



Ground Running of Aircraft

Operational Safety Policy

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Version 10

March 2026

MELBOURNE AIRPORT

Foreword

This operational policy has been prepared by Melbourne Airport to meet the applicable requirements of the *Melbourne Airport Aerodrome Manual*, the *APAC Safety Management Standard* and also the *Part 139 (Aerodromes) Manual of Standards 2019*, made under regulation 139.095 of the *Civil Aviation Safety Regulations (CASR) 1998*.

Any external references made to regulations, standards and documents should be read in conjunction with this document. As these external references are in force from time to time and may be subject to change, the latest issues/amendments should be checked prior to using this document.

APAM will review this document regularly to ensure as far as possible that the information contained within is current, accurate and suitable for the intended purpose. Should any changes be found necessary, or where compliance with this policy becomes impractical or impossible, the Head of Airfield is to be advised immediately.

**Head of Airfield
Aviation
Australian Pacific Airports Melbourne**

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Definitions

Please refer to the Aeronautical Information Package and the CASA Website for commonly used Aviation terms and abbreviations.

For additional definitions specific to Melbourne Airport, please visit www.melbourneairport.com.au/glossary.

Change Summary

Version	Date	Change Description
3	18 October 2021	<ul style="list-style-type: none"> • QA review conducted, and only minor editorial changes made.
4	16 August 2022	<ul style="list-style-type: none"> • Addition of Site 1 Restrictions
5	19 January 2022	<ul style="list-style-type: none"> • Update to 1.1.2 – Authority and Responsibilities • Update to 2.3 SITE 3 – Taxiway Kilo Run-up Bay
6	28 February 2025	<ul style="list-style-type: none"> • Amendment to requirements for conducting engine ground runs on airline maintenance base aprons. • Removal of requirement to report engine ground runs to the Airfield Operations & Works Coordinator. • Removal of reference to decommissioned bays. • Clarification of time restrictions at SITE 3. • Addition of requirements prior to dry motoring. • Minor administrative changes
7	08 April 2025	<ul style="list-style-type: none"> • Administrative changes to capture Taxiway Delta
8	17 July 2025	<ul style="list-style-type: none"> • Removal of tail north / tail south restriction on W3
9	08 August 2025	<ul style="list-style-type: none"> • Addition of dual engine ground runs on W2 • Unavailability of Bay C5
10	19 March 2026	<ul style="list-style-type: none"> • Amended Appendix A to capture renamed taxilanes • Bay F12A not permitted for engine ground runs

1. Introduction

The purpose of this policy document is to outline the process for the ground running of aircraft at Melbourne Airport. The policy applies to all aircraft operators and those involved in the ground running of aircraft on the airside at Melbourne Airport.

1.1. Rationale

1.1.1. Aim

This policy has been produced in the interests of safety and security at Melbourne Airport. It details the safety rules for operators on the airside.

This policy aims to provide a safe environment for all airside users, passengers and aircraft during the ground running of aircraft. This policy also ensures that the requirements documented within are relevant and capable of practical implementation by all staff.

1.1.2. Authority and Responsibilities

This ground running of aircraft policy has been prepared by Australia Pacific Airports (Melbourne) Proprietary Limited, hereafter referred to as Melbourne Airport. This policy must be read and complied with in conjunction with the Airport Conditions of Use and other operational safety policies.

Where the requirements of the ground running of aircraft policy conflict with an individual organisation's procedures and requirements, the organisation is to contact the Airfield Operations Manager to advise.

1.1.3. Scope

This document applies to the ground running of aircraft which all operators and their staff should follow to ensure a safe working environment on the airside at Melbourne Airport.

1.1.4. Alteration

Melbourne Airport may vary this policy at any time. A reference to ground running of aircraft should be considered as referring to this policy as distributed, published or otherwise declared to be in force by Melbourne Airport from time to time.

