BY ORDER OF THE
436TH AIRLIFT WING COMMANDER
(AMC)

DEPARTMENT OF THE AIR FORCE
INSTRUCTION

21-101

AIR MOBILITY COMMAND
Supplement

DOVER AIR FORCE BASE

Supplement

6 FEBRUARY 2026

MAINTENANCE

AIRCRAFT AND EQUIPMENT
MAINTENANCE MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: This publication is available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 436 MXG/MXQA

Certified by: 436 MXG/CC
(Colonel Ernest L. Cage)

Supersedes: DAFI 21-101_AMCSUP_DOVERAFBSUP, 24 August 2023

Pages: 39

This supplement implements Dover Air Force Base policy by supplementing specific processes and procedures that are unique to Dover. This publication is applicable to all units on Dover Air Force Base. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Instruction (AFI) 33-322, Records Management and Information Governance Program and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the DAF Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed in its entirety.

1.15.3.1. **(Added)** Group personnel will remove all E- tool laptops and Infrared (IR) or Radio Frequency (RF) communication devices such as cell phones from the flight deck. Equipment must be no closer than the cargo compartment (e.g., bottom of the ladder) of the particular MDS until cleared by the aircrew to resume activities in the flight deck/relief crew compartment. If a maintenance activity is required to occur simultaneously during communication of classified information, maintenance personnel will use up-to-date paper copies of appropriate technical data.

1.15.3.2. **(Added)** When requested, maintenance personnel will remove the equipment from the area and notify the Production Superintendent (Pro Super) to ensure any resulting maintenance or logistical delays are accurately documented on the sequence of events log in the MOC.

2.4.2.11.1. **(Added)** See **paragraph 11.10.6** for 436 MXG Aircraft Structural Integrity Program guidance.

2.4.2.20.1.1. **(Added)** An independent screening and validation shall be performed following any extensive maintenance event and/or period of downtime in excess of 30 days.

2.4.3.15.1. **(Added)** The following procedures will be accomplished for all Could Not Duplicate (CND), Repeat, Recurring and Code-3 pilot reported discrepancies (PRD).

2.4.3.15.2. **(Added)** A 90-day minimum FMxC2 history will be reviewed for trends or similar system discrepancies. Reviews will consider and factor in any other available historical documentation such as logbooks. For C-5Ms, the Embedded Diagnostic System (EDS) flight sortie downloads may also be reviewed to include the Removable Memory Module (RMM) data reflecting event logs, flight history etc.

2.4.3.45.3. **(Added)** Section Chiefs/NCOICs are responsible for determining the root cause category, corrective action plan, and get well date.

2.4.3.45.4. **(Added)** Flight Supervision is responsible to provide root cause and corrective action determination to Quality Assurance Supervision.

2.10.26.3. **(Added)** Squadron Commanders will authorize individuals (minimum red X qualified personnel) in writing to perform the maintenance inspection of repair cycle assets IAW DAFI 23-101, paragraph 5.9.5.2 and T.O. 00-20-3, **chapter 4**.

2.10.26.4. **(Added)** Only these authorized maintenance inspectors will sign condition tags (i.e. DD Form 1574/1574-1, DD Form 1575/1575-1, DD Form 1576/1576-1, DD Form 1577/1577-1/1577-2/1577-3).

2.12.9. **(Added)** The 436 MXG/512 MXG Transcribed Forms Cover Sheet located at **https://usaf.dps.mil/sites/436MOS/QA/SitePages/Home.aspx** will be used when reviewing/routing transcribed forms.

2.12.9.1. **(Added)** This review will include FMxC2 screen #8063 to ensure no jobs are closed absent Maintenance Data Collection (MDC).

3.5.14. **(Added)** Notify QA to ensure W&B inventories are completed prior to departing home station and prior to the first flight after return to home station from any aircraft transfer or maintenance event requiring W&B per **paragraphs 6.15.3.2.3**. & 6.15.6.

3.5.15. **(Added)** Review active forms for all aircraft on station in their area of responsibility.

3.6.12. **(Added)** Ensure unattended aircraft are configured properly, meaning all exposed manually actuated windows, hatches, and doors are closed.

4.5.2.13. **(Added)** AGE sub-pools are authorized at the following locations (**Figure 4.1**.):
4.5.2.13.1. **(Added)** Northeast of Hot Cargo spot 1.

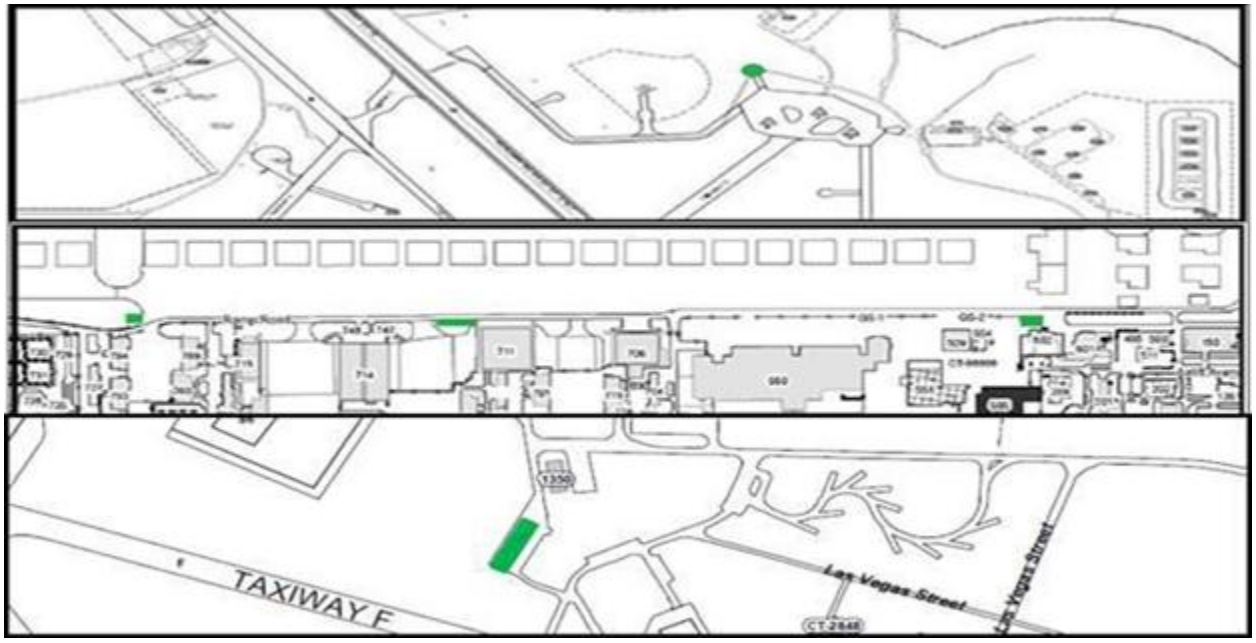
4.5.2.13.2. **(Added)** West side of the ramp access road between hangars 711 and 714.

4.5.2.13.3. **(Added)** North side of the North ECP to the flight line near building 794.

4.5.2.13.4. **(Added)** West side of the ramp access road, east side of building 502.

4.5.2.13.5. **(Added)** South side of the South Ramp, west side of building 1350.

Figure 4.1. (Added) AGE Sub-Pool Locations.



5.2.5.1.15.1.1. **(Added)** The Maintenance Operations Center (MOC) will track all engine runs and document engine run proficiency by individual employee number. Personnel who do not meet the 120-day proficiency requirement will not be permitted to run engines.

5.2.8.3.6.5.3.1.2. **(Added)** Workcenter DIT representatives will use FMxC2 screen 8063, or equivalent Global Reach report, to identify jobs closed without MDC.

6.4.10.1. **(Added)** See **Chapter 24** for the master standardized AFTO Form 781-series forms binder arrangement.

6.12.1.1.1. **(Added)** Plans, Scheduling and Documentation (PS&D): PS&D will coordinate, and schedule all required OCFs. OCF missions will be conducted outside the training fence. If an in-flight Ram Air Turbine (RAT) check is required, P&S will coordinate with maintenance and operations to schedule aircraft for a local and annotate “RAT check due” in the remarks block of the flying schedule.

6.12.1.1.2. **(Added)** The applicable Aircraft Maintenance Squadron (AMXS) and/or Maintenance Squadron (MXS) will provide information on all maintenance and repair actions and provide specialist representatives to discuss systems affected by their maintenance actions.

6.12.1.1.3. **(Added)** The MXG/CC or designee will be the final approval authority for the OCF. QA and applicable AMU supervision will provide all the information required and/or requested to the MXG/CC or designee to support the request for an OCF.

6.12.2.2.1. **(Added)** IAW AFMAN 11-2C-5V3 and AFMAN 11-2C-17V3, DAFB crews are not authorized to perform FCFs. Operations Procedures, **Chapter 5**, outlines the procedures to follow in the event an FCF is required.

6.12.2.2.2. **(Added)** C-5 FCF scheduling will be coordinated by the aircraft maintenance unit responsible for the affected aircraft and Plans and Scheduling office to coordinate an FCF qualified aircrew to perform the flight.

6.12.2.2.3. **(Added)** Quality Assurance: QA will be the point of contact between maintenance and operations. QA personnel will schedule OCF briefings to communicate the flight profile and operational checks required for completion.

6.12.3.2.1. **(Added)** Make W&B documents available for review and discussion with aircrew.

6.12.3.4.1. **(Added)** Make AFTO Form 781-series forms available for review and discussion with aircrew.

6.13.2. **(Added)** In-Flight Operational Check of the Ram Air Turbine (RAT):

6.13.2.1. **(Added)** An OCF/FCF crew is not required to perform in flight RAT operational checks.

6.15.3.2.3. **(Added)** Ensure W&B inventories are completed prior to departing home station and prior to the first flight after return to home station from any aircraft transfer or maintenance event requiring W&B as notified by PS&D per **paragraph 14.3.8** and/or production per **paragraphs 3.5.14**. & 4.3.3. (e.g., Depot, minor ISO, or contractor facility where extensive maintenance was performed).

6.15.3.3.2. **(Added)** Track all accomplished aircraft TCTOs and modifications that are determined to affect the basic W&B as notified by the TODO per **para 6.10.10** and/or PS&D per **paragraph 14.3.3.3.2.2.4**. This will be accomplished by developing a spreadsheet to ensure W&B records are properly documented for all aircraft.

6.15.3.8. **(Added)** Arrangements are made to acquire aircraft scales and qualified (certified) personnel for an aircraft that requires weighing at home station.

6.15.4.5. **(Added)** Ensure W&B-qualified personnel post and maintain a signed copy of the current (last page) DD Form 365-3 (Chart C) for each assigned aircraft in the applicable aircraft supplemental handbook.

