COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This supplement implements Air Force Instruction (AFI) 21-101, *Aircraft and Equipment Maintenance Management,* with AFRC (Air Force Reserve Command) Supplement. This supplement describes 452d AirMobility Wing (AMW) procedures to be used in conjunction with the basic instruction and AFRC supplement. This supplement incorporates 452AMWI21-101, 452AMWI21-102, and 452AMWI21-105. This supplement is applicable to all personnel with applicable responsibilities in the 452 AMW. Refer recommended changes and questions about this publication to the Officeof Primary Responsibility (OPR) listed above using the AF (Air Force) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1 for a description of theauthorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. Ensure that all records created as a result of processes prescribed in this publication are maintained In Accordance With (IAW) Air Force Manual(AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). 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.

SUMMARY OF CHANGES

This publication has been substantially revised to align with the supplement requirements and must be reviewed in its entirety.

*2.4.44. **452AMW (Added)** "Repeat", "recur", and "cannot duplicate" discrepancies will be reviewed and cleared as follows: "Repeat" and "recur" discrepancies will be stamped in the Air Force Technical Order (AFTO) 781A's and also reflected in the Maintenance Information System (MIS). The Pro super will review the previous and current corrective action for these discrepancies. Corrective action for a discrepancy that cannot be duplicated during ground maintenance will include verbiage stating "Cannot Duplicate Discrepancy" (CND) or "CND".

*2.4.53.1. **452AMW (Added)** All maintenance accomplished will be documented in applicable aircraft/equipment forms and the MIS no later than the end of the shift on which the work was accomplished. Work center supervisors, expeditors, and pro-supers are responsible for periodically reviewing aircraft/equipment forms and the MIS for all work accomplished. This review will include at a minimum:

*2.4.53.1.1. **452AMW (Added**) All discrepancies corrected are accurately cleared in the aircraft/equipment forms and the MIS. Note: MIS only during paperless inspections.

*2.4.53.1.2. **452AMW (Added)** All discrepancies discovered are accurately entered in the aircraft/equipment forms and the MIS. Note: MIS only during paperless inspections.

*6.10.1**. 452AMW (Added)** Place Technical Order (TO's) and distribution records into the appropriate sub accountdistribution box located in the Quality Assurance (QA) office upon receipt.

*6.14.1.1. **452AMW (Added)** QA will: Maintain "Functional Check Flight Briefing/Debriefing Checklist and Log Sheet". Review corrective action(s) on any discrepancies found during the Functional Check Flight (FCF)/ High Speed Taxi (HST)/ Operational Check Flight (OCF) and clear the inspection entered on the AFTO Form 781A. Ensure the completed FCF checklist is filed with the Aircraft Records for a period of three months or until replaced by a new FCF checklist, whichever is later.

*6.14.1.1.1**. 452AMW (Added)** Aircraft Maintenance/Maintenance Squadrons' Responsibilities: Notify QA when an FCF/HST/OCF requirement is identified. Request Plans, Scheduling, & Documentation (PS&D) to coordinate with the 452d Operations Group (OG) representative to schedule an appropriate aircrew FCF, HST, or OCF. Coordinate with the Maintenance Operations Center (MOC) the time and date when an aircraft will be flying/performing an FCF, HST, or OCF. Ensure compliance with all all maintenance requirements and that the aircraft is configured to fly the FCF; provide QA the aircraft forms prior to the scheduled briefing. A knowledgeable maintenance representative and QA will attend the briefingto answer any questions. Provide QA office with Flight profile and special configuration requirements.

*7.2.1.1. **452AMW (Added)** Quality Assurance will: Brief responsibilities to impoundment official per this instruction. Issue impoundment logbook and seals (if applicable) to the impoundment official. Quality Assurance may also act as the Subject Matter Expert (SME) if needed.

*7.2.1.1.1.**452AMW (Added)** The impoundment authority will appoint an impoundment official for transient/en route aircraft impoundment and follow established 452MXG impoundment procedures.

