

**BY ORDER OF THE COMMANDER  
18TH WING (PACAF)**

**KADENA AIR BASE INSTRUCTION 21-102**



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Maintenance**

**CORROSION CONTROL PROGRAM**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance*. It outlines the procedures for the aircraft and Aerospace Ground Equipment (AGE) wash, corrosion and paint programs. It applies to 18th Wing (18 WG) and the tenant units at Kadena Air Base (AB). This publication does not apply to the Air National Guard or US Air Force Reserve. 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) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command.

**SUMMARY OF CHANGES**

Some requirements are added for F-15 and HH-60 aircraft maintenance. The responsibilities for 18th Equipment Maintenance Squadron (18 EMS) corrosion control section are updated.

**1. Appointment of Corrosion Control Monitor.**

1.1. The Superintendent of the Structural Maintenance/Corrosion Control Element is designated as the 18th Wing Corrosion Control Monitor.

1.2. Maintenance supervisors of each Aircraft Maintenance (AMU) are the Corrosion Control Program monitors for their respective AMUs.

1.3. Contract project officer will coordinate wash and corrosion control schedules with host and associate-units for all KC-135R, E-3, MC-130 and RC-135 aircraft.

## 2. Aircraft Wash.

2.1. AMU scheduling section will:

2.1.1. Schedule all assigned aircraft to be washed every 30 days.

2.1.2. Schedule aircraft for wash in conjunction with all phase, periodic or isochronal inspections, and prior to aircraft paint.

2.1.3. Inform Maintenance Operations Officer (MOO) weekly of all early/overdue (5 days or more) aircraft washes.

2.1.4. Do not schedule aircraft for wash until mid-cycle has elapsed since the last date washed. The only exception will be short-notice VIP or cross-country tasking, when directed by the 18th Maintenance Group Commander (18 MXG /CC) or associated MOO.

2.1.5. Schedule aircraft clear water rinses in accordance with (IAW) TO 1-1-691 as follows:

2.1.5.1. Clear Water Rinse (CWR) every 15 days.

2.1.5.2. CWR after the last flight of the day when low level flight under 3,000 feet over salt water was accomplished or two or more take-offs and/or landings in a single day which require low level flight over salt water was accomplished. If Pacific Air Force Command (PACAF) approved rinse cycle waiver is in effect (to terminate rinsing after last flight of the day, based on Okinawa water table level), a 15-day CWR will be completed as a minimum.

2.1.6. Coordinate with 18th Maintenance Operations Squadron (18 MOS) Plans and Scheduling and Structural Maintenance Superintendent to develop a monthly paint schedule for F-15C/D, HH-60G aircraft and assign aircraft tail numbers to these paint slots.

2.1.7. No more than three aircraft will be scheduled for wash during one duty day, to include Saturdays.

2.2. 67, 44 and 33 AMUs will:

2.2.1. Download all external munitions.

2.2.2. Ensure all aircraft are grounded, chocked and properly positioned on the wash rack. All aircraft must be in place by 0700. One fire bottle must be positioned per two aircraft.

2.2.3. Install all required safety pins and locks prior to wash. **Note:** All landing gears doors will be opened and pinned prior to placement on the wash rack.

2.2.4. Ensure that aircraft canopy is closed and sealed; ensure all panels are installed and fasteners are flush with the surface.

2.2.5. Ensure all required name changes are put in the forms prior to the aircraft being put on the wash rack.

2.3. 18 EMS wash rack shift supervisor will:

2.3.1. F-15 only:

2.3.1.1. Download Air Force Technical Order (AFTO) Form 781A, *Maintenance Discrepancy and Work Document* and post pre-prints.

2.3.1.2. Make an entry on the AFTO Form 781A for required wash prior to wash beginning. **Note:** No wash actions will be initiated until this entry is made.

2.3.1.3. Ensure all panels are installed prior to beginning pre-wash masking.

2.3.1.4. Ensure all safety pins, locks, and wheel covers have been installed. **Note:** Any aircraft missing panels, safety pins, and/or locks, will not be washed until the aircraft preparation has been complied with.

2.3.2. F-15 and HH-60's only:

2.3.2.1. Determine if minor touch-ups will be accomplished after the aircraft wash is complete. Requirements will be determined by the wash rack monitor, if needed, to include leading edges, bare metal/small new panels, small structural repair patches, application of local markings, and touch-up painting limited to brush on applications IAW Technical Order (T.O.) 1-1-8.

2.3.2.2. Notify Maintenance Operations Center (MOC) of wash completion and ensure that Integrated Maintenance Data System (IMDS) entry is cleared before releasing the aircraft the applicable squadron. **Clear AFTO Form 781A preprinted entries for the wash and IMDS, place an IMDS screen 380 showing the wash cleared in the form 781s binder prior to notifying MOC of wash completion.**

2.4. For KC-135 and E-3 washes, the DynCorp Project Office Quality Assurance Evaluator will:

2.4.1. Ensure aircraft are properly prepared for wash IAW the corrosion control contracts for their respective aircraft.

2.4.2. Coordinate with DynCorp to ensure aircraft are washed IAW applicable TOs. The 18 MXG Quality Assurance (QA) representative will randomly follow-up aircraft washes to ensure compliance with TOs and work cards.

