

OPERATING DIRECTIVE

Hillsborough County
Aviation Authority

Number: D343.00.07

Effective: 10/06/03

Revised: 05/25/06

Page: 1 of 36

Subject: Engine Run-Up Noise Management

PURPOSE: To establish procedures for conducting aircraft engine run-ups for maintenance purposes at Tampa International Airport (TIA).

GENERAL: Ground run-ups are routine aircraft engine maintenance tests performed as a check to ensure safe and reliable operation of the aircraft engine, as required by Federal Aviation Regulations and aircraft engine manufacturers. In an effort to reduce noise impacts upon neighborhoods in the vicinity of TIA, formal procedures for ground run-ups have been established, including the use of the maintenance run-up facility. Run-ups may be either suppressed or unsuppressed. Suppressed run-ups are those maintenance engine run-ups conducted within the maintenance run-up facility. Unsuppressed run-ups are those maintenance run-ups conducted outside the facility. The maintenance run-up facility is described in detail in Attachments B and G.

PROCEDURES:

A. Location:

All air carrier turbojets and those general aviation turbojets in FAA Noise Category 1 or 2 are required to utilize the maintenance run-up facility for all run-ups above idle power performed at any time. Other general aviation turbojets are required to utilize the maintenance run-up facility only during the hours of 2200 to 0700. All other aircraft, at their option, may utilize the maintenance run-up facility. Due to size restrictions, aircraft with wingspans greater than 214 feet are prohibited from utilizing the facility at any time.

General aviation turbojets in FAA Noise Category 1 or 2 include the Falcon 20, Gulfstream G-IIB, Lear 25, and NA Sabreliner 80, as well as those general aviation turbojets with more than two engines. As stated above, all of these general aviation aircraft are required to utilize the run-up facility for run-ups performed at any time.

Maintenance runs that do not exceed idle power may be performed at the aircraft's parking location when these runs do not present a hazard to persons or property. The facility is intended to be used for engine run-up operations. Maintenance on aircraft within the facility will be limited to minor adjustments that will not affect use of the facility by others nor create environmental concerns. All equipment and tools must be removed from the facility at the completion of each run-up.

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B. Suppressed Run-ups:

1. Operating Hours

The facility is available for use 24 hours a day. Use will be on a first-come, first-served basis. Since use of the facility is on a first-come, first-served basis, aircraft operators should exercise good planning to ensure that they have sufficient time to complete all required run-ups prior to returning an aircraft to service.

2. Confirming Facility Availability

Because the facility is used on a first-come, first-served basis, users are responsible for confirming whether the facility is vacant and available for use prior to approaching the facility in order to prevent congestion at the facility or taxiway. Facility availability may be determined by calling Operations.

3. Scheduling Use of the Facility

A representative from each airline/company must attend mandatory training on the use of the maintenance run-up facility prior to that company actually using the facility.

Users are required to call Operations at 870-8752 to schedule use of the facility. When calling, users must state 1) company/organization name, 2) aircraft type, 3) planned start time run-up, 4) estimated duration of run-up, 5) maximum power setting to be used during the test, 6) name of contact person and, 7) user's contact number.

Operations will inform the caller if the facility is occupied or vacant at the time of their call. If it is vacant, approval will be granted. If it is occupied, Operations will inform the caller when it is expected to be available and will notify the caller when the facility is available for their run-up. Use of the facility will be authorized in the order that requests are received.

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All users of the facility must contact Operations at 870-8752 once the run-up is complete to report clear of the facility. This notification assists all users in efficient scheduling of the facility.

4. Priority for Use

Operations will assign use of the facility on a first-come, first-served basis. In the event that two or more users request use of the facility for the same time, use of the facility will be assigned based on consideration of departure time and aircraft type, respectively. At all times, air carrier turbojets and those general aviation turbojets in FAA Noise Category 1 or 2 have priority over other aircraft.

5. Aircraft Ingress into the Facility

a. Wingspan 125 feet or less

At the aircraft operator's discretion, aircraft with a wingspan of 125 feet or less may power into the facility using no more than breakaway thrust. These power-in aircraft may enter from either the right or left side of the facility. Taxi lead-in lines and turn-around markings are provided as visual references for proper positioning. Aircraft should initiate a minimum-radius turn with the nose wheel within the 10' x 3' Turn Position Indicator box. The minimum-radius turn should be maintained until the aircraft has completed a 180 degree turn and is parallel to the facility centerline. Aircraft following this procedure will have a minimum wingtip clearance of 25' to the sidewall and 35' to the jet blast deflector. No assurance is given that reference markings will be visible under all lighting and weather conditions. Wingtip and tail clearance from facility walls and the rear blast deflector is strictly under the control of the individual operating the aircraft. Proper positioning of the aircraft requires that the turn-around must be fully completed so that the aircraft is parallel with the facility centerline before conducting high-power run-ups.

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b. Wingspan 125 to 214 feet

Any aircraft with a wingspan in excess of 125 feet must be backed into the facility with a tug. Although it is preferred for the aircraft to taxi to the facility and the company tug to access the facility via the service road, Operations must be contacted for an escort if an aircraft will be towed to the facility via active taxiways.

c. Wingspan greater than 214 feet

Any aircraft with a wingspan greater than 214 feet is too large to use the facility. Run-ups will be conducted in accordance with procedures for conducting unsuppressed run-ups established by Operations. Operations must be contacted for approval prior to conducting an unsuppressed run-up.

6. Wing Walkers

Facility users are encouraged to use wing walkers when positioning aircraft within the facility to prevent damage and to assure the aircraft is correctly positioned within the facility. The use of wing walkers is at the discretion of the individual user.

7. Taxiway Access

All aircraft will access the facility via Taxiway "E". The Federal Aviation Administration Air Traffic Control Tower (FAA ATCT) must be contacted for clearance before any aircraft or vehicles are operated on any movement area. All taxi-qualified mechanics that taxi aircraft must also have Movement Area Training (MAT) endorsement on their ID Badge, issued by Operations. Proper communications between the aircraft, tow tractor, and the FAA ATCT must be maintained at all times during the taxi/tow operation.

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8. Inspection Before and After Use

Although Operations will inspect the facility as part of routine airfield inspections and report any problems to Maintenance, it is the responsibility of each user to inspect the facility pavement area for foreign object debris (FOD) prior to beginning any run-up. If any FOD is present, it must be removed prior to beginning the engine run-up operation. The user should ensure that the interior is FOD-free before leaving the facility. Users should report any problems found in the facility to the Communications Center at 870-8770.

9. Aircraft Orientation

All jet aircraft will be positioned with the aircraft nose facing straight out of the facility, due south, while on or parallel to the facility centerline prior to beginning a high-power run-up. Propeller aircraft may be oriented nose-in to the facility as appropriate, in order to achieve better acoustical or aerodynamic performance. Under no circumstances should any run-up be performed with the blast pointed toward the sidewalls of the facility, as they are not designed to withstand these forces.

As shown in Attachment B, two lines parallel to the face of the blast deflector have been painted on the pavement to identify appropriate clearance distance from the rear blast deflector. The aircraft shall be positioned so that no portion of the aircraft extends aft past the "No Tails Closer Line", which is located 35 feet ahead of the jet blast deflector leading edge. The discharge nozzle of any engine which will be operated during the test must be forward of the "No Nozzle Closer Line", which is located 60 feet ahead of the blast deflector leading edge. Aircraft should be positioned as far into the facility as practical in order to achieve maximum acoustical attenuation.

Operators will position aircraft within the facility based on two basic principals. In normal wind conditions, aircraft should be taxied into the facility so that the side of the aircraft with the engine to be tested will be closer to the facility side wall. For example, a B737 that is going to test its #1 engine will taxi in on the left lead-in line and make a right turn to position the aircraft with the #1 engine closer

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to the East wall. Placing the test engine nearer the wall will maximize acoustical attenuation.

When cross winds are present, placing the aircraft closer to the upwind wall may allow run-ups to be conducted in a wider range of wind conditions. As operators gain experience conducting run-ups inside the facility, they will develop their own preferences for this lateral placement.

10. Wind and Weather Conditions

Attachment A includes predicted aerodynamic usability wind roses for various aircraft types. These are general guidelines defining the wind direction and speed parameters during which the facility can be used. These parameters will vary with the type of aircraft, engine position and the power settings used for the engine testing. An illuminated sign displaying the wind speed and direction is attached to the east wall of the facility for easy visibility from the aircraft cockpit. The operator should closely monitor engine operating readings and abort the test if readings exceed engine manufacture's limits, if variances in readings indicate unsteady engine operation, or if any indications suggest continued operation might endanger people or property. If the operator still needs to continue the run-up operation, it is recommended that the operator wait until conditions improve so that the run-up can be safely completed. If this is not possible, procedures must be followed as specified in section C, unsuppressed run-ups.

11. Duration of Use

Users should be mindful that others may be waiting to use the facility. Operations will generally allow no more than one-half hour for each run-up. If an aircraft leaves the facility for any reason except in a cooperative effort to allow another user to complete a more time-critical run-up, that run-up operation is considered to be complete. The user must contact Operations, prior to each operation, even if it is for the same aircraft being run-up later that same day.

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12. Aircraft Egress from the Facility

Following engine testing within the facility, all aircraft may power out, using minimum power necessary. Operators shall contact FAA ATCT prior to entering the taxiway.

13. Facility Lighting

Security low-level lighting is provided within the facility. The lights are on a photocell and remain on during hours of darkness. Operational lighting is provided within the facility for use during all run-up operations.

14. Reporting Use

After successful completion of a run-up in the facility, the operator shall complete a Suppressed Engine Run-Up Report Form, found in Attachment C and fax it to the Noise Officer at 870-8782. If difficulties were encountered prior to or during a run-up in the facility, the Maintenance Run-up Difficulty Report Form, found in Attachment F must be completed and faxed to the Noise Officer at 870-8782. These reports will be compiled and the data used for discussion at user group meetings. These meetings, which are open to a representative from each user organization, will also be attended by a manufacturer representative during the first two years of operation.

15. Facility Damage

Damage to the facility must be reported to the Communications Center at 870-8770 immediately upon discovery. Representatives from Operations, Airport Police, and Maintenance may examine the damage and make a determination whether or not the damage is of a nature that would preclude continued use of the facility. At the discretion of Operations, the facility will be taken out of service until necessary repairs are made and the appropriate inspections are completed. Notification of the unavailability of the facility will be faxed to all users.

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In addition, if the damage was discovered by a user of the facility, the Maintenance Run-up Area Damage Report Form found in Attachment E must be completed and faxed to Operations at 870-8758.

16. Equipment / Vehicle Parking

Any equipment or vehicles that accompany an aircraft to the facility should be parked close to the facility control room on an area outside the facility walls in such a manner as not to obstruct the taxiway/apron. Work stands, tow tractors, or other ground support equipment may not be stored at the facility.

