

**BY ORDER OF THE COMMANDER
8TH FIGHTER WING**



**DEPARTMENT OF THE AIR FORCE
INSTRUCTION 21-101**

**PACIFIC AIR FORCE
Supplement**

**8TH FIGHTER WING
Supplement**

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Maintenance

**AIRCRAFT AND EQUIPMENT
MAINTENANCE MANAGEMENT**

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This supplement implements and extends the guidance Department of the Air Force Instruction (DAFI) 21-101 PACAFSUP, *Aircraft and Equipment Maintenance Management*. This supplement describes policies and procedures governing aerospace equipment maintenance management and applies to all assigned, attached, or associated units of the 8th Fighter Wing that maintain aircraft, aircraft systems, equipment, support equipment, and components. This supplement applies to all units assigned to the 8th Fighter Wing (8 FW). Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, Records Management and Information Governance Program, and are disposed in accordance with (IAW) the Air Force Records Disposition Schedule which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the DAF Form 847, Recommendation for Change of Publication; route DAF Forms 847 from the field through the appropriate functional chain of command. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Substantial changes have been made to remove items already covered by parent instructions and reorganization of all chapters.

1.15.2.1. **(Added)** Use of personal electronic devices for video/photographic purposes is only authorized for personnel who have been listed on the Flight Line Photography Authorization Letter and is restricted to the purpose of official use only. Quality Assurance (QA) will remain the lead for documenting accidents, incidents, and mishaps and will be the only authorized individuals to photograph when those instances occur. All other photography requests not related to the above must be properly coordinated through Public Affairs.

1.15.2.2. **(Added)** Geotagging and/or geolocation services for photo and video must be disabled prior to use of the camera function.

1.15.2.3. **(Added)** Personnel will also comply with restrictions in Technical Order (TO) 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, DESR6055.09_DAFMAN91-201, *Explosives Safety Standards*, DAFI 91-207, *The Traffic Safety Program*, AFI 31-218, *Motor Vehicle Traffic Supervision*, AFMAN 17-1301, *Computer Security (COMPUSEC)*, and aircraft and equipment TOs. Base instructions may dictate additional restrictions.

3.4.5. **(Added)** Ensure pulled paper forms are reviewed by all sections and submitted to Plans, Scheduling, and Documentation (PS&D) within 14 days.

3.6.6.1. **(Added)** If MCD level 2 or higher is discovered, oil cart used to service engine will be sampled for analysis.

3.7.2.1. **(Added)** In addition, debrief will coordinate with aircrew to ensure 8 MXG Form 12, *Flight Safety Worksheet*, is accomplished and sent to Flight Safety after any flight results in a ground emergency, abort, in-flight emergency, incident or unusual occurrence.

3.7.5.1. **(Added)** Appropriate system capability codes must be used to report all system performance degradation(s). If performance degradation(s) were experienced and subsequently resolved prior to flight, in air or upon recovery with system resets, then the Capability Code 9 should be used. Informational notes will not be used to report system malfunction(s). Capability Codes and Landing Status are not required to be the same. Example: Capability Code 9 for Navigation Fail that was reset with no additional malfunctions may be debriefed Landing Status Code 1.

3.7.6.1.1. **(Added)** Discrepancy block will be clearly marked in red with repeat or recur. Enter (in bold red print or stamp) "Repeat 1", "Repeat 2", "Repeat 3" or Recur in the discrepancy block of the AFTO Form 781A.

Table 3.2. System Capability Codes.

CODE	STATUS
Code 0	System flown with a known discrepancy; no additional discrepancies noted. System can be used.
Code 1	System used and performed satisfactorily. No maintenance required.
Code 2	System used and performed satisfactorily. A minor malfunction exists, but system is capable of further mission assignment.
Code 3	System performance was unsatisfactory. This system did not cause an abort.
Code 4	System performance was unsatisfactory. This system caused or contributed to an abort.
Code 5	System out-of-commission prior to takeoff.
Code 6	System installed but not used.
Code 7	System not installed
Code 8	Aircraft or system has suspected or known radiological/biological contamination.
Code 9 (Added)	System performance degraded or experienced a minor malfunction that corrected prior to flight, in-flight or post-flight to the satisfaction of the pilot.

3.10.2.6.1.1. **(Added)** Include munitions removed and retained by EOD on an AF Form 2434, *Munitions Configuration and Expenditure Document*, for reconciliation purposes.

3.10.2.15. **(Added)** Weapons Expeditors will ensure all bomb lifts are cycled to the AGE Flight no later than the end of swing shift on the last normal duty day of each week for functional checks and proper servicing. Legitimate reasons for not meeting prescribed return time of unit(s) will be coordinated through MXS/MXM or MXS Pro Supers to the on-shift AGE Supervisor.

3.10.3.4. **(Added)** When an ALE-50 Launcher Controller or Magazine is removed from an aircraft, a Red X will be placed in the AFTO Form 781A forms reflecting that either one or both have been removed and needs to be reinstalled, or a pylon access cover panel must be installed prior to flight.

4.4.4.1.5. **(Added)** Determine local requirements for hydrazine and fuels maintenance.

4.4.4.1.5.1. **(Added)** Hydrazine servicing can only be completed in the Hydrazine Servicing Plant (Bldg. 2248).

4.4.4.1.5.2. **(Added)** Hydrazine maintenance areas are defined as areas that are approved for catalyst/line purges, refurbishment of gas generator, connection/disconnection of EPU quick disconnect couplings, and purging of EPU monopropellant test sets.

4.4.4.1.5.3. **(Added)** Hydrazine maintenance, with the exception of EPU system catalyst/line purges, is accomplished in the following locations: Bldg. 2257, and revetments 1, 2, and 3 located next to Bldg. 2257.

4.4.4.1.5.4. **(Added)** EPU System catalyst/line purges will only occur in revetments 1, 2, and 3.

4.4.4.1.5.5. **(Added)** Open fuel cell maintenance will only be accomplished in Bldg. 2257, revetments 1, 2, and 3 next to Bldg. 2257, and approved temporary fuel cell maintenance facilities.

4.4.4.1.5.6. **(Added)** Bldg. 2413 and 2442 are certified as temporary fuel cell maintenance facilities. A Certification letter will be kept current and on file by the MXS/Fuels Section. Non-currency for any reason will be immediately communicated to the MXG/CC.

4.4.4.1.5.7. **(Added)** Full air/fuel leak checks are authorized in Bldg. 2257 by means of refueling, defueling or fuel transfer within the facility. These procedures can only be used if the facility AFFF fire suppression system is active and operational.

4.4.5.1.4. **(Added)** Locally manufacture and test hose assemblies and rigid tubes.

4.6.1.6.1. **(Added)** Provide MXO/MXOS a listing of the AME that are due inspections the following month for inclusion into the monthly maintenance schedule, no later than the 3rd week of each month.

4.6.1.6.2. **(Added)** Determine Exercise/Contingency AME dispersal plan.

4.6.1.6.3. **(Added)** Coordinate with assigned FGS Weapons sections prior to exercise/contingency to disperse AME. Determine available location within the Armament Flights facilities to effectively disperse AME.

4.6.2.6. **(Added)** Ensure that the Weapons Malfunction Data Base is updated as required to include Pilot Reported Discrepancies, aircraft armament malfunctions, AME/NIE malfunctions, and weapon malfunctions with serial numbers of the components.

4.7.1.1.1. **(Added)** As an exception, PACAF has approved a 14-day hold DIFM policy for certain avionics LRUs to facilitate cross canning and mitigation of MICAPs. The avionics back shop possesses the approved listing.

4.8.2.7. **(Added)** The Armament Maintenance NCOIC will coordinate with Corrosion Control to maintain a paint program for AME/NIE. The Armament NCOIC will identify the quantity, type, and frequency of equipment requested for a full paint. Equipment stencils will be removed prior to delivery. See PACAFI21-105_8FWSUP, *Fabrication Program*, for additional guidance.

4.8.2.8. **(Added)** Ensures all aircraft paint touch-up operations are accomplished in Bldg. 2820, unless small touch-up operations are permitted by 8th Operational Medicine Readiness Squadron, Bioenvironmental Engineering Flight (8 OMRS/SGXB).

4.8.4.1.2. **(Added)** Transient maintenance personnel will deliver transient samples, with completed DD Form 2026, *Oil Analysis Request*, and transient OAP paperwork (if available) to OAP lab and allow sufficient time for sample processing and return of paperwork prior to aircraft departure.

4.8.4.1.3. **(Added)** Transient maintenance personnel will retrieve processed OAP paperwork and return it to transient aircraft forms prior to departure.

4.9.5.7.1. **(Added)** Transient aircraft with MDS other than those stationed at Kunsan Air Base will be recovered, serviced, and launched IAW LCL-8FW-MS/TA-101 checklist or applicable technical orders.

5.2.2.7.1. **(Added)** F-16 Familiarization course provided by MXO/MXOT will serve as the local Qualification Training tasks for MOC Controllers.

5.2.5.1.11.4. **(Added)** The MIS DBM will conduct an annual review of unit work center and mnemonic codes to ensure each is current to meet the unit mission.

5.2.5.3.4.10.3. **(Added)** The DBM will validate the occurrence of an aircraft incident before processing any IMDS procedures. When directed by the MXG/CC, CD or CCC, DBM will perform the following functions:

5.2.5.3.4.10.3.1. **(Added)** STL (Serial Number Detail Report by Equipment Identifier)

5.2.5.3.4.10.3.2. **(Added)** PRA (Planning Requirements Report)

5.2.5.3.4.10.3.3. **(Added)** ARC (Automated Records Check Report by Equipment ID's)

5.2.5.3.4.10.3.4. **(Added)** FTR (Code 3 Fix Time Report)

5.2.5.3.4.10.3.5. **(Added)** TRE (Transfer Record for Equipment)

5.2.5.3.4.10.3.6. **(Added)** QMH (Maintenance History Report)

5.2.5.3.4.10.3.7. **(Added)** DOM (Documented Maintenance List)

5.2.5.3.4.10.3.8. **(Added)** EST (Summarized/Detailed Status)

5.2.5.3.4.10.3.9. **(Added)** SAE (Shop Equip Operational Inquiry)

5.2.5.3.4.10.3.10. **(Added)** AHE (Inquiry)

5.2.5.3.4.10.3.11. **(Added)** PTI (Parts Tracked Inquiry)

5.2.5.3.4.10.3.12. **(Added)** DRC (Debrief Sortie Recap)

5.2.5.3.4.10.3.13. **(Added)** AAM (Automated Forms Print)

5.2.5.3.4.10.3.14. **(Added)** PRD (Pilot Discrepancies Report)

5.2.5.3.4.10.3.15. **(Added)** Lock down affected aircraft in IMDS.

5.2.5.3.4.10.3.16. **(Added)** Electronically send all reports to QA. Reports will cover at least 90 days of history unless otherwise requested.

5.2.5.3.6.2.1. **(Added)** The section DIT monitors will be appointed in writing by Section Chief/NCOIC.

6.4.10.1. **(Added)** The master standardized AFTO Form 781-series forms binder will be maintained on the QA SharePoint site to ensure awareness and unit compliance.

6.10.1.6.1. **(Added)** Technical Order Distribution Office (TODO) and Technical Order Distribution Account (TODA) managers will accomplish training within 30 days of assignment.

6.10.3.1. **(Added)** Copies of all TODA stamped appointment letters and training certificates will be maintained to ensure currency of all sections' managers.

6.10.3.2. **(Added)** A security letter listing the personnel authorized to pick-up/sign for classified materials, signed by minimum their Section Chief and the Unit Security Manager will be maintained for all sections subscribed to classified TOs and CPINs.

6.10.3.2.1. **(Added)** This letter will be referenced during distribution of all classified TOs and CPINs to verify clearance of accepting personnel. Personnel approved for pick-up will sign an AF Form 310, *Document Receipt and Destruction Certificate*, at time of pick-up.

