

30 OCTOBER 2002

Operations



ENGINE RUNNING OFF-LOAD PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://www.e-publishing.af.mil>

OPR: 436 OSS/OST (MSgt Wydeven)

Certified by: 436 OSS/CC
(Lieutenant Colonel Neil F. Smith)

Supersedes DAFBI 10-203, 1 March 1998

Pages: 6
Distribution: F

This instruction implements Air Force Policy Directive 10-2, *Operations*. It establishes the procedures for accomplishing engine running on/off-load (ERO) training in conjunction with a local training flight. This instruction applies to 436th and 512th Airlift Wing units.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

This revision changes Pilot and SOLL II requirements for ERO training; changes ERO training from an annual requirement to as required, corrects regulation numbers and removes Aircrew Management System (ARMS) documentation requirements.

1. General: The wing will accomplish ERO training exercises to prepare aircrew, maintenance, and aerial port personnel for contingency and upgrade requirements. ERO training will be scheduled in conjunction with local training flights after coordination with aerial port and maintenance personnel. These flights are annotated on the weekly and daily schedules with ERO. Two pieces of rolling stock are the standard load for training.

2. Responsibilities:

2.1. Tasking for local training missions varies depending on resources available and the amount of training required. Units must comply with the ERO sequence of events to ensure successful completion of ERO training.

2.2. Squadrons will identify local ERO training requirements at the monthly soft-WOP meeting with 436 OSS/OSO.

2.3. The 436 OSS/OSO and OST will schedule training and establish procedures to notify and coordinate activities of all support agencies.

2.4. Operations Group Standardization/Evaluation personnel (436/512 OGV) or squadron standardization/evaluation personnel may monitor training on a periodic basis and complete a critique on the training observed, identifying weak areas, and recommending improvements. Standardization/Evaluation will assist crewmembers in correcting deficiencies and provide guidance to the flying squadrons as necessary. All critiques will be forwarded to 436 OSS/OST or 512 OSF/DOT (as appropriate) for analysis within 10 days of event completion.

2.5. 436 MXG will coordinate with 436 OSS/OSO to schedule aircraft as required. Aircraft will be spotted five hours prior to scheduled take-off with the appropriate fuel load and equipment required for ERO practice. A three-man block-in crew is required at the on/off-load parking location. Aircraft scheduled for ERO training must be capable of kneeling and cargo doors/ramps must be operable.

2.6. 436 APS is responsible for providing the vehicle cargo used for training and loading the ERO aircraft. The vehicles provided should be specifically designed to be air transportable. Light-duty pick-up trucks or vans are suitable substitutes for M-series vehicles. All loads designated for ERO training must be properly prepared, documented and inspected for airlift by APS personnel before loading. Shippers decorations and load plans will be available for inspection by the aircraft loadmaster(s).

2.6.1. APS will appoint a representative to serve as the central point of contact for scheduling ERO mission support. The point of contact must be knowledgeable of training requirements for ERO Team Chiefs and load crew team members.

2.6.2. APS will ensure an adequate number of trained ERO load crew Team Chiefs are available to support the wings' training requirement.

2.6.2.1. The APS Team Chief will provide instruction to squadron personnel participating as vehicle drivers and load team members. Instruction will emphasize safety and proper performance of duties during the ERO. Instruction will be completed 1 hour + 15 minutes prior to scheduled block-out time. The ERO load team will arrive at the aircraft 45 minutes prior to simulated block-out time with required safety gear.

2.6.3. The ERO load team will consist of at least 3 personnel (one 2T2X1 as team chief and two additional personnel).

2.7. Active duty and associate reserve flying squadrons will provide an operational mission crew compliment for each ERO. Crew members will ensure they are familiar with duties to be performed during the ERO training mission.

3. Aircrew Procedures:

3.1. Aircrew members will participate in an ERO, as required, for proficiency training.

3.2. The aircraft commander will brief the mission to include all items required by the Flight Manual, AFI 11-2C-5V3, Flying Operations/C-5 Operations Procedures, Flight Crew Information File (FCIF) and Flight Crew Bulletin (FCB). Safety will be stressed throughout the ERO operation.

3.3. ERO training before local flights: The ERO crew will complete the Before Starting Engines, Starting Engines, Before Taxi Checklists, and the Before Take-Off Checklist. Complete only asterisk

items on the After Landing Checklist and comply with Operational Stop procedures in the Flight Manual. ERO training is complete when the aircraft is configured for taxi. At this time, the ERO crew will disembark the aircraft and the aircraft will be released to accomplish the local training flight. The local crew will accomplish the Before Taxi (asterisk items), Before Take-Off (asterisk items), and Lineup checklist prior to flight.

3.4. ERO training after local flights: Complete only asterisk items on the After Landing Checklist and comply with Operational Stop procedures in the Flight Manual. After ERO training is complete and the aircraft is configured for taxi, the crew will complete all normal checklists beginning with the After Landing Checklist.

SCOTT E. WUESTHOFF, Colonel, USAF
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-2C-5V3, *C-5 Flying Operations/C-5 Operations Procedures*

AMCI 24-101V18, *Transportation*

T.O. 1C-5A-1, *C-5 Flight Manual*

Abbreviations and Acronyms

APS—Aerial Port Squadron

ARMS—Aircrew Management System

ERO—Engine Running Off-Load

FCB—Flight Crew Bulletin

FCIF—Flight Crew Information File

MXG—Maintenance Group

SOLL II—Special Operations Low Level

WOP—Wing Operations Plan

Attachment 2

ENGINE RUNNING OFF-LOAD
SEQUENCE OF EVENTS

Table A2.1. Engine Running Off-Load.

| | |
|--|------|
| | |
| Vehicle inspection/documentation completed | 6+00 |
| Aircraft spotted | 5+00 |
| Cargo load started | 4+30 |
| Crew alerted | 4+15 |
| Aircraft status checked | 4+00 |
| Crew shows at squadron | 3+15 |
| Enlisted aircrew arrives at aircraft | 2+45 |
| Cargo on-load completed | 2+45 |
| 780 shop personnel at aircraft | 2+30 |
| Life Support configuration requirements complete | 2+30 |
| Pilots arrive at the aircraft | 1+30 |
| Aircrew preflight duties complete | 1+30 |
| Simulated block-out (Notify tower that you are an ERO trainer) | 1+05 |
| Simulated block-in | 1+00 |
| ERO training started | 1+00 |
| ERO training completed | 0+40 |
| Deplane ERO Loadmasters and load team members | 0+40 |
| Taxi for mission | 0+30 |

Attachment 3

ENGINE RUNNING OFF-LOAD
(PERFORMANCE CRITIQUE)

SQUADRON OBSERVED: _____ **CREW POSITION OBSERVED:** _____

DATE _____

3 AS ___ 326 AS ___ 9 AS ___ 709 AS ___

PILOT ___ ENGINEER ___ LOADMASTER _____

Standardization/Evaluation will complete this critique when observing ERO training accomplishment. Critiques will be forwarded to 436 OSS/OST or 512 OSF/DOT (as appropriate) for analysis within 10 days of event completion.

PREMISSION DUTIES: (includes FCIF review, currency of publications, crew briefings, etc.)

AIRCRAFT PREPARATION: (note any aircraft or cargo load discrepancies)

AIRCREW PROCEDURES: (note any positive or negative comments concerning aircrew performance of duties)

RECOMMENDATIONS:

SIGNATURE: _____

OFFICE SYMBOL: _____