

**BY ORDER OF THE COMMANDER  
23 WING**



**AIR FORCE INSTRUCTION 21-101**

**23 WING  
Supplement**

**16 SEPTEMBER 2021**

**Maintenance**

**AIRCRAFT AND EQUIPMENT  
MAINTENANCE MANGAGEMENT**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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AFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020 and AFI 21-101\_ACCSUP, 23 June 2020, are supplemented as follows. This supplement establishes basic direction for aircraft maintenance management. It provides the minimum essential guidance and procedures for safely and effectively maintaining, servicing, and repairing aircraft and support equipment at the base level. It applies to all units assigned to the 23d Wing. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Instruction 33-222, *Records Management and Information Governance Program* and disposed of IAW the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. 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 Forms 847 from the field through the 23 MXG/MXQ, 8301 Apron B Road, Moody AFB, GA 31699. This publication may not be supplemented or further implemented/extended. 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.

1.3.4.1. **(Added)** Engineering Assistance Request Procedures.

1.3.4.1.1. **(Added)** Requesting units will:

1.3.4.1.1.1. **(Added)** Complete 23 MXG Form 107, *Maintenance Engineering Assistance Request Worksheet*, when requesting assistance from engineering authorities. All pertinent information and data will be provided. The worksheet is also available on the QA SharePoint webpage:

<https://usaf.dps.mil/sites/Moody/23wg/23MXG/QA/References%20Forms%20OIs/Forms/AllItems.aspx?id=%2Fsites%2FMoody%2F23wg%2F23MXG%2FQA%2FReferences%20Forms%20OIs%2F04%20%2D%2023%20MXG%20Forms%2F02%20%2D%20Local%20Forms&viewid=7877aed0%2Dd3dc%2D4745%2Db12c%2D24f47efd5a29>.

1.3.4.1.1.2. **(Added)** If applicable, provide a detailed slide presentation with photographs for engineers to reference (include detailed measurements when possible).

1.3.4.1.1.3. **(Added)** After unit review, e-mail engineering request and pictures (if applicable) to [23.MOS-107@us.af.mil](mailto:23.MOS-107@us.af.mil). Units will not submit directly to the AIRCAT/WSMT/AutoTAR website.

1.3.4.1.1.4. **(Added)** Units will not start maintenance repair actions until WR-ALC (Robins AFB)/OO-ALC (Hill AFB) provides written disposition via e-mail, Automated Inspection, Repair, Corrosion & Aircraft Tracking (AIRCAT), Weapon System Management Toolset (WSMT), or Automated Technical Assistance Request (AutoTAR).

1.3.4.1.1.5. **(Added)** If flight restrictions are imposed on an aircraft, ensure appropriate entries are placed in the AFTO Form 781As, *Maintenance Discrepancy and Work Document*, and disposition is filed in the Depot Waiver Letters section of the aircraft forms binder.

1.3.4.1.1.6. **(Added)** Ensure the aircraft AFTO Form 95, *Significant Historical Data*, is updated with repair action taken, date, approval authority, and reference source (when required).

1.3.4.2.1. **(Added)** QA will:

1.3.4.2.1.1. **(Added)** Review all requests, ensuring all available technical orders and on-base resources have been utilized prior to forwarding to MXG/CC.

1.3.4.2.1.2. **(Added)** Forward maintenance request to MXG/CC or designated representative for approval and carbon copy [23.MOS-107@us.af.mil](mailto:23.MOS-107@us.af.mil).

1.3.4.2.1.3. **(Added)** Load the request into AIRCAT/WSMT/AutoTAR website after MXG/CC approval.

1.3.4.2.1.4. **(Added)** Track status of request and inform requesting unit/PS&D of any updates.

1.3.4.2.1.5. **(Added)** Forward copies of request disposition to [23.MOS-107@us.af.mil](mailto:23.MOS-107@us.af.mil).

1.3.4.2.1.6. **(Added)** MXG/CC or designated representative will review request and coordinate approval/disapproval with QA.

1.3.4.3.1. **(Added)** P&SD will:

1.3.4.3.1.1. **(Added)** coordinate appropriate aircraft status change with AMU/HMU supervision and requesting unit.

1.13.3. **(Added)** Each work center shall post a copy of the Occupational Noise Exposure Survey conducted by Bioenvironmental Engineering Flight per AFI 48-127, *Occupational Noise and Hearing Conservation Program*, and ensure it is readily available for assigned personnel. It is the responsibility of each personnel to know and utilize proper hearing protection within the scope of the area where work is being performed.

1.13.4. **(Added)** All vehicles parked within the fenced flightline area will have the parking brake set and ignition turned off when driver's seat is unoccupied. Driver's performing hookup operations and FOD checks only are exempt.

1.13.5. **(Added)** MOC calls LRS Vehicle Maintenance when disabled vehicles need to be immediately removed from the flightline areas.

1.15.2.1.1. **(Added)** Personal electronic and communication devices are authorized on the flightline for official use only. Flightline photography is prohibited for all unauthorized personnel.

2.4.2.1. **(Added)** MXO or designated representative oversees this program.

2.4.5.1. **(Added)** Coordinate actions IAW Moody AFB LCL-23MXG-OC44 Quick Reaction Checklist.

2.4.5.1.1. **(Added)** The checklist is located on the QA SharePoint at: <https://usaf.dps.mil/sites/Moody/23wg/23MXG/QA/References%20Forms%20OIs/Forms/AllItems.aspx?id=%2Fsites%2FMoody%2F23wg%2F23MXG%2FQA%2FReferences%20Forms%20OIs%2F04%20%2D%2023%20MXG%20Forms%2F01%20%2D%20Local%20Checklists&viewid=7877aed0%2Dd3dc%2D4745%2Db12c%2D24f47efd5a29>.

2.4.18.1. **(Added)** MXO or designated representative oversees the Engine Trending and Diagnostic (ET&D) program, see **paragraph 11.46** of this instruction for further information.

2.4.19.1. **(Added)** MXS/CC oversees the CDDAR program managed by MXS/MXMTR and ensures personnel are trained and resources are available.

2.4.31.1. **(Added)** The MXS/CC oversees the Oil Analysis Program.

2.4.71.1.1. **(Added)** 23 AMXS will maintain a minimum of 12 certified ICT crews (12 ATS, 24 A/B personnel, and 12 weapons load crews, to include WS Lead Crews).

2.4.71.2.1.1. **(Added)** AMXS will forecast aircraft requirements for ICT training events utilizing shared resources.

2.4.71.3.1. **(Added)** ICT Instructors include Lead Crews and LSC crew members qualified for hands-on ICT training. ICT Academics may be taught by the current Weapons Academics Instructor who is not required to be fully ICT qualified.

2.7.13.1. **(Added)** Refer to 23 MXG OI 21-02, *Handling of Explosive Loaded Aircraft*. The OI is located on the QA SharePoint at:

<https://usaf.dps.mil/sites/Moody/23wg/23MXG/QA/References%20Forms%20OIs/Forms/AllItems.aspx?viewid=7877aed0%2Dd3dc%2D4745%2Db12c%2D24f47efd5a29&id=%2Fsites%2FMoody%2F23wg%2F23MXG%2FQA%2FReferences%20Forms%20OIs%2F02%20%2D%2023%20MXG%20OIs>.

2.10.20.1.1. **(Added)** Refer to LCL-23MXG-OC44, *Quick Reaction Checklist*. The checklist is located on the QA SharePoint at:

<https://usaf.dps.mil/sites/Moody/23wg/23MXG/QA/References%20Forms%20OIs/Forms/AllItems.aspx?id=%2Fsites%2FMoody%2F23wg%2F23MXG%2FQA%2FReferences%20Forms%20OIs%2F04%20%2D%2023%20MXG%20Forms%2F01%20%2D%20Local%20Checklists&viewid=7877aed0%2Dd3dc%2D4745%2Db12c%2D24f47efd5a29>

2.10.32.1. **(Added)** Review and correct as needed personnel information to include employee number, work center, and labor codes assigned in the MIS.

3.4.5. **(Added)** Provide QA and EM a tentative list of aircraft that are scheduled to deploy at least 2 weeks prior to any scheduled deployments or immediately for short-notice deployments. Provide a firm list as soon as possible.

3.6.13. **(Added)** Contact MXS Production Superintendent to ensure an R&R technician is present for debrief of all flight control reported discrepancies (HH-60 exempt).

3.7.2.1. **(Added)** AMU/HMU debrief sections may develop an aircrew flight control debriefing guide checklist for use with reported flight control discrepancies. If used, place the original copy in aircraft forms binder preceding the AFTO 781As. File duplicate within the debriefing section.

3.7.2.2. **(Added)** AMU debrief sections will use 23 MXG Form 116, *A-10 Engine Stall Checklist*, for reported A-10 engine stall discrepancies. Place the original copy in aircraft forms binder preceding the AFTO 781As. File duplicate within the debriefing section.

3.7.2.2.1. **(Added)** The form is located on the QA SharePoint at: <https://usaf.dps.mil/sites/Moody/23wg/23MXG/QA/References%20Forms%20OIs/Forms/AllItems.aspx?id=%2Fsites%2FMoody%2F23wg%2F23MXG%2FQA%2FReferences%20Forms%20OIs%2F04%20%2D%2023%20MXG%20Forms%2F02%20%2D%20Local%20Forms&viewid=7877aed0%2Dd3dc%2D4745%2Db12c%2D24f47efd5a29>

3.7.6.1.1. **(Added)** Debrief will ensure IMDS reflects the repeat/recur nature of the discrepancy as applicable. The words “REPEAT” or “RECUR” will be included when loading the discrepancy into the automated debrief screen.

3.9.3.4. **(Added)** See **Chapter 13** for ECM Pod CRF Procedures.

3.9.4.3.1. **(Added)** Any discrepancies found during borescope inspections, blade blending, CANN actions, etc., will be entered into the aircraft AFTO Form 781As, MIS and forwarded to EM for historical documentation.

3.9.4.4. **(Added)** Appoint in writing a minimum of two personnel to accomplish deployed engine management (DEM) duties during deployments. Forward a copy of the appointment letter to EM for filing.

3.10.2.6.2.1. **(Added)** Accounting for munitions safing gear and devices will be managed as follows:

3.10.2.6.2.1.1. **(Added)** Weapons Expeditors will ensure positive control of all munitions safing gear and devices while they are removed from munitions items during flight. Safing gear and devices include, but are not limited to c-blocks, flags, pins and expended impulse cartridges. **Note:** Items issued to aircrew will be maintained by aircrew.

3.10.2.6.1.2. **(Added)** Safing gear and devices belonging to expended munitions will be returned to the Munitions Flight before the end of the flying day.

3.10.2.6.1.3. **(Added)** Munitions personnel will account for returned safing gear and devices and forward any issues to the Weapons Expeditors via Munitions Control.

3.11.3.1.1. **(Added)** 23 MXG Form 21, *Aircraft Dash 21 Equipment Inventory*, will be used to document inspection of Dash-21 equipment. The form is located on the QA SharePoint at: <https://usaf.dps.mil/sites/Moody/23wg/23MXG/QA/References%20Forms%20OIs/Forms/AllItems.aspx?id=%2Fsites%2FMoody%2F23wg%2F23MXG%2FQA%2FReferences%20Forms%20OIs%2F04%20%2D%2023%20MXG%20Forms%2F02%20%2D%20Local%20Forms&viewid=7877aed0%2Dd3dc%2D4745%2Db12c%2D24f47efd5a29>.

3.11.3.1.1.2. **(Added)** Dash-21 MSPE will be inspected monthly (all airframes) for serviceability and documented on the 23 MXG Form 21. (C-130's will track both MSPE and AME equipment on 23 MXG Form 21). Immediately notify applicable support section Dash-21 monitor of any broken or damaged equipment. Missing equipment will be treated as a lost object and applicable procedures will be followed. All removed/broken items will be documented on the back side of the 23 MXG Form 21.

3.11.3.1.1.3. **(Added)** Aircraft Dash-21 MSPE will be marked legibly with the aircraft tail number to which they are assigned. If equipment is transferred from another aircraft, completely remove previous marking. **Note:** (C-130 Only) Cargo Tie down Chains, 10,000 lbs. and 25,000 lbs. Capacity, Cargo Tie down Device, Type MB-1, Adapter Ring, and the FLIR Removal Cover are exempt from tail number marking.

3.11.3.1.1.4. **(Added)** All Dash-21 MSPE will have "Remove Before Flight" streamers, with the exception of seat covers. **Note:** (A-10 Only) Water intrusion plugs will be linked together with one lanyard per aircraft side. One "Remove Before Flight" streamer will be attached to each water intrusion plug. (C-130 Only) Streamers listed in **Table 3.4** are also exempt.

**Table 3.4. (Added) Streamer exemption for Dash-21.**

Wing Jack Pad Assembly	MLG Emergency Tie Down Device	FWD Fuselage Jack Pad	A/C Generator Pad
Starter Pad	MLG/Flap Emergency Crank	Fuel Tank Drain Tube (POGO Stick)	MLG Emergency Extension Wrench
Instrument Panel Glare Shield Cover	Cargo Tie down Chains, 10,000 lbs. Capacity	Cargo Tie down Chains, 25,000 lbs. Capacity	Cargo Tie down Device, Type MB-1
Wheel Chocks	FLIR Removal Cover	Adapter Ring	Throttle Quadrant Cover

4.4.2.3.1. **(Added)** E&E section will monitor and report status of all aircraft liquid and gaseous servicing carts to MXS Production Superintendents.

4.4.2.3.2. **(Added)** AMUs must annotate AFTO Form 134, *Aviator Breathing Oxygen Servicing Trailer Log*, after servicing assigned aircraft with liquid oxygen to avoid LOX/GOX cart rejection by POL and unnecessary cart drains and purges. AMUs will transport aircraft LOX/GOX servicing carts and are responsible for reporting unserviceable carts and any associated

discrepancies to include missing caps and hardware, to MOC or MXS production superintendents. Notify POL when cart requires LOX servicing. Notify E&E back shop when carts require maintenance.

4.4.4.1.1.1.2. **(Added)** See [paragraph 11.47](#) of this instruction for Fuel Systems Maintenance.

4.5.1.2.3. **(Added)** Bomb lifts and any other operator-dispatched equipment will be returned to AGE no later than the last duty day of the week. Bomb lifts dispatched to the Munitions Storage Area will be exempt from this requirement. AGE Flight will be responsible for completing a serviceability inspection on all bomb lifts dispatched to the Munitions Storage Area at a minimum of once every 7 days.

4.5.1.5.1. **(Added)** The only exceptions are specific AGE non-powered assets supporting AMUs, aircraft maintenance back-shops and/or those waived in writing by the AGE Flight Chief. SE maintained by AGE will not be ordered, turned in, nor AS authorizations changed without prior coordination with the AGE Flight Chief.

4.6.2.1.1. **(Added)** Each AMU Weapons Section, to include WS, will ensure scheduled equipment is delivered with the following:

4.6.2.1.1.1. **(Added)** Properly filled out AFTO Form 350, *Repairable Item Processing Tag*, attached to the equipment.

4.6.2.1.1.2. **(Added)** All required hardware/safety gear (i.e., electrical cables, MAU-40/50 cartridge retainers, sensing switch guards, dust caps, detent pins, and electrical/mechanical safety pins) installed.

4.6.2.2.1. **(Added)** BPO accomplished unless being turned in for a PRD.

4.6.2.2.2. **(Added)** Turned in NLT close of business on last duty day of the week prior to the scheduled inspection due date.

4.6.2.2.3. **(Added)** Malfunctioning/PRD equipment will be delivered for repair as above with the additions of:

4.6.2.2.3.1. **(Added)** Turned in NLT close of business same duty day to the maximum extent possible.

4.6.2.2.3.2. **(Added)** Attach hung ordnance or missile malfunction debrief sheet.

4.6.2.2.3.3. **(Added)** Attach IMDS Screen 122 snapshot to equipment being turned in. JCN will be against the equipment serial number and PWC will be *BMR00*. **Note:** When IMDS is offline, a manual JCN will be issued from the appropriate AMU on an AFTO IMT 349 and then entered into IMDS at the first opportunity.

4.6.2.2.3.4. **(Added)** Electrical interconnect cables will accompany all equipment.

4.6.2.2.3.5. **(Added)** When performing an acceptance inspection on a LAU-131 rocket pod, mark the pod with a new serial number.

4.6.3.1.1. **(Added)** AMUs will provide the Armament AME section with an accurate AME listing as soon as possible prior to deploying assets off base.

4.7.5.1. **(Added)** See [paragraph 11.49.4](#) of this instruction for Bad Actor Policy.

4.8.2.8. **(Added)** Ensures all parts/components dropped off for in-shop maintenance are cleaned prior to drop-off to ensure adequate bench-checking, corrosion detection, and repair. Maintenance shops will have final determination concerning acceptable part cleanliness for maintenance.

4.9.2.2. **(Added)** Accomplish maintenance on aircraft systems and components as listed in [Attachment 20](#).

4.9.2.3. **(Added-A-10 Only)** Maintains appropriate AFTO IMT 95s for all flight control maintenance actions.

4.9.2.4. **(Added-A-10 Only)** Ensures documentation is provided to PS&D for automated AFTO Form 95 updates for all flight control rigging adjustments, deceleron/elevator replacement, and other historically significant data of maintenance performed.

4.9.2.5. **(Added-A-10 Only)** For White Area Maintenance and Inspection see [paragraph 11.44](#) of this instruction.

4.9.5.13.2. **(Added)** The MXG/CD will act as primary point of contact for all necessary maintenance on transient aircraft that is beyond the capability of MXG/TA.

4.9.5.12.3. **(Added)** If transient aircraft require the removal of impulse cartridges, the removed impulse cartridges will be segregated and stored in either AMU's Impulse Cartridge Storage Locker.

4.9.5.14. **(Added)** If maintenance requirements on transitory and off-base aircraft arise after normal duty hours, contact MXG/CD through the wing command post.

4.9.5.15. **(Added)** TA personnel will notify MOC of all transient aircraft, request work orders through MOC and establish positive control of due-in from maintenance parts.

4.9.5.16. **(Added)** MOC will coordinate support from the maintenance organizations as necessary, coordinate home station support from the flying squadrons as required, and maintain current status of transient aircraft being worked.

4.9.5.17. **(Added)** TA personnel will debrief transient aircrews and inquire if:

4.9.5.17.1. **(Added)** Reported discrepancy is grounding and if there are maintenance personnel on board capable of correcting the discrepancy.

4.9.5.17.2. **(Added)** Local support is being requested, what specialists are needed, and whether or not an FCF will be required. FCF requirements will be coordinated with home station. The QA FCF section will provide assistance as required.

4.9.5.18. **(Added)** When grounding discrepancies are reported, the aircraft commander or Flying Crew Chief will contact the home station and notify them of aircraft status and necessary repairs.

4.9.5.19. **(Added)** If it is determined that local repairs are possible, the TA supervisor will notify MOC or command post. The MXG/CD will determine which maintenance organization can best support the maintenance agency for maintenance support. A technician/specialist will be dispatched to determine if locally available resources are adequate to make the necessary repairs.

4.9.5.20. **(Added)** If local resources are adequate, all work will be documented on AFTO Forms 781A and 781H according to applicable directives. The squadron that starts the maintenance actions will be responsible for the aircraft until completed. The original copy of the forms will be sent with the aircraft, and copies will be kept in TA.

4.9.5.21. **(Added)** Maintenance personnel will contact the home station for guidance when problems or questions arise. To prevent possible miscommunication, the person actually making the repairs will make the call. If at any time it becomes apparent that the repairs are beyond local capabilities, work will cease immediately and home station support will be requested.

4.9.5.22. **(Added)** If local resources are not adequate to make the repairs, the home station will be notified and a repair team will be requested.

4.9.5.23. **(Added)** After repairs are completed and signed off, the TA supervisor and, if necessary, the technician(s)/specialist(s), will brief the Aircraft Commander on the corrective actions.

4.9.5.24. **(Added)** TA Maintenance contingency plan: In the event the contract is terminated abruptly; the MXG will comply with the following contingency plan.

4.9.5.24.1. **(Added)** MXG/QA is the FD/FC and will act as OPR to ensure directives are met.

4.9.5.24.2. **(Added)** MXG/CC will support this effort by supplying four flightline qualified (2A3X3E) individuals (2 each 7- and 5- skill levels).

4.9.5.24.3. **(Added)** MXG/CC will notify OSS of limited TA support until resolved of the contingency.

4.9.5.24.4. **(Added)** OSS will limit approval of PPR requests until notified by MXG/CC.

4.9.5.24.5. **(Added)** 23 AMXS/723 AMXS must be prepared to perform TA functions indefinitely.

4.9.5.24.6. **(Added)** At the direction of 23 AMXS/CC & 723 AMXS/CC, through MXS/CC, the MXS Maintenance Flight Chief will stand-up a TA section and is responsible for overseeing its day-to-day operations.

4.9.5.24.7. **(Added)** In the event of a contractor strike or default of the contract, MXS will:

4.9.5.24.7.1. **(Added)** Designate a TA Superintendent. The TA Superintendent will:

4.9.5.24.7.2. **(Added)** If possible, obtain a turnover from contractor.

4.9.5.24.7.3. **(Added)** Using the existing contract, perform an inventory of all Government-owned equipment, tools, publications, technical orders, and supplies.

4.9.5.24.7.4. **(Added)** Collect and isolate any contractor-owned equipment or supplies.

4.9.5.24.7.5. **(Added)** Coordinate the flow of aircraft arrivals and departures with Base Operations.

4.9.5.24.7.6. **(Added)** Begin performing limited TA operations as soon as practical. Assign personnel as required to support transient operations.

4.9.5.24.7.7. **(Added)** Identify any limiting factors to the FD/FC for resolution.

4.9.5.24.7.8. **(Added)** Conduct review of assigned personnel skill and experience levels.

4.9.5.24.7.9. **(Added)** Conduct a joint inventory and turnover of government equipment and material with contractor once contingency situation has been resolved.

4.9.5.24.8. **(Added)** Staff TA with qualified personnel. When possible, these individuals will have previous TA experience. Due to the wide variety of aircraft maintained, all personnel



assigned will have, at a minimum, a 5-skill level and 1 year of flightline experience. Projected manpower for TA will be as shown in **Table 4.2**.

**Table 4.2. (Added) Projected TA Contingency Plan Manning.**

<b>Rank</b>	<b>Quantity</b>	<b>Qualifications</b>
M/TSgt	2	7 Level
T/SSgt	2	7 Level
SRA/A1C	4	5 Level
Total	8	

4.9.5.24.9. **(Added)** Coordinate with MXG for the temporary assignment of four flightline qualified personnel.

4.9.5.24.10. **(Added)** No person assigned to TA will be scheduled for leave, TDY, or school during the initial start-up period.

4.9.5.24.11. **(Added)** Personnel assigned to TA will remain in place until directed by the FD/FC.

4.9.5.24.12. **(Added)** In the event of other maintenance contracts requiring contingency replacement of contractors, the FD/FC shall write a contingency plan to be approved by the ACO/PCO and pertinent host/tenant group CC.

4.10.1. **(Added)** The munitions flight will contact QA, via e-mail within 3 duty days upon discovery of a munitions-related TCTO.

4.11.1.19. **(Added)** Ensure completion of all MIS inputs for TCTO, TCI, SI and removal/installation actions NLT the end of the duty day the maintenance is performed. Nicks or other discrepancies found while accomplishing inspections, blade blending, borescope inspections, CANN actions, etc., will be entered into the corrective action in the MIS.