6.10.3.3. **(Added)** Annually inspect each TODA account.

6.10.3.3.1. **(Added)** The inspection will be accomplished as a joint inspection with at least one appointed TODA custodian for the account.

6.10.3.3.2. **(Added)** The inspection will include a minimum of 10% of all TOs, CPINs, and eTool devices assigned to the TODA.

6.10.3.3.3. **(Added)** The inspection report will be provided to the TODA custodian.

6.10.5.2.1.1. **(Added)** The list will be supplied to PS&D no later than Wednesday of each week.

6.10.10. **(Added)** TODA Manager Responsibilities:

6.10.10.1. **(Added)** Provide an appointment letter to the TODO listing all managers.

6.10.10.1.1. **(Added)** Letter will be signed by the Section Chief/NCOIC, at a minimum.

6.10.10.1.2. **(Added)** A copy of the letter stamped (Received) by the TODO will be placed in the continuity binder.

6.10.10.1.3. **(Added)** Any changes in account location, managers, and contact numbers are cause for a new appointment letter to be accomplished.

6.10.10.2. **(Added)** Provide a security letter to the TODO listing all personnel authorized to sign for receiving classified materials. (For accounts subscribed to classified TOs and CPINs only)

6.10.10.2.1. **(Added)** Letter must be signed by the Unit Security Manager and the Section Chief, at a minimum.

6.10.10.2.2. **(Added)** A copy of the letter stamped (Received) by the TODO will be placed in the continuity binder.

6.10.10.3. **(Added)** Accomplish all required TODA training IAW TO 00-5-1, *Air Force Technical Order System*.

6.10.10.4. **(Added)** Submit new TO requirements to the TODO.

6.10.10.5. **(Added)** Maintain a TODA program continuity binder, physical or digital, comprised of the following:

6.10.10.5.1. **(Added)** TODA Appointment Letter and Training Certificates.

6.10.10.5.2. **(Added)** TODA Training Slides.

6.10.10.5.3. **(Added)** Completed AF Form 2411, *Inspection Document* for weekly and monthly inspections, and report of last accomplished annual inspection (provided by TODO).

6.10.10.6. **(Added)** Maintenance of paper TO Files.

6.10.10.6.1. **(Added)** Paper TOs will be always kept in serviceable condition and replaced when needed IAW TO 00-5-1. Paper TOs will not have any torn pages, torn binding holes, stray marks, or unreadable content.

6.10.10.6.2. **(Added)** Documentation in paper TOs will be completed in pencil.

6.10.10.7. **(Added)** CPIN items will be filed using the same sequence as paper TOs with designated locations.

6.12.1.2. **(Added)** Aircrew flying OCF will coordinate with the squadron top three, who in turn, will coordinate with maintenance supervision in order to successfully accomplish the OCF.

- 6.12.1.3. **(Added)** QA will review aircraft forms, annotate the review in the aircraft forms prior to flight, and maintain a log of all OCFs.
- 6.12.1.4. **(Added)** Forms review will include active and pulled forms related to the cause of the OCF. Annotate in aircraft forms: OCF due for (reason), and pilot forms review due prior to OCF on a single red dash. Use IMDS JST when possible.
- 6.12.2.1.1.1. **(Added)** Procedures for an OCF and FCF are detailed on the 8 MXG Form 37 *Pre-OCF Procedures Checklist*, and on the 8 MXG Form 36 *Pre-FCF Procedures Checklist*. Both checklists are available on the QA SharePoint site.
- 6.12.3.5.2. **(Added)** Coordinate with TA and parent unit QA to obtain applicable checklists and any other requirements.
- 6.12.3.5.3. **(Added)** Brief FCF aircrew on local procedures.
- 6.12.3.5.4. **(Added)** Forward FCF information to the Command Post (8 FW/CP) who will, in turn, forward the information to the transient aircraft's home station.
- 6.12.3.6. **(Added)** Determine if FCF is required based on TO requirements. If not specified, the 8 MXG/CC will make the determination.
- 6.12.3.7. **(Added)** Coordinate on behalf of 8 OG/CC and parent units, 8 OG/CC is the approval to fly FCF.
- 6.12.4.4. **(Added)** Prior to the Exceptional Release, review aircraft forms and IMDS for corrective actions of discrepancies documented.
- 6.12.4.5. **(Added)** FCFs are flown with full internal fuel.
- 6.12.4.6. **(Added)** Once the FCF is complete, the pilot will debrief at the appropriate FGS.
- 6.12.6.2. **(Added)** Contact home station QA and alert them of the situation requiring an FCF.
- 6.12.6.3. **(Added)** Contact the QA and TA office at the off-station location and coordinate with them for their local FCF guidance.
- 6.12.6.4. **(Added)** Ensure AFTO Form 781 forms are correct and reviewed by QA.
- 6.12.6.5. **(Added)** Ensure the release status and any discrepancies are forwarded to the home station QA office.
- 6.12.6.6. **(Added)** A QA representative, if available at the off-station location, will accompany the pilot during preflight.
- 6.12.6.7. **(Added)** The FCF pilot must coordinate with OSS/OSO for airspace considerations to include supersonic airspace and Special Use Airspace for maneuvering.
- 6.15.3.3.2. **(Added)** Units notify the W&B Manager when TCTOs that require W&B updates have been complied with.
- 6.15.3.6.1. **(Added)** Units utilize 8 MXG Form 09, *Weight & Balance Preparation Checklist*, for preparation and completion of aircraft W&B procedures, located on QA SharePoint site.
- 6.15.4.3.1. **(Added)** Units will notify the QA office when Chart A components are permanently removed or installed prior to the aircraft's next flight.

6.15.4.3.2. **(Added)** Units will contact QA when flight control surfaces are changed between honeycomb and GRID-LOCK to verify W&B requirements.

7.2.1.1.1. **(Added)** The 8 MXG Form 38, *Local Aircraft/Equipment Impoundment Form*, located on the QA SharePoint site, will be used.

7.5.12. **(Added)** Mandatory for an un-commanded activation of EPU (except for battery fail) or failure of the EPU to operate in flight.

7.5.13. **(Added)** Un-commanded initiation of any component in an aircrew escape system.

7.5.14. **(Added)** Aircraft or engine fire.

7.6.1.1. **(Added)** No maintenance will be performed other than installation of required safety devices, until the Impoundment Official is assigned and has released the aircraft for maintenance.

7.6.3.6. **(Added)** If munitions cannot be made safe, restrict aircraft access to the minimum mission essential personnel needed to resolve the unsafe condition.

7.6.3.7. **(Added)** If the aircraft impoundment is transferred from the aircraft to the gun, the impoundment official will notify MOC, QA, Wing Weapons Manager, and maintenance supervision of the unit assuming impoundment authority.

7.6.3.8. **(Added)** Ensure aircraft is segregated and identified as impounded. Ensures signs/high-visibility cones which read "IMPOUNDED AIRCRAFT" are placed at the nose, wing tips, and tail of the aircraft.

7.6.3.9. **(Added)** If the aircraft is impounded for the engine and the affected engine is removed and sent to MXS/repair facility, the aircraft impoundment will be cleared. The affected engine will be impounded by MXS/repair facility. If the squadron has repair capabilities, the impound will remain in the squadron and the Impoundment Authority will assign an Impoundment Official for the effected engine.

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

7.6.3.10.1. **(Added)** Place red-bordered impoundment pre-prints in front of the current active AFTO Form 781A. Enter a red X in the red-bordered AFTO Form 781A pre-print "Aircraft impounded in accordance with DAFI 21-101, PACAFSUP and/or 8FWSUP, for (enter discrepancy). Aircraft released to IO: (enter IO name)."

7.6.3.10.2. **(Added)** Conduct a rated SI forms review prior to impound release appointment.

7.6.3.11. **(Added)** Engine/Equipment Impoundment Official will use the impoundment checklist to ensure the following actions occur:

7.6.3.11.1. **(Added)** Ensure the engine/equipment is protected from unauthorized maintenance or cannibalization.

7.6.3.11.2. **(Added)** Perform a supervisory inspection on the engine/equipment forms following repairs and ensure accuracy prior to clearing the impoundment.

7.6.3.11.3. **(Added)** If the engine/equipment was impounded for a lost tool, ensure an ACC Form 145, *Lost Tool/Object Report*, accompanies the aircraft forms or work package and records.

7.6.3.11.4. **(Added)** Notify MOC/QA when Engine/Equipment has been released.

7.6.4.2.1. **(Added)** Attach a red-bordered AFTO Form 350, *Reparable Item Processing Tag*, with block 14 annotated, "Impounded Aircraft," to all removed components associated with the impoundment discrepancy.

7.6.11. **(Added)** Aircraft to equipment transfers: (e.g., gun system, AME, pods, etc.)

7.6.11.1. **(Added)** The affected equipment will be tagged with a new AFTO Form 350. The AFTO Form 350 will be bordered in red and the word IMPOUNDED written in red on the bottom. A new impoundment control number will be generated for the equipment.

7.6.11.2. **(Added)** The 781A original discrepancy must include the statement, "Impoundment transferred to (enter equipment)".

7.6.11.3. **(Added)** Both the aircraft forms and the component forms (AFTO 350 tag, work package, etc.) must be present during the MXG/CC or designated representative clearing interview. The component forms will be documented as impounded with a new control number assigned by QA.

8.2.1.2. **(Added)** TCMAX will be used to limit control of items as required.

8.2.1.3. **(Added)** Wing organizations (Hospital, CE, Vehicle Mx/Security Forces etc.) will inventory tools/equipment before/after each task when working on the airfield. If items are discovered missing, follow missing tool procedures outlined in this instruction.

8.2.3.1.1. **(Added)** The Support Section Chief will appoint a Warranty Tool Program Manager.

8.2.3.1.2. **(Added)** The Warranty Tool Program Manager will ensure unserviceable warranty tools are clearly identified and separated from non-warranty unserviceable tools.

8.2.3.2. **(Added)** Follow manufacturer's instructions for warranted tool management.

8.2.4.1. **(Added)** A general purpose form (such as AF Form 3131, *General Purpose*) will be used to annotate log entries when a tool/item is added or removed.

8.2.5.2. **(Added)** Job Site Transfer. The tool turnover procedures below will be followed when mission needs occur such as local exercises and during contingencies. Note: The term AF Form 1297, *Temporary Issue Receipt*, as used throughout this paragraph and its sub-paragraphs, refers to AF Form 1297 or TCMAX generated issue documents (suitable AF Form 1297 substitute).

8.2.5.2.1. **(Added)** Tools and equipment are authorized to be sub-located in a PAS and/or flow to meet mission requirements.

8.2.5.2.1.1. **(Added)** Keys to sub-located items will be secured in the support section and signed out when in use.

8.2.5.2.1.2. **(Added)** On-site CTK and tool transfers are authorized during Combat Sortie Generation. On-site CTK and tool transfers will not be utilized for day-to-day maintenance, sortie surge operations, or any other maintenance event. All individuals involved in the transfer will be present for the transfer and the inventory will be verified by support section personnel prior to transfer. Support personnel will document the CTK or tool transfer in TCMAX or with an AF Form 1297. All other CTK and tool transfers not specified in this instruction must be authorized by squadron supervision.

8.2.5.2.1.3. **(Added)** At the end of each shift, support personnel or an appointed TSgt will inspect the tool or equipment to ensure all items are accounted for and sign the AF Form 1297. The individual who signed out an item will not be the same individual to sign it back in.

8.2.7.1. **(Added)** Tool and equipment identification designators are listed on [Attachment 14](#).

8.2.9.1.2. **(Added)** Rags will be controlled as a CTK item. Rags will be kept and issued in zip-lock or self-closing pouches with a quantity of five or ten per bag. EID number and quantity will be identified on the outside of the container. Rags must be uniform and no larger than 18 inches.

