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This publication implements and extends the guidance of Air Force Instruction (AFI) 21-101_AFSOC_SUP_1, Aircraft and Equipment Maintenance Management, 24 November 2020. It provides guidance and procedures on maintenance management throughout the Air Force (AF). It applies to all 1 SOMXG personnel and those working on 1 SOMXG assigned aircraft, including the Air Force Reserve and Air National Guard (ANG), except where noted otherwise. This publication may not be supplemented at any level. Refer recommended changes and questions about this publication to the OPR listed above using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1 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, or alternately, to the Publication OPR for non-tiered compliance items. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS)

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1.3.5. **(ADDED)** Requesting units will:

1.3.5.1. **(ADDED)** Prior to submitting TARs, as a minimum, the requesting unit must ensure all available on- base resources have been exhausted. Resources to be checked include supply, AFREP, QA, and Air Force Engineering and Technical Services (AFETS).

1.3.5.2. **(ADDED)** In coordination with the performing work center, complete the on-site engineering assistance request form (See **Attachment 12** for C-130 and **Attachment 13** for CV-22); ensure all information and data is included.

1.3.5.3. **(ADDED)** All TARs will be reviewed at the unit's Production Superintendent level or above prior to sending to QA for input.

1.3.5.4. **(ADDED)** E-Mail all engineering requests to appropriate distribution lists: 1 SOMXG CV22 VTAMP or 1 SOMXG C-130 ENGINEERING and courtesy copy the on-site engineer(s).

1.3.5.5. **(ADDED)** Forward requests for Unprogrammed Depot Level Maintenance (UDLM) to QA if requested UDLM requires a depot team or OSDS. Requests will be submitted using the format outlined in TO 00-25-107, *Maintenance Assistance*. All requests must have the concurrence of QA, 1 SOMXG/CCC, 1 SOMXG/CD, or 1 SOMXG/CC prior to forwarding to Wing PS&D. All requests must incorporate a detailed list of all actions taken to correct the deficiency if applicable (i.e. troubleshooting, components replaced, Blue Ribbon Team, etc.).

1.3.5.6. **(ADDED)** If restrictions are imposed on an aircraft, units must ensure appropriate entries are placed into the AFTO Form 781A, *Maintenance Discrepancy and Work Document,* forms with a copy of engineering disposition.

1.3.5.7. **(ADDED)** All units must ensure the aircraft AFTO Form 95, *Significant Historical Data*, is updated with repair action taken, date, approval authority, and reference source.

1.3.5.8. **(ADDED)** If repair action/disposition for the aircraft is temporary, i.e. hold for HSC, ISO, or PDM for permanent repair, the units must ensure appropriate entries are placed into the AFTO Form 781s forms and IMDS with a copy of engineering disposition.

1.3.6. **(ADDED)** QA will:

1.3.6.1. **(ADDED)** Be the focal point for all engineering assistance requests.

1.3.6.2. **(ADDED)** Validate all on-base resources have been utilized prior to forwarding to engineering for disposition.

1.3.6.3. **(ADDED)** Forward request to engineering authority after review has been completed.

1.3.6.4. **(ADDED)** Courtesy copy the 1 SOMXG/CD, the requesting unit, and 1 SOMXG/MXOOP on approved and disapproved engineering repair actions.

1.3.7. **(ADDED)** On-site engineers will:

1.3.7.1. **(ADDED)** Forward all engineering instructions to AFSOC for notification/coordination prior to sending instructions to units for maintenance repair actions. If the local engineer does not

have appropriate authority for the repair in question, he/she will forward the request to the appropriate engineering authority for concurrence.

1.3.7.2. **(ADDED)** Coordinate on DMS107 and WR-ALC TAR from the requesting unit if repairs are beyond local capabilities.

1.3.8. **(ADDED)** P&S will:

1.3.8.1. **(ADDED)** Coordinate, log in dates and time into the system. Finalize, make minor changes if required, and send 107 requests through the DMS message traffic system. Once the message has been sent, ensure that the requesting unit, 1 SOMXG/CD, and QA received the completed 107 requests (Non WR-ALC TAR).

1.3.8.2. **(ADDED)** Track the status of 107 requests and inform the unit and QA of scheduled aircraft input or depot team arrival.

1.3.8.3. **(ADDED)** Maintain all copies of approved 107 requests.

1.11.3. **(ADDED)** 1 SOMXG Mod Program:

1.11.3.1. **(ADDED)** Maintenance/mod teams are aircraft/equipment maintenance-related field teams, contractors, civilians, and DoD personnel not assigned to the 1 SOMXG. They will not gain access to or gain support from any 1 SOMXG resource without permission issued by the 1 SOMXG/CC. To align with AFSOC HOI 63-1110, *Aircraft Modification Scheduling Management*, a 30 day-advanced notice is also required to the 1 SOMXG before maintenance/mod teams will be granted access when maintenance is to be performed.

1.11.4. **(ADDED)** 1 SOMXG Mod Office Responsibilities:

1.11.4.1. **(ADDED)** Establish and maintain an aircraft modification program for the 1 SOMXG.

1.11.4.1.1. **(ADDED)** AFSOC aircraft and/or equipment will not be modified for test purposes without prior coordination with HQ AFSOC/XPT, validation by the AFSOC configuration review board (CRB), and approval from the appropriate Air Force Materiel Command (AFMC) single manager (SM).

1.11.4.1.2. **(ADDED)** Upon arriving at Hurlburt Field, ensure maintenance/mod teams attend a mandatory in- briefing before gaining access to 1 SOMXG aircraft, facilities, tools, etc. (See Attachment 2 for specific mod briefing requirements). Personnel required to attend the maintenance/mod team in-brief are (but not limited to): 1 SOMXG/MXM (representative), 1 SOMXG Aircraft Modifications Program Manager, AMU P&S, AMU or squadron project manager, 1 SOMXG security manager, 1 SOMXS specialist (as required), maintenance/mod teams from outside agency, HQ AFSOC, 18FLTS or 413FLTS (as required), Defense Contract Management Agency (DCMA)/QAR and QA inspector (as required), TCTO and aircraft weight and balance program manager (as required). (See Attachment 2).

NOTE: All personnel in attendance will sign in.

1.11.4.1.3. **(ADDED)** Ensure the maintenance/mod team provides one copy of the following during the in-briefing to the 1 SOMXG Modifications Program Manager: (1) orders listing personnel and security clearances, (2) copy of aircraft weight and balance requirements/plans, (3) Workload Agreements and Statements of Objective (WLA/SOO), (4) approved technical references (Preliminary Technical Orders (PTO), TCTOs, TOs and factory-related diagrams) used to conduct aircraft/equipment maintenance, (5) copies of master inventories of all CTKs, (6) list

of all personnel with Red X orders for applicable modification(s), (7) Government Approval Authority letter authorizing access to specific TOs IAW TO 00-5-1, *AF Technical Order System* (as applicable). Ensures test director appoints QAR/QAE as applicable. Contractor personnel will not remove TOs from the work area served by the library.

1.11.4.1.4. **(ADDED)** Maintenance/mod teams are subject to QA spot inspections.

1.11.4.1.5. **(ADDED)** Gain access and escort personnel to 1 SOMXG resources (aircraft, facilities, tools, equipment, and TO accounts). Ensure squadron/unit supervision is notified.

1.11.4.1.6. **(ADDED)** Ensure outside agencies have coordinated with AFSOC/1 SOW/A5 when requesting access to 1 SOW aircraft, equipment, or facilities. Act as the key focal point for all aircraft/equipment modification, testing, and support issues for maintenance/mod teams, AFSOC, DLA, and units within the 1 SOMXG.

1.11.4.1.7. **(ADDED)** Monitor status on all aircraft/equipment modifications.

1.11.4.2. **(ADDED)** Before departing Hurlburt Field, ensure the maintenance/mod teams:

1.11.4.2.1. **(ADDED)** Document all maintenance performed.

1.11.4.2.2. **(ADDED)** Clear entries in aircraft/equipment forms and IMDS (i.e. Red X's, weight & balance updates, or Form F entries, etc.).

1.11.4.2.3. **(ADDED)** Document permanent modifications in aircraft/equipment AFTO Form 95.
1.11.4.2.4. (ADDED) Provide a copy of red-line PTO or TO to the QA TCTO monitor.

1.11.4.2.5. **(ADDED)** Provide a copy of AFTO Form 82, *TCTO Verification Certificate*, following kit-proof validations to the 1 SOMXG QA TCTO monitor if applicable.

1.11.4.2.6. **(ADDED)** After each aircraft is modified, notify QA to verify that the weight & balance was updated.

1.11.4.2.7. **(ADDED)** Place copies of the AF Form 1067, *Modification Proposal*, and AFMC Form 243/273, *Temporary Release for Flight Certificate/Final Release for Flight Certificate,* (provided by mod team) in the aircraft jacket file.

1.11.4.3. **(ADDED)** Enforce policies, instructions, and directives for accomplishing the following:

1.11.4.3.1. **(ADDED)** Permanent modifications: any maintenance directed by departmental/field TCTOs and retrofits accomplished at Hurlburt Field. Approved modification proposals will be sent via AFSOC/A4MX to the System Program Director (SPD) single manager. Permanent modifications do not receive SM approval until the program is fully funded. When the modification proposal is funded, the SPD will either generate a standard TCTO or do the modification under a Contractor Logistics Support (CLS) program.

1.11.4.3.2. **(ADDED)** Kit proof verifications: Preliminary TCTO or retrofit modifications to be verified and/or installed on aircraft/equipment at Hurlburt Field.

1.11.4.3.3. **(ADDED)** T-1 modifications: HQ AFSOC directive for a temporary low risk/low cost aircraft modification (adding, changing, or removing equipment) to provide increased capability for a special flying mission. Aircraft must be able to be returned to their original configuration within 48 hours. They will not remain installed for more than 1 year without a waiver from the SPD single manager.

1.11.4.3.4. **(ADDED)** T-2 modifications: HQ AFSOC directive for temporary testing of a system or component, usually according to Program Management Directive (PMD). An aircraft modification (form, fit, or function) required to support in-service testing of potential replacement items for research, development, testing, and/or evaluation (RDT&E). Aircraft must be returned to its original configuration or the modification revalidated within 180 days from completion of the test unless a waiver is approved through AFSOC.

1.11.4.3.5. **(ADDED)** Trial installation, testing, evaluation, or assessment. 1 SOMXG support for temporary modification of aircraft/equipment at Hurlburt Field.

1.11.5. **(ADDED)** 1 SOMXG QA Responsibilities:

1.11.5.1. **(ADDED)** QA inspector will:

1.11.5.1.1. **(ADDED)** Attend maintenance/mod teams in-briefings as required.

1.11.5.1.2. **(ADDED)** Perform a comprehensive tool check prior to starting and ending maintenance for each aircraft. Tool checks must be performed before the modification team can continue to the next aircraft.

1.11.6. **(ADDED)** Squadron/AMU Project Manager Responsibilities:

1.11.6.1. **(ADDED)** Coordinates logistics support for maintenance/mod teams and is the focal point for all activities once maintenance begins.

1.11.6.2. **(ADDED)** Will verify proper documentation of all aircraft maintenance actions in AFTO Forms 781A's, AFTO Form 95's and AFTO Forms 244's, *Industrial/Support Equipment Record,* for depot maintenance. Notify appropriate agencies (MOC, QA, PS&D, and/or MOD office) should problems arise.

1.11.6.3. **(ADDED)** For initial installation of T-1 modifications**,** verify that the AF Form 1067 is filed in aircraft forms. A physical configuration inspection (PCI) will be accomplished for only the first installation unless the single manager specifically requests a PCI on each aircraft. This should only occur for extenuating circumstances. The inspection will be performed by a qualified individual not involved with the installation. The PCI will be documented on the AFMC Form 272, *Physical Configuration Inspection (PCI) Report*.

1.11.6.4. **(ADDED)** For T-2 modifications**,** verify AFTO Form 781A orange border annotations for installation/removal maintenance actions and that the AF Form 1067 and AFMC Form 243 are filed in the aircraft forms. Block 12 of the AFMC Form 243 will be endorsed by DCMA/QAR following the inspection.

1.11.6.5. **(ADDED)** For trial installation, testing, evaluation, and assessment**,** verify that all aircraft/equipment are returned to original condition (unless otherwise directed). File the AF Form 1067 and AFMC Form 243/273 in the aircraft forms (prior to flight).

1.11.6.6. **(ADDED)** Following the removal of any T-1 and T-2 temporary modification, remove the AF Form 1067 and AFMC Form 243 from aircraft forms and maintain copy of these documents in the aircraft jacket file (as required).

1.11.7. **(ADDED)** 1 SOMXG Mod Teams/Contractors Supporting Aircraft at Hurlburt Field will:

1.11.7.1. **(ADDED)** Maintain a current listing (original having been previously received by the Air Force contract administration) of personnel who are authorized to (1) certify

aircraft/equipment as safe for flight or use, (2) sign off Red X symbols, (3) certify operational capability, and (4) perform functional check flights (if applicable).

1.11.8. **(ADDED)** All 1 SOMXG agencies will ensure outside agencies requesting 1 SOMXG support must have completed the following:

1.11.8.1. **(ADDED)** A written request to the proper agency (HQ AFSOC/DOO or AFSOC/A4M).

1.11.8.2. **(ADDED)** Written requests for 1 SOMXG support should address the following topics: (1) purpose of visit; (2) duration of visit; (3) name, title, citizenship, SSAN, date and place of birth, security clearance, and security certification dates for each field team member; (4) point of contact; (5) facility requirements (i.e. hangar space); (6) number of days/hours aircraft is required; (7) number of flights associated with test or modification; (8) aircraft configuration required; (9) day/night flights; (10) aircraft downtime; (11) maintenance, operation, and inspection personnel support; (12) ground power support; (13) special tool requirements; (14) access to specific shop areas; (15) shift-work requirements; (16) workload agreement; (17) statement of objective.

1.13.3. **(ADDED)** Safety Hats/Bump Caps: The wear of safety (hard) hats are mandatory in the following circumstances: during crane or hoist operations, when working inside the entire arc of the crane boom or intended hoist path. Bump caps will be worn while working or transiting around work platforms in the C-130 ISO Dock. Bump caps may be removed while working on top of the aircraft, in the cargo compartment, or in confined areas where utilization of the bump cap is a hindrance (i.e. flap wells, landing gear, and engine nacelles).

1.13.3.1. **(ADDED)** Hard Hat chin straps will always be worn.

2.4.44.1. **(ADDED)** Procedures to review and clear “repeat”, “recur”, and “cannot duplicate discrepancies” (CND) discrepancies: In-flight operational checks do not negate repeat or recur discrepancies unless the system cannot be tested (ops checked) on the ground.

2.4.44.1.2. **(ADDED)** Debrief will:

2.4.44.1.2.1. **(ADDED)** Annotate repeat or recur discrepancies by entering “Repeat” or “Recur” in red with the previous JCN in the discrepancy block.

2.4.44.1.2.2. **(ADDED)** Retrieve and print out the corrective actions for the original discrepancy and any repeat or recur discrepancies by entering each JCN on IMDS screen 122.

2.4.44.1.2.3. **(ADDED)** Use AFSOC Form 25, *Debriefing and Recovery Preplan*, when IMDS is down. Enter the previous JCN in the discrepancy block.

2.4.44.1.2.4. **(ADDED)** The Production Superintendent will review the repeat, recur, and cannot duplicate discrepancies at each shift turnover, determine additional maintenance actions as needed, and approve the corrective actions prior to inspected by signature.

2.4.44.1.2.5. **(ADDED)** The squadron Director of Operations or designated representative will review and add any additional comments.

2.4.44.2. **(ADDED)** A qualified technician, five level or higher, will enter the corrective action and sign the “Corrected By" block of the AFTO Form 781A. A seven level or higher for the affected system will investigate all related maintenance actions, sign the "Inspected By" block, and initial over the symbol.

2.4.44.2.1. **(ADDED)** Discrepancies that cannot be duplicated require personnel with the most system experience possible to investigate. The discrepancy may be cleared only after thorough troubleshooting has been accomplished.

2.5.2. **(ADDED)** Mandatory attendees: AMU OIC or Production Superintendent Squadron Director of Operations Representative for Wing PS&D MOC Engine Management QA

2.10.20.2. **(ADDED)** Severe weather procedures will be accomplished in conjunction with Hurlburt Field *Installation Emergency Management Plan* (IEMP) 10-2, AFI 48-151, *Thermal Injury Prevention Program,* for the heat stress index, and HFI 15-101, *Weather Support.*

Table 2.10. (ADDED) Wind Limitation Chart.

	U-28/PC-12	CV-22	AC-130U/J	MC-130H
HUREVAC DECISION POINTS				
HANGAR DOOR OPS (Nose Docks)	22 KTS	22 KTS	22 KTS	22 KTS
HANGAR DOOR OPS (All Other Hangars)	25 KTS	25 KTS	25 KTS	25 KTS
MAX CROSS WINDS: T/O AND LAND (WET RUNWAY)	>25 KTS	20 KTS (MAX GUST SPREAD)	>24 KTS	>24 KTS
MAX CROSS WINDS: T/O AND LAND (DRYRUNWAY)	>25 KTS	20 KTS (MAXGUST SPREAD)	>35 KTS	>35 KTS
MOORING	>30 KTS *	4 pt >26 KTS 10 pt > 45 KTS	>45 KTS	>45 KTS
HANGAR or EVACUATE	>45 KTS *	>60 KTS	>75 KTS	>75 KTS
MAINTENANCE ACTIONS				
MAX WINDS: OPEN RADOME	N/A	N/A	>20 KTS	>20 KTS
MAX WINDS: JACK	>20 KTS	>20 KTS	>20 KTS	>20 KTS
MAX WINDS: TOW	N/A	>35 KTS	>30 KTS	>30 KTS
MAX WINDS: WORK ONWING W/FALL RESTRAINT	>20<30 KTS	>20<30 KTS	>20<30 KTS	>20<30 KTS

*** There are no established wind limits for the U-28 / PC-12 in the aircraft's tech data. Values in this table are based onexpert opinion only.**

2.10.20.2.2. **(ADDED)** The following are 1 SOMXG Severe Weather Notification Procedures:

2.10.20.2.2.1. **(ADDED)** Upon notification from the Base Weather Service of any WEATHER ADVISORY, the MOC will initiate the appropriate checklist.

2.10.20.2.2.2. **(ADDED)** Production Superintendent can initiate the flight line evacuation plan at their discretion. Production Superintendent shall notify MOC upon initiation.

2.10.20.2.3. **(ADDED)** MAINTENANCE RESPONSIBILITIES:

2.10.20.2.3.1. **(ADDED)** When severe weather is forecast, maintenance supervisors will review all pending maintenance activities to assure they can be safely terminated at the onset of severe weather. In-progress maintenance operations will be closely monitored by Production Superintendents and Expediters to ensure safe and immediate termination in the event of deteriorating weather conditions. Production Superintendents will monitor maintenance radio nets for weather advisories from the MOC and be prepared to hangar aircraft and evacuate personnel from flight line areas if necessary.

2.10.20.2.3.2. **(ADDED)** When aircraft surfaces are wet or covered with snow, frost, or ice, extra precaution will be used. If the operational needs do not allow delays for conditions to improve, fall protection will be used.

2.10.20.2.3.3. **(ADDED)** Following aircraft/hangar assignment:

2.10.20.2.3.3.1. **(ADDED)** CV-22B: Independence and Freedom Hangar, Eason Hangar, Corrosion Control Facility, Fuel Cell Hangar, Wash Rack, or any other available hangar.

2.10.20.2.3.3.2. **(ADDED)** AC/MC-130: Eason Hangar, Fuel Cell, Corrosion, C-130 Nose Dock(s). 2.10.20.2.3.3.3. (ADDED) 319 SOS U-28/PC-12: Bldg. 90815 or any hangar available.

2.10.20.2.3.3.4. **(ADDED)** When high winds are forecasted, the priority for hangaring aircraft is:

Winds 45 – 60 kts:
- U-28
- PC-12
- CV-22
- Transient helicopters/small aircraft

Winds 75 kts or Greater:
- All aircraft not hangared will be evacuated
- AC/MC-130
- CV-22
- C-130
- U-28
- PC-12
- Transient helicopters/small aircraft

2.10.20.2.3.3.5. **(ADDED)** MOC will maintain 1 SOMXG hangar status and will provide the aircraft maintenance unit locations to hangar their aircraft, 1 SOMXG/CC/CD/MXM has control of all hangars and will determine priorities when required.

2.10.20.2.3.3.6. **(ADDED)** When all hangar spaces are filled and additional space is still needed, the Wash Rack may be used as a last resort. The Wash Rack does not provide protection from wind but will provide protection from hail damage.

2.10.20.2.3.3.7. **(ADDED)** When applicable weather advisories are issued, all qualified 1 SOMXG personnel will assist aircraft hangaring. All available vehicles equipped with pintle hooks will assist in removing AGE and support equipment from the flight line.

2.10.20.2.3.4. **(ADDED)** When hangaring aircraft the owning organization of the hangar will:

2.10.20.2.3.4.1. **(ADDED-1)** Assist with opening hangar doors, (2) assist in positioning stands, (3) validate emergency removal equipment in place (Exception: respective ISO docks will maintain two sets each of snatch cables (unless aircraft can be towed straight out by tow bar) for their applicable mission design), (4) act as wing and tail walkers as required, and (5) validate hangaring checklist with aircraft or helicopter/rotor wing owning organization (See Attachments 9 and 10).

2.10.20.2.3.4.2. **(ADDED)** 1 SOMXG organizations/personnel will: (1) Assist in securing loose equipment near squadron areas, (2) assist flight line personnel as directed by MOC, and (3) provide personnel for tow teams as directed by MOC.

2.10.20.2.4. **(ADDED)** Cold Weather Operations:

2.10.20.2.4.1. **(ADDED)** During chill factors of -10° F through -20° F, only mission essential maintenance will be performed. Additionally, a two-person concept is required to ensure a cross-check for signs of frostbite, fatigue, or hypothermia. When chill factors are below -20° F, and/or as directed by squadrons Director of Operations/Senior Enlisted Leader(s), maintenance will be performed only if arctic weather clothing has been issued and is utilized.

2.10.20.2.4.2. **(ADDED)** During weather conditions where frost or ice could be expected to form on parking ramps, support equipment, and other critical items, the following minimum precautions will be taken:

2.10.20.2.4.2.1. **(ADDED)** Ensure all AGE is secured when not in use to prevent movement on slick surfaces due to freezing rain and drizzle.

