BY ORDER OF THE COMMANDER AIR FORCE SPECIAL OPERATIONS COMMAND

AIR FORCE INSTRUCTION 21-101

AIR FORCE SPECIAL OPERATIONS COMMAND Supplement

ADDENDUM A

24 NOVEMBER 2020

Maintenance

AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT (REMOTELY PILOTED AIRCRAFT)

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This addendum implements AFI21-101_AFSOCSUP, *Aircraft and Equipment Maintenance Management*. This addendum prescribes policies and procedures governing aerospace equipment maintenance management of Remotely Piloted Aircraft (RPA) for AFSOC. It applies to AFSOC active duty units and AFSOC gained Air Force Reserve Command (AFRC) and Air National Guard (ANG) units associated with AFSOC. Maintenance units will use this addendum in conjunction with the AFSOC supplement to AFI 21-101; if a conflict exists between the AFSOC supplement and this addendum, the addendum will take precedence. The authorities to waive wing/unit level requirements in this publication are identified with a tier ("T-0, T-1, T-2, and T-3") number following the compliance statement. See DAFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the tier numbers. Submit requests for waivers through the chain of command to the appropriate tier waiver approval authority IAW DAFI 33-360. For questions on interpreting this instruction, first contact your MAJCOM maintenance functional activity. Ensure all records created as a result of processes described in this publication are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW the AF Records

Disposition Schedule located in the AF Records Information Management System. Contact supporting records managers as required. Send comments, questions, and suggested improvements to this publication on AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional' s chain of command. Subordinate units are authorized to supplement this instruction. All supplements will be sent to AFSOC/A4MM org box (**AFSOC.A4MM@us.af.mil**). **Attachment 1** is for reference and is not mandatory.

Chapter 1

MANAGEMENT OVERVIEW CONCEPTS AND REQUIREMENTS

1.3. Maintenance Concept. The Remotely Piloted System (RPS) will not receive a status as a complete unit. Each RPA/Ground Control System (GCS) will receive a status as "A" type equipment and communication link equipment will receive a status as "C" or "R" type equipment per TO 00-20-2, *Maintenance Data Documentation*. GCS tail number is synonymous with aircraft tail number when documenting the MIS. **(T-2).**

1.20. (Added) Common Terminology. Common terminology is defined in **Attachment 1**.

Chapter 2

ROLES AND RESPOSIBILITIES

2.3.1. **(Added)** Ensure local and Remote Split Operation (RSO) debrief procedures are established. **(T-2).**

2.4.59. **(Added)** Establish procedures to ensure uninterrupted power is available to GCS and related communications equipment in the event of a primary power outage. **(T-2).** Consider establishing recurring inspection(s) based upon manufacture recommendations.

2.4.59.1. **(Added)** Ensure an annual back up power automatic switching operational check is performed. **(T-2).**

2.4.60. **(Added)** Ensure a Service Level Agreement (SLA) exists between the host/local Communication Squadron, base CE, and the MXG. **(T-2). Note:** See **Attachment 15** for template.

2.4.61. **(Added)** Establish C-Band and Ku-Band frequency de-confliction procedures. **(T-2).**

2.4.62. **(Added)** Ensure RPA communication systems and network infrastructures remain accredited with current authority to operate certification. **(T-2).**

2.9.21. **(Added)** Coordinate RPA network requirements with local communications squadron. **(T-2).**

2.9.22. **(Added)** Ensure the climbing program is conducted IAW AFI 91-203, *Air Force Consolidated Occupational Safety Instruction* and **Chapter 11** of this instruction. **(T-2).**

2.13. (Added) GCS Maintenance.

2.13.1. **(Added)** Aircraft Communications Flight/Section. This section is responsible for GCS and Network Management systems troubleshooting, on- equipment repairs, component removal and replacement, classified item management, servicing, and cleaning. The section may include Communications and Network Management technicians. When used, the GCS Expediter coordinates maintenance priorities with the Production Superintendent and Flightline Expediters. **(T-2). Note:** If authorizations do not warrant Unit or Squadron construct, Flight or Section, may be incorporated into AMXS/MXS.

