

**BY ORDER OF THE COMMANDER
19TH AIRLIFT WING (AMC)**

**LITTLE ROCK AIR FORCE BASE
INSTRUCTION 21-109**



1 AUGUST 2013

Maintenance

**AIRCRAFT WASH FACILITY
PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 19 MXG/MXGQA

Certified by: 19 MXG/CC
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Supersedes: LITTLE ROCK AFBI 21-109,
7 September 2010

Pages: 9

This instruction implements AFPD 21-1, *Air and Space Maintenance*. This instruction applies to 19 Maintenance Group and 314 Maintenance Group. The desired goal is to ensure optimum utilization of resources with minimum negative impact on our ability to meet flying schedules as well as scheduled maintenance/inspection flow requirements. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://afrims.amc.af.mil>. 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*.

SUMMARY OF CHANGES

Revised wash responsibilities for the 19 Airlift Wing and 314 Airlift Wing aircraft. Wash crew no longer responsible for towing of wash aircraft. Changes made to wash supervisor responsibilities and owning aircraft unit responsibilities. Revised wash crew supervisor checklist. Scheduled days for wash facility and airpark cleanup. This document has been substantially revised and must be completely reviewed.

1. General Policy:

1.1. The 19 Equipment Maintenance Squadron (19 EMS) has the overall responsibility and ownership of the wash rack facility. They will appoint a primary and alternate facility manager to maintain the hangar, programs, supplies, and equipment. The 19 EMS will provide facility support via the aircraft structural maintenance as required to meet aircraft wash requirements. The wash rack facility manager will ensure compliance with AMCI 21-119, paragraphs 9.1-9.3 and AETCI 21-106, Para 1.5.1-1.5.1.2.

1.2. At a minimum, the wing corrosion control manager will ensure the requirements of AMCI 21-119 and AETCI 21-106 are complied with. This includes:

1.2.1. Conduct cross-utilization training to ensure wash crew supervisors assigned by the 19 Maintenance Group and the 314 Maintenance Group are trained on proper wash procedures. Training will be documented in the individual's training records.

1.3. There will be an aircraft wash crew supervisor assigned from AMC or AETC when their respective aircraft are being washed. The wash crew supervisor has overall responsibility and authority to ensure all washing and lubrication directives are adhered to. All wash crew supervisors will be an SSgt, 7-level or higher, have an aircraft maintenance AFSC, and have this training documented prior to assuming the position.

1.3.1. The wash crew will be comprised of personnel from AETC or AMC when their respective aircraft are being washed. Recommended wash crew size is 10 personnel to enable wash completion in less than 12 hours. All personnel assigned will be trained in aircraft wing and tail walking procedures to help with a tow, on an as needed basis.

1.3.2. Wash crew personnel will report directly to the wash rack facility while assigned to wash rack detail for aircraft washes and for monthly hangar cleanup. They will be released to their respective AMU if there is not an aircraft wash for the day. The crew will not be assigned to other duties or scheduled for training other than listed in this instruction, unless cleared by the wash crew supervisor.

1.3.3. Members pulled to fill mobility requirements or absent due to unavoidable circumstances such as illness will be backfilled by the AMU with a fully qualified individual.

1.3.4. Washes will be programmed in accordance with the 19 MOS/MXOOP Plans, Scheduling and Documentation (PS&D) shared resources schedule and published in the Weekly Flying and Maintenance schedule.

1.3.5. Owning AMUs should expect an aircraft wash and lube to be complete within one 12-hour shift. Completion times are dependent upon the condition of aircraft entering the wash rack.

1.3.6. Any wash that could start over an hour late may be cancelled by the owning AMU production superintendent, who will coordinate with owning the PS&D section to reschedule the wash. This cancellation policy does not include ISO washes.

1.3.7. All scheduled ISO washes will start NLT 0900 on day one of the ISO inspection.

1.4. No vehicles or AGE will be washed in the wash rack unless authorized by the wash rack facility manager.

1.5. The wash rack will not be utilized for other aircraft maintenance activities without coordinating with the maintenance squadron production superintendent (MIKE 1), the wash rack facility manager, and PS&D for use outside of normal wash/comp wash procedures.