17. User Risk and Liability Disclaimer

The Hillsborough County Aviation Authority disclaims any and all warranties, expressed or implied, with respect to the facility or its use, including but not limited to the implied warranty of merchantability and fitness for a particular purpose. Each user of the facility uses it at the user's own risk and is responsible for monitoring all wind and weather conditions, as described herein, to avoid risk of damage or injury to person or property. Improper use of the facility or use during inappropriate weather conditions has been known to cause unreliable engine operation, up to and including compressor stalls. By using the facility, user assumes any and all risk of personal or property loss, damage, or injury of any kind and user shall make no claim or action against the Authority for any loss, damage, or injury, including any claim for loss of use, arising out of user's use of the facility. In no event will the Authority be liable for any special, consequential, indirect, punitive, or incidental damages, including but not limited to loss of revenue or profits, arising out of or in connection with the use of the facility or inability to use of the facility. User is responsible for all damage or destruction of the facility caused by user. Nothing in these procedures may be construed to supersede the recommendations of the aircraft manufacturer or of the aircraft operations manual regarding the safe operation of the aircraft.

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C. Unsuppressed run-ups:

1. Conditions

There may be times when adverse wind or other conditions exist that may prevent a reliable test of engine performance, or use of the facility is not possible or desired due to closure for maintenance or repair work or when use of the facility is not mandatory for some aircraft. Under such conditions, an unsuppressed run-up may be conducted outside the facility. Unsuppressed run-ups must be conducted in accordance with requirements set forth in this section and at the locations designated by the Authority.

2. Hours

a. 2200-0700

During the hours of 2200 to 0700, all air carrier turbojets and GA turbojets with wingspans up to 214 feet must conduct maintenance run-ups above idle power in the maintenance run-up facility, consistent with the engine manufacturer's and aircraft operator's specifications. Unsuppressed run-ups of turbojet aircraft between the hours of 2200 to 0700 are prohibited, except under extreme circumstances. Any turbojet aircraft operator wishing to perform an unsuppressed run-up during these times must contact Operations at 870-8752 to explain the situation and request approval. Approval may be granted only during extreme circumstances, which does not include occupation of the facility by another operator.

In the event that use of the facility is not possible, an alternate location for an unsuppressed engine run-up may be assigned at the discretion of Operations. Alternate locations will be used only when the facility is out of service due to maintenance or repair, when weather conditions preclude its use, or when other extreme circumstances exist.

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b. 0700-2200

Aircraft operators are encouraged to use the facility at all times for all maintenance run-ups above idle power. Maintenance run-ups by air carrier turbojets and those general aviation turbojets in FAA Noise Category 1 or 2 are mandatory within the facility during the hours of 0700-2200. Other aircraft types are not required to use the facility during the hours of 0700 to 2200. Operators of air carrier turbojets and those general aviation turbojets in FAA Noise Category 1 or 2 must contact Operations for approval of unsuppressed run-ups during the hours of 0700 to 2200. Operators of other aircraft types are not required to contact Operations for approval of unsuppressed run-ups during these hours.

3. Locations

The following locations may be utilized for unsuppressed run-ups, pending coordination with FAA ATCT. Operations approval is required for air carrier turbojets and those general aviation turbojets in FAA Noise Category 1 or 2 from 0700 to 2200 and both air carrier and all general aviation turbojets from 2200 to 0700.

- a. Taxiway "E", north of taxiway "U"
- b. Extreme south end of taxiway "E"
- c. Other locations that do not present a hazard to persons or property

4. Reporting Use

Operators must record each unsuppressed run-up on the Unsuppressed Engine Run-up Log found in Attachment D. On a weekly basis, if any unsuppressed run-ups were conducted, this log must be faxed to the Noise Officer at 870-8782. If the unsuppressed run-up was caused by difficulties encountered prior to or during a run-up in the facility, the Maintenance Run-up Difficulty Report Form, found in Attachment F must be completed and faxed to the Noise Officer at 870-8782.

APPROVED: /s/ John Wheat

DATE: 05/25/06

ATTACHMENT A

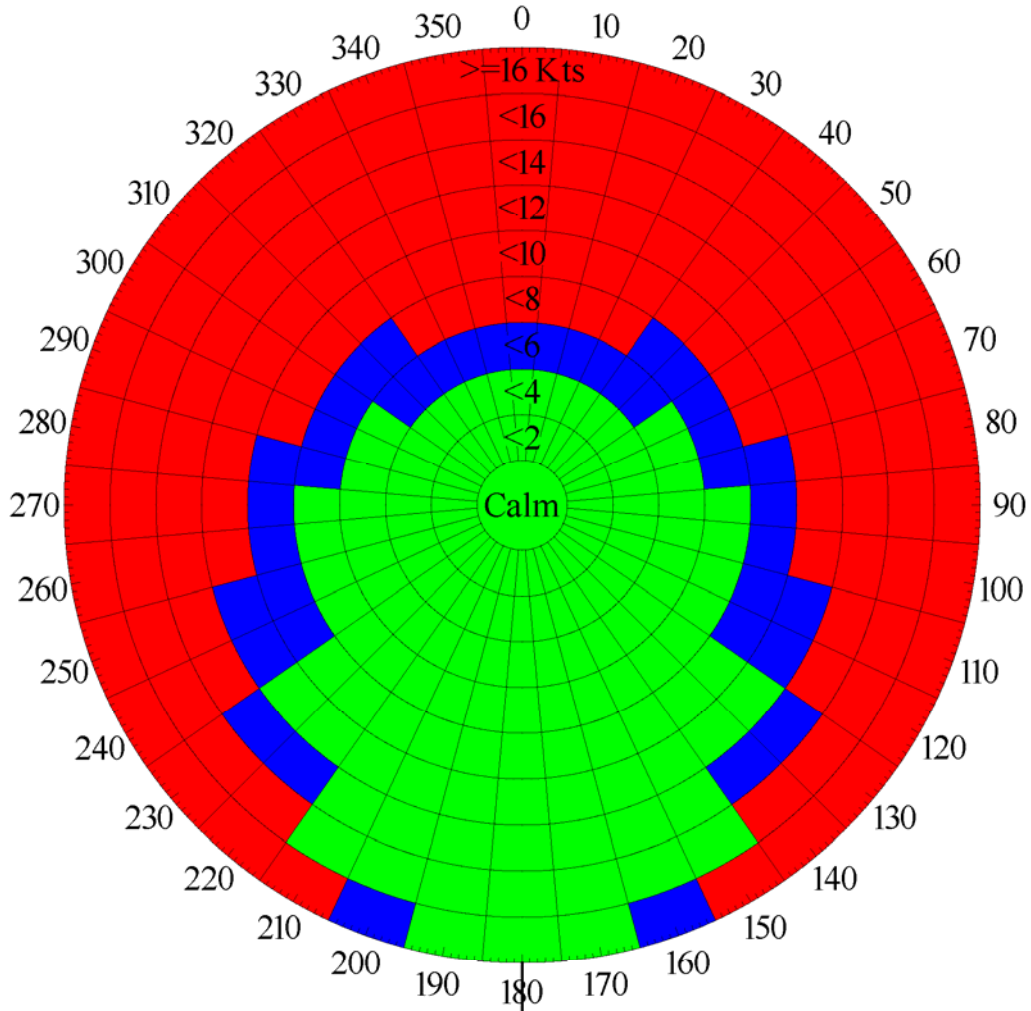
USABILITY WIND ROSES

- ❖ A 300
- ❖ A 310
- ❖ A 319/320/321
- ❖ B 717
- ❖ B 727-200
- ❖ B 737-200
- ❖ B 737-300/400/500++
- ❖ B 747
- ❖ B 757-200
- ❖ B 767
- ❖ B 777
- ❖ CORPORATE JET/CRJ
- ❖ DC8
- ❖ DC8-R
- ❖ DC9
- ❖ DC10/MD11
- ❖ MD88
- ❖ TURBOPROP

