

**BY ORDER OF THE COMMANDER
AIR FORCE SPECIAL OPERATIONS
COMMAND**

**AIR FORCE SPECIAL OPERATIONS
COMMAND INSTRUCTION 21-129**



30 APRIL 2015

**Certified Current On 29 May 2015
Maintenance**

**AFSOC CENTRALIZED REPAIR FACILITY
(CRF) OPERATIONS**

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RELEASABILITY: There are no releasability restrictions on this publication.

OPR: AFSOC/A4MO

Certified by: HQ AFSOC/A4M
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Supersedes: AFSOCI21-129,
19 August 2011

Pages: 44

This instruction implements policy guidance in Air Force Instruction (AFI) 21-101, *Aircraft and Equipment Maintenance Management*. It provides guidance regarding Centralized Repair Facilities (CRF) in Air Force Special Operations Command (AFSOC). This publication applies to AFSOC active duty units and Air Force Reserve Command (AFRC) special operations units supported by AFSOC Centralized Repair Facilities (CRFs). This instruction does not apply to Air National Guard (ANG). Specific agreements for ANG, AFRC, and Air Education and Training Command (AETC) aircraft will be documented in a command to command agreement. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1., for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. Non-tiered compliance items targeted for unit’s above the wing or equivalent, the waiver authority is HQ AFSOC A4/A4MO. This publication may be supplemented at any level, but all direct supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional’s chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force

Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). See Attachment 1 for a glossary of references and supporting information.

SUMMARY OF CHANGES

This rewrite reflects administrative changes, clarifies guidance, and procedures for dealing with AFSOC CRF Management. This document is substantially revised and must be completely reviewed. The supplement incorporates Command Engine Manager and Stock Record Account Number (SRAN) Engine Managers (SEM) requirements in Chapter 3.

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Chapter 1

AFSOC CENTRALIZED REPAIR FACILITY (CRF) MANAGEMENT PHILOSOPHY AND POLICY

1.1. Introduction. This instruction prescribes the basic AFSOC CRF requirements and responsibilities. AFSOC CRFs have been established to centralize Intermediate-Level Maintenance (ILM) for T56-15 engines and 54H60-117 propellers, AFSOC unique avionics Line Replaceable Units (LRUs), and C-130 Isochronal Inspections (ISO's)/Letter Checks (LC). AFSOC CRF senior managers continually evaluate potential candidates for centralized maintenance and will identify prospective candidates for inclusion in CRF operations. Additionally, they strive to increase throughput with standard work processes that improve supply chain velocity, including maintenance, repair and overhaul. The benefits of CRFs include: training like we fight, production smoothing and workload-leveling, efficiency through economies of scale, improved reliability-centered maintenance, and enhanced opportunities for on-the-job training.

1.2. Organization. AFSOC C-130 CRFs are currently established within the 1st Special Operations Maintenance Group (SOMXG) at Hurlburt Field, FL and the 27 SOMXG at Cannon AFB, NM. The 1st Special Operations Equipment Maintenance Squadron (SOEMS) is responsible for the C-130 ISO CRF and the 1st Special Operations Component Maintenance Squadron (SOCMS) is responsible for propulsion (T56-15 engine and 54H60-117 propeller) and Special Operations Forces (SOF) C-130 avionics CRF. The AFSOC CV-22 Avionics CRF is currently established at Cannon AFB and assigned to the 27th Special Operations Maintenance Squadron (SOMXS).

1.2.1. AFSOC CRF supported units are 1st Special Operations Wing (SOW), 27th SOW, 352d Special Operations Group (SOG), 353rd SOG, 58th SOW, and all deployed AFSOC units with C-130 and CV-22 aircraft assigned.

1.2.2. AFSOC Logistics Operations Cell (LOC) provides improved aircraft availability for AFSOC forces through operational support and oversight of command CRF operations. In this role, the LOC manages CRF processes by coordinating and prioritizing CRF input and output to AFSOC units based on command priorities. It is the single point contact for CRF stakeholders and outside agencies into CRF operations. In addition, the LOC identifies and coordinates corrective actions for shortages with regard to parts, personnel, and other resources for CRF operations.

1.3. Command Authority. Primary CRF oversight will be provided by AFSOC/A4 through the LOC, 1 SOMXG, and 27 SOMXG. However, a teaming concept is essential for effective CRF operations; therefore, all CRF supported unit leadership should communicate CRF support concerns or deficiencies to the LOC through the AFSOC CRF Sharepoint. CRF host units retain Command and Control (C2) over assigned forces and control production through normal unit C2 processes. Specific responsibilities are covered in Chapter 2 of this instruction.

1.4. CRF Sharepoint. Logistics and maintenance managers need accurate and timely information to make command and control decisions over CRF activities. Current data systems will be utilized to help manage and run the AFSOC CRF network. As future systems are brought on line, the new systems will be incorporated as appropriate. The CRF C2 network will leverage

current and standard Information Technology systems. For oversight purposes, the LOC will use a Sharepoint Team Site that combines status, schedules, metrics, feedback surveys, and other necessary C2 documentation to give all AFSOC CRF stakeholders an accurate sight picture of CRF commodities.

1.4.1. Access/Requirements: The CRF Sharepoint Site is open to approved users. The LOC will approve access to external users and to those required to post documents. The documents are accessed via the AFSOC Sharepoint Site at: <https://teams.afsoc.af.mil/sites/CRF/default.aspx>.

1.5. Cannibalization (CANN) of Assets.

1.5.1. Aircraft CANN actions. Supported units will retain CANN authority for all on-aircraft CANN activity while the aircraft is inducted into the ISO CRF.

1.5.2. Avionics LRU CANN actions.. There will be no CRF-repaired LRUs retained at supported locations as off-aircraft CANN assets unless approved by the LOC to meet exceptional mission critical circumstances.

1.5.3. Spare Engines CANN actions. Units are authorized to CANN from spare engines but must notify the LOC Engine Manager of CANN action within 24 hrs to determine best course of actions to return engine to serviceable status.

1.6. Documentation. The CRF and supported units will update the CRF Sharepoint Site and maintain all required status, inventory, and historical record documentation, including manual documentation methods and applicable maintenance information systems inputs for CRF repaired assets. (T-2)

1.7. Metrics. CRFs will report performance against various customer and production metrics specified in each of the following sections of this instruction: Chapter 3, Engine CRF, Chapter 4, Avionics CRFs, Chapter 5, ISO CRF, and Chapter 6, Supply Chain Management. The metrics will be posted to the CRF Sharepoint by the fifteenth duty day of each month. (T-2)

1.8. Liaison with Logistics Readiness Squadron (LRS) and the Air Force Sustainment Center (AFSC). CRF operations rely on a robust relationship between maintenance, materiel management and transportation. CRF pipeline velocity must be sustained at a level that supports unit requirements. Procedures to ensure the rapid movement of unserviceable and sustainment assets between the CRF and supported units are found in chapter 6 of this instruction.

Chapter 2

AFSOC CRF COMMAND AND CONTROL (C2)

2.1. General. The C2 of AFSOC CRFs will be accomplished by a decision making chain consisting of the AFSOC/A4, HQ AFSOC/A4M, HQ AFSOC/A4MO (LOC), CRF host units and CRF supported units. The 1 SOMXG will retain a standard maintenance backshop organization structure with CRF functions operating from the 1 SOEMS and 1 SOCMS. The 27 SOMXG CRF functions will be consolidated under the 27 SOMXS. Any exercise or activation of AFSOC Intermediate-Level Maintenance (ILM) Unit Tasking Codes (UTC's) shall be coordinated with and approved by AFSOC/A4. The LOC will obtain and provide real-time visibility of assets and authority to identify Sources of Repair (SOR), determine priorities, and distribute assets.

2.2. Responsibilities.

2.2.1. HQ AFSOC/A4 will:

- 2.2.1.1. Be the final authority for all engine, avionics and ISO CRF, maintenance, shipments, funding and policy. **(T-2)**
- 2.2.1.2. Approve new systems and LRUs identified as potential CRF candidates. **(T-2)**
- 2.2.1.3. Direct movement of CRF operations during crisis action operations. For crisis action operations requirements see Attachment 2, this instruction. **(T-2)**

2.2.2. HQ AFSOC/A4M will:

- 2.2.2.1. Ensure effective CRF C2 by closely monitoring CRF operations and providing maintenance guidance to the LOC Chief, CRFs, and CRF supported units. **(T-2)**
- 2.2.2.2. Ensure sustainment funding availability through appropriate SOF funding vehicles. **(T-2)**
- 2.2.2.3. Resolve maintenance priority conflicts within and between commands. **(T-2)**
- 2.2.2.4. Provide subject matter expertise (SME) support upon request to help resolve technical problems. **(T-2)**
- 2.2.2.5. Be responsible for overall integration into enterprise architecture and solutions. **(T-2)**

2.2.3. HQ AFSOC/A4R will:

- 2.2.3.1. Ensure effective CRF C2 by closely monitoring CRF operations and providing supply chain and funding guidance to the LOC Chief, CRFs, and CRF supported units. **(T-2)**
- 2.2.3.2. Resolve logistics and resource conflicts within and between commands. **(T-2)**
- 2.2.3.3. Review supply data for parts availability and support LOC parts sourcing and transportation efforts. **(T-2)**
- 2.2.3.4. Review supply data to forecast parts and programs to identify resource constraints. **(T-2)**

2.2.4. LOC Chief will:

- 2.2.4.1. Provide leadership for all technical and administrative aspects of the LOC. **(T-2)**
- 2.2.4.2. Direct CRF input and distribution of repaired assets based on established command priorities. **(T-2)**
- 2.2.4.3. Develop and implement use of metrics and control measures to oversee AFSOC CRF operations. **(T-2)**
- 2.2.4.4. Retain overall responsibility for ensuring accurate information is inputted into the CRF Sharepoint Site. **(T-2)**
- 2.2.4.5. Be the focal point for questions and issues regarding the CRF operations. **(T-2)**
- 2.2.4.6. Oversee engine, avionics and ISO CRF management and assign work priorities when mission needs dictate a change in normal work flow. **(T-2)**
- 2.2.4.7. Oversee scheduling of CRF inducted assets based on command-wide priorities. **(T-2)**
- 2.2.4.8. Oversee logistic support to AFSOC deployed forces for CRF supported items. **(T-2)**
- 2.2.4.9. Coordinate with external agencies as needed to support LOC assigned responsibilities. **(T-2)**
- 2.2.4.10. Ensure briefing requirements are accomplished with regard to CRF operations. **(T-2)**
- 2.2.4.11. Be the final approval authority for ISO/Letter Check concurrent maintenance if there is a dispute on the ability to perform maintenance within the ISO/Letter Check or if concurrent maintenance items are requested by the owning unit after the AFSOC Form 2410, *Inspection Planning Checklist*, is signed at pre-dock. **(T-2)**
- 2.2.4.12. Work with AFSOC functional managers, CRFs, and CRF supported units to resolve process or support issues. **(T-2)**
- 2.2.4.13. Establish CRF priorities based on the following order or as directed by HQ AFSOC/A4M or higher:
 - 2.2.4.13.1. Operational mission requirements. **(T-2)**
 - 2.2.4.13.2. Unit commitment/deployment status. **(T-2)**
 - 2.2.4.13.3. Combat/training coding of units. **(T-2)**
 - 2.2.4.13.4. Unit alert status. **(T-2)**
 - 2.2.4.13.5. Exercise requirements. **(T-2)**
 - 2.2.4.13.6. Initial qualification programmed flying training (PFT) requirements. **(T-2)**
 - 2.2.4.13.7. Special unit/configuration requirement. **(T-2)**
 - 2.2.4.13.8. Test program support requirement. **(T-2)**
 - 2.2.4.13.9. Spares posture. **(T-2)**