2.10.20.2.5. **(ADDED)** Hot Weather Operations:

2.10.20.2.5.1. **(ADDED)** Pro-Super/Expediter will ensure adequate water supply is available on the flightline for personnel.

2.10.20.2.5.2. **(ADDED)** Refer to AFI 48-151, *Thermal Injury Prevention*, for heat stress index.

4.11.1.17. **(ADDED)** Review and analyze all QA A&I Reports pertaining to engine/propeller in-flight shutdowns (excluding normal shutdowns and restarts for training and functional check flight requirements), premature engine removals, and test cell rejects. Identify trends to maintenance supervision.

4.11.10. **(ADDED)** UNSCHEDULED ENGINE & PROPELLER REMOVAL PROGRAM. (C-130) All unscheduled engine changes will be coordinated through 1 SOMXS Production Superintendent (Mike 2). Mike 2 will notify the Propulsion Flight shift lead before the release of a spare engine.

4.11.10.1. **(ADDED)** To aid in this process the *Maintenance Change Sheet for C-130* (See attachment 18) and *CV-22 Aircraft* (See attachment 19) will be used to document required engine and component serial number and operating time information. The completed forms will be delivered or emailed by the owning unit to the Engine Management Section by the end of shift.

4.11.10.2. **(ADDED)** Spare Engine Issuing Procedures. Home station engine changes will adhere to the following guidelines:

4.11.10.2.1. **(ADDED)** Spare T56 engines will be identified with the test cell efficiency rating on the DD Form 1574, S*erviceable Tag*. The Propulsion Flight will ensure engines issued have the minimum required efficiency rating.

4.11.10.2.2. **(ADDED)** Unserviceable engines and propellers that have been removed at home station will be returned to the Propulsion Flight by the next duty day. All parts must accompany the engine and/or propeller.

4.11.10.2.3. **(ADDED)** Quick turn repair process: in accordance with AFI 10-201, AFI 21-104, and AFI 25-101. Quick turn is a process by which a repairable engine or propeller is removed, repaired, and returned to its original position, ideally within 12 hours.

4.11.10.2.3.1. **(ADDED)** General Engine/Propeller quick turn repair Policy: Quick turns will be accomplished by 1 SOMXS with assistance from the owning unit when available. 1 SOMXS will determine the feasibility of quick turning the asset based on Reliability Centered Maintenance (RCM) principles. The owning unit will document the engine/propeller removal actions in IMDS prior to 1 SOMXS accepting a quick turn. Owning units should notify 1 SOMXS prior to propeller replacement to determine quick turn feasibility. The following items are candidates for quick turn:

4.11.10.2.3.1.1. **(ADDED)** T56 Engine quick turn candidates:

Reduction Gearboxes “Torque meters”
Turbine Modules
Accessory Drive Housing

4.11.10.2.3.1.2. **(ADDED)** 54H60-91/117 Propeller quick-turn candidates:

Pump Housings
Front Lip Seals
Rear Spinners

4.11.10.3. **(ADDED)** All requests for spare engines to support deployments will be jointly pre-coordinated IAW AFSOCI 21-129 between the deploying unit(s) and 1 SOMXS Mobility Section before finalizing deployment packages.

4.11.11. **(ADDED)** OFF-STATION ENGINE AND COMPONENT MANAGEMENT PROCEDURES: The purpose of this section is to maintain control of deployed engine assets, time change items, AFTO Form 95 tracked components, and to ensure prompt documentation and reporting in the CEMS database.

4.11.11.1. **(ADDED)** Non-Contingency Deployments (no centralized AFSOC Logistics Command and Control):

4.11.11.1.1. **(ADDED)** Deployed senior maintenance officer, senior Production Superintendent, or deployed engine monitor will report pending or completed engine and/or a serially controlled component changes to HQ AFSOC/CLO and 1 SOMXG Engine Management Section. Data must be reported within 24 hours of completion of change using the *Maintenance Change Sheet for C-130 Aircraft.*

4.11.11.1.2. **(ADDED)** 1 SOMXG Engine Management Section will:

4.11.11.1.2.1. **(ADDED)** Act as primary point of contact for deployed 1 SOW personnel for all engine management documentation and reporting issues.

4.11.11.1.2.2. **(ADDED)** Act as the sole 1 SOMXG point of contact with HQ AFSOC for all engine management documentation and off-station reporting issues.

4.11.11.1.2.3. **(ADDED)** Promptly notify applicable maintenance squadron supervision when engine management, documentation, and reporting requirements are not being accomplished in a prompt and timely manner.

4.11.11.2. **(ADDED)** Sustained Contingency Deployments (when a centralized AFSOC Logistics Command and Control function exists):

4.11.11.2.1. **(ADDED)** 1 SOAMXS and 901 SOAMXS Maintenance Supervision will:

4.11.11.2.1.1. **(ADDED)** Ensure, prior to each deployment, all 2A671 (5 Lvl by exception) who are deploying are trained to perform duties as deployed Engine Monitors. Training will be conducted by the Engine Management Branch (EMB).

4.11.11.2.1.2. **(ADDED)** Designate the deployed Site Engine Monitor and notify EMB who the individual is prior to the deployment.

4.11.11.2.2. **(ADDED)** Deployed senior maintenance officer or senior Production Superintendent will ensure propeller/engine (all serial tracked component) changes are reported, not to exceed 48 hours (via LOGREP or other means of communication) to the theater centralized AFSOC Logistics Command and Control function (J-4/A-4) and SOMXG Engine Management so that potential component replacements can be sourced.

4.11.11.2.3. **(ADDED)** Deployed Site Engine Monitor will perform duties/responsibilities as specified in the 1 SOW Deployed Engine Managers Handbook.

4.11.11.3. **(ADDED)** Off-station routing of reports (*Maintenance Change Sheet for C-130 Aircraft* and AFTO Form 95).

4.11.11.3.1. **(ADDED)** The primary means of reporting data is through the following SIPR net addresses: 1SOMOS/**MXOOE.DL@us.af.mil** and **623.aoc.clo@us.af.mil**.

4.11.11.3.2. **(ADDED)** Secondary means of reporting is through the following NIPR net addresses: 1SOMOS/**MXOOE.DL@us.af.mil** and **623.aoc.clo@us.af.mil**.

4.11.11.3.3. **(ADDED)** Off-station routing of reports (*C-130 Engine/Component Change Sheet, CV-22 Engine Change Sheet*, and AFTO Form 95).

4.11.11.3.3.1. **(ADDED)** 1 SOMOS Engine Management: Telephone DSN 579-6691, Commercial 850-884-6691.

4.11.11.3.3.2. **(ADDED)** HQ AFSOC CLO: FAX DSN 579-7728, Commercial 850-884-7728, Telephone DSN 579-8925, Commercial 850-884-8925.

4.11.11.3.4. **(ADDED)** 1 SOMXG Engine Management: Telephone DSN 579-6667, Commercial 850-884-6667.

4.11.12. **(ADDED)** The following establishes the T56 engine performance trending program:

4.11.12.1. **(ADDED)** The owning unit will schedule and perform a performance run every 8.2 days/ISO/HSC and IAW applicable technical data. Data will be annotated on the 1 SOMXG Form 126, *Engine and Prop Run Sheet*, and input data into performance trending data base.

4.11.12.1.1. **(ADDED)** When the aircraft is in ISO, the ISO section will be considered the owning unit.

4.11.12.1.2. **(ADDED)** Send all performance data to the EMB section via e-mail or fax: 1 SOMOS/**MXOOE.DL@us.af.mil** or DSN 579-6667/6692, Commercial 850-884-6667/6692.

4.11.12.2. **(ADDED)** AFETS will review and analyze trending data. Report negative trends or issues to appropriate unit(s) as required.

5.2.2.3. **(ADDED)** 1 SOMXG personnel will use manual JCNs in the event IMDS is unavailable. JCNs are identified in Attachment 4.

5.2.3.4. **(ADDED)** Refer to TO 00-20-1 paragraph 9.5 for AFTO Form 95 documentation requirement.

5.2.3.5. **(ADDED)** Automate new AFTO Form 95s and maintain them in the MIS. This approach eliminates duplication and provides a single source repository.

5.2.5.1.11.4. **(ADDED)** Work center mnemonic codes are used to identify organization elements to which maintenance personnel are assigned or locations to which they may be dispatched. These codes are designed for use in the Job Data Documentation (JDD) subsystem and other subsystems of the IMDS.

5.2.5.1.11.5. **(ADDED)** Any required additions, deletions, or changes to work center codes/mnemonics must be submitted to Maintenance Data Systems Analysis (MDSA).

5.2.5.1.11.6. **(ADDED)** Upon receipt of proposed actions, MDSA will coordinate with the Maintenance Training Flight and the Programs & Resources Flight if necessary.

5.2.5.1.11.7. **(ADDED)** Requesting organizations will be responsible for ensuring that all other agencies are notified of changes. For deletions, if any equipment/inspections are assigned to the work center, the requesting agency will be responsible for their transfer or deletion.

5.2.5.2.4.1. **(ADDED)** AMU OICs will produce and deliver an executive summary including the following headings and applicable data for each subsection by the 4th day of each month to the Analysis section. Units will use the sample format at the MXG SharePoint site at **https://usaf.dps.mil/sites/AFSOC-1SOMXG/SitePages/OrgHome.aspx**. The template will be in the group shared documents folder.

5.2.5.2.4.1.1. **(ADDED)** OPS TEMPO

5.2.5.2.4.1.1.1. **(ADDED)** What was accomplished last month (TDYs, Deployments, Local Training, etc).

5.2.5.2.4.1.1.2. **(ADDED)** What's on the horizon for next month (identify any potential problems).

5.2.5.2.4.1.1.3. **(ADDED)** Execution of the FHP to date versus the plan (identify any problems that will result in not completing the FHP).

5.2.5.2.4.1.2. **(ADDED)** SUMMARY OF FLEET HEALTH

5.2.5.2.4.1.2.1. **(ADDED)** Provide a high-level summary of any metrics not met.

5.2.5.2.4.1.2.2. **(ADDED)** Provide analysis on metrics trending in negative direction (1/3/6 month comparison—what are the root causes for any trends?).

5.2.5.2.4.1.3. **(ADDED)** RESOURCE CONSTRAINTS (UNIT) These would be related and tied back into negative trends outlines in the previous sections and identified as being worked at the Wing or lower level.

5.2.5.2.4.1.3.1. **(ADDED)** Manning challenges.

5.2.5.2.4.1.3.2. **(ADDED)** Training challenges.

5.2.5.2.4.1.3.3. **(ADDED)** Facility shortfalls.

5.2.5.2.4.1.3.4. **(ADDED)** Repair capability shortfalls.

5.2.5.2.4.1.3.5. **(ADDED)** Parts constraints.

5.2.5.2.4.1.4. **(ADDED)** RESOURCE CONSTRAINTS (MAJCOM) These would be related and tied back into negative trends outlined in the previous sections and identified as being worked at the MAJCOM level.

5.2.5.2.4.1.4.1. **(ADDED)** Manning challenges.

5.2.5.2.4.1.4.2. **(ADDED)** Training challenges.

5.2.5.2.4.1.4.3. **(ADDED)** Facility shortfalls.

5.2.5.2.4.1.4.4. **(ADDED)** Repair capability shortfalls.

5.2.5.2.4.1.4.5. **(ADDED)** Parts constraints.

5.2.5.2.4.2. **(ADDED)** Analysis section will consolidate and deliver the executive summaries of all the AMUs into a single report using the headings above to the Group CC NLT the 6th day of each month.

6.7.2.7.3.1. **(ADDED)** A copy of the KTL, located in MSEP handbook, must be placed in all 781 binders in front of the IPI listing. Production Superintendents and Expeditors will familiarize themselves with the KTLs. If the KTL action is located beneath aircraft panels, then QA must be called to inspect prior to reinstalling panels.

6.7.2.8.4.27. **(ADDED)** The TCTO program, the time-change program, and FHP management will not be added to the RIL. These programs do not have mandatory inspections requirements, but units may request management inspection in these areas.

6.10.2.2.1. **(ADDED)** AFSOC TODO SharePoint: **https://usaf.dps.mil/teams/AFSOC-TODO/1%20sow/forms/allitems.aspx.**

6.10.3.1. **(ADDED)** TODO/TODAs with access to ETIMS will attend ETIMS training class at Eglin AFB within 90 days of appointment to the TO program.

6.10.3.2. **(ADDED)** Once appointed as TO program managers the TODO will notify 1 SOMXG TODO within 30 days of appointment so they can be added to the SharePoint distribution list.

6.10.3.3. **(ADDED)** TODOs will date stamp the TO cover page when the TO has been received in ETIMS which will initiate the 5-day posting requirement.

6.10.3.4. **(ADDED)** When performing List of Effective Pages (LEP) checks the format used will be as followed: Date, type of LEP check (annual, change, or revision), and initials. (Example: 13 Apr 10, Change LEP, JDD).

6.10.3.5. **(ADDED)** TO Binders will be labeled to indicate contents. The labels will be either an AFTO Form 32, *Technical Order Binder Label*, or similar document. It will contain the book number, TODO account number, unit/office symbol, TAS ID if required to be in TAS, and the number of the first and last TO in the binder.

6.10.4.3.1. **(ADDED)** Unit TODO/TODA will:

6.10.4.3.1.1. **(ADDED)** Contact QA TODO to obtain guidance for creating any new local checklist or work card.

6.10.4.3.1.2. **(ADDED)** Review local checklists/work cards biennially for technical accuracy and applicability.

6.10.4.3.1.3. **(ADDED)** Provide QA TODO a letter listing all TOs used in the review process. Additionally, include a description of the change(s) being incorporated into any applicable checklist/work card.

6.10.4.3.1.4. **(ADDED)** Ensure QA TODO stamps all printed copies.

6.10.4.3.1.5. **(ADDED)** Local technical data which is no longer required or has been incorporated into the basic publication will require a rescission letter for the affected local technical data sent to QA TODO. Once officially rescinded, remove from the inventory and properly dispose of.

6.10.4.3.1.6. **(ADDED)** Ensure local technical data which has been incorporated into the basic publication is removed from the inventory and properly disposed of upon receipt of basic publication.

6.10.7.3. **(ADDED)** QA TODO will:

6.10.7.3.1. **(ADDED)** Monitor review processes to ensure local checklists/work cards are reviewed by the OPR annually.

6.10.7.3.2. **(ADDED)** Review all Local Technical Data for technical accuracy and applicability prior to submission to 1 SOMXG/CC or designated representative for signature.

6.10.7.3.3. **(ADDED)** Forward a copy of the checklist/work card to group commander or designated representative for approval.

6.10.7.3.4. **(ADDED)** Distribute a quarterly index to all TODO accounts reflecting a current listing of all local tech data. The index will reflect all checklists/work cards that have been rescinded since the last index was distributed.

6.12.2.4.1. **(ADDED)** QA will ensure a current FCF checklist is properly annotated and all required checks are highlighted (Note: Use the same checklist until the FCF is completed or the Aircraft Commander requests a new checklist. Keep all checklists together and turn them in to Plans and Scheduling upon FCF release).

6.12.2.4.2. **(ADDED)** QA will ensure the Aircraft Commander signs, dates, and enters the time the FCF was completed in the AFTO Form 781A FCF discrepancy block and in the FCF checklist.

6.12.2.7. **(ADDED)** Advise the 1 SOMXG/CC, applicable squadron leadership, and flying squadron FCF program OIC of any policy or directive changes impacting the FCF program.

6.12.3.4.1. **(ADDED)** The owning unit will ensure the required specialists and aircraft crew chief are available during the QA forms review and at the aircrew brief.

6.12.3.4.2. **(ADDED)** The owning unit will review forms and ensure IMDS entries are completed prior to calling QA.

6.12.3.4.3. **(ADDED)** QA will accomplish a complete review of all aircraft forms and IMDS entries associated with the maintenance action that caused the FCF condition. Enter an Informational Note in the AFTO Form 781As that states the dates and page numbers reviewed. Retain all transcribed forms pertaining to the FCF until the aircraft is released from FCF.

6.12.3.4.4. **(ADDED)** Any maintenance action conducted after the forms review is completed will require a new review of affected pages. For CV-22 rotor track and balance adjustments do not require a new forms review.

6.12.6.1. **(ADDED)** The deployed unit/personnel will adhere to the following steps when TDY without 1 SOMXG QA or 801st AMXS QA augmentee availability:

6.12.6.1.1. **(ADDED)** Ensure FCF kits with all required technical data and checklists to properly perform FCF brief while deployed are available.

6.12.6.1.2. **(ADDED)** The senior maintenance person will perform the aircraft forms review and FCF/OCF brief.

6.12.6.1.3. **(ADDED)** Retain all FCF checklists and AF Form 2400, *Functional Check Flight Log*, and return both the log and checklist to QA.

6.15.3.3.1. **(ADDED)** TCTO tracking/routing for W&B:

6.15.3.3.1.1. **(ADDED)** The owning unit PS&D will ensure a Red X is annotated in the aircraft AFTO Form 781A forms and IMDS prior to the start of permanent modification/TCTO involving W&B. Annotation will be written as: “weight & balance update required for completion of TCTO # and (brief description of modification)”. The work unit code is 04150 and the performing work center is ALGQA.

6.15.3.3.1.2. **(ADDED)** Modification/contractor team will notify the owning unit PS&D upon completion of modification/TCTO. PS&D will then notify the W&B manager to complete verification/inventory for affected aircraft.

6.15.5. **(ADDED)** W&B update is not required when removing and immediately reinstalling a component. Immediate is defined as removing and replacing/reinstalling the same item by the same crew. If the crew leaves (i.e. shift change), the write up will be entered in the aircraft forms and MIS.

6.15.5.1. **(ADDED)** Exception: Removing a component which would render the aircraft unsafe for flight (i.e. engine/pilot seat/window removed) do not require a Red X W&B entry.

6.15.5.2. **(ADDED)** Prior to aircraft departing for an extended deployment, the owning unit of the affected aircraft will notify QA of the estimated duration of the deployment. QA will determine if W&B records or disk will be sent with the aircraft.

6.15.5.3. **(ADDED)** On-aircraft reconfigurations are defined as a reconfiguration of -21 equipment that is moved from its stowed position on the aircraft to its rigged position on the aircraft. W&B is not required for on-aircraft reconfigurations if no items are removed from or installed on the aircraft.

6.15.6. **(ADDED)** Aircraft Weighs:

6.15.6.1. **(ADDED)** Approved weigh sites for helicopters, CV-22, and C-130s are all aircraft hangars on Hurlburt Field and King Hangar on Eglin.

6.15.6.2. **(ADDED)** QA will provide the owning unit with a weigh prep checklist (Attachment 5 for C-130, and **Attachment 6** for CV-22) for configuring aircraft to its proper weighing condition. Aircraft will be configured as close to flight ready as possible.

6.15.7. **(ADDED)** The owning unit PS&D will:

6.15.7.1. **(ADDED)** Schedule the aircraft 48 hours downtime to accommodate weigh prep, inventory, and aircraft weigh. PS&D will also schedule hangar space for the weigh.

6.15.7.2. **(ADDED)** Schedule the aircraft wash to be completed NLT 12 hours prior to being weighed. NOTE: Aircraft will not be flown between wash and weigh.

6.15.7.3. **(ADDED)** Notify QA W&B manager not less than five duty days prior to the aircraft scheduled weigh date.

6.15.7.4. **(ADDED)** Coordinate with the W&B manager prior to scheduling 180-day cross checks and inventories.

6.15.8. **(ADDED)** Production Superintendent will:

6.15.8.1. **(ADDED)** Ensure the Weigh Prep Checklist (Attachment 5 for C-130, and Attachment 6 for CV-22) is completed prior to weigh. Aircraft will be configured and ready to weigh by 0800L on weigh date.

6.15.8.2. **(ADDED)** Provide a qualified, dedicated tow crew to position the aircraft during the weighing process.

6.15.8.3. **(ADDED)** Provide qualified personnel to assist in the aircraft inventory as requested by QA.

6.15.9. **(ADDED)** QA weight & balance technician will accomplish a weight & balance records check/inventory semi-annually. JST will be loaded by wing PS&D for each assigned MDS.

7.5.12. **(ADDED)** 1 SOMXG anomalies requiring automatic impoundments:

7.5.12.1. **(ADDED)** Massive fuel leaks (25 gallons or more if cause is unknown).

7.5.12.2. **(ADDED)** Any power line strikes by fixed or rotary aircraft.

7.5.12.3. **(ADDED)** Three-time repeat discrepancies involving safety of flight conditions.

7.6.2.1. **(ADDED)** MOC will be the primary focal point between off station/deployed impoundment officials and home station.

7.6.2.1.1. **(ADDED)** MOC will run aircraft/equipment impoundment checklist.

7.6.3.6. **(ADDED)** QA will build impoundment folder with 1 SOMXG, *Impoundment Worksheet*, (Attachment 17) and will provide impoundment folder to assigned impoundment official.

7.6.6.1. **(ADDED)** QA will review all aircraft/equipment documentation and corrective actions with the impoundment official at least 1 calendar day prior to requesting impoundment release.

7.6.8.1. **(ADDED)** The impoundment official will enter the corrective action "Investigation Complete, All corrective actions have been reviewed, aircraft or equipment released" then he/she will sign-off the corrected by block and the release authority will sign-off the inspected by block for the impoundment entry.

7.6.10.3. **(ADDED)** Off-station Impoundment Release: Once the problem is thoroughly investigated and corrected, the senior maintainer will brief the group commander, deputy commander, or designated representative via telephone conversation.

7.6.10.4. **(ADDED)** To clear the Red X discrepancy in the AFTO Form 781A, the senior maintainer will enter the corrective action "Investigation Complete, All corrective actions have been reviewed, aircraft or equipment released via telephone conversation with the (group commander/deputy commander/designated representative)" in the corrective action block. The individual correcting the discrepancy will sign the "corrected by" block, and the senior maintainer will sign off the "inspected by" block for the impoundment entry.

7.6.10.4.1. **(ADDED)** When the senior maintainer on scene is not Red X qualified, the MXG/CC will delegate the senior maintainer to sign off the "inspected by" block IAW **Para 7.6.10.4** of this supplement.

