BY ORDER OF THE COMMANDER
920 RESCUE WING

AIR FORCE INSTRUCTION 21-101_AFRCSUP_920RQWSUP

18 APRIL 2023

MAINTENANCE

AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT

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This publication implements Air Force Policy Directive (AFPD) 21-1, Maintenance of Military Material, AFI 21-101_AFRCSUP, Aircraft and Equipment Maintenance Management. It is a supplement to the Air Force Reserve Command (AFRC) Supplement to the basic Air Force Instruction (AFI). It provides guidance and procedures to safely and effectively maintain, service, and repair weapon systems and support equipment for members of the 920 Rescue Wing (RQW). It applies to individuals at all levels in the 920 RQW which includes the 920 Maintenance Group (MXG) at Patrick SFB, FL and it's geographically separated unit the 943 Maintenance Squadron (MXS) at Davis-Monthan AFB, AZ, including the Air Force Reserve civilian, Air Reserve Technician (ART), Traditional Reserve (TR), and Active Guard/Reserve (AGR). This publication may not be supplemented. Refer recommended changes and questions about this publication to the OPR listed above using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. The authorities to waive

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SUMMARY OF CHANGES

1.18.2.1.1. (Added 920RQW) 920 MXG is the focal point for all functional, technical, and contracting officer representative matters pertaining to performance-based activities is the COR in the Fabrication Flight.

2.2.6.1. (Added 920 RQW) 920 MXG, the 45 SW owns the Crash, Damaged, Disabled, and Recovery (CDDAR) program on Patrick SFB, 920RQWSup_45SWI 21-105 *Crash Damaged or Disabled Aircraft Recovery* for 920 MXG procedures.

2.2.6.1. (Added 920 RQW) 943 MXS, the 355 Wing owns the CDDAR program on Davis-Monthan AFB, AZ, see 943 MXSOI 21-111, *Crash Recovery Procedures* for 943 MXS procedures.

2.3.1.1. (Added 920 RQW) 920 MXG, see 920RQW Supplement 45SWI 91-201 *Foreign Object Damage/Dropped Object Prevention (FOD/DOP) Programs*

2.4.5.1. (Added 920 RQW) 920 MXG, see 920MXGI 21-135 *Severe Weather Procedures* for adverse weather procedures.

2.4.5.1.1. (Added 920 RQW) 943 MXS, see 943 MXSOI 21-105, *Adverse Weather Procedures*.

2.4.7.1.1. (Added 920 RQW) 920 MXG, see 920MXGI 21-313 *IPI Listing.*

2.4.7.1.1.1. (Added 920 RQW) 943 MXS, see 943 MXS IPI & KTL Listing in the back of each 781 Forms set.

2.4.24.1. (Added 920 RQW) The 920 MXG, see 920 MXG EXEC for 920 MXG awards and recognition.

2.4.44.1. (Added 920 RQW) Refer to **Chapter 3**.7, Aircrew and Maintenance Debrief Section for Repeat/Cannot Duplicate Discrepancy procedures.

2.4.49.1. (Added 920 RQW) 920 MXG, Transient Alert is managed by the 45SW.

2.4.49.1.1. (Added 920 RQW) 943 MXS, Transient Alert is managed by the 355 Wing.

2.4.52.1. (Added 920 RQW) TODO will establish eTool requirements with Air Force Reserve Command (AFRC)/A4PS and maintain sufficient numbers to meet mission needs and changes to number of assigned aircraft/personnel.

2.4.57.1. (Added 920 RQW) 920 MXG, the 920 MXG Read File for maintenance cross-talk messages, QA Newsletters, Higher Headquarter and local policy announcements, technical notifications, and other important maintenance information can be found at: P:\920_MXG\920_MXG_ALL\1_MXG_Production\QA

2.4.57.1.1. (Added 920 RQW) For 943 MXS, the 920 MXG Read File for maintenance cross-talk messages, QA Newsletters, Higher Headquarter and local policy announcements, technical notifications, and other important maintenance information can be found at: **https://usaf.dps.mil/sites/943RQG/943MXS/mxq/SitePages/Home.aspx**

2.4.59.1. (Added 920 RQW) 920 MXG, see 920 Maintenance Operations Center for Aircrew Debrief Guides.

2.4.59.1.1. (Added 920 RQW) 943 MXS, see 943 MXS Form 0-32, *Debriefing Guide Checklist*, for Aircrew Debrief Guide.

2.7.13.1. (Added 920 RQW) 920 MXG, see 920 RQWI 11-202, *Parking, Launch, End of Runway (EOR) and Recovery of Explosives-Loaded Aircraft*

2.7.13.1.1. (Added RQW) 943 MXS, see 943 RQGI 91-206, *Parking, Launch, EOR, Recovery Explosive Loaded Aircraft*

2.9.3.1. (Added 920 RQW) 920 MXG, see 920RQW Supplement 45SWI 91-201 *Foreign Object Damage/Dropped Object Prevention (FOD/DOP) Programs*

2.9.3.1.1. (Added 920 RQW) 943 MXS, **i**n conjunction with this publication, see guidance outlined in Davis-Monthan AFB local FOD publication(s)

2.9.7.1. (Added 920 RQW) 920 MXG, the 920 MXG Read File for maintenance cross-talk messages, QA Newsletters, Higher Headquarter and local policy announcements, technical notifications, and other important maintenance information can be found at: P:\920_MXG\920_MXG_ALL\1_MXG_Production\QA

2.9.7.1.1. (Added 920 RQW) 943 MXS, the 920 MXG Read File for maintenance cross-talk messages, QA Newsletters, Higher Headquarter and local policy announcements, technical notifications, and other important maintenance information can be found at: **https://usaf.dps.mil/sites/943RQG/943MXS/mxq/SitePages/Home.aspx**

2.10.20.2. (Added 920 RQW) 920 MXG, see 920MXGI 21-135 *Severe Weather Procedures* for adverse weather procedures.

2.10.20.2.1. **(920 RQW)** 943 MXS, see 943 MXSOI 21-105, *Adverse Weather Procedures* for adverse weather procedures.

2.10.23.1. (Added 920 RQW) 920 MXG, see Space Launch Delta 45 Precious Metals Recovery Program.

2.10.23.1.1. (Added 920 RQW) 943 MXS, see 355 Fighter Wing Precious Metals Recovery Program.

2.12.5.3.1. (Added - 920 RQW) 943 MXS, **a**t a minimum, review will include 1H-60(H)G-8-1, *Software Configuration Including Support Equipment, USAF Series, HH-60G Helicopters,* requirements and applicable Time Compliance Technical Order (TCTO) and T-1 Mod CPIN requirements.

2.12.19.1. (Added 920 RQW) 920 MXG PS&D will track the annual recurring inspection for AME; safety and protective equip; -21 equip

2.12.19.2. (Added 920 RQW) The 920 MXG PS&D will drop the applicable JST, dependent on airframe. This includes transfer and acceptance inspections.

2.12.19.3. (Added 920 RQW) The 920 MXG Technicians will use AF2692, *Aircraft/Missile Equipment Transfer/Shipping Listing* to document the equipment.

2.12.19.4. (Added 920 RQW) 920 MXG, When inspection is complete, technicians will sign off the applicable JST in IMDS IAW T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*.

3.2.2.1. (Added 920 RQW) 920 MXG, see 45SWI 21-105_920 RQW Sup, *Crash Damaged and Disabled Recovery Program.*

3.2.2.1.1. (Added 920 RQW) 943 MXS, see 943 MXSOI 21-111, *Crash Recovery Procedures.*

3.2.2.1.2. (Added 920 RQW) 943 MXS, If hot brakes are suspected, the aircraft will be directed to the hot brake/unsafe gun area. Maintenance Operations Center (MOC) will be notified, and Pro Super or Expediter will follow 943 MXS Local Checklist.

3.2.6.1. (Added 920 RQW) 920 MXG, see 920 MXGI 91-307, *Electro-Environmental Explosive Safety.*

3.2.6.1.1. (Added 920 RQW) 943 MXS**, s**ee 943 MXSOI 91-104, *Fire Bottle/Hoist/Cargo Hook Cartridge Handling Procedures* and 943 MXSOI 91-201, *Explosives Safety*.

3.5.9.1. (Added 920 RQW) 920 MXG, see 45SWI 21-105_920 RQW Sup, *Crash Damaged and Disabled Recovery Program*.

3.5.9.1.1. (Added 920 RQW) 943 MXS, see 943 MXSOI 21-111, *Crash Recovery Procedures*.

3.6.3.1. (Added 920 RQW) 920 MXG, see 45SW_Installation Emergency Management Plan, 920 RQW Hurricane Plan, and 920 MXG Hurricane Plan.

3.6.3.1.1. (Added 920 RQW) 943 MXS, see Checklist 3 -Natural Disaster, 15 - Severe Weather, 17 -Bug-out/Evacuation

3.7. (920 RQW) 920 MXG Debrief is in the MOC.

3.7.1. **(920 RQW)** 943 MXS Debrief is in the Maintenance Production Office.

3.7.1.1.1.2. (Added 920 RQW) 920 MXG, The Aircrew Debriefing Guides can be found in the MOC

3.7.1.1.1.2.1. (Added 920 RQW) 943 MXS, see 943 MXS Form 0-32, *Debriefing Guide Checklist*, for Aircrew Debrief Guide.

3.7.6.1.1. (Added 920 RQW) Debrief personnel will notify applicable Production Superintendent and/or on-shift Flightline Expeditors when discrepancies appear to be a repeat/recur so they can review them before input into the MIS

3.7.6.2. (Added 920 RQW) The word “Repeat” or “Recur’ will be in front of the WCE Narratives in the MIS and the 781As when they are created/annotated. Multiple occurrences will be annotated with a number (i.e. “Repeat 2).

3.7.6.3. (Added 920 RQW) The Production Superintendent (Pro Super) or Expediter will review and approve corrective action of all repeat, recur, and cannot duplicate (CND) write-ups before the aircraft is returned to service.

3.7.6.3.1. (Added 920 RQW) When Pro Super or Expediter are not available during temporary duty (TDY)/contingency operations the senior maintenance supervisor will perform this function.

3.7.6.4. (Added 920 RQW) Any repeat/recur discrepancy that occurs a third time will have a documented AMU/HMU OIC/Superintendent aircraft forms review after all maintenance actions are completed. The review will be documented on a Red X and read "MAINTENANCE SUPERVISION REVIEW REQUIRED FOR REPEAT/RECUR/CND DISCREPANCY."

3.7.6.5. (Added 920 RQW) Work center supervisors and production personnel are responsible for making sure that all means of duplicating a discrepancy on the ground have been exhausted prior to clearing the discrepancy as a CND. If it is determined that a CND is warranted, then the discrepancy will be upgraded to a Red X (if not already) and cleared by entering "Cannot duplicate malfunction," or "CND" in the corrective action block of the 781A, along with a detailed record of all maintenance actions accomplished and technical order reference.

3.7.6.6. (Added 920 RQW) In some cases technicians will be unable to recreate in-flight conditions necessary to induce failure. In these cases an in-flight operational check (IFOC) may be recommended. Document the request for an IFOC in the next open 781A discrepancy block. Failed IFOCs will not be counted as repeat or recur discrepancies.

3.11.3.1. **(920 RQW)** 920 MXG & 943 MXS does not control or store this type of equipment.

3.12.3. **(920 RQW)** 920 MXG Local QRL can be found with the expeditors and production superintendent.

3.12.3.1. **(920 RQW)** 943 MXS Local QRL can be found on 943 MXS Shared Drive.

4.4.4.2.5.1. (Added 920 RQW) 920 MXG, the Confined Space Entry Program can be found at \\SXHT-QS-920V\Public\920_MXG\920_MXS\MXM\MXMC\MXMCF\B9 Confined Space\1. Master Entry Permit\MEP 2020

4.4.4.2.5.1. (Added 920 RQW) 943 MXS fuels maintenance technicians follow host base guidance found in 355th CMS Aircraft Fuels System Repair Master Entry Permit (MEP) and 943 MXOI 21-104, *Fuel Systems Maintenance.*

4.4.4.2.5.2.1. (Added -920 RQW) 943 MXS, see 943 MXSOI 91-251, *Confined Space Entry Operation,* for off-station locations without established confined space entry guidance.

4.4.4.2.6.1.2. (Added 920 RQW) The 920 MXG Respiratory Protection Program can be found in the Structures shop.

4.4.4.2.6.1.2.1. (Added 920 RQW) 943 MXS fuels and structures maintenance technicians follow SOPs kept inside the respective shop.

4.5.2.1.2.1. (Added 920 RQW) 920 MXG, Refer to **Attachment 2** for Minimum Equipment List.

4.5.2.1.2.1. (Added - 920 RQW) 943 MXS, The Aerospace Ground Equipment (AGE) Section Chief will ensure mission essential AGE is tracked using the AGE slide of the production schedule located in share drive (V:\943MXS\Briefings\STATUS\AGE).

4.6.1.3.1. (Added 920 RQW) 920 MXG, see 920MXSI 21-101 *Munitions Management Procedures,* and 920MXGI 21-202 *920AMXS Weapons Section* for gunroom and munitions security procedures.

4.6.1.3.1. (Added 920 RQW) 943 MXS, see 943 RQGI 31-202, *Weapons Storage Facility*, for gunroom security procedures.

4.8.4.7.1. (Added 920 RQW) 920 MXG, see 920MOI91-301 *Nondestructive Inspection Radiological Safety Operating Procedures*.

5.2.1.12.1. (Added 920 RQW) 920 MXG, see 920MXGI 33-101 *Maintenance Radio Frequency Management & Call Signs.*

5.2.1.12.1.1. (Added 920 RQW) 943 MXS develops and maintains separate/local call signs from 920th MXG.

5.2.2.1.16.1.1. (Added 920 RQW) 920 MXG Functional and Emergency Checklists can be found at: P:\920_MXG\920_MXG_ALL\1_MXG_Production\MOC\MOC CHECKLISTS

5.2.2.1.16.1.1.2. (Added 920 RQW) 943 MXS maintains separate on-base disaster map with cordon overlay specific to Davis-Monthan AFB and can be found in MOC.

5.2.2.2.4.1. (Added 920 RQW) 920 MXG, The 920 MXG MOC maintains comm-out procedures/checklist.

5.2.2.2.4.1.1. (Added 920 RQW) 943 MXS, see Functional and Emergency Checklists 16, 16A and 16B for comm-out procedures. They can be located in MOC, and in all production eTools.

5.2.5.1.11.2.1. (Added 920 RQW) The 920 MXG Commander, maintenance supervisors, and individual workcenters are responsible for proper use of appropriate work center codes. (See Table **5.1**, **920** MXG Mnemonic Codes or Table **5.2**, **943** MXS Mnemonic Codes)

5.2.5.1.11.2.2. (Added 920 RQW) All subject code assignments to be used in IMDS are listed in **Table 5.1** & 5.2. In addition, a current list of work center codes can be obtained by using screen 589 in IMDS. See Air Force Computer Systems Manual (AFCSM) 21-569, volume 2, *Personnel Management,* for instructions on use of this screen.

Table 5.1. 920 MXG Mnemonic Codes.

