

**BY ORDER OF THE COMMANDER
96TH TEST WING**



AIR FORCE INSTRUCTION 21-101

**96TH TEST WING
Supplement**

24 NOVEMBER 2014

Maintenance

**AIRCRAFT AND EQUIPMENT
MAINTENANCE MANAGEMENT**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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SUMMARY OF CHANGES

1.13.1.5. (Added) Personal cell phones, beepers, pagers, portable music/video player, electronic games (e.g. ipod, mp3s, small CD players, game boys, i-pads, etc.) are prohibited on the flightline, maintenance areas. Exceptions: transitioning to office/locker areas but not in use.

1.13.1.6. (Added) Munitions areas/operations: Commanders (or equivalent) of organizations performing munitions/explosive operations will develop locally written instructions IAW AFMAN 91-201 establishing procedures for the use of personal cell phones, beepers, pagers, portable music/video player, electronic games (e.g. ipod, mp3s, small CD players, game boys, i-pads, etc.) in munitions areas under their control. As a minimum, these procedures will ensure stand-off distances identified in AFMAN 91-201 for modern mobile emitters are adhered to. These procedures will be coordinated through 96TW/SEW and approved by the unit commander.

1.13.1.7. (Added) Government equipment issued for the performance of "official" duty must be appropriately marked for identification, and shall be exempt from the requirements outlined in paragraph 14.19.2.14.1. of this instruction.

2.20.1. (Added) Precautionary Measures.

2.20.1.1. **(Added)** Flightline expeditors will notify the 96 MXG MOC of aircraft tail number, location, approximate transmission duration, and when complete.

2.20.2. **(Added)** Accidental Radiation Exposure Reporting and Notification Procedures.

2.20.2.1. **(Added)** The radar operator and/or supervisor will follow the Radiation Exposure Notification Flow Chart in Attachment 28 of this document.

2.20.3. **(Added)** Transmitting Radar.

2.20.3.1. **(Added)** F-15 Fire Control Radar:

2.20.3.1.1. **(Added)** Ground transmission will be accomplished on one of the following four radar transmitting sites:

2.20.3.1.1.1. **(Added)** Hardstand Area 6.

2.20.3.1.1.2. **(Added)** Hardstand Area 8.

2.20.3.1.1.3. **(Added)** Hardstand Area 10 (Power Check Pad).

2.20.3.1.1.4. **(Added)** Hot Gun Line 1 Parking Spots #2 thru #12 (aircraft must face toward and perpendicular to the berm).

2.20.3.1.2. **(Added)** When transmitting in one of the hardstand areas listed above, the aircraft will be parallel or pointed towards the runway with no part of the beam scan pattern overlapping the Munitions storage area. The transmitting area will be cordoned off IAW aircraft-specific TOs with the appropriate number of cones to prevent any unauthorized entry into the area. Cordon/cone off all access points to include non-paved surfaces which may lead into the radiation path.

2.20.3.1.3. **(Added)** When transmitting on hot gun line 1, the aircraft will be positioned so its nose is facing toward and perpendicular (90 degrees) to the berm. No munitions items are allowed within 500 feet of the radiating system.

2.20.3.2. **(Added)** F-16 Fire Control Radar:

2.20.3.2.1. **(Added)** Ground transmission will be accomplished on one of the approved radar transmitting sites.

2.20.3.2.1.1. **(Added)** Aircraft parking rows C thru K, parking spots #3 thru #7.

2.20.3.2.1.2. **(Added)** Any of the sites approved for the F-15 radar (paragraphs 2.20.3.1.1.1. thru 2.20.3.1.1.4.).

2.20.3.3. **(Added)** Transmitting the radar on all other aircraft.

2.20.3.3.1. **(Added)** Ground transmission will be accomplished on aircraft parking spots identified previously.

4.8.3.1.1. The 96 AMXS/CC will establish a DCC program.

4.8.3.1.2. As a minimum, all DCCs will attend a DCC course prior to being assigned an aircraft.

4.8.3.1.3. Upon graduation of the Maintenance Training Flight DCC course the AMXS/CC will provide a specialized award.

4.10.5.4.1.1. **(Added)** Use 96TW Form 2434, Munitions Configuration and Expenditure Document, on all aircraft configured with munitions (includes impulse cartridges and chaff/flare).

5.6.1.6. **(Added)** Only qualified personnel will operate powered AGE. An operator inspection must be accomplished prior to operating 96 TW equipment. Do not document operator inspections on AFTO Form 244, *Industrial/Support Equipment Record*, Part II.

5.6.1.6.1. **(Added)** The AGE contractor shall not conduct supervisory reviews on equipment that AGE does not perform 100 percent maintenance on, such as E/E AGE and munitions support equipment 20- and 30-series ammo loaders. AFTO Form 244 supervisory reviews are the responsibility of owning work centers.

5.6.2.10.1. **(Added)** In AGE flight, training programs are determined by senior contractor supervisor and/or contract.

5.6.6.1. **(Added)** AGE units are dedicated to the support of flying and test missions, ground mounts, and aircraft checkouts, and shall not be used for facilities cooling/heating or provide power and/or lights unless approved by the 96 MXG/CC or designated representative. Funding for operation, repairs, and servicing is furnished by the customer.

5.6.6.2. **(Added)** TA shall be responsible for AGE movement to and from the sub-pool in support of transient aircraft. All equipment shall be kept in the sub-pool or AGE ready line when not required for transient aircraft support.

5.6.6.3. **(Added)** TA personnel shall notify the AGE SVPD of any AGE requiring service or maintenance.

5.6.8.1. **(Added)** User is responsible for locating and transporting Non-powered AGE (NPA) to and from sub-pools, aircraft, or buildings as needed. Users will ensure all maintenance stand rails are installed prior to movement.

5.6.8.2. **(Added)** Bomblifts will be returned to the AGE yard, building 106, for servicing/inspection and re-accomplishment of the bomblift sign-out procedures as required, but no later than the last duty day of each week with the following exceptions:

5.6.8.2.1. **(Added)** Bomblifts assigned to the Munitions Storage Area (MSA) and 53rd Wing.

5.6.8.2.2. **(Bldg. 985)** shall be inspected and serviced weekly by AGE personnel at the MSA and Bldg. 985 location.

5.6.8.2.3. **(Added)** If a bomblift is discovered to be out of fuel or runs out of fuel, the user is responsible for refueling the unit prior to returning it to the AGE yard.

5.6.8.2.4. **(Added)** Servicing of oxygen and liquid/gaseous nitrogen carts is the responsibility of the user.

5.6.8.3. **(Added)** Joint Oil Analysis Program (JOAP) samples shall be taken by the AGE SVPD from all oil servicing carts once every 7 days. Any servicing carts the NDI Laboratory declares contaminated will be drained, flushed, refilled, and retested. While oil carts are deployed, the using organization shall comply with the 7-day JOAP requirement and document the results on the AFTO Form 244.

5.6.8.5. **(Added)** AGE shall be responsible for clearing the flightline of all AGE equipment by end of shift on Fridays after coordination with 96 AMXS Red and Blue Production Superintendents. AGE equipment still in use as determined by the Production Superintendents will be the responsibility of AMXS to secure. AGE personnel will request a POC once a decision for still in use has been determined and enter the name/rank into AGE SVPD shift log book. The equipment can remain in one of the approved sub-pools or brought back to the AGE yard.

5.6.8.6. **(Added)** AGE drivers shall deliver, pickup and service powered and non-powered AGE for JON paying customers located in the Eglin AFB flightline area, as required.

5.6.8. **(Added)** AGE drivers shall maintain constant radio communications for the purpose of controlling AGE movement on Maintenance Net 5 or may be reached by calling the AGE SVPD.

5.6.9. **(Added)** Only aircraft jack operator inspections will be documented by the user or jack supervisor on an AF Form 2411, *Inspection Document*. All other AGE operator inspections will not be documented.

5.6.9.1. **(Added)** Notify AGE SVPD and properly document AFTO Form 244, Part V, immediately upon discovering any damage, system contamination, major discrepancies, or other unserviceable condition on any AGE unit. Damage and/or suspected hydraulic/oil system contamination shall be reported to the MOC by the user and taken out of service immediately.

5.6.9.2. **(Added)** A qualified operator will be present at all times when charging/operating Self-generating Nitrogen Servicing Carts. The individual charging the unit nitrogen system will monitor the unit until the system is fully charged and is responsible to shut down the unit.

5.6.9.3. **(Added)** When finished using any piece of equipment, the user will ensure all hoses are rolled up, brakes (if equipped) are properly engaged, and items (i.e. rails, pins, ducts) are secured, etc. AGE equipment will not be left directly in front of or behind aircraft. AGE not equipped with brakes will be chocked when on the flightline or when it poses a movement hazard.

5.6.9.3.1. **(Added)** Do not store hoses or cables on or near exhaust ducts.

5.6.9.3.1.1. **(Added)** All AGE units shall be kept free of foreign objects (FOs), trash, etc., at all times.

5.6.9.4. **(Added)** Waste/recoverable fuel, oil, and hydraulic bowsers shall be returned to the secondary containment area behind hangar 110 any time the flightline is inactive.

5.6.9.4.1. **(Added)** The AGE SVPD shall empty user-delivered bowsers and dispose of collected fluids. The AGE Flight is not responsible to collect or dispose of fuel/oils at fixed-site bowsers, storage tanks, or in 55-gallon drums.

5.6.9.4.2. **(Added)** Users will ensure that only designated fluids are put in the respective bowsers IAW T.O. 42B-1-23 and "Reclaimable Fuel Program Policy for Eglin AFB." Introduction of foreign substances (e.g., gasoline) into these storage vessels could result in criminal liability under federal environmental laws. JP8 should be collected in the appropriate bowsers marked as "RECLAIMED JPA" if it is clear to straw colored, and contains no solids or water. Oil and hydraulic fluids will not be mixed in "RECLAIMED JPA" fuel bowsers. Used oil and hydraulic fluids shall be collected (combined) in bowsers identified as "USED OIL." Contaminated JPA shall also be collected in "USED OIL" bowsers.

- 5.6.9.5. **(Added)** All aircraft jacks will be fully lowered, raincoats securely installed.
- 5.6.9.6. **(Added)** MD-1 aircraft nose wheel towbars require a 12 to 18 inch clearance from the ground to the end of the tow arms. Ground clearance is necessary while moving the towbar when not attached to an aircraft to prevent damage to the towbar lock-pin assemblies. The lunette end will be attached to the tow vehicle pintle hook lower than the tow arm end of towbar to ensure a horizontal configuration (i.e., keep the towbar as parallel to the ground as possible).
- 5.6.9.6.1. **(Added)** All spills and accidental discharges of petroleum, oils, lubricants, chemicals, hazardous waste or hazardous materials, must be reported to MOC by the responsible organization regardless of quantity. A spill report shall be filled out and provided to the Unit Environmental Coordinator.
- 5.6.9.7. **(Added)** AGE Familiarization (FAM) training is mandatory for all first duty station military, all new civilian and contractor personnel assigned to the 96 TW that operate AGE, and all retrainees who were not previously qualified on the equipment. New personnel to the 96 TW will not be required to repeat AGE operator training if they have proof of previous attendance of an AGE operator course or qualification training is documented in their training record.
- 5.6.9.7.1. **(Added)** Scheduling: AGE FAM training will be performed in the workcenter or scheduled through AGE Flight. AGE FAM Training conducted by the AGE flight will be scheduled 30 to 90 days out will take place on the 1st and 3d Tuesday of the month, as well as on quarterly training days, if required. Attendees shall bring double hearing protection and an initiated AF Form 2426 to document training.
- 5.6.9.8. **(Added)** AGE qualification training is user specific, hands-on training provided by the work center trainer/certifier. This training qualifies an individual to operate specific AGE for maintenance operations.
- 5.6.9.8.1. **(Added)** Prerequisite: AGE FAM training will be completed prior to qualification/certification training on all AGE, including weapons load training.
- 5.6.9.8.2. **(Added)** Qualification/Certification: Training to the go/no-go standard will be conducted by the work center trainer/certifier. Training qualification/certification rules apply IAW AFI 36-2201, volume 3, *Air Force Training Program on the Job Training Administration*. AGE operator training alone does not qualify an individual to operate the equipment on or near aircraft maintenance operations, to include weapons loading or munitions buildup operations.
- 5.6.9.8.3. **(Added)** Documentation: Military personnel qualification training will be documented in TBA, using pre-existing task qualification items or will be added to an AF Form 797, *Job Qualification Standard Continuation*, as required. Civilian and contractor qualifications will be documented as required.
- 5.6.9.9. **(Added)** AGE contractor/ Production Support Section (PSS) shall implement and submit to Plans and Scheduling an inspection schedule for periodic maintenance on munitions trailers. The schedule submitted will be available for viewing on the 96 TW servers at T:\MXG\Weekly Schedule.
- 5.6.9.10. **(Added)** 96 MXS/MXMWSA Munitions Control will notify AGE of any unscheduled maintenance and will receive a job control number from AGE PSS to enter in the forms. Any unscheduled maintenance shall be addressed on a case-by-case basis. AGE PSS

shall coordinate delivery with Munitions Control when a trailer is ready for pickup from the AGE facility.

5.6.9.11. **(Added)** Flightline personnel will document the lot number from can of oil or field number from hydraulic servicing carts/units (including hydraulic test stands and LOX/GOX cart) on AFTO Form 781A, every time an aircraft is serviced or the test stand is used. This documentation will enable identification and tracking of contaminated aircraft/AGE. If contamination is suspected, notify MOC immediately.

5.6.9.11.1. **(Added)** All MXG personnel, to include contractors who perform aircraft/engine/equipment servicing with the following oil and hydraulic servicing equipment listed below, will record servicing on the 96 TW Form 204, *Age Servicing Log*:

5.6.9.11.1.1. **(Added)** Hydraulic Test Stand type MJ-2A or equivalent

5.6.9.11.1.2. **(Added)** Oil Servicing Cart type PMU-29/E or equivalent

5.6.9.11.1.3. **(Added)** Hydraulic Servicing Cart type MIL-F-83766 or equivalent

5.6.9.11.2. **(Added)** Maintaining the 96 TW Form 204 rests exclusively with the 96 AMXS. This will include tracking, producing, filing (2 week disposition) and placing the form on applicable AGE equipment in the forms holder.

5.6.10. **(Added)** All 96 MXG AGE leaving flightline areas to other base locations, ranges or other installations must be coordinated through the AGE SVPD prior to deployment.

5.6.10.1. **(Added)** The deploying equipment custodian will sign an AF Form 1297, *Temporary Issue Receipt*, at AGE SVPD for all AGE deploying off Eglin AFB or to its ranges.

5.6.10.1.1. **(Added)** The AGE contractor shall immediately notify the 96 LRS/EAO or AFGLSC/EME before physical movement of items for transfers of equipment for rotation, exercise, deployments, or inter- or intra-command loans. Custodians notify the 96 LRS/EAO or AFGLSC/EME when the item is returned, or when they receive the item from other activities. The AFGLSC/EME processes the inputs to (TRICs FED/1ET) receive/transfer the item.

5.6.10.1.2. **(Added)** AGE returning from all deployments must be processed through the AGE SVPD for inspection/servicing prior to dispatch/use.

5.9.2.5.10. **(Added)** All personnel will ensure the areas around the aircraft they work on are properly cleaned and returned to the original high state of appearance after their work is completed. This includes both exterior and interior areas such as cockpit, wheel wells, etc. In addition, they will assist the Crew Chief in maintaining the appearance of the aircraft as needed.

5.9.2.5.11. **(Added)** Marking of Aerospace Vehicles/Equipment. The Corrosion Control Section will provide services and maintain aerospace equipment for both Air Force Materiel Command and Air Combat Command assigned aircraft.

