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This publication implements, supplements, and extends the guidance in DAFI 21-101, Air Mobility Command (AMC) Supplement, Aircraft and Equipment Maintenance Management, dated 3 February 2022. This publication is applicable to all maintenance organizations, along with their subordinate units assigned to organizations located on or associated with McChord Field. Refer recommended changes and questions about this instruction to the Office of Primary Responsibility (OPR) (listed at the beginning of each paragraph/section) using the AF 847, Recommendation for Change of Publication; route AF 847s from the field through the appropriate functional chain of command. Ensure that all records created because of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, Records Management and Information Governance Program, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located in 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 Department of the Air Force. All local forms, worksheets, briefing guides, templates, checklists, etc., called out in this instruction are located on

the 62 MXG/QA SharePoint site: https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/AllItems

SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed. Major changes within the supplement include: MOC ETIC documentation and virtual forms tracking procedures; DIT monitoring; procedures for toolboxes stored in vehicles; job standard reviews and local checklist procedures; aircraft CANN guidance and procedures; and the requirement for all AGE equipment to have set brakes. In addition, updates include clarified policy, paragraph alignment with parent AFI, and corrected formatting and grammar errors from the previous edition.

1.13.3. (**62D AW)** Bump Caps. Bump caps shall be worn when working in any area where the potential for head injury exists (e.g., landing gear wheel wells). Bump caps are defined as two-piece sets, which include a ball cap/cover and an approved protective liner. **EXCEPTION**: Bump caps will NOT be worn in aircraft fuel tanks.

1.13.3.1. **(62D AW)** Military personnel are authorized to wear an OCP, coyote brown, or black ball cap with the protective liner. Civilian personnel may wear any cover with the protective liner if it is workplace appropriate, and the protective liner fits inside the cover.

1.13.3.2. **(62D AW)** The ball cap/cover and liner must be marked IAW DAFI 21-101, AMCSUP, Paragraph 8.2.8.

1.13.3.3. (**62D AW)** Bump caps may be turned backwards or removed when working in tight spaces where traditional wear creates a hazard or work limitation.

1.13.3.4. **(62D AW)** Bump caps are not authorized for wear outside of work areas.

1.15.2.1.1. **(62D AW)** Users will comply with 627 Communications Squadron Emission Security (EMSEC) guides regarding use of personal electronic devices (PED) in classified processing areas.

2.2.3. **(62D AW)** This supplement serves as the coordinated wing/base instruction that develops and implements procedures to control tools, equipment, electronic devices, and establishes cyber discipline requirements that provides operational guidance across all wing/base agencies dispatching to aircraft runway/taxi/parking and maintenance areas.

2.4.44. **(62D AW)** Review and clear "repeat" and "recur" discrepancies IAW DAFI 21-101_AMCSUP. Review and clear "cannot duplicate" discrepancies IAW Technical Order (T.O.) 00-20-1, AMCSUP, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*, Paragraph 5.7.1.3.16..

2.4.44.1. **(62D AW)** Document Repeat/Recur and CND discrepancies IAW T.O. 00-20-1.

2.4.44.1.1. **(62D AW)** Repeat/Recur and CND Discrepancies. Personnel will make every effort to duplicate the circumstances that created the reported discrepancy. "Repeat," "recur," and "cannot duplicate" discrepancies will be cleared IAW T.O. 00-20-1_AMCSUP.

2.4.49. **(OPR 62 MXG/QAE)** Transient Alert (TA) is responsible for all transient aircraft. TA will ensure all transient aircraft discrepancies are marked mission essential (ME) or mission contributing (MC).

2.10. **(62D AW) Flight Commander/Flight Chief (Flight CC/Chief) or Aircraft Maintenance Unit (AMU) Officer in Charge (OIC)/Chief.** Ensure strict compliance with T.O.s and management procedures IAW 00-5-1, *Air Force Technical Order System*.

2.12. **(62D AW) Section NCOIC/Chief.** Ensure strict compliance with T.O.s and management procedures IAW T.O. 00-5-1.

3.5. **(62D AW) Production Superintendent (Pro Super).** Ensure strict compliance with T.O.s and management procedures IAW T.O. 00-5-1.

3.7.1.1. **(OPR 62 AMXS/MXAS)** Debrief all aircraft using the AMC C-17 Debriefing Checklist and locally developed debrief checklist located on the Quality Assurance (QA) SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/AllItems**

3.7.2. **(OPR 62 AMXS/MXAS)** Debrief section will notify the Pro Super of discrepancies warranting possible impoundment action. If a possible impoundment condition does exist, ensure aircrew remains at the aircraft until Pro Super arrives.

4.3. **(62D AW) MXS Pro Super.** Ensure strict compliance with T.O.s and management procedures IAW T.O. 00-5-1.

4.4.4.2.5. **(62D AW)** Master Entry Plan (MEP). The MEP will contain emergency evacuation procedures, an Aircraft Fuel Systems safety briefing, a definition of roles of the evacuation team and responding agencies in the Aircraft Fuel Systems dock or outside repair areas where maintenance is being performed, and training requirements for confined spaces entrants and supervisors.

4.4.4.2.5.1. **(62D AW)** 62 MXG Commander (62 MXG/CC) will:

4.4.4.2.5.1.1. **(62D AW)** Ensure a consolidated MEP is developed IAW AFMAN 91-203; OSHA Standard 1910.146, *Permit Required Confined Spaces*; T.O. 1-1-3, *Inspection and Repair of Aircraft Integral Tanks and Fuel Cells*; and C-17 specific T.O.s.

4.4.4.2.5.1.2. **(62D AW)** Approve the Master Entry Plan for confined space entry and review it annually, in conjunction with the 62 Medical Squadron (62 MDS)/Bioenvironmental Engineering (SGPB), 62 AW/Occupational Safety (SEG), JB Safety and JBLM DES/FES Fire Chief.

4.4.4.2.5.2. **(62D AW)** AMXS/MXS Commanders will:

4.4.4.2.5.2.1. **(62D AW)** Ensure appropriate confined spaces training is provided to all newly assigned personnel.

4.4.4.2.5.2.2. **(62D AW)** Maintain a current approved MEP for confined space entry.

4.4.4.2.5.3. **(62D AW)** MXS Aircraft Fuel Systems Section (MXS/MXMCF) will:

4.4.4.2.5.3.1. **(62D AW)** Ensure MEP briefings are conducted by Aircraft Fuel Systems supervisory personnel prior to maintenance being performed by anyone other than Aircraft Fuel Systems personnel.

4.4.4.2.5.3.2. **(62D AW)** Ensure a qualified Aircraft Fuel Systems individual is at the confined space entry point to perform duty as an attendant when in-tank fuel maintenance is being performed. Non-2A6X4 Air Force Specialty Codes (AFSC) may perform equipment monitor/runner duties, if qualified.

4.4.4.2.5.3.3. **(62D AW)** Ensure emergency phones are checked daily.

4.4.4.2.6. **(62D AW)** MXS Fabrication Flight (62 MXS/MXMF) will:

4.4.4.2.6.1. **(62D AW)** Maintain and provide 62 MXS/MXMCF with a current listing of in-tank qualified personnel.

4.4.4.2.6.2. **(62D AW)** Ensure all personnel performing in-tank maintenance meet the requirements of an entrant IAW T.O. 1-1-3 and the MEP.

4.4.4.2.7. **(62D AW)** Production Team Members will:

4.4.4.2.7.1. **(62D AW)** Ensure an AF Form 1024, *Confined Space Field Entry Permit*, or local equivalent, is properly documented at the job site prior to permit required confined space entry.

4.5.1.7. **(62D AW)** Ensure non-powered aerospace ground equipment (AGE) in designated sub-pools are secured to the tie-down cable. All Powered and Non-Powered AGE brakes will be set.

4.5.1.8. **(62D AW)** During local mission flying windows and while performing quick reaction checklist (QRC) actions, AGE Flight will assist AMXS with non-powered stand movement to support mission requirements.

4.5.4.8. **(62D AW)** Monitor sub-pools and flight line for unserviceable and red flagged units. Coordinate with flight line expediters for removal of unused powered AGE.

4.5.5. **(62D AW)** AGE Users will:

4.5.5.1. **(62D AW)** Perform servicing of hydraulic/oil carts and draining of used fuel/oil bowsers.

4.5.5.2. **(62D AW)** Secure all powered AGE cables, accessories, and hoses when the equipment is ready for pick up to include moving equipment away from the aircraft. Users will ensure all personal items and foreign objects (F.O.) have been removed and notify the owner when the unit is ready for pick up. When power carts will be used again, power cart cords may be extended and placed on the nose landing gear wheel with the power plug propped up away from the ground.

4.5.5.3. **(62D AW)** Ensure all maintenance stand handrails are reinstalled and secured prior to removal from aircraft/worksite or when maintenance is complete. Ensure unit towbars are in place and rams are completely lowered. For other specific safety and operational requirements, refer to the applicable 35-series T.O.s.

4.5.5.4. **(62D AW)** Dispatch and pick up all non-powered AGE to and from sub-pools. Ensure the tie-down cable is secured (where installed and space is available).

4.5.5.4.1. **(62D AW)** Unserviceable equipment will not be used, the discrepancy documented on the unit's AFTO Form 244, the “remove before flight” streamer pulled from the forms bag, and the owner notified.

4.5.5.5. **62D AW)** Ensure all powered and non-powered AGE is secured with brakes set and/or chocked when not actively moving.

4.5.5.6. **(62D AW)** Process AGE deployment requests (e.g., maintenance recovery teams (MRTs)) through the MXS Pro Super or MXS AGE Production Supervisor. The AGE Production Supervisor or shift supervisor will provide documentation for the equipment. Documentation for deployment requests of liquid oxygen (LOX) and gaseous oxygen (GOX) carts will be provided

by the Electro-Environmental (MXMCE) Shop Supervisor after coordination with the MXS Pro Super or MXS AGE Production Supervisor.

4.5.6. **(62D AW)** GOX/LOX Cart Usage, Maintenance, and Transportation.

4.5.6.1. **(62D AW)** 62 MXS/MXMCE will:

4.5.6.1.1. **(62D AW)** Replace depleted GOX bottles on assigned carts to prevent mission delays.

4.5.6.1.2. **(62D AW)** Monitor all inspections and discrepancies on assigned GOX/LOX carts to ensure repair of mission-limiting conditions or required inspections.

4.5.6.1.3. **(62D AW)** Prepare all LOX/GOX carts for AGE maintenance prior to delivery to AGE for inspection/repair.

4.5.6.1.4. **(62D AW)** Report the status of non-mission capable LOX/GOX carts to MXS Maintenance Supervision (MXM) once a week.

4.5.6.1.5. **(62D AW)** Coordinate with 627 LRS/LGRF for servicing of all assigned LOX carts.

4.5.6.1.6. **(62D AW)** Monitors the location of all assigned LOX carts.

4.5.6.1.7. **(62D AW)** Verifies servicing information on the AFTO Form 134, *Aviator Breathing Oxygen Servicing Trailer Log (Liquid/Gaseous)*, is documented by the user prior to transport from the ready line and contacts the applicable flight line expediter (e.g., Blue 4, Silver 4, etc.) or Pro Super for remedy if not documented.

4.5.6.2. **(62D AW)** For additional LOX requirements, see 62 MXG/627 ABG Memorandum of Agreement (MOA) FB4479-18292-017 located at: **https://usaf.dps.mil/sites/62mxg/OperatingInstructions/SitePages/Home.aspx**

4.5.7. **(62D AW)** Equipment Damage. The affected squadron safety representative will ensure the appropriate maintenance mishap report is filed and subsequent investigation is conducted of damaged AGE due to misuse or accident. Ensure an AF Form 978, *Supervisor's Mishap Report*, is completed for property damage and submitted to 62 AW/SEG. Route a copy of the report through MXS/MXM to the affected squadron commander. Route a completed copy of the report to the owning agency for tracking purposes.

4.5.7.1. **(62D AW)** If required, the owning agency will initiate a report of survey.

4.8.6. **(62D AW)** Wing Corrosion Program Manager (CPM). The 62 AW/CPM has overall responsibility for corrosion prevention and control program/capabilities of the flight line, contract maintenance, and support shops, and acts as a liaison/technical advisor for the 62 AW. Additionally, the CPM is responsible for inspecting, documenting, tracking, and maintaining the corrosion prevention and protective coating condition of assigned aircraft.

4.8.6.1. **(62D AW)** The CPM will:

4.8.6.1.1. **(62D AW)** Prioritize aircraft maintenance paint requirements and provide Plans, Scheduling and Documentation (PS&D) with prioritized inputs monthly.

4.8.6.1.2. **(62D AW)** Accomplish a paint score and corrosion control inspection for aircraft returning from depot programmed maintenance or command transfer prior to the aircraft's first scheduled home-station departure.

4.8.6.1.3. **(62D AW)** Aid and serve as point of contact (POC) for all external units to develop their own corrosion control programs for their assets.

4.8.6.1.4. **(62D AW)** Ensure operations conducted within corrosion control facilities comply with established safety and occupational health practices and procedures to include establishing, where necessary, a shop-specific written housekeeping program approved by 62 MDS/SGPB.

4.8.6.1.5. **(62D AW)** Establish a local corrosion prevention working group to be chaired by the 62 MXG/CC or CPM. Working groups will meet quarterly to formalize the wing corrosion management program and may be made up of the following sections: 62 MXS Maintenance Superintendent or designee, 62 MXS Home Station Check (HSC) Manager, 62 MXS/MXMG Production Supervisor, 62 AW Corrosion Manager, 62 AMXS Maintenance Superintendent or designee, PS&D, 62 MXG Quality Assurance Inspectors (QAI), Quality Assurance Evaluators (QAE), and Boeing representatives.

4.8.6.2. **(62D AW)** Local Corrosion Prevention Training Requirements. All maintenance personnel assigned to the 62 MXG are responsible for identifying potentially corroded structures/components and documenting them in the appropriate forms. This training is located at **https://367trss.cce.af.mil/**, Course Code I3ADU00TCB0002 and will be tracked on all members G081 9119.

4.8.6.3. **(62D AW)** Aircraft are pre-positioned and configured for paint in the Corrosion Control Facility (CCF), hangar 6, no later than (NLT) 0300 (unless pre-arranged) the day of the scheduled paint per LCL 62 MXG-5, *Hangaring of All Assigned and Transient Aircraft*. The aircraft configuration (access panels installed, cowlings closed, battery disconnected, etc.) is determined by the CPM (verified upon delivery by Aircraft Structural Maintenance (ASM) personnel) and parked in the CCF with sufficient time to allow for post wash cure. Skin surface will be warmed to at least 60 degrees Fahrenheit. Allotted time will vary depending on air temperature and relative humidity.

5.2.1.12.1. **(62D AW)** For Land Mobile Radio (LMR) Call Signs see 62 AWI 13-213, *Airfield Driving Instruction*.

5.2.2.1.11.1. **(62D AW)** Maintenance Operations Center (MOC) will document troubleshooting Estimated Time in Commission (ETIC) by setting the ETIC on the half-hour marks with ETIC counters in the minute field. For example, a second bump to a troubleshooting ETIC will be XX:32.

5.2.2.1.14.2.1. **(62D AW)** MOC will provide Launch Sequence of Events (LSOE) to production teams for review within 1 hour of departure.

5.2.2.1.16.10. **(62D AW)** MOC will distribute updated QRC to production teams as well as post the most current QRCs on the MXOC SharePoint site located at **https://usaf.dps.mil/sites/62mos/mxooc/default.aspx**.

5.2.2.1.25. **(62D AW)** Monitor Airfield hazards and Notice to Airmen/Airlift Mission (NOTAM) published by Airfield Management Operations (AMOPS) to ensure hazards are considered during towing and engine run clearance requests.

5.2.2.4. **(62D AW)** Maintain a bugout kit that includes at minimum a MOC recall roster, COMM out roster, and current QRCs.

5.2.2.3.3.1. **(62D AW)** See **Attachment 2** for Assignment of Job Control Numbers (JCN).

5.2.5.3.4.14.1. **(62D AW)** G081 Problem Reporting/Resolution.

5.2.5.3.4.14.2. **(62D AW)** Forward all problems to the G081 Management Section for resolution during G081 Management's normal duty hours (0700-1600). During off shifts, (i.e., swings, graves, holidays, and weekends) forward all connectivity, and program problems to MOC personnel for assessment. MOC will contact G081 supervision if the issue is deemed to be a work stoppage situation. Forward all other problems to G081 Management via e-mail (**62mxg.g081@us.af.mil**).

5.2.2.3.12. **(62D AW)** MOC will ensure virtual forms back-up sites are running for aircraft on-station in virtual forms status and are printable during network loss.

5.2.5.3.6.2.2. **(62D AW)** Maintenance Management Analysis (MMA) will provide Data Integrity Team (DIT) training.

5.2.5.3.6.5.3.1.2. **(62D AW)** Sections at a minimum will assign a primary and alternate DIT Monitor for their assigned work centers.

5.2.5.3.6.5.3.1.2.1. **(62D AW)** Member responsibilities will meet the intent of DAFI 21-101 AMCSUP, Paragraph 5.2.5.3.6.

6.3.10. **(62D AW)** C-17A In Progress Inspections (IPIs) are listed in 1C-17A-2-00GV-001, *General Vehicle Manual*, Paragraph 5-74, and Tables **5-21** & 5-22. Local IPIs are listed in **Attachment 3** of this instruction.

6.4.10. **(62D AW)** See **Attachment 4** of this instruction for Master Forms Binder arrangement.

6.9.5.1. **(62D AW)** The 62 MXG QA Product Improvement Office (QAP) will input all major and critical discrepancies found on aircraft, as reported by maintenance personnel, on a Deficiency Report (DR) IAW 21-101 AMCSUP, Paragraph 6.9.5.1., and T.O. 00-35D-54, *USAF Deficiency Reporting and Investigating System*, Chapter 8. For aircraft transferring from contractor performed depot-level maintenance or a C-17A assembly facility, forward an assessment of the condition of each aircraft to C-17 Systems Group within 15 days after the aircraft's first Basic Post Flight (BPO)/Preflight Inspection. A copy of this assessment will also be sent to the 62 MXG/CD.

6.9.6. **(62D AW)** Request for Engineering Disposition Instructions (REDI).

6.9.6.1. **(62D AW)** An Engineering Disposition (ED) requires the submission of a completed REDI to Boeing C-17 Field Engineering Support. Prior to completing a REDI, MXG personnel will exhaust all possible resources (training, experience, technical data, tools, support equipment, etc.). If no fix or repair is possible, then a REDI should be submitted to Boeing for assistance. The ED process now utilizes a web-based system called VECTOR®. When the online REDI is completed in VECTOR®, an email notification is automatically sent to 62 MXG/QAP and to Boeing Field Engineering. Once Boeing has completed the ED, the initiator will receive an automatic email notification. The initiator can then enter VECTOR® and retrieve the ED.

6.9.6.2. **(62D AW)** Priority Levels for REDI Submission:

6.9.6.2.1. **(62D AW)** Urgent: The aircraft is Non-Mission Capable (NMC) and will not fly until the discrepancy has been corrected, the aircraft is Partially Mission Capable (PMC) with mission restrictions until discrepancy has been corrected, or the aircraft is in HSC status.

6.9.6.2.2. **(62D AW)** Routine: The aircraft is not restricted, but a minor discrepancy exists that requires correction as priorities, time, and mission tasking allow, or REDI involves a Not Mission Capable Supply (NMCS) asset (i.e., component, panel, or Line Replaceable Unit (LRU)).