8.2.9.1.3. **(Added)** 8 MXG units will develop procedures to account for and document the following:

8.2.9.1.3.1. **(Added)** Initial number of rags received from supplier.

8.2.9.1.3.2. **(Added)** Number of sub-located rags, dirty rags, rags disposed of under hazardous waste instructions, etc.

8.2.9.1.3.3. **(Added)** Unit's documented inventory must always match the initial number issued.

8.2.9.1.4. **(Added)** Canopy cloth will be issued and maintained in accordance with these rag control procedures.

8.2.10.1. **(Added)** CTK custodian, or a designee, will coordinate the procurement of tools with the GPC cardholder.

8.2.11.1. **(Added)** Locally manufactured tools and equipment will be controlled in the same manner as procured tools.

8.2.12.1. **(Added)** FSRs/DFTs/CFTs will be held to the same tool control standards outlined in this supplement and its parent instruction.

8.2.14.2. **(Added)** Equipment stored in CDDAR trailers/vehicles will be treated as normal CTKs.

8.2.15.2. **(Added)** Production Superintendent, or SNCO, will inventory the CTK at end of shift.

8.2.16.1. **(Added)** Minimize access to the support section by locking the room and/or CTK when not in use. Ensure only members identified in writing are allowed unescorted access.

8.3.6.6.1.1. **(Added)** An MXG combined list of approved items that are too small to be etched will be maintained on the QA SharePoint site.

8.5.3.3.1. **(Added)** CTK custodians will conduct and document these inspections every 180 days in TCMax or by MFR.

8.7.1.1. **(Added)** Locally manufactured tools and equipment not authorized in MDS specific technical data or equivalent engineering approved document will be coordinated through the 8 MXS Production Superintendent, the Fabrication Flight Chief and routed to the appropriate section. The requestor will provide the following to the respective fabricating shop:

8.7.1.1.1. **(Added)** A properly filled out AFTO Form 350 and IMDS 122 screenshot, 8 FW Form 25, *Local Manufacture Request*, DD Form 1348-6, *Single Line-Item Requisition System Document*, and/or AF Form 2005, *Issue-Turn-In Request* as applicable and required for each item, including bits and pieces required for local manufacture. Requestors coordinate the documents through respective agencies on the 8 FW Form 25.

8.7.1.1.2. **(Added)** Requests must include detailed drawings and pictures showing a description of all materials and measurements used in the manufacture of the item.

8.7.1.2. **(Added)** Applicable forms will be submitted to the MXG/CC for approval. Once the request has been approved, the completed copy will be sent to QA.

8.9.2.1.1.1. **(Added)** Pro Super will contact MOC to initiate a Quick Freeze, if applicable. Once a Quick Freeze is initiated all maintenance actions and aircraft movement in the affected areas will cease until the Quick Freeze is terminated. The Pro Super/Expediter will ensure a thorough search of the affected area(s) is performed to expedite aircraft movement.

8.9.2.1.1.2. **(Added)** During the Quick Freeze, if it is determined that the missing item is not in a general area/sector, the Production Superintendent may determine an alternate taxi route for all unaffected aircraft and notify Squadron Operations.

8.9.2.1.1.3. **(Added)** If the item is found, the Quick Freeze will be terminated by the Pro Super in conjunction with Squadron Operations. MOC will notify MXG/CC, OG/CC, SOF, Munitions Control, and AMOPS upon termination. If the item is not found, the Quick Freeze can only be terminated by the MXG/CC, MXG/CD, OG/CC, OG/CD, or designated representative.

8.9.2.3.1.1. **(Added)** Cockpit FO inspection requirements:

8.9.2.3.1.1.1. **(Added)** Inspection of the cockpit will be accomplished prior to reinstallation of the ejection seat and will be documented on the aircraft AFTO Form 781A as a Red X condition.

8.9.2.3.1.1.2. **(Added)** If ACC Form 145, *Lost Tool/Object Report*, is initiated for cockpit F.O. the 8 MXG Form 49, *Cockpit FO Checklist* must be completed and filed with the ACC Form 145.

8.9.2.3.2.1. **(Added)** Initial search is defined as 1 hour from item/tool being identified as missing.

8.9.2.3.2.2. **(Added)** QA will assign a control number for the ACC Form 145.

8.9.2.5.2. **(Added)** ACC Form 145s for items/tools that are located and recovered will be signed by an E-8 or above.

8.9.2.6.2.1. **(Added)** ACC Form 145s for items/tools that are not found will be signed by the Operations Officer/Maintenance Superintendent or above.

8.9.2.8. **(Added)** If an item is lost by AFE/Ops, they will conduct an initial search and initiate an ACC Form 145 if not found within 1 hour.

8.9.2.8.1. **(Added)** AFE/Ops personnel will immediately notify the Pro Super and the MOC of the lost tool. The MOC will follow normal checklist procedures.

8.9.2.8.2. **(Added)** AFE/Ops personnel will route the ACC Form 145 to the AFE Flight Superintendent for coordination.

9.17.3. **(Added)** Local manufacture of parts.

9.17.3.1. **(Added)** Procurable parts and parts not coded as field manufacture must be approved by the MXG/CC or designated representative, and be coordinated through LRS IAW AFMAN 23-122, *Materiel Management Procedures* for local manufacture.

9.17.3.2. **(Added)** Parts coded as field manufacture and satisfy an internal maintenance requirement are approved for local manufacture without the coordination of LRS.

9.17.3.3. **(Added)** In both cases, the requestor will provide a properly filled out AFTO Form 350 and IMDS 122 screenshot, 8 FW Form 25, DD Form 1348-6 and/or AF Form 2005 as applicable and required for each item, including bits and pieces required for local manufacture. Requestors coordinate the documents through respective agencies on the 8 FW Form 25.

9.17.3.4. **(Added)** Requests must include JEDMICS or other engineer approved drawings, technical data, and a sample (if available) showing a description of all materials and measurements used in the manufacture of the item.

11.6.5.1.1. **(Added)** In the event that the Maintenance Information System (MIS) is unavailable, a manual job number will be used. Once MIS is available all manual job numbers created will be added. See [attachment 13](#) for approved manual job numbers.

11.6.5.1.2. **(Added)** Notify Pro Super, MOC, and Debrief of the Red Ball maintenance stop time, ground abort, use of spare aircraft, etc.

11.8.3.3.1. **(Added)** Intake covers will have an attached streamer 18 inches in length and be visually inspected for FO prior to installation.

11.8.3.5.2. **(Added)** Empty all pockets and remove all accessories prior to wearing an intake suit for engine inlet and exhaust inspections.

11.8.3.6.6. **(Added)** Flight Line Clothing Policy.

11.8.3.6.6.1. **(Added)** Hats will not be worn on the flight line. Exceptions are government issued cold weather hats that have chin straps, stocking caps, bicycle safety helmets, navy bump helmets, and combat helmets.

11.8.3.6.6.2. **(Added)** Do not wear any type of hat/helmet within 25 feet of the intake of an operating aircraft. Ponchos will not be worn within 25 feet of the intake of an operating aircraft.

11.8.3.6.6.3. **(Added)** To reduce the potential for personnel injury or FOD, hoods may not be worn while performing maintenance actions within 25 feet of running engines. Hoods will be stowed inside the jacket (stuffed inwards towards body), so it is not exposed. Jacket hoods will be stowed in zippered compartment provided. Snapped on coverall hoods will be removed.

11.8.3.7.2. **(Added)** Each dispatchable CTK used on the flight line will have a FO bag included.

11.8.3.7.3. **(Added)** Fire extinguishers that are carried on vehicles and equipment which operate on the flight line will have the safety pull-pin attached to the extinguisher by lanyard.

11.8.3.7.4. **(Added)** Vehicles that access the flight line will be equipped with an FO removal tool. Vehicles borrowed temporarily from LRS and will not access the flight line are not required to have a FO removal tool.

11.8.3.7.5. **(Added)** During hours of darkness, personnel will use a flashlight when inspecting vehicle tires at FOD checkpoints.

11.8.3.8.1. **(Added)** Store all loose hardware in draw string (cloth) bags or zip lock plastic bags and annotate the bag with the quantity of each item (i.e., five bolts, five nuts). Annotate the bag with the serial number of the aircraft, uninstalled engine, AGE, and/or off equipment component.

11.8.3.10.1.1. **(Added)** FGSs will report FOD walk/FOD boss start and stop times to MOC. MOC will document start and stop times.

11.8.3.10.2.1. **(Added)** FOD sweepers/bosses are to be used in all aircraft movement areas in addition to daily FOD walks. They will be used every flying day, prior to the first scheduled takeoff of the day, weather permitting. Each unit will sweep their assigned area of responsibility. Any section not in possession of this equipment will coordinate with other sections to the maximum extent possible to meet this guidance. FOD walk plan and local guidance can be found in the 8 MXG FOD Prevention Policy published on the QA SharePoint site.

11.8.3.10.3. **(Added)** Use of airfield sweeper should be coordinated through AMOPS at 782-4422.

11.8.3.10.4. **(Added)** Cancellation of daily FOD walks must be approved by the MXG/CC or CD.

11.8.3.10.5. **(Added)** Units are responsible for clearing snow in their respective areas prior to performing FOD Walk. Pro Supers should coordinate with Airfield management to request snow removal support.

11.8.3.10.6. **(Added)** All areas where aircraft are towed, taxied, or parked will remain FO free at all times. Shops and maintenance areas where equipment or components are worked on, support sections (tool rooms), hazardous storage areas, and entry points to the flight line will be kept free of debris, stones, hardware, etc. in accordance with basic maintenance housekeeping practices to prevent FO migrating to aircraft.

11.8.3.10.7. **(Added)** MXS will verify AGE is inspected for FO prior to flight line dispatch.

11.8.3.12.4. **(Added)** Empty all pockets prior to entering aircraft cockpit.

11.8.3.12.5. **(Added)** Individual Protective Equipment (IPE) such as helmets, flak vests, web gear, etc., will not be worn in aircraft cockpits or when performing cockpit maintenance. This does not include necessary protective gear such as hearing protection, eye protection, etc., as required.

11.8.3.13.1. **(Added)** If an aircraft is required to shut down due to inlet icing, write up the icing incident in the AFTO Form 781As and inspect the engine inlet 1st stage fan blades for damage.

11.8.3.13.2. **(Added)** The following procedures apply to maintenance engine runs or idling aircraft waiting to proceed during a potential ice FOD alert:

11.8.3.13.2.1. **(Added)** The engine run operator is responsible for briefing the ice observers and ground observers on the intake danger areas, appearance of ice build- up and all applicable emergency ground safety procedures.

11.8.3.13.2.2. **(Added)** Pilots and maintainers should avoid parking running aircraft or starting aircraft with the intake over standing water. Prior to engine start during ice FOD conditions, as a minimum, clear an area three feet in radius of all standing water, slush, snow, and ice directly below the intake.

11.8.3.13.2.3. **(Added)** During engine runs while in Low-Risk icing condition (no visible moisture, heavy rain or snowfall) while parked outside of a HAS, maintenance personnel or nearby pilots will periodically monitor the engine for ice build-up. Periodically is defined as not exceeding a time of 20 minutes.

11.8.3.13.2.4. **(Added)** During engines runs while in High-Risk icing conditions (visible moisture, heavy rain or snowfall) an ice FOD monitor will be available in the event another pilot/jet is not nearby to monitor engine for ice build-up.

11.8.3.15.1. **(Added)** All Personnel Transportation Vehicles (PTV) such as automobiles, bicycles, scooters, etc., will stop and inspect their PTV to ensure that all items are secured and do not pose a safety or debris risk to personnel or aircraft prior to entering the flight line areas. All PTV's shall, stop at designated FOD checkpoints, place PTV in park, shut down engine and perform a roll over tire check to remove any F.O. from tires. FOD checks will be conducted at a length no greater than three car lengths from the FOD checkpoint.

