

CENAC BACKGROUNDER Maintenance Runs Procedures

Objective:

Highlight Maintenance Run Procedures at Toronto Pearson, including the measures in place to mitigate potential noise impacts.

Maintenance Runs - Overview

A maintenance run is a procedure where an aircraft engine is brought up to a higher power setting to test for proper performance, or to ensure certain types of maintenance procedures have been properly performed on an aircraft.

Types of maintenance runs include:

- **Power Run:** the engine power setting is advanced above flight idle thrust. Power runs have the greatest potential for noise impact on the surrounding communities. Also known as a “Run Up”.
- **Idle Run:** The running of an engine at (but not above) flight idle thrust. No specific noise mitigation required.
- **Motoring:** Rotating the engine with the starter without actually starting the engine (no fuel/ignition), which causes the propellers or rotors to turn. No specific noise mitigation required.

Noise Mitigation – Power Runs (General)

Toronto Pearson recognizes that Power Runs have the potential for noise impact on those communities adjacent to the airport.

Because of this, the following mitigation measures have been put in place:

- Requests for Power Runs must be approved in advance
- Power Runs are permitted only in approved designated areas
 - see Attachments #1 and #2
- For operational or noise mitigation purposes, approval for a Power Run may be withdrawn or re-assigned to another designated area
- Power Runs should be scheduled during normal hours (6:30 am – 11:59 pm local), whenever possible
 - aircraft must be facing, and aligned with, the taxiway/runway on which the Power Run is being performed as per Attachment 1

Noise Mitigation – Power Runs (Restricted Hours)

- During restricted hours, only aircraft scheduled to depart before 1200 will be approved to conduct Power Runs
- Power Runs must only be performed in those locations identified in Appendix C
- Power Runs authorized during the restricted hours shall not exceed 15 minutes total duration from initial application of power to the end of final power application

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Complaints Related to Power Runs

The Noise Management office receives very few complaints related to Power Runs.

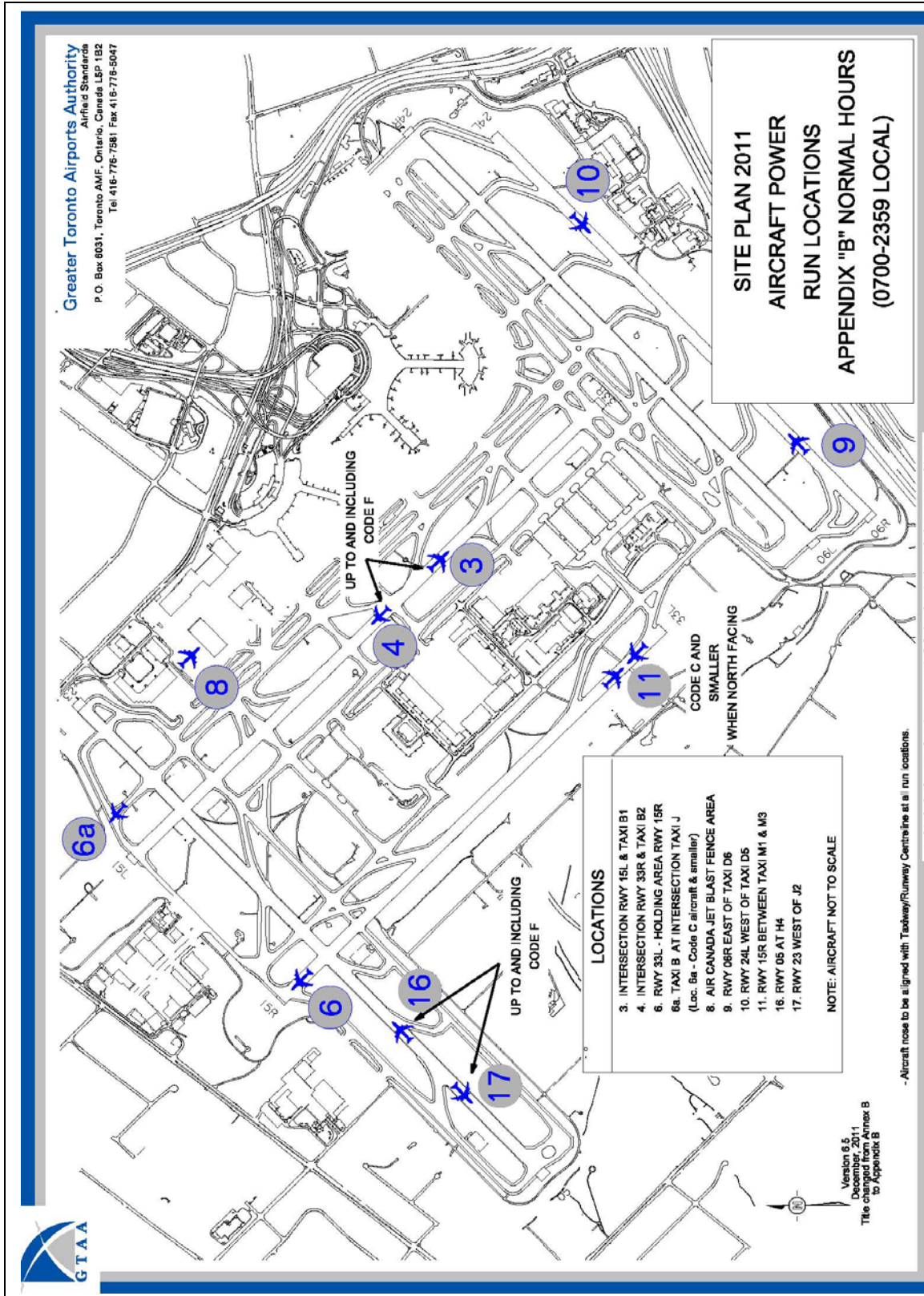
Year	Power Run Complaints
2009	0
2010	3 (E175,B767,B737)
2011	0
2012 (Jan – Present)	2 (B737,A320)

