

Proposal For Discussion:

Establish an Engine Run-up Area and Disseminate Usage Guideline for Runways 11, 29, and 24

Background:

In referencing the location and procedures for the Before Takeoff Check, the Airplane Flying Handbook (FAA-H-8083-3B) advises: *"A suitable location for run-up should be firm (a smooth, paved or turf surface if possible) and free of debris. Otherwise, the propeller may pick up pebbles, dirt, mud, sand, or other loose objects and hurl them backwards. This damages the propeller and may damage the tail of the airplane...The airplane should also be positioned clear of other aircraft and the taxiway. There should not be anything behind the airplane that may be damaged by the propeller airflow blasting rearward."*

Concerns:

While a suitable location exists for Runway 6, no such areas are available for Runways 11, 29, and 24. Departing aircraft on these runways are utilizing the taxiway for the *Before Takeoff Check*, delaying departures and causing unnecessary damage to trailing aircraft. Often, flight school aircraft are stopping perpendicular to the runway hold short line and not (at least) turning on a 45-degree angle to the centerline to avoid projecting propeller blasts rearward. Previously, aircraft taxiing to Runways 29 and 24 have utilized the "Corporate Ramp" for run-ups, however, this practice has recently been limited due to ATC guidance that indicates that FireFlight is opposed to such operations.

Action:

Establish at least one designated run-up area and develop procedures for its use. Disseminate this information to Air Traffic Control, Airport Tenants and Area Flight Schools that utilize the airport.

Exhibit:

Aerial photo of Flagler Executive Airport with potential location for a run-up area.



Proposed Area

