

Engine Run-up Procedure Program

Policy & Procedures

The Port of Oakland maintains an aircraft engine run-up procedure policy at Oakland International Airport and regulates enforcement of the program under Operations Directive Number 616.5. The directive requires regulation of all engine run-ups for aircraft over 12,500 pounds and all military type aircraft and specifies the location and time-of-day for this activity. A summary of the regulation is provided below.

In addition, settlement agreements between the Port of Oakland and the City of Alameda stipulate that noise level limits be maintained for evening and nighttime aircraft engine run-up activity. During the evening hours, 7:00 p.m. to 10:00 p.m., engine run-up noise levels should not exceed 75 decibels in residential areas of Bay Farm Island. During the nighttime hours, 10:00 p.m. to 7:00 a.m., engine run-up noise levels should not exceed 70 decibels. These noise limits are measured at a permanent noise microphone located on Beach Road adjacent to the airport.

Non-compliant Engine Run-ups

Maximum noise levels are reviewed at the permanent noise microphone located on Beach Road (RMT #15) when a power engine run-up occurs between 7:00 p.m. and 7:00 a.m. daily. Aircraft engine run-up information is correlated to maximum noise level data collected from RMT 15. A non-compliant engine run-up will equal or exceed 75 dB (Lmax) between 7:00 p.m. and 10:00 p.m. and 70 dB (Lmax) between 10:00 p.m. and 7:00 a.m.. If a non-compliant operation should occur, the Noise/Environmental Compliance Office will investigate the occurrence and work with Airport Operations and the aircraft operator/airline to minimize future non-compliant run-up operations.

Summary of Operations Directive 616.5

In summary, the Operations Directive that regulates the Port's policy on aircraft engine run-ups and the use of the Ground Run-up Enclosure (GRE) facility states:

- Aircraft operators must get authorization from Airside Operations prior to conducting any aircraft engine run-ups.
- All engine run-ups for aircraft in excess of 12,500 pounds and all military/military surplus aircraft must be performed at the Ground Run-up Enclosure (GRE) or at the Alaska Airlines maintenance blast fences. Engine run-ups may be performed in the GRE between 10:00 p.m. to 7:00 a.m. **only** for revenue flights occurring that day.
- GRE Engine Run-up Policy:
All aircraft engine run-ups above idle power must be scheduled during the hours listed in the table below.

Hours of Operation	Run-ups Allowed
7:00 a.m. to 10:00 p.m.	No restrictions
10:00 p.m. to 7:00 a.m.	Aircraft needed for a revenue flight departing that day.

- Requirements for Alaska Airlines Blast Fence:
All aircraft engine run-ups above idle power may be performed at the blast fences during the hours listed in the table below. Otherwise, the GRE must be used. A one-hour grace period may be authorized by Airfield Operations for engine run-ups at the blast fences that are in progress but not completed by 7:00 p.m..

Day of Run-up	Run-ups Allowed
Monday - Friday	7:00 a.m. to 7:00 p.m.
Saturday	8:00 a.m. to 7:00 p.m.
Sunday and Holidays	Prohibited

Port of Oakland Policy on Engine Run-ups

- The goal of this policy is to minimize noise impacts upon communities in the vicinity of the airport and to accommodate aircraft operators requiring engine run-ups.
- It is the intent of Oakland International Airport to utilize the Ground Run-up Enclosure (GRE) to mitigate noise impacts to surrounding communities. Toward that end, Airside Operations staff will promote the use of the GRE for all engine run-ups for aircraft in excess of 12,500 pounds and all military/military surplus aircraft, except those engine run-ups conducted at idle power. Refusal to use the GRE for any reason may result in a denial of permission to conduct the intended run-up. Use of the GRE must conform to all aspects of the procedures set forth in this directive.
- No run-ups will be conducted without the prior consent of Airport Management. Permission for run-ups may be obtained by contacting Airside Operations.
- Maintenance engine run-ups include operation of aircraft engines for the purpose of assessing engine performance before, during, and after maintenance and/or repairs. Operations not included as maintenance are engine run-ups under the following conditions:
 - “Warming-up” of piston driven or turbine/propeller engines.
 - Routine engine and instrument checks prior to take-off.
- All maintenance engine run-ups, regardless of when conducted, shall be done at locations on the airport approved by the Airside Operations Supervisor/Manager on Duty.
- Maintenance engine run-ups will be allowed between the hours of 10:00 p.m. to 7:00 a.m. only under the following circumstances:
 - Idle-power tests of aircraft engines.
 - Aircraft scheduled for a revenue flight departing that day if the run-up cannot be completed between 7:00 a.m. and 10:00 p.m..