TIA Run-up Facility

Aerodynamic Usability Windrose

Aircraft: A300

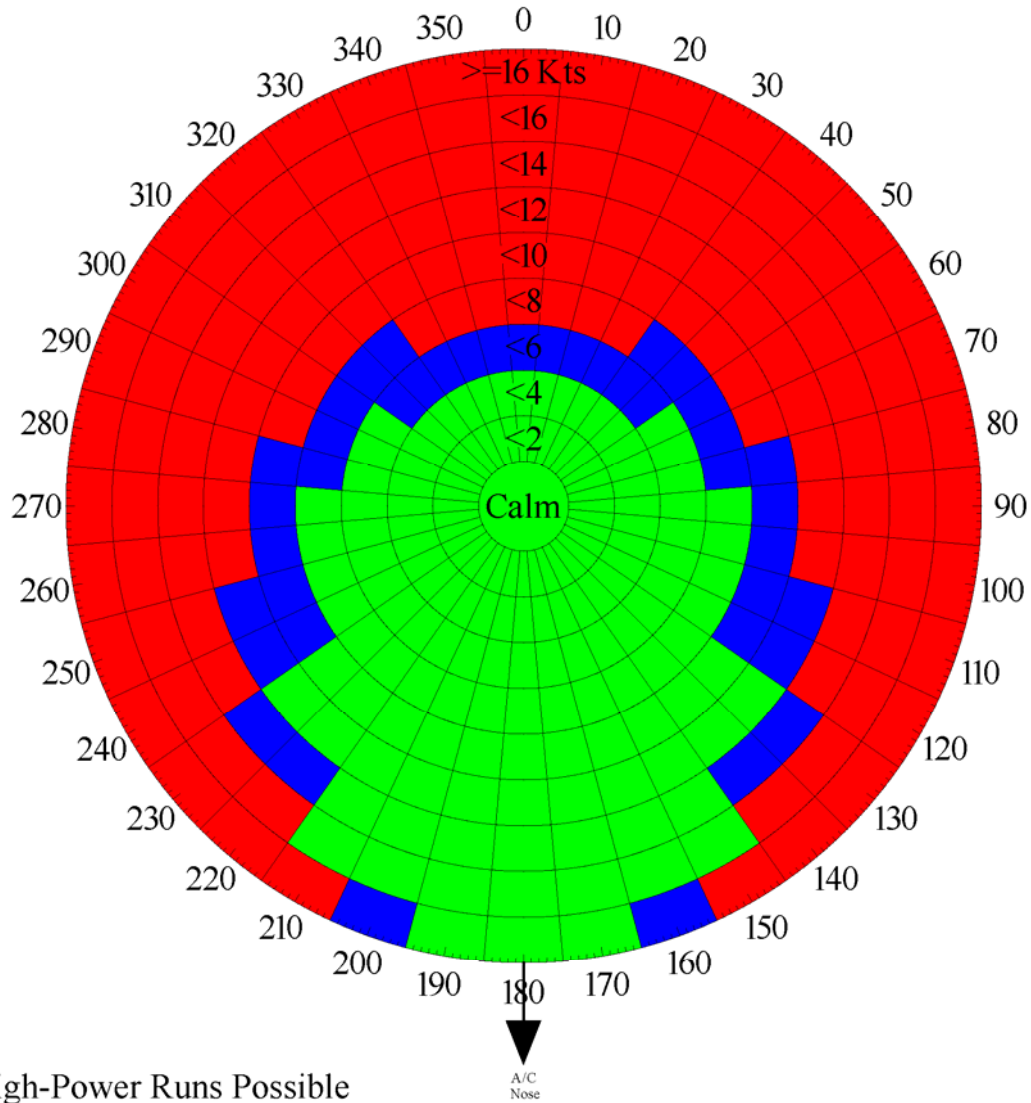


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

TIA Run-up Facility

Aerodynamic Usability Windrose

Aircraft: A310



■ High-Power Runs Possible

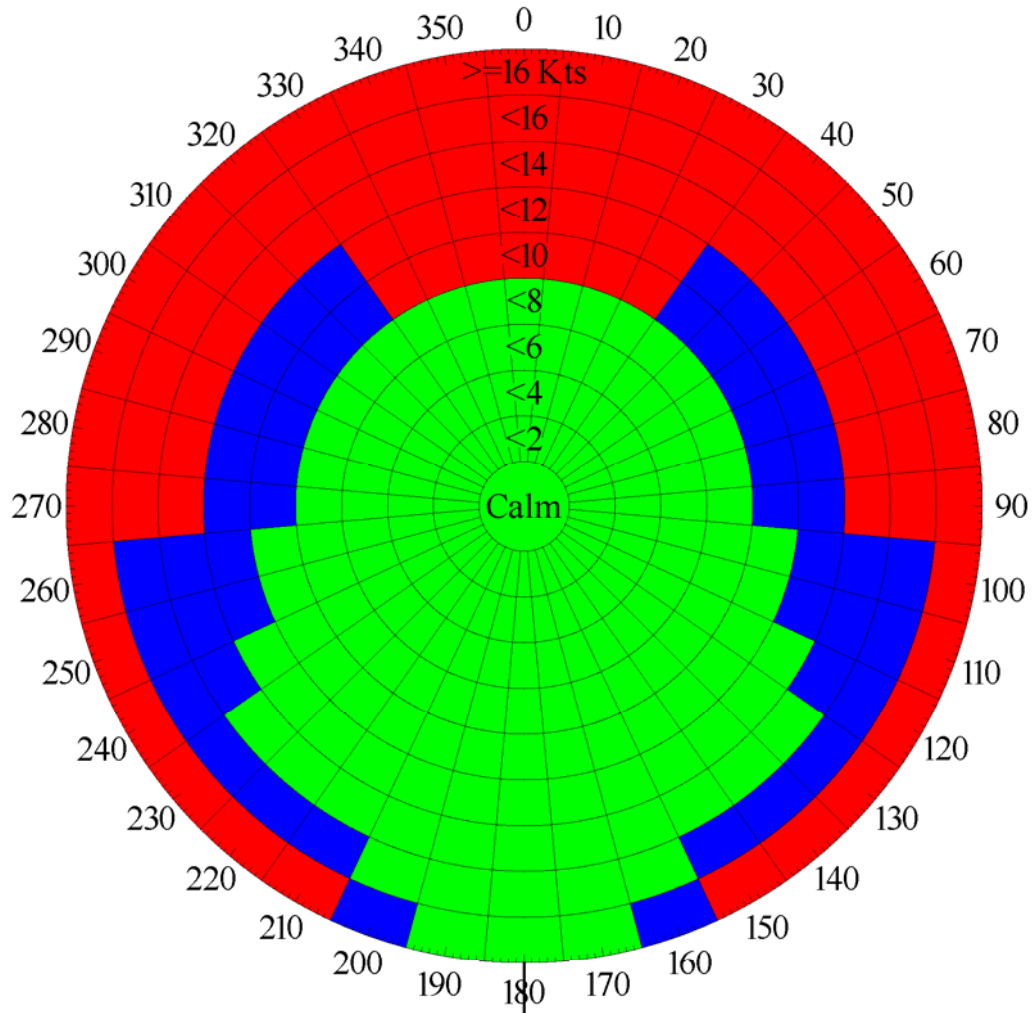
■ High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)