Code	Mnemonic	Section	Code	Mnemonic	Section
R1000	MXCC	Command Section	R3400	FABS	FAB Flight Supervision
R1010	AMSA	Database Manager	R3170	CNDI	NDI
R1020	TRNG	Training Management	R3231	EMGR	Engine Manager
R1600	PRMO	Plans and Programs	R3200	ENGS	Propulsion Flight
R1220	PSDO	Plans/ Scheduling	R3401	MFLT	MXS Flight
R1100	QUAL	Quality Assurance	R3320	FUEL	Fuel Shop
R2123	HELI	H-60 Flightline	R3330	ELEN	Electro Environmental Shop
R2200	TIRE	Wheel and tire	R3340	PNEU	Pneudraulics Shop

R1200	PERI	HH-60 Inspection Section	R3341	PISO	PNEU ISO / Phase
R2201	INSP	Inspection Dock	R3331	EISO	ELEN ISO / Phase
R3103	STRU	Structural Repair Shop	R3321	FISO	FUEL ISO / Phase
R2112	C130	C130 Supervision	R3411	AGEI	Aerospace Ground Equip
R4101	CCON	C130 CONA	R2303	AGEN	Age Support Non-Powered
R4150	CELE	C130 ELEN	R2302	AGES	Age Support Powered
R3200	CENG	C130 ENGS	R4132	ENIP	ECM Insp.
R3340	CPNE	C130 HYDRO	R4101	CONA	Communications/ Navigation
R4104	CSUP	C130 Specialist Flight	R4131	ECMM	Electronic Counter Measures
R4102	CAUT	C130 AUTI	R1200	PERI	H60 Periodic Dock
R4103	HAUT	HH-60 AUTI	R4141	CNIP	Comm/Nav Iso/Phase/TCTO
R4102	HCON	HH-60 CONA	R4201	AUTI	Autoflight Instruments
R4152	HELA	HH-60 AGE	R4301	GACS	GACS/ISO/Phase/TCTO
R4151	HELE	HH-60 ELEN	R3400	MASU	MXS Supervision
R3200	HENG	HH-60 ENGS	R3101	AMET	ACFT Metal Tech
R3341	HPNE	HH-60 HYDRO	R5200	MUNS	AMMO
R5130	HGUNS	HH-60 WPNS	R5131	GUNS	Weapons/Munitions Flight
R2201	INSP C130	INSP	R2202	APG1	APG1
R2200	TIRE	Wheel and Tire	R2203	APG2	APG2
			R2204	APG3	APG3
			R2205	APG4	APG4
			R2206	APG5	APG5
			R2207	ENG1	ENG1
			R2208	ENG2	ENG2
			R2209	ENG3	ENG3
			R2210	ENG4	ENG4
			R2211	ENG5	ENG5

Table 5.2. 943 MXS Mnemonic Codes.

Code	Mnemonic	Section	Code	Mnemonic	Section
J1000	MXSP	Supervision	J3190	SMTL	Metals Tech
J1100	QUCE	QA	J3340	PNEU	Pneudraulics
J4100	CMNV	COMM/NAV	J3430	PAGE	AEROSP GND EQUIP

J3330	ELEC	Electrical SYS	J3400	MUMP	Munitions
J4130	EWFR	ELEC WARFR SYS	J1200	INSP	Phase Inspection
J1200	FLTL	Flightline	J3320	FUEL	Fuel Shop
J4150	GDCT	Autoflight Instruments	A1010	CM00	REQ BY IMDS (ANALYSIS)
J3230	JETS	Engine Shop	J1200	LGMA	Maintenance
J1210	SPRX	Production	J1610	LMMA	MX Analysis DBM
J1235	TCRB	Tool Crib	J1220	LPSD	P&S
J4320	WPNS	Armament SYS	J1230	MATC	Material Control
J3130	STRU	Structural Repair	A1010	MJSN	REQ BY IMDS (ANALYSIS)
J3170	SNDI	NDI	J1010	TCTO	TCTO WORKCENTER FOR CAMS P16

5.2.5.3.4.10.2. (Added 920 RQW) The 920 MXG Weapon System Mishap Functional checklist can be found in MOC.

5.2.5.3.4.10.2.1. (Added 920 RQW) 943 MXS, see 943 MXS Form 0-30, *Maintenance Analysis Aircraft Mishap Checklist.*

6.4.10.1. (Added 920 RQW) Arrangement. The AFTO Form 781-series binder is arranged as follows:

6.4.10.1.1. (Added 920 RQW) 943 MXS, HH-60G Binder, reference Master Forms Binder located in QA office for aircraft forms specific arrangement.

6.4.10.1.2. (Added 920 RQW) 920 MXG, HC-130J and HH-60G Binders, common arrangement.

6.4.10.1.2.1. (Added 920 RQW) 920 MXG, AFTO Form 781F, *Aerospace Vehicle Flight Report and Maintenance Document*

6.4.10.1.2.1.1. (Added 920 RQW) 920 MXG, AFRC Form 498, *Classified Equipment* Insert Front side of the Form 781F, Block 3, as applicable.

6.4.10.1.2.1.2. (Added 920 RQW) 920 MXG, Input list of acceptable manual JCNs in Block 3 from 920MXGI 21-130

6.4.10.1.2.2. (Added 920 RQW) 920 MXG, AFTO Form 781B, *Communication Security Equipment Record.*

6.4.10.1.2.3. (Added 920 RQW) 920 MXG, AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document.*

6.4.10.1.2.4. (Added 920 RQW) 920 MXG, AFTO Form 781H, *Aerospace Vehicle Flight Status and Maintenance Document.*

6.4.10.1.2.5. (Added 920 RQW) 920 MXG, AFTO Form 781A, *Maintenance Discrepancy and Work Document* (MIS generated). Note: To include all current T.O. 00-25-107, *Maintenance Assistance,* Technical Assistance requests for 781A Discrepancies, and (HC-130J) all Certificate of Conformance (for Contract Field Team Maintenance performed).

6.4.10.1.2.6. (Added 920 RQW) 920 MXG, AFTO Form 781K, *Aerospace Vehicle Inspection, Engine Data, Calendar Inspection and Delayed Discrepancy Document* (MIS generated). Note: To include all current T.O. 00-25-107 Technical Assistance requests for 781K Discrepancies.

6.4.10.1.2.7. (Added 920 RQW) 920 MXG, Aircraft TCTO listing (tail number specific).

6.4.10.1.3. (Added 920 RQW) 920 MXG, HC-130J Binder, specific arrangement.

6.4.10.1.3.1. (Added 920 RQW) 920 MXG, AFTO Form 781C, *Avionics Configuration and Load Status Document.*

6.4.10.1.3.2. (Added 920 RQW) 920 MXG, Automated, *Aircrew Previous Sortie Discrepancies*, IMDS Screen #119-last four flights.

6.4.10.1.3.3. (Added 920 RQW) 920 MXG, Bias & Gains Data Sheet (most current).

6.4.10.1.3.4. (Added 920 RQW) 920 MXG, Julian Date Calendar.

6.4.10.1.3.5. (Added 920 RQW) 920 MXG, MXGI 21-313, *In-Process Inspection (IPI) Procedures.*

6.4.10.1.3.6. (Added 920 RQW) 920 MXG, MXGI 21-122, *Aircraft Mission Codes and Fuel Loads.*

6.4.10.1.3.7. (Added 920 RQW) 920 MXG, AF Form 4076, *Aircraft Load Data Worksheet.* (Aircraft -21 Inventory)

6.4.10.1.3.8. (Added 920 RQW) 920 MXG, AF Form 664, *Aerospace Vehicle Fuels Documentation Log.*

6.4.10.1.3.9. (Added 920 RQW) 920 MXG, AFTO Form 781M, *Status Symbols and Functional System Codes.*

6.4.10.1.3.10. (Added 920 RQW) 920 MXG, AFTO Form 781G, *General Mission Classification -Mission Symbols*

6.4.10.1.3.11. (Added 920 RQW) 920 MXG, AFTO Form 97/97A/97B, *Aerospace Vehicle Battle Damage Incident Debrief Assessment Repair Record* and *Aircraft Battle Damage Evaluator Checklist.*

6.4.10.1.3.12. (Added 920 RQW) 920 MXG, Miscellaneous.

6.4.10.1.3.13. (Added 920 RQW) 920 MXG, RMM Card (stored in back pouch).

6.4.10.1.4. (Added 920 RQW) 920 MXG, HH-60G Binder, specific arrangement.

6.4.10.1.4.1. (Added 920 RQW) 920 MXG, DD Form 1896, *Jet Fuel Identiplate* located in front zipper pocket

6.4.10.1.4.2. (Added 920 RQW) 920 MXG, Automated, *Aircrew Previous Sortie Discrepancies*, IMDS Screen #119-last four flights.

6.4.10.1.4.3. (Added 920 RQW) 920 MXG, HIT baseline worksheet; engine HIT test log, and a TGT reference table.

6.4.10.1.4.4. (Added 920 RQW) 920 MXG, Julian Date Calendar.

6.4.10.1.4.5. (Added 920 RQW) 920 MXG, Monthly Probe Tracking Sheet

6.4.10.1.4.6. (Added 920 RQW) 920 MXG, MXGI 21-313, *In-Process Inspection (IPI) Procedures*

6.4.10.1.4.7. (Added 920 RQW) 920 MXG, MXGI 21-122, *Aircraft Mission Codes and Fuel Loads.*

6.4.10.1.4.8. (Added 920 RQW) 920 MXG, AF Form 664, *Aerospace Vehicle Fuels Documentation Log*

6.4.10.1.4.9. (Added 920 RQW) 920 MXG, AFTO Form 781M, *Status Symbols and Functional System Codes*

6.4.10.1.4.10. (Added 920 RQW) 920 MXG, AFTO Form 781G, *General Mission Classification - Mission Symbols*

6.4.10.1.4.11. (Added 920 RQW) 920 MXG, AFTO Form 97/97A/97B, *Aerospace Vehicle Battle Damage Incident Debrief Assessment Repair Record* and *Aircraft Battle Damage Evaluator Checklist.*

6.4.10.1.4.12. (Added 920 RQW) 920 MXG, AFTO Form 46, *Pre-positioned Life Support Equipment*.

6.4.10.1.4.13. (Added 920 RQW) 920 MXG, Miscellaneous.

6.4.10.1.4.14. (Added 920 RQW) 920 MXG, HH-60G Blades-on Complete Rig Worksheet.

6.4.10.1.4.15. (Added 920 RQW) 920 MXG, HH-60G Track and Balance Smoothing Worksheet.

6.4.10.2. (Added 920 RQW) Responsibilities. Crew chiefs or their designated representatives ensure sufficient quantities of current forms are available for each mission.

6.4.10.3. (Added 920 RQW) Standardization. During document reviews, the aircraft crew chief surveys the condition of the binders to ensure standardization configuration, binder serviceability, and neatness are maintained.

6.4.11.1. (Added 920 RQW) 920 MXG, Aircrew briefing checklists can be found at P:\920_MXG\920_MXG_ALL\Tech Orders.

6.4.11.1. (Added 920 RQW) 943 MXS, Not Applicable to 943 MXS as only HH-60 helicopters are assigned.

6.7.2.7.4.3.5. (Added 920 RQW) 920 MXG, HH-60 Main Rotor Rig.

6.7.2.7.4.3.6. (Added 920 RQW) 943 MXS, HH-60 Flight Control Install.

6.7.3.4. (Added 920 RQW) 920 MXG, 920 MXG, Monthly E&I Plan can be found P:\920_MXG\920_MXG_ALL\1_MXG_Production\QA\MSEP\E&I Plan.

6.7.3.4.1. Added 920 RQW) 943 MXS, 943 MXS Monthly E&I plan can be found at V:\943MXS\MXQ\1. QA\2. E&I Plan

6.9.4.3.1. (Added 920 RQW) QA will use the AFTO 349, *Maintenance Data Collection Record,* for manual updates.

6.10.8.1.1. (Added 920 RQW) Upon any mishap TODO will take the following measures to quarantine eTools and eTool update history:

6.10.8.1.1.1. (Added 920 RQW) All eTools will be electronically locked utilizing WorkSpace One AirWatch Admin Application and physically secured in an eTool cabinet or other appropriate method until determination is made on which, if any, eTools may have been involved.

6.10.8.1.1.1.1. (Added 920 RQW) eTools determined to not be associated with mishap may be unlocked/released for use. All other affected eTools will remain quarantined until released by proper mishap authority.

6.10.8.1.1.1.2. (Added 920 RQW) For mishaps occurring at off-station locations, the senior maintenance supervisor will secure affected eTools and contact home-station TODO to electronically lock eTools pending investigation release.

6.10.8.1.1.2. (Added 920 RQW) 920 MXG, eTool update history, located at P:\920_MXG\920_MXG_STAFF\QA\Quality Assurance(Internal only)\QA Staff\TODO\TO Monthly, will be locked and provided to QA Superintendent for release to mishap investigation official(s).

6.10.8.1.1.2.1. (Added 920 RQW) 943 MXS eTool update history, located at V:\943MXS\MXQ\3. TODO\1. MXQT\1. eTools\14 eTool TO Update Listing\Dedicated iPad Listing .xlsx, will be locked and provided to QA Superintendent for release to mishap investigation official(s).

6.12.2.1.2. (Added Added) 920 Aircrew briefing checklists can be found at P:\920_MXG\920_MXG_ALL\Tech Orders.

6.12.2.1.2.1. (Added 920 RQW) 943 MXS, see 943 RQGI 21-103, *FCFs,OCFs*

7.2.1.1.1. (Added 920 RQW) QA will:

7.2.1.1.2. (Added 920 RQW) Respond to all incidents that may require impoundment (initial fact finding).

7.2.1.1.3. (Added 920 RQW) Coordinate with the Impound Official a time and place for the impoundment meeting and initiate applicable impoundment checklists and worksheets (See **Attachment 4**) and impound entry/exit log.

7.2.1.1.4. (Added 920 RQW) Review all aircraft/equipment documentation and corrective actions with the impoundment official prior to requesting impound release.

7.4.4. (Added 920 RQW) Coordinate a meeting time and place with QA to conduct the initial and all subsequent meetings (if required).

7.4.5. (Added 920 RQW) Thoroughly debrief aircrew as required to support information requirements of the impoundment official.

7.4.6. (Added 920 RQW) Ensure the impoundment discrepancy is entered into the MIS and applicable forms during debrief function (781A, 244/244A, AFTO 95).

7.4.6.1. (Added 920 RQW) All discrepancies related to the impound will be added as a WCE to the Impound Job JCN.

7.4.7. (Added 920 RQW) Ensure all impoundment work sheets, checklists, and entry/exit logs are maintained.

7.4.8. (Added 920 RQW) Provide daily updates to the Production Superintendent and MOC.

7.4.9. (Added 920 RQW) Coordinate with QA for all 00-25-107 requests.

7.4.10. (Added 920 RQW) Post Impoundment signage.

7.4.11. (Added 920 RQW) Limit access and ensure no maintenance is performed on aircraft or equipment until authorized, except for maintenance required to ensure safe condition.

7.4.12. (Added 920 RQW) Create a narrative Memo for Record (MFR) that includes, at a minimum, investigation actions taken, root cause, what was found, and corrective action taken.

7.6.2.1. (Added 920 RQW) MOC will:

7.6.2.1.1. (Added 920 RQW) Immediately notify Production Superintendent, QA, and owning work center supervision of the impoundment when an aircraft or equipment is impounded.

7.6.2.1.2. (Added 920 RQW) Thoroughly debrief aircrew and if impound has been declared ensure all aircrew portions of impound checklist are completed before releasing aircrew.

7.6.2.1.3. (Added 920 RQW) Enter impound job in forms and MIS.

7.6.2.1.3.1. (Added 920 RQW) 920 MXG, Freeze IMDS history for the impounded aircraft.

7.6.2.1.3.1.1. (Added 920 RQW) 943 MXS Analysis will freeze IMDS history for the impounded aircraft, when directed by the MXG/CC.

7.6.2.1.4. (Added 920 RQW) For HC130J, create a duplicate file of the Data Transfer and Diagnostic System (DTADS) downloaded data to retain in the jacket file.

7.6.2.1.4.1. (Added 920 RQW) Burn DTADS data onto a CD/DVD for storage in the jacket file.

7.6.2.1.5. (Added 920 RQW) Track the impounded aircraft or equipment with updated status/progress.

7.6.2.1.6. (Added 920 RQW) Be the primary focal point between deployed impoundment officials and home station.

