

## GROUND RUNNING

Ground running is when an aircraft engine is tested at the airport while the aircraft is stationary on the tarmac.

There are two types of ground running; one is a series of last minutes checks performed by a pilot prior to take-off and the other is to test aircraft engines and diagnose engine problems, allowing engineers to verify that aircraft engines are working properly. Both of these procedures are regulated by the Civil Aviation Safety Authority.

During ground running, engine settings are increased from idle to a higher power in order to simulate what would happen in flight. For safety purposes, engine ground running requires facing the engine into the wind. Therefore, the direction of the aircraft and its engine noise will change with wind direction. Due to airline operating schedules, some ground running takes place at night, although at most airports, engine running locations are situated away from the closest residents to reduce noise impacts.

Management of ground running is the responsibility of the airport as set out in the *Airports (Environmental Protection) Regulations 1997 under 252*. When receiving inquiries or complaints regarding engine running, the Noise Complaints and Information Service (NCIS) will try to link it to a specific aircraft operation and pass this information to the relevant airport to help them manage the issue in accordance with these regulations.

Some airports have developed 'Fly Neighbourly Agreements' with aircraft operators and local councils, which are voluntary codes that include measures to reduce the noise impact of aircraft operations on residential areas near airports. These often include measures to reduce the noise impacts of ground running.

### ODOURS

In Australia, aircraft engine emissions are regulated through the *Air Navigation (Aircraft Engine Emissions) Regulations* which are administered by the Department of Infrastructure and Regional Development. These regulations require aircraft operating in Australia to meet emissions standards established through the International Civil Aviation Organization (ICAO).



The *Air Navigation (Fuel Spillage) Regulations 1999* prohibit the intentional or unintentional release of fuel by an aircraft in flight except in emergency of special circumstances. Under these regulations, the operator of an aircraft within the Commonwealth's jurisdiction must ensure that fuel is not released from an aircraft during flight unless it is:

- in an emergency over areas where it does not create a hazard to a person or property on the ground, or
- according to a direction issued by CASA under 150(2)(a) of the *Civil Aviation Regulations 1988*, or
- according to a permission given by a person performing duty in air traffic control.

Unless a fuel odour report from a member of the public can be linked specifically to a particular aircraft operation it is difficult to fully investigate a report. If details are able to be provided, such as identifying aircraft in the vicinity at that time, the circumstances surrounding the fuel odour may be examined in detail by the responsible authority.

### FURTHER INFORMATION

- Airservices Australia – [www.airservicesaustralia.com/aircraftnoise/frequently-asked-questions/](http://www.airservicesaustralia.com/aircraftnoise/frequently-asked-questions/)
- Department of Infrastructure and Regional Development – [www.infrastructure.gov.au/aviation/airport/planning/aeo\\_faq.aspx](http://www.infrastructure.gov.au/aviation/airport/planning/aeo_faq.aspx)