*7.4.2. **452AMW (Added)** Read and become familiar with impoundment procedures listed in this instruction. Collect the impoundment logbook from 452MXG QA for use to aid in the process. Ensure an access control log is created that, at a minimum, contains the information outlinedin this instruction. Run the applicable aircraft/ off-equipment impoundment procedures checklist. Ensure the impoundment logbook is returned to 452MXG/MXQ when the impoundment is released. Coordinate all information for impoundment message to wing safety through the 452MXG/MXQ section.

*7.6.3.1**. 452AMW (Added)** With assistance from PS&D personnel. Restrict access to all paper forms. Attend impoundment brief given by QA office and collect logbook.

*7.6.4.1. **452AMW (Added)** When maintenance has stopped for the day, the impoundment official will ensure the aircraft is sealed and the seal number is recorded in the impound log. The impoundment official will review aircraft forms/equipment forms/engine build-up package/engine work package and all other associated maintenance documentation and notify 452 MXG/MXQ upon completion. After QA review, the impoundment official will notify 452 MXG/CD, MXG/CC that the aircraft/equipment is ready to be released. Upon release, the impoundment official will return the impound logbook to 452MXG/MXQ, notify MOC, PS&D and analysis to unlock the computer system.

*7.6.10. **452AMW (Added)** Impounded transient aircraft will follow impoundment procedures outlined in paragraph 7.6.4.1 and: If a transient/en route aircraft is impounded, the MOC will contact Tanker Airlift Command & Control (TACC)/XOCL (if applicable) and the owning unit's MOC with details of impoundment event. Ensure TACC/XOCL (if applicable) and owning unit's MOC and MXG/CC are kept informed ofinvestigation status. Only the owning MXG/CC or designated representative can release an aircraft from impoundment.

*7.8. **452AMW (Added)** Off-Aircraft Impoundment Procedures for F-108 Engines. In the event an impoundment is required for off-equipment engines, thefollowing guidance will be followed: Engine management will immediately print out an automated engineAFTO Form 95, significant historical data and lock out the AFTO Form 95 in GO81.

*7.8.1. **452AMW (Added)** The impound official will: Control access to the engine and the engine build-up work package. Enter a red "X" and the proper impoundment statement in the AFTOForm 781A located in the engine work package. Document all impoundment, associated maintenance/inspection actionsas well as impoundment release in the engine build-up work package. The impoundment release authority will determine if the engine will be sent to repair while impounded or if the impoundment will be released prior to shipment. If the engine remains impounded, the impoundment release authority will decide if a representative will observe the engine disassembly. Upon release from impound, the impoundment official will deliver the completed engine work package to the engine manager in the plans, scheduling and documentation office.

*7.9. **452AMW (Added)** Off-aircraft impoundment procedures for Pratt/Whitney F117-PW-100 engines. In the event an impoundment is required for off-equipment engines, the following guidance will be followed: The Boeing engine manager will print out an automated engine

AFTO Form 95 and lock out the AFTO Form 95. The impoundment official will: Control access to the engine and the engine work package. Enter a red "X" and the proper impoundment statement in the AFTO Form781A located in the engine work package. Document all impoundment, associated maintenance/inspection actions aswell as impoundment release in the engine work package. The Boeing representative and 452MXS (maintenance Squadron) will determine rough estimates of total cost and prepare engine for shipment to Boeing. The impoundment release authority will determine if the engine will be sent for repair while impounded or if the impoundment will be released prior to shipment. If the engine remains impounded, the impoundment release authority will decide if a representative will observe the engine disassembly. Upon release from impound, the impoundment official will deliver the completed engine work package to the PS&D office.

*7.10. **452AMW (Added)** Off Aircraft Impoundment Procedures for KC-135 Boom.