6.15.5. **(Added)** Plans, Scheduling, and Documentation (PS&D):

6.15.5.1. **(Added)** PS&D will notify the W&B Program Manager via e-mail at **436mxg.qa.qapersonnel@us.af.mil** of the date, time and location of all TCTO meetings, if a weight & balance is required. The W&B Program Manager or a representative will attend unless the TCTO does not affect aircraft weight and balance changes.

6.15.5.2. **(Added)** PS&D will notify the W&B Program Manager via e-mail at **436mxg.qa.qapersonnel@us.af.mil** and publish in all wing schedules when any assigned aircraft is scheduled for: Global Reach Improvement Program (GRIP) input, GRIP return, Programmed Depot Maintenance (PDM) Input, PDM return, and aircraft transfers into or out of 436 AW possession. This notification is to take place no later than five days prior to any anticipated aircraft movement.

6.15.6. **(Added)** 436/736 Aircraft Maintenance Squadrons (AMXS):

6.15.6.1. **(Added)** The AMXS Pro Super will inform QA if W&B discrepancies are discovered during the debriefing of any C-5/C-17 aircraft assigned to or transiting Dover AFB.

6.15.6.2. **(Added)** AMXS will coordinate aircraft configuration between APS, OSS, and QA for the equipment that will be removed/installed for PDM input/returns.

6.15.6.3. **(Added)** In the event a PDM input aircraft has completed equipment removal and configuration IAW the "C-5 Programmed Depot Input Checklist" located at **https://usaf.dps.mil/sites/436MOS/QA/Weight%20%20Balance/Forms/AllItems.aspx**, 436 AMXS Pro Super (Raptor 2) will inform a QA W&B Technician, no later than 24 hours prior to scheduled departure. Timely notification will facilitate accurate aircraft equipment inventory updates and W&B recertification. MXG/QA is responsible for clearing the AFTO 781A, Maintenance Discrepancy and Work Document, entry for the required inventory and recertification.

6.15.6.4. **(Added)** Configuration/reconfiguration is considered complete when all aircraft armor, slides, rafts, troop compartment seats, dash 21 equipment, chains, devices, and straps are returned/removed as required.

6.15.6.5. **(Added)** The Aircraft Expediter or Pro Super is responsible for informing a QA W&B technician of any circumstance in which the aircraft's W&B could be affected prior to a scheduled flight.

6.15.6.6. **(Added)** The C-5 W&B supplemental handbook will be located on all assigned aircraft in the slot beneath the relief crew table. The C-17 W&B supplemental handbook will be located on all assigned aircraft in the W&B book compartment aft of the forward emergency exit.

6.15.6.7. **(Added)** AMXS TODO will maintain and update the instructions, technical orders and binders associated with the aircraft W&B supplemental handbook stored on each aircraft. All C-5 supplemental handbooks will include a copy of TO 1C-5M-5-2 and **paragraph 6.15.5** through **table 6.1** of this instruction. All C-17 supplemental handbooks will include a copy of TO 1C-17A-5-2, AFMAN 11-2C-17V3 ADD-A, and **paragraph 6.15.5** through **table 6.1** of this instruction. Electronic TO may be used to satisfy this requirement.

6.15.7. **(Added)** The AMXS Pro Supers will coordinate:

6.15.7.1. **(Added)** Aerial Port Squadron (APS) to remove/replace assets (i.e. Chains and devices, igloos etc.) IAW "C-5 Programmed Depot Input Checklist no later than 24 hours prior to aircraft scheduled departure time.

6.15.7.2. **(Added)** Aircrew Flight Equipment (AFE) to remove the aircrew body armor container no later than 24 hours prior to aircraft scheduled departure for PDM and will ensure proper reconfiguration of each aircraft upon return from PDM.

6.15.8. **(Added)** The C-17 additional Mission Computer Display (MCD) & Mission Computer Keyboard (MCK) are mission-dictated equipment and may be removed or installed at alternate locations where Chart C update capability does not exist. In order to maintain operability away from home station, C-17 loadmasters will account for the components listed in **Table 6.1** on the DD Form 365-4, Form F.

Table 6.1. (Added) Additional Mission Equipment.

Component	Weight	Station	Moment/10,000
MCD 5	8.0	191	0.15
MCK 3	8.0	191	0.15

7.6.2.1. **(Added)** The MOC Senior Controller will notify the Command Post and Wing Safety of the impoundment.

7.6.3.4.2. **(Added)** If the IO requests and coordinates with the appropriate sections to remove/download the EDS RMM, FDR, and CVR from the affected aircraft, these components/downloads will be turned over to the IO and will be kept at the MXG/QA office.

7.6.3.6. **(Added)** Use Local Impoundment Checklist, located at **https://usaf.dps.mil/sites/436MOS/QA/Impoundment/Forms/AllItems.aspx** to guide sequence of actions.

7.6.3.7. **(Added)** Obtain the local Impoundment Official Book from QA.

7.6.3.8. **(Added)** The IO will control access to impounded aircraft or equipment by establishing an Entry Control Point (ECP) and creating an Entry Control Log (ECL). The IO will ensure the ECP is clearly marked with a sign and maintain an Impoundment Isolation Area ECL, located at **https://usaf.dps.mil/sites/436MOS/QA/Impoundment/Forms/AllItems.aspx** at the ECP for the duration of the impoundment.

7.6.3.9. **(Added)** In the event the aircraft requires special security per DAFI 31-101, Integrated Defense, Security Forces shall be contacted for guidance.

7.6.3.10. **(Added)** In the event sabotage is suspected, the aircraft shall be locked down and AFOSI and Security Forces shall be contacted.

7.6.4.1.2. **(Added)** The IO will ensure that all maintenance performed on the aircraft or equipment during the impoundment investigation is approved by the IO and is logged on the Impoundment Maintenance Control Log, located at **https://usaf.dps.mil/sites/436MOS/QA/Impoundment/Forms/AllItems.aspx**.

7.6.4.2.1. **(Added)** The IO will ensure that photographs are taken of all parts or items prior to removal from aircraft or equipment as required.

7.6.6.1. **(Added)** Once the cause of damage has been determined and corrective actions completed, documentation will be reviewed by MXG/QA. This review includes aircraft/equipment forms, all forms completed by the Impoundment Team and the final Impoundment Release Report. During this review, accuracy and completeness will be verified prior to IO requesting the IA release the aircraft or equipment from impoundment.

7.6.6.2. **(Added)** The IO will submit an Impoundment Release Report to the Impoundment Release Authority with all findings and recommendations. If the cause of a reported malfunction is undetermined or corrective action is unconfirmed, the Impoundment Release Authority will determine if further actions are required (e.g. Function Check Flight or Operational Check Flight). A copy of all pertinent impoundment data and aircraft or equipment forms will be provided to MXG/QA.

7.7.1.3.1. **(Added)** The senior ground crew member is in charge of the aircraft or equipment until relieved and ensures involved individuals remain at the scene.

7.8. (Added) 436 MXG Impoundment Responsibilities:

7.8.1. **(Added)** MXG/QA will:

7.8.1.1. **(Added)** Notify the IA if the cause of the impoundment could potentially affect additional aircraft or equipment items in the fleet and will provide cross-tell information to the MAJCOM weapon system manager, if necessary.

7.8.1.2. **(Added)** Maintain a copy of all pertinent impoundment data and aircraft/equipment forms in a file within the MXG/QA office for historical purposes.

7.8.1.3. **(Added)** Assist the IO by ensuring impoundment procedures are completed and conduct research as required.

7.8.1.4. **(Added)** Maintain the local Impoundment Official books which will contain the following items:

7.8.1.4.1. **(Added)** Department of the Air Force Instruction 21-101, Aircraft and Equipment Maintenance Management.

7.8.1.4.2. **(Added)** DAFB Supplement to 21-101, Aircraft & Equipment Impoundment, paragraphs **7.6.2.1** through **7.8.6**.

7.8.1.4.3. **(Added)** Local Impoundment Checklist, located at **https://usaf.dps.mil/sites/436MOS/QA/Impoundment/Forms/AllItems.aspx**.

7.8.1.4.4. **(Added)** Impoundment Isolation Area Entry Control Log, located at **https://usaf.dps.mil/sites/436MOS/QA/Impoundment/Forms/AllItems.aspx**.

7.8.1.4.5. **(Added)** Impoundment Maintenance Control Log, located at **https://usaf.dps.mil/sites/436MOS/QA/Impoundment/Forms/AllItems.aspx**.

7.8.1.4.6. **(Added)** Impoundment Release Report format example.

7.8.1.4.7. **(Added)** Impoundment Exhibit Tag, located at **https://usaf.dps.mil/sites/436MOS/QA/Impoundment/Forms/AllItems.aspx**.

7.8.2. **(Added)** Maintenance Operations Center (MOC) will:

7.8.2.1. **(Added)** Ensure 618 AOC/XOCL is notified when an aircraft transiting Dover is impounded.

7.8.2.2. **(Added)** Provide Maintenance Information System (MIS) program support to lock and unlock aircraft or equipment files as directed by the IO or MXG/QA if Maintenance Management Analysis (MMA) cannot be reached.

7.8.3. **(Added)** MMA will provide MIS program support to lock and unlock aircraft or equipment files as directed by the IO or MXG/QA.

7.8.4. **(Added)** Upon notification, Plans Scheduling and Documentation (PS&D) will gather all related aircraft historical data available (electronic file) and release this data to only the IO and MXG/QA. Upon completion of the impoundment investigation, PS&D will re-file aircraft historical data ensuring that any and all pertinent impoundment data has been added to the file.

7.8.5. **(Added)** AMXS and MXS Pro Super will notify MXG/CC, MXG/QA, and MOC of any incident involving aircraft or equipment that may require impoundment. They will assist with coordination of required actions during impoundment procedures as requested by the IO.

7.8.6. **(Added)** AMXS Debrief will conduct a detailed debrief of the aircrew and log aircrew names, squadron, phone numbers, and locations where crew members may be reached. If a flight control malfunction is reported, verification will be conducted with the Aircraft Commander during debrief. If the flight control malfunction is designated a reportable event IAW DAFI 91-204, Safety Investigations and Reports, MXG/QA, MOC, and AMXS Maintenance Supervision shall be contacted in order to begin impoundment procedures.