7.6.2.1.7. (Added 920 RQW) 920 MXG, Ensure 920 Rescue Wing Safety office is notified, if required.

7.6.2.1.7.1. (Added 920 RQW) 943 MXS, Ensure 943 Rescue Group Safety office is notified, if required.

7.6.8.1. (Added 920 RQW) The impoundment official will sign-off the “corrected-by” block, and the release authority will sign-off the “inspected by” block for the impoundment entry.

7.6.10.2. (Added 920 RQW) Off-station Impoundment Release: Once the problem is thoroughly investigated and corrected, the senior maintainer will brief the group commander or designated representative via appropriate communication method.

7.6.10.3. (Added 920 RQW) To clear the ‘Red X’ discrepancy in the AFTO Form 781A, the senior maintainer will enter the corrective action and “Per (telecom or other communication method) with the group commander or designated representative, investigation complete, aircraft released for flight IAW AFI 21-101” in the “corrective action” block. The individual correcting the discrepancy will sign the “corrective by” block, and the senior maintainer will sign off the “inspected by” block for the impoundment entry.

7.6.10.4. (Added 920 RQW) If the senior maintainer on scene is not 'Red X' qualified or there is only one maintainer with the aircraft; the same entry as in 7.6.10.3 will be placed in the "corrective action" box. The maintainer will then sign the "corrected by" block, and the aircraft commander (after coordination with the impound release authority or designated home station representative) will sign off the "inspected by" block to clear the impoundment.

8.2.1. **(920 RQW)** Support Sections and assigned tool rooms control dispatchable aircraft, vehicle and trailer mounted CTKs IAW this publication.

8.2.1.3. (Added 920 RQW) Engine blade blending blue dye, weapons load crew crimpers, die, lead seals, and any other tool/equipment or consumable dispatch items, will be tracked in TcMax® and follow the same procedures as all dispatch equipment in this publication.

8.2.1.4. (Added 920 RQW) Aircrew/Life Support Personnel. The Life Support Supervisor ensures only authorized tools and equipment is dispatched to the flight line and is controlled IAW this instruction.

8.2.1.5. (Added 920 RQW) Unattended CTKs that have inoperable brakes are kept locked and secured to a permanent fixture for stability and protection against wind forces or when applicable. Tools shall be placed back in the appropriate inlays when not in use or when the job is complete.

8.2.1.6. (Added 920 RQW) When CTKs, equipment or consumables are transported to the flightline on push carts with no brakes, the push cart will be chocked or restrained by any means possible to keep it from rolling away or into aircraft.

8.2.1.7. (Added 920 RQW) Small items, including consumables and electronic devices (eTools), not part of a CTK, that present a Foreign Object (FO) hazard and can fit inside the CTK shall be stored in the CTK when left unattended.

8.2.1.8. (Added 920 RQW) Large items, not part of the CTK, are kept neatly organized and away from work areas, when unattended. Items equipped with locking devices are secured to the CTK or a permanent fixture.

8.2.1.9. (Added 920 RQW) CTKs, equipment, and consumables are inventoried and returned to the Support Section or assigned tool room no later than the end of each shift, unless an in-place tool transfer is authorized and accomplished by a Support Section/tool room representative using an AFRC Form 177, *Consolidated Tool Kit Inventory and Control Log* (see **paragraph 8.2.5**).

8.2.1.10. (Added 920 RQW) Aircraft test equipment that is connected to the aircraft can be left connected. However, it must be written up in the aircraft forms. Furthermore, any open lines or connectors must have suitable protective devices installed. In addition, test equipment must not be left connected unattended overnight unless approved by the MXG/CC (MXS/CC for 920 RQW) 943 MXS.

8.2.1.11. (Added 920 RQW) Store CTKs, tools, electronic devices (eTools), and equipment in a designated location for positive control and ease of inventory. Personnel are responsible for control of the CTK and equipment when in their possession and signed out to them.

8.2.1.12. (Added 920 RQW) Ensure all tools are returned to their appropriate place in the tool kit/CTK and perform a thorough inventory prior to aircraft launch procedures.

8.2.1.13. (Added 920 RQW) Upon return to the tool room, tools in each CTK including consumables, are inspected for serviceability.

8.2.1.14. (Added 920 RQW) The individual that signs for the CTK is responsible for accountability of all issued items.

8.2.2.2. (Added 920 RQW) Annual inventory will be performed by task qualified personnel in TBA and will include the following:

8.2.2.2.1. (Added 920 RQW) Ensure the Master Inventory List (MIL) matches the contents in the CTK.

8.2.2.2.2. (Added 920 RQW) All tools are identified on the MIL with minimum description and size.

8.2.2.2.3. (Added 920 RQW) All equipment is properly marked with Equipment Identification Designators (EID).

8.2.2.2.4. (Added 920 RQW) All tools and equipment are inspected IAW applicable tech data or manufacturer manual. Replace or remove unserviceable tools/equipment and document in TcMax® or MAJCOM/local form.

8.2.2.2.5. (Added 920 RQW) All tools and equipment are clean and serviceable.

8.2.2.2.6. (Added 920 RQW) No FO in the CTK, SE, or FO container.

8.2.2.2.7. (Added 920 RQW) All tools/equipment properly fit in the foam inlay (when used).

8.2.2.2.8. (Added 920 RQW) All required forms listed on the MIL, accounted for and correctly documented.

8.2.2.3. (Added 920 RQW) Inventory CTKs/tools or SE prior to signing out and check for serviceability.

8.2.2.3.1. (Added 920 RQW) All SE accessories are accounted for and inside designated containers.

8.2.2.3.2. (Added 920 RQW) Torque wrenches are set to the lowest setting and exercised prior to use.

8.2.2.3.3. (Added 920 RQW) No FO in the CTK, SE, or FO container.

8.2.2.3.4. (Added 920 RQW) CTK MIL, AFRC Form 175, *Missing/Removed Tools and Equipment,* and AFRC Form 177 complete and current.

8.2.2.4. (Added 920 RQW) Each tool room/workcenter will develop a Master Continuity Binder(s). CTK custodians will maintain CTK Master Binder. These binders will remain in the shop at all times except when deployed. The binder will be organized as follows:

8.2.2.4.1. (Added 920 RQW) TAB A: CTK Custodians Letter of Appointment.

8.2.2.4.2. (Added 920 RQW) TAB B: 920 RQW CTK Annual Inventory Log.

8.2.2.4.2.1. (Added 920 RQW) 943 MXS, Tab B: 943 MXS CTK Annual Inventory Log.

8.2.2.4.3. (Added 920 RQW) TAB C: Master Inventory List (MIL) for all CTK's assigned to work center to include shadow boards items and equipment. The MILs in the Master Binder will be signed and demonstrate work center supervisor approval.

8.2.2.4.4. (Added 920 RQW) TAB D: AFRC Form 177, *Consolidated Tool Kit Inventory and Control Log*.

8.2.2.4.5. (Added 920 RQW) TAB E: AFRC Form 175, *Missing/Removed Tools and Equipment*.

8.2.2.4.6. (Added 920 RQW) TAB F: Blank AFRC Form 174, *Lost Tool/Object Report*.

8.2.2.4.7. (Added 920 RQW) 920 MXG, TAB G: Tool/Equipment Warranty Documents.

8.2.2.4.7.1. (Added 920 RQW) 943 MXS, TAB G: (optional) Tool/Equipment Warranty Documents.

8.2.2.4.8. (Added 920 RQW) TAB H: (optional) Local Manufacture Tool Drawings and Approval Forms.

8.2.3.1. **(920 RQW)** CTK Custodians will de-etch, secure, and track all broken tools in a controlled, lockable area, until they are processed for disposal.

8.2.3.1.1. (Added 920 RQW) The Support Section NCOIC/CTK Custodian will ensure that the unserviceable tool is annotated as broken in TcMax® and on the AFRC Form 175, *Broken/Missing/Removed Tools and Equipment*.

8.2.3.2.3. **(920 RQW)** The CTK is responsible for maintaining replacement tools and number of tools stocked.

8.2.3.2.3.1. (Added 920 RQW) Replacement tools are divided into three categories; spare tools, expendable tools and consumable tools. Spare tools are screwdrivers, wrenches, sockets etc. Expendable tools are drill bits; saw blades, apexes, etc. Consumable tools are safety wire, solder, file cleaners etc.

8.2.3.2.3.2. (Added 920 RQW) All spare and expendable tools will be stored in a secured cabinet/bin and will be tracked in TcMax®. The spare and expendable tool quarterly inventory will be documented in TcMax®

8.2.3.2.4.1. (Added 920 RQW) All sections that possess warranty tools will contact the appropriate local vendor (Snap-On, Grainger, etc.) for replacement of broken or damaged tools as soon as the damage/breakage is discovered. Replacement tools will be marked with Equipment Identification Designator (EID) prior to placing tool in service.

8.2.3.2.5. (Added 920 RQW) Owning section supervisor or tool room manager files tool/equipment warranty documents in the CTK program binder.

8.2.3.2.5.1. (Added 920 RQW) Warranted tools and equipment shall not be modified when such modification voids the warranty.

8.2.3.2.5.2. (Added 920 RQW) Unserviceable warranty tools will be tagged with a DD Form 1500 series tag or AFTO 350 Tag and will be physically segregated from non-warranty tools.

8.2.4.2. (Added 920 RQW) Consumable tools (safety wire, solder) may be stored on bench/shop stock.

8.2.4.3. (Added 920 RQW) Replace unserviceable tools to the specified quantity and update TcMax® spare tools inventory.

8.2.4.5. (Added 920 RQW) If spare items, to include consumables, are not available for replacement, the quantity removed shall be annotated accordingly on the AFRC Form 175 *Broken/Missing/Removed Tools and Equipment* of the applicable CTK.

8.2.4.5.1. (Added 920 RQW) HAZMAT is replaced on a one-for-one case basis. The consumed HAZMAT package/container is turned in to the tool room personnel for the replacement HAZMAT item. Tool room personnel update TcMax® accordingly.

8.2.5.2.1. (Added 920 RQW) The losing technician will deliver the AFRC Form 177 *Consolidated Tool Kit Inventory and Control Log* to the support section. The support section will then transfer the items in TcMax® to the new user. This procedure will not exceed two shifts unless approved by the MX Production Superintendent.

8.2.6.2. (Added 920 RQW) A TcMax® generated product (form) or AFRC Form 174, *Lost Tool/Object Report* is completed for each lost tool/object unless the item is immediately recovered. The CTK custodian will maintain a copy of completed AFRC Form 174 in the CTK Continuity Binder on suspense and will provide QA with the original for control log purposes. Destroy suspense report when it has been on file for 1 year. Segregate copies "recovered" and "not recovered". See **paragraph 8.9** for Lost Item/Tool Procedures.

8.2.7.1. (Added 920 RQW) All tools will be marked in accordance with tool marking directives as outlined in AFI21-101_AFRC_920RQWSUP, incorporating the World Wide Identifier (WWID)

8.2.7.1.1. **(920 RQW)** 943 MXS, 943 MXS tools will be marked with a nine digit Equipment Identification Designator (EID). The first four positions of the DF30.

8.2.7.1.1. (Added 920 RQW) 920 MXG, The first and second characters will be the assigned TcMax® identifier based on the PAS Code.

8.2.7.1.2. (Added 920 RQW) 920 MXG, The first three positions of the 920 MXG and 301 RQS WWID are "U19." The fourth character is designated as the owning shop.

8.2.7.1.2.1. (Added 920 RQW) 920 MXG, AMXS/MXATR (H-60) U19J

8.2.7.1.2.2. (Added 920 RQW) 920 MXG, AMXS/MXATR (C-130) U19K

8.2.7.1.2.3. (Added 920 RQW) 920 MXG, MXS/MXMA (Phase Dock) U19P

8.2.7.1.2.4. (Added 920 RQW) 920 MXG, MXS/MXMB (ISO Dock) U19I

8.2.7.1.2.5. (Added 920 RQW) 920 MXG, MXS/MXMCE (Electro/Environmental) U19E

8.2.7.1.2.6. (Added 920 RQW) 920 MXG, MXS/MXMCF (Fuels) U19F

8.2.7.1.2.7. (Added 920 RQW) 920 MXG, MXS/MXMCP (Pneudraulics) U19H

8.2.7.1.2.8. (Added 920 RQW) 920 MXG, MXS/MXMFN (NDI) U19N

8.2.7.1.2.9. (Added 920 RQW) 920 MXG, MXS/MXMFS (Structures) U19S

8.2.7.1.2.10. (Added 920 RQW) 920 MXG, MXS/MXMG (AGE) U19G

8.2.7.1.2.11. (Added 920 RQW) 920 MXG, MXS/MXMP (Engines) U19T

8.2.7.1.2.12. (Added 920 RQW) 920 MXG, MXS/MXMV (Avionics) U19A

8.2.7.1.2.13. (Added 920 RQW) 920 MXG, MXS/MXMW (Weapons) U19W

8.2.7.1.2.14. (Added 920 RQW) 920 MXG, MXG/MXQ (Quality Assurance) U19Q

8.2.7.1.2.15. (Added 920 RQW) 920 MXG, OG/AFE (Aircrew Flight Equipment) U19L

8.2.7.1.2.16. (Added 920 RQW) 920 MXG, 301RQS (Flight Engineers) U19R

8.2.7.1.3. (Added 920 RQW) Each unit establishes the remaining five characters for tool and equipment identification.

8.2.7.1.4. (Added 920 RQW) The 9-digit EID must be placed on the outside of all dispatchable CTKs

8.2.7.1.5. (Added 920 RQW) Tools located inside the tool box may be marked with less than 9-digits but must contain the 4-digit WWID and identifying character(s) that ties the tool back to the CTK. For example, tools inside an assigned dispatchable CTK "U19Q00001" may be marked "U19Q1".

8.2.8.3. (Added 920 RQW) When PPE is part of a tool kit, the Support Sections and assigned tool rooms identifies it by etching the CTK EID on the item and it is controlled as a regular tool within the CTK.

8.2.8.4. (Added 920 RQW) Maintenance personnel are responsible for maintaining and controlling long term issued PPE in their possession. As a minimum, this PPE shall be marked with the WWID of the individuals assigned work center and their employee number. The initial issue is recorded in TcMax®. The supervisor may require an individual to produce their issued personal equipment for inspection at any time.

8.2.9.2.1. (Added 920 RQW) 943 MXS, Rags will be segregated by color. Red rags are used for general maintenance. White rags are used for windows only.

8.2.9.2.2. (Added 920 RQW) 943 MXS, Predetermined amounts have been set to 60 red rags and 30 white rags for daily use (90 rags total).

8.2.9.2.3. (Added 920 RQW) 943 MXS, Issuable rags will be in predetermined bundles of four red and two white and will be issued and turned in as the predetermined set of four and two respectively.

8.2.9.4. (Added 920 RQW) Keep all rag containers secured to ensure accountability.

8.2.9.4.1. (Added 920 RQW) Rags will be controlled as kits from TcMax® and issued in a predetermined quantity, and during turn-in that same quantity is returned after use. In the event a rag is not returned, follow missing item procedures in **paragraph 8.9** and subsequent paragraphs.

8.2.9.4.1.1. (Added 920 RQW) When issued to a technician, each bundle will be counted by the technician and the tool room attendant to verify proper account.

8.2.9.4.1.2. (Added 920 RQW) Count all rags at the beginning and end of every shift to ensure accountability of all rags. Reconcile clean and dirty rag count and update TcMax® at the end of each shift.

8.2.9.4.1.3. (Added 920 RQW) Dirty rags will not be mixed with clean rags.

8.2.9.4.2. (Added 920 RQW) The spare rag supply point will be secured to prevent uncontrolled rags from entering the work area.

8.2.9.4.2.1. (Added 920 RQW) Only personnel working in the Support Section are authorized access to the replacement rags.