6.9.6.3. **(62D AW)** Responsibilities.

6.9.6.3.1. **(62D AW)** AMXS/MXS Maintenance Supervision will:

6.9.6.3.1.1. **(62D AW)** Appoint Pro Supers and/or Flight CC/Chiefs, HSC Dock Controllers, and designated Section Chiefs as REDI initiators. All initiators require a VECTOR® account. Contact 62 MXG/QAP to acquire an account.

6.9.6.3.1.2. **(62D AW)** Ensure REDI approving officials/initiators brief maintenance personnel on the ED process.

6.9.6.3.2. **(62D AW)** AMXS/MXS REDI initiators will:

6.9.6.3.2.1. **(62D AW)** Ensure T.O. research is completed and organizational/intermediate-level repair remedies have been exhausted before submitting a REDI.

6.9.6.3.2.2. **(62D AW)** Ensure the REDI is completed with as much detail as possible, determine priority of REDI submission, and review the REDI prior to submission into VECTOR®.

6.9.6.3.2.3. **(62D AW)** Generate an online REDI in VECTOR®. If VECTOR® is unavailable during normal duty hours, fax or email a completed REDI to 62 MXG/QAP when an urgent REDI is received and processed.

6.9.6.3.2.4. **(62D AW)** Complete the REDI in clear and concise detail filling in all applicable blocks and attach any photos, drawing(s), or other information that will assist with the resolution of the discrepancy.

6.9.6.3.2.5. **(62D AW)** Submit the completed REDI to a REDI approving official.

6.9.6.3.2.5.1. **(62D AW)** Upon receipt of an urgent REDI, Boeing has 10 hours to respond, with the final ED taking no longer than 14 calendar days. Routine REDIs will be processed within 3 duty days taking no longer than 30 calendar days for the final ED.

6.9.6.3.2.6. **(62D AW)** Review the final ED when received (if applicable) from Boeing and determine if further guidance is needed to correct the problem.

6.9.6.3.2.7. **(62D AW)** Place the completed ED in the applicable aircraft or equipment forms or forward to the originator for similar disposition.

6.9.6.3.2.8. **(62D AW)** Document corrective action IAW the ED in the AFTO From 781A or AFTO Form 244 and include the ED number in the corrective action block.

6.9.6.3.3. **(62D AW)** 62 MXG/QA Superintendent will:

6.9.6.3.3.1. **(62D AW)** Designate QA personnel as REDI approving officials.

6.9.6.3.4. **(62D AW)** 62 MXG/QAP will:

6.9.6.3.4.1. **(62D AW)** Be the central POC for all REDIs submitted to Boeing C-17 Engineering and receive completed EDs from Boeing Engineering.

6.9.6.3.4.2. **(62D AW)** Assist maintenance personnel requesting an account for VECTOR® via Boeing.

6.9.6.3.4.3. **(62D AW)** Maintain a 24-hour, 365-day POC where completed EDs are centrally located.

6.9.6.3.4.4. **(62D AW)** Review the priority and validity of REDIs based upon the aircraft maintenance status/situation and process REDIs immediately upon receipt. Routine REDIs received during weekends will be processed on the next duty day.

6.9.6.3.4.5. **(62D AW)** Assist maintenance personnel in researching T.O.s prior to submitting a REDI.

6.9.6.3.4.6. **(62D AW)** Review urgent REDIs and contact the applicable engineer for that area. During weekends, contact the Boeing Engineer on duty. If the engineer is not available, contact the C-17 Base Engineering Manager for assistance.

6.9.6.3.4.6.1. **(62D AW)** After normal duty hours, contact the Boeing C-17 Engineering Manager as per Boeing Field Services Roster. They will contact the appropriate engineer to respond to an urgent REDI.

6.9.6.3.5. **(62D AW)** 62 MXG/QA approving officials will:

6.9.6.3.5.1. **(62D AW)** Review the priority and validity of REDIs based upon the aircraft maintenance status/situation and process REDIs immediately upon receipt. Routine REDIs received during weekends will be processed on the next duty day.

6.10.1. **(62D AW)** 62 MXG/QA Technical Order Distribution Office (TODO) will notify the weight and balance (W&B) manager of all Time Compliance Technical Orders (TCTOs) received. W&B managers will review TCTOs for any data, which would affect aircraft W&B.

6.10.1.3.3. **(62D AW)** TCTOs posted in Enhanced Technical Information Management System (ETIMS) that have been electronically date-stamped by QA TODO are authorized for use; if it is not date stamped, contact QA TODO. In addition, paper copies can be used but must be stamped "WORKING COPY, DESTROY WHEN COMPLETE" by QA TODO prior to use.

6.10.3.1. **(62D AW)** In the event a T.O. is lost, no replacement will be ordered until a McChord 43, *Lost Tool/Missing Item Report* is filed. If the lost book is from an aircraft file, complete a McChord 43 and attach a list of enroute stops to the report, so the Technical Order Distribution Account (TODA) can contact those bases.

6.10.4.3.1. **(62D AW)** Each activity requiring local checklists, work cards, or job guides will be designated as OPR for the publication and will assume full responsibility for technical content.

6.10.4.3.1.1. **(62D AW)** New or revised local tech data will be submitted to the Group Lead TODO (GLTODO). Coordination will be accomplished using AF Form 673, *Air Force Publication/Form Action Request*. The tech data will include a purpose statement and a list of the T.O.s/directives from which the procedures are extracted.

6.10.4.3.1.2. **(62D AW)** When the final draft is ready for formal publication, the GLTODO will verify the proper format and forward the publication to the 62 MXG/CC for approval and signature. The GLTODO office will forward the final copy for reproduction and distribute all local tech data to identified work centers.

6.10.4.3.2. **(62D AW)** To ensure locally prepared work cards, checklists, job guides, and page supplements are properly reviewed, the GLTODO will establish a local tech data tracking sheet. The tracking sheet will contain the checklist/work card number, the title of the local publication,

the date of publication, OPR, last review date and next review due date. When updates for referencing T.O.s are received, the GLTODO will notify the OPR using AF Form 399, Air Force Publication/Form Status Request, so that the local tech data can be checked against the current T.O. for updates. If no update is required, the GLTODO will maintain all correspondence until the next annual review.

6.10.4.3.3. **(62D AW)** The 2-year review of local tech data will be initiated by the GLTODO using an AF Form 399. The OPR will verify currency and technical accuracy of their tech data. Any discrepancies found during this review that cause the publication to be changed or possibly rescinded, will be documented in the "Additional comments" block of the AF Form 399, and returned to the GLTODO for action and filing.

6.10.10. **(62D AW)** All MXG TODAs receiving physical products are required to check their distribution boxes twice a week. This may be done either in person or with a phone call to the GLTODO office.

6.11.1. **(62D AW)** For Local OTI (LOTI) 62 MXG/QA will:

6.11.1.1. **(62D AW)** Review LOTI content and finalize with AMXS and MXS work center lead technicians.

6.11.1.2. **(62D AW)** Assign a category of 1-Immediate, 2-Urgent, 3-Routine, or "R"-Record/Event. ***NOTE:*** LOTIs generally have "R" as the category.

6.11.1.3. **(62D AW)** Assign a LOTI number/data code IAW T.O. 00-20-1.

6.11.2. **(62D AW)** Coordinate the LOTI with appropriate squadron maintenance operations for final review before presentation to the 62/446 MXG CC for approval.

6.12.2.2. **(62D AW)** Notify and coordinate with PS&D, 62d Operations Support Squadron (OSS) Current Operations Flight (62 OSS/OSO) and 62d Operations Group (62 OG)/OGV to schedule Functional Check Flight (FCF); providing a minimum 24-hour notice for scheduling and establishing crew alert times.

6.12.2.7. **(62D AW)** IAW AFMAN 11-2C-17V3, *C-17 Operations Procedures*, 62 OG/OGV and the 62 OG/CC appointed FCF OIC will:

6.12.2.7.1. **(62D AW)** Coordinate on all issues dealing with FCF events.

6.12.2.7.2. **(62D AW)** Determine and inform OSS/OSO of aircrew qualification requirements, as appropriate, to perform the FCF. Make recommendations to the OG/CC to either proceed with or postpone the FCF if a qualified, trained FCF aircrew is required but not available.

6.12.2.7.3. **(62D AW)** Check weather requirements IAW T.O. 1-1-300, *Acceptance/Functional Check Flights and Maintenance Operational Checks*, for the FCF to be flown. Use AMC Form 41, Flight Authorization. If any waivers are required, forward the name of the approving official to QA to be recorded on the FCF worksheet.

6.12.2.7.4. **(62D AW)** Coordinate Boeing aircrew support with system program office for FCF requirements.

6.12.2.7.5. **(62D AW)** Ensure the size of the flight crew, to include maintenance experts, is limited to the minimum number of personnel required to complete the FCF.

6.12.2.7.6. **(62D AW)** Coordinate with QA to establish local guidance, profile, and pre-brief requirements for each FCF. Briefing guide is located on QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItem/BriefingsandChecklists**

6.12.3.1. **(62D AW)** Initiate the FCF worksheet (located on QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItem/BriefingsandChecklists**) and issue the FCF kit to the flight crew. The FCF worksheet is a detailed checklist used to record coordination requirements and aids the pre-brief. The FCF kit includes T.O. 1-1-300, applicable T.O. 1C-17A-6CF-1, *Acceptance and/or Functional Check Flight Procedures*; T.O. 1C-17A-6CL-1, *Acceptance and/or Functional Check Flight Checklist*; and flight crew briefing letter.

6.12.3.1.1. **(62D AW)** Monitor the aircraft maintenance ETIC and schedule the date, time, and location for a prior-to-flight aircrew briefing.

6.12.3.6. **(62D AW)** The aircraft-owning squadron (AMXS or MXS) will:

6.12.3.6.1. **(62D AW)** Notify QA immediately upon discovery that a check flight, operational check, or taxi check is probable, pending, or necessary. Notification will include the circumstances and conditions driving the potential action so planning and coordination can be accomplished. A minimum of 24-hours notification is required for scheduling purposes.

6.12.3.6.2. **(62D AW)** The aircraft will not be configured with cargo or comfort pallets.

6.12.3.6.3. **(62D AW)** Notify Aircrew Flight Equipment (AFE) to inventory and configure aircraft IAW AFMAN 11-301V2, *Management and Configuration Requirements for Aircrew Flight Equipment (AFE)*.

6.12.3.6.4. **(62D AW)** Initiate entries on the aircraft's AFTO Form 781 IAW T.O. 00-20-1 and AMCSUP, if applicable.

6.15. **(62D AW) Provide a supplemental handbook IAW T.O. 1-1B-50, *Basic Technical Order for USAF Aircraft Weight and Balance*, for each aircraft. Handbooks will be in the Forms Document Container at Fuselage Station (FS) 375.**

6.15.3.3.2. **(62D AW)** If a TCTO/One-Time-Inspection (OTI) requires W&B documentation (Chart A and/or C entry), the owning work center will enter an "X" discrepancy in the aircraft forms and G081 using Work Unit Code (WUC) 04150 and shop code MXGQA. W&B information can be found in the supplemental information paragraph of the applicable TCTO.

6.15.5. **(62D AW)** 62 AMXS, 62 MXS, or PS&D (as applicable) will:

6.15.5.1. **(62D AW)** Inform QA W&B Manager of any maintenance actions, TCTOs, OTIs, etc., that affect aircraft W&B data (Chart A and/or Chart C entry). The owning work center will enter an "X" discrepancy into the aircraft forms and G081 using WUC 04150 and shop code MXGQA.

6.15.5.2. **(62D AW)** PS&D will inform QA, 62d Aerial Port Squadron (APS), and AMXS of the required equipment configuration that may affect W&B and the next input/return and transfers in or out of McChord Field. This notification is to take place 3 days prior to any anticipated aircraft movement.

6.15.5.3. **(62D AW)** Provide personnel as needed to assist QA with DD Form 365-1, *Weight Checklist Record, Chart A*, *Basic* inventories.

7.2.1.1. **(62D AW)** Assist and monitor the impoundment as required. The level of involvement should correspond to the type/nature of the impoundment with close coordination with the Impoundment Official.

7.2.1.2. **(62D AW)** Insert a red-bordered AFTO Form 781A impoundment preprint and an Impoundment Official Checklist (located on QA Checklists/Local Forms SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/AllItems.aspxChecklistsLocalFormsAllItems**) into the aircraft forms binder in front of the active AFTO Form 781A notes page. For equipment forms insert the impoundment checklist and make the following entry: "Equipment Impounded by the 62 MXG/CC (or designated impound authority) for "reason."

7.2.1.3. **(62D AW)** Provide an impoundment briefing to the appointed Impoundment Official.

7.2.1.4. **(62D AW)** Review the applicable aircraft/equipment forms and all paperwork for adequate corrective actions and completeness of required data before the Impoundment Release Authority releases the impoundment.

7.3.1.2.4. **(62D AW)** Reasons to *consider* impoundment:

7.3.1.2.4.1. **(62D AW)** Repeat/recur flight control discrepancies requiring extraordinary management actions as determined by the Impoundment Authority.

7.3.1.2.4.2. **(62D AW)** In cases of aircraft landing on any surface not designed nor intended to normally support landing loads.

7.3.1.2.4.3. **(62D AW)** Suspected or verified contamination of aircraft or equipment, LOX, fuel, oil, or hydraulic systems.

7.3.1.2.4.4. **(62D AW)** Suspected or verified aircraft contamination due to Chemical, Biological, Radiological, and Nuclear (CBRN) agents.

7.3.1.2.4.5. **(62D AW)** Abnormal, un-commanded, or potentially unsafe operation of an equipment or aircraft system.

7.3.2. **(62D AW)** Relieve Impoundment Officials of all other duties.

7.3.3. **(62D AW)** Ensure maintenance supervisors and Pro Supers coordinate with MOC to prevent cargo offload if an aircraft is suspected of contamination.

7.4.3.1. **(62D AW)** Impound official will receive an impoundment briefing from QA, review relevant instructions, and utilize all available resources needed to investigate the impoundment (including QA).

7.4.3.2. **(62D AW)** Brief the Impound Authority daily on progress, or as requested by Impound Authority.

7.6.2.1. **(62D AW)** Notify 62 AW/SE Safety Office. ***NOTE:*** The 62 AW/SE will determine whether a formal investigation is required. This does not preclude safing the aircraft systems or downloading live ordnance. Do not alter, disrupt, tear down, or test parts until cleared by the Wing Safety Investigating Officer (IO).

7.6.2.2. **(62D AW)** Notify Engine Management Branch (EMB) to ensure engine impoundment is annotated in the engine records.

7.6.2.3. **(62D AW)** Lock out aircraft forms in G081 utilizing screen 9012.

7.6.3.1.1. **(62D AW)** Upon notification of an impoundment, PS&D will move the applicable automated jacket file from the shared drive to a secure folder until released or requested by an investigation team.

7.6.3.4.1. **(62D AW)** Ensure all recoverable data is collected prior to operating systems that may dump stored information. In cases where mishap investigation directs Standard Flight Data Recorder (SFDR), Quick Access Recorder (QAR), and/or data removal, adhere to procedures contained in AFI 91-204, *Safety Investigations and Reports*. Do not release without Wing Safety approval in these situations.

7.6.3.4.2. **(62D AW)** If Cockpit Voice Recorder (CVR)/SFDR data is not required for the investigation, the circuit breakers may be reset under the authority of the Impound Official. In cases where mishap investigation warrants, do not reset circuit breakers without approval from 62 AW/SEF Fight Safety Office.

7.6.4. **(62D AW)** Impoundment Official/Team Chief will follow steps outlined in the Impoundment Checklist, located on the QA Checklists/Local Forms SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.ChecklistsLocalFormsAllItems**

7.6.4.3. **(62D AW)** Verify the status of all parts removed and sent to repair shops for bench check. An AFTO Form 350, *Repairable Item Processing Tag*, bordered in red with the words "IMPOUNDED OPR: (Impoundment Official name), (duty phone)" written on the bottom of the tag will be attached with each part removed from an impounded aircraft/equipment. Coordinate with the QA office and contact the repair shop prior to determining the disposition of any parts. All suspected parts will be submitted for deficiency reporting through the 62 MXG/QAP.

7.6.5.2. **(62D AW)** Comply with the requirements of the Impoundment Official checklist and record all significant findings/events on the Impoundment Official checklist (located on the QA Checklists/Local Forms SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.ChecklistsLocalFormsAllItems**). Ensure the completed checklist is returned to QA immediately after the impoundment is cleared.

7.6.6.1. **(62D AW)** Provide QA with a copy of the impound report.

7.6.6.2. **(62D AW)** Notify MOC after an impoundment release.

8.2.3. **(62D AW)** Support Sections shall:

8.2.3.1. **(62D AW)** Develop procedures to identify, process, and store warranty tools.

8.2.3.2. **(62D AW)** Ensure broken/damaged warranty tools are stored/segregated from non-warranty broken tools.

8.2.3.2.1. **(62D AW)** Warranty tool storage locations shall be clearly marked.

8.2.4. **(62D AW)** Tool replacement will be a one-for-one swap and is the responsibility of the Composite Tool Kit (CTK) custodian. De-etching of broken tools and etching of new tools is also the responsibility of the CTK custodian but may be delegated to the work center supervisor.

8.2.4.1. **(62D AW)** Limited quantities of spare/replacement tools are authorized to be retained within the work center's tool control area. Each work center will maintain a current inventory of

the type and quantity of non-etched spare/replacement tools. The CTK custodian will ensure strict control of spare/replacement tools.

8.2.4.2. **(62D AW)** Expendable and consumable items (e.g., wire/acid brushes, razor blades, etc.) used to perform aircraft maintenance and not included in a CTK must be accounted for. Units will establish a means for positive control of these items (e.g., AF Form 1297, *Temporary Issue Receipt*, TCMax®, sign-out/sign-in log, etc.). Regardless of condition, these items will be returned to the tool room for foreign object damage (FOD) control purposes. Proper disposal will be accomplished by tool room personnel.

8.2.4.2.1. **(62D AW)** Back shops will only account for consumables that are dispatched for use on the flightline or aircraft. Consumables used in the back shop do not need to be accounted for.

8.2.5.1. **(62D AW)** At no time after issue will tools or equipment be passed from one individual to another without a documented hands-on inventory and approval from a work center/production supervisor, flight line expeditor, or dock controller. Special tools or equipment remaining in place for safety or task continuity will be hand-receipted or barcoded out by the individual accepting responsibility.

8.2.6. **(62D AW)** Refer to **Paragraph 8.9.2.1.1** of this instruction for local Lost Item/Tool procedures.

8.2.8.3. **(62D AW)** Personal Protective Equipment (PPE) checked out from a tool room or CTK will be issued and controlled as any other dispatchable item or tool. Spare PPE in CTK will be controlled as spare tools IAW **Paragraph 8.2.4.1** of this instruction.

8.2.9.4. **(62D AW)** Cloth type rags are not disposable or consumable and will be controlled as tools and replaced on a one-for-one basis.

8.2.9.5. **(62D AW)** Rags will be issued in a container or be attached to a locking device going through the rags. Either the container or locking device will indicate the number of rags.

8.2.10. **(62D AW)** CTK custodians and specifically designated Government Purchase Card (GPC) holders are the only personnel authorized to procure tools.

8.2.11. **(62D AW)** Requests for local manufactured aircraft maintenance tools, not already specified in technical data will be coordinated through the QA office. The 62 MXG/CC and/or their designated representative have approval authority. Process Local Manufacture (LM) requests IAW **Paragraphs 8.7.1** & **9.17.1** of this instruction.