1.6. Aircraft will not be signed off and released by the wash crew supervisor until the facility is cleaned, all tools and consumables are inventoried, and lubricants properly stored. This will include cleaning the locker rooms, CTK room, office, and wash bay. The AMU is responsible for ensuring items such as armor, dual rails, technical data, supplies, troop seats, etc are not left in the wash rack and are removed upon wash completion.

1.6.1. 19 MOS PS&D shall try to schedule 1 day towards the end of each month where the wash rack will not have a scheduled wash and will be a scheduled facility maintenance.

1.7. Workplace function requirements for Hangar 233:

1.7.1. The schedule for the Wash Rack facility is maintained by the 19 MOS PS&D work center. Any organization requesting to use this facility must reserve it at least 30 days in advance through 19 MOS PS&D.

1.7.2. The sound system in the Wash Rack facility is owned and operated by the 19 Communications Squadron. Organizations wanting to use this sound system must coordinate with them.

1.7.3. Once the requesting organization has secured a spot on the facility schedule they must coordinate unlocking the facility with the 19 EMS/MXMFS Wash Rack NCOIC.

1.7.4. The Wash Rack facility has a stage & skirt, stairs, and podiums available for use. Organizations wanting to use these items for their events must coordinate with the 19 EMS/MXMFS Wash Rack NCOIC.

2. 19 Equipment Maintenance Squadron Wash Rack Facility Manager Responsibilities:

2.1. Monitor facilities to ensure they are adequate to meet mission requirements and to ensure proper levels of equipment and material funding are available to support a sound corrosion control program.

2.2. Monitor all programs and directives pertaining to the wash rack facility.

2.3. Ensure all CTK tools and equipment are available and serviceable.

2.4. Notify PS&D during the shared resources meetings of wash rack facility maintenance requirements. This includes items such as general housekeeping, equipment servicing, and scheduled maintenance. Manpower requirements will be kept to a minimum and coordinated with the AMUs prior to the shared resources meeting.

2.5. Ensure a corrosion inspection is complied with IAW T.O. 1-1-691. Any findings should be documented in aircraft forms and a job called into aircraft structural maintenance. Comply with aircraft forms documentation for corrosion inspections and discrepancies found once the wash is done. Note: This should not be confused with the post-wash inspection performed by the owning organization.

3. Wash Crew Supervisor Responsibilities:

3.1. The aircraft wash crew supervisor is responsible for the overall management of the wash crew. This includes, but is not limited to the responsibilities outlined in AMCI 21-119, Para 8.6, 8.7, and 9 and AETCI 21-106, Para 1.2.4.

3.2. Ensure all assigned personnel receive required training and initial safety and health briefing and document in CFETP (or electronic equivalent/TBA) for E/H combined and J model acft, and AF FORM 55 safety briefing for wash rack specific requirements. Ensure that required personnel are trained in the use and servicing of the wash rack JLG 44e high lift and document training. All wash crew personnel will be briefed on proper use of safety and personal protective equipment and wash rack procedures before starting any washes. This will be accomplished at the initial assignment briefing. (Note: The wash crew supervisor will maintain a CFETP (or electronic equivalent/TBA)/AF FORM 55 for the duration of assignment)

3.3. Ensure aircraft is properly prepared (aircraft grounded, covers installed and taped) and washed IAW T.O. 1-1-691, aircraft specific T.O.s and other applicable directives. Contact respective AMU production office, MOCC and QA (if required) for any ground found discrepancies during preparations. Annotate discrepancy into aircraft forms.

3.4. Ensure aircraft is lubed, and document forms, as required.

3.5. Inspect for foreign objects or damage at a minimum of before and after each wash.

3.6. Ensure wash crew adhere to all safety precautions and technical orders.

3.7. Conduct a final inspection of all areas of the aircraft utilizing the wash supervisor checklist (See Attach 2). Upon proper completion of the checklist, sign and enter employee number. Have this checklist available for QA.

