



Commercial Airport:
Miami International Airport

miamidade.gov

General Aviation Airports:
Dade-Collier Training & Transition Airport
Miami Homestead General Aviation Airport
Miami Executive Airport
Miami-Opa Locka Executive Airport

2023 - MDAD IDLE THRUST RUN PERMIT (REV. 230302 JK)

DATE: _____ COMPANY: _____

NOTE: This Idle Thrust Run Permit is not valid unless signed by Norman Hegedus, Section Chief – Airside Operations, Aircraft Noise & Environmental Planning / Wildlife Control.

We the undersigned, agree to the following provisions of the Idle Thrust Run Permit at Miami International Airport and its subsidiaries:

1. The Idle Thrust Run is defined: **minimum power setting on an engine required to maintain constant, stable engine power output. "No advancement of Engine Throttles is required".**

2. The Idle Thrust Run will only be conducted during the following hours:

**Monday Friday from 0800 to 2000 HRS
Saturday Sunday from 1100 to 1800 HRS**

3. All qualified mechanics, (listed below) under management control and review will conduct the Idle Thrust Run.

4. **Idle Thrust Run will not exceed five (5) minutes, and only one (1) engine at a time** can be started during the test period. If additional time is needed to complete the testing of the engine(s), the requester must contact the Aircraft Noise Abatement Office for additional time and authorization/approval. If you are unable to start the run once the approval has been given and the run is postponed for a later time, this office must be notified of the cancellation or delay of start and this office must be contacted again for a new approval.

5. Aircrafts performing Idle Thrust Run whenever possible will be conducted in a way so that a building will buffer the noise going north into surrounding communities.

6. An authorized representative of the Permit will obtain authorization/approval prior to performing the Idle Thrust Run from the on-duty Aircraft Noise Abatement Officer (Noise 1) or if the Noise Abatement Officer is not available from the Ramp Control Senior Agent (Ramp 1) at least 15 minutes prior to the scheduled Idle Run. **The contact numbers are as follows:**

**Aircraft Noise Abatement Office: (305) 876-7526
Aircraft Noise Abatement Office Cell: (786) 402-0398
Ramp Control Office: (305) 876-7001 or (305) 876-7550
Ramp Control Cell: (305) 815-7390**

7. The Permit Holder agrees to point the tail of the aircraft south whenever feasible.

8. An Idle Thrust Run cannot begin until a Miami-Dade County Aviation Department representative arrives at the site.

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- 9. Proper identification must be displayed at all times.
- 10. The Permit Holder agrees to have safety personnel in place (**on the ground and behind the aircraft**) before and during the Idle Thrust Run. **This safety person shall monitor and stop traffic from crossing behind the aircraft during the Idle Thrust Run.**

(See example below)



TERMINAL GATE HARD STANDS



ALL CARGO AREA HARDSTANDS

NOTE: The operator will allow accumulated traffic to clear the service road before the second Idle Thrust Run begins.

- 11. If an Idle Thrust Run must take place outside the Idle Thrust Run hours listed under item #2, the aircraft must be taken to the Blast Fence.

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12. If an engine run must be accomplished above the Idle Thrust Run Speed (Throttles Advanced from Idle) operators must request to utilize the Blast Fence, and will need to contact MDAD Gate Control.
13. All operators requesting to utilize the Blast Fence need to contact MDAD Gate Control via radio frequency at 130.5 or by telephone at (305) 876-7333 twenty- four (24) hours a day.
14. Miami International Airport (MIA) has an **engine run-up prohibition period** for nighttime hours from 11:00 p.m. every night through 7:00 a.m. on Mondays through Fridays and through 10:00 a.m. on Saturdays and Sundays, unless specific exemption has been granted by the Department:
 - a. Exemptions will only be granted for aircraft scheduled to depart the Airport during the same prohibition period in which the requested run-up is to occur or within one hour after expiration of such prohibition period, and the requesting party provides information acceptable to the Department, as to why the run-up cannot be performed prior to or after the prohibition period for which the exemption is sought.
 - b. The request for exemption should contain at a minimum:
 - Name, Title and telephone number of requesting individual.
 - Name of airline and/or owner or other party having custody and control of the aircraft.
 - Aircraft Registration.
 - Aircraft type.
 - The mechanical and/or operational reason why the run-up is required.
 - The schedule departure time and flight number of the aircraft.
 - The expected duration of the run-up.
 - **Any approval to perform an idle run during the prohibition period will be limited to a one minute Idle Thrust Run.**
15. Aircraft Operators assigned to the Blast Fence will be approved for a 15 minute engine run-up during periods of high demand. Aircraft assignment to the Blast fence is on a first come, first serve basis. Additional time on the Blast Fence may be requested via radio frequency 130.5. During the prohibition period operators will be limited to a maximum of fifteen minutes, of which the run-up at maximum engine power shall be limited to no more than one minute.
16. Aircrafts assigned to the Blast Fence must monitor radio frequency 130.5 prior to and during the run-up.
17. Any failure to abide by the above rules will result in the loss of the Idle Run Permit and possible fines.
18. This department must be notified when a new employee is added, an employee is terminated or an employee acquires a new ID.
19. When performing an idle run that involves both engines and road traffic is affected, the company will allow traffic to move and clear the road before the second engine is to be tested.

Note: The exemption to this rule is for those operators located at the terminal gates and/or terminal hardstands needing to perform maintenance Idle Thrust Run or an Oil Service Card Check (**one engine at a time**). **These operators must contact Gate Control at 305-876-7333 or by using radio frequency 130.5. Gate Control will only authorize a one (1) minute, one (1) engine Idle Thrust Run at the terminal gates or hardstands or a five (5) minute Idle Run for "Oil Service Card Check" at the hardstands.** Oil Service Card Checks should normally be performed at the hardstands and not at the gates. MDAD will make exemptions when it is absolutely necessary and requires the airline to perform this check at the gate. MDAD personnel will be required to monitor the engine run and the operator will be required to have personnel on the ground for safety and traffic control of the service road. **The airline/operator will allow accumulated traffic to clear the service road before the second Idle Thrust Run begins.**