■ High-Power Runs Unlikely

TIA Run-up Facility

Aerodynamic Usability Windrose

Aircraft: A319/A320/A321

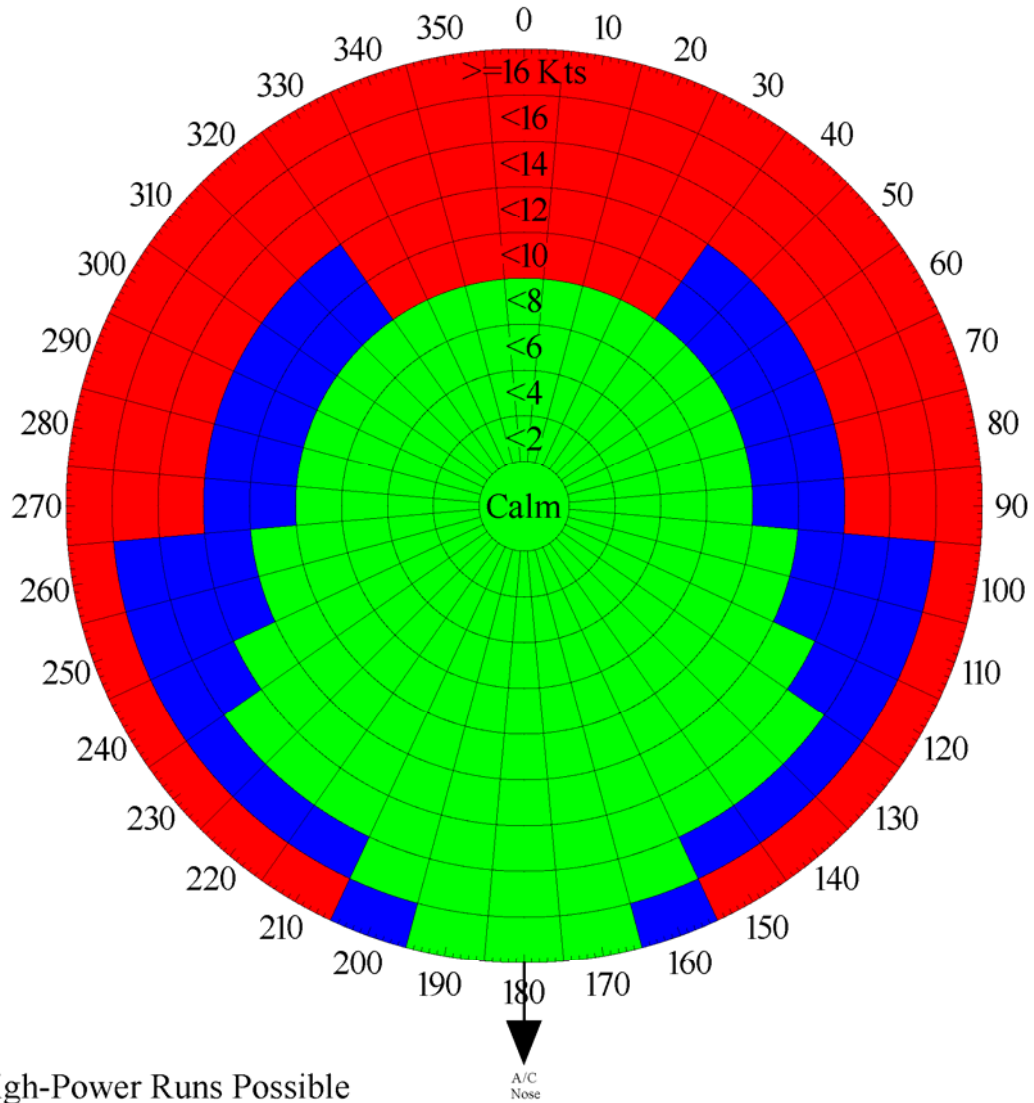


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

TIA Run-up Facility

Aerodynamic Usability Windrose

Aircraft: B717

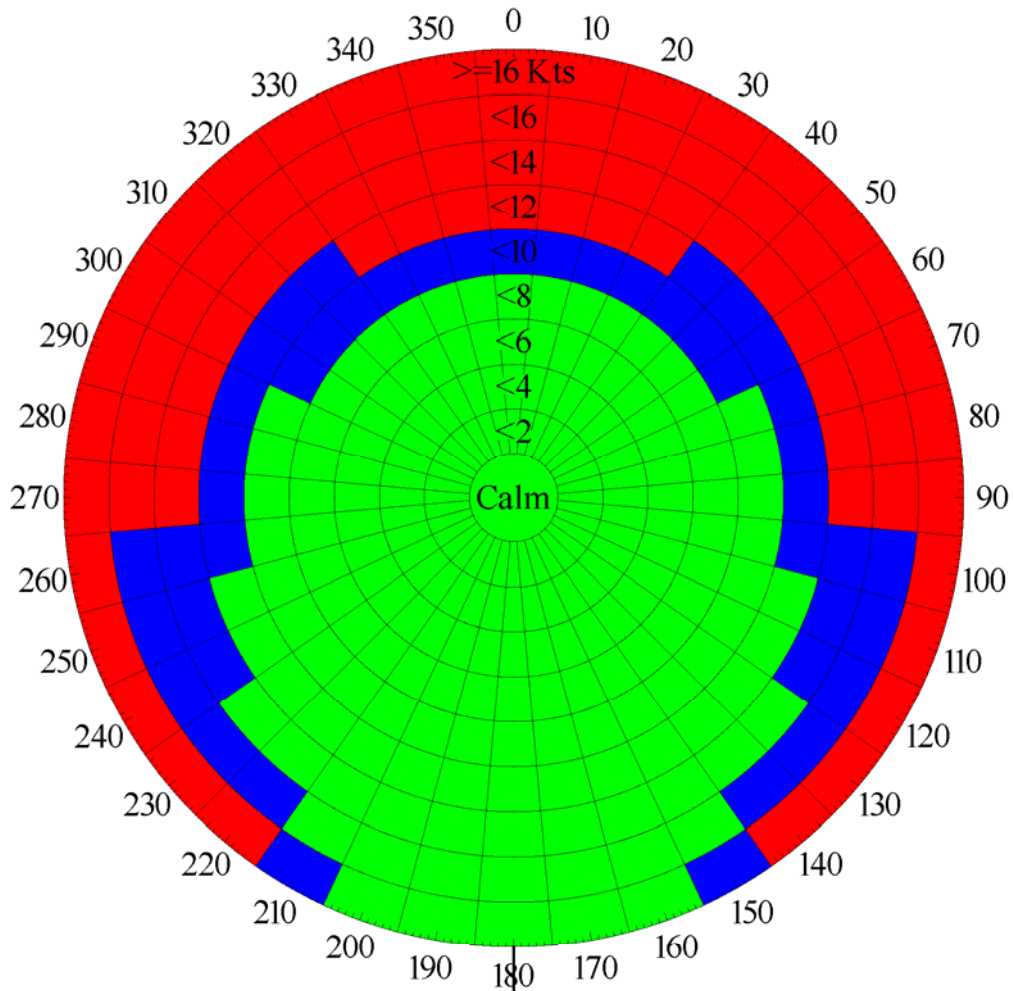


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: B727-200



High-Power Runs Possible

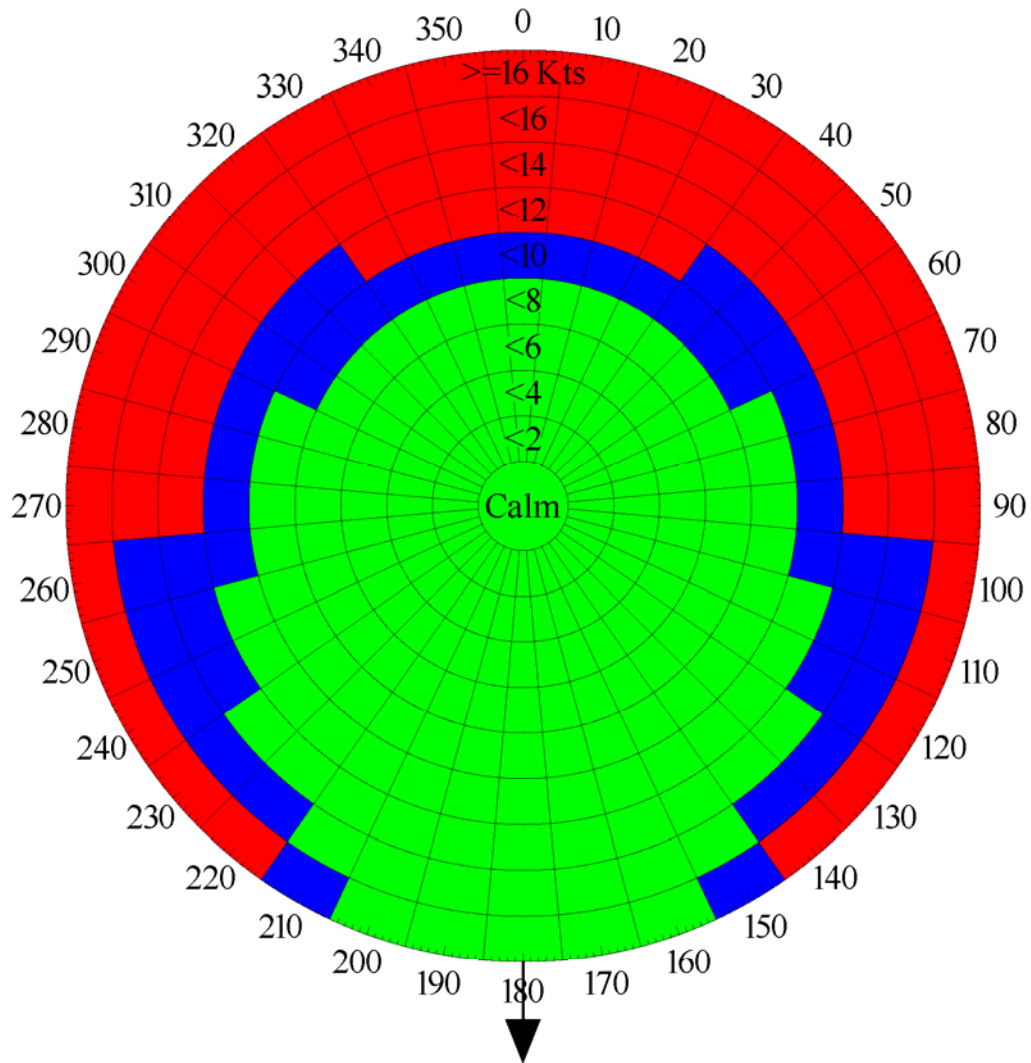
High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)