11.8.3.22.7. **(Added)** Engine Run Quiet Hours. Engine operation between idle and 85 percent is authorized in PASs any time of day. Aircraft engine runs requiring power setting above 85 percent RPM will be placed inside the hush house between the hours of 2200-0600. Every effort to utilize the hush house will be explored before calling the 8 MXG/CC/CD to waive this policy.

11.8.3.23. **(Added)** All F-16 intake and exhaust inspections will be documented in 781A series forms on a RED X.

11.8.5.2.1. **(Added)** FOD inspections/spot checks are included in QA's E&I plan and are documented in LEAP.

11.8.5.7. **(Added)** Conduct all engine and aircraft FOD investigations, assign control numbers, and forward information to the PACAF FOD Manager. Investigation is geared toward determining cause of damage, preventability, and assigning a dollar value for repairs based on parts and labor.

11.8.5.7.1. **(Added)** Investigate, determine causes, inform supervisors, and initiate corrective actions with assistance from QA.

11.8.5.8. **(Added)** Develop FOD Flashes to raise awareness of FOD related issues.

11.8.5.9. **(Added)** Ensure a FOD/DOP bulletin board is maintained in each unit. One centrally located board may cover all shops located in a single building. Placement is at the discretion of the squadron, but the must provide the greatest visual access to personnel. Squadrons are responsible for procuring the board and the following items will be displayed:

11.8.5.9.1. **(Added)** Current FOD Flashes.

11.8.5.9.2. **(Added)** FOD prevention point of contact visual aid.

11.8.5.9.3. **(Added)** FOD poster.

11.8.5.10. **(Added)** Squadron Operations Officers/Superintendents will appointing unit FOD/DOP prevention representatives and alternates. Appointment letter containing the individual's name, rank, duty phone, e-mail address, office symbol, and DEROS will be provided to the Wing FOD Manager.

11.8.5.10.1. **(Added)** Flight chiefs may appoint flight FOD/DOP representatives to assist the unit representative, letters of appointment for those flight representatives will be maintained in the unit continuity binder.

11.8.6.4.5. **(Added)** Report Ice FOD damage to Wing FOD Monitor.

11.8.6.4.6. **(Added)** Notify the Wing FOD Monitor prior to performing repairs.

11.8.7.1.2. **(Added)** Leadership from the following units will attend:

11.8.7.1.2.1. **(Added)** 8 MXG

11.8.7.1.2.2. **(Added)** 8 MXS

11.8.7.1.2.3. **(Added)** 35th FGS

11.8.7.1.2.4. **(Added)** 80th FGS

11.8.7.1.2.5. **(Added)** 8 CES

11.8.7.1.2.6. **(Added)** 8 OSS

11.8.7.3. **(Added)** 8 FW/CD and FOD Monitor will promote a wing wide contest for a quarterly FOD Prevention Poster, FOD Fighter of the Quarter, and Golden Bolt. FOD Fighter of the Quarter and FOD Prevention Poster winners will receive a certificate. All FOD recognition program winners will receive a one-day pass from the 8 FW/CD.

11.8.7.3.1. **(Added)** The Golden Bolt: The object will have "GOLDEN BOLT" written on it and include the FOD Monitor's phone number. It will not be placed in the vicinity of any taxiing aircraft and/or within 25' of an intake. FOD Monitor must have view of the object at all times. There may be up to three Golden Bolt winners per quarter.

11.8.7.3.2. **(Added)** FOD Fighter of the Quarter: Submit nominations in memorandum format to the FOD Monitor by the last duty day of the quarter. The FOD Prevention Committee and/or the FOD Monitor select the winner based on the likelihood that the action prevents a FOD mishap.

11.8.7.3.3. **(Added)** FOD Prevention Poster: Submit entries to the FOD Monitor by the last duty day of the quarter. FOD Monitor selects the winner and is announced at the quarterly meeting.

11.9.3.2. **(Added)** The Pro Super or Expediter will immediately notify MOC of a dropped object.

11.9.3.3. **(Added)** Units responsible for the dropped object will complete 8 FW Form 8, *Dropped Object Worksheet*, within 3 duty days and return a digital copy to the DOP Monitor.

11.11.2.2. **(Added)** IFF program manager will be the Wing Avionics Manager.

11.13.3.3. **(Added)** The FGS will assign a CANN Manager.

11.13.7.2. **(Added)** Engine-to-aircraft CANN procedures:

11.13.7.2.1. **(Added)** Coordinate with the MXG/CC, MXG/CD, or designated representation for all engine-to-aircraft CANNs.

11.13.7.2.2. **(Added)** Contact MXS/MXMTI for component availability that meets the time remaining criteria (10% life remaining, not including over fly) from available engines. Otherwise, consideration of CANN aircraft should be given prior to removal of engine components from uninstalled spare engines.

11.14.7.1.3. **(Added)** Potential category 2 Hangar Queen MFR is due to MXG/CC no later than 5 days prior to 60-day milestone. Potential category 3 Hangar Queen MFR is due no later than 10 days prior to the 90-day milestone.

11.23.4.5. **(Added)** Use 8 MXG Form 15, *Manual Hangar Door Opening and Closing Procedures* for emergency operation of PAS doors without power.

11.23.6.2. **(Added)** Tow Super will complete 8 MXG Form 16, *F-16 Hangaring Checklist* when an aircraft is positioned into a hangar or hush house and attach to aircraft when tow is complete.

11.23.6.3. **(Added)** PAS/Flow floor plans will be followed IAW [Attachment 15](#), [Figure A15.1.](#), [Figure A15.2.](#), [Figure A15.3](#) and [Figure A15.4](#).

11.23.9.1. **(Added)** MXS/MXMW will:

11.23.9.1.1. **(Added)** Deliver AGM-65 missiles in containers on trailers and stored in their shipping/handling containers inside the structures. Do not stack containers in PASs or aircraft shelters.

11.23.9.1.2. **(Added)** Post applicable fire symbol at the Whiskey Gate entrance to the flight line from the MSA upon introducing munitions on the flight line.

11.23.9.2. **(Added)** FGS Weapons Section will:

11.23.9.2.1. **(Added)** Notify the MOC of fire symbol changes made to the PASs and Flows, and report munitions location changes to Munitions Control.

11.23.9.2.2. **(Added)** Post applicable fire symbols at entry control points, with the exception of the Whiskey gate.

11.23.10.1.2. **(Added)** Exception to DAFI 21-101 PACAFSUP paragraph 11.23.10.1.1. Approved storage areas for external fuel tanks are in the PAS due to non-availability of long term storage areas. Tanks will be capped and have either a serviceability or 350 tag attached annotating serviceability of tank.

11.23.10.1.3. **(Added)** Tank farm will only be used as a temporary holding area, not for storage.

11.25.4.1. **(Added)** Local Hot Pit procedures are located in LCL-8MXG-014, *Hot Pit Refueling Organizational Maintenance Hot Pit Supervisor*.

11.28.2.4.4. **(Added)** See 8FWI21-103, *Crash, Damaged or Disabled Aircraft Repair (CDDAR) Plan*, for local CDDAR program instructions.

11.41. (Added) Aircraft/system forms, equipment forms, and MIS documentation.

11.41.1. **(Added)** Expeditors and Section Chiefs/NCOICs will ensure aircraft and equipment forms and MIS documentation are complete, accurate, and accomplished for all maintenance and scheduled inspections unless specified otherwise in this instruction or PACAF supplement.

11.41.2. **(Added)** Prior to use inspections on support equipment will be documented in Part II of the AFTO Form 244.

11.41.3. **(Added)** At a minimum, the supervisory review will be performed and documented on the AFTO Form 244, Part IV, every 180 days and when initiating a new form.

11.41.4. **(Added)** Supervisory review(s) will be performed by a qualified 7-level.

11.41.5. **(Added)** Due to the potential for intake ingestion of AFTO Form 244s in buildings 2244 and 2238, an AFTO Form 244 binder will be sub-located in the applicable work center's support section and will be checked out upon issue of Hush House keys.

11.41.6. **(Added)** AFTO Form 244s for munitions Y-stands may be stored in the FGS Weapons Section and the Load Standardization Crew (LSC) office for Weapons Standardization.

11.41.7. **(Added)** In addition to the required Red X servicing documentation, hydraulic, oil, Liquid Oxygen (LOX) and liquid nitrogen servicing will be documented in the aircraft forms as follows:

11.41.7.1. **(Added)** Each time aircraft servicing is performed, the servicing cart number will be placed in the AFTO Form 781A corrective action block of the servicing discrepancy or an INFO/NOTE will be placed in the AFTO Form 781A with the servicing cart number referencing the original servicing discrepancy.

11.41.7.2. **(Added)** Use of an INFO NOTE page is authorized.

11.41.7.3. **(Added)** Aircraft fuel servicing will be documented on the 781H, and the fuel truck number will be documented on the 781A INFO NOTE page IAW TO 00-20-1 when performed in conjunction with the -6 inspection TO.

11.41.7.4. **(Added)** When ground servicing equipment is utilized to perform aircraft servicing (i.e., engine oil, hydraulics, LOX, GOX, and fuel), the AF Form 3126, *Oil/Hydraulic Cart Servicing Log*, AFTO Form 134, *Aviator Breathing Oxygen Servicing Trailer Log*, as applicable, will be documented. When the equipment servicing log becomes full, leave it in the forms storage pouch, obtain a blank form, complete the heading, and begin using the new form.

11.41.7.5. **(Added)** Owing work center will maintain completed hydraulic and oil servicing AF IMT for a minimum of 30 days.

11.41.7.6. **(Added)** E/E will maintain completed liquid and gaseous oxygen servicing cart AFTO Form 134 and liquid nitrogen servicing cart AF Form 3126 for a minimum of 2 weeks.

11.42. (Added) Repeat/Recur and CND Discrepancies Clearing Procedures. When clearing a Repeat/Recur and CND discrepancy, the FGS Supervision will ensure an adequate corrective action was accomplished and the following procedures are strictly adhered to. This review will be documented in the AFTO Form 781As on a Red dash. For 1st time repeat/recurs, this review will be cleared by a 7-level technician. For 2nd time repeat/recurs, this review will be completed by the Production Superintendent. For 3rd time repeat/recurs, the OIC/Superintendent will complete the review.

11.42.1. **(Added)** Aircraft forms, IMDS-CDB and other source documents will be thoroughly reviewed using a minimum 90-day look back. Consult with AFETS/Tech Reps/System Program Office (SPO) for additional technical assistance as necessary.

11.42.2. **(Added)** Parts removed for most probable cause will be bench checked if capability exists, and AFTO Form 350 tag will be annotated with Repeat/Recur or CND (in red lettering) as applicable.

14.1.6.6.1. **(Added)** AFTO Form 103s will include all inspections and time changes due within 10% (for hourly SI/TCIs) and 3 months (for calendar SI/TCIs) from Depot output.

14.2.2.3.12.1. **(Added)** Aircraft waivers and TCI extensions will be filed under TO variances.

14.2.6.1. **(Added)** Manual JCN assignment: Work center supervisors will ensure proper use of their assigned block of event numbers during extended IMDS-CDB downtime and deployment exercises/OREs. The MOC Senior Controller will inform all work centers when to start using manual event numbers. Work center supervisors must ensure all manual JCNs are loaded into IMDS when the system comes back on line. The manual event number will consist of nine digits.

The first two digits will be the current year. The next three digits will be the current Julian date and the last four digits will be one of a range of numbers assigned to the perspective section. The listed event numbers in [Attachment 13](#) of this publication are assigned to specific organizations or events within the FW maintenance areas. Work center supervisors must ensure all equipment form entries with manual JCNs for deployment exercises/ORIs are cleared IAW TO 00-20-1.

