

**Issued under the Authority of:**

Chief Flight Instructor

**Background:**

CAE OAA is committed to achieving the highest level of safety by meeting or surpassing regulatory requirements, by auditing the safety implications of our activities, by identifying areas for improvement through incident reporting, investigation and risk assessment, and by encouraging the open and honest reporting of safety issues. A newly designed runup area for Runway 4R along taxiway Delta poses added risk which warrants further guidance.

**Abbreviations and Definitions:**

None.

**Policy:**

1. The following procedures will be followed for using the 4R runup area at Falcon Field:
  - Ground control will issue taxi instructions just like they do for 22L departures. For example, "Runway 4R taxi via Delta" will mean that you can taxi into the 4R runup area as if it was a part of Taxiway Delta on your way to Runway 4R for departure. They will not assign you a specific runup lane.
  - The 4R runup area has 6 individual runup lanes. Centerline to centerline distance is 60 feet. Aircraft on taxiway Delta enter through the East entrance lane (marked by a sign in front of the turn) and should taxi into one of the 6 individual lanes. It is also possible to enter the lanes directly from the ramp. Outside of the double yellow taxi lane, in the green painted area, you will find plastic reflective markers which are approx. 14 inches in height. Do not allow your propeller to protrude outside the taxi lane or you will risk a propeller strike with these markers.
  - Fill the furthest most West runup lane first so that aircraft taxiing into a lane do not have to taxi behind an aircraft conducting a runup.
  - Feel free to angle your aircraft into the wind as much as practical. Due to the restrictive design of the runup area, your heading will likely be between 270 and 350 degrees magnetic. Use caution that your propeller blast will not be directed at another aircraft. If wind is out of the south through east, and engine cooling is a concern, you may request to conduct your runup in the "D1 Runup" south of Taxiway Delta with Ground control.
  - Once completed with runup, be extremely careful for aircraft taxiing on Delta before proceeding to assigned destination. You do not need to call runup complete unless ATC has instructed you to do so.
  - If you taxi into the runup area and find all the lanes are full, simply wait until a lane opens or go to an alternative runup location. If you have to taxi behind an aircraft conducting a runup to reach an open runup lane, be sure the propeller or jet blast will not be a danger to your safety.
  - Should you have questions about the use of the lane when taxiing, do not hesitate to ask Ground control for help.
  - If you are in a 4R runup lane and you receive instructions to taxi to 22L (due to runway change) or to Parking via Delta (if aircraft fails runup) you are permitted to make a right turn out of the runup lane onto Taxiway Delta if clear of opposite direction traffic.
  - If you are waiting for a runup lane to clear and are holding on the entrance lane facing south, runup should NOT be conducted. Propeller blast will be directed at the runway or aircraft taxiing behind you. If you wish to taxi to an alternate runup area, there are no obstructions

# 4R Runup Area

Effective February 28, 2017

south of the runup area, allowing aircraft to taxi south out of the runup area and to alternative runup areas.

## Exceptions and Review:

The above policies apply to all CAE OAA PHX flight operations and will be reviewed annually.

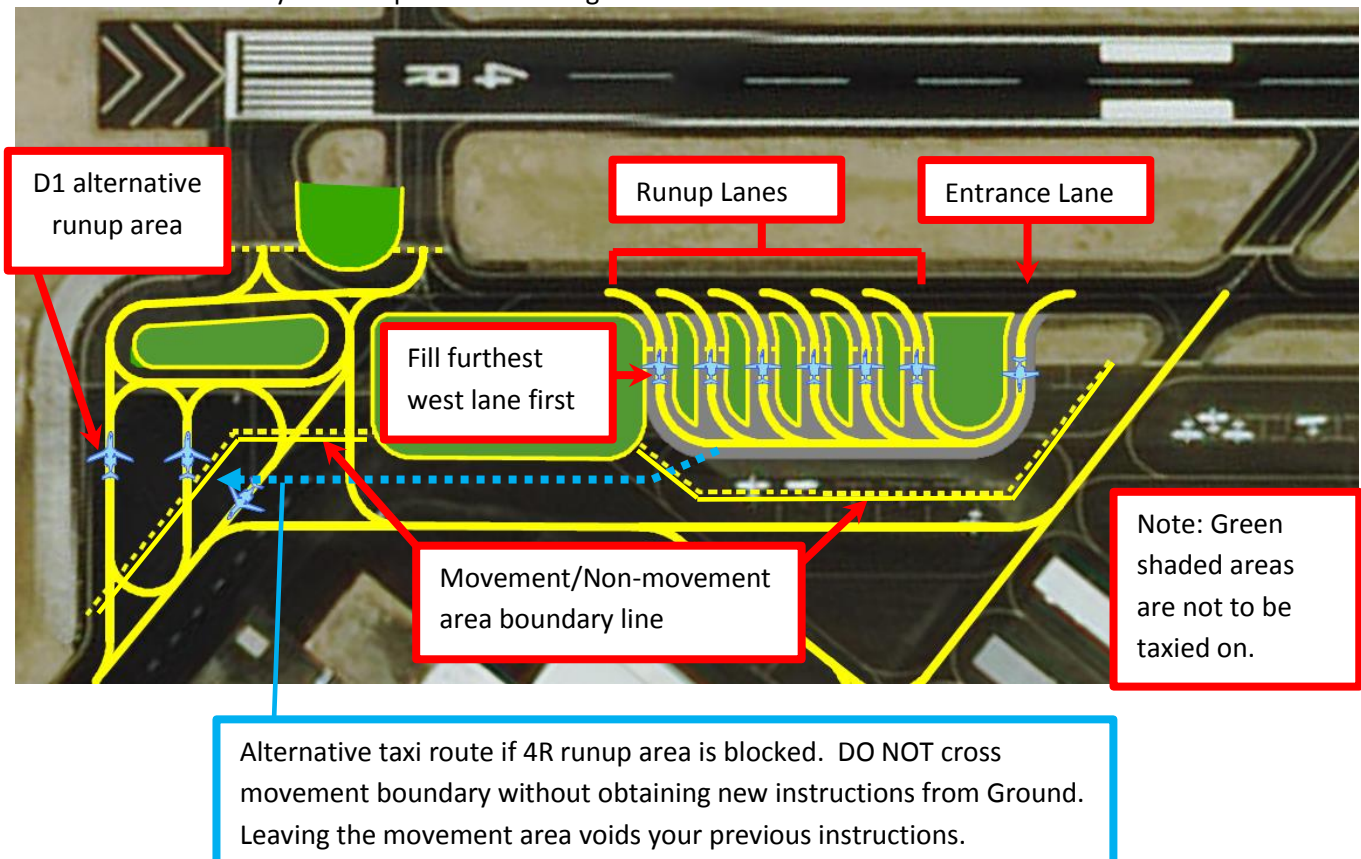
## Scope:

All CAE OAA Phoenix flights.

## Attachments:

1. Diagram of 4R runup Area
2. Photo: 4R runup area signage from Taxiway Delta.
3. Photo: 4R runup area taxiway
4. Photo: 4R runup area reflectors and lane markings
5. Photo: 4R runup area inside the lane
6. Photo: 4R runup area in use

Attachment 1: Runway 4R Runup Area final design



## Attachment 2

4R runup area signage from Taxiway Delta.



## Attachment 3

4R runup area taxiway – Note that there are not obstructions which will prohibit a need to exit the runup area to the non-movement area or parallel the area to the west for alternate runup locations. (The cones in this photo are temporary).



## Attachment 4

4R runup area reflectors and lane markings



Attachment 5

4R runup area inside the lane



Attachment 6

4R runup area in use

