

# METROPOLITAN AIRPORTS COMMISSION

Minneapolis-Saint Paul International Airport

Lindbergh Terminal

4300 Glumack Drive • Suite 3000 • Saint Paul, MN 55111-3095

Phone (612) 725-6464 • Fax (612) 726-5527

Office of Airport Director



**DATE:** July 5, 2005

**TO:** MSP Tenants

**FROM:** Steve Wareham, Airport Director

**SUBJECT:** Revised MSP Field Rule: Aircraft Engine Run-up Procedures

Effective July 1, 2005, the Metropolitan Airports Commission has implemented the attached MSP Field Rule for aircraft engine run-up procedures. This revised field rule supersedes the previous field rule dated February 15, 1999. Some of the significant changes provided for in the new field rule are:

- Greater range of aircraft headings in the Primary Location – MSP Run-up Pad
- Alternate Location #1 – Approach end of Runway 04
- Alternate Location #2 – Runway 12R Deicing Pad
- Enforcement of Field Rule violations under MAC Ordinance 100

It is imperative for reasons of safety, all operators that perform or intend to perform aircraft engine run-ups, ensure that all of their personnel are fully familiar with the rules and guidelines set forth in this field rule. Violations of this field rule will not be tolerated. Any deviations from the set procedures must first be coordinated through the MAC Airside Operations Department. If you have any questions regarding the application of this field rule, please contact any of the Airside Operations Assistant Managers at (612) 726-5111.

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METROPOLITAN AIRPORTS COMMISSION

MINNEAPOLIS/ST. PAUL INTERNATIONAL AIRPORT  
WOLD-CHAMBERLIN FIELD

OFFICE OF THE AIRPORT DIRECTOR

July 1, 2005

NOTICE TO: ALL AIRPORT USERS  
FROM: Airport Director, Minneapolis-St. Paul International Airport  
SUBJECT: FIELD RULE: AIRCRAFT ENGINE RUN-UP PROCEDURES

The Metropolitan Airports Commission, in consideration of aircraft maintenance requirements and the desire to reduce aircraft noise, has revised its run-up procedures FIELD RULE.

***NOTE: The MAC Run-up Pad is the primary location for aircraft mounted engine run-ups.***

The following new rules for aircraft mounted engine maintenance run-ups are effective this date, July 1, 2005 and supersede all previous Field Rules regarding this issue.

1. All run-ups must be scheduled and approved in advance with MAC Airside Operations by calling (612) 726-5111. The following information is required at the time of the request:
  - Type of aircraft and aircraft tail number
  - Proposed start time
  - Proposed end time
2. Approved run-up hours will be from 0600 - 2230L daily. Except for the provisions of paragraph #7, run-ups will not be authorized during quiet hours (2230 - 0600L daily). Any engine run for any purpose other than aircraft movement during quiet hours will be restricted to idle power only.
3. Radio contact with FAA ground control is required for approval of movement to/from a run-up area. Aircraft shall monitor ground control at all times during the run-up.
4. In consideration of the noise impact on neighboring communities and to prevent damage to surrounding parked aircraft, equipment and vehicles, run-ups in the MAC run-up pad are restricted to specific headings. If wind conditions do not allow a run-up to be conducted, the run-up should be postponed. The following headings will be used in the Run-up Pad according to type/size of aircraft:
  - Jet aircraft:
    - Winds less than 8 kts use 300° heading
    - Winds greater than 8 kts, headings according to manufacturer specifications that direct jetblast into the blast fence of the Run-up Pad. In cases when the heading results in a northerly jet blast, the access road through the pad will be closed and airline employees will be posted at the east and west openings of the pad to prevent through traffic during the run-up. Roadway control devices will be installed whenever the access road is closed for a run-up. In no circumstances shall jet blast be directed out the east and west openings of the pad.
  - For DC8, DC10, MD11, L1011, and B747 aircraft:
    - Headings clockwise from 270° - 040° to direct jetblast into the run-up fence
    - Prop aircraft: no restrictions
5. If wind conditions prevent the use of the MAC run-up pad during regular run-up hours and a scheduled departure will be delayed, an alternate site may be requested from MAC Airside Operations. The approach end of runway 04, north of taxiway Sierra, may be available as an alternate run-up location during non-

RUS (Runway Use System noise abatement procedures) hours. Runway 04 headings are restricted to 220° for safety requirements. Any run-up on runway 04 is subject to immediate termination for operational or safety needs. Run-ups on runway 04 will not be authorized during quiet hours. Additionally, in accordance with the previously stated stipulations, the Runway 12R de-icing pad may also be available as a secondary alternate location with headings clockwise 120° - 300°. Headings other than 120° or 300° will require the closure of the Airport Perimeter Road that is North of the 12R de-icing pad. Roadway control devices will be installed and removed by the Airline conducting the run-up whenever the perimeter road is closed for a run-up. Airline personnel must standby the roadway control devices to instruct vehicle operators to travel landside between AOA gates 405 and 419. The use of taxiway A as a bypass of the perimeter road is not authorized. Run-ups on the Runway 12R de-icing pad will not be authorized during quiet hours.