5.9.2.5.12. **(Added)** Flagships: 96th Test Wing Commander (96 TW/CC), 53rd Wing Commander (53 WG/CC), 96th Operations Group Commander (96 OG/CC), 40th Flight Test Squadron Commander (40 FLTS/CC), and 85th Test & Evaluation Squadron Commander (85 TES/CC) are the only authorized flagships. Additional flagship paint schemes may be accomplished provided MAJCOM approval (HQ AFMC/LGM) has been received. The timely rotation of flagship aircraft is encouraged to avoid excessive paint build-up.

5.9.2.5.13. **(Added)** Aircraft markings will be reapplied when they become deteriorated or faded. Requirements to reapply markings will be scheduled at the shared resource meeting. All pilot and dedicated crew chief names on the aircraft will be accomplished in vinyl. This will ensure timely and responsive name changes with little or no impact to the environment.

7.2.9. **(Added)** TRANSFER INSPECTIONS:

7.2.9.1. The following guidance directs minimum inspection requirements for permanent transfer of an aircraft, or an aircraft not covered by a Maintenance Operations Agreement (MOA). When a signed MOA exists, (for temporary transfer/acceptance of aircraft--loaner aircraft, PDM, major modification, contract maintenance, etc.) the transfer inspection is considered waived per AFI 21-101 AFMC SUP1. Minimum MOA related inspection requirements are covered in the respective MOA and paragraph 7.2.12., of this supplement.

7.2.9.1.1.6. **(Added)** The PS&D Section will schedule the transfer pre-dock meeting. Representatives (as required) from the 96 AMXS, 96 MXS, applicable contractor personnel, QA, and T-2 modifications personnel will attend.

7.2.9.1.1.7. **(Added)** Coordinate -21 shortages and uncorrectable maintenance problems with the gaining organization through HQ AFMC/LGMA. (Permanent transfer only)

7.2.9.1.1.8. **(Added)** Request aircrew to ferry aircraft NLT 10 working days prior to the scheduled departure date.

7.2.9.1.1.9. **(Added)** Utilize attachments 3 & 4 to ensure PS&D requirements are met.

7.2.9.2. **(Added)** Personnel will use attachment 2 as a guide to ensure minimum requirements are completed. The applicable job standard (JST) will be used to document all requirements, as determined by QA, and finalized during the meeting.

7.2.9.9.2. **(Added)** The 96 AMXS will:

7.2.9.9.2.1. **(Added)** Supervise inspection.

7.2.9.9.2.2. **(Added)** Provide updates to 96 MOC and the PS&D Section of all maintenance identified in the package.

7.2.9.9.2.3. **(Added)** Ensure applicable systems are verified for classified equipment accountability.

7.2.9.9.2.4. **(Added)** Pick up the aircraft records from the PS&D Section on the day of departure.

7.2.9.9.2.5. **(Added)** Develop a transfer package for return of loaned assets.

7.2.10.1. **(Added)** ACCEPTANCE INSPECTIONS:

7.2.10.1.1. The following guidance directs minimum inspection requirements for acceptance of a newly assigned aircraft, or those aircraft not covered by a MOA. When a signed MOA exists, (for loaner aircraft, PDM, major modification, contract maintenance, etc.) the acceptance inspection is considered waived per AFI 21-101 AFMC SUP1. Minimum MOA return inspection requirements are covered in the respective MOA and paragraph 7.2.13.1., of this supplement.

7.2.10.2. **(Added)** Personnel will use Attachments 4 as a guide to ensure minimum requirements are completed. The applicable job standard (JST) will be used to document all requirements as determined by QA and finalized during the meeting.

7.2.

10.2.1. **(Added)** PS&D will utilize attachment 4 to ensure PS&D requirements are met.

7.2.10.3. **(Added)** AMXS will:

7.2.10.3.1. **(Added)** Deliver aircraft jacket file to PS&D as soon as possible.

7.2.10.3.2. **(Added)** Use Weapons AME Inventory checklist (attachment 27).

7.2.10.3.3. **(Added)** Ensure F-15 vari-ramps x-rays have been accomplished, if required.
Note: If a set of x-ray negatives are available (less than 6 months old), x-rays will not be required.

7.2.10.3.4. **(Added)** Ensure aircraft are not be used for any cannibalizations until acceptance/MOA requirements have been completed, unless approved by the MXG/CC or designated representative.

7.2.10.4. **(Added)** The Egress Shop will complete a 100% egress system Cartridge/Propellant Activated Device (CAD/PAD) inspection on newly assigned aircraft. When depot personnel have completed egress system time change items, the Egress Shop will verify the applicable time change item information. If the personnel and or drogue chute records reflect a repack at depot or another agency, the Survival Equipment Shop will repack the parachute assemblies. If last repack was performed at Eglin, no repack is required.

7.2.10.5. **(Added)** Acceptance/Transfer of Engines, Modules, or Support Equipment.

7.2.10.5.1. **(Added)** Owing work center will schedule support equipment, engines, or modules within 3 workdays for acceptance/transfer inspections, consistent with mission requirements.

7.2.13. **(Added)** MOA related inspections.

7.2.13.1. **(Added)** Personnel will follow attachment 2 as a guide to ensure the minimum requirements are being met. Note: due to the ever-changing AF/command guidance regarding acceptance/transfer inspection requirements, 96 MXG/CC or designated representative may waive or amend the minimum requirements to ensure quality, while reducing excessive man-hours expended. Any changes will be amended to the respective JST and briefed at the acceptance meeting.

7.2.13.2. **(Added)** QA will review work documents (depot, contracted maintenance, etc.) to determine the scope of inspections to be performed on the aircraft inspection. Requirements will be finalized at the meeting.

7.2.13.3. **(Added)** AMXS will:

7.2.13.3.1. **(Added)** Hand-deliver the aircraft jacket files to PS&D as soon as possible upon aircraft arrival.

7.2.13.3.2. **(Added)** Declassify/reclassify per MDS depot workload agreement. Notify W&B upon completion.

- 7.2.13.4. **(Added)** Weight and Balance (W&B) will update W&B records as required.
- 7.10.7.2.1. **(Added)** QA will manage the JST review process.
- 8.16.1.1. **(Added)** MXG/CC or designated representative will determine the need for an FCF/OCF (if not otherwise required by the aircraft specific TO).
- 8.16.1.1.1. **(Added)** AMXS will:
- 8.16.1.1.1.2. **(Added)** Notify the W&B Section after exceptional release is complete for forms review. Ensure W&B Section has appropriate time to review forms prior to aircrew brief.
- 8.16.2.9. **(Added)** QA will perform rated OCF/FCF preflight and active forms inspections as required.
- 8.16.4.2. **(Added)** Pull the AFTO Forms 781A & 781H prior to OCF/FCF. However, all forms containing maintenance related to FCF (from last good flight, until FCF release), will remain with the aircraft forms binder.
- 8.16.4.3. **(Added)** Coordinate with QA and ensure sufficient time is allotted to perform aircraft active forms and preflight inspections prior to the first OCF/FCF attempt. Consider re-inspection of active forms by QA following maintenance due to abort.
- 8.16.8.2. 96th Operations Group (96 OG) Commander will:
- 8.16.8.2.1. **(Added)** 96th Operations Group (96 OG) Commander has appointed the following as FCF Officers in Charge (OIC): 40th Flight Test Squadron Director of Operations (40 FTS/DO) for all unit-assigned aircraft (A-10, F-16, and F-15 and 85 TES assigned aircraft); 413th Flight Test Squadron Director of Operations (413 FLTS/DO) for all unit assigned aircraft (CV-22, C-130 and UH-1N).
- 8.18.1.1. **(Added)** Prepare aircraft for High-Speed Taxi using FCF procedures.
- 8.18.2. **(Added)** QA will brief aircrew using High-Speed Taxi Checklist (Attachment 6)
- 8.18.3. **(Added)** AMXS will:
- 8.18.3.1. **(Added)** Coordinate End of Runway (EOR) personnel to inspect prior to and following High-Speed Taxi.
- 8.18.3.2. **(Added)** Coordinate with QA and aircrew for minimum fuel quantity requirements.
- 8.19.1.8.1. **(Added)** Primary weight and balance handbooks will remain in the QA office; secondary handbooks (UH-1N) will remain on the aircraft.
- 8.19.3. **(Added)** 896th Test Support Squadron personnel will:
- 8.19.3.1. **(Added)** Perform Chart "A" inspections on instrumentation equipment and components installed in modified aircraft, as required.
- 8.19.3.2. **(Added)** Provide the W&B Section with a detailed listing of all items installed or removed while in modification. This listing will include weight, arm, and quantity removed or installed.
- 8.19.4. **(Added)** Plans and Scheduling will:
- 8.19.4.1. **(Added)** Notify the W&B Section upon completion of a TCTO or any maintenance that will affect the W&B of the aircraft.

8.19.4.2. **(Added)** Coordinate and schedule 2 days down for aircraft weighs. Aircraft will be weighed at intervals directed in the applicable aircraft -6 TOs and following mod/de-mod of aircraft (as determined by W&B manager). No other maintenance will be scheduled on these 2 days, unless coordinated with W&B personnel.

9.4.12. **(Added)** Aircraft will be impounded IAW Attachment 13 or Attachment 17 for: lost or found tool(s)/item(s) in the following areas: cockpit, engine, engine bay, intake(s), flight control surfaces, where there are moving parts or pieces that could jam. Only the MXG/CC, MXG/CD or MXG/CCC can waive this requirement.

10.3.1.1. **(Added)** Flight commander/chief (or civilian equivalent) responsibilities:

10.3.1.1.1. **(Added)** Approve written procedures established by the CTK Custodian for:

10.3.1.1.1.1. **(Added)** CTK Sign-in/out procedures for instances where only one person is assigned to a shift/work center if required.

10.3.1.1.1.2. **(Added)** Procedures and policies for situations where two or more work centers operate a single tool room/Support Section.

10.3.1.2.3. **(Added)** Ensure any changes in operations under their control that could have an impact on the environment are reported to the MXG Unit Environmental Coordinator (UEC). The UEC will determine if an AF Form 813, Request for Environmental Impact Analysis, is required.

10.3.6.5.1.1. **(Added)** Document with a brief description the discrepancy/reason the item was removed such as broken and removed, broken not removed, or removed for PMEL. Permanently removed tools will be removed from the MIL, have the inlay filled in and/or the shadow, label/silhouette removed.

10.3.6.7. **(Added)** TAS controlled items that are used on equipment for an extended period of time, (e.g., clecos, safing pins, rig pins, boresight equipment, engine R&I, etc.) will be documented. For stand-alone items use, an AF Form 1297 annotated with the projected return date. For all other items, use an AFMC FORM 61, *Missing/Removed tools and Equipment*.

10.3.6.7.1. **(Added)** These items do not require the shadow/inlay to be covered. TAS currently does not have the capability to track the tools removed to temporary locations such as aircraft or equipment for extended periods of time. Once this option becomes available, TAS may be updated with the status of the removed item in place of the AFMC FORM 61/AF Form 1297.

10.3.7.3. **(Added)** SE containing hand tools as part of the equipment inventory require an inventory list and the tools marked with the SE ID number.

10.3.10.1. **(Added)** Items issued to personnel will be marked permanently with First Initial, Full Last Name, and 5-digit employee number (JDOE01234) or EG96 and 5-digit employee number (EG9601234).

10.3.15. **(Added)** Flight/Section Chief identifies the need to maintain CTKs or support equipment in decentralized locations (i.e., launch trucks and hydrazine response trailer).

10.3.15.1. **(Added)** If required, the vehicle/trailer will be set up as a dispatchable CTK and all CTK requirements apply.

10.3.15.2. **(Added)** All equipment, tools, and personal protective equipment in vehicles/trailers must be identified with the same CTK ID code.

10.3.15.3. **(Added)** A MIL will be maintained with the vehicle/trailer and one with the owning work center Support Section.

10.3.16. **(Added)** Spare/expendable tool bins must be secured, neatly organized with like items stored together, and controlled.

10.3.16.1. **(Added)** Do not de-etch a tool if it will void the warranty.

10.3.16.2. **(Added)** Spare tool monitors (primary and alternates) will be appointed by the Section Chief in writing.

10.3.16.3. **(Added)** Spare tools access will be limited and determined by the Section Chief in writing.

10.3.16.4. **(Added)** Spare tools monitors will determine the contents and establish stock levels of spare tools.

10.3.16.4.1. **(Added)** Spare tools working stock will be monitored to prevent it from becoming excessive. Excessive items with no forecasted use will be identified, tagged, and turned in.

10.3.17. **(Added)** Workcenters will keep a spare tools inventory working copy which reflects accurate, on-hand amounts at all times. The working copy will be updated whenever items are added/subtracted and be printed out as determined by the Section chief.

10.4.1.1.1.2. Tools, equipment, tool kits, HAZMAT items, and TOs kept in a shop is defined as "immediate support section controlled area" where these items are secured. If items are required outside of the immediate support section controlled area, items will be tracked using TAS.

10.4.1.1.7. **(Added)** Track individuals using his/her MIS employee number. If the person does not have an employee number, (e.g., contractor or TDY personnel), the CTK custodian supervisor will create an employee ID using 10000 series numbers. (i.e., Smith 10001, Jones 10002, etc.).

10.4.2.3. **(Added)** Tools loaned to outside units/shops will be properly accounted for and documented in TAS and/or by AF IMT 1297 Temporary Issue Receipt. If TAS is used, items will be issued "long term" to the responsible individual, with a scheduled return date not to exceed 30 days. Loaned tool accountability will be verified weekly by contacting the borrowing unit to ensure that the item is still required and accounted for.

10.4.2.4. **(Added)** Turnover of tools/CTK/equipment/equipment kits at the job site will be kept to an absolute minimum and only done with the production supervisor's approval.

10.4.2.5. **(Added)** CTKs will not be dispatched for longer than a 24-hour period unless signed out on long term for TDY purposes.

10.4.2.5.1. **(Added)** TDY supervisors will ensure their tool kits are complete and properly etched/marked before departing home and TDY locations. A complete inventory of tools/tool kits will be performed upon arrival at home base and TDY locations to ensure no lost/misplaced tools during shipment. These kits are subject to all controls, inventories, and lost tool procedures. Lost tools/items will be reported per home base and deployed location lost tool procedures.

10.4.2.6. **(Added)** Incoming personnel taking over the CTK will be provided a list of all items the outgoing individual has signed out, (i.e., AF Form 1297, TAS printout, or equivalent). Both individuals will conduct an inventory of all items listed. Once all tools are accounted for, the incoming person will sign the listing, accepting responsibility for all items and annotate the date, time, and aircraft tail number. The outgoing person will return the listing to the Support Section/work centers to complete the turnover. The signed list will be retained in the Support Section/work centers until all listed CTKs/items have been turned in.

10.4.2.7. **(Added)** CTKs and test equipment may be sealed for ease of inventory and for long-term storage. Sealed CTKs and test equipment will be 100% inventoried and an AFTO Form 255, will be attached with the inspection date and supervisor's initials. Use of AFTO Form 255 does not eliminate prescribed AFI, Tech Order or any other inspection requirements.

10.4.2.8. **(Added)** Tools and equipment under the CTK custodian's control are inspected at least every 180 days and documented in TAS. Dispatchable CTKs utilized on the flightline require inspection every 90 days. Equipment utilizing an AFTO Form 244 will have all inspections documented in both TAS and the AFTO Form 244.

10.4.2.8.1. **(Added)** CTK's not controlled by TAS will have inspections annotated on AF Form 2411, *Inspection Document*.

10.4.4. **(Added)** Use the following approved methods for controlling CTKs:

10.4.4.1. **(Added)** Method 1: Work center supervisors, or their designated representatives, are responsible for the tools. The shift chief, in the absence of the work center supervisor, will control tools by means of an inventory at the beginning and end of each shift.

