



PAC SAFETY BULLETIN-001

JULY 2020

THE ISSUE

A recent issue with the potential for an aircraft to be flipped on its back involving a twin-engine aircraft doing high power engine runs and a light single engine high wing aircraft taxiing behind has led to a safety review of engine ground runs at the Peninsula Aero Club.

REGULATORY REFERENCES

Starting and running of engines CAR 230, CAO 20.9 (5)

A person must not start or permit an aircraft engine to be run unless the engine is started or run when the control seat is occupied by an approved person or by a person who may fly the aircraft. This may include a pilot qualified to fly, or maintenance personnel qualified to work on, that type of aircraft. In any case, the person starting or taxiing the aircraft must have sufficient knowledge of the aircraft's controls and systems to ensure the starting or running does not endanger any person or damage the aircraft (CAR 230 (3)).

Aircraft not to be taxied except by pilot CAR 229, CASR 64.045

It is an offence to taxi an aircraft if you are not qualified to do so. A person who is qualified to taxi an aircraft is one who is authorised under CASR Part 61 and Subpart 64.C. A person qualified to taxi an aircraft may include a holder of a pilot licence that is endorsed for that aircraft type, or a person approved by CASA to taxi the aircraft in accordance with agreed terms and conditions.

SAFETY OUTCOME

Starting and running of engines for Tyabb airfield maintenance organisations. During a PAC safety subcommittee review of the recent ground running incident it was identified that a dedicated and defined area for maintenance organisations to conduct engine ground run was not clear. The safety subcommittee has discussed this issue with all stakeholders and is implementing a procedure to mitigate the risk and minimise the exposure of a similar event occurring in the future.

- At the time of this safety alert, all ground runs at the Peninsula Aero Club should be carried out on the helicopter landing pad to the south of the club rooms. This will meet the CASA CAR and CAO requirements such as within 5 m (17 ft) of any sealed building, within 8 m (25 ft) of other aircraft and within 15 m (50 ft) of any exposed public area.
- Pilots and maintainers should when wind conditions permit place the aircraft in a position so that the thrust line will not blow back over the taxiway or runway if high power is to be used.
- Exercise a high level of vigilance when conducting engine runs. Great situational awareness begins with great aircraft positioning so as to be able to see the taxiway and runway for passing traffic.
- Pilots and maintainers are to actively monitor the area CTAF of 128:00 and wear a headset when possible.
- Pilots and maintainers are to vacate the heli pad on notification of any helicopter operations. Priority is to be given to Police and emergency service aircraft and consideration to any visiting helicopters as this is their designated parking area.

SAFE FLYING AND BEST REGARDS FROM THE PAC SAFETY TEAM