8.2.12. **(62D AW)** When a depot team, factory representative, or contract field team works on aircraft or equipment, they will comply with applicable Air Force procedures for tool control and accountability or a signed Statement of Work (SOW) procedure. If visiting maintenance personnel have no provisions for tool control and accountability, the visiting Team Chief will coordinate with QA to develop a program. The guidance developed will be documented by letter, signed by the 62 MXG/QA Superintendent and the Team Chief, and maintained for the duration of the stay.

8.2.13.1. **(62D AW)** Work centers are limited to a single tool room. Tools and tool kits will be issued and controlled from a single location.

8.2.13.1.1. **(62D AW)** Units may store oversized CTKs or equipment outside of a designated tool room when size makes it impractical to store within. The CTK custodian must ensure all program requirements meet the intent of this instruction.

8.2.13.1.2. **(62D AW)** Units may store CTKs in vehicles. CTKs will be secured when not in use.

8.2.13.1.2.1. **(62D AW)** CTKs will be inventoried/inspected IAW **Chapter 8**.

8.2.13.1.2.2. **(62D AW)** CTKs stored in vehicles will be tracked in TCMax with the appropriate vehicle used as the storage location.

8.2.13.1.2.3. **(62D AW)** Tools assigned to vehicle and not used for maintenance on aircraft will be marked with the vehicle's registration number.

8.2.14.1. **(62D AW)** Crashed, Damaged, or Disabled Aircraft Recovery (CDDAR) trailers are controlled by HSC CTK as any other dispatchable tool kit. Tool kits required for crash response are daily use CTKs controlled through the tool room. In addition, no hydrazine response capability exists at McChord Field.

8.2.15.1. **(62D AW)** At no time will the same person sign out and sign in their own CTK(s) or equipment. In sections with minimal personnel or a single person on shift, utilize the squadron Pro Super or neighboring section supervisor to conduct turn-in inventories.

8.2.16. **(62D AW)** Tool rooms will be always locked when not occupied by tool room personnel. Units will establish procedures for situations where access is required when a tool room employee is absent.

8.3.1.2. **(62D AW)** Each squadron will ensure a primary and alternate CTK custodian is designated for applicable sections and flights that use tools during everyday operations. APS maintains controls and accounts for tools and equipment used on the flight line.

8.3.5.2. **(62D AW)** Shadow boards will have tool locations silhouetted, or labeled, and marked with the Worldwide Identification (WWID) code (**Attachment 6**).

8.3.13. **(62D AW)** Inspections will consist of inspecting all tools and kits for serviceability IAW T.O. 32-1-101, *Use and Care of Hand Tools and Measuring Tool*. In addition, inspect each tool to ensure its etchings match the tool control number (WWID/Equipment Identification Designator (EID)) or owning unit number or acronym (for non-aircraft maintenance units).

8.3.14. **(62D AW)** Inspect tool kits and all dispatchable equipment in aircraft maintenance work centers every 90 days for the following:

8.3.14.1. **(62D AW)** Correct Etching. Particular attention will be given to ensure etching is clear, easily identifiable, and not double etched (i.e., different WWIDs).

8.3.14.2. **(62D AW)** Missing or Unserviceable Tools. Unserviceable tools are defined as tools that cannot be safely and properly used for their intended purpose. For example, a flat-head screwdriver with a tip half-broken is considered unserviceable.

8.3.14.3. **(62D AW)** Obvious Major Corrosion. Tools that have so much corrosion that it affects the serviceability of the tool or requires a wire brush to remove would be considered major corrosion. Corrosion that can be wiped away with a rag is minor corrosion.

8.3.14.4. **(62D AW)** Overdue Inspections (e.g., Precision Measurement Equipment Laboratory (PMEL) or shelf life).

8.3.14.5. **(62D AW)** Tool cutouts or shadowing no longer in use and not documented in the tool kit and/or MIL.

8.3.14.6. **(62D AW)** Locks that are broken or provide no security.

8.3.14.7. **(62D AW)** Verify Master Inventory List (MIL) contents match the inventory and are documented properly.

8.3.14.8. **(62D AW)** Grease guns, oil cans or other products not marked appropriately.

8.3.14.9. **(62D AW)** Verify all required forms are inside the CTK (if applicable) and documented correctly.

8.3.14.10. **(62D AW)** Foreign Objects. Pay particular attention to the areas under pallets/tool cutouts, in FOD pouches and under tools.

8.3.14.11. **(62D AW)** Verify hard copy MIL in the CTK and all remarks/discrepancies annotated reflect the Master copy within TCMax® or associate database.

8.3.15. **(62D AW)** Any equipment or tools utilizing an AFTO Form 244 will have the Supervisory Review IAW T.O. 00-20-1, every 6 months, and/or when new, or replacement forms are generated.

8.3.16. **(62D AW)** Equipment forms may be maintained in a separate location when frequent equipment usage and/or size makes it impractical for the forms to accompany the equipment. AFTO Form 244 not attached to such equipment will be stored in a central file located within CTKs.

8.5.2.3. **(62D AW)** Inventory may be performed and documented concurrently by incoming and outgoing shift personnel. All shift inventories will be documented on the McChord 140, *CTK Inventory and Control Log*, or reconciled in TCMax® (whichever is applicable).

8.5.4.4. **(62D AW)** Mobility kits will be inventoried annually. Units will conduct a complete inventory prior to deployments. Mobility kits will be sealed after they have been inspected. Sealing will be accomplished by a CTK custodian or Section/Flight Chief. The seal will include date sealed, employee number, and signature and will be tracked by the CTK custodian. If a mobility kit seal is found broken at any time, a new inventory will be immediately accomplished, and the kit resealed.

8.5.5.1. **(62D AW)** Section TODA and CTK Custodians will:

8.5.5.1.1. **(62D AW)** Ensure eTools are inspected and cleaned IAW GLTODO requirements located on the QA TODO SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.aspx62mosmxqChecklistsLocalFormAllItems**

8.5.5.1.1.1. **(62D AW)** Inspections will be documented in TCMax® or on a spreadsheet for those sections without access to TCMax®.

8.5.5.1.2. **(62D AW)** Ensure eTool batteries are charged/reconditioned IAW the most current guidance provided by the Logistics Network (LOGNET) contractor based on the manufacturer's recommendations.

8.5.5.3.1. **(62D AW)** Report eTool discrepancies to LOGNET within 5 days of discovery.

8.5.5.3.2. **(62D AW)** Prior to deployment of any eTool, a deployed Information Technology Equipment Custodian Letter will be submitted to the GLTODO. A template is available on the QA TODO SharePoint site:

https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.aspx62mosmxqChecklistsLocalFormAllItems

8.5.5.3.3. **(62D AW)** Ensure that all eTools deployed for longer than 30 days are removed from service (upon their return) and forwarded to LOGNET for reimaging and security updates.

8.6.1. **(62D AW)** See **Attachment 6** for WWID/EID numbers.

8.6.1.3. **(62D AW)** Numbers will be applied on all kits and toolboxes in easy-to-read letters and numbers that are visible when boxes are closed or locked. Toolboxes used or transported anywhere on the flight line will have reflective tape installed in such a way that it is visible from all four sides. Units with mobility boxes will follow the same identification procedures as outlined in this instruction and have the weight and cubic inches applied on each end of the box IAW AFI 10-403, *Deployment Planning and Execution.*

8.6.5. **(62D AW)** Containers with a lid or cover that can be removed and separated must be marked and counted as two items. Lids/covers too small to be marked, etched, or stamped will be annotated with a description of the individual items contained within the set on the CTK/MIL.

8.7.1. **(62D AW)** The requester will coordinate LM requests to fabricate or modify tools and equipment not specified by the T.O. with QA IAW **Paragraph 9.17.1** of this instruction. Route requests through QA with pictures, technical drawings, or description of the item and an explanation of intended usage. Route all requests to fabricate and modify tools or equipment not specified by T.O.s in the following manner: Manufacturing Section, Requester's, and MXS' Maintenance Supervision IAW DDAFI 21-101, Paragraph 2.9, and OSS Operations Officer (if applicable).

8.7.1.1. **(62D AW)** Verify parts availability and order all necessary parts and materials specified on the LM request using the 690 account, processed through 627 LRS/Material Management Flight (LGRM). If required items are procured with a GPC, the requester will procure all needed materials and forward to manufacturing shop when received. The requester is responsible for providing written confirmation that material meets military specifications stated in T.O.s or engineering authorizations when materials are obtained outside of supply channels. Tubing stock and metal is often difficult to research through FEDLOG. If necessary, fabricating shop will assist requester in determining correct National Stock Number (NSN) or local vendor source.

8.7.1.2. **(OPR 62 MXG/QA)** MXS ASM, MTECH Section Chiefs are designated as LM approval authorities to fabricate or modify specialty tools and items required to facilitate their section's aircraft and equipment maintenance, provided these tools do not present potential damage to government resources, carry a load, change torque, or remain installed on aircraft (i.e., sharpening drill bits, shortening pin punches & allen keys, etc.). These sections routinely accomplish maintenance requiring use of custom-made templates, forming/holding fixtures, hardware extraction/installation tools, and alignment devices. Manufacture of specialty items is covered in technical school training, career development course books, general shop methods and procedures, and general T.O.s.

8.7.2. **(62D AW)** CTK and Equipment Custodians will:

8.7.2.1. **(62D AW)** Review items manufactured and requirements in this instruction every 2 years for applicability and current configuration using the Local Manufacture Tool (LMT) 2-Year Review Letter located on the QA SharePoint site:

https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.aspx.This inspection will be documented in TCMax® and results will be coordinated through QA.

8.9.2.1.1. **(62D AW)** If the missing tool/item is not found after an initial search (not to exceed 1 hour), notify supervision (Shop Chief, Dock Controller, Expediter, or Pro Super).

8.9.2.1.2. **(62D AW)** If an individual identifies an item as lost/missing and potentially on board a taxiing aircraft or one in flight, accomplish the following:

8.9.2.1.2.1. **(62D AW)** Immediately notify the MOC. Provide a description of the lost item, the vicinity (if known) of the missing item and the aircraft systems potentially affected.

8.9.2.1.2.2. **(62D AW)** The MOC will coordinate with the 62 MXG/CC or designated representative and AMXS/MXS supervision to decide as to whether the aircraft should to return to the point of origin. The MOC will relay this information to the Command Post Duty Officer.

8.9.2.2.1. **(62D AW)** When making entries into support equipment or aircraft forms, include a description of the lost item and when possible, the ID number marked on the item.

8.9.2.3.3. **(62D AW)** Initiate a McChord 43 and notify the MOC.

8.9.2.3.4. **(62D AW)** CTK custodian will log the information into TCMax® and annotate the MIL.

8.9.2.3.5. **(62D AW)** The MOC will assign a control number for the lost tool report and pass it to the CTK custodian and QA. Control numbers will consist of 62 AW, four-digit year and month, and two-digit sequence number. *EXAMPLE*: 62AW090801, 62AW090802.

8.9.2.5.1. **(62D AW)** If the item is found during the search, no lower than a Pro Super will clear the X with the corrective action, "Tool/item found, aircraft released IAW AFI 21-101_AMCSUP_62AWSUP, **Paragraph 8.9.2.5.1**" Forward McChord 43 to QA.

8.9.2.6.2.1. **(62D AW)** In the event that the missing item is not found, the appropriate Squadron Operations Officer/Supt will clear the Red X with the corrective action: "Extensive search conducted and item not found. Aircraft released for flight IAW DAFI 21-101_AMCSUP_62AWSUP, Paragraph 8.9.2.6.2.1." In addition, the McChord 43 will be annotated signifying the search has been terminated and production personnel will notify MOC and QA. Forward McChord 43 to QA.

8.9.2.6.2.1.1. **(62D AW)** CTK will maintain the original McChord 43 on file for 1 year or until the item is found. After 1 year, or if the item is found, the original form will be completed and closed.

9.17.1.1. **(62D AW)** LM requests are normally restricted to mission-essential aircraft parts, related support systems, and depot-directed field-level manufacture items. The Source, Maintenance, Recoverability (SMR) code defines manufacturing responsibility, with the first two digits determining whether a part is manufactured or procurable and by what organization. 62 MXS normally manufactures SMR codes MFO, MFF, and AFO. Items SMR coded XB are not procured through normal supply channels and will be reviewed for LM on a case-by-case basis. The responsible local-manufacture shop will have approval/disapproval authority based upon material availability and manufacturing capability. ***NOTE:*** SMR Codes are found in the applicable T.O.

9.17.1.2. **(62D AW)** The primary LM fabrication sections are the 62 MXS ASM, MTECH, Electro-Environmental, Pneudraulics Sections and the 62 OSS AFE Section.

9.17.1.3. **(62D AW)** Routine Requests to LM Aircraft Parts.

9.17.1.4. **(62D AW)** Requester will:

9.17.1.4.1. **(62D AW)** Verify if the component can be repaired rather than replaced via LM. Many components SMR coded as MFO, MFF or AFO can be repaired by 62 MXS MTECH and ASM sections. Coordinate efforts with MTECH and ASM personnel to determine reparability prior to initiating LM request.

9.17.1.4.2. **(62D AW)** Complete the LM Order form, located on the 627 LRS/LGRMSA SharePoint site: **https://usaf.dps.mil/sites/627lrs/lgrm/LocalForm/Forms/AllItems.aspx**

9.17.1.4.2.1. **(62AW)** The manufacturing shop requires current blueprints attached to the request to produce the part. For proprietary blueprints, contact Boeing engineering to obtain an electronic (.pdf) version. Ensure that the notes list (NL) and parts list (PL) is included.

9.17.1.4.3. **(62D AW)** Once 627 LRS/LGRMSA has processed the request, create an AFTO 350 tag in G081 and change the status of request to "Awaiting Manufacturing."

9.17.1.4.4. **(62D AW)** LM requests for non-aircraft parts. The requester will order all required materials against their unit supply account or utilize their GPC to procure needed bits/pieces/materials. 627 LRS/LGRMSA will not order materials for non-aircraft parts against 690 SM or MT accounts. Route received materials to the fabricating section.

9.17.2.5. **(62D AW)** The Manufacturing Shop will:

9.17.2.5.1. **(62D AW)** The fabricating shop will review the LM request and attached blueprints to assess the manufacturing capability. Shop stock will be checked to determine availability of materials and/or bits/pieces required to produce the part. If a sample is required, the fabricating shop will notify the requester. The request will be updated by selecting "Edit Item" at the top of the form.

9.17.2.5.2. **(62D AW)** If the part can be fabricated: The approving supervisor from the manufacturing shop will check YES under "OK to Local Man?" and enter their name on the form. Their work center will be identified if parts/materials must be ordered, and an ETIC will be established. If parts/materials must be ordered, all required information will be entered in the space provided on the form. Change the status of the job by selecting "Awaiting Aircraft Parts Store (627 LRS/LGRMSA)" then select "Save and Close" at the top of the form.

9.17.2.5.3. **(62D AW)** If the part cannot be fabricated: Manufacturing shop representative will select "Rejected" under "Status of Request", annotate reason(s) in space provided on the form and then select "OK" and close. Contact the requesting work center and inform them the item must be sourced elsewhere. ***NOTE:*** The requester is ultimately responsible for utilizing the item as specified in the T.O. and ensuring the authorization remains current while the item is in use.

9.17.2.5.4. **(62D AW)** Notify the 627 LRS/Flight Service Center (LGRMMF) upon receipt of all parts. They will assign the job to the manufacturing shop for completion. LGRMSA will use Mission Impaired Capability Awaiting Parts (MICAP) LM Check Sheet.

9.17.2.6. **(62D AW)** Manufacturing Section Chief will:

9.17.2.6.1. **(62D AW)** Coordinate LM requests, applicable to the section, and provide justification for refused LM requests. If required, manufacturing shop will assist requester with specifics regarding materials and their sources, list required materials needed, and annotate the SharePoint LM request as required.

9.17.2.6.2. **(62D AW)** Change job status in G081 when material is received, and work is started.

9.17.2.6.3. **(62D AW)** Fill out, sign, and attach DD Form 1574, *Serviceable Tag Material.*

9.17.2.6.4. **(62D AW)** Ensure shift supervisors monitor the 627 LRS/GRMSA LM SharePoint site on a regular basis to achieve timely processing of all LM requests.

9.17.2.6.5. **(62D AW)** Annually coordinate with respective squadron resource advisor to capture cost of local purchase materials.

9.17.2.7. **(62D AW)** 62 MXG/QA will:

9.17.2.7.1. **(62D AW)** Coordinate requests to approve and use locally designed tools or equipment that carry loads, change torque, or present potential to damage government resources. Group Commanders or their designated representatives have approval authority. ***NOTE:*** This procedure does not apply to LM, mod, or design of tools authorized in specific technical data.

9.17.2.8. **(62D AW)** LM MICAP Requests.

9.17.2.8.1. **(62D AW)** Regardless of SMR codes, LM MICAP requests will not be processed through the 627 LRS/LGRMSA SharePoint. Verification will first be made with the appropriate repair shop that an on-aircraft repair will not correct the discrepancy.

9.17.2.8.2. **(62D AW)** If LM of MICAP component can be accomplished, the requester will coordinate directly with the MXS Pro Super. After coordination with the MXS Pro Super and verification by the manufacturing shop that the part can be fabricated, the requester will complete the MICAP LM Check Sheet: **https://usaf.dps.mil/sites/627lrs/lgrm/LocalForm/Forms/AllItems.aspx**

9.17.2.8.2.1. **(62D AW)** If the item does not have a valid LM SMR code in the T.O., and/or lead-time is 72 hours or greater, obtain LM approval from 62 MXG/CC or designated approval authority. ***NOTE:*** For LM parts requiring a high degree of accuracy (i.e., metal hydraulic tubing or airframe structural pieces), the requester may need to provide a sample to the manufacturing section to ensure precise fabrication/fit (alignment).

9.17.2.8.3. **(62D AW)** Once the request has been processed and an A0A/A0E is produced, Aircraft Parts Store 627 LRS/LGRMSA will contact the MXS Pro Super for pick-up of the A0A/A0E.

9.17.2.8.4. **(62D AW)** Once fabrication is complete, the final manufacturing shop will annotate the cost of the item on the A0A/A0E and coordinate with the MXS Pro Super to arrange pick-up/delivery of the part. Upon delivery/receipt of the part, the requester will sign the A0A/A0E. The MXS Pro Super will ensure the A0A/A0E is sent to 627 LRS/LGRMSA.

9.17.2.9. **(62D AW)** LM Cancellation/Disapproval Process. If the request cannot be approved/completed or other action is required, the MXS Manufacturing Section will edit the request on the 627 LRS/LGRMSA SharePoint site to specify reason for rejection.

11.7.3. **(62D AW)** MRT tasked individuals (or unit production personnel) will prepare temporary duty orders and travel through the Defense Travel System (DTS). If time does not allow the traveler to input an authorization into DTS, the unit requesting the travel shall prepare an In Lieu of Orders Letter signed by a Pro Super and submit to Traffic Management Flight (TMF). Every effort should be made to process orders in DTS. An example In Lieu of Orders Letter is located on the QA Checklists/Local Forms SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.aspx**

11.8.3.1.4. **(62D AW)** Ensure all work tasks, regardless of location, include a thorough cleanup/tool check as part of that task.