10.4.4.2. **(Added)** Method 2: Set up a centralized tool room using squadron assets. The tool room supervisor will supervise control of inventory and issuance of tools and mini-kits.

10.4.4.3. **(Added)** Method 3: This method is a combination of Methods 1 and 2. Unit may establish a centralized tool room, yet still have CTKs in the work centers. The tool room supervisor is responsible for the tools, including the CTKs in the work centers. The shift supervisor, in the absence of the tool room supervisor, will control tools by means of an inventory at the beginning and end of each shift.

10.4.4.3.1. **(Added)** For units that choose tool accountability Method 3, the tool room will maintain a master consolidated CTK ID listing of all the sub accounts as well as the listing of its own CTK items.

10.4.4.3.2. **(Added)** Each subaccount will maintain an inventory listing of their CTK items.

10.4.4.3.3. **(Added)** The tool room and work centers will be assigned individual (separate) tool ID codes.

10.4.4.4. **(Added)** All special tools/test equipment and maxi/mini-kits will have designated locations in the Support Section/work center for quick visual inventory and accountability.

10.4.5. **(Added)** TCTOs and modification kits may issue with special tools, equipment, or directions/drawings to manufacture tools/equipment to complete the TCTO/modification. Tool/equipment items to be retained for future use will be controlled IAW this instruction and AFI 21-101/AFMC Sup 1. Tool/equipment items that will not be retained after completion of

the TCTO/modification will be treated as temporary loan tools and hand-receipted to the individual user.

10.4.6. **(Added)** Depot Teams/Contractors/Contract Field Team (CFT) Responsibilities:

10.4.6.1. **(Added)** Depot teams/contractors/CFTs working within the 96 TW Maintenance Complexes on Eglin AFB and associated ranges, to include Duke Field, will use a positive tool/equipment/parts control and accountability system.

10.4.6.2. **(Added)** QA will be the point of contact for assistance in setting up a positive control system for 96 MXG controlled aircraft. If a tool is identified as missing, depot teams, contractors, and CFTs will comply with procedures in this instruction.

10.5.8. **(Added)** A tie strap, P. Touch label, or ID tag may be used on items that cannot be marked in any other manner.

10.6.2. **(Added)** Locally Modified Tools/Equipment (LMT/LME), Locally Manufactured/Developed Tools/Developed Equipment (LMDT/LMDE) Procedures:

10.6.2.1. **(Added)** LMT/LME and LMDT/LMDE package requirements:

10.6.2.1.1. **(Added)** LMT/LME and LMDT/LMDE approval packages will be initiated by the requesting work center, routed IAW Attachment 24 and include:

10.6.2.1.1.1. **(Added)** Pictures, drawings, or sketches of proposed tool/equipment.

10.6.2.1.1.2. **(Added)** Completed LMT/LME and LMDT/LMDE Approval Worksheet (Attachment 24).

10.6.2.1.2. **(Added)** LMT/LME and LMDT/LMDE packages will be maintained on file in the support section/tool room until a copy is provided to QA and owning workcenter verifies all documents are posted on the QA Sharepoint.

10.6.2.2. **(Added)** Once local manufacture items are approved for use all CTK and equipment rules/guidelines apply.

10.6.2.3. **(Added)** Inspection and serviceability criteria for all local manufacture tools/equipment authorized by technical data will be readily available

10.6.2.4. **(Added)** All locally manufactured/modified items will be identified as such on the applicable MIL.

10.6.5. **(Added)** The Support Section Chief/CTK custodian or designated representative will perform the biennial review of all locally modified, manufactured/developed tools/equipment.

10.6.5.1. **(Added)** The reviewer will:

10.6.5.1.1. **(Added)** Verify need, requirement, applicability, and current configuration.

10.6.5.1.2. **(Added)** Compare each package on file (if retained) with QA library files (QA Sharepoint). Discrepancies between packages on file will be corrected. Discontinue use of items with lost, missing, or unverified authorization letters until authorization is renewed.

10.6.5.1.3. **(Added)** Delete tools/equipment and remove supporting packages from all file libraries for all items no longer required.

10.6.5.1.4. **(Added)** Document completion of review in MFR format and maintain in applicable location on QA Sharepoint.

10.7.1.2.2. **(Added)** CTKs, -21 equipment caskets, and other support equipment will be secured to an immobile object, such as a grounding point, when left unattended on the flightline. All available brakes will be set on applicable equipment. Items will not be secured to moveable objects such as trailers, fire extinguishers, or aerospace ground equipment (AGE). All other SE should be secured in a way to prevent damage caused by high winds from weather and/or jet engine exhaust.

10.7.1.4.1. **(Added)** All common tools issued to perform routine housekeeping or facility tasks within the work center (e.g., hammers, screwdrivers, pliers, drills, wrenches, etc.) will be issued from a non-dispatchable CTK and documented in TAS and or by IMT 1297 Temporary Issue Receipt.

10.8.1.1.1. **(Added)** If a lost tool/item was used or suspected to have been used on an aircraft that has taxied or taken off the following actions will take place immediately:

10.8.1.1.1.1. **(Added)** The production supervisor will notify MOC.

10.8.1.1.1.2. **(Added)** Upon shutdown of aircraft, the production supervisor will ensure lost tool/item procedures contained in Attachment 13 are followed.

10.8.1.2.1. **(Added)** Aircraft “involved” is defined as: The tool, item or parent CTK was used to perform a task/inspection in or on an aircraft regardless of location (i.e. hangar, flightline, wash rack etc.). If there is doubt whether or not an aircraft is “involved,” the aircraft WILL be considered involved until proven otherwise.

10.8.1.2.2. **(Added)** For lost tool/item procedures involving aircraft, see Attachment 13.

10.8.1.2.3. **(Added)** For lost tool/item clearing procedures involving aircraft, see Attachment 14.

10.8.1.2.4. **(Added)** For lost tool/item procedures not involving aircraft, see Attachment 15.

10.8.1.2.5. **(Added)** For lost tool/item clearing procedures not involving aircraft, see Attachment 16.

10.8.1.2.6. **(Added)** When a tool/item is discovered missing and aircraft are involved, production superintendent/expeditor/supervisor will call the MOC for a “Quick Freeze.” During a quick freeze aircraft will not taxi and all affected area operations will cease until the quick freeze is terminated. AMXS/MXA or above may approve deviations from this paragraph. Quick freeze termination authority is the AMXS/MXA or above.

10.8.1.5.1. **(Added)** AFMC Form 310 will be filled out with as much detail as possible. The form initiator will include all personnel, all equipment, and all areas searched. A final man-hour total and dollar amount for item/tools replaced will be included as well.

10.8.1.5.2. **(Added)** All Form 310s will be turned in to 96 TW FOD/DOP Monitor NLT 5 duty days from date of issuance.

10.8.2. **(Added)** Discovered Tool/Item Procedures.

10.8.2.1. **(Added)** When an individual discovers a tool/item/and the origination of the tool/item is not known, the item will be categorized as a “Found Tool” or “Found Item” and requires

investigation to determine its origin. If the tool/item origin is not found within 2 hours of MOC notification, initiate AFMC Form 310.

10.8.2.2. **(Added)** For “Found tool/item” procedures, see attachment 17.

10.8.2.3. **(Added)** For “Found tool/item” clearing procedures, see attachment 18.

11.5.1. **(Added)** Personnel will exhaust all local supply channels prior to mission-capable (MICAP) ordering. See Attachment 26 for 96 MXG Maintenance Supply Support MICAP Verification Procedures.

11.5.2. **(Added)** Only personnel listed with MICAP Approval Authority on the SCR are authorized to sign supply documentation for MICAP backorders. Supply Support personnel will ensure a copy of the letter is posted in the supply support area.

11.34.2. **(Added)** Quarterly IREP meeting minutes will be prepared in memorandum letter format by MSL and routed to 96 MXG/CC for approval and signature. The signed letter will be filed electronically and posted for leadership review.

14.8.10.3. **(Added)** Engines/engine parts will not be cannibalized without coordination from the EM Section personnel, when EM personnel are not available contact Viking Super.

14.8.10.4. **(Added)** Aircraft in phase or modification status will not be cannibalized without coordination from the Inspection element/modification chief, when Phase personnel are not available contact Viking Super.

14.8.12. **(Added)** Procedures and Responsibilities:

14.8.12.1. **(Added)** 96 MXG MOC responsibilities:

14.8.12.1.1. **(Added)** Provide a CANN control number to the applicable unit Decentralized Supply Support (DSS) for input into MIS.

14.8.12.1.2. **(Added)** Annotate the CANN log with the appropriate information.

14.11.1.6. **(Added)** The 96 TW Dropped Object Program (DOP) Monitor will:

14.11.1.6.1. **(Added)** Ensure all DO incidents are briefed during the quarterly/monthly FOD meeting.

14.11.1.7. **(Added)** The 96 MXG/MXQ (QA) will:

14.11.1.7.1. **(Added)** Recommend a QA DOP Monitor and alternate to the 96 MXG/CC. The 96 MXG/CC will forward the name to the 96 TW/CV for final approval. The 96 TW/CV will sign the final appointment letter.

14.11.1.7.2. **(Added)** Assist the 96 TW DOP Monitor in investigating incidents. Every effort will be made to determine the precise cause to ensure positive corrective action is accomplished.

14.11.1.8. **(Added)** AMU’s will:

14.11.1.8.1. **(Added)** Appoint in writing, a DOP Monitor and alternate.

14.11.1.8.2. **(Added)** Ensure all DOs are reported to QA immediately and assist QA in determining the precise cause of the DO to ensure positive corrective action is accomplished.

14.11.1.8.3. **(Added)** Assist the 96 TW DOP Monitor in identifying and developing DOP training standards.

14.19.2.1.2. **(Added)** Screw bags will be attached to the panel/component removed.

14.19.2.1.2.1. **(Added)** Panels will be stored in such a way to ensure security and prevent damage. For instance, if an item must be stored on the floor, adequate padding must be used. If entire racks are set aside for one aircraft, one tag may be used in conjunction with an inventory for that aircraft. Adequate sectioning and labeling of storage racks must be provided to prevent comingling of like aircraft items on the same rack.

14.19.2.1.3. **(Added)** Assigned dispatchable and non-dispatchable support/test equipment containing openings, ports, lines, hoses, electrical connections, and ducts stored within maintenance shops and support sections, will have caps and plugs installed when stored in an open, unprotected environment, where the possibility exists for the introduction of FO. Support and test equipment components stored within enclosed outer cases, containers, cabinets, drawers, or similar protective enclosures, do not require caps or plugs where protective enclosure is adequate to protect equipment from introduction of FO unless otherwise directed by equipment specific TOs. Installed caps and plugs will be attached/ secured and identified on the MIL.

14.19.2.1.4. **(Added)** While an aircraft is positioned in any hangar, the organization performing maintenance, i.e. phase, mods, speedline, fuels, etc., will ensure that unattended aircraft is protected with suitable covers.

14.19.2.1.5. **(Added)** On F-15 aircraft, cover exterior inlet louvers/openings when maintenance is performed within 5 feet of the vari-ramp louvers.

14.19.2.3.1. **(Added)** A Red-X entry for intake inspection is required with the combined basic post flight/pre-flight (BPO/PR), pre-flight and thru flight inspections (physical entry into the intake is required). If engine start occurs following this inspection, a second Red-X entry for intake inspection is required, which also requires physical entry into the intake.

14.19.2.3.2. **(Added)** Upon completion of all maintenance actions in the engine bay, engine inlet/intake, vari-ramp areas, or engine exhaust/augmentor, annotate a separate Red-X entry in the AFTO Form 781A, "Engine bay/inlet/exhaust/vari-ramp FO inspection due after maintenance." Reference will be made to the original discrepancies (E.G. phase). The FO inspection will be accomplished by the affected work center completing the original job.

14.19.2.5.1. **(Added)** Line badges and passes will be removed and secured when working within 25ft of operating aircraft engines or when entering aircraft cockpits.

14.19.2.6.2.1. **(Added)** No hat area. With the exception of stocking caps and security forces personnel wearing berets (metal insignias removed), hats will not be worn on the flightline or areas where engine operations are conducted. If stocking caps are worn within 50 feet of an operating engine, outside ear protection must be worn over caps without breaking the seal between skin and padded area of ear defenders.

14.19.2.6.4. **(Added)** Personnel reflective and tool belts will not have any items attached/affixed. Exceptions (not cockpit): hearing protection, hearing protection holder; and tool/checklist pouch (tool belt only).

14.19.2.8.1.1. **(Added)** Vehicles with FOD containers will be emptied at the end of shift or when full, whichever comes first. Containers will be marked with the vehicle registration number and added to the AF Form 1800.

14.19.2.9.2. **(Added)** When Structural Maintenance shop is accomplishing intake rivet replacement or intake maintenance procedures, the Intake Rivet Replacement/Intake Maintenance Checklist (Attachment 19) will be documented. The checklist will be filled out on the job site and when completed will be sub located from QA/QC to the Sheet Metal Shop along with the bagged items collected in # 7 of the checklist for a minimum of 90 days. These procedures will be monitored by QC.

14.19.2.11.1. **(Added)** FOD walks are required each flying day and must be completed prior to the first flight of the day.

14.19.2.11.2. **(Added)** FOD walks will include the area around each building, inside the FOD free area, and are the responsibility of the unit(s) occupying each building.

14.19.2.14.1. **(Added)** All personnel entering fighter type aircraft cockpits will ensure personal belongings are removed and secured from person to person to prevent FOD.

14.19.2.14.2. **(Added)** Aircraft canopies will be closed during the weekend and during extended down time (when cockpit entry is not required). If the aircraft canopy is removed, aircraft cockpits will be covered when not in use.

14.19.2.17.1. **(Added)** Vehicles driven from unimproved to improved surfaces will be inspected for FO, to include a tire roll-over check, prior to entering the taxiway or flightline and at all FOD checkpoints. Vehicles responding to an emergency are exempt from stopping to perform a FOD/roll-over check.

14.19.2.17.2. **(Added)** Flightline vehicle operators will monitor the flightline/taxiways for the presence of FO. All FO will be picked up. Should the quantity be excessive for manual pickup, request a sweeper through the MOC/Base Operations.

14.19.2.17.3. **(Added)** The vehicle operator will ensure the vehicle interior is clean and a FOD container is on board at all times.

14.19.4.2.1. **(Added)** The 96 TW FOD Monitor, in conjunction with QA/QC, will monitor FOD conditions during inspections to determine the degree of compliance with FOD prevention policies. The 96 TW FOD Monitor will perform documented weekly spot checks throughout the flightline/maintenance areas of the wing using Attachment 22. Deficiencies noted will be forwarded to the responsible section for correction.

14.19.5.3.4.1. **(Added)** Notify the 96 TW FOD Monitor/QA prior to blade blending when damage, other than for minor sand nicks or scratches, is identified. Ensure repaired FOD is documented on the blade blend worksheet (Attachment 20) and forwarded to EMB. This information will be entered into MIS with a suspense sent to EMB.

14.19.5.3.4.2. **(Added)** The 96 MXG Supervision will be notified of all Blade Blends no later than the next day production meeting.

14.19.8. **(Added)** Unit Responsibilities:

14.19.8.1. **(Added)** Each director, division chief, and branch chief in a maintenance function within the 96 TW will appoint a FOD/DOP focal point in writing for their organization. The FOD/DOP focal point is responsible to:

14.19.8.2. **(Added)** Provide FOD/DOP information to subordinate units.

14.19.8.3. **(Added)** Establish and maintain a continuity book or an electronic version on the 96 MXG QA Sharepoint. Content/format is specified in Attachment 21.