2.13.2. **(Added)** Aircraft Communications Flight/Section/Unit/Squadron Supervision: In addition to the common responsibilities in **Chapter 3** of this instruction, the Aircraft Communications Flight/Section/Unit/Squadron Supervision Chief/NCOIC will:

2.13.2.1. **(Added)** Promote cross-talk with applicable maintenance units to obtain information on system/component repeat, recur and could not duplicate trends. **(T-2).**

2.13.2.2. **(Added)** Manage the climbing certification program IAW AFI 91- 203 and **Chapter 11**. **(T-2).**

2.13.3. **(Added)** GCS Production Superintendent (Pro Super).

2.13.3.1. **(Added)** GCS Production Superintendent position applies to Aircraft Communications Maintenance Unit (ACMU)/Aircraft Communications Maintenance Squadron (ACMS) organizational construct. The duties outlined below are performed by the Flightline Production

Superintendent if organizational structure has an Aircraft Communication Maintenance Flight or Section incorporated in to AMXS/MXS. **(T-2).**

2.13.3.2. **(Added)** Determine, track, and report GCS status, including ETIC, IAW AFI 21-103, *Equipment Inventory, Status and Utilization Reporting* and MAJCOM/local directives for unit owned GCS(s). **(T-2).**

2.1.3.3.3. **(Added)** Production Superintendents who only manage GCSs will not perform Crash Damaged or Disabled Aircraft Recovery (CDDAR) Program activities, flightline munitions, or propulsion flight coordination activities. These functions are performed by flightline Production Superintendent. **(T-2).**

2.13.3.4. **(Added)** The following additional responsibilities apply for GCS management:

2.13.3.4.1. **(Added)** De-conflict dedicated maintenance and operations C-Band/Ku-Band frequency use in order to preserve safety of flight during flying hours. **(T-2).**

2.13.3.4.2. **(Added)** For daily MQ-9 operations, coordinate with OPS to schedule available Line of Sight (LOS) frequency usage and/or satellite time. **(T-2).**

2.13.3.4.3. **(Added)** Ensure Communications Equipment (C-E) forms and/or Maintenance Information System (MIS) documentation is complete, accurate and accomplished. Ensure C-E status is accurately reflected in the maintenance forms and/or the MIS. Ensure local tracking/updating of deferred C-E Preventive Maintenance Inspections IAW TO 00-33A-1001, *General Communications Activities Management Procedures and Practice Requirements*. **(T-2).**

2.13.4. **(Added)** Production Superintendent responsibilities are outlined in **Chapter 3** of AFI 21-101 and AFSOC Supplement also apply. **(T-2).**

2.13.5. **(Added)** Ground Control Station (GCS) Expediter. Use of GCS Expediter is optional in RPA Units.

2.13.5.1. **(Added)** Ensures maintenance is accomplished and coordinates all GCS and/or C-E maintenance actions. The GCS Expediter works for the production superintendent and manages, controls and directs resources. The GCS Expediter replaces the Flightline Expediter within the unit.

2.13.5.2. **(Added)** Responsibilities identified in AFI 21-101, paragraph 3.6**.** (aircraft is synonymous with GCS/C-E) apply unless specifically addressed in this addendum. **(T-2).**

2.13.5.3. **(Added)** Coordinate the maintenance effort with the Maintenance Operations Center (MOC) and other expediters/squadrons (as applicable) for support. **(T-2).**

2.13.5.4. **(Added)** Maintain and have access to copies of the following: flying schedule, emergency action and functional checklists, base grid map with cordon overlay, IPI listings, Minimum Essential Subsystem List, Quick Reference List (if developed), and tracking device for GCS status. **(T-2).**

2.13.5.5. **(Added)** The GCS Expediter does not perform munitions accountability, Oil Analysis Program or CDDAR functions. These functions are completed by the Flightline Expediter at locations with aircraft assigned. The GCS Expediter will only coordinate AGE requirements in support of GCS and related C-E. **(T-2).**

2.13.5.6. **(Added)** GCS Expediters should not perform production inspections (e.g., sign off "Red Xs" and perform IPIs). **(T-2).**

2.13.6. **(Added)** GCS Technician **(T-2).**

2.13.6.1. **(Added)** Perform Periodic Inspections. **(T-2).**

2.13.6.2. **(Added)** Perform scheduled document reviews/records checks using applicable MIS and GCS 781-series forms IAW **Chapter 14**. **(T-2).**

2.13.6.3. **(Added)** Coordinate GCS downtime for scheduled and unscheduled maintenance with production superintendents and expediters. **(T-2).**