4.11.1.20. **(Added)** Ensure work packages are completed and forwarded to EM immediately after completion of maintenance on engines being returned to the HMU/AMU, spare line, or being shipped to another base after phase, minor maintenance, etc. Engines will not be released back to the AMU/HMU or shipped until EM has completed update of work package in MIS/CEMS.

4.11.1.21. **(Added)** Prepare a complete comprehensive post-maintenance summary for EM input into MIS/CEMS database.

4.11.1.22. **(Added)** Provide adequate secured storage area for on-hand TCI components.

5.2.2.1.10.1.1. **(Added)** MOC will record and provide all engine run information to Maintenance Training Section scheduling office as they occur. Maintenance Training Section will forward the information to unit training managers for update in IMDS on a weekly basis at minimum. Units may send training updates the Maintenance Training Section as required.

5.2.2.1.12.1. **(Added)** Production Superintendent or expediter will notify MOC NLT 45 minutes prior to loading or unloading explosives higher than HD 1.3 munitions. MOC will relay the notification to the CES/CEF Alarm Control Center NLT 15 minutes prior to loading or unloading of explosives higher than HD 1.3 munitions.

5.2.2.2.6. **(Added)** Publishes local radio call signs for maintenance LMR networks. See [Attachment 21](#).

5.2.2.2.6.1. **(Added)** Coordinate call sign change requests with MOC.

5.2.2.2.7. **(Added)** MOC is designated as the overall OPR for 23 MXG and ACC- associate maintenance units' (23 AMXS, 723 AMXS, 23 MXS, etc.) LMR programs.

5.2.2.2.8. **(Added)** MOC hours of operation during extended periods of flightline closure will use the following guidelines for maintaining command and control of the Maintenance Group while affording the maximum opportunity to take advantage of the downtime.

5.2.2.2.8.1. **(Added)** MOC duty personnel will give turnover in the MOC office at the beginning and end of each shift and hand over the cell phone and weekend duty roster.

5.2.2.2.8.2. **(Added)** Each squadron will provide MOC a duty stand-by roster prior to closing and vacating their duty sections.

5.2.2.2.8.2.1. **(Added)** MOC duty personnel will be responsible for keeping a duty cell phone as well as a current stand-by roster for each squadron in their possession at all times that they are out of the office during scheduled extended periods of flightline closure.

5.2.2.2.8.2.2. **(Added)** The duty cell phone number will be provided to the Command Post who will notify the MOC controller of any situation which requires maintenance involvement.

5.2.5.1.11.4. **(Added)** Procedures for the assignment of unit work center and mnemonic codes is located and will be maintained on the 23 MOF Analysis SharePoint page.

5.2.5.3.3.1. **(Added)** Procedures for manual backup of accumulating IMDS-CDB data during IMDS-CDB outages is located and will be maintained on the 23 MOF Analysis SharePoint site.

5.2.5.3.3.2. **(Added)** Procedures for manual documentation and JCN assignment is located and will be maintained on the 23 MOF Analysis SharePoint site.

6.3.5.2.1. **(Added)** For MXG JST listings, see the "References, Forms, OIs" section of the 23 MXG QA SharePoint page. The QA SharePoint can be found at: <https://usaf.dps.mil/sites/Moody/23wg/23MXG/QA/References%20Forms%20OIs/Forms/AllItems.aspx?viewid=7877aed0%2Dd3dc%2D4745%2Db12c%2D24f47efd5a29>.

6.5.2.2. **(Added)** QA will annotate who was briefed. An electronic copy of the report will be sent to squadron(s) supervision for review/routing actions the next duty day via email titled 23 MXG Daily MSEP Reports.

6.6.11.1. **(Added)** Only qualified 7-level technicians (SSgt and above) will be assigned as Quality Assurance Augmenters.

6.7.6.1.3.1. **(Added)** All MXG personnel will in-process QA to verify PE course code is loaded in IMDS. Each unit will track this on their respective in-processing checklist.

6.7.6.1.3.2. **(Added)** All personnel who perform maintenance will have Course Code 030002 or 030025 (Traditional Reserve Personnel) loaded against them in IMDS by their respective Unit Training Manager. NDI personnel are exempt and will follow [paragraph 6.7.6.1.6](#) QA is the only authorized agency allowed to update IMDS course codes 030002 or 030025 with new COMPLETE dates. Should a discrepancy arise between the QA LEAP Reports and IMDS, the QA LEAP Report will take precedence as the source document. QA inspectors may choose to

perform an unscheduled PE on any person/task so long as the individual is qualified/briefed and the task is in work or about to be performed.

6.7.6.1.3.3. **(Added)** Each unit will provide QA a letter with a list of all personnel who are being tracked as #300 Indirect Labor (Regular). The letter will be reviewed by the units quarterly and signed by either the MX Superintendent or the Squadron Commander.

6.9.4.4. **(Added)** The P&S TCTO monitor will advise the weight and balance section of receipt of any TCTOs that can affect weight and balance.

6.9.4.5. **(Added)** When weight and balance-affected TCTOs are in work, the owning unit will make an AFTO IMT 781A entry for weight and balance re-computation along with TCTO completion documentation if not already loaded by PS&D.

6.9.4.6. **(Added)** QA will do a validation/verification to ensure personnel are capable of performing the task without further training. If additional training is required, AFETS will train personnel and annotate the training in individual training records documenting their proficiency in that specific TCTO task.

6.11.1. **(Added)** Local OTIs. All proposed OTIs will be coordinated through the MXG/CC. The MXG/CC will determine, based on information provided, if an OTI is warranted. If it is determined that an OTI is required, an Inspector assigned by the Chief Inspector will be responsible for writing the OTI in the prescribed format. When MXG/CC or appointed representative, approves the OTI, PS&D will schedule a meeting of all affected agencies to coordinate on scheduling and performing the OTI. Units will not begin accomplishment of the OTI until after a meeting is held unless directed by MXG/CC or appointed representative.

6.12.2.4.1. **(Added)** Ensure FCF checklist is current, properly annotated, and all required checks are highlighted. Use the same checklist until aircraft is released or provide a new checklist if requested by the AC. Keep all checklists together until aircraft is released.

6.12.2.5.1.1. **(Added)** Ensure pilot correctly documents corrective action block for FCF discrepancy in the aircraft forms to include signature, date, and time and annotates the same on FCF checklist when aircraft is released.

6.12.3.4.1. **(Added)** Ensure all associated maintenance actions are documented in IMDS.

6.12.3.6. **(Added)** Maintain FCF Aircrew Information Files available for dispatch to AMU/HMU to properly perform an FCF/OCF while deployed to locations where QA support is unavailable.

6.12.4.4. **(Added)** AMU/HMU Production Superintendents/Expeditors will:

6.12.4.4.1. **(Added)** Review forms and IMDS for completion of all maintenance actions pertaining to the FCF/OCF prior to notifying QA for a forms review. Ensure adequate time for forms review is available.

6.12.4.4.2. **(Added)** Annotate two separate discrepancies in the AFTO Form 781As as follows; on a Red Dash, annotate "FCF due for ..." and identify specific reason for the FCF and "QA forms review due prior to FCF."

6.12.4.4.3. **(Added-A-10 Only)** Ensure flight control, AFTO Form 95, is updated if flight control rig was accomplished and retained in aircraft forms binder until the aircraft is released from FCF.

6.12.4.4.4. **(Added)** Ensure all pulled forms, if applicable, pertaining to the FCF are retained in the aircraft forms binder until the aircraft is released from FCF.

6.12.4.4.5. **(Added)** Due to numerous types of FCFs, aircraft configuration and fuel load will be determined by the aircrew in coordination with the unit's Production Superintendent prior to the FCF.

6.12.4.4.6. **(Added-A-10 Only)** Configuration: Pylons will be clean (unless otherwise required by OO-ALC Engineering), and gun system empty. Aircraft will have a full internal fuel load unless adjusted as mission requirements dictate with the specific approval of the FG/CC.

6.12.4.4.7. **(Added)** The specific FCF profile flown will be dictated by applicable -6 TO requirements. A full FCF profile is not required if only certain systems are to be checked. Subsequent FCFs of a non-released aircraft may be partial profile to include all checks not previously accomplished and/or to accomplish checks on a failed system.

6.12.4.4.8. **(Added)** Under conditions other than those listed in the MDS specific -6 series TO, the need for an aircraft to be check flown following maintenance or repair work is a decision to be exercised by commanders. Such decisions will be based upon the scope of work accomplished and consideration of the affected components relative to safety operations.

6.12.4.4.9. **(Added)** If the necessity for an FCF/OCF arises away from home station without QA support available, ensure the following steps are complied with:

6.12.4.4.9.1. **(Added)** Ensure FCF kits are available and maintained with all required technical data and checklists to properly perform an FCF/OCF brief while deployed.

6.12.4.4.9.2. **(Added)** The Production Superintendent will perform the aircraft forms review and perform the FCF/OCF brief IAW AFI 21-101 **paragraph 6.12.2.2**.

6.12.4.4.9.3. **(Added)** Retain all FCF checklists and AF Form 2400, *Functional Check Flight Log*, and return both the log and checklist to QA upon return to home station for review and filing.

6.12.4.4.10. **(Added)** When a FCF is required on a transient aircraft assist the transient aircrew as much as possible to include the following:

6.12.4.4.10.1. **(Added)** Coordinate with TA for any requirements. Conduct aircrew brief IAW **paragraph 6.12.2.2** as well as local procedures and airspace restrictions. Coordinate with owning unit QA to obtain applicable checklists/other required items. Review aircraft forms prior to flight. Accompany aircrew during preflight and conduct debrief. Forward FCF information to owning unit QA office.

6.12.7. **(Added)** Post Phase FCF Requirements. MXS will take ownership of the aircraft through the scheduled FCF (Phase #2) unless otherwise determined at the pre-dock meeting and will be contracted on the AF Form 2410, *Inspection/TCTO Planning Checklist*. In the event of an unscheduled FCF requirement post phase, responsibility will be determined at that time. Any disputes of aircraft ownership will be determined by MXG Leadership.

6.14.4. **(Added)** High speed taxi checks will not normally be conducted. These checks will be kept to a minimum and specific approval from the 23 FG/CC or 347 RQG/CC is required.

6.14.5. **(Added-A-10 Only)** Aircraft will be in FCF configuration except for fuel load, production supervision will coordinate with Ops on fuel requirements.

6.14.6. **(Added-A-10 Only)** If wheel brakes are applied above 100 KIAS or the pilot feels that “hot brakes” may be possible, inform the SOF and apply local hot brake procedures.

6.14.7. **(Added-A-10 Only)** Multiple tests should be avoided. If multiple tests are required, the minimum wait time is 20 minutes or as specified in TO 1A-10C-1 (Wheel Brake Energy Charts) whichever is greater. This wait time will be spent with the wheels chocked and brakes released for proper cooling. During the wait period wheel temperature will be monitored for excessive heat buildup.

6.14.8. **(Added-A-10 Only)** The pilot will check the brakes IAW TO 1A-10C-6CF-1, BEFORE TAXIING, checks.

6.14.9. **(Added)** QA will provide the pilot a copy of 23 MXG Form 16, *23 MXG High Speed Taxi Checklist*, which will be used to perform the check.

6.15.3.4.1. **(Added-A-10 Only)** Maintain a current copy of the Standard Configuration Loads (SCL) matrix for building canned Form Fs (DD Form 365-4, *Weight and Balance Clearance Form F - Transport*).

6.15.3.5.1. **(Added-A-10 Only)** Unit will control access to spare fixed ballast plates and inspect quarterly for serviceability and accountability. AMU(s) will store, maintain physical custody, and will route for repair if required (corrosion, unreadable weight stamp, etc.).

6.15.3.6.1. **(Added)** For 23 MXG Form 120, *A-10C Weight & Balance Preparation Checklist*, and 23 MXG Form 121, *HH-60 Weight & Balance Preparation Checklist*. See the QA SharePoint page to download forms.

6.15.4.5. **(Added)** Perform aircraft inventories and AWBS updates and adjust aircraft configuration when necessary IAW TO 1-1B-50, *Aircraft Weight and Balance*, and MDS specific -5 series TOs, post changes to primary and supplemental handbooks, and document discrepancies in aircraft forms/IMDS.

6.15.4.6. **(Added)** Provide W&B preparation checklist to AMU/HMU for placement in aircraft forms no later than 2 days prior to weigh.

6.15.4.7. **(Added)** AMU/HMU Responsibilities. Production Supervision/Expediter will:

6.15.4.7.1. **(Added)** Notify QA immediately when a W&B update is required. This occurs whenever equipment is added to or removed from the aircraft and the aircraft will continue to fly in the new configuration and whenever a TCTO affects the aircraft’s W&B.

6.15.4.7.2. **(Added)** Document a separate Red X discrepancy in the aircraft forms stating “Weight & Balance update required for...” and identify the specific reason for the update along with the nomenclatures and aircraft specific component position numbers.

6.15.4.7.3. **(Added)** Prepare the aircraft for inventory prior to weigh and provide qualified personnel to prepare, monitor, position, and jack aircraft for weigh IAW applicable directives.

6.15.4.7.4. **(Added)** Complete W&B preparation checklist and include it in the aircraft forms until final review by a QA W&B technician.

6.15.4.7.5. **(Added)** Ensure the following discrepancies are entered into the aircraft forms prior to aircraft weigh.

6.15.4.7.5.1. **(Added)** On a Red X - “Aircraft Weigh due for...” and state the specific reason for the weigh.

6.15.4.7.5.2. **(Added)** On a Red Dash - “Aircraft W&B Inventory Due for Weigh.”

6.15.4.7.5.3. **(Added)** On a Red X - “Aircraft W&B Update Due for Weigh.”

6.15.4.7.6. **(Added)** Ensure no scheduled/unscheduled maintenance or inspections are performed on weigh date until weight and balance is accomplished.

6.15.4.7.7. **(Added)** Complete on-aircraft configuration changes as directed by W&B technicians IAW applicable directives.

6.15.4.8. **(Added)** PS&D Responsibilities: TCTO manager will ensure a QA W&B manager/technician attends all TCTO meetings that will affect aircraft weight and balance and receive a working copy of the TCTO to facilitate aircraft records updates.

6.15.4.8.1. **(Added)** Notify the QA office at least 5 duty days prior to the aircraft scheduled weigh date. **Note:** Aircraft will not be flown between wash and weigh.

6.15.4.8.2. **(Added)** Schedule the aircraft 48 hours downtime to accommodate weigh preparation, inventory, and aircraft weigh.

6.15.4.8.3. **(Added)** Schedule hangar space to perform weigh. Contact W&B manager for a list of certified hangars.

6.15.4.8.4. **(Added)** Schedule the aircraft wash to be completed no later than 24 hours prior to the start of the weight and balance process.

6.15.4.9. **(Added)** Lost supplemental book procedures: Follow lost tool procedures in this instruction. The owning unit Production Superintendent will notify QA and ensure ACC Form 145, *Lost Tool/Object Report*, is completed and routed. QA will assemble a new supplemental book for the aircraft IAW TO 1-1B-50.

6.15.4.10. **(Added)** Procedures for Isochronal and Phase aircraft: comply with all directives in **paragraph 6.15.4.7** of this instruction.

6.15.4.11. **(Added)** Procedures for aircraft being transferred: When an aircraft is to be transferred, the owning unit will notify QA NLT 48 hours prior to scheduled departure and enter a Red Dash discrepancy in the aircraft forms stating “Aircraft transfer weight and balance inventory required.” QA inspectors will conduct an inventory, perform updates, and sign-off the discrepancy. Equipment removed or installed after the inventory is accomplished will require separate discrepancies IAW **paragraph 6.15.4.7.2**.

6.15.4.11.1. **(Added)** W&B primary handbooks will not be removed from the file location when aircraft are sent to depot facilities for repair/inspection. The W&B manager/technician will export the aircraft file from AWBS and transmit it electronically to the depot facility.

6.15.4.12. **(Added)** W&B procedures for deployed aircraft: AMU/HMU will notify QA of the deploying aircraft as soon as determined and the estimated duration of the deployment.

6.15.4.12.1. **(Added)** When deploying with QA W&B qualified personnel: QA will deploy with an AWBS database containing the deploying aircraft and perform W&B updates as required IAW TO 1-1B-50 and applicable -5 series TOs.

6.15.4.12.2. **(Added)** When deploying without QA W&B qualified personnel: Identify the QA W&B augmentee, if applicable, that will be deploying with the unit and ensure that they have been trained and briefed by the QA W&B manager prior to the deployment.

6.15.4.12.2.1. **(Added)** When W&B qualified personnel are unavailable for deployment, flight crews will use the DD Form 365-4 to perform weight and balance updates as required. Maintenance personnel will enter a statement in the aircraft forms indicating which components require weight and balance updates upon return to home station.

6.15.4.12.2.2. **(Added)** In the event that the flight crew does not complete an update as outlined in [paragraph 6.15.4.12.2.1](#), the TDY OIC/NCOIC will contact the home station W&B section and relay the weight and balance requirements. Once the Chart C has been updated and determined to be within limits, the W&B technician will authorize the TDY OIC/NCOIC to clear the Red X entry. The aircraft forms corrective action will read: "Weight and Balance Update C/W by (name and rank of W&B technician) per tele- communications IAW T.O. *"applicable MDS"*-5. The TDY OIC/NCOIC authorized to clear Red Xs will sign the "inspected by" block.

6.15.4.12.3. **(Added)** Upon return to home station, the master W&B database and primary handbook of affected aircraft will be updated immediately.

6.15.4.12.4. **(Added)** All aircraft weighs that come due through the deployment will be performed prior to departure. If an aircraft weigh is required while deployed, the unit will request an engineering waiver to postpone the weigh until return to home station.

6.15.4.13. **(Added)** W&B updates on aircraft deployed or loaned to Moody AFB will be accomplished IAW with this chapter. The owning unit should provide authorization and W&B records of affected aircraft to the Moody AFB QA office.

7.2.1.2.1. **(Added)** Unit training monitors will document impound official training for all impound officials in IMDS under course code 32024.

7.2.1.2.2. **(Added)** The impound official training is located on the QA SharePoint: <https://usaf.dps.mil/sites/Moody/23wg/23MXG/QA/Programs/Forms/AllItems.aspx?viewid=0d7f99e1%2D60cc%2D4435%2Daeceb%2Da926ed0f7fb7&id=%2Fsites%2FMoody%2F23wg%2F23MXG%2FQA%2FPrograms%2F02%20%20Impound>.

7.5.4.1. **(Added)** Any binding or jammed flight controls during flight.

7.5.5.1. **(Added)** Any delayed release of a munition/inadvertent firing/un-commanded rotation of aircraft gun(s), or sudden GAU-8 stoppage (physical jam).

7.5.12. **(Added)** Any engine failure or compressor stall during take-off roll, in-flight, or hover. Low fan speed is excluded for A-10 only.

7.5.13. **(Added)** If FOD involves an engine or gun system and that system is removed to back shop, complete aircraft FOD investigation to clear aircraft impound. A new impound control number will be assigned to malfunctioning equipment prior to clearing the aircraft impoundment. Equipment impoundments will be cleared IAW this chapter.

7.5.14. **(Added)** Any wire strikes by fixed or rotary aircraft.

7.5.15. **(Added)** Three time repeat/recur discrepancies involving safety of flight conditions.

7.5.16. **(Added)** Any servicing/support equipment involved in an aircraft accident/mishap (i.e. hydraulic mules, oil carts, LOX carts, or fuel trucks).

7.5.17. **(Added)** Un-commanded discharge of any onboard fire-extinguishing agent.

7.5.18. **(Added)** Any binding or unusual throttle response during flight.

7.5.19. **(Added-Fixed Wing Only)** Total brake failure. Total brake failure when turning off anti-skid has no effect.

7.6.1.1. **(Added)** The Impound Official will load the appropriate JST for impoundments into the MIS. For equipment without impound JSTs loaded, manually create an impound JCN in the MIS with WCE(s) documenting corrective action(s) Ensure reason for impoundment is added to the narrative in the MIS. For aircraft impoundments, print and place the JST in the forms binder.

7.6.2.1. **(Added)** Contact QA for impoundment control number.

7.6.2.2. **(Added)** QA will assign an impoundment control number, fill out the impoundment log, and track all impoundments on a local checklist, database, board, or book. (Assign a Lost Tool/Object, FOD, or DOP report number if required.)

7.6.3.6. **(Added)** The Impoundment Official will begin to fill out 23 MXG Form 122, *Impound Worksheet*, immediately. Print form and maintain with aircraft/equipment forms (as applicable).

7.6.3.7. **(Added)** Complete ACC Form 145 (Lost Tool/Object Report) when impoundment involves a lost tool or object IAW **paragraph 8.9** and maintain with aircraft/equipment forms until released.

7.6.4.2.1. **(Added)** Ensure all parts removed from aircraft/equipment for causes associated with impoundment have an AFTO Form 350 tag stating, in red, "From impounded aircraft, special processing required," the original discrepancy which warranted the impoundment and any other information discovered during trouble shooting, must also be entered on the tag.

7.6.4.2.2. **(Added)** Cannibalizing parts from impound aircraft/equipment must be coordinated with MXG/CC approval.

7.6.6.1. **(Added)** When an aircraft is impounded and the malfunctioning equipment (i.e., weapon, engine, etc.) is removed from the aircraft, the aircraft impoundment will be cleared. A new impound control number will be assigned to the malfunctioning equipment. 23 MXG Form 122 will be placed in the equipment's work-package/AFTO 244, *Industrial/Support Equipment Record*, (if applicable).

7.6.8.1. **(Added)** The Impoundment Official will review all actions taken and the final corrective action once the problem has been thoroughly investigated. If satisfied with the results, the Impoundment Official enters the following statement in the corrective action block "investigation complete, all corrective actions have been reviewed, aircraft released," refer to page and item number of the original discrepancy and enter the appropriate in accordance with (IAW) reference in the "corrective action" block. The Impoundment Official signs the "corrected by" of the impoundment discrepancy AFTO Form 781A, then completes and signs the impoundment worksheet. For impounded equipment without AFTO244/781As assigned, document these actions in MIS and approved work packages (if applicable).



7.6.8.2. **(Added)** After Impoundment Official/Maintenance Supervision review the actions taken and all associated aircraft/equipment documents, they will take all aircraft/equipment documents to their respective local QA representative for initial review.

7.6.8.2.1. **(Added)** The following supporting documents are required for QA review and impound release: Required documents include: pictures or TO illustration showing affected part/area, AFTO 781A pages, 23 MXG Form 122 Impoundment Worksheet, IMDS screen 122 snapshot of impound JCN, 90-day history from IMDS, and (ACC Form 145 if required). For impoundments of equipment not requiring work packages or AFTO 244s, the applicable IMDS screen 122 will be used.

7.6.8.2.2. **(Added)** QA will review all corrective actions and documentation supporting the decision to release the aircraft/equipment from impoundment and clear the QA forms review discrepancy in the aircraft forms.

7.6.8.3. **(Added)** The Impoundment Official, Maintenance Supervision, or Impound Maintenance Team Lead, accompanied by QA, will take the forms to MXG/CC or designated alternate for impoundment release after the QA forms review.

7.6.8.3.1. **(Added)** TDY Impoundment Officials will fax or scan/e-mail all supporting documents to include: pictures or TO illustration showing affected part/area, AFTO 781A pages (as applicable), 23 MXG Form 122 Impoundment Worksheet, IMDS screen 122 snapshot of impound JCN, 90-day history from IMDS, and (ACC Form 145 if applicable) to the 23 MXG command section and coordinate with 23 MXG/CC or CD for impoundment release after local QA review is completed.

7.6.8.4. **(Added)** The Impoundment Release Authority will review all corrective actions and documentation supporting the decision to release the aircraft/equipment from impoundment. Once satisfied with results, the release authority will clear the applicable "Inspected By" for the impoundment discrepancy in the AFTO Form 781A or equipment forms/work package. For impounded equipment without AFTO 244/781As assigned, only document these actions in the MIS.