14.2.7.2.1. **(Added)** Aircraft and equipment records are collected and consolidated IAW LCL-8 MXG-003, *Functional Checklist, Quick Response Checklist, And Emergency Action Checklists and Procedures for Flight Line/Maintenance Personnel*. All aircraft records will be frozen immediately upon notification of an accident and then be turned over to investigating agency. For impoundments, records will only be frozen when directed by MXG/CC/CD/CCC.

14.3.3.2.3.2. **(Added)** PS&D will review MIS weekly to ensure, at a minimum, ground dates, recession dates and status codes are correct. Maintain a slide with TCTOs grounding in 90 days.

14.3.3.2.4.1.1. **(Added)** If kits/parts/tools are required for the accomplishment of the affected TCTO, LRS will be invited to the TCTO planning meeting. TCTO manager will establish and maintain TCTO folders for all Armament, Munitions, aircraft and manually tracked TCTOs. Coordinate with the flight service center on all TCTOs requiring kits, parts, or tools excluding petroleum products (such as fuel, lubricating oils, and solvents) and common use tools and equipment required to complete the modification.

14.3.3.3.2.11.1. **(Added)** Only the Wing TCTO Monitor, or appointed and trained representatives, will process IMDS TCTO screen 128 suspense's. Upon status changes, the electronic 525s kept for TCTOs will be updated.

14.3.4.3.3.3.6.1. **(Added)** The MXO PS&D Time Change monitor will coordinate with AFE and Egress prior to submitting the quarterly CAD/PAD requisition to MXS/MXMWMA (Munitions Accountability) to ensure time changes coming due within 9 months and/or between 12-month chute repacks and 12-month survival kit inspections are forecasted for replacement. MXO PS&D time change manager will order non-CAD/PAD items through FGS supply. MXO PS&D time change manager will compile, plan, schedule and submit required quarterly forecast requisition paperwork to MXS/MXMWMA by 15 Mar for quarter Jul-Sep, by 15 Jun for quarter Oct-Dec, by 15 Sep for quarter Jan-Mar and by 15 Dec for quarter Apr-Jun. MXO PS&D time change manager will coordinate with AFE prior to quarterly CAD/PAD forecast submission to ensure time changes coming due between chute repacks and survival kit inspections are forecasted for replacement to the maximum extent possible. MXO PS&D time change manager will coordinate with Egress prior to quarterly CAD/PAD forecast submission to ensure their records match what IMDS/MSAT shows coming due that quarter and to validate egress time changes are not being forecasted for removal beyond the maximum 9-month requirement.

14.3.4.3.4.5. **(Added)** Initiate an AF Form 2005. Maintain a copy of the completed AF Form 2005, with the document number until the asset is issued and the time change is completed. By the 15th of each month, the MXO PS&D time change manager will coordinate with MXS/MXMWMA to ensure all egress/AFE CAD/PAD time change issue requests submitted for the following month are on-hand and available for issue. If components are not available and suspected to not arrive, the MXO PS&D time change manager will request a waiver of such components. Waivers shall be submitted as required to prevent grounding conditions. Coordinate adjustments to the long-range plan if part will not arrive prior to scheduled replacement date.

14.5.5.3.4.1. **(Added)** Shared Resources meeting will be held NLT 2 duty days prior to the MXG/OG scheduling meeting. MXO, MXS, and FGS will review a rolling quarter and discuss upcoming events, major maintenance, and any limitations for meeting ops requirements.

14.5.5.3.4.2. **(Added)** All agencies will send inputs to PS&D NLT than the third Wednesday of the month.

14.5.6.3.1.2. **(Added)** See [attachment 18](#) to this supplement for sortie sequence numbers.

14.5.6.3.8.2.1. **(Added)** When not night flying, all changes to the proposed weekly schedule must be submitted to MXO PS&D by 1800 on Thursday.

PETER E. KASARSKIS, Colonel, USAF
Commander

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

DAFI 91-207, *The Traffic Safety Program*, 26 Jul 2019

AFI 31-218, *Motor Vehicle Traffic Supervision*, 14 Jul 2017

PACAFI 21-105_8FWSUP, *Fabrication Program*, 5 Apr 2023

8 FWI 21-103, *Crash, Damaged or Disabled Aircraft Repair (CDDAR) Plan*, 25 May 2021

TO 1F-16CG-2-00GV-00-1-WA-1, *General Vehicle Organizational Maintenance*, 1 Mar 2023

Adopted Forms

AF Form 310, *Document Receipt and Destruction Certificate*

AF Form 3126, *Oi/Hydraulic Cart Servicing Log*

AF Form 3131, *General Purpose*

AFTO Form 134, *Aviator Breathing Oxygen Servicing Trailer Log*

AFTO Form 350, *Reparable Item Processing Tag*

ACC Form 145, *Lost Tool/Object Report*

DD Form 2026, *Oil Analysis Request*

8 FW Form 8, *Dropped Object Worksheet*

8 FW Form 25, *Local Manufacture Request*

8 MXG Form 09, *Weight & Balance Preparation Checklist*

8 MXG Form 12, *Flight Safety Worksheet*

8 MXG Form 15, *Manual Hangar Door Opening and Closing Procedures*

8 MXG Form 16, *F-16 Hangaring Checklist*

8 MXG Form 36, *Pre-FCF Procedures Checklist*

8 MXG Form 37, *Pre-OCF Procedures Checklist*

8 MXG Form 38, *Local Aircraft/Equipment Impoundment Form*

8 MXG Form 49, *Cockpit FO Checklist*

LCL-8MXG-014, *Hot Pit Refueling Organizational Maintenance Hot Pit Supervisor*

LCL-8MXG-003, *Functional Checklist*

LCL-8MXG-MS/TA-101, *Checklist*

Attachment 13 (Added)

ASSIGNED MANUAL JOB CONTROL NUMBERS

Table A13.1. (Added) Assigned Manual Job Control Numbers.

A11.1.	8th Fighter Wing and Group	Agencies:
A11.1.1.	0001-2000	Reserved
A11.1.2.	2001-2099	Maintenance Operations Center
A11.1.3.	2100-2199	MXO PS&D
A11.1.4.	2200-2299	Current Operations Flight
A11.1.5.	2350-2399	8 MXG Maintenance Supply Liaison
A11.1.6.	2400-2499	8 MXG/QA Quality Assurance
A11.1.7.	2500-2549	8 MXG/MXQA Transfer Inspection
A11.1.8.	2550-2599	Reserved
A11.1.9.	2600-2699	8 MXG/MXQA Functional Check Flight
A11.1.10.	2700-2799	8 MXO Engine Management
A11.2.	8th Maintenance Squadron	(8 MXS):
A11.2.1.	Maintenance Flight:	
A11.2.2.	2800-2899	Transient Alert
A11.2.3.	2900-2999	Wheel and Tire
A11.2.4.	A300-A399	Phase Block 40 (400 FLT Hour Phase)
A11.3.	AGE Flight:	
A11.3.1.	3000-3499	AGE Inspections
A11.3.2.	3100-3799	AGE Maintenance
A11.3.3.	3200-3999	AGE SPUD
A11.4.	Munitions Flight:	
A11.4.1.	4000-4099	CSU
A11.4.2.	4100-4199	35 FS
A11.4.3.	4200-4299	80 FS
A11.4.4.	4300-4499	Reserved
A11.5.	Armament Flight:	
A11.5.1.	4500-4599	Support Section
A11.5.2.	4600-4699	AME Section
A11.5.3.	4700-4749	Missile System PE1
A11.5.4.	4750-4799	Missile System PE2
A11.5.5.	4800-4849	Missile System PE3
A11.5.6.	4850-4899	Missile System PE4
A11.5.7.	4900-4949	Missile System PE5
A11.5.8.	4950-4999	Missile System PE6
A11.6.	Fabrication Flight:	
A11.6.1.	5000-5049	Reserved
A11.6.2.	5050-5099	Metals Technology
A11.6.3.	5100-5149	Structural Repair
A11.6.4.	5150-5199	Reserved
A11.6.5.	5200-5249	Non-Destructive Inspection

A11.6.6.	5250-5399	Reserved
A11.7.	Fabrication Flight:	
A11.7.1.	5400-5449	Electrical/Environmental
A11.7.2.	5450-5499	Pneudraulics
A11.7.3.	5500-5549	Reserved
A11.7.4.	5550-5599	Fuels Systems
A11.7.5.	5600-5649	Egress
A11.7.6.	5650-5699	Reserved
A11.7.8.	Propulsion Flight:	
A11.8.1.	5700-5749	Jet Engine/Test Cell
A11.8.2.	5750-5899	Reserved
A11.8.3.	5900-5949	Engine Support Equipment
A11.8.4.	5950-6099	Reserved
A11.9.	Integrated Avionics	Flight:
A11.9.1.	6100-6149	Automated Test Equipment
A11.9.2.	6150-6199	AIS
A11.9.3.	6200-6299	ECM
A11.10.	8th Fighter Wing Maintenance Deployments:	
A11.10.1.	6300-6399	35 FGS Mobility Package 1
A11.10.2.	6400-6499	35 FGS Mobility Package 2
A11.10.3.	6500-6599	80 FGS Mobility Package 1
A11.10.4.	6600-6699	80 FGS Mobility Package 2
A11.10.5.	6700-6799	8 MXS Mobility Package 1
A11.10.6.	6800-6899	8 MXS Mobility Package 2
A11.11.	35th/80th Aircraft Maintenance Activities:	
A11.11.1.	6600-6699	35 FGS Flight Line Maintenance
A11.11.2.	6700-6799	80 FGS Flight Line Maintenance
A11.11.3.	6800-6899	35 FGS COSO
A11.11.4.	6600-6699	80 FGS COSO
A11.11.5.	6700-6799	35 FGS Debrief
A11.11.6.	6800-6899	80 FGS Debrief
A11.11.7.	6800-6899	35 FGS PS&D
A11.11.8.	6600-6699	80 FGS PS&D
A11.11.9.	6700-6799	35 FS Aircrew Flight Equipment
A11.11.10.	6800-6899	80 FS Aircrew Flight Equipment
A11.12.	Reserved for Future Use:	
A11.12.1.	8100-9999	Reserved

Attachment 14 (Added)

ORGANIZATION WORK CENTER CODE FOR TOOL MARKING/ETCHING

Table A14.1. (Added) Organization Work Center Code for Tool Marking/Etching.

8th Maintenance Group			
Quality Assurance	KUQA	Weapons Standardization	KULB
80th FGS	KU80	35th FGS	KU35
EOR	KUER		
8th Maintenance Operations Flight			
MTF	KUMT		
8th Maintenance Squadron			
Accessories Flight			
Egress	KUEG	Tank Farm	KUTF
Fuel Shop	KUFU	Elec/Enviro	KUEE
Hydro	KUPN		
Armament Flight			
Support	KUAR	AME	KUAM
AGE Flight			
AGE Production Support	KUMG	AGE Inspections	KU5C
AGE Maintenance	KU0C	AGE WRM	KU8C
Avionics Flights			
AIS	KUAI	Sensors	KUSN
ECM	KUEM		
Fabrication Flight			
Structural	KUFB	Metals Tech	KUME
NDI	KUND		
Maintenance Flight			
Phase	KUPH	T/A	KUTA
Wheel/Tire	KUWT	TMDE Type II	KUPM
Munitions Flight			
Conventional	KUCV	Equipment	KUEQ
Inspection	KUIN	Missiles	KUMI
Line Delivery	KULD	MUNS Control	KUSA
MAGNUM	KUMA	Storage	KUST
Plans and Training	KUBR		
Propulsion Flight			
JEIM	KUJE	Test Cell	KUTC
Non-Powered AGE	KUPA		
8th Operations Support Sq			
8 OSS AFE	KUSV	35 FS AFE	KU3L
80 FS AFE	KU8L		
8th Logistics Readiness			
Petroleum Oil Lubricate (POL)	KUPL		

Attachment 15 (Added)

PAS FLOOR PLAN

Figure A15.1. (Added) PAS with Ventilation Duct Floor Plan.