11.8.3.3.1. **(62D AW)** An F.O. inspection will be accomplished when one of the following conditions applies:

11.8.3.3.1.1. **(62D AW)** Prior to the first flight of the day.

11.8.3.3.1.2. **(62D AW)** After engine covers have been removed.

11.8.3.3.1.3. **(62D AW)** When aircraft turn time does not warrant a -6 inspection.

11.8.3.3.2. **(62D AW)** The F.O. inspection does not require inlet entry. It will be a visual inspection of the inlet and exhaust area to verify that there is no F.O. or readily detectible discrepancy present that could cause damage during engine start. All Engine Inlet and Exhaust Inspections will be documented using WUC 0413C. All F.O. inspections will be documented using WUC 04199.

11.8.3.6.6. **(62D AW)** Hats, watch caps, bump caps, and career field authorized berets are authorized for wear on the McChord Field flight line and other work areas. **EXCEPTION**: Head coverings will NOT be worn within 25 feet of any operating aircraft engine.

11.8.3.6.6.1. **(62D AW)** Hats. Military personnel will adhere to hat wear standards as authorized IAW AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*, Chapter 5. Civilian personnel may wear any head covering if it is workplace appropriate IAW AFI 36-703, *Civilian Conduct and Responsibility*, Paragraphs 4.1 & 4.2.

11.8.3.11.1.1. **(62D AW)** AMXS, MXS, and APS are required to use the FOD Boss once a week in addition to the FOD walk.

11.8.3.11.2.1. **(62D AW)** Specific squadron FOD walk areas are as follows:

11.8.3.11.2.2. **(62D AW)** AMXS will FOD walk “Bravo” and “Juliet” aircraft parking ramps to include all vehicle parking areas on flight line side of aircraft maintenance unit facilities.

11.8.3.11.2.3. **(62D AW)** MXS will FOD walk “Delta” aircraft parking ramp to include the AGE sub-pool adjacent to Delta ramp.

11.8.3.11.2.4. **(62D AW)** When aircraft are present the owning organization (e.g., TA, AMXS, MXS, TDY unit, etc.) will FOD walk the 300 alert areas/Echo ramps.

11.8.3.11.2.5. **(62D AW)** APS will FOD walk the flight line side of building 1422.

11.8.3.11.2.6. **(62D AW)** When “Charlie” aircraft parking ramp is used for C-17 operations it will be the responsibility of the owning organization (e.g., TA, AMXS, MXS, TDY unit, etc.) to perform a FOD walk on an “as needed” basis.

11.8.3.11.2.7. **(62D AW)** The 62 AW Airfield Manager will coordinate with JBLM DPW and develop a weekly ramp sweeper service schedule to cover all active runways, taxiways, and parking ramps. In addition, the airfield manager will divert sweeper service to any immediate FOD problem areas.

11.8.3.13.1. **(62D AW)** Flight deck F.O. inspections will be accomplished prior to the first flight of the day or when aircraft turn time does not warrant a -6 inspection. It will be a visual inspection of the flight deck area to verify that there is no F.O. or readily detectable discrepancy present that could cause damage. Use a light source of sufficient illumination to inspect aircraft flight deck for F.O.

11.8.3.13.2. **(62D AW)** All personnel, including aircrew, will account for all equipment and personal items while on the flight line and ensure any lost items are documented. Any item that is lost during flight will be documented in the AFTO Form 781A. If an item is lost on or in the vicinity of aircraft or equipment, follow lost item/tool procedures in DAFI 21-101 AMCSUP, Paragraph 8.9. and **Paragraph 8.9.2.1.1.** of this instruction.

11.8.4.1. **(62D AW)** Applicable Squadron Commanders will:

11.8.4.1.1. **(62D AW)** Assign primary and alternate squadron FOD prevention monitors and ensure they comply with this instruction. Forward an appointment letter to QA. Any changes will be coordinated through QA.

11.8.4.1.2. **(62D AW)** Ensure weekly FOD walks are conducted and, if applicable, FOD Bosses are used by their respective units. Provide schedules for these events to QA.

11.8.5.6. **(62D AW)** 62 AW FOD Monitor will:

11.8.5.6.1. **(62D AW)** Schedule and prepare items for quarterly FOD Prevention Committee meetings.

11.8.5.6.2. **(62D AW)** Report FOD mishaps according to AFI 91-204 and this instruction.

11.8.5.6.3. **(62D AW)** Perform random FOD inspections of all aircraft hangars, ramps, and squadron maintenance areas.

11.8.5.6.4. **(62D AW)** Notify squadron commanders or supervision of any significant findings upon completion of random FOD inspections.

11.8.5.6.5. **(62D AW)** Promote a FOD prevention publicity program to include establishing a FOD recognition program (e.g., Golden Bolt, FOD Poster contest, etc.).

11.8.6.2.4. **(62D AW)** QA will assign a FOD control number consisting of unit designator, an "F" for FOD, two-digit fiscal year, two-digit month, and a three-digit incident number (e.g., 62 AWF1301001).

11.8.6.4.4.2. **(62D AW)** When blade blending or change is required, fill out McChord 605 *Blade Blend/Blade Change*. When F.O. is suspected, fill out the McChord Form 199, *Foreign Object Damage (FOD) Incident Investigation.*

11.8.7.3. **(62D AW)** McChord Field FOD Prevention Committee. The McChord Field FOD Prevention Committee will be composed of representatives from the following organizations and offices: 62 AW/CV, 62 MXG, 62 MXG/QA, 62 AMXS, 62 MXS, 62 MXO, 62 APS, 62 AW/SE, 446 AW/SE, 446 AMXS, 446 MXS, 446 MXG/QA, 627 LRS/LGRF, 627 CES, 627 SFS, 36 APS,

86 APS, and 373 TRS/DET 12, whose personnel perform duties on or in the area of the flight line. Operations Group units (4 AS, 7 AS, 8 AS, 62 OSS, 313 AS, 97 AS, 728 AS, and 446 OSS) will send representatives at the discretion of the 62 AW/CV or 62 OG/CC.

11.8.7.3.1. **(62D AW)** The units identified below are also invited to participate in the McChord Field FOD Prevention Committee functions.

11.8.7.3.1.1. **(62D AW)** Boeing/Recovery and Modification Services (RAMS).

11.8.7.3.1.2. **(62D AW)** TA.

11.8.7.3.2. **(62D AW)** Units identified in **Paragraph 11.8.7.3** will provide a letter to the Wing FOD Prevention Office (62 MXG/QA) designating a primary and alternate FOD prevention officer or NCO. Any changes will be coordinated through the Wing FOD Manager (62 MXG/QA). Personnel occupying these positions, or a designated representative will attend all FOD Prevention Committee meetings as described in **Paragraph 11.8.7.3**.

11.9.6.1. **(62D AW)** Upon discovery of a dropped object, the owning unit/squadron will immediately notify the MOC and QA, and within 12 hours, deliver a completed McChord 517, *Dropped Object Report*, to QA. The QA DOPP monitor will ensure the McChord 517 is properly completed. The MOC will immediately notify 62 MXG/CC upon notification of a dropped object.

11.9.6.1.1. **(62D AW)** The website will be checked by the QA DOPP monitor monthly to ensure data accuracy.

11.9.9.1. **(62D AW)** If a material or design deficiency is a factor in a dropped object, a DR Worksheet will be completed and forwarded to QA. The QA DOPP monitor will record the dropped object incident with recommendations in the QA database for trending and tracking purposes and will notify higher HQ agencies.

11.9.11. **(62D AW)** DOP Prevention.

11.9.11.1. **(62D AW)** Panel Inspection and Documentation Procedures.

11.9.11.1.1. **(62D AW)** Panels/doors removed/opened except those identified in T.O. 00-20-1, **Paragraphs 5.7.1.3.10.1** & 5.7.1.3.10.3. will be entered as a separate individual Red X discrepancy in the AFTO 781A. The discrepancy will clearly identify the panel, component, and/or engine cowl removed and/or opened.

11.9.11.1.2. **(62D AW)** All hinged access doors and panels will be fully opened and secured (if applicable), or fully closed and secured. Hinged doors and panels will not be left unsecured when access is not immediately required.

11.10.6. **(62D AW)** The AMXS Operations Officer/Supt will appoint a primary and alternate squadron Aircraft Structural Integrity Program (ASIP) Monitor. These individuals will be Instrument/Flight Control System (IFCS) 7-level technicians.

11.10.7. **(62D AW)** The AMXS ASIP Monitor(s) will:

11.10.7.1.1. **(62D AW)** Develop and maintain a training plan and continuity book. Training plan will include SFDR data upload, extraction, and archiving procedures for home station.

11.10.7.1.2. **(62D AW)** Ensure all SFDR files from laptops are uploaded into Aircraft Data Acquisition Distribution System (ADADS).

11.10.7.1.3. **(62D AW)** Ensure all files uploaded are archived in a squadron database for a period of no less than 1 year.

11.10.7.1.4. **(62D AW)** Contact/assist deployed and enroute locations to verify SFDR data is uploaded and archived on deployed location servers and aid as required.

11.10.7.1.5. **(62D AW)** Ensure SFDR data is re-uploaded as requested by Boeing and appointed 62 MXG/QA ASIP monitor.

11.10.7.1.6. **(62D AW)** Ensure all IFCS personnel acquire ADADS account access.

11.10.7.1.7. **(62D AW)** Maintain functional access to all databases and websites necessary to upload and archive SFDR data. Report any unresolved issues to the QA ASIP monitor.

11.10.7.2. **(62D AW)** AMXS IFCS technicians will:

11.10.7.2.1. **(62D AW)** Perform SFDR downloads to laptops and uploads to ADADS. Ensure aircraft data is archived.

11.10.7.2.2. **(62D AW)** Notify support section personnel of equipment malfunctions or unsatisfactory conditions.

11.10.7.3. **(62D AW)** AMXS Support Section will notify the AMXS ASIP Monitor prior to turning in SFDR laptops for maintenance.

11.13.1.1. **(62D AW)** Dedicated CANN Aircraft. Dedicated CANN aircraft management is imperative to successful usage of resources to allow for successful mission accomplishment when parts are continually not available due to constraints. With the uniqueness of our “fleet within the fleet” this program will assist in establishing guidelines, selection criteria, and timelines to ensure a successful program when warranted. NOTE: Not every CANN action will dictate an aircraft to become a dedicated CANN Aircraft.

11.13.1.2. **(62D AW)** 62 AMXS DO will be the authority to determine if a dedicated CANN aircraft is warranted. If selected, the organizational goal will be to return the dedicated CANN aircraft back to a Fully Mission Capable (FMC) or Partially Mission Capable (PMC) condition within 60 calendar days. On the 45th calendar day, no more CANN actions will be authorized from that dedicated CANN aircraft. If required, the AMXS DO will select a new dedicated CANN aircraft, to rebuild the previous dedicated CANN aircraft to an FMC or PMC condition, with the goal of scheduling the previous dedicated CANN aircraft for flight before the 60th calendar day.

11.13.1.2.1. **(62D AW)** Responsibilities. For all dedicated CANN aircraft, a CANN Manager (CM) will be appointed by the owning aircraft AMU Lead Production Superintendent. The CM will hold the rank of MSgt (CIV equivalent) or above.

11.13.1.2.1.1. **(62D AW)** When dedicated CANN aircraft are transferred to 62 MXS, Maintenance Flight (HSC), the MXS Lead Production Supervisor will be the CM when ownership transfer is completed. Before any item is removed from a CANN aircraft in HSC, both the MXS Lead Production Superintendent and owning AMU Lead Production Superintendent must agree to the CANN action. If no agreement is reached, the AMXS and MXS Director of Operations will be the final authority.

11.13.1.2.1.2. **(62D AW)** CM will manage the dedicated CANN Aircraft throughout the entire CANN process, to include heavy maintenance, engine runs, operational/functional/leak checks, and track potential FCF/OCF requirements.

11.13.1.2.1.3. **(62D AW)** CM will work daily with 627 LRS Aircraft Parts Store for up-to-date status of parts, track due-in dates, status ETICs, and will work with AMXS Production and/or MXS Production to establish a plan to prioritize component installation and follow-on maintenance tasks as applicable. Owning AMU production will be updated upon any change in CANN status and/or overall ETIC.

11.13.1.2.1.4. **(62D AW)** CM will track and validate all 781 form entries required to document the removal, installation actions, and follow-on maintenance requirements, and will reconcile all 781 form entries with G081 daily.

11.13.1.2.1.5. **(62D AW)** CM will coordinate with 627 LRS Aircraft Parts Store to ensure the MARK FOR is changed for each CANN action.

11.13.1.2.1.6. **(62D AW)** CM should perform an aircraft Document Review with PS&D every 14 calendar days once aircraft enters dedicated CANN status. Note: Not required if aircraft is in CANN Rebuild status.

11.13.1.2.1.7. **(62D AW)** CM will liaise with the owning Lead Production Superintendent on the 45th calendar day, and another aircraft will be selected as the next dedicated CANN aircraft, if required.

11.13.1.2.1.8. **(62D AW)** CM will attend HSC Pre/Post Doc Reviews to de-conflict CANN actions.

11.13.1.3. **(62D AW)** 62 MXG/QA will conduct a BPO/PR (QVI) and active aircraft forms (SI) inspection of the dedicated CANN aircraft prior to the first scheduled flight from dedicated CANN status.

11.13.1.3.1. **(62D AW)** The CM will coordinate with QA to complete all required inspections.

11.13.3.1.1. **(62D AW)** CANN Authority (CA) will:

11.13.3.1.1.1. **(62D AW)** Coordinate with the MXS Pro Super for any CANN actions affecting HSC aircraft.

11.13.3.1.1.2. **(62D AW)** Obtain a supply document number though LRS.

11.13.3.1.1.3. **(62D AW)** Obtain a CANN JCN from the MOC.

11.13.3.1.1.4. **(62D AW)** Ensure appropriate part is placed on order and/or properly backordered.

11.13.3.1.1.5. **(62D AW)** Ensure technicians performing CANN actions have all items required to remove parts from the aircraft.

11.13.3.1.1.6. **(62D AW)** Ensure repairable parts are turned in for repair or shipment.

11.13.3.1.1.7. **(62D AW)** Ensure donor and recipient aircraft 781-series forms are documented correctly and that all MDC time on CANN action(s) is taken as soon as possible after the part is removed, not to extend beyond the end of the shift.

11.13.3.1.1.7.1. **(62D AW)** Ensure CANN actions are documented IAW T.O 00-20-1 and 62 MXG CANN guidance located on the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/SitePages/Home.aspx/CANN&HangarQueenGuidance**

11.13.3.6. **(62D AW)** The MOC will:

11.13.3.6.1. **(62D AW)** Input CANN actions into G081 and work closely with the Pro Super to ensure accurate description and location of parts removed.

11.13.9. **(62D AW)** Spare engine CANN requires coordination through Boeing Engine Management.

11.14.2.1.2.1. **(62D AW)** Owning AMU Lead Production Superintendent will appoint a SNCO as the Hangar Queen Manager (HQM) once an aircraft enters CAT 1 Hangar Queen (HQ) status. If the aircraft is in CANN status, the CM will inherit the role as the HQM.

11.14.2.1.2.1.1. **(62D AW)** HQM is responsible for tracking the HQ calendar days, days since last engine/APU operational runs (engine preservation) and days since last aircraft movement (tire inspections).

11.14.2.1.2.1.2. **(62D AW)** If engine operational checks cannot be performed (due to system or component limitations) the HQM will coordinate with the owning AMU's Production staff and PS&D to request a waiver to extend requirements or plan for on-wing engine preservations.

11.14.2.1.2.1.3. **(62D AW)** HQM should plan to tow the aircraft every 14 days, to prevent multiple tire changes due to tire flat spots.

11.14.2.1.2.1.4. **(62D AW)** HQM is responsible for coordinating with 62 MXG/MXOC to update the daily 62 MXG Hangar Queen slide. The 62 MXG Hangar Queen Slide template is located on the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/SitePages/Home.aspx/CANN&HangarQueenGuidance**

11.28.1.1. **(62D AW)** The aircraft owning agency will be responsible for the aircraft mishap investigation effort, recovery of their assigned aircraft, and provide support to the recovery working group. Reference JBLM Comprehensive Emergency Management Plan (CEMP), 62 AW SPLAN 677 and 62 AW Contingency Action Plan (CAP) for aircraft recovery response/procedures.

11.28.2.4.1.3. **(62D AW)** Recovery operations will not proceed until the Safety Investigation Board (SIB)/Interim Safety Board (ISB) President releases the aircraft for recovery. Personnel who are not engaged in the investigation will remain outside of the accident area. The crash recovery team (CRT) may be called upon to perform tasks as required by the investigation team.

11.28.2.4.1.4. **(62D AW)** The aircraft and crash site will be disturbed only to the extent required to eliminate an imminently dangerous situation to the aircraft, support equipment, or personnel and will remain in an undisturbed state until the aircraft is released to maintenance.

11.28.2.4.1.5. **(62D AW)** McChord Field CRT will recover assigned C-17 aircraft from runway overruns and during catastrophic mishaps. McChord Field CRT will assist in recovery of transient aircraft when requested by the incident commander (IC) or on scene commander (OSC).

11.28.2.4.1.6. **(62D AW)** McChord Field CRT will take charge of emergency tow situations in the event a transient aircraft requires removal from the active runway/taxiway. Reference applicable QRC.

11.28.2.4.1.7. **(62D AW)** 62 AMXS will take charge of emergency tow situations requiring assigned aircraft removal from the active runway/taxiway. Reference applicable QRC.

11.28.2.4.2.1. **(62D AW)** 627th Air Base Group (627 ABG) installation supporting agencies assigned responsibilities are found in JBLM CEMP.

11.28.2.5.2.1. **(62D AW)** See **Attachment 7,** *Matrix of CDDAR Equipment, Resources, and Personnel Capabilities*, for requirements.

11.28.2.5.2.2. **(62D AW)** If recovery by crane is determined to be the best method, Crash Recovery Team Chief (CRTC) will consult with on-site Boeing Field Services prior to using this method on C-17 Aircraft.

11.28.2.5.2.3. **(62D AW)** MXS Maintenance Flight will maintain crash recovery trailer(s) with an inventory of specialized tools and equipment to meet recovery operations.

11.28.2.5.8. **(62D AW)** MXS Maintenance Flight will:

11.28.2.5.8.1. **(62D AW)** Manage the CDDAR program.

11.28.2.5.8.2. **(62D AW)** Annually review the matrix of equipment (**Attachment 7**), resources, and personnel capabilities for CDDAR.

11.28.2.5.8.3. **(62D AW)** Maintain CDDAR continuity binder IAW T.O. 00-80C-1.

11.28.2.5.9. **(62D AW)** MXS AGE Flight will maintain and deliver Disabled Aircraft Dollies (wheel skates), or AGE required to perform CDDAR operations.

11.28.2.5.10. **(62D AW)** AMXS will:

11.28.2.5.10.1. **(62D AW)** Provide equipment and/or personnel to assist MXS CRT with emergency tows of transient aircraft.

11.28.3. **(62D AW)** MXS CRT members will receive additional composite training.

11.28.3.1. **(62D AW)** Complete Mishap Composite Awareness CBT located on the MXO Distance Learning Center (DLC) website.

11.28.4. **(62D AW)** For descriptions and locations of C-17 major composite structures that may incur damage from accidents, refer to 1C-17A-2-00GV-00-1, Figure **3-12**, and **1**C-17A-3-1, Table **7-1**.