(Added) In the event an impoundment is required for an off-equipment boom, thefollowing guidance will be followed: PS&D will immediately print out an automated boom AFTO Form 95 andlock out the AFTO Form 95. The impoundment official will: Control access to the boom and the boom build-up work package. Enter a red "X" and the proper impoundment statement in the AFTO Form781A located in the boom work package. Document all impoundment, associated maintenance/inspection actions aswell as impoundment release in the boom build-up work package. The impoundment release authority will determine if the boom will be sent to repair while impounded or if the impoundment will be released prior to shipment. If the boom remains impounded, the impoundment release authority will decide if a representative will observe the boom disassembly. Upon release from impound, the impoundment official will deliver the completed boom work package to plans, scheduling and documentation office.

*7.11. **452AMW (Added)** Aircraft Quarantine: Maintenance personnel will notify MOC when rodents or pests are discovered aboard an aircraft, or when directed for public health concerns. MOC will make contact with local contracting service call desk for infestation removal and inform the 452 MXG/CC. Maintenance personnel will seal the aircraft until the entomology (pest control) technician(s) arrives at the aircraft. Maintenance personnel will then brief the entomologist of the suspected location of the rodents or pests. Maintenance personnel will seal the aircraft after traps and tracking patches are in place, and annotate in the aircraft AFTO Forms with the number of traps/tracking devices installed, and their locations. After the aircraft is determined to be rodent/pest free by entomology, all traps and tracking patches will be removed by entomology and the aircraft will be released from quarantine by entomology.

*8.2.1**. 452AMW (Added)** Tool control is the responsibility of all personnel of the 452d Air Mobility Wing. Squadrons will establish a tool control program IAW this instruction. Units with specific, published tool control guidance will follow those directives, provided the intent of this instruction for inventory, lost tool notification and control and accountability is achieved. Each squadron will ensure primary and alternate tool control custodians are designated in writing for applicable sections and flights that use tools during everyday operation.These custodians will be responsible for the operation of the tool control program in their respective areas. Technical orders, checklists, job guides, and laptops used for electronic and digital TOs are part of the tool control program when taken to the airfield job site and for all aircraft maintenance operations. When removed from the immediate file area, TOs and/or Digital Technical Order System (DTOS) laptops will be checked using TCMax or AF Form 1297, Temporary Issue Hand Receipt, or AF Form 614, Charge-Out Record, when TCMax is not available.

8.2.1.2. **452AMW (Added)** Tool in/ out procedures in instances where only one person is assigned to a shift/ work center: Employees will utilize TCMax or paper hand receipt.

*8.2.1.3. **452AMW (Added)** When a depot team, factory representative or Contract Field Team (CFT) performs maintenance on equipment, they will follow this instruction for tool accountability. If the contractor or team has not made provisions for tool control and accountability, the team leader/supervisor will coordinate with the QA office to develop a program. The guidelines developed will be put into letter form, signed by the team leader/supervisor and routed to the 452 MXG/CC for approval. The team leader/supervisor and the QA office will maintain a copy of this letter for the duration of the team's stay.

*8.2.1.4. **452AMW (Added)** Crash recovery team tools: Crash Recovery falls under the same controls as all other maintenance sections. Mobility kits: Mobility kits will be inventoried every 24 months or prior to Air and Space Expeditionary Force (AEF) or other programmed deployment vulnerability periods.

*8.2.2.1. **452AMW (Added)** Tool replacement will be one-for-one and is the responsibility of the tool custodian. Spare/replacement tools are authorized to be retained within the work center's tool control area. Spare/replacement tools will not be etched. The work center will ensure strict control of spare/replacement tools.

*8.2.3.2.1. **452AMW (Added)** Warranty Tools. The Composite Tool Kit (CTK) custodian(s) control warranty tools by identifying warranty tools and ensuring broken or damaged warranty tools are isolated from other broken or damaged tools and under strict control until replaced or exchanged.