- Unscheduled maintenance operations that must be conducted to revenue aircraft that have experienced mechanical problems.
- Emergency flight operations and aircraft serving in an emergency capacity, such as: Police, Fire, Search and Rescue, Air Ambulance, Aerial Tankers, or transport of emergency supplies and/or personnel.
- Special flight operations and/or aircraft in the service of federal, state and local law enforcement, military, or a mission pertinent to national security.

The report includes:

- A map illustrating the location of RMT #15.
- A listing of all high power aircraft engine run-ups including the date of the run-up, the time the run-up began, the air carrier performing the run-up, aircraft type, the percent of power of the aircraft run-up, and whether the run-up equaled or exceeded the allowable maximum noise levels.

Definitions:

Following are definitions of technical terms and abbreviations used in the reports below:

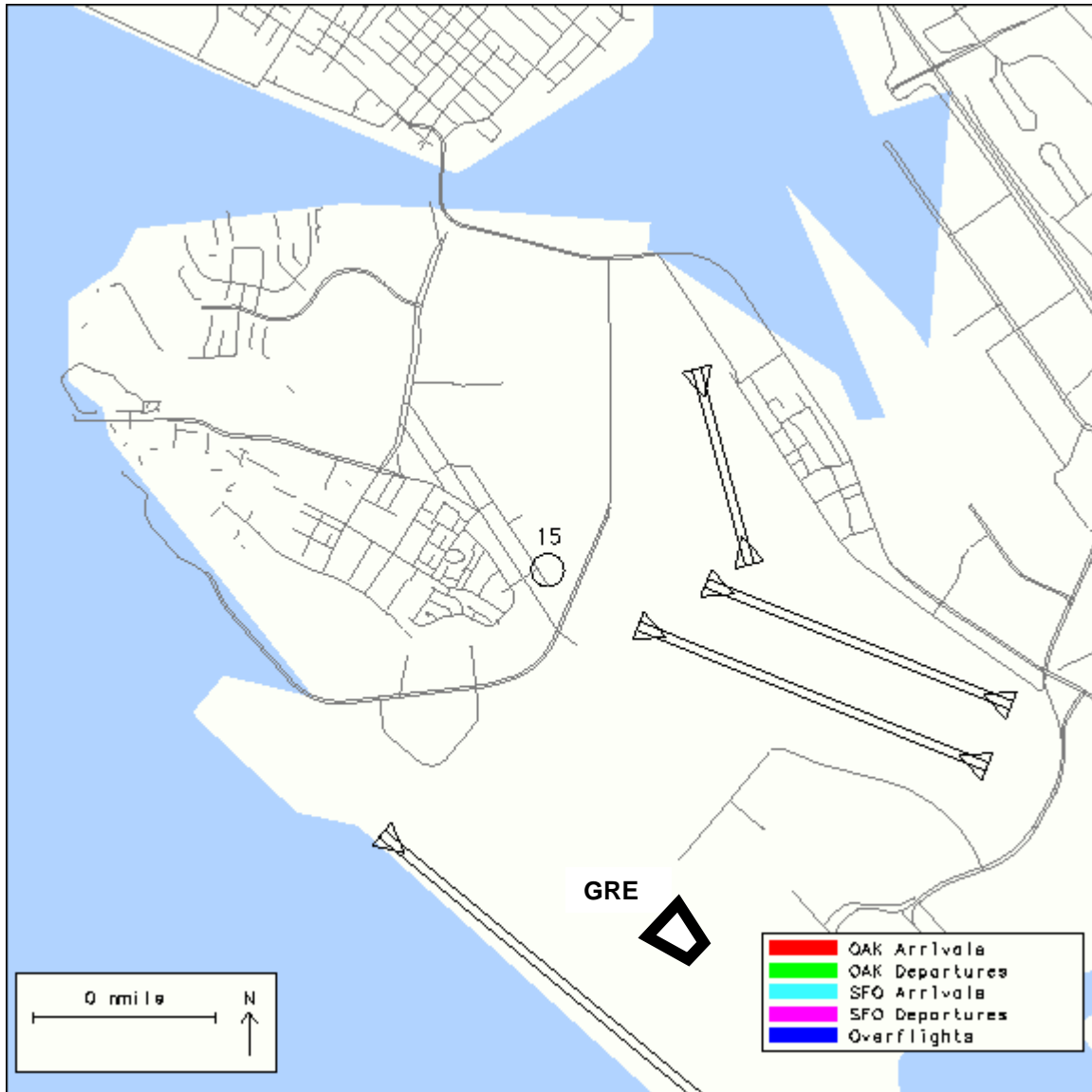
GRE – Ground Run-up Enclosure; \$4 Million facility constructed to reduce the aircraft engine run-up noise impacts on adjacent communities.