2.2.4.13.10. Other economic factors (i.e. bundle engine movement or linking movement of unserviceable and serviceable engines to cut transportation cost). (T-2)

2.2.5. 1 SOMXG Commander will:

2.2.5.1. Retain Command and Control of CRF organizations with LOC input to support command wide priorities. (T-2)

2.2.5.2. Retain administrative control over assigned CRF personnel. (T-2)

2.2.5.3. Exercise Impound Authority for all aircraft and commodities inducted into 1 SOMXG CRF operations. (T-2)

2.2.5.4. Retain authority to task CRF personnel as required to meet mission requirements while ensuring CRF production requirements are met. (T-2)

2.2.5.5. Identify a Stock Record Account Number (SRAN) Engine Manager (SEM) in writing. (T-2)

2.2.5.6. Inform the LOC of projected personnel, facility, materiel/parts or equipment shortfalls as early as possible to allow sourcing of shortfalls and resolution of limiting factors (LIMFACs). (T-2)

2.2.5.7. Ensure material support requirements are identified. (T-2)

2.2.5.8. Ensure CRFs identify and order equipment needed to meet repair plans. (T-2)

2.2.5.9. Communicate capacity and capability data to the LOC. (T-2)

2.2.5.10. Ensure LOC repair priority guidance is executed within the CRFs. (T-2)

2.2.5.11. Identify separate Organization and Shop Codes for tracking and charging CRF repairs against the source Mission Design System (MDS). (T-2)

2.2.5.12. Support and prioritize process improvement events on CRF and supporting processes. (T-2)

2.2.5.13. Assign qualified and trained Quality Assurance Evaluators (QAE) to monitor the Contract Maintenance Team (CMT) compliance with the ISO CRF contract. (T-2)

2.2.5.14. Identify a focal point for communications with the LOC to ensure effective communication and resolve issues related to CRF production. (T-2)

2.2.5.15. Appoint a Product Quality Deficiency Report (PQDR) monitor in writing who is the Maintenance Group (MXG) focal point responsible for accessing Joint Deficiency Reporting System (JDRS), providing disposition instructions for all PQDR's against CRF SRAN's FB1820 and FB4413, ensuring all deficiency reports are sent to the 1 SOCMS Avionics, Engine CRF PQDR monitors, and MAJCOM functional managers for investigation, and reviewing CRF findings and closing out reports in JDRS. (T-2)

2.2.5.16. QAE will:

2.2.5.16.1. Monitor and ensure contractor performance in accordance with the Performance Work Statement (PWS) and Performance Plan/ Quality Assurance Surveillance Plan. (T-2)

2.2.5.16.2. Monitor completion of final aircraft zone inspection as the look phase is completed to identify possible discrepancies and prevent bottlenecks. (T-2)

2.2.5.16.3. Attend the pre-dock and post-dock meetings. (T-2)

2.2.5.16.4. Attend the Day 4 meeting as required. (T-2)

2.2.5.16.5. Ensure robust safety reporting. (T-2)

2.2.5.16.6. Work with on-site engineers to improve processes, track deficiencies, and correct inefficiencies. (T-2)

2.2.5.16.7. Provide a monthly report on inspection findings and observations to HQ AFSOC/A4M via the HQ AFSOC/A4MO organizational e-mail box. (T-2)

2.2.5.16.8. Assist in developing the Quality Assurance Surveillance Plan and participate in contract reviews. (T-2)

2.2.6. 1 SOCMS Commander will:

2.2.6.1. Maintain functional responsibility and provide daily oversight and management for all production activities associated with the engine and avionics CRF operations and facilities. (T-2)

2.2.6.2. Retain administrative control over CRF assigned personnel. (T-2)

2.2.6.3. Appoint a primary and alternate Engine and Avionics PQDR monitor in writing who is responsible for conducting investigations and reporting PQDR findings back to the 1 SOMXG PQDR Monitor for closure in JDRS. (T-2)

2.2.7. 1 SOCMS Maintenance Operations will:

2.2.7.1. Ensure all engine I-level maintenance is completed in accordance with (IAW) applicable technical data. (T-2)

2.2.7.2. Ensure all engines and propellers are repaired IAW priorities directed by the LOC. (T-2)

2.2.7.3. Ensure all engine I-level Time Compliance Technical Orders (TCTOs) are completed on all engines and propellers inducted into the CRF. (T-2)

2.2.7.4. Ensure repair of Quick Engine Change (QEC) kits. (T-2)

2.2.7.5. Submit waiver requests and engineering assistance requests to the appropriate OC-ALC/WR-ALC Logistics Liaison Officer (LLO). Notify the LOC Propulsion Manager and ensure approved waiver requests are documented in the engine work package and Integrated Maintenance Data System (IMDS). (T-2)

2.2.7.6. Complete all avionics scheduled/unscheduled I-level maintenance and any unscheduled maintenance beyond the capability of the supported units. (T-2)

2.2.7.7. Report issues to the LOC Avionics and Propulsion Manager that prevent repair of CRF'd systems using the CRF Sharepoint Site. Include any test equipment that is down for scheduled or unscheduled maintenance or supply parts issues. (T-2)

2.2.7.8. Ensure critical assets identified on the Sharepoint Site are inducted into the repair process as soon as possible upon receipt. (T-2)

2.2.7.9. Schedule repair cycle actions based on first in, first out unless otherwise directed by the LOC. (T-2)

2.2.7.10. Ensure production representation at the ISO/Letter Check pre-dock meeting, as required. (T-2)

2.2.7.11. Will coordinate and provide updated status on all CRF repaired assets. (T-2)

2.2.8. 1 SOEMS Commander will:

2.2.8.1. Maintain functional responsibility and provide daily oversight and management for all production activities associated with the ISO CRF facility and operations. (T-2)

2.2.8.2. Retain administrative control over CRF assigned personnel. (T-2)

2.2.9. 1 SOEMS Maintenance Operations will:

2.2.9.1. Receive the AFSOC Form 2410 from the LOC ISO Coordinator approximately 90 days prior to ISO/Letter Check input. Review and finalize what items will be completed by the CMT during the ISO/Letter Check and return the form back to the LOC ISO Coordinator mailbox within 5 duty days. (T-2)

2.2.9.2. Provide representation at the pre-dock meetings. (T-2)

2.2.9.3. Attend the Day 4 meeting. (T-2)

2.2.9.4. Determine the best location for post ISO/Letter Check repairs (if required) in coordination with the 1 SOMXG/MXM. (T-2)

2.2.9.5. Provide representation at the post-dock meeting. (T-2)

2.2.9.6. Provide secure storage for life rafts and -21 equipment removed for ISO/Letter Check. (T-2)

2.2.10. 1 SOLRS Commander will:

2.2.10.1. Maintain functional responsibility for all materiel management and distribution activities associated with the ISO, engine, and avionics CRF operations. (T-2)

2.2.11. 27 SOMXG Commander will:

2.2.11.1. Retain Command and Control of CRF organizations with LOC input to support command wide priorities. (T-2)

2.2.11.2. Retain administrative control over CRF assigned personnel. (T-2)

2.2.11.3. Retain authority to task CRF personnel as required to meet mission requirements while ensuring CRF production requirements are met. (T-2)

2.2.11.4. Identify a Stock Record Account Number (SRAN) Engine Manager (SEM) in writing. (T-2)

2.2.11.5. Inform the LOC of projected personnel, facility, materiel/parts or equipment shortfalls as early as possible to allow sourcing of shortfalls and resolution of limiting factors (LIMFACs). (T-2)

2.2.11.6. Ensure material support requirements are identified. (T-2)

2.2.11.7. Ensure CRFs identify and order equipment needed to meet repair plans. (T-2)

- 2.2.11.8. Ensure LOC repair priority guidance is executed within the CRFs. (T-2)
- 2.2.11.9. Identify separate Organization and Shop Codes for tracking and charging CRF repairs against the source MDS. (T-2)
- 2.2.11.10. Support and prioritize process improvement events on CRF and supporting processes. (T-2)
- 2.2.11.11. Identify a focal point for communications with the LOC to ensure effective communication and resolve issues related to CRF production. (T-2)
- 2.2.11.12. Appoint a PQDR monitor in writing who is the MXG focal point responsible for accessing JDRS, providing disposition instructions for all PQDR's against CRF SRAN FB1801, ensuring all deficiency reports are sent to the 27 SOMXS CV-22 Avionics CRF PQDR monitor for investigation, reviewing and closing out reports in JDRS based on the CRFs findings. (T-2)

2.2.12. 27 SOMXS Commander will:

- 2.2.12.1. Maintain functional responsibility and provide daily oversight and management for all production activities associated with the engine and avionics CRF operations and facilities. (T-2)
- 2.2.12.2. Retain administrative control over CRF assigned personnel. (T-2)
- 2.2.12.3. Appoint a primary and alternate CV-22 Avionics CRF PQDR monitor in writing who is responsible for conducting investigations and reporting PQDR findings back to the MXG PQDR Monitor for closure in JDRS. (T-2)

2.2.13. CRF Supported Units will:

- 2.2.13.1. Fully utilize the LOC for communication and problem resolution. (T-2)
- 2.2.13.2. Ensure supply chain velocity is a top priority. (T-2)
- 2.2.13.3. Notify the LOC of mission requirements which will drive increased demand of CRF supported commodities. (T-2)
- 2.2.13.4. Develop local procedures for receipt, storage and shipment of assets. (T-2)
- 2.2.13.5. Provide systems access to support LOC responsibilities. (T-2)
- 2.2.13.6. Identify new CRF candidates using the CRF commodity checklist in Attachment 3. After the checklist is completed, units will coordinate with appropriate Integrated Process Team (IPT) lead to have the candidate approved and added as a CRF commodity. (T-2)

Chapter 3

AFSOC ENGINE CRF

3.1. General. The T56 Engine CRF, located at Hurlburt Field is assigned to 1 SOCMS and is supported by 1 SOMXG Engine Management for engine scheduling and 1 SOLRS for supply and transportation functions. It is the command's intermediate repair location for T56-15 engines and 54H60-117 propellers. AFSOC engines and propellers (353 SOG engines/propellers repaired at Yokota AB ERRC) will be serviced at this facility. Engine requirements will be calculated using the Propulsion Requirements System and allocated annually by AFSOC/A4MSP, IAW AFI 20-115, *Propulsion Management For Aerial Vehicles*.

