

ENGINE STARTING AND GROUND RUNNING PROCEDURE

As a result of investigation into accidents occurring during the starting and subsequent ground running of aero-engines, it is considered necessary that Operators of Civil Aircraft in the Republic of the Union of Myanmar should promulgate detailed instructions on the starting and running of aero-engines installed in airframes. These instructions should include precautions to be taken both by personnel and to prevent damage to engines.

The following details are given as a guide to Operators for promulgating the correct procedure-

1. Persons Qualified to Start and/or Run Aero-Engines.

Licensed aircraft engineers with category “C” or “B1” endorsed for the particular type of engine; pilots with licenses endorsed for the particular type of aircraft.

2. Positioning of Aircraft

Aircraft should be placed on hard ground and into wind, well clear of any buildings or other obstructions, including other aircraft.

3. Condition of Aircraft

A procedure should be introduced whereby a licensed engineer certifies that the aircraft, aero-engines, and their accessories are safe for engine starting or ground running; this has particular reference to loose cowlings and accessories normally fitted to an aero-engine. He/she will also ensure that adequate fuel and oil has been provided for the proposed run.

4. Safety Precautions

These should include the provision of sign boards and/or barriers positioned forward of the propellers warning ground staff of danger. Provision should also be made for two mechanics to be on duty with adequate fire extinguishing apparatus in the immediate vicinity of the aircraft. These mechanics should receive training in the proper use of fire extinguishers and should also be instructed in the best method of combating and engine fires. Where electrical starters are fitted, provision should be made for engine starting from an external electrical supply. Where it is necessary to ground run and aero-engine at night, adequate artificial lighting should be provided in the immediate vicinity of the aircraft. Where an engine installation incorporates a fire extinguisher system, this system should be serviceable. Operators should submit their proposed procedure to the Department of Civil Aviation, Myanmar.