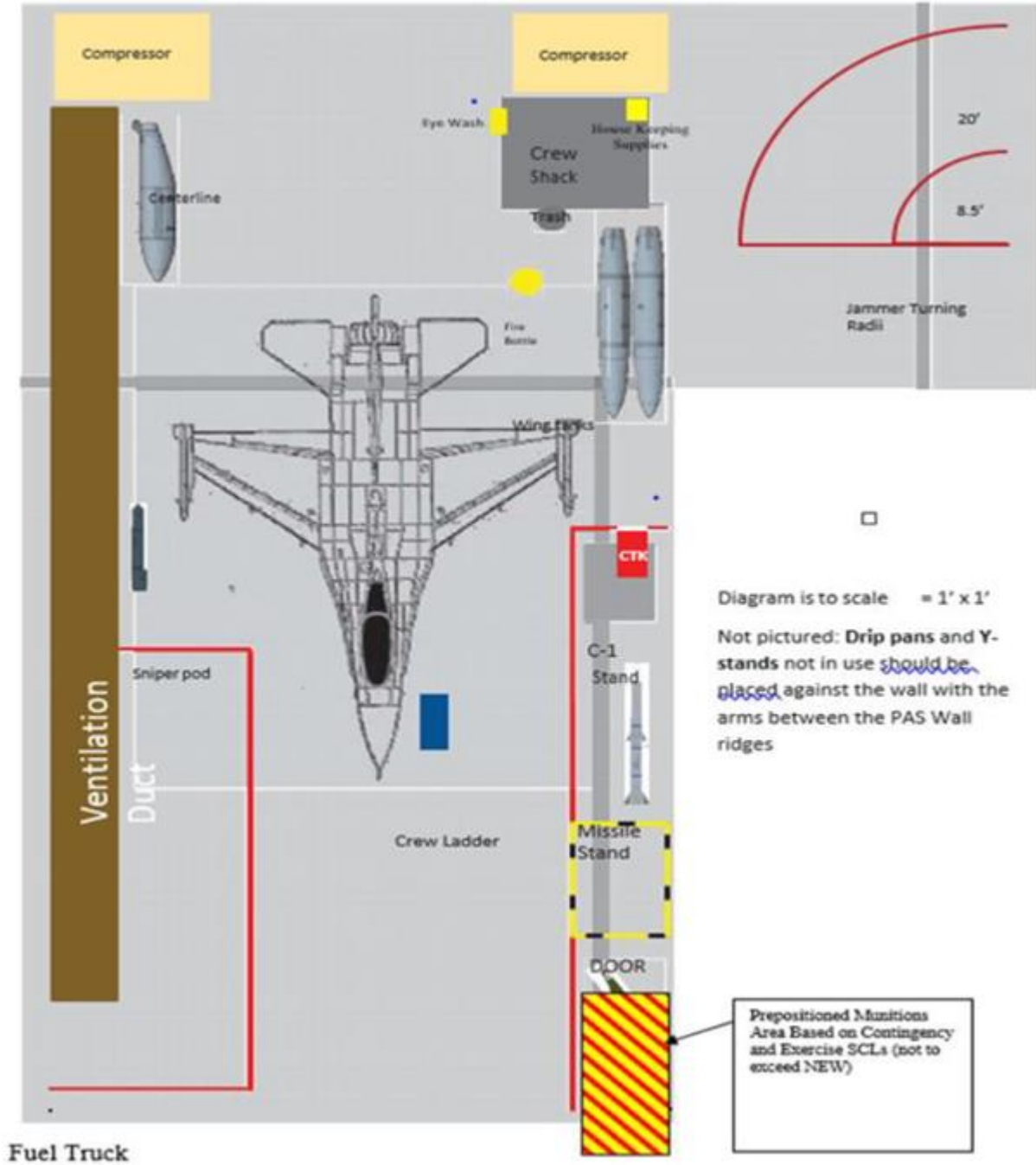


Figure A15.2. (Added) PAS without Ventilation Duct Floor Plan.

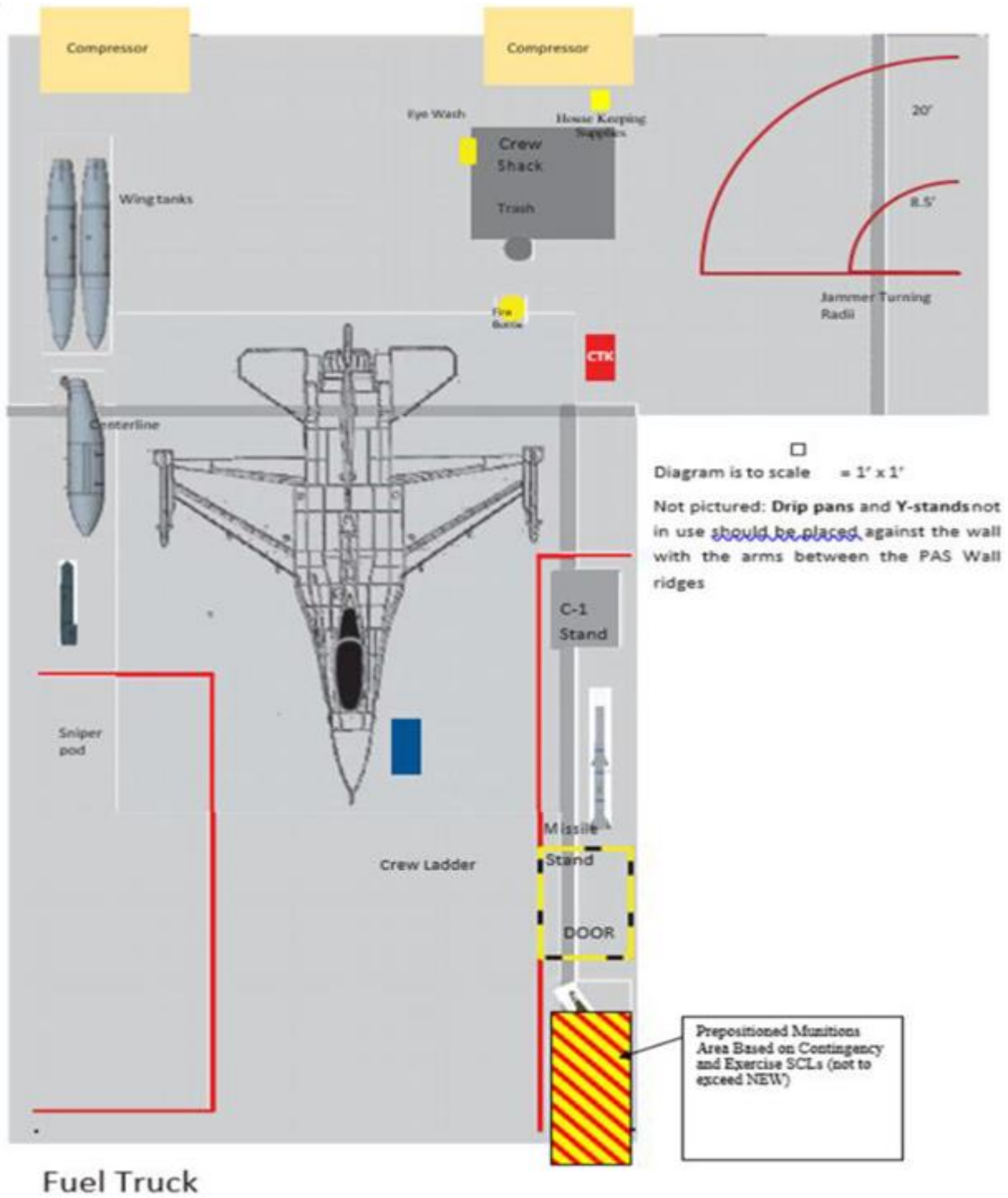


Figure A15.3. (Added) Hardened Flow Layout.