3.2. Responsibilities:

3.2.1. LOC Propulsion Manager will:

- 3.2.1.1. Monitor CRF-supported T56-15 engine and 54H60-117 propeller levels command wide. **(T-2)**
- 3.2.1.2. Direct, manage, and track engine movements within AFSOC. **(T-2)**
- 3.2.1.3. Contact the Command Engine Manager (CEM) and SRAN Engine Manager (SEM) via established E-mail distribution boxes with requirement for engine transfers and movements. **(T-2)**
- 3.2.1.4. Determine Source of Repair (SOR) for engines, provide location and movement priority to CRF supported units. **(T-2)**
- 3.2.1.5. Identify and inform OC-ALC T56 Repair Network Manager (RNM) of risks caused by parts shortages affecting the engine CRF and recommend actions to correct. **(T-2)**
- 3.2.1.6. Coordinate with the Combined Joint Special Operations Air Component (CJSOAC) for AOR requirements and distribution of engines. **(T-2)**
- 3.2.1.7. Track all CRF metrics related to T56-15 engine and 54H60-117 propeller production and perform CRF analysis to identify areas for continuous process improvement. **(T-2)**
- 3.2.1.8. Track CRF and AOR T56-15 engines and 54H60-117 propellers using the Integrated Data Environment and Global Transportation Network Convergence (IGC) to engage with distribution system technicians/managers as necessary to ensure mission needs are met. **(T-2)**
- 3.2.1.9. Monitor and redirect maintenance priorities based on command needs. **(T-2)**
- 3.2.1.10. Monitor support equipment and test cell availability/status. **(T-2)**
- 3.2.1.11. Monitor engine module and propeller repair part levels and coordinate with AFSC and T56 RNM as needed to correct shortfalls. **(T-2)**
- 3.2.1.12. Meet regularly with engine CRF managers to facilitate continuous process improvement. **(T-2)**

3.2.1.13. Ensure information loaded onto the CRF Sharepoint Site is accurate and updated. (T-2)

3.2.1.14. Solicit LIMFACs for CRF operations and advocate resolutions. (T-2)

3.2.1.15. Review engine preservation dates at the beginning of the month. Notify the CRF and owning units of any coming due. (T-2)

3.2.2. AFSOC/A4MSP and Command Engine Manager will:

3.2.2.1. Be focal point for all TCTO coordination actions to be completed by engine CRF. (T-2)

3.2.2.2. Coordinate with the LOC on forward deployment of spare engines. (T-2)

3.2.2.3. Coordinate engine shipments outside the Command (i.e. MAJCOM to MAJCOM, depot related engine shipments). (T-2)

3.2.2.4. Communicate to the LOC propulsion manager any engine related issues affecting CRF capability and capacity. (T-2)

3.2.2.5. Coordinate with each reporting activity in the command to ensure an engine manager and alternate are assigned. (T-2)

3.2.2.6. Monitor CEMS and LIMS-EV engine status reporting. (T-2)

3.2.2.7. Compute and allocate spare engine levels IAW the Propulsion Requirement System and AFI 20-115. (T-2)

3.2.3. 1 SOCMS Propulsion CRF will:

3.2.3.1. Publish engine status to the CRF Sharepoint site daily. (T-2)

3.2.3.2. Accomplish Reliability Centered Maintenance calculations on all engines inbound to the repair cycle. Engine average production time will be IAW T.O. 2-1-18, *Aircraft Engine Operating Limits and Factors*. Propeller average production time will be established by the Propulsion CRF. (T-2)

3.2.3.2.1. Ensure inducted engine repairs meet a minimum Estimated Time On Wing (ETOW) goal based on level of repair performed:

3.2.3.2.1.1. Compressor replacements and power sections will have at least 2,000 hour ETOW. (T-2)

3.2.3.2.1.2. CRF-inducted engines will have at least 1,500 hour ETOW. (T-2)

3.2.3.2.2. Retained task engine repairs (Quick turns):

3.2.3.2.2.1. Retained task engine repairs are only authorized on engines for aircraft inducted into the ISO CRF. These repairs are authorized when War Ready Engines (WRE) are below required spare levels. When spare levels are at or exceed WRE, the engine will be inducted into the normal repair cycle unless approved by HQ AFSOC/A4MO. (T-2)

3.2.3.2.2.2. Retained task repairs will have at least 1,250 hour ETOW remaining. In addition to ETOW requirement, all retained task repairs will have a work cost optimizer calculation performed to determine the most cost effective repair. The CRF

will perform all maintenance required to meet the 1,250 hour ETOW goal and the work cost optimizer. (T-2)

3.2.3.2.2.3. Ensure all ISO CRF retained task engines receive an operational check on the test cell. (T-2)

3.2.3.2.2.4. Retained task engines will be returned to ISO CRF within 48 hours of receipt. If the engine repair cannot be completed within 48 hours, a spare engine will be issued to the ISO CRF to preserve the ISO/Letter Check flow or an exemption will be coordinated with HQ AFSOC/ A4MO. (T-2)

3.2.3.3. Perform operational checks on Test Cell for ISO CRF low power engines after ISO personnel perform the low power checklist. (T-2)

3.2.3.4. Perform acceptance inspection of all inducted repairable assets within one duty day of reception. (T-2)

3.2.3.5. Appoint a primary and alternate PQDR monitor in writing who investigates PQDR's against their workcenters and reports findings back to the MXG PQDR Monitor for closure in JDRS. (T-2)

3.2.3.5.1. Submit findings for Product Quality Deficiency Reports (PQDR's) within 20 calendar days and notify LOC Propulsion CRF Manager and AFSOC/A4MSP with findings. (T-2)

3.2.3.6. Develop and coordinate recovery plan with CRF Manager and HQ AFSOC/A4MSP when command is below WRE for more than 3 weeks. Plan must include implementation timeline. (T-2)

3.2.3.7. Ensure locally developed feedback sheets are attached to every spare engine and propeller produced by the CRF. Respond to any request from customers feedback forms. (T-2)

3.2.3.8. Provide monthly production numbers to the Propulsion CRF Manager, to include inwork, awaiting maintenance, and awaiting parts times. (T-2)

3.2.4. SRAN Engine Managers (SEM) will:

3.2.4.1. Update CRF Sharepoint site with engine/propeller time change forecast information. (T-2)

3.2.4.2. Monitor engine removals , component tracking, TCTOs, TCIs and engine records in MIS and CEMS. (T-2)

3.2.4.3. Attend daily production meeting and coordinate with Plans, Scheduling and Documentation (PS&D) and the Propulsion Flight on engine and component maintenance, TCIs, SIs, TCTOs and modifications. (T-2)

3.2.4.4. Plan, schedule, and document maintenance actions on assigned engines. (T-2)

3.2.4.5. Maintain currency of engine status (installed/spares) to include engine shipments. (T-2)

3.2.4.6. Monitor CEMS reporting form activities within their area of responsibility for accuracy and timeliness of data. (T-2)

- 3.2.4.7. Ensure engine flying time, status and TCTO reconciliation reports are completed and returned IAW TO 00-25-254-1/-2, *Comprehensive Engine Management System Engine Configuration, Status and TCTO Reporting Procedures*, and 00-25-254-2, *Comprehensive Engine Management System*. (T-2)
- 3.2.4.8. Initiate tracer action to locate assets shipped or transferred to another SRAN when not received within the required timeframe of (20) calendar days for a shipment or (10) calendar days for a transfer. (T-2)
- 3.2.4.9. Consider assets lost if not receipted within the above timeframe and initiate a report of Survey (ROS) within (5) calendar days. (T-2)
- 3.2.4.10. Ensure parts requirements for Engine Not Mission Capable Supply (ENMCS) are accurately reported and promptly requisitioned. (T-2)
- 3.2.4.11. Manage TCTOs on all assigned engines and components for installed and spares, as well as managing TCTOs for support equipment. (T-2)
- 3.2.4.12. Maintains and updates historical documents for all assigned engines, modules, and major assemblies. (T-2)
- 3.2.4.13. Maintain a jacket file of engine shipping documents and receipts. Obtain Lead Command engine manager approval prior to returning engines to depot or 2LM. (T-2)
- 3.2.4.14. Perform duties and requirements for engine shipments IAW AFPD 24-2, *Preparation and Movement of AF Materiel*, AFMAN 20-116, *xxxxTitlexxx*, and TOs 00-85-20 *xxxxTitlexxx*, , T.O. 2J-1-18, *Preparation for Shipment and Storage of Gas Turbine Engines*, and T.O. 2-1-18, *Aircraft Engine Operating Limits and Factors*. (T-2)
- 3.2.4.15. Ensure engines requiring off-base shipment are delivered to transportation within 24 hours of notification/shipment direction. (T-2)
- 3.2.4.16. Contact the LOC, local LRS, and MAJCOM CEM via E-mail with requirements for movement of spare engines. (T-2)
- 3.2.4.17. Update CEMS, Logistics Information Network (LIN), GIMMS, and Integrated Maintenance Data System (IMDS). (T-2)
- 3.2.4.18. Create Transportation Control Number (TCN), prepare shipment documents (DD Form 1149, *Requisition and Invoice/Shipping Document* or DD Form 1348-1, *DOD Single Line Item Release/Receipt Document*), and provide LRS estimated delivery time for serviceable and unserviceable engines. (T-2)
- 3.2.4.19. Order I-level TCTO kits upon TCTO release when the TCTO will be accomplished by the engine CRF. Monitor inbound engines shipments and place orders upon shipment to CRF. (T-2)
- 3.2.4.20. Update and return to the supported unit all Engine Health Monitoring (EHM) data and Fleet Engine Daily Status on the AF Portal. (T-2)
- 3.2.4.21. Provide engine serial number and TCN to the LOC Propulsion Manager and supported unit within 24 hours after engine shipments. Identify all engine shipments with special project codes as authorized/required (project codes should be LOC provided in most cases). (T-2)

3.2.5. CRF Supported Units will:

3.2.5.1. Maintain all on-aircraft engine maintenance capabilities. **(T-2)**

3.2.5.2. Replace all organizational level LRU TCIs. **(T-2)**

3.2.5.3. Complete all Organizational-Level (O-level) TCTOs within local maintenance capability (e.g. TCTO coded completed at "O -level"). **(T-2)**

3.2.5.4. Upon notification of an unserviceable engine at the base level, unit leadership will notify the SEM of the removal action and request a serviceable asset. **(T-2)**

3.2.5.4.1. The SEM will coordinate with the LOC Propulsion Manager and CEM with the engine information via e-mail. **(T-2)**

3.2.5.5. For impounded engines, units will follow AFI 21-101, *Aircraft and Equipment Maintenance Management*, procedures prior to releasing the engine for shipment. **(T-2)**

3.2.5.6. Prepare engines for shipment IAW T.O. 2J-1-18. Wrap engine for shipment with engine records, DD Form 1149, and prepare Hazardous Declarations (HAZDECs). **(T-2)**

3.2.5.7. Deliver unserviceable engines to local Traffic Management Office (TMO) facility with completed paperwork within one duty day after reception of DD Form 1149. **(T-2)**

3.2.5.8. Complete online or paper feedback forms for all serviceable engine/propellers received and send to the HQ AFSOC Logistics Operations Cell. **(T-2)**

Chapter 4

AFSOC C-130 AND CV-22 AVIONICS CRF

4.1. General.

4.1.1. The C-130 Avionics CRF is located at Hurlburt Field, assigned to 1 SOCMS, and is supported by 1 SOLRS for parts support and transportation. It is the command's I-level repair location for SOF-unique C-130 avionics components. All AFSOC- unique C-130 avionics components will be serviced at this facility unless otherwise directed by the LOC. I-level avionics testing and repair will not be maintained outside the CRF. **(T-2)**

4.1.2. The CV-22 Avionics CRF is located at Cannon AFB and assigned to 27 SOMXS and is supported by 27 SOLRS for transportation. It is the command's I-level repair location for CV-22 avionics components. All CV-22 I-level avionics components will be serviced at this facility unless otherwise directed by the LOC. I-level avionics test stations will be maintained at Hurlburt Field and Kirtland for LRU Could Not Duplicate (CND) screening purposes only. **(T-2)**

4.1.3. The Avionics CRF's will utilize the CRF Commodities Checklist (Table A3.1) when units request new NSN's be repaired.