8.2.1.2. **(ADDED)** All sections in the 1 SOMXG with tools and equipment used to perform maintenance or service to: aircraft, aircraft equipment, aircraft parts, AGE, Ammo, or Weapons will be controlled through a CTK program and tracked in the approved TAS.

8.2.2.1. **(ADDED)** When a new CTK Custodian is appointed, the initial inventory will be completed within the first 60 days of appointment.

8.2.2.2. **(ADDED)** Both the initial and annual inventories will be documented on a MFR and placed in the CTK continuity book.

8.2.3.2. **(ADDED)** Warranty tools procedures:

8.2.3.2.1. **(ADDED)** Broken warranty tools will be stored in a separate bin/drawer/shelf from non-warranty tools.

8.2.3.2.2. **(ADDED)** Warranty tools will be replaced according to the applicable contract procedures.

8.2.3.2.3. **(ADDED)** Broken warranty tools will be documented in TCMAX for accountability.

8.2.4.1. **(ADDED)** Spare and consumable tools will always be accounted for in a Tool Accountability System (TAS) and secured with padlock or drawer locks. The TAS will be updated on a one-for-one swap-out basis and will reflect the exact quantity in each bin/drawer. Access to spare tools will be limited to unit supervision, support flight chief, support section NCOIC, and support shift supervisors.

8.2.4.1.2. **(ADDED)** Section NCOIC with CTKs will:

8.2.4.1.2.1. **(ADDED)** Monitor the Spare Tool Program to keep excess tools to a minimum.

8.2.4.1.2.2. **(ADDED)** Only issue a replacement tool when the broken/unserviceable tool or a *Lost Tool Worksheet* is brought to the CTK.

8.2.4.2. **(ADDED)** High use consumables (i.e. popsicle sticks, razor blades, latex gloves, etc.) will be controlled in a manner that reduces pilfering and FOD potential using a one-for-one swap, however exact individual piece quantities are not required to be tracked in TAS. The bulk amount (i.e. 2 ea. boxes/containers) will be tracked in a TAS.

8.2.4.3. **(ADDED)** All chemicals will be issued with caps and lids. Items that have lids/caps that have been broken during use will still be issued if the discrepancy is documented in the TAS.

8.2.5.2.1.2. **(ADDED)** An inventory of long-term items will be provided to unit production supervision (i.e. Production Superintendent, AMU OIC, Director of Operations) on a weekly basis for tracking and awareness purposes to ensure the continued need for items to remain checked out long-term.

8.2.6.1. **(ADDED)** Lost tool procedures apply to all CTK items and miscellaneous objects lost in the vicinity of an aircraft, equipment, or in the work center. Initial search will not exceed 1 hour.

8.2.6.1.1. **(ADDED)** The appropriate Production Superintendent when notified of the lost tool will immediately notify the MOC. After the initial search, if the missing item is suspected to be on an aircraft or piece of equipment a Red X will be placed in the aircraft/equipment forms. The tool characteristics and suspected location will be in the discrepancy block.

8.2.6.1.2. **(ADDED)** The MOC will run Lost Tool/Object Checklist. If the aircraft has already taxied or is airborne, MOC will attempt to contact the aircrew to inform them about the lost tool and probable location.

8.2.9.4. **(ADDED)** Units will complete Lost Tool/Item Worksheet (Attachment 15) and forward electronically to the 1 SOW FOD/DOP Monitor NLT 2 duty days after search termination.

8.2.9.4. **(ADDED)** Rags will be counted by support personnel first, and then by the requesting individual before leaving the support section. Rags will be inspected for contaminants and counted by user prior to turn in. Support personnel will ensure proper number of rags have been returned.

8.2.10.1. **(ADDED)** The Section NCOIC or a designee will validate all procurement of tools.

8.2.11.1. **(ADDED)** All approved local manufactured tools will be controlled through the unit tool rooms IAW program directives.

8.2.12.1. **(ADDED)** Civilian contractors performing maintenance on aircraft assigned to the 1 SOW will comply with all requirements of this Supplement except for using a TAS (unless specified as mandatory by contract).

8.2.12.1.1. **(ADDED)** All civilian contractors will provide QA a list of CTK EIDs annually or as required.

8.2.14.1. **(ADDED)** Individual issue bins, mobile CTKs (hard mounted inside vehicles), and workshop/bench CTKs for in shop use will be inventoried at the beginning and ending of each shift and when custodianship changes.

8.2.14.1.1. **(ADDED)** All units using vehicles and/or trailers to permanently store tools and/or equipment (including CDDAR and hydrazine response equipment) will ensure a thorough

inspection of contents is completed and the MIL is filled out and signed off. All equipment stored in vehicles and trailers will be marked with the appropriate nine-digit EID.

8.2.14.1.2. **(ADDED)** Vehicles controlled through support sections will have the parking brake set when left unattended. All windows and doors will be closed/locked when the vehicle is turned into the support section.

8.2.15.2. **(ADDED)** There are no occasions when a single person can sign out and sign back in a CTK. If there is nobody available from the support section to sign in a CTK item, the shift Production Superintendent will perform a thorough inspection of the CTK item before being signed back in.

8.2.15.3. **(ADDED)** During deployments or off-station operations, production supervision or ranking NCO will ensure at the beginning and end of each shift that an inventory is accomplished on all deployed CTKs.

8.2.17. **(ADDED)** Procedures for tools checked out for TDY:

8.2.17.1. **(ADDED)** TDY tools will be checked out to an individual going on the TDY through TCMAX. Scheduled TDY dates will be tracked in TCMAX under the notes section to forecast anticipated return date and to prompt timely check-in of tools upon return.

8.2.17.2. **(ADDED)** Tools/CTKs will be reconstituted to home station CTK section within 48 hours of return. Inventories will be conducted by assigned CTK personnel and Production Superintendent/Flight Chief or Section NCOIC who accompanied assets during TDY status.

8.2.18. **(ADDED)** Procedures for tools checked out for long-term deployment where a separate unit with a support section that has a separate EEID number:

8.2.18.1. **(ADDED)** Non-CA/CRL items directed/requested to be sent to support a deployed location will be de-etched and removed from home station CTK/TCMAX prior to shipment to the deployed location. Home station CTK section will be responsible for procuring replacement assets as required.

8.3.1.2. **(ADDED)** All logs and inspections required by Hurlburt Field Waste Management Plan may be maintained at the discretion of the user in a filing cabinet, binder, or equivalent given such storage is within their work center or initial accumulation point and readily available for inspection at any time.

8.3.1.3. **(ADDED)** The monthly work center HAZMAT inspection checklist (**Attachment 14**) will be accomplished NLT the last duty day of the month.

8.3.1.4. **(ADDED)** HAZMAT/HAZWASTE binders will be at minimum set up as follows:

Tab A. Squadron “HAZWASTE” appointment letter
Tab B. Squadron “HAZMAT” appointment letter
Tab C. Training certificates issued by Civil Engineering Squadron for everyone assigned to the HAZWASTE/HAZMAT program (annual refresher required)
Tab D. One copy of Hurlburt Field Hazardous Waste Management Plan
Tab E. Copies of EESOH-MIS Process Report

8.3.2.2. **(ADDED)** A “tool kit” or “CTK” is defined as more than one item in a case, box, bag, etc. will only be issued as a whole kit. Removal and issue of a single item from a tool kit or CTK is not authorized.

8.3.5.2. **(ADDED)** When a tool is permanently removed from a CTK, the tool silhouette will be fitted with matching material and glued in place.

8.3.5.2.1. **(ADDED)** Shadowing will be of contrasting colors and cutouts should be of a lighter shade. Outlines for hanging items will be marked with the same intent as shadowing.

8.3.5.2.2. **(ADDED)** Consumable bench stock items placed in toolboxes will be treated and marked as tools. The following is a list of bench stock items authorized in toolboxes:

Safety wire
Tape – one roll of each type
Leak tech – two bottles
Wax string – one roll
Wire ties – 20 each

8.3.6.3.1. **(ADDED)** CTK custodian that accomplished the preventive maintenance inspection (PMI) will sign the last page of the MIL.

8.3.6.4.3. **(ADDED)** MILs are not required to be listed as a separate item on the MIL. A lost MIL is not required to be reported as a lost tool. All other items will be listed.

8.3.6.6.2. **(ADDED)** Units will identify on the MIL the total number of blades in the feeler gauge assemblies regardless of capability to assemble/disassemble. Example: Feeler Gauge Assembly (1 case + 15 blades = 16 total) Qty. 1.

8.3.7.1.2. **(ADDED)** A support section that dispatches any tool/equipment to an aircraft or flight line must treat all tools/equipment located in that support section as dispatchable.

8.3.11.1.2. **(ADDED)** Carabiners/D-Rings are prohibited on the flight line to include all maintenance areas within the MXG unless issued through a CTK. CTKs will not issue carabiners/D-Rings to an individual for long term check out.

8.3.13. **(ADDED)** Damaged but serviceable tools that are left in CTK/TMDE will be annotated in a TAS and the printed MIL for dispatchable CTK/TMDE. Normal wear and tear on tools that do not affect the use of the tool or imply a FOD hazard need not be noted in a TAS or on the printed MIL. The same rule applies to tools in CTKs that are modified from their original manufacturer designs. Changes to the MIL may be written in by CTK custodian. For tools or items that are removed from the kit or toolbox, place a line through the item nomenclature, initial at the end of the line, add employee # and date. For items that have small defects or parts missing or removed, but remain serviceable, identify the discrepancy at the end of the tool nomenclature, again adding initials, employee #, and date (i.e., clip removed, grip torn). If pen and ink changes have been made, a new MIL will be printed no later than completion of the next 90-day inspection.

8.3.13. **(ADDED)** Tools/kits/TMDE/oversized items stored on shelves in Support sections do not require a foam shadow but must have an outline and a TAS EID with the name of the item affixed to the shelf face or affixed to the location (outline) the tool/equipment is stored. It must be obvious that the item is missing from the assigned location and a TAS must reflect the item removed.

8.3.14. **(ADDED)** All test equipment electrical connectors, fuel, oil, hydraulic, and oxygen connections that are exposed to physical or environmental damage, or are in an area where such damage could occur will have dust caps/plugs installed and caps/plugs must be secured to the unit with a lanyard (Refer to TO 00-25-234, *General Shop Practice Requirements for the Repair, Maintenance, and Test of Electrical Equipment*, Section II, Para. 2.9. a.). Permanently attached

dust caps do not require etching but will require annotation on the MIL as with the non-manufacture dust caps. If it is impossible to lanyard fluid caps (due to lack of attaching holes), the caps will be etched and itemized on the MIL.

8.4.1.1. **(ADDED)** Establish procedures for turn-in and pick-up of TMDE requiring calibration. See **paragraph 11.48** in this supplement.

8.5.1.3.1. **(ADDED)** When tools are issued using AF Form 1297, *Temporary Issue Receipt,* a suspense file will be established in the work center or tool room. Tools that cannot be recovered within the suspense times will have the suspense extended or will be processed as a lost, damaged, or destroyed tool IAW AFM 23-220.

8.5.3.4. **(ADDED)** A 90-day inspection will be accomplished on all in-use tools, non-CA/CRL equipment, CTKs/tool kits, and equipment assets. This inspection will be a thorough inspection for accountability, serviceability, and corrosion prevention treatment. A quarterly inspection for a rack, drawer, or box of tools can be grouped into a single inspection given there is a MIL identifying all items in the rack, drawer, or box. CTKs that are stored on a shelf, drawer, or bin will have their own 90-day inspection separate from the storage location. The entire tool room cannot be grouped into one 90-day inspection. The quarterly inspection documentation will include the inspection date, inspector name, and next inspection date. TMDE is exempt from this quarterly inspection requirement. A TMDE inspection, if required by individual equipment's TO, must be tracked in TAS individually. A prior to use inspection must be performed on all TMDE IAW TO 33-1-27, *Logistic Support of Test Measurement and Diagnostic Equipment in FSC.*

8.5.3.4.1. **(ADDED)** Sealed mobility equipment and tool kits will be thoroughly inspected at a minimum annually.

8.5.3.4.2. **(ADDED)** Mobility equipment and kits will only be sealed with approved AF products of a self- adhesive/pressure sensitive nature.

8.5.4.4. **(ADDED)** . Flight line technicians and tool room personnel will perform an accountability check during issue/turn-in on toolboxes and remove any FO. Industrial shop machinery accessories/attachments (e.g., blades, arbors, chucks, gears) need not be controlled as tools; however, these items will be maintained in designated storage locations for accountability. As a minimum, storage cabinets/drawers will be labeled to identify the contents.

8.5.4.4.1. **(ADDED)** The user will inspect and clean the toolbox of water, oil, grease, and FO. Support personnel will reject toolboxes not clean, dry, and free of FO upon turn-in. If tools are missing when issued, the user will reject the box or have the tool room monitor account for the missing tool. Initiate lost tool procedures if no records maintained within the support section can account for the item.

8.5.5.7.1. **(ADDED)** Squadrons perform an annual review to ensure there are enough E-Tools to support CONUS and OCONUS requirements.

8.5.5.7.2. **(ADDED)** Procedures for shipping TOs, E-Tools, and support equipment associated with E-Tools to support mobility requirements.

8.5.5.7.3. **(ADDED)** Determine number of required TOs, E-Tools, and E-Tool support equipment based on location, extent of expected maintenance, and duration of the Deployment/TDY.

8.5.5.7.4. **(ADDED)** CONUS TDY:

8.5.5.7.4.1. **(ADDED)** Production Superintendent/Expediter will: (a) ensure all deploying assets are properly signed out in the TAS/ECSS database; (b) designate the individual(s) that will sign into each E-Tool on the deployment/TDY; (c) ensure each E-Tool has been synchronized within 24 hours of aircraft departure. Production Superintendent/expediter may sign out laptop carry case from local CSA/CST cell for each E-Tool if available.

8.5.5.7.5. **(ADDED)** OCONUS Deployment:

8.5.5.7.5.1. **(ADDED)** Deployment number of required E-Tools is based on 7:1 ratio of E-Tools per aircraft.

8.5.5.7.8. **(ADDED)** TODO will: (a) synchronize required # of E-Tools within 24 hours of unit joint inspection; (b) ensure all E-Tool batteries and spares are fully charged; (c) disconnect all power/network leads from laptops and storage cabinet/case; (d) secure laptops in storage cabinet/case to prevent excessive vibration and moisture during transportation, ensure all deploying assets are properly signed out in the TAS/ECSS database.

8.5.5.7.9. **(ADDED)** Request for TOs, E-Tools, or E-Tool support equipment from deployed locations will be requested through LOGREP/SITREP.

8.5.5.7.10. **(ADDED)** TOs, TO changes, E-Tools, and E-Tool support equipment that has been requested from a deployed location will be sent using TMO.

8.6.1.4.5.2. **(ADDED)** The container is counted as one of the items and will be marked or etched even if the items inside the container are etched.

8.6.4.2. **(ADDED)** All dispatchable CTK/TMDEs, Engine Change kit/trailer, Crash/Recovery trailer, Armor boxes, Ammo Cans will be clearly marked with reflective tape/paint on all four corners of the box/kit/trailer.

8.6.8. **(ADDED)** “Soft” marking is defined as using paint, permanent ink, pressure sensitive labels, embossed plastic labels, and bar codes. “Hard” marking is defined as etching, stamping, or scribing. “Double etched” or “double marked” is defined when two or more different CTK identifications are present on an item. NOTE: “Double etched” or “double marked” is defined as when two or more different CTK identifications are present on an item. If a clear effort to remove or obliterate a previous marking is evident, even though that marking can still be read, the tool is not considered double etched.

8.6.9. **(ADDED)** Toolbox locks and keys are considered part of the tool kit and must be “hard” marked and identified on the inventory. FO bags will be marked and identified on the inventory.

8.7.4. **(ADDED)** Local Manufacture Procedures, unit requesting local manufacture will:

8.7.4.1. **(ADDED)** For all items that have a source maintenance recoverability (SMR) code MO or MF, coordinate with manufacturing agency to determine feasibility of manufacturing the item. If item can be manufactured then the requesting unit will provide a sample of the item and/or drawing or blueprint, along with a properly annotated AFTO Form 350 tag and a printout of the IMDS snapshot for the created job. The IMDS job must be generated as an off- equipment job under the items part number and not under the aircraft or equipment serial number.

8.7.4.2. **(ADDED)** If the item is not coded for local manufacture, part number of item cannot be crossed to a national stock number (NSN), and/or item has no technical order reference, drawings, or specification, contact applicable fabrication section to determine validity and capability to create

the requested item. If determined the capability exists, submit a Local Manufacture Request to 1 SOLRS customer service. If the item is zero balance or estimated delivery date is deemed unrealistic, then provide a copy of the supply due out documentation and the squadron Senior Enlisted Leader or Director of Operations will determine if the item is to be locally manufactured in lieu of procurement. The item that is locally manufactured will be used to fill the open supply document.

8.7.4.3. **(ADDED)** Complete blocks 1-12 and list all supporting documentation in block 19 on the Local Manufactured Request. See **Attachment 8**.

8.7.4.4. **(ADDED)** Attach and list in Block 19, as a minimum, supply order forms, approved LEAR/TAR, copy of TO reference, drawings and/or a physical sample of the requested work. If applicable, also provide documentation of lost tool/item(s).

8.7.4.5. **(ADDED)** If technical order drawings are not available, contact the fabricating section, original equipment manufacturer (i.e. Lockheed Martin), the applicable System Program Office, or the DoD overhaul and repair facility (such as Warner Robins Air Logistics Center) for drawings and additional information.

8.7.4.6. **(ADDED)** Coordinate Local Manufacture Request and all pertinent data through agencies identified in Block 13.

8.7.4.7. **(ADDED)** Process all locally manufactured equipment or B-number items (over $2,500) through the Equipment Liaison Office at Logistics Readiness Squadron per AFMAN 23-110, volume 2, chapter 22.

8.7.4.8. **(ADDED)** Inform the responsible fabrication section when submitting local manufacture request for an item that has a recurring demand.

8.7.4.9. **(ADDED)** Notify their squadron or group resource advisor who will arrange transfer of funds for the total amount specified. The use of a Form 1, DD Form 1348-6, *DOD Single Line Item Requisition System Document,* or AF Form 2005, *Issue/Turn-in Request,* may be used.

8.7.5. **(ADDED)** Fabrication Section will:

8.7.5.1. **(ADDED)** Review all Local Manufacture Request to document capability to fulfill local manufacture request and estimated cost and man-hours. Submit a local engineering assistance request (LEAR) or technical assistance request (TAR) when deviating from applicable drawings or blueprints and/or the item has no technical order reference, drawings, or specifications.

8.7.5.2. **(ADDED)** Forward the local manufacture request to their Flight Chief or designated representative for final approval and decision notification to the requestor.

8.7.5.3. **(ADDED)** Ensure supply order forms, approved LEAR or TAR, copy of TO reference, blueprints, and/or a physical sample of the requested work is received before beginning local manufacture of requested item.

8.7.5.4. **(ADDED)** Ensure the final approval authority has signed in block 15 of Local Manufacture Request prior to accepting the DD Form 1348-6. Ensure 1 SOLRS assigns a local national stock number (if applicable), assigns a control number, processes the DD Form 1348-6 and AF Form 2005, and maintains a file of all information submitted with the original Local Manufacture Request sheet and attachments.

8.7.5.5. **(ADDED)** Upon completion, notify requestor for item pickup, proper transfer of funds, and have 1 SOLRS fill any applicable open requisitions with the locally manufacture item(s).

8.8.2.1.3. **(ADDED)** When the support section/tool room is unattended, the support section/tool room will be locked. Access will be granted to essential personnel.

11.2.4. **(ADDED)** Authorized Call Signs: See **Attachment 3**.

11.3.3.1.2. **(ADDED)** All signed AMC Form 64, *Request for Placement on Special Certification Roster*,requiring waivers will be kept on file until the waiver is no longer needed.

11.3.6.1.2. **(ADDED)** Instructions for use of AMC Form 64:

11.3.6.1.2.1. **(ADDED)** Part V: Waiver Justification/Approval/Squadron Commander/Signature/Date: Reason/Justification for Waiver (must include all information to include authority for waiver, such as AFI reference, number of personnel in waiver status for task, and number authorized vs. number assigned, i.e., authorized 12 crew chiefs, but only 4 assigned, etc.,) continue in "Remarks" section if necessary. For decertifying from the SCR, fill out the form as above with the remarks section stating, "Remove from SCR" and state reason.

11.3.6.7. **(ADDED)** Flight Chiefs/AMUs will validate waivers and submit additions/deletions.

11.3.7.1. **(ADDED)** Squadron Maintenance Supervision will distribute the SCR for updates/additions and ensure deployed locations have the most current copy.

11.6.6. **(ADDED)** Red Ball maintenance starts at the scheduled crew ready time or the start of HQ tasking/aircraft generation.

11.6.6.1. **(ADDED)** The MOC will input the discrepancy into IMDS, provide a JCN, and coordinate with the appropriate work center preceding the tasking with the words “Red Ball”.

11.6.7. **(ADDED)** Maintenance operational checks that are required to return Red Ball aircraft to a flyable condition are accomplished IAW applicable TO and are not waiverable.

11.6.8. **(ADDED)** Red Ball Maintenance Documentation:

11.6.8.1. **(ADDED)** The Production Superintendent will ensure proper forms and IMDS documentation are completed. Any Red X discrepancy discovered during or caused by Red Ball maintenance is input and cleared from the forms and IMDS prior to exceptional release for flight. All other maintenance actions are cleared from IMDS as soon as practical, but not later than the end of the shift.

11.6.8.1.1. **(ADDED)** If IMDS is unavailable, the Production Superintendent/Expeditor will ensure all actions are entered and/or signed off in IMDS as soon as IMDS is available.

11.6.8.1.2. **(ADDED)** Ensure all serially controlled parts are updated in IMDS and any AFTO Form 95 documentation is completed with the squadron/AMU P&S section.

11.8.6.2.4. **(ADDED)** FOD/DOP Programs: All FOD/DOP reports will be forwarded to the wing FOD/DOP manager co-located in the QA Section. QA will be the focal point during non-duty hours. The wing FOD/DOP manager or QA will complete the required paperwork. See HFI 21-103, *Foreign Object Damage (FOD) and Dropped Object Program.*

11.10.13. **(ADDED)** Aircraft Structural Integrity Program (ASIP):

11.10.13.1. **(ADDED)** 1 SOMXG ASIP program managers will be identified by appointment letter.