High-Power Runs Unlikely

Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: B737-200

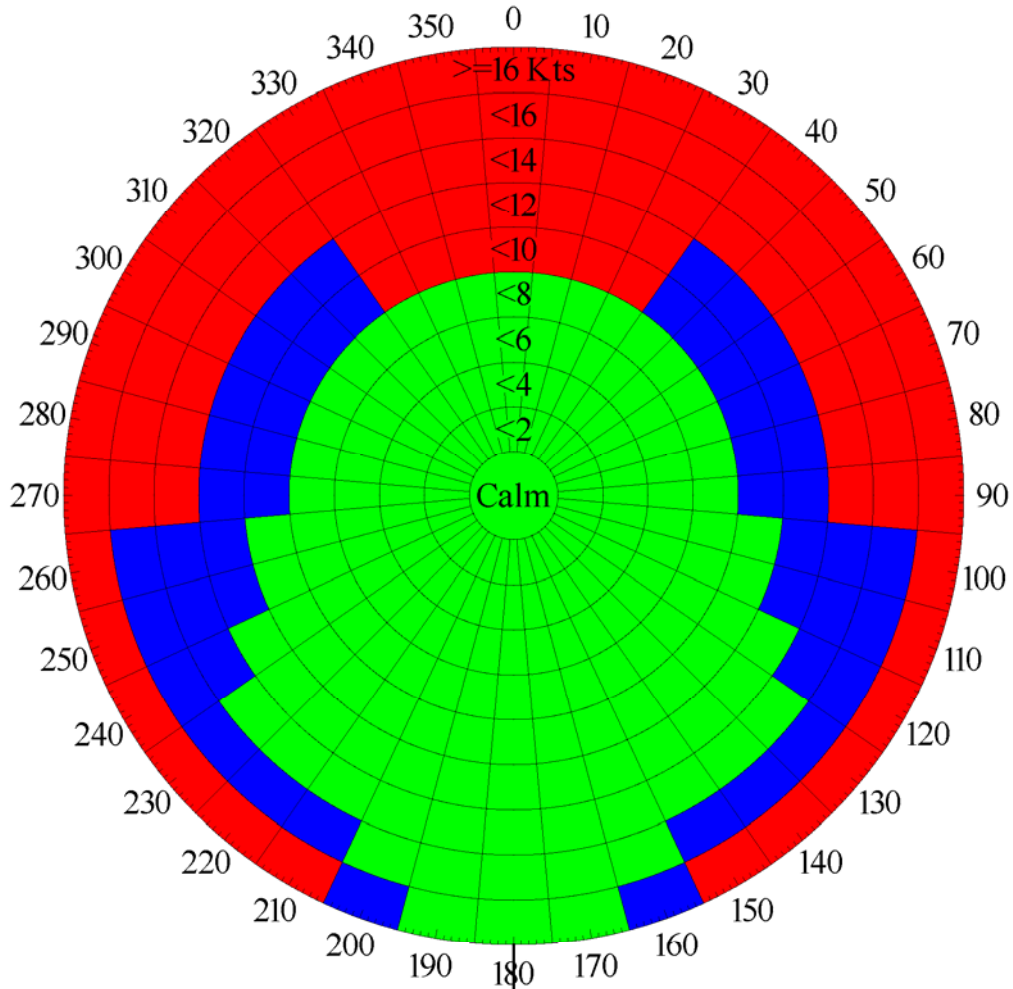


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: B737-300/400/500++

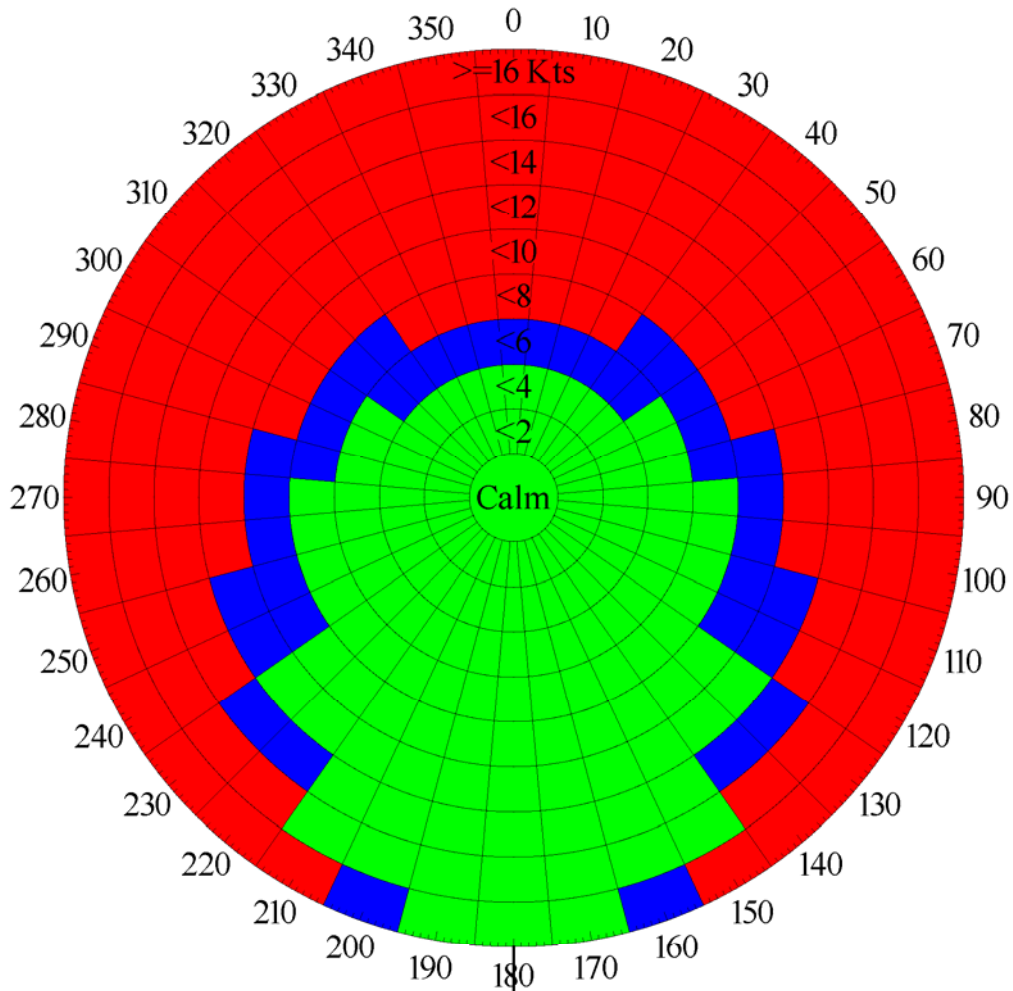


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: B747

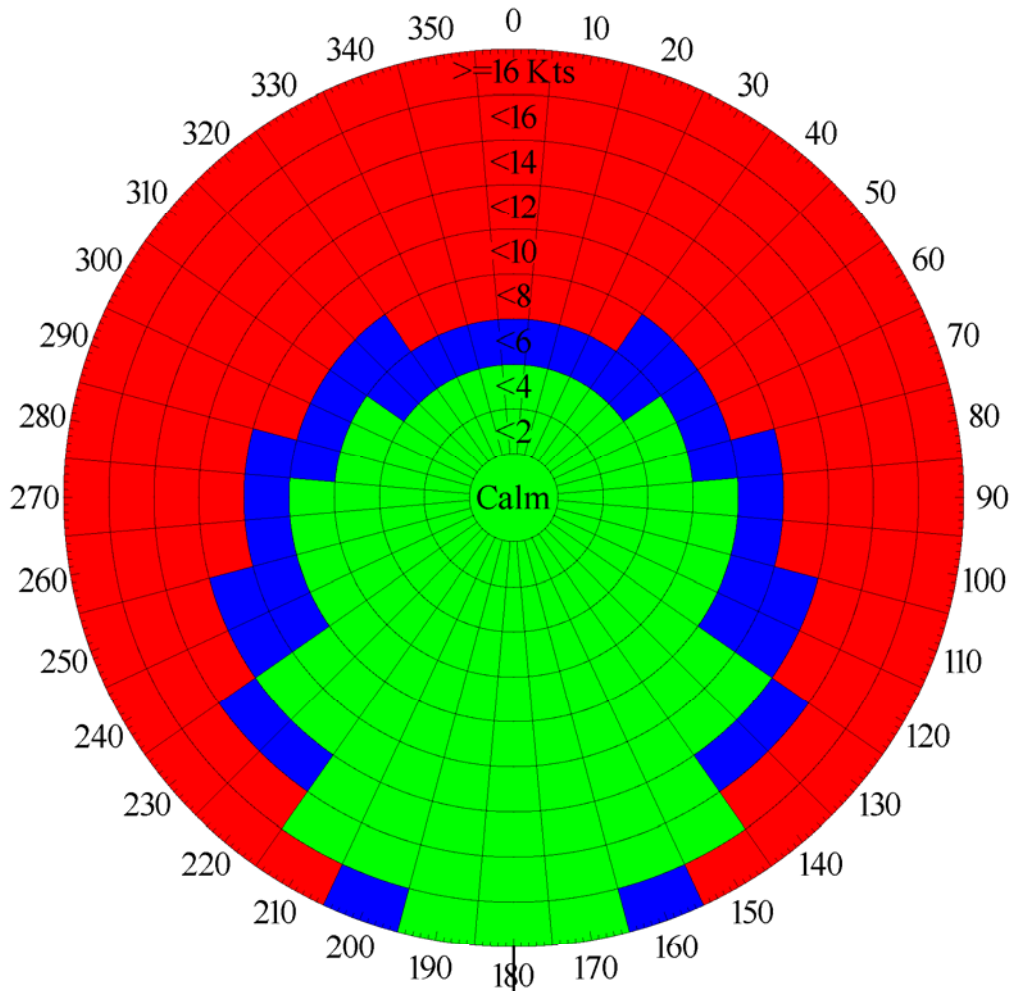


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: B757-200

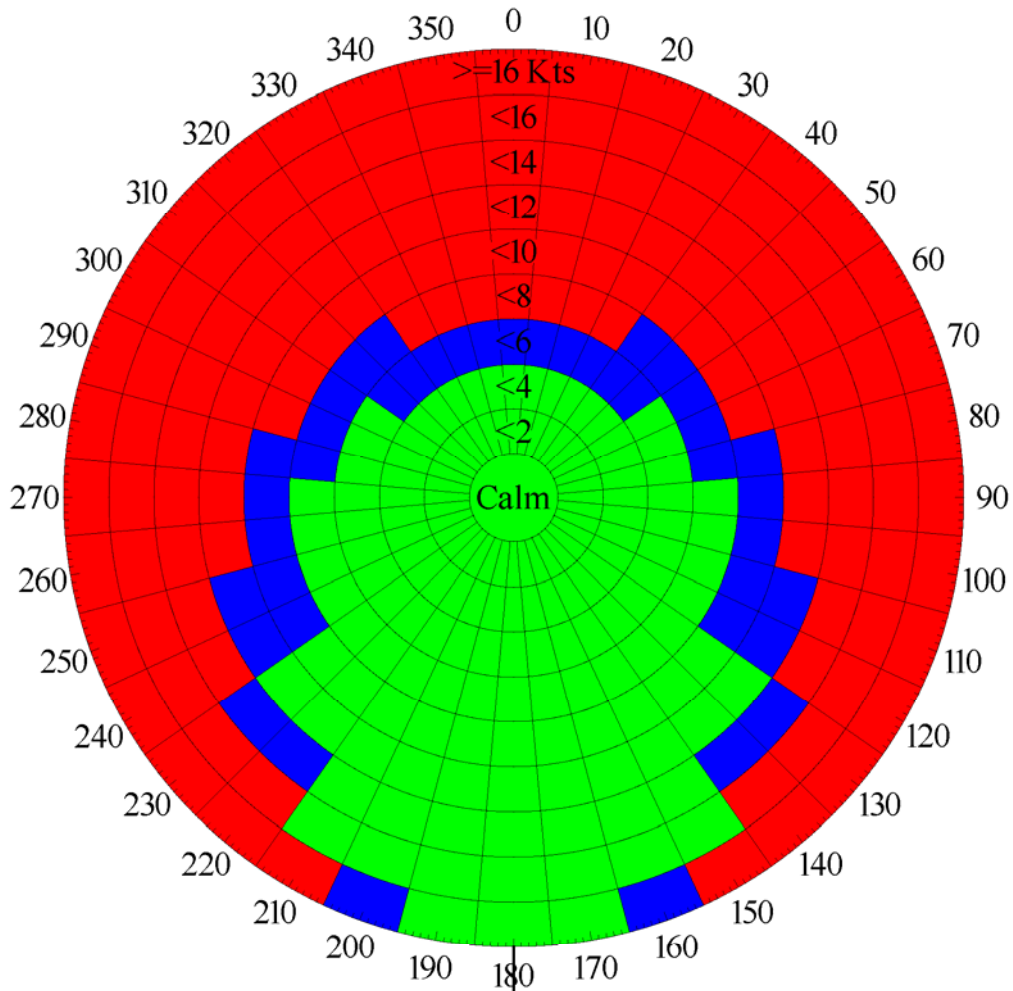


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: B767

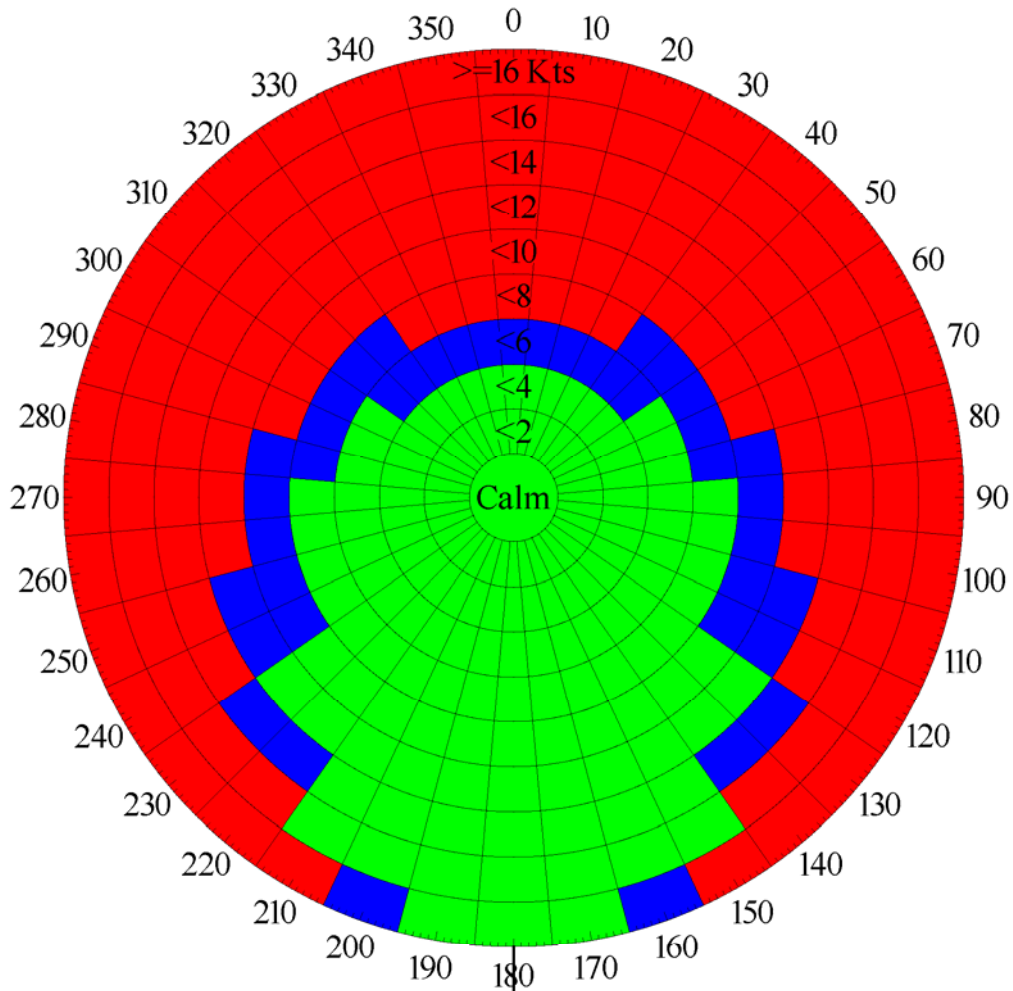


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: B777

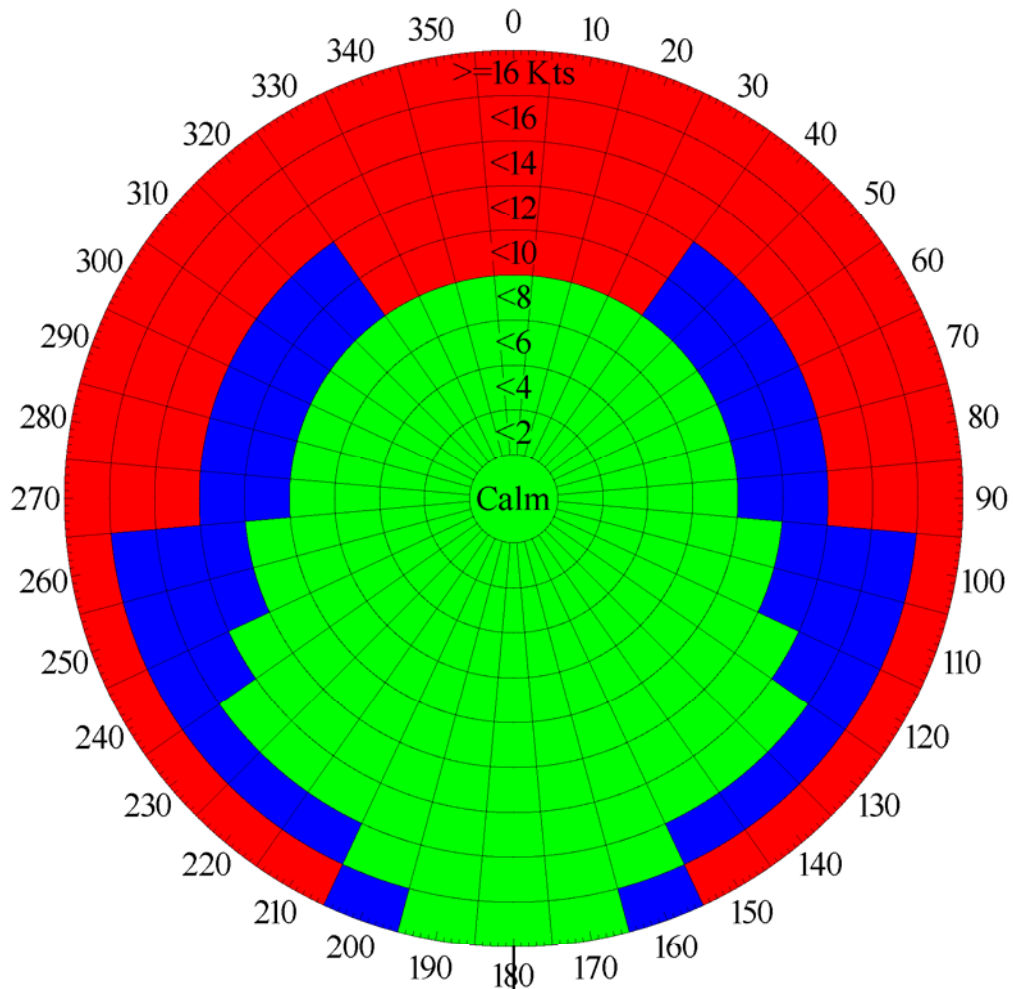


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

TIA Run-up Facility

Aerodynamic Usability Windrose

Aircraft: Corporate Jet/CRJ

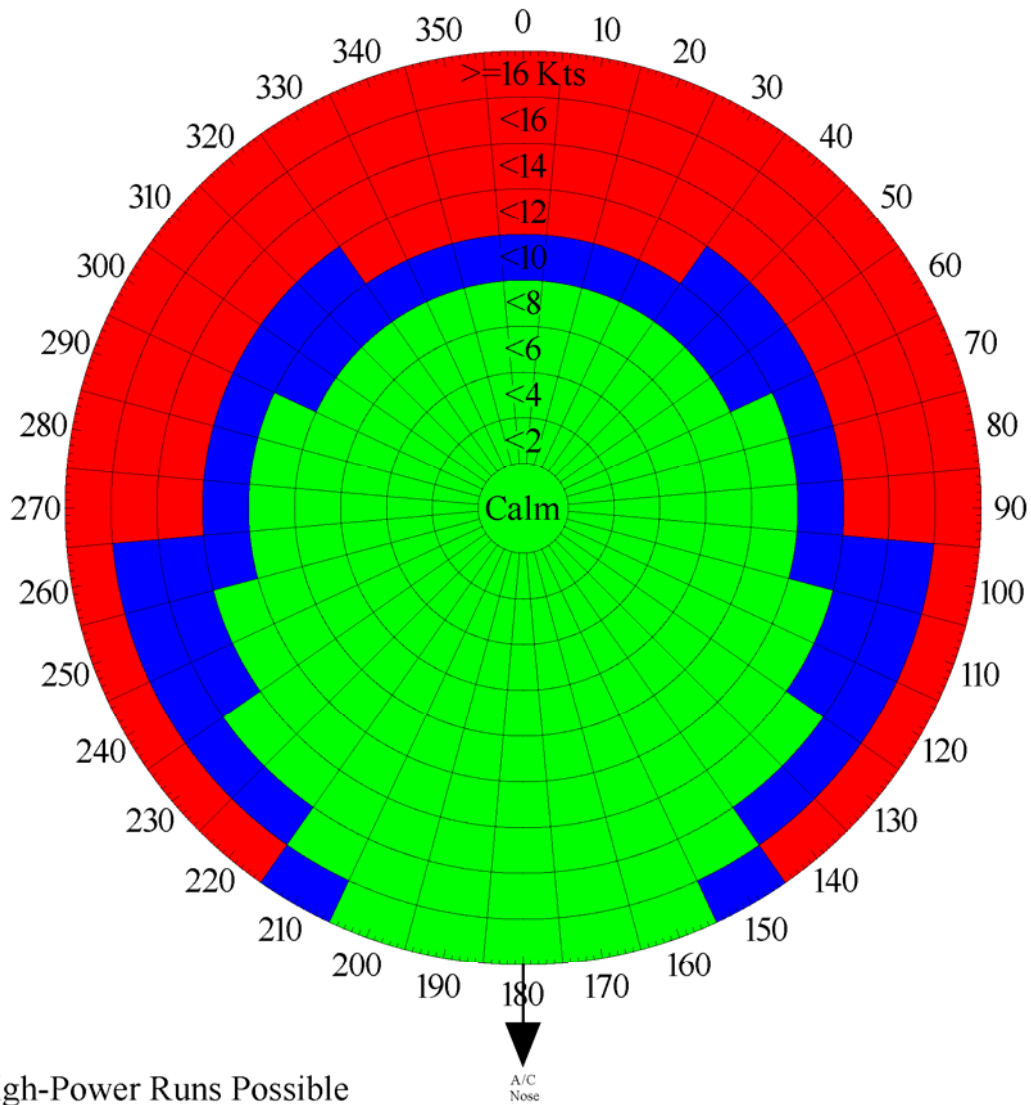


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

TIA Run-up Facility

Aerodynamic Usability Windrose

Aircraft: DC8

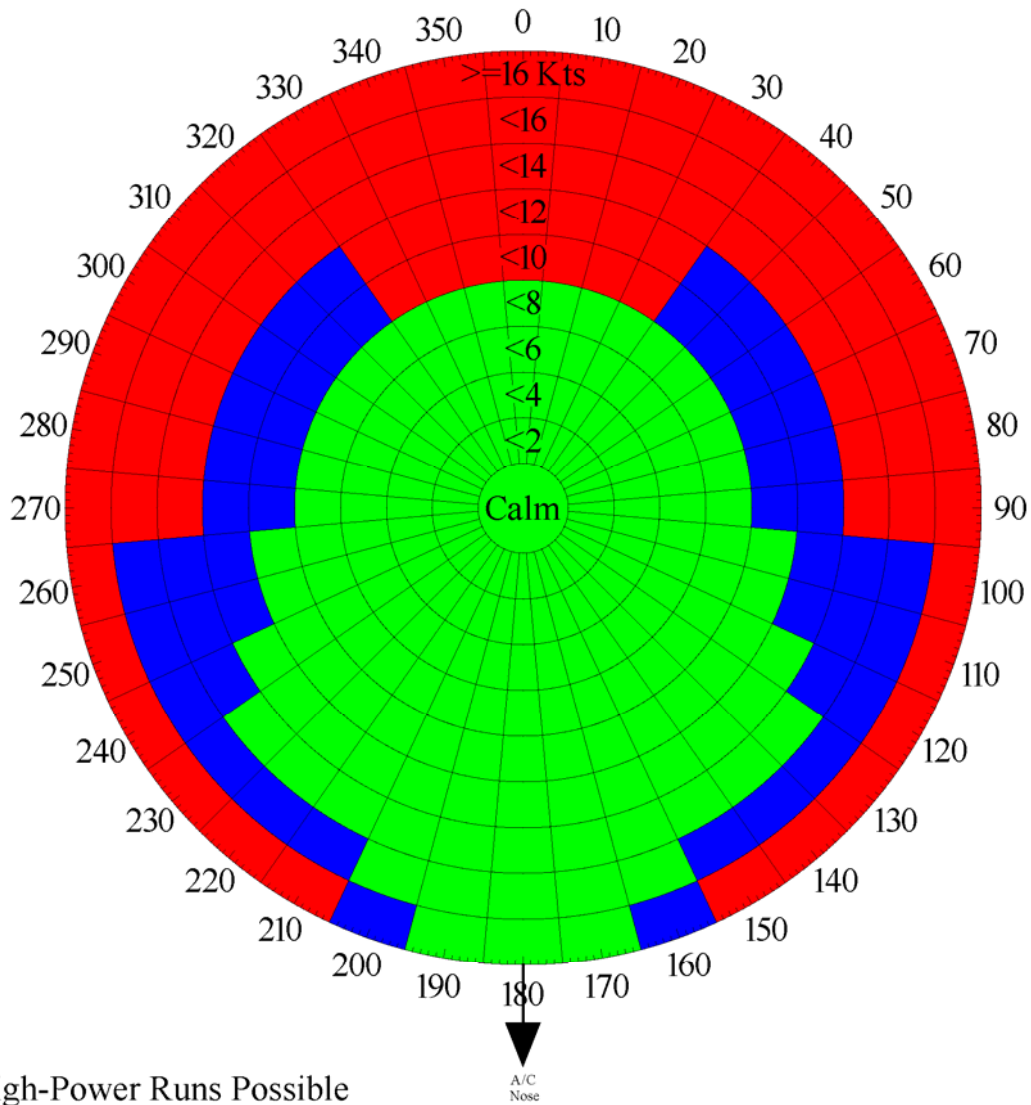


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

TIA Run-up Facility

Aerodynamic Usability Windrose

Aircraft: DC8-R

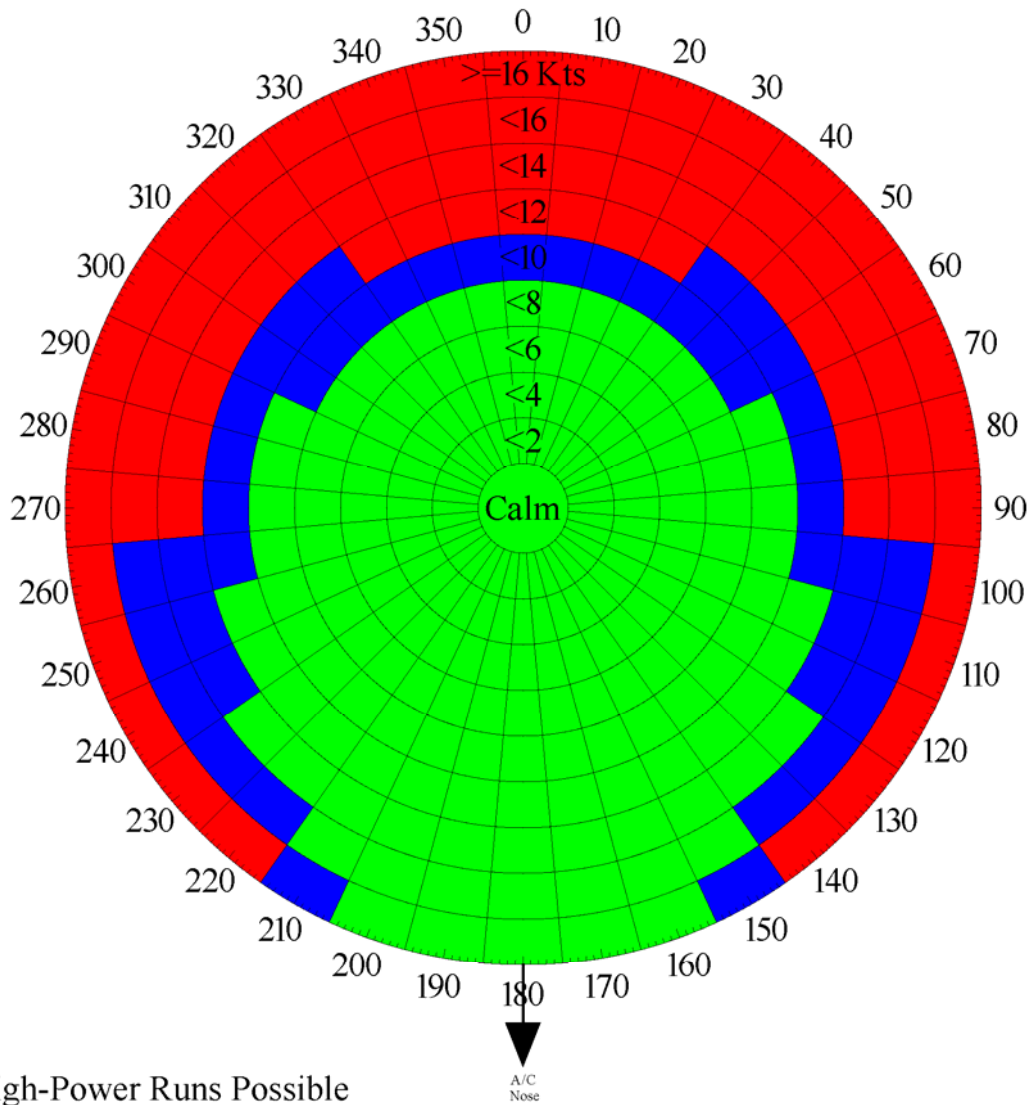


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

TIA Run-up Facility

Aerodynamic Usability Windrose

Aircraft: DC9

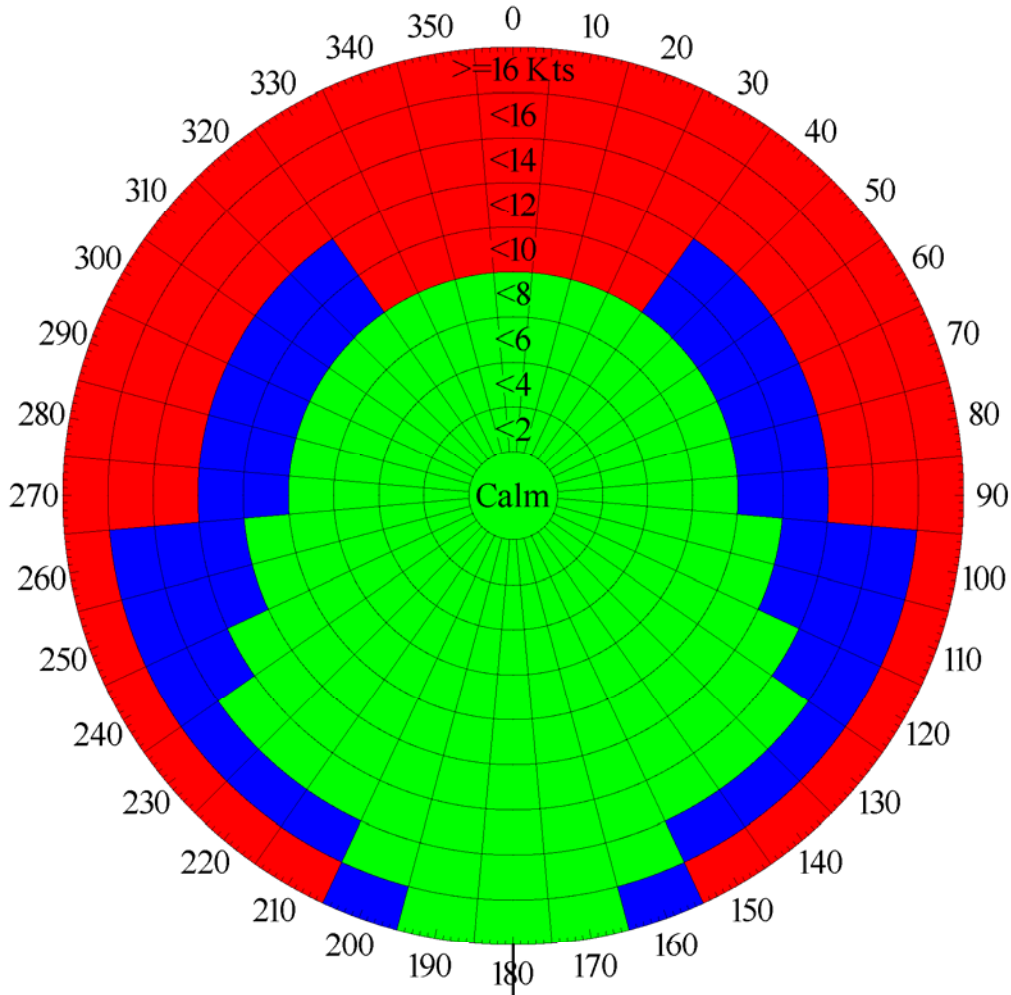


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: DC10/MD11

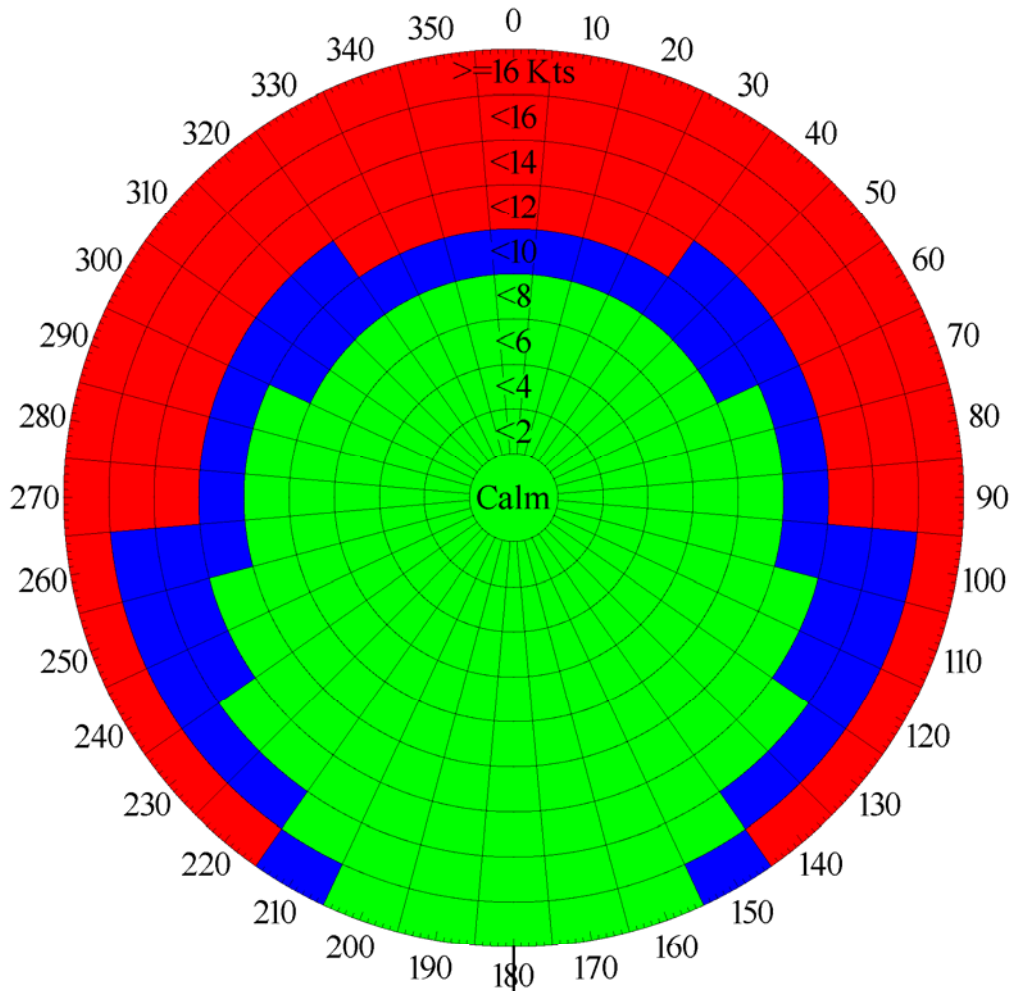


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: MD88

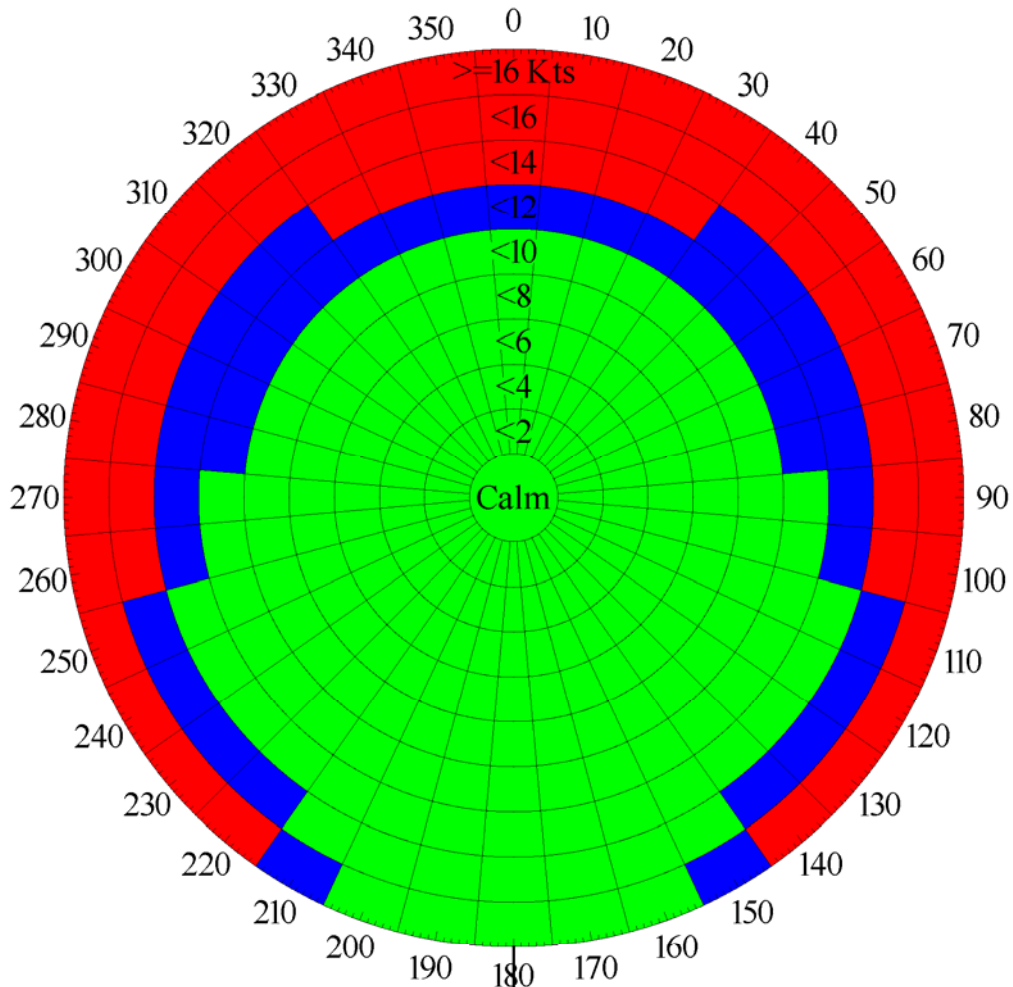


- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely

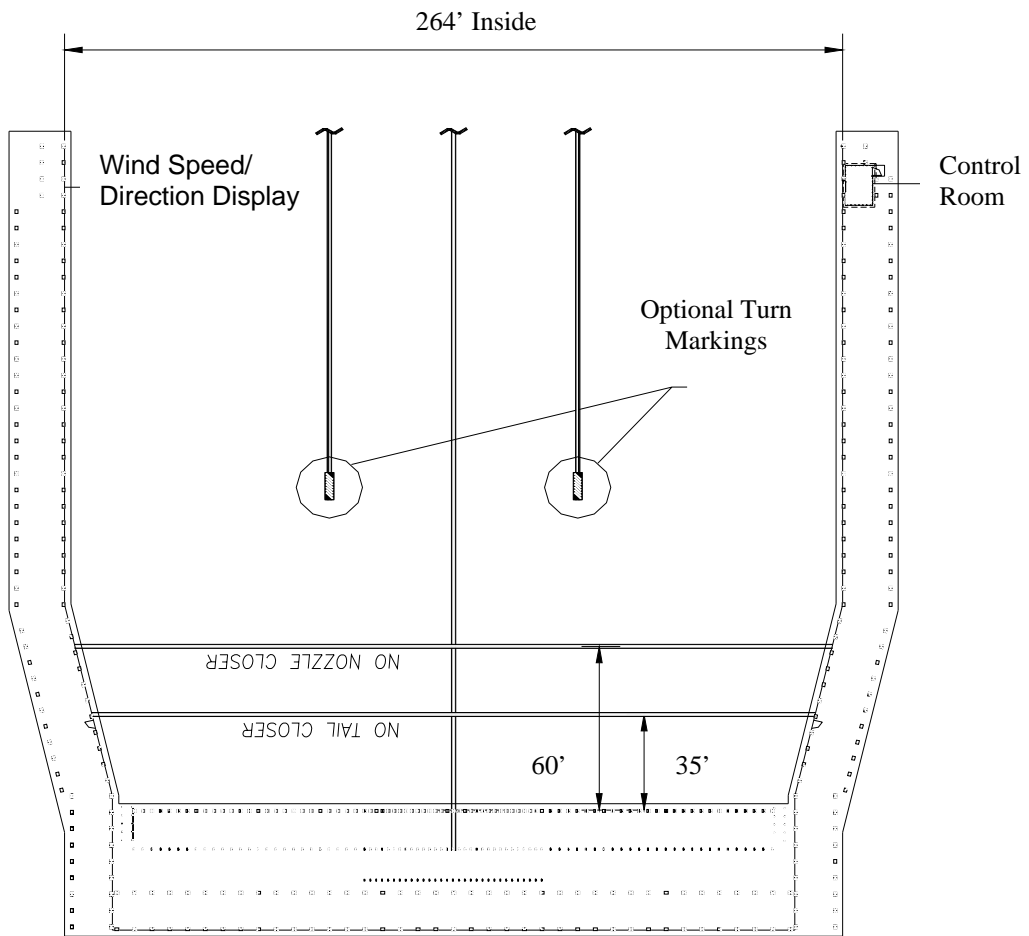
Tampa, Florida GRE

Aerodynamic Usability Windrose

Aircraft: Turboprop



- High-Power Runs Possible
- High-Power Runs May be Possible (Dependent on Wind Stability & Engine Power Setting)
- High-Power Runs Unlikely



ATTACHMENT "B"
MAINTENANCE RUN-UP AREA LAYOUT

Attachment C – Suppressed Engine Run-Up Report Form

Facility user must complete this form at the completion of each suppressed run-up operation in the facility and fax to the HCAA Noise Office at 870-8782.