14.19.8.4. **(Added)** Conduct and document weekly spot FO inspections using Attachment 22. Report findings, and corrective actions to the chief of the area of responsibility.

14.19.8.5. **(Added)** Attend Monthly/Quarterly FOD/DOP Committee Meetings.

14.19.9. **(Added)** FOD bulletin boards will be maintained and kept current. They will contain as a minimum, the unit FOD focal point's contact information, the 96 TW FOD Monitor's contact information, unit-specific FOD prevention information and the current FOD Poster. Placement of the bulletin board is at the discretion of the facility manager. Bulletin boards should be located to afford the greatest visibility to shop personnel. Multiple work centers within a small facility may share a common bulletin board.

14.19.9.1. **(Added)** The following facilities will have a FOD bulletin board posted:

14.19.9.1.1. **(Added)** Each squadron/AMU maintenance facility.

14.19.9.1.2. **(Added)** Each operations and maintenance section that performs on/off equipment maintenance. There will be a minimum of one board per building.

14.19.10. **(Added)** Duties of unit FOD focal points include, but are not limited to, those items contained in FOD Focal Point Checklist (Attachment 22).

14.19.11. **(Added)** Occupants and users of Hangar 130 will adhere to Attachment 23 areas of responsibility for FOD and housekeeping responsibilities at a minimum.

14.19.11.1. **(Added)** Responsibility for the north side track will be with 896 TSS and responsibility for the south side track will be with 96 MXG/MXWL.

14.39. **(Added)** Sun Shelter Operations

14.39.1. **(Added)** This section establishes local procedures for vehicle and equipment placement/operation in close proximity to aircraft sun shelters in the MXG controlled aircraft parking areas.

14.39.2.1. **(Added)** Driving through sun shelters is prohibited if an aircraft is present. If the shelter is vacant, entrance and exit will be through the front or back of the shelter.

14.39.2.2. **(Added)** Shelter side openings are to be used for personnel movement only.

14.39.2.3. **(Added)** All AGE and servicing equipment (to include fuel servicing vehicles) will not be positioned on the North side of the fuel pad shelter (near the flight line road).

14.39.2.4. **(Added)** All powered AGE will be positioned and operated outside of the smaller fuel pad shelter.

14.39.3.1. **(Added)** Vehicles may be parked in sun shelters provided no aircraft are present in the shelter.

14.39.3.2. **(Added)** Equipment and munitions trailers may be parked/placed in sun shelters however; to ensure adequate taxi/tow clearance, assets will be positioned along sides within established boundary safe zones.

14.39.4. **(Added)** Munitions/Weapons Safety

14.39.4.1. **(Added)** Movement of any munitions assets between sun shelter side openings (vertical support pillars/cabling) is strictly prohibited.

14.42. **(Added)** Maintenance and Control of Aircraft Hangars

14.42.1. **(Added)** The 96 AMXS has autonomous use of hangars 102 and 103. The 96 MXG POC will coordinate all other hangar and parking spots, when possible, based on senior leadership guidance. The 96 MXG/CC will determine priority when space is limited. This will be based on the aircraft, space available, type of repair, and/or mission needs. The 96 MOC will be notified of all changes in aircraft locations and munitions status.

14.42.2. **(Added)** Personnel will complete Attachment 25 prior to hangaring 96 MXG controlled aircraft.

14.42.1.3. **(Added)** When hangaring vehicles due to adverse weather, keys must remain with vehicles to expedite removal and prevent blocking of aircraft/equipment during recovery operations.

DAVID A. HARRIS, Brig Gen, USAF
Commander

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

AFI 21-101, *Aircraft Equipment Maintenance Management*

AFMAN 33-363, *Management of Records*

AFMAN 91-201, *Explosive Safety Standards*

T.O. 42B-1-23, *Management of Recoverable and Waste Liquid Petroleum Products*

AFI 36-2201, volume 3, *Air Force Training Program on the Job Training Administration*

AFI 21-101 AFMC SUP1, *Aircraft Equipment Maintenance Management*

Prescribed Forms

96TW Form 2434, *Munitions Configuration and Expenditure Document*

96TW Form 204, *Age Servicing Log*

Adopted Forms

AF Form 1297, *Temporary Issue Receipt* 1 July 1987

AF Form 2410, *Inspection/TCTO Planning Check Sheet* 1 Jun 1972

AF Form 244, *Industrial/Support Equipment Record* 13 Jan 2011

AF Form 2411, *Inspection Document* 01 Apr 2003

AF Form 797, *Job Qualification Standard Continuation* 1 Aug 2002

AF Form 847, *Recommendation for Change of Publication* 22 Sep 2009

AFMC Form 310, *Lost/Found Item Report* 12 Apr 2011

AFMC Form 61, *Missing/Removed Tools and Equipment* 19 Jan 2006

AFTO Form 255, *Notice Certification Void if Seal is Broken* 1 Jun 2009

AFTO Form 350, *Repairable Item Processing Tag* 1 Jan 1993

AFTO Form 781A, *Maintenance Discrepancy and Work Document* 8 Jan 2008

AFTO Form 781F, *Aerospace Vehicle Identification Document* 15 Sep 2010

AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance* 15 Sep 2010

AFTO Form 781J, *Aerospace Vehicle - Engine Flight Data* 17 Dec 2010

AFTO Form 781K, *Aerospace Vehicle Inspection, Engine Data, Calendar Inspection and Delayed Discrepancy Document* 8 Jan 2008

AF Form 103, *Base Civil Engineering Work Clearance Request* 11 Mar 2003

AF Form 813, *Request for Environmental Impact Analysis* 1 Sep 1999

AF Form 2426, *Training Request and Completion* 1 Aug 1996

AF Form 3132, *General Purpose (11" X 8-1/2")* 15 Feb 2006

Abbreviations and Acronyms

ADCC—Assistant Dedicated Crew Chief
AFSC—Air Force Specialty Code
AGE—Aerospace Ground Equipment
AGETS—Automated Ground Engine Test System
ALIC—Aircraft Launch Interface Computer
AME—Alternative Mission Equipment
AMU—Aircraft Maintenance Unit
ARC—Aircraft Records Check
ASIMS—Aircraft Structural Integrity Maintenance System
ASP—Avionics Status Panel
AWP—Awaiting Parts
BPO—Basic Post Flight
CAD—Cartridge Activated Device
CANN—Cannibalization
CEMS—Comprehensive Engine Management System
CES—Civil Engineering Squadron
CETADS—Comprehensive Engine Trending and Diagnostics
CFT—Conformal Fuel Tanks
CSE—Central Scheduling Enterprise
CSFDR—Crash/Survivable Flight Data Recorder
CTK—Composite Tool Kit
DCC—Dedicated Crew Chief
DD—Delayed/Deferred
DEM—Deployed Engine Manager
DIFM—Due In From Maintenance
DO—Dropped Object
DOP—Dropped Object Program
DR—Deficiency Reports
DRC—Document Review Checklist
DSS—Decentralized Supply Support

EHR—Engine History Record
ECP—Entry Control Point
ELINT—Electronic Intelligence
EM—Engine Management
EMB—Engine Management Branch
EPU—Emergency Power Unit
ETIC—Estimated Time in Commission
FAM—Familiarization
FCRT—Flight Control Recovery Team
FCF—Functional Check Flight
FO—Foreign Object
FOB—Found on Base
FOD—Foreign Object Damage
H/H—Hush House
HPO—Hourly Post Flight
HRT—Hazard Response Team
IAW—In Accordance With
IFE—In Flight Emergency
IMIS—Integrated Maintenance Information System
IO—Impoundment Official
IRA—Impoundment Release Authority
ISO—Isochronal Inspection
JCN—Job Control Number
JOAP—Joint Oil Analysis Program
JON—Job Order Number
LEL—Lower Exposure Limits
LM—Locally Manufactured
MC2K—Munitions Control 2000
MICAP—Mission Impaired Capability Awaiting Parts
MIL—Master Inventory Listing
MIS—Maintenance Information Systems
MOC—Maintenance Operations Center

MOF—Maintenance Operations Flight
MOO—Maintenance Operations Officer
MOS—Maintenance Operations Squadron
MSA—Munitions Storage Area
MSL—Maintenance Supply Liaison
MSR—Mechanical Strain Recorder
MTF—Maintenance Training Flight
NDI—Non Destructive Inspection
NIE—Normally Installed Equipment
NLT—No Later Than
NM—Nautical Mile
NPA—Non Powered Age
OCF—Operational Check Flight
OSC—On Scene Commander
P&S—Plans and Scheduling
PAD—Propellant Activated Device
PC—Production Control
PDM—Programmed Depot Maintenance
PMEL—Precision Measurement Equipment Laboratory
POC—Point of Contact
PRIMES—Preflight Integration of Munitions and Electronics Systems
Pro Super—Production Superintendent
PS&D—Plans, Scheduling, and Documentation
PSS—Production Support Section
QA—Quality Assurance
QAE—Quality Assurance Evaluators
QC—Quality Control
QVI—Quality Verification Inspection
REMIS—Reliability and Maintenance Information Systems
RF—Radio Frequency
RSO—Radiation Safety Officer
SBSS—Specific Standard Base Supply System

SCR—Special Certification Roster
SDR—Signal Data Recorder
SE—Support Equipment
SI—Special Inspection
SII—Special Interest item
SMR—Source Maintenance Repair
SPO—Systems Programs Office
SPRAM—Special Purpose Recoverable Authorized Maintenance
SSR—Senior Site Representative
SVPD—Servicing, Pickup, and Delivery
TO—Technical Order
TA—Transient Alert
TAS—Tool Accountability System
TCI—Time Change Item
TCN—Transportation Control Number
TCTO—Time Compliance Technical Order
TDY—Temporary Duty
TE—Test Engineer
TMRS—Tactical Missile Reporting System
TNB—Tail Number Bin
W&B—Weight and balance
W/C—Work Center
WBS—Work Breakdown Structure
WCE—Work Center Event
WUC—Work Unit Code

Attachment 2

AIRCRAFT ACCEPTANCE

Table A2.1. Aircraft Acceptance Checklist

Aircraft Acceptance Checklist		
1. MDS/TAIL NO:		2. ESTIMATED DUE IN:
3. PERMANENT / TEMPORARY (LOANER) / CFT (TCTO)		4. LOSING LOCATION / CODE:
POC AT LOSING UNIT:		DSN:
1	NOTE 1: Acceptance Inspections by the gaining unit may be accomplished at the losing unit in conjunction with their transfer inspection as long as a MOA between units has been established and approved by the applicable MAJCOM.	
2	NOTE 2: For aircraft returning from depot/CFT work, owning work centers will perform acceptance inspections to determine equipment condition as prescribed by TO 00-20-1, AFI 21-103.	
a.	Ensure aircraft acceptance inspections include a validation of completed depot and contractor maintenance requirements including accomplished; and scheduled but not accomplished TCTOs.	
b.	Use the AFTO Form 103 and applicable work specifications, as applicable, as a guide to verify work accomplishment.	
3	Prepare AF IMT 2410, Inspection Planning Check Sheet. Conduct Acceptance Inspection Meeting:	
a.	Schedule start of the acceptance inspection NLT first duty day after arrival. JCN:	
b.	All discussed items will be documented on an AF IMT 2410 and scheduled in the MIS.	
c.	See attached sample of AF IMT 2410 for attendee listing to invite to acceptance scheduling meeting and Records Distribution.	
d.	All errors will be annotated on the MIS product and corrected in the MIS.	
(1)	SCHEDULE ACCEPTANCE INSPECTION PROFILE JST F15: 02489-C MOD / 02490-E MOD	
(2)	SCHEDULE ACCEPTANCE INSPECTION PROFILE JST F16: 00525	
4	The AME scheduler will schedule removal of all weapons pylons, racks, and missile launchers for acceptance inspection.	
5	Perform AVDO reporting IAW AFI 21-103 for Possession/Assignment changes.	
6	Load generic aircraft information (IMDS Screen 40)	
7	In conjunction with IMDS DBM process the aircraft transfer from REMIS:	
8	Process (IMDS Screen 334); Gain IAW AFI 21-103 procedures. Send Gain Message to HQ AFMC: Coordinate message LOSS/GAIN times with losing unit.	

9	After flight times have been updated in MIS by debrief; P&S will place aircraft in "BT" status (IMDS Screen 335) and notify Pro Super of status change:	
10	Ensure maintenance performs a complete aircraft -21 series TO equipment inventory, IAW AFI 21-103 and report any shortages to losing unit and MAJCOM.	
11	If personnel parachute and drogue chute records reflect a repack at PDM or other agency, personnel equipment shop will route personnel chutes to Survival Equipment Work center for repack.	
12	NOTE 3: On newly assigned aircraft, <i>EGRESS will accomplish a physical verification check</i> of their components and ensure the data in IMDS is correct.	
13	<i>Aircraft will not be flown until all configuration managed items</i> , TCIs, SIs, TCTOs, Engines and Engine Components are loaded and due dates/times verified in MIS. PS&D will ensure this validation is accomplished. Completed validations will be filed in the aircraft jacket file.	
SIGNATURE: _____		

Attachment 3
AIRCRAFT TRRANSFER

Table A3.1. MOA Checklist

Aircraft Transfer/MOA Checklist	
1. MDS/TAIL NO:	2. ESTIMATED DEPARTURE:
3. PERMANENT / TEMPORARY / CFT (TCTO)	4. GAINING LOCATION / CODE:
POC AT GAINING UNIT:	DSN:
1	<i>NOTE 1:</i> Acceptance Inspections by the gaining unit may be accomplished at the losing unit's location in conjunction with their transfer inspection as long as a MOA between units has been established and approved by the applicable MAJCOMs.
2	<i>NOTE 2:</i> 60 days prior to an aircraft going to DEPOT/CFT work, ensure 96thTW/896 TSS is notified and given sufficient time to review any TCTOs/modifications that might interfere with installed Class II modifications.
a.	Schedule sufficient down time to allow for any mods/group B removals.
b.	In conjunction with the AMU prepare the AFTO Form 103 (Sample attached)
c.	Ensure a POC for Class II Modification interference is included with sufficient time for the form to be forwarded through Command and arrive at the depot 45 days prior to depot input.
3	FOR PERMANENT AIRCRAFT TRANSFER:
a.	896 TSS must review/identify all Class II modifications and allow time for all modifications requiring removal.
4	<i>NOTE 3:</i> 45 days prior to departure date, evaluate transfer requirements and establish a flow time for preparing the aircraft. Consideration will be given to aircraft appearance and time allotted as necessary.
a	Does Aircraft require PAINT TOUCH-UP or TAIL DE-PAINT?
b.	Aircraft will be washed after last flight before transfer.
5	Conduct a transfer meeting NLT one day prior to START of the aircraft transfer inspection.
a.	All items will be documented on an AF Form 2410 and scheduled in the MIS.
(1)	TRANSFER INSPECTION PROFILE JST F15: 02489-C-MOD/ 02490 E-MOD
(2)	TRANSFER INSPECTION PROFILE JST F16: 00525
b.	When notified by AMU Production Super, place aircraft in "BT" status (MIS Screen 335) Notify MOC of status change.
6	Run a MIS Planning Requirement product (PRA), (MIS Screen 396) and complete a 100 percent verification of all time change items installed on the transferring aircraft.
a	Verify the correct computations of all due dates/hour/cycles based on DOM/DOI, installed times, etc.
b.	Ensure all propulsion -6 special inspections are accomplished when engine time/cycles are outside TO specified transfer limits.

c.	All errors will be annotated on the MIS product and corrected in the MIS.
d.	Run a new MIS product (PRA) to verify that all errors were corrected. The new MIS product will be signed, dated, and placed in the aircraft jacket file.
7	Ensure the MIS – REMIS synchronization programs are processed by Data Base Management and errors are corrected in the MIS prior to transfer.
a.	The error correction and synchronization program <i>must be repeated</i> anytime a configuration tracked part is removed or installed in the MIS. Ensure the synchronization program has been successfully processed before transferring the aircraft in MIS.
8	Ensure copies of Transfer of Equipment (TRE), Significant History Data (SHD), Engine trending and performance data, and Automated Records Check is processed. Ensure engine data transfer coordinated with EMB. Data will be saved to a CD-ROM and placed in aircraft jacket file.
9	Conduct a transfer post-dock meeting; ensure all required maintenance actions have been completed. Place aircraft in “EI/CB”status (MIS Screen 335), Notify MOC of status change:
10	Process LOSS procedures (MIS screen 334) after flight times have been updated in MIS by debrief, if flown by our unit. Coordinate LOSS/GAIN times with gaining unit.
11	Perform AVDO reporting IAW AFI 21-103 for Possession/Assignment change. Send Loss message.