8.2.3.2. **(Added)** CTK custodians will manage warranty tools and equipment in the same manner as other tools. All tools under warranty will be replaced with another warranted tool using the GPC process. CTK custodians will establish controls to ensure tools not in service are secured and accounted for until processed by the vendor. Non-repairable warranty tools will be de-etched. Additional guidance can be found at the following link: **https://usaf.dps.mil/sites/436MXG/trng/CTK%20Training/Forms/AllItems.aspx?viewpath=%2Fsites%2F436MXG%2Ftrng%2FCTK%20Training%2FForms%2FAllItems%2Easpx**.

8.2.4. **(Added)** CTK Custodians will ensure expendable/consumable tools and items are accounted for. Technicians are responsible for turn in of HAZMAT items to the CTK custodian for proper disposal. Additional guidance can be found at the following link: **https://usaf.dps.mil/sites/436MXG/trng/CTK%20Training/Forms/AllItems.aspx?viewpath=%2Fsites%2F436MXG%2Ftrng%2FCTK%20Training%2FForms%2FAllItems%2Easpx**.

8.2.4.1. **(Added)** CTK Custodians will secure and track all broken tools in a controlled, lockable area, until they are processed for disposal. Additional guidance can be found at the following link: **https://usaf.dps.mil/sites/436MXG/trng/CTK%20Training/Forms/AllItems.aspx?viewpath=%2Fsites%2F436MXG%2Ftrng%2FCTK%20Training%2FForms%2FAllItems%2Easpx**.

8.2.5.2. **(Added)** Only the Pro-Super, Expediter, or Sq/CC designated individual may authorize on-site turnover of tools within their own squadron. Upon completing the inventory, the person being relieved will hand carry the DAF Form 1297 (Temporary Issue Receipt) to the CTK monitor to transfer accountability of the tools or equipment in TCMax®.

8.2.8.4. **(Added)** Only unit purchased and properly marked/etched individual equipment items are authorized for use in maintenance work centers and on the flightline. The Resource Advisor, Government Purchase Card holder, Section Chief, or CTK custodian may issue unit purchased individual equipment items. Individual items will be etched prior to use by the individual. Once

issued, the individual is responsible for accountability of their assets and will report any item missing IAW lost tool/item procedures.

8.2.9.4. **(Added)** Rags will be accounted for at the beginning and end of each shift by CTK personnel. All rags unaccounted for will be treated as a lost tool and will be reported.

8.2.10. **(Added)** Personnel authorized to procure tools are limited to the Resource Advisor (RA) or government-wide purchase cardholders (GPC).

8.2.11. **(Added)** Once a local manufactured tool or equipment item has been manufactured, the applicable support section will control the asset and ensure procedures in paragraphs **8.7** and **9.17** are accomplished prior to use.

8.2.12. **(Added)** MXG/QA representatives will inform Depot Field Teams, Contract Field Teams, Field Service Representatives and other agencies on proper procedures for tool and equipment control prior to work starting and will monitor throughout for compliance. All other wing organizations (e.g., OSS, CE, vehicle Mx, APS, Security Forces) with contractors performing work on the airfield will inform the contractors on proper tool control, accountability, and lost tool reporting procedures.

8.2.13.2. **(Added)** In the event indoor storage is impracticable, units may opt to store oversized CTKs or equipment outside of a designated tool room. In these situations, all other requirements such as control, use, accountability, remain in effect. The CTK custodian must ensure all program requirements satisfy this instruction as well as DAFI 21-101 and applicable MAJCOM supplements.

8.2.14. **(Added)** Response trailers that dispatch to the flightline (e.g., 436 SF response trailer, 436 AW Mobile Command Post, 436 CES HAZMAT Response trailer) and are not tracked in TCMax® will be inventoried annually. To ensure equipment accountability, inventories will be accomplished after employment and prior to removal from the flightline.

8.2.15. **(Added)** In sections with limited staffing or a single person on shift, the squadron Pro Super or neighboring section supervisor may be tasked to conduct turn-in inventories. NOTE: Self-service electronic tool cabinets that verify accountability of each tool do not fall under this requirement.

8.3.6.2. **(Added)** In the interest of accountability, all items attached/fastened to a toolbox by lanyard will be annotated on the MIL as line items, such as locks, FOD pouches, and MIL pouches. Toolboxes, trays, shadowing foam and MILs need not be annotated on the MIL.

8.5.1.2.8. **(Added)** An item's estimated return date shall be tracked for items issued on a long-term basis. CTK custodians will ensure items checked out long-term have an estimated return date documented in TCMax®. Items should be limited to safety devices (floor panels, actuator locks, etc.), fixtures, and items taken off station for Maintenance Recovery Team (MRT) or Flying Crew Chief (FCC) requirements.

8.5.1.2.8.1. **(Added)** In the event an item is not returned by the expected return date, personnel will ensure either (1) the tool is returned and checked back out if necessary or (2) verify an updated estimated return date is inputted in TCMax®.

8.5.3. **(Added)** CTK custodians will conduct a comprehensive inventory every 180-days for all items utilized on the airfield or within maintenance facilities. Sealed kits are exempt unless/until the seal is broken.

8.5.6.3.1. **(Added)** CTK custodians will maintain all PPE IAW manufacturers' instructions to include following all recommendations. For the purpose of PPE care and maintenance, manufacturer instruction items noted as 'recommendations', or termed 'should' will indicate a mandatory minimum requirement.

8.6. (Added) Units will use only the approved World Wide Identification Designators (WWID) in Table 8.1. Designators not listed in **Table 8.1** are not authorized.

Table 8.1. (Added) Identification Designators.

Workcenter	**WWID**
Aircraft Maintenance Squadron (AMXS)	
436/512 AMXS CTK	DMAM
736/712 AMXS CTK	DMCM
Maintenance Squadron (MXS)	
Isochronal/Backline Isochronal	DMMD
Isochronal Propulsion	DMMM
Elect/Environmental	DMME
Hydraulic Shop	DMMH
Repair and Reclamation	DMMR
CDDAR	DMMC
Non-Destructive Inspection	DMMN
Wheel & Tire	DMMQ
Fuel Cell	DMMF
Metals Tech	DMMO
Structures	DMMS/U/Y
Avionics	DMMA/B
Transient Alert	DMAT
AGE Production Control	DMMI/J/K/L
Munitions	DMMZ
Maintenance Group Staff/Field Training Detachment/Wash Contractor	
373rd Field Training Detachment	DMDT
MX Qualification Training Program	DMQT
Quality Assurance	DMQA
Logistics Readiness Squadron	
LRS	DMLR

8.8.2.1.3. **(Added)** Non-aircraft maintenance work centers without a specific dedicated tool room space will utilize available space as required with tool storage and organization designed to facilitate control and accountability centralized within existing facility space.

8.9.1.1. **(Added)** Authorization to clear Red X's when an item/tool cannot be located will be no lower than Maintenance Supervision/Maintenance Operations Manager or equivalent.

8.9.1.2. **(Added)** Authorization to clear Red X's when an item/tool is found will be no lower than Pro Super/Duty Officer or equivalent.

8.9.2.1.2. **(Added)** Initial search shall commence at the time item is identified as missing and will not exceed one hour before notifications are made.

8.9.2.3.2.1. **(Added)** The Pro Super, ATOC Duty Officer, or CTK Supervisors will initiate a Lost Tool QRC by contacting the Maintenance Operations Center (MOC) at 677-5436 or Air Transportation Operations Center (ATOC) at 677-2300 after an initial search of the area has been completed. Agencies outside of the MXG should immediately contact the Command Post at 677-4201. The MOC will issue a Red X job control number if an aircraft is involved.

8.9.2.4.1.1. **(Added)** A discrepancy explaining the location of the item will be entered in the AFTO Form 781 series forms for tracking purposes.

8.9.2.5.1.2. **(Added)** In the event a tool is found, the Pro Super/Duty Officer or equivalent shall be informed of the type of tool, etching number, and location where the tool was found. 436 MXG personnel will contact MXG/QA to notify them of any found tool/item. QA will update the database status for that item (if applicable). The tool may then be returned to the work center or tool room from which it was issued.

8.9.3. **(Added)** If an item/tool is discovered missing after an aircraft has taxied, the Pro Super will notify MOC and the Command Post immediately. Command Post will notify the aircraft commander. If the aircraft has departed, MOC will notify the next station of arrival. MOC will notify the 436 MXG/CC and 512 MXG/CC in all cases.

8.9.4. **(Added)** The person who has custodial responsibility of the item/tool will initiate and complete a Lost Tool Report through the affected CTK Support Section or applicable Aerial Port work center. Applicable information includes but not limited to: nomenclature, EID number, tail number, JCN, work center, name of individual responsible, last known location, work performed, pro-super notified, locations searched, and any known facts.

8.9.4.1. **(Added)** The person who has custodial responsibility of the item/tool will provide the CTK custodian with all lost tool details. The CTK custodian will input lost tool report into the MXG Lost Tool Database and reference the assigned control number to MXG/QA once completed. All 436 MXG Lost Tool Reports will be maintained electronically in the MXG Lost Tool Database on the QA SharePoint located at **https://usaf.dps.mil/sites/436MOS/QA/SitePages/Lost%20Tools.aspx**

8.9.4.2. **(Added)** In the event of a database failure/outage, the report information will be provided to QA and the applicable CTK custodian no later than the end of the duty shift. The applicable CTK custodian will input the report into the MXG Lost Tool Database and reference the assigned control number once the database is recovered.

8.9.5. **(Added)** If an aircrew flight equipment member identifies a tool is missing an initial search shall be conducted, not exceeding one hour in duration. In the event the tool is not located during the initial search, the aircrew flight equipment who lost the tool shall notify the Pro Super and Aircrew Flight Equipment supervision immediately.

9.17.3. **(Added)** General Information and Procedures for Local Manufacture of Aircraft Parts and Tools.

9.17.3.1. **(Added)** To process a local manufacture and/or modification request, the requesting squadron must complete all information on the Local Manufacture Request Coordination Sheet, and provide the fabricating entity all applicable data (drawings, samples, T.O. references, engineering disposition, AF Form 2005, DD Form 1348-6, 350 tag, etc.)

9.17.3.2. **(Added)** The Local Manufacture Request Coordination Sheet can be located at **https://usaf.dps.mil/sites/436MOS/QA/SitePages/Locally%20Manufactured%20Tool%20Program.aspx**.

9.17.3.3. **(Added)** The Fabrication Flight OIC/Chief (436 MXS Pro Super for off-shifts) will serve as the designated approval authority per the MXG/CC to authorize manufacture and/ or modification requests for aircraft, tools and equipment items, and supporting items that **do not** interface with aircraft and are needed for internal maintenance requirements.

9.17.3.4. **(Added)** QA will serve as the final authority to authorize the use of manufactured and/or modified tools and equipment that interface with aircraft or equipment **not** identified or required by technical data.