7.6.8.4.1. **(Added)** The 23 MXG command section will coordinate with TDY Impoundment Officials to return fax or scan/e-mail the 23 MXG Form 122 impoundment worksheet and signed AFTO Form 781A page with the cleared impoundment discrepancy following impoundment release. For MAFB aircraft/equipment, the original documentation will also be forwarded to the MAFB QA office for filing.

7.6.8.5. **(Added)** The Impoundment Official will remove the 23 MXG Form 122 impoundment worksheet from the forms and take it to their local QA immediately upon release. The local QA will ensure proper filing of the impoundment worksheet, copy of the AFTO Form 781A page (if applicable), and (ACC Form 145 lost tool report if included). All supporting document files may be discarded.

7.6.10.2. **(Added)** Notify home station MOC with tail number, Impound Authority, Impound Official, aircraft location, and reason for impound.

8.2.3.1.1. **(Added)** Units maintaining warranty tools will standardize their program at the squadron level. Procedures will be documented and IAW the general guidance of this instruction.

8.2.4.1.1. **(Added)** Interchangeable tools may be stored in the same individual bin/divider.

8.2.4.3. **(Added)** Whenever items are added or removed from spare tool storage the (MIL) and TCMa<sup>®</sup> will be updated.

8.2.4.4. **(Added)** Serviceable tools removed from CTKs, IIBs, or other locations will have EIDs or equipment designators removed (de-etched) prior to being placed in spare tool storage.

8.2.9.4. **(Added)** Rags will not be laundered and must be locally purchased. Units will designate a storage location for unopened bundles of rags. Unopened bundles will be kept separate from rags that are available for issue, and will not require inventory until opened. Once bundles are opened, the rags will be added to the on-hand quantity.

8.2.9.5. **(Added)** Support sections will determine the maximum quantity of dispatchable rags for their work center. Dispatchable rags and on-hand inventory will be tracked in TCMa<sup>®</sup>. All rags will be issued in groups of five, and physically inventoried during check out/check in and at shift change.

8.2.9.5.1. **(Added)** Units will coordinate with Hazmart to determine disposal requirements for soiled rags. Support personnel are the only individuals authorized to dispose of and consume soiled rags in TCMa<sup>®</sup>.

8.2.10.1. **(Added)** No more than three individuals per work center will be authorized to procure tools and will include the program managers and support NCOIC.

8.2.11.1. **(Added)** Locally manufactured or developed tools/equipment and consumable items (to include Hazmat) placed in CTKs will be treated and marked the same way as tools. Locally manufactured tools not included in CTKs will follow general program guidelines contained in this instruction for control.

8.2.12.1. **(Added)** When a depot team, factory representative or contract field team works on aircraft or equipment they will maintain accountability for their tools, equipment and parts. If neither the Air Force contractor nor the team has any provisions concerning tool control or accountability, the team leader/supervisor will coordinate with the local QA to establish control procedures on AF Form 2410.

8.2.13.2. **(Added)** When two or more work centers operate from a single support section/tool room, members will be entered into the issuing tool room's TCMa<sup>®</sup> for accountability.

8.2.14.1. **(Added)** Crashed, Damaged or Disabled Aircraft Recovery (CDDAR) trailers will be inventoried at a minimum every 180 days. Ensure Test, Measurement, and Diagnostic Equipment (TMDE) equipment is periodically inspected per applicable technical order.

8.2.16.1. **(Added)** Unsupervised access to tool rooms will be limited to unit leadership and support section employees. Support sections will designate in writing all personnel having access.

8.2.17. **(Added)** Any Air Crew Equipment (AFE) or aircrew tool/equipment that is dispatched to the flightline will be etched/marked with the owning work center's CTK designator. CTKs will be inventoried after the completion of each job, if any items are discovered missing, lost tool procedures apply. The respective OSS AFE Superintendents will approve, and maintain on file, a list of the last five characters of the EID for their shops and ensure World Wide Identifier Designator (WWIDs) are in compliance with [Attachment 22 \(Added\)](#), *23 MXG Authorized WWID Codes*.

8.3.5.2. **(Added)** Inlays of cutouts, backgrounds of shadowing, and outlining marks will be of contrasting colors. Cutouts of permanently removed tools will be plugged with material similar to the surrounding area. This material will be glued into place to prevent loss and potential FO entering these areas. Shadowing/outlining of permanently removed tools will be painted over.

8.3.5.3. **(Added)** Flightline dispatchable CTKs and equipment items will have reflective tape or material installed in order to show the size and shape of the toolbox and bins during reduced visibility. It will be visible from all angles.

8.3.6.5.2. **(Added)** Consumables dispatched from a workcenter/support section to the flightline environment, and/or docks, with a hard FOD potential, will be issued and returned using TCMax® (Examples of these are; acid brushes, wire brushes, popsicle sticks, blades, files, etc.).

8.3.6.7.1.3. **(Added)** Tools/items with minor defects (other than cosmetic) that do not affect serviceability must be documented on the MIL and/or TCMax®.

8.3.9.1.1. **(Added)** Engine blade blending kits/blue dye will be controlled via TCMax®. It will be marked "Controlled Item" and will only be issued to personnel designated on the Special Certification Roster (SCR) as blade blend certified.

8.5.1.2.1.2. **(Added)** All HAZMAT items dispatched from support sections are required to be marked with an EID/CTK number, to include the cap/lid, unless exempted per AFI 21-101, **paragraph 8.5.1.2.1.1**. If the cap/lid is too small to be etched/marked or the surface of the cap/lid does not allow for etching or marking, the container label must account for the lid/cap (ex. RTV container + cap = 2 pcs). Any cap/lid from a dispatchable HAZMAT item may be removed, unless required for containment of hazardous material. Caps/lids must be accounted for in TCMax® (ex. with cap removed from item: Cap/lid removed no FO; (ex. with cap installed: Spray paint can + cap).

8.5.2.1.1. **(Added)** All shift change inventories will be documented in TCMax®.

8.5.4.4. **(Added)** At no time will a single person sign in his/her own CTK/equipment. It will be signed in by a second party or work center supervisor.

8.5.4.5. **(Added)** Only on-duty production superintendent or maintenance superintendent may authorize job site CTK/equipment turnovers as required by mission needs i.e., sortie surge. Keep transfers to a minimum.

8.5.4.6. **(Added)** CTKs, Individual Issue Bins (IIB) and equipment will be inspected at least every 120-day for serviceability if no other inspection criteria exist. Inspections will be documented in TCMax® or IMDS. In addition to inspecting for serviceability, the following items will be inspected; MIL for accuracy/currency, etchings/required markings and removal of foreign objects. Fuel Cell explosion-proof lanterns and extension lights will be inspected and certified every 120 days.

8.5.4.6.1. **(Added)** Single dispatchable TMDE items (i.e. torque wrenches, calipers, micrometers, etc.) that requires only PMEL certification and general pre-use inspections do not require a recurring 120-day inspection or AFTO Form 244 and will be tracked in an approved tool accountability system or IMDS.

8.5.4.6.2. **(Added)** Mobility CTKs in storage for mobility will have an annual inspection completed.

8.5.5.2.1. **(Added)** All E-tools and handheld radios will be controlled through support section(s) and will be etched (batteries included) with appropriate EID.

8.6.1.1.1. **(Added)** Refer to **Attachment 22** for the 23 MXG authorized WWID codes.

8.7.3.1.4.3. **(Added)** Owing work centers are responsible for ensuring manufactured items requiring prior to use inspections are completed. The requesting section chief will establish operating instructions and inspection requirements for LM items if deemed necessary.

8.9.2.3.1.1. **(Added)** Upon notification of a lost tool/object the affected unit (MXS or AMU/HMU) will initiate a maintenance freeze and all available personnel will stop all maintenance at the direction of the Production Superintendent and assist in a search until item is found or squadron maintenance operations officer/superintendent discontinues search.

8.9.2.3.1.2. **(Added)** Refer to **Chapter 7, Impoundment Procedures**, and **paragraph 11.8** for additional lost tool/object procedures and forms documentation.

8.9.2.3.1.3. **(Added)** All Lost Tool/Object Reports will be assigned a local control number by QA. Annotate this number on the upper right-hand corner of the ACC Form 145.

8.9.2.3.1.4. **(Added)** QA will review completed ACC Form 145 for accuracy, initial and/or stamp as records clerk, make any copies requested, and file the original form.

8.9.2.3.1.5. **(Added)** If tool or item is lost on an aircraft or engine, also refer to **Table 11.3**.

8.9.2.3.1.6. **(Added)** For items lost post aircraft taxi and take-off refer to **paragraph 11.9** of this instruction.

9.17.2.2.1. **(Added)** Special tools and items that are coded Local Manufacture (LM) require QA, SPO (if applicable) and MXG/CC approval.

9.17.2.3.2. **(Added)** Technical order drawings can be obtained from Air Force Engineering Technical Services (AFETS). If drawings are not available, the requestor will contact the original equipment manufacturer to obtain them.

9.17.2.6. **(Added)** Requesters will contact the applicable fabrication section to determine validity and capability to create the requested item if it is not coded LM.

9.17.2.7. **(Added)** Requesters will fill in blocks 1-12 of 23 MXG Form 124, *Local Manufacture Request*, and list all supporting documentation in block 19. Route for coordination as directed in block 13. MXG Form 124 can be found on the QA SharePoint: <https://usaf.dps.mil/sites/Moody/23wg/23MXG/QA/References%20Forms%20OIs/Forms/AllItems.aspx?id=%2Fsites%2FMoody%2F23wg%2F23MXG%2FOA%2FReferences%20Forms%20OIs%2F04%20%2D%2023%20MXG%20Forms%2F02%20%2D%20Local%20Forms&viewid=7877aed0%2Dd3dc%2D4745%2Db12c%2D24f47efd5a29>.

9.17.2.8. **(Added)** Manufacturing activity will evaluate the capability to locally manufacture the requested item using applicable shop references drawings and blue prints. Use 23 MXG Form 124, *Local Manufacture Request*, sheet to document capability of local manufacture request, provide LM manager with an accurate list of materials, cost and estimated completion date for open requests, forward the information to the flight and notify the requestor of its decision.

9.17.2.9. **(Added)** Manufacturing activity will follow procedures in AFMAN 23-122, *Material Management Procedures*. If the item has a SMR code of P, MF or MO (TO 00-25-195) submit

23 MXG Form 124, *Local Manufacture Request*, to 23 LRS/LGRMMF (Flight Service Center). Requesting agency must ensure item is zero balance AF wide prior to initiating LM process.

9.22.1. **(Added)** Maintenance Turn-Around (TRN) Record Update Processing. Maintenance Support Section/MX Flight TRN Responsibilities:

9.22.2. **(Added)** Owing organization will take assets being repaired under the following TRN procedures to the appropriate repair shop with the following information (AFREP does not apply):

9.22.2.1. **(Added)** AFTO Form 350 tag with the TRN Document Number. TRN Doc number will be as follows: Applicable activity code (J, X, R or S) of maintenance organization, shop code, 00 (constant), and AFTO Form 350 tag number. Example: J721AF00365482.

9.22.2.2. **(Added)** IMDS (Screen 122) snapshot of WCE.

9.22.3. **(Added)** This document will be loaded in IMDS as UJC "AA" as DUE-OUT. Status will be changed to reflect "ISSUE" upon receipt of asset. This applies only to "Repair Cycle Items."

9.22.3.1. **(Added)** When picking up repaired assets, the owning organization will follow up to ensure TRNs are processed. This will be accomplished by reviewing the D04 daily.

9.22.4. **(Added)** If the asset is not repairable and must be requisitioned, the TRN document number will be deleted. The owning organization will provide the backshop with a new document number as soon as possible so as not to hold up shipment of the unserviceable asset. The asset will then be processed through FSC and routed as DIFM.

9.22.5. **(Added)** Normally, the owning organization/MX FLT will ensure there are no assets on base prior to submitting a part for TRN action. However, there are certain situations when it is prudent to use the TRN process in lieu of processing an Issue IAW TO 00-20-3 Para 3.4. This will be determined locally by maintenance on a case by case basis.

9.22.6. **(Added)** IAW AFI 21-101, AFREP items require a supply document for processing. All XF/XD assets taken to AFREP will use the MEMO MICAP document process and placed into MASS with an ETIC. AFREP will provide the owning organization with an ETIC NLT 24hrs from receipt. All ETICs exceeding the 72 hour period will be considered for requisition by the owning organization.

9.22.7. **(Added)** Off-Equipment Repair Agency Responsibilities:

9.22.7.1. **(Added)** Process all TRN actions in IMDS using screen 352 or use SBSS screen 180. TRN are only required to be processed in IMDS if maintenance action taken codes A, F, G, K, L or Z apply. No further processing is required for all others.

9.22.7.2. **(Added)** All areas processing TRNs are required to maintain AF IMT 2521 and process information IAW AFI 21-101, **paragraph 9.25**.

9.22.7.3. **(Added)** Ensure TRN processes by using the D04.

9.22.7.4. **(Added)** Notify owning organization once all repair and TRN data updates are complete.

9.22.7.5. **(Added)** Notify FSC when the AFTO Form 350 tags are ready to be picked up.

9.22.7.6. **(Added)** Will provide a valid ETIC as soon as possible for identified MICAP items and within 24hrs of receipt for BQs to the Production Superintendent.

9.22.7.7. **(Added)** Submit primary and alternate TRN monitor appointment letters to FSC.

9.22.7.8. **(Added)** If a part is required to fix a TRN and the item is in stock the MSSS will issue the part using UJC AA, the aircraft SRD and the tail number the TRN is required for.

9.22.8. **(Added)** Flight Service Center Responsibilities:

9.22.8.1. **(Added)** Will have overall responsibility for the TRN process.

9.22.8.2. **(Added)** Will appoint a primary and alternate TRN monitor in writing and forward to the supported maintenance production control.

9.22.8.3. **(Added)** Maintain a suspense file until the TRN has been verified as processed using the D04 or the I122 management notice.

9.22.8.4. **(Added)** Process all TRNs for units without IMDS or SBSS connectivity.

9.22.8.5. **(Added)** Maintain a letter from each backshop of all assigned TRN monitors.

9.22.8.6. **(Added)** Provide training as required ensuring the overall integrity of the program.

9.27.2.1. **(Added)** Maintain security and control of Parts Holding Bin (PHB) assets.

**9.29. Title. (Added) Back shop repairable items, items pending inspection, and locally manufactured parts storage area.**

9.29.1. **(Added)** Maintain security and control of assets in parts storage area.

9.29.2. **(Added)** Each item placed in the storage area will be accompanied by the following:

9.29.2.1. **(Added)** IMDS (Screen 122) snapshot of WCE (if applicable).

9.29.2.2. **(Added)** AFTO Form 350 tag

9.29.3. **(Added)** Each item placed in the storage area will be tracked with the following information:

9.29.3.1. **(Added)** Job Control number (if applicable)

9.29.3.2. **(Added)** AFTO Form 350 tag number

9.29.3.3. **(Added)** Nomenclature

9.29.3.4. **(Added)** Quantity

9.29.3.5. **(Added)** Receiving information (date, time, name, and employee number of the person who dropped off the property).

9.29.3.6. **(Added)** Removal information (date, time, name, and employee number of the person who picked up the property).

10.3.2.2. **(Added)** A common ICT Academics course shall be taught annually for qualified individuals. ICT academics for 2W1 personnel may be incorporated into their initial/recurring Weapons Academics class.

10.18.1.1.1. **(Added)** ICT recurring training or evaluations may be conducted using simulated fuel flow with inert or training munitions. Minimum required SCL for initial ICT certification will consist of 30mm, rockets, Chaff and Flare, and two bomb bodies. The SCL for all recurring evaluations may be tailored at the discretion of the WS evaluators.

10.18.1.1.1.1. **(Added)** Initial ICT training may be conducted in any A-10C sunshade if fuel flow is simulated and INERT or Training munitions are utilized.

10.18.1.1.1.2. **(Added)** HOT ICTs may only be conducted at the Hot Cargo Pad and will not be utilized for initial ICT certification training without prior approval. Only previously certified ICT crews, to include ATS, A/B personnel, and Weapons Load Crew, will be permitted to perform HOT ICTs.

10.18.1.1.2.1. **(Added)** Units must exhaust all training resources and opportunities prior to scheduling members for initial certification during a HOT ICT. The WWM is the approval authority for certification during a HOT ICT.

10.18.1.1.2. **(Added)** WLCMT may be used to document the AF Form 2419, *Routing and Review of Quality Control Reports*.

10.18.2.2.6.1. **(Added)** ATS may supervise up to two Hot Reload aircraft simultaneously if aircraft are not to receive fuel as part of the operation. Hot Reload is defined as Aircraft engines running while munitions are being loaded. 33-1-4 ICT technical procedures will still be utilized.

10.18.2.2.7. **(Added)** Must be Hot Pit qualified.

11.3.6.1.2. **(Added)** The WWM may sign ACC Form 64s, *Request for Special Certification*, for all 2W1X1 Special Certification items related to weapons loading or maintenance functions.

11.6.2.1. **(Added)** The AMU/HMU Debrief will enter a job into IMDS and the Expeditor/Production Superintendent will forward all required information to applicable work center(s) and MOC as soon as possible.

11.6.8.1. **(Added)** If maintenance is to be performed in the danger area of an operating engine, that engine will be shut down prior to performing maintenance. The other engine may remain operational only if personnel can remain outside the danger area.

11.8.1.1. **(Added)** General FOD prevention awareness briefings will be provided during maintenance orientation courses by maintenance training. Aircraft maintenance work center specific FOD training will be provided to all personnel and at least annually thereafter. Work center supervisors will indoctrinate all assigned personnel on the importance of the FOD Prevention Program to the mission. They will also ensure personnel are familiar with the policies and procedures contained in this instruction, and MAFB OI 13-213, *Airfield Driving*.

11.8.3.1.4. **(Added)** Small hardware such as screws, bolts, washers, nuts, cotter pins, etc. will be placed in screw bags, zip lock type bags or lidded containers when taken to/from work areas or when stored. At minimum, bags/containers will be documented with item name(s), quantity, and tail number or serial number the items belong to. When possible, attach bag or container to part removed. Loose hardware will not be carried in tool bags or individuals pockets.

11.8.3.1.5. **(Added)** No glass or non-resealable beverage containers are authorized on the flightline.

11.8.3.1.6. **(Added)** The flightline area is defined as “all runways, taxiways, ramps, and all concrete areas attached to them”. All hangars, back-shops, and flightline support shops will also be considered high FOD potential areas and will follow the same guidelines as flightline areas.

11.8.3.1.7. **(Added)** Work areas will be thoroughly policed for FO as soon as each job is completed and immediately if an item is dropped or misplaced. Perform an in-depth FO inspection

when leaving the job site and secure all tools at the end of each shift. To include CTKs, hangars, backshops, and washracks.

11.8.3.1.8. **(Added)** Whenever FOD is suspected or confirmed, all personnel will discontinue maintenance on the aircraft, engine, or component. Access to the area will be controlled until a thorough investigation is completed.

11.8.3.2.2.1. **(Added)** Throttle quadrant covers will be installed at all times unless required to be removed for maintenance completion or operational use in A-10 cockpit. HH-60 installed Engine Run Screens will be covered with local man covers/barrier material when engine is not in operation.

11.8.3.2.3.1. **(Added)** The “RED X” requirements for work performed in and around the intake area will be thoroughly and strictly adhered to. The aircraft will be grounded and considered for impoundment whenever hardware or fasteners are discovered missing from areas forward of the aircraft intake and a thorough inspection will be accomplished, including a borescope inspection of the engine. If a formation aircraft has a dropped object incident the other formation aircraft will be thoroughly inspected for damage and considered for an engine borescope inspection.

11.8.3.3.1. **(Added)** When HH-60/C-130 aircraft are sitting static the engine/APU intake/exhaust covers and or plugs are required at all times, but may be removed within 4 hours of flight. The pitot tube covers will be removed only upon aircrew arrival at the aircraft, or when required for maintenance involving pitot static system. The pitot tube covers will be installed immediately after the pitot tube is cool to the touch or within 15 minutes of system shutdown to prevent FOD. Intake plugs will be installed after aircraft shutdown and upon no engine rotation. Exhaust covers and or plugs will be installed 4 hours after flight or when exhaust is cool to the touch.

11.8.3.3.2. **(Added)** When A-10 aircraft are sitting static all -21 equipment/covers to include engine inlet/exhaust plugs/covers will be installed at all times, but may be removed within 2 hours of flight per TO 1A-10C-6WC-1. The pitot tube covers to include Ejection Seat Pitot Probe Covers, will be removed only upon aircrew arrival at the aircraft, or when required for maintenance involving pitot static system. The pitot tube covers will be installed immediately after the pitot tube is cool to the touch or within 15 minutes of system shutdown to prevent FOD. Ejection seat pitot probe covers will be installed on recovery IAW TO 1A-10C- 6WC-1 and Exhaust covers/plugs will be installed IAW TO 1A-10C-6WC-5.

11.8.3.6.4.1. **(Added)** Hats will not be worn on the flightline with the exception of watch cap during winter months. Security Forces berets will not be worn within 50 feet of running aircraft.

11.8.3.6.6. **(Added)** All personnel will ensure personal items are secured and accounted for to prevent FOD. Items will not be left unsecured on the flightline.

11.8.3.7.1.1. **(Added)** Vehicle FO containers will be secured at all times in a manner to prevent tipping over. Containers will also have the word FOD stenciled in contrasting letters at least two inches high. FO containers/magnets will be emptied/cleaned when full and when vehicle is turned-in/over.

11.8.3.7.2. **(Added)** Any additional items added to vehicles for mission requirements which are not permanently affixed will be identified with either vehicle registration number or EID and tracked via AF Form 1800, *Operator’s Inspection Guide and Trouble Report*, or TCMaX®.



11.8.3.7.3. **(Added)** Vehicles, to include low speed vehicles, will be kept FO free at all times, except for FO containers.

11.8.3.11.3. **(Added)** Towable sweepers will be utilized by squadron maintenance personnel, at minimum, on a weekly basis. Towable sweepers will be used and maintained in accordance with the equipment operator's guide. Each aircraft maintenance squadron's Support Section and FOD monitor will develop a plan for sweeper usage. The debris containers (hoppers) will be emptied as required to prevent overflow of collected debris. Towable sweepers will be for flightline use only and will be disconnected from vehicles leaving the flightline area.

11.8.3.11.4. **(Added)** FOD walks of aircraft parking areas will be conducted prior to the start of each day's flying operations. The first work-shift in ISO, Phase, Propulsion and other back-shop work-centers, at minimum, will perform a beginning of shift FOD walk prior to performing any maintenance. Supervisors will ensure personnel are spaced apart to provide complete coverage of the area (no more than 10 feet apart) and personnel are not dismissed until area is FO free. Close attention will be paid to expansion joints, seams, and grounding points for small stones, deteriorating concrete and loose tar during all FOD walks/inspections. FO will be removed from workbenches, stands and ground equipment. Supervision will ensure areas around work-center and routes traveled by personnel and vehicles between work-center and aircraft are kept FO free. Particular attention will be given to areas traveled by flightline dispatched vehicles and equipment (including AGE ready line and sub-pools).

11.8.3.11.5. **(Added)** Whenever FO is discovered on the flightline, the area will be cleaned immediately. If the debris is excessive, personnel shall contact MOC or Airfield Management to request sweeper dispatch.