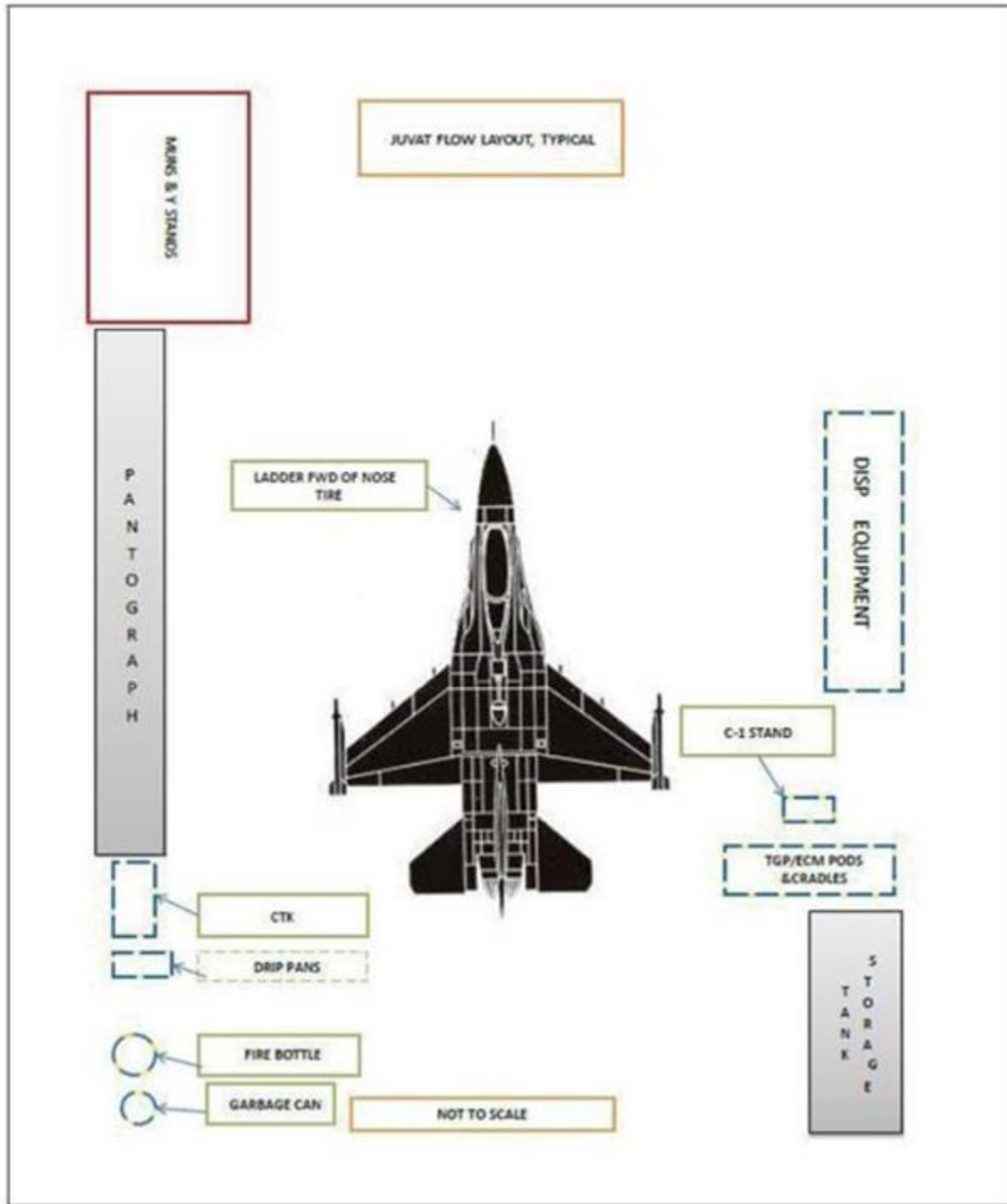
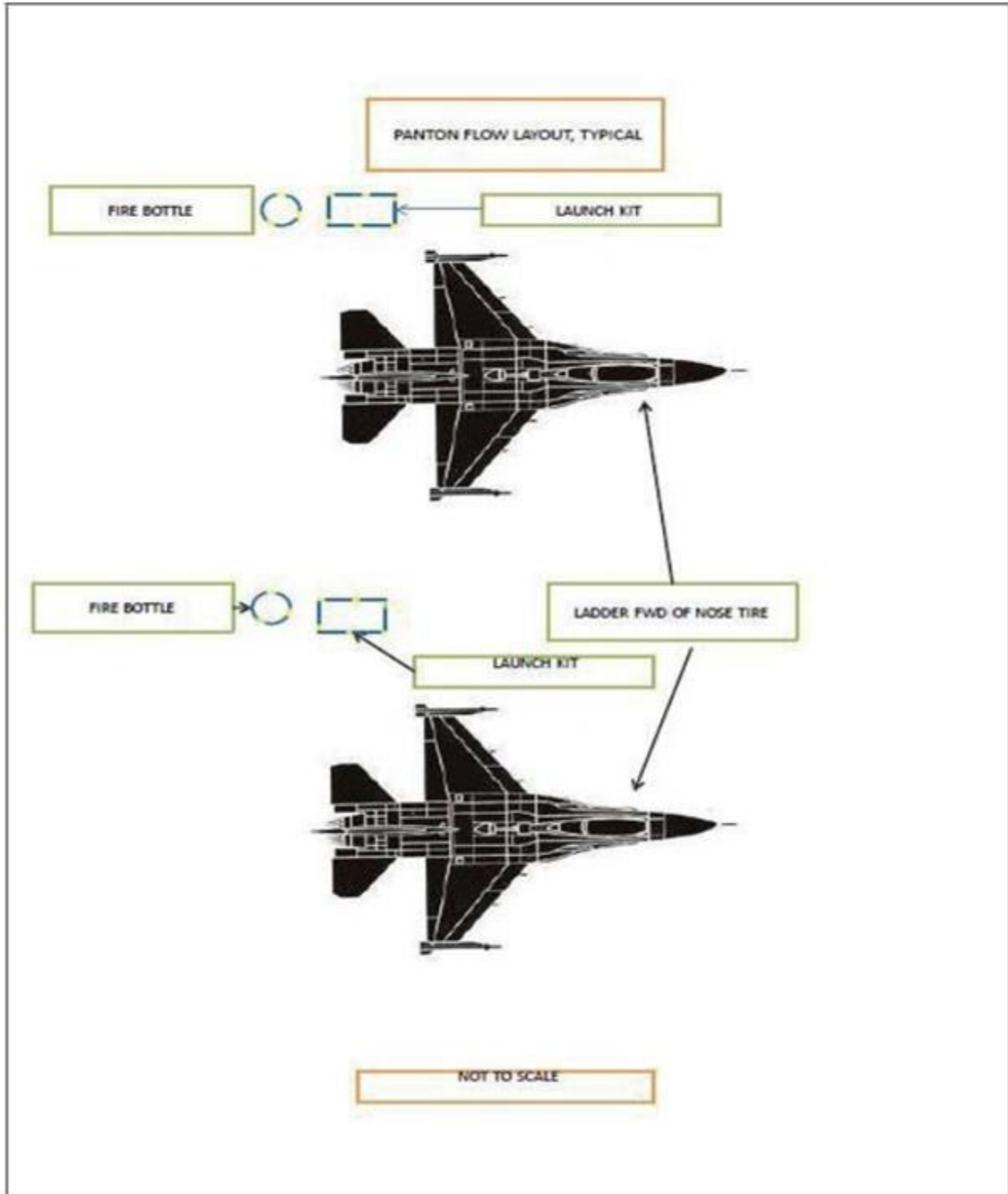


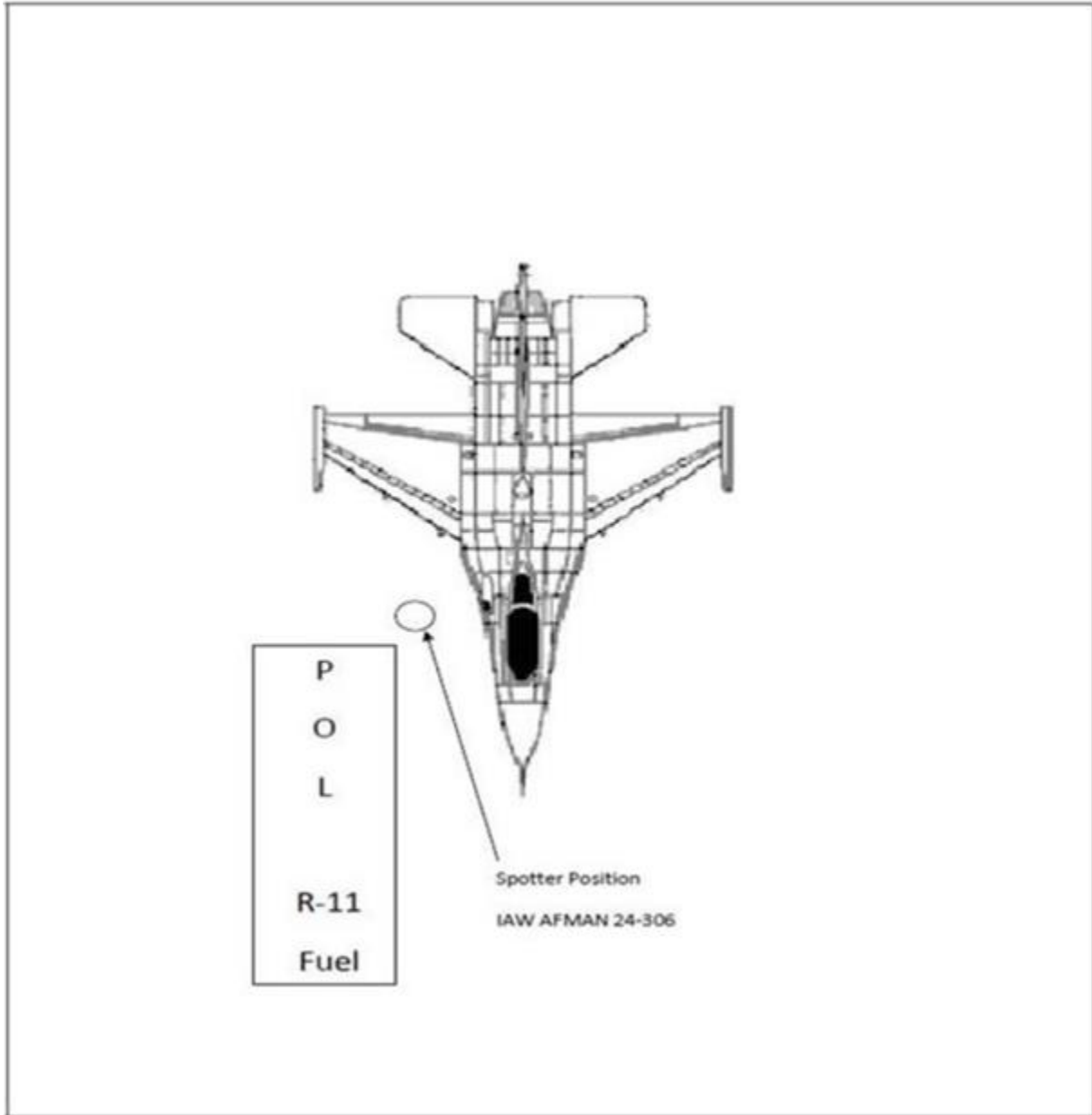
Figure A15.4. (Added) Fragmentary/Splinter Protected Revetments.



Attachment 16 (Added)

BACKING PLAN FOR FUEL TRUCKS

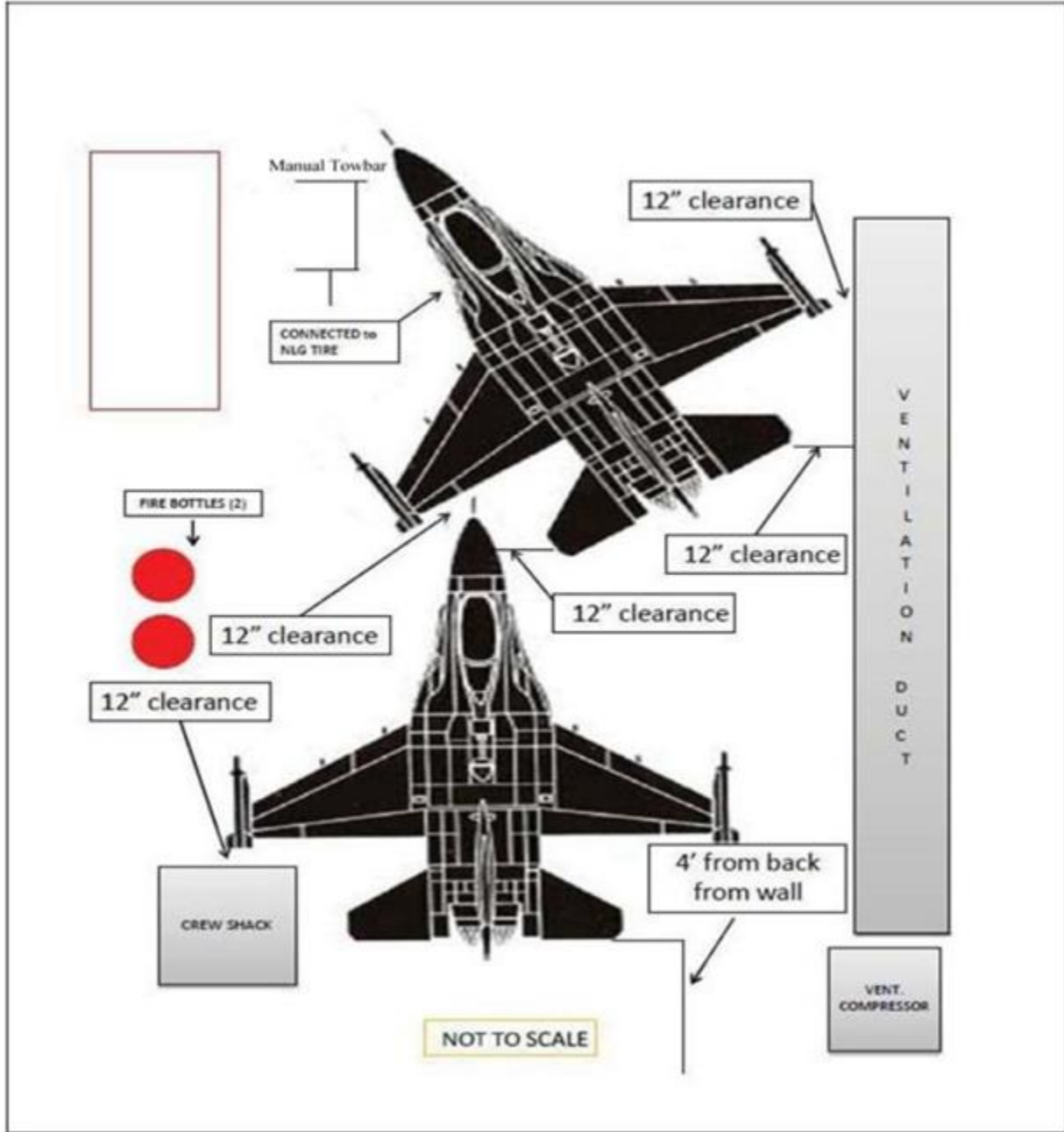
Figure A16.1. (Added) KunsanAB Backing Plan for Fuel Trucks.