2.13.6.4. **(Added)** Manage deferred discrepancies. **(T-2).**

2.13.6.5. **(Added)** Ensure Due-In from Maintenance assets within their control are turned into LRS. **(T-2).**

2.13.6.6. **(Added)** Document Reviews will be completed on all GCS IAW AFI 21-101, Chapter 14. **(T-2).**

2.13.6.7. **(Added)** GCS Debrief **(T-2).**

2.13.6.7.1. **(Added)** For organizations/locations without an AMXS (MCE only) Aircraft Communications Flight/Section will ensure an adequate number of debrief qualified personnel and will follow the debrief procedures outlined in **Paragraph 3.7** Aircrew and Maintenance Debrief Section. **(T-2).**

Chapter 3

AIRCRAFT MAINTENANCE SQUADRON (AMXS)

3.4.5. **(Added)** For AMUs with Aircraft Communications Maintenance Flight/Section, monitor climbing certification program IAW AFI 91-203 and **Chapter 11** of this instruction. **(T-2).**

3.7.12. **(Added)** Debrief section will coordinate with local database managers to use screen 578 "Build Custom Standard Reporting Designator Table" to build the ID-on-ID relationships. **(T-2).**

3.7.12.1. **(Added)** RPS Debrief Procedures: Launch Recovery Element (LRE)/Mission Control Element (MCE) landing status and mission capable status will be tracked separately from aircraft landing status and mission capable status. Aircraft and LRE/MCE will retain separate aerospace vehicle 781 series forms binders. **(T-2).**

3.7.12.1.1. **(Added)** For sortie generation, each aircraft will be given a specific line number with a single sortie modifier (Mod 01). For LRE/MCE debriefs, a single specific line number will be generated for each LRE/MCE per day with sortie modifiers used to capture specific events occurring during the flying window (Mod 01 – Mod n). **(T-2).**

3.7.12.1.2. **(Added)** A sortie modifier is a subset of a line number and represents the period of time an aircrew operated an aircraft and LRE/MCE. Sortie modifiers beyond Mod 1 will only be used when debriefing LRE/MCE elements. **(T-2).**

3.7.12.1.3. **(Added)** Each sortie modifier will be debriefed by aircrew that flew the portion of the sortie represented by the modifier. **(T-2).**

3.7.12.1.3.1. **(Added)** For each LRE/MCE, debriefs will occur for each segment of the mission they controlled. For example, an LRE is scheduled to launch four aircraft and recover four aircraft. The LRE will have a single line number with sortie modifiers 01 through 08. Each modifier will correlate with the time the LRE was in control of a single aircraft. Mod 01 might reflect time from 0900 to 0930, Mod 2 might reflect the second launch of the day from 0945 to 1000. Recovery operations follow the same format. For MCEs, each MCE would have a single line number for the day with multiple modifiers (if they controlled more than one aircraft). The times for the MCE would begin when they assume control from an LRE and end when they transfer control to a recovery LRE, transfer to another MCE or change aircrews. If the MCE begins control of any additional aircraft, those operations would be debriefed as additional sortie modifiers (i.e. Mod 02/03/n). **(T-2).**

3.7.12.1.3.2. **(Added)** During debriefing if a discrepancy exists, the aircrew will determine if the discrepancy(s) are either mission contributing or mission essential per the applicable MDS specific operating procedures. **(T-2).**

3.7.12.1.3.3. **(Added)** Prior to aircrew departing maintenance debrief, the designated aircraft and comm maintenance representative will validate discrepancy(s) annotated by aircrew. **(T-2).**

3.7.12.1.3.4. **(Added)** System capability codes will be applied to the LRE/MCE and aircraft as appropriate. If aircrew determines the LRE/MCE or aircraft can continue its mission/sortie, the discrepancy will be entered as a code 2 discrepancy. For equipment resets where no maintenance action was required, cap code 9 will be used. **(T-2).**

3.7.12.1.3.5. **(Added)** When debriefing the LRE/MCE in IMDS, input the aircraft tail number in the "Equipment ID for System ID" field on screen 355. If more than one LRE/MCE controlled an aircraft, (launch, mission, etc.) input the aircraft tail number in the "Equipment ID for System ID" field on screen 355 for each GCS. **(T-2).**

3.7.12.2. **(Added)** RPS RSO Debrief Responsibilities:

3.7.12.2.1. **(Added)** Main operating bases will establish procedures to communicate RSO information to each deployed/forward operating locations. **(T-2).**

3.7.12.2. **(Added)** Launch LRE Debrief:

3.7.12.2.1. **(Added)** Use a debrief checklist to debrief the Launch LRE aircrew. Debrief checklist will include the following: pilot names, date, time, flight time, flight effectiveness, LRE/MCE tail number with landing status code, and aircraft tail number with landing status. **(T-2).**

3.7.12.2.2. **(Added)** Annotate aircraft or LRE 781 forms and IMDS at the conclusion of each sortie modifier (If aircraft forms are available). **(T-2). Note:** Aircraft/LRE IMDS can be annotated during flight.

3.7.12.2.3. **(Added)** Aircraft/LRE 781 Series Forms and IMDS will be reconciled at the end of sortie. **(T-2).**

3.7.12.2.4. **(Added)** Ensure aircraft information is forwarded to the mission MCE IAW unit established procedures. **(T-2).**

3.7.12.2.5. **(Added)** Ensure the aircraft tail number is loaded in the "Equipment ID for System ID" field on IMDS screen 355. **(T-2).**

3.7.12.3. **(Added)** Mission MCE debrief:

3.7.12.3.1. **(Added)** Use a debrief checklist to debrief the Mission MCE aircrew. Debrief checklist will include the following: pilot names, date, flight time, flight effectiveness, MCE tail number. **(T-2).**

3.7.12.3.2. **(Added)** Annotate aircraft or MCE 781 forms and IMDS at the conclusion of each sortie modifier (If aircraft forms are available). **(T-2). Note:** Aircraft/ MCE IMDS can be annotated during flight.

3.7.12.3.2.1. **(Added)** Aircraft/ MCE 781 Series Forms and IMDS will be reconciled at the end of sortie. **(T-2).**

3.7.12.3.3. **(Added)** Review MCE forms after final aircraft hand back or mission complete. **(T-2).**

3.7.12.3.4. **(Added)** Ensure aircraft information is forwarded to the recovery LRE IAW unit established procedures. **(T-2).**

3.7.12.3.5. **(Added)** Ensure the aircraft tail number is loaded in the "Equipment ID for System ID" field on IMDS screen 355. **(T-2).**

3.7.12.3.6. **(Added)** Recovery LRE Debrief:

3.7.12.3.6.1. **(Added)** Use a debrief checklist to debrief the Recovery LRE aircrew. Debrief checklist will include the following: pilot names, date, flight time, flight effectiveness,

LRE/MCE tail number with landing status code, and aircraft tail number with landing status. **(T-2).**

3.7.12.3.6.2. **(Added)** The aircraft production superintendent at the recovery location will review sortie modifiers and determine the overall landing status of the aircraft. **(T-2).**

3.7.12.3.6.3. **(Added)** Annotate aircraft/LRE 781 forms and IMDS at the conclusion of the post mission debrief. **(T-2).**

3.7.12.3.6.3.1. **(Added)** When debriefing the Recovery LRE in IMDS, input the aircraft tail number in the "Equipment ID for System ID" field on IMDS screen 355. **(T-2). Note:** Launch and recovery LRE may be the same.

3.8. Aircraft Section. Repairs, functionally checks, drains, purges, and inspects aircraft fuel systems, fuel tanks, and related components.

3.8.3. **(Added)** The Aircraft Section Chief will:

3.8.3.1. **(Added)** Establish controls to prevent unauthorized entry into fuel cell and repair areas. **(T-2).**

3.8.3.2. **(Added)** Provide required qualification training (to include safety training) to all personnel who enter aircraft fuel tanks or open fuel tank areas to perform maintenance or provide assistance. **(T-2).**

3.8.3.3. **(Added)** Perform safety inspections on facilities to ensure open tank repair areas, and equipment used for open fuel tank maintenance meet MDS-specific TOs and TO 1-1-, *Inspection and Repair of Aircraft Integral Tanks and Fuel Cells* requirements. **(T-2).**

3.8.3.4. **(Added)** Establish notification procedures to inform the base fire department when open fuel tank maintenance is in progress and when maintenance is complete. **(T-2).**

3.8.3.5. **(Added)** Establish a Confined Space Entry Program IAW TO 1-1-3 and AFI 91-203, Chapter 23**.**