3.8. Ensure the wash crew installs/removes all covers, tape, and drain plugs and documentation is complete.

3.9. Ensure the wash is completed and sign the appropriate write-up in the aircraft or equipment records to that effect. Ensure time is taken in G081.

3.10. Brief the wash crew on after-wash aircraft cleanliness inspection requirements.

3.11. Notify respective QA (AMC/AETC) upon completion of wash.

3.12. Notify owning AMUs production superintendent of all aircraft delays or no-shows, any unresolved wash crew conflicts, and after each wash for an acceptance inspection. Notify Mike 1 of all aircraft delays or no-shows and contact ISO upon completion of ISO washes for an acceptance inspection.

3.13. The responsibility for wash and lube quality assurance evaluations belongs to the wash crew supervisor who completed the inspection of aircraft wash and post wash lube.

4. Owning Aircraft Maintenance Unit Wash Responsibilities:

4.1. AMUs will tow their own aircraft to and from the wash rack. Aircraft must be prepped and in place by 7am of the scheduled wash.

4.2. Ensure the aircraft is properly prepped prior to entering the wash rack, to include the removal of chain boxes, lowering flaps, flap carriage covers, air deflector doors opened, belly band removed (if applicable), T.O.'s removed from floor area storage, loose equipment and boxes removed, any panels requiring removal for regular or ISO wash, batteries disconnected, applicable engine cowls opened, PMA removed (J Model only) and cargo floor rollers on applicable aircraft. Ramp dual rails will be removed to facilitate proper wash and corrosion prevention procedures prior to aircraft ISO for C130E/H. The AMU is responsible for ensuring items such as armor, dual rails, technical data, supplies, troop seats, etc are not left in the wash rack and are removed upon wash completion.

4.3. Enter wash rack G081 preprints for aircraft wash/wash preparation checklist requirements in the aircraft forms.

4.4. Ensure aircraft wash crew personnel are task-trained and qualified. The wash crew supervisor will conduct actual certification and will document in the CFETP (or electronic equivalent/TBA).

4.5. Ensure wash crew personnel attend the initial safety and health briefings.

4.6. Notify wash crew supervisor of all aircraft delays or no-shows and any unresolved wash crew manning issues or conflicts.

4.7. Ensure ISO aircraft due NDIs, X-ray, ultrasound or eddy current are prepped and in place IAW PS&D shared resources schedule by 0400 of day one of the ISO.

4.7.1. X-rays are conducted prior to the wash and should be accomplished by 0900.

4.7.2. NDI will notify MOC of scheduled X-ray times, and NO entry into the wash rack will be allowed until an "ALL CLEAR" has been provided by the MOC.

4.8. Enter following discrepancy in the aircraft forms on a red dash prior to the wash: "Aircraft post wash cleanliness inspection due". It is cleared by the owning unit maintenance supervision, production supervisor or authorized contractor after completion of the cleanliness inspection. (AMCI 21-119 Para 13.1.1.3)

5. Hangar 233 function requirements:

5.1. DV visits/large events:

5.1.1. Wash rack facility must be reserved for three days (cleanup/setup/event). Large events will require a minimum of 20 personnel provided by the requesting organization for setup and teardown/clean-up.

5.1.2. Requesting organizations are responsible for providing: chairs, tables, bleachers, flag and any other displays. CS will also be required for operating sound.

5.2. Change of Command's/Awards Banquets/Welcome Home Warrior events:

5.2.1. Wash rack facility must be reserved for three days (cleanup/setup/event). Such events will require a minimum of 10 personnel provided by the requesting organization for setup and teardown/ cleanup

5.2.2. Requesting organizations are responsible for providing: chairs, tables, bleachers, flag and any other displays. CS will also be required for operating sound.

5.3. Small events:

5.3.1. Wash rack facility must be reserved for one day. All small events such as: Commanders Calls, All Calls and Fun runs will require 1-3 personnel provided by the requesting organization for set up and tear down.