11.10.13.2. **(ADDED)** All ASIP inspections are input by the unit into Inspection Corrosion and Repair Recording (ICARR) program. QA will verify the ASIP downloads in Automated Inspection, Repair, Corrosion, and Aircraft Tracking (AIRCAT).

11.10.13.3. **(ADDED)** QA will maintain a tracking log of all aircraft inspected IAW 1C-130A-6WC-15, *Minor and Major Isochronal Inspection,* with all findings, positive/negative, annotated.

11.10.13.4. **(ADDED)** 1 SOMXS NDI shop will perform required ASIP inspections IAW 1C-130A-6WC-15 and report findings to QA.

11.10.13.5. **(ADDED)** If aircraft Isochronal (ISO) is accomplished at deployed location, the on-site QA representative will forward the ASIP inspection results to home station for input into ICARR and AIRCAT.

11.11.2.1. **(ADDED)** 1 SOMXG IFF Mode IV/V Program manager will ensure compliance of IFF Mode IV/V checks IAW AFI 21-101 and aircraft specific technical data.

11.11.2.2. **(ADDED)** Program manager will validate checks every quarter by pulling IMDS data.

11.11.2.3. **(ADDED)** Program manager will keep a 12-month history in the IFF Mode IV/V Program continuity book.

11.13.3.3. **(ADDED)** CANN Authority will ensure Supply updates all mark-for changes in IMDS/ESS after cannibalization action has been approved.

11.13.7.2. **(ADDED)** 1 SOMXS Production Superintendent will approve CANN actions from engine to aircraft while meeting directives in AFSOCI 21-129.

11.13.9. **(ADDED)** CANN action for 1 SOW aircraft in ISO will be coordinated through 1 SOMXS Production Superintendent. CANN actions for non 1 SOW aircraft require owning organization approval.

11.13.9.1. **(ADDED)** MOC will initiate the CANN in IMDS. The following will be entered into the discrepancy block in IMDS, for example: "Red-Ball or CANNed (*nomenclature to aircraft tail number, document number)".*

11.13.10. **(ADDED)** Maintenance Analysis will:

11.13.10.1. **(ADDED)** Validate cannibalization documentation in IMDS weekly and inform unit supervision of errors.

11.13.10.2. **(ADDED)** Validate cannibalization history report and cannibalization data contained in the monthly maintenance summary.

11.45. (ADDED) This establishes procedures and clarifies responsibilities for operation and maintenance of LOX/GOX and 2 bottle nitrogen storage carts.

11.45.1. **(ADDED)** Using organizations will:

11.45.1.1. **(ADDED)** Immediately notify 1 SOMXS Production Superintendent when a cart requires service (LOX less than 20 gallons) or maintenance.

11.45.1.2. **(ADDED)** Scheduled LOX servicing is 0900 and 1400 daily unless mission dictates otherwise. When unscheduled LOX cart servicing operations are required, ensure qualified personnel are dispatched to perform safety observer duties.

11.45.2. **(ADDED)** 1 SOMXS Production Superintendent will:

11.45.2.1. **(ADDED)** Monitor daily LOX cart status.

11.45.2.2. **(ADDED)** Contact MOC/Mike 2/flight line Production Superintendents for priority servicing of carts when required beyond normal servicing hours.

11.45.3. **(ADDED)** AGE Flight will:

11.45.3.1. **(ADDED)** Review AFTO Form 134's, *Aviator Breathing Oxygen Servicing Trailer Log (Liquid/Gaseous),* prior to picking up LOX carts following aircraft servicing operations. Deliver carts with 20 gallons or less to LOX plant.

11.45.3.2. **(ADDED)** Maintain documentation/IMDS.

11.45.3.3. **(ADDED)** Prepare required shipping documents for LOX/GOX/NIT carts deploying.

11.45.3.4. **(ADDED)** Deliver LOX carts to and from LOX plant for servicing/maintenance.

11.45.3.5. **(ADDED)** In conjunction with E&E section, prepare LOX carts for mobility deployments and redeployments, assist in marshaling, and provide required documentation.

11.45.3.6. **(ADDED)** Review the AFTO Form 244 and AFTO Form 134 on each cart prior to 0730 hours daily. Deliver all serviceable carts with 20 gallons or less to LOX plant. (Servicing hours will be 0800-1000 and 2300- 0100 daily unless mission dictates otherwise).

11.45.3.7. **(ADDED)** Report unserviceable LOX carts to the MOC.

11.45.3.8. **(ADDED)** Maintain documentation/IMDS.

11.45.4. **(ADDED)** 1 SOMXS E&E Section will:

11.45.4.1. **(ADDED)** Provide status to 1 SOMXS Production Superintendent and AGE Production Control for all carts in maintenance/awaiting parts.

11.45.4.2. **(ADDED)** Maintain and store LOX Cart Vent Kits at home station (IAW TO 00-25-172, *Servicing Ground of Aircraft and Static Grounding/Bonding,* and TO 37C2-8-1-127).

11.45.4.2.1. **(ADDED)** Mark all LOX Vent Kits using the shop name, mailing address, and phone number on the box to aid in returning the Kits from deployments.

11.45.4.2.2. **(ADDED)** Unit requiring LOX cart for deployment will long term hand receipt LOX Cart Vent Kit from 1 SOMXS E&E shop. The unit will then take the Vent Kit to SOMXS AGE yard for LOX Cart/Vent Kit processing.

11.45.4.2.3. **(ADDED)** Deployed Supervisor/Superintendent has end responsibility for all equipment at deployed location; ensure the LOX Vent Kits are stored at the deployed location support section until required for re- deployment to home station.

11.45.4.2.4. **(ADDED)** Inventory, maintain, and clean Vent Kits IAW TO 15X-1-1, *Maintenance Instructions Oxygen Equipment,* and TO 37C2-8-1-127, *Liquid Oxygen/Nitrogen Overboard Vent System,* upon return from deployments. Kits will be tagged showing last cleaning and sealed.

11.45.4.3. **(ADDED)** Perform safety observer duties during scheduled LOX servicing operations. Scheduled LOX servicing is 0900 and 1400 daily, unless mission dictates otherwise.

11.45.5. **(ADDED)** 1 SOMXG MOC will notify Fuels Management Flight for priority servicing of carts when required beyond normal servicing hours. NOTE: All efforts should be made to refill carts during normal duty hours. Only high priority missions will be accommodated as determined by 1 SOMXG/CC and official letter signed for LRS.

11.45.6. **(ADDED)** The flight line expeditor will be responsible for the current status and servicing needs of the LOX carts. Immediately notify MOC when a cart requires maintenance/servicing.

11.45.7. **(ADDED)** 1 SOMXG MOC will notify the E&E and or AGE section when LOX carts require maintenance, inspections, or servicing.

11.45.8. **(ADDED)** The maintenance unit will provide safety observer for priority servicing only.

11.46. (ADDED) Procedures to be used by Transient Alert (TA) for transient aircraft on Hurlburt Field, Florida.

11.46.1. **(ADDED)** The TA Manager will:

11.46.1.1. **(ADDED)** Ensure all TA personnel understand and comply with procedures in the Statement of Work.

11.46.1.2. **(ADDED)** Provide the aircraft tail number, status, location, petroleum requirements, and estimated departure time to the MOC upon arrival of transient aircraft.

11.46.1.3. **(ADDED)** Ensure the Follow-Me vehicle operator establishes radio contact with the Hurlburt Tower prior to the aircraft turning off the runway. They will maintain contact until the aircraft is parked. After the aircraft is parked, TA personnel will establish radio/telephone contact with MOC.

11.46.1.4. **(ADDED)** Ensure End of Runway (EOR) Inspections are complied with as requested by the pilot.

11.46.1.5. **(ADDED)** Ensure the F-16 EPU is safed prior to engine shutdown. For an in-flight emergency involving an F-16 aircraft, TA personnel will not approach the aircraft until Fire Department personnel indicate the aircraft is safe.

11.46.1.6. **(ADDED)** Brief incoming aircrew members on AFSOC and local security procedures.

11.47. (ADDED) Fuel systems inspections and maintenance:.

11.47.1. **(ADDED)** AUTHORIZED FUEL SYSTEMS REPAIR AREAS:

11.47.1.1. (ADDED-SOMXG) Fuel Cell hangar, Building 90810, is the primary in-tank repair facility.

11.47.1.2. **(ADDED)** Corrosion hanger, Building 90225, is an alternate facility for fuel systems with 1 SOMXG/CC, Fuels Section Chief, Fire Department, Bio-Environmental, and Wing Safety approval.

11.47.1.3. **(ADDED)** The back pad of Building 90810 may be utilized for in-tank maintenance on CV-22 aircraft when the primary facility is unavailable.

11.47.1.4. **(ADDED)** South Compass Rose and the FLIR Ramps will be used as approved alternate fuel systems repair areas in this order for in-tank maintenance on all MDSs when the primary facility is unavailable.

11.47.1.5. **(ADDED)** C-130 fuel jettison checks will be performed only on South Compass Rose and FLIR Ramps.

11.47.2. **(ADDED)** Fuel Cell Capability Limitations:

11.47.2.1. **(ADDED)** To prevent contamination, C-130 #1 and #4 Main tank discrepancies under the top panels will only be worked inside authorized facilities. Only 1 SOMXS/MXM at Hurlburt Field and higher can authorize maintenance on alternate approved fuel systems repair area.

11.47.2.2. **(ADDED)** C-130 Auxiliary tank cell repair/replacement will only be accomplished inside authorized facility. Only 1 SOMXS/MXM at Hurlburt or higher can authorize maintenance on alternate approved fuel systems repair area.

11.47.2.3. **(ADDED)** Installed C-130 external tanks must be worked in authorized facilities. Only 1 SOMXS/MXM at Hurlburt or higher can authorize maintenance on alternate approved fuel systems repair area.

11.48. (ADDED) Hangaring aircraft.

11.48.1. **(ADDED)** Facility managers will:

11.48.1.1. **(ADDED)** Ensure towing guidelines and wheel spots (N/A for Freedom and Independence Hangar) are painted on the floor and a sufficient number of drip pans and snatch cables/tow bars are available for 28 hangared aircraft.

11.48.1.2. **(ADDED)** Review and update hangaring checklists (Attachments **9** and **10**) as required to identify any specific requirements or hazards associated with aircraft being towed in to or parked in hangars. Notify QA upon any changes to update this supplement.

11.48.1.3. **(ADDED)** All hangar facility managers will have a line painted with an adjacent statement “hangar doors fully opened at this point”

11.48.2. **(ADDED)** Tow supervisor will:

11.48.2.1. **(ADDED)** Ensure E-5/E-6 does not have an aircraft parked in that spot when pushing an aircraft into Commando Hangar.

11.48.2.2. **(ADDED)** Notify the fire department via MOC if an aircraft is towed into a hangar lacking an automatic fire suppression system.

11.48.2.3. **(ADDED)** Use hangaring checklists (See **Attachment 9** for C-130 and **Attachment 10**. for CV-22) and ensure hangaring checks are complete; i.e., munitions downloaded, high frequency radio antennas disconnected as required.

11.48.2.4. **(ADDED)** Display completed checklist at the nose of the aircraft. NOTE: When aircraft are being washed, the completed hangaring checklists will be kept with the aircraft forms. Tow bar or snatch blocks and cables will remain in the immediate vicinity of aircraft.

11.48.3. **(ADDED)** Tow Vehicle Operator Training Requirements:

11.48.3.1. **(ADDED)** Prior to a tow vehicle operator sign off as qualified, he must first receive practical training pushing an aircraft into a hangar then demonstrate proficiency in pulling and pushing an aircraft into and out of a hangar.

11.49. (ADDED) Engine Run Location and additional procedures:

11.49.1. **(ADDED)** C-130 AIRCRAFT POWER RUN LOCATIONS:

11.49.1.1. **(ADDED)** Engine run-ups above ground idle are NOT authorized at any time on E-3 thru E-5, F-3 thru F-5, L-3 thru L-8, nor on N-4 and N-5 parking spots.

11.49.1.2. **(ADDED)** Full power run-ups on E thru N and Hot Cargo will require one vacant spot behind the aircraft being run. Aircraft may be facing north or south to facilitate the 200ft and 400ft clearance requirement. Forward and rear safety scanners and/or safety cones will be used to block off taxiways and ECPs behind aircraft running engines above ground idle. When using N-3, full coordination with personnel performing maintenance on the flare ramp is required. Engine power runs may be performed on any aircraft spot not listed in paragraph 11.50.1.1..

11.49.2. **(ADDED)** Engine Run Clearance Procedures:

11.49.2.1. **(ADDED)** Maintenance personnel will provide MOC with the name, rank, and man number of technician who will perform the engine run, the aircraft tail number, parking spot, reason for engine run, and power setting prior to performing engine runs.

11.49.2.2. **(ADDED)** MOC will:

11.49.2.2.1. **(ADDED)** Validate the individual's currency to run aircraft engines and provide clearance to the Production Superintendent or Expeditor.

11.49.2.2.2. **(ADDED)** Prior to full power runs, MOC will verify required 200ft forward and 400ft rear clearance, the location is an authorized power run spot with requestor, and make a radio announcement on all nets informing flight line personnel of aircraft location and safety precautions.

11.49.2.2.3. **(ADDED)** The engine run supervisor will contact the air traffic control tower for clearance prior to engine start. Prior to exceeding previously coordinated run clearance settings, contact control tower for approval. When the control tower is closed, radio contact will be made with the command post.

11.50. (ADDED) C-130 Dry Bay Confined Spaces: The C-130 wing dry bays located behind each engine and at center wing are considered non-permit required confined space IAW AFMAN91-203 Table 23.2.

11.51. (ADDED) Squadron Inspection Program: The intent of the Squadron Inspection Program (SIP) is to get Squadron Supervision and senior maintenance involved in the task review process and to supplement the QA inspections. Refer to the MSEP Guide for specific requirements.

11.51.1. **(ADDED)** QA will add inspection results to the MSEP brief.

11.52. (ADDED) Arrangement of forms within the AFTO Form 781 Series Binder IAW TO 00-20-1, para 5.3.

11.52.1. **(ADDED)** The most current version of forms will be used and arranged as follows:

Front Cover: AFTO Form 781F w/ classified equipment placard (if applicable)
AFTO Form 781B

AFTO Form 781
AFTO Form 781H
AFTO Form 781A
AFTO Form 781E (if applicable)
Boresight values (if applicable)
Active 1067 installed modifications (if applicable)
AFTO Form 781J
AFTO Form 781K
Active Engineering/Technical Assistance Request Disposition (if applicable)
AFSOC Form 31 Aircraft -21 Equipment Inventory
AFTO Form 46 Prepositioned Life Support Equipment
Julian date calendar
Key Task Listing (KTL)
IPI listing (applicable to MDS)
AF Form 644, Aircraft Fuels/Ground Servicing Documentation Log
781 P is used to track Full BFWS Cycles
AFTO Form 781M
Back cover: AFTO Form 781G

11.53. (ADDED) Corrosion Control and Aircraft /Equipment Washing Operations.

11.53.1. **(ADDED)** Owning units will:

11.53.1.1. **(ADDED)** Submit a memorandum signed by the squadron commander appointing a squadron/AMU corrosion control representative to 1 SOMXS/MXMFE.

11.53.1.2. **(ADDED)** Position a properly configured aircraft on the wash rack 1-hour prior to contractor start time and ensure wash package is included in aircraft forms. NOTE: Ensure engine/propeller cowling is opened/removed prior to ISO/Phase wash.

11.53.1.2.1. **(ADDED)** When aircraft is washed for ISO inspection, the after wash inspection will be accomplished with the ISO inspection.

11.53.1.3. **(ADDED)** Provide a qualified 7-level technician to do a cleanliness/lube inspection within 1-hour of wash completion.

11.53.2. **(ADDED)** 1 SOMXS will provide at least a 5-level (2A7X3) corrosion inspector to do a corrosion inspection within 1-hour of wash completion.

11.53.3. **(ADDED)** Contractor will accompany a technician during the cleanliness/lube inspection and notify Production Superintendent of any aircraft related problems occurring during the wash.

11.53.4. **(ADDED)** 801 SOAMXS and 1 SOMXS will be responsible for their respective wash facilities.

11.54. (ADDED) Mobility Operations.

11.54.1. **(ADDED)** 1 SOMXG/MXOPD Group Deployment Manager will collect and present mobility data to MXG.

11.54. (ADDED) Units will:

11.54.2.1. **(ADDED)** Ensure personnel assigned to the ADVON/Rapids team are present for duty, available and ready for worldwide deployment, and ready to respond immediately when recalled.

11.54.2.2. **(ADDED)** Provide primary deployer names to Unit Deployment Manager (UDM) no later than 120 days prior to estimated departure date. 1 SOMXG/CC or approved alternate is the approval authority for personnel replacements within 90 days of departure.

11.54.3. **(ADDED)** UDM will:

11.54.3.1. **(ADDED)** Collect and maintain name and contact information listing of all unit personnel assigned to 1 SOW ADVON team.

11.54.3.2. **(ADDED)** Collect and maintain current list of personnel assigned to deploy with the 1 SOMXG Rapids package.

11.54.3.3. **(ADDED)** Collect and maintain list of personnel assigned to Wing Hurricane Recovery and Wing Ride Out team duty during hurricane season.

11.54.3.4. **(ADDED)** Ensure all individuals placed on ADVON/Rapids accomplish all required deployment training.

11.54.3.5. **(ADDED)** Provide the Group Deployment Manager updated lists for the Rapids package and Wing Ride Out teams.

11.54.3.6. **(ADDED)** Issue the deploying individual a standardized 1 SOMXG deployment out-processing checklist.

11.54.3.7. **(ADDED)** Contact 1 SOW Battle Staff A1 to schedule short-notice training for approved last- minute personnel changes and notify the Group Deployment Manager of status.

11.55. (ADDED) Test Measurement and Diagnostic Equipment (TMDE) Program Management:

11.55.1. **(ADDED)** 1 SOMXS is designated the 1 SOMXG TMDE Collection Point.

11.55.2. **(ADDED)** Maintenance supervision will:

11.55.2.1. **(ADDED)** Provide one augmentee in support of TMDE pick-up and delivery. 1 SOMXS will provide one permanent augmentee.

11.55.2.2. **(ADDED)** Augmentee duty week runs Monday through Friday. If the month changes on any day other than Monday, augmentees will finish the week.

11.55.2.3. **(ADDED)** Augmentees will rotate on the following schedule:

1 SOAMXS = JAN, MAY, SEP
801 SOAMXS = FEB, JUN, OCT
1 SOMXS = MAR, JUL, NOV
901 SOAMXS = APR, AUG, DEC

11.55.2.4. **(ADDED)** Provide 1 SOMXS/MXMS with augmentees' names, work center, phone number, and section's POC name and phone number 1 week prior to your scheduled month.

11.55.2.5. **(ADDED)** Ensure their unit TMDE monitors deliver and pick up any classified test equipment to and from the Eglin PMEL. Contact 96 MXS/MXMD, 882-2050, to schedule drop off/pick-up time.

11.55.2.6. **(ADDED)** Appoint a primary and at least one alternate TMDE representative using the example letter on the 96 MXS TMDE website. **https://usaf.dps.mil/teams/13251/SitePages/Home.aspx**.

11.5.2.7. **(ADDED)** Update appointment letters and forwarded to 1 SOMXS/MXMS and 96 MXS/MXMD annually or any time there is a change.

11.55.2.8. **(ADDED)** Ensure personnel assigned receive training within 30 days of appointment.

11.55.2.9. **(ADDED)** Ensure individuals receive refresher training annually. Training is given by 96 MXS/MXMD the second Tuesday of every month at 1400 in building 078, PMEL, on Eglin AFB.

11.55.2.10. **(ADDED)** Ensure that the primary and at least one alternate are assigned to dayshift hours.

11.55.3. **(ADDED)** TMDE collection point coordinator will:

11.55.3.1. **(ADDED)** Function as liaison between the 96 MXS/MXMD and 1 SOW TMDE monitors.

11.55.3.2. **(ADDED)** Ensure documentation is accurate and complete prior to delivery to Eglin AFB.

11.55.3.3. **(ADDED)** Ensure TMDE or torque devices are not turned in prior to 7 days from due date unless accompanied by a request for early calibration letter.

11.55.3.4. **(ADDED)** Ensure security and control of TMDE.

11.55.3.5. **(ADDED)** Inform TMDE Monitors when equipment is received from PMEL.

11.55.3.6. **(ADDED)** Ensure all required documentation accompanies equipment received from Eglin PMEL before it is returned to the owning work center.

11.55.4. **(ADDED)** Unit TMDE monitors will:

11.55.4.1. **(ADDED)** Ensure 96 MXS/MXMD and 1 SOMXS/MXMS have current appointment letters.

11.55.4.2. **(ADDED)** Ensure equipment TMDE is not dropped off earlier than 7 days from its due date. Equipment requiring early calibration, i.e., deployments or staggering due dates, is coordinated through 1 SOMXS/MXMS. Equipment must be accompanied by a request for early calibration letter.

11.55.4.3. **(ADDED)** Ensure equipment requiring calibration is dropped off with 1 SOMXS TMDE Collection Point Coordinator before going overdue. Equipment overdue by 30 or more days will require an overdue letter. Additionally, “overdue calibration” must be entered on the AFTO Form 350, *Reparable Item,* tag.

11.55.4.4. **(ADDED)** Ensure documentation on the AFTO 350 is correct and necessary blocks completed. See **Attachment 11**.

11.55.4.5. **(ADDED)** Update/verify TMDE Master Inventory and Schedules every even month. Whether there are corrections or not, a printed copy with TMDE Monitor signature will be forwarded to the Collection Point Coordinator for delivery to 96 MXS/MXMD. Listings are available at **https://www.my.af.mil/pams**.

11.55.4.6. **(ADDED)** Pick up returned TMDE by 1430 the next pickup day after notification of its return.

11.55.4.7. **(ADDED)** Be familiar with AACI 21-103, *Repair and Calibration of Test, Measurement and Diagnostic Equipment (TMDE)*, and comply with all applicable instructions.

11.55.5. **(ADDED)** TMDE augmentees will:

11.55.5.1. **(ADDED)** Report to duty on Monday, Wednesday, and Friday from 0700 – 1600.

11.55.5.2. **(ADDED)** Perform inspection on TMDE truck and complete required documentation.

