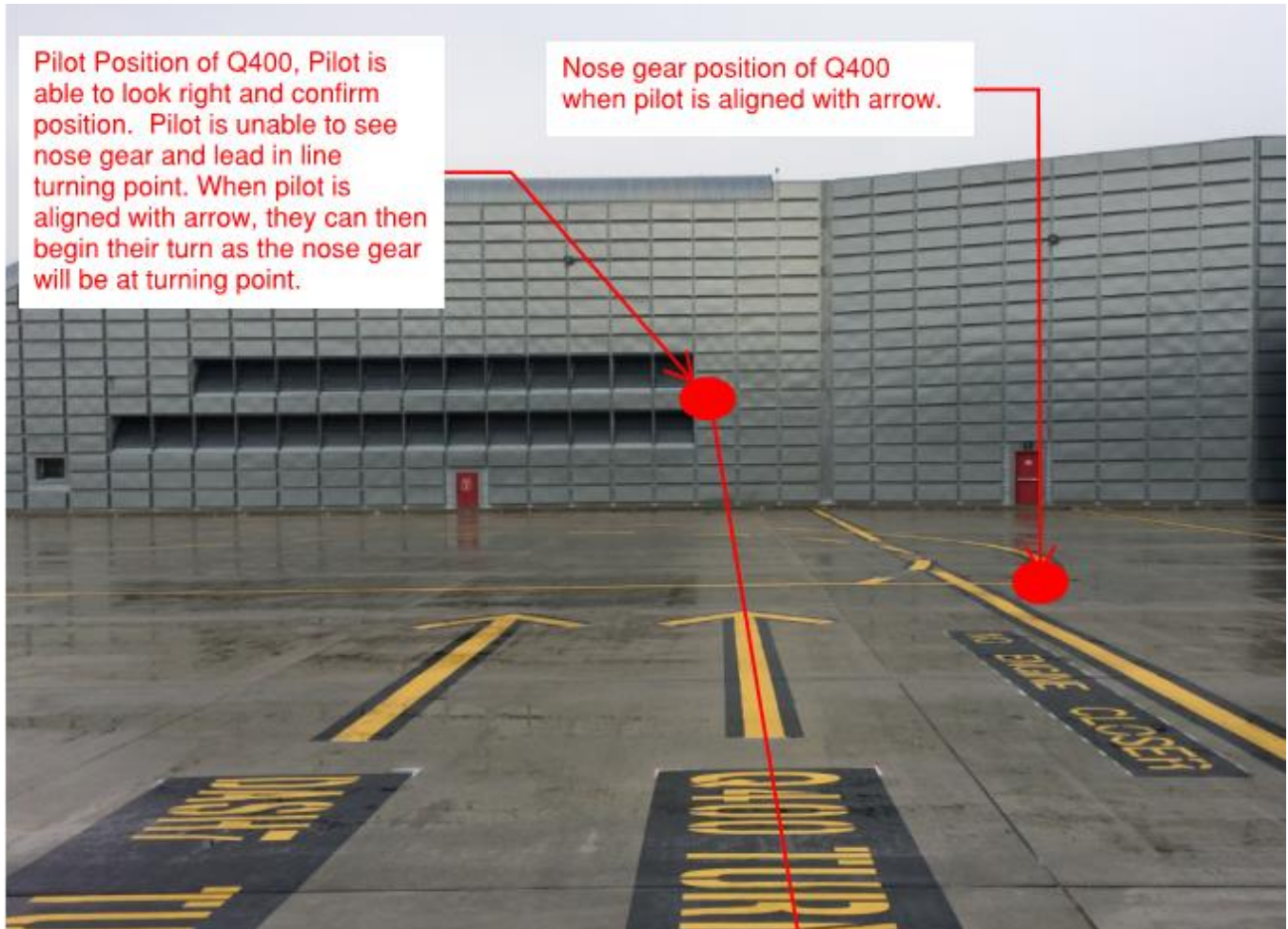
Appendix A illustrates the normal run locations as described above.

5 Appendix A – Run Locations Map

Note: If the primary area (GRE) as denoted is not available due to facility closure or other operational considerations, an alternate location will be coordinated between the operators, BBTCA Duty Manager and Nav Canada.



6 Appendix B – DH-7 and Q400 lead lines



NOTE: Pilot/AME is to begin the turn once the cockpit is abeam the arrow identifying their aircraft type. The arrow should be visible out the starboard side. DH-7 will follow the newly painted dashed line. G.A. aircraft may follow either line at their own discretion.