11.8.3.11.6. **(Added)** A mass base FOD walk will be held annually or at the discretion of the 23 WG/CV and Wing FOD Monitor. All MXG units will participate. Additional unit participation may be requested during manning shortfalls (deployments/TDYs) or as needed by the 23 WG/CV or Wing FOD Monitor. Inspection routes will consist of runways, all taxi ways, and ramps. The Wing FOD Monitor and/or representative are the points of contact for planning and execution of the FOD walk.

11.8.3.14.1.1. **(Added)** During engine runs and prior to aircraft taxiing, all aircraft covers will be stowed, firmly secured, or removed from the run-up area to prevent ingestion. On uninstalled engines, inlet/core covers will be installed when not operating.

11.8.3.15.1. **(Added)** All motorized vehicles or support equipment will stop at tire FOD check signs and perform an FO check. Vehicle operators will perform a vehicle roll over check on all tires. Emergency vehicles are exempt if directly responding to an emergency situation. If driving through debris is unavoidable, operators will stop immediately after passing completely through the debris and inspect tires for FO.

11.8.3.15.2. **(Added)** Pintle hook pins of all types will be secured by cable and swedge or chain to the pintle hook. Pins will be installed in pintle hook at all times.

11.8.3.18.1. **(Added)** Flightline vehicles will be equipped with a tool for removing tire debris during FOD checks.

11.8.5.8. **(Added)** Request FOD monitors for each AMU/HMU/Backshop.

11.8.5.8.1. **(Added)** All aircraft maintenance organizations and other units which have personnel working in, around, or traveling through the flightline or aircraft maintenance areas will appoint a primary and alternate unit FOD Monitor, forward a letter of appointment to 23d WG/CVF. The unit FOD Monitor should be the most qualified 7 or 5 level and will be a POC for the wing FOD Monitor. The unit FOD Monitor will channel any FOD related issues to the wing FOD Monitor, report any changes to their unit's FOD Program and attend the quarterly FOD Committee meetings.

11.8.5.8.2. **(Added)** The unit FOD Monitor will ensure a viable FOD prevention program is in place within the unit. They will conduct and document monthly spot inspections and annotate findings to evaluate the effectiveness of the FOD prevention program. FOD monitors will ensure that initial and recurring training is conducted and that the content of FOD briefings meets the requirements of this instruction and the unit's needs.

11.8.5.8.3. **(Added)** An area for FOD information will be maintained in each work center. Placement is at the unit's discretion. The location should afford the greatest possible access and visibility to work center personnel. All units are required to post MAFB VA 66-1, which lists current wing and unit FOD monitors. FOD monitors are responsible for keeping the FOD information within their unit current.

11.8.5.8.4. **(Added)** FOD monitors will maintain a FOD program continuity book. It will include, at a minimum; a copy of letter of appointment, a list of FOD monitor duties, a list of FOD references, a map of unit FOD walk area of responsibility (self-generated), and committee meeting minutes for the past 12 months on paper or electronically.

11.8.6.1.1.2. **(Added)** See [Table 11.3](#) for additional guidance.

Table 11.3. (Added) 23 WG FOD Procedures.

When	Affected Area	Criteria	Maintenance Action Sequence
Foreign Object is known or suspected to be in an area (item such as hardware, tools, personal item, etc.)	Anywhere suspected or confirmed on aircraft or engine	After 1 hour of search.	Document aircraft/equipment forms with a “Red X” or document engine work package accordingly. Notify supervision, MOC and QA. Notify MXG/CC for impound determination. Document aircraft forms of searches performed and document all lost items on Lost Tool/Object ACC Form 145 and send original to QA within 5 duty days.
FOD/DOD damage is discovered. (Exclude repairable damage from erosion or scratches)	Engines	Damage limited to blendable nicked blades.	Document aircraft forms with a “Red X” or document engine work package accordingly. Notify supervision, MOC and QA. Ensure the FOD NCO has been notified <u>PRIOR</u> to blade blending. FOD NCO/QA may evaluate damage prior to repair.
			Borescope engine prior to making repairs to ensure no further damage has occurred. Ensure repairs and borescope are documented in IMDS and inform FOD NCO/QA of JCN.
			Use JST for applicable MDS to create automated history (Moody Only: 71100-71 AMU, 74100-74 AMU, 75100-75 AMU). Engine Management will ensure damage, repairs, and borescope will be documented on AFTO Form 95 or IMDS equivalent (GIMMS).
		Damage is internal, beyond blendable limits or requires engine removal.	Notify supervision, MOC, QA, and FOD NCO of confirmed FOD damage. Document forms with “Red X”. Start impoundment procedures in accordance with local instructions.
	Aircraft	Any damage other than wildlife or battle damage	Notify supervision, MOC, QA, and FOD NCO of confirmed FOD damage. Document forms with “Red X”. Consider for impound IAW this instruction.

11.8.9. **(Added)** FOD Awards: All units are encouraged to nominate individuals for recognition via the FOD Awards Program. Available monthly awards include the FOD Awareness, FOD Poster, and the Golden Bolt. Nominations for these awards must reach the Wing FOD Prevention NCO by the 10th day of the month for prior month actions (example cutoff date would be 10 May for April submissions).

11.8.9.1. **(Added)** FOD AWARENESS AWARD (1 winner per month)

11.8.9.1.1. **(Added)** Nomination criteria:

11.8.9.1.2. **(Added)** Individual went beyond normal duty requirements to prevent a FOD incident, increase FOD awareness in others, or improve the FOD prevention program in some way. A good submission for this award would be an act that definitely prevented damage to an aircraft engine or the possibility of damage occurring. Such as noticing an object on the ramp or taxi-way in the direct path of aircraft immediately prior to its movement or engine operation, this award can be submitted by anyone; however, it must be signed by the squadron commander or representative. Nominations should include the date and a description of what action the individual took and a phone number for the individual.

11.8.9.1.3. **(Added)** Selection process:

11.8.9.1.4. **(Added)** FOD NCO selects winner; the Vice Wing Commander will make final decision if multiple submissions of equal importance are received.

11.8.9.1.5. **(Added)** Winner receives:

11.8.9.1.6. **(Added)** Certificate of recognition presented at the next Wing FOD Committee meeting.

11.8.9.1.7. **(Added)** 1-day pass recommendation

11.8.9.1.8. **(Added)** Quarterly Awareness winner (1 winner per quarter) is selected from past monthly awareness winners. Individuals will be contacted and returned to next FOD meeting and receive recognition, & 3-day pass recommendation.

11.8.9.2. **(Added)** Golden Bolt Award.

11.8.9.2.1. **(Added)** Selection process (2 winners per month):

11.8.9.2.2. **(Added)** Winners are selected automatically by finding the golden bolt. The bolt will be bright yellow in color, identified as the Golden Bolt and have instructions printed on it. It is printed a 1"x 2" piece of paper that will be taped to various items. See **Figure 11.1**.

**Figure 11.1. (Added) Golden Bolt**

11.8.9.2.3. **(Added)** Winner receives a certificate of recognition presented at the next Wing FOD Committee meeting and a 1-day pass recommendation.

11.8.9.3. **(Added)** Rapid Response Award.

11.8.9.3.1. **(Added)** This award recognizes individuals (2 per month) who took some action in preventing a potential FOD incident significant enough to warrant recognition. Nominations can be submitted from any level of supervision.

11.8.9.3.2. **(Added)** Winners shall be selected by the FOD NCO or 23 WG/CV.

11.8.9.3.3. **(Added)** Winner receives a certificate of recognition presented at the next Wing FOD Committee meeting and a 1-day pass recommendation.

11.8.9.4. **(Added)** FOD Poster Award.

11.8.9.4.1. **(Added)** Posters should be 8.5” x 11”, include a slogan and the acronym “FOD”. They may be computer generated or hand drawn, but should not infringe on any copyrighted characters such as the Mickey Mouse figure etc. Posters can be submitted directly to the Wing FOD NCO (23WG/CVF) by anyone, ensure full name, rank, phone number and office symbol for the individual is included.

11.8.9.4.2. **(Added)** The winner (1 per month) is selected by the FOD NCO or 23 WG/CV.

11.8.9.4.3. **(Added)** The winner receives a certificate of recognition presented at the next Wing FOD Committee meeting and a 1-day pass recommendation.

11.9.1.3. **(Added)** Each unit will assign monitors to manage the AMU/HMU program, and assist the Wing DOP monitor/QA and Wing Safety. The maintenance unit OIC/Superintendent will appoint a primary/alternate DOP monitor by letter for their unit and provide the Wing DOP monitor a copy. Unit DOP monitors, preferably assigned to the Debrief Section, will maintain a DOP continuity book. The AMU/HMU unit DOP monitors may be any AFSC

11.9.1.3.1. **(Added)** DOP continuity books will mirror the Wing DOP monitor continuity book.

11.9.1.3.2. **(Added)** Unit DOP monitors will attend the Wing Quarterly FOD/DOP meeting.

11.9.3.2.1.1. **(Added)** AMU/HMU will notify Maintenance Operations Center (MOC) of all dropped objects, both confirmed and suspected. MOC will notify QA and Wing Safety of all reported dropped objects. The wing FOD/DOP manager or QA will issue a control number at this time.

11.9.3.2.1.1.1. **(Added)** Initiate a unit 23 MXG Form 125, *Dropped Object Investigation Checklist*, for all dropped objects. Screws and small hardware may be grouped under one report with one control number as long as they are associated (confirm with Wing DOP monitor/QA first). A copy of report will be kept on file for at least 2 years, electronic method preferred.

11.9.3.2.1.1.2. **(Added)** Annotate all confirmed dropped objects in the aircraft forms on a “Red X”. Ensure Wing Safety and Wing DOP monitor/QA has had the opportunity to visually inspect the affected system prior to performing any maintenance if requested during initial notification. Once an initial inspection has been completed to ensure no other weapon systems have been affected, clear the discrepancy in accordance with TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies & Procedures*, applicable supplements. Any repair/replace actions will also be annotated in the 781A under the appropriate symbol. Any questions concerning dropped objects will be directed to the Wing DOP monitor/QA.

11.9.3.2.1.1.3. **(Added)** Aircrew/operations personnel responsibilities. Notify maintenance unit Debrief Section and unit DOP monitor of confirmed or suspected dropped objects. If the dropped object is aircrew flight equipment or personal gear, the responsible operations member will provide specific object information to the respective maintenance unit to properly fill out the unit DOP worksheet.

11.9.3.2.1.2. **(Added)** Supervision will ensure a completed Unit DOP Investigation Worksheet is brought to QA/Wing DOP monitor within 2 duty days. Form submittal electronically is preferred; email completed form to [23WGFOD@US.AF.MIL](mailto:23WGFOD@US.AF.MIL).

11.9.3.2.1.3. **(Added)** Evaluate the need for impoundment and possible one-time inspection for prevention of recurrence.

11.9.4. **(Added)** Training: All maintenance personnel assigned to the MXG will receive initial dropped object prevention training. MXG personnel will complete this training via the Griffin Training website at <https://367trss.hill.af.mil>. Certificates must be provided to Maintenance Training Instructors during Mission Orientation Training.

11.9.4.1. **(Added)** On/Off-equipment workcenters that are involved with maintenance of aircraft panels, cowlings, fasteners, etc. will perform OJT on security of cowlings, panels and doors normally used to gain access while performing primary job. Workcenters that perform off equipment maintenance only will perform OJT on security of components, parts and hardware maintained to prevent possible dropped object incidents once these items are installed.

11.10.1.1. **(Added)** Each maintenance activity will assign (ASIP Monitors) who are responsible for maintaining ASIP systems/changing tapes. ASIP Monitors will:

11.10.1.1.1. **(Added)** Change and submit tapes and/or download and submit data as required by specific MDS.

11.10.1.1.1.2. **(Added)** All ASIP inspections listed in the applicable TOs are required to be reported in the Aircraft Structural Integrity Management Information System (ASIMIS) located at <https://asimisweb.tinker.af.mil/>.

11.10.1.1.1.3. **(Added)** Ensure ASIP maintenance and data collection is performed on all Airborne Data Recorder (ADR) equipped aircraft for both home-station and deployments. Also, ensure ADR files are uploaded into the Aircraft Data Acquisition and Distribution System (ADADS).

11.10.1.1.1.4. **(Added)** Monitor the ASIMIS website for malfunctioning ASIP aircraft components and report them to the AMU OIC/Superintendent for corrective action.

11.10.1.1.1.5. **(Added)** The Specialist Section NCOIC/ASIP Monitor will ensure specialist personnel download ADR data from Integrated Electronic Processing Unit equipped aircraft at the

end of each flying day. Specialist personnel will then upload ADR data files to the ADADS web site and report back to the aircrew and maintenance debrief section with ADR file names so they can be entered into the form on the WDCS website. Complete corrective actions for malfunctioning ASIP components as identified by ASIP monitors and report the results to the ASIP Project Monitor.

11.10.1.1.1.6. **(Added)** Track daily sorties and ASIP data downloads on WAM approved templates.

11.10.1.1.1.7. **(Added)** Perform Monthly ASIP data collection reconciliations and provide amplifying remarks to explain data submission rates below 90% to the WAM NLT the third duty day of each month for the previous month.

11.10.1.2. **(Added)** C-130 maintenance actions that require reporting will be identified in the specific work cards, TOs and TCTOs. For example: 1C-130(A/H/M) J-6, 1C-130(A/H/M) J-6WC-14, 1C-130(A/H/M) J-36, 1C-130(A/H/M) J-3.

11.10.1.2.1. **(Added)** All ASIP inspections listed in the applicable TOs are required to be reported in the Inspection Corrosion and Repair Reporting tool (ICARR). In addition to inspections, if a defect is found that requires a repair against the following systems, 11XXX primary structure and skin and 13XXX landing gear, the repair action must also be reported in ICARR.

11.10.1.2.2. **(Added)** All C-130 ASIP and ICARR data shall be accomplished within 10 days of the completion of the inspection, repair or upon return from temporary duty location where there is no access to the Automated Inspection, Repair Corrosion, & Tracking system (AIRCAT).

11.10.6. **(Added)** The Fabrication Flight Chief and Specialist Section Chief will appoint, by letter, ASIP Monitors to the applicable work centers (Structural Repair, Nondestructive Inspection, and Avionics). Forward a copy of the appointment letter to the ASIP Project Officer.

11.10.7. **(Added-C-130 Only)** ASIP Monitors will ensure the most current software is downloaded for ICARR.

11.10.8. **(Added)** Ensure individual users of ASIMIS and ICARR will receive cascade training from personnel qualified to make inputs into the systems. Training will consist of on-the job training (OJT) and will be documented in TBA. Respective sections are responsible for providing ASIP specific training to their personnel.

11.13.3.5. **(Added)** Review CANN actions daily.

11.13.3.6. **(Added)** Approve and determine CANN feasibility. CANN actions from ISO/Phase aircraft and back-shop engines must be coordinated through MXS Production Superintendent (Eagle 3) and authorized by the MXS Maintenance Operations Officer or Maintenance Superintendent.

11.13.3.7. **(Added)** Unit/Squadron Maintenance Officer/Superintendent Responsibilities:

11.13.3.7.1. **(Added)** Manage the squadron CANN program and appoint a CANN manager to each CANN aircraft.

11.13.3.7.1.1. **(Added)** CANN manager must be appointed by AMU/HMU appointment letter and possess at minimum a 7 skill level.

11.13.3.7.1.2. **(Added)** CANN manager must be briefed of responsibilities by QA and familiar with applicable Technical Orders (i.e. TO 00-20-1, TO 00-20-2, *Maintenance Data Documentation*, AFI 21-101) prior to appointment.

11.13.3.7.1.3. **(Added)** CANN manager will accomplish an aircraft document review every 7 days that aircraft is in CANN status.

11.13.3.7.1.4. **(Added)** CANN manager coordinate with Quality Assurance to schedule a rated Special Inspection prior to the first flight after CANN status.

11.13.3.7. **(Added)** Squadron Expediter Responsibilities:

11.13.3.7.1. **(Added)** Ensure job control numbers, CANN numbers, and document numbers are entered in the aircraft AFTO 781 forms.

11.13.3.8. **(Added)** Decentralized Materiel Support (DMS) Responsibilities:

11.13.3.8.1. **(Added)** Receive a scheduled CANN Job Control Number (JCN) from Cannibalization Authority (CA).

11.13.3.8.2. **(Added)** Conduct TRIC NOR H (Cannibalization End Item) in ILS-S to perform the “mark-for” change supply transaction IAW AFI 23-101, *Material Management Policy*, and AFI 21-101.

11.13.3.8.3. **(Added)** Maintain and document the MICAP Verification Checklist.

11.13.3.8.4. **(Added)** Notify the Production Superintendent of “mark for” changes once completed.

11.13.8.4.1. **(Added)** GITA cannibalization will be limited and actions must be approved by MXG/CC (or designated official) and authorized by the System Program Office (SPO). If approved by SPO, the unit initiating cannibalization action must notify MTF.

11.13.10. **(Added)** Parts removed from CANN aircraft to aid in troubleshooting will be kept to a minimum and must be approved by the CA prior to removal. The 781A discrepancy must include CA authorization.

11.13.10.1. **(Added)** If the CA authorizes a part removed for troubleshooting to remain in the malfunctioning aircraft once troubleshooting procedures are complete, then a CANN action will be processed and documented in a separated discrepancy in the CANN aircraft forms.

11.14.2.4. **(Added)** AMU/HMU/MXS will ensure that the Hangar Queen JST is loaded in IMDS against the affected aircraft and that all WCEs are complied with prior to the first flight. **Note:** WCE 001 narrative will be changed to reflect reason for entry into Hangar Queen Status.

11.14.2.4.1. **(Added)** AMU/HMU/MXS will notify QA of all new Hangar Queen Aircraft NLT 24 hours after status change.

11.14.4.3. **(Added)** The AMU/HMU will form a dedicated recovery team with a senior NCO, or higher, as manager for hangar queen aircraft located off station. The manager will closely monitor all maintenance actions, track parts requirements and perform all required forms reviews until the aircraft has returned to home station.

11.15.4.1.1. **(Added)** Functional responsibility for the GITA will be through Maintenance Training Section.



11.15.4.1.2. **(Added)** Funds for the maintenance and repair will be provided through the respective Decentralized Material Support (DMS).

11.15.4.1.3. **(Added)** Manual Job Control Number ranges will be issued by MXO PS&D.

11.15.4.2.1.1. **(Added)** Maintain all systems/subsystems listed in the current GITA Operational Systems Configuration memorandum sent to the appropriate ALC Program Manager.

11.15.4.2.6.1. **(Added)** Maintenance Training Section will perform the following:

11.15.4.2.6.1.1. **(Added)** Wash & lube GITA when required IAW applicable tech data.

11.15.4.2.6.1.2. **(Added)** Account for QA discrepancies identified with housekeeping, safety or overall management of the GITA aircraft.

11.15.4.2.6.1.3. **(Added-A-10)** Conduct a 180-day maintenance inspection using BPO/Pre-flight workcards 1A-10C-6WC-5.

11.15.4.2.6.1.4. **(Added)** Request assistance from 23 AMXS/23 MXS when maintenance actions are beyond the capabilities of MTF.

11.15.4.2.7.3. **(Added)** Memorandums concerning GITA inspection intervals, lubrication requirements, and deviations/changes to technical orders will be reviewed annually by MTF, PS&D, QA and MXG/CC. MTF will update, route and maintain a copy of all GITA memorandums.

11.17.5.1.9.1. **(Added)** The individual must wait a minimum of 30 days before requesting SQ/CC, or equivalent, to re-enter the program.

11.17.5.1.9.2. **(Added)** The SQ/CC, or equivalent, may approve individual to take APU or GTC part I and II; allowing individual to maintain certification on APU or GTC.

11.17.6.3.2. **(Added)** The individual must wait a minimum of 30 days before requesting SQ/CC (or equivalent) to re-enter the program.

11.25.5.1. **(Added)** Hot Refueling Program: The Hot Refueling Program will be managed by the designated AMU with QA performing annual evaluations on squadron certifiers. The MTF and the OPR of training are responsible for the development and application elements. QA is responsible for the overall monitoring of the hot pit program.

11.25.6.1.3. **(Added)** In order to maintain full view and control of multiple hot refueling operations, pad supervisor will not perform any additional duties (i.e. "A" Member).

11.25.12. **(Added)** The wing hot refueling sites on Moody that are certified for use are the Hot Cargo Pad, C-130 Ramp, Delta Pad, & Echo Row. Hot Cargo Pad and the C-130 Ramp are approved for C-130 use. Hot Cargo Pad and the Delta Pad are approved for HH-60 use. Delta Pad, Hot Cargo Pad, and Echo Row are approved for A-10C use.

11.25.13. **(Added-A-10 Only)** The hot refueling pad supervisor will ensure a minimum of two hot refueling CTKs are available with all necessary tools and technical data to include at a minimum:

11.25.13.1. **(Added)** Chocks (4 sets with lanyards).

11.25.13.2. **(Added)** Reflective vests (2 ea.).

11.25.13.3. **(Added)** Communication "Y-cord" (1 ea.).

- 11.25.13.4. **(Added)** Communication headsets (2 ea.).
- 11.25.13.5. **(Added)** Aircraft bonding wire (1 ea.).
- 11.25.13.6. **(Added)** 1A-10C-2-12JG-1 or 1A-10C-2-12JG-1-1CL-1 (1 ea. IPAD/Etool).
- 11.25.13.7. **(Added)** 1A-10C-2-4JG-1 (1 ea. IPAD/Etool).
- 11.25.13.8. **(Added)** LCL 23 MXG-10HOT, *Hot-Pad Refueling Pad Supervisors Checklist* (1 ea.).
- 11.25.14. **(Added)** Ensure all required flying squadron and POL personnel and equipment are set up at the designated hot refueling site 30 minutes prior to the scheduled aircraft land time. The fire department will be notified of the designated hot refueling site 30 minutes prior to the scheduled aircraft landing times. The pad supervisor will brief all hot refueling personnel on safety precautions and procedures outlined in TOs 1A-10C-2-12JG-1, section XII, 00-25-172, section VI, and LCL23MXG-10HOT.
- 11.25.15. **(Added)** Ensure the cursory area is prepared prior to the first aircraft land time and all personnel have been briefed on safety and emergency procedures prior to starting any operations.
- 11.25.16. **(Added)** Ensure only fuel trucks and/or hose carts with dead-man switch capability are used.
- 11.25.17. **(Added)** Cursory area. The cursory area will be manned by at least two hot refueling cursory area certified members. The marshaller will possess, at a minimum, a 5-level in an aircraft maintenance AFSC and be thoroughly familiar with hot refueling cursory area functions and will use wands to marshal aircraft. The cursory area assistant will possess, at a minimum, a qualified maintainer in any aircraft maintenance AFSC on the assigned airframe and be familiar with hot refueling cursory area operations.
- 11.25.18. **(Added)** The requesting unit will:
- 11.25.18.1. **(Added)** Notify POL and airfield management 1 week in advance of the date and time of the planned hot refueling. All other agencies will be notified through the weekly flying schedule.
- 11.25.18.2. **(Added)** Schedule hot refueling as requested by the AMU.
- 11.25.18.3. **(Added)** Annotate on the daily AF Form 2407, *Weekly/Daily flying Schedule Coordination*, if the hot refueling date changes and ensures the MOC notifies base operations, transient alert, the fire department, and POL.
- 11.25.19. **(Added)** Training/Certification. The AMU, MTF and fuels support training must instruct and certify all three phases simultaneously to both maintenance and POL hot refueling members.
- 11.25.19.1. **(Added)** Phase III training and/or actual hot refueling will not begin until a fire department vehicle is in the standby position and an approved operational fire suppression system is in place. If an emergency occurs, such as an in-flight emergency, and fire department vehicle departs the standby area, the hot refueling pad supervisor will comply with LCL 23MXG-10HOT requirements.
- 11.28.2.4.1.2. **(Added)** Refer to 23 MXG OI 21-50, *Crashed, Damaged, or Disabled Aircraft Recovery*, for Crash Damaged or Disabled Aircraft Recovery (CDDAR) responsibilities.