3.8.3.6. **(Added)** Provide temporary storage for external fuel tanks. **(T-2).**

3.8.3.6.1. **(Added)** Maintain serial number inventory accountability for all removable external fuel tanks IAW AFI 21-103. **(T-2).**

3.9. Specialist Section. [AFSOC DEV] Use of Specialist Section Expediter is optional in RPA Units.

Chapter 4

MAINTENANCE SQUADRON (MXS)

4.1. General. No additional guidance for RPA aircraft maintenance.

Chapter 5

MAINTENANCE OPERATIONS (MXO)

5.2.2.1.1.1. **(Added)** Visual aids will include status of assigned GCS and Communications Link. (**T-2**).

5.2.2.1.1.2. **(Added)** 3DXXX AFSCs may be assigned to the MOC.

5.2.3.1. **(Added)** For SOMXGs without a propulsion flight, Wing PS&D tracks and monitors engine data. **(T-2).**

5.2.5.4. **(Added)** Units will track deployed equipment IAW AFI 23-101, *Materiel Management Policy*. **(T-2).**

Chapter 6

QUALITY ASSURANCE (QA)

6.1. General. No additional guidance for RPA aircraft maintenance.

Chapter 7

IMPOUNDMENT PROCEDURES

7.2. Specific Guidance. Impoundment of one element of an RPS does not dictate impoundment of the entire system. The impoundment authority will consider any known failures and determine which elements warrant impoundment (ex. Ground Data Terminal failure, material/mechanical failure on the aircraft, rack lock up, Environmental Control Unit failure, or intentional ditch of aircraft). If there are no known factors causal to the incident, the impoundment authority may consider impounding the entire RPS. **(T-2).**

7.2.2. Impoundments will be released by Operations Squadron/Group Leadership for units where Maintenance responsibilities fall under Operations control/oversight. (**T-2**)

7.2.2.2. **(Added)** SOMXGs will provide AFTO Form 781 series document review assistance to Operations Squadron/Group Leadership prior to impound release when requested.

7.5. Mandatory Impoundments. Aircraft and/or equipment will be impounded:

7.5.4.1. **(Added)** If uncommanded event may have resulted from a cyber-vulnerability or intrusion, the equipment utilized during the anomalous event shall be impounded. This includes, but is not limited to: GCS, and Aircraft. MCE aircrew shall inform LRE aircrew of anomaly, debrief the aircraft as Code 3, and write up anomalous actions in the 781As IAW this instruction. Ensure the unit notifies the Persistent Attack Reconnaissance Operation Center (PAROC) of the event and request them to collect all operationally relevant information from that mission.

7.5.4.1.1. **(Added)** One Emergency 107 shall be submitted for the affected Aircraft/GCS. The Emergency 107 shall include the following information:

7.5.4.1.1.1. **(Added)** Associated impounded equipment

7.5.4.1.1.2. **(Added)** Location of datalogger files for LRE and MCE GCSs on Inteldocs

7.5.4.1.1.3. **(Added)** Emergency 107 Checklist

7.5.4.1.1.4. **(Added)** Any relevant information at the FOUO level

7.5.4.1.1.5. **(Added)** NIPR and SIPR contact information of personnel at site

7.5.4.1.1.6. **(Added)** Indicated in 107 that an email on SIPRNet has been sent to the distribution box below

7.5.4.1.2. **(Added)** A SIPRNet email shall be sent to members of **usaf.wright-patt.usaf-rsrcmgmt.list.mq-9-cyber-reporting@mail.smil.mil** detailing all relevant information of the event including, but not limited to:

7.5.4.1.2.1. **(Added)** Location of the MCE GCS, LRE GCS, and Aircraft at the time of the incident

7.5.4.1.2.2. **(Added)** Aircrew statements/characteristics of anomalies experienced (i.e. chain of events leading up to the event, observed event, any additional instances of anomalous action)

7.5.4.1.2.3. **(Added)** Satellite and Ku frequencies used (C-Band frequencies if applicable)

7.5.4.1.3. **(Added)** Follow normal procedures for Emergency 107. Contact the Det 3Emergency 107 on-call telephone and give call back information, timelines, and any relevant unclassified information.

