



**AIRCRAFT OPERATIONS AND MOVEMENT
ON THE GROUND**

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The OPR for this supplement is 466 FW/MAO (SMSgt Robert L. Klein). This supplement implements and extends the guidance of Air Force Instruction (AFI) 11-218, 1 August 2002. The AFI is published word-for-word without editorial review. 944 FW supplementary material is indicated by “944 FW” in bold face type. This supplement describes 419 FW procedures to be used in conjunction with AFI 11-218 and AFI 11-218/ACC Sup 1. Upon receipt of this integrated supplement discard the standalone Air Force basic. This applies to 419 FW, 466 FS, and LG personnel who operate installed F-16 engines.

SUMMARY OF REVISIONS

Clarified dangers of minimum fuel load (paragraph **1.5.4.2.**). Added requirements for fire fighting vehicle. Added definition of major engine component (paragraph **1.5.5.**) A (|) indicates revisions from the previous edition.

1.5.4.1. The maximum engine revolution per minute (RPM) limit on the parking ramp and other high traffic/congested areas is 85 percent. Engine operation above 85 percent is prohibited unless the aircraft is restrained in a designated engine run up area.

1.5.4.2. The minimum fuel load for engine start will be sufficient for the intended purpose/duration of engine run. Failure to ensure a sufficient fuel load for the engine run may cause damage to fuel pumps or a engine flameout.

1.5.4.3. Prior to engine run for maintenance, aircraft will be dearmed and all munitions safety devices installed.

1.5.5. A fire fighting vehicle is required only for initial aircraft engine starts when the engine has been preserved using MIL-L-1010 oil or a major engine fuel component has been replaced and no leak check performed on the engine test cell. The fire fighting vehicle will remain in the immediate vicinity until the fuel system integrity is verified.

1.5.5.1. Major engine fuel components are defined as any component that can not be leak checked using aircraft fuel boost pump pressure.

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