

Administrative Change to AFI 21-103_ACCSUP, Addendum_XX, Equipment Inventory, Status, and Utilization Reporting System/ MC-130P Minimum Essential Subsystems List (MESL)

OPR: HQ ACC/A4CR

Title is hereby changed to “Equipment Inventory, Status, and Utilization Reporting System/ MC-130P Minimum Essential Subsystems List (MESL)”

9 JUNE 2015

**BY ORDER OF THE COMMANDER
AIR COMBAT COMMAND**



AIR FORCE INSTRUCTION 21-103

**AIR COMBAT COMMAND
Supplement**

Addendum XX

8 APRIL 2015

Maintenance

**EQUIPMENT INVENTORY, STATUS, AND
UTILIZATION REPORTING SYSTEM/F-22A
MINIMUM ESSENTIAL SUBSYSTEM LIST
(MESL)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at www.e-Publishing.af.mil for downloading or ordering.

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(Col Charles D. Johnson)

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This MESL compliments AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*. It applies to all MC-130P Air National Guard (ANG) units and members. Maintain records created as a result of prescribed processes in accordance with (IAW) AFMAN 33-363, *Management of Records*, and dispose of them IAW the AF Records Disposition Schedule found at <https://afirms.amc.af.mil>. Contact supporting record managers as required for approval. Send recommended changes or comments on AF Form 847, *Recommendation for Change of Publication*, to HQ ACC/A4C, 130 Douglas St., Suite B-210, Langley AFB VA 23665-2791, and send information copies to the applicable OCR.

1. General. The MESL is the basis of status reporting IAW AFI 21-103. MESLs lay the ground work for reporting the status of aircraft availability. They list the minimum essential systems and subsystems that must work on an aircraft for it to perform specifically assigned unit wartime, training, test, or other missions. Mission Ready Available (MRA) is used in readiness Status of Resources and Training Systems reporting only and denotes Mission Capable aircraft capable of being configured for a contingency mission in accordance with Commander Air Combat Command (COMACC) OMNIBUS Plan.

1.1. Qualifying notes are used to define aircraft exceptions and help explain complex degraded mission systems such as suspension equipment.

1.2. Aircraft status for generation and deployment: The goal is to generate or deploy Fully Mission Capable (FMC) aircraft, recognizing status actually achieved may be less than FMC. A Not Mission Capable aircraft may be deployed provided it is safe for flight and can be configured and generated to MRA status at an employment site.

1.3. All ACC units will generate, or deploy and regenerate, using ACC MESLs. Major Command (MAJCOM) differences in MESLs are acknowledged. Upon actual deployment to another MAJCOM theater, the gaining MAJCOM has the responsibility to resource the differences in support/mission equipment.

2. Reading the MESL. A MESL is read by comparing the systems stated by work unit code (WUC) against the Full Systems List (FSL) and all applicable Basic Systems List (BSL) across the page. Each unit's Design Operational Capability (DOC) statement determines applicability of BSL columns. The air- craft MESLs incorporate all ACC assigned aircraft; therefore, it is important to compare only those col- umns listed in the MESL which are applicable to the unit's assigned aircraft. For example, units with CC (wartime) coded aircraft would determine and report status using only the FSL and BSL columns related to their DOC statement. Units with TF (training) coded aircraft would determine and report status using only the FSL and TNG columns, and units with CB (test) coded aircraft would determine and report status using only the FSL and TST columns. Units with multiple coded aircraft will ensure status is reported using the MESL columns appropriate to the individual aircraft assignment code.

Devices/Squibs										
Notes:										
1. Only when paratroop doors are required to be opened in flight.										
2. Low speed ground idle solenoid (22EBH), oil cooler door actuator (if fixed open) and oil cooler door indicator (22GF0) (if open) may be inoperative if overspeed failure is attributed to LSGI button solenoid failure, but overspeed operation is still functional on fuel control.										
3. Required for austere/remote locations.										
4. May be inoperative for flights in visual meteorological conditions (vmc) if no other electrical malfunction exists.										
5. Propeller synchrophaser may be inoperative.										
6. Required for flights in known icing conditions.										
7. Aircraft can fly with one inoperative AC generator if generator is removed and padded or disconnect if fired.										
8. Must be equipped with operable IR landing or IR taxi lights.										
9. Anti-collision/strobe lights must be operational. One landing/taxi light on the same side of the aircraft must be operational. Both wing tip lights and one beaver tail light must be operational for night missions.										
10. Only one light per wing and one light on the fuselage may be inoperative for night formation missions.										
11. Interior lighting must be adequate for the safe movement of personnel/equipment for night operations.										
12. External fuel tanks may be inoperative, tanks must be defueled and pogo'd (External tanks may be full provided one pump is operational or tank is defueled and pogo'd).										
13. One external tank boost pump may be inoperative in each External tank.										
14. Aircraft is flyable as long as PAX will not be carried. Required for flights in European airspace. TA/VSI function can be inoperative but VVI function must be operational.										
15. One main tank indicator may be inoperative. Two main tank indicators may be inoperative provided they are not symmetrical tanks or on the same wing. Both Auxiliary tank indicators may be inoperative provided quantity is verified. One or both external tank indicators may be inoperative provided both tanks are properly configured IAW AFI11-2HC-130V3. All four fuel flow gauges are required.										
16. One system/converter (for oxygen system) required to be operational.										
17. Two independent heading references required (i.e. 2 compasses, or 1 compass & INS, etc.).										
18. The CVR will be operational for all departures unless parts are not available on station to repair the unit.										
19. PA system not required. All primary crew positions for the mission are required.										
20. UHF manual control head must be operational.										
21. Mode IV not required for flights which originate in and will remain entirely inside the inner boundaries of all domestic & ADIZ surrounding the CONUS. Mode C is required for all flights.										
22. IDCU #4 may be inoperative. System may be degraded as long as it satisfies minimum operating equipment requirements.										
23. Dependent upon mission requirements.										
24. If equipped.										
25. Required for all flights in/around adverse weather conditions.										
26. Dependent upon threat environment. NMC when operating in a radar threat environment or 90 days prior to contingency deployment.										
27. Both Pilots' altimeters must be operational.										
28. DELETED										
29. Fire extinguisher squib/cartridge required. Guillotine cartridge required on operational reel. Required for any mission where pressurization is critical for mission completion, due to terrain and environmental considerations.										
30. Low oil quantity light may be inoperative provided all four quantity gauges are operating.										

JOHN B. COOPER, Maj Gen, USAF
Director of Logistics Attachment 1

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

AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 26 January 2012

AFMAN 33-363, *Management of Records*, 1 March 2008

Abbreviations and Acronyms

ACC—Air Combat Command

AFB—Air Force Base

AFRC—Air Force Reserve Command

ANG—Air National Guard

BSL—Basic System Lists

DOC—Design Operational Capability

FSL—Full System List

HQ—Headquarters

IAW—In Accordance With

MAJCOM—Major Command

MESLs—Minimum Essential Systems Lists

MRA—Mission Ready Available

NGB—National Guard Bureau

OCR—Office of Collateral Responsibility

TACAN—Tactical Airborne Navigation

WUC—Work Unit Code