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Maintenance

ENGINE MANAGEMENT

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This instruction establishes local procedures for the movement, management, and tracking of assigned aircraft engines in accordance with AFI 21-101, *Aerospace Equipment Maintenance Management*; T.O. 00-25-254-1, *Comprehensive Engine Management System Procedures*; T.O. 2J-1-18, *Preparation for Shipment and Storage of Gas Turbine Engines*; and T.O. 00-85-20, *Engine Shipping Instructions*. This instruction applies to members assigned to 94th Airlift Wing, Dobbins ARB, Georgia.

1. Base Engine Manager Responsibilities (Engine Shipments and Receipts):

- 1.1. Determines engine shipping requirements based on failure mode, operating time, repair restrictions, and asset availability.
- 1.2. Coordinates with the AFRC Command Engine Manager for all engine movements, including redistribution, transfers, 2LM inputs, stock level adjustments, and warranty work.
- 1.3. Obtains AFRC engine control number from the Command Engine Manager for tracking, control, and movement purposes; posts on engine shipping document (1348-1A).
- 1.4. Preserves/packages engine IAW T.O. 2J-1-18 and initiates shipping document, 1348-1A. (72-hour shipment required for 2LM engine inputs.)
- 1.5. Notifies TMO supervisor that engine shipment is required (air or surface) and provides shipping documentation (1348-1A) for transportation processing. For air shipment, coordinates with TMO on preparation of the Shipper's Declaration of Dangerous Goods. For ground shipment, notifies TMO of priority of engine shipment and coordinate "Trailer Load" (TL) or "Less than Trailer Load" (LTL) shipment.
- 1.6. Reports to Comprehensive Engine Management System (CEMS), shipment transaction, and the date/time the engine was accepted by the TMO as recorded on the DD Form 1348-1A.
- 1.7. Provides the Equipment Management Section a copy of the shipping document to process engine stands (adjust equipment levels) for shipment/receipt actions.

- 1.8. Provides support personnel to assist in positioning and loading of engines, as workload permits.
- 1.9. Upon receipt of engines from TMO section, checks Station Record Account Number (SRAN) for correct “ship to” (FJ6703), ensures proper engine and QEC configuration, completes external damage assessment (including trailer), processes receipt transaction in the CEMS and GO81 databases.

2. TMO Supervisor Responsibilities (Engine Shipments and Receipts):

- 2.1. Receives notification and required copy of the shipping document (1348-1A) from the Base Engine Manager or alternate (94 MXS/MXMP). Confirms shipping method (air/surface) and required delivery date.
- 2.2. Weighs and marks engines as required for air/surface shipment. Inspects engine and trailer for proper preparation and packaging. For air shipment, ensures Shipper’s Declaration of Dangerous Goods is prepared and signed by a qualified individual authorized by the Squadron Commander. Ensures that a copy of shipping document (1348-1A) is affixed to the outside of the engine.
- 2.3. Accepts engine for shipment (air or surface), generates cargo manifest and load plans as applicable IAW aircraft directives, and transports and loads engines for required shipment (air or surface).
- 2.4. In accordance with T.O. 00-85-20, orders wood-bed, air-ride equipped vehicles for surface movement of engines (72-hour movement required for 2LM engine inputs). Provides and installs required shoring/blocking for engine shipping security. Orders either regular flat-bed or step-deck (drop-deck) trailer after coordination with Engine Manager. NOTE – Disconnect goose-neck trailers are not recommended.
- 2.5. Provides one signed copy of the shipping document (1348-1A) to the Base Engine Manager for shipment transaction in the CEMS database.
- 2.6. Transportation funding is required on all engine surface shipments.
- 2.7. Off-loads engine(s) arriving on base (air or surface), completes appropriate transportation documentation, and notifies Base Engine Manager of receipt.

3. Unit Engine Manager/SRAN Engine Monitor Responsibilities:

- 3.1. Maintains the Maintenance Information System/Comprehensive Engine Management System database for Station Record Account FJ6703. Ensures compliance with all prescribing Comprehensive Engine Management directives and policies and procedures of the AFRC Command Engine Manager.
- 3.2. Inputs all reportable transactions on unit assigned aircraft and spare assets in a timely manner, monitors/schedules required inspection and time change actions, ensures all engine maintenance requirements are coordinated with appropriate agencies and functions. Coordinates with Plans & Scheduling/Documentation section on engine related TCTOs. During extended deployments of assigned aircraft, designates engine monitors to assimilate and input/forward required engine maintenance transactions. Dependent on deployment location, determines and implements the timeliest and most effective means of updating the maintenance information system.
- 3.3. Reconciles CEMS database (direct line reporting) to reflect the most current and correct engine information available. Takes immediate action to correct all reporting errors and variances.

3.4. In the event of interruption of service or connectivity problems of direct line reporting to the Central Data Base, AF Form 1534 documentation will be required to reflect engine status changes and be forwarded to the CDB for updating.

3.5. Cannibalization of engines/engine parts will be directed by the Cannibalization Authority (Production Superintendent) and will be coordinated between the Maintenance Operations Center (MOC), Maintenance Supply Liaison (MSL), Propulsion Flight Chief or Shop Supervisor, and Engine Manager. The MOC will issue a JCN and the job will be entered in GO81 by Propulsion Flight. Once the JCN is entered in GO81, MSL will transfer the original supply document number to the cannibalization JCN. If the cannibalization of a complete engine is necessary the SRAN Engine Manager will coordinate with the AFRC Command Engine Manager for approval and to obtain a replacement engine.

4. Deployed Engine Management Procedures:

4.1. During deployments a separate slot for an Engine Manager should be considered as part of the deployment package. In the event an Engine Manager is not part of the deployment package the following procedures will be followed.

4.1.1. Deployed Propulsion Flight personnel will serve as the Deployed Engine Monitor(s) and will be thoroughly briefed on their duties by the Engine Manager, or Assistant, prior to departure from home station. Deployed Engine Monitors will coordinate all engine and propeller changes through the deployed MOC and will notify the Base Engine Manager by telephone or e-mail. Information provided will include aircraft tail number, aircraft hours at engine/propeller removal, engine/propeller position, removed engine/propeller serial number, installed engine/propeller serial number, date job complied with, "corrected by" employee name or man number, "inspected by" employee name or man number.

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