ABF – Alaska Airlines jet engine blast fence located adjacent to Hangar 6 on the North Field.

T(#) – The location on the remain overnight ramp area (RON) adjacent to taxiway Tango where an aircraft performed an idle power run-up.

STD - The location on the United Parcel Service ramp area adjacent to S taxiway where an aircraft performed an idle power run-up.

Remote Microphone Terminal (RMT) #15



SAMPLE REPORT

Aircraft Engine Maintenance Run-up Procedure Program

Fourth Quarter 2006	October	November	December	Total
Runups - 7:00 PM to 10:00 PM	1	2	5	8
Runups Greater Than 75 dB	0	0	0	0
Runups - 10:00 PM to 7:00 AM	14	22	7	43
Runups Greater Than 70 dB	0	0	0	0
Power Engine Runups (>50%)	15	24	12	51
Total Runups in Enclosure (GRE)	16	34	13	63
Total Engine Runups	15	24	12	51

List of High Power Aircraft Engine Run-ups

Date	Request Time	Air Carrier	Aircraft	Engine(s)	Power	Location	Proposed Start Time	Proposed End Time	Lmax >70 dB	Lmax >75 dB
10/06/06	0510	FDX	DC10	3	H	GRE	0525	0630	no	n/a
10/06/06	0820	KAI	G-3		H	H6	0830	0850	n/a	n/a
10/06/06	1429	KAI	HAWKER	1	H	H6	1440	1540	n/a	n/a
10/10/06	1225	SWA	B737	2	H	GRE	1240	1250	n/a	n/a
10/10/06	1925		MD80	2	H	GRE	1940	2000	n/a	no
10/11/06		ASA	MD80	2	H	GRE	0130	0155	no	n/a
10/13/06	2207	KAI	G-3	2	H	GRE	2240	0040	no	n/a
10/14/06	0046	SWA	B737	2	H	GRE	0120	0130	no	n/a
10/16/06	0033	SWA	B737	2	H	GRE	0035	0050	no	n/a
10/16/06		KAI	HAWKER	1		ABF	1535	1635	n/a	n/a
10/17/06	0053	SWA	B737	1	H	GRE	0105	0110	no	n/a
10/17/06	0130	AAH	B737	2	H	GRE	0140	0215	no	n/a
10/18/06		CHEV	G-4	2	H	H6	0930	1030	n/a	n/a
10/23/06	0013	AAH	B737	2	H	GRE	0015	0145	no	n/a
10/23/06	2330	FDX	MD1010	1	H	GRE	2330	0030	no	n/a
10/26/06	0450	FDX	DC10	3	H	GRE	0500	0630	no	n/a
10/27/06	0033	SWA	B737	2	H	GRE	0034	0050	no	n/a
10/27/06	0117	AAH	B737	2	H	GRE	0117	0220	no	n/a
10/30/06	0129	SWA	B737	2	H	GRE	0130	0140	no	n/a
10/31/06	0134	SWA	B737	2	H	GRE	0135	0145	no	n/a
11/01/06		CHEVRON	G-4	2	H	G6	1030	1130	n/a	n/a
11/04/06	0125	AAH	B737	2	H	GRE	0130	0230	no	n/a
11/05/06	1800	ATA	B737	2	H	GRE	1815	1855	n/a	n/a
11/11/06	0226	SWA	B737	2	H	GRE	0230	0245	no	n/a