Attachment 17 (Added)

DOUBLE PARKING TWO F-16S IN ONE PAS

Figure A17.1. (Added) Double Parking Two F-16s in one PAS.



Attachment 18 (Added)

8 FW SORTIE SEQUENCE NUMBERS

A18.1. (Added) To allow for accurate tracking of statistics. The below listed sortie sequence numbers will be used by all Fighter Generation Squadrons and Operations Squadrons assigned to KUNSAN AB.

Table A18.1. (Added) 8 FW Sortie Sequence Numbers.

101-199	35 FS Daily sorties and cross country sorties originating from Kunsan.
201-299	80 FS Daily sorties and cross country sorties originating from Kunsan.
301-399	35 FS Deployed sorties originating and terminated at deployed location.
401-499	80 FS Deployed sorties originating and terminated at deployed location.
501-549	35 FS Cross country sorties that originate off-station and cross country sorties returning to Kunsan AB
551-599	80 FS Cross country sorties that originate off-station and cross country sorties returning to Kunsan AB.
001-029	35 FS Functional Check Flight (FCF) and Operational Check Flight (OCF) sorties. (These sorties will be considered scheduled if flown).
031-059	80 FS Functional Check Flight (FCF) and Operational Check Flight (OCF) sorties. (These sorties will be considered scheduled if flown).
601-649	35 FS Added Sorties. These are sorties that are added to the weekly printed flying schedule after it has been printed.
651-699	80 FS Added Sorties. These are sorties that are added to the weekly printed flying schedule after it has been printed.
701-799	35 FS Exercise Sorties.
801-899	80 FS Exercise Sorties.
901-949	Both FS SRO sorties.

A18.2. (Added) Deviations will not be recorded in IMDS for improper sortie sequence number assignment. However appropriate management will inquire and correct this deficiency to prevent future relapses.

Attachment 19 (Added)

MAINTENANCE GROUP AND SQUADRON CALL SIGNS

Table A19.1. Maintenance Group and Squadron call Signs.

USER	CALL SIGN	HOME NET
8 OG/CC	VIPER	Commanders
8 OG/CD	VIPER TWO	Commanders
8 MXG/CC	PHOENIX	Commanders
8 MXG/CD	PHOENIX TWO	Commanders
8 MXG/CCC	PHOENIX CHIEF	SCAN
8 MXG/CCE (EXECUTIVE OFFICER)	GOZER	SCAN
35 FGS/CC	PANTHER	35TH
35 FGS SENIOR ENLISTED LEADER	PANTHER CHIEF	35TH
35 FGS/DO	PANTHER TWO	35TH
35 FGS/SORTIE GEN FLT CHIEF	BLUE SENIOR	35TH
35 FGS PROD SUPER	BLUE SUPER	35TH
35 FGS CONTINGENCY PROD SUPER/LEAD PROD SUPER	BLUE SHADOW	35TH
35 FGS "A" FLT EXPEDITER	BLUE ONE	35TH
35 FGS "B" FLT EXPEDITER	BLUE TWO	35TH
35 FGS SPECIALIST FLT EXPEDITER	BLUE THREE	35TH
35 FGS WEAPONS EXPEDITER	BLUE FOUR	35TH
35 FGS WEAPONS EXPEDITER	BLUE FIVE	35TH
35 FGS ENGINES/E&E EXPEDITER	BLUE SIX	35TH
35 FGS SORTIE SUPPORT/TOOLS	BLUE SUPPORT	35TH
35 FGS SORTIE SUPPORT/SUPPLY	BLUE COSO	35TH
35 FGS DISPATCH/GENERAL	BLUE DISPATCH	35TH
35 FGS DEBRIEF	BLUE DEBRIEF	35TH
35 FGS SPARE CALL SIGNS	BLUE 7-11	35TH
35 FGS CELL BOSSES	BLUE CELL "X"	35TH

USER	CALL SIGN	HOME NET
35 FGS SHELTER TEAM	BLUE SHELTER	35TH
35 FS COMMANDER	PANTON	35TH
35 FS OPERATIONS DESK	PANTON OPS	35TH
35 FS OPS RUNNER	PANTON RAMP RAT	35TH
80 FGS/CC	HUNTER	80TH
80 FGS SENIOR ENLISTED LEADER	HUNTER CHIEF	80TH
80 FGS/DO	HUNTER TWO	80TH
80 FGS SORTIE GEN FLT CHIEF	GOLD SENIOR	80TH
80 FGS PROD SUPER	GOLD SUPER	80TH
80 FGS CONTINGENCY PROD SUPER/LEAD PROD SUPER	GOLD SHADOW	80TH
80 FGS "A" FLT EXPEDITER	GOLD ONE	80TH
80 FGS "B" FLT EXPEDITER	GOLD TWO	80TH
80 FGS SPECIALIST FLT EXPEDITER	GOLD THREE	80TH
80 FGS WEAPONS EXPEDITER	GOLD FOUR	80TH
80 FGS WEAPONS EXPEDITER	GOLD FIVE	80TH
80 FGS ENGINES/E&E EXPEDITER	GOLD SIX	80TH
80 FGS SORTIE SUPPORT/TOOLS	GOLD SUPPORT	80TH
80 FGS SORTIE SUPPORT/SUPPLY	GOLD COSO	80TH
80 FGS DISPATCH/GENERAL	GOLD DISPATCH	80TH
80 FGS DEBRIEF	GOLD DEBRIEF	80TH
80 FGS SPARE CALL SIGNS	GOLD 7-11	80TH
80 FGS CELL BOSSES	GOLD CELL "X"	80TH
80 FGS SHELTER TEAM	GOLD SHELTER	80TH
80 FS COMMANDER	JUVAT	80TH
80 FS OPERATIONS DESK	JUVAT OPS	80TH
80 FS OPS RUNNER	JUVAT RAMP RAT	80TH
8 MXO/CC	KNIGHT	SCAN

USER	CALL SIGN	HOME NET
8 MXO/SUPERINTENDENT	KNIGHT TWO	SCAN
8 MXO/MOC	MOC	ALL
8 MXO/MOC SUPERINTENDENT	MOC SUPER	SCAN
8 MXO/MOC ALTERNATE	ALT. MOC	ALL
35/80 FGS EOR SOUTH	SOUTH EOR	ALL
35/80 FGS EOR NORTH	NORTH EOR	ALL
8 MXG/QA OFFICE	*REAPER BASE	ALL
8 MXG/QA SUPERINTENDENT	*REAPER SUPER	ALL
8 MXG/QA CHIEF INSPECTORS	*REAPER BOSS	ALL
8 MXG/QA INSPECTORS	*REAPER ONE, TWO	ALL
8 MXG/SHELTER TEAM	KNIGHT SHELTER	SCAN
8 MXS/CC	DRAGON	MXS
8 MXS/DO	DRAGON TWO	MXS
8 MXS/SEL	DRAGON CHIEF	MXS
8 MXS SUPERINTENDENT	DRAGON SENIOR	MXS
8 MXS LEAD PROD SUPER	DRAGON LEAD	MXS
8 MXS DAY/NIGHT PROD SUPER	DRAGON SUPER	MXS
8 MXS CONTINGENCY PROD SUPER	DRAGON SHADOW	MXS
8 MXS ELECTRO/ENVIROMENTAL	E/E	MXS
8 MXS PNEUDRAULICS	HYDRAULICS	MXS
8 MXS FUEL SYSTEMS BASE	FUELS BASE	MXS
8 MXS FUEL SYSTEMS FLIGHT LINE	FUELS 1-4	MXS
8 MXS EGRESS	EGRESS	MXS
8 MXS METALS TECHNOLOGY	METALS TECH	MXS
8 MXS SHEET METAL	SHEET METAL	MXS
8 MXS NDI	NDI	MXS
8 MXS FABRICATION	FAB BASE	MXS
8 MXS AGE	AGE BASE	ALL

USER	CALL SIGN	HOME NET
8 MXS ARMAMENT	ARMAMENT	ALL
8 MXS 8 FW AGE	DRAGON AGE	MXS
8 MXS 35 FGS AGE	BLUE AGE	35TH
8 MXS 80 FGS AGE	GOLD AGE	80TH
8 MXS TRANSIENT ALERT BASE	RECOVERY BASE	RAMP
8 MXS TRANSIENT ALERT FOLLOW ME	TRANSIENT 1 AND 2	RAMP
8 MXS TRANSIENT ALERT CRASH	RECOVERY 1 AND 2	RAMP
8 MXS LAUNCH TRUCKS (EXERCISE ONLY)	BLUE LAUNCH GOLD LAUNCH	35TH/80TH
8 MXS FUELS/HYDRAZINE RESPONSE (EXERCISE ONLY)	FUELS BLUE/FUELS GOLD	35TH/80TH
8 MXS MUNITIONS FLIGHT OIC	AMMO LEAD	Munitions
8 MXS MUNITIONS FLIGHT ASSIST OIC	AMMO ONE	Munitions
8 MXS MUNITIONS FLIGHT CHIEF	AMMO CHIEF	Munitions
8 MXS MUNITIONS CONTROL	AMMO CONTROL	Munitions
8 MXS ALTERNATE CONTROL	AMMO SHADOW	Munitions
8 MXS MOBILE CONTROL	AMMO MOBILE	Munitions
8 MXS MUNITIONS PRO SUPER	AMMO PRODUCTION ONE	Munitions
8 MXS MUNITIONS MATERIEL SUPER	AMMO MATERIEL ONE	Munitions
8 MXS MUNITIONS SYSTEM SUPER	AMMO SYSTEMS ONE	Munitions
8 MXS MUNITIONS INSPECTION SUPER	SPECTOR SUPER	Munitions
8 MXS MUNITIONS INSPECTION	SPECTOR 1-99	Munitions
8 MXS MUNITIONS MISSILES SUPER	ROCKET SUPER	Munitions
8 MXS MUNITIONS MISSILES	ROCKET 1-9	Munitions
8 MXS MUNITIONS STORAGE SUPER	BREAK OUT SUPER	Munitions
8 MXS MUNITIONS STORAGE DISPATCH	BREAK OUT DISPATCH	Munitions
8 MXS MUNITIONS STORAGE	BREAK OUT 1-99	Munitions
8 MXS MUNITIONS LINE DELIVERY SUPER	HAMMER SUPER	Munitions

USER	CALL SIGN	HOME NET
8 MXS MUNITIONS LINE DELIVERY DISPATCH	HAMMER DISPATCH	Munitions
8 MXS MUNITIONS LINE DELIVERY	HAMMER 1-99	Munitions
8 MXS MUNITIONS CONVENTIONAL MAINTENANCE SUPER	IRON SUPER	Munitions
8 MXS MUNITIONS CONVENTIONAL MAINTENANCE DISPATCH	IRON DISPATCH	Munitions
8 MXS MUNITIONS CONVENTIONAL MAINT	IRON 1-99	Munitions
8 MXS MUNITIONS OPERATION SUPER	AFK SUPER	Munitions
8 MXS MUNITIONS OPERATION	AFK 1-99	Munitions
8 MXS MUNITIONS TRAILER MAINTENANCE SUPER	T M SUPER	Munitions
8 MXS MUNITIONS TRAILER MAINTENANCE	T M 1-99	Munitions
AFETS	AFETS ONE AND TWO	ALL
WING AVIONICS MANAGER	AVIONICS LEAD	ALL
SLAMMER PRO SUPERINTENDENT	SLAMMER SUPER	SEE NOTE
SLAMMER NCOIC	SLAMMER ONE	SEE NOTE
SLAMMER OPERATIONS	SLAMMER OPS	SEE NOTE
SLAMMER MAINTENANCE TEAM	SLAMMER MAINTENANCE	SEE NOTE
SLAMMER SPARES	SLAMMER TWO, THREE, FOUR AND FIVE	SEE NOTE
Note: Squadrons assigned Slammer/TSP duties will use their assigned home nets.		