9.17.3.5. **(Added)** Local manufacture requests with a Source, Maintenance, and Recoverability (SMR) code with the following letters in the first and second position are by technical order, authorized for local manufacture: AO, AF, MO or MF. Any item not coded as AO, AF, MO or MF must have an engineering disposition approved prior to manufacture.

9.17.3.5.1. **(Added)** Local manufacture request authorized by SMR Code will include at a minimum a Local Manufacture Request Coordination Sheet, an automated 350 tag from FMxC2, T.O. references, and applicable drawings.

9.17.3.6. **(Added)** Parts SMR coded as procurable must be ordered through LRS/Materiel Management. If zero assets exist, and the item is deemed mission essential, the requestor shall contact the engineering authority to obtain written authorization (e.g. memo for record, REDI, 202 or 107 approvals) to manufacture.

9.17.3.6.1. **(Added)** Local manufacture requests **not** authorized by SMR code and **not** procurable through LRS/Material Management will include at a minimum a Local Manufacture Request Coordination Sheet, an automated 350 tag from FMxC2, engineer disposition, and 2005 with a document number showing that a supply demand was placed.

9.17.3.7. **(Added)** The requestor shall:

9.17.3.7.1. **(Added)** Determine the local manufacture coordination and authorization process IAW paragraphs **9.17.3.5** - **9.17.3.6.1**.

9.17.3.7.2. **(Added)** Order all procurable aircraft parts and nationally stocked (NSN) items through LRS by use of AF Form 2005.

9.17.3.7.3. **(Added)** Complete and sign the DD Form 1348-6 Single Line Requisition System Document generated by LRS/Material Management.

9.17.3.7.4. **(Added)** Generate an automated 350 tag from FMxC2.

9.17.3.7.5. **(Added)** Complete Section I of the Local Manufacture Request Coordination Sheet.

9.17.3.7.6. **(Added)** Obtain and provide all applicable data (drawings, samples, T.O. references, engineering disposition, AF Form 2005, DD Form 1348-6, 350 tag, etc.) and route to the fabricating entity for review.

9.17.3.7.7. **(Added)** Procure and deliver any/all required materials identified in Section II of the Local Manufacture Coordination Sheet to the fabrication entity. The fabricating entity may assist the requestor as needed to help provide the information to procure required materials (NSN, Part Number, tools, cutters, bits, consumables and/or expendables, parts, pieces, and materials).

9.17.3.7.8. **(Added)** Process request for QA approval (as required) for local manufactured and/or modified tools and equipment that interface with aircraft or equipment **not** identified or required by technical data.

9.17.3.8. **(Added)** The fabrication entity shall:

9.17.3.8.1. **(Added)** Perform an evaluation of all applicable data (drawings, technical data, sample part) to verify manufacturing capability.

9.17.3.8.2. **(Added)** Provide a list of required materials in Section II of the Local Manufacture Coordination Sheet. The list will include any/all materials (tools, cutters, bits, consumables and/or expendables, parts, pieces, and materials).

9.17.3.8.3. **(Added)** Assist with and provide procurement sources and cost for materials **not** available for requisition through LRS.

9.17.3.8.4. **(Added)** Establish an estimated completion date based on manufacturing time and assigned priorities. The 436 MXS Pro Super will establish the manufacturing priority for aircraft parts and tools.

9.17.3.8.5. **(Added)** Document Section III and process the Local Manufacture Request Coordination Sheet to the designated approval authority for signature IAW **paragraph 9.17.3.3**.

9.17.3.8.6. **(Added)** Track and coordinate actions required by additional work centers. Any additional maintenance action(s) conducted by additional work centers will be identified and documented in Section IV of the Local Manufacture Request Coordination Sheet. The local manufacture item(s) will be accompanied by all applicable data (drawings, samples, T.O. references, engineering disposition, AF Form 2005, DD Form 1348-6, 350 tag, etc.) throughout the entire process.

9.17.3.8.7. **(Added)** Upon completion of the request, the primary fabrication entity assigned the request will ensure all maintenance actions, for all work centers, have been completed and documented on Local Manufacture Request Coordination Sheet and in FMxC2.

9.17.3.8.8. **(Added)** The primary fabrication entity will notify the 436 MXS Pro Super, and/or requesting entity the requested item is complete and ready for pickup.

9.18.3.4. **(Added)** The LRS/Flight Service Center (FSC) provides the D23 or equivalent to assist each repair section in DIFM Management. Maintenance units can either update status and location or provide information to FSC for updates. Updates should be accomplished withing 2 duty days.

9.18.3.5. **(Added)** All DIFM monitors will complete Block IIB Repair Cycle online training via myLearning platform, prior to being appointed in writing by owning organizational commander IAW AFI 23-101 Para. 4.3.2.1.

9.18.4.1. **(Added)** LRS reports DIFM status to the MXG across 7-, 9-, and 10-day milestones for base repairable assets,

9.18.4.2. **(Added)** NRTS items require Group reporting at the 3- and 4-day interval.

9.18.4.3. **(Added)** LRS requests the owning unit to assess if maintaining the asset in DIFM status is still appropriate or required at 3 days for NRTS assets and at 9 days for base repairable assets. Justification is required for NRTS items exceeding 4 days and base repairable items exceeding 10 days.

9.18.5.2. **(Added)** Each Squadron will assign a minimum of one primary and alternate DIFM monitor from each work center/Squadron.

9.18.5.3. **(Added)** Work center DIFM monitors will:

9.18.5.3.1. **(Added)** Ensure correct and timely turn-in of DIFM assets ERRC codes of XD or XF for their work center.

9.18.5.3.2. **(Added)** If DIFM assets are delinquent for more than 72 hours, DIFM monitors will brief the production superintendent of current status.

9.18.5.3.3. **(Added)** Maintain a DIFM log to record received and turned-in assets.

9.18.5.3.4. **(Added)** Notify production superintendent of DIFM parts approaching the 30-day turn in mark for TNB items.

9.18.5.4. **(Added)** Expediters & Work Center Supervisors will:

9.18.5.4.1. **(Added)** Ensure ordered parts are picked up in a timely manner. Each DIFM part issued from LRS Supply requires signature by the end of shift.

9.18.5.4.2. **(Added)** Account for all DIFM assets and/or turn in at the end of each shift.

9.18.5.5. **(Added)** Technicians will:

9.18.5.5.1. **(Added)** Log all ordered DIFM parts into work center log.

9.18.5.5.2. **(Added)** After a DIFM part is signed for, promptly turn in the unserviceable part within 72 hours unless the part was put in TNB, sent on a Maintenance Recovery Team (MRT), or the job is still in work.

9.18.6.2. **(Added)** When cross-cannibalization is employed, maintenance units are responsible for providing the LRS/FSC with the end-item DIFM document number(s) and the bits and pieces involved.

9.18.8. **(Added)** GADM DIFM Requirements

9.18.8.1. **(Added)** For the accountability of DIFM assets directed by GADM, units must comply with the guidance outlined in AMCI 21-108*, Logistics Support Operations*.

11.8.3.5.2. **(Added)** The clothing pockets must be emptied and any jewelry removed before wearing the bunny-suit. The bunny-suit will be worn on the outermost layer of clothing and will be worn completely. When heat stress category is 3 (yellow flag) or higher, then the suit may be worn tied off at the waist with a pocketless t-shirt.

11.8.3.6.1.1. **(Added)** Flight line badges and passes must be worn on the outer most article of clothing, between the waist and neck area in full view when in restricted areas.

11.8.3.6.6. **(Added)** Flightline Headgear Policy.

11.8.3.6.6.1. **(Added)** Bump caps are defined as a two-piece set which includes a baseball cap in multi-cam color (OCP), and an approved protective liner.

11.8.3.6.6.2. **(Added)** Each piece of the bump cap will be properly marked in accordance with DAFI 21-101, Chapter 8.

11.8.3.6.6.3. **(Added)** The bump cap will not replace the hard hat during any operation where the hard hat is specifically required IAW Technical Order and DAFI guidance (e.g. ISO, JLG operations, etc.).

11.8.3.6.6.4. **(Added)** When performing work around running engines, the bump cap will be removed and stowed.

11.8.3.8.1. **(Added)** Personnel shall maintain positive control of loose hardware and foreign objects (F.O.), giving extra attention to small items of debris such as safety wire, bolts, nuts, and screws. Loose items that will not be reused shall be placed in F.O. containers and be emptied at the end of shift. This includes but is not limited to safety wire, damaged hardware, and tie string.

11.8.3.8.2. **(Added)** For all other hardware a sealable “parts bag” will be used to seal and attach hardware to the removed panels/components or to store hardware and small parts. Parts bags will be annotated with the aircraft/equipment serial number, component nomenclature. Parts bags will also be annotated with the associated job control number and a precise inventory of quantity of items stored within the parts bag.

11.8.3.10.1.1. **(Added)** All ramp sweeper operations conducted by 436/512 CES will be controlled by Airfield Management Operations.

11.8.3.10.2. **(Added)** All aircraft parking spots shall be policed for foreign objects and debris prior to aircraft block-in and after aircraft block-out. Prior to towing an aircraft from a hangar or a parking spot, the aircraft tow supervisor will ensure that the tow path is clear of foreign objects/debris and the hangar/parking spot being towed to is also clear of foreign objects.

11.8.3.10.3. **(Added)** Maintenance Squadrons and APS will perform a monthly Foreign Object sweep, “FOD walk”, no later than 1600 on the first Friday of the month, to remove foreign objects. In addition, Maintenance Squadrons will use the FOD Boss/sweeper weekly, no later than Friday in their area of responsibility.

11.8.3.10.4. **(Added)** The Squadron’s areas of responsibility are outlined on the FOD Walk/FOD Boss Areas of Responsibility diagram located at **https://usaf.dps.mil/sites/436MOS/QA/FOD/Forms/AllItems.aspx**.

11.8.3.10.5. **(Added)** Only the Squadron’s Director of Operations, Maintenance Superintendent, or Maintenance Operations Manager may make the final determination to cancel and reschedule the FOD walks/sweeps due to inclement weather or mission requirements.

11.8.3.10.6. **(Added)** The Maintenance Squadrons and APS will call in FOD walk start and stop times to the MOC for inspection and tracking purposes.

11.8.3.10.7. **(Added)** FOD prevention walks and sweeps on the South Ramp, Hazardous Cargo, Christmas Tree and Compass Rose areas are conducted on an as-needed basis and will include the entire aircraft movement path within these areas.

11.8.3.12.4. **(Added)** Prior to flight crew arrival and after flight crew leaves the aircraft, maintenance personnel will ensure the flight deck is clear of all maintenance debris and foreign objects.