1.1.5. No Derogation

Nothing in the ground running of aircraft policy shall derogate from any responsibility otherwise imposed by law, agreement or other policy, procedure or rule imposed by Melbourne Airport with respect to the same or similar subject matter as this policy.

2. Engine Ground Runs

Four sites are available for ground running activities as follows:

- **Site 1:** Aircraft Parking Positions
 - The following parking positions are not permitted for any ground running activities:
 - Bays B29, C5 and F12A
 - Remote parking positions (all), unless specifically approved in this document or by the Airfield Operations Manager or Airfield Standards Manager (or delegate)
- **Site 2:** Taxiway Bravo run-up bay (preferred for aircraft with wingspan greater than 36m)
- **Site 3:** Taxiway Kilo run-up bay
- **Site 4:** Airline Maintenance Base Aprons

Refer to Appendix A for the Engine Ground Run Locations Map.

2.1. SITE 1 - Aircraft Parking Positions

Aircraft engine ground running operations may be conducted at any time on a defined aircraft parking position provided that:

- Power settings are limited to **ground idle**.
- All aircraft types are limited to **one engine at a time**.
- Engine ground run durations are limited to **20 mins** (refer [SITE 1 – Restrictions](#) for stands that have ground running restrictions).
- Supervising engineer has approval from the Senior Airside Safety Officer (Car 2) prior to commencing any engine ground run.

Due consideration must be given to minimising the noise and jet blast from such operations on the surrounding apron and taxiway areas.

2.1.1. SITE 1 – Restrictions

There is an increased risk to vehicles passing into the danger zone of aircraft conducting idle power engine runs on the below adjacent aircraft stands:

- | | |
|----------------------|-----------------|
| • C9 | • D19 |
| • D7 | • F19 |
| • D8 | • F20 |
| • D12 | • F22/F22A/F22B |
| • D14 | • G50 |
| • D16/D16A | • H3/H3A/H3B |
| • D18/D18A/D18B/D18C | |

As a result, idle power engine runs on these aircraft stands are only approved if the on-duty Senior Airside Safety Officer (Car 2) can facilitate additional safety measures.

Aircraft parked on any of these aircraft stands that intend to conduct an idle engine ground run on that stand must do the following:

- 1) Contact the Senior Airside Safety Officer (Car 2) to advise of intent to perform a ground run on the stand. Car 2 will advise engineers to initially hold off on commencing the ground run until adequate safety measures are in place.
- 2) Car 2 will then organise an ASO vehicle to proceed to the location to ensure that the green engine ground run cones are to be placed on the apron service road as opposed to along the parking limit line.
- 3) Depending on traffic volumes, the ASO vehicle may position themselves appropriately to close off the adjacent live taxiway or taxilane crossing to prevent vehicles from crossing over and into the 75m jet blast danger zone.
- 4) Once in place, Car 2, or the delegated ASO, will notify the ground engineer and allow them to commence the engine run.

Under these conditions, engine ground runs on these stands are limited to a time of **not more than 5 minutes**.

2.2. SITE 2 – Taxiway Bravo Run-up Bay

Aircraft engine ground running operations may be conducted at any time on Taxiway Bravo run-up bay with power settings and run duration at the discretion of the supervising engineer concerned, subject to the following conditions:

- All engine ground runs are at the discretion of the Senior Airside Safety Officer (Car 2).
- Only engine runs **tail north** are permitted on the marked position: **RUB1**
- No other aircraft can be parked within the bay during the aircraft ground running operation
- Aircraft travelling under tow to and from this location must be escorted across Runway 27 and to the site by an authorised Airside Safety Officer.
- Works in close proximity to RUB1 are to cease unless assessed by Car 2 and deemed safe.

Supervising engineer must have approval from Car 2 prior to commencing the engine run.