8.2.9.4.2.2. (Added 920 RQW) When a new supply of rags is received, the rags will be counted and bundled into sets, stored in their respective locations, and current counts entered into TcMax®.

8.2.9.5. (Added 920 RQW) Rags will be stored in a container with a self-closing lid. Containers will be clearly marked: "CLEAN RAGS" or "DIRTY RAGS" and will be locked when unattended if kept outside CTK.

8.2.9.5.1. (Added 920 RQW) Contents of the "Clean Rag" and "Dirty Rag" bins will match the "Quantity on Hand" in TcMax®.

8.2.9.5.2. (Added 920 RQW) 943 MXS, All dirty rags will be properly disposed of in storage containers located at the outside accumulation area until picked up by DMAFB HazMart.

8.2.10.1. (Added 920 RQW) CTK custodians, section level supervisors, or higher level authorities are the only personnel authorized to procure (buy) tools in coordination with 920 MXG/943 MXS GPC cardholders.

8.2.10.2. (Added 920 RQW) Tools covered by a warranty will be the first choice when tools are procured.

8.2.10.3. (Added 920 RQW) CTK appointed custodians are the only personnel authorized to procure (obtain) spare tools for replacing broken/removed items in CTKs.

8.2.11.1. (Added 920 RQW) Locally manufactured tools or equipment will be controlled in the same manner as tools procured from a vendor. Locally manufactured tools will be identified with a WWID as defined in **paragraph 8.2.7**.

8.2.11.2. (Added 920 RQW) Locally manufactured tools and equipment will be subject to inspection by the owning section or applicable support section and will be reviewed IAW the provisions of **paragraph 8.7.2**.

8.2.11.2.3. (Added 920 RQW) Inspections for locally manufactured tools and equipment shall be tracked in TcMax®, in alignment with CTK requirements.

8.2.12.1. (Added 920 RQW) FSRs/DFTs/CFTs shall show full accountability for tools in accordance with the applicable portion of the contract or comply with this publication. A listing of CTK numbers or other means of tool identification is obtained by MXG/QA for coordination and accountability. MXG/QA will ensure that CTK procedures meet the intent of this document. MXG/QA personnel will inventory contractor tools before work begins and before the team departs.

8.2.12.1.1. (Added - 920 RQW) 943 MXS, Support section will establish TcMax® profiles for FSRs/DFTs/FSRs if using squadron-owned CTKs/equipment.

8.2.13.2. (Added 920 RQW) The AFRC Form 175 *Broken/Missing/Removed Tools and Equipment* will be used in all decentralized CTKs and follow the same guidance as dispatchable CTKs regarding the use of this form.

8.2.14.1. (Added 920 RQW) Vehicles and trailer mounted CTKs are signed out/in of TcMax® at the beginning and end of each shift, and upon transfer to a different individual.

8.2.14.2. (Added 920 RQW) All vehicles/trailers that permanently store tools, equipment, and/or technical data will have an inventory list in the vehicle/trailer at all times and will comply with all

directives pertaining to tool control. A copy of the Master Inventory List (MIL) will be filed in the owning work center Master Continuity Binder and approved by the Flight Section Chief.

8.2.15.2. (Added 920 RQW) When only one individual is available in a work center, the individual contacts a Flight/Section Chief or Mx Super who verifies the inventory is properly accomplished, signs the AFRC Form 177 *Consolidated Tool Kit Inventory and Control Log* in the sign-in block and secures the CTK/SE in the tool room or a secure location.

8.2.15.2.1. (Added - 920 RQW) 943 MXS, Back shop CTKs limited to one person per shift will coordinate with the main tool room or other section with TcMax®, for tool issues/returns. Assisting tool room attendant will log onto the back shop's TcMax®, to process the tool issue/return.

8.2.16.1. (Added 920 RQW) Personnel authorized to enter the controlled area of tool rooms will be documented on an Entry Authorization List (EAL).

8.2.16.1.1. (Added 920 RQW) The EAL will be reviewed and renewed at least annually, or when the primary CTK Custodian changes.

8.2.16.1.2. (Added 920 RQW) Changes in personnel requiring access to the controlled area of tool rooms constitutes the need for a new EAL.

8.2.16.2. (Added 920 RQW) Maintain security of and limit access to the tool storage area. When no tool room personnel are available, only the Flight/Section Chiefs or shift supervisor are authorized entry and will control access to tool rooms.

8.2.17. (Added 920 RQW) Electronic devices (i.e. iPads, GETACs) are tracked and controlled in TcMax®.

8.2.18.1. (Added 920 RQW) All dispatchable CTKs will have a FO container available and it will be properly emptied prior to returning CTK to the Support Section or designated tool room.

8.3.5.2. (Added 920 RQW) Special Purpose CTKs are defined as small individually issued tool kits that because of the nature of contents or type of container could preclude shadowing or silhouetting.

8.3.6.5.2. (Added 920 RQW) All items (bench stock consumables) included in a CTK will be strictly issued by CTK custodians, tool room personnel, or a supervisor to ensure accountability.

8.3.6.5.1. (Added 920 RQW) 943 MXS, If a required tool or equipment is not located within the main tool room but is with a back shop, that back shop will sign out the tool/equipment from their TcMax® program and assign it to the main tool room. The main tool room will enter the tool or equipment into their TcMax®, program then issue it to the individual.

8.3.6.5.1.1. (Added 920 RQW) All expendable tools will be replaced on a one-for-one case basis, to include but not limited to the following items: apexes, blades, grinding wheels, drill bits, rotary attachments/accessories, files, and file cleaners.

8.3.6.5.1.1.1. (Added 920 RQW) Authorized tool room personnel updates the spare tool inventory in TcMax® to reflect the amount taken to replenish the applicable CTK(s).

8.3.6.7.3.1. **(920 RQW)** A permanently removed (without planned replacement) item/tool shall have its inlay/silhouette, marked as deleted or compartments filled-in. Ensure filler doesn't pose a FOD hazard.

8.3.13.1. (Added 920 RQW) A FOD container may be kept in or attached to a tool kit. It must emptied before turn in. Loose FO may not be placed in the tool kit outside of the FOD container.

8.5.1.2.1.2. (Added 920 RQW) Items signed out beyond daily use, such as PMEL or broken, will either be labeled accordingly in the silhouette/shadow spot, or the AFRC form 175 *Broken/Missing/Removed Tools and Equipment* will be utilized in the same manner as dispatchable/decentralized CTKs.

8.5.1.2.7. (Added 920 RQW) Track TMDE/PMEL inspections.

8.5.1.2.7.1. (Added 920 RQW) 943 MXS, Support section will review IMDS (when applicable) and TcMax® for TMDE calibration requirements and will notify the applicable equipment custodian for turn in to PMEL.

8.5.3.1.1. (Added 920 RQW) Inventory will be documented in TcMax®. The MIL will be updated as a part of the annual inventory.

8.5.5.7.1. (Added 920 RQW) Commercial Mobile Devices (CMDs/eTools) that are shipped for mobility requirements are packed up along with other CTK equipment. All deployed CMDs/eTools will be tracked in TcMax® and signed out from the home station TcMax® database as deployed (long term) by the assigned deployed Support Section/tool room custodian. Refer to TO 00-5-1 (5.12.5.) for additional requirements.

8.8.2.1.3. (Added 920 RQW) Tool rooms will be locked at all times when left unattended.

8.8.2.1.3.1. (Added 920 RQW) Back shop tool rooms will be locked and keys will be maintained by the section supervisor, or equivalent.

8.8.2.1.3.1.1. (Added 920 RQW) A copy of back shop tool room keys will be maintained in the main tool room.

8.9.2.1.2. (Added 920 RQW) Personnel have one hour to perform their initial search. If item is found within the initial hour, the AFRC Form 174 *Lost Tool/Object Report* is not required.

8.9.2.3.2.1. (Added 920 RQW) Use an AFRC Form 174, *Lost Tool/Object Report* if any item is lost within the maintenance complex.

8.9.2.3.3. (Added 920 RQW) Upon notification, MOC initiates and completes the Lost Tool/Item Procedures checklist as required.

8.9.2.3.3.1. (Added 920 RQW) MOC will notify 920 MXG/CC (or 943 MXS/CC as applicable) or their representative of the missing tool immediately and advised if it is mission impacting (any delay in launch sequence i.e.: preflight, end of runway, take-off time, etc.). If non-mission impacting and after 2300 local, the 920 MXG/CC or 943 MXS/CC or their representative will be notified within the first hour of the next duty day.

8.9.2.3.4. (Added 920 RQW) The wing FOD NCO or QA will issue a control number for the lost tool/object report.

8.9.2.6.4. (Added 920 RQW) AFRC Form 174 *Lost Tool/Object Report* must be turned into QA within 24 hours of item missing. QA verifies the form is correctly filled out, signed by the proper official, and documents the database or local tracking log after a thorough investigation.

8.9.2.6.4.1. (Added 920 RQW) QA will segregate completed AFRC Form 174 *Lost Tool/Object Report*, “recovered” and “not recovered.” These forms will be maintained on file for 1 year.

8.9.3. (Added 920 RQW) Lost Tool/Object Procedures for Taxied Aircraft:

8.9.3.1. (Added 920 RQW) If a tool or object is discovered missing and the affected aircraft have taxied, the following procedures to hold or recall the aircraft are followed:

8.9.3.2. (Added 920 RQW) Immediately notify MOC through the most expedient means possible. Additional notifications are made to the expediter or work center supervisor, and the maintenance officer/supervisor on duty.

8.9.3.3. (Added 920 RQW) MOC notifies the Command Post. The Command Post/squadron operations center instructs the aircrew to return to the parking spot. If the aircraft is airborne at the time of notification, the aircraft is directed to return to base with minimal maneuvering.

8.9.3.4. (Added 920 RQW) Initiate Lost Tool/Object investigation report once aircraft has landed.

8.9.4. (Added 920 RQW) The Maintenance Squadron Superintendent (MXM) or Aircraft Maintenance Squadron Superintendent (MXA) will ensure the AFRC Form 174 *Lost Tool/Object Report* is completed in a timely manner and will return the form to QA for trend history.

9.14.1.3. (Added 920 RQW) The list of items requiring functional checks, calibration, or operational flight programming is located applicable MDS -6.

9.17.2.1.1. (Added 920 RQW) The local manufacture of non-procurable or unavailable items is restricted to those that are critical to the unit's mission. Use a local manufacture request worksheet (see **Attachment 3**) for items that have been identified as local manufacture by the requester. QA manages all locally manufactured/modified tools and equipment not authorized in specific technical orders.

9.17.2.1.2. (Added 920 RQW) The requester will complete local manufacture worksheet (See **Attachment 3**) and include list of parts required, National Stock Number, noun, quantity, cost or Government Purchase Card (GPC) request, and drawings or samples describing the work.

9.17.2.1.2.1. (Added 920 RQW) For local design tools and test equipment include; engineering specifications, lifting capacity, maximum pressures, electrical current specifications, etc.… to ensure maximum protection for the user.

9.17.2.2. **(920 RQW)** 920 MXG, The MXG/CC designates the QA Superintendent, Maintenance Supervisor/Maintenance Operations Officer, and Maintenance Superintendent as approval authority.

9.17.2.2.1. **(920 RQW)** 943 MXS, 943 MXS/CC designates QA Superintendent as approval authority.

9.17.2.3.2. (Added 920 RQW) Drawings, specifications, blueprints, pictures, or a sample of items to be made will be obtained from the applicable T.O., documentation from other Government agencies (ALC, DLA, MAJCOM, etc.), or other sources if available. A list of parts required to make the item must also be provided, include NSN, noun, quantity, cost, and (if required) Government Purchase Card (GPC) request.

9.17.2.4.2. (Added 920 RQW) Requester will route the local manufacture worksheet through the approval and review process contained on the local manufacture worksheet. QA will determine if the item to be manufactured needs to be tracked as a locally manufactured/modified tool or equipment.

9.17.2.4.3. (Added 920 RQW) Owning workcenter will create a job control number in IMDS against the manufacturing workcenter when the review and approval process is complete. Notify the appropriate workcenter once job has been loaded.

9.17.2.4.3.1. (Added 920 RQW) Required parts and materials can be requested using one of the following methods:

9.17.2.4.3.1.1. (Added 920 RQW) Complete AF Form 2005 *Issue/Turn-in Request* for purchasing through the Air Force Supply System. Notify MSL/DMS for assistance in purchasing required material.

9.17.2.4.3.1.2. (Added 920 RQW) Order parts using GPC, using unit's internal GPC procedures.

9.17.2.4.4. (Added 920 RQW) The manufacturing shop will notify the requesting shop upon job completion.

9.17.2.4.4.1. (Added 920 RQW) The requester will ensure the completed package, including worksheet and attachments are given to QA.

9.17.2.4.4.2. (Added 920 RQW) Before use, the requesting shop will contact QA for final inspection of tools and equipment and ensure that inspection and periodic maintenance criteria have been established IAW T.O. 34-1-3, *Machinery and Shop Equipment*.

9.17.2.4.4.3. (Added 920 RQW) Workcenters and/or tool rooms will maintain a file of their locally manufactured tools/equipment that mirrors the file in QA.

9.18.5.2. (Added 920 RQW) The 920 RQW does not repair supply chain assets.

11.6.5.2. (Added 920 RQW) 920 MXG, When a Red Ball occurs, the AMXS Expediter/Production Superintendent will notify the MOC. When the Red Ball requires support from outside the AMXS, the MOC will dispatch the required specialist(s) through the appropriate Production Superintendent to the problem aircraft. The AMXS Production Superintendent will monitor the response time and follow-up with another call if the work center has not responded within 10 minutes.

11.6.5.2.1. (Added 920 RQW) 943 MXS, 943 MXS Flightline Expediter/Production Superintendent will notify MOC when a Red Ball occurs and monitor response time/follow-up with work center if no response within 10 minutes.

11.6.5.3. (Added 920 RQW) The MOC will enter a job into Integrated Maintenance Data System (IMDS) and the AMXS Expediter/Production Superintendent will forward all required information to applicable work center(s).

11.6.5.3.1. (Added 920 RQW) If Red Ball maintenance occurs while IMDS is down, responding personnel will request manual JCNs from MOC. MOC will enter the manual JCNs into IMDS as soon as the system becomes available.

11.6.5.4. (Added 920 RQW) 920 MXG, When parts are required to repair a Red Ball aircraft, the Technician will notify Base Supply to order the part. If the part is not available on-base the AMXS Superintendent/ Production Superintendent/ Expediter/ Flight Chief determines if the part will be CANNed.

11.6.5.4. (Added 920 RQW) 943 MXS, During Red Ball maintenance technicians will contact 943 MXS supply when parts are required. If the part(s) required are not available the Flightline expediter/Production Superintendent will determine if the part(s) will be CANNed.

11.6.5.4.1. (Added 920 RQW) The supply technician gives this requisition priority and status of the Red Ball document number to the Expeditor/Production Superintendent and notifies the unit within 10 minutes of the part's status.

11.6.5.5. (Added 920 RQW) When the Red Ball is completed the Expediter/Production Superintendent will notify the MOC of the aircraft status.

11.6.5.5.1. (Added 920 RQW) Red Ball maintenance ends when the discrepancy is repaired and all documentation is complied with or the aircrew returns the aircraft to maintenance and the mission is terminated.

11.6.5.6. (Added 920 RQW) Follow-on Documentation**.** The senior maintenance technician involved with required maintenance/CANN actions during Red Ball maintenance will ensure proper forms documentation. The AFTO Form 781A is documented prior to any part being removed from the aircraft and 781H is reflective of this condition.