4.2. Responsibilities:

4.2.1. LOC Avionics Manager will:

4.2.1.1. Direct avionics CRF operations based on command-established priorities. **(T-2)**

4.2.1.2. Coordinate with the LOC Materiel Management Manager to facilitate Mobility Readiness Spares Package (MRSP) replenishment or reallocation of avionics assets to best meet AFSOC's mission. **(T-2)**

4.2.1.3. Coordinate with HQ AFSOC/A4R on transportation of critical component replenishment and retrograde movements. **(T-2)**

4.2.1.4. Coordinate with HQ AFSOC/A4R, HQ AFSOC/A4M, and SME's to resolve issues regarding repair capability and spare parts availability. **(T-2)**

4.2.1.5. Coordinate CRF repair priorities with 1 SOCMS and 27 SOMXS. **(T-2)**

4.2.1.6. Coordinate with other agencies to correct issues and identify LIMFACs affecting the CRF's ability to turn assets. **(T-2)**

4.2.1.7. Monitor supply levels (MRSP's, Due-in From Maintenance (DIFM), Due-in/Due-out (DI/DO), Depot Unserviceable) of LRUs used in all avionics systems supported by the CRF. **(T-2)**

4.2.1.8. Monitor avionics CRF health based on ability to produce avionics components. **(T-2)**

4.2.1.9. Monitor supply status of critical components for all LRUs repaired by the AFSOC CRF. **(T-2)**

4.2.1.10. Monitor status of test benches supporting avionics CRF assets. **(T-2)**

4.2.1.11. Monitor associated metrics, perform analysis and meet regularly with avionics CRF managers to facilitate continuous process improvement. (T-2)

4.2.1.12. Develops and maintains capability, capacity, and critical component metrics with regard to overall CRF operations. (T-2)

4.2.1.13. Publish accurate avionics CRF status to Sharepoint and brief status as required. (T-2)

4.2.1.14. Measure Mission Impaired Capability Awaiting Parts (MICAP) wait times and fulfillment rates monthly, and work to expedite, as required. (T-2)

4.2.1.15. Solicit LIMFACs for CRF operations and advocate resolutions. (T-2)

4.2.2. CRF Supported Units will:

4.2.2.1. Remove and replace all LRUs on equipment. (T-2)

4.2.2.2. Replace all O-level LRU TCIs. (T-2)

4.2.2.3. Complete all O-level TCTOs within local maintenance capability. (T-2)

4.2.2.4. Prepare all CRF LRUs for shipment IAW applicable directives. (T-2)

4.2.2.5. Prepare all HAZDECs required for shipment. (T-2)

4.2.2.6. Deliver unserviceable LRUs to LRS or local TMO for shipment to CRF SRAN not later than the next duty day after removal from the aircraft. Deployed MRSP's without logistics support will be reconciled upon return to home station or where support can be provided. (T-2)

4.2.2.7. Process PQDR's for required LRUs within three duty days. (T-2)

4.2.3. 1 SOCMS and 27 SOMXS Avionics CRF's will:

4.2.3.1. Monitor daily supply documents and report LIMFACS affecting production to the Avionics CRF Manager. Include any test equipment that is down for scheduled or unscheduled maintenance or supply parts issues. (T-2)

4.2.3.2. Schedule repair cycle actions based on first in, first out unless otherwise directed by the Avionics CRF Manager. (T-2)

4.2.3.3. Review and document histories using IMDS screen 123 on CRF avionics inbound assets to assess repair actions. (T-2)

4.2.3.4. Functional check, repair and prepare LRUs for shipment. (T-2)

4.2.3.5. Abide by guidance provided by the LOC in regards to reallocating assets and changing the priority on maintenance actions to meet changing warfighter requirements. (T-2)

4.2.3.6. Ensure HQ AFSOC/A4MO approved feedback forms are attached to every avionics shipment. (T-2)

4.2.3.7. Appoint a primary and alternate PQDR monitor in writing who investigates PQDR's against their workcenters and reports findings back to the MXG PQDR Monitor for closure in Joint Deficiency Reporting System (JDRS). (T-2)

4.2.3.8. Provide quarterly Due-in From Maintenance (DIFM) production numbers to the Avionics CRF Manager. **(T-2)**

Chapter 5

AFSOC ISOCHRONAL INSPECTION (ISO) CRF

5.1. General. The ISO CRF is located at Hurlburt Field and assigned to 1 SOEMS. It is supported by 1 SOLRS for transportation and the LOC ISO Manager for scheduling and is the command's Isochronal Inspection (ISO) facility for legacy C-130 aircraft and B & C Letter Check (LC) facility for C-130J model aircraft. Currently all AFSOC C-130 aircraft, except those assigned to 353 SOG (currently serviced by the Yokota AB ISO CRF), will be serviced at this facility unless otherwise directed by HQ AFSOC/A4M. The ISO CRF is a contracted maintenance activity. **(T-2)**

5.2. Planning Timeline.

5.2.1. 120 days prior to ISO/Letter Check, the unit will send a completed AFSOC Form 2410 to the LOC ISO Coordinator. The LOC ISO Coordinator will review applicable MIS data and T.O. 00-25-107, *Maintenance Assistance*, Technical Assistance Request (TAR) in the Automated Inspection, Repair, Corrosion and Aircraft Tracking (AIRCAT) system to assess any other maintenance requirements to be added to the AFSOC Form 2410. **(T-2)**

5.2.2. 90 days prior to ISO/Letter Check, the LOC ISO Coordinator will send the AFSOC Form 2410 to the 1 SOEMS Production Superintendents for review with the CMT and finalize the items that will be completed during the ISO/Letter Check. **(T-2)**

5.2.2.1. The 1 SOEMS & CMT finalized AFSOC Form 2410 is due back to the LOC ISO Coordinator 75 days prior to ISO/Letter Check for final approval by the LOC ISO Manager. **(T-2)**

5.2.3. 60 days prior to ISO/Letter Check, the LOC ISO Coordinator will coordinate parts requirements with the LOC Materiel Management Manager. **(T-2)**

5.2.4. 30 days prior to ISO/Letter Check, the LOC ISO Coordinator will provide a copy of the approved AFSOC Form 2410 to the supported unit. Units will have 10 days to submit additional and/or delete requirements from the 2410 for inclusion in the pre-dock. **(T-2)**

5.2.5. 12 days prior to ISO/Letter Check, the pre-dock will be held. The following members will attend: LOC ISO Manager (Chair), LOC ISO Coordinator, CMT Lead, 1 SOEMS Maintenance Operations or representative, Unit Plans, Scheduling and Documentation (PS&D), Engine Management, supported unit representative, and a 1 SOCMS representative (as required). Cannon AFB and Mildenhall units will attend via telecom. The LOC ISO Coordinator will coordinate and publish the date, location, time and dial in number. **(T-2)**

5.2.6. Any changes to the AFSOC Form 2410 after the pre-dock meeting must be routed through the owning unit's Maintenance Group commander or deputy commander (352 MXS/CC for 352 SOG) and forwarded to the LOC Chief for final approval. **(T-2)**

5.2.7. All aircraft debriefed at the AFSOC ISO CRF will have all debrief times to include takeoff, land, engine start, and engine shutdown documented in Zulu hours for continuity purposes. **(T-2)**

5.2.8. Aircraft entering the ISO CRF will be possessed by the CMT NLT 0600L on Day 1 of the ISO/Letter Check flow. Induction will include a forms review by the CMT team lead and the owning unit. **(T-2)**

5.2.9. Following engine borescope, an Engine/Propeller documentation meeting will be held via telecom to discuss engine/propeller changes found during the look phase of the ISO/Letter Check. Additionally, the meeting will be used to process IMDS and CEMS transactions, develop a plan if required and coordinate any potential issues. The following members will attend: CMT IMDS Data Entry Specialist, 1 SOMOS Engine Management, supported unit SEM representative and a 1 SOCMS representative. **(T-2)**

5.2.10. Day four of ISO/Letter Check, a meeting will be held to discuss any major items found during the look phase of the ISO/Letter Check that could affect the output date of the aircraft. Additionally, the meeting will be used to develop a triage plan if required and coordinate any potential impact on the aircraft's schedule. The following members will attend: LOC ISO Manager (Chair), LOC ISO Coordinator, CMT Lead, 1 SOEMS Maintenance Operations, Unit PS&D, Engine Management, supported unit production supervision representative (as required) and a 1 SOCMS representative (as required). Cannon and Mildenhall units will attend via telecom. The LOC ISO Coordinator will publish the date, location, time, and dial in number. Second Bay of Eason Hangar will be the primary triage location for the ISO CRF. If the hangar is full or is not accessible, 1 SOEMS Maintenance Supervision will determine the best location for repairs in coordination with 1 SOMXG/MXM. The ISO/Letter Check triage process will be worked in the following order: CMT complete work after ISO/Letter Check flow (including some depot tasks), 1 SOW augment CMT with needed skills, supported unit provides a Maintenance Recovery Team, On Station Depot Support Team (for depot tasks), and finally request a depot field team (DFT). **(T-2)**

5.2.11. Fridays, an additional Engine/Propeller documentation meeting will be held via telecom to finalize the processing of IMDS and CEMS transactions and coordinate any potential issues prior to post dock. The following members will attend: CMT IMDS Data Entry Specialist, 1 SOMXG Maintenance Operations, Engine Management Branch, supported unit SEM representative and a 1 SOCMS representative. **(T-2)**

5.2.12. Reliability Center Maintenance (RCM) Actions. To improve aircraft availability and reduce the number of unscheduled engine changes between ISO's, the ISO CRF will implement the following RCM actions. Post dock operational checks of aircraft engines will meet a minimum of 97 percent (2% above T.O. limits) efficiency. The low power checklist will be completed prior to engine change for all engines which fail to meet 97 percent during pre-dock operational checks. All engines with 750 or fewer remaining ETOW hours based on the (RCM) concept will be replaced during the ISO. All engine propeller brakes will be flushed on any Functional Check Flight (FCF) affected positions prior to performing aircraft FCF. **(T-2)**

5.2.13. The Monday (or earliest duty day) following an ISO/Letter Check, the post-dock will be held. The following members will attend: LOC ISO Manager (Chair), LOC ISO Coordinator, CMT Lead, 1 SOEMS Maintenance Operations or representative, Unit PS&D, Engine Management, supported unit representative, and a 1 SOCMS representative. Cannon

and Mildenhall units will attend via telecom. The LOC ISO Coordinator will publish the date, location, time and dial in number. **(T-2)**

5.3. Responsibilities.

5.3.1. LOC ISO Manager will:

5.3.1.1. Build and distribute a command wide ISO CRF schedule by tail/serial number for all aircraft serviced by the ISO CRF. **(T-2)**

5.3.1.2. Monitor aircraft inducted into the ISO CRF flow to ensure all scheduled tasks on the Inspection Planning checklist (AFSOC Form 2410) are met by means of the pre-dock planning and post dock meeting review. Elevate any issues to the LOC Chief. **(T-2)**