Attachment 4
ACCEPTANCE

Table A4.1. Inspection Flow Plan

Acceptance/Transfer Inspection Flow Plan		Page 1 of 2 Pages		
Base: Eglin AFB Organization:		Dates:		
Aircraft Serial No.				
		OPR	DATE C/W	INT
1	Upon aircraft arrival, perform all acceptance inspection required 6 inspections and enter all post-flight and acceptance discrepancies on the AFTO Form 781A and in MIS. Also complete and active forms review inspection.	Dedicated Crew Chief (DCC)		
2	Inventory -21 equipment.	APG		
3	Conduct a records review with PS&D.	APG		
4	Ensure necessary panels are opened/removed per (Attachment 6) for serial number verification and Chart A.	APG		
5	Perform Chart A inventory after all components are installed.	Weight & Balance		
6	Check for installed NWRM	Weapons		
7	Inventory all Armament equip and verify appropriate quantity provided	Weapons		

Attachment 5

AIRCRAFT PREPARATION FOR ACCEPTANCE AND TRANSFER

Table A5.1. Preparation for Acceptance and Transfer

The following doors/panels will be opened/removed for acceptance and transfer inspection		
<u>F-16</u>	<u>F-15</u>	<u>A-10</u>
Door 1103	Door 3 L&R	Windscreen
Door 1202	Door 6 L&R	F2
Door 1204	Door 19 L&R	F3
Door 4202	Door 95 L&R	F10
Door 4302	Door 113 L&R	F12
Door 4305	Door 117 L&R	F14
Door 3302	Door 122 L&R	F39
Doors 3303 & 3304	BPO Panels	F40
Radome Open	Door 2	F42
Door 1101	Door 197	F44
Door 2202	Radome Open	F45
Door 2204	Door 15	F47
Door 2206	Door 97 (under Door 47)	F51
Door 2404	Door 116 R	F57
Panel 3401	Door 85 L&R	F59
Door 2406	Door 83	F61
Panel 1305	Door 94	F65
Panel 3308	Door 44	F75
Door 2101	Door 45	F99
Panel 4427	Door 67 R	F101
Panel 3415	Door 79 L&R	F103
Panel 3416	Door 88 L	F105
Panels 3408 & 3409	Door 89 R	W147
Panel 3412	Door 48 L	W148
Panels 2407 & 2408	Door 52 L (RH Wing Fairing)	F5
Panel 4421		F15

Seat in Maintenance	<u>F-15D (Additional)</u>	F17
Position		
	Door 139	F19
	Door 133 R	F67
		F38
	<u>F-15E (Additional)</u>	Engine Cowls
	Door 149	W48
	Door 47 L&R	W49
	Door 155 R	Dispenser Cover Panels
	Door 116 L	Seat in "Up" Position
	Door 39	
	Door 56 L	
	Door 144 R	
	Door 240	
	Door 250	
	Door 88 R	

Attachment 6

HIGH SPEED TAXI BRIEF

Table A6.1. High-Speed Taxi Brief

Title: HIGH-SPEED TAXI BRIEF	OPR: MXQB	Date:
<ol style="list-style-type: none"> 1) Do not conduct HSTC with less than the aircraft Dash-1 flight manual operational minimums on board. 2) Compute the aborted takeoff maximum brake application speed, in addition to normal takeoff/landing distance. <ol style="list-style-type: none"> a. For aircraft equipped with arresting hook, taxi speeds above 100 knots require the hook to be lowered once the aircrew begins to initiate braking action. b. For taxi checks below 100 knots, the aircrew lowers the hook if there is any doubt about stopping within the bounds of the remaining runway. 3) Review the antiskid malfunction (ground and landing); brake failure, hot brakes, nose wheel steering failure hard over, abort, and cable arrestment checklists prior to the taxi checks. 4) Ensure the appropriate departure end cable is available and in place. 5) Taxi through EOR (de-arm) prior to and following HSTC for launch checks and to ensure the aircraft is checked for hot brakes after a high-speed taxi check attempt. 		

Table A7.2. Impoundment Information Sheet (Back)

Impoundment Information Continuation Sheet		
Quality Deficiency Report Submitted? (circle one)	Yes / No	Page 2 of
QDR Remarks:		
QA/QC Records/Impoundment Review		
Signature:		Date: (yyymmdd)
Impoundment Release Authority		
Signature:		Date: (yyymmdd)
Impoundment Transfer (sections below are for impoundment transfers only)		
Does the impoundment require transfer? (circle one)	Yes / No	Impoundment Transferred to:
Transferred to Impoundment Team		
Impoundment Official:		Team Chief:
SHOP	NAME	SIGNATURE
Investigation/Troubleshooting Procedures		Results
QA/QC Records/Impoundment Review		
Signature:		Date: (yyymmdd)
Impoundment Release Authority:		
Signature:		Date: (yyymmdd)

Attachment 9

SAMPLE IMPOUNDMENT AFTO FORM 781A

Table A9.1. Sample Impoundment AFTO Form 781A

FROM 20070125		TO		MDS F-16CG	SERIAL NUMBER 87-0353	PAGE 3	OF 3	PAGES
<input checked="" type="checkbox"/> SYM	JCN	DATE DISC	DOC NO.	CF <input type="checkbox"/> 781A	XF <input type="checkbox"/> 781K	DATE CORRECTED		
<input checked="" type="checkbox"/>	070251234	20070125						
WUCREF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION					
DISCREPANCY			Investigation complete, all corrective actions have been reviewed, aircraft/equipment released.					
Aircraft impounded for:			See page ____ block ____					
See page ____ block ____			IAW AFI 21-101, 96 TW Sup 1, para. 9.6.15.1.4.					
DISCOVERED BY (Print)			EMPLOYEE NO.	INSPECTED BY		EMPLOYEE NO.		
J Doe			09876					
<input checked="" type="checkbox"/> SYM	JCN	DATE DISC	DOC NO.	CF <input type="checkbox"/> 781A	XF <input type="checkbox"/> 781K	DATE CORRECTED		
<input checked="" type="checkbox"/>	070251234	20070125						
WUCREF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION					
DISCREPANCY			Aircraft Equipment released for maintenance					
Aircraft Equipment requires release for maintenance by Impoundment Official			IAW AFI 21-101, 96 TW Sup 1, para. 9.6.5.7.2.					
Impoundment Official: _____								
DISCOVERED BY (Print)			EMPLOYEE NO.	INSPECTED BY		EMPLOYEE NO.		
J Doe			09876					
<input checked="" type="checkbox"/> SYM	JCN	DATE DISC	DOC NO.	CF <input type="checkbox"/> 781A	XF <input type="checkbox"/> 781K	DATE CORRECTED		
<input checked="" type="checkbox"/>	070251234	20070125						
WUCREF DESIGNATOR	FAULT CODE	STA CODE	CORRECTIVE ACTION					
DISCREPANCY			Aircraft Equipment forms reviewed					
Aircraft Equipment forms require review by QA/QC prior to impoundment release			IAW AFI 21-101, 96 TW Sup 1, para. 9.6.15.2.4.					
DISCOVERED BY (Print)			EMPLOYEE NO.	INSPECTED BY		EMPLOYEE NO.		
J Doe			09876					

Attachment 10

IMPOUNDMENT OFFICIAL (IO) CHECKLIST

Table A10.1. Impoundment Official Checklist

<p>The following checklist is not all-inclusive; it is to be used as a guide to aid in the impoundment process. If deployed, the deployed commander, Maintenance Operations Officer/MX SUPT, or designated individual will notify home station of any impoundments involving aircraft maintained by 96 MXG personnel. This notification will be reported to the 96 MOC for dissemination to applicable squadron supervision, QA, and QC. The deployed commander will coordinate with the 96 MXG/CC or designated alternate at home station and, upon verbal approval, will assume Impoundment Release Authority (IRA) responsibilities for that impoundment. This individual will assume the role of IO and complete the procedures contained in this instruction</p>
QA will:
_____ Request an IO and Team Chief from the appropriate work center/AMU/squadron and validate IO qualifications in MIS.
_____ Fill in the applicable information on the Impoundment Information Sheet (Attachment 7).
_____ Ensure the following entries are entered on the impoundment AFTO Form
781A (see Attachment 9) or applicable equipment forms:
1. Red-X: "Aircraft/Equipment impounded for:"
- Red-dash: "Aircraft/Equipment requires release for maintenance by impoundment official."
- Red-dash: "Aircraft/Equipment forms require review by QA/QC prior to impoundment Release."
- NOTE: The Impoundment Information Sheet (Attachment 7) and the impoundment AFTO Form 781A (Attachment 9) will be bordered in RED and placed in front of all existing AFTO Form 781As. Additionally, when associated equipment is involved, the same entries will be made on the applicable equipment forms. In the case of engine impoundment, enter write ups into the engine work package.
_____ Attach the following WCEs in MIS to the original discrepancy:
- Red-X: "Aircraft/Equipment impounded for:" (Assign this WCE to QA/QC)
- Red-dash: "Aircraft/Equipment requires release for maintenance by impoundment official." (Assign this WCE to the same shop as the IO is assigned.)
- Red-dash: "Aircraft/Equipment forms require review by QA/QC prior to

impoundment release.” (Assign this WCE to QA/QC)
- NOTE: All WCE’s for the impoundment should reflect a support general WUC.
The IO will:
____ Establish entry control point, if required. (See Attachment 8)
____ Mark aircraft/equipment with ropes, cones, or placards indicating impoundment condition.
____ Obtain and secure aircraft/equipment records.
____ Initially limit maintenance actions to make aircraft/equipment safe.
____ Restrict and control, removal and cannibalization of parts.
- Note: The IO will ensure all components related to the impound that are removed will have an AFTO Form 350 filled out with the words “Impoundment from A/C or S/N _____”, as applicable. The original discrepancy and any other information discovered during the troubleshooting procedures will also be annotated on the AFTO Form 350.
____ Verify Deficiency Reports/exhibits are submitted as required.
____ Assign a team chief to determine the cause of the problem that led to the impoundment.
____ Review the aircraft/equipment records after discrepancy has been corrected.
____ Ensure all history in regards to maintenance troubleshooting is reviewed prior to clear impoundment
____ Deliver records to QA for review.
____ Accompany QA to IRA for impoundment release.
____ Entry Control Point log will be reviewed daily and initialed by IO.
Impoundment Clearing Procedures:
Note: If the cause of a reported malfunction cannot be determined or a corrective action cannot be confirmed, the IRA will either clear the impoundment or direct that further actions be accomplished.
The IO will:
____ Ensure the team subject matter expert signs off the original discrepancy (if corrected) and all applicable forms documentation and MIS are reviewed, complete and accurate.
____ Ensure Impoundment Information Sheet (Attachment 7) and Impoundment Investigation/Troubleshooting Procedures Continuation Form (Attachment 11), if applicable, are filled out accurately (i.e. actions, impacts, timeline).
____ Enter "Investigation complete, all corrective actions have been reviewed, aircraft/equipment released" in the corrective action block of the red X entry on the impoundment AFTO form 781A (Attachment 9) and reference the original

discrepancy.
___ Sign the “corrected by” block for the red X entry on the impoundment AFTO Form 781A (Attachment 10)
___ Sign block 17B of the AFMC Form 310 (if impounded for a lost tool/item).
QA/QC will:
___ Review the forms and MIS to ensure all documentation is complete.
___ Perform a final search and sign block 17A of the AFMC Form 310 (if impounded for a lost tool/item).
___ Sign the Impoundment Information Sheet (Attachment 19) in the “QA/QC Records/Impoundment Review” block.
___ Sign the “inspected by” block for “Forms require review by QA/QC prior to impoundment release” discrepancy on the impoundment AFTO Form 781A (Attachment 10).
The Maintenance Operations Officer/MX SUPT will:
___ Sign block 17C of the AFMC Form 310 (if impounded for a lost tool/item).
The IRA will:
___ Review all information on the Impoundment Information Sheet (Attachment 7), Impoundment Investigation/Troubleshooting Procedures Continuation Form (Attachment 11), if applicable, impoundment AFTO form 781A (Attachment 9) and all applicable maintenance/inspection entries in the AFTO form 781As.
___ Sign block 18 of the AFMC Form 310 (if impounded for a lost tool/item).
___ Sign the Impoundment Information Sheet (Attachment 7) in the “Impoundment Release Authority” block
___ Clear the impoundment by signing the “inspected by” block and initialing over the red X on the impoundment AFTO Form 781A (Attachment 9).
Final clearing procedures
___ The IO will notify the 96 MOC once impoundment is cleared.
___ QA will ensure that both the Impoundment discrepancy and forms review are correctly cleared from MIS for MXG/CC or designated representative.
Impoundment Transfers:
The IO will:
___ Ensure the Impoundment Information Sheet (Attachment 7) and Impoundment Investigation/Troubleshooting Procedures Continuation Form (Attachment 11), if applicable, are complete prior to transferring the impoundment to equipment/components removed from the aircraft for repair.
___ Eagnter “Impoundment transferred to: SN, item turned in for troubleshooting.” in the

<p>“corrective action” block of the Red X entry on the impoundment AFTO Form 781A (Attachment 10) and reference the original discrepancy.</p>
<p>____ Sign the “corrected by” block for the Red X entry on the impoundment AFTO Form 781A (Attachment 10).</p>
<p>____ Hand carry all documentation to QA/QC for review prior to transfer.</p>
<p>QA or QC will:</p>
<p>____ Review the Impoundment Information Sheet (Attachment 7), Impoundment Investigation/Troubleshooting Procedures Continuation Form (Attachment 11), if applicable, impoundment AFTO Form 781A (Attachment 9) and additional AFTO Form 781As to ensure that all investigation and troubleshooting documentation is complete.</p>
<p>____ A new IO and Team Chief will be assigned and documented on page 2 of the Impoundment Information Sheet (Attachment 7).</p>
<p>____ Sign the Impoundment Information Sheet (Attachment 7) in the “QA/QC Records/Impoundment Review” block.</p>
<p>____ Sign the “inspected by” block for “Forms require review prior to impoundment release” discrepancy on the impoundment AFTO Form 781A (Attachment 9).</p>
<p>The IRA will:</p>
<p>____ Review all information on the Impoundment Information Sheet (Attachment 7), Impoundment Investigation/Troubleshooting Procedures Continuation Form (Attachment 11), if applicable, impoundment AFTO Form 781A (Attachment 9) and all applicable maintenance/inspection entries in the AFTO form 781As.</p>
<p>____ Sign the Impoundment Information Sheet (Attachment 7) in the “Impoundment Release Authority” block.</p>
<p>____ Clear the aircraft impoundment and transfer it to the affected equipment by signing the “inspected by” block and initialing over the red X on the impoundment AFTO Form 781A (Attachment 9).</p>
<p>____ The Impoundment Information Sheet (Attachment 7) and Impoundment Investigation/Troubleshooting Procedures Continuation Form (Attachment 11), if applicable, will then accompany the equipment to the respective shop.</p>
<p>____ QA or QC will ensure that MIS is updated or transferred, as required, for all equipment tracked in the MIS system.</p>

Attachment 12

HANGAR DOOR OPERATIONS

Table A12.1. Hangar Door Operations

NOTE: In the event of an emergency, the nature of the emergency will dictate what actions can or cannot be taken. Always consider the personal safety of all involved.