1. DATE: _____
2. START TIME: _____
3. END TIME: _____
4. WIND SPEED: _____
5. WIND DIRECTION: _____
6. AIRLINE/COMPANY: _____
7. AIRCRAFT TYPE & SERIES (e.g. 737-200): _____
8. FLIGHT NUMBER (if avail): _____
9. TAIL NUMBER: _____
10. DEPARTURE TIME (if avail): _____
11. PHONE #: _____
12. FAX #: _____
13. PURPOSE FOR TESTING:

14. THIS FORM COMPLETED BY: _____

Attachment E – Maintenance Run-up Area Damage Report Form

In addition to making a voice report to the Communications Center at 870-8770; complete this form describing any and all damages incurred to the aircraft or facility and submit to Airport Operations immediately via fax 870-8758.

1. AIRLINE/COMPANY: _____
2. DATE: _____
3. TIME: _____
4. AIRCRAFT:
Make/Model: _____ N-number: _____
5. PURPOSE FOR TESTING: _____

6. DESCRIPTION OF DAMAGE:

7. PROBABLE CAUSE FOR DAMAGE:

8. Name of individual reporting damage: _____
9. Name of operator (mechanic): _____
10. PHONE: _____ 12. FAX: _____

Attachment F – Maintenance Run-up Difficulty Report Form

Complete this form describing any difficulties encountered which prevented a successful engine run-up operation within the Maintenance Run-up Area. Fax to Airport Operations at 870-8758.

1. AIRLINE/COMPANY: _____
2. DATE: _____
3. RUN-UP START TIME: _____
4. RUN-UP END TIME: _____
5. WIND ATIS: _____ (deg) _____ (knots)
6. WIND DISPLAY: _____ (deg) _____ (knots)
7. AIRCRAFT: Type _____ N-number _____
8. AIRCRAFT SCHEDULED FOR FLIGHT NUMBER _____
9. POWER SETTING (When difficulty occurred)
ENGINE #1 _____ #2 _____ #3 _____ #4 _____
10. DESCRIBE DIFFICULTY ENCOUNTERED

11. WAS TEST SUCCESSFULLY COMPLETED: Yes _____ No _____
12. PROBABLE CAUSE OF DIFFICULTY

13. OPERATOR'S NAME: _____
14. OPERATOR'S PHONE NUMBER: _____ FAX: _____

Attachment G – Description of the Facility

Location

The Facility is located south of the Delta Airlines maintenance hangar. It is oriented 180° magnetic.

Access

Aircraft Access: Aircraft will access the Facility from Taxiway “E”.

Vehicle Access: Vehicles may access the Facility via the Service Road.

Description and Dimensions