2.3. SITE 3 – Taxiway Kilo Run-up Bay

Aircraft engine ground running operations may be conducted on Taxiway Kilo run-up bay subject to the following conditions:

- All engine ground runs are at the discretion of the Senior Airside Safety Officer (Car 2).
- Only ground runs where the aircraft tail is facing either south (preferred) marked as **RUK1** or north (second preference) marked as **RUK2** are permitted in this run-up bay
- Ground runs where the aircraft tail is facing north require Taxiway Kilo to be closed and therefore will only be permitted when the Bravo Holding (run up) bay is not available (i.e. due to aircraft parking)
- No other aircraft can be parked within the bay during the aircraft ground running operation
- Supervising engineer must have approval from the Car 2 prior to commencing the engine run.

- Car 2 is to notify ATC that Taxiway Kilo is closed prior to the engine run when the aircraft is in a tail north configuration.
- The following aircraft are limited to a maximum power setting of 50% due to jet blast limitations:
 - Boeing 747-8, 747-400
 - Airbus A380
 - Airbus A350 (all series)
 - Boeing 777 (all series)
 - Boeing 787 (all series)

Should the above aircraft types require a power setting greater than 50%, the engine ground run MUST be conducted at Site 2 (Taxiway Bravo run-up bay).

Where power settings above ground idle are required at any point during an engine ground run, the run must conclude prior to 2300 local time regardless of the power setting required after this time.

Note: Excluding the aforementioned aircraft types, there is no restriction on run duration and power settings for Taxiway Kilo run-up bay during hours of day (0500 - 2300 hrs local time).

2.3.1. SITE 3 – Restrictions (Hours of Night)

During hours of night (2300 - 0500 hrs local time) the following conditions apply:

- Power settings not above **ground idle**
- Engine ground run durations are limited to **20 mins**.

2.4. SITE 4 – Airline Maintenance Base Aprons

Aircraft engine ground running operations may be conducted on Airline Maintenance Base Aprons subject to the following conditions:

- Power settings are limited to **ground idle**.
- All aircraft types are limited to **one engine at a time**.
 - Dual engine runs at ground idle power settings may be conducted on W2 at the discretion of the Senior Airside Safety Officer (Car 2). Prior permission required. Dual engine ground runs may only occur with the aircraft oriented tail north or tail south.
- Engine ground run durations are limited to **20 mins**.
- Ensure aircraft weight does not exceed apron strength limitations.
- Aircraft orientation must be considered to avoid unnecessary jet blast or fumes being directed towards adjacent facilities and public areas.
- Supervising engineer must receive approval from the Senior Airside Safety Officer (Car 2) prior to commencing the engine run.

2.5. Approvals for Ground Runs

The supervising engineer must obtain approval 20 mins prior to conducting an aircraft ground run activity. For all sites a text message approval must be obtained from the Melbourne Airport Senior Airside Safety Officer (Car 2) on 0418 335 985. The request must include the specific **location**, **aircraft type**, **aircraft registration**, confirmation of **power setting**, **start time**, planned **finished time** and the requested **length of time** of the ground run.

For **sites 2 and 3**, these additional procedures must be followed:

- Supervising engineer is to contact the Senior Airside Safety Officer 30 minutes prior to the ground run activity.
- Supervising engineer must contact ATC when the aircraft is ready to be positioned.
- ATC will direct the aircraft to the site nominated by the Senior Airside Safety Officer.

2.6. Standard Radio Phraseology (Sites 2 and 3)

Refer to AIP (<https://www.airservicesaustralia.com/aip/aip.asp>) for standard phraseology.

2.7. Cross Bleed Engine Starts for Maintenance Purposes

Cross bleed engine starts when performing maintenance may only be conducted under the following conditions:

- Supervising engineer is to contact the Senior Airside Safety Officer (Car 2) 20 minutes prior to the cross bleed ground run activity.
- Supervising engineer must gain approval from ATC prior to commencing pushback and engine start.
- No aircraft engine is to be run above idle power until the aircraft is positioned at the cross bleed approved Tow Bar Disconnect Point.
- Cross bleed engine starts (or any other cross bleed activities) are not permitted on APN8 or APN9.