11.55.5.3. **(ADDED)** Ensure the safe transport of equipment to and from Eglin AFB.

11.55.5.4. **(ADDED)** Upon return from Eglin AFB, sort the equipment by owning work center (OWC) and place on the appropriate shelves.

11.55.5.5. **(ADDED)** Monitor issue and turn in of TMDE as necessary when TMDE coordinator is absent.

11.56. (ADDED) Listing of Selected Options by TO:

11.56.1. **(ADDED)** TO 33-1-27:

11.56.1.1. **(ADDED)** Paragraph 1-6c(1)(c). TMDE containing batteries require battery corrosion and leakage inspection every 90 days.

11.56.1.2. **(ADDED)** Paragraph 2-8. Daily, weekly, and cursory inspections for equipment stock classes listed in TO 33-1-27 that coincide with the required visual or prior to use-inspections listed in the same TO need not be documented.

11.57. (ADDED) Accident/Incident (A&I) reporting.

11.57.1. **(ADDED)** Units possessing equipment or personnel involved in an accident/incident (i.e. in-flight and ground emergencies, FOD, bird strikes with damage, accidents, aircraft damage, spills, on duty personnel injury, and maintenance related incidents both on and off station) will immediately report occurrence to the MOC. MOC will notify wing safety upon discovery of an A&I, isolate the scene until Wing Safety or applicable unit leadership can assess the situation. MOC will immediately notify QA.

11.57.2. **(ADDED)** Bird Aircraft Strike Hazard (BASH) Program: All bird strikes, with or without damage (QA will document any damage to aircraft), require maintenance personnel to fill out AF Form 853, *AF Wildlife Strike Report***,** collect the remains IAW the 1 SOMDG procedures and place the paperwork/bird remains in the designated BASH drop box. Do not put any PPE in the BASH drop box.

11.57.3. **(ADDED)** Ground Related Incidents: All ground related incidents, whether an aircraft is involved or not, to include injuries and vehicles, will require an AF Form 978 to be completed by the applicable supervision. Forward the completed form to your unit/squadron safety rep and courtesy copy 1 SOMXG/SE within 24 hours.

11.57.4. **(ADDED)** 1 SOMXG/SE will investigate safety related A&Is to determine the root cause and long term corrective action as requested by 1 SOMXG/CC, CD, MXM.

11.58. (ADDED) Hearing Protection: Hazardous noise is defined as any sound or noise in excess of 85 decibels. The following areas are hazardous noise areas in which both ear plugs AND ear defenders must be worn: working within 25 feet of operating aircraft engines, Auxiliary Power Unit or Gas Turbine compressors, while operating an AM32A-95 air compressor with its cover off, within 200 feet of C-130 aircraft with engines running at other than idle power, inside the arc of the main rotor blades, and inside the cabin and or flight deck of CV-22, Auxiliary Power Plant, or engines running.

11.58.1. **(ADDED)** The following are designated as hazardous noise areas in which ear defenders OR ear plugs must be worn: when working within 30 feet of all operating powered ground support equipment and when draining all air compressor receivers, from 25 to 50 feet of aircraft engines operating at idle power settings, when operating hazardous noise producing equipment or machinery.

11.59. (ADDED) The following inspection criteria are required for all general and special purpose vehicles in the 1 SOMXG:

11.59.1. **(ADDED)** General purpose vehicles, to include GSA vehicles, will have a serviceability/functional check completed weekly (every seven days).

11.59.2. **(ADDED)** All other vehicles will have a serviceability/functional check performed prior to use or at least weekly (every seven days).

11.60. (ADDED) Heavy duty utility carts.

11.60.1. **(ADDED)** The upper shelf of the heavy duty utility carts with a width of 18 inches or less will only be used for placement of hand-tools and technical data manuals. It will not be used as a work platform or to transport parts/equipment.

11.60.2. **(ADDED)** Parts/equipment may only be transported on the lower shelf as long as the manufacturer's max weight limits are not exceeded. When moving the cart, the user must maintain 2-hands on the cart handle to ensure maximum control of cart and to avoid instability.

14.1.3.4. **(ADDED)** Refer to 1 SOW OPLAN 91-1 for freezing and consolidating aircraft and equipment records in the event of an accident or mishap. Refer to the 1 SOMOS PS&D SharePoint site for the aircraft records impoundment checklist.

14.1.3.5. **(ADDED)** See the 1 SOMOS PS&D SharePoint site for aircraft document review checklists.

14.1.4.6.1. **(ADDED)** In the event the Maintenance Scheduling Module (MSM) is not available, manually update MIS or MSM products. Annotate changes on the current Inspection/Time Change PRA, TDI, or MAT product. When the next product is generated, verify the changes are incorporated into updated product and discard old copies.

14.1.5.5. **(ADDED)** Aircraft transfer/depot program status and inventory procedures: Units will provide the wing AVDO with pertinent information regarding possession purpose identifier changes, gains, and losses. Gain and Loss transfers requiring ferry flights require a copy of the AF Form 781, *Arms Aircrew/Mission Flight Data Document*, be faxed or hand delivered to the Wing AVDO before the change will take place.

14.1.5.6. **(ADDED)** Daily: The unit debrief sections will validate the previous days flying time using MIS products. For aircraft that are off station, home station unit will obtain a copy of the AFTO Form 781 from the operations squadron for input into IMDS.

14.1.5.7. **(ADDED)** Daily: MOF P&S will:

14.4.5.7.1. **(ADDED)** Send a copy of the Aircraft Utilization Report (AUR) or MSM equivalent to each of the operations squadrons and affected unit debrief sections weekly.

14.1.5.8. **(ADDED)** Monthly MOF PS&D will:

14.1.5.8.1. **(ADDED)** Coordinate with the Operation Squadrons NLT the second duty day of the month to verify that all aircraft utilization data for the previous month is correct.

14.1.5.8.2. **(ADDED)** NLT the fourth calendar day of the month, ensure the Operation Squadrons (OS) have verified their times are correct, run an AUR B-Report (#362) and validate the hours. Additionally, they will run the AUR C-Report (#362); this report will be signed by the applicable OS and debrief section as verified and correct. Maintain a copy of the report until the next fiscal year.

14.1.5.8.3. **(ADDED)** Units will use the *Transfer Inspection Checklist* when an aircraft is transferred out of the unit and the *Acceptance Inspection Checklist* for aircraft acceptance inspections. See the 1 SOMOS PS&D Share Point site for acceptance and transfer checklists.

14.1.5.8.4. **(ADDED)** Units will forward proposed 103 requests to MOF PS&D NLT 60 days prior to PDM input. MOF PS&D will validate the 103 and forward to HQ AFSOC.

14.1.5.9. **(ADDED)** MOF PS&D has decentralized -21 equipment accountability to units as outlined in AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, and AFSOC supplements. Owning work center will transfer -21 equipment as directed by MOA. The unit custodian will have a letter on file that identifies the -21 Special Purpose Recoverable Authorized Maintenance (SPRAM) account custodian by name, grade, telephone number, and will forward the letter to MOF PS&D with a current copy of the AF Form 2692, *Aircraft/Missile Equipment Transfer/Shipping Listing,* not later than one week after a change of custodian. MOF PS&D will conduct an annual review.

14.1.6.4.2.1. **(ADDED)** Unit PS&D will:

14.1.6.4.2.1.1. **(ADDED)** Forward any message traffic originating from outside agencies to 1 SOMXG/CD when outside agencies are requesting access to 1 SOMXG resources.

14.1.6.4.2.1.2. **(ADDED)** Route all AFSOC tasking and response message traffic to MOF PS&D. Do not commit 1 SOMXG resources without proper 1 SOMXG approval.

14.1.6.4.2.1.3. **(ADDED)** Coordinate and provide jacket file, AFTO Form 781s, AFTO Form 95s, or AFTO Form 244s (as required) for effected aircraft/equipment during any Maintenance Field Team (MFT) out-briefing.

14.1.6.4.2.1.4. **(ADDED)** Verify job numbers are loaded into IMDS for all maintenance, TCTOs, and inspections covered in the workload agreement. A JST may be required and coordinated through MOF PS&D.

14.1.6.4.2.1.5. **(ADDED)** Verify entries made in AFTO Form 95 for any permanent aircraft/equipment modification.

14.1.6.5.1. **(ADDED)** PS&D will review MSM daily, using the time change, TCTO and inspection menus. Run inquiries for missing and wrong WUC for time changes and missing/wrong inspections. If SM is not available, use IMDS products to validate data.

14.2.2.3.14.6.3. **(ADDED)** See the 1 SOMOS PS&D SharePoint site for the approved missing forms letter. **https://usaf.dps.mil/sites/AFSOC-1SOMOS/Plans,%20Scheduling%20and%20Documentation/SitePages/Home.aspx**

14.2.4.2.1.1.1. **(ADDED)** A serial number verification and/or MIS configuration product will be accomplished during each ISO, Phase, HSC, and transfer/Acceptance Inspection. See the 1 SOMOS PS&D SharePoint site for applicable serial number verification sheet.

14.2.6.1.2. **(ADDED)** Products (hard copy) will be annotated with compliance status and next due date/time if MIS or MSM is down for more than 48 hours.

14.2.7.2.1. **(ADDED)** See the 1 SOMOS PS&D SharePoint site for the decentralized historical documentation checklist.

14.3.2.6. **(ADDED)** Performing work centers will install and remove all applicable Time Change Items (TCI) for work performed using applicable MIS screens. PS&D will process applicable MIS screens to accomplish suspense validation and load job standards. If a work-center is authorized by PS&D to load, install, remove, or validate suspenses, a separate letter will be published by the applicable work center designating authorized individuals (SSgt and above) allowed to process suspense validations. For all TCIs completed, the authorized work center must send a copy of MIS documentation showing job completion NLT next duty day to PS&D. PS&D will use the hard copy of the MIS documentation to verify data is updated in MSM and the MIS. TCI and TCTO hazardous materials will be ordered by the applicable work center.

14.3.3.2.2.3.2. **(ADDED)** Special IMDS procedures are required to minimize loss of data associated with aircraft transfer/data migration. The TBE process is used for unit-to-unit transfers, 3WO process is used for PDM-to-unit transfers, and unique IMDS procedures are required when PDM visits result in a MDS/SRD change. Contact Gunter's Field Service Center (FSC) for current SAN message/procedures.

14.3.3.3.2.16. **(ADDED)** TCTO folders and monthly/weekly utilization and maintenance schedules will be formatted after the Master TCTO folder and monthly/weekly utilization and maintenance schedule maintained by 1 SOMOS/MXOOP.

14.3.4.1.1.1. **(ADDED)** The first duty day of each week, MOF PS&D will identify discrepancies using MSM/MIS products and forward to unit PS&D for corrections. In the event MSM is not available, manually update MIS/MSM products. Unit PS&D will correct all identified errors or provide reasons for uncorrected discrepancies to MOF PS&D NLT COB Thursday.

14.3.4.1.2. **(ADDED)** MOF PS&D will update the MSM Time Change and Inspection Matrices as TO changes occur, but NLT 5 duty days after TO changes are received.

14.3.4.3.13. **(ADDED)** Unit will coordinate with Propulsion Flight and forward all overfly requests to 1 SOMXG/CC for approval. The original copy of all approved/disapproved requests will be returned to the owning unit, with engine management maintaining an informational copy.

14.3.6.3.1. **(ADDED)** PS&D ensures post-dock ADRs are performed. Post-dock ADRs will be coordinated between the dock chief and the scheduler on the day the aircraft is to be released from inspection.

14.3.6.3.2. **(ADDED)** Ensure history files are not corrupt prior to placing them into the jacket file. Maintain a back-up file until the gaining unit confirms receipt. Print AFTO Form 95s or MIS and ship with item for overhaul (See Attachment 22).

14.4.2. **(ADDED)** Engine Management will:

14.4.2.1. **(ADDED)** Coordinate with MXS Production Superintendent when maintenance is needed, to include coordinating acceptance inspections, upcoming shipments, serial number verifications, organizational level maintenance requirements, or any other maintenance that cannot be provided by Rolls Royce or Dowty.

14.4.2.2. **(ADDED)** When an engine is issued, transfer all off-equipment MIS discrepancies to the aircraft it is being installed on.

14.4.2.3. **(ADDED)** Prepare shipping documents when the engine is leaving the installation or SRAN.

14.4.3. **(ADDED)** Engine Equipment Maintenance Section Will:

14.4.3.1. **(ADDED)** Store, inspect, modify, repair engines, applicable propeller repairs (IAW para 4.11.7.), QEC kits, and testing components, in addition to the applicable Section NCOIC/Chief responsibilities in Chapter 2.

14.4.3.2. **(ADDED)** Maintain locally developed engine acceptance and engine work packages on all possessed engines.

14.4.3.3. **(ADDED)** The Acceptance Inspection, as a minimum, will include: each area of inspection by the performing technician's employee number; date accomplished annotated on the locally developed acceptance work package; date started work; job control number; maintenance required; reason for removal; inlet and exhaust FOD inspections; general engine serviceability; engine preservation; identified deficiencies; inspect for loose hardware; critical clearances; cap open lines/cannon plugs; tag all associated components for servicing; install intake/exhaust covers; daily summary; final inspection worksheet; maintenance accomplished/performed, or required actions are documented in the work package and MIS.

14.4.3.3.1. **(ADDED)** Report engine status/status changes to Engine Management. Examples include but are not limited to, in-work, waiting maintenance, waiting parts, work completed/spared, shipped, received.

14.4.3.4. **(ADDED)** Coordinate all off-equipment engine/propeller maintenance and will maintain equipment trailers, IAW AFI 21- 101, paragraph 4.11.7. MXS will manage the facility (bldg. 90581) that houses the back-shop functions.

14.4.3.5. **(ADDED)** Upon receiving a serviceable engine or propeller from the depot or contracted maintenance (in-house Rolls Royce and Dowty repairs), an acceptance inspection will be accomplished by Air Force maintenance personnel. The serial number verification sheet will also be completed during the acceptance inspection and be delivered to the engine management section.

14.4.3.6. **(ADDED)** Unserviceable engines removed for org level maintenance, or local FSR repairs, shall complete a C-Check inspection in conjunction with the acceptance inspection, unless a B, C, or D Check has been performed on the engine within the past 60 days.

14.4.3.7. **(ADDED)** Prep engines for shipment or issue and assist loading/unloading of contracted shipment vehicles.

14.4.3.8. **(ADDED)** Support movement of repairable propellers from supply to the Engine Equipment Maintenance Section, corrosion control facility, and subsequently return to supply when repairs are completed.

14.4.3.9. **(ADDED)** Provide assistance supporting Rolls Royce and DOWTY/GE FSRs when needed.

14.4.4. **(ADDED)** MXS Production Section Will:

14.4.4.1. **(ADDED)** Be the liaison between all agencies for off-wing organizational level maintenance. This includes coordinating with Engine Management, Rolls Royce, and Dowty, as required. MXS Production Superintendent will coordinate with Engine Management on the issue/turn in of engines and propellers to the Engine Equipment Maintenance Section.

14.4.4.2. **(ADDED)** Before releasing an engine for shipment or issue, the MXS Production Superintendent will ensure the following are complete:

14.4.4.2.1. **(ADDED)** Verify a preservation tag is attached to the preservation bag stating the preservation has been complied with.

14.4.4.2.2. **(ADDED)** Verify the engine inspection work package is complete and signed off.

14.4.4.2.3. **(ADDED)** Verify the engine stand is serviceable by reviewing the 244.

14.4.4.2.4. **(ADDED)** Verify a signed serviceable tag is attached to the preservation bag.

14.4.4.2.5. **(ADDED)** Ensure the organization requesting an engine or propeller to be issued is responsible for weighing, JI process, and coordinating shipment/processing, to include MRTs and deployments.

14.4.5. **(ADDED)** Aircraft Maintenance Units (AMUs) will:

14.4.5.1. **(ADDED)** Prepare and preserve engines and propellers for turn-in or off-wing maintenance IAW applicable tech data. AMUs will also fill out & sign serviceable or unserviceable tags, ensure engine/propeller is free of leaks, all components are fully installed, and will bag the engine.

14.4.5.2. **(ADDED)** Document all known discrepancies in MIS on the applicable off-equipment screens prior to P&Q actions in MIS prior to turn in. AMUs will notify MXS Production Superintendent prior to dropping off engines or propellers to the back- shop.

14.4.5.3. **(ADDED)** Bear responsibility for spare engines taken TDY, MRT, or deployments, to include unserviceable engines that were removed/being returned for repairs. Additionally, AMUs will keep Engine Management informed of TDY location, engine status, and shipping information.

14.5.3.1.1.2. **(ADDED)** REFER TO AFSOCI 21-165.

14.5.4.1.2. **(ADDED)** REFER TO AFSOCI 21-165.

14.5.5.2.4.2. **(ADDED)** REFER TO AFSOCI 21-165.

14.5.6.1.2.1. **(ADDED)** REFER TO AFSOCI 21-165.

14.6.1.2.1.2. **(ADDED)** Conduct ADR every 30 days, or every 14 days on designated cannibalization and hangar queen aircraft. Units will use *Aircraft Document Review Checklist* on the 1 SOMOS PS&D SharePoint site. An ADR will be performed by PS&D NLT 3 duty days after a deployed aircraft returns to home station.

JOCELYN J. SCHERMERHORN, Colonel,
USAF Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFSOCI 21-108, *Combat Logistics Operations 20 December 2018*

AFSOCI 21-129, *AFSOC Centralized Repair Facility (CRF) Operations 12 April 2020*

AFI 10-201, *Force Readiness Reporting 22 December 2020*

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

AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting 20 April 2020*

AFI 25-101, *War Reserve Materiel* (WRM) *Program Guidance and Procedures 27 August 2019*

AFI 48-151, *Thermal Injury 7 April 2016*

TO 00-5-1, *AF Technical Order System*

TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*

TO 00-25-107, *Maintenance Assistance*

TO 00-25-172, *Servicing Ground of Aircraft and Static Grounding/Bonding*

TO 00-25-234, *General Shop Practice Requirements for the Repair, Maintenance, and Test of Electrical Equipment*

TO 15X-1-1, *Maintenance Instructions Oxygen Equipment,*

TO 33-1-27, *Logistics Support of Precision Measurement Equipment*

TO 37C2-8-1-127, *Liquid Oxygen/Nitrogen Overboard Vent System*

TO 42B-1-1, *Quality Control of Fuel and Lubrications Supplies*

Prescribed Forms

None

Adopted Forms

AF Form 596, *Quick Engine Change Kit Inventory*

AF Form 623, *Individual Training Record*

AF Form 664, *Aircraft Fuels/Ground Servicing Documentation Log*

AF Form 726, *Transient Aircraft Service Record*

AF Form 797, *Job Qualification Standard Continuation*

AF Form 847, *Recommendation for Change of Publication*

AF Form 853, *AF Wildlife Strike Report*

AF Form 861, *Base/Transient Job Control Number Register*

AF Form 978*, Supervisor's Mishap Report*

AF Form 1067, *Modification Proposal*

AF Form 1098, *Special Tasks Certification and Recurring Training*

AF Form 1297, *Temporary Issue Receipt*

AF Form 2001, *Notification of TCTO Kit Requirements*

AF Form 2005, *Issue/Turn-in Request*

AF Form 2096, *Classification/On the Job Training Action*

AF Form 2400, *Functional Check Flight Log*

AF Form 2401, *Equipment Utilization and Maintenance Schedule*

AF Form 2402, *Weekly Equipment Utilization and Maintenance Schedule*

AF Form 2403, *Weekly Aircraft Utilization/Maintenance Schedule*

AF Form 2407, *Weekly/Daily Flying Schedule Coordination*

AF Form 2408, *Generation Maintenance Plan*

AF Form 2409, *Generation Sequence Action Schedule*

AF Form 2410, *Inspection/TCTO Planning Checklist*

AF Form 2411, *Inspection Document*

AF Form 2419, *Routing and Review of Quality Control Reports*

AF Form 2426, *Training Request and Completion Notification*

AF Form 2430, *Specialist Dispatch Control Log*

AF Form 2434, *Munitions Configuration and Expenditure Document*

AF Form 3215, *Information Technology/National Security Systems Requirements Document*

AFTO Form 22, *Technical Manual (TM) Change Recommendation and Reply*

AFTO Form 32, *Technical Order Binder Label*

AFTO Form 66, *TMDE Bar Codes (Polyester Film)*

AFTO Form 82, *TCTO Verification Certificate*

AFTO Form 95, *Significant Historical Data*

AFTO Form 103, *Aircraft/Missile Condition Data*

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

AFTO Form 242, *Nondestructive Inspection Data*

AFTO Form 244, *Industrial/Support Equipment Record*

AFTO Form 349, *Maintenance Data Collection Record*

AFTO Form 350, *Reparable Item*

AFTO Form 375, *Selected Support Equipment Repair Cost Estimate*

AFTO Form 781, *Arms Aircrew/Mission Flight Data Document*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

AFTO Form 781B, *Communication Security Equipment Record*

AFTO Form 781C, *Avionics Configuration and Load Status Document*

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

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

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

DD Form 1348-6, *DOD Single Line Item Requisition System Document*

DD Form 1610, *Request and Authorization for TDY Travel of DOD Personnel*

DD Form 2861, *Cross-Reference*

Abbreviations and Acronyms

A&I—Accident/Incident

AC—Aircraft Commander

ADCC—Assistant Dedicated Crew Chief

ADPE—Automated Data Processing Equipment

ADR—Aircraft Document Review/Ammunition Disposition Report

ADVON—Advance Echelon

AETC—Air Education and Training Command

AFE—Aircrew Flight Equipment

AFETS—Air Force Engineering and Technical Service

AFI—Air Force Instruction

AFMC—Air Force Materiel Command

AFPAM—Air Force Pamphlet

AFREP—Air Force Repair and Enhancement Program

AFSOC—Air Force Special Operations Command

AFTO—Air Force Technical Order

AGE—Aerospace Ground Equipment

AIRCAT—Automated Inspection, Repair, Corrosion, and Aircraft Tracking

AMU—Aircraft Maintenance Unit

AUR—Accomplishment Utilization Report/All-Up-Round

AVDO—Aerospace Vehicle Distribution Office

AWBS—Automated Weight and Balance System

AWM—Awaiting Maintenance

AWP—Awaiting Parts

BASH—Bird Aircraft Strike Hazard

CA/CRL—Custodian Authorization/Custody Receipt Listing

CAS—Combat Ammunition System

CD—Command Disable/Deputy Commander (e.g., MXG/CD)