11.38.2.2.1. **(Added)** MXS/CC has oversight responsibility for the OAP and will ensure appointment of Wing OAP Manager and alternate using an appointment letter.

11.38.3.2.2. **(Added)** The following procedures will be used by all units requiring oil analysis when filling out the DD Form 2026, *Oil Analysis Request*:

11.38.3.2.2.1. **(Added)** The cumulative total of oil added since last sample taken (including oil added immediately after current sample) will be entered in the “oil added since last sample” block of the DD Form 2026.

11.38.3.2.2.2. **(Added)** The standard unit of measurement for oil added for routine purposes shall be recorded on the AFTO Form 781J and DD Form 2026 in half-pints.

11.38.8.1.1. **(Added)** Oil analysis records will accompany all aircraft on cross-country flights and deployments.

11.38.8.3.1. **(Added)** Records will be requested through the NDI/OAP Lab and will not be picked up until all required sampling is completed after the last flight prior to departure. This ensures all required analyses are recorded on the transient oil record allowing for a complete trending history to be included with the aircraft.

11.38.8.3.2. **(Added)** Requester will provide the NDI/OAP Lab with aircraft and engine serial numbers, date of departure, destination location, and estimated return date.

11.38.8.3.3. **(Added)** Upon arrival at destination, records will be delivered to host NDI/OAP Lab or OAP technician accompanying aircraft. Upon return to home station, all records (including records while off station) will be delivered to the NDI/OAP Lab on the return date. If the OAP Lab is unmanned at that time, records will be left in the lab drop box.

11.38.8.3.4. **(Added)** In the event cross-country records are not received; the aircraft operation shall be restricted and will require a sample after each flight/operation (Code C) until the records are received or for a period of 10 flight hours to establish an oil analysis trend.

11.38.9.7. **(Added)** OAP Requirements for Oil Servicing Carts.

11.38.9.7.1. **(Added)** All assigned oil servicing carts will be sampled at minimum on a weekly interval by the owning unit. Carts will be sampled on the first duty day of each week NLT 1200 hours local time.

11.38.9.7.1.1. **(Added)** Special sampling will be performed whenever maintenance is performed on an oil servicing cart including refill of oil. This will be done prior to servicing of aircraft.

11.38.9.7.1.2. **(Added)** Aircraft serviced with a cart not meeting scheduled sampling requirements will be restricted from operation until sampling requirements are met.

11.38.9.7.2. **(Added)** Aircraft serviced with oil carts containing abnormal readings or suspected contamination will be restricted from operation. Oil servicing cart and any serviced components will be drained, flushed, refilled and resampled prior to operation.

11.38.9.7.3. **(Added)** NDI/OAP Lab will ensure oil servicing cart samples do not exceed the limits and will restrict the use of and request immediate resample of carts for samples not falling within prescribed limitations.

11.38.9.7.4. **(Added)** MOC will maintain OAP status on all assigned oil servicing carts showing current lab recommendation code, if not Code A, next to the oil servicing cart serial number and last sample date.

11.43.1. **(Added)** MXG cold weather hangar/PAS door closure procedures not applicable for Moody AFB.

11.45.1.2.2. **(Added)** Wash training for wash crew supervisors will include (but not limited to):

11.45.1.2.2.1. **(Added)** Aircraft wash video.

11.45.1.2.2.2. **(Added)** General technical order review.

11.45.1.2.2.3. **(Added)** Aircraft cleaner information.

11.45.1.2.2.4. **(Added)** Safety.

11.45.1.2.2.5. **(Added)** Aircraft wash preparation.

11.45.1.2.2.6. **(Added)** Corrosion prevention.

11.45.1.2.2.7. **(Added)** Wash crew supervisor training will be offered by the Wing Corrosion Program Manager quarterly and may be coordinated or scheduled at any time through the Wing Corrosion Manger to meet demand.

11.45.1.2.2.8. **(Added)** The trainee will be provided an AF Form 2426, *Training Request and Completion*, as proof of training and he/she will provide that to his/her supervision to document IMDS course code 500 and TBA.

11.46. **(Added) A-10 Engine Trending & Diagnostics.** Comprehensive Engine Trending and Diagnostics System (CETADS) management procedures and responsibilities.

11.46.1. **(Added)** Engine Management (EM) will:

11.46.1.1. **(Added)** Maintain the CETADS database and function as the central host computer operator. Ensure timely and accurate loading of all aircraft engine data into the CETADS database. Assist all CETADS users with technical program support; trending and diagnostics assistance. Be the primary contact with software engineers to report all program deficiencies and forward program change requests. Control passwords for all CETADS users at every location connected to the host computer to ensure program and database integrity. Give maintenance recommendations as required concerning trending and diagnostics on operational engines to Aircraft Maintenance Units and Test Cell.

11.46.2. **(Added)** A-10 AMUs will:

11.46.2.1. **(Added)** Provide names of primary/alternate CETADS monitors from AMU OIC officer or superintendent to EM. Primary monitor must be a qualified 7-level jet engine technician with AFSC 2A671A who is knowledgeable in engine trending and diagnostics and troubleshooting and repair procedures.

11.46.2.2. **(Added)** Maintain appropriate desktop computers with minimum recommended hardware (consult EM) for CETADS work stations.

11.46.2.3. **(Added)** Maintain Common Engine Transfer System (CETS) laptops for daily downloads and TEMS maintenance. CETS units are equipment items and must be treated as such when replacing and/or repairing them.

11.46.2.4. **(Added)** Maintain an accurate ESN/ASN configuration in CETADS at all times.

11.46.2.5. **(Added)** Send qualified individuals with a CETADS computer on each deployment to process, trend, and transfer all data daily to host via modem/network. Where network is unavailable e-mail may be used.

11.46.2.6. **(Added)** Download, process, review, and forward Turbine Engine Monitoring System (TEMS) data to EM at the following times; prior to engine removal, prior to first flight after engine installation and ground run is accomplished, prior to entering Phase status, and prior to removal of any time-tracked parts.

11.46.2.6.1. **(Added)** TEMS and OAP data will be transferred to CETADS daily after all flying has ended. After processing data into CETADS, each engine will be reviewed for adverse trends, cautions and alarms that TEMS or CETADS generated.

11.46.2.6.2. **(Added)** All alarms will reflect the correct status of the alarm event at the end of the flying day; check each new alarm event. Change the alarm status in work (i.e. for troubleshooting, work in-progress, parts on order, and engine on watch list). Insert a brief comment in remarks section stating what maintenance is being done and/or the corrective action that repaired the alarm. When job is complete, change alarm status to "old" for next 30 days; if no recurrence at that time, delete alarm.

11.46.2.7. **(Added)** Reconcile CETADS with EM and send EM the engine history recorder (EHR) files by end-of-flying day.

11.46.2.8. **(Added)** Complete a backup of the CETADS system on a daily basis in case of computer program failures.

11.46.2.9. **(Added)** Process all OAP samples into CETADS and transfer data file to Engine Management NLT 0900 hours the next flying day.

#### 11.47. **(Added) Fuel Systems Maintenance.**

11.47.1. **(Added)** Maintenance of fuel systems and related components are extremely hazardous operations, supervisors will ensure strict compliance with technical data and checklists. No maintenance will be performed concurrently with fuel systems maintenance without the on-site fuel systems supervisor's approval. The fuel systems supervisor will shut down maintenance any time the operation or area is unsafe. All personnel will report to the fuel systems supervisor for a safety briefing before entering any fuel systems area.

11.47.2. **(Added)** Fuel Systems Repair Areas. Hangars 646 and 730 are the only authorized hangars for in-tank fuel systems maintenance and are the primary in-tank repair areas. Fuel systems maintenance will have priority in these hangars. Exception: Externally mounted components may be worked by qualified personnel in outside areas

11.47.2.1. **(Added)** Sierra 1 may be utilized for in tank maintenance when the primary fuel systems hangars are unavailable. Sierra 2 will remain empty when Sierra 1 is being utilized for fuel systems repair in order to cordon off the aircraft without interfering with taxiway operations. During inclement weather Sierra 1 will not be used.

11.47.3. **(Added)** Repair Limitations. The following conditions limit certain fuel systems maintenance and will be adhered to.

11.47.3.1. **(Added)** Foam installed tanks cannot be purged to a fire-safe level to allow safe operation during thunderstorms. Therefore, all open fuel tanks will be temporarily closed and operations will cease when base weather announces lightning within 3 nautical miles until the weather advisory is cancelled, regardless of where the aircraft is located.

11.47.3.2. **(Added)** Open fuel tank maintenance in outside areas will cease and tanks will be temporarily closed to prevent contamination from blowing debris when winds reach 15 knots sustained or gusts reach 30 knots.

11.47.3.3. **(Added)** Due to the inability to quickly close external tanks during a lightning warning, all external tank maintenance will only be performed inside authorized fuel systems repair hangars.

11.47.3.4. **(Added-A-10 Only)** Due to possible contamination, any tank maintenance requiring more than one access door to be removed from the same tank will only be worked inside authorized fuel systems repair hangars.

11.47.3.5. **(Added-A-10 Only)** Due to design characteristics of the A-10 bladder cells and possibility of further damage being done, main tank cell repair/replacement will only be accomplished inside authorized fuel systems repair hangars.

11.47.3.6. **(Added-C-130 Only)** Due to possible contamination, #1 and #4 main tank discrepancies under the top panels will only be worked inside Hangar 646.

11.47.3.7. **(Added-C-130 Only)** Due to design characteristics of the bladder cells and the possibility of further damage being done, auxiliary tank repair/replacement will only be accomplished in Hangar 646.

11.47.4. **(Added)** External Tank Procedures. Each AMU/HMU has ownership and oversight/utilization responsibilities of all external tanks listed on its SPRAMs account.

11.47.4.1. **(Added)** A-10 AMUs will deliver serviceable tanks to Bldg. 724, Vertical Storage Facility, and unserviceable tanks to Hangar 730 for repair/inspection.

11.47.4.2. **(Added)** 71 AMU/41 HMU will store external tanks in Bldg. 655 when not installed on aircraft and deliver tanks to Hangar 646 or 730 for repair/inspection.

11.47.4.3. **(Added)** External tanks will be delivered to the JI yard for cargo processing by AMU/HMU with shipping/HAZDEC documentation attached.

11.47.4.4. **(Added)** External tanks requiring repair/inspection will be delivered with a completed AFTO Form 350 tag and IMDS (Screen 122) snapshot attached. Serviceable tanks will have a completed DD Form 1574-1, *Serviceable Label-Material*, tag attached. All tanks will be emptied and drained prior to delivery, have all caps/plugs installed, and be delivered with a completed external tank prep sheet.

11.48. **(Added) Incident/Accident Reporting.**

11.48.1. **(Added)** This section establishes procedures and assigns responsibility for completing and routing Incident/Accident Reports. Guidance applies to all maintenance organizations assigned to 23 MXG, to include tenant units.

11.48.2. **(Added)** Units possessing equipment or personnel involved in an incident will immediately report the occurrence to the Maintenance Operations Center (MOC). If incident occurs while TDY, the senior maintenance person will ensure that home-station MOC is notified.

11.48.3. **(Added)** MOC will immediately notify QA of all in-flight and ground emergencies, precautionary landings, accidents, and maintenance related incidents both on and off station.

11.48.4. **(Added)** Incident/accident reports will be completed for any type of incident resulting in damage to or loss of equipment, injury to personnel due to equipment failure or technical data deficiencies. For other incidents QA will determine if a report is required as directed by the MXG/CC or designated representative.

11.48.5. **(Added)** QA will conduct an investigation, take photos if necessary, and obtain written/oral statements from personnel/supervision involved as needed if a report is deemed necessary.

11.48.5.1. **(Added)** After completing the initial investigation, assign a control number, complete all applicable blocks of the Incident/Accident Report, prepare a PowerPoint presentation (if photos are taken) and forward preliminary report, PowerPoint, and statements to MXG/MXQ, Wing Safety, senior MXG leadership, and applicable organization's leadership (to include AFETS). Upload report to local QA Share Point

11.48.5.2. **(Added)** Follow-up with units for applicable repair costs as needed to complete report and forward completed report to MXG/MXQ, Wing Safety, and senior MXG leadership.

11.48.5.3. **(Added)** If the damage is estimated to total \$20,000 or more, QA will annotate the mishap category, class, and initial cost estimate following the guidance in DAFI 91-204, *Safety Investigations and Reports*.

11.48.6. **(Added)** Unit Maintenance Operations Officer/Supervision will ensure unit provides complete and accurate information to QA for the report to include the following:

11.48.6.1. **(Added)** Initial cost estimate for repair/replacement of affected equipment (DIFM items will reflect exchange cost) and cost/number of man-hours expended for the repair.

11.49. **(Added) Repeat/Recur/Could Not Duplicate (CND) Discrepancies.**

11.49.1. **(Added)** A repeat discrepancy is a malfunction that occurs on the next sortie or attempted sortie after corrective action has been taken to repair said malfunction. A recurring discrepancy is one that occurs on the second through fourth sortie or attempted sortie after corrective action has been taken. A CND discrepancy is a malfunction that cannot be duplicated during troubleshooting.

11.49.2. **(Added)** Maintenance Procedures: Use the following procedures when performing maintenance on repeat/recur/CND discrepancies.

11.49.2.1. **(Added)** Prior to maintenance being performed on a repeat or recurring discrepancy, system technicians will research the malfunctioning system's history to include previous discrepancies and corrective actions prior to the last repair.

11.49.2.2. **(Added)** CND conditions will be reported as such. When the malfunction cannot be duplicated, report the discrepancy as a CND and accurately report the completed maintenance actions (i.e., removed/reinstalled, suspected program glitch, reprogrammed, etc.).

11.49.2.3. **(Added)** In some cases technicians will be unable to recreate in-flight conditions necessary to induce failure. In these cases an in-flight operational check (IFOC) is recommended and may require maintenance personnel to fly with the aircraft so they may see the discrepancy in-flight (HH-60s/C-130s only). Document the request for an IFOC in the next open AFTO Form 781A discrepancy block (proper documentation will inform the aircrew of a potential system malfunction). Failed IFOCs will not be counted as repeat or recur discrepancies.

11.49.2.4. **(Added)** AMU/HMU debrief sections will notify MOC and QA immediately of all three-time repeat discrepancies.

11.49.3. **(Added)** Forms Documentation: The lowest level of authority for clearing a repeat/recur/CND discrepancy is a 7-level technician authorized to clear repeat/recur/CND discrepancies for the affected system. Once maintenance is complete the technician performing the work will document the aircraft forms IAW TO 00-20-1; then the 7-level technician will review the aircraft forms and, if they approve the corrective action, sign the “inspected by” block and initial the symbol.

11.49.4. **(Added)** Bad Actor Policy. A component is defined as a Bad Actor if it has either three consecutive benched checked “serviceable” (BCS) and/or maintenance not validated (MNV) actions for the same or similar discrepancy within a 180-day period or has a history of related failures that indicate a latent, unidentifiable defect.

11.49.4.1. **(Added)** Anytime a component is processed for repair and/or bench check, and no repair/adjustment is required; the technician will have another qualified technician verify that no repair/adjustment action is needed.

11.49.4.2. **(Added)** Once a component has been identified as a Bad Actor/CND LRU, a report will be initiated by the intermediate repair facility (IRF) and sent back to the AMU/HMU that turned it in for repair. The report will include: nomenclature, part number, serial number, JCN, doc number, discrepancy, test(s) performed, bench checked by/date, and verified by/date. Any other pertinent information should be included. As appropriate, the IRF will contact the Product Improvement Manager for guidance on PQDR processing.

11.49.4.3. **(Added)** All the above information will be tracked by the IRF.

#### 11.50. **(Added)** White Area Maintenance and Inspection (A-10 Only).

11.50.1. **(Added)** All personnel designated as “WHITE AREA” technicians/inspectors will be trained and have this training documented in their Training Business Area (TBA). Training will be conducted and documented by qualified “WHITE AREA” personnel.

11.50.2. **(Added)** Repair and Reclamation Section (R&R) will:

11.50.2.1. **(Added)** Perform/supervise all maintenance accomplished in the “WHITE AREA.”

11.50.2.2. **(Added)** Not allow any work on aircraft undergoing “WHITE AREA” maintenance unless coordinated with R&R section or the working 7-level technician on the job.

11.50.2.3. **(Added)** Notify Quality Assurance (QA) upon completion of “WHITE AREA” maintenance when the area is ready for inspection prior to closure and again after closure.

11.50.2.4. **(Added)** All “WHITE AREA” maintenance (excluding stick boot replacement) will be performed inside a hangar. If an alternate location is necessary. Owing AMU OIC/Superintendent is the approval authority to determine an alternate location.



11.50.3. **(Added)** Quality Assurance will:

11.50.3.1. **(Added)** Perform a quality verification inspection of all “WHITE AREA” maintenance in accordance with 23 MXG KTL.

11.50.3.2. **(Added)** Perform a foreign object (FO) check of the open “WHITE AREA” maintenance section prior to R&R section closing the area.

11.50.3.3. **(Added)** Perform after closure inspection of “WHITE AREA” access panels for security and correct installation.

11.50.4. **(Added)** Tool/Hardware Control.

11.50.4.1. **(Added)** All hand tools used for “WHITE AREA” maintenance will be from the R&R section tool room. Only tools required to perform the necessary maintenance will be used in the “WHITE AREA.”

11.50.4.2. **(Added)** Prior to and after closing the “WHITE AREA,” the “WHITE AREA” technician, 7-level inspector, and QA inspector will conduct an inventory of all tools.

11.50.4.3. **(Added)** All serviceable hardware will be placed in screw bags, and whenever possible, attached to the component or panel from which it was removed. The screw bags will be marked to identify the component from which it was removed and the contents of the bag (i.e., panel F-8, 10 screws, 10 washers). All “WHITE AREA” parts and hardware will be logged into the R&R FOM bin if not installed on the aircraft.

11.50.4.4. **(Added)** Unserviceable hardware and consumables (to include pieces) will be placed in a screw bag marked “unserviceable hardware” and logged into R&R FOM bin until a one-for-one swap is accomplished.

11.50.5. **(Added)** White Area maintenance requirements.

11.50.5.1. **(Added)** “COVERALLS” (without pockets and buttons) will be worn by all personnel working in opened “WHITE AREAS.”

11.50.5.2. **(Added)** The “WHITE AREA” will be well-illuminated during all maintenance/inspections.

11.50.5.3. **(Added)** Each inspection accomplished in the “WHITE AREA” will be documented separately in the aircraft forms.

11.50.5.4. **(Added)** When “WHITE AREA” is opened; rope off the area and post “WHITE AREA OPEN - DO NOT ENTER CONTROLLED AREA” signs.

11.51. **(Added)** **Chaff and Flare Load Standard Procedures.**

11.51.1. **(Added)** For all MDSs, each CDU munitions type inventory (i.e. 01,02,CH,FL) will meet the minimum mission requirement, as agreed upon by operations and maintenance personnel, of 90% inventory. Mispoll data will not exceed 10% of inventories.

11.51.2. **(Added)** Mispoll data will be annotated as an INFO NOTE in the aircraft 781As. Mispolls, coupled with drop-out/misfire data, will be annotated on an AFTO Form 350 tag.

11.51.3. **(Added)** If the number of mispolls exceeds 10% inventory, load crews will verify proper installation of magazines and/or swap out magazines with 23 MXS Munitions Flight, if mispolls persist. If mispolls still exceed the standard, the countermeasures dispenser system (CMDS) will

be troubleshoot IAW applicable MDS fault isolation technical data. If proper CMDS operation is assured, then load teams will request replacement munitions from munitions flight.

11.51.4. **(Added)** All MDSs will complete an AFTO Form 350 for defects noted due to a misfire (munitions already flown/attempted to fire); or mispolls detected during initial upload. The AFTO Form 350 tag will be provided to munitions personnel at the time of reconciliation.

11.52. **(Added) Engine Run and A-10 Engine Trending & Diagnostics.**

11.52.1. **(Added)** Engine Run Qualification/Certification/Proficiency.

11.52.1.1. **(Added)** In addition to compliance with all directives in [paragraph 11.17](#) of this instruction, all engine run personnel must be administered the emergency procedures test semiannually (180 day); passing score is 100 percent.

11.52.1.2. **(Added)** All tests to include “No Notice” will be administered by the Maintenance Training Flight.

11.52.1.3. **(Added)** Anyone observing an engine run being performed in an unsafe, reckless manner or in violation of applicable technical data, including this supplement, must:

11.52.1.3.1. **(Added)** Immediately take action to notify the engine run operator involved to terminate the engine run. Notify the individual’s supervision of the termination and identify the personnel involved and the reason for termination.

11.52.1.3.2. **(Added)** Within 24 hours, the section NCOIC will provide the UTM with an AF Form 2426 or source document identifying the individual(s) to be decertified and the reason this action was taken. TBA will reflect the same.

11.52.2. **(Added)** General Procedures for all Maintenance Engine Runs.

11.52.2.1. **(Added)** Aircraft engine operating runs will not be performed on spots S1 or S2; however, APU/GTC operation may be accomplished provided no open fuel cells are on adjacent spot.

11.52.2.2. **(Added)** Prior to and during each installed engine run, the engine operator will establish and gain run clearance, and maintain UHF radio communication with Moody Ground Control. During periods when the tower is closed, UHF communication will be maintained with the Wing Operations Center (call sign Angel OPs) or MOC via handheld radio.

11.52.2.3. **(Added)** MOC will review individual proficiency and currency prior to granting engine run/start clearance.

11.52.2.4. **(Added)** Prior to engine start, the engine run operator will gain approval from MOC by telephone or non-TAC radio and provide the following information: name, employee number, aircraft tail number, location, and reason for engine run. Upon completion of engine run operations, the engine run operator will terminate clearance by notifying MOC.

11.52.2.5. **(Added)** Trim Pad Pre-Run checklists are available from support section along with “D-ring” tool (all of which will be signed out from support in prior to run). Checklist will be accomplished prior to all engine runs performed on the trim pad and will be kept with the aircraft during run. Once complete, file checklist in the section chief’s office for a minimum of 30 days.

11.52.2.5.1. **(Added)** If a shift change occurs involving run personnel, a new checklist will be completed prior to engine start.

### 11.52.3. (Added) Engine Run Specific MDS Requirements.

11.52.3.1. (Added) C-130 Maintenance Engine Runs: Aircraft parked on X row can operate engines at ground idle only. All other spots engines may be operated at all power settings.

11.52.3.2. (Added) HH-60 Maintenance Engine Runs: A minimum of three personnel are required to perform maintenance engine runs on an HH-60. One engine-run certified person, one APU certified person, and one ground observer. Engines are limited to idle speed runs (approximately 65% Ng) in designated parking spots.

11.52.3.3. (Added) A-10 Maintenance Engine Runs: All A-10 designated parking spots are limited to engine runs with one engine at 85% Ng and the other at idle (approximately 63% Ng). Exception to this is the Engine Trim Pad with restraint capabilities, both engines may be run at max Ng.

### 11.52.4. (Added) Initial Preserved/Green/Leak Check Engine Runs.

11.52.4.1. (Added) Definitions: “PRESERVED” engines are engines that have preservative oil in the fuel system. “GREEN” engines are engines that have had a major module, i.e., compressor section, hot section/combustion can(s), and turbine changed and have not been run across test cell prior to engine installation. “LEAK CHECK” engines are engines that require a leak check on the fuel, hydraulic or oil system due to maintenance.