A13.1. Electrically-Operated Doors. All electrically-operated doors will be opened or closed by qualified personnel who have been trained on door operation by their respective Hangar/Facility Manager or designated representative. These individuals will be identified in IMDS.

A13.2. Manually-Operated Doors. All manually-operated doors will be opened or closed by qualified personnel who have been trained on door operation by their respective Hangar/Facility Manager or designated representative. These individuals will be identified in IMDS. All personnel doors will be closed prior to attempting to open or close hangar doors.

A13.3. Electrically-Operated Hoist. Electrically operated hoist will only be operated by qualified personnel. These individuals will be trained and certified on hoist operation by their respective Hangar/Facility Manager or designated representative. Qualified individuals will be identified in the IMDS. Hoist instructions near the controls will be reviewed prior to operation.

A13.4. Hangar 110. Three individuals are required to operate hangar 110 doors: one qualified to operate the door controls; the second individual will be positioned as a relay in clear view of the door operator and the third individual. The third individual will be in front of the hangar and clearly visible to the second individual to ensure the area marked by yellow diagonal stripes is clear of any equipment and/or personnel. The third individual will be far enough out on the ramp to clearly observe the front of the hangar. Hangar 110 doors have two positions—fully opened or fully closed. These doors will not be stopped in any other position as damage to the doors could result. **WARNING: Prior to opening a main door, ensure the applicable rollup door is fully opened (up position) with the chains secured or damage will result.**

A13.5. Hangar 130. All personnel entrance doors must be closed prior to operating door controls. Under normal conditions, powered hangar doors will be opened to a minimum of 10 feet. If emergencies arise and the hangar doors are inoperative, a warehouse tug may be used to open the doors. Instructions for the manual operation of the door will be posted at the door controls and must be followed or damage to the doors could result.

A13.6. Hangar 72 – Paint Barn. This hangar will be opened and closed by Paint Barn personnel or by Viking Super when Paint Barn personnel are not on duty.

A13.7. Hangar 138 – Fuel Shop. This hangar will be opened and closed by Fuel Shop personnel or by Viking Super when Fuel Shop personnel are not on duty.

A13.8. Hangar 113 – Hush House. This hangar will be opened and closed by Hush House personnel or by Viking Super when Hush House personnel are not on duty.

A13.9. Climatic Lab. The only personnel authorized to open and close these doors are the Climatic Lab electricians. After normal duty hours they can be contacted at 882-5412 or the Range Operations Control Center (ROCC) at 882-5800. The doors cannot be fully opened when winds exceed 30 knots as damage to the doors could result.

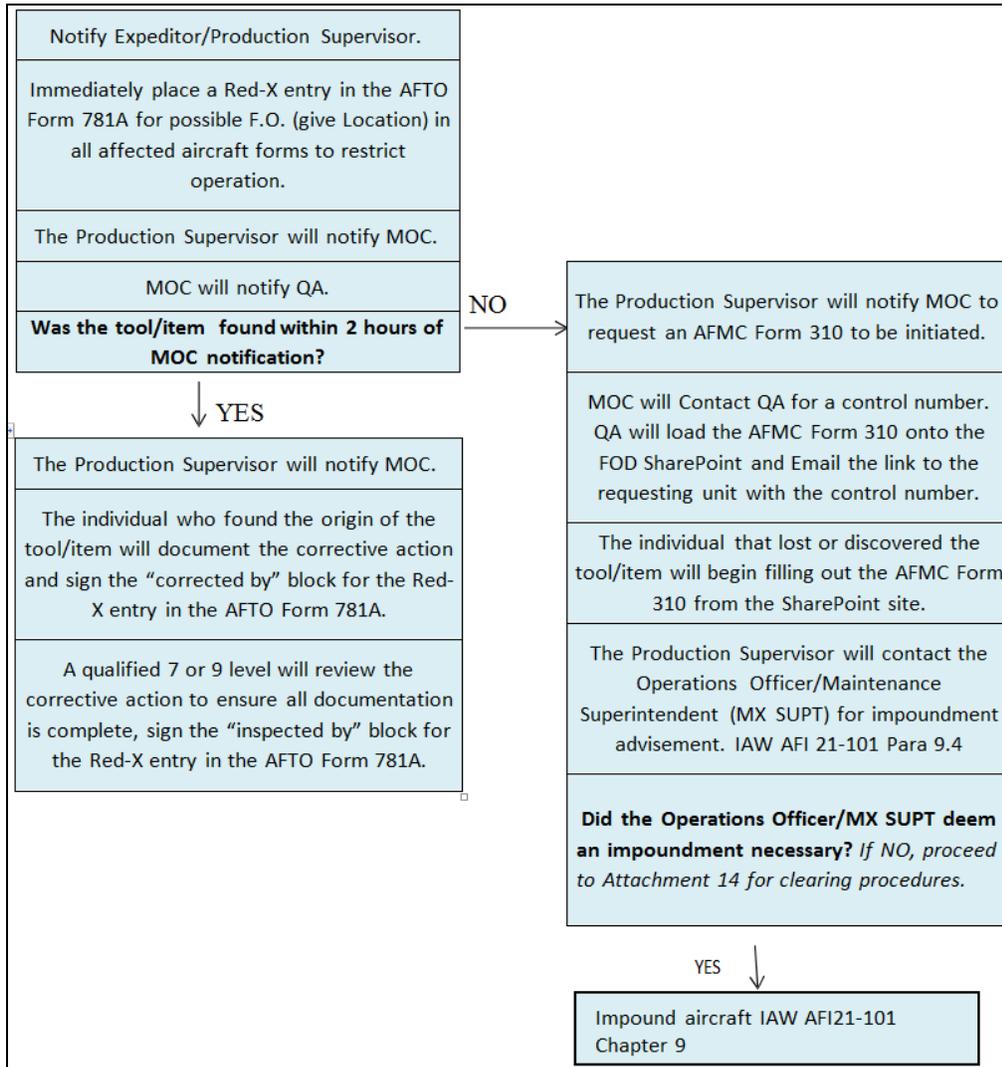
A13.10. Hangar 985. This hangar will be opened and closed by Hangar 985 personnel.

A13.11. Hangars 68, 71, 102, 103. Hangar doors will be repositioned manually. Vehicles or tugs will not be used under normal circumstances to open or close these doors. Ensure any locking rods are released prior to moving doors. Safety precautions will be exercised at all times to ensure personnel and equipment is clear of the doors being moved. When moving aircraft into or out of the hangar, a minimum clearance of 10 feet will be maintained between the aircraft wing tip and the hangar door. If this is not possible, the door must be fully opened.

Attachment 13

LOST TOOL/ITEM PROCEDURES AIRCRAFT INVOLVED

Table A13.1. Lost Tool/Item Procedures Aircraft Involved



Attachment 14

LOST TOOL/ITEM CLEARING PROCEDURES AIRCRAFT INVOLVED

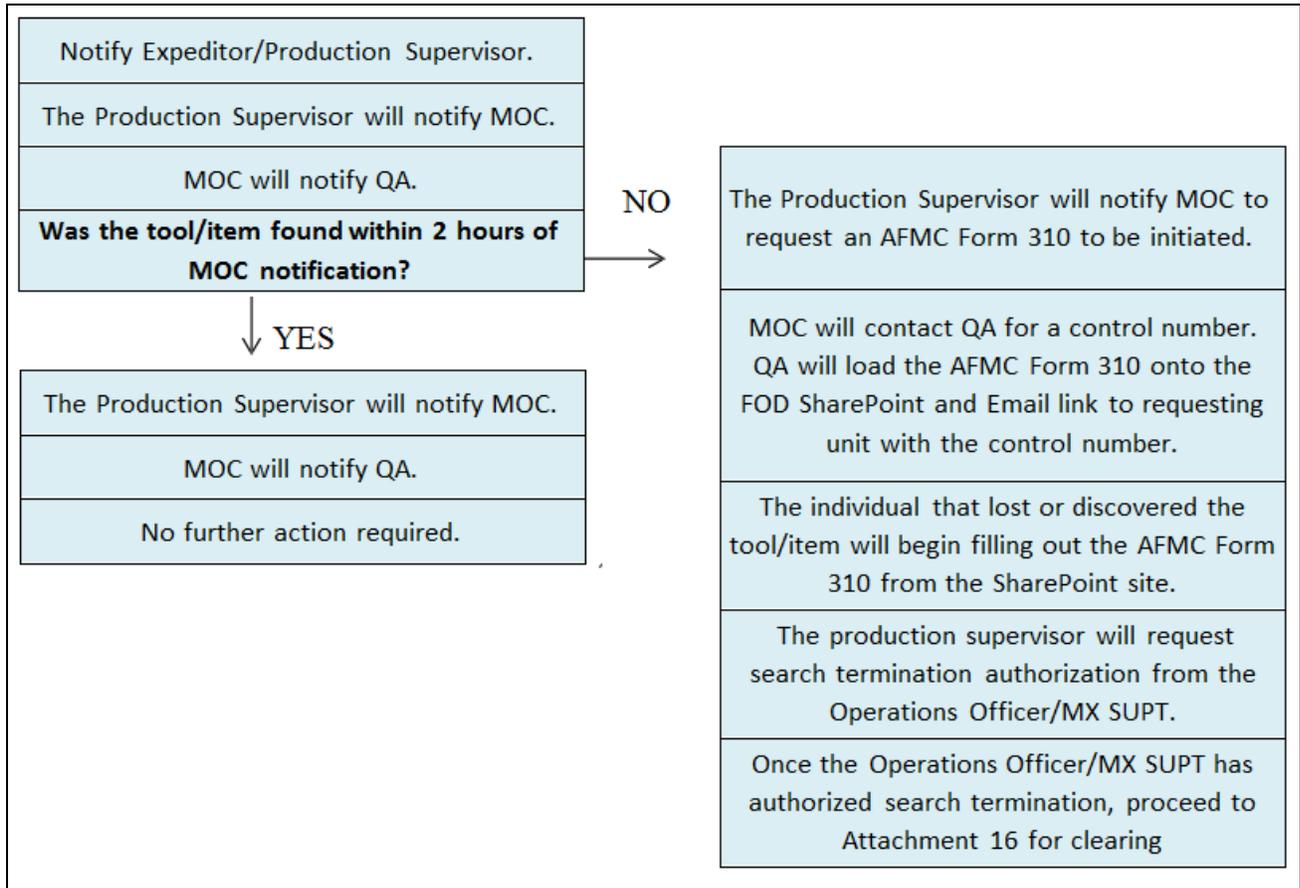
Table A14.1. Lost Tool/Item Clearing Procedures Aircraft Involved

<p>Item found, aircraft NOT impounded:</p>	<p>Item NOT found, aircraft NOT impounded:</p>
<p>↓</p>	<p>↓</p>
<p>The Production Supervisor will:</p>	<p>The Production Supervisor will contact QA to perform a final search/forms review.</p>
<p>Sign 17 B of AFMC Form 310.</p>	<p>QA will:</p>
<p>Annotate the following in the corrective action block for the original RED-X: "Extensive search completed, tool/item origin found."</p>	<p>Sign Block 17A as verification of their inspection.</p>
<p>Sign the "corrected by" block in the aircraft AFTO 781A's.</p>	<p>The Production Supervisor will:</p>
<p>The Operations Officer/MX SUPT will:</p>	<p>Sign Block 17B of the AFMC Form 310.</p>
<p>Review all search information.</p>	<p>Annotate the following in the corrective action block for the original RED-X: Extensive search completed, origin not found."</p>
<p>Sign block 18 of the AFMC Form 310.</p>	<p>The Operations Officer/MX SUPT will:</p>
<p>Sign the "inspected by" block of the AFTO 781A's and initial over the Red-X.</p>	<p>Sign block 17C of the AFMC Form 310</p>
<p>Forward the ORIGINAL 310 to the 96 TW FOD/DOP Monitor or QA.</p>	<p>The Production Supervisor/delegated representative will bring the affected aircraft forms and the AFMC Form 310 to QA for review prior to the 96 MXG/CC/CD.</p>
<p>Item found/Not found, aircraft impounded:</p>	<p>The 96 MXG/CC/CD will:</p>
<p>↓</p>	<p>Review all search information.</p>
<p>Proceed to impoundment clearing procedures contained in AFI21-101, Chapter 9.</p>	<p>Sign the "inspected by" block of the AFTO 781A's and initial over the Red-X.</p>
	<p>Sign block 18 of the AFMC Form 310.</p>
	<p>Forward the ORIGINAL 310 to the 96 TW FOD/DOP Monitor or QA.</p>

Attachment 15

LOST TOOL/ITEM PROCEDURES AIRCRAFT NOT INVOLVED

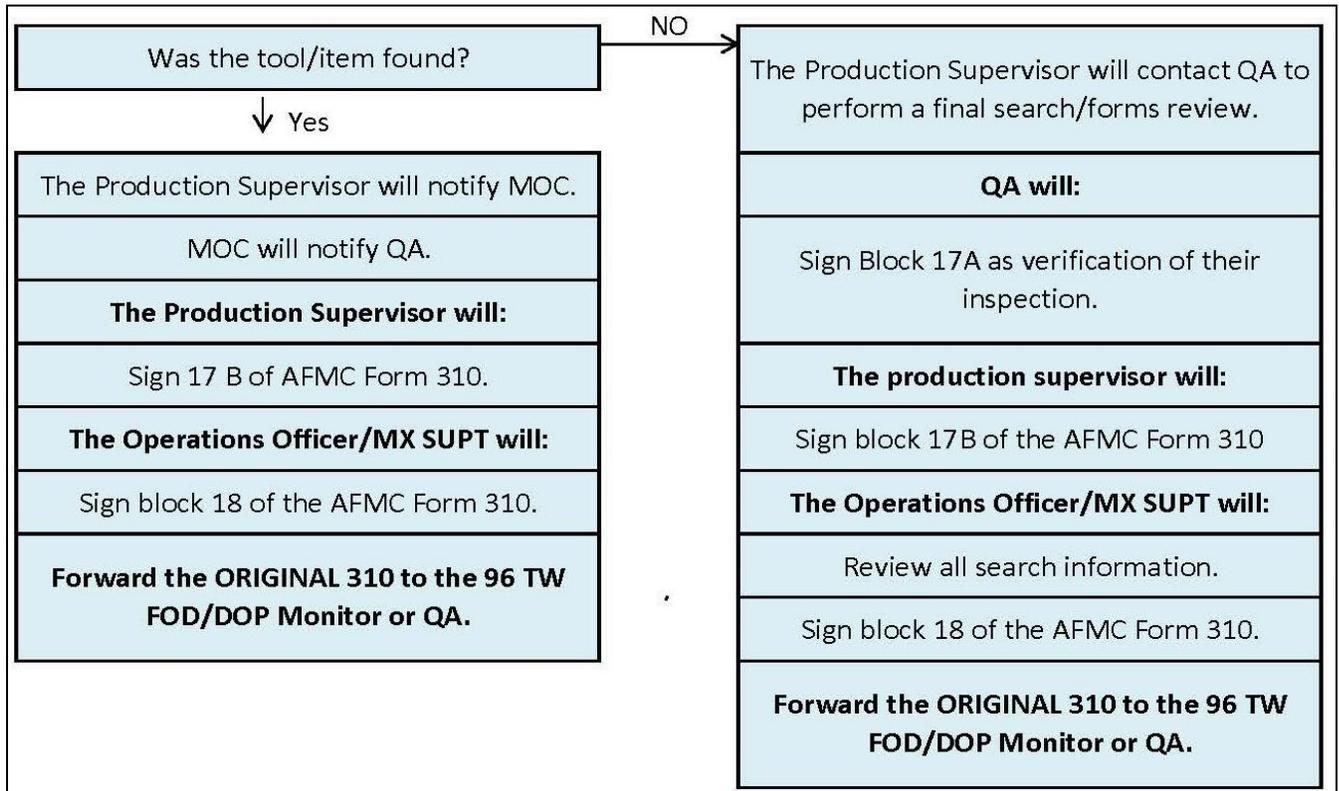
Table A15.1. Lost Tool/Item Procedures Aircraft Not Involved