CEMP—Comprehensive Emergency Management Plan

CEMS—Comprehensive Engine Management System

CMT—Consolidated Maintenance Training/Contract Management Team

CND—Cannot Duplicate

CONUS—Continental United States

CRB—Configuration Review Board

CRF—Centralized Repair Facility

CSA—Client Support Administrator

CST—Client Support Technician

CTK—Consolidated Tool Kit

CV—Vice Commander

DCC—Dedicated Crew Chief

DCMA—Defense Contract Management Agency

DLA—Defense Logistics Agency DOP—Dropped Object

EHM—Engine Health Monitoring

EID—Equipment Identification Designator

EMB—Engine Management Branch

EM—Engine Management/Emergency Management

EOR—End of Runway

ESS—Enterprise Solution-Supply

FCF—Functional Check Flight

FHP—Flying Hour Program

FLIR—Forward Looking Infrared

FLP—Flying Hour Program

FOD—Foreign Object Damage

FO—Foreign Object

GEOLOC—Geographical Location

GSA—Government Services Administration

HAZMAT—Hazardous Materiel

HAZWASTE—Hazardous Waste

HFI—Hurlburt Field Instruction

HQ—Headquarters

HSC—Home Station Check

IAW—In Accordance With

IETM—Interactive Electronic Technical Manuals

IFCS—Instrument and Flight Control Systems

IFE—In-Flight Emergency

IFF—Identification Friend or Foe

IFR—In Flight Refueling

IG—Inspector General

ILS—Instrument Landing System

IMDS—Integrated Maintenance Data System

IMIS—Integrated Maintenance Information System

INW—In Work

IPI—In-Progress Inspection

ISO—Isochronal Inspection

JCN—Job Control Number

JDD—Job Data Documentation

JDRS—Joint Deficiency Reporting System

JEDMICS—Joint Engineering Data Management Information and Control System

JST—Job Standard

KTL—Key Task Listing

LEAR—Local Engineering Assistance Request

LEP—List of Effective Pages

LME—Locally Manufactured Equipment

LMR—Land Mobile Radio

LN2—Liquid Nitrogen

LOGREP—Logistics Report

LO—Low Observable

LOX—Liquid Oxygen

MASO—Munitions Accountable System Officer

MC—Mission Capable

MDSA—Maintenance Data System Analysis

MDS—Mission Design Series

MFR—Memorandum for Record

MIL—Master Inventory Listing

MIS—Maintenance Information System

MOC—Maintenance Operations Center

MOF—Maintenance Operations Flight

MSAT—Maintenance Scheduling Application Tool

MSEP—Maintenance Standardization and Evaluation Plan

MXG—Maintenance Group

NCOIC—Non-Commissioned Officer in Charge

NLT—No Later Than

NMC—Non Mission Capable

NMCS—Not Mission Capable - Supply

NRTS—Not Repairable This Station

NSN—National Stock Number

OCF—Operational Check Flight

OG/CC—Operations Group Commander

OG—Operations Group

OIC—Officer in Charge

OI—Operating Instruction

OJT—On-the-Job Training

OPLAN—Operational Plan

OSDS—On-Site Depot Support

PCA—Permanent Change of Address

PCI—Physical Configuration Inspection

PDM—Programmed Depot Maintenance

PMCB—Partially Mission Capable - Both (Maintenance & Supply)

PMCM—Partially Mission Capable - Maintenance

PMCS—Partially Mission Capable - Supply

PMD—Program Management Directive

PMEL—Precision Measurement Equipment Laboratory

PMI—Preventive Maintenance Inspection/Program Management Inspection

POL—Petroleum, Oil, and Lubricants

PPE—Personal Protective Equipment

PS&D—Plans Scheduling and Documentation

PTO—Preliminary Technical Order

QAE—Quality Assurance Evaluator

QAPC—Quality Assurance Program Coordinators

QA—Quality Assurance

QAR—Quality Assurance Representative

QASP—Quality Assurance Surveillance Plan

QC—Quality Control/Quality Check

QEC—Quick Engine Change

QE—Quarterly Evaluation

QVI—Quality Verification Inspections

RCM—Reliability Centered Maintenance

RDT&E—Research, Development, Testing and/or Evaluation

RFA—Request for Assistance

RIL—Routine Inspection List

SDS—Safety Data Sheet

SITREP—Situation Report

SMR—Source Maintenance Recoverability (Code)

SM—Single Manager

SOO—Statement of Objective

SOW—Special Operations Wing/Statement of Work

SPD—System Program Director

SPRAM—Special Purpose Recoverable Authorized Maintenance (Account)

TAR—Technical Assistance Request

TAS—Tool Accountability System

TA—Transient Alert

TCTO—Time Compliance Technical Order

TDY—Temporary Duty

TMDE—Test Measurement & Diagnostic Equipment

TODO—Technical Order Distribution Office

TO—Technical Order

UDLM—Unprogrammed Depot Level Maintenance

UDM—Unit Deployment Manager

UTM—Unit Training Manager

VTAMP—V-22 Technical Assistance Management Program

W&B—Weight and Balance

WLA—Workload Agreement

WR-ALC—Warner Robins Air Logistics Center

WRM—War Readiness Materiel

Attachment 2

MOD/TEST CHECKLIST

Figure A2.1. Mod/Test checklist.

ALL PURPOSE CHECKLIST		PAGE 1 of 2 PAGES		
TITLE/SUBJECT/ACTIVITY/FUNCTIONAL AREA 1 SOMXS/MXMM MOD/TEST Checklist		OPR	DATE	
NO.	ITEM (Assign a paragraph number to each item. Draw a horizontal line between each major paragraph.)			
1.	Is Tech Data available? PTO/TCTO/TO/OTI: _____	☐	☐	☐
2.	If PTO, do you have a LETTER OF AUTHORIZATION and 218/3525?	☐	☐	☐
3.	Trial Install/Kitproof/Verification & Validation: "LETTER OF AUTHORIZATION" and 218/3525?	☐	☐	☐
4.	Did the security manager screen visitors prior to being released for maintenance?	☐	☐	☐
5.	Do FT members have an AF Form 1199C (line badge) issued by another military facility other than HFLD?	☐	☐	☐
6.	Do FT members require base ops authorization to drive their vehicles on the flightline?	☐	☐	☐
7.	Were FT members briefed on flightline driving procedures at HFLD?	☐	☐	☐
8.	Do FT members require Command Post authorization to take pictures of aircraft or facilities?	☐	☐	☐
9.	Briefed FT before start of maintenance so they understand all AF/AFSOC/1 SOMXG OIs must be followed?	☐	☐	☐
10.	Were FT members briefed on procedures for removal/installation of parts of aircraft/equipment?	☐	☐	☐
11.	Maintenance Field Team IAW 1 SOMXG 21-101			
	A} Provide copy of documents listing personnel and security clearances?	☐	☐	☐
	B) Provide copy of document with personnel qualified to sign off Red Xs?	☐	☐	☐
	C) Provide copy of work load agreement (WLA) or subject of objective (SOO)?	☐	☐	☐
	D) Provide copy of A/C WT & BAL requirements for parts removed and/or installed IAW AF Form 1067/tech data?	☐	☐	☐
12.	Does aircraft require weight & balance updates following maintenance modification?	☐	☐	☐
13.	Do you have AF Form 1067, AFMC Form 243, or AF Form 218/3525?	☐	☐	☐
14.	Has QA been notified to check contractor tools against inventory and for markings?	☐	☐	☐
15.	Do FT members require letter authorizing temporary access to specific controlled areas?	☐	☐	☐
16.	Do FT members require access to any areas not previously mentioned by HQ AFSOC? (Including Sensitive Areas)	☐	☐	☐
17.	Do FT members require letter authorizing temporary access to specific controlled areas?	☐	☐	☐
18.	Do members require escort to access specific controlled areas?	☐	☐	☐
19.	Has FT been briefed before start of maintenance and they understand all AF/AFSOC/1 SOMXG OIs must be followed?	☐	☐	☐
20.	Have FT members been briefed on procedures for removal/installation of parts from aircraft/equipment?	☐	☐	☐
21.	Name of key personnel and phone number attending the visitor's in-briefing: QA Representative: _____ Contractor(s): _____	☐	☐	☐
22.	Has the 1 SOMXG Security Manager been notified through Joint Adjudication System (JPAS) of all visitors? (DSN: 579-6696) use JPAS code: EE0VFC2D6	☐	☐	☐
23.	FT are required to be familiar with Aircraft weight and balance, severe weather procedures, radar radiation procedures, Composite Tool Kit program, personal protective equipment, hazardous material management. Field Team IN-BRIEF was conducted by: (rank/name) SIGN IN OF ALL OTHER CONTRACTORS ON REVERSE SIDE OF THIS SHEET.	☐	☐	☐

AF IMT 2519, 19911101 V5 PREVIOUS EDITIONS ARE OBSOLETE

AF IMT 2519 (Continued)

ALL PURPOSE CHECKLIST

PAGE 2 OF 2 PAGES

NO.	ITEM (Assign a paragraph number to each item. Draw a horizontal line between each major paragraph.)			

Attachment 3

1 SOMXG CALL SIGNS

Table A3.1. 1 SOMXG Call Signs.

1 SOW/CC	ANYTIME 1
1 SOW/CV	ANYTIME 2
1 SOG/CC	ANYTIME 3
1 SOMXG/CC	ANYTIME 4
1 SOMSG/CC	ANYTIME 5
1 SOMDG/CD	ANYTIME 6
1 SOG/CD	ANYTIME 7
1 SOMXG/CD	ANYTIME 8
1 SOMSG/CD	ANYTIME 9
1 SOMXG PROCESSING RESPONSE TEAM	FIX 1/FIX 2/ FIX 3
1 SOMXG/QUALITY ASSURANCE	COBRA
1 SOMXG MOBILITY	RAPID
1 SOAMXS/CC	GHOST 1
1 SOAMXS DO	GHOST 2
1 SOAMXS CHIEF	GHOST CHIEF
1 SOAMXS MOBILITY	GHOST MOB
4 AMU OIC	SPOOKY 1
4 AMU CHIEF	SPOOKY CHIEF
4 AMU LEAD PRO SUPER	SPOOKY SUPER
4 AMU PRO SUPER	SPOOKY 2
4 AMU DEBRIEF	SPOOKY 3
4 AMU CREW CHIEF EXPEDITER	SPOOKY 4
4 AMU SPECIALIST EXPEDITER	SPOOKY 5
4 AMU WEAPONS EXPEDITER	SPOOKY 6
4 AMU DASH 21	SPOOKY 7

4 AMU CONTRACTORS	BOEING
4 AMU SUPPORT	SPOOKY SUPPORT
4 AMU SUPPLY	SPOOKY SUPPLY
73 AMU OIC	SHADOW 1
73 AMU CHIEF	SHADOW CHIEF
73 AMU LEAD PRO SUPER	SHADOW SUPER
73 AMU PRO SUPER	SHADOW 2
73 AMU DEBRIEF	SHADOW 3
73 AMU CREW CHIEF EXPEDITER	SHADOW 4
73 AMU SPECIALIST EXPEDITER	SHADOW 5
73 AMU WEAPONS EXPEDITER	SHADOW 6
73 AMU DASH 21	SHADOW 7
73 AMU CONTRACTORS	SHADOW 8
901 SOAMXS/CC	COMMANDO 1
901 SOAMXS DO	COMMANDO 2
901 MX CHIEF	COMMANDO CHIEF
15 AMU OIC	TALON 1
15 AMU CHIEF	TALON CHIEF
15 AMU LEAD PRO SUPER	TALON SUPER
15 AMU PRO SUPER	TALON 2
15 AMU DEBRIEF	TALON 3
15 AMU CREW CHIEF EXPEDITER	TALON 4
15 AMU SPECIALIST	TALON 5
15 AMU SUPPORT	TALON SUPPORT
15 AMU DASH 21	TALON 6
15 AMU SUPPLY	TALON SUPPLY
15 AMU MOBILITY	TALON MOB
MC-130J OIC	COMMANDO 1

MC-130J CHIEF	COMMANDO CHIEF
MC-130J LEAD PRO SUPER	COMMANDO SUPER
MC-130J PRO SUPER	COMMANDO 2
MC-130J DEBRIEF	COMMANDO 3
MC-130J CREW CHIEF EXPEDITER	COMMANDO 4
MC-130J SPECIALIST EXPEDITER	COMMANDO 5
801 SOAMXS/CC	RAVEN 1
801 SOAMXS DO	RAVEN 2
801 SOAMXS CHIEF	RAVEN CHIEF
8 AMU MOBILITY	RAVEN MOB
8 AMU OIC	OSPREY 1
8 AMU CHIEF	OSPREY CHIEF
8 AMU LEAD PRO SUPER	OSPREY SUPER
8 AMU PRO SUPER	OSPREY 2
8 AMU DEBRIEF	OSPREY 3
8 AMU CREW CHIEF EXPEDITER	OSPREY 4
8 AMU SPECIALIST EXPEDITER	OSPREY 5
8 AMU WEAPONS EXPEDITER	OSPREY 6
8 AMU SUPPLY	OSPREY SUPPLY
8 AMU SUPPORT	OSPREY SUPPORT
1 SOMXS/CC	MAINTENANCE 1
1 SOMXS DO	MAINTENANCE 2
1 SOMXS MX CHIEF	MAINTENANCE CHIEF
1 SOMXS LEAD PRO SUPER	MIKE SUPER
1 SOMXS PRO SUPER	MIKE 2
1 SOMXS ELEC/ENVIR	E&E 3
1 SOMXS HYDRAULICS	HYDRO 3
1 SOMXS ENGINE SHOP	PROPS 3

1 SOMXS ENGINE TEST CELL	PROPS 4
1 SOMXS IFCS	EAGLE 3
1 SOMXS MISSION SYSTEMS	REDEYE 3
1 SOMXS MOBILITY	MOBILITY 3
1 SOMXS SPECIAL COMM	SKUNK 3
1 SOMXS ECM BACKSHOP	CROW 3
1 SOMXS FUEL CELL	FUELS 3, 4, 5
1 SOMXS WEAPONS BACKSHOP	MIKE 4
1 SOMXS SHEET METAL	MIKE 5, 6
1 SOMXS AERO REPAIR	MIKE 3, 7
1 SOMXS ISO	MIKE 9
1 SOMXS NDI	MIKE 12
1 SOMXS METALS TECH	MIKE 13
1 SOMXS AGE DISPATCH	KILO DISPATCH
1 SOMXS AGE DRIVERS	KILO 1-5
1 SOMXS AMMO OIC/CHIEF	AMMO 1
1 SOMXS MUNITIONS CONTROL	AMMO CONTROL
1 SOMXS AMMO CONTROL (RADIOS)	AMMO 2-19
1 SOMXS AMMO LINE DELIVERY	AMMO 20-50
1 SOMXS AMMO STORAGE	AMMO 51-75
1 SOMXS CDDAR TEAM CHIEF	CDDAR LEAD
SNC PRO SUPER (U-28/PC-12)	NEVADA 2
TRANSIENT ALERT	T/A
ON SITE DEPOT SUPPORT (OSDS)	DEPOT 4

Attachment 4

JCN ALLOCATIONS

Figure A4.1. JCN Allocations.

1 SOMXS

AVIONICS FLIGHT	
COMMUNICATIONS NAVIGATION	3000-3049
TERRAIN FOLLOWING	3050-3099
GUIDANCE AND CONTROL	3100-3149
SPECIAL COMMUNICATIONS	3150-3199
ELECTRONIC WARFARE FLIGHT	
MC-130H/J SECTION	3200-3249
AC-130J SECTION	3250-3299
RESERVED	3300-3349
ACCESSORIES FLIGHT	
ELEC/ENVR	3500-3549
PNEUDRALICS SYSTEM	3550-3599
FUEL SYSTEMS	3600-3649
PROPULSION FLIGHT	
ENGINE/PROP/GEARBOX USM	3650-3699
PROP/GEARBOX BUILD-UP	3700-3749
ENGINE ACCEPTANCE INSP	3750-3799
IN-SHOP CANN	3800-3849
RESERVED	3850-3949
INSPECTION FLIGHT	
C-130 #1 MINOR ISO	A300-A399
C-130 #2 MINOR ISO	B400-B499
C-130 #3 MINOR ISO	C500-C599
C-130 #4 MAJOR ISO	D600-D699
RESERVED	A400-A499
AGE FLIGHT POWERED AGE	
PERIODIC INSP	A100-A199
RESERVED	A200-A299
SPECIAL INSP	3950-3999
USM	4050-4099
RESERVED	4100-4149
NON-POWERED AGE	
PERIODIC INSP	B100-B199

RESERVED	B200-B299
SPECIAL INSP	4150-4199
RESERVED	4200-4249
USM	4250-4299
RESERVED	4300-4349
MUNITIONS FLIGHT	4350-4399
WEAPONS FLIGHT	
SCHED INSP/TC/TCTO	4400-4449
IN-SHOP USM	4450-4499
FABRICATION FLIGHT	
METALS TECHNOLOGY	4650-4699
STRUCTURAL MAINTENANCE	4700-4749
NDI LAB	4800-4849
CORROSION	4850-4899
MAINTENANCE FLIGHT	
WHEEL & TIRE	4900-4949
TRANSIENT ALERT	4950-4999

1 SOMXG

ENGINE MANAGEMENT BRANCH	
ENG/PROP TIME CHANGE	5000-5049
ENG/PROP TCTO	5050-5099
ENGINE SPECTION INSP	5100-5249
MAINTENANCE TRAINING FLIGHT	5150-5199
QUALITY ASSURANCE	5200-5249

1 SOAMXS

4 AMU (ACJ)	
MOC	5250-5299
RED BALL	5300-5319
DEBRIEF	5320-5369
SCHED MAINT	5370-5389
CANN	5390-5409
HSC	E100-E199
SUPPORT	5410-5459
CREW CHIEF SECTION	5460-5559
WEAPONS SECTION	4500-4549

DEPLOYED AIRCRAFT

1ST (A) DEBRIEF	5560-5609
(B) CANN	5610-5619
(C) OTHER	5620-5649
2ND (A) DEBRIEF	5650-5699
(B) CANN	5700-5709
(C) OTHER	5710-5739
3RD (A) DEBRIEF	5740-5789
(B) CANN	5790-5799
(C) OTHER	5800-5829

73 AMU (ACJ)

MOC	5830-5879
RED BALL	5880-5899
DEBRIEF	5900-5949
SCHED MAINT	5959-5969
CANN	5970-5989
HSC	E200-E299
CREW CHIEF SECTION	6040-6139
WEAPONS SECTION	6140-6189

901 SOAMXS

15 AMU

MOC	6410-6459
RED BALL	6460-6479
DEBRIEF	6480-6529
SCHED MAINT	6530-6549
CANN	6550-6569
HSC	E300-E399
SUPPORT	6570-6619
CREW CHIEF FLIGHT	6620-6719

DEPLOYED AIRCRAFT

1ST (A) DEBRIEF	6720-6769
(B) CANN	6770-6779
(C) OTHER	6780-6809
2ND (A) DEBRIEF	6810-6869
(B) CANN	6870-6899
(C) OTHER	6900-6949
3RD (A) DEBRIEF	6900-6949
(B) CANN	6950-6959
(C) OTHER	6960-6989

801 SOAMXS.

CV-22

MOC	7570-7619
RED BALL	7620-7639
DEBRIEF	7640-7689
SCHED MAINT	7690-7709
CANN	7710-7729
RESERVED	E500-E599
SUPPORT	7730-7779
CREW CHIEF FLIGHT	7780-7929
REFURB	7880-7929
WEAPONS SECTION	4550-4599

DEPLOYED AIRCRAFT

1ST (A) DEBRIEF	7930-7979
(B) CANN	7980-7989
(C) OTHER	7990-8119
2ND (A) DEBRIEF	8120-8159
(B) CANN	8170-8179
(C) OTHER	8180-8209
3RD (A) DEBRIEF	8210-8259
(B) CANN	8260-8269
(C) OTHER	8270-8299

RESERVED

MOC	8300-8349
RED BALL	8350-8369
DEBRIEF	8370-8419
SCHED MAINT	8420-8439
CANN	8440-8459
SUPPORT	8460-8509
CREW CHIEF FLIGHT	8510-8609
REFURB	8610-8659

OTHER

FIELD TRAINING DETACHMENT	8930-8979

ACT MAINT OPS SUPPORT SECTION 8980-9029

Attachment 5

C-130 WEIGH PREP CHECKLIST

Figure A5.1. C-130 Weigh Prep Checklist.

This checklist is to be used as a guide only. Notify QA when checklist is complete. All actual aircraft movement, jacking, servicing, maintenance, or weighing will be accomplished IAW applicable technical data. "Chart A" must match aircraft configuration. Initial next to each requirement as it is completed. All preps will be documented on the AFTO Form 781A.
NOTE: Owning unit will provide personnel to tow and level the aircraft by adjusting landing gear struts as required after it is positioned on the scale platforms. Required equipment at the weigh site will expedite this prep. Complete checklist and place with aircraft forms for Weight and Balance technician's review.

ITEMS to be ACCOMPLISHED	Initials
1. Thoroughly clean aircraft inside and out, removing dirt and grease. Ensure all drains are clear from obstructions. Cycle the ramp and door to remove trapped water. Allow sufficient time to dry. Ensure water is drained from all areas that can hold water (cargo D- ring cups etc.). Raise flaps and close cargo ramp and door.	
2. Ensure all reservoirs and tanks are filled to normal capacity (drinking water, DEWER, LOX, hydraulic fluid, engine oil, anti-icing fluid, cooling fluids etc.). Ensure proper amount of spare engine oil and hydraulic fluid is stored on the aircraft.	
3. With the aircraft level, service all aircraft fuel tanks to capacity, defuel and immediately drain until fuel starts to drip. (This may be accomplished in advance as required as long as the tanks are drained immediately after defueling).	
4. Remove equipment not having a fixed position in the aircraft. If it is not part of basic weight or listed in the "Chart A", remove it from the aircraft, such as (extra hardware, and life support equipment, etc.)	
5. Empty all trash cans. Service urinals and latrines.	
6. AC-130 aircraft will have the guns level and retracted.	
7. Tow aircraft to the designated weigh area.	

