

Positioning of Aircraft at Established Run-up Areas

- At the “mid-field” – aircraft are expected to point their nose in a more-or-less northwesterly direction, parallel to Taxiway Delta. Modification of a “nose northwest” alignment will be on case by case basis. Due to the crown of the pavement (for drainage), aircraft should do their best to position their main gear nearest to the center of the circle as safely as possible, to mitigate dust. Aircraft needing a southerly alignment will need to proceed to the “north compass rose”.
- At the “north compass rose” – aircraft are expected to point their nose in a more-or-less southerly direction especially for higher powered engine runs. Positioning in this manner places thrust over the longest portion of pavement as possible to control dust.



- ALL AIRCRAFT ARE TO ADVISE GROUND OF HIGH-POWER ENGINE RUNS
- NO HIGH-POWER THRUST OVER TAXIWAYS OR RUNWAYS AT ANY TIME
- MONITOR GROUND CONTROL FREQUENCY AT ALL TIMES

The use of alternate locations will be handled on a case by case basis. For further guidance please contact Airport Operations at the number listed at the bottom of the page.

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