11.28.4.1. **(62D AW)** Additional mishap hazard guidance can be found in T.O. 00-80C-1, **Chapter 3**. The 62 MDS/SGPB will determine the required level of PPE. Refer to T.O. 00-80C-1, **Chapter 4** for level requirements.

11.28.5. **(62D AW)** No eating, drinking, or smoking is permitted within the established cordoned area.

11.28.6. **(62D AW)** If non-mishap-aircraft were subjected to the smoke and debris of the mishap, the following will be undertaken:

11.28.6.1. **(62D AW)** Vacuum the air intakes with an electrically protected vacuum cleaner.

11.28.6.2. **(62D AW)** For internally ingested smoke, visually and electronically (i.e., “sniffer”) inspect all compartments for debris and vacuum thoroughly.

11.28.6.3. **(62D AW)** Prior to flying, perform electrical checks and engine run-up.

11.28.7. **(62D AW)** CDDAR Procedures for McChord Field.

11.28.7.1. **(62D AW)** Upon declaration of a potential or actual major aircraft accident on the runway or in proximity, all accident response agencies will be notified according to JBLM CEMP, 62 AW SPLAN 677, and 62 AW CAP. Agencies will follow applicable QRCs.

11.28.7.2. **(62D AW)** The CRTC will:

11.28.7.2.1. **(62D AW)** Notify LGRV Vehicle Dispatch Office of possible requirement to move crash recovery trailers and equipment.

11.28.7.2.2. **(62D AW)** Brief the CRT on the situation, required actions, and known safety hazards.

11.28.7.2.3. **(62D AW)** Monitor the designated crash net, review safety procedures and aircraft T.O.s and stand by until requested by IC to proceed to the accident scene.

11.28.7.2.4. **(62D AW)** Verify with 62 MDS/SGPB the required levels of PPE due to any composite debris that may be present at the accident scene.

11.28.7.2.5. **(62D AW)** Respond to the accident scene when requested, initiate applicable checklists.

11.28.7.2.6. **(62D AW)** Ensure first maintenance responders to the aircraft pull the CVR/FDR circuit breakers.

11.31.13. **(62D AW)** C-17A Flare Defensive System Requirements.

11.31.13.1. **(62D AW)** C-17A flare defensive systems use Class 1.3 and 1.4 munitions, which require special handling and coordination. These requirements apply to all agencies involved in handling flares or flare-loaded aircraft. The following procedures must be followed to ensure flares are handled safely and expeditiously. This guidance applies to all individuals, including aircrew, who are actively engaged in the operation, uploading, downloading, and troubleshooting of the Defensive Systems (DS). With the addition of multiple flare load configurations, this guidance establishes minimum load requirements for each configuration and flare type. This chapter complements DESR6055.09_AFMAN 91-201, *Explosives Safety Standards*, and provides local procedures for the requirements found in this publication.

11.31.14. **(62D AW)** In the event of any flare mishap, immediately contact MOC, Fire Department, Explosive Ordnance Disposal (EOD), AMXS Pro Supers, MXS Pro Supers, MXS Munitions Flight Chief, MXG/QA, and AW Safety Office.

11.31.14.1. **(62D AW)** Withdraw all nonessential personnel and establish a cordon around the aircraft/flare set until ground emergency has been terminated by the Fire Department or EOD Team.

11.31.14.2. **(62D AW)** To increase DS safety awareness, all aircraft should be treated as if loaded with flares.

11.31.14.3. **(62D AW)** Bravo, Charlie, Delta, Echo, Foxtrot, and Juliet ramps on McChord Field are explosive cited for the Hazard Class/Division (HC/D) 1.3 and Mission Essential Quantities of HC/D 1.4 explosives loaded as “Cargo.” Cargo-loaded aircraft require placards with the appropriate HC/D fire symbols and subsidiary risk symbols. Aircraft configured with internally loaded explosive assets (i.e., DS flares) do not require placards on McChord Field.

11.31.15. **(62D AW)** Munitions Loading Precautions.

11.31.15.1. **(62D AW)** HC/D fire and hazard symbols will be placed around aircraft prior to uploading or downloading flares to prevent other personnel from entering the area while a flare upload or download is in progress. The signs will be placed approximately 25 feet off the aircraft nose, tail, and each wing tip.

11.31.15.2. **(62D AW)** Only one load crew per aircraft is permitted during flare upload and download operations. The crew will consist of a minimum two or a maximum of three fully qualified personnel.

11.31.15.3. **(62D AW)** Other than Weapons Safety personnel, all non-load crew members will remain outside a 50-foot radius from the aircraft during actual flare upload and download operations per T.O. 1C-17A-33-1-2-1, *Non-Nuclear Munitions Loading Procedures AN/ALE-47 Countermeasures Dispensing System.*

11.31.15.4. **(62D AW)** Personnel who handle flares will wear Clothing materials acceptable for flightline use (per Allowance Standard 016) are acceptable for handling munitions; this includes GORE-TEX even though it is 100 percent nylon IAW DESR6055.09_AFMAN 91-201.

11.31.15.5. **(62D AW)** Load teams will have immediate access to a radio for use in case of a mishap. **WARNING**: Do not transmit radios within 25 feet, cell phones within 10 feet, or wireless computers within 2.5 feet of flares not installed on the aircraft.

11.31.16. **(62D AW)** Flare Loading Standardization. The Weapons Task Qualification Manager (WTQM) assigned to QA will manage all aspects of flare upload and download training and adherence to established standards for the 62 AW. The lead Weapons Task Qualification Crew (WTQC) is assigned to AMXS.

11.31.16.1. **(62D AW)** WTQC personnel will meet the following requirements prior to appointment:

11.31.16.1.1. **(62D AW)** Have a minimum of a 5-skill level.

11.31.16.1.2. **(62D AW)** Have a minimum rank of SSgt (WTQM may waive to SrA).

11.31.16.1.3. **(62D AW)** Certified load crew member on the C-17A aircraft.

11.31.16.2. **(62D AW)** Field Training Detachment (FTD) instructors will be the primary source for initial/annual refresher flare load crew member certification. The 62 MXG will be the secondary source for initial/annual refresher flare load crew member certification (to accommodate mission requirements).

11.31.16.3. **(62D AW)** The WTQM, WTQC, and all load crew members will meet the following training requirements:

11.31.16.3.1. **(62D AW)** Initial Training: C-17A flare upload and download certification requires C-17A Flare Loading Academics Course and C-17A Flare Loading Practical Evaluation. If personnel has no C-17A experience attending the C-17A Familiarization Course is also required.

11.31.16.3.2. **(62D AW)** Recurring Training:

11.31.16.3.2.1. **(62D AW)** All load crew members will accomplish the C-17A Flare Loading Academics Course and C-17A Flare Loading Practical Evaluation annually.

11.31.16.3.2.2. **(62D AW)** All personnel working on or around DS-equipped aircraft will accomplish the Explosive Safety Computer-Based Training (CBT) Course annually.

11.31.16.4. **(62D AW)** Initial and refresher training will be documented in G081.

11.31.17. **(62D AW)** Scheduling Flare-Loaded Missions and Locals.

11.31.17.1. **(62D AW)** PS&D will annotate which missions require flare uploads and the flare configuration needed for that mission on the daily flying schedule. PS&D will provide a daily flying schedule that identifies flare loads listed for operational or training use. ***NOTE:*** Expenditure of operational flares for training or other than real-world mission tasking is unauthorized without prior coordination and approval of the 62 MXS/MXMW, Munitions Accountable Systems Officer (MASO) or designated representative.

11.31.17.2. **(62D AW)** AMXS Pro Super will notify MXS Production Supervision and/or MOC at least 1 hour prior to desired uploads or downloads to ensure munitions handling crew availability.

11.31.17.3. **(62D AW)** Aircraft loaded with flares and scheduled for evening DS missions may fly local training missions earlier in the day.

11.31.18. **(62D AW)** Requesting, Transporting, and Loading Flares. ***NOTE:*** Built-up flares will not be floor loaded for transportation on aircraft. Ref: AFMAN 24-604, *Preparing Hazardous Materials for Military Air Shipments.*

11.31.18.1. **(62D AW)** For a tornado or sudden electrical storm, immediately stop munitions loading. Members may temporarily store the munitions on the aircraft and post a munitions sign inside the crew entry door. Notify the MOC and the Pro Super of the hazard and evacuate 300 feet from the aircraft. After the storm passes, munitions must be downloaded, and stray voltage test will be completed before loading the aircraft's munitions.

11.31.18.2. **(62D AW)** AMXS will have a minimum of one load team per shift per AMU to cover flare upload and download operations.

11.31.18.3. **(62D AW)** Upon completion of the preload checks, the AMXS Pro Super will coordinate flare delivery, including flare configuration, through the MXS Pro Super and notify MOC of the flare upload status.

11.31.18.4. **(62D AW)** The MOC will notify the Fire Department when a partially ejected (or "Hung") flare condition is encountered. See **Attachment 5**.

11.31.18.5. **(62D AW)** Load Crews will:

11.31.18.5.1. **(62D AW)** Notify the MOC and the AMXS Pro Super upon receipt of flares and when the upload and download operations begin and end.

11.31.18.5.2. **(62D AW)** See **Table 11.1** for minimum load requirements per flare configuration.

11.31.18.5.3. **(62D AW)** Store Countermeasures Dispensing System (CMDS) dispenser cover panels in aft cargo bay storage locations on aircraft following munitions upload. These assets along with the empty flare magazine containers will always remain with the aircraft.

11.31.19. **(62D AW)** Launching, Recovering, and Downloading Munitions Loaded Aircraft.

11.31.19.1. **(62D AW)** Prior to taxiing munitions-loaded aircraft, aircrew and launch team members will be aware of the safe distances established in **Paragraph 11.31.15** of this instruction in the event of an incident that requires emergency evacuation of aircraft.

11.31.19.2. **(62D AW)** Prior to aircraft landing at McChord Field, the aircrew will complete applicable checklist procedures and notify the Command Post of arrival and munitions status. The Command Post will then forward the information to the MOC, who will notify AMXS and MXS Pro Supers of any necessary actions.

Table 11.1. (62D AW) FLARE CONFIGURATIONS.

CDU INVENTORY DISPLAY – FULL COUNT				
CONFIG	**01**	**02**	**CH**	**FL**
1/7100				**72**
2/7107			**60**	**48**
3/7150			**120**	**48**
4/7200	**60**	**60**		**60**
5/7207	**60**	**60**	**60**	**60**
6/7250	**40**	**40**	**120**	**40**
MINIMUM COUNTS PER CONFIGURATION				
1/7100				**67**
2/7107			**55**	**43**
3/7150			**113**	**43**
4/7200	**55**	**55**		**55**
5/7207	**37**	**37**	**55**	**37**
6/7250	**37**	**37**	**113**	**37**

11.31.19.3. **(62D AW)** 62 AW aircraft recovering at locations not normally under the control of USAF maintenance personnel, not associated with munitions handling (i.e., Malaysian Airfields), and/or the entire ramp is not cited as an Aircraft Explosive Cargo Parking Area (AECPA) will have the appropriate fire HC/D placard symbols posted after engine shutdown and removed just prior to engine start.

11.31.20. **(62D AW)** Partially Ejected or "Hung" Flare Procedures. ***NOTE:*** Flares used in the ALE-47 system that fail to fire are not considered partially ejected or "Hung" flares.

11.31.20.1. **(62D AW)** When a partially ejected or "Hung" flare condition is suspected in flight:
11.31.20.1.1. **(62D AW)** The Aircrew will:

11.31.20.1.1.1. **(62D AW)** Notify the Control Tower and Command Post of the suspected partially ejected or "Hung" flare condition by declaring an inflight emergency (IFE).

11.31.20.1.1.2. **(62D AW)** Verify that the DS is safe according to all system safety procedures before landing.

11.31.20.1.1.3. **(62D AW)** Avoid bringing the aircraft to a full stop anywhere on the ramp that might restrict the flow of emergency and maintenance vehicles from responding to a partially ejected or "Hung" flare condition and increase the safety risk to the aircraft and crew. Taxi aircraft to one of the following "HOT Cargo" pads: L-Pad, or F-40.

11.31.20.1.1.4. **(62D AW)** Stop the aircraft immediately after arriving at the hot cargo area and deplane the scanner or loadmaster to check all CMDS dispensers for partially ejected or "Hung" flares. If a partially ejected or "Hung" flare is detected, the crew will shut down and then evacuate the aircraft and establish a cordon around the aircraft. ***NOTE:*** All flares downloaded at home station require a post-use inspection by qualified munitions personnel prior to being released for further use. An inspection is not required if flares are downloaded temporarily to facilitate other maintenance for Electronic Warfare Systems (EWS) software loads or operational checks.

11.31.20.1.2. **(62D AW)** Command Post will:

11.31.20.1.2.1. **(62D AW)** Initiate the partially ejected or "Hung" flare ground emergency checklist.

11.31.20.1.2.2. **(62D AW)** Obtain parking location from the MOC for a partially ejected or "Hung" flare check and forward that location to the aircrew.

11.31.20.1.2.3. **(62D AW)** Notify Fire Department and EOD of the suspected partially ejected or "Hung" flare condition and location of aircraft.

11.31.20.1.2.4. **(62D AW)** EOD will safe the DS, remove any/all partially ejected or "Hung" flares, and notify the Fire Department IC for termination of the ground emergency.

11.31.20.2. **(62D AW)** If a partially ejected or "Hung" flare is encountered by the scanner or loadmaster and an IFE was not previously declared:

11.31.20.2.1. **(62D AW)** The aircrew will declare a ground emergency with the tower, shut down and evacuate the aircraft, and establish a cordon around the aircraft.

11.31.20.2.2. **(62D AW)** The Command Post will initiate the ground emergency checklist and forward aircraft location to the Fire Department and EOD.

11.31.20.2.3. **(62D AW)** EOD will safe the DS, remove any/all partially ejected or "Hung" flares, and notify the Fire Department IC for termination of the ground emergency.

11.31.21. **(62D AW)** Uploading and Downloading Mishap Procedures.

11.31.21.1. **(62D AW)** If a loaded magazine is dropped from a height more than 3 feet:

11.31.21.1.1. **(62D AW)** The load crew will cease operations, declare a ground emergency, evacuate the aircraft, and establish a cordon around the aircraft.

11.31.21.1.2. **(62D AW)** The Command Post will initiate the ground emergency checklist.

11.31.21.1.3. **(62D AW)** Upon ground emergency termination, the MOC will contact the 62 MXS Pro Super for turn-in of the dropped magazine. Munitions personnel will extract all flares and Communications Navigations and Mission Systems (CNMS) personnel will inspect the magazine for serviceability.

11.31.21.2. **(62D AW)** The MOC will notify the WTQM of the incident to include status of equipment, personnel involved, and aircraft affected.

11.46. **(62D AW) Critical Tire Inspections (CTI).**

11.46.1. **(62D AW)** A CTI is a special inspection on C-17A tires with more stringent tire wear/cut limits than the applicable technical order inspection requirements. These inspections are conducted

for aircraft transiting locations or performing a specific mission where tire reliability is of the utmost importance to ensure mission accomplishment. CTIs are required for:

11.46.1.1. **(62D AW)** Prime Nuclear Airlift Force (PNAF) missions (REF: AFMAN 13-526, *Prime Nuclear Airlift Force Operations*).

11.46.1.2. **(62D AW)** Phoenix Banner/Silver (Presidential support) missions.

11.46.1.3. **(62D AW)** As required, based on specific mission tasking.

11.46.2. **(62D AW)** CTI Procedures:

11.46.2.1. **(62D AW)** Pro Supers will ensure CTIs are performed on identified aircraft. Tires will be inspected, and results are documented in AFTO Form 781A. If digital forms are being utilized a CTI worksheet located on the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/QAI%20Documents/CTI%20Worksheet.pdf**, will be used in place of the 781A.

11.46.2.2. **(62D AW)** CTIs will be accomplished on both primary and backup aircraft (if applicable) and tire replacements will be accomplished on both aircraft in accordance with production priorities. Any decision not to change affected tires on identified aircraft will be made by the 62 MXG/CC/CD or designated representative.

11.46.2.3. **(62D AW)** Aircraft Movement. If an aircraft is towed after a CTI is accomplished, another CTI will be performed and documented in the aircraft's AFTO Form 781A.

11.46.2.4. **(62D AW)** Documentation. The AFTO Form 781A will have a dash symbol and the following entry in the discrepancy block: “Critical Tire Inspection (CTI) due.” When the inspection is completed, the discrepancy will be signed off with the following entry placed in the corrective action block for aircraft tires that pass the inspection: “CTI complied with-all tires within CTI limits.” For tires that fail the CTI, the following entry will be entered in the corrective action block: “CTI complied with, (specific number) tires failed.” Tires changed because of a CTI will be referenced to the original CTI discrepancy.

11.46.3. **(62D AW)** CTI Limits.

11.46.3.1. **(62D AW)** Non-PNAF mission CTI requirements.

11.46.3.1.1. **(62D AW)** Cuts: Tires with cuts that exceed one-half the embossed cut limits or cuts of more than 1/2 inch in length will be replaced. If a sidewall cut extends into the cord body, the tire will be replaced as prescribed in T.O. 4T-1-3, *Inspection, Maintenance Instructions, Storage, and Disposition of Aircraft Tires and Inner Tubes*.

11.46.3.1.2. **(62D AW)** Wear: Tires with a measurement of less than 3/32-inch depth over the full length of any 12-inch span of a tire tread will be replaced.

11.46.3.2. **(62D AW)** For PNAF CTI requirements, refer to AFMAN 13-526.

11.46.3.3. **(62D AW)** 180-Day HSC CTI Requirements. 62 MXG/CC or MXG/CD may waive HSC CTI requirements, as needed.

11.46.3.3.1. **(62D AW)** Maintenance Flight will inspect MLG tires every HSC and replace tires with tread measurements of less than 10/32 inch-depth.

11.46.3.4. **(62D AW)** Removed MLG tires with tread depth between 7/32-9/32 inch should be stored in 62 MXS Wheel and Tire (W&T) for reuse during flight line replacements IAW the following limits:

11.46.3.4.1. **(62D AW)** Aircraft with 145 days or longer until the next HSC, should receive new tires.

11.46.3.4.2. **(62D AW)** Aircraft with less than 145 days until the next HSC, should receive tires with 7/32- 9/32-inch tread depth.

11.47. **(62D AW) Hearing Protection Requirements:**

Table 11.2. (62D AW) Hearing Protection Distances. See Attachment 8 for Hearing Protection Diagram and Attachment 9 for Hearing Protection Guideline Card.

Noise Source	Single Hearing Protection Cordon	Double Hearing Protection Cordon
A/M-32-A-95 Bleed Air Cart	50 ft.	25 ft.
APU**	220 ft.	50 ft.
Engine(s) Idling**	260 ft.	80 ft.
Engine(s) Power	Entire Applicable Ramp***	160 ft.
TMAC A/C Unit Model M1000	50 ft.	25 ft.
ACU-302 Air Conditioner	50 ft.	25 ft.
MC7 Air Compressor	50 ft.	25 ft.
Self-Generated Nitrogen Cart NC-13	50 ft.	25 ft.
All Other Powered AGE (except electric)	25 ft.	Not Required
Power Tools/Shop Equipment/Other	Consult shop specific survey	Consult shop specific survey
*All cordon distances measured by Bio-Environmental, starting from center of aircraft/equipment. **During Engine Idle and APU operation, adjacent aircraft decrease decibel rating below 85 dBA (Hearing protection not required in noise areas of 84 dBA and below). ***On adjacent parking ramps (e.g., Joker and Bravo) single hearing.		