11.52.4.2. (Added) Before performing “Preserved”, “Green”, or “Leak Check” engine runs, the run crew or Production will contact MOC and ensure the Fire Department is notified and placed on standby. The Fire Department standby procedures are to remain in place at the Fire Station unless the engine run location is outside of the 3 minute travel response. It is at the discretion of the Production Superintendent to waive this requirement for “Leak Check” runs.

11.52.4.3. (Added) The parking spot on both sides of the aircraft to be run will be cleared of AGE and other equipment not specifically used for the engine run.

11.52.4.4. (Added) A-10 Engine Trending & Diagnostics. Comprehensive Engine Trending and Diagnostics System (CETADS) management procedures and responsibilities.

### 11.53. (Added) Identification, movement, and Maintenance of AGE.

11.53.1. (Added) Equipment will be assigned to organizations as authorized by aircraft allowance standards, by color code, and field numbers. See [Table 11.4](#) for the assigned color codes.

**Table 11.4. (Added) Unit Color Codes.**

<b>Unit</b>	<b>Color Code</b>
41 <sup>st</sup>	Yellow
71 <sup>st</sup>	Blue
74 <sup>th</sup>	Black
75 <sup>th</sup>	Red
AMMO/Base Agencies	Green

11.53.2. **(Added)** AGE drivers will not borrow equipment assigned to other organizations. The Production Superintendent is responsible for coordinating all requests to borrow equipment through the MXS Production Superintendent (Eagle 3).

11.53.3. **(Added)** Fuel/Oil Bowsers. AMUs/Backshops are responsible for the contents, monitoring, and dispatch of bowsers. Foreign substances such as oil, hydraulic fluids, chemicals, hardware, safety wire, or trash will not be placed in bowsers. The AMU/Backshop is responsible for the disposal of all non-recyclable petroleum products through the Hazardous Waste Facility. AMUs will dispose of all waste/reclaimable petroleum products and will drain bowser sumps to prevent damage to equipment. Any water removed will be drained and disposed of IAW local environmental procedures.

11.53.4. **(Added)** Tandem towing of AGE is authorized. The heaviest unit must be placed nearest the tow vehicle. Four-wheeled units will not be towed behind two-wheeled units. Maximum of four units will be towed using the center pintle in areas outside the flightline. Maximum of four unit will be towed two on each outside pintle hook inside the vicinity of the flightline. The AGE Flight Chief can waive tow allowances for inclement weather preparation. AGE will not be towed using the center and outside pintle hooks simultaneously.

13.2.1. **(Added)** 23 MXG will maintain overall responsibility for the 23 WG Electronic Countermeasures (ECM) Pod CRF assets and act as liaison with 20 FW, Shaw AFB, IAW this instruction and the ECM Pod CRF MOA.

13.2.1.1. **(Added)** Primary and alternate managers will be appointed by letter.

13.8. **(Added) 23 MXG AN/ALQ-184 ECM Pod CRF Procedures.** The following establishes procedures and responsibilities for the handling of 23 MXG CRF assets.

13.8.1. **(Added)** ECM Pod CRF manager will:

13.8.1.1. **(Added)** Maintain and update as necessary the ECM Pod CRF MOA between 20 FW, Shaw AFB, and 23 WG, Moody AFB.

13.8.1.2. **(Added)** Maintain accountability and control of pods in storage.

13.8.1.3. **(Added)** Ensure all pods received from the flightline are ready for reissue or transport to the CRF (Shaw AFB, SC).

13.8.1.4. **(Added)** Perform minor maintenance on pods and cradles.

13.8.1.5. **(Added)** Accomplish pod management and accountability using Reliability, Availability, and Maintainability for Pods (RAMPOD) database.

13.8.1.6. **(Added)** Establish written procedures with LRS ensuring rapid movement of assets between CRF and themselves.

13.8.1.7. **(Added)** Provide LRS with a weekly forecast schedule of assets projected for movement.

13.8.1.8. **(Added)** Coordinate shipment with Logistics Readiness Squadron (LRS) traffic management office via DD Form 1149, *Requisition & Invoice/Shipping Document*, using the following priorities.

13.8.1.8.1. **(Added)** First priority: unscheduled maintenance pods.

13.8.1.8.2. **(Added)** Second priority: pods overdue PMI.

13.8.1.9. **(Added)** Load and unload transport vehicle going to and from CRF.

13.8.1.10. **(Added)** Locally manufacture pod radomes using applicable technical data.

13.8.1.11. **(Added)** Maintain Technical Orders 12P3-2ALQ184-82-2, 12P3-2ALQ184-84, and 33D-1-301.

13.8.1.12. **(Added)** Mobilize spare pods & cradles for exercises and deployments.

13.8.2. **(Added)** 74/75 AMU Specialist Sections will:

13.8.2.1. **(Added)** Appoint primary and alternate pod monitors in each AMU by letter. Pod monitors will act as POC for flightline pod issues and, with the assistance of the Specialist Section Expediter, will track the location of all flightline pods and cradles.

13.8.2.2. **(Added)** Ensure unscheduled discrepancies are updated in RAMPOD.

13.8.2.3. **(Added)** Transport pods between storage facility and flightline.

13.8.2.4. **(Added)** Conduct prior to use inspections on pod cradles IAW 35D-1-301.

13.8.2.5. **(Added)** Maintain correct mission data loads, along with conducting PACER WARE loads, as directed by MAJCOM/Wing Electronic Warfare Officer.

14.2.2.2.2. **(Added)** All aircraft jacket files are standardized by MDS. The standardized master jacket file for each MDS is located and will be maintained on the MO PS&D SharePoint site.

14.2.2.4.3. **(Added)** All historical documents will be inspected on an annual basis at decentralized locations to include document reviews, engine records and component records maintained in any section other than MO PS&D. Pulled Form 781 series will be inspected on a quarterly basis. An IMT 2411 Inspection Document will be maintained with the decentralized historical documents and will be updated upon each inspection.

14.2.3.3.1. **(Added)** The aircraft document review checklist is located and will be maintained on the MO PS&D SharePoint site.

14.2.4.2.1.3. **(Added)** At a minimum, the following sections will attend all pre-dock meetings: AMU/HMU Maintenance Scheduler, DCC/ADCC, Dock Chief or appointed representative, applicable AMXS Production Superintendent, Decentralized Materiel Support (DMS), Engine Management and MXS Production Superintendent. The minimum sections that will attend all post-dock meetings are: AMU/HMU Maintenance Scheduler, DCC/ADCC, Dock Chief or appointed representative, and applicable AMXS Production Superintendent. SQ/CC and flight supervision will be made aware of any recurring problems.

14.2.4.2.1.4. **(Added)** During pre-dock meetings: AMXS Production Superintendents and MXS Production Superintendents will discuss maintenance requirements on the 2410. AMU/HMU Maintenance Scheduler will bring signed copies of 122s for scheduled TCTO/TCIs and provide them to the Inspection Dock NCOIC or designated representative.

14.2.5.1.3.1. **(Added)** NLT 48 hours prior to the post-dock the Inspection Dock NCOIC or designated representative will return a completed serial number verification sheet to the MO PS&D representative (HH60s NLT 7 days prior).

14.2.7.1.7.2. **(Added)** AMXS Supervision can “reject” the “buy back” of any aircraft if the aircraft will not be returned in a similar or better condition than when it first entered phase. Any disputes of aircraft ownership will be determined by MXG Leadership.

14.2.5.1.9. **(Added)** The -6 requirement management will be accomplished using both the Missing and Wrong WUC report process in [paragraph 15.3.4.2.4.3.2.1](#) and with MDS specific serial number verification sheets that will be accomplished at each phase/letter check inspection. The standardized Serial Number Verification sheets are located and will be maintained on the MO PS&D SharePoint site. The Serial Number Verification sheet will be handed to the phase/letter check Dock Chief during the pre-dock meeting. The phase/letter check Dock Chief will ensure that a complete physical verification of all identified items on the checklist occurs during the phase/letter check inspection. If disparities exist, the updated data will be annotated on the checklist and will be updated in IMDS by the Dock Chief. If any limiting factors preclude the dock chief from making corrections within the IMDS database, contact MO PS&D for assistance. The Dock Chief will provide the completed Serial Number Verification sheet to MO PS&D 48 hours (7 days for HH60s) prior to the post-dock of the phase/letter check. MO PS&D will run an IMDS screen 810 and/or COT/TAMMAS (HH60s) to verify the items on the Serial Number Verification. If disparities exist, the updated data will be annotated on the checklist and will be updated in IMDS by the responsible organization or applicable work center through coordination by the Dock Chief. Once verified with IMDS, MO PS&D will file the Serial Number Verification sheet in the aircraft jacket file.

14.2.6.1.2. **(Added)** In the event of IMDS downtime, the MSM administrator will print out the following products: Special Inspection (SI) & Time Change Item (TCI) PRAs, and a TSS from the MSM products folder and forward them to the managing agencies. The managing agencies will maintain these products, to include manually updating the products as changes occur, until IMDS capability is restored. Managing agencies will ensure that all changes and updates that occurred during the downtime are reflected in IMDS. Procedures for manual input of JCNs and a listing of standardized manual job control numbers is located and will be maintained on the PS&D SharePoint site.

14.2.6.1.3. **(Added)** When maintenance units deploy, the applicable MO PS&D scheduler will have access to the unit’s MIS database to ensure scheduled maintenance is accomplished. If the MIS is unavailable, then the following electronic MIS products will be printed and saved to a Disk, CD, etc.: TCI & SI PRA, SHD, TRE, TSS, & EVL. MO PS&D may also use equivalent MSM output products in place of the above mentioned MIS products, as long as the MSM products encompass the intent of the MIS products. The applicable MO PS&D scheduler will ensure that all AFTO Form 95 required items are automated within the MIS database to alleviate the necessity to provide photocopies of original hard copy AFTO Form 95s. Due to the possibility of loss of critical historical documentation, jacket files *will not* be sent to the deployed location. Upon

redeployment, the applicable MO PS&D scheduler will review any and all maintenance actions of historical significance that occurred at the deployed location and will ensure that the data is captured and entered in to the MIS system ASAP.

14.2.7.4. **(Added)** Freezing and consolidating aircraft and equipment records in the event of an accident, mishap or impoundment will be done in accordance with the Accident/Mishap/Impoundment checklist. This checklist is located and will be maintained on the MO PS&D SharePoint site.

14.3.1.3.3. **(Added)** Performing work centers will install and remove all applicable Time Change Items (TCI) for work performed using IMDS. MO PS&D will process applicable IMDS screens to accomplish suspense validation and load job standards. A separate letter will be published with each section designating authorized individuals (Expediter & Section Chiefs ONLY) allowed to process suspense validations. However, for all TCIs/SI JDD actions an IMDS screen 122 snapshot will be sent to PS&D the same day for validation. Any manipulation of data i.e. force removal/installation will lead to suspense privileges revoked. MO PS&D will use hard copies of the MIS documentation to verify data is updated in MSM/MIS. TCTO and TCI hazardous materials will be ordered by the applicable work-center.

14.3.4.2.4.3.2.1. **(Added)** The MSM administrator will run the Missing and Wrong Inspection report and Missing and Wrong WUC report each Monday and distribute it to the AMU/HMU schedulers (if applicable). All fixes/reasons must be returned to the MSM administrator no later than Wednesday.

14.4.1.2.3.1. **(Added)** Establishes a work-package cover sheet for engines/modules inducted into the Propulsion Shop for maintenance. It will include a listing of applicable TCTOs and/or TCIs with replacement criteria and module times/cycles remaining.

14.4.1.2.4.1. **(Added)** Provide historical products from CEMS database to include TCI information (cycles and hours remaining, engine operating time (EOT), etc.) on serially controlled items to the Propulsion Shop, AMUs, and HMU for engine/component cannibalization (CANN) actions.

14.4.1.2.9.1. **(Added)** Orders all time-change components/modules as stated above by initiating an AF Form 2005, *Issue/Turn-in Request*, and forwarding to the MXS supply section.

14.4.1.3.6.2. **(Added)** Provide training to the appointed Deployed Engine Monitors (DEM). Document training and file with appointment letter.

14.4.1.3.6.3. **(Added)** DEMs will report to EM for a pre-deployment briefing and training, if required, NLT 5 work days prior to deployment or immediately for short-notice deployments.

14.4.1.3.13.5. **(Added)** Coordinate with the Propulsion Shop to ensure a copy of the latest work folder accompanies permanently transferred engines.

14.4.1.3.15. **(Added)** Ensure engine history and database transactions are complete prior to placement of engine in spare status.

14.4.1.3.16. **(Added)** Engine Watch List/Monthly Forecast Procedures.

14.4.1.3.16.1. **(Added)** Spare engine shortages require the maximum safe utilization of the remaining engine life before scheduled engine removals. However, this must be carefully

coordinated between AMUs/HMU and EM in order to prevent an overfly beyond the maximum allowed time.

14.4.1.3.16.2. **(Added)** As engines or other time-change items approach scheduled removal time, EM will notify AMUs/HMU that the engine or item is on the forecast. Engines or items identified require extraordinary attention from both EM and AMU/HMU to safely utilize available time remaining.

14.4.1.3.16.3. **(Added)** EM will notify the AMU/HMU aircraft scheduler and Production Superintendent that an engine or item is on the forecast by written/e-mail notification to the scheduling section.

14.4.1.3.16.4. **(Added-A-10 Only)** After receiving daily TEMS data, EM will process the data into IMDS and inform the AMU if the engine/component has time remaining. This procedure must be repeated until the engine/component is removed.

14.5.3.3.9.1. **(Added)** 23/347 OSS/OSOS are responsible for the overall coordination and consolidation of the annual Flying Hour Program (FHP).

14.5.3.3.9.2. **(Added)** 23/347 OSS/OSOS will ensure 41/71 RQS/DO, 74/75 FS/DO, 476 FS/DO, 41/71/74/75 AMU/HMU OIC/SUPT, 23/723 AMXS OIC/SUPT/CC, 23 MXS/OIC/SUPT/CC, and 23 MXG MXO/MXOS coordination on all FHP correspondence altering annual/quarterly/monthly program flow.

14.5.4.5.4. **(Added)** 23 FG/CC, 347 RQG/CC and 23 MXG/CC will jointly review the quarterly plan during the monthly scheduling meeting to approve the next quarter's plan. When changes are required, adjustments will be made to the monthly and weekly plans.

14.5.4.5.5. **(Added)** During the execution of the fiscal year flying hour program, changes and reflows to the annual plan will be discussed during the quarterly, monthly and weekly scheduling process. The reflow of over or under flown hours, in a specific month, will be accomplished as early as possible.

14.5.5.3.4.1. **(Added)** The monthly plan will be approved at the squadron level prior to the meeting during which the monthly plan is briefed at the Weekly MXG/FG/RQG scheduling meeting. All monthly scheduling inputs (electronic copy) to include fuel tanks must be provided to 23 MXG/MXOS NLT 1600 EST on the third Wednesday of the month.

14.5.5.3.4.2. **(Added)** PS&D will publish the monthly plan NLT 5 duty-days prior to the effective month. A copy of the monthly plan will be approved/signed by the 23 WG/CC, 23 FG/CC, 347 RQG/CC, and 23 MXG/CC. The signed monthly plan will be posted on the MO PS&D SharePoint site. Each operation location is responsible for uploading their respective plans.

14.5.5.3.4.3. **(Added-Moody)** The Flying Hour POC (23/347 OSS/OSOS) will monitor 41/71 RQS and 74/75 FS tracking of scheduled and accomplished flying hours. PS&D and 23/347 OSS/OSOS will coordinate with the flying and maintenance squadrons and seek 23 MXG/CC and 23 FG/347 RQG/CC approvals if a reflow of hours or change in operations tempo is necessary to meet wing goals.

14.6.2. **(Added)** Standard crew ready times are as follows: HH-60 – 2 hours, HC-130 – 3 hours, A-10 – 1 hour.



14.6.2.1. **(Added-Moody)** A-10 Turn Patterns. The standard turn pattern for the A-10 will be a 10x8. For days with three goes the maximum turn pattern will be 10P10x8 followed by 8x6 or 10x0. The turn pattern for the A-10 will not normally exceed 10Px10x8 except for surge operations. Exceptions to these normal turn patterns will be coordinated at the monthly maintenance and operations planning and/or weekly scheduling meetings.

14.6.2.2. **(Added)** For normal flying weeks units shall plan a single go on Friday as well as days prior to holidays and ACC down days. Exceptions to this shall be coordinated at the monthly maintenance and operations planning and/or weekly scheduling meeting.

14.6.3. **(Added)** QA scheduled inspections are published separately by QA.

14.6.4. **(Added)** Moody AFB weekly scheduling inputs (electronic copy) must be provided to 23 MXG/MXOS NLT 1000 EST each Thursday.

14.6.5. **(Added)** Flying hour windows will be determined at the Weekly MXG/FG/RQG Scheduling Meeting.

14.6.6. **(Added)** Quiet Hours will be observed IAW MAFBI 11-250.

**Table 14.1. (Added) Standard Turn Times.**

<b>MDS (Configuration)</b>	<b>Time</b>
HC-130	4 hrs.
HH-60 (No Guns)	4 hrs.
HH-60 (Guns)	5 hrs.
HH-60 (Pits)	30 min
A-10 (Air-to-Ground)	3 hrs.
A-10 (Air-to-Air)	3 hrs.
A-10 (Pits)	50 min

**Table 14.2. (Added) Recovery Time Between Fly Days:**

<b>MDS</b>	<b>Time</b>
HC-130	10 hrs.
HH-60	12 hrs.
A-10	12 hrs.

14.6.7. **(Added)** If shorter turn times are required the Operations Scheduling/Operations Supervisor (Top 3) must coordinate with AMU/HMU Supervision and AMU/HMU Plans, Scheduling and Documentation.

14.6.8. **(Added)** The signed weekly schedule will be posted on the 23 MXG/MXOS SharePoint site.

14.6.9. **(Added)** If known, OCF/FCF requirements will be printed on the weekly flying/checkerboard pages. (OCFs/FCFs will not be loaded in IMDS before flight and will be debriefed flown as scheduled).

14.6.9.1. **(Added)** Cross-Country Flight Operations. All cross-country missions will be printed in the weekly flying schedule with a take-off time (**See Attachment 24**). Take-off times will be printed and deviations applying to XC departures will be recorded and calculated in FSE. Cross Country returns will be considered “flown as scheduled.”

14.7.1. **(Added)** NLT 1500 each Thursday, Quality Assurance will provide MO PS&D the T.O. listing to be published in the weekly schedule to include new or revised publications, T.O. indexes, inspection work cards, checklists and -6 codebooks, to include date of release/change.

14.7.2. **(Added)** Changes to the Weekly Schedule. All AF Forms 2407 will reference a squadron/office symbol and a sequential change number starting with the applicable changes through all other change requirements for the effective schedule (i.e. 71 RQS CHG #1, next AF Form 2407, 71 RQS CHG #2, etc.) This will assist in an audit trail of all submitted AF Form 2407s. The AF Form 2407 changes that require 23 FG/CC, 347 RQG/CC, 476 FG/CC (for UTA) and 23 MXG/CC, approvals are adding aircraft or sorties, and increasing the flying hour window. All units must use the standardized Form 2407 and coordination/approval matrix (**Attachment 23**).

14.7.2.1. **(Added)** The agency requesting the change initiates the AF Form 2407 and coordinates it through the affected personnel IAW **Attachment 23** of this supplement. Exceptions: MOC will coordinate the MXG/CC approval block of AF Form 2407 submitted after 1800 hours Monday through Friday, weekends, holidays and down-days; Command Post will coordinate the OG/CC, WG/CC approval block of AF Form 2407 during the same time frames.

14.7.3. **(Added)** AMU/HMU debrief sections are responsible for reporting squadron utilization within the IMDS database correctly, and in a timely manner. Debrief Section Chiefs will ensure that assigned personnel are properly trained and have access to all required debrief-related screens within the IMDS database. Additionally, they will establish and implement, as required, procedures for reporting utilization data into IMDS as well as reporting utilization data back to the home unit when squadron aircraft are at a deployed/contingency location.

14.7.4. **(Added)** Daily. After review of the daily AUR provided by MO PS&D the AMU/HMU debriefing section, email a copy to the appropriate operations squadron (OS) ARM monitors NLT 0900 the following day. Debriefing sections and OS ARM monitors will reconcile sorties and hours flown on the AUR. If disparities exist, the debriefer/OS ARM monitor will coordinate to update IMDS, sign and file a corrected copy of the AUR. If corrections were not made or disparities still exist the ARM monitor and/or debrief section will coordinate with the AVDO for appropriate action.

14.7.5. **(Added)** Monthly, NLT the 4th duty day of the month the AMU/HMU debrief sections, ARM monitors and AVDO will meet to compare the flying hours in IMDS with the flying hours

in ARMS to ensure the data in IMDS represents hours flown. Any required updates to IMDS will be made NLT 1600 on the fourth duty day of the month. The flying hour monitor and AVDO will also verify total sorties and hours flown from the fiscal year to date to ensure accurate reporting.

14.7.6. **(Added)** Any unit utilizing Limited Number of Possessed Aircraft for daily scheduling must have “DAILY SCHEDULING” printed on the maintenance checkerboard of the affected week. Moving from weekly to daily scheduling can only be done prior to signature by MXG/CC.

14.7.7. **(Added)** A-10 Surge Rules. The standard surge turn pattern for the A-10 will normally be 12p12p12x10p10. Surges will not be done on the day prior to or directly after a holiday or ACC down day. Exceptions to these normal surge turn patterns/rules will be coordinated at the monthly maintenance and operations planning and/or weekly scheduling meetings.

16.2.3. **(Added)** Post-wash corrosion inspections and paint scores are to be performed on the wash rack by ASM. **Note:** If the aircraft is washed for Isochronal/Phased Inspection, the post-wash corrosion inspection and paint score can be accomplished during the Isochronal/Phased Inspection.

16.2.3.1. **(Added)** Airpark Aircraft:

16.2.3.1.1. **(Added)** Paint finishes will be scored by Corrosion Control personnel annually. Scores will be given to the Air Park Custodian (APC). The APC will inspect and schedule corrosion maintenance as needed.

16.2.3.1.2. **(Added)** Aircraft will be clear water rinsed with low pressure when required as determined by the APC

16.2.4. **(Added)** Post-wash corrosion inspections and paint scores are to be performed on the wash rack by ASM. **Note:** If the aircraft is washed for Isochronal/Phased Inspection, the post-wash corrosion inspection and paint score can be accomplished during the Isochronal/Phased Inspection.

16.2.5. **(Added)** Prior to towing an aircraft into the corrosion facility, the aircraft owners will wash the aircraft with 48 hours and not fly during that time, remove all flight controls requiring paint/weight and balance, remove any parts corrosion personnel deem necessary, and complete 23 MXG Form 3, *Hangar Checklist*.

16.3.5.9. **(Added)** The 74 FS tail stripe consists of an 8-inch, blue (*Federal Standard 595B* color 35095) stripe with a white (*Federal Standard 595B* color 37925) lightning bolt. “74th” is centered in the lightning bolt on both sides of each vertical stabilizer (**Attachment 25**).

16.3.5.10. **(Added)** The 75 FS tail stripe consists of a 2-inch alternating black (*Federal Standard 595B* color 35038) and white (*Federal Standard 595B* color 37925) checkerboard pattern. The overall height is 8 inches. “75th” is centered in the second to last and second from bottom square on both sides of each vertical stabilizer (**Attachment 26**).