7.5.4.2. **(Added)** Engineering will evaluate the dataloggers for impounded equipment within an Emergency 107 timeline to investigate the observed anomalous characteristics, and diagnose the cause of the event. If the event is explainable through the dataloggers as caused by a known software issue, Aircrew action, etc. the impounded equipment will be returned to previous mission capability via a Final 107 Disposition. If further investigation is needed, the affected units will be informed via an Interim Disposition.

7.5.12. **(Added)** Simultaneous unintended and unrecoverable loss of all GCS links. **(T-2).**

7.5.13. **(Added)** Unplanned/Unexplained interruption of GCS power. **(T-2).**

Chapter 8

TOOL AND EQUIPMENT MANAGEMENT

8.1. General. No additional guidance for RPA aircraft maintenance.

Chapter 9

MATERIAL MANAGEMENT SUPPORT

9.1. General. No additional guidance for RPA aircraft maintenance.

Chapter 10

MUNITONS POLICY AND WEAPONS LOAD CREW PROGRAM

10.1. AF Munitions Policy. No additional guidance for RPA aircraft maintenance.

Chapter 11

ADDITIONAL MAINTENANCE REQUIREMENTS AND PROGRAMS

11.3.5.2. **(Added)** Exceptional Release (ER) authority for the GCS and the aircraft will be separately tracked on the SCR. Mandatory SCR Item Title: GCS Exceptional Release. **(T-2).**

11.8.3.1. GCS compounds/areas are not considered ramps and therefore do not require a daily FOD walk. **(T-2). Note:** This does not preclude appropriate FOD prevention practices within the GCS, or during maintenance on exterior GCS components.

11.8.3.1.4. **(Added)** Appropriate FOD prevention program requirements will be addressed for GCSs in wing plan. **(T-2).**

11.10.1.2. **(Added)** MQ-9 does not have ASIP at time of publication of this document. Direct questions to MAJCOM WST. **(T-2).**

11.45. (Added) GCS In-Mission Maintenance. Maintenance actions may be performed to repair aircrew reported discrepancies when the GCS is linked to a flying aircraft.

11.45.1. **(Added)** The Pilot in Command (PIC) of the GCS is the sole approving authority to allow in-mission maintenance on the GCS. **(T-2).**

11.45.2. **(Added)** The PIC will coordinate with the Production Superintendent to determine the level of maintenance to be performed. **(T-2).**

11.45.3. **(Added)** The PIC and Production Superintendent will evaluate all safety considerations prior to beginning any maintenance actions and take appropriate risk management steps. **(T-2).**

11.45.4. **(Added)** The GCS AFTO 781-series forms and MIS documentation will be accomplished at the completion of the required maintenance. **(T-2).**

11.45.5. **(Added)** After completion of appropriate maintenance documentation the PIC will accomplish a new ER/Conditional Release (CR). **(T-2). Note:** The PIC of the GCS is the only person authorized to sign an ER/CR after performance of In-Mission maintenance.

11.46. (Added) Climbing Certification Program.

11.46.1. **(Added)** Track climbing certification in MIS. **(T-2).**

Chapter 12

MAINTAINING COMMERCIAL DERIVATIVE AIRCRAFT (CDA)

12.1. Background Information, Objective and Roles and Responsibilities. No additional guidance for RPA aircraft maintenance.

Chapter 13

CENTRALIZED REPAIR FACILITIES (CRF)

13.1. Introduction. No additional guidance for RPA aircraft maintenance.

Chapter 14

MAINTENANCE PLANS, SCHEDULING AND DOCUMENTATION (PS&D)

14.1. Responsibilities: No additional guidance for RPA aircraft maintenance.

Chapter 15

AIRCRAFT SUN SHADE SUSTAINMENT

15.1. Purpose. No additional guidance for RPA aircraft maintenance.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 21-101, *Aircraft and Equipment Maintenance Management,* 16 Jan 2020

AFI 21-101_AFSOCSUP, *Aircraft and Equipment Maintenance Management,* TBD

AFI 23-101, *Materiel Management Policy*, 22 Oct 2020

AFI33-322, *Records Management and Information Governance Program*, 23 Mar 2020

DAFI 33-360, *Publication and Forms Management*, 1 Dec 2015

Prescribed Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

ACMS—Aircraft Communications Maintenance Squadron

ACMU—Aircraft Communications Maintenance Unit

Terms

Aircraft Impoundment—Isolation of an aircraft due to an unknown malfunction or condition making it unsafe for flight.