11.8.3.12.5. **(Added)** Squadrons that manage or use aircraft hangars/flight line facilities must keep the facilities free of foreign objects and police up the area upon exit and completion of maintenance.

11.8.5.5.1. **(Added)** Deteriorating airfield surfaces will be reported to the airfield manager. The airfield manager can be reached at Airfield Management Operations, DSN 445-4183.

11.8.6.1.2. **(Added)** When FOD has occurred or is suspected on an aircraft, aircraft tires, or aircraft engine, the following procedures will apply:

11.8.6.1.2.1. **(Added)** The affected maintenance squadron will contact the Maintenance Operations Center (MOC), DSN 445-5436, within one hour of discovery.

11.8.6.1.2.2. **(Added)** A job control number will be obtained from MOC and the discrepancy will be entered into the aircraft forms.

11.8.6.1.2.3. **(Added)** MOC will contact 436 MXG/512 MXG/MXQA at DSN 445-5379, 445-5906, or 302-603-0121 and relay aircraft and JCN information.

11.8.6.1.2.4. **(Added)** The 436 MXG/512 MXG/MXQA section will initiate the FOD incident/investigation and prepare a detailed report and send it to the 436 MXG/CC and 512 MXG/CC for further disposition.

11.8.6.1.2.4.1. **(Added)** Squadrons may be tasked to provide assistance to 436 MXG/512 MXG/MXQA during investigations.

11.8.6.4.4.4.1. **(Added)** The digital Blade Blending worksheet can be found at **https://usaf.dps.mil/sites/436MOS/QA/FOD/Forms/AllItems.aspx**.

11.8.7.2.13.1. **(Added)** QA will place the Golden Bolt on the flight line periodically during scheduled FOD walks. When the Golden Bolt is found, the individual that found the bolt will be recognized with a certificate given by Squadron supervision given to them by QA.

11.9.3.2. **(Added)** General Policy: Any dropped object (DO) shall be reported to the following: 436 MXG Quality Assurance (QA), applicable Pro Super, Flight Line Expediters, Maintenance Operations Center (MOC) and AMXS Debrief Section.

11.9.3.2.1. **(Added)** Procedures:

11.9.3.2.1.1. **(Added)** If a dropped object is reported by the aircrew during debrief:
11.9.3.2.1.1.1. **(Added)** Debrief Section will:

11.9.3.2.1.1.1.1. **(Added)** Notify QA at 677-5379, 677-5906, or 363-0121, the applicable Pro Super, and MOC before release of the aircrew.

11.9.3.2.1.1.2. **(Added)** Debrief or the applicable Pro Super will ensure a copy of the DOP Program Investigation Sheet along with a copy of the AFTO Form 781A dropped object discrepancy and copy of the 781H is emailed to **436mxg.qa.qapersonnel@us.af.mil** within 4 hours of the initial aircrew report.

11.9.3.2.1.2. **(Added)** If the dropped object is reported by ground maintenance personnel, the applicable Production Section will:

11.9.3.2.1.2.1. **(Added)** Notify QA at earliest opportunity at 677-5379 or 363-0121.

11.9.3.2.1.2.2. **(Added)** Support QA to assist and expedite the investigation by executing functions such as repair ETICS, estimating costs estimates, providing personnel support, and providing AGE support.

11.9.3.2.1.2.3. **(Added)** Ensure information required for the cost analysis is provided as soon as possible and that the cost analysis is completed and forwarded to the DOP Program Monitors within 24 hours. Timely routing of this information and analysis is needed to finalize the DOP report.

11.9.3.2.1.3. **(Added)** QA leadership or the DOP Program monitor will forward all DOP reports to the MXG Command Section for review and final approval. All finalized DOP reports will be sent to the 436 AW/CD and 436 AW Safety Office.

11.10.6. **(Added)** 436 MXG Aircraft Structural Integrity Program

11.10.6.1. **(Added)** General:

11.10.6.1.1. **(Added)** Adherence to this directive is required to ensure the proper execution of the ASIP. Deviations from this instruction will result in a loss of data capture. The data collected is used to monitor and predict the expected structural life span of the C-5M and C-17A fleet; which may affect command decisions regarding fleet disposition.

11.10.6.2. **(Added)** Duty Positions:

11.10.6.2.1. **(Added)** The Mission Design Series ASIP program manager resides with the applicable Air Logistics Complex.

11.10.6.2.2. **(Added)** The 436 AMXS and 736 AMXS AMU OIC or AMU Chief will appoint unit ASIP monitors in writing.

11.10.6.2.3. **(Added)** The QA Superintendent will appoint a 2A9X4 Avionics specialist to liaison between the airframe ASIP program managers, unit ASIP monitors, and personnel performing ASIP functions (e.g. debrief and C-17 AVI technicians).

11.10.6.2.4. **(Added)** The MDS ASIP program managers coordinate with the QA liaison on all ASIP reporting matters. The QA liaison will ensure they are added to the applicable distribution lists for the Load/Environment Spectra Survey (L/ESS) or Data Acquisition System (DAS) Status Reports.

11.10.6.2.5. **(Added)** The QA liaison will coordinate with unit ASIP monitors or maintenance supervision to ensure ASIP action items receive prompt attention.

11.10.6.3. **(Added)** C-5M Aircraft:

11.10.6.3.1. **(Added)** The 436 AW C-5M aircraft participating in ASIP with the L/ESS system installed are tail numbers 69-0024, 85-0001, 85-0002, 85-0003 and 85-0004.

11.10.6.3.2. **(Added)** The C-5M aircraft uses a Removal Memory Module (RMM) card that stores the Embedded Diagnostics System (EDS) data. The 436 AMXS debrief section is responsible for the RMM cards. Debrief will store blank RMM cards, process the RMM data cards during debrief, and erase the RMM cards as required. Place a blank card in the forms binder prior to releasing the forms to Production following an aircraft debrief.

11.10.6.3.3. **(Added)** Upon mission termination, debrief technicians will download C-5M EDS RMM cards through a ground processing station as soon as possible in conjunction with the aircrew debrief. The cards will then be erased by debrief personnel unless there is a need to retain the original data source (e.g. mishap investigation). 436 AMXS debrief section will redistribute cards to aircraft departing home station.

11.10.6.4. **(Added)** C-17A Aircraft:

11.10.6.4.1. **(Added)** All 436 AW C-17A aircraft are equipped with the Data Acquisition System (DAS).

11.10.6.4.2. **(Added)** 736 AMXS AVI personnel will download all DAS information IAW the requirements outlined in TO 1C-17A-6. The DAS information will then be transferred via a CD-R or a removable hard drive from the Support Equipment Computer (SEC laptop) to the Aircraft Data Acquisition and Distribution System (ADADS) for submittal. Once verified as successfully submitted, files may be deleted at the discretion of the 736 AMXS ASIP monitor. In the event electronic transfer of files is unavailable, copies of files sent by mail will be saved until receipt of the data is verified. The 736 AMXS ASIP monitor may delete local files once files are confirmed in ADADS.

11.10.6.5. **(Added)** ASIP Data Collection and Submittal Documentation:

11.10.6.5.1. **(Added)** Transfer of C-5M data will be documented on the local debrief questionnaire by the debrief technician who accomplishes the transfer.

11.10.6.5.2. **(Added)** Transfer of C-17 data will be documented on the AF Form 781A (FMxC2 only when in HSC paperless process) by the AVI technician who accomplishes the download.

11.10.6.6. **(Added)** ASIP Training Requirements:

11.10.6.6.1. **(Added)** The 436 AMXS debrief NCOIC will ensure debrief personnel receive the proper training on procedures for documentation and submittal of ASIP data. Training will be documented in individual TRAINING RECORDS.

11.10.6.6.2. **(Added)** The 736 AMXS AVI Lead Technician will ensure all C-17A AVI personnel are properly trained on procedures for documentation and submittal of ASIP data to the ADADS database. Training will be documented in individual TRAINING RECORDS.

11.10.6.6.3. **(Added)** Users must request account access at the ADADS website (**https://asimis.tinker.af.mil/ADADS/**).

11.10.6.7. **(Added)** ASIP Action Items: The unit ASIP program monitors and the QAASIP liaison will coordinate meetings to review unscheduled ASIP correspondences (when received) and requests for maintenance actions (when received).

11.10.6.8. **(Added)** Supporting ASIP Aircraft at Deployed Locations: Maintenance teams deployed in support of operations with L/ESS equipped aircraft will adhere to this guidance.

11.13.9. **(Added)** Aircraft and Spare Engine Cannibalization.

11.13.9.1. **(Added)** Once the CANN Authority has authorized a CANN, he/she will contact MOC to generate a CANN Job Control Number (JCN).

11.13.9.1.1. **(Added)** CANN actions from aircraft owned by other units (non-Dover) in Major Isochronal Inspection will only be approved by 436 MXG/CC, CD, or CCC.

11.13.9.1.2. **(Added)** MOC will inform MXG leadership of 618 AOC directed CANN actions from Dover assigned aircraft on-station. For off-station CANNs see AMCI 21-108.

11.13.9.2. **(Added)** MOC will utilize the 9050 screen for aircraft CANNs or the 9111 screen for spare engine CANNs.

11.13.9.3. **(Added)** The maintenance technician will document the AFTO Form 781A and FMxC2 or AFTO Form 244 (if applicable) for all "T" (parts removed for CANN action) and "U" (parts installed after CANN action) action taken codes.

11.13.9.3.1. **(Added)** CANN actions from aircraft in Major ISO require an AFTO Form 349R to be filled out by the technician.

11.13.9.3.2. **(Added)** The AFTO Form 349R will be provided to the Major ISO Data Controllers or Major ISO Production Office who will review the document, verify FMxC2 accuracy and provide the information to ISO supply for FMxC2 screen 9006 and Enterprise Solution-Supply (ES-S) changes (Mark For updates). During off-shift hours when the Major ISO Data Controllers, Production Office and ISO supply members are unavailable, the technician will provide the 349R to the 436 MXS Pro Super who will verify 349R documentation is complete and coordinate with Aircraft Parts Store for the Mark For changes.

11.13.9.3.3. **(Added)** CANN actions from flightline aircraft require the technician to inform the Aircraft Parts Store via phone or in-person of the Mark For changes so the Aircraft Parts Store can update FMxC2 screen 9006 and ES-S with the changes.

11.13.9.4. **(Added)** The Pro Super requesting the CANN will verify the 9006 screen to ensure the appropriate changes were made in FMxC2.