BRIAN S. ROBINSON, Colonel, USAF
Commander

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

AFMAN 33-363, *Management of Records*, 01 March 2008 GM 13 October 2011
AFI 21-101/AMC Sup 1, *Aerospace Equipment Maintenance Management*, 14 February 2011
AFI 36-2201, *Air Force Training Program*, 15 September 2010
AETCI 21-106, *Corrosion Control*, 26 March 2012
AMCI 21-119, *Corrosion Control Program*, 03 November 2003
T.O. 1-1-691, *Cleaning and Corrosion Prevention, Aerospace and Non-Aerospace Equipment*, 11 May 2011
T.O. 1C-130A-23CL-1, *Washing and Cleaning USAF Series All C-130 Aircraft*, 01 December 2011

Prescribed Forms

None

Adopted Forms

AF Form 55, *Employee Safety and Health Record*

Abbreviations and Acronyms

AEF—Air Expeditionary Forces
AETC—Air Education and Training Command
AFSC—Air Force Specialty Code
AGE—Aerospace Ground Equipment
AMC—Air Mobility Command
AMU—Aircraft Maintenance Unit
CTK—Consolidated Tool Kit
FOD—Foreign Object Damage
IAW—In Accordance With
ISO—Isochronal
K1—Kilo 1
Mike 1—MXS Production Superintendent
MOC—Maintenance Operations Center
MOS—Maintenance Operations Squadron
MXG—Maintenance Group

MXS—Maintenance Squadron

NDI—Non-Destructive Inspection

NLT—No Later Than

PS&D—Plans Scheduling and Documentation

QA—Quality Assurance

RDS—Records Disposition Schedule

TBA—Training Business Area

T.O.—Technical Order

Attachment 2

AF FORM 2519 (OVERPRINT) - WASH CREW SUPERVISOR CHECKLIST

ALL PURPOSE CHECKLIST		PAGE	OF	PAGES
TITLE/SUBJECT/ACTIVITY/FUNCTIONAL AREA		OPR	DATE	
NO.	ITEM <i>(Assign a paragraph number to each item. Draw a horizontal line between each major paragraph.)</i>	N/A	Clean	Dirty
	Aircraft/ unit _____ Washrack supervisor SIGNATURE (after completion of checklist) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	AREAS TO INSPECT			
	1) *LANDING GEAR (GREASE, OIL, BRAKE DUST, TIRE, DEPOSITS, AND SOAP RESIDUE)*			
	NLG wheels -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	NLG assembly -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	NLG wheel well -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MLG wheels -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MLG assembly -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MLG wheel well -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2) * FUSELAGE EXTERNAL (GREASE, OIL, DIRT, TRAPPED FLUIDS, AND SOAP RESIDUE)*			
	BOTTOM OF FUSELAGE:			
	(A) Tip of radome to NLG -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(B) NLG to MLG -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(C) MLG to tail -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	SIDE AND TOP:			
	(A) Nose to wing root area -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(B) FWD wing root to AFT wing root -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(C) AFT wing root to tail -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	EMPENAGE EXTERNAL:			
	(A) Vertical stab -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(B) Horizontal stab -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	3) *NACELLE (GREASE, DIRT, OIL, DEBRIS, SOAP RESIDUE, AND EXHAUST PATH RESIDUE)*			
	Nacelle area -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cowlings -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Intake -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Exhaust path -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Pylons -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	4) * AIRCRAFT INTERIOR (DIRT, DEBRIS, STAINS, AND SPILLED OR TRAPPED FLUIDS)*			
	Flight deck -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cargo compartment floor -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LFT and RT FS 737 end fitting -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LFT and RT sloping longerons -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Urinal and surrounding areas (urine residue) -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Cargo ramp and door -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	5) *WINGS (GREASE, DIRT, OIL, TRAPPED FLUIDS AND SOAP RESIDUE)*			
	Top of LFT and RT wings -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Bottom of LFT and RT wings -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LFT and RT wing flapwell -----	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	****ALL WASH PREPERATION MEDIA REMOVED (TAPE,BAGS, ETC...)****	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	SIGNATURE AT TOP CERTIFIES ALL AREAS INSPECTED AND READY FOR QA (REQUIRED)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>