6. Aircraft "powerbacks" are prohibited during quiet hours.
7. Absolutely **no run-ups will be authorized between the hours of midnight and 0500L daily**. During the remaining quiet hours, run-ups will only be approved by MAC Airside Operations if a scheduled departure time cannot be met without the run-up. Documentation of the after-hours run-up must be maintained by the supervisor making the request and such information will be made available to the Metropolitan Airports Commission immediately upon request:
  - Flight number
  - Scheduled gate time
  - Scheduled departure time
  - Reason for after hours run-up
  - Name of supervisor or manager making request

All other requirements of the field rule must still be met when requesting an after-hours run-up.

This FIELD RULE contains provisions for efficient aircraft run-up scheduling and safety during run-up performance with minimum noise impact on the surrounding community. It is essential that each company emphasize to their aircraft maintenance employees, the need to comply with the FIELD RULE. Violations of this FIELD RULE may be enforced under MAC Ordinance No. 100, paragraph 5.3a.4.

  
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Steve Wareham, AIRPORT DIRECTOR  
Minneapolis-St. Paul International Airport

SUPERSEDES RUN-UP FIELD RULE DATED FEBRUARY 15, 1999



South Minneapolis

Hwy 62

Alternate Location #2  
*Runway 12R*  
*Deicing Pad*



Cedar Ave