11.13.9.5. **(Added)** Pro Super or Maintenance Technician will provide the following information to the applicable Engine Manager when CANNing from a spare engine (For AFTO Form 95 update):

11.13.9.5.1. **(Added)** Technician Name and Employee Number

11.13.9.5.2. **(Added)** Work Center and Contact Phone Number

11.13.9.5.3. **(Added)** Date/Time of CANN

11.13.9.5.4. **(Added)** CANN JCN

11.13.9.5.5. **(Added)** Document Number

11.13.9.5.6. **(Added)** Spare Engine Serial Number Part Removed From

11.13.9.5.7. **(Added)** Part Serial Number

11.13.9.5.8. **(Added)** Part Hours

11.13.9.5.9. **(Added)** Part Cycles

11.13.9.6. **(Added)** When Dover spare engines and personnel are deployed at forward operating locations, the deployed Dover personnel will notify applicable Dover Engine Management of all spare engine CANNs.

11.13.9.7. **(Added)** 436 MXG Engine Management will obtain a point of contact (POC) for each deployed pre-positioned location.

14.2.3.4.7. **(Added)** During document reviews, PS&D will verify all Engineering Dispositions (EDs) present in the aircraft binder are properly referenced to an existing JCN and properly posted in the aircraft forms and jacket file. Reoccurring inspections will be documented in FMxC2, and job standard number will be referenced on Engineering Disposition.

14.3.8. **(Added)** Notify QA of any scheduled aircraft transfer or maintenance events that may impact weight and balance. Include aircraft destination, reason, and departure/return dates.

14.4.1.3.4.4. **(Added)** Applicable Pro Super will ensure the Engine Management Section (EMS, C-5) or Base Level Engine Manager (BLEM, C-17's) is notified by owning workcenter within DAFI 21-101 timing requirements of foreign object damage, blade blending, borescope, CANN actions, TCTO compliance, installation/removal/swapping of a serially controlled LRU or items requiring configuration management IAW MDS -06 series TOs.

14.4.1.3.4.5. **(Added)** Owning workcenter will provide the following information to the EMS: engine serial number, part number, hours, cycles, date of action, serial and part number of LRU, CEI, hours, cycles, work unit code, and malfunction description.

14.5.6.3.9.3.2. **(Added)** AF Form 2407 Coordination Procedures:

14.5.6.3.9.3.2.1. **(Added)** Any change to the printed schedule after the daily afternoon MXG Production Meeting by 618 AOC will be received by command post/current ops and coordinated to the Maintenance Group and affected agencies through the MOC.

14.5.6.3.9.3.2.2. **(Added)** Coordination & Distribution process are as follows:

14.5.6.3.9.3.2.2.1. **(Added)** Initiator prepares the AF Form 2407 and starts approval process.

14.5.6.3.9.3.2.2.2. **(Added)** Initiating Pro-Super will obtain approval from appropriate approval authority and notify MOC of approval authority name and time contacted/approval granted.

14.5.6.3.9.3.2.2.3. **(Added)** MOC will contact appropriate Squadron Maintenance Supervision to obtain aircraft availability and concurrence with applicable sortie additions or increased flying window of the flying schedule prior to contacting MXG/CC/CD/CCC for approval.

14.5.6.3.9.3.2.2.4. **(Added)** Initiator will e-mail the completed AF Form 2407 to MOC for distribution.

14.5.6.3.9.3.2.2.4.1. **(Added)** If MOC becomes aware of a change to the daily flying schedule initiated by a non-MXG agency (e.g., 618 AOC, after-hours current ops, aircrew) and the initiator did not prepare a AF Form 2407, MOC will send a courtesy notification of the schedule change following the same procedures that a AF Form 2407 is coordinated. Current Ops duty hours are 0730-1700.

14.5.6.3.9.3.2.2.5. **(Added)** MOC will distribute to affected agencies to include OPS Group and the Command Post.

Chapter 17 (Added)

AIRCRAFT JACKING

17.1. (Added) The following locations may be used to perform C-5 aircraft jacking operations:

17.1.1. **(Added)** Complete Fuselage Jacking:

17.1.1.1. **(Added)** Spots E thru P, X thru Z, BB, CC and DD

17.1.1.2. **(Added)** Compass Rose.

17.1.1.3. **(Added)** South Ramp spots 4, 5 and 6.

17.1.1.4. **(Added)** Hangars 706, 711, 714N, 714S, 715, 916, and 945.

17.1.1.5. **(Added)** Hot Cargo, HC1, HC2, and HC3.

17.1.2. **(Added)** Forward Fuselage Jacking:

17.1.1.1. **(Added)** Spots E thru Z, BB, CC and DD.

17.1.1.2. **(Added)** Compass Rose.

17.1.1.3. **(Added)** Hot Cargo, HC1, HC2, HC3.

17.1.1.4. **(Added)** South Ramp spots 4, 5, and 6.

17.1.1.5. **(Added)** Hangars 706, 714N, 714S, 715, 916 and 945.

17.2. (Added) The following locations may be used to perform C-17 aircraft jacking operations:

17.2.1. **(Added)** Complete Fuselage Jacking:

17.2.1.1. **(Added)** Spots E thru Z, BB, CC, DD.

17.2.1.2. **(Added)** Compass Rose.

17.2.1.3. **(Added)** Hangars 706, 714N, 714S, 715, 916, and 945.

17.2.1.4. **(Added)** Hot Cargo, HC1, HC2, and HC3.

17.2.2. **(Added)** Forward Fuselage Jacking:

17.2.2.1. **(Added)** Spots E thru Z, BB, CC, and DD.

17.2.2.2. **(Added)** Transient spots B-2, B-3, C-2, C-3, and D-2.

17.2.2.3. **(Added)** Hangars 706, 714N, 714S, 715, 916, and 945.

17.2.2.4. **(Added)** Hot Cargo, HC1, HC2, and HC3.

17.3. (Added) Parking spot AA will not be used as an aircraft jacking spot for either forward or full fuselage jacking. This action is taken to prevent possible damage to aircraft by jet blast as aircraft turn behind spot AA to G taxiway.

Chapter 18 (Added)

MOBILE PLATFORM USE

18.1. (Added) Powered Mobile Platforms (e.g., scissor lifts, bucket lifts, UMS, JLG, GENIE, etc.):

18.1.1. **(Added)** Powered mobile platforms that are capable of more than one speed must use the lowest speed mode at all times when operating within 10 feet of the aircraft.

18.1.2. **(Added)** Higher speed modes may be used while moving the platform from one side of the aircraft to the other, but only after clearing the aircraft structure by 10 feet, and making sure there is no support equipment in the path of travel.

18.2. (Added) Spotters:

18.2.1. **(Added)** All powered mobile platforms are required to have at least one spotter while in use.

18.2.2. **(Added)** Are required to be trained/qualified on the equipment they are spotting to ensure proper execution of the fall rescue plan if the situation arises.

18.2.3. **(Added)** Must be familiar with the emergency stopping procedures in situations where a collision is imminent.

18.2.4. **(Added)** Will have a chock available and will place the chock on the ground at a location that will prevent the powered mobile platform from striking the aircraft.

18.2.5. **(Added)** Must remain within 25 feet of scissor lift platforms, (75 feet for bucket lifts) while the lift is in use and maintain line of sight using verbal or hand signals. If line of sight is not used, then the parties must establish 2-way communication.

18.3. (Added) PPE:

18.3.1. **(Added)** Operators and passengers will wear hard hats while the platform is in motion around the aircraft. When stationary, the hard hat can be removed to perform duties. Hard hats are not required while driving the platform to the aircraft.

18.3.2. **(Added)** Spotters will wear hard hats at all times during use of the platform.

18.3.3. **(Added)** Operators and spotters will have a whistle on their person at all times during operation for emergencies.

Chapter 19 (Added)

HANGAR DOOR/MOBILE TAIL ENCLOSURE OPERATION

19.1. (Added) Hangar Door Training.

19.1.1. **(Added)** 436 MXG/MXOT will:

19.1.1.1. **(Added)** Develop hands-on OJT Qualification Training Program for all personnel who operate electric and manual hangar doors. At a minimum, the training will instruct procedures for: safe operations, encountering hazards, discrepancy reporting, powered door operation, non-powered door operation, emergency action, manual door operation, cold weather operations, and hangar door checklists.

19.1.1.2. **(Added)** 436 MXG/MXOT will ensure each hangar door system has its own local SCR FMxC2 course code.

19.1.2. **(Added)** Operators must complete the following prior to operating hangar doors:

19.1.2.1. **(Added)** Hangar Door Awareness Training.

19.1.2.2. **(Added)** Hands-on OJT Qualification Training Program prior to operating hangar doors. (Course Code DOVR000061)

19.1.2.3. **(Added)** Be familiar with aircraft hangar operations outlined in AFMAN 91-203.

19.1.2.4. **(Added)** Document training IAW AFMAN 91-203.

19.1.2.5. **(Added)** Must be authorized on the SCR for the hangar doors being operated. (Course Codes; BLDG. 706, DOVR000071; BLDG. 711, DOVR000072; BLDG. 714, DOVR000073; BLDG. 715, DOVR000060; BLDG. 916, DOVR000075; BLDG. 945, DOVR000081)

19.2. (Added) Facility Managers will:

19.2.1. **(Added)** Ensure cold weather signs are mounted next to hangar door controls. Signs will read: “WARNING, DO NOT LEAVE HANGAR DOORS OPEN ANY LONGER THAN NECESSARY IN COLD WEATHER (BELOW FREEZING) TO PREVENT DAMAGE TO HANGAR FACILITIES. HANGAR DOORS MUST BE OPENED TO A MINIMUM OF 10 FT. INSPECT DOOR TRACKS AND POCKETS FOR ANY SNOW AND ICE BUILD-UP THAT WOULD PREVENT SAFE OPERATION OF THE DOORS AND REMOVE, IF NECESSARY, PRIOR TO DOOR OPERATION. AN ADDITIONAL SPOTTER MAY BE REQUIRED IN ADVERSE WEATHER.”

19.2.2. **(Added)** Ensure preventative maintenance is scheduled at 6-month intervals. Any change to hangar door operational status will be reported to the Group Facility Manager as soon as possible.

19.2.3. **(Added)** In the event of a hangar door discrepancy, hangar doors should be locked out by 436 CES until repair has been made or safed for operation.

19.3. (Added) Hangar Door Operators will:

19.3.1. **(Added)** Operate hangar doors IAW the applicable hangar door checklist.

19.3.2. **(Added)** Stop hangar door operation immediately if a discrepancy occurs and upon activation of a hangar door alarm or safety system.

19.3.3. **(Added)** Immediately contact the facility manager and the applicable Pro Super/ISO Dock Chief if the doors fail to operate.