Acft Tail No. _____
Completed By:_____Date:_____Time:_____
Verified by Production Super:_____Date:_____Time: _____

Attachment 6

CV-22B WEIGH PREP CHECKLIST

Figure A6.1. CV-22B Weigh Prep Checklist.

This checklist is to be used as a guide only. Notify QA when checklist is complete. All actual aircraft movement, jacking, servicing, maintenance, or weighing will be accomplished IAW applicable technical data. "Chart A" must match aircraft configuration. Initial next to each requirement as it is completed. All preps will be documented on the AFTO Form 781A. NOTE: Owning unit will provide personnel to tow and level the aircraft by adjusting landing gear struts as required after positioned on the scale platforms. Required equipment at the weigh site will expedite this prep.

Complete checklist and place with aircraft forms for Weight and Balance technician's review.

Items to be accomplished:

Owning Unit PS&D will:	**Initials**
1. Notify QA W&B manger not less than five duty days prior to the aircraft scheduled weigh date.	
2. Schedule the aircraft 48 hours downtime to accommodate weigh prep, inventory and aircraft weigh. Schedule hangar space for the weigh date.	
3. Schedule the aircraft wash to be completed NLT 12 hours prior to being weighed. NOTE: Aircraft will not be flown between wash and weigh.	
Maintenance will:	
1. Thoroughly clean aircraft inside, outside, and stow ring by removing dirt, debris, and grease. Ensure all drains are clear from obstructions. Allow sufficient time to dry. Ensure water is drained from all areas that can hold water (floor, cargo tie down rings, etc.). Open engine cowlings and allow water to drain. Open bilge drains to ensure that bilges are free of liquid and close overhead. Close the ramp and overhead.	
2. Ensure all reservoirs and tanks are filled to normal capacity (windshield washer fluid, hydraulic fluid, engine oil, etc.).	
3. With aircraft level, defuel/de-puddle all fuel tanks.	
4. Remove equipment not having a fixed position in the aircraft. If it is not part of basic weight or listed in the "Chart A", remove it from the aircraft, such as (extra hardware, and life support equipment etc.)	
5. Remove all equipment listed on the CV-22 FORM F items list in the Weight and Balance Supplemental Book located on the aircraft.	
6. Tow aircraft to the designated weigh area.	
7. After A/C wash, convert nacelles from 90 to 0 degrees to ensure excess water drainage. Convert to helicopter mode after water stops draining.	
Production will:	
1. Ensure the Weigh Prep Checklist is completed prior to weigh. Aircraft will be prepped and ready to weigh by 0800 hrs on weigh date.	
2. Provide a qualified dedicated tow crew to position the aircraft during the weighing process.	
3. Provide qualified personnel to assist in the aircraft inventory when requested by QA.	

Aircraft Tail No. _____

Completed By: _____ Date: _____ Time: _____

Verified by Production Super: _____ Date: _____ Time: _____

Attachment 7

CTK PREFIX LISTING

Figure A7.1. CTK Prefix Listing.

1 SOAMXS	
4 AMU	EEAU
	EEAJ
1 SOMXS	
Mission Systems	EECN
EWS Backshop	EEGE
IFCS	EEGC
Special Comm	EESC
Electrical/Environmental	EEEE
Propulsion	EECP
Test Cell	EETC
Hydraulic Backshop	EEHS
Fuels	EEFC
Corrosion/Structural	EEEC
Metals Tech	EEME
NDI	EENE
Transient Alert	EEAT
AGE	EEEF
A/R, W/T Crash Recovery	EEAR
Munitions Squadron	
Munitions	EEEM
Armament	EEWE
801 SOAMXS	
8 AMU	EECV
Weapons Section	EEHW
Mobility Support	EEHM
901 SOAMXS	
15 AMU	EEAC
15 AMU Mobility	EEMX
Det 2	EEMJ
1 SOMXG	
Load Standardization	EELS
AFREP	EECG
Quality Assurance	EEQA
373 TS, Detachment 7	
FTD	EEFTD
Contractor Maintenance	
LM Comm (Refurb)	AD7768 WK-1 – WK12 AG4063-DR1 AD7920RT EL-1 AD7870Mech1 AD7727RTSM-1,-2 L3RTSE-3
ISO Support Section	EEIE
Boeing	UBOE
Sierra Nevada Corp	EESN
CRANE	EECW
ATA (CV-22)	EGFTB
Wash Rack Code	RSC

Attachment 8

LOCAL MANUFACTURE REQUEST

Figure A8.1. Local Manufacture Request.

LOCAL MANUFACTURE REQUEST					
1. TECHNICAL ORDER NUMBER	2. FIGURE	3. INDEX	4. SMR CODE	5.QUANTITY	6. MICAP (Y/N)
7. Joint Engineering Data Management Information and Control System (JEDMICS) Drawing Number					8. PART NUMBER
9. REQUESTOR					
		B. SAMPLE			
A. PRINTED NAME *(Last, First, Middle Initial)*		Available?	Required?	C. UNIT/OFFICE SYMBOL	
D. TELEPHONE NUMBER		E. JOB CONTROL NUMBER (JCN)			
10. COORDINATION					
UNIT/OFFICE	OFFICE SYMBOL	PHONE #	APPROVED (Y/N)	SIGNATURE/DATE	
A. LRS Customer Service					
B. MXS Production Superintendent					
C. Primary Manufacturer					
D. Additional Manufacturer					
E. QA (For all items not coded for local manufacture and special tools)					
F. MXG/CC or Designated Rep for all local manufacture of special tools					
11. COMMENTS (from block 12)					
A. OFFICE	B. REMARKS				
12. FINAL APPROVAL					
A. PRINTED NAME/RANK/OF FABRICATION FLIGHT CHIEF			B. APPROVED (Y/N)	C. SIGNATURE/DATE	
13. PARTS REQUIRED					
A. DOCUMENT NUMBER	B. NOMENCLATURE		C. NSN/PART #	D. QUANTITY	E. COST
				14. TOTAL COST	
15. ATTACHMENTS					
1)					
2)					
3)					

Attachment 9

C-130 HANGARING CHECKLIST

Figure A9.1. C-130 Hangaring Checklist.

NOTE: Tow Supervisor will ensure compliance with all items and initial accordingly
MDS _____ TAIL # _____

PRE-HANGARING PROCEDURE
Prior to Hangaring an aircraft ensure that the following actions are taken **Tow Super Initials**

1. Review hangar ORM restriction letter to verify safety requirements. _____
2. Review aircraft forms to ensure no discrepancies exist that would prevent hangaring aircraft. _____
3. Ensure hangar is free from FO prior to towing aircraft into hangar. _____
4. Remove/Download all munitions from aircraft. _____
5. Check towpath and hangar bay for obstructions, FO and ensure towpath is clear. _____
6. Ensure HF radio antennas (long wires) are disconnected as required. _____
7. Ensure hangar doors are fully opened, tail door opened (if applicable). _____
   WARNING: ONLY CERTIFIED PERSONNEL CAN OPEN HANGAR DOORS AND MOBILE TAIL ENCLOSURE USING APPLICABLE CHECKLIST.
8. Ensure all overhead Air Hoses/Ducts, Fall Restraint ropes/cables, Electrical Cords, etc: Stowed and Clear of the Aircraft and Propellers Prior to Entering the Hangar. _____
9. Ensure all obstacles within the hangar area are positioned to avoid any possible contact with the aircraft. _____
10. Comply with aircraft tow checklist requirements. _____
11. If aircraft is backed in (Commando, building 90816) and will be full jacked, ensure aircraft vertical stabilizer is on south side of fire curtain on hangar ceiling. Place MLG tires in yellow painted blocks. _____
    WARNING: 7-LEVEL SSGT OR HIGHER WILL BE USED AS A SAFETY OBSERVER PRIOR TO BACKING IN ACFT.
12. Tow aircraft into hangar. _____
13. Comply with hangaring procedures. _____

HANGARING PROCEDURE

1. Ensure all Protective Covers; Engine, Air Conditioning, Pitot, etc. are installed. _____
2. Disconnect aircraft battery or batteries using applicable tech data for Wash Rack and for Fuel Cell (if required) IAW fuels prep sheet. _____
3. Pull ECB 403; Emergency Lights (J-Model Only). _____
4. Place drip pans under all aircraft engines (not required for Wash Rack). _____
5. Tow bar or snatch blocks and cables will remain in the immediate vicinity of aircraft. _____
6. Place a serviceable ground fire bottle in front of aircraft. _____
7. Close all hangar doors as required. _____

NOTE: Leave hangar doors unlocked when ACFT is inside.
WARNING: ONLY CERTIFIED PERSONNEL CAN CLOSE HANGAR DOORS AND MOBILE TAIL ENCLOSURE USING APPLICABLE CHECKLIST.

8. Attach hangaring/emergency evacuation checklist to aircraft. (Place in forms when in Wash Rack) _____

Print Tow Supervisor's Name and Rank _____ Date _____
Signature _____ Employee # _____ Time _____

NOTE: Tow Supervisor will ensure compliance with all items and initial accordingly
MDS _____TAIL # _____

PRE-HANGARING PROCEDURE

Prior to Hangaring an aircraft ensure that the following actions are taken	**Tow Super Initials**
1. Review hangar ORM restriction letter to verify safety requirements.	_____
2. Review aircraft forms to ensure no discrepancies exist that would prevent hangaring aircraft.	_____
3. Ensure hangar is free from FO prior to towing aircraft into hangar.	_____
4. Remove/Download all munitions from aircraft.	_____
5. Check towpath and hangar bay for obstructions, FO and ensure towpath is clear.	_____
6. Ensure HF radio antennas (long wires) are disconnected as required.	_____
7. Ensure hangar doors are fully opened, tail door opened (if applicable). WARNING: ONLY CERTIFIED PERSONNEL CAN OPEN HANGAR DOORS AND MOBILE TAIL ENCLOSURE USING APPLICABLE CHECKLIST.	_____
8. Ensure all overhead Air Hoses/Ducts, Fall Restraint ropes/cables, Electrical Cords, etc: Stowed and Clear of the Aircraft and Propellers Prior to Entering the Hangar.	_____
9. Ensure all obstacles within the hangar area are positioned to avoid any possible contact with the aircraft.	_____
10. Comply with aircraft tow checklist requirements.	_____
11. If aircraft is backed in (Commando, building 90816) and will be full jacked, ensure aircraft vertical stabilizer is on south side of fire curtain on hangar ceiling. Place MLG tires in yellow painted blocks. WARNING: 7-LEVEL SSGT OR HIGHER WILL BE USED AS A SAFETY OBSERVER PRIOR TO BACKING IN ACFT.	_____
12. Tow aircraft into hangar.	_____
13. Comply with hangaring procedures.	_____

HANGARING PROCEDURE

1. Ensure all Protective Covers; Engine, Air Conditioning, Pitot, etc. are installed.	_____
2. Disconnect aircraft battery or batteries using applicable tech data for Wash Rack and for Fuel Cell (if required) IAW fuels prep sheet.	_____
3. Pull ECB 403; Emergency Lights (J-Model Only).	_____
4. Place drip pans under all aircraft engines (not required for Wash Rack).	_____
5. Tow bar or snatch blocks and cables will remain in the immediate vicinity of aircraft.	_____
6. Place a serviceable ground fire bottle in front of aircraft.	_____
7. Close all hangar doors as required.	_____

NOTE: Leave hangar doors unlocked when ACFT is inside.
WARNING: ONLY CERTIFIED PERSONNEL CAN CLOSE HANGAR DOORS AND MOBILE TAIL ENCLOSURE USING APPLICABLE CHECKLIST.

8. Attach hangaring/emergency evacuation checklist to aircraft. (Place in forms when in Wash Rack)	_____

Print Tow Supervisor's Name and Rank _____ Date _____
Signature _____ Employee # _____ Time _____

Attachment 10

CV-22 AIRCRAFT HANGARING CHECKLIST

Figure A10.1. CV-22 Aircraft Hangaring Checklist.

NOTE: Tow Supervisor will ensure compliance with all items and initial accordingly.

DATE/TIMETAIL #_____ HANGER#_____

PRE-HANGARING PROCEDURE

Prior to Hangaring an aircraft ensure that the following actions are taken

	Tow Supervisor Initials
1. Review hanger ORM restriction letter to verify safety requirements.	_____
2. Review aircraft forms to ensure no discrepancies exist that would prevent hangaring aircraft.	_____
3. Ensure hangar is free from FO prior to towing aircraft into hangar.	_____
4. Remove/Download all munitions from aircraft.	_____
5. Check towpath and hangar bay for obstructions, FO and ensure towpath is clear.	_____
6. Ensure hangar doors are fully opened, tail door opened (if applicable)	_____

WARNING: DO NOT TOW AIRCRAFT INTO INDEPENDENCE OR FREEDOM HANGER IF THE NACELLES ARE IN THE INVERTED "Y" POSITION. THE 12 O'CLOCK BLADE WILL CONTACT THE HANGER

7. Comply with aircraft tow procedure IAW CV-22 IETMS				_____

HANGARING CHECKLIST

#	HANGAR	YES	NO	REASON
1	ENSURE SERVICEABLE FIRE BOTTLE IS PLACED OFF OF NOSE OF AIRCRAFT (ONCE PER TWO AIRCRAFT REQUIRED)			
2	ENSURE DRIP PANS ARE INSTALLED UNDER EACH NACELLE. PLACE A DRIP PAN UNDER THE LEFT FORWARD FUSELAGE AS NECESSARY (NOT REQUIRED FOR WASH RACK).			
3	ENSURE AIRCRAFT PLUGS AND COVERS ARE INSTALLED AS REQUIRED			
4	ENSURE THE TOWBAR IS CONNECTED TO THE AIRCRAFT WHEN IN-PROGRESS WORK PERMITS.			
5	ENSURE AIRCRAFT IS PROPERLY GROUNDED			
6	POST THIS CHECKLIST ON AIRCRAFT GROUND RECEPTACLE WHEN COMPLETE			

Print Tow Supervisor's Name and Rank: _____

Signature: _____ **Employee #** _____

EMERGENCY EVACUATION OF HANGARED AIRCRAFT

REMOVAL PROCEDURES

1. Review aircraft forms for discrepancies that will prevent aircraft tow. _____
2. Ensure hangar doors are opened to provide adequate clearance. _____

   WARNING: DO NOT TOW AIRCRAFT INTO INDEPENDENCE OR FREEDOM HANGAR IF THE NACELLES ARE IN THE NVERTED "Y" POSITION. 12 O'CLOCK BLADE WILL CONTACT HANGAR.

3. Clean and neatly return all drip pans to the proper storage areas. _____
4. Check towpath and hangar for obstructions and FO to ensure towpath is clear. _____
5. Comply with aircraft tow procedure IAW CV-22 IETMS. _____
6. Ensure hangar is cleared and cleaned of all FO and fluid spills. _____
7. Return completed hangaring checklist to owning facilities production section. _____

Print Tow Supervisor's Name and Rank: _____ **Date:** _____
Signature_Employee #: _____ **Time:** _____

Attachment 11

TMDE EXAMPLE FOR COMPLETION OF AFTO FORM 350

Figure A11.1. TMDE Example for Completion of AFTO Form 350.

Block 2, ID/Serial No. = PAMS (PMEL Automated Maintenance System) ID # or blank if it requires initial calibration

Block 7, WUC = TMDE WUC (T.O. 33K-1-100-2)

Block 11, Part Number = equipment part number Block

Block 12, Serial No = equipment serial number

Block 14, Discrepancy = POC, Phone #, PMEL OWC and one of the following: Initial Calibration Required (Manufacture for Torque Wrench/Device only) Calibration due (deleted information)
Overdue Calibration (Accompanied by an overdue letter if more than 30 days late) Detailed and specific discrepancy if broke

Block 16, Supply Document No = PAMS ID # (if it's an initial calibration, write "initial calibration/serial number" and, if applicable, torque wrench/device manufacture)

Block 17, Nomenclature = equipment nomenclature

Block 18, Part Number = equipment part number Block

Block 20, Action Taken = PMEL OWC

Block 22, RPC Use Only = TMDE Coordinator signature and date

NOTE: Bold items are mandatory. Blocks 11, 12, 17, and 18 and as well as items in bold, are required for all initial calibrations, whether TMDE or torque devices.

Attachment 12

ON-SITE ENGINEER ASSISTANT REQUEST C-130

Figure A12.1. On-Site Engineer Assistant Request C-130.

Example The following information must be included on all engineering requests:
DATE/TIME:
FROM: (Squadron)
POC NAME/GRADE: (This is the technician with firsthand knowledge of the problem)
SHOP/DUTY PHONE:
MDS:
PRODUCTION OFFICE ORG BOX and PHONE NUMBER:
IS AN AFTO 22 REQUIRED TO CORRECT PROBLEM: YES NO

Ensure the following base resources have been exhausted. Circle the appropriate response:
AFREP: YES NO N/A (If YES, person consulted:)
AFETS: YES NO N/A (If YES, person consulted:)
QA: YES NO N/A (If YES, person consulted:)
SUPPLY: YES NO N/A
P/N: NSN:
S/N: WUC:
Part Availability: YES/NO
On Base: YES/NO;
Depot: YES/NO;
Due-In: YES/NO
Document #:
Back-ordered Priority:

If the engineering request is for a specific aircraft, include the following:
TAIL #:
LAST ISO DATE: LAST ISO TYPE: NEXT ISO DATE:
AIRCRAFT STATUS: (i.e., HSC, ISO, FLIER, MOD, etc.)

DESCRIPTION OF DISCREPANCY: Provide a detailed description of the problem to include:
- The location of the discrepancy (left, right, FS, BL & WL)
- If requirement is for a temporary or permanent repair
- Whether condition is grounding or mission limiting, and what the impact is
- Any additional supporting information that can clarify the problem, such as:

-- Photographs and dimensional data for structural defects (both global and close up photos)
-- Annotated sketches and drawing or figures from Technical Orders
-- All TO references: IPB____Maintenance__Paragraph Figure Index _

RECOMMENDED SOLUTION AND RATIONALE: If a preferred solution is desired, explain in detail here.
PRO SUPER REVIEW: Name of individual who has reviewed the TAR for technical completeness
QA SUPERVISION REVIEW: Name of individual in QA who has reviewed the TAR for admin completeness

Attachment 13

ON-SITE ENGINEER ASSISTANCE REQUEST CV-22 EXAMPLE

Figure A13.1. On-Site Engineer Assistance Request CV-22 Example.

DATE/TIME:
FROM:
SHOP/DUTY PHONE:
TAIL #:
PRIORITY:
SUBJECT:
SUBMITTER:
BRANCH/RANK:
WORK CENTER:
UNS/PEDD:
JCN:
TPDR 22 Submitted: Why or why not

Part Number:
Procedure:
IETM HW:
IETM SW:
SE:
Other:
Description:
Production Superintendent Review:
QA Supervision Review:

Note: Any additional supporting information that can clarify the problem should be included. For example, digital photographs and dimensional data for structural defects will facilitate the engineering disposition and save time.

Attachment 14

MONTHLY WORK CENTER HAZMAT INSPECTION CHECKLIST

Figure A14.1. Monthly Work Center HAZMAT Inspection Checklist.

1	Verify flammable storage cabinets meet the following:	Yes	No	N/A
	A. The door has a three-point lock? (AFMAN 91-203, Para. 22.7.3.4.2.)			
	B. Cabinets are conspicuously labeled "FLAMMABLE - Keep Fire Away"? (AFMAN 91-203,Para. 22.7.3.2.)			
	C. Flammable storage authorization letter is posted on/in the cabinet door/room? (HFI 32-2001, Para. 10.26.8)			
	D. Fire control device available at areas where flammables/combustibles stored? (OSHA29 CFR 1910.106(d)(7)(i))			
	E. Are flammable cabinet door sills raised at least 2" above the bottom of the cabinet?(AFMAN 91-203, Para. 22.7.3.4.2.)			
	F. Are bungs installed? (AFMAN 91-203, Para. 22.7.3.3.2.)			
	G. Is there an adequate spill kit positioned near storage cabinets? (OSHA CFR1910.106(e)(2)(iv)(b))			
	H. Is flammable storage located away from egress areas? (AFMAN 91-203 Para. 22.7.5.1.)			
2	Verify containers are stored and handled such that:			
	A. Damage of label avoided, is label legible? (AFI 90-821 Para. 3.1.3.)			
	B. Are oldest materials being used first? (AFI 21-101 9.11.3)			
	C. Materials segregated and compatible? (AFJMAN 23-209 pg. 205-209)			
	D. Dispensing containers (such as spray/squeeze bottles, grease guns, oil dispenser, etc.) labeled as a minimum with product name, NSN, and hazard warnings? (AFI 21-101 Para. 8.6.2)			
3	Verify the following documentation:			
	A. Shelf-life dates are not expired? (AFI 21-101 Para. 9.11.2.)			
	B. Are materials authorized for use through an Air Force HAZMAT tracking database (EMIS /EESOH- MIS)? (AFI 90-821 Para 2.6.5.)			
	C. Quantities on-hand within authorized draw amounts? (AFI 91-203, Para 22.7.3)			
	D. Is a current workplace HAZMAT chemical inventory list available & can it be cross-referenced to a specific SDS? (AFI 90-821 Para 3.1.1)			
	E. Does each hazardous material on hand have a manufacturer SDS available? (AFI 90-821Para 2.6.5.1.)			
	F. Are HAZMAT items tracked in Tool Accountability System (TCMax)? (AFI 21-101, Para.8.5.1.2.)			

4	Verify the following items for cylinders (if applicable) IAW OSHA 1910.101 and Compressed Gas Association Pamphlet P-1-1974 ON WEBSITE or T.O. 42B5-1-2			
	A. Are the contents of compressed gas cylinders clearly identified?			
	B. Cylinders secured to prevent tipping or rolling?			
	C. Cylinders segregated by hazard class while in storage?			
	D. Oxidizers separated from flammable gases?			
	E. Empty cylinders isolated from filled cylinders?			
	F. Minimum of 20 feet is maintained between oxygen and flammable cylinders, or the storage area be separated at a minimum by a firewall 5 feet high with a fire rating of 30minutes?			
	G. Acetylene cylinders not stored on their sides?			
	H. Valve protector caps on all cylinders that are not in use?			
	I. Empty cylinders labeled or tagged?			
	J. Emergency eyewash present in areas where corrosive or compressed gas is used?			
	K. Adequate fire extinguishers near storage areas?			