*8.2.8.3**. 452AMW (Added)** Units assigned or attached to the 452d Maintenance Group and the 452d Operations Support Squadron (OSS) AFE will mark their tools with the standard nine-digit Equipment Identification Designator (EID) consisting of numbers and letters of which the first four characters will be a unique World Wide Identification (WWID) code. Conspicuously etch, stamp or mark each assigned tool room, CTKs, tools, special equipment and dispatchable equipment with the tool kit identifying number. All padlocks and keys that are used to secure tool kits will be etched with theappropriate EID and included on the inventory. All kits and toolboxes will be marked with easy to read letters and numbers that are visible when boxes are closed and locked. Additionally, all toolboxes that are used on the flightline will have reflective tape installed in such a way that it is visible from all four sides. All non-maintenance units can mark their tools with the standard EID and utilize the AF-approved TCMax, provided they contact the 452MXG Quality Assurance office for assignment of the third and fourth character for shop identification. Contractors and Most Efficient Organization (MEOs) are not required to use the EID until the contract requires the use of TCMax.

*8.2.8.3.1. **452AMW (Added)** The first two letters of the WWID in the EID for units within the 452AMW are U4. The third and fourth characters designate the unit or shop: See below paragraphs.

*8.2.8.3.2**. 452AMW (Added)** 452 AMXS – AG

*8.2.8.3.3. **452AMW (Added)** 452 AMXS/SUPPORT – AS

*8.2.8.3.4. **452AMW (Added)** 452 AMXS/MOBILITY – MO

*8.2.8.3.5. **452AMW (Added)** 752 AMXS – AF

*8.2.8.3.6. **452AMW (Added)** 752 AMXS/SUPPORT – AT

*8.2.8.3.7. **452AMW (Added)** 452 MXS/AGE (Aerospace Ground Equipment) FLIGHT – MG

*8.2.8.3.8. **452AMW (Added)** 452 MXS/AVIONICS FLIGHT – MV

*8.2.8.3.9. **452AMW (Added)** 452 MXS/MUNITIONS FLIGHT – MW

*8.2.8.3.10. **452AMW (Added)** 452 MXS/ELECTRO-ENVIRON SHOP—ME

*8.2.8.3.11. **452AMW (Added)** 452 MXS/FUEL CELL SHOP—MF

*8.2.8.3.12. **452AMW (Added)** 452 MXS/PNEUDRAULICS SHOP—MH

*8.2.8.3.13. **452AMW (Added)** 452 MXS/STRUCTURAL MAINTENANCE—MC

*8.2.8.3.14. **452AMW (Added)** 452 MXS/MACHINE/WELDING SHOP—MM

*8.2.8.3.15. **452AMW (Added)** 452 MXS/NON-DESTRUCTIVE TESTING (NDI)—MN

*8.2.8.3.16. **452AMW (Added)** 452 OSS/AIRCREW FLIGHT EQUIPMENT—FE

*8.2.8.3.17. **452AMW (Added)** 452 MXS/AERO REPAIR & WHEEL/TIRE SHOP—MA

*8.2.8.3.18. **452AMW (Added)** 452 MXS/KC-135 ISO (Isochronal) DOCK—MI

*8.2.8.3.19. **452AMW (Added)** 452 MXS/C-17 HSC SECTION – MD

*8.2.8.3.20. **452AMW (Added)** 452 MXS/PROPULSION SHOP – MP

*8.2.8.3.21. **452AMW (Added)** 452 MXG/QUALITY ASSURANCE-- QA

*8.2.8.4. **452AMW (Added)** The unit establishes the remaining five characters (any combination of numbers/letters) for CTKs, tools, and dispatchable equipment identification.

*8.2.9. **452AMW (Added)** In aircraft maintenance work centers, shop towels and rags shall not be disposable or consumable and will be controlled as tools and replaced on a one-for-one basis. Other work centers working anywhere within the boundary of the airfield will utilize a locally developed means of positive rag control. Marking or identifying each rag or disposable glove with a CTK number is not necessary. However, rags/disposable gloves will be controlled like any other dispatchable tool. These items may also be issued in pre-packaged containers with the number ofrags/disposable gloves marked on the outside of the container. Units will ensure rags and gloves with hazardous waste are separated from reusable rags.

*8.2.13.1**. 452AMW (Added)** Keys (including govt vehicle keys) will be controlled in the same manner as dispatchable CTKs.