2.8. Reverse Thrust

Aircraft are only permitted to conduct reverse thrust engine runs at **Sites 2 and 3** according to that area's specific conditions.

2.9. Dry Motoring

Aircraft are only permitted to conduct dry motoring activities once the supervising engineer has obtained approval from the Senior Airside Safety Officer (Car 2) at least 20 minutes prior to commencing the activity.

3. The Use of Ground Running Cones



Prior to the commencement of any engine ground runs at sites 1 and 4, the supervisor of the engine run must display the **green ground running cones** provided by Melbourne Airport. The green cones are located at various locations on each of the concourses and are stored on top of the plinth next to the high mast flood light.

The ground running cones have been approved to be used during day/night operations, with the

addition of two class 1 high visibility reflective tape encircling the cones. During night operations the ground running cones can be seen from a distance of up to **100 metres** away.

In windy conditions above **45 knots or 83 km/h**, engine ground running must cease until wind conditions decrease. At this time any deployed engine ground run cones are to be collected and secured.

The cones are to be placed on the ground immediately behind the aircraft in line with the tail with a cone at each wing tip, except when located at site 1 restricted stands (refer Section [2.1.1](#)). Refer [Engine Ground Running Cones](#).

4. Recording of Details

Details of all engine ground runs shall be recorded by the supervising engineer and held by their organisation. These records must include:

- The date of the run i.e. 26 November 2025
- The type of aircraft and its registration i.e. A333 VH-ABC
- The site at which the run was conducted i.e. Site 1, 2, 3 or 4
- Aircraft heading i.e. north
- Confirmation foreign object debris (FOD) sweep conducted i.e. yes or no
- The number of engines being run i.e. 1, 2, 3, 4
- Duration of run i.e. 20 mins
- The time each run commenced and finished i.e. 0500-0515hrs
- The power setting used for each run i.e. Idle, medium, high

5. Safety Precautions

When conducting engine ground runs the following safety precautions must be adhered to:

- Anti-collision beacons must be switched on throughout the engine ground run.
- Supervising engineer must ensure that:
 - There are no foreign objects present in proximity to the engine inlet or outlet zone particular to the aircraft type;
 - All personnel, equipment and cargo are to be well clear of the hazard areas around the aircraft during an engine ground run; and
 - There is sufficient distance between the aircraft and any people, vehicles, equipment, and buildings so that they will not be unduly affected by jet blast from the ground running operation.
- Supervising engineer or another appropriate person must ensure the safety of the operation and all personnel, vehicle and aircraft in the vicinity. The engine ground run must be stopped immediately if a dangerous situation arises.
- Supervising engineer **shall** not make any gestures to any other airside drivers unless it is necessary to direct them in the event of a critical incident or emergency.
- Any observed incidents or hazards **must** be reported to the Senior Airside Safety Officer (Car 2) as soon as practicable.
- Before commencement of aircraft ground run activity at **Site 1 (aircraft parking positions)**, engine ground run cones must be used to warn other apron users that aircraft ground run activity is in progress.

Note: Engine ground run cones must be placed immediately before an engine run is started and removed immediately following the end of the aircraft ground run activity to signal to apron users that it is safe to pass behind the aircraft. This will prevent apron service road congestion.

6. Further Information

For further information with regard to this **Operational Safety Policy**, please contact:
airfieldsupport@melair.com.au.