16.3.5.11. **(Added)** The 76 FS tail stripe consists of an 8-inch, red (*Federal Standard 595B* color 31136) stripe with four white (*Federal Standard 595B* color 37925) stars. The “76th” is centered between the second and third stars. The 4-inch stars and 5-inch “76th” are applied to the outboard surface of both vertical stabilizers (**Attachment 27**).

16.3.5.12. **(Added)** The 23d Fighter Group Commander’s aircraft will represent all tail stripes. All assigned A-10 squadron patches will be applied to the left Fuselage. A 12-inch “23 FG” will be added below the unit designator and above the aircraft serial number. All tail markings will be shadowed (**Attachment 28**).

16.3.7.4. **(Added)** Paint identification placard will be a 6-inch state outline located on right side, aft fuselage (**Attachment 29**).

16.3.8.5. **(Added)** Aircrew and Crew Chief Names will be applied in vinyl, Helvetica font; capitalized and 1 ½ inch in height. All effort should be made to change names within 1 week of personnel change. Corrosion Control will cut the names upon creation of a JCN in IMDS and crew chiefs will apply.

16.3.10.2.3. **(Added)** The 74th Commander's aircraft will be designated by a 4-inch "74 FS" below the unit designator and above the aircraft serial number. All tail markings will be shadowed (**Attachment 30**).

16.3.10.2.4. **(Added)** The 75th Commander's aircraft will be designated by a 4-inch "75 FS" below the unit designator and above the aircraft serial number. All tail markings will be shadowed (**Attachment 31**).

16.3.10.2.5. **(Added)** The 76th Commander's aircraft will be designated by a 4-inch "76 FS" below the unit designator and above the aircraft serial number. All tail markings will be shadowed (**Attachment 32**).

16.3.10.2.6. **(Added)** The 476th Group Commander's aircraft will be designated by a 4-inch "476 FG" below the unit designator and above the aircraft serial number. All tail markings will be shadowed (**Attachment 33**).

16.3.13.4. **(Added)** A-10 Tiger Teeth will be applied by Corrosion Control (**Attachment 34**).

16.3.20.2.1. **(Added)** A copy of each approved waiver for an aircraft will be maintained in the aircraft Jacket File. The Wing Corrosion Program Manager will also maintain a copy of all approved aircraft waivers. Any aircraft with unapproved markings will have the markings removed immediately by the AMU or HMU.

RUSSELL P. COOK, Colonel, USAF  
Commander, 23d Wing

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

23 MXG OI 21-02, *Handling of Explosive Loaded Aircraft*, 1 Nov 2017  
23 WG OI 21-50, *Crashed, Damaged, or Disabled Aircraft Recovery*, 5 Aug 2014  
AFI 23-101, *Material Management Policy*, 22 Oct 2020  
AFI 48-127, *Occupational Noise and Hearing Conservation Program*, 26 Jun 2020  
AFMAN 23-122, *Material Management Procedures*, 27 Oct 2020  
DAFI 91-204, *Safety Investigations & Reports*, 10 Mar 2021  
TO 00-20-2, *Maintenance Data Documentation*, 22 Jul 2021  
TO 01-1B-50, *Aircraft Weight and Balance*, 1 Aug 2019

***Prescribed Forms***

23MXG Form 3, *Hangar Checklist*  
23MXG Form 16, *High Speed Taxi Checklist*  
23MXG Form 21, *Aircraft Dash 21 Equipment Inventory*  
23MXG Form 107, *Maintenance Engineering Assistance Request*  
23MXG Form 116, *A-10 Engine Stall Checklist*  
23MXG Form 120, *A-10C Weight & Balance Preparation Checklist*  
23MXG Form 121, *HH-60 Weight & Balance Preparation Checklist*  
23MXG Form 122, *Impound Worksheet*  
23MXG Form 124, *Local Manufacture Request*  
23MXG Form 125, *FOD/DOP Incident Report*

***Adopted Forms***

AFTO Form 95, *Significant Historical Data*  
AFTO Form 134, *Aviator Breathing Oxygen Servicing Trailer Log*  
AFTO Form 244, *Industrial/Support Equipment Record*  
AFTO Form 350, *Repairable Item Processing Tag Data*  
AF Form 1800, *Operator's Inspection Guide and Trouble Report*  
AF Form 2005, *Issue/Turn-in Request*  
AF Form 2407, *Weekly/Daily Flying Schedule Coordination*  
AF Form 2419, *Routing and Review of Quality Control Reports*

AF Form 2426, *Training Request & Completion*

ACC Form 64, *Request for Special Certification*

ACC Form 145, *Lost Tool/Object Report*

DD Form 1574-1, *Serviceable Label-Material*

DD Form 2026, *Oil Analysis Request*

DD Form 1149, *Requisition & Invoice/Shipping Document*

## Attachment 20 (Added)

## R&amp;R AND AMU COMPONENT REPAIR/CHECKOUT RESPONSIBILITIES

Table A20.1. (Added) A-10 Rigging, Removal/Installation Operational Checkout.

WUC	System/Subsystem	Rigging	Rem/Ins	Ops Check
<b>14000</b>	<b>FLIGHT CONTROLS</b>			
14AA0	Control Stick	R&R	R&R	R&R/AMU
14AAB	Stick Boot	N/A	R&R	N/A
<b>14C00</b>	<b>ROLL CONTROLS <sup>(A)</sup></b>			
14CA0/B0	Deceleron	R&R	R&R	R&R/AMU
14CAM/BM	Servo Tab	R&R	R&R	R&R/AMU
14CDL/X	Feel Mechanism	R&R	R&R	R&R/AMU
14CDH/U	Shifter Assembly	R&R	R&R	R&R/AMU
14CFA/F	Shifter Actuator	R&R	R&R	R&R/AMU
14CFB/G	Trim Actuator	R&R	R&R	R&R/AMU
14CFC/H	Disconnectors	R&R	R&R	R&R <sup>(F)</sup>
14CCA/CG/DA/DM	Control Rods	R&R	R&R	R&R/AMU
14CCB/DC/DP	System Bell Cranks	R&R	R&R	R&R/AMU
14CCE/DF/DS	System Cables	R&R	R&R	R&R/AMU
<b>14E00</b>	<b>PITCH CONTROLS <sup>(A)</sup></b>			
14EA0/B0	Elevator	R&R	R&R	R&R/AMU
14EAC/BC	Trim tab	R&R	R&R	R&R/AMU
14ECE/F	Bob Weight	R&R	R&R	R&R/AMU
14EC8	Elevator torque Shaft	R&R	R&R	R&R/AMU
14EC4	Elevator Actuator Interconnect	R&R	R&R	R&R/AMU
14EC2	Elevator Actuator Valve Stop Mechanism	R&R	R&R/AMU	R&R/AMU
14ECT	Feel Trim Device	R&R	R&R	R&R/AMU
14EFK	Pitch Trim Actuator	R&R	R&R	R&R/AMU
14EFL	Trim Tab Actuator	R&R	R&R	R&R/AMU
14EDA	Elevator Actuator	R&R	R&R/AMU	R&R/AMU
14EFA/B	Disconnectors	R&R	R&R	R&R <sup>(F)</sup>
14ECA/P	Control Rods	R&R	R&R	R&R/AMU
14ECB/L	System Bell Cranks	R&R	R&R	R&R/AMU
14ECJ/Z	System Cables	R&R	R&R	R&R/AMU
<b>14G00</b>	<b>YAW CONTROLS <sup>(A)</sup></b>			
14GA0/N	Rudder	R&R	R&R/AMU	R&R/AMU
14GBA/H	Carriage Assembly	R&R	R&R	R&R/AMU
14GBQ/1	Spring Control Rod	R&R	R&R	R&R/AMU
14GBS/3	System Bell Cranks	R&R	R&R	R&R/AMU

14GBV/6	Systems Cables	R&R	R&R	R&R/AMU
<b>14L00</b>	<b>SPEED BRAKE SYSTEM</b> <sup>(A)</sup>			
14LBB/J	Bushings	R&R	R&R	R&R/AMU
14LCA/E	Actuator	R&R	R&R/AMU	R&R/AMU
11AF0	WINDSHIELD ASSEMBLY <sup>(B)</sup>	N/A	R&R	AMU
11AFB	Center Glass	N/A	AMU	AMU
11AFC/H	Side Glass	N/A	AMU	AMU
<b>12G00</b>	<b>CANOPY SYSTEM</b>			
12GA0	Canopy Assembly	R&R	R&R	R&R/AMU
12GBE/F	Manual Release Control Box	R&R	R&R	R&R
12GBD	Manual Release Control Cable	R&R	R&R	R&R
12GFD	Lock Box Assembly	R&R	R&R	R&R
12GF0	Mechanical Linkage	R&R	R&R	R&R
12GGA	Actuator	R&R	R&R/AMU	R&R/AMU
12GFB	Fwd Drive Link	R&R	AMU/R&R	AMU/R&R
12GAE/F	Flapper Door & Springs (Disco'd to FOM) FOM)	R&R/AMU	R&R/AMU	R&R/AMU
<b>13A00/B00</b>	<b>LANDING GEAR</b> <sup>(A)</sup>			
13AAA/G/L/BAA/G	Gear Doors	R&R	R&R/AMU	R&R/AMU
13AB0/BB0	Strut Assembly	N/A	R&R	R&R/AMU
13AC0/BC0 (Note D)	Uplock Assembly	R&R	R&R	AMU/R&R
<b>23K00</b>	<b>ENGINE CONTROL SYSTEM</b> <sup>(E)</sup>			
23KA0	Quadrant	R&R	R&R	AMU
23KBE/F	Cable, Fuselage	R&R	R&R	R&R/AMU
23KBG/H	Cable, Nacelle	R&R	R&R	R&R/AMU
23KBR	Cable, Engine	R&R/AMU	AMU	R&R/AMU



**Note:** Notes A thru F pertain to A-10C Aircraft

**A.** Removal, replacement, and adjustment of minor hardware (bushings, roll pins, bolts, nuts, etc.) on these systems that do not affect the rig of the system are the responsibility of the crew chief.

**B.** Seven-level structural maintenance technicians are responsible for determining the serviceability of windscreen transparencies (pilot decision overrides that of maintenance when a serviceability determination conflict exists).

**C.** When R&R is tasked, the AMU will assist in the preparation of the aircraft for the removal of all major components. The AMU will prepare the aircraft when R&R workload causes excessive delays.

**D.** Removal and installation of springs to facilitate other maintenance is the responsibility of the aircraft crew chief.

**E.** AMU Engines maintenance personnel perform initial rig check of throttles. If throttles are found out of rig, R&R will accomplish the rig.

**F.** R&R is the only agency authorized to perform maintenance and/or ground operational checkouts on aircraft installed flight control disconnections. R&R will be notified any time disconnection must be disengaged or reengaged must be disengaged or reengaged.

Table A20.2. (Added) C-130 Rigging, Removal/Installation Operational Checkout.

WUC	System/Subsystem	Rigging	Rem/Ins	Ops Check
<b>11200</b>	<b>DOORS</b>			
11240	Aircraft Cargo Ramp	R&R	R&R	R&R/AMU
1124C	Latching Mechanism	R&R	R&R	R&R
11299	Pressure Seal	N/A	R&R/AMU	R&R/AMU
11260	Aft Cargo Door	R&R	R&R	R&R/AMU
1126E	Latching Mechanism	R&R	R&R	R&R
11299	Pressure Seal	N/A	R&R/AMU	R&R/AMU
11270	Main Landing Gear Door	AMU/R&R	R&R/AMU	R&R /AMU
1127E	Door Bumpers	N/A	R&R	R&R
11280	Nose Landing Gear Doors	R&R	R&R	R&R/AMU
1128E	Door Bumpers	R&R	R&R	R&R
1128F	FWD Door QD	R&R	R&R	R&R
11310	Crew Door	R&R	R&R	R&R
1131B	Jettison Mechanism	R&R	R&R	R&R
11399	Jettison Bracket	N/A	R&R	R&R/AMU
1131H	Counter Balance Mechanism	R&R	R&R	R&R
11317	Latching Mechanism	R&R	R&R	R&R
11399	Pressure Seal	N/A	AMU/R&R	AMU
<b>13100</b>	<b>MAIN LANDING GEAR</b>			
1311A/B	Shoe Assembly	R&R	R&R	R&R
1311E	Torque Strut	N/A	R&R	R&R
1311M	Gearbox	R&R	R&R	R&R
1311Q	Manual Release Mechanism	R&R	R&R	R&R
1311V	Ball-screw	R&R	R&R	R&R
13111	Strut	R&R	R&R	R&R/AMU
<b>13200</b>	<b>NOSE LANDING GEAR <sup>(B)(C)</sup></b>			
13111/211	Strut	R&R	R&R	R&R/AMU
1321F	Up-lock	R&R	AMU/R&R	R&R/AMU
1321N	Drag Brace	N/A	R&R	R&R
<b>13400</b>	<b>BRAKE SYSTEM</b>			
13410	Pedal Adjust Mechanism	R&R	R&R	R&R
13413	Parking Brake Mechanism	R&R	R&R	R&R
13499	Crossover Cables	R&R	R&R	R&R
1342A	Brake Control Valve	AMU	AMU	AMU
<b>13500</b>	<b>STEERING SYSTEM</b>			
13513	Linkage	R&R	R&R	R&R
13599	Control Cable	R&R	R&R	R&R
13522	Control Valve	AMU	AMU	AMU
<b>13600</b>	<b>EMERGENCY EQUIPMENT</b>			
13611	NLG Emergency Release	R&R	R&R	R&R

<b>14100</b>	<b>AILERON &amp; TRIM TAB <sup>(A)</sup></b>			
1411M	Tension Regulator	R&R	R&R	R&R
1411S	Aileron Assembly	R&R	R&R	R&R
14113	Control Cables	R&R	R&R	R&R
14114	Bell cranks	R&R	R&R	R&R
14115	Push Pull Rods	R&R	R&R	R&R
14199	Pressure Seal	N/A	AMU	AMU
1412F	Trim Tab Assembly	R&R	R&R	R&R
14141	Actuator Motor	R&R	R&R	R&R/AMU
<b>14130</b>	<b>HYD COMPONENTS- AILERON BOOSTER</b>			
1413K	Booster Assembly	N/A	AMU	AMU
<b>14200</b>	<b>ELEVATOR &amp; TRIM TAB <sup>(A)</sup></b>			
1421D	Control Cables	R&R	R&R	R&R
1421H	Tension Regulator	R&R	R&R	R&R
1421K	Elevator Assembly	R&R	R&R	R&R
14213	Push Pull Rods	R&R	R&R	R&R
14299	Pressure Seal/Boot	N/A	R&R/AMU	R&R/ AMU
1422B	Trim Tab Assembly	R&R	R&R	R&R
14221	Trim Tab Gear Box	R&R	R&R	R&R/AMU
14222	Trim Tab Flex Shaft	R&R	R&R	R&R
<b>14230</b>	<b>HYD COMPONENTS-ELEVATOR BOOSTER</b>			
1423J	Booster Assembly	N/A	AMU	AMU
<b>14300</b>	<b>RUDDER &amp; TRIM TAB</b>			
1431B	Push Pull Rod	R&R	R&R	R&R
14399	Pressure Seal Boot	N/A	AMU	AMU
1431N	Tension Regulator	R&R	R&R	R&R
1431Q	Rudder Assembly	R&R	R&R	R&R
1431R	Control Cables	R&R	R&R	R&R
14328	Trim Tab Assembly	R&R	R&R	R&R
14341	Actuator Assembly	R&R	R&R	R&R
<b>14330</b>	<b>HYD COMPONENTS-RUDDER BOOSTER</b>			
1433J	Booster Assembly	N/A	AMU	AMU
<b>14400</b>	<b>WING FLAP</b>			
1441H	Gear Box	R&R/AMU	R&R	R&R/AMU
1441S/T	Flap Assembly	R&R	R&R	R&R
14411	Torque Shafts	R&R	R&R	R&R
14412	Jackscrew	R&R	R&R	R&R
14442	Manual Drive	R&R	R&R	R&R
<b>22EA0</b>	<b>ENGINE CONTROLS</b>			
22EAD	Tension Regulator	R&R	R&R	R&R

22EAQ	Control Cables (Quadrant-Fire Seal)Bracket)	R&R	R&R	R&R
<b>45200</b>	<b>HYDRAULIC VALVES</b>			
452AJ	Ground Test Valve	N/A	AMU	AMU
45299	Cable Assembly	R&R	R&R	R&R
<p><b>Note:</b> Notes A thru C pertain to C-130 Aircraft  The C-130 R&amp;R section will accomplish maintenance on aircraft systems and components outlined above.  Removal, replacement, and adjustment of minor hardware (bushings, roll pins, bolts, nuts, etc.) on these systems that do not affect the rig of the system are the responsibility of the AMU.  Operational checks performed after the replacement of the nose landing gear strut will be performed jointly by the AMU hydraulic and 23 MXS R&amp;R Personnel.</p>				

## Attachment 21 (Added)

## MOODY AFB AUTHORIZED LMR CALL SIGNS

Table A21.1. MOODY AFB AUTHORIZED LMR CALL SIGN

<b>Activity (MOC NET)</b>	<b>Operations NET</b>	<b>Call Sign</b>
MXG Commander	Command Net/MOCC	Moody 5/Maint. 1
MXG Deputy Commander	Command Net/MOCC	Moody 5A/Maint. 2
MXG Superintendent	MOCC	Maintenance Chief
MOC	MOCC	MOC Alternate
MOC	MOCC	MOC NCOIC
MOC	MOCC	MOC 1
Senior MOC Coordinator	MOCC	MOC 2
MOC	MOCC	MOC NCOIC
MOC	MOCC	MOC 1
Senior MOC Coordinator	MOCC	MOC 2
Exercise/Contingency MOC Coordinator	MOCC	MOC 3
Battle Staff Maintenance Director	MOCC	Ramrod
MXG Support Training (LST)	MOCC	Ramrod 1 – 4
MXG QA OIC	MOCC	QA Lead MXG QA
Chief	MOCC	QA Chief MXG QA
Superintendent	MOCC	QA Super MXG QA
Office	MOCC	QA Base MXG QA
Inspectors	MOCC	QA 2 – 60
MXG UCC	MOCC	Ghost rider
Wing Weapons Manager	MOCC	WS 1
Weapons Superintendent	MOCC	WS 2
Load Standardization Crew	MOCC	WS 3
Squadron Lead Crew	MOCC	WS 4
Base Operations	BASE OPS	Airfield 1-4
MOC	MOCC	MOC NCOIC
MOC	MOCC	MOC 1
Senior MOC Coordinator	MOCC	MOC 2
Crash Recovery	MOCC/FIRE	Crash 1 & 2
Hot Pits	MOCC	Hot Pits 1 & 2
Tower	BASE OPS	Moody Ground
Transient Alert	RAMP	TA 1 & TA 2
Transient Maintenance Chief	RAMP	TA 1
Transient Maintenance Shop Disp	RAMP	TA Base
Transient Maintenance Disp Vehicles	RAMP	TA 2, 3, 4
<b>723 AMXS</b>	<b>Operations NET</b>	<b>Call Sign</b>
Commander	MOCC	Rescue MX 1
MOO	MOCC	Rescue MX Lead
AMXS Chief	MOCC	Rescue MX Chief
Lead Production Superintendent	MOCC	Rescue MX

<b>71 AMU</b>	<b>Operations NET</b>	<b>Call Sign</b>
AMU OIC	71 RQS	King Lead
AMU Chief	71 RQS	King Chief
Maintenance Supervision	71 RQS	King 2
Lead Production Superintendent	71 RQS	King Super
Production Superintendent	71 RQS	King 3
Flightline Expediter	71 RQS	King 4 and 5
Support Section	71 RQS	King 6
Debrief Section	71 RQS	King
Debrief Dispatch	71 RQS	King Base
Supply	71 RQS	King DMS
Spare	71 RQS	King 10
Age Support	71 RQS	King 30
-21 support	71 RQS	Dash 21
<b>41 HMU</b>	<b>Operations NET</b>	<b>Call Sign</b>
HMU OIC	41 RQS	Pave Lead
HMU Chief	41 RQS	Pave Chief
Maintenance Supervision	41 RQS	Pave 2
Lead Production Superintendent	41 RQS	Pave Super
Production Superintendent	41 RQS	Pave 3
Flightline Expediter	41 RQS	Pave 4
Aircraft Flight (APG)	41 RQS	Pave 5
Specialist Flight	41 RQS	Pave 6
Weapons Flight	41 RQS	Pave 7
Engines	41 RQS	Pave 8
Age Support	41 RQS	Pave 30
Sortie Support	41 RQS	Pave Support
Dispatch/ Debrief	41 RQS	Pave Debrief
DMS	41 RQS	Pave DMS
<b>23 AMXS</b>	<b>Operations NET</b>	<b>Call Sign</b>
Commander	MOCC	Hog 1
MOO	MOCC	Hog Lead
Chief	MOCC	Hog Chief
Lead Super	MOCC	Hog Super
23 AMXS EOR Supervisor	MOCC	EOR Super
23 AMXS EOR ARM	MOCC	End of Runway
<b>74 AMU</b>	<b>Operations NET</b>	<b>Call Sign</b>
AMU OIC	74 FS	Claw Lead
AMU Chief	74 FS	Claw Chief
Production Super	74 FS	Claw Super
Lead Production Superintendent	74 FS	Claw 3
A Flight Expediter	74 FS	Claw 4
B Flight Expediter	74 FS	Claw 5
Weapons Expediter	74 FS	Claw 6
Weapons Mx Crew	74 FS	Claw 7

Specialist Expediter	74 FS	Claw 8
Assistant OIC/NCOIC	74 FS	Claw 9
Supply	74 FS	Claw Supply
Support Section	74 FS	Claw Support
Debrief	74 FS	Claw Debrief
Hot Pits	74 FS	Claw Hot Pits
<b>75 AMU</b>	<b>Operations NET</b>	<b>Call Sign</b>
AMU OIC	75 FS	Shark Lead
AMU Chief	75 FS	Shark Chief
Production Superintendent	75 FS	Shark Super
Lead Production Superintendent	75 FS	Shark 3
A Flight Expediter	75 FS	Shark 4
B Flight Expediter	75 FS	Shark 5
Weapons Expediter	75 FS	Shark 6
Weapons Mx Crew	75 FS	Shark 7
Specialist Expediter	75 FS	Shark 8
Assistant OIC/NCOIC	75 FS	Shark 9
Supply	75 FS	Shark Supply
Support Section	75 FS	Shark Support
Debrief	75 FS	Shark Debrief
Hot Pits	75 FS	Shark Hot Pits
<b>23 MXS</b>	<b>Operations NET</b>	<b>Call Sign</b>
Commander	MOCC	Eagle 1
MOO	MOCC	Eagle 2
Superintendent	MOCC	Eagle Chief
Production Superintendent	MOCC	Eagle 3
Armament Dispatch Truck	MOCC	Arms 1 & 2
Munitions Control	AMMO	Ammo Control
Munitions Flight Chief	AMMO	Ammo Chief
Munitions Flight Commander	AMMO	Ammo 1
Munitions Assistant Flight Chief	AMMO	Ammo
Munitions Systems Superintendent	AMMO	Ammo 3
Munitions Material Superintendent	AMMO	Ammo 4
Munitions Production Superintendent	AMMO	Ammo 5
Munitions Stockpile Surveillance Disp	AMMO	Reaper Dispatch
Munitions Stockpile Surveillance Prsnl	AMMO	Reaper 1 - 50
Munitions Conventional Mx Dispatch	AMMO	Hawk Dispatch
Munitions Conventional Mx Dispatch	AMMO	Hawk 1 - 50
Munitions Line Delivery Dispatch	AMMO	Dragon Dispatch
Munitions Line Delivery Personnel	AMMO	Dragon 1 - 50
Munitions Precision Guided Missiles Disp	AMMO	Viper Dispatch
Munitions Precision Guided Missiles Prsnl	AMMO	Viper 1 - 50
Munitions Equipment Maintenance Disp	AMMO	Goodyear Dispatch
Munitions Equipment Maintenance Prsnl	AMMO	Goodyear 1-30
Munitions Accountability Prsnl	AMMO	Outlaw 1-15

A-10 74/75 AGE	MOCC	Ranger
Rescue 41/71 AGE	71 RQS	Ranger
C-130 ISO	MOCC	ISO
C-130 ISO	MOCC	ISO Base
Fabrication Flight Commander	MOCC	Fab 1
Fabrication Flight Chief	MOCC	Fab 2
Structural Maintenance Chief	MOCC	Rivet 1
Structural Maintenance Dispatch	MOCC	Rivet Base
Structural Maintenance Vehicles	MOCC	Rivet 2, 3
Structural Maintenance Corrosion	MOCC	Rivet 4
Metals Technology Shop	MOCC	Metals Tech Base
Metals Technology Mobile	MOCC	Metals Tech
Nondestructive Inspection Lab	MOCC	NDI Base
Nondestructive Inspection Mobile	MOCC	NDI
CSAR Repair/ Reclamation Section Chief	MOCC /FIRE	Recovery 1*
CSAR Repair/ Reclamation Shop/ Disp	MOCC /FIRE	Recovery Base*
CSAR Repair/ Reclamation Shop Vehicles	MOCC/FIRE	Recovery 2, 3, 4
Wheel & Tire Shop Chief	MOCC	Wheel & Tire 1
A-10 Repair/ Reclamation Section Chief	MOCC /FIRE	Mustang 1*
A-10 Repair/ Reclamation Shop/ Disp	MOCC /FIRE	Mustang Base*
A-10 Repair/ Reclamation Shop Vehicles	MOCC /FIRE	Recovery 2, 3, *
HH-60 Phase Office	MOCC	Phase Base
74th/75th Phase	MOCC	Phase
Accessory Flight Chief	MOCC	Accessory 1
Fuels Shop Dispatch	MOCC	Fuels Base
Fuels Shop Truck 1	MOCC	Fuels 1
Fuels Shop Truck 2	MOCC	Fuels 2
Fuels Shop Handheld	MOCC	Fuels 3
Egress Shop Office	MOCC	Egress Base
Egress Shop Handheld	MOCC	Egress 1
Egress Shop Dispatch	MOCC	Egress 2
<b>476 AMU**</b>	<b>Operations NET</b>	<b>Call Sign</b>
AMU OIC	75FS	Vanguard Lead
Chief	75FS	Vanguard Chief
Production Superintendent	75FS	Vanguard Super/3
A Flight Expediter	75FS	Vanguard 4
B Flight Expediter	75FS	Vanguard 5
Weapons Expediter	75FS	Vanguard 6
Weapons Mix Crew	75FS	Vanguard 7
Specialist Expediter	75FS	Vanguard 8
Debrief	75FS	Vanguard Debrief
<b>Note:</b> * = During normal maintenance operations Repair and Reclamation will monitor MOCC NET. During emergencies Repair and Reclamation will switch to FIRE NET and use the call sign Recovery 1 thru 4.		