5.3.1.3. Manage and provide functional expertise on all ISO CRF scheduling activities. **(T-2)**

5.3.1.4. Coordinate changes to the ISO CRF schedule with HQ AFSOC/A4 staff, CMT and all affected agencies. **(T-2)**

5.3.1.5. Chair quarterly meetings to update the ISO/Letter Check plan and forecast future ISO/Letter Check requirements. **(T-2)**

5.3.1.6. Attend the semi-annual MAJCOM Programmed Depot Maintenance (PDM) scheduling conference as AFSOC's primary ISO CRF representative. **(T-2)**

5.3.1.7. Review, monitor and audit ISO/Letter Check inspection data loaded in the IMDS (i.e. job flow packages, job data collection, time distribution for ISO/Letter Check job standards, etc.). **(T-2)**

5.3.1.8. Analyze data on each aircraft prior to and after CMT ISO completion. Provide trend analysis information to the HQ AFSOC/A4 staff and applicable agencies to assess ISO CRF performance (e.g., ISO/Letter Check Flow days, First 5 Flights, ISO/Letter Check Delayed Discrepancies (DDs), etc.). **(T-2)**

5.3.1.9. Validate metric reports submitted by the contractor. **(T-2)**

5.3.1.10. Validate requirements based on the overall ISO/Letter Check schedule and available resources. **(T-2)**

5.3.1.11. Prepare and brief metrics in the quarterly CRF Process Advisory Council meetings. **(T-2)**

5.3.1.12. Monitor and forecast consumable kit supply levels with DLA representative and coordinate with HQ AFSOC/A4R to facilitate ISO/Letter Check kit replenishment or reallocation to meet the CMT ISO/Letter Check mission. **(T-2)**

5.3.1.13. Deploy as required during natural disasters and other emergencies to support continuity of operations for AFSOC CRF. **(T-2)**

5.3.1.14. Provide a dial in number to enable unit coordination on engine and propeller documentation. Discussion will focus on IMDS and CEMS removal and installation changes required as a result of the ISO/Letter Check look phase. **(T-2)**

5.3.1.15. Ensure RCM action listed in paragraph 5.2.12., this instruction, are completed prior to completing the post dock. **(T-2)**

5.3.1.16. Solicit LIMFACs for CRF operations and advocate resolutions. (T-2)

5.3.1.17. Manage the feedback process and discrepancy reporting for problems discovered post ISO/Letter Check to recommend process improvement actions and correct deficiencies. (T-2)

5.3.1.18. Chair pre/post dock meetings as well as the Day 4 planning meeting. (T-2)

5.3.2. LOC ISO Coordinator will:

5.3.2.1. Inform supported units of limiting factors that might affect the schedule. (T-2)

5.3.2.2. Coordinate any major changes to the ISO CRF schedule with HQ AFSOC/A4 staff, CMT and all affected agencies. (T-2)

5.3.2.3. Compile metrics to monitor the performance of the ISO/Letter Check process. (T-2)

5.3.2.4. Collect status of aircraft maintenance and supply requirements prior to and after ISO/Letter Check completion for monthly metrics and to facilitate analysis (high velocity maintenance) by the ISO CRF Manager. (T-2)

5.3.2.5. Attend and brief CMT ISO issues in the HQ AFSOC/A4 daily production meeting (i.e. daily ISO/Letter Check aircraft status, any ISO ISO/Letter Check delays such as late input or output, etc.). Aircraft will be briefed until all post ISO/Letter Check maintenance is complete. (T-2)

5.3.2.6. Attend the Shared Resources meeting at 1 SOMXG to ensure aircraft are included in wash, and refurb schedules. (T-2)

5.3.2.7. Attend the semi-annual MAJCOM PDM scheduling conference as AFSOC's alternate ISO CRF representative. (T-2)

5.3.2.8. Receive the completed AFSOC Form 2410 from the supported unit 120 days prior to scheduled aircraft ISO/Letter Check input. (T-2)

5.3.2.9. Complete a review of Maintenance Information System (MIS) data and review TAR's in AIRCAT to identify any additional maintenance requirements and coordinate parts requirements with 635 SCOG. (T-2)

5.3.2.10. Return the AFSOC Form 2410 to 1 SOEMS for coordination. (T-2)

5.3.2.11. Forward the coordinated AFSOC Form 2410 to the LOC ISO Manager for final approval. (T-2)

5.3.2.12. Forward the approved AFSOC Form 2410 to the owning unit and 635 SCOG. (T-2)

5.3.2.13. Schedule and attend the pre-dock meeting 12 days prior to the start of every ISO/Letter Check. The meeting will be held in Eason hangar in the production dock booth. Publish the date, location, time, and dial in number. (T-2)

5.3.2.14. Schedule and attend the Day 4 meeting and provide a call in number to the off-station supported units to discuss any post ISO/Letter Check maintenance that is required as a result of the ISO/Letter Check look phase. Publish the date, location, time, and dial in number. (T-2)

5.3.2.15. Schedule and attend the post-dock meeting on Monday (or earliest appropriate duty day) following an ISO/Letter Check. Publish the date, location, time, and dial in number. **(T-2)**

5.3.2.16. Notify the LOC ISO Manager of any recurring problems. Use the AFSOC Form 2410 and maintain a copy on file. **(T-2)**

5.3.2.17. Review and evaluate TCTOs, TCIs, SIs, DDs and special requirements to be accomplished on the AFSOC Form 2410, *Inspection/TCTO Planning Checklist*, research Job Control Numbers (JCNs) for parts on order, and review T.O. 00-25-107, *Maintenance Assistance*, submissions in AIRCAT and review MIS data. **(T-2)**

5.3.2.18. Coordinate parts requirements listed on the AFSOC Form 2410 with the LOC Materiel Management Manager 60 days prior to aircraft induction. **(T-2)**

5.3.2.19. Meet regularly with ISO CRF members to facilitate continuous process improvement. **(T-2)**

5.3.2.20. Ensure scheduling information loaded onto the Sharepoint is accurate and updated. **(T-2)**

5.3.3. **CRF Supported Units will:**

5.3.3.1. Perform an aircraft documents review and initiate the AFSOC Form 2410. **(T-2)**

5.3.3.2. Ensure engine compressor washes have been accomplished within 30 days of aircraft induction. **(T-2)**

5.3.3.3. Complete and deliver the AFSOC Form 2410 to the LOC ISO Coordinator 120 days prior to input. Include any supporting documentation, i.e. historical data, TAR/-107, AFTO 95's that drive inspection requirements, or PDM AFTO 95's, *Significant Historical Data*, that specify additional inspection or repair requirements. **(T-2)**

5.3.3.4. Order TCIs 60 days prior to aircraft induction. TCIs will be ordered with a delivery destination of Hurlburt Field or will accompany the aircraft when it is delivered. Ensure all parts required to complete DD's, TCTO's, or TCI's outlined on AF Form 2410 are received by the CMT NLT 1600 on Day 3 of the ISO/Letter Check flow. **(T-2)**

5.3.3.5. Ensure rigor in the planning process. Any requests by the units to add concurrent maintenance tasks after the pre-dock meeting must be reviewed by the MXG/CD (MXS/CC for SOG units) to validate the requirement prior to sending the request for concurrent maintenance to the LOC Chief for approval decision. The LOC Chief will make the final decision on adding to the ISO/Letter Check based on the impact to the scheduled ISO/Letter Check flow and follow on aircraft. **(T-2)**

5.3.3.6. Provide two crew chiefs to accompany the aircraft through ISO/Letter Check. The technicians will be 5-skill level or higher unless previously coordinated with the LOC. At least one technician must be a qualified 7-skill level capable of accepting the aircraft after post-dock. **(T-2)**

5.3.3.7. Induct the aircraft NLT 0600 local on first day of the ISO/Letter Check. Induction will include a complete forms review by the owning unit and the CMT and acceptance of the aircraft by the CMT. **(T-2)**

- 5.3.3.8. Complete the customer feedback sheet provided by the CMT. Route the form through the supported unit's chain of command and deliver it to the LOC ISO Manager. Forward all customer feedbacks to afsoc.a4mo.loc@hurlburt.af.mil. **(T-2)**
- 5.3.3.9. Schedule delivery and pick-up of the aircraft to the CRF location. **(T-2)**
- 5.3.3.10. Transcribe the AF Form 781s no later than 1000 local, Day 2 (normally Monday) of the ISO/Letter Check. This will include a transcription of all scheduled/workable 781K discrepancies to the 781A. **(T-2)**
- 5.3.3.11. Schedule and move all TCTOs, TCIs and SIs that are to be accomplished in conjunction with the ISO/Letter Check into the AF Form 781As. **(T-2)**
- 5.3.3.12. Remove flight deck armor prior to induction. **(T-2)**
- 5.3.3.13. Remove and install the life rafts. **(T-2)**
- 5.3.3.14. Remove and replace tires and brakes due to wear. This will be coordinated with the CMT. **(T-2)**
- 5.3.3.15. Remove HAR Pod cutter cartridges on MC-130P aircraft or make prior arrangements with the Hurlburt Field Munitions Accountable Systems Officer (MASO) prior to aircraft departing home station. **(T-2)**
- 5.3.3.16. Remain responsible for delayed discrepancy window changes. Window changes identified during the ISO/Letter Check are completed by the CMT. Aircraft inducted with DDs for window changes can be completed during post ISO/Letter Check maintenance depending on the overall Estimated Time In Commission (ETIC), but will be accomplished by the unit because the window changes interfere with other inspection requirements in the flight deck area. **(T-2)**
- 5.3.3.17. Remove tracks and bread-pans on AC-130 H/U prior to ISO inspection and reinstall them NLT 1200 Day 5 (normally Thursday) for back line runs. **(T-2)**
- 5.3.3.18. Remove dual rails and -21 equipment items and have core bolts installed prior to 1200 local Day 2 (normally Mondays) to facilitate chine plate inspection. **(T-2)**
- 5.3.3.19. Inspect TCIs for serviceability prior to ISO/Letter Check input. **(T-2)**
- 5.3.3.20. Have the primary crew chief present for pre-dock, day 4 meeting, and post-dock meetings. **(T-2)**
- 5.3.3.21. Coordinate in advance any early HSC accomplishment as this affects the command ISO/Letter Check schedule. An early HSC is defined as one that is completed more than 15 days before its programmed due date. Additional information is published in T.O. 1C-130A-6WC-14, *Home Station Check Work Cards*, and 1C-130A-6WC-15, *Minor and Major Isochronal Work Cards*. **(T-2)**

Chapter 6

CRF SUPPLY CHAIN MANAGEMENT

6.1. General. The materiel management function encompasses procedures to order, receive, store, control, issue, and distribute assets. This chapter defines the responsibilities and tasks to be performed by the LOC Materiel Management Manager, 1 SOLRS, 27 SOLRS, 635 Supply Chain Operations Group (SCOG), 735 SCOG and CRF supported units. It also defines mobility, transportation and financial requirements.