11.6.5.6.1. (Added 920 RQW) Any Red X discrepancies discovered during or caused by Red Ball maintenance will be input and cleared from the aircraft forms by the respective work center prior to flight. All discrepancies will be cleared from IMDS as soon as practical, but no later than the end of the shift. In the event IMDS is down, maintenance actions are cleared from IMDS as soon as it becomes available. If IMDS has not become available by the end of the shift, written (AFTO Form 349, Maintenance Data Collection Record) or electronic pass down will include the specifics of what was accomplished and will be done once IMDS is available.

11.6.5.6.2. (Added 920 RQW) Ensure all serially controlled parts are updated in IMDS and any AFTO Form 95 documentation is delivered to the Plans and Scheduling Section.

11.8.1.1. (Added 920 RQW) 920 MXG, In conjunction with this publication, see 45SWI91-201_920RQW Supplement *Foreign Object Damage and Dropped Object Prevention (FOD/DOP) Program* for local procedures.

11.8.1.1.1. (Added 920 RQW) 943 MXS, In conjunction with this publication, see guidance outlined in Davis-Monthan AFB local FOD publication(s)

11.8.3.6.6. (Added 920 RQW) 943 MXS, Restricted area badges will be secured when within 25 feet of an operating aircraft.

11.8.3.8.1. (Added 920 RQW) 943 MXS, FOD prevention awareness will be of special interest during all maintenance activities. The aircraft crew chief is responsible for elimination of FO and policing the area surrounding the aircraft. Technicians will not leave a job site until the work area has been policed. All plugs and pitot covers, if removed, must be safely stowed to avoid FO from ending up on the flight line, aircraft engine inlets, or exhaust outlets.

11.8.3.21. (Added 920 RQW) 943 MXS, Personal drinking containers are authorized in flightline areas so long as it has a closeable lid and is marked (first initial, last name and man-number). Personal drinking containers will be secured to prevent blowing/rolling/tumbling away when not in use.

11.8.3.22. (Added 920 RQW) 943 MXS, The only authorized hat on the flight line is the boonie hat; lanyard must be secured under the chin when worn. The boonie hat is not authorized within 50 feet of operating aircraft, near running jet engines or turning rotors.

11.8.4.1. **(920 RQW)** 943 MXS The 943, RQG FOD/DOP Program committee consists of the 943 RQG/Deputy Commander as chairperson, 305th Rescue Squadron (RQS)/CC or the 305th RQS Deputy Commander for Operations, 306th RQS/CC, 943 MXS/CC, 943 MXS Superintendent, FOD Prevention/DOP Program Monitor, 943 RQG QA Superintendent, and a representative of the 943 RQG Safety Office.

11.8.4.1.1. **(920 RQW)** 943 MXS, 943 MXS/CC will appoint the 943 RQG FOD/DOP Monitor in writing.

11.8.4.3.1.1. (Added 920 RQW) 943, MXS 943 MXS at will follow basic FOD guidance as outlined in Davis-Monthan AFB local publication(s)

11.8.5.4.2.1. (Added 920 RQW) 943 MXS, All maintainers receive FOD/DOP ancillary training upon initial assignment to the unit from workcenter supervisor and documented using the appropriate MIS course code.

11.9.1.1. **(920 RQW)** 920 MXG, In conjunction with this publication, see 45SWI91-201_920RQW Supplement *Foreign Object Damage and Dropped Object Prevention (FOD/DOP) Program* for local procedures.

11.9.1.3. (Added 920 RQW) 943 MXS, 943 MXS personnel will utilize LWC-943MXS-10-7, *943 MXS Dropped Object Prevention (DOP) and Inlet and Exhaust (I&E) Inspection workcards for HH-60G*.

11.10.5. (Added 920 RQW) 920 MXG, seeAFI63-140_AFRCSUP_920RQWSUP, *Aircraft Structural Integrity Program and Air and Space Equipment Structural Management* for detailed instructions.

11.13.3.3. (Added 920 RQW) Upon authorization, CA notifies MOC (DMS for 920 RQW) 943 MXS of the intended CANN action and obtains a job control number (JCN) as applicable.

11.13.3.3.1. (Added 920 RQW) MOC/DMS generates a CANN JCN using the MIS, or a manual JCN if the MIS is not available. 920 MXG MOC notifies MSL of the CANN action to ensure the correct supply document number is assigned to the aircraft and CANN JCN.

11.13.3.3.2. (Added 920 RQW) 920 MXG, MOC will maintain a CANN log for end-of-month reconciliation with the analysis section.

11.13.3.3.2.1. (Added 920 RQW) 943 MXS, DMS will keep a cannibalization control log on CAF Form 228, *Cannibalization Log*. The log will show the JCN, nomenclature, document number, work unit code, “from” and “to,” aircraft, T, U Actions and Entries By.

11.13.5.3. (Added 920 RQW) AMXS Superintendents/OICs (Squadron/HMU/AMU) and Production Superintendents are the only personnel to authorize removal of parts from one aircraft to another for the purpose of troubleshooting. If the CA authorizes a part removed for troubleshooting to remain in the malfunctioning aircraft once troubleshooting procedures are complete, then they will ensure CANN action is processed and documented in a separate discrepancy.

11.13.7.1. **(920 RQW)** MXS, Propulsion Flight Chief, Pro Super, Superintendent, CC and the 920MXG Engine Manager are authorized to approve in shop CANN actions engine to engine. A CANN log will be maintained in the section for engine to engine CANN actions.

11.13.9.1. (Added 920 RQW) AMXS CANN Authorities will coordinate with MXS Supervision (i.e. Superintendent, Production Superintendent, Dock Chief) prior to processing a CANN in the MIS or removing a part from aircraft undergoing periodic/isochronal inspections.

11.13.10. (Added 920 RQW) MXS, AGE Flight Chief, Production Superintendent, and Commander are authorized to approve CANN actions for AGE.

11.13.10.1. (Added 920 RQW) A CANN log will be maintained in the AGE section.

11.24. (920 RQW) Combat Sortie Generation is not applicable.

11.25. (920 RQW) The 920 MXG and 943 MXS does not perform hot refueling.

11.26. (920 RQW) The 920 MXG and 943 MXS does not perform hot defueling.

11.28.2.4.1.2. (Added 920MXG) See 920RQWSup_45SWI 21-105 *Crash Damaged or Disabled Aircraft Recovery*.

11.28.2.4.1.2. (Added 920 RQW) 943 MXS, see 943 MXSOI 21-111, *Crash Recovery Procedures* and all applicable host base CDDAR procedures.

11.31.1.1. (Added 920 RQW) 920 MXG, see920 MXGI 91-307 *Electro-Environmental Explosives Safety*.

11.31.1.1.1. (Added 920 RQW) 943 MXS, see 943 MXSOI 91-104 *Fire Bottle, Hoist and Cargo Hook Cartridge Handling Procedures.*

11.33.2.1. (Added 920 RQW) 920 MXG, see920RQWI11-202 *Parking, Launch, and End of Runway.*

11.33.2.1.1. (Added 920 RQW) 943 MXS, see 943 RQGI 91-206, *Parking, Launch, EOR, Recovery of Explosive Loaded Aircraft*

11.41.3.1. (Added 920 RQW) All maintenance personnel, regardless of Air Force Specialty Code (AFSC), are responsible for detection and documentation of corrosion.

11.41.4.1. (Added 920 RQW) 920 MXG, All 920 MXG assigned aircraft are washed by the designated contractor IAW applicable Tech Data as stated in the Wash Contract under Performance Work Statement.

11.41.4.1. (Added 920 RQW) 943 MXS, 943 MXS personnel perform all aircraft washes.

11.41.4.2. (Added 920 RQW) The Plans and Scheduling office will schedule all washes, update, and post the schedule weekly, or daily as required. They will also ensure wash program schedules are adhered IAW T.O. 1-1-691-WA-1 *Technical Manual Cleaning and Corrosion Prevention and Control, Aerospace and Non-Aerospace Equipment*. The AFTO 781K will be annotated to reflect the next due date.

11.41.4.3. (Added 920 RQW) 920 MXG, Each aircraft is washed IAW T.O. 1-1-691-WA-1 *Technical Manual Cleaning And Corrosion Prevention And Control, Aerospace And Non-Aerospace Equipment,* prior to scheduled Isochronal and Periodic inspections by the wash

contractor IAW applicable Tech Data as stated in the wash contract under Performance Work Statement.

11.41.4.4. (Added 920 RQW) 920 MXG, The Contracting Officer Representative (COR) coordinates the use of adequate wash rack facilities, coordinates the procurement of aircraft cleaners with the 920th AMXS Support Section, WCM, and manages the aircraft wash=rack to include maintaining equipment used.

11.41.4.4.1. (Added 920 RQW) 943 MXS, 943 MXS APG section coordinates the use of adequate wash rack facilities and coordinates the procurement of aircraft cleaners with 943 MXS Support section and unit Corrosion Control Program Manager.

11.41.4.5. (Added 920 RQW) 920 MXG, Post-wash lubrication requirements are accomplished by the wash contractor in accordance with the applicable T.O.s for each respective aircraft.

11.41.4.5.1. (Added 920 RQW) 943 MXS, Post-wash lubrication requirements are accomplished by the respective section in accordance with applicable TOs.

11.41.4.6. (Added 920 RQW) 920 MXG, all installed, unpreserved aircraft engines receive periodic rinsing, cleaning, and treatment IAW applicable T.O.s.

11.41.4.7. (Added 920 RQW) 920 MXG, Contracting Officer Representatives (COR)

11.41.4.7.1. (Added 920 RQW) 920 MXG, Will be the unit point of contact to ensure contract compliance by the contractor. Upon notification by the contractor of completed wash, CORs accomplish a cleanliness inspection of HC-130J and the HH-60G aircraft IAW applicable T.O.s.

11.41.5.1. **(920 RQW)** 943 MXS 943 MXS/CC appoints, in writing, a highly motivated and experienced individual, who has been awarded an AFSC of 2A773 or 2A790 as unit Corrosion Control Program Manager (CCPM). The CCPM assumes the overall responsibility to ensure that all corrosion control and prevention directives are adhered to.

11.41.6. **(920 RQW)** 943 MXS, The unit CCPM responsibilities. The unit CCPM will:

11.41.6.1.1. (Added 920 RQW) Assume overall responsibility and authority to ensure all corrosion control and prevention directives are adhered to.

11.41.6.1.2. (Added 20 RQW) Perform spot inspections on the Corrosion Program Monitor Program binder between quarterly meetings, and document these inspections in the Wing Corrosion Manager binder.

11.41.6.6. (Added 920 RQW) Attends DoD, AF Corrosion Program Managers Conferences, outside agency-sponsored symposiums, meetings, and workshops when possible.

11.41.6.7. (Added 920 RQW) Facilitate Corrosion Prevention and Control Program meetings as required (i.e. before or following a Corrosion Prevention Advisory Board (CAPB)).

11.41.6.8. (Added 920 RQW) Ensure only approved materials are used on equipment to support the corrosion prevention program.

11.41.6.9. (Added 920 RQW) 920 MXG, Ensure that all aircraft and Support Equipment (SE) is identified on a schedule for wash, cleaning, and corrosion inspection.

11.41.6.9.1. (Added 920 RQW) 943 MXS, The applicable Section Chief (i.e. AGE, Flightline, back shops, etc.) will perform this function for 943 MXS.

11.41.6.10. (Added 920 RQW) Ensure compliance with safe cleaners, solvents, paints, etc., are on the Qualified Product List/Qualified Product Database (QPL/QPD) and by the Technical Orders (T.O.s). Ensure Corrosion Preventive Compounds (CPCs) are authorized for use on equipment.

11.41.7.1.1. (Added 920 RQW) 943 MXS, File AFRC Form 165, *Aircraft After Wash Corrosion Inspection Checklist* for one year in the Structural Maintenance shop.

11.41.7.2. (Added 920 RQW) 920 MXG, AMXS Supervision will ensure COR Monitors annotate findings on AFRC Form 164, *Aircraft Wash Cleanliness Inspection Checklist*, and file for one year in the respective HH-60 or HC-130 Flight Chief office.

11.41.7.2.1. (Added 920 RQW) 943 MXS, 943 MXS APG section will ensure annotation of findings on AFRC Form 164, *Aircraft Wash Cleanliness Inspection Checklist*, and file for one year in the APG Section.

11.41.7.3. (Added 920 RQW) Ensure that Aircraft paint scores are completed annually.

11.41.7.4. (Added 920 RQW) All discrepancies noted on the AFRC Form 165, *Aircraft After Wash Corrosion Inspection Checklist* will be assigned to the designated performing work center and scheduled by the Plans and Scheduling section.

11.41.8.4. (Added 920 RQW) Ensure Aircraft Mechanics routinely apply necessary corrosion treatment (CPC) to Aircraft IAW T.O. 1-1-691, *Technical Manual Cleaning and Corrosion Prevention and Control, Aerospace and Non-Aerospace Equipment*, 1C-130(AHM)J-23, *Corrosion Prevention and Control Manual*, 1C-130(AHM)J-23CL-1, *Technical Manual Checklist, Corrosion Prevention and Control Manual Washing, and Cleaning*, 1H-60(H)G-23, *Organizational, Intermediate, and Depot Corrosion Control HH-60 Series Helicopter*, 1H-60(H)G-6WC-5, *Technical Manual, Work Cards, Preventative Maintenance Services, After Wash Corrosion Inspection Work Cards*.

11.41.8.5. (Added 920 RQW) Ensure compliance with safe cleaners, solvents, paints, etc., that are on the QPL/QPD and authorized by T.O.s.

11.41.8.6. (Added 920 RQW) The Production Superintendent will:

11.41.8.6.1. (Added 920 RQW) Ensure aircraft washes are accomplished per their scheduled due date.

11.41.8.6.2. (Added 920 RQW) Ensure aircraft corrosion discrepancies are entered in the aircraft forms and MIS upon discovery and should be scheduled for repair as soon as possible, preferably within 30 days of discovery.

11.41.8.7. (Added 920 RQW) 920 MXG, Maintenance supervisors of each Aircraft Maintenance Unit (AMU) or Squadron (AMXS) and MXS will designate Corrosion Control Monitors for their respective flight. These representatives are required to attend Quarterly corrosion Briefings. The individuals should be knowledgeable in corrosion concerns of their assigned area.

11.41.8.7.1. (Added 920 RQW) 920 MXG, The Corrosion Control Monitors have overall responsibility and authority to ensure that all corrosion control and prevention directives are adhered to in their respective sections.

11.41.8.7.2. (Added 920 RQW) 920 MXG, Each Corrosion Control Monitor will maintain a corrosion control information book. The representative will be responsible for documenting and presenting corrosion problems that occur within their section at corrosion prevention meetings.

11.41.8.7.3. (Added 920 RQW) 920 MXG, The Corrosion Control Monitor may conduct initial/annual corrosion training within their respective flight. The WCM will periodically inspect the training to ensure adequacy.

11.41.9.1.1. (Added 920 RQW) 920 MXG, Perform monthly after-wash cleanliness, lubrication, and post-wash corrosion inspections.

11.41.10.2. **(920 RQW)** Remove corrosion on antennas and mating surfaces of aircraft using wire brushing, and /or light sanding and treat bare aluminum metal surfaces with Air Force approved CPCs and/or sealants prior to reinstallation of parts. Sealant is not required when AV-Dec gaskets are utilized during antenna reinstallation. Refer to T.O. 1-1-689-3, *Cleaning and Corrosion Control, Volume III Avionics and Electronics* for additional instructions.

11.41.10.3. (Added 920 RQW) CPC is applied to all hardware, shock mounts, Turret Flare Unit (TFU) mount plate, and ALQ-144 mount.

11.41.10.4. (Added 920 RQW) Inspect the pins and sockets of disconnected electrical connectors, line replaceable units (LRU), along with all associated connectors and system test bench receptacles, black boxes, and mock-ups for corrosion

11.41.10.5. (Added 920 RQW) Corroded electrical connectors, terminals, clamps, etc. are cleaned and/or replaced then treated with Air Force approve CPC and sealants.