11.48. **(62D AW) Fall Protection and Rescue Response Procedures.**

11.48.1. **(62D AW)** Prompt rescue following a fall, as defined in AFMAN 91-203, is “getting to the subject within 6 minutes after an accidental fall.” To meet this requirement, whenever maintenance is performed on top of the aircraft fuselage, wing, T-tail, or whenever fall restraint equipment is used maintenance personnel will ensure the following:

11.48.1.1. **(62D AW)** A dedicated ground spotter will be always used when maintenance is performed on top of the aircraft fuselage, wing, T-tail, or whenever fall-restraint equipment is used. **EXCEPTION**: Maintenance tasks that require additional personnel who are not on top of

the aircraft surface (e.g., additional person on a stand assisting someone on top of the wing) do not require a ground spotter.

11.48.1.2. **(62D AW)** A maintenance stand tall enough to reach a fallen worker will be present at the aircraft. Prior to personnel accessing the T-tail, a Condor or other suitable high-reach equipment will be positioned and prepared for use. Personnel qualified to operate the high-reach equipment must be on site but are not required to stand by in the equipment. 62 MXG/CC may waive this requirement for MRT/Flying Crew Chief (FCC) in obscure locations.

11.48.2. **(62D AW)** Upon recognizing that a worker has fallen, the ground spotter will immediately notify MOC and the Pro Super/Dock Coordinator. The spotter will then initiate actions to reach, secure and stabilize the fallen worker using the prepositioned equipment. MOC will notify the fire department. The Pro Super/Dock Coordinator shall provide additional manpower and equipment to facilitate the initial rescue response as required.

11.48.2.1. **(62D AW)** Upon termination of the rescue, regardless of apparent condition or timeliness of rescue, an AF Form 978, *Supervisor's Mishap Report*, will be accomplished.

11.49. **(62D AW) Hangar Door Operation.**

11.49.1. **(62D AW)** All personnel operating hangar doors must be familiar with and comply with all directions covered under AFMAN 91-203. ***NOTE:*** Each hangar type has a separate and individual instruction for the operation of its doors. Checklists will be posted on hangar doors for the operator's use.

11.49.2. **(62D AW)** All personnel required to operate hangar doors will receive annual door-specific on-the-job training (OJT) from a qualified trainer (5-skill level or civilian equivalent) using a current lesson plan. The training plans are located on MXG SharePoint. **https://usaf.dps.mil/sites/62mos/mxot/SitePages/DLC.aspx** (See **Table 11.3** for course codes.) Work center personnel previously identified in G081 as qualified under course code SAFE 1100 and are current operators of their work center hangar doors are considered qualified to train and will train and qualify new users on only their specific work center hangar doors. Qualification for maintenance personnel will be entered into the G081 system. Non-maintenance personnel will use an AF Form *55 Employee Safety and Health Record* (or equivalent), for documentation of their training. However, the AF Form 55 (or equivalent) must list hangars as work center safety hazards.

Table 11.3. (62D AW) G081 Hangar Door Training Course Codes.

• TYPE OF TRAINING	• G081 COURSE CODE
• Annual Awareness Training	• SAFE 1100
• Hangar Door Operation Hangars 1-4	• MCCH 001104
• Hangar Door Operation Hangar 5	• MCCH 001178
• Hangar Door Operation Hangar 6	• MCCH 001160
• Hangar Door Operation Hangar 7, 9, & 10	• MCCH 001107
• Hangar Door Operation Hangar 8 & 12	• MCCH 001108
• Hangar Door Operation Hangar 13	• MCCH 001174

11.49.2.1. **(62D AW)** All personnel that routinely work in hangar facilities in the performance of their duties, regardless of Air Force specialty code or duties must receive initial awareness training available via CBT at the DLC. Awareness training will be documented in G081 using course code SAFE 1100 for maintenance personnel and the AF Form 55 for all others.

11.49.2.2. **(62D AW)** For non-maintenance personnel required to operate hangar doors, the Squadron Commander will forward a letter to the 62 MXG/CC listing qualified and authorized door operators for each type of hangar door. Total number of qualified operators will be kept to a minimum.

11.49.2.3. **(62D AW)** To save heat and prevent damage to water pipes and fire suppression systems during cold weather (<40°F) operations, the following instructions will apply:

11.49.2.3.1. **(62D AW)** When towing aircraft in and out of hangars, the tow supervisor will ensure the hangar doors are only open for the shortest time possible.

11.49.2.3.2. **(62D AW)** The main hangar doors will only be utilized for entry/exit of vehicles and equipment that cannot be safely moved through the service roll up doors.

11.49.2.3.2.1. **(62D AW)** Vehicles must never be parked in front of hangar doors regardless of an aircraft being present in the hangar. Use designated parking locations around hangars.

11.49.2.3.2.2. **(62D AW)** Drivers will park outside of hangar door lines if no distinct parking location is available.

11.49.2.3.2.3. **(62D AW)** Vehicles may park in front of hangars if actively loading/unloading (i.e., AGE, water wash equipment, etc.). Vehicle driver must be present.

11.49.2.4. **(62D AW)** As applicable, Work Center Supervisor/Facility Managers of each hangar will:

11.49.2.4.1. **(62D AW)** Maintain the door operating instruction using current checklists.

11.49.2.4.2. **(62D AW)** Ensure a current door-operating checklist is posted by each door's control switch.

11.49.2.4.3. **(62D AW)** Maintain legible identification stencils for all door control switches.

11.49.2.4.4. **(62D AW)** Maintain hangar door “FULL OPEN POSITION” markings located at the wing tip clearance floor marking or wider.

11.49.2.4.5. **(62D AW)** Ensure a nose wheel stop line perpendicular to the nose wheel guideline is maintained outside each hangar and identified with “STOP! CHECK WING TIP CLEARANCE HERE” markings.

11.49.2.4.6. **(62D AW)** Paint a nose wheel stop line inside the hangar, perpendicular to the nose wheel guideline, to indicate the mandatory stop position where the aircraft is to be parked. Stop lines will be painted in all hangars for C-17 aircraft.

11.49.2.4.7. **(62D AW)** Maintain floor markings for minimum 10-foot hangar door opening distance.

11.49.2.4.8. **(62D AW)** Ensure MOC is notified of inoperative doors and the measures taken to correct the problem. Call in emergency work order requests to Public Works help desk at 967-

3131. ***NOTE:*** After normal duty hours, 967-3131 transfers to an off-site answering service who relays the message to the applicable agency.

11.49.2.4.9. **(62D AW)** Hangar doors are to be locked out only by personnel qualified and certified under the requirements of AFMAN 91-203.

11.49.2.5. **(62D AW)** In case of a power failure, electrically operated hangar doors will only be disengaged and operated by qualified JBLM DPW personnel. Manual operation by unqualified personnel may result in hangar doors falling from door tracks.

11.49.3. **(62D AW)** Hangar Door Status Reporting. Hangar door discrepancies, repair status, and get-well date of inoperable door systems will be tracked by Facility Managers and up channeled to the MXG Facility Manager.

11.50. **(62D AW) Vehicle Backing Operations.**

11.50.1. **(62D AW)** No Ground Guide Required. Before any vehicle listed below is started for backing movement, the driver shall walk completely around the vehicle to verify clearance and determine a visual clear distance with a ground reference point from the cab of the vehicle. The driver will then sound the horn and back to the preselected ground reference point. Stop and repeat as necessary until the desired vehicle position is obtained. The following vehicles will not require a ground guide while backing:

11.50.1.1. **(62D AW)** General purpose vehicles that have 360 degrees visibility (without using mirrors.

11.50.1.2. **(62D AW)** Bobtail.

11.50.1.3. **(62D AW)** Forklift, Warehouse Tug, Baggage Conveyor.

11.50.1.4. **(62D AW)** Low Speed Vehicles (e.g., golf cart, mule, gator, Daihatsu, etc.).

11.50.1.5. **(62D AW)** Flat Beds (If view is unobstructed).

11.50.1.6. **(62D AW)** Pickups (If view is unobstructed).

11.50.2. **(62D AW)** Ground Guide Required. Before any vehicle listed below is started for backing movement, a member of the crew or the driver must walk completely around the vehicle to ensure no personnel or objects are in danger from the vehicle's movement. The ground guide will be positioned at the front or rear corners of the vehicle and must remain in full view of the vehicle operator anytime the vehicle is in motion. The ground guide will not position themselves between the vehicle being guided and another object where inadvertent engine surge or momentary loss of vehicle control could cause injury. The vehicle horn will be sounded before any backing operation is started. Flashlight/wands will be used when guiding a vehicle at night. The following vehicles will require a ground guide while backing:

11.50.2.1. **(62D AW)** Multi Stop Trucks, K-Loaders, Staircase Trucks.

11.50.2.2. **(62D AW)** Tow Vehicles.

11.50.2.3. **(62D AW)** Condors.

11.50.2.4. **(62D AW)** Deicers.

11.50.2.5. **(62D AW)** Vans.

11.50.2.6. **(62D AW)** Flat Beds (If loaded and view is obstructed).

11.50.2.7. **(62D AW)** Cranes.

11.50.2.8. **(62D AW)** Pickups (If loaded and view is obstructed).

11.50.3. **(62D AW)** Congested Areas, Limited Visibility and Airfield Operations. One or more ground guides will be required when backing any vehicle in congested areas or during times of limited visibility.

11.51. **(62D AW) Aircraft Wash Procedures.**

11.51.1. **(62D AW)** The following requirements are considered essential and will be scheduled by PS&D or the MOC. Normal wash schedule start time is 0800 but may be scheduled to fit mission requirements.

11.51.1.1. **(62D AW)** Home Station Check wash, C-17.

11.51.1.2. **(62D AW)** Mid-cycle wash, C-17.

11.51.1.3. **(62D AW)** Refurb wash, C-17.

11.51.1.4. **(62D AW)** Complete wash, C-130, KC-135.

11.51.2. **(62D AW)** AMXS personnel will inspect all assigned aircraft terminating at home station and Pro Supers will request contract services as necessary to maintain a clean aircraft. The single criterion for ordering a wash/cleaning (except a complete wash) will be the need for that service. Automatically ordering services because an aircraft has returned from or is about to depart on a mission is not authorized. For flight line wash services, this need will be verified by Maintenance Supervision or a Pro Super prior to scheduling the service through PS&D or MOC.

11.51.3. **(62D AW)** Authorized personnel will request contract services by contacting PS&D or MOC. PS&D or MOC will prepare an AFTO Form in G081. MOC only schedules minor interior washes. The AFTO Form 349 will contain a JCN, the aircraft identification number, type of service required, and the scheduled time that the service is required. The AFTO Form 349 will then be transmitted to the printer designated for contractor use. If the G081 system is down, PS&D or MOC may call the contractor to request a wash service. However, as soon as the G081 system is back up, the requester must transmit an AFTO Form 349 to the contractor, even if the job has been completed. The contractor needs a hard copy of the AFTO Form 349 for payment purposes.

11.51.4. **(62D AW)** The contractor will forward the completed AFTO Form 349 to 62 MXG/QAE for service validation.

11.51.5. **(62D AW)** If a wash service cannot be accomplished as scheduled, personnel responsible for, or first aware of the delay, (i.e., AMXS/MXS) will notify MOC (extension 982-3336) of the delay or termination of the service requirement. MOC will coordinate with PS&D during the following dayshift to ensure job orders (AFTO Form 349) are completed, rescheduled, or terminated. If an aircraft cannot be turned over to the contractor within 1 hour of the scheduled time, it must be rescheduled to start no sooner than 12 hours after the originally scheduled time. Rescheduled wash start times may differ from normal start times to match mission requirements.

11.51.6. **(62D AW)** As soon as possible after completion, the contractor will sign off the wash due write-up in G081. Clearing wash acceptance write-ups remains the owning squadron's responsibility.

11.51.7. **(62D AW)** The contractor is not allowed to create a wash job order (AFTO Form 349) in G081. This can only be accomplished by PS&D or MOC.

11.51.8. **(62D AW)** For complete washes, the owning organization will deliver all aircraft to the contractor at the scheduled time. The contractor will accomplish all towing, servicing, and wash preparation IAW their Performance Work Statement (PWS).

11.51.9. **(62D AW)** Prior to aircraft delivery to the contractor, the owning organization will insert the applicable preprinted wash and lube package into the aircraft forms binder.

11.52. **(62D AW) Explosive Handling Procedures.**

11.52.1. **(62D AW)** Responsibilities:

11.52.1.1. **(62D AW)** The Electro-Environmental Section Chief/Element Lead/alternate will be knowledgeable of and enforce all safety requirements/standards governing the section's activities.

11.52.1.1.1. **(62D AW)** Ensure personnel are instructed in their duties before starting operations.

11.52.1.1.2. **(62D AW)** Conduct initial and annual refresher training for personnel engaged in explosive operations and certify by annotating AF Form 55, G081. (Course code ACFT 000015) or appropriate briefing form.

11.52.1.2. **(62D AW)** Operating personnel are responsible for understanding and strictly observing all safety standards, requirements, and precautions applicable to their duties. In addition, everyone will report to their shift supervisor any unsafe condition, equipment, or material.

11.52.2. **(62D AW)** Safety Requirements. **WARNING:** Handle explosive material carefully and IAW approved procedures found in appropriate T.O.s. Failure to handle explosive material properly can result in personal injury or loss of life and damage to equipment.

11.52.2.1. **(62D AW)** DESR6055.09_AFMAN 91-201 will be followed. Prompt action will be taken to control any hazard. If a dangerous item is encountered, all operations in immediate area will be shut down. Personnel will be evacuated to a safe site. EOD and other authorized personnel will be called to assist in eliminating the hazard. Operations will not resume until the hazard is eliminated.

11.52.2.2. **(62D AW)** All operations involving explosives will be conducted in strict compliance with all applicable instructions and directives. All explosives will be handled with care. Any item suspected of damage will be removed from service and disposition accomplished according to applicable directives.

11.52.2.3. **(62D AW)** Explosive quantities on hand will be limited to the actual number needed to perform the task. The explosives will normally be handled at the aircraft work site to minimize the time in the duty section.

11.52.2.4. **(62D AW)** Explosives maintenance will be limited to the minimum number of personnel to include at least one operation supervisor plus the number of workers as outlined in applicable tech data.

11.52.2.5. **(62D AW)** Personnel performing aircraft munitions maintenance will receive a pre-operational briefing from the on-site supervisor prior to performing explosives maintenance.

11.52.2.6. **(62D AW)** Devices that emit Radio Frequency (RF) energy will not be used within 25 feet of Electro-Explosive Devices (EED). This not only includes cell phones but also radios and tablets with WIFI enabled that are not intrinsically safe.

11.52.2.6.1. **(62D AW)** This does not include laptops used for viewing tech data (eTools). There is documentation at the 62 AW/SEW, Weapons Safety Office that indicates the safe separation distance for these computers from EEDs is 2.1 feet minimum.

11.52.2.6.2. **(62D AW)** If any doubt exists as to whether a local RF emitter presents a hazard to an EED operation, contact the weapons safety office to evaluate and establish proper safe working distances.

11.52.2.7. **(62D AW)** Static electricity is a constant hazard to EED operations. Strictly follow grounding/bonding guidance in appropriate technical data. Avoid use of high static generating clothing during operations with EEDs.

11.52.4. **(62D AW)** Sequence of Operations.

11.52.4.1. **(62D AW)** Step-by-step procedures are outlined in applicable aircraft Job Guides.

11.53. **(62D AW) Lead Technician Program.**

11.53.1. **(62D AW)** Units may choose to utilize Lead Technicians (Lead Techs). A Lead Tech is the subject matter expert for their AFSC and represents all personnel assigned to their unit within that AFSC. Serving as a Lead Tech is considered an additional duty and not a duty title or full-time job.

11.53.1.2. **(62D AW)** Lead Techs primary responsibilities will be established and managed by AMU/Flight leadership, except for these items.

11.53.1.2.1. **(62D AW)** If utilized, Lead Techs will:

11.53.1.2.1.1. **(62D AW)** Primarily serve in their AFSC and perform intended operational duties.

11.53.1.2.1.2. **(62D AW)** Validate formal training for their AFSC.

11.53.1.2.1.3. **(62D AW)** Review the quality of on-the-job training provided for their AFSC.

11.53.1.2.1.4. **(62D AW)** Analyze and identify negative trends and attend data review meetings.

14.2.2.2. **(62D AW)** An automated jacket file will be established for all aircraft assigned to 62 AW. A sample jacket file is kept on the MXG Shared Drive and illustrates the standard format for jacket files. Use the sample as a guide when building a jacket file.

14.2.2.4.2. **(62D AW)** For Aircraft Document Review (ADR) Checklist see the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.aspx**

14.2.3.3.1.1. **(62D AW)** For Aircraft Document Review Checklist see the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.aspx**

14.2.3.4.2.1. **(62D AW)** PS&D will coordinate the document review with the applicable Pro Super. All errors identified by PS&D are the responsibility of the AMXS to correct before signing off completion of the job in G081. The document review will be completed IAW the ADR checklist located on the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.aspx**

14.2.4.2.2.1. **(62D AW)** The AF Form 2410, *Inspection/TCTO Planning Checklis*t, will be posted on the MXO SharePoint page, or sent via email to attendees, where all applicable shops can review it prior to the pre-dock meeting.

14.2.4.2.7.1. **(62D AW)** Configuration items are verified during the #2 & #4 HSCs. HSC Dock Controller will route a completed copy of the Controlled End Item (CEI) verification sheet to PS&D prior to the completion of the HSC inspection. PS&D will make corrections in G081 based on the data identified as incorrect.

14.2.4.3.5.6. **(62D AW)** Incorporate engine data from EMB. Any engine identified at HSC pre-dock as having four or more sets of blades changed since it was last zeroed out will have a vibration run during HSC backlines. If blade sets are changed during HSC, perform vibration runs on any engine with four or more sets of blades changed. Flight line procedures will remain unchanged.

14.2.5. **(62D AW)** PS&D will perform a post-dock teleconference on weekends, down days, or holidays if aircraft is added to the flying schedule prior to a normal duty day.

14.2.5.1.1. **(62D AW)** Minimum attendees will also include Dock Controller and MXS Pro Super. Additional elements will attend as required.

14.2.6.2.1. **(62D AW)** AFTO 349 will be used to document any HSCs, Time Change Items (TCIs), SIs, TCTOs, and Delayed Discrepancies (DDs) that are completed while G081 is unavailable. PS&D will make pen and ink updates to the HSC, TCI, and SI on the AFTO Form 781D, *Calendar and Hourly Item Inspection Document*, kept for each aircraft. Any significant historical data will be recorded on paper copy AFTO Form 95, *Significant Historical Data* to be updated in the appropriate aircraft jacket file.

14.2.7.2.1. **(62D AW)** Upon notification from QA or MOC of an event, 62 MXO/MXOS will move the automated jacket file from the shared drive to a secure folder. It will remain there until released or requested by an investigation team per the Impound Checklist located on the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocal/Forms/AllItems.aspx**

14.3.3.3.1.8. **(62D AW)** MXG TODO will check the MXG TODO organizational email box daily to retrieve applicable TCTOs and OTIs. The TODO will date-stamp and file one copy in the T.O. library on the day received, then forward an additional informational copy to QA for review.

14.3.3.3.2.3.1. **(62D AW)** TCTO folders are automated and kept in the shared drive. An electronic sample TCTO folder kept with the TCTO continuity book illustrates the format for TCTO folders.