6.2. Responsibilities.

6.2.1. HQ AFSOC/A4R will:

6.2.1.1. Engage with 635 SCOG for internal support throughout the CRF process:

6.2.1.1.1. Involve 635 SCOG to coordinate with the MAJCOM to ensure funds are provided to the applicable CRF location no later than 30 days prior to execution. For crisis action operations, the supported command will assist in identifying unit Points of Contact (POCs) during crisis action planning for customers requesting CRF support. **(T-2)**

6.2.1.1.2. Coordinate with 635 SCOG to provide Awaiting Parts (AWP) support and follow-up action on requisitions supporting CRF operations. **(T-2)**

6.2.1.2. Request initiate cataloging actions to delete the two-level maintenance designation for those items determined to be repaired at a CRF. **(T-2)**

6.2.1.3. Track Transportation Control Number (TCN's) as needed to resolve transportation issues. **(T-2)**

6.2.1.4. Work with functional experts to green sheet (expedite) and/or resolve frustrated cargo at Air Mobility Command (AMC) aerial ports and Air Mobility Squadrons. **(T-2)**

6.2.1.5. Use PowerTrack and Transportation Allowance Codes (TACs) to ensure transportation billing issues are completed. **(T-2)**

6.2.1.6. Expedite movement between supported units and to/from CRFs if needed. **(T-2)**

6.2.2. LOC Materiel Management Manager will:

6.2.2.1. Monitor asset availability for all CRF National Stock Numbers (NSN's). Direct shipments from the CRF and coordinate with 635 SCOG for lateral support shipments from other sources to satisfy Mission Capable (MICAP)/AWP/MRSP requirements. OCONUS units supporting homeland security and crisis action operations will receive first priority. **(T-2)**

6.2.2.2. Ensure sufficient Shop Replaceable Units (SRU's) and consumable bits and pieces are available to support the SOF CRF program through oversight and problem resolution with the appropriate SCOG. **(T-2)**

6.2.2.3. Review all CRF-supported NSN's (including related Interchangeable and Substitute Group (ISG) NSNs) to ensure applicable records are loaded properly at all

bases sending assets to the CRF. Review will be accomplished quarterly or upon introduction of new CRF NSNs. (T-2)

6.2.2.4. Monitor/track assets to and from the CRF using the Enterprise Supply System (ES-S), and IGC to ensure prescribed repair echelon and transportation routing is being followed. Make every effort to resolve bottlenecks in the pipeline that may occur. (T-2)

6.2.2.4.1. Monitor the Due-in Receipt Listing (R28/NGV865) on a daily basis to review unserviceable (retrograde) assets inbound to the CRF. Ensure all Standard Base Supply System (SBSS) records have the required data (e.g. each NSN should have applicable org/shop of the repair facility) to facilitate automatic processing of the unserviceable receipt. (T-2)

6.2.2.4.2. Monitor the Repair Cycle Management List (D23/NGV905) on a daily basis to follow-up on unsatisfactory DIFM status or items without status. (T-2)

6.2.2.4.3. Monitor the Due-Out Status Listing (R31/NGV851) or local script daily for lateral requisitions for supported units. Process lateral shipments from CRF account to fill Due Outs at supported locations. (T-2)

6.2.2.5. Monitor and coordinate Repairable Item Movement Control System (RIMCS) data changes with 635 SCOG as needed. (T-2)

6.2.2.6. Deploy as required supporting continuity of operations for AFSOC CRF. (T-2)

6.2.2.7. Coordinate parts requirements listed on AFSOC Form 2410 with the LOC ISO Coordinator, 635 SCOG and Defense Logistics Agency (DLA). (T-2)

6.2.2.8. Research all applicable 356 reject notices (REJ DUE-IN DETAIL NOT LOADED-INITIATOR) to verify pre-positioned material receipts were received and processed. (T-2)

6.2.2.9. 60 days prior to induction into ISO CRF, coordinate with 635 SCOG and DLA to ensure items identified on the AFSOC Form 2410 are being monitored for procurement and are available. (T-2)

6.2.2.10. 12 days prior to induction into ISO CRF, coordinate with 635 SCOG and DLA to ensure items identified on the AFSOC Form 2410 are procured and available to the CMT. (T-2)

6.2.2.11. Monitor critical items and critical MRSP items on a bi-monthly basis to ensure Peacetime Operating Stock (POS) are readily available. Coordinate with 635 SCOG to maintain demand levels. (T-2)

6.2.3. 1 SOLRS and 27 SOLRS will:

6.2.3.1. Process all Prepositioned Materiel Receipts (PPMR)/Document Identifier Code DWA immediately upon receipt. If rejects occur on PPMR processing, coordinate with the supported base or 635 SCOG/437 SCOS Records Maintenance to correct. (T-2)

6.2.3.2. Process all transactions to turn in serviceable assets to stock. Ship unserviceable assets deemed not repairable at the CRF back to the depot, using approved transportation packing orders. **Note:** Serviceable assets will be placed on the CRF (satellite) account

for release to CRF supported bases or to worldwide redistribution if no requirement exists at the supported units. (T-2)

6.2.3.3. Provide personnel to support CRF activities. (T-2)

6.2.3.4. Provide temporary storage for repairable assets until delivered to the CRF. (T-2)

6.2.3.5. Provide storage for serviceable assets awaiting disposition IAW proper warehousing procedures. (T-2)

6.2.3.6. Ensure maintenance personnel have the capability to access Discoverer, Global Combat Support System (GCSS), ES-S, and SBSS reports (e.g., D-23 DIFM listing) needed for day-to-day management of the CRF. Provide a single turn-in point for CRF SRU's and LRUs. (T-2)

6.2.3.7. Ensure DIFM status updates and Estimated Time in Commission (ETIC) dates are received daily from CRF. (T-2)

6.2.3.8. Ensure the expeditious receipt, handling, and shipment of CRF-supported LRUs. (T-2)

6.2.3.9. Transport unserviceable assets to the CRF repair facility for repair and coordinate the pick-up of repaired/serviceable assets and items deemed not repairable/unserviceable. (T-2)

6.2.3.10. Monitor the DIFM listing, D23/NGV905 (Repair Cycle Asset Management Listing), on a daily basis to follow up on unsatisfactory DIFM status or no status. Coordinate with the CRF maintenance shop for updates. (T-2)

6.2.3.11. Monitor the D-19 Awaiting Parts (AWP) validation listing. Follow-up with depots as required ensuring timely receipt of parts required to repair DIFM items. (T-2)

6.2.3.12. Establish Forward Supply Points and Quick Reference Lists as identified by CRF managers. (T-2)

6.2.4. 1 SOLRS and 27 SOLRS Storage and Issue will:

6.2.4.1. Provide interface between maintenance, materiel management, and transportation. (T-2)

6.2.4.2. Provide adequate supply capability to receive, store, and distribute required items. (T-2)

6.2.4.3. Verify funding, packing, and shipment paperwork. (T-2)

6.2.4.4. Arrange shipment through Cargo Movement Operations System (CMOS) based on established business rules, unless LOC/635 SCOG alters normal shipment requirements. (T-2)

6.2.4.5. Load, block, and brace the engine as required upon carrier arrival. If moved by truck, shipment must be an Air-Ride equipped trailer. (T-2)

6.2.4.6. Ensure historical demand rate data from CRF supported bases remain with the units. (T-2)

6.2.4.7. Maintain parts availability to support steady state and surge operations. This will be accomplished by establishing required bench stocks, supply points, and adjusted stock levels. **(T-2)**

6.2.5. CRF Supported LRS Units will:

6.2.5.1. Process unserviceable repairable assets identified on the CRF NSN list as Action Taken Code "D" (Bench checked--transferred to another base) assets for shipment to the CRF within 24 hours but NLT next duty day. **(T-2)**

6.2.5.2. Process unserviceable turn-ins for shipment with required documentation (DD Form 1577, *Unserviceable Tag*; AFTO Form 350, *Maintenance Action Tag*; DD Form 1348, *IMDS screen #122 snapshot and supply shipping document*). Supported bases should also include IMDS screen #122 snapshots. At no time should assets be shipped to the CRF without being processed through the ES-S. Do not ship assets on a DD Form 1149 as accountability and visibility of the asset will be lost. **(T-2)**

6.3. Mobility.

6.3.1. Increased workloads at any CRF (CONUS or OCONUS) to support contingencies will require the use of MRSP's and Contingency High Priority Mission Support Kits (CHPMSK's) deployed to that CRF's Forward Operating Locations (FOL). **(T-2)**

6.3.2. Forward Supply Point (FSP) assets will be segmented so that only the applicable parts are deployed. For example, if a CRF only repairs ALQ-172 systems, then only SRU's to support the ALQ-172 would deploy to the CRF. **(T-2)**

6.3.3. The Forward Supply Point (FSP) will include a Consumable Readiness Spare Package (FCRSP) for consumable parts deployed to the CRF. **(T-2)**

6.3.4. The deploying unit will segment its kits and transfer the appropriate segments to the CRF SRAN. **(T-2)**

6.3.5. If the CRF requires additional SRU's, the supported command will generate a request to AFSOC A4R for a CHPMSK to augment the SRU segments of the MRSP's. CHPMSK will be configured to augment MRSP segments as applicable using the Aircraft Sustainability Model (ASM) and following guidelines in. Levels will be negotiated jointly between the lead MAJCOM and the 635 SCOG Requirements Team, and approved by HQ USAF/ILGP. **(T-2)**

6.3.6. Any outside organization supported by AFSOC's CRFs, require an independent shop and organization under Department of Defense Activity Account Code (DODAAC) FB1820, FB1801, and FB4413; current AFSOC units are not affected. Any changes to current business rules or outside organizations must coordinate with the Command Flying Hour Program Office, HQ AFSOC/A4RR. **(T-2)**

6.3.7. Coordinate with the owning SCOG (635/735) to transfer the Automated Information System segment of deploying units MRSP to the Avionics CRF location. The CRF levels are not developed to support units requesting support from the CRF. Supported units' transferred MRSP will provide the needed SRU's to repair their assets. **(T-2)**

6.3.8. Perform review of all CRF supported NSNs (including related ISG NSNs) to ensure applicable records are loaded properly once at the deployed site. **(T-2)**

6.4. Transportation.

6.4.1. Origin Traffic Management Responsibilities.

6.4.1.1. Arranging the movement of CRF assets will be the same as those used for like items originating from non-CRF locations. Transportation shipping procedures are outlined in AFI 24-203, *Preparation and Movement of Air Force Cargo*; and DTR 4500.9-R, Part II, *Defense Transportation Regulation, Part II, Cargo Movement*. All assets will be tracked using GTN, Tracker, or other electronic capability as needed. The LOC will engage with HQ AFSOC/A4RE on a case-by-case basis for assistance with delayed assets within the commercial and/or military transportation pipeline. The Distribution Flight will coordinate funding for assets and assign the designated Working Capital Fund/Second Destination Transportation (SDT), Transportation Account Code (TAC) or utilize local funds to ship assets. All CRF-specific assets will reflect one of the following DoDAAC's: FB1820 (C-130 Avionics CRF); FB1801 (CV-22 Avionics CRF); FB4413 (C-130 Propulsion CRF). As a reminder, IAW AFI 10-403, *Deployed Planning and Execution*, shippers must utilize the Distribution Flight for in-transit visibility purposes. This is especially important when the organic Air Force Special Airlift Mission (FSAM) transportation method is utilized. Shippers must never bypass the local Traffic Management Office when shipping DOD assets.

6.4.2. Traffic Management Responsibilities (HQ AFSOC/A4R matrixed position to the LOC).

6.4.2.1. The Transportation representative will be a liaison between maintenance, supply, and the Distribution Flight to ensure time definite delivery of CRF assets. The transportation representative will resolve transportation issues for CRF assets as needed. Asset movement status will be briefed to LOC managers as needed.

