

Camden Airport

Aircraft Engine Ground Running Guidelines

Introduction

This guideline document is issued to manage noise associated with ground running of aircraft for pre-flight engine run ups and engine maintenance testing. These guidelines have been developed with the express purpose of minimising noise impacts at the airport and in residential areas adjoining the airport whilst meeting the operational safety requirements for engine testing.

The engine running guidelines established in this document are *minimum* requirements. Aircraft operators are encouraged to consider the impact of the noise they generate in the course of executing pre-flight engine run ups and maintenance testing on all airport users and take appropriate action to minimise these impacts as much as it is practicable and safe to do so.

General duties of the Airport Operator and Airport Tenants

In accordance with the *Airports Act 1996*, Camden Airport Limited is responsible for managing noise generated from ground-based aircraft operations, excluding aircraft taxiing, taking off and landing.

Under Section 4.06 of the *Airports (Environment Protection) Regulations 1997* all tenants have a general duty to prevent the generation of offensive noise and, where prevention is not possible, to minimise the generation of offensive noise.

Non Compliance with this Guideline

Non-compliance with the Aircraft Engine Ground Running Guideline may result in the application of enforcement measures by the Airport Environment Officer (AEO), Camden Airport's external regulator.

It is in the interests of all operators at the airport to comply with and, where practicable to do so without compromising operational safety, improve upon this Aircraft Engine Ground Running Guideline.

Engine Ground Running Restrictions

- Maintenance run-ups for fixed wing and rotary aircraft must only be conducted:
Monday - Friday 7.00am to 8.00pm (local time)
Saturday - Sunday 8.00am to 6.00pm (local time)

Fixed Wing Aircraft

- Pre-flight engine run ups and engine maintenance run-ups at low power settings ("idling") can be undertaken on airside aprons adjacent to the operator's hanger for a maximum of 10 minutes.
- Engine maintenance testing at higher power settings or longer than 10 minutes duration must be undertaken in a designated engine maintenance test area.

Rotary Aircraft

- Pre-flight engine run-ups and engine maintenance testing can be undertaken on airside aprons adjacent to the operator's hanger for a maximum of 10 minutes
- Engine maintenance testing and pre-flight engine run-ups longer than 10 minutes duration must be undertaken in a designated engine maintenance test bay.

ENVIRONMENT

Document No.: SMA-EN-CAL-GUI-000814

Version: 01

Date: 21/03/2018