Orientation: The Facility is a three-sided, open-roofed structure. Jet aircraft will be positioned within the Facility with nose pointing outward toward the open end at a heading of 180° magnetic. Propeller aircraft may be oriented nose-in as appropriate.

Size: Interior dimensions are 264’ wide by 292’ deep.

Pavement Markings

Centerline: A yellow line 6” wide will be located in the center of the facility.

Lead-in Lines and Turn Position Indicator: Aircraft with wingspans less than 125 feet can power-in and power-out of the Facility. Two yellow lines 6” wide and offset 42’ from either side of the main centerline are provided to mark the nose wheel position for turn-around aircraft (power-in/power-out). Aircraft should initiate a minimum-radius turn with the nose wheel within the 10’ x 3’ Turn Position Indicator box. The minimum-radius turn should be maintained until the aircraft has completed a 180° turn and is parallel to the Facility centerline. Aircraft following this procedure will have a minimum wingtip clearance of 25’ to the sidewall and 35’ to the jet blast deflector.

Tail Position: A stripe across the facility floor located 35’ ahead of the jet blast deflector is provided. This stripe extends 10’ up the sidewalls of the facility and is labeled “No Tails Closer.”

Engine Position: A stripe across the facility floor, located 60’ ahead of the jet blast deflector is provided. This stripe extends 10’ up the sidewalls of the facility and is labeled “No Nozzles Closer.”

Utility Buildings

Control Room:

- Location: On the West outside wall of the Facility, near the open end of the Facility.
- Size: 14’-6” wide x 9’ deep.
- Access: 3’ x 7’ personnel door on the West wall, unlocked at all times.

Storage sheds (3):

- Location: Outside the Facility near the exit doors.
- Size: 5’ x 5’ x 12’ high.
- Access: 3’ x 7’ personnel door on the outside wall with hasp lock.

Windows

One window 3'-0" x 4'-0", is provided in the Control Room to view aircraft operating within the Facility.

Electrical

Lighting: Three overhead, fluorescent fixtures within the control room.

Wind Speed, and Direction, and LED readout board.

On-Off Switch for Operational Lighting.