14.3.4.2.4.2.4.1. **(62D AW)** Units will route all newly drafted and revised Job Standard (JST) packages utilizing the JST Routing Sheet located on the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/QAIDocuments/Forms/AllItems.aspx**?. Once the package has been formally approved by all stakeholders, the approved JST can be implemented for use in the MIS.

14.3.4.3.5.3. **(62D AW)** Munitions and LRS supply will notify PS&D upon receipt of parts.

14.3.4.3.6.3.2. **(62D AW)** PS&D will coordinate with MXS/MXMW for all Cartridge-Actuated Devices (CAD)/Propellant Actuated Devices (PAD) items NLT 45 days prior to the quarter the item is needed. Munitions will acquire and maintain all required CAD/PAD TCIs for each quarter and issue IAW all munitions handling requirements. For CAD/PAD items requested replacement

at depot, PS&D must provide munitions the POC for the nearest military base that has a functioning munitions section for CAD/PAD item correspondence and shipment.

14.3.4.3.6.4.1. **(62D AW)** PS&D will coordinate with 627 LRS/LGRMMF for all non-life sustaining and non-CAD/PAD TCIs with a monthly forecast list IAW AFMAN 23-122, *Material Management Procedures*, Chapter 4. LRS/LGRMMF will ensure items are currently on backorder or have customer place a demand on the system for the part.

14.3.4.3.6.4.2. **(62D AW)** PS&D does not requisition life-sustaining items, however; AFE is accountable for managing the Life Support Equipment (LSE) TCIs as turn-around assets. AMXS will assist AFE by downloading the LSE for transporting to AFE for ample turn-around time.

14.3.4.3.8.1. **(62D AW)** All performing work centers within AMXS and MXS will ensure that proper MDC is taken for all TCIs. Performing work centers will visually verify and email PS&D the lot number, part number, and serial number for all CAD/PAD items replaced for MDC and aircraft automated serial number verification updates.

14.3.4.3.8.2. **(62D AW)** AMXS and MXS will inform PS&D of required -1600 JCNs for CAD/PAD items that require out-of-cycle replacement to ensure the TCI record is updated accordingly.

14.3.6.4. **(62D AW)** Discussion items will include DRs, EDs, TCTOs, TCIs, and SI requirements. File the AF Form 2410 in the aircraft jacket file. Attendees may be:

14.3.6.4.1. **(62D AW)** PS&D, owning AMXS Pro Super, MXS Pro Super, Engine Management (Pratt & Whitney Field Service Representative), RAMS, Boeing Field Services, and AFE as required will attend the meeting.

14.3.8. **(62D AW)** Newly assigned aircraft, aircraft that have completed off-station depot-level or contract maintenance, aircraft transferred from another organization, or are newly procured all require acceptance inspections. Acceptance inspections will utilize the Acceptance Checklist located on the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.aspx**

14.3.9. **(62D AW)** Coordinate with the depot facility when contracted work is not completed, maintenance discrepancies are found during the transfer inspection, or there is missing and/or incorrect historical data.

14.3.10. **(62D AW)** Report findings of -21 equipment shortages to the losing unit and MAJCOM within 24 hours of discovery IAW AFI 21-103, *Equipment Inventory*, *Status*, *and Utilization Reporting.*

14.3.11. **(62D AW)** Annotate the transfer inspection on the AFTO Form 95, and update/validate aircraft operating time data in G081.

14.3.12. **(62D AW)** Conduct a post-transfer inspection document review.

14.3.13. **(62D AW)** AMXS will:

14.3.13.1. **(62D AW)** Notify PS&D of aircraft arrival or on-base depot teamwork completion. Ensure the gaining AMU Pro Super attends the pre-transfer meeting scheduled by PS&D.

14.3.13.2. **(62D AW)** Assist PS&D with review of factory NOC waivers. If needed, ensure field-level visibility by placing a note in aircraft forms, AFTO 781A/K, *Aircraft Maintenance Work*

Document/Aerospace Vehicle Inspection, *Engine Data*, *Calendar Inspection and Delayed Discrepancy Document*, addressing individual waivers. Ensure the waiver summary sheet supplied by PS&D is placed in front of the aircraft's AFTO 781As, *Maintenance Discrepancy and Work Document*, for future reference. ***NOTE:*** Upon depot returns, PS&D will inform the AMXS Pro Super of current waiver status/completions.

14.3.13.3. **(62D AW)** Ensure the McChord Field C-17 Transfer Inspection Checklist is completed. The checklist is located on the QA SharePoint site: **https://usaf.dps.mil/sites/62mos/mxqa/ChecklistsLocalForms/Forms/AllItems.aspx**

14.3.13.4. **(62D AW)** Deliver aircraft historical file and a copy of AFTO Form 781J, Aerospace Vehicle-Engine Flight Document; AFTO Form 290, *Aerospace Vehicle Delivery Receipt*; DD Form 1149, *Requisition and Invoice/Shipping Document*; and AFTO Form 345, *Aerospace Vehicle Transfer Inspection Checklist and Certification* (if applicable) to PS&D.

14.3.13.5. **(62D AW)** Task the owning AMU and supporting work center to document all transfer inspection work in the AFTO Form 781A, and in G081. Major and critical discrepancies will be forwarded on a Material Deficiency Report (MDR)/Quality Deficiency Report (QDR) worksheet to 62 MXG/QAP.

14.3.13.6. **(62D AW)** Task the owning AMU to re-inspect open depot discrepancies to ensure they are still valid. If they have been corrected, enter in the corrected block, "Corrected at depot, verified at McChord," followed by the date and signature. Verify with PS&D the status of factory NOC waiver items upon return from depot.

14.3.13.7. **(62D AW)** Task the owning AMU to evaluate Tail Number Bin (TNB) items for installation in conjunction with the transfer inspection. Review DDs and validate/correct all related supply issues.

DAVID A. FAZENBAKER, Colonel, USAF
Commander, 62d Airlift Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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62 AWI 13-213, *Airfield Driving Instruction*, 2 February 2017

AFI 10-403, *Deployment Planning and Execution*, 16 April 2020

AFMAN 13-526, *Nuclear Airlift Force Operations*, 2 October 2018

DAFI 21-101 *AMCSUP*, *Aircraft and Equipment Maintenance Management*, 2 August 2020 AFI 21-103, *Equipment Inventory, Status and Utilization Reporting*, 29 April 2020

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JBLM CEMP, *Joint Base Lewis-McChord Comprehensive Emergency Management Plan, 1*

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LCL 62 MXG-5, *Hangaring of All Assigned and Transient Aircraft*, 13 July 2016

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T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection*, *Documentation*, *Policies*, *and Procedures*, 6 September 2019

T.O. 00-20-1, *AMCSUP, Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures,* 23 March 2020

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T.O. 00-35D-54, *USAF Deficiency Reporting and Investigating System*, 1 September 2015

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T.O. 1-1-3, *Inspection and Repair of Integral Tanks and Fuels Cells*, 1 February 2019

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T.O. 1C-17A-2-WA-1, *Interactive Electronic Technical Manual-Organizational Maintenance USAF Series C-17A Aircraft*, 4 December 2020

T.O. 1C-17A-6, *Inspection Requirements*, 4 November 2020

T.O. 1C-17A-6CF-1, *Acceptance and/or Functional Check Flight Procedures*, 1 February 2015

T.O. 1C-17A-6CL-1, *Acceptance and/or Functional Check Flight Checklist*, 1 February 2015

T.O. 1C-17A-33-1-2-1, *Non-Nuclear Munitions Loading Procedures AN/ALE-47 Countermeasures Dispensing System*, 1 November 2019

T.O. 4T-1-3, *Inspection, Maintenance Instructions, Storage, and Disposition of Aircraft Tires and Inner Tubes*, 23 April 2020

T.O. 32-1-101, *Use and Care of Hand Tools and Measuring Tools*, 5 October 2020

Prescribed Forms

Adopted Forms

AF Form 55, *Employee Safety and Health Record*

AF Form 399, *Air Force Publication/Form Status Request* AF Form 673, *Air Force Publication/Form Action Request* AF Form 1297, *Temporary Issue Receipt*

AF IMT 847, *Recommendation for Change of Publication*

AF Form 978, *Supervisor's Mishap Report*

AF IMT 2410, *Inspection/TCTO Planning Checklist*

AFTO Form 95, *Significant Historical Data*

AFTO Form 134, *Aviator Breathing Oxygen Servicing Trailer Log (Liquid/Gaseous)*

AFTO Form 244, *Industrial/Support Equipment Record* AFTO Form 290, *Aerospace Vehicle Delivery Receipt* AFTO Form 349, *Maintenance Data Collection Record* AFTO Form 350, *Repairable Item Processing Tag*

AFTO Form 781A, *Maintenance Discrepancy and Work Document* AFTO Form 781B, *Communication Security Equipment Record* AFTO Form 781C, *Avionics Configuration and Load Status Document* AFTO Form 781D, *Calendar and Hourly Item Inspection Document*

AFTO Form 781F, *Aerospace Vehicle Flight Status Report Maintenance Document*

AFTO Form 781G, Gener*al Mission Classification-Mission Symbols (LRA)*

AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance*

AFTO Form 781J, *Aerospace Vehicle-Engine Flight Document*

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

AFTO Form 781M, *Status Symbols and Functional System Codes*

AMC Form 41, *Flight Authorization*

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

DD Form 1574, *Serviceable Tag Material*

DD Form 365-1, *Weight Checklist Record, Chart A, Basic*

MCCHORD FORM 43, *Lost Tool/Item Report*

MCCHORD FORM 199, *Foreign Object Damage (FOD) Incident Investigation*

MCCHORD FORM 517, *Dropped Object Report*

MCCHORD FORM 605, *Blade Blending/Blade Change Worksheet*

Abbreviations and Acronyms

373 TRS—373rd Training Squadron

446 AW—446th Airlift Wing

446 MXG—446th Maintenance Group

62 AMXS—62d Aircraft Maintenance Squadron

62 AMXS/MXA—62d Aircraft Maintenance Squadron Maintenance Operations

62 APS—62d Aerial Port Squadron

62 AW—62d Airlift Wing

62 AW/CC—62d Airlift Wing Commander

62 AW/CPM—62d Airlift Wing Corrosion Program Manager

62 AW/SE—62d Airlift Wing Safety Office

62 AW/SEF—62d airlift wing Flight Safety Office

62 AW/SEG—62d Airlift Wing Occupational Safety

62 AW/SEW—62d Airlift Wing Weapons Safety

627 ABG—627th Air Base Group

627 CES—627th Civil Engineering Squadron (also known as JBLM Department of Emergency Services (DES) and/or Directorate/Department of Public Works (DPW))

672 LRS—627th Logistics Readiness Squadron

627 SFS—627th Security Forces Squadron

62 MDS/SGPB—62d Medical Squadron Bioenvironmental Engineering

62 MXG—62d Maintenance Group

62 MXG/CC—62d Maintenance Group Commander

62 MXG/CD—62d Maintenance Group Deputy Commander

62 MXG/QA—62d Maintenance Group Quality Assurance

62 MXG/QAE—62d Maintenance Group Quality Assurance Evaluators

62 MXG/QAI—62d Maintenance Group Quality Assurance Inspectors

62 MXG/QAP—62d Maintenance Group Product Improvement Office

62 MXO—62d Maintenance Operations

62 MXO/MXOC—62 Maintenance Operations, Maintenance Operations Center

62 MXO/MXOS—62d Maintenance Operations, Plans, Scheduling, and Documentation Office

62 MXS—62d Maintenance Squadron

62 MXS/MXM—62d Maintenance Squadron Maintenance Supervision

62 MXS/MXMCE—62d Maintenance Squadron Electro Environmental Section

62 MXS/MXMCF—62d/446th Maintenance Squadron Fuel System Section

62 MXS/MXMF—62d Maintenance Squadron Fabrication Flight

62 MXS/MXMG—62d Maintenance Squadron Aerospace Ground Equipment Flight

62 MXS/MXMW—62d Maintenance Squadron Munitions Flight

62 OG—62d Operations Group

62 OG/OGV—62d Operations Group, Standardization/Evaluation

62 OSS/OSO—62d Operations Support Squadron, Current Operations Flight

ADADS—Aircraft Data Acquisition System

ADR—Aircraft Document Review

AECPA—Aircraft Explosive Cargo Parking Area

AEF—Aerospace Expeditionary Force

AFE—Aircrew Flight Equipment

AFSC—Air Force Specialty Code

AFTO—Air Force Technical Order

AGE—Aerospace Ground Equipment

ALSE—Aircrew Life Support Equipment

AMU—Aircraft Maintenance Unit

AMXS—Aircraft Maintenance Squadron

ASIP—Aircraft Structural Integrity Program

ASM—62d MXS Aircraft Structural Maintenance Section

BPO—Basic Post Flight

CAD—Cartridge Actuated Device

CBT—Computer Based Training

CCF—Corrosion Control Facility

CDDAR—Crashed, Damaged, or Disabled Aircraft Recovery

CEI—Controlled End Item

CEMP—Comprehensive Emergency Management Plan

CMDS—Countermeasures Dispensing System

CND—Could Not Duplicate

CNMS—Communications Navigations and Mission Systems

CRT—Crash Recovery Team

CRTC—Crash Recovery Team Chief

CTI—Critical Tire Inspection

CTK—Composite Tool Kit

CVR—Cockpit Voice Recorder

DD—Delayed Discrepancy

DIT—Data Integrity Team

DLC—Distance Learning Center

DMC—Data Module Code

DOV—Standardization and Evaluation

DPW—Department of Public Works

DR—Deficiency Reports

DS—Defensive Systems

DTS—Defense Travel System

ED—Engineering Disposition

EED—Electro-Explosive Devices

EID—Equipment Identification Designator

ELEN—62d MXS Electro Environment

EMB—Engine Management Branch

EMSEC—Emission Security

EOD—Explosive Ordnance Disposal

ETIC—Estimated Time in Commission

ETIMS—Enhanced Technical Information Management System

FEDLOG—Defense Logistics Agency Logistics Information Service

FCC—Flying Crew Chief

FCF—Functional Check Flight

FO—Foreign Object

FS—Fuselage Station

FUELS—62d MXS Fuels Section

GLTODO—Group Lead Technical Order Distribution Office

GOX—Gaseous Oxygen

GPC—Government Purchase Card

HC/D—Hazard Class Division

IAW—In Accordance With

IC—Incident commander

IFCS—Instrument/Flight Control System

IFE—Inflight Emergency

IPI—In Process Inspection

ISB—Interim Safety Board

JB—Joint Base

JBLM—Joint Base Lewis McChord

JBLM DES/FES—Department of Emergency Services/Fire Emergency Services

LEAP—Logistics Evaluation Assurance Program

LGRF—Fuels Management

LM—Local Manufacture

LOGNET—Logistics Network (AMC Contractor)

LOTI—Local One Time Inspection

LOX—Liquid Oxygen

LRS—Logistics Readiness Squadron

LRU—Line Replaceable Unit

LSE—Life Support Equipment

MDC—Maintenance Data Collection

MDR—Material Deficiency Report

ME—Mission Essential

MICAP—Mission Impaired Capability Awaiting Parts

MIL—Master Inventory List

MOA—Memorandum of Agreement

MOC—Maintenance Operations Center

MMA—Maintenance Management Analysis

MRT—Maintenance Recovery Team

MTECH—62 MXS Metals Technology Section

NCO—Noncommissioned Officer

NCOIC—Noncommissioned Officer in Charge

NL—Notes List

NLT—Not Later Than

NMC—Non-Mission Capable

NOC—Negotiated Order Change

NOTAM—Notice to Airmen/Air Mission

NPAGE—Non-Powered Aerospace Ground Equipment

NSN—National Stock Number

OJT—On the Job Training

OSC—On-Scene Commander

OTI—One Time Inspection

PAD—Propellant Actuated Device

PL—Parts List

PMC—Partially Mission Capable

PMEL—Precision Measurement Equipment Laboratory

PNAF—Prime Nuclear Airlift Force

PNEU—62 MXS Hydraulics

POC—Point of Contact

PPE—Personnel Protective Equipment

PS&D—Plans, Scheduling and Documentation

PWS—Performance Work Standard

QA—Quality Assurance

QAI—Quality Assurance Inspectors

QAE—Quality Assurance Evaluators

QAP—Quality Assurance Product Improvement Office

QAR—Quick Access Recorder

QDR—Quality Deficiency Report

QRC—Quick Reaction Checklist

RAMS—Recovery and Modification Services (Boeing)

RDS—Records Disposition Schedule

REDI—Request for Engineering Disposition Instructions

REF DES—Reference Designator

RF—Radio Frequency

SE—Support Equipment

SFDR—Standard Flight Data Recorder

SI—Special Inspection

SIB—Safety Investigation Board

SMR—Source, Maintenance, Recoverability

SOW—Statement of Work

TCI—Time Change Item

TCTO—Time Compliance Technical Order

TNB—Tail Number Bin

TO—Technical Order

TODA—Technical Order Distribution Account

TODO—Technical Order Distribution Office

TA—Transient Alert

W&B—Weight and Balance

W&T—62 MXS Wheel and Tire

WTQC—Weapons Task Qualification Crew

WTQM—Weapons Task Qualification Manager

WUC—Work Unit code

WWID—Worldwide Identification

Terms

ETOOLS—A category of Commercial Mobile Technology devices that includes fixed and deployable multi—user devices including storage cabinets and network switches, qualified to interoperate on AF networks using AF Standard Desktop Configuration (SDC) suite of applications to view electronic Technical Order (eTO) information and exchange information with maintenance/logistics information systems. eTools are available for purchase using AFWay, the web—based AF system for purchasing Information Technology.

ETIMS—The AF portal application which combines the ETIMS T.O. catalog, ordering and account management functions of ETIMS with an eTO content repository, paper T.O. print on demand service (TODPS) and an eTO viewer. Also refers to the T.O.s loaded on the hard drives of eTools.

LOGNET—AMC contractor that maintains eTools (and their associated hardware/software) as well as TCMax®.

TCMax®—AMC purchased and LOGNET maintained tool accounting program.

VECTOR®—Boeing proprietary database used for the submission of REDI.

Attachment 2 (62D AW)

JOB CONTROL NUMBERS IN NUMERICAL SEQUENCE

Figure A2.1. (62D AW) Job Control Numbers in Numerical Sequence.