### 3. Acceptance Inspections.

3.1. AMU scheduling section will:

3.1.1. Schedule all TO 00-20-1 acceptance inspections.

3.1.2. Initiate an IMDS work order to DynCorp.

3.2. DynCorp will:

3.2.1. Perform a corrosion acceptance inspection. Complete inspections only in an approved corrosion control facility.

3.2.2. Document corrosion discrepancies and furnish a copy to the squadron scheduling sections and 18 MXG/QA for inclusion in the Category II Materiel Deficiency Report.

3.2.3. Perform all local marking requirements, such as tail stripes, pilot/crew chief names, wing and organizational emblems.

3.2.4. Comply with the transfer procedures IAW Pacific Command (PACOM) Airborne Warning and Control System (AWACS) memorandum of agreement.

3.2.5. Ensure all severe and moderate corrosion and structural discrepancies are corrected prior to departure. Any discrepancies that cannot be completed prior to departure will then be deferred to the AFTO Form 781A.

#### **4. Aircraft corrosion inspection and rework (other than contracted workload):**

4.1. 18 EMS Corrosion Control Section will develop and maintain currency of post-wash corrosion inspection worksheets for F-15/HH-60G aircraft assigned.

4.2. An aircraft structural maintenance specialist with quality assurance training will perform the post-wash inspections and document its completion in the "corrected by" block of the AFTO Form 781A.

4.3. An aircraft structural maintenance specialist will perform corrosion inspections on assigned aircraft during the F-15 phase inspections.

4.3.1. All corrosion discrepancies that are noted but not cleared during scheduled inspections will be documented on the AFTO Form 781K, *Aerospace Vehicle Inspection Engine Data Calendar Inspection and Delayed Discrepancy Document*, and retained with the aircraft forms package.

4.3.2. A copy of delayed discrepancies will be forwarded to the AMU scheduling section for scheduling or corrective actions after review by the Corrosion Control Section.

4.4. During required fuel cell maintenance, in other than internal wing cells, an aircraft structural maintenance specialist will conduct inspection and corrosion treatment as applicable.

#### **5. Additional Requirements for F-15 Painting.**

5.1. All touch-up and full paint requirements will be accomplished only in approved corrosion control facilities.

5.2. Maintenance will not be performed on aircraft which are being prepared for or undergoing full paint or touch-up, without prior coordination with 18 EMS/MXM Lead Production Superintendent.

#### **6. Aerospace Support Equipment.**

6.1. Work center responsible for periodic inspections of non-powered AGE will wash and perform corrosion inspections and preventive maintenance during each periodic inspection.

6.2. All AGE will be inspected for corrosion utilizing each equipment's applicable periodic inspection work cards. In addition, using a 2-year inspection cycle, both powered and non-powered AGE will receive a supplemental corrosion inspection performed by a DynCorp representative.

6.3. Based on 2-year corrosion control inspection results, DynCorp personnel will treat units requiring extensive corrosion control treatment. Production rates will be based on a mutually agreed upon number coordinated and documented between the AGE Flight Chief, Fabrication Flight Chief and DynCorp management personnel.

6.4. Owing work centers will be responsible for the minor touch-up, stenciling, and reflectorizing of their equipment after DynCorp Corrosion Section completes repaint.

6.5. Two-year corrosion control inspections will be performed in AGE Flight facilities on the first duty day of the week.

**7. Training.**

7.1. All maintenance personnel will attend initial corrosion prevention and familiarization training within 90 days of assignment and annually thereafter, for refresher training.

7.2. Aircraft structural maintenance specialists, staff and unit administration personnel are exempt from this training requirement.

**8. Prescribed and Adopted Forms.**

**8.1. Prescribed Forms:**

There is no form prescribed.

**8.2. Adopted Forms:**

AF Form 847, *Recommendation for Change of Publication*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

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

Kenneth S. Wilsbach, Brigadier General, USAF  
Commander, 18th Wing

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

AFI 21-105, *Air and Space Equipment Structural Maintenance*

TO 00-20-1, *Preventive Maintenance Program General Policy Requirements and Procedures*

TO 00-20-5, *Aircraft, Drone, Aircrew Training Devices, Engines, and Air-Launched Missile Inspections, Flight Reports, and Supporting Maintenance Documents*

TO 1-691G, *Aircraft Weapons Systems Cleaning and Corrosion Control*.

***Abbreviations and Acronyms***

**AGE**— Aerospace Ground Equipment

**MOO**— Maintenance Operations Officer

**AMU**— Aircraft Maintenance

**CWR**— Clear Water Rinse

**MOC**— Maintenance Operations Center

**IMDS**— Integrated Maintenance Data System

**QA**— Quality Assurance

**IAW**— In Accordance With