Alternate Location #1  
*Runway 04*  
*Approach*

Hwy 5

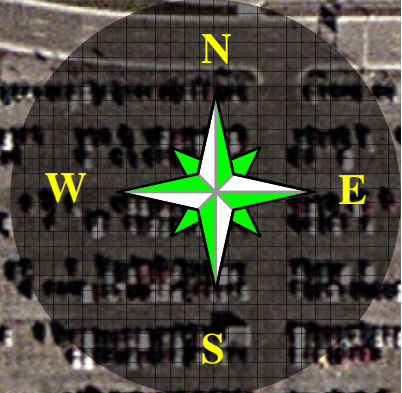
Richfield

Primary Location  
*Run-up Pad*

Bloomington

Hwy 494

**Primary Location**  
*Run-up Pad*

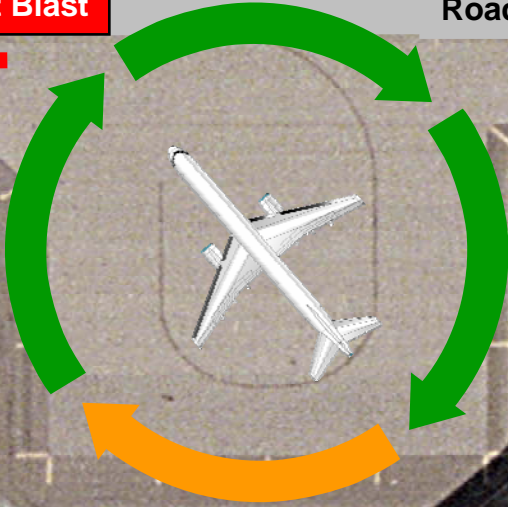


Northerly jet blast requires road closure

Unauthorized Jet Blast

Road

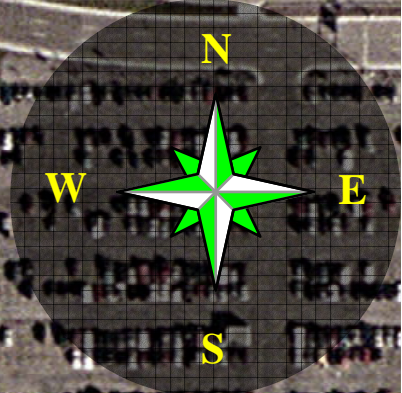
Unauthorized Jet Blast



Southerly headings require road closure

**All Non-Widebody Aircraft**  
**Heading**  
**0° - 360°**

**Primary Location**  
*Run-up Pad*



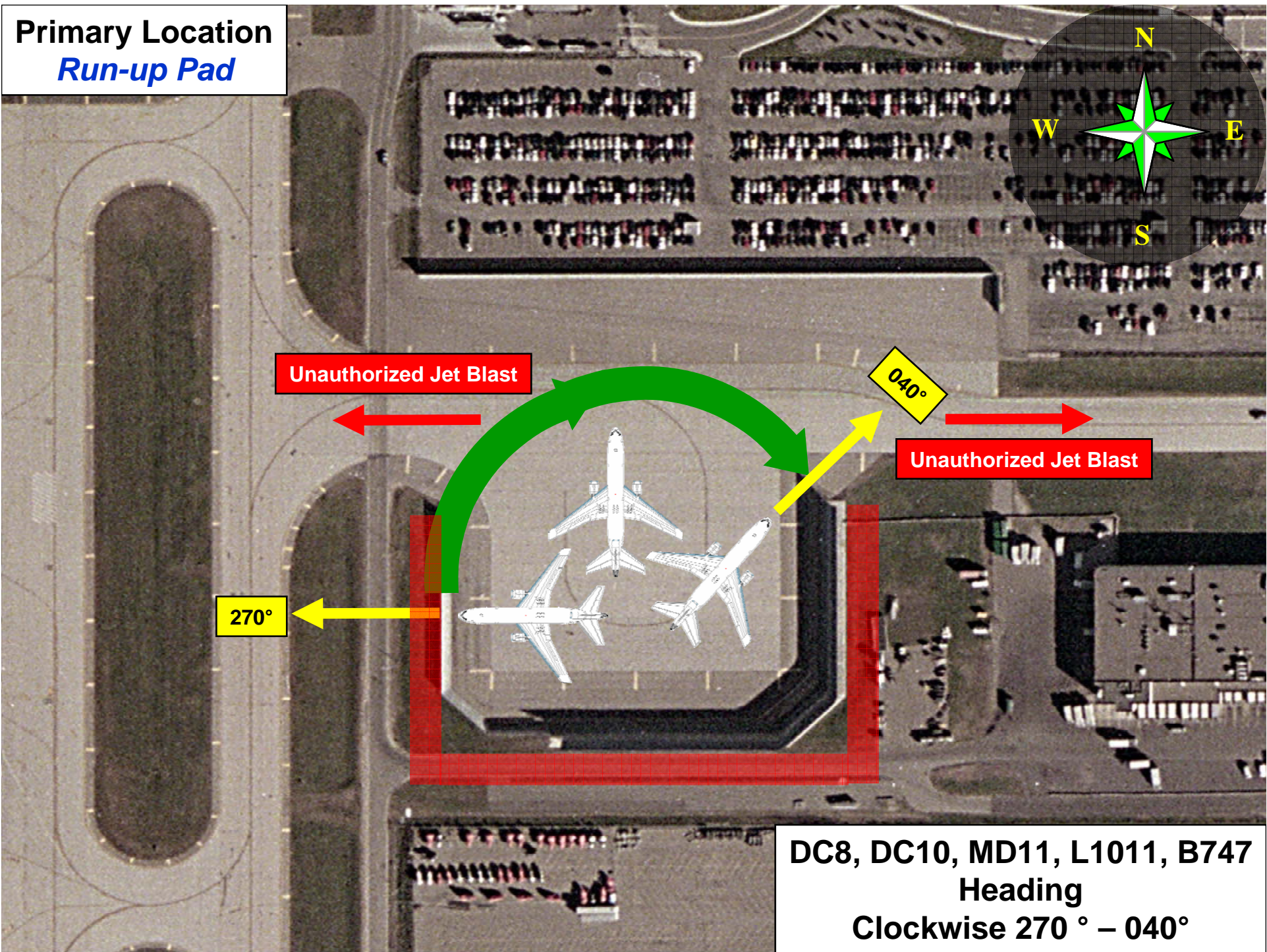
**Unauthorized Jet Blast**

**Unauthorized Jet Blast**

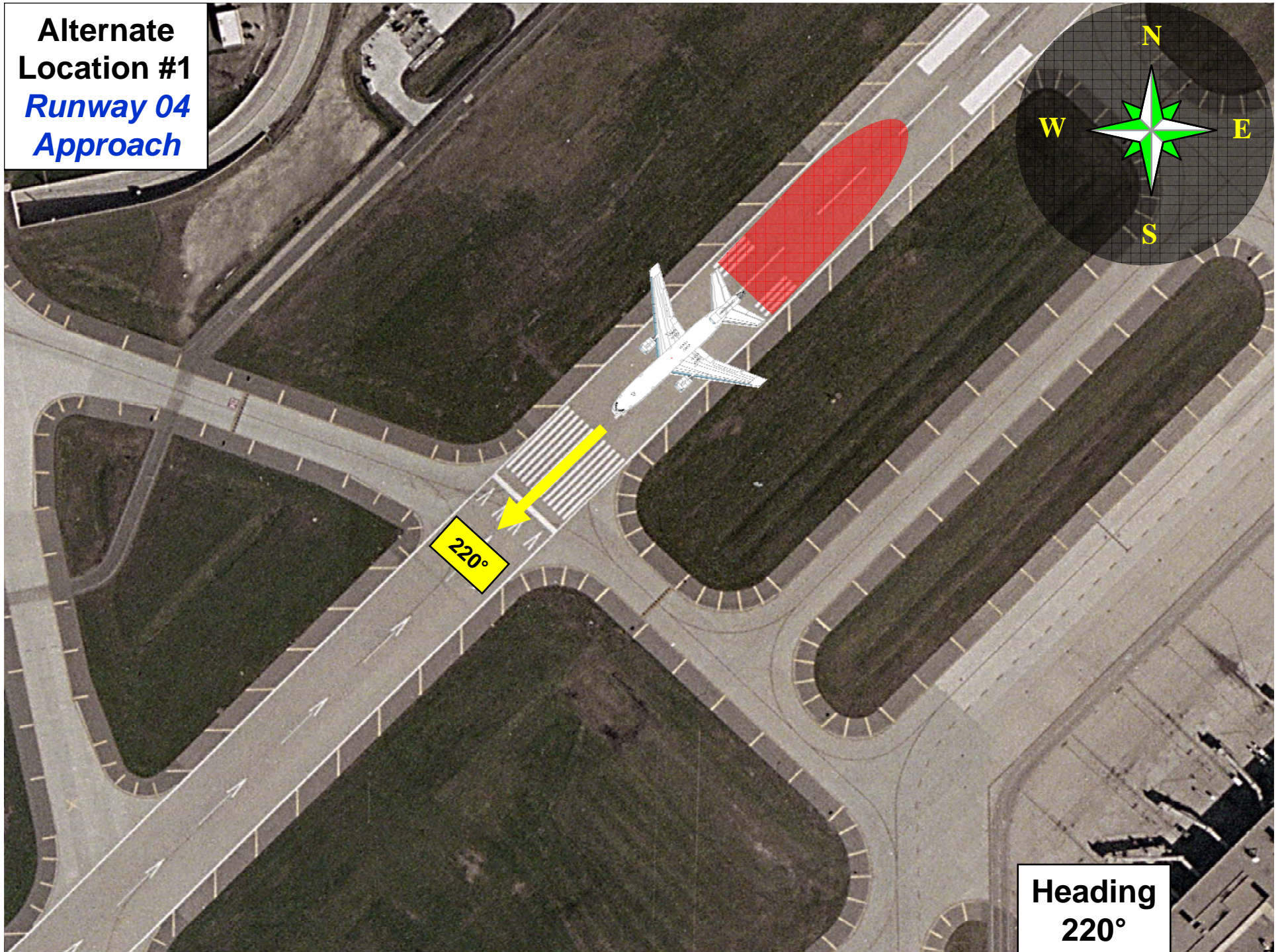
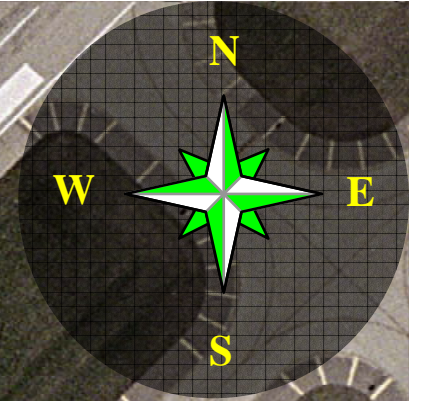
**270°**