19.3.4. **(Added)** In the event of a discrepancy, only operate powered hangar doors when:

19.3.4.1. **(Added)** CES has evaluated the discrepancy and determined it can't be corrected in a timely manner, thereby preventing mission accomplishment.

19.3.4.2. **(Added)** CES has made the determination that they are safe to be manually operated.

19.3.4.3. **(Added)** The Pro Super or ISO Dock Chief is present, has determined manual operation to be safe and authorized procedure.

19.4. (Added) Hangar 714S Mobile Tail Enclosure (MTE) Training.

19.4.1. **(Added)** Roles and responsibilities:

19.4.1.1. **(Added)** The 436/512 AMXS, 736/712 AMXS and 436/512 MXS will be responsible for ensuring training/ certification for members involved in the movement/connection of the MTE.

19.4.1.2. **(Added)** Squadron Directors of Operations/Maintenance Superintendents (and/or Squadron Senior Enlisted Leaders) will be the final approval authority for MTE Tow Supervisor/Fire Suppression System (FSS) certifications.

19.4.1.3. **(Added)** The MTE Tow Supervisor will ensure all personnel involved in MTE operations meet the training/certification requirements contained within this policy.

19.4.3. **(Added)** Certification and qualification documentation requirements:

19.4.3.1. **(Added)** Personnel who supervise the movement of the MTE or connect the FSS will be trained and certified to do so. The member will have training documented in their TRAINING RECORDS or equivalent as MTE Tow Supervisor and will be on the special certification roster with course code DOVR 000106 (MTE) TOW SUP FSS CON CERT.

19.4.3.2. **(Added)** Personnel who drive the vehicle moving the MTE will be trained and qualified to do so. The member will have training documented in their TRAINING RECORDS or equivalent as MTE Tow Driver and will additionally have training documented in GO81 on a 25-month recurring basis under course code DOVR 000005 MOBILE TAIL ENCLOSURE MTE TOW DRIVE.

19.4.3.3. **(Added)** Personnel who are used as spotters for MTE movement will be trained to do so and will have training documented in their TRAINING RECORDS or equivalent as MTE Tow Spotter.

Chapter 20 (Added)

AIRCRAFT TOWING/HANGARING REQUIREMENTS

20.1. (Added) Aircraft General Towing Requirements.

20.1.2. **(Added) WARNING:** When towing out of hangar 714S, the aircraft tail will never be turned toward the mobile tail enclosure or C-5 t-tail stand if outside of Hangar 711. Additionally, if the C-5 t-tail stand is located outside of hangar 711 ensure it is parked in its designated location prior to tow start.

20.1.3. **(Added)** When towing into or out of a hangar, complete and check off all the applicable items on the hangar specific Aircraft Hangaring Checklist (located at **https://usaf.dps.mil/sites/436MOS/QA/MXG%20OIs/Forms/AllItems.aspx**). The applicable checklist will be placed in the aircraft forms binder while the aircraft is in the hangar. Upon aircraft removal from the hangar, the checklist will be provided to the 436 MXS Pro Super.

Chapter 21 (Added)

HANGAR FIRE SUPPRESSION SYSTEM (FSS) ACTIVATION EVACUATION

21.1. (Added) In the event of a fire suppression system activation in a maintenance hangar, personnel must be aware of the proper evacuation responses to take for the type of suppression system installed in the applicable hangar (e.g. reviewing this supplement).

21.2. (Added) High Expansion Foam System Activation (Bldg. 945):

21.2.1. **(Added)** Personnel on the hangar floor (not on or in the aircraft) will immediately proceed to the nearest exit, alerting other personnel along the way.

21.2.2. **(Added)** In the event an employee is on the top of or in the aircraft, they will immediately move to the inside/upper deck of the aircraft and shelter in place. Personnel will remain in the aircraft until emergency services have rescued them and deemed the area safe to evacuate.

21.2.3. **(Added)** In the event an employee is performing in-tank fuel maintenance, the attendant will notify the entrant to remain in the tank with his breathing air respirator on. The attendant will don his breathing air respirator and remain either on the raised platform stand or on the top of the wing. All employees will remain on the aircraft until emergency response services have rescued them or deemed the area safe to evacuate.

21.2.4. **(Added)** These actions will be taken immediately. High Expansion Foam systems work quickly to fill the hangar with foam and can cause a significant health risk including death.

21.3. (Added) Aqueous Film Forming Foam (Bldg. 714):

21.3.1. **(Added)** Personnel on the hangar floor (not on or in the aircraft) will immediately proceed to the nearest exit, alerting other personnel along the way.

21.3.2. **(Added)** In the event an employee is on the top of or in the aircraft, they will immediately move to the inside/upper deck of the aircraft and shelter in place. Personnel will remain in the aircraft until emergency services have rescued them and deemed the area safe to evacuate.

21.3.3. **(Added)** These actions will be taken immediately. Aqueous Film Forming Foam systems work quickly to fill the floor with a foam suppressant to a level of approximately 4 feet in height and can cause a significant risk if a person is caught within the area of dispersal.

21.4. (Added) Water-Type Suppression System (Bldgs. 706, 711, 715, 916):

21.4.1. **(Added)** When the alarm sounds, personnel will immediately proceed to the main exit of the facility.

21.4.2. **(Added)** Personnel will take caution to stay clear of electrical outlets and equipment to avoid any potential electrocution hazards.

21.5. (Added) Personnel will not return to any area that has incurred an FSS activation until it has been deemed safe by the DAFB Fire Department and Civil Engineering.

Chapter 22 (Added)

ASSIGNMENT OF MANUAL JOB CONTROL NUMBERS (JCN)

22.1. (Added) Adherence to these guidelines are required for proper execution of maintenance actions and to ensure accurate documentation. Deviation should only occur under unusual circumstances and following proper coordination with MOC, unit supervision, and/or the Maintenance Management Analysis Section.

22.2. (Added) Responsibilities:

22.2.1. **(Added)** Manual JCNs will normally be assigned by the MOC and will originate from within the block of numbers assigned to their activity.

22.2.2. **(Added)** Shop schedulers/supervisors may authorize individuals to manually enter their work center specific JCNs. These permissions are only authorized within their assigned activity and must be coordinated with the MOC.

22.2.3. **(Added)** Any problems encountered in the use of these JCNs should be forwarded to the Maintenance Management Analysis section for resolution.

22.3. (Added) The JCNs in table 22.1. will be utilized according to assigned activity:

Table 22.1. (Added) Manual Job Control Numbers.

C-5/C-17 Aircraft General Support **NOTE**: This JCN will be entered on the Automated AFTO Form 781A, *Maintenance Discrepancy Work Document*, to document jobs such as towing, servicing, and cleaning.	0001
Transient En Route	0002 - 0199
Automated Maintenance Packages	0200 - 0499
Debrief – Pilot Reported Discrepancies	0500 - 0899
Not Assigned	0900 - 1599
MOC: Special Inspection, and -6 Automated Events	1600 - 1699
MAINTENANCE SQUADRONS	
Guidance and Control	1711 - 1749
Electronic Warfare Systems	1750 - 1799
Communication and Navigation	1800 - 1849
Unscheduled JCNs	1850 - 1899
C-17 Boeing Engine Management Element	1900 - 1999
C-5 JEIM/ Engine Management Element	2000 - 2449
Automated Maintenance Packages Continued	2450 - 2800
Test, Measurement and Diagnostic Equipment	2801 - 2900

Avionics Back shop	2901 - 3051
ISO Unscheduled Maintenance (Before and After ISO)	3052 - 3200
Not Assigned	3201 - 3449
Fuel Systems Repair	3450 - 3549
Local Manufacture	3550 - 3649
Electro Environmental Section	3650 - 3720
Survival Equipment Element (AFE)	3721 - 3740
Repair and Reclamation Section	3741 - 3800
Hydraulic Section	3801 - 3820
Aircraft Structural Maintenance Section	3821 - 3840
Metals Technology Section	3841 - 3900
Non-Destructive Inspection Section	3901 - 3920
Wheel and Tire Section	3921 - 3940
Munitions Flight	3941 - 3960
Not Assigned	3961 - 4250
Acceptance Inspection	4251 - 4300
Plans, Scheduling, and Documentation	4301 - 4400
AGE Servicing	4401 - 4500
AGE Repair	4501 - 4590
Not Assigned	4591 - 5099
Cannibalization Related Jobs	5100 - 5199
Aircraft/Engine Cannibalization	5200 - 5299
Off Shore Support	5300 - 5325
Aircraft Impoundment	5326 - 5330
Not Assigned	5400 - 5564
AMC Museum	5565 - 5644
Field Training Detachment Trainers	5645 - 5675
Not Assigned	5676 - 5699
Preflight Inspection	5700 - 5799
Thru-Flight Inspection	5800 - 5899
Power on Preflight	5900 - 5999

C-5/C-17 Flying Crew Chief (away from home station)	6000 - 6499
Refurb	6500 - 6899
Basic Postflight Inspection	6900 - 6999
ISO Preparation Package	7000 - 7099
Quality Assurance	7100 - 7119
Aircraft Wash	7120 - 7299
MOC: Unscheduled JCNs	7300 - 9499
TCTOs	9500 - 9699
EDS Generated Work Orders	9700 - 9799
TCTOs Continued	9800 - 9998
C-5 ISO Minor	B001 - B999
C-5 ISO Major	C001 - C999
Home Station Check (HSC) C-5 and #1 HSC on C-17	E001 - E999
Home Station Check (HSC) #2 HSC on C-17	F001 - F999
Home Station Check (HSC) #3 HSC on C-17	G001 - G999
Home Station Check (HSC) #4 HSC on C-17	H001 - H999
Home Station Check (HSC) #5 HSC on C-17	J001 - J999
Home Station Check (HSC) #6 HSC on C-17	K001 - K999
AGE Inspection	L001 - L999
Engine Change (C-5/C-17) #1 Eng	W001 - W999
Engine Change (C-5/C-17) #2 Eng	X001 - X999
Engine Change (C-5/C-17) #3 Eng	Y001 - Y999
Engine Change (C-5/C-17) #4 Eng	Z001 - Z999

Chapter 23 (Added)

MINIMUM LIQUID OXYGEN (LOX) AND LIQUID NITROGEN QUANTITIES

23.1. (Added) The minimum LOX quantities for C-5 and C-17 aircraft assigned to Dover AFB for local and mission flights are as follows:

Table 23.1. (Added) Minimum Liquid Oxygen (Lox) And Liquid Nitrogen Quantities.