11.41.11.3.4. (Added 920 RQW) The Munitions Section will:

11.41.11.3.4.1. (Added 920 RQW) Ensure an effective corrosion control program is established and enforced for assigned missiles, munitions, handling equipment, and trailers.

11.41.11.3.4.2. (Added 920 RQW) Ensures munitions-maintenance personnel receive corrosion prevention and control training under the direction of the WCM/CCPM.

11.41.11.3.4.3. (Added 920 RQW) Ensures equipment is cleaned and corrosion treated during each periodic inspection, IAW T.O. 1-1-691, T.O. 35-1-3, *Corrosion Prevention and Control, Cleaning, Painting, and Marking of USAF Support Equipment,* and specific equipment technical data.

11.41.11.3.4.4. (Added 920 RQW) Enforces the use of cleaning products approved by Technical Data and the QPL/QPD.

11.41.11.4. (Added 920 RQW) The AGE Flight/Section Chief will ensure completion of the wash and corrosion inspections for all MXG/MXS AGE IAW T.O. 35-1-3, Table **2-1**.

11.41.11.4.1. (Added 920 RQW) AGE is washed at the aircraft wash rack or any authorized wash area for AGE.

11.41.11.4.2. (Added 920 RQW) Ensure CPCs are applied after each wash.

11.41.11.4.3. (Added 920 RQW) The AGE Flight Chief determines repainting frequency and schedule.

11.41.11.4.4. (Added 920 RQW) Unit preparation (i.e. prewash, disassembly, reassembly for recoating, is accomplished by the owning work center.

11.41.11.4.5. (Added 920 RQW) Each section supervisor to which non-powered AGE is assigned is responsible for ensuring that each piece of non-powered AGE is cleaned/washed IAW T.O. 35-

1-3 every 90 days (920 RQW) The 920 MXG or 180 days (920 RQW) 943 MXS and has a corrosion inspection performed at the same interval as outlined in applicable technical data for the inspection.

11.41.11.4.6. (Added 920 RQW) AGE will use a scoring system annually to assist their personnel on how equipment will be prioritized for full painting action. This plan will facilitate any repair action on equipment that needs major corrosion repairs and painting to be scheduled through the structural/corrosion section or through alternative means for corrosion repair.

11.41.11.4.7. (Added 920 RQW) AGE is responsible for minor corrosion treatment and paint touchup during scheduled maintenance.

11.41.11.5. (Added 920 RQW) The Weapons Section maintains and implements Establishes Corrosion Control inspection requirements and cleaning intervals for assigned GAU-18/A .50 caliber machine gun, M-240D machine gun and GAU- 2/C 213/A mini-gun, their support equipment, aircraft AME, MHU-141 munitions trailers, M9, M16 and GUU-5P small arms stored in Long Term storage and armory. All Weapons Section personnel are responsible to clean, inspect, lubricate and function check all assigned aircraft machine guns in accordance with applicable Technical Orders.

11.41.11.6. (Added 920 RQW) All equipment assigned to the Maintenance Sections shall be inspected and treated for corrosion IAW T.O.s and manufacturer's servicing literature. Only T.O. approved materials that are qualified by MIL SPEC and the QPL/QPD can be used in Parts Washers, and for the cleaning of aircraft, aircraft parts, or Support Equipment.

14.2.2. **(920 RQW)** The aircraft standardized jacket file is located at PS&D.

14.3.1.1.1.1. (Added 920 RQW) The applicable work center will order all hazardous materials for TCI's and TCTO's.

14.3.6.1.2.1. (Added 920 RQW) Load applicable JSTs in the MIS for Transfer Inspections.

14.3.6.1.4.1. (Added 920 RQW) Ensure the aircraft AFTO Form 95 specifies the depot contract number and warranty expiration date upon receipt from the PDM facility.

14.3.6.2.1.1. (Added 920 RQW) Schedule any overdue inspection, time change, and TCTO requirements in the MIS.

14.3.6.4. (Added 920 RQW) PS&D will perform follow-up on these requirements to ensure timely completion of the Transfer Inspection items.

14.3.6.5. (Added 920 RQW) Aircraft Maintenance Squadron and Maintenance Squadron duties:

14.3.6.5.1. (Added 920 RQW) Perform requirements as highlighted in the Transfer Inspection Checklist, and document any major or critical discrepancies. (See **Attachment 5**)

14.3.6.5.2. (Added 920 RQW) Ensure all discrepancies found during the Transfer Inspection are entered into MIS and properly identified to the Production Superintendent.

14.3.6.5.3. (Added 920 RQW) Return all Transfer Inspection Checklists to QA when complete for review and verification.

14.3.6.5.4. (Added 920 RQW) When Transfer Inspection Checklist is complete, QA will forward checklist to PS&D.

14.4.1.1.2.1. (Added 920 RQW) 920 MXG, Qualified personnel are assigned and trained by the Engine Manager to perform deployed Engine Monitor duties using deployed continuity books.

14.4.1.2.23. (Added 920 RQW) 920 MXG, Deployed Engine Monitor Procedures.

14.4.1.2.23.1. (Added 920 RQW) 920 MXG, The Engine Monitor uses a laptop computer and is furnished local deployed procedures information to enter all engine data and transactions into the MIS, if the local area network (LAN) system is available at the deployed location. Laptop computers are provided by home station and reserved for deployment purposes.

14.4.1.2.23.2. (Added 920 RQW) 920 MXG, If the Base Level MIS is unavailable at the deployed location, it is the responsibility of the Engine Monitor to forward all engine data through available electronic communication means (for example, facsimile (FAX), electronic mail or telephone) to the home station.

14.4.1.2.23.3. (Added 920 RQW) 920 MXG, The Engine Monitor keeps in contact with the home station on all records actions and changes on any major components (C130 engines, propellers, and H60 engines). If home station is not available, the monitor will contact HQ AFRC Engine Manager for shipping disposition.

14.4.1.2.23.4. (Added 920 RQW) 920 MXG, Any engine to aircraft/engine CANN actions will be coordinated through home station Engine Manager or Propulsion Flight Chief for all viable authorized CANNs prior to initiating actions.

14.4.1.2.23.5. (Added 920 RQW) 920 MXG, The Engine Monitor maintains an engine time log that has been locally designed for updates of aircraft and engine times. The Engine Monitor ensures that all data is processed no later than the close of business on the next business day after the transaction occurred.

14.4.1.2.23.7. (Added 920 RQW) 920 MXG, The home station Engine Manager works closely with the MOC and PS&D sections and performs periodic audits to monitor the accuracy of data within the corresponding MIS and CEMS databases and the timeliness of the reporting by the Engine Monitor.

14.4.1.2.23.8. (Added 920 RQW) 920 MXG, All deployed aircraft document reviews will be reported to the home station Engine Manager and current engine and aircraft hours will be provided for the purpose of verifying and updating MIS and CEMS databases for time change components.

14.4.1.2.23.9. (Added 920 RQW) Home station EM will review Engine Manager Data List (EMDL) for reporting errors daily and correct all errors within 24 hours.

14.4.1.3.4.4. (Added 920 RQW) 920 MXG, Written procedures for SRAN Engine Manager to support EM can be found in the EM office.

14.5.8. (Added 920 RQW) 920 MXG, Accounting of Flying Hours.

14.5.8.1. (Added 920 RQW) 920 MXG, Responsibilities.

14.5.8.1.1. (Added 920 RQW) 920 MXG, Supervisors and managers are responsible to ensure compliance of this instruction for both home station and deployed aircraft.

14.5.8.2. (Added 920 RQW) 920 MXG, Procedures.

14.5.8.2.1. (Added 920 RQW) 920 MXG, Daily the Aviation Resource Management (AVUM)/Ops Squadron Monitor will contact the MOC/Debrief and verify the previous days flying hours and reconcile any uncompleted sorties.

14.5.8.2.2. (Added 920 RQW) 920 MXG, Weekly or as requested by AVUM, maintenance Data System Analysis will provide MIS reports to the AVUM and Aerospace Vehicle Distribution Officer (AVDO). (Analysis will send an Aircraft Utilization Report (AUR) report from the MIS through e-mail.)

14.5.8.2.3. (Added 920 RQW) 920 MXG, After the last flying day of the month the Maintenance Operations PS&D will send an electronic copy of the Maintenance Scheduling Application Tool (MSAT) product or the AUR to the MOC debriefing section, and AVUM. MOC and AVUM will reconcile sorties and hours flown on the AUR. If a disparity exists, the debriefer/AVUM will annotate the difference on the AUR with the debriefer correcting the MIS. AVUM will either sign the AUR or verify over e-mail that the information on the MSAT product/ AUR is correct.

14.5.8.2.3.1. (Added 920 RQW) 920 MXG, All corrections to flying times must be updated by the debrief section by the 4th calendar day of the following month.

14.5.8.2.4. (Added 920 RQW) 920 MXG, The AVUM and AVDO will compare the flying hours in the MIS (Reliability and Maintainability information System (REMIS) or Global Combat Support System (GCSS) Air Force Data Services)) with flying hours in the MAJCOM sanctioned flying hour program database monthly to ensure the data in the MIS represents hours flown.

JOHN C. DOBBIN, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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Abbreviations and Acronyms

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AFTO—Air Force Technical Order

AGE—Aerospace Ground Equipment

ALC—Air Logistics Complex

AME—Alternate Mission Equipment

AMXS—Aircraft Maintenance Squadron

AUR—Aircraft Utilization Report

AVDO—Aerospace Vehicle Distribution Office

AVUM—Aviation Resource Management

CANN—Cannibalization

CCDAR—Crashed, Damaged or Disabled Aircraft Recovery

CCPM—Corrosion Control Program Manager

CEMS—Comprehensive Engine Management System

CND—Can Not Duplicate

COR—Contracting Office Representative

CPC—Corrosion Preventative Compound

CPINS—Computer Program Identification Numbering System

CTK—Consolidated Tool Kit

DLA—Defense Logistics Agency

DMS—Decentralized Materiel Support

DoD—Department of Defense

DOP—Dropped Object Prevention

DTADS—Data Transfer and Diagnostic System

E&I—Evaluation and Inspection

EAL—Entry Authorization List

EID—Equipment Identification Designator

EM—Engine Management

EOR—End Of Runway

ETIMS—Enhanced Technical Information Management System

eTool—Electronic Tool

FAX—Facsimile

FCF—Functional Check Flight

FO—Foreign Object

FOD—Foreign Object Damage

GCSS—Global Combat Support System

GPC—Government Purchase Card

HIT—Health Indication Test

IAW—In Accordance With

IFOC—In Flight Operational Check

IMDS—Integrated Maintenance Data System

IPI—In Progress Inspection / In Process Inspection

ISO—Isochronal Inspection

JCN—Job Control Number

JST—Job Standard

KTL—Key Task List

LRU—Line Replaceable Unit

MAJCOM—Major Command

MEL—Minimum Equipment List

MFR—Memorandum for Record

MIL—Master Inventory List

MIL SPEC—Military Specification

MIS—Maintenance Information System

MOC—Maintenance Operations Center

MSAT—Maintenance Scheduling Application Tool

MSEP—Maintenance Standardization Evaluation Program

MSL—Maintenance Support Liaison

MX—Maintenance

MXG—Maintenance Group

MXS—Maintenance Squadron

NDI—Nondestructive Inspection

NSN—National Stock Number

OCF—Operational Check Flight

PDM—Programmed Depot Maintenance

PMEL—Precision Measurement Equipment Laboratory

PPE—Personal Protective Equipment

PS&D—Plans, Scheduling, and Documentation

QA—Quality Assurance

QPD—Quality Product Database

QPL—Quality Produce List

QRL—Quick Reference List

REMIS—Reliability and Maintainability information System

RQW—Rescue Wing

SE—Support Equipment

SRAN—Stock Record Account Number

TCTO—Time Compliance Technical Order

TDY—Temporary Duty

TGT—Turbine Gas Temperature

TMDE—Test Measurement and Diagnostic Equipment

T.O.—Technical Order

TODO—Technical Order Distribution Office

WCE—Work Center Event

WCM—Wing Corrosion Manager

WWID—World Wide Identification (code for TcMax®)

WUC—Work Unit Code

Terms

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

Administrative Change—Change that does not affect the subject matter content, authority, purpose, application, and/or implementation of the publication (e.g., changing the POC name, office symbol(s), fixing misspellings, etc.)

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

Authentication—Required element to verify approval of the publication; the approval official applies his/her signature block to authenticate the publication. The signature block includes the official's name, rank, and title (not signature).

Attachment 2

920 MXG AGE MINIMUM EQUIPMENT LIST (MEL)

Powered AGE	Requirement
-86D generator set or B809B generator set	9
NGH1/HDU-43 heater	8
MC-7 compressor	1
Self-Generating Nitrogen Cart	2
MC-20 compressors (low pressure)	3
Universal Hydraulic Test Stand (UHTS)	1
FL-1D light cart	9
A/M 32A-95 GTC	1
Engine wash cart	1
Jacking Manifold	1
AC-25 Air Conditioner	1
Non-powered AGE	Requirement
DC load bank	1
AC load bank	1
B1 Maintenance Stand	6
B4 Maintenance Stand	1
B5 Maintenance Stand	4
Aircraft Jack 12-ton	4
Axle Jack 5-ton	2
Axle Jack 35-ton	1
Wing Jack 30-ton	2
Nose Jack 10-ton	2
HH-60 tow bar	2
C-130 tow bar	2
Hydraulic cart	2
Oxygen cart	1
B7 Maintenance Stand	1
Utility Crane	1
Fuel Bowser (200 Gal)	1

C 130 Tire Dolly	1

Attachment 3

LOCAL MANUFACTURE REQUEST WORKSHEET

LOCAL MANUFACTURE REQUEST											
a. Supervisor Printed Name (Last, First, MI) Phone No.						b. Unit/Office Symbol					
AFTO 350 TAG No.		TM		SRD		WHEN DISC		WUC		FSC	

1. ROUTING				
Unit/Office	Office Symbol	Approved (Y/N)	Signature	Date
a. Quality Assurance				
b. Fabrication Flight Chief				
c. MSL / LRS				
d. Group Safety				
e. Squadron Superintendent				

2. COMMENTS (from block 1)	
a. Office	b. Comments

3. DISCREPANCY

4. JUSTIFICATION

5. ATTACHMENTS / ADDITIONAL INFORMATION		
a. Available Drawings Attached To This Sheet (Y/N)	b. Available Samples (Y/N)	c. Estimated Man Hours

6. PARTS REQUIRED		
a. Nomenclature	b. Quantity	c. Cost
		$
		$

		$
		$
		$
		$
	Total Cost	$

7. FINAL APPROVAL			
Approved	*(Name)*	*(Signature)*	*(Date)*

Attachment 4

AIRCRAFT IMPOUNDMENT OFFICIAL'S WORKSHEETS

A4.1. Aircraft Impoundment Official's Worksheet (Coversheet). IMPOUNDMENT OFFICIAL MUST COMPLY WITH AND INITIAL ITEMS 1 THROUGH 8 PRIOR TO RELEASING THE AIRCRAFT FOR ANY MAINTENANCE.