**040°**

**DC8, DC10, MD11, L1011, B747**  
**Heading**  
**Clockwise 270° – 040°**



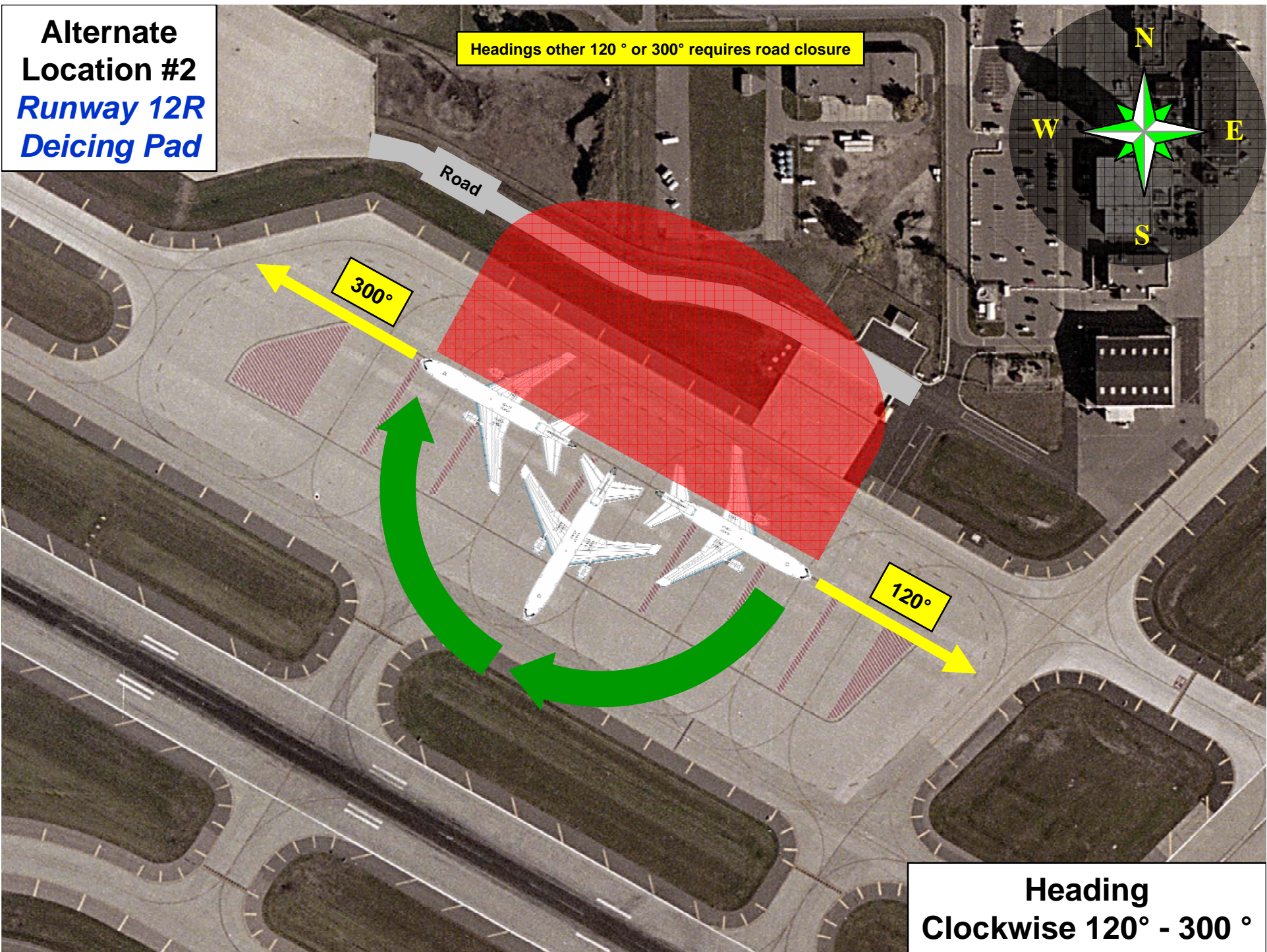
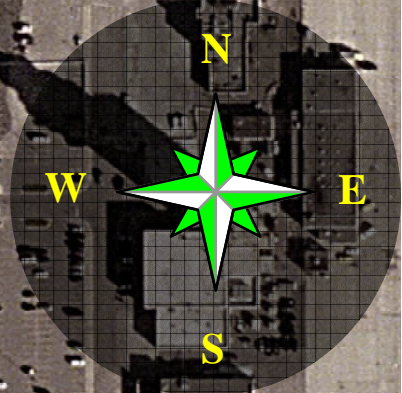
**Alternate  
Location #1**  
*Runway 04  
Approach*



**Heading  
220°**

**Alternate  
Location #2  
Runway 12R  
Deicing Pad**

Headings other 120° or 300° requires road closure



**Heading  
Clockwise 120° - 300°**