*8.2.17. **452AMW (Added)** Electronic devices used for official duties (eg. Cell phones) will be tracked in TCMax in the same manner as other CTK's, tools, or equipment.

*8.2.18. **452AMW (Added)** Foreign Object Damage (FOD) pouches. FOD Pouches will be made available for use with every dispatchable CTK. FOD pouches that are included in the dispatchable CTK will be shadowed or attached to the CTK and will be marked with an EID and included on the inventory list.

*8.2.18.1. **452AMW (Added)** Tool Pouches. Canvas or other non-metallic tool pouches are authorized. If used, tool pouches will be part of the CTK and marked accordingly. Personnel may remove tools from a properly inventoried CTK and place them in a tool pouch. Return the

tools to their shadowed positions prior to "turn-in". During intake maintenance procedures, all tools that are used will be kept in a cloth/canvas tool pouch except when in use. Tools will not be placed/stored on the protective intake mat.

*8.3.5.1. **452AMW (Added)** Small tools or items that cannot be marked as described above (such as drill bits, Allen wrench sets, apexes, etc.) are to be maintained in a container marked with the WWID and an identifying character(s) that ties the tool back to the CTK, along with the number of tools contained. The container is counted as one of the items. Small tools/items are considered to be tool/items where etching will not fit within approximately .4" length by .25" height area.

*8.9.2.1.1 **452AMW (Added)** 452d Maintenance Group personnel: The person identifying the missing or lost item or tool will notify the expeditor, production superintendent or equivalent immediately. If not found after completingthe initial search (within1 hour), initiate an Air Force Reserve Command Form 174 and notify the MOC for a Job Control Number.

*8.9.2.3. **452AMW (Added)** Upon notification of a lost/missing tool/item, MOC will run appropriate Quick Response Checklist (QRC).

*8.9.2.6.2. **452AMW (Added)** In addition to AFI21-101AFRCsup and 452AMWsup guidance, refer to MARCHARBI 21-104 (March Air Reserve Base Instruction) for procedures. 452d Mission Support Group and 452d Operations Group and Aircrew Flight Equipment personnel: If the missing tool/item is not found after the initial search and was lost in the vicinity of the aircraft operating areas, notify the production supervisor and MOC. After a thorough search is completed and the tool or item is found, the AFRC Form 174, Lost Tool/Object Report, will be closed out by the appropriate supervision level and immediately forwarded to 452MXG/MXQ. If the item is not found, the AFRC Form 174 will not be closed out. The tool control custodian will maintain the original on file and forward a copy to 452MXG/MXQ. These forms will remain active until the item is found. When the item is found, the original form will be completed and closed, then forwarded to 452MXG/MXQ for filing and accountability.

*8.9.2.7. **452AMW (Added)** If an aircraft is taxiing or in flight and the individual who was performing maintenance on the aircraft discovers an item is lost or missing, accomplish the following:

*8.9.2.7.1. **452AMW (Added)** Immediately notify the MOC by the quickest means possible, providing a description of the lost item, the vicinity (if known) of the missing item, and the aircraft systems potentially affected.

*8.9.2.7.2. **452AMW (Added)** The MOC will coordinate with the 452MXG/CC or designated representative and the appropriate maintenance supervision (AMXS/MXS) to make a determination as to whether the aircraft needs to return to March ARB (Air Reserve Base) or point of origin. The MOC will relay this information to the 452d Command Post.

*11.10.1. **452AMW (Added)** 452MXG/MXQ will be the OPR for matters concerning Aircraft Structural Integrity Program (ASIP) procedures. Refer to AFI 63-140 and AFI 63-140 AFRC Supplement for additional guidance. ASIP Project Officer: The 452MXG/CC will appoint a primary and alternate ASIP/ Individual Aircraft Tracking Program (IATP) project officer from within the 452MXG.

*11.10.1.1**. 452AMW (Added)** The ASIP/IATP project officers will also serve as the ASIP/IATP monitors.