1. ENSURE AIRCRAFT IS PROPERLY SAFED/SECURED/CORDONED._____

2. ENSURE NO MAINTENANCE IS PERFORMED OTHER THAN INSTALLING SAFETY EQUIPMENT UNTIL THE CAUSE OF THE MALFUNCTION HAS BEEN FOUND AND MEASURES TAKEN TO ENSURE SAFE OPERATION OF THE AFFECTED AIRCRAFT AND NO TROUBLESHOOTING DATA IS LOST._____

3. INTERVIEW PILOT/PERSONNEL AS APPROPRIATE TO DETERMINE SPECIFIC FACTS AND CIRCUMSTANCES SURROUNDING THE INCIDENT._____

4. NOTIFY WING SAFETY IF OCCURRENCE WARRANTS; I.E., FLIGHT, GROUND, WEAPONS SAFETY._____

5. REVIEW A/C FORMS TO ENSURE IMPOUNDMENT IS ENTERED. _____

6. REVIEW AIRCRAFT HISTORY TO DETERMINE IF PROBLEM IS RECURRING. (USE AFTO FORMS 781, DOCUMENT FILE, DEBRIEF FORMS, WORK CENTER LOGS, QA IMPOUNDMENT RECORDS, MIS, ETC.) ANALYSIS MAY BE USED FOR ASSISTANCE._____

7. WHEN REQUIRED, ASSEMBLE IMPOUNDMENT WORK CREW AND BRIEF THEM ON WHAT MAINTENANCE WILL BE PERFORMED._____

8. ENSURE PROPER DOCUMENTATION OF ALL FORMS AND MAINTENANCE ACTIONS AS REQUIRED_____

9. RELEASE AIRCRAFT FOR IMPOUNDMENT MAINTENANCE AS REQUIRED. _____

10. MAINTAIN AN UP TO DATE STATUS AND BRIEF DESIGNATED RELEASING AUTHORITY AS REQUIRED ON PROBLEM AREAS, ETICS, AND WORK PROGRESS._____

11. ENSURE ALL PARTS, KNOWN OR SUSPECTED, THAT CAUSED THE INCIDENT ARE DOCUMENTED AND PROCESSED IN A TIMELY MANNER. ALL PARTS, KNOWN OR SUSPECTED, WILL BE GIVEN SERIOUS CONSIDERATION FOR PQDR SUBMITTAL._____

12. HAVE ALL FORMS AND ASSOCIATED DOCUMENTATION REVIEWED BY QA PRIOR TO IMPOUNDMENT RELEASE._____

13. PREPARE A BRIEFING FOR THE DESIGNATED RELEASING AUTHORITY ON FINDINGS, PROBLEMS ENCOUNTERED, AND RECOMMENDATIONS TO PREVENT POSSIBLE REOCCURRENCE._____

14. REPORT FINDINGS TO WING SAFETY WHEN APPROPRIATE. _____

A4.2. IMPOUNDMENT CONTROL WORKSHEET. 1. CONTROL NUMBER_____

2. IMPOUNDMENT OFFICIAL_____DUTY PHONE_____
3. QA INSPECTOR_____DUTY PHONE_____
4. PILOTS NAME (if applicable)_____DUTY PHONE_____
5. AIRCRAFT TYPE/ TAIL NUMBER_____
6. JOB CONTROL NUMBER_____
7. FLIGHT CONTROL DIAGNOSTIC TEAM (If applicable) YES_____NO_____
A. TEAM CHIEF_____
B. BACK SHOP_____
C. ELECTRICS_____
D. HYDRAULICS_____
E. CREW CHIEF_____
F. A/R TECHNICIAN_____
8. DISCREPANCIES AS WRITTEN IN AFTO FORM 781A
_____
_____
_____
_____
9. HISTORY_____
_____
_____
10. CORRECTIVE ACTION AS WRITTEN IN AFTO FORM 781A_____
_____
_____
11. CORRECTED BY _____
NAME/RANK/EMPLOYEE NUMBER
12. INSPECTED BY _____
NAME/RANK/EMPLOYEE NUMBER
13. MAINTENANCE SUPERVISOR/SUPERINTENDENT SIGNATURE_____
14. T.O./ FIGURE/ INDEX_____
15. PART NUMBER_____
16. WORK UNIT CODE (WUC)_____
17. PQDR SUBMITTED? YES_____ NO_____ BY WHOM? _____
18. QA INITIAL REVIEW_____DATE/TIME_____
19. IMPOUNDMENT RELEASE_____DATE/TIME_____
20. QA FINAL REVIEW_____DATE/TIME_____

A4.3. FLIGHT CONTROL WORKSHEET. 1. AIRCRAFT SERIAL # _____

2. MDS _____
3. AIRCRAFT TIME _____
4. AIRCRAFT COMMANDER _____
5. PHONE # _____
6. WEATHER CONDITIONS AT TIME OF MALFUNCTION_____
7. CONFIGURATION _____
8. ALTITUDE _____
9. ATTITUDE _____
10. AIRSPEED _____
11. AOA READING _____
12. GS (IF APPLICABLE)_____
13. LANDING GEAR POSITION _____
14. TRIM, A/P SELECT SWITCH _____
15. AUTO PILOT OFF _____ ON _____ DROPPED OFF _____
16. ANY WARNING LIGHTS ON? _____
17. FUEL QUANTITY INDICATOR READINGS

C-130

#1 MAIN_____ #2 MAIN _____ #3 MAIN _____ #4 MAIN _____
TOTALIZER_____
LT AUX _____ RT AUX _____ LT EXT _____ RT EXT _____

HH-60

LT MAIN_____ RT MAIN _____ LT AUX_____ RT AUX_____
TOTALIZER_____

18. WRITE UP AS IT APPEARS IN 781A
_____
_____
19. LIST ALL AIRCRAFT SYSTEM PROBLEMS OR ANOMALIES
_____
_____
_____
20. WAS BIT CHECK OK BEFORE FLIGHT?
_____
21. ANY ELECTRICAL PROBLEMS?
_____
22. ANY HYDRAULIC PROBLEMS?
_____
_____
23. OTHER _____
_____

A4.4. IMPOUNDMENT CHECKLIST FOR HH-60 HELICOPTERS (Aircrew). 1. ACFT TAIL # _____ FLIGHT TIME _____

2. PILOTS NAME _____ UNIT _____
3. TIME INTO FLIGHT WHEN DISCOVERED_____

4. ALTITUDE_____ AIRSPEED _____
5. FLIGHT ATTITUDE:
A. STRAIGHT AND LEVEL _____
B. CLIMB _____
C. DESCENT _____
D.TURNS_____
6. FUEL LOAD:
A. TOTAL ON BOARD _____
B. DISTRIBUTION: LT MAIN_____ RT MAIN_____ LT AUX_____ RT AUX____
7. WEATHER AT TIME OF MALFUNCTION
_____
8. MAIN ROTOR:
A. RPM _____
B. VIBRATIONS _____
C. UNUSUAL CONTROLLABILITY_____
D. UNUSUAL FORCES _____
9. TAIL ROTOR:
A. TAIL ROTOR CONTROLLABILITY
_____
B. HIGH FREQUENCY VIBRATIONS
_____
10. AUTO ROTATION_____
11. COMPLETE NARRATION OF MALFUNCTION:_____
_____
_____
_____
_____
_____
12. COMPLETE CORRECTIVE ACTIONS:
_____
_____
_____
_____
_____

A4.5. IMPOUNDMENT CHECKLIST FOR HC–130J AIRCRAFT (Aircrew). 1. ACFT TAIL # _____ FLIGHT TIME _____TIME OF INCIDENT_____

2. PILOT'S NAME _____ DUTY PHONE: _____
3. TIME INTO FLIGHT WHEN DISCOVERED_____
4. ALTITUDE_____ AIRSPEED _____
5. FLIGHT ATTITUDE:
A. STRAIGHT AND LEVEL_____
B. CLIMB _____
C. DESCENT _____
D. TURNS_____
6. FUEL LOAD:

A. TOTAL ON BOARD_____
B. DISTRIBUTION #1MAIN_____#2 MAIN_____#3 MAIN _____#4 MAIN_____
LT EXT_____ LT AUX_____RT AUX_____RT EXT_____
7. WEATHER AT TIME OF MALFUNCTION_____
_____
8. ENGINE: (ENGINE LOSS OF THRUST IN TWO OR MORE ENGINES, BINDING OR UNUSUAL THROTTLE RESPONSE, STALL/STAGNATION, UNSELECTED PROP REVERSE, ANY ENGINE FIRE, RUPTURE OR BURN THROUGH, F.O. DAMAGE BEYOND REPAIRABLE LIMITS)
NUMBER OF ENGINE OR ENGINES (CIRCLE APPLICABLE NUMBERS) #1 #2 #3 #4
BRIEF DESCRIPTION OF MALFUNCTION:_____
_____
ENGINE SETTINGS AT TIME OF MALFUNCTION:
A. HORSEPOWER (HP) : #1_____ #2 _____ #3 _____#4_____
B. GAS GENERATOR SPEED (Np) : #1_____ #2 _____ #3 _____ #4_____
C. POWER TURBINE SPEED (Ng) : #1_____ #2 _____ #3 _____ #4_____
D. MEASURED GAS TEMPERATURE (MGT):
#1_____#1_____#3_____#4_____
E. FUEL FLOW #1_____ #2 _____ #3 _____#4_____
F. UNUSUAL CONTROLLABILITY:
_____
9. FLIGHT CONTROLS:
WHICH FLIGHT CONTROL WAS BINDING, STIFF OR HAD AN UNCOMMANDED INPUT
_____
10. LANDING GEARS:
A. NOSE WHEEL STEERING HARD OVER, UNCOMMANDED INPUT: YES / NO
WHICH DIRECTION?_____
B. LOSS OF BOTH EMERGENCY AND NORMAL BRAKES?
_____
C. WAS HYDRAULIC PRESSURE AVAILABLE?_____
D. DID ANY OF THE LANDING GEARS REQUIRE MANUAL EXTENSION (EXCEPT FOR FCF)?
_____
E. UNCOMMANDED LANDING GEAR EXTENSION OR RETRACTION ?/ WHICH GEAR?
_____
11. PRESSURIZATION:
WAS THERE A RAPID DECOMPRESSION OF AIRCRAFT ABOVE 18,000 FEET?:_____
12. PITOT STATIC SYSTEM:
WAS THERE AN IN-FLIGHT FAILURE OF BOTH PITOT STATIC SYSTEMS?_____
13. FIRE EXTINGUISHING BOTTLES:

WAS THERE AN UNCOMMANDED DISCHARGE OF THE ONBOARD FIRE EXTINGUISHER ? : YES / NO
14. PHYSIOLOGICAL INCIDENT : ANY AIRCREW MEMBER EXPERIENCED A PHYSIOLOGICAL INCIDENT
(EXCEPT VERTIGO)?:_____
15. SMOKE / FUMES IN THE COCKPIT (EXEMPT IF ISOLATED TO AN ENGINE)?:_____
16. MASSIVE FUEL LEAKAGE IN FUEL BAY ?_____
17. ANY FIRE OR EXPLOSIVE INCIDENT?_____
18. ANY SPILLAGE OR LEAKAGE OF RADIOACTIVE, TOXIC, CORROSIVE, BIOLOGICAL HAZARD OR FLAMMABLE MATERIAL FROM CARGO?_____
19. INADVERTENT RELEASE OR FIRING OF CHAFF OR FLARES OF ANY TYPE?, AND IF ANY; FROM WHAT
POSITION(S) AND SYSTEM SWITCH SETTINGS AT TIME OF RELEASE?_____
20. DEPARTURE FROM INTENDED TAKEOFF OR LANDING SURFACES ON TO ADJACENT SURFACE?
_____
21. COMPLETE NARRATION OF MALFUNCTION AS WRITTEN IN 781 A/ DESCRIBE COMPLETE SCENARIO:
_____
_____
_____
_____
22. COMPLETE CORRECTIVE ACTION AS WRITTEN IN 781A (FOR MAINTENANCE):
_____
_____
_____
_____

A4.6. EQUIPMENT IMPOUNDMENT OFFICIAL'S WORKSHEET. IMPOUNDMENT OFFICIAL MUST COMPLY WITH AND INITIAL ITEMS 1 THROUGH

7 TO RELEASING THE EQUIPMENT FOR ANY MAINTENANCE

1. ADVISE MOC THAT EQUIPMENT IS IMPOUNDED._____

2. ENSURE EQUIPMENT IS SAFED / SECURED AND VERIFY SAFETY IS NOTIFIED.
_____

3. IDENTIFY IMPOUNDED EQUIPMENT BY CONES, ROPES, OR APPROPRIATE PLACARD. _____

4. ENSURE NO MAINTENANCE IS PERFORMED ON EQUIPMENT OTHER THAN INSTALLING

SAFETY EQUIPMENT UNTIL CAUSE OF MALFUNCTION HAS BEEN DETERMINED AND MEASURES TAKEN TO ENSURE SAFE OPERATION._____

5. INTERVIEW APPROPRIATE PERSONNEL ASAP TO DETERMINE SPECIFIC FACTS AND CIRCUMSTANCES CONCERNING THE INCIDENT._____

6. ENSURE IMPOUNDMENT IS ENTERED IN APPROPRIATE AFTO FORM 244 OR EQUIVALENT AND REVIEW ANY DELAYED DISCREPANCIES._____

7. ENSURE PROPER DOCUMENTATION OF MAINTENANCE ACTIONS IS COMPLETED. _____

8. ENSURE THAT ALL PARTS KNOWN OR SUSPECTED TO BE A CAUSE OF THE ACCIDENT _____
ARE DOCUMENTED AND IF REPLACED, ARE HELD FOR MATERIAL DEFICIENCY REPORTS.

9. ENSURE REQUIRED FORMS ARE REVIEWED BY QA PRIOR TO BRIEFING AND RELEASE FROM IMPOUNDMENT._____

10. PREPARE A BRIEFING FOR THE DESIGNATED RELEASING AUTHORITY ON FINDINGS, CORRECTIVE ACTIONS, PROBLEMS ENCOUNTERED, AND RECOMMENDATIONS._____

A4.7. ENGINE MISHAP/MALFUNCTION IMPOUNDMENT WORKSHEET. 1. AIRCRAFT TAIL NUMBER AND SQUADRON_____

2. PILOT'S NAME AND RANK _____
3. PROBLEM DESCRIPTION_____
_____
_____
_____
4. WAS THIS A REPEAT PROBLEM?
_____
5. HOW LONG DID PROBLEM PERSIST?
_____
6. WAS THIS AN FCF/OCF? _____ IF SO, WHAT WAS THE REASON?
_____
7. WHAT WAS THE:
A. ALTITUDE _____ B. AOA _____
C. G FORCE (IF APPLICABLE) _____ D. AIRCRAFT SPEED _____
8. WHAT WAS ENGINE:
A. FUEL FLOW _____ D. TORQUE _____
B. TIT _____ E. OIL PRESSURE _____
C. RPM _____ F. THROTTLE POSITION _____
9. WERE ANY GAUGES FLUXING? _____ WHICH ONES?
_____

10. WAS TEMP DATA (TD) SYSTEM IN AUTO OR NULL?_____
11. PROPELLER GOVERNING IN NORMAL OR MECHANICAL?_____
12. WERE THERE ANY OTHER ENGINE RELATED PROBLEMS DURING THE FLIGHT OR WHILE ON THE GROUND?

_____

_____

_____

A4.8. ENGINE IMPOUNDMENTS OTHER THAN FOD WORKSHEET. 1. DO NOT CHANGE ANY COCKPIT SETTINGS AFTER ENGINE SHUTDOWN UNTIL IT HAS BEEN DETERMINED THAT COCKPIT SETTINGS WERE NOT A CONTRIBUTING FACTOR. NOTE ANY ABNORMAL SETTINGS.