	Local Flight		Mission Flight	
C-5	Crew	Passenger	Crew	Passenger
	10 liters	25 liters	15 liters	45 liters
C-17	Crew	Pass/Aux Combined	Crew	Pass/Aux Combined
	10 liters	60 liters	15 liters	100 liters

23.2. (Added) The C-5 minimum liquid nitrogen quantity readings will be as follows:

23.2.1. **(Added)** 375/375 for a 4-hour local flight.

23.2.2. **(Added)** 500/500 for a 4 plus hour local flight.

23.2.3. **(Added)** 650 for aircraft with only one serviceable Dewar on a local flight.

23.2.4. **(Added)** 650/650 for an engine running crew change on a local flight.

23.2.5. **(Added)** 650/650 for a mission flight.

23.3. (Added) The aircraft commander retains the option to request different quantities based on mission requirements.

Chapter 24 (Added)

MASTER STANDARDIZED AFTO FORM 781-SERIES FORMS BINDER ARRANGEMENT

24.1. (Added) The following documents are required in the aircraft forms binder in the following order.

24.1.1. **(Added)** AMC Form 498, Classified Equipment Installed, is used when classified equipment is installed on the aircraft. This form will be placed in front of the 781 F.

24.1.2. **(Added)** AFTO Form 781F, Aerospace Vehicle Flight Report and Maintenance Record, serves as identification for the binder of a particular aerospace vehicle.

24.1.3. **(Added)** Each form after the AFTO Form 781 F, Aerospace Vehicle Flight Report and Maintenance Record, will be preceded by a tabbed divider labeled to identify each form in the binder.

24.1.4. **(Added)** AFTO Form/IMT 781B, Communication Security Equipment Record.

24.1.5. **(Added)** AFTO Form 781, ARMS Aircrew/Mission Flight Data Document.

24.1.6. **(Added)** AFTO Form 781H, Aerospace Vehicle Flight Status and Maintenance Document.

24.1.7. **(Added)** AFTO Form 781A, Maintenance Discrepancy and Work Document.

24.1.7.1. **(Added)** Note page will have current navigational database version and validity period annotated.

24.1.8. **(Added)** Waivers, and Engineering Dispositions (EDs) will be placed in a clear document protector and located directly after the 781A's.

24.1.9. **(Added)** AFTO Form 781K, Aerospace Inspection Status, Engine Status, Calendar and Hourly Inspection Schedule, Delayed Discrepancies, Urgent Action, and Outstanding Routine TCTO, (Automated FMxC2).

24.1.10. **(Added)** AFTO Form 781J, Aerospace Vehicle - Engine Flight Document.

24.1.11. **(Added)** Last four AMC Forms 278, locally developed form, or MIS generated report (Screen 9032C inquiry) showing last four sorties' aircrew discovered discrepancies.

24.1.12. **(Added)** TCTO Status Report for Aircraft.

24.1.13. **(Added)** AFTO Form/IMT 781C, ALE-47 Equipment.

24.1.14. **(Added)** AF Form 4076, Aircraft Dash 21 Equipment Inventory. Place the original copy, and at least two extra blank copies, into a clear document protector.

24.1.15. **(Added)** AF Form 664, Aircraft Fuels/Ground Servicing Documentation Log.

24.1.16. **(Added)** Julian Date Calendar.

24.1.17. **(Added)** AFTO Form/IMT 781M, Status Symbols and Functional System Codes. Insert this form in a clear document protector.

24.1.18. **(Added)** AFTO Form/IMT 781G, General Mission Classifications Mission Symbols, will be the last form in the binder. Insert this form in a clear document protector.

24.2. (Added) Additional Required Items:

24.2.1. **(Added)** The US Government AIR CARD will be kept in the form's binder.

24.2.2. (Added-C-5M Specific) The Remote Memory Module (RMM) card, when not in use, will be kept in the form's binder.

24.2.3. **(Added)** The Infrared Countermeasures (IRCM) Maintenance User Data Module (MUDM) card (as required), when not in use, will be kept in the form's binder.

Chapter 25 (Added)

FALL PROTECTION PROCEDURES

25.2. (Added) The following directives provide reference for this section: DAFMAN 91-203 and all technical data that directs personnel, both military and civilian, to an upper surface on the aircraft.

25.2.1. **(Added)** While inside aircraft hangars, users will utilize the prescribed fall protection available while performing above-wing maintenance. Fall protection can be disconnected when the individual's body is completely off any surface and up to his/her ribcage/mid-point inside the aircraft.

25.2.2. **(Added)** In Hangars 711 and 916, above-wing and fuselage C-5 maintenance can be performed without the use of the personnel restraint four-point harness kit if: all stands are properly positioned with all slides fully deployed and pinned and the drop is less than 4 feet. **EXCEPTION**: Fall protection will be used anytime outside the established "marked" protected areas when a flap/slat assembly is removed and when performing operations in the following 4 critical areas (See **Figure 25.1**.).

Figure 25.1. (Added) Established Fall Protection Marked Areas.

25.2.3. **(Added)** When utilizing any high reach equipment, the personnel restraint four-point harness kit will be used when the platform is in the elevated position. Attachments will be made at the prescribed aerial platform attachment point.

25.2.3.1. **(Added)** If working from high reach equipment (manlift, badger, JLG, or calavar), personnel will remain attached to the basket. Personnel who leave the manlift/basket to work on a surface must first attach to the aircraft surface they intend to work on and then detach from the platform.

25.2.4. **(Added)** Every attempt will be made to utilize aerial lift platforms such as the JLG, Simon or man lift on non C-5/C-17 aircraft not equipped with restraint attachment points. When no means of restraint is available on aircraft not equipped with restraint attachment points, a risk assessment will be conducted by the owning squadron commander to implement control measures to minimize the risk.

25.2.5. **(Added)** During all situations, designated walkways will be used where possible, and personnel will wear non-slip soled shoes.

25.2.6. **(Added)** All work centers requiring the use of fall protection will ensure they establish and maintain a fall rescue plan specific to their work center.

Chapter 26 (Added)

WIND RISK MANAGEMENT

26.1. (Added) When aircraft TOs provide wind limitations on specific tasks, aircraft in non-fully enclosed hangars will be assumed to be affected by winds the same as if they were on the flight line. Whenever observed weather conditions could increase the risk associated with performing a task, or when the 436 OSS/OSW (Weather Flight) issues an advisory, Pro Supers will accomplish an RM worksheet (**Attachment 2**) and obtain approval for performing wind-limited tasks in a non-fully enclosed hangar.

JAMIL I. MUSA, Colonel, USAF
Commander, 436th Air Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DAFI 31-101, *Integrated Defense* (CUI), 10 Sep 2024

DAFI 91-204, *Safety Investigation and Reports*, 10 Mar 2021

DAFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, 25 Mar 2022

AFMAN 11-2C-17V3, *C-17 Operations Procedures*, 19 Aug 2024

AFMAN 11-2C-5V3, *C-5 Operations Procedures*, 20 Oct 2022

AMCI 21-108, *Logistics Support Operations*, 2 Mar 2023

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

DAFI 21-101,_AMCSUP, *Aircraft and Equipment Maintenance Management*, 15 Jul 2024

DAFI 23-101_AMCSUP, *Materiel Management*, 22 Jun 2021

LCL-436 MXG-2, *Mobile Tail Enclosure (MTE) Movement Procedures,* 15 Mar 2019

TO 1C-5M-2-5, *Fuel System*, 9 Dec 2024

TO 00-20-3, *Maintenance Processing of Reparable Property and the Repair Cycle Asset Control System,* 22 Oct 2024

Prescribed Forms

None

Adopted Forms

AF Form 2407, Weekly/Daily Flying Schedule Coordination

AF Form 664, Aircraft Fuels Documentation Log

AF Form 1297, Temporary Issue Receipt

AF Form 2005, Issue/Turn-In Request

AFTO Form 781, Arms Aircrew/Mission Flight Data Document

AFTO Form 781A, Maintenance Discrepancy and Work Document

AFTO Form 781C, Avionics Configuration and Load Status Document

AFTO Form 781H, Aerospace Vehicle Flight Status and Maintenance

AFTO Form 781J, Aerospace Vehicle - Engine Flight Document

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

Abbreviations and Acronyms

ADADS—Aircraft Data Acquisition and Distribution System

AFE—Aircrew Flight Equipment

CVR—Cockpit Voice Recorder

ECP—Entry Control Point

EDS—Embedded Diagnostic System

FCF—Functional Check Flight

FDR—Flight Data Recorder

FSC—Flight Service Center

FSS—Fire Suppression System

IMC—Industrial Maintenance Complex

MCD—Mission Computer Display

MCK—Mission Computer Keyboard

MDC—Maintenance Data Collection

MJP—Multiplex Junction Probe

MRT—Maintenance Recovery Team

MTE—Mobile Tail enclosure

Pro Super—Production Superintendent

PS&D—Plans, Scheduling and Documentation

RAT—Ram Air Turbine

RMM—Removable Memory Module

Attachment 2

WIND RISK MANAGEMENT WORKSHEET

Figure A2.1. Wind Risk Management Worksheet.

WIND RISK MANAGEMENT WORKSHEET

Task	Tail #	Location	Time/Date

Wind Limitation per TO: ____ kts/____
Current Winds (Speed/Direction): ____ kts/____
Forecast Winds (Speed/Direction): ____ kts/____
Wind Reading @ Location: ____ kts/____

Hangar Configuration	Yes	No
All Hangar Doors Closed:		
Aperture Doors Closed:		
Aircraft on Jacks:		

Potential Hazards	Risk Factor Low		High	
Is it likely that winds will increase?	1	3	5	____
Could winds cause the aircraft to move?	1	3	5	____
Does the task involve pinch points/close tolerances?	1	3	5	____
Does the task require swinging hoists or a crane?	1	3	5	____
Could the task extend past the current shift?	1	3	5	____
Can the task be paused at any time if necessary? (1=Easily Paused)	1	3	5	____
Technician proficiency (1=Highly Qualified)	1	3	5	____
			Total	____

Risk Assessment Scale: 7-11 = Low Risk, 12-24 = Moderate Risk, 25-35 = High Risk

Approval authority will depend on assigned risk assessment. When assigning a risk factor to potential hazards, consider the likelihood and severity of personnel injury or equipment damage if a mishap were to occur based upon current AND forecasted conditions.

Other Considerations:

_____

_____

Risk Mitigation Strategy:

_____

_____

I have reviewed the task risk assessment, and I have discussed methods to reduce unnecessary risk. I believe the level of risk is/**is not** acceptable. Approval is/**is not** granted to proceed with the task.

Additional Mitigation Requirements:

_____ Task Lead Signature

_____ Approval Authority Signature

Low: Lead Production Superintendent
Moderate: Maintenance Supervision
High: Squadron Commander