*11.10.1.2. **452AMW (Added)** The ASIP/IATP Project Officer will: Develop and maintain a system to file notifications from the Aircraft Structural Integrity Management Information System (ASIMIS) website showing the files were uploaded to verify compliance

*11.10.1.3. **452AMW (Added)** Individual Aircraft Tracking Program (IATP)

*11.10.1.3.1. **452AMW (Added)** The KC-135 and C-17 IATP programs were developed to monitor the aircrafts' structural integrity. The computer programs calculate the safe life expectancy of different aircraft structural components. The end products of the IATP aid in evaluating airframe service life, as well as facilitating decisions concerning aircraft inspection and maintenance modification. The IATP is also used to calculate service usage on individual aircraft based on damage and accrued wear.

*11.10.1.4. **452AMW (Added)** Storage Media.

*11.10.1.4.1. **452AMW (Added)** 452AMW KC-135R aircraft storage media for ASIP data is the Flight Data Recorder and Cockpit Voice Recorder (FDR/CVR) records and stores individual aircraft usage data. Data is downloaded and transferred using Personal Computer Memory Card International Association (PCMCIA). PCMCIA cards will be controlled using TC-Max.

*11.10.1.4.2. **452AMW (Added)** 452 AMW C-17A aircraft storage media for ASIP data is the Standard Flight Data Recorder (SFDR).

*11.10.1.5. **452AMW (Added)** Deployed Procedures: Units will comply with the same procedures in this instruction while deployed.

*11.10.1.6. **452AMW (Added)** ASIP Training Requirements: Individual users of Aircraft Data Acquisition and Distribution System (ADADS) and ASIMIS will receive cascade training from individuals qualified to make inputs into the system. Training will consist of On the Job Training (OJT) and will be documented on an AF IMT (Information Management Tool) 797, *Job Qualification Standard Continuation,* or other appropriate means.

*11.10.1.7**. 452AMW (Added)** KC-135R Responsibilities: Aircraft Maintenance Squadron (AMXS): AMXS personnel shall be responsible to maintain and repair and will download FDR/CVR data after each flight and as otherwise required in TO 1C-135-6WC-1. They will also transfer the data into the ADADS. The engine manager shall be responsible for ensuring each flight has been loaded and that the data is valid for transfer to the Comprehensive Engine Trending and Diagnostic System (CETADS).

*11.10.1.8. **452AMW (Added)** C-17 Responsibilities: The 452AMXS will download data from the aircraft's SFDR to a laptop computer that is configured with the ADADS Program. Data is then uploaded to the ASIMIS website that calculates the safe life expectancy of different aircraft structural components; it is therefore imperative that maintenance technicians accurately capture and upload the recorded data from the SFDR. The ASIP/IATP project officer is responsible to ensure data is uploaded to the ASIMIS website located at Tinker Air Force Base, https://asimisweb.tinker.af.mil. Frequency of SFDR downloads will be in accordance with Mission Design Series (MDS) technical data or directed by pro-super or MXG/CC.

*11.17.8. **452AMW (Added)** 180-day Auxiliary Power Unit (APU) proficiency run not required for engine run certified personnel; use G081 code (C17 000071), (K135 000544) for tracking purposes.

*11.17.11. **452AMW (Added)** All phases of initial, refresher and certifier training will be

documented using an AF Form 2426. For initial certification, a completed AF Form 2426 will accompany the AFRC Form 176 to be processed by maintenance training.

*11.17.5.3. **452AMW (Added)** Engine operation practical evaluations will be conducted on the entire procedure as outlined in the T.O., or checklist; abbreviated demonstrations are not permitted.

11.17.14.6.1.1. **452AMW (Added)** Maintenance engine run personnel that are decertified may not operate engines, APU or Quick Start Auxiliary System (QSAS), until they have completed recertification training for that weaponsystem. All APU run certified personnel will perform a minimum of one proficiency run during a 180-day period.