Attachment 16

LOST TOOL/ITEM CLEARING PROCEDURES AIRCRAFT NOT INVOLVED

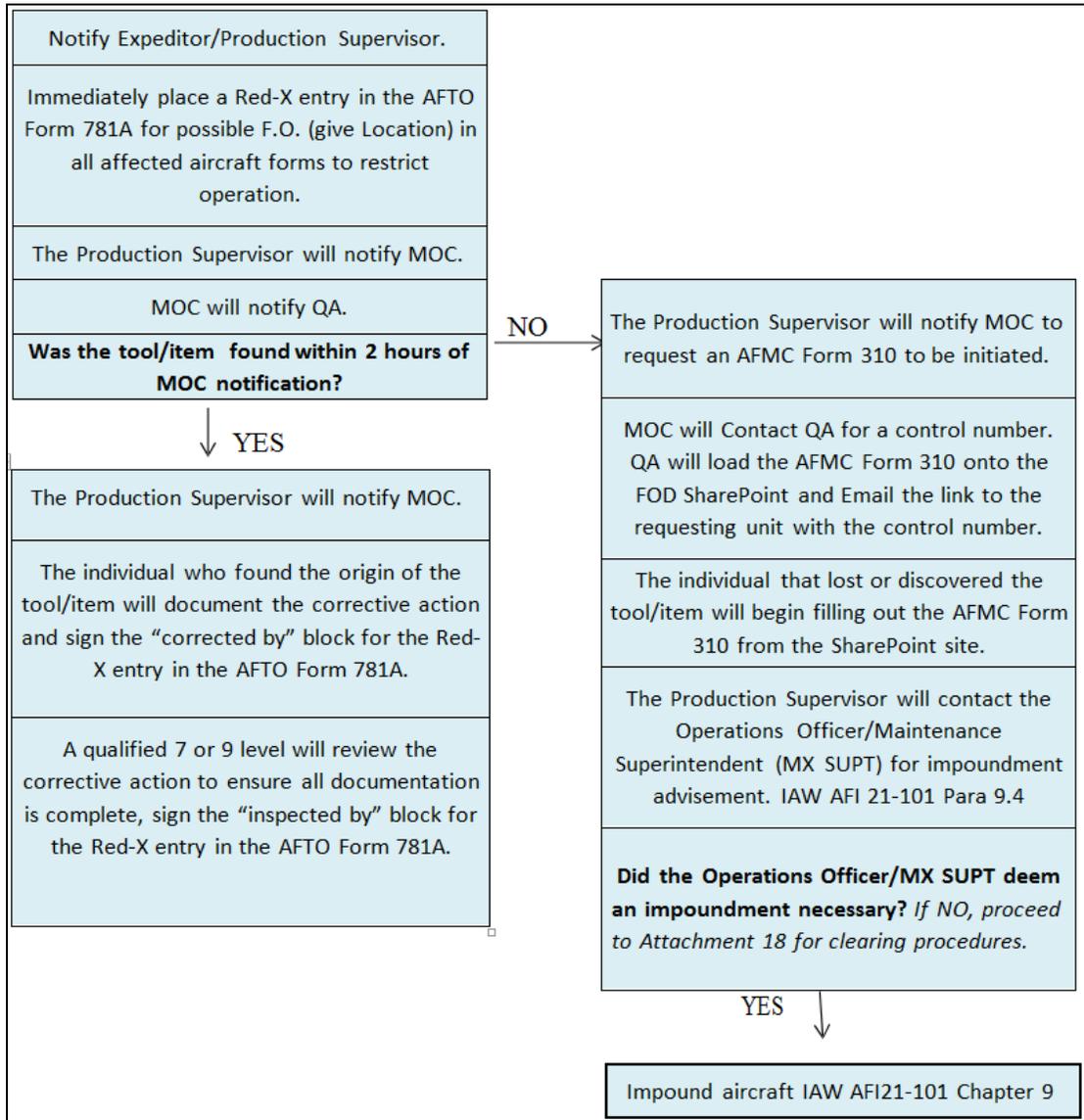
Table A16.1. Lost Tool/Item Clearing Procedures Aircraft



Attachment 17

DISCOVERED TOOL/ITEM AIRCRAFT INVOLVED PROCEDURES

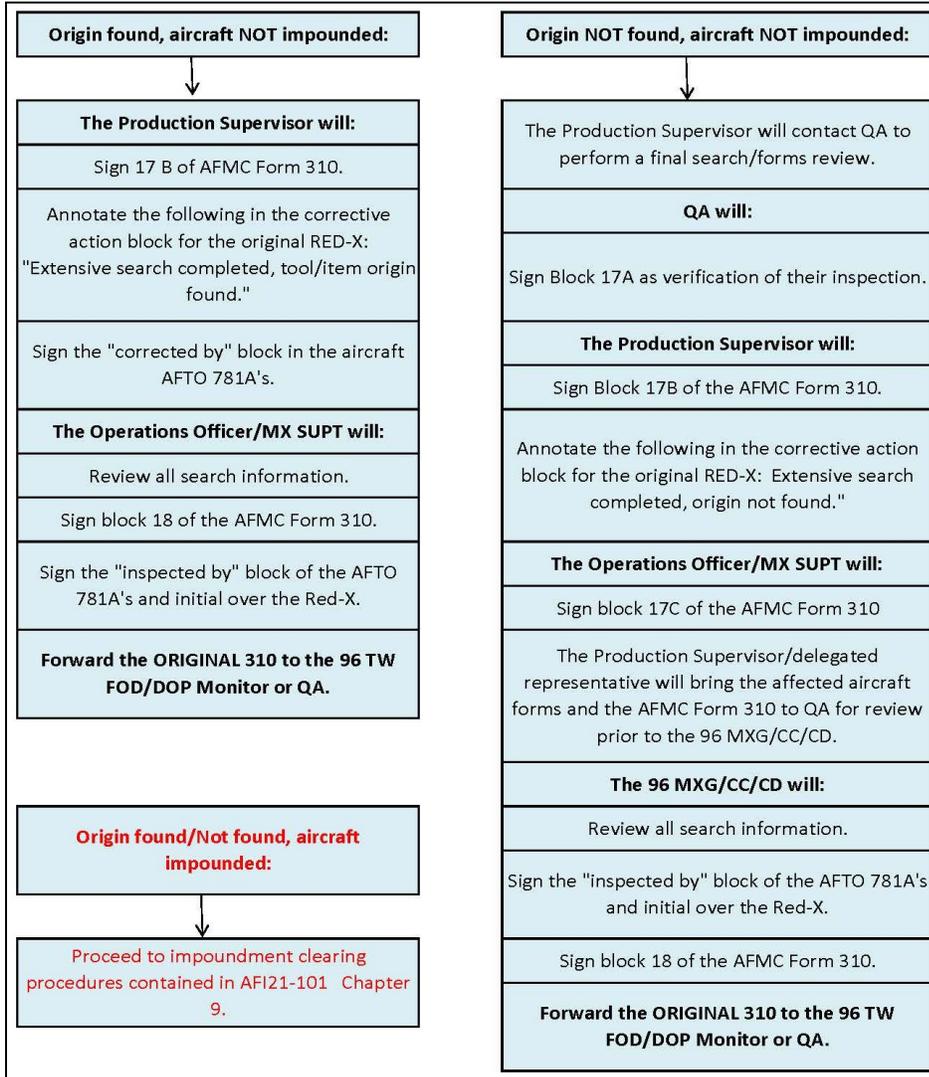
Table A17.1. Discovered Tool/Item Aircraft Involved Procedures



Attachment 18

DISCOVERED TOOL/ITEM, CLEARING PROCEDURES AIRCRAFT INVOLVED

Table A18.1. Discovered Tool/Item Clearing Procedures Aircraft Involved



Attachment 19

INTAKE RIVET REPLACEMENT/INTAKE MAINTENANCE CHECKLIST

Table A19.1. Intake Maintenance Checklist

DATE: _____ ACFT SER# _____ Eng Ser# _____	
Reason for Intake Maintenance: _____	
ACTION	INITIALS
PART I: In-Shop	
1. Inventory: (PRIOR TO LEAVING SHOP)	
a. CTK	
b. All repair materials required for repair	
c. All required hardware	
PART II: At the Aircraft	
2. Inspect AFTO Form 781 for appropriate entries	
a. Repair required and/or number of rivets to be replaced	
b. Installation of Engine Inlet Plug and Tape	
c. F.O. Inspection at conclusion of maintenance	
3. PRIOR to intake entry, remove ALL items from pockets—inspect boot soles for F.O.—Don bunny suit and booties.	
4. Install barrier paper immediately forward of the engine, tape all vari-ramp skin splices and annotate AFTO Form 781A with a Red X symbol.	
5. Remove defective fasteners and/or damaged material as required.	
6. For rivet installation: As each rivet is installed, the rivet stem will be removed from the installation gun and exchanged for a serviceable rivet.	
a. Can drilled rivet shanks and residue be removed? Yes No	
7. Ensure ALL rivet stems, heads, anvils, washers, and shanks in accessible areas are accounted for and placed in a bag labeled with the aircraft tail number, engine number, and date of maintenance.	
8. Post Maintenance:	
a. Thoroughly clean and vacuum inlet to ensure no residue remains	
b. Perform and document a complete F.O. inspection (accomplished by a Red X qualified technician)	

c. Remove engine inlet plug and tape d. Inventory CTK and account for all repair residue and materials	
9. Residue: a. Number of rivets removed: _____ b. Number/size of defective rivets: _____ c. Number/size of drilled shanks that fell into sealed area: _____	
10. Date/Time of job completion: _____	
11. Verified by Quality Control office.	
Signature of technician performing maintenance: _____	
Signature of Red X qualified technician: _____	

Attachment 20

BLADE BLEND WORKSHEET

Table A20.1. Blade Blend Worksheet

BLADE BLEND WORKSHEET					
Aircraft S/N	Engine Position	Engine S/N	Module S/N	# of Blades Blended:	
Notify the 96th Test Wing FOD monitor (QA office, 882-2646) anytime FOD is identified, other than minor sand nicks or scratches.		Time	Date	Print Name / Employee #	
Create a JCN in IMDS against the engine, include engine S/N, stage, # of blades blended, depth of damage before blending, depth after blending, area of blade, and employee # of the person who performed the maintenance actions. IMPORTANT: After entering the corrective action, select Create Maintenance Snapshot Suspense This creates a suspense for EMB to update the historical record in CEMS. ENGINE - JCN		Time	Date	Print Name / Employee #	
Create a JCN in IMDS against the applicable aircraft to document the remaining maintenance actions performed. These actions may include, but are not limited to panels/doors, borescope inspections, borescope plugs, etc. AIRCRAFT JCN		Time	Date	Print Name / Employee #	
For uninstalled engines/modules: file a copy in the engine/module work package.					
<i>If blades are not numbered, number them counterclockwise while viewing the engine FWD to AFT.</i>					
Stage #	Blade #	Depth of Damage Before Blending	Depth After Blending	Area / Location of Damage	Employee # of the Person Who Blended

Attachment 21

FOD CONTINUITY BOOK GUIDANCE

A21.1. In order to enhance the 96 TW FOD/DOP Programs, FOD/DOP representatives will be appointed. Each representative will establish and maintain a FOD/DOP continuity book or electronic version on the 96 MXG QA SharePoint.

A21.2. FOD and DO Awareness and Prevention Program continuity books will contain the following as a minimum:

Table A21.1. FOD Continuity Book Guidance

Table of Contents
TAB A: Guidance letter.
TAB B: Letter of appointment for FOD/DOP representative.
TAB C: Policy letters.
TAB D: Applicable instructions (for reference only).
TAB E: FOD focal point weekly checklist (from Attachment 23).
TAB F: FOD and DOP incidents, cross tells, FOD flashes, etc.
TAB G: Quarterly briefing log.
TAB H: Quarterly FOD/DOP Awareness and Prevention Committee minutes (Maintain Last 2 Quarters).
TAB I: Monthly FOD working group minutes (Maintain for One Quarter).
TAB J: FOD Stopper Nomination sample letter.
NOTE: Additional items may be added to continuity books if required. Additional items will start with TAB K and run in succession thereafter.

A21.3. The 96 TW FOD/DOP Monitors will inspect these books annually.

Table A21.2. As a minimum, the following units will maintain FOD/DOP continuity books:

96 MXG/MXQ	96 MXS/MXMD	96 SK/SKA
96 MXG/MXWL	96 MXS/MXMW	96 OSS/OSOA
96 AMXS/MXAR	96 MXS/MXMG	53 EWG/QA
96 AMXS/MXAB	96 MXS/MXMK	96 LRS/LGRF
96 MXS/MXM	96 TS/OGEX	896 TSS/CL

Attachment 22

FOD FOCAL POINT WEEKLY CHECKLIST

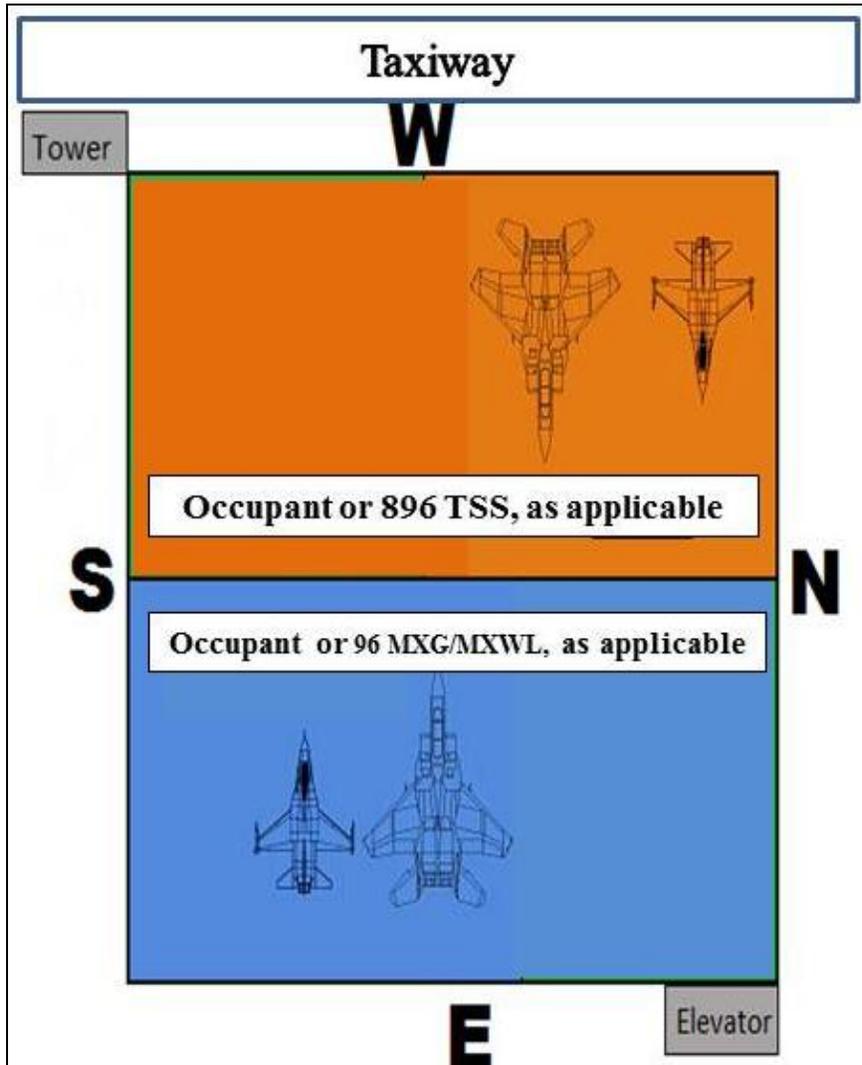
Table A22.1. FOD Focal Point Weekly Checklist