**Note:** \*\* = 476 AMU calls signs will only be used during UTA weekends. 75 AMU call signs are to be used during normal operations.

## Attachment 22 (Added)

## 23 MXG AUTHORIZED WWID NUMBERS

Table A22.1. 23 MXG AUTHORIZED WWID NUMBERS (by Workcenter).

Workcenter	WWID Prefixes	Workcenter	WWID Prefixes
41 HMU	MT41	MXS Munitions Equip Mx	MTMX
71 AMU	MT71	MXS ASM/A-10 Phase	MTMW
74 AMU	MT74	TF 34 Test Cell	MTMQ
75 AMU	MT75	TF 34 Engine Shop	MTMY
MXS AGE	MTMA	MXS Propulsion	MTMZ
MXS MUNS Storage/Insp	MTMB	MXG QA	MTQA
MXS MUNS Control	MTMC	38 RQS	MTPJ
MXS Armament	MTMD	41 RQS	MTJG
MXS Electro/Enviro	MTME	71 RQS	MTRK
MXS Rescue Fuels	MTMF	MXG Weapons Standardization	MTWS
MXS Fighter Fuels	MTMG	820 BDG	MTSE
MXS ISO	MTMI	23 OSS (Aircrew Flt equip Flt)	MTSA
MXS MUNS Conventional Mx	MTMJ	347 OSS (Aircrew Flt Equip Flt)	MTFE
MXS MUNS Line Delivery	MTMK	23 AMXS EOR	MTAE
MXS MUNS Precision Guidance	MTML	23 LRS POL	MTLP
MXS Metal Tech	MTMM	PMEL	MTPM
MXS NDI	MTMN	23 CS Tactical Radios	MTCR
MXS HH-60 Phase	MTMP		
MXS A-10 A/R/W&T	MTMR		
MXS ASM	MTMS		
MXS ASM/ISO	MTMT		
MXS A-10 Phase	MTMU		
MXS Egress	MTMV		
23 CS Network Infrastructure	MTCI		

**Attachment 23 (Added)**  
**AF FORM 2407 MATRIX**

**Table A23.1. 23d Wing AF Form 2407 Coordination/Approval Matrix**

Changes to the scheduled, inside the flying window	COORDINATION							APPROVAL			
	D O AD O Op s Sch	O SS	MOS/ DO	MX AA / MX AB Sup Pro Sup PS& D	M XS	P O L	Am mo	AMXS /DO	Ops Sq/DO	OG/ CC	MXG/ CC
Tail # Change				X	A/ R	A/ R	A/R				
Maintenance Add				X	X	A/ R	X	X	X	X	X
Any maintenance deviations				X	A/ R	A/ R	A/R	X			
Configuration			X	X	A/ R	A/ R	A/R	X	X		
Take off & landing times			X	X	A/ R	A/ R	A/R	X	X		
OCF			X	X				X	X	X	X
FCF			X	X				X	X	X	X
Operations add <sup>(5)</sup>			X	X	A/ R	A/ R	A/R	X	X <sup>(4)</sup>	X <sup>(4)</sup>	X
HHQ add		X	X	X	A/ R	A/ R	A/R	X	X	X	X
Change to flying window	X	X	X	X	A/ R	A/ R	A/R			X	X
<b>Notes:</b>											
<b>Note 1:</b> A/R = As Required.											
<b>Note 2:</b> Information copies of all 2407s will be sent to all of the affected agencies as well as the AMXS/MA, MOC, and MOF/PS&D.											
<b>Note 3:</b> Required if operational crew will accomplish FCF.											
<b>Note 4:</b> OG/CC approval has been designated to Ops Top 3 after 1600 EST for Operations Adds.											
<b>Note 5:</b> To include sorties added during the execution day after aircraft has been turned over to maintenance.											

## Attachment 24 (Added)

## SORTIE SEQUENCE NUMBERS

Table A24.1. Moody AFB Sortie Sequence Assignment Numbers.

Squadron	Local Sorties	Adds	FCF/OCF	Off Station	Exercise
41 RQS	101-124 DEPLOY 1 DEPLOY 2 DEPLOY 3	010-019	141-150 151-155 156-160 161-170	301-320 321-330 331-340 341-350	125-139
71 RQS	201-224 DEPLOY 1 DEPLOY 2	020-029	241-250 251-255 256-260	351-360 361-370 371-380	225-239
74 FS	401-450 DEPLOY	030-049	080-084 085-089	701-749 750-799	451-499
75 FS	501-550 DEPLOY	050-079	090-094 095-099	800-849 850-899	551-599
476 FS	601-650				

**Note 1:** All 0900 series line numbers will be reserved for higher headquarters taskings to be used with mass launches that would interrupt or create extensive deviations to the weekly schedule

**Note 2:** All off station sorties are those launched from a location other than Moody AFB. All sorties going cross country originated from home station will use local sortie line numbers

**Note 3:** During exercise scenarios, alert/scrambles will be given an above line number only after that aircraft has received a crew/on status line.

**A24.1. (Added) FSE/MSE Procedures.**

A24.1.1. **(Added)** For current standards concerning the Flying Scheduling Effectiveness (FSE) contact the Maintenance Management Analysis (MMA) section, ext. 4130.

A24.1.2. **(Added)** For MSE computation purposes, credit will be awarded as long as the phase/ISO inspection is accomplished by the scheduled stop date of the inspection. The standard number of days is based off of historical flow data to complete the phase/ISO inspection per MDS. See [Table A24.2](#).

**Table A24.2. Scheduled Inspection duty Days**

<b>Scheduled Inspections</b>	<b>Allotted Duty Days</b>
A-10 #1 Phase	10
A-10 #2 Phase	10
A-10 FCF	2
HC-130 B Check	15
HC-130 C Check	18
HC-130 D Check	21
HH-60 Phase	42
HH-60 FCF	7

A24.1.3. **(Added)** MO PS&D will ensure that all planned maintenance actions contained in each unit's weekly maintenance plan have valid IMDS JCNs listed in the schedule. On a daily basis, NLT 0800L, MO PS&D personnel will verify previous day's maintenance actions contained on the squadron's maintenance page have been accomplished within the IMDS database. Credit for completed maintenance actions will be received as long as the maintenance actions JCN is completed on or before the applicable scheduled date. If the action is not complete within IMDS, MO PS&D will print out the applicable IMDS screen 122 Maintenance Snapshot. Additionally, MO PS&D will contact the applicable maintenance section to find out the reason for the missed action.

A24.1.4. **(Added)** MSE computations will be documented on the MSE worksheet maintained by MO PS&D. Minimum documentation will be quantities of maintenance actions scheduled, quantities of maintenance actions accomplished as scheduled and a short description outlining reasons for missed actions.

A24.1.5. **(Added)** MO PS&D will complete the past week's MSE computations NLT 0900L on the first duty day after the applicable week and post it on the 23 MXG/MXOS Share Point site NLT 1000L.

A24.1.6. **(Added)** 23 MXG/MXOS will be responsible for Moody MSE.

Attachment 25 (Added)

74 FS TAIL STRIPE EXAMPLE

Figure A25.1. (Added) 74 FS Tail Stripe



**Attachment 26 (Added)**  
**75 FS TAIL STRIPE EXAMPLE**

**Figure A26.1. (Added) 75 FS Tail Stripe**



## Attachment 27 (Added)

## 76 FS TAIL STRIPE EXAMPLE

Figure A27.1. (Added) 76 FS Tail Stripe

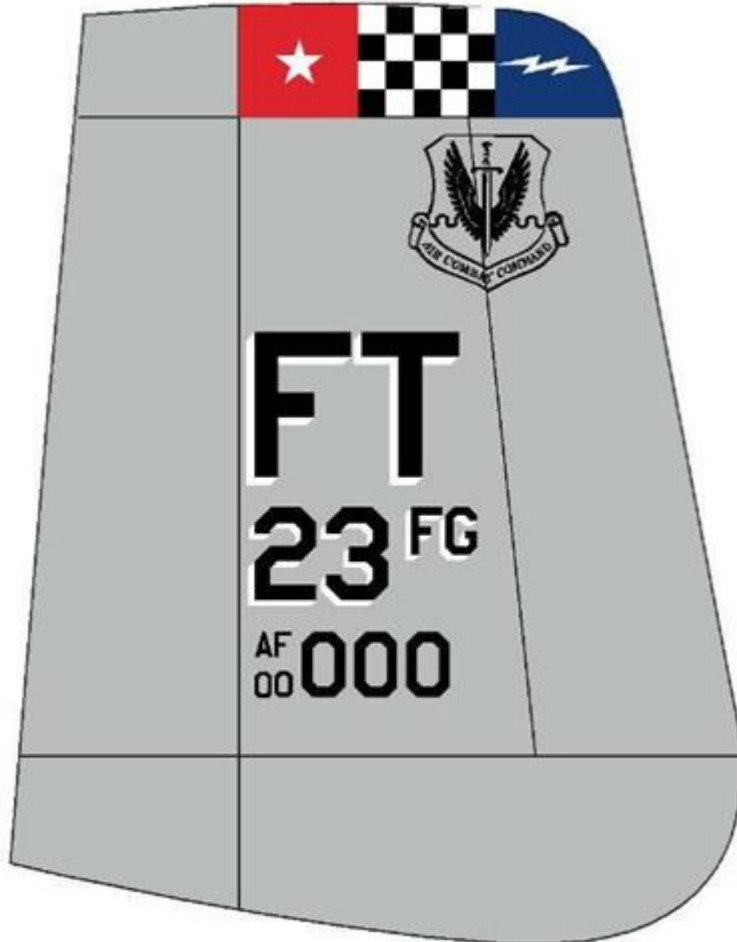




Attachment 28 (Added)

23 FG COMMANDER'S TAIL STRIPE EXAMPLE

Figure A28.1. (Added) 23 FG Commander's Tail Stripe



## Attachment 29 (Added)

## MOODY AFB PAINT IDENTIFICATION PLACARD

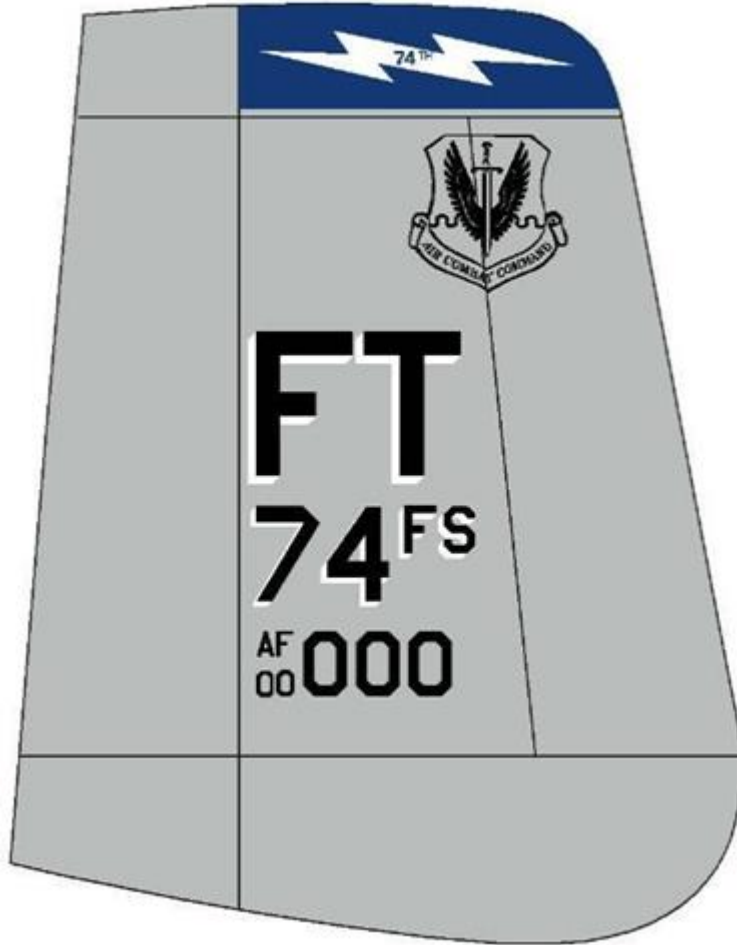
Figure A29.1. (Added) Paint Identification Placard



Attachment 30 (Added)

74 FS COMMANDER'S TAIL STRIPE EXAMPLE

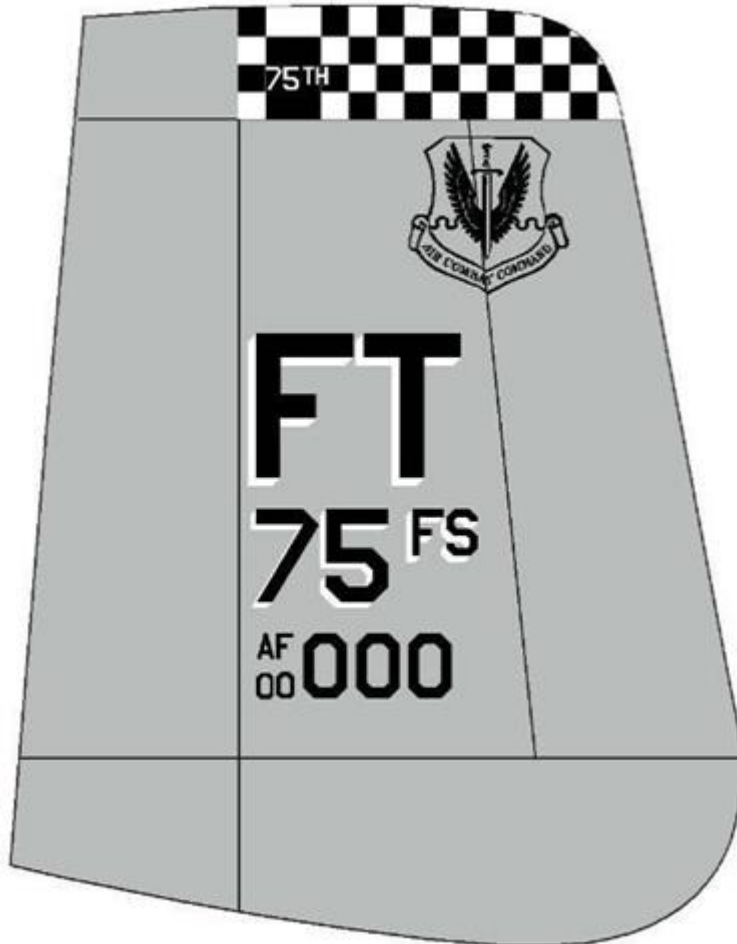
Figure A30.1. (Added) 74 FS Commander's Tail Stripe



Attachment 31 (Added)

75 FS COMMANDER'S TAIL STRIPE EXAMPLE

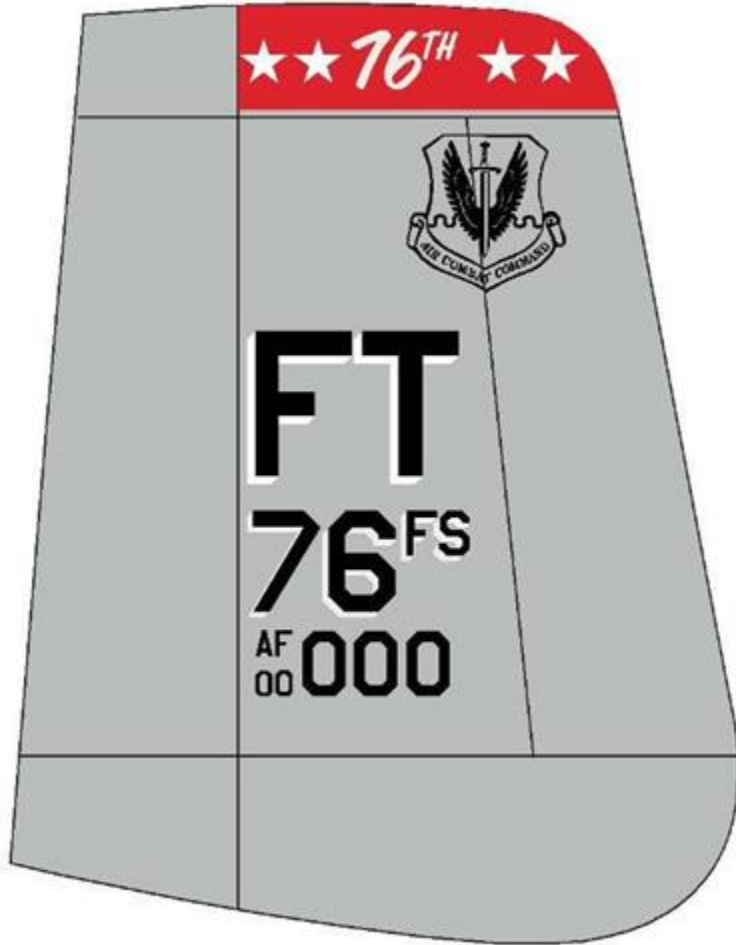
Figure A31.1. (Added) 75 FS Commander's Tail Stripe



Attachment 32 (Added)

76 FS COMMANDER'S TAIL STRIPE EXAMPLE

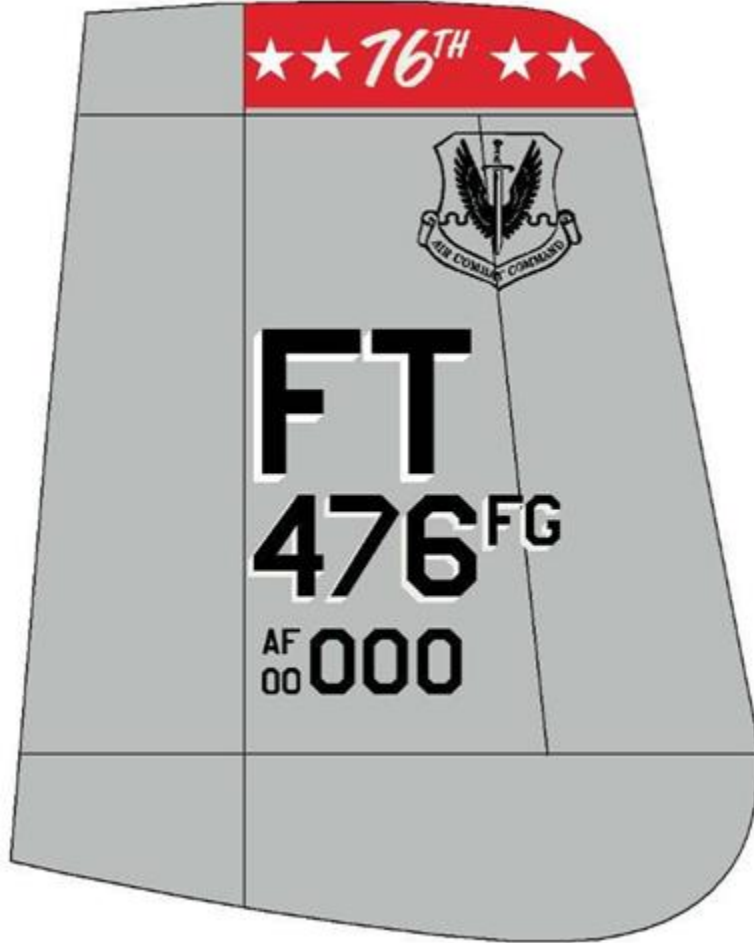
Figure A32.1. (Added) 76 Commanders Tail Stripe



## Attachment 33 (Added)

## 476 FG COMMANDER'S TAIL STRIPE EXAMPLE

Figure A33.1. (Added) 476 FG Commanders Tail Stripe



Attachment 34 (Added)

A-10 TIGER TEETH PAINT SCHEME

Figure A34.1. (Added) A-10 Tiger Teeth.



Attachment 35 (Added)

WING PATCH INDEX

Figure A35.1. (Added) Rescue/Fighter Squadron Patches.



10" 41st Patch – Left Cargo Door  
Centered under FWD window



30" 71st Patch – Left Fuselage  
Above Scanner's window



18" 74th Sq – Left Upper Fuselage  
Centered on Panel



18" 75th Sq – Left Upper Fuselage  
Centered on Panel



Figure A35.2. (Added) 476 FG Patches.



476th FG Patch—AFRC Aircraft  
Right Fuselage



76th Fighter Sq—AFRC Aircraft  
Left Fuselage

Figure A35.3. (Added) 23 WG Patch.



23d Wing Patch – Right Side Fuselage  
Aircraft (All Aircraft)