JCN SERIES	FUNCTION	SQUADRON
0001-0099	Used to Identify the Crew Chief, Assistant Crew Chief, and Base of Assignment	62 AMXS
0100-0299	Used for Notes Placing the Aircraft on Certain Restrictions	62 AMXS
0300-0599	Used for System Test Program, i.e., Test Equipment Installed	62 AMXS
0600-0999	Used for Informational Notes	62 AMXS
1000-1200	Aircraft Debriefing (Pilot Reported Discrepancies)	62 AMXS
1201-1299	Boeing Engine Support Equipment; Unscheduled Maintenance	Boeing
1300-1350	Boeing Engine Support Equipment; Scheduled Inspection	Boeing
1351-1450	(Future Use)	
1451-1525	(Future Use)	
1526-1599	Engine Management Branch	62 MXS
1600-1699	Time Changes, 1C-17A-6 Items	62 MXO
1700-1900	Backline Maintenance	62 MXS
1901-1921	Local Manufacture	62 MXS
1922-2460	(Future Use)	
2461-2500	Electronic Warfare Systems (EWS)	62 AMXS
2501-2600	(Future Use)	
2601-2625	Fuel Cell Repair (Aircraft)	62 MXS
2626-2999	(Future Use)	
3000	Weight & Balance Prep	62 MXG
3001-3200	HSC Only Preps	62 MXS
3201-3299	HSC/Refurb Preps (Preps apply to both)	62 MXS
3300-3399	Aircraft /Equipment Wash and Wash Preps	62 AW
3400-3499	(Future Use)	
3500-3600	TDY Maintenance	62 AMXS
3601-3700	Avionics Intermediate Section (AIS)	62 MXS
3701-3750	(Future Use)	
3751-3770	Fab Branch Equipment Maintenance	62 MXS
3771-3815	(Future Use)	
3816-3855	Fuel Cell Repair Shop Equipment Maintenance	62 MXS
3856-3875	Electro/Environmental Repair Shop	62 MXS

3876-3900	Pneudraulic Shop Equipment Maintenance	62 MXS
3901-3920	(Future Use)	
3921-3935	Maintenance Support (HSC CTK)	62 MXS
3936-3980	Aircraft Metals Technology	62 MXS
3981-4020	Non-Destructive Inspection (NDI) Equipment	62 MXS
4021-4250	Sheet Metal Shop	62 MXS
4251-4300	(Future Use)	
4301-4800	Engine Management Branch	62 MXO
4801-4825	AGE Servicing	62 MXS
4826-4900	AGE Inspection/Repair	62 MXS
4901-5000	(Future Use)	
5001-5050	QA Found Discrepancies	62 MXG
5051-5199	(Future Use)	
5200-6275	CANN Jobs, McChord Assigned Aircraft	62 MXO
6276-5299	CANN Jobs Transient Aircraft	62 MXO
5300-5325	Offshore Support	62 MXO
5326-5330	Impoundment JCN. Use one JCN per impoundment per tail	62 MXO
5331-5349	Aircrew Flight Equipment, Flight Operations	62 OSS
5350-5399	Reserved for G081	
5400-5449	MOC C-17 Redball Maintenance (Silver)	62 AMXS
5450-5499	MOC C-17 Redball Maintenance (Blue)	62 AMXS
5500-5564	Aircraft Jacking Packages	62 AMXS/MXS
5565-5599	Aircrew Flight Equipment, Flight Operations	62 OSS
5600-5644	Engine to Engine CANN	62 MXS
5645-5655	(Future Use)	
5656-5699	Munitions Flight	62 MXS
5700-5744	Wheel and Tire Shop Equipment Maintenance	62 MXS
5745-5799	Aero Repair	62 MXS
5800-5899	(Future Use)	
5900-5999	Thru Flight	62 AMXS
6000	Functional Check of Items (Offshore)	Miscellaneous
6001-6200	(Future Use)	
6201-6250	62 AW C-17 RODEO Team	62 AW
6251-6300	446 AW C-17 RODEO Team	446 AW
6301-6499	(Future Use)	
6500-6899	Refurb	62 MXS
6900-6950	Transfer/Depot Preps	62 AW

6951-7000	Mission Preps	62 AMXS
7001-7099	SAAM/Banner Prep	62 AMXS
7100-7149	Deep Freeze Prep	62 AMXS
7150-7199	Transfer Inspections	62 AMXS
7200-7299	Basic Preflight/Post flight	62 AMXS
7300-7400	Silver Unscheduled Maintenance	62 AMXS
7401-7600	Blue Unscheduled Maintenance	62 AMXS
7601-7650	C-17 Dash 21 Section	62 AMXS
7651-7660	JOAP Samples	62 AMXS/MXS
7661-7694	Transient Alert	62 AW
7695-7700	FCF/OCF/Test Flight	62 MXO
7701-7749	RAMS/Depot Work Orders	Miscellaneous
7750-7850	Pre/Post HSC Unscheduled Maintenance	62 MXS
7851-7864	Aircraft Brake Change Package	62 MXS
7865-8099	Miscellaneous Maintenance Packages	62 MXS
8100-8199	(Future Use)	
8200-8400	(Future Use)	
8401-8799	Fuel Cell (In-Tank Maintenance Packages)	62 MXS
8800-8899	373 TRS/DET 12	373 TRS
8900-8999	TACC Assigned JCNs via GDSS2	HHQ
9000-9050	Engine Component TCTO	62 MXS
9051-9499	Component TCTO	62 MXO
9500-9699	TCTOs and LOTIs	62 MXO
9700-9799	(Reserved for C-5 MADAR Jobs)	N/A
9800-9999	TCTOs and LOTIs	62 MXS
A100-A250	(Future Use)	
A251-A950	(Future Use)	
A951-A999	Reserved for ISO Inspections IAW T.O. 00-20-2	
B001-D999	Reserved for ISO Inspections IAW T.O. 00-20-2	
E001-E999	HSC #1 C-17	62 MXS
F001-F999	HSC #2 C-17	62 MXS
G001-G999	HSC #3 C-17	62 MXS
H001-H999	HSC #4 C-17	62 MXS
I001-I999	Not Authorized	
J001-J999	HSC #5 C-17	62 MXS
K001-K999	HSC #6 C-17	62 MXS
L001-N999	Reserved for Phase Inspections IAW T.O. 00-20-1	

O001-O999	Not Authorized	
P001-Z999	Reserved for Phase Inspections IAW T.O. 00-20-1	

Attachment 3 (62D AW)

LOCAL IN PROCESS INSPECTIONS

Figure A3.1. (62D AW) C-17A Local In-Process Inspections.

REF DES	NOMENCLATURE	TASK DESCRIPTION
7235AA001 7235AA002 7235AA003 7235AA004	Borescope Plug AP-6	Ensure inner plug is installed and torqued prior to installation of outer plug. (T.O. 1C-17A-2-WA-1, DMC 70-00-02, paragraph 2-525, Step 4).
7235 AA001 7235AA002 7235AA003 7235AA004	Borescope Plug AP-8	Ensure inner plug is installed and torqued prior to installation of outer plug. (T.O. 1C-17A-2-WA-1, DMC 70-00-02, paragraph. 2-627, Step 4).

Attachment 4 (62D AW)

MASTER FORMS BINDER ARRANGEMENT

Figure A4.1. Master Forms Binder Arrangement.

IAW T.O. 00-20-1, aircraft forms binders shall be arranged in the following order:
1. AFTO Form 781F, *Aerospace Vehicle Flight Status Report Maintenance Document.*
2. AFTO Form 781B, *Communication Security Equipment Record.*
3. AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document.*
4. AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance.*
4.1. IAW T.O. 00-20-1, Blocks 10 and 11 on the AFTO Form 781H will be alter as follows:
4.1.1. Block 10: "ENGINE CYCLE DOCUMENTATION" will be lined through, as it is not used.
4.1.2. Block 11: "PRESS OR" and "OIL" units of measure will be lined through with the exception of "quarts." "SERVICING DATA" will have engine numbers 5 through 8 lined through with "APU" inserted above the number "8." Additionally, "NITROGEN" and "WATER" will be lined through. A "C" above "Oxy Press or Qty," a "P" above "Nitrogen," and an "A" above "Water" will be added to signify aircraft Crew, Passenger, and Auxiliary oxygen converter quantities, respectively.
5. AFTO Form 781A, *Maintenance Discrepancy and Work Document.*
6. Boeing Engineering Disposition Documents and Waivers (if applicable).
7. AFTO Form 781K, Aerospace Vehicle Inspection, Engine Data, Calendar Inspection, Delayed Discrepancy Document.
8. AFTO Form 781J, *Aerospace Vehicle-Engine Flight Document.*
9. TCTO Status Report
10. Previous Aircrew Discovered Discrepancies.
11. Serially Controlled End Item.
12. AFTO Form 781C, Avionics Configuration and Load Status Document.
13. OBLE Inventory Record (if applicable).
14. AF Form 664, *Aircraft Fuels Document Log.*
15. AFTO Form 781M, *Status Symbols and Functional System Codes.*
16. Julian Date Calendar.
17. AFTO Form 781G, *General Mission Classification-Mission Symbols (LRA).*
18. Miscellaneous Forms.

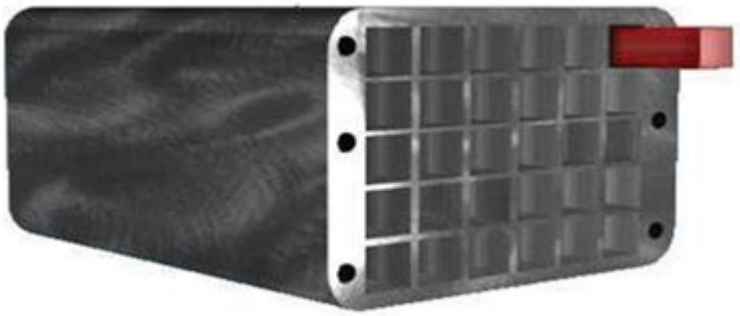
Attachment 5 (62D AW)

FLARE CONFIGURATION EXAMPLE/HUNG FLARE EXAMPLE

Figure A5.1. (62D AW) Flare Configuration Example.

Figure A5.2. (62D AW) Hung Flare Example.

Figure A5.3. (62D AW) Hung Flare Example.



Attachment 6 (62D AW)

WWID/EID PREFIX LETTERING

Figure A6.1. (62D AW) WWID/EID Prefix Lettering.

UNIT/SECTION	WWID KIT	SHADOW BOARD
62 AMXS	MHAM	MHAM
62 APS	62APS/Shop Code/Tool #	
TRANSIENT ALERT	MHTA	MHTA
373 DET 12 FTD	MHTD	MHTD
62 OG AFE	MHOS	MHOS
C17 ATS	MHTS	MHTS
62 MXS		
MAINTENANCE FLIGHT		
MAINTENANCE	MHMX	MHMX
W & T	MHMXTW	MHMX
FABRICATION FLIGHT		
NDI	MHND	
STR MAINT	MHFSM	MHFSM
METALS	MHFMS	MHFMS
AGE FLIGHT		
INSP/REP	MHFA	MHFA
MUNITIONS FLIGHT		
MAINTENANCE	MHMW	MHMW
AVIONICS FLIGHT		
CONVENTIONAL	MHAN	MHAN
ACCESSORIES FLIGHT		
PNEU	MHFP	MHFP
ELEN	MHFE	MHFE
FUELS	MHFF	MHFF
TMDE		
TMDE	MHAL	MHAL
62 MXO		
QA INSPECTORS	MHQA	MHQA
TRAINING	MHQT	MHQT

Attachment 7 (62D AW)

MATRIX OF CDDAR EQUIPMENT, RESOURCES, AND PERSONNEL CAPABILITIES

A7.1. (62D AW) CDDAR personnel capabilities: The following will be considered common CDDAR requirements; all other scenarios will be assessed on the spot to determine whether additional support or equipment will be needed. All technical order deviations will be approved prior to implementation.

A7.1.1. **(62D AW)** Primary aircraft fuselage lift using jacks

A7.1.2. **(62D AW)** Alternate aircraft nose lift procedure using airbags. ***Note***: Will require additional 15-ton airbag sets. Contact AMC A44X, A44XB, or Boeing engineers for assistance in obtaining airbags or deviations to technical data.

A7.1.3. **(62D AW)** Advanced composite fiber containment and clean-up.

A7.1.4. **(62D AW)** Nonconventional aircraft tow from a non-hardened surface onto a taxiway.

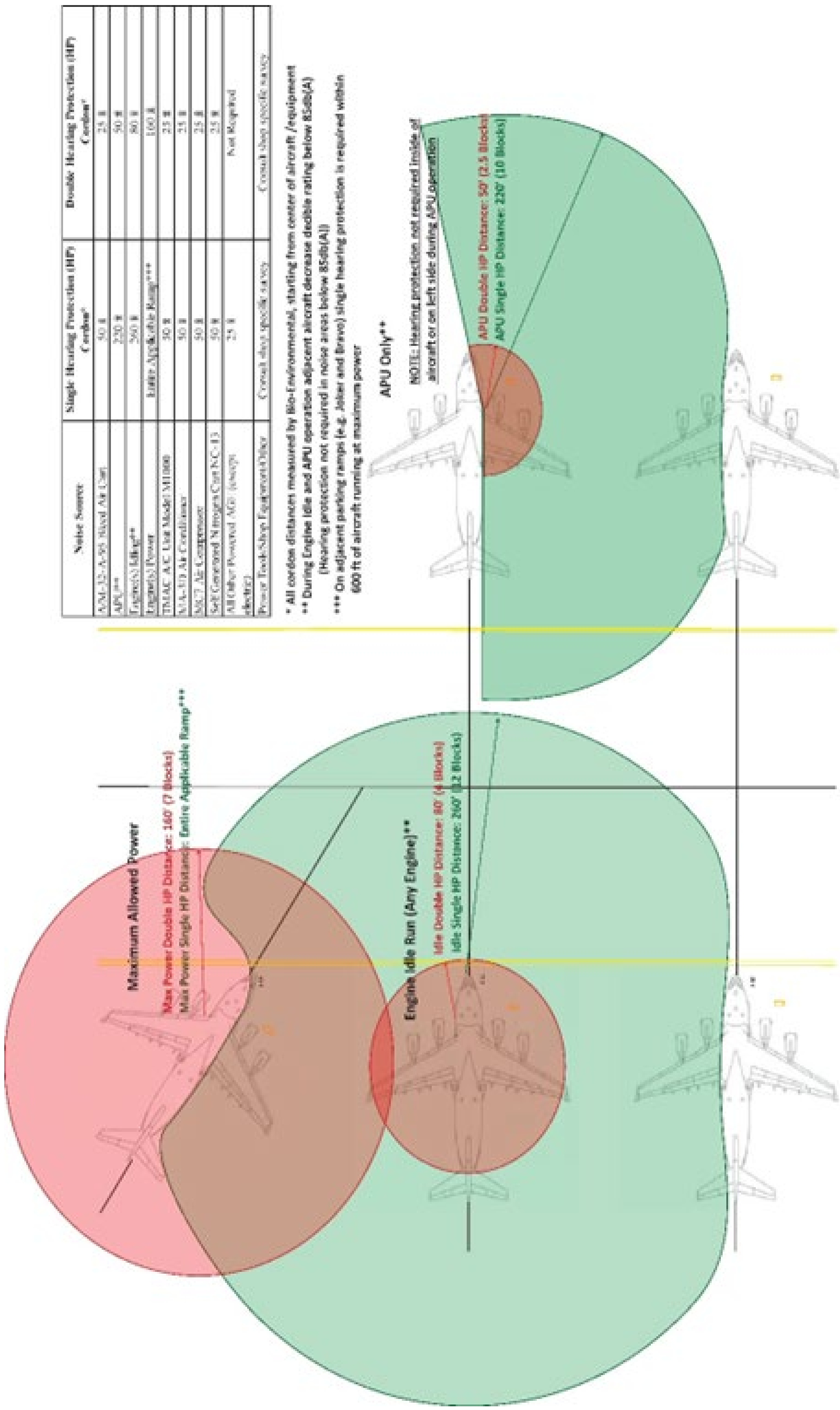
Table A7.1. (62D AW) Equipment and its Use.

Nomenclature	Use	Min. Quantity
Trailer, Utility	Transport/Store CDDAR Equipment	2 EA
Trailer, Flat Bed	Transport/Store CDDAR Equipment	1 EA
Airbag Set, 26 Ton	Alternate Aircraft Lift	4 EA
Airbag Set, 15 Ton	Alternate Aircraft Lift	6 EA
Control Console, Airbag	Alternate Aircraft Lift	10 EA
Adapters, Jacking Point Tether	Alternate Aircraft Lift	4 EA
Adapter, Jacking Point Tether	Alternate Aircraft Lift	2 EA
Tirfor Grip-Hoist Winch	Alternate Aircraft Lift	8 EA
Force Gage, Mechanical	Alternate Aircraft Lift	8 EA
HEPA Vacuum	Composite Fiber Containment/Cleanup	1 EA
Sprayer, Handheld	Composite Fiber Containment/Cleanup	1 EA
Sprayer, Backpack	Composite Fiber Containment/Cleanup	2 EA
Respirator, Full Face	Composite Fiber Containment/Cleanup	18 EA
Fighter Wheel Skate	Nonconventional Aircraft Tow	2 EA
C-17 Crash Recovery Kit	Nonconventional Aircraft Tow	1 EA
C-17 Mobi-Mat	Nonconventional Aircraft Tow	8 EA

Attachment 8 (62D AW)

HEARING PROTECTION DIAGRAM

Figure A8.1. (62D AW) Hearing Protection Diagram.



Noise Source	Single Hearing Protection (HP) Cordon*	Double Hearing Protection (HP) Cordon*
A/M-32-A-95 Bleed Air Cart	50 ft	25 ft
APU**	220 ft	50 ft
Engine(s) Idling**	260 ft	80 ft
Engine(s) Power	Entire Applicable Ramp***	160 ft
TMAC A/C Unit Model M1000	50 ft	25 ft
MA-1D Air Conditioner	50 ft	25 ft
MC-7 Air Compressor	50 ft	25 ft
Self Generated Nitrogen Cart NC-13	50 ft	25 ft
All Other Powered AGE (always electric)	25 ft	Not Required
Power Tools/Shop Equipment/Other	Consult shop specific survey	Consult shop specific survey

Attachment 9 (62D AW)

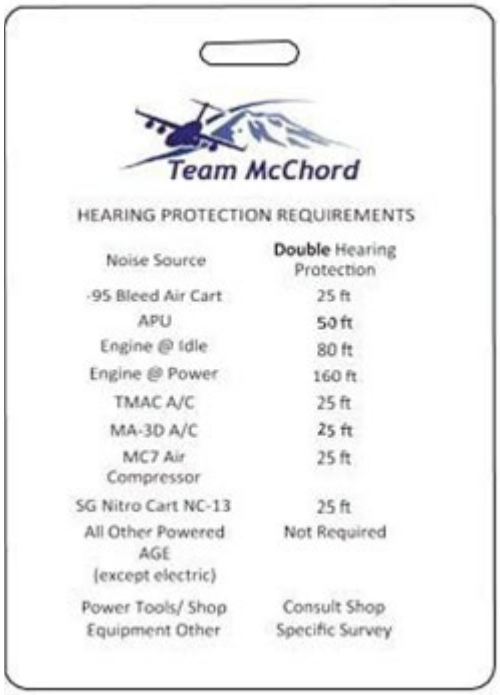
HEARING PROTECTION GUIDELINE CARD

Figure A9.1. (62D AW) Hearing Protection Guideline Card Front.

HEARING PROTECTION REQUIREMENTS

Noise Source	**Single** Hearing Protection
-95 Bleed Air Cart	50 ft
APU	220 ft
Engine @ Idle	260 ft
Engine @ Power	Entire Ramp
TMAC A/C	50 ft
MA-3D A/C	50 ft
MC7 Air Compressor	50 ft
SG Nitro Cart NC-13	50 ft
All Other Powered AGE (except electric)	25 ft
Power Tools/ Shop Equipment Other	Consult Shop Specific Survey

Figure A9.2. (62D AW) Hearing Protection Guideline Card Back.



HEARING PROTECTION REQUIREMENTS

Noise Source	**Double** Hearing Protection
-95 Bleed Air Cart	25 ft
APU	50 ft
Engine @ Idle	80 ft
Engine @ Power	160 ft
TMAC A/C	25 ft
MA-3D A/C	25 ft
MC7 Air Compressor	25 ft
SG Nitro Cart NC-13	25 ft
All Other Powered AGE (except electric)	Not Required
Power Tools/ Shop Equipment Other	Consult Shop Specific Survey