2. DO NOT FOR ANY REASON APPLY AIRCRAFT BATTERY OR EXTERNAL POWER ONCE THE PILOT/OPERATOR HAS SHUT DOWN THE AIRCRAFT.

3. INSPECT THROTTLE AND CONDITION CONTROLS FOR DAMAGE, SECURITY, AND PROPER RIGGING

4. DO NOT SERVICE THE ENGINE OIL SYSTEM.

5. NOTE AND RECORD ENGINE OIL LEVEL 5 - 30 MINUTES AFTER ENGINE SHUTDOWN.

6. INSPECT ENGINE FOR ANY POPPED HYDRAULIC FILTER SCAVENGE FILTER BUTTONS.

7. INSPECT ENGINE AND ENGINE BAY FOR FLUID OR AIR LEAKS.

8. INSPECT ALL ACCESSIBLE ENGINE ELECTRICAL CONNECTORS FOR DAMAGE AND SECURITY.

9. INSPECT ALL 5TH AND 10TH STAGE BLEED AIR DUCTS FOR DAMAGE AND SECURITY.

10. INSPECT INLET AND EXHAUST AREAS FOR LEAKS OR DAMAGE.

11. INSPECT ALL MAGNETIC DRAIN PLUGS FOR METAL CONTAMINATION.

12. REVIEW AIRCRAFT FORMS (781A, 781K, ETC.) FOR PREVIOUS ENGINE MAINTENANCE, OVERDUE INSPECTIONS, OR TCTOS.

A4.9. UNCOMMANDED GUN FIRING. PILOT'S DEBRIEF CHECKLIST PAGE_____ OF _____ DATE: _____

PILOT'S NAME: _____ DUTY PHONE: _____
CREW CHIEF'S NAME AND DUTY PHONE NO.:_____
AIRCRAFT TYPE AND TAIL NO.: _____
PRIOR TO FLIGHT

1. WHAT WAS THE MISSION SCENARIO AND CONFIGURATION:
_____
_____
2. ANY DISCREPANCIES NOTED ON WALK-AROUND?
_____
_____
3. ANY ANOMALIES DURING TAXI OR EOR CHECKS?
_____
_____
4. WAS IT 1ST/2ND/3RD/ETC. FLIGHT OF THE DAY?
_____
5. DESCRIBE SORTIE UP UNTIL TIME OF INCIDENT:
_____
_____
6. WERE THERE ANY ABNORMALITIES NOTED DURING FLIGHT PRIOR TO UNCOMMANDED GUN FIRING/ROTATION:(UNUSUAL NOISE INDICATOR OR VIBRATIONS) _____
7. TIME AFTER TAKEOFF WHEN MALFUNCTION OCCURRED:
_____
8. WHAT WAS THE FIRST INDICATION OF THE MALFUNCTION?
_____
_____
9. POSITION OF MASTER ARM SWITCH WHEN MALFUNCTION OCCURRED?
_____
10. WERE ROUNDS FIRED? YES ____ NO ____ NO. OF ROUNDS FIRED _____
11. DESCRIBE EVENT: _____
_____
12. AT TIME OF UNCOMMANDED GUN FIRING, WHAT WAS YOUR
A. ALTITUDE: _____
B. ANGLE OF ATTACK: _____
D. ATTITUDE: _____

AIRCRAFT RETURN TO BASE
1. DESCRIBE ANY POST-INCIDENT ACTIONS:
_____
_____
2. DESCRIBE ANY ABNORMAL BEHAVIOR DURING RTB:
_____
_____
3. PILOT COMMENTS (ADD ANYTHING YOU FEEL MAY HAVE BEEN A FACTOR IN THIS INCIDENT):
_____
_____
_____

MAINTENANCE HISTORY

1. LAST TIME MAINTENANCE WAS PERFORMED ON GUN SYSTEM?

_____

A4.10. PHYSIOLOGICAL INCIDENTS WORKSHEET. 1. GENERAL: THIS ATTACHMENT ESTABLISHES PROCEDURES INVOLVING PILOT PHYSIOLOGICAL INCIDENTS AND SUBSEQUENT AIRCRAFT IMPOUNDMENT.

2. PROCEDURES:
A. CHECK AIRCRAFT LOX BOTTLE, LOX SERVICING CART, AND MULTIPLE SERVICING UNITS FOR POSSIBLE CONTAMINATION (T.O. 42B6-1-1)._____
B. PERFORM OPERATIONAL CHECKOUT OF OXYGEN REGULATORS. ALL STEPS MUST BE CHECKED TO DETERMINE ALL FAILURE MODES._____
C. PERFORM CABIN PRESSURE CHECK. (AS REQUIRED) _____
D. CHECK ALL CIRCUIT BREAKER PANELS FOR BLOWN CIRCUITS. _____
E. PERFORM ENGINE RUN AND CHECK FOR:
(1) SMOKE/FUMES. _____
(2) ECS SYSTEM FOR PROPER AIRFLOW AND PRESSURIZATION. _____
(3) PRESENCE OF CARBON MONOXIDE. _____

Attachment 5

TRANSFER INSPECTION CHECKLIST

TRANSFER INSPECTION:				Page 1 of Pages 15	
			OPR	MXQ	
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	Distribute the Acceptance Inspection Checklist to the appropriate work centers. *Date Completed*: (*see page 3 of 15)*				
2	Review Weight & Balance records				
3	Perform Weight & Balance Chart A inventory. *Date Completed:*				
4	Identify Major Critical Discrepancies discovered during Acceptance Inspection and submit Acceptance Inspection Deficiency Report (AIDR) IAW T.O. 00-35D-54				
5	Attach a copy of the Acceptance Inspection meeting AF Form 2410				
6	Record date Aircraft departed: *Date:*				
7	Record date Aircraft returned: *Date:*				
8	Reason for Acceptance Inspection, and where work was accomplished:				

Signature and Employee Number of Quality Assurance Official:
DATE (dd/mm/year)

Transfer Inspction:		Page 2 of 15
SECTION		PREPLAN MEETING PARTICIPANTS
C-130	MXABA	
HELI	MXAA	
AUTI	MXMVG	
CONA	MXMVC	
ECMM	MXMVE	
ELEN	MXMCE	
PNEU	MXMCP	
STRU	MXMFS	
AMMO / ELEN	MXMW / MXMCE	

ENGS	MXMP	
EMGR	MXOE	

TRANSFER INSPECTION:					Page 3 of Pages 15
C-130 / HELI			OPR		MXAA / MXABA
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	Aircraft Crew Chief will review aircraft records for proper and adequate documentation of inspections performed at depot facility. If any discrepancies exist, notify QA and PS&D. The facility will be contacted for verification of work performed.				
2	Perform Basic Post Flight contained in T.O. 1C-130(AJM)J-6WC-10, 1C-130J-6WC-10				
3	Perform 10 hour / 14 day inspection IAW T.O. 1H-60(H)G-6WC-3				
4	Enter discrepancies in aircraft 781A and MIS. Attach to this form, a MIS product copy of all discrepancies found during inspection.				
5	Inspect any new or modified systems for adherence to technical applications.				
6	Perform a visual inspection of all equipment for security and proper installation. Report any missing items to QA.				
7	Notify QA when aircraft is reconfigured for a Chart A Inventory accomplishment.				
8	Complete -21 Inventory Form 2692				
9	Identify serial numbers and record on checklist				
Left FWD Main Landing Gear Strut:					
Left AFT Main Landing Gear Strut:					
Left FWD Ball Screw:					

Left AFT Ball Screw:				
Left FWD Main Wheel P-date:				
Left AFT Main Wheel P-date:				
Right FWD Main Landing Gear Strut:				
Right AFT Main Landing Gear Strut:				
Right FWD Ball Screw:				
Right AFT Ball Screw:				
Right FWD Main Wheel P-date:				
Continued on Page 4 of 14.				
	Continued from page 3 of 15			
Right AFT Main Wheel P-date:				
Nose Landing Gear Strut:				
Left Nose Wheel P-date:				
Right Nose Wheel P-date:				
10	Identify Serial Numbers and Record on Checklist			
Fire Bottle Flt Deck:				
Fire Bottle FWD Cargo:				
Fire Bottle Center Cargo:				
Fire Bottle AFT Cargo:				
11	Perform DOC review at completion of Acceptance Inspction.			

Signature & Employee number of Supervisor DATE dd/mm/year					
Return this checklist to QA no later than 10 work days after distribution to the Work Centers.					
TRANSFER INSPECTION:				Page 5 of Pages 15	
AUTI			OPR	MXMVG	
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	Inspect any new or modified systems for adherence to technical applications.				
2	Perform a visual inspection of all equipment for security and proper installation. Report any missing items to QA.				
3	Conduct Operational Checks on all AUTI systems.				
4	Enter discrepancies in Aircraft AFTO Form 781As and MIS. Attach to this form, a MIS product of all discrepancies found during inspection.				

Signature & Employee number of Supervisor DATE dd/mm/year					
Return this checklist to QA no later than 10 work days after distribution to the Work Centers.					
TRANSFER INSPECTION:				Page 6 of Pages 15	
CONA			OPR	MXMVC	
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	Inspect any new or modified systems for adherence to technical applications.				
2	Perform a visual inspection of all equipment for security and proper installation. Report any missing items to QA.				
3	Conduct Operational Checks on all AUTI systems.				
4	Enter discrepancies in Aircraft AFTO Form 781As and MIS. Attach to this form, a MIS product of all discrepancies found during inspection.				

Signature & Employee number of Supervisor DATE dd/mm/year					
Return this checklist to QA no later than 10 work days after distribution to the Work Centers.					
TRANSFER INSPECTION:				Page 7 of Pages 15	
ECMM			OPR	MXMVE	
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	Reinstall all equipment removed prior to depot input.				
2	Inspect all antennas / sensors for unauthorized paint and proper sealing.				
3	Inspect any new or modified systems for adherence to technical applications.				
4	Perform a visual inspection of all equipment for security and proper installation and report missing items to QA.				
5	Conduct operational checks on all ECM systems IAW applicable T.O.				
6	Enter discrepancies in Aircraft AFTO Form 781As and MIS. Attach to this form, MIS product of all discrepancies found during inspection.				

Signature & Employee number of Supervisor DATE dd/mm/year					
Return this checklist to QA no later than 10 work days after distribution to the Work Centers.					
TRANSFER INSPECTION:				Page 8 of	Pages 15
ELEN			OPR	MXMCE	
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	Inspect Aircraft Fire Bottles / Squibs and record squib part numbers, serial numbers, lot numbers, and expiration dates.				
2	Inspect electrical components, wiring, and connectors for security, proper grounding, overheating, fraying, and chafing. PDM / UDM				
3	Perform a visual inspection of all accessible areas affected by electrical TCTO’s or modifications.				
4	Record Battery serial number and date:				

5	Record SCNS Battery Serial number and date:			
6	Record Department of Transportation (DOT) inspection dates on Fire Bottles (6 years) _____ _____			
7	Perform a visual inspection of all equipment for security and proper installation. Report any missing items to QA.			
8	Enter discrepancies in Aircraft AFTO 781As and MIS. Attach to this form, a MIS product of all discrepancies found during this inspection.			

Signature & Employee number of Supervisor DATE dd/mm/year

Return this checklist to QA no later than 10 work days after distribution to the Work Centers.

TRANSFER INSPECTION:				Page 9 of Pages 15
PNEU			OPR	MXMCP
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES NO N/A	
1	Perform a visual inspection of the following components: Left IFR Reel; Document serial & part numbers			

a b	Ser.#_____ Part#_____ Right IFR Reel; Document serial & part numbers Ser.#_____ Part#_____			
2	Perform visual inspection of accessible areas affected by hydraulic system TCTOs or modifications.			
3 a b	Perform a visual inspection of the following components: All Flight Control Hydraulic System components. Brake Systems			
4	Inspect any new or modified systems for adherence to technical applications.			
5	Enter discrepancies in Aircraft AFTO Form 781As and MIS. Attach to this form, a MIS product of all discrepancies found during this inspection.			
Signature & Employee number of Supervisor DATE dd/mm/year				
Return this checklist to QA no later than 10 work days after distribution to the Work Centers.				
TRANSFER INSPECTION:			Page	Pages

				10 of 15	
STRU			OPR	MXMFS	
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	ASM will inspect C-130 airframes using AFRC Form 165.				
2	ASM will inspection H-60 airframes using T.O. 1H-60(H)G-23				
3	Inspect any new or modified systems for adherence to technical applications.				
4	Inspect exterior and interior paint for condition.				
5	Enter discrepancies in aircraft form 781As and MIS. Attach to this form, a MIS product of all discrepancies found during the inspection.				
Signature & Employee number of Supervisor DATE dd/mm/year					
Return this checklist to QA no later than 10 work days after distribution to the Work Centers.					
TRANSFER INSPECTION:				Page Pages	

				11 of 15	
AMMO / ELEN			OPR	MXMW / MXMCE	
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	Identify Hose Reel Guillotine Cart lot numbers and record on checklist				
Signature & Employee number of Supervisor DATE dd/mm/year					
Return this checklist to QA no later than 10 work days after distribution to the					

Work Centers.					
TRANSFER INSPECTION:					Page 12 of Pages 15
ENGS			OPR	MXMP	
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	Engine Shop will supply Engine Manager with all serially controlled items installed on engines / APU using local checklist provided by Engine Manager.				
2	Perform a visual inspection of all equipment for security and proper installation. Report any missing items to QA.				
3	Inspect any new or modified systems for adherence to technical applications.				
4	Enter discrepancies in Aircraft AFTO Form 781As and MIS. Attach to this form, a MIS product of all discrepancies found during inspection.				

Signature & Employee number of Supervisor			DATE dd/mm/year			
Return this checklist to QA no later than 10 work days after distribution to the Work Centers.						
TRANSFER INSPECTION:					Page 13 of Pages 15	
EMGR				OPR	MXOE	
NO.	H-60 C-130 SERIAL NO.		JCN:	EMPLOYEE NUMBER		
				YES	NO	N/A
1	Engine Shop will supply Engine Manager (EM) with all serially controlled items installed on engines, using local checklist provided by EM.					
2	EM performs a complete review of engine historical records to ensure accomplishment of all required TCTOs, hourly inspections, time change & Central Database (CEMS) updates.					
3	EM will perform Serial Number Verification of:					
	Gear Box	1	2			
		3	4			
	Torque Meter	1	2			
		3	4			
	Compressor	1	2			
		3	4			
	Turbine	1	2			
		3	4			
	Engine	1	2			
		3	4			
	QEC	1	2			
		3	4			
	Prop	1	2			
		3	4			
	Valve Housing	1	2			
		3	4			

	Pump Housing	1	2
		3	4

Signature & Employee number of Supervisor DATE dd/mm/year

Return this checklist to QA no later than 10 work days after distribution to the Work Centers.

TRANSFER INSPECTION: Page 14 of Pages 15

EMGR			OPR	MXOE	
NO.	H-60 C-130 SERIAL NO.	JCN:	EMPLOYEE NUMBER YES	NO	N/A
1	Engine Shop will supply EM with all serial controlled items installed on engines and APU using local checklist provided by EM.				
2	EM performs a complete review of engine historical to ensure accomplishment of all required TCTOs, hourly inspections, time change, and CEMS updates.				
3	EM will perform serial number verification on:				
a	Number One engine serial number				
	Number One engine hour Meter Box serial number				
	Number One engine Readings LCF 1				
	Number One engine Hours				
	Number One engine Index				
	Number One engine Output Drive Shaft				
	Number One Power Turbine Module				
	Number One Accessory Gear Box				
	Number One Compressor Module				
b	Number Two engine serial number				
	Number Two engine hour Meter Box serial number				
	Number Two engine Readings LCF 1				

	Number Two engine Hours	
	Number Two engine Index	
	Number Two engine Output Drive Shaft	
	Number Two Power Turbine Module	
	Number Two Accessory Gear Box	
	Number Two Compressor Module	

Continued on page 15 of 15.

TRANSFER INSPECTION: *Continued from page 14 of 15.*	Page 14 of Pages 15

	EMGR		OPR	MXOE
NO.	H-60 C-130 SERIAL NO.	JCN:		
c	APU serial number			
	APU Hour Meter Box *(Hours)*			

Signature & Employee number of Supervisor DATE dd/mm/year
Return this checklist to QA no later than 10 work days after distribution to the

Work Centers.