*14.3.4.3.6.1. **452AMW (Added)** Order Time Change Items (TCI) 30 days in advance of a Periodic Inspection (PE) start date and 15 days in advance for Home Station Check (HSC).

*14.3.4.2.4.2.3. **452AMW (Added)** PS&D will schedule the PE/ HSC (Home Station Check) package and special inspections in GO81 on the first PE/HSC day.

J. COREY REED, Colonel, USAF

Commander, 452d Air Mobility Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DAFI 10-101, Aircraft and equipment maintenance management, 25 March 2019

AFI21-101_AFRCSUP, Aircraft and equipment maintenance management, 13 August 2020

T.O. 00-5-1, Air Force Technical Order System, 25 January 2021

T.O. 00-5-1-AFRCSUP, Air Force Technical Order System, 10 June 2021

T.O. 00-20-1, Aerospace Equipment Maintenance Inspection, Documentation, Policy, and Procedures, 21 June 2021

T.O. 00-20-1-AFRCSUP, Aerospace Equipment Maintenance Inspection, Documentation, Policy, and Procedures, 1 Oct 2021

T.O. 00-20-2, Maintenance Data Documentation, 22 July 2021

Abbreviations and Acronyms

AEF--Air and Space Expeditionary Force

AF—Air Force

AFI--Air Force Instruction

AFMAN--Air Force Manual

AFRC—Air Force Reserve Command

AFRCSUP-- Air Force Reserve Command Supplement

AFRIMS--Air Force Records Information Management System

AFTO--Air Force Technical Order

AGE—Aerospace Ground Equipment

AMW--AirMobility Wing

ADADS--Aircraft Data Acquisition and Distribution System

AMXS--Aircraft Maintenance Squadron

ARB—Air Reserve Base

ASIMIS--Aircraft Structural Integrity Management Information System

ASIP--Aircraft Structural Integrity Program

APU--Auxiliary Power Unit

CND--Cannot Duplicate Discrepancy

CVR--Cockpit Voice Recorder

CTK--Composite Tool Kit

CETDS--Comprehensive Engine Trending and Diagnostic System

CTF--Contract Field Team

DOD—Department Of Defense

DTOS--Digital Technical Order System

EID--Equipment Identification Designator

FDR--Flight Data Recorder

FOD--Foreign Object Damage or Debris

FCF--Functional Check Flight

GO81—Name of maintenance information system platform

HST--High Speed Taxi

HSC--Home Station Check

IAW--In Accordance With

IATP--Individual Aircraft Tracking Program

IMT—Information Management Tool

ISO—Isochronal

MARBI—March Air Reserve Base Instruction

MDS—Mission Design Series

MIS--Maintenance Information System

MOC--Maintenance Operations Center

MEO--Most Efficient Organization

MXG/CC—Maintenance Group Commander

MXG/CD—Maintenance Group Deputy Commander

MXG/MXQ—Maintenance Group Quality Assurance

MXS—Maintenance Squadron

OPR--Officeof Primary Responsibility

OJT--On the Job Training

OCF--Operational Check Flight

OG--Operations Group

OSS--Operations Support Squadron

PE--Periodic Inspection

PCMCIA--Personal Computer Memory Card International Association

PS&D--Plans, Scheduling, & Documentation

QA--Quality Assurance

QRC--Quick Response Checklist

QSAS--Quick Start Auxiliary System

RDS--Records Disposition Schedule

SFDR--Standard Flight Data Recorder

SME--Subject Matter Expert

TACC/XOCL--Tanker Airlift Command & Control/Maintenance Liaison

TCMax—Electronic tool accountability system name

TO--Technical Order

TCI--Time Change Items

WWID--World Wide Identification

Terms

Accountable Forms—Forms that the Air Force stringently controls and which cannot be released to unauthorized personnel, since their misuse could jeopardize DOD (Department Of Defense) security or result infraudulent financial gain or claims against the government.

Approval Authority—Senior leader responsible for contributing to and implementing policies and guidance/procedures pertaining to his/her functional area(s) (e.g., heads of functional two- letter offices).