<p>The following checklist is a tool to assist unit FOD representatives administer the FOD program in their respective areas. It provides minimum guidance/procedures to ensure an effective program. This checklist should be utilized with weekly FOD program spot checks.</p>		
HAVE YOU:	YES	NO
1. Inspected maintenance production areas for housekeeping and FOD?		
2. Inspected maintenance production areas for approved FOD containers readily accessible to workers? Are they marked correctly?		
3. Inspected hangar door tracks, grounding/mooring points and flight line accessible roads in your area of responsibility for FOD?		
4. Inspected FOD Program bulletin boards?		
5. Current FOD Poster is posted in a highly visible area?		
6. Ensured vehicles have properly marked FOD containers?		
7. Ensured vehicles have FOD removal tool (FOD Pick)?		
8. Briefed personnel on recent FOD finding and trends?		
9. Documented Weekly FOD Check Log on AF IMT 3132?		
Date Accomplished: _____ Inspectors Initials: _____ Findings: _____ _____ _____ _____ _____ _____		

Attachment 23

HANGAR 130 AREAS OF RESPONSIBILITY

Figure A23.1. Hangar 130 Areas of Responsibility



Attachment 24

SAMPLE LOCALLY MANUFACTURED/DEVELOPED TOOL/EQUIPMENT REQUEST

Table A24.1. Locally Manufactured/Developed Tool/Equipment Request

LMT/LME and LMDT/LMDE Approval Worksheet		
1. Requester		
Name/Rank:	Org/Work Center/Phone:	
Requested Item Name/Quantity:		
PMEL requirement: YES/NO	Load bearing: YES/NO	
Description: Use of item/operating instructions to include Cautions, Warnings, Notes, inspection criteria, and calibration data if applicable. Pictures/sketches/drawings must be included as well.		
2. Unit Supply Section/TW MSL/Fabrication Section		
Serial/Tail #	Mission Essential	YES/NO
NSN and Part Number:		
Document Number:		
Is item procurable and/or available to meet mission requirements?		YES/NO
Can items be fabricated locally? YES/NO	Are all required bits/pieces on hand?	YES/NO
Are blueprints/drawings required? YES/NO*	Is a sample required?	YES/NO*
*If yes, requester must provide blueprints/drawings/sample, tech data, and DD Form 1348-6		
Material/bits and pieces to be ordered:*		
*Fabrication Section will order all bits/pieces against end item document number as a mark for		
NSN or PN	Nomenclature	U/I and Quantity
Supply Signature:		Fabrication Signature:
3. Production Control (Non aircraft or serially numbered items)		
Event ID:	Estimated man hours:	
Total Cost:		
Production Control Signature:		
4. Coordination/Authorization (Print/Sign/Date)		
Support Section Chief:	Flight Chief:	
MOO/Superintendent:	Wing Weapons Manager (if applicable):	
96 MXG/QA (TG/QA if Holloman):	96 MXG/CC (TG/CC if Holloman):	

Attachment 25

HANGAR ENTRY CHECKLIST

Table A25.1. Hangar Entry Checklist

ACFT SN: _____	Hangar #:
The tow team supervisor will insure the following items are complied with:	
____1. Check AFTO Form 781A, (Maintenance Discrepancy and Work Document), aircraft forms to insure aircraft has been de-armed, physically check that aircraft has been de-armed.	
____2. Ensure gun is configured cold/safe as required. Ammo removed.	
____3. Landing gear pins installed.	
____4. External stores ground safety pins installed.	
____5. All ejections seat pins, seat pitot covers, and seat cover(s) installed.	
____6. Arresting hook pin installed.	
____7. Canopy strut installed.	
____8. Ground wire properly connected.	
____9. Engine intake covers installed.	

___ 10. Ensure all -21 Equipment is installed on the Aircraft as required.

___ 11. Place drip pans under Aircraft.

___ 12. Ensure chocks are laced.

___ 13. Ensure Fire Extinguisher is available (Minimum: one 150 pound HALON per 2 Aircraft).

___ 14. Ensure Aircraft prep by Specialist Expediter.

___ 15. Ensure Aircraft prep by Weapons Expediter.

___ 16. Ensure covers are placed on sharp edges/corners for extended maintenance as determined by on-duty Pro Super.

TOW TEAM SUPERVISOR:

SIGNATURE :

EMPLOYEE # _____

ENTRY DATE :

TIME :

Attachment 26

MICAP VERIFICATION PROCEDURES

Table A26.1. MICAP Verification Procedures

MICAP Verification Procedures					
ALL PURPOSE CHECKLIST 1 PAGES				PAGE 1 OF	
OPR: 96 MXG					
1.	96 MXG	Work Center Stock	YES	NO	N/A
		a. Next Higher Assembly			
		b. Substitute Stock Number			
		c. Part Number Cross Reference			
		d. FOM			
		e. TNB			
		f. Bench Stock			
		g. TCG/TCTO			
		h. SPRAM Details			
		i. Local Manufacturer (SMR Code)			
		j. CANN Possibility			
		k. On-Site Local Contractors (Boeing and/or Lockheed)			
		l. Serviceable Asset Awaiting TIN			
		m. AWP Bits and Pieces			
		n. Shop Stock / Work Order Residue			
		o. Existing Due-Outs w/Ship Status (BA)			
		p. Supply Points			
		q. AFREP			
		r. Other Applicable MXG Back Shops			

2.	BASE LEVEL	Logistics Readiness Squadron (LRS)	
		a. LRS Receiving Line b. Repair Cycle DIFM Processing Line c. WRM Assets d. MRSP Kits e. Other Applicable SPRAM Accounts	
3.	LOCAL AREA	Other Maintenance Crosstell (Only If Applicable)	
		a. Hurlburt Field b. Tyndall Air Force Base	

Attachment 27

AIRCRAFT ARMAMENT EQUIPMENT INVENTORY FOR AIRCRAFT TRANSFER

Table A27.1. Aircraft Armament Equipment Inventory for Aircraft Transfer

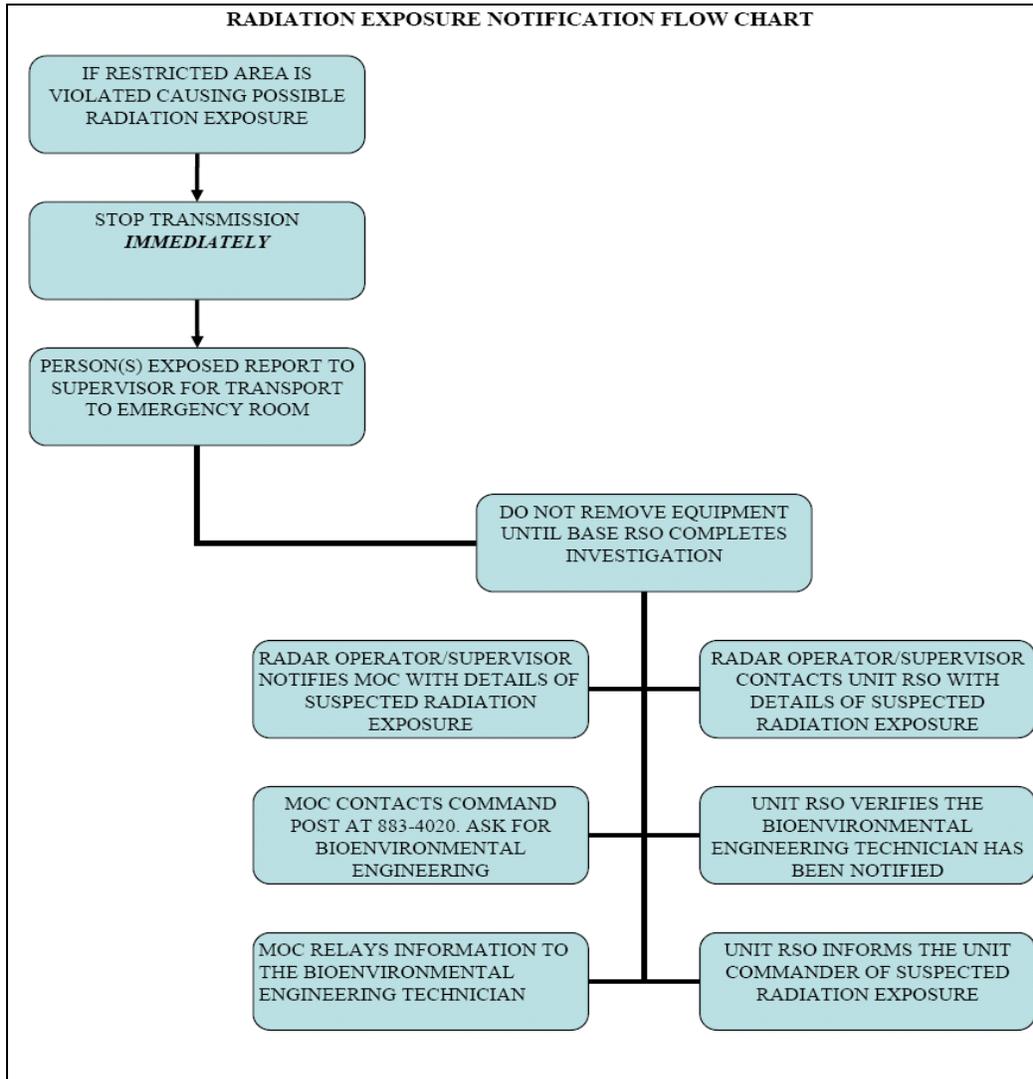
Verify all installed Serial Numbers of equipment on aircraft. A copy will be sent to the Armament Section and Plans and Scheduling. It will be maintained on file until aircraft returns.					
Sta 1	Pylon/Lchr_____	B Rack/Lchr_____	Sta 6	Pylon/Lchr_____	B Rack/Lchr_____
Sta 2	Pylon/adpt_____	B Rack/Lchr_____	Sta 7	Pylon/Lchr_____	B Rack/Lchr_____
Sta 2a	Adpt_____	Lchr_____	Sta 8	Pylon/adpt_____	B Rack/Lchr_____
Sta 2b	Adpt_____	Lchr_____	Sta 8a	Adpt_____	Lchr_____
Sta 3	Pylon/Lchr_____	B Rack_____	Sta 8b	Adpt_____	Lchr_____
Sta 4	Pylon/Lchr_____	B Rack_____	Sta 9	Pylon/lchr_____	B Rack_____
Sta 5	Pylon_____	B Rack_____	Sta 10	Pylon_____	B Rack_____
			Sta 11	Pylon	B Rack_____
Left CFT		S/N_____	Right CFT		S/N_____
LC1_____		LC4_____	RC1_____		RC4_____
LC2_____		LC5_____	RC2_____		RC5_____
LC3_____		LC6_____	RC3_____		RC6_____
Gun system					
Gun S/N_____					
Drum S/N_____					
2. Verify all NWRM is removed					

Performed by:	Print _____	Signature_____	Employee # _____
Verified by:	Print _____	Signature_____	Employee # _____

Attachment 28

RADIATION EXPOSURE NOTIFICATION FLOW CHART

Table A28.1. Radiation Exposure Notification Flow Chart



Attachment 29

96 MXG WORK CENTER TOOL IDENTIFICATION CODES

Table A29.1. 96 MXG Work Center Tool Identification Codes

CTK Identifier	
EGBA, J, K, R, W	Blue Aircraft Maintenance Unit (Blue AMU)
EGRE, K, T, W	Red Aircraft Maintenance Unit (Red AMU)
EGLS	Life Support
EGMS	Multistage Improvement Program (MSIP)
EGOA	C-130A Airborne Seeker-Evaluation Test System (ASETS)
EGOR	End of Runway
EGPH	Phase Section
EGRHU	Helicopters
EGSH	Carpenter Shop
EG11	782 TS/RNWI (SATIRS)
EGAB	Airborne Instrumentation Simulation
EGAF	896 TSS Mod Installation Flight
EGAS	Applied Systems Engineering
EGCA	CACI Technology Services
EGDB	F-15 Equipment Maintenance
EGEB	896 TSS Preflight
EGEL	896 TSS Mod Installation Flight
EGEN	Entron
EGEOD	Explosive Ordnance Disposal (EOD)
EGJT	A J Communications Test Mod
EGLM	Lockheed-Martin Corporation
EGMT	Advanced Medium Range Air to Air Missile (AMRAAM) Test
EGPM	Mass Properties (990)
EGPR	Preflight Integration of Munitions & Electronic Sys (JPRIMES)
EGRY	Raytheon
EGSC	Semcor

EGSE	Sentel Corporation
EGSV	Sverdrup Corporation
EGTE	Teas
EGTX	Textron
EGVT	Volt
EG85	85th Life Support
EGAC	Aircraft Repair
EGAG	AGE
EGAI	F-15 Avionics Intermediate Section (AIS)
EGAR	Armament Shop
EGAT	F-16 AIS
EGBP	Conventional Munitions Maintenance
EGCC	Corrosion Control
EGCM1	MXG Contract Management Office (CMO)
EGDC1	96 MXS PAE QA
EGEE	Electro/Environmental
EGEG	Egress
EGES	Engine Shop
EGFS	Fuel System
EGFX	Patterns Plastics
EGHH	Hush House
EGJE	Jet Engine Test Cell
EGLA	896 TSS Engineering Lab
EGMA	Conventional Munitions Maintenance
EGMH	Machine Shop
EGMI	Munitions Inspection
EGND	Nondestructive Inspection Section (NDI)
EGPL	PMEL
EGPS	Parachute Shop
EGPU	Pneudraulics
EGRS	Missile Maintenance
EGSM	Sheet Metal Shop

EGTA	Transient Alert
EGTB	Munitions (999)
EGTP	Tank Parts
EGTS	Tire Shop
EGWD	Munitions Delivery
EGWH	Munitions Storage
EGWS	Welding Shop
EGLB	Weapons Standardization
EGMU3	Air Force Repair Enhancement Program (AFREP)
EGQA	QA, W & B
EGT2	96 Test Squadron

Attachment 30

96 TG WORK CENTER TOOL IDENTIFICATION CODES

Table A30.1. 96 TG Work Center Tool Identification Codes

WWID	Unit/ Shop
HSFT	586 FTS
HSG1	746 TS/TGGA
HSG2	746 TS/TGGIT (South end labs)
HSG3	746 TS/TGGIT (TDC)
HSG4	746 TS/TGGIT (environmental lab)
HSG5	746 TS/TGGTG (satellite reference system)
HSG6	746 TS – Other
HST1	896 TS/TGTOHS
HST2	896 TS/TGTOHM
HST3	896 TS/TGTOHW
HST4	896 TS/TGTOT
HST5	896 TS/TGTOM
HST6	896 TS/TGTOR
HST7	896 TS—other
HSP1	746 TSS/LMCA
HSP2	746 TSS/XPI
HSP3	746 TSS—other
HSR1	781 TS—RAMS
HSR2	781 TS—RATSCAT