



**City of Cleveland-Cleveland Airport System
Policy For Engine Run-ups and Engine Maintenance Testing
At Cleveland Hopkins International Airport
December 14, 2007**

Purpose Statement

The City of Cleveland Department of Port Control is instituting this Aircraft Engine Run-up and Maintenance Testing Policy in order that noise reduction commitments will be fulfilled, as memorialized in the 2000 FAR Part 150. **The policy statements contained in this document are effective until further notice.**

Policy Basis

The City of Cleveland Department of Port Control policy on engine run-ups is based on NA-1a of the August 23, 2000 FAR Part 150 Record of Approval (ROA) of the February 2000 FAR Part 150 Study Update for Cleveland Hopkins International Airport.

Engine Run-up and Engine Maintenance Testing Policy

This policy applies to all owners and operators of aircraft that utilize the facilities at Cleveland Hopkins International Airport.

1. Designated engine run-up locations-
 - Taxiway J (East of Taxiway U)
 - Midpoint of Taxiway Q
 - Pad 7
 - Continental Airlines (COA) Hangar-1 (for COA aircraft)
2. Normal hours- During the hours of 0700 to 2200, engine run-ups may be performed at any of the four designated locations.
3. Late night hours- During the hours of 2200 to 0700, engine run-ups at the Pad 7 location are prohibited.
4. Engine orientation during all run-ups
 - Aircraft may be oriented into the wind as necessary. However, the aircraft operator must ensure that the aircraft is oriented to avoid injury to persons and/or damage to equipment, including airfield signage, during run-up procedures.

5. Restrictions- The following restrictions will be in place:
- For COA aircraft using the COA Hangar-1 location, COA will ensure the jet blast will stay within the dimensions of the blast fence (8ft x 168ft) at that location.
 - For COA aircraft using the COA Hangar-1 location, the aircraft power setting will not exceed 80%.
 - Use of the designated locations may be terminated immediately upon injury to persons and/or damage to equipment.
 - Use of the designated locations may be terminated if there is a significant increase in noise complaints from the surrounding communities.

Notification Procedure for Engine Run-Ups

Prior notification will be given to Airport Noise Office for any engine run-ups and will involve the following procedure:

- **Aircraft operator will notify the Airport Noise Office prior to conducting engine run-up during the day or night.** Contact with the Airport Noise Office for aircraft engine run-ups will be recorded on a dedicated voice-mail phone line with the following information: Date and time of call, owner/operator of aircraft, aircraft type, tail number, pad location and type of engine check being performed. The engine run-up voice mail phone line is: **216 898-5199**.
- Engine Run-ups on Taxiway J and Taxiway Q require prior coordination with Airport Operations (**216-265-6090**) 24 hours a day.
- During the hours of 2200 to 0700, Aircraft operator will notify Airport Operations at **216-265-6090** prior to conducting engine run-ups at any of the four designated locations.

The attached aerial photograph of Cleveland Hopkins International Airport illustrates the four designated engine run-up locations described in the above policy.

Designated Locations for Conducting Engine Run-ups and Engine Maintenance Testing