7. Important Contacts

Senior Airside Safety Officer (Car 2): 0418 335 985

Integrated Operations Centre: 03 9297 1601

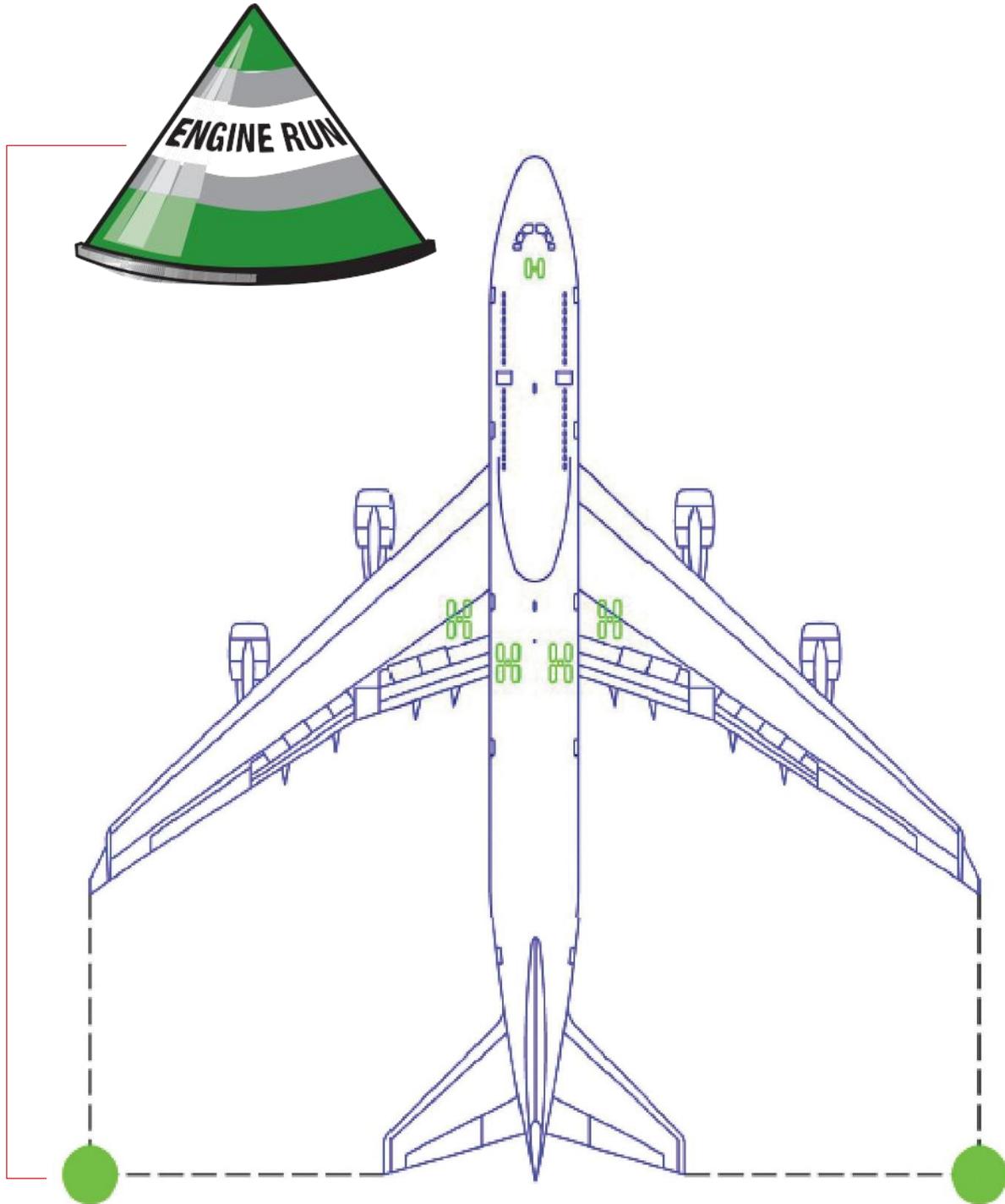
8. Emergencies

In case of emergency, contact the Integrated Operations Centre Emergency Line on **03 9297 1601** or by pressing the **Apron Emergency Call Point** button.

APPENDIX A Engine Ground Run Locations Map



APPENDIX B Engine Ground Running Cones





PRESSURE RELIEF DOOR

452CL

PRESSURE RELIEF DOOR

452DL

PRESSURE RELIEF DOOR

452EL

IN ALL 9 LATCHES IN
THE NOTED AREAS ON
BOTH HALVES
BEFORE OPENING
EITHER FOR HALF

12

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