Fire Alarm: Pull station and horn/strobe light (Both in the control room and on the West Facility wall).

Convenience Outlets: GFI outlets inside and outside the control room.

Electronics

Wind Speed/Direction Monitoring Sensors are located on a mast atop the East wall of the Facility. A display system is mounted on the East wall of the Facility.

Wind Speed/Direction Monitoring and Data Storage are mounted on a computer rack in the control room.

HVAC

A ductless, wall-mounted heat pump is provided for heating and cooling the control room.

Emergency Equipment

A First Aid Kit and Stand-Alone Eye Wash unit are located in the Control Room.

Two large, wheeled fire extinguishers are located adjacent to the emergency exit doors in the Facility.

Notify Airport Police at 870-8760 in the event of injuries and/or to obtain medical assistance.

Electrical System

Service: 300 amp 240v power is provided to the Facility.

Facility Lighting

- Security low-level lighting is provided within the Facility. The lights are on a photocell and remain on during hours of darkness. A manual maintenance test override switch is located in the control room.
- Operational Lighting: Lighting is provided within the Facility. These lights may be operated from within the control room. The operational lights are on a photocell to prevent their use during the daytime. Maintenance test override switches are provided within the equipment room for testing both the photocell and the dial up modem system.
- Obstruction Lights: Red obstruction lights are provided along the top of the Facility structure. They are controlled by a photocell and will remain on after dark. A maintenance test override switch is provided in the control room.
- Exit Lights: Exit lights are provided over each egress door in the Facility. They are connected to the photocell and will remain on after dark. A maintenance test override switch is provided in the control room.
- Grounding: A continuous ground is provided for steel Facility structures including the jet blast deflector.
- Lighting Protection: A complete lighting protection system is attached to the Facility structure.