Note that all complaints listed are for Power Runs that occurred during the restricted hours.

References:

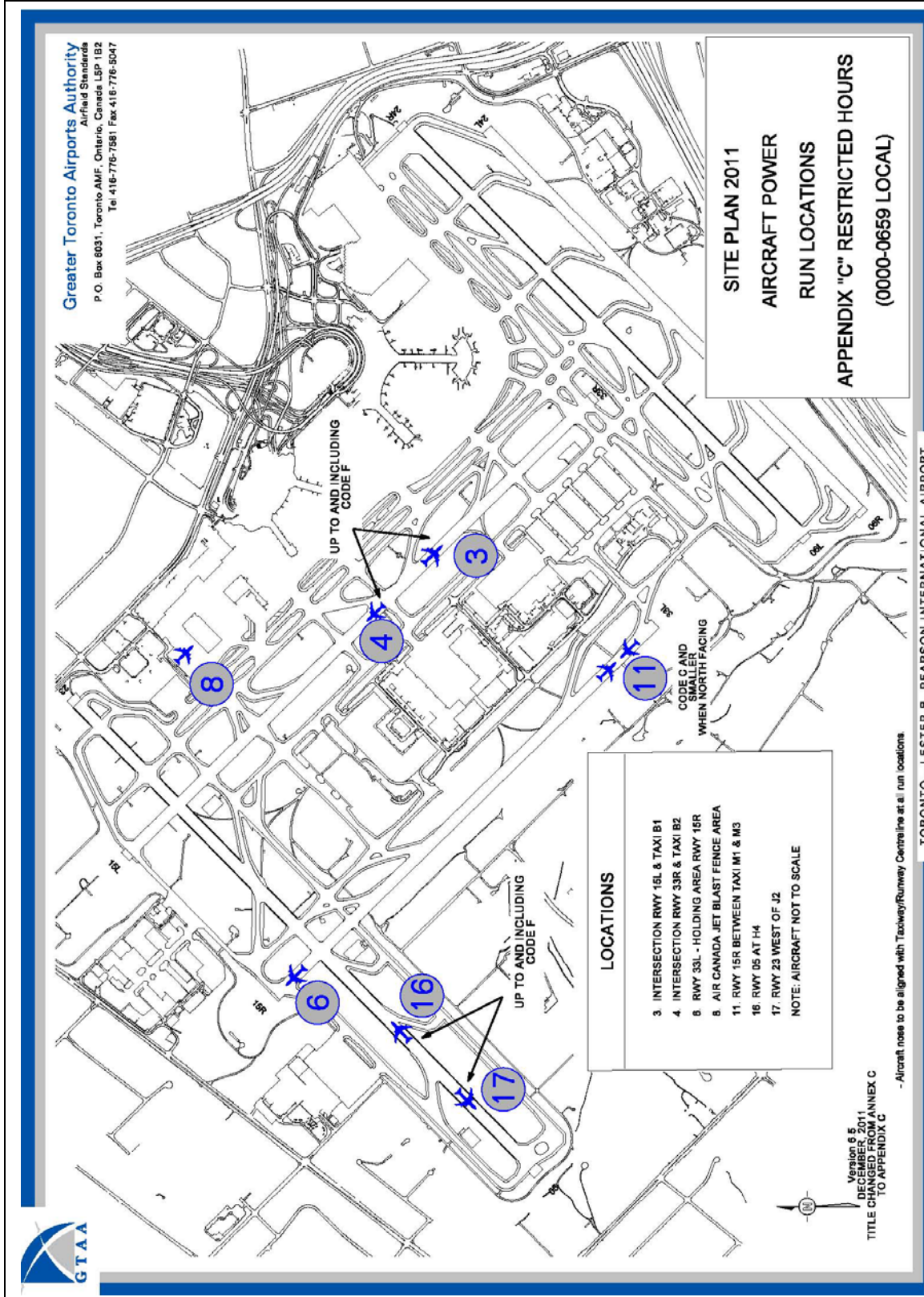
- Apron and Maintenance Runs Procedures
- Canada Air Pilot

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