6.4.2.2. Transportation representatives will initiate a tracer action when an asset transit time exceeds the stated movement standard in DOD 4140.1-R, *DOD Supply Chain Material Management Regulation*. Transportation representatives can use the transportation company's web site Global Transportation Network, or any other method to obtain in transit visibility status.

6.4.2.3. All diversions or re-consignments will be coordinated with the origin Distribution Flight.

6.4.2.4. Greensheet requests will be submitted to the CLO transportation representatives. The transportation representatives will review the greensheet request(s) and submit the AMC Airlift Export request to Air Clearance Authority, AFMC/LSO/LOLA.

6.4.3. Destination Traffic Management Responsibilities.

6.4.3.1. Procedures will remain as outlined in current guidance. **(T-2)**

6.4.3.2. The supported LRS outbound freight section will ensure assets shipped to CRF activity already have the correct Transportation Package Order (TPO) and Special Packing Instructions (SPI). If the unit doesn't have the required container, they will submit an AF Form 451 to LRS. **(T-2)**

6.5. Financials.

6.5.1. CRFs will use the appropriate PFMR/OCCR Standard Base Supply System (SBSS) accounts for each supported unit until future financials are implemented. **(T-2)**

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Director of Logistics

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

- DOD 4140.1-R, *DOD Supply Chain Material Management Policy*, 3 May 2003
- DTR 4500.9-R, Part II, *Defense Transportation Regulation, Part II, Cargo Movement*, June 2008
- AFPD 24-1, *Preparation and Movement of AF Materiel*, 9 August 2012
- AFI 10-403, *Deployed Planning and Execution*, 13 January 2008
- AFI 20-115, *Propulsion Management For Aerial Vehicles*, 12 January 2012
- AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 July 2010
- AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 9 April 2010
- AFI 21-104, *Selective Management of Selected Gas Turbine Engines*, 11 December 2007
- AFI 24-203, *Preparation and Movement of Air Force Care*, 2 November 2010
- AFI 33-360, *Publications and Forms Management*, 25 September 2013
- AFMAN 20-116, *Propulsion Life Cycle Management for Aerial Vehicles*, 7 February 2014
- AFMAN 33-363, *Management of Records*, 1 March 2008
- AFH 23-123, Volume 1, *Material Management Reference Information*, 8 August 2013
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- AFH 23-123, Volume 3, *Air Force Equipment Management*, 8 August 2013
- T.O. 00-25-107, *Maintenance Assistance*, 15 August 2011
- T.O. 00-25-254-1/12, *Comprehensive Engine Management System Engine Configuration, Status and TCTO Reporting Procedures*, 15 June 2013
- T.O. 00-25-254-2, *Comprehensive Engine Management System*, 15 August 2001
- T.O. 00-85-20, *Engine Shipping Instructions*, 15 October 2003
- T.O. 1C-130A-6WC-14, *Home Station Check Work Card*, 15 July 2015
- T.O. 1C-130A-6WC-15, *Minor and Major Isochronal Work Card*, 1 December 2010
- T.O. 2J-1-18, *Preparation for Shipment and Storage of Gas Turbine Engines*, 1 September 2010

Prescribed Forms

AFSOC Form 2410, *Inspection/TCTO Planning Checklist*

Adopted Forms

DD Form 1149, *Requisition and Invoice/Shipping Document*
DD Form 1348-1, *DOD Single Line Item Release/Receipt Document*
DD Form 1574, *(Yellow Tag) Serviceable Tag-Material*
DD Form 1577, *(Green Tag) Unserviceable Tag-Materiel*
DD Form 1577, *(Red Tag) Unserviceable (Condemned) Tag-Material*
DD Form 1577-2, *(Green Tag) Unserviceable (Repairable) Tag-Materiel*
AF Form 451, *Request for Packaging Service (Not LRA)*
AF Form 781, *Multiple Item Prescription*
AF Form 847, *Recommendation for Change of Publication*
AF Form 2005, *Issue/Turn-In Request*
AFTO Form 20, *Caution and Inspection Record*
AFTO Form 95, *Significant Historical Data*
AFTO Form 350, *Repairable Item Processing Tag*

Abbreviations and Acronyms

ACC—Air Combat Command
AETC—Air Education and Training Command
AFETS—Air Force Engineering and Technical Services
AFGLSC—Air Force Global Logistics Support Center
AFI—Air Force
AFMC—Air Force Material Command
AFRC—Air Force Reserve Command
AFRIMS—Air Force Records Information Management System
AFSC—Air Force Sustainment Center
AFSOC—Air Force Special Operations Command
AFSOI—Air Force Special Operations Command Instruction
AIRCAT—Automated Inspection, Repair, Corrosion and Aircraft Tracking
AMC—Air Mobility Command
ANG—Air National Guard
AOC—Air Operations Center
AOR—Area of Responsibility
ASL—Adjusted Stock Levels

ASM—Aircraft Sustainability Model
AWP—Awaiting Parts
AWM—Awaiting Maintenance
C2—Command and Control
CANN—Cannibalization
CC—Commander
CEM—Command Engine Manager
CEMS—Comprehensive Engine Management System
CHPMSK—Contingency High Priority Mission Support Kit
CJSOAC—Combined Joint Special Operations Air Component
CLO—Combat Logistics Operations
CMOS—Cargo Movement Operations System
CMT—Contract Maintenance Team
CND—Could Not Duplicate
CONOP—Concept of Operation
CONUS—Continental United States
CRF—Centralized Repair Facility
DD—Delayed Discrepancy
DFAS—Defense Finance and Accounting Service
DFT—Depot Field Team
DI/DO—Due-in/Due-out
DIC—Digital Integrated Circuit
DIFM—Due-in From Maintenance
DFT—Depot Field Team
DLA—Defense Logistics Agency
DOC—Due-Out Cancellations
DOD—Department of Defense
DODAAC—Department of Defense Activity Account Code
DWA—Prepositioned Material Receipt
EHM—Engine Health Monitoring
ENMCS—Engine Not Mission Capable Supply
ERRC—Engine Regional Repair Center

ES—S—Enterprise Supply-Solutions
ETIC—Estimated Time in Commission
ETOW—Estimated Time On Wing
FCF—Functional Check Flight
FCRSP—Flexible Consumable Readiness Spare Package
FOL—Forward Operating Location
FSAM—Air Force Special Airlift Mission
FSP—Forward Supply Point
GIMMS—Global Integrated Maintenance Management System
HAZDEC—Hazardous Declaration
IAW—In Accordance With
IGC—Integrated Data Environment and Global Transportation Network Convergence
ILM—Intermediate-Level Maintenance
IMDS—Integrated Maintenance Data System
IPT— Integrated Process Team
ISG—Interchangeable and Substitute Group
ISO—Isochronal Inspections
JCN—Job Control Number
JDRS—Joint Deficiency Reporting System
JRAMS—Joint Reliability Availability Management System
LC—Letter Checks
LIMFAC—Limiting Factor
LIN—Logistics Information Network
LLO—Logistics Liaison Officer
LOC—Logistics Operations Cell
LRS—Logistics Readiness Squadron
LRU—Line Replaceable Unit
MAJCOM—Major Command
MASO—Munitions Accountable Systems Officer
MDS—Mission Design System
MDCS—Maintenance Data Collection System
MICAP—Mission Capable

MIS—Maintenance Information System
MRSP—Mobility Readiness Spares Package
MSD—Material Support Division
MSI—Maintenance Issue
MXG—Maintenance Group
NLT—Not Later Than
NRTS—Not Repaired This Station
NSN—National Stock Number
OCCR—Organization Cost Center Record
OCONUS—Outside Continental United States
O-Level—Organizational-Level
OPR—Office of Primary Responsibility
O&ST—Order and Ship Time
PDM—Programmed Depot Maintenance
PFMR—Project Fund Management Record
POC—Point of Contact
POS—Peacetime Operating Stock
PPMR—Pre-Positioned Materiel Receipts
PQDR—Product Quality Deficiency Report
PS&D—Plans, Scheduling and Documentation
PWS—Performance Work Statement
QAE—Quality Assurance Evaluators
QEC—Quick Engine Change
RBL—Readiness Based Levels
RCCC—Responsibility Center/Cost Center Codes
RCM—Reliability Center Maintenance
RIMCS—Reparable Item Movement Control System
RDS—Records Disposition Schedule
RNM—Repair Network Manager
SBSS—Standard Base Supply System
SCOG—Supply Chain Operations Group
SEM—SRAN Engine Manager

SHP—Shipment
SI—Special Inspection
SME—Subject Matter Expert
SOF—Special Operations Forces
SOCMS—Special Operations Component Maintenance Squadron
SOEMS—Special Operations Equipment Maintenance Squadron
SOG—Special Operations Group
SOLRS—Special Operations Logistics Readiness Squadron
SOMXG—Special Operations Maintenance Group
SOMXS—Special Operations Maintenance Squadron
SOR—Sources of Repair
SOW—Special Operations Wing
SPI—Special Packing Instructions
SRAN—Stock Record Account Number
SRU—Shop Replaceable Unit
SDT—Second Destination Transportation
TAC—Transportation Allowance Code
TAR—Technical Assistance Request
TCI—Time Change Item
TCN—Transportation Control Number
TCTO—Time Compliance Technical Order
TMO—Traffic Management Office
TMF—Traffic Management Flight
TO—Technical Order
TOC—Type Organization Code
TPO—Transportation Package Order
UTC—Unit Tasking Codes
WRE—War Readiness Engines

Attachment 2

CENTRALIZED REPAIR FACILITY (CRF) CRISIS ACTION RELOCATION REQUIREMENTS

A2.1. Overview.

A2.1.1. In the event of a natural disaster or other catastrophic event at or near Hurlburt Field which will cause the base to be closed for 30 days or more, it may be necessary to relocate AFSOC's Centralized Repair Facility (CRF) capability. The overarching goal of this attachment is to capture what generates the capacity to perform ISO/Letter Check, avionics, and engine CRF repairs. Specifically, listed below are the space, power, equipment, manpower and AFSOC unique requirements for each CRF. Additionally, the estimated throughput or workload is provided. Finally, a list of options as well as LIMFACS is included. The decision to execute any portion of a crisis action plan will be made jointly by the HQ AFSOC/A4M and 1 SOMXG/CC or 27 SOMXG/CC.

A2.2. ISO CRF.

A2.2.1. Space - Approximately 90,000 square feet.

A2.2.1.1. C-130 dimensions: length 98 ft., wingspan 133 ft., height 39 ft.

A2.2.2. Power-Frequency Converter to 115 VAC 400Hz 3-Phase or -86 External Power Cart.

A2.2.3. Equipment.

A2.2.3.1. Computers with NIPR access (4 ea.).

A2.2.3.2. Self-Generating Nitrogen Cart or Nitrogen Bottle Cart (1 ea.).

A2.2.3.3. 15-ton Crane (1 ea.).

A2.2.3.4. B-1 (4 ea.)/B-2 (2 ea.)/B-4 (4 ea.)/B-5 (2 ea.) / C-1 (2 ea.) maintenance stands.

A2.2.3.5. Jacking Manifold plus Jacks (6 ea.).

A2.2.3.6. Wing Cribbing (2 pieces)/Tail Cribbing (2 ea.).

A2.2.3.7. Model MJ1B Hydraulic Test Stand (mule) (1 ea.).

A2.2.3.8. LOX Cart and LOX supply.

A2.2.3.9. Model -95 Bleed Air Cart (1 ea.).

A2.2.3.10. Engine Change Kit (1 ea.).

A2.2.3.11. Tow Bar for AC-U and MC-H, aircraft (1 ea.).

A2.2.3.12. Tow Vehicle - MB-2 (1 ea.).

A2.2.3.13. TOs.

A2.2.4. Manpower.

A2.2.4.1. Approximately 90 C-130 ISO/Letter Check qualified personnel.

A2.2.4.2. Military backshop (off-equipment) support for structures, metals tech, NDI, propulsion, in-tank fuel cell mx, and weapons mx.

A2.2.5. AFSOC Unique Requirements—manned by civilian Contract Maintenance Team (CMT).

A2.2.6. Throughput/workload - 4 aircraft per month.

A2.2.7. Possible Options:

A2.2.7.1. Move ISO CRF to Duke Field.

A2.2.7.2. Contract at Crestview Aerospace.

A2.2.7.3. Induct aircraft into Little Rock AFB CRF.

A2.2.7.4. Relocate ISO CRF to Cannon AFB.

A2.2.8. LIMFACS.

A2.2.8.1. Forward supply point not available causing increased ISO/Letter Check flow days.

A2.2.8.2. Relocation of CMT personnel (some or all).

A2.3. SOF UNIQUE C-130 AVIONICS CRF.

A2.3.1. Space - Approximately 50,000 square feet.

A2.3.1.1. Classified storage will be required for ALQ-172, AAR-44B and APQ-180 assets.

A2.3.2. Power - 115 VAC 400Hz 3-Phase; 120 VAC 60Hz; 240 VAC 60Hz; 28 VDC.

A2.3.3. Equipment - Mock-ups or test sets for the following systems: ALQ-172, AAR-44B, APQ-150, APQ-170, APQ-180, APR-46, AIC-38/40, ARN-151, CTRL/DISP (BMFD ETC), GUN CTRL SYS.

A2.3.4. Manpower - 89 Personnel.

A2.3.5. AFSOC Unique Requirement: ALQ-172, AAR-44B, APQ-150, APQ-170, APQ-180, APR-46, AIC-38/40, CTRL/DISP, (BMFD ETC), GUN CTRL SYS.

A2.3.5.1. LLLTV and AN/AAQ-26 are depot level CLS contracts located in the 1 SOCMS facilities at HFLD.

A2.3.6. Throughput/workload - 65 LRUs per month.

A2.3.7. Possible Repair Options (Worked through Item Managers at WR-ALC).

A2.3.7.1. AN/APQ-170 – Revert to OEM.

A2.3.7.2. ARN-151 - Revert to 2-level maintenance at Warner Robins.

A2.3.7.3. CTRL/DISP and GUN CTRL - Revert to contractor maintenance. Boeing is on contract to do depot level repair for these items.

A2.3.7.4. AN/ALQ-172v3 - Return unique LRUs to the OEM (ITT) for repair. The depot has no repair capability for v3 unique LRUs.

A2.3.7.5. LLLTV, and AN/AAQ-26–Utilize CLS contracts and have a deployable depot capability that could be utilized at another location for additional cost.

A2.3.8. LIMFACS.

A2.3.8.1. AN/APQ-180, TPS's are only located at HFLD and would need to be recovered and moved to an alternate maintenance location.

A2.3.8.2. AIC-38/40, TPS's are only located at HFLD and would need to be recovered and moved to an alternate maintenance location.

A2.3.8.3. Limited transportation available for movement of EEETS and TPS's (~7800 lbs./500 cubic ft.).

A2.3.8.4. Limited access, use or loss of SRU/LRUs frustrated at CRF location.

A2.4. ENGINE CRF.

A2.4.1. Space - Approximately 20,000 sq ft. with overhead hoists (lift capacity 6000 LBS min).

A2.4.2. Power - 110/220volts plus 3 phase power.

A2.4.3. Equipment.

A2.4.3.1. Complete T21D Test Cell.

A2.4.3.2. Propeller Hydraulic Tester and Bench.

A2.4.3.3. Computers with NIPR access (4 ea.).

A2.4.3.4. T56 Special Tools.

A2.4.3.5. Slings and Non-Powered AGE Equipment.

A2.4.3.5.1. Engine Stands (2ea).

A2.4.3.5.2. Engine Stand with Nose Gear Box Adapter (1 ea.).

A2.4.3.5.3. Propeller Dollies (2ea).

A2.4.3.5.4. RGB Stand (2 ea.).

A2.4.3.5.5. Compressor Rollover Stand (2 ea.).

A2.4.3.5.6. Turbine Stand (2 ea.).

A2.4.4. Manpower - 80 Military

A2.4.5. AFSOC Unique Requirements - 60/90 OCA QEC Kits.

A2.4.6. Throughput/workload - 8 engines and 8 propellers per month.

A2.4.7. Possible Repair Options.

A2.4.7.1. Move engine CRF to Duke Field. .

A2.4.7.2. Utilize Little Rock AFB Engine CRF.

A2.4.7.3. Relocate engine CRF to Cannon AFB.

A2.4.8. LIMFACS.

A2.4.8.1. Limited transportation available for movement of spare engines and equipment.

A2.4.8.2. Forward supply point not available.

A2.4.8.3. COMM issues (CAMS vs GO81).

A2.5. CV-22 AVIONICS CRF.

A2.5.1. Space - 15,000 Square Feet

A2.5.1.1. Classified storage is not required.

A2.5.2. Power - 115 or 220 volts, 3 phase 60 Hz with 100 amp draw and 115 or 220 volts, 3 phase 400 Hz.

A2.5.3. Equipment - 2 MMF's and 1 RTCASS station with Operational Test Program Sets (OTPS).

A2.5.4. Manpower - 17 CV-22 Avionics CRF Technicians.

A2.5.5. AFSOC Unique Requirements: Keyboard Unit, Control Display Unit, Intercommunication Station Control and Primary Lighting Control Unit.

A2.5.6. Throughput/workload. 40 LRU's monthly.

A2.5.7. Possible Repair Options (Worked through Item Managers at WR-ALC/ NAVICP). Transfer work load to Hurlburt Field or Kirtland where RTCASS stations are set up for base CND screening.

A2.5.8. LIMFACS.

A2.5.8.1. Limited transportation available for movement of MMF's with RTCASS and OTPS's 2 MMF's are needed to set up operations at deployed location, 1 station trailer and 1 support trailer. The MMF's are 20ftX8ftX8ft, the TARE weight is 4,400lbs; the max loaded weight is 20,000lbs. Each MMF is 1007ft cubed.

A2.5.8.2. Limited access, use or loss of SRU/LRUs frustrated at CRF location.

A2.5.8.3. Low SRU spares available. Heavy emphasis on FARE repair support.

A2.5.8.4. COMM issues.

A2.5.8.5. 25K forklift or equivalent for moving MMF's.

Attachment 3

CRF COMMODITIES CHECKLIST

Table A3.1. CRF Commodities Checklist.

CRF Commodity Checklist		OPR: AFSOC/ A4MO	DATE: 12 Jul 13	
ITEM NO.	ITEM	YES	NO	N/A
Commodities which are identified for inclusion into the CRF must have a business case analysis (BCA) completed. This BCA will contain (at a minimum) the following:				
1.	What is system reliability?			
1.1.	Mean Time Between Failure (MTBF)			
2.	Are sufficient spares available?			
2.1.	POS, RSP			
2.2.	SRU or bit-piece parts available			
3.	Collection of IMDS data (WUC, number of failures, How Mal, man-hours, part numbers, etc)			
4.	Technician input (interviews)			
5.	Are infrastructure requirements adequate? (test equipment and availability)			
6.	Available technical data			
6.1.	Is a change in technical data required?			
6.1.2.	Change in procedures?			
6.1.3.	Change in repair code?			
7.	Does existing manpower (capacity) allow for new commodity?			
7.1.	Is additional manpower required to accomplish commodity repair (# of Repairs x man-hours)?			
7.1.1.	Is the inventory contract sufficient to accommodate additional parts flow?			
8.	Contact HQ AFSOC/A4R for analysis on the following:			
8.1.	Determine consumption data for SRU, bit and piece parts			

CRF Commodity Checklist		OPR: AFSOC/ A4MO	DATE: 12 Jul 13	
ITEM NO.	ITEM	YES	NO	N/A
8.1.1.	Identify/establish levels for spares, SRU's, consumables, bits and piece parts			
8.1.2.	Coordinate with 635 SCOG to provide consumables forecast to Source of Supply			
8.1.3.	Identify parts availability with 635 SCOG			
8.2.	Identify transportation requirements			
8.2.1.	The TO/Shipment planners determine the appropriate mode/method and select the carrier to move the material to destination consistent with the delivery requirement			
8.2.2.	The DOD is a mandatory user of the DID DESPS, EXCEPT WHEN:			
8.2.2.1.	DOD shipments between 0 and 500 miles from origin			
8.2.2.2.	DOD shipments under DOD contracts in effect prior to award of this contract until expiration of the existing contracts or agreements			
8.2.2.3.	When required by wartime contingency operations			
8.2.2.4.	When shipments are outside the scope of the contract			
8.2.2.5.	Individual shipments with a gross weight of 300 pounds or more are outside the scope of this contract			
8.3.	Forecast/budget annual transportation costs			
8.4.	What supply data requires updating if commodity is CRF'd?			
8.4.1.	Establish/maintain SRAN FB1820 for all CRF property			
8.4.2.	Load organization/shop codes for SRAN FB1820			
8.4.3.	LRS will load approved stock numbers for the CRF			
8.4.4.	Provide a single turn-in point for CRF SRU's/LRUs regardless of serviceability			
8.5.	Will parts kitting be required?			
8.5.1.	Must submit a kitting request through appropriate source			
8.5.2.	Identify all required NSN's and part numbers			

CRF Commodity Checklist		OPR: AFSOC/ A4MO	DATE: 12 Jul 13	
ITEM NO.	ITEM	YES	NO	N/A
8.5.3.	Submit request for through appropriate source for further instructions			
8.6.	Identify/establish special levels for spares, SRU's, consumables, bit and piece parts			
8.6.1.	Check SRD's			
8.6.2.	Examine Cause Codes			
8.6.3.	Examine the requisition objectives and re-order point			
8.6.4.	Stock replenish requisition			
8.7.	Will additions to bench stock be required? (Mx will provide, NSN, p/n, qty, etc)			
8.7.1.	LRS will re-look at stock replenish requisition			
8.7.2.	LRS will provide material storage/distribution facilities (IAW proper warehousing procedures)			
<p>Note: <i>This checklist will be utilized prior to any commodity being added to CRF operations. There are two primary methods for adding commodities to the CRF enterprise: 1.) Items which will be identified as base or unit level repair through the source of repair analysis (SORA) during the system acquisition process and 2.) Review of existing commodities with the RNI In/Out Decision Tree to determine if they meet best practice criteria as a CRF commodity. Proposed CRF commodities will be vetted through the CRF Process Advisory Council (PAC) for approval by the CRF Executive Council (EC) via a business case analysis addressing manpower, facilities, SE, return on investment, etc. New commodities which are determined to be CRF'd during the SORA or similar process will have MAJCOM analysis conducted prior to approval.</i></p>				