INSP PERFORMED BY:_____DATE INSP C/W:_____

Attachment 15

LOST TOOL/OBJECT WORKSHEET

Table A15.1. Lost Tool/Object Worksheet.

Lost Tool/Object Worksheet			
Date/Time	Time/Date Notified MOC	Aircraft Serial Number	Organization
Etching number on missing Tool	Description of Tool(s)/Object(s) Lost		Discrepancy on page (781A's)
Search Start Time			Search Stop Time
Name(s) of individual(s) responsible for lost tool(s):			
Work being performed when tool(s)/object(s) was lost or noticed missing:			
Was tool(s) used by individual(s): YES NO N/A (Only If lost object)			
Areas checked for the missing tool(s)/object(s):			
Names of individuals who conducted search:			
Names of individuals who conducted secondary search:			

Was the tool(s)/object(s) found? YES NO If found, give a description of location.		
Supervisory review of area(s) searched and aircraft forms		
Unit/Shop	Shift Supervisor (print name and date) :	Signature
Unit	Supervision or OIC (print name and date) :	Signature
Was aircraft impounded? YES NO		Date and Time:
If applicable, print name of impound official		Impound checklist on page? (781A)
Aircraft released by Maintenance Officer or Superintendent (printname and date)	Squadron	Signature
Recovered Tool/Object Worksheet (to be filled out only if tool is found at a later date)		
Date Time	Time/Date Notified MOCC	
Brief description where the tool(s)/object(s) was found.		
Supervision notified of found tool/object		

Unit/Shop	Support :Supervisor	(print name and date)	Signature
Unit	Supervision or OIC	(print name and date) :	Signature

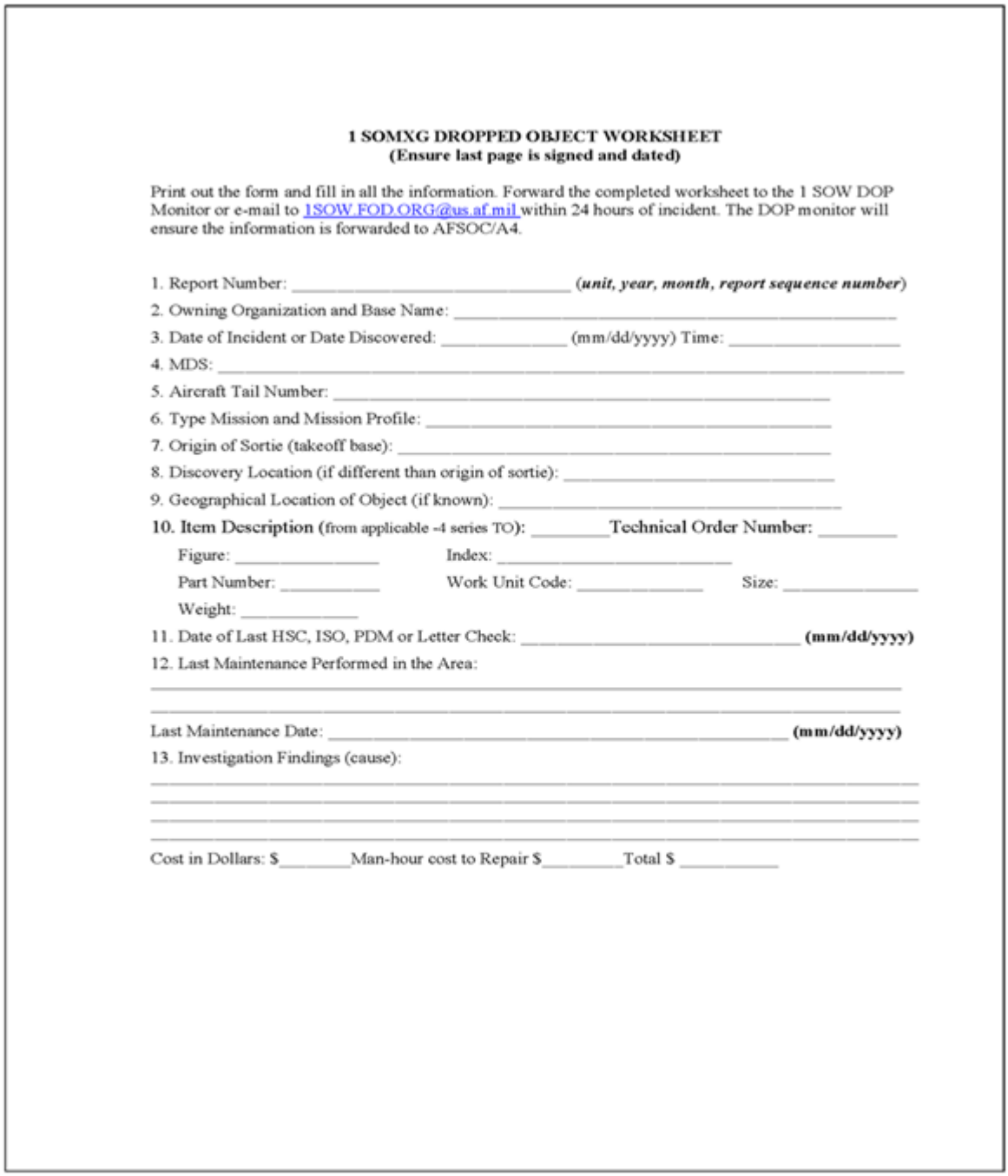
Please direct any questions/concerns to the Lost Tool Monitor at 884-6954 // Please forward copy to **1SOW.FOD.ORG@US.AF.MIL**

Attachment 16

1 SOMXG DROPPED OBJECT WORKSHEET

(Ensure last page is signed and dated)

Figure A16.1. 1 SOMXG Dropped Object Worksheet.



1 SOMXG DROPPED OBJECT WORKSHEET
(Ensure last page is signed and dated)

Print out the form and fill in all the information. Forward the completed worksheet to the 1 SOW DOP Monitor or e-mail to 1SOW.FOD.ORG@us.af.mil within 24 hours of incident. The DOP monitor will ensure the information is forwarded to AFSOC/A4.

1. Report Number: _____ (***unit, year, month, report sequence number***)
2. Owning Organization and Base Name: _____
3. Date of Incident or Date Discovered: _____ (mm/dd/yyyy) Time: _____
4. MDS: _____
5. Aircraft Tail Number: _____
6. Type Mission and Mission Profile: _____
7. Origin of Sortie (takeoff base): _____
8. Discovery Location (if different than origin of sortie): _____
9. Geographical Location of Object (if known): _____
10. Item Description (from applicable -4 series TO): _____Technical Order Number: _____
    Figure: _____ Index: _____
    Part Number: _____ Work Unit Code: _____ Size: _____
    Weight: _____
11. Date of Last HSC, ISO, PDM or Letter Check: _____ **(mm/dd/yyyy)**
12. Last Maintenance Performed in the Area:
    _____
    _____
    Last Maintenance Date: _____ **(mm/dd/yyyy)**
13. Investigation Findings (cause):
    _____
    _____
    _____
    _____

Cost in Dollars: $_____Man-hour cost to Repair $_____Total $ _____

14. Action Taken to Prevent Future Occurrences: _____

15. Discrepancy Report Submitted? Yes No If Yes, DR#: _____

16. Unit Point of Contact (POC) Information:

First Name: _____ Last Name: _____

Telephone: _____

Email address: _____

17. Other Information / Comments:

_____

_____

_____

_____

18. Supervision Representative: _____

Date: _____ DSN: _____

19. QA Representative: _____

Date: _____ DSN: _____

20. DOP Representative: _____

Date: _____ DSN: _____

Aircraft Impounded?	Yes	No
Photos taken of area?	Yes	No
Repaired?	Yes	No
Replaced?	Yes	No

Attachment 17

1 SOMXG IMPOUNDMENT CHECKLIST

Figure A17.1. 1 SOMXG Impoundment Checklist.

1 SOMXG IMPOUNDMENT CHECKLIST

MDS/SERIAL NUMBER	UNIT	REASON	DATE/TIME

RESPONSIBILITIES	CHECKLIST ITEMS INITIALS
MOCC NOTIFY THE FOLLOWING:	☐
1. OWNING UNIT	☐
2. QUALITY ASSURANCE	☐
3. 1 SOMXG/CC OR ON DUTY REPRESENTATIVE AND REQUEST NAME OF IMPOUNDMENT OFFICIAL (NAME)_____	☐
QUALITY ASSURANCE COMPLY WITH THE FOLLOWING:	
1. ENTER 781A WRITE UPS AND ENTER A RED "X" IN THE AIRCRAFT FORMS	☐
2. GATHER INFORMATION FROM PERSONNEL FOR A&I REPORT (MXG Form 6 FOR LOST TOOLS)	☐
3. COMPLETE/E-MAIL A&I REPORT TO APPLICABLE AGENCIES	☐
4. IMPOUND DOCUMENTATION (JACKET FILE, WEIGHT & BALANCE EQUIPMENT SERVICES RECORDS) AS DIRECTED BY IMPOUNDMENT OFFICIAL	☐
5. NOTIFY SAFETY (AS REQUIRED)	☐
6. ASSIST BLUE RIBBON TEAM (AS REQUIRED)	☐
MAINTENANCE ANALYSIS COMPLETE THE FOLLOWING:	
1. LOCKOUT IMDS (AS REQUIRED)	☐
2. PRINT OUT 30 DAY HISTORY	☐
3. NOTIFY IMPOUNDMENT OFFICIAL WHEN COMPLETE	☐
AGE COMPLY WITH THE FOLLOWING:	
1. PROVIDE IMPOUNDMENT OFFICIAL A LIST OF USED AGE (AS REQUIRED)	☐
2. REMOVE AGE FROM SERVICE AND ISOLATE (AS REQUIRED)	☐
3. NOTIFY IMPOUNDMENT OFFICIAL WHEN COMPLETE	☐
IMPOUNDMENT OFFICIAL COMPLY WITH THE FOLLOWING:	
1. DIRECT IMDS LOCKOUT (AS REQUIRED)	☐
2. ESTABLISH AUTHORIZED ACCESS LIST/ISOLATE AIRCRAFT OR EQUIPMENT	☐
3. IMPOUND JACKET FILE, W&B RECORDS, AGE AFTO FORM 244'S, AF FORM 1800, & OTHER SUPPORTINGDOCUMENTATION (AS REQUIRED)	☐
4. DEFINE WORK SCHEDULE FOR TEAM	☐
5. NOTIFY POL IF FUEL IS SUSPECTED OR RELATED (AS REQUIRED)	☐
6. TAKE FUEL, HYD, AND OIL SAMPLES FOR ANALYSIS (AS REQUIRED)	☐
7. DIRECT REMOVAL OF ASSOCIATED AGE FROM SERVICE (AS REQUIRED)	☐

BRIEF SUMMARY OF CORRECTIVE ACTION:

FORMS REVIEW PRIOR TO 1 SOMXG/CC OR DESIGNATE Sq Supervision:

Impoundment Official:_____ Date:

Quality Assurance:_____ Date:

NOTE: IMPOUNDMENT OFFICIAL, TEAM LEADER, AND QA WILL ATTEND IMPOUND RELEASE MEETING

RELEASING OFFICIALS NAME/SIGNATURE:_____ Date:

FILE COMPLETED CHECKLIST IN AIRCRAFT JACKET FILE

Attachment 18

ENGINE/COMPONENT CHANGE SHEET FOR C-130 AIRCRAFT

Figure A18.1. Engine/Component Change Sheet for C-130 Aircraft.

ENGINE / COMPONENT CHANGE SHEET FOR C-130 ACFT

ACFT TAIL #	ACFT HRS:	SQ./UNIT:	COMMAND: AFSOC
DISCREPANCIES AND TROUBLESHOOTING (DETAILED):			

I. ITEMS REMOVED

NOUN	PART NUMBER	SERIAL NUMBER REMOVED	ENG / COMPONENT HOURS @ REMOVAL	DATE REMOVED	HOW MAL CODE USED	POS #
ENGINE						
PROP						
VALVE HOUSING						
PUMP HOUSING						
DOMESEAL						

II. ITEMS INSTALLED

NOUN	PART NUMBER	SERIAL NUMBER INSTALLED	DATE INSTALLED	HOURS @ INSTALL	REMARKS
ENGINE					
PROP					
VALVE HOUSING					
PUMP HOUSING					
DOMESEAL	525355-3	Created by EMB			
IMDS C/W ????	YES OR NO	JOB CONTROL #		AFTO FORM 350 TAG #	
PRINT NAME, RANK & MAN #					

EMAIL 1 SOMOS/MXOOE.DL@US.AF.MIL

YOU MUST STILL COMPLETE THE REMOVAL AND INSTALLATIONS IN IMDS WITHIN ONE DUTY DAY!!!

ENGINE MANAGEMENT PORTION BELOW

	YES OR NO		YES OR NO		YES OR NO	EMB INITIALS
REMOVAL IMDS		**INSTALL IMDS**		**FOLDER**		
REMOVAL CEMS		**INSTALL CEMS**		**SUSPENSE S**		

AFI 21-101, 1 SOMXG
SUP1, 1 Dec 2021

4.11.11.1. (ADDED-1 SOMXG) The completed forms will be delivered or emailed by the owning unit to the Engine Management Section by the end of shift. See the 1 SOMOS P&S SharePoint site for official copy of

Change Sheet

Attachment 19

CV-22 ENGINE CHANGE SHEET

Figure A19.1. CV-22 Engine Change Sheet.

CV22 ENGINE

THIS WILL BE RETURNED IF NOT FILLED OUT COMPLETELY

DO NOT SIGN THE JOB OFF WITHOUT USING AN ACTION TAKEN OF P, Q OR R OR UNITSPRODUCED OF ONE.
EMAILTO1SOMOS.MXOOE.DL@US.AF.MIL

DOI:	AIRCRAFT:	AIRCRAFT HOURS:
COMPONENT NARRATIVE:		WUC/UNS:
POSITION:	REMOVAL REASON:	
HOW MAL CODE:	COMPLETED BY EMP#:	JCN:

HYDRO STAMP DATE: (if applicable)

LOT# (if applicable)

DOM: (if applicable)

DAY SHIFT POC:

	REMOVED	INSTALLED
PART NUMBER:		
SERIAL NUMBER:		

(Do not fill in if S/N is created by P&S)EX: 45D Emergency Exit Batteries

AFI 21-101, 1 SOMXG SUP1, 1 Dec 2021

4.11.11.1. (ADDED) The completed forms will be delivered or emailed by the owning unit tothe Engine Management Section by the end of shift. See the 1 SOMOS P&S SharePoint site for official copy of Change Sheet.

Attachment 20

AC-130J EQUIPMENT CHANGE SHEET

Figure A20.1. AC-130J Equipment Change Sheet.

AC-130J EQUIPMENT CHANGE SHEET

ACFT SN	POSITION	ACFT HOURS	DATE
REASON FOR REMOVAL			
HOW MAL CODE		JCN	
POINT OF CONTACT			

	REMOVED		INSTALLED	
	SERIAL NUMBER	TSCO	SERIALNUMBER	TSCO
ENGINE				
FADEC A AND/OR B				
FUEL PUMP AND METERING UNIT (FPMU)				
PROPELLER ASSEMBLYR391				
PITCH CHANGE UNIT (PCU)				
AUXFEATHER PUMP				
OVER SPEED GOVERNOR (OSG)				
BETATUBE ASSEMBLY				
AUXILIARYPOWER UNIT (APU)				

THIS BLOCK TO BE FILLED OUT BY ENGINE MANAGEMENT PERSONNEL	
WING TIME: HAVE THE FOLLOWING ACTIONS BEEN ACCOMPLISHEDIMDS REMOVAL IMDS INSALLATION HISTORICALRECORDS	
ENGINE MANAGER	DOCUMENTATION

WING TIME: HAVE THE FOLLOWING ACTIONS BEEN ACCOMPLISHED/IMDS REMOVAL IMDS INSALLATION HISTORICALRECORDS

ENGINE MANAGER	DOCUMENTATION

The following procedures will ensure accurate and timely reporting of propulsion maintenance actions:

1. At the completion of the maintenance action, technician will fill out appropriate information on this IMT.
2. Complete actions required in IMDS.
3. Ensure AFTO Form 95 or other forms containing pertinent information are hand-carried to the EMB office in building 90581.
4. Fax, E-mail, or hand-carry this IMT to the Engine Management office. Fax #_____; Email 1 SOMOS/MXOOE Engine Mgt.

If you have any questions, please contact Engine Management Branch at ext. 884-6667 or 884-6625.

Attachment 21

ENGINE & PROP RUN SHEET

Figure A21.1. Engine & Prop Run Sheet.

ENGINE AND PROP RUN SHEET

Date:	ACFT:	OAT:	Press ALT:

Reason for engine run:

Run Crew: Left Seat		Right Seat:		Engineer:	

GTC/APU Pressure decay check

APU-45 + or - 5 psi, time drop from 30 to 15 psi, no less than 18 sec.	PSI:	Time:

Null Start		#1 Eng.	#2 Eng.	#3 Eng.	#4 Eng.
A. 60 sec. to normal or LSGI B. Start TIT 780-810 Deg. CAUTION: Watch TIT very closely,discontinue start if TIT exceeds 850 Deg.	Time				
	TIT				
Auto Start					
A. 60 sec. to normal or LSGI B. Start TIT 750-830 Deg.	Time				
	TIT				
LSGI check					
A. Calibrate torque B. RPM 69.0-75.5%	Torque				
	RPM				
LSGI Inlet anti-ice check					
Note: TIT rise approx. 24 Deg.	Inlet on TIT				
	Inlet off TIT				
	TIT Rise				
Normal Grd Idle					
RPM - 94-102%	Torque				
	RPM				
Oil cooler or augmentation check					
	C/W				
Reverse check					
A. Compare torque and RPM to table in applicable tech data B. RPM 96.0-106.0% C. Symmetrical engines within 1000 in. lbs.	Torque				
	RPM				
Flight idle torque check					
A. Compare torque and RPM to table in applicable tech data B. RPM 92.5-100.5%	TOB Torque				
	FI				
	Tor. Inc.				
	RPM				
Valve Housing Clutch slippage check		#1 Eng.	#2 Eng.	#3 Eng.	#4 Eng.
	RPM 1				
	RPM-2				

Note: Only performed if erratic RPM in fuel governing or RPM not between 99.8-100.2

Pitchlock check					
A. Compare takeoff fuel flow and RPM to table in applicable tech data. B. 500 in. lbs. higher torque than first reading	RPM				
	Torque 1				
	T/O RPM				
	T/O F/Flow				
	Torque 2				
Prop. Re-indexing					
Accomplish a re-index after pitchlock and clutch slippage checks.	C/W				
Synchrophaser check					
	Drop				
	Time				
Mech. and Normal governing checks					
A. Mechanical RPM 99.8-100.2% Normal RPM - within 0.2% OF Mechanical	Mech. RPM ACFT gauge				
	Mech. RPM Tach tester				
	Normal RPM ACFT gauge				
	Normal RPM Tach tester				
Throttle anticipation					
	RPM Inc				
	Time				
TD Control system check					
A. Elec. and Hyd. fuel schedule					
1. NULL TIT 900+- 10'	F/Flow				
	Auto TIT				
	F/Flow				
B. Elec. fuel correction					
Result: TIT should rise slightly and return to previous setting.	TIT				
	TIT Inc.				
C. TD Valve brake					
Result: TIT decrease, fuel flow no change	TIT				
	F/Flow				
	TIT				
	F/Flow				
D. TD Valve return to null					
Enter difference from null TIT in step A Note: TIT difference is within 25 Deg. C	Null TIT				
	Difference				

E. Temperature Limiting System		#1 Eng.	#2 Eng.	#3 Eng.	#4 Eng.
Note: Record Crossover TIT	C/W				
	TIT				
F. Rich / Lean Check					
Note: Rich not to exceed 100 Deg.Lean not to exceed 70 Deg.	Auto TIT				
	Null TIT				
G. Max Power check (Auto)					
1. Engine bleed air valves *CLOSE* 2. Take-off TIT 1067-1083 Note: Torque not to exceed 19,600 in lbs.	Torque				
	RPM				
	TIT				
	F/Flow				
Note: Record oil pressure 100% RPM	RGB				
	P/S				
H. Max Power check (Null)					
1. Engine bleed air valves *CLOSE* 2. Minimum TIT of 1007 Note: Torque not to exceed 19,600 in. lbs.	Torque				
	RPM				
	TIT				
	F/Flow				
Engine performance check					
A. 1050 Deg. (-15), 971 Deg. (-7) TIT or 19,600 in. lbs torque.Whichever occurs first	RPM				
	TIT				
	Torque				
	Eng.%				
Prop de-icing check					
A. Spinner anti-icing ammeter steady 16-21 amps. B. Blade and Spinner de-ice 65-90 amps for 15 sec.	Spinner anti-ice amperage				
	Spinner and blade de-ice amperage				
Feather check					
	T-Handle				
	Cond. lever				
NTS check					
	C/W				

Engine Serial Numbers	#1 Eng.	#2 Eng.	#3 Eng.	#4 Eng.

Attachment 22

1ST SOW LINE NUMBERS

Table A22.1. 1ST SOW Line Numbers.

1st SOW Line Numbers	
Sequence Number	**Description**
15th Special Operations Squadron (MC-130H)	
101-130	Local Sorties
131-140	Off-Station TDY (CONUS)
141-150	Deployed
151-160	Added Sorties
161-170	Cross Country Return
171-180	Local Exercise Sorties
181-190	FCF/OCF
191-199	Test
501-510	Commit
73rd Special Operations Squadron (AC-130J)	
201-230	Local Sorties
231-240	Off-Station TDY (CONUS)
241-250	Deployed
251-260	Added Sorties
261-270	Cross Country Return
271-280	Local Exercise Sorties
281-290	FCF/OCF
291-299	Test
511-520	Commit
34th/319th Special Operations Squadron	
301-330	Local Sorties
331-340	Off-Station TDY (CONUS)
341-350	Deployed
351-360	Added Sorties
361-370	Cross Country Return
371-380	Local Exercise Sorties
381-390	FCF/OCF
391-399	Test
521-530	Commit
4th Special Operations Squadron (AC-130J)	
401-430	Local Sorties
431-440	Off-Station TDY (CONUS)
441-450	Deployed
451-460	Added Sorties
461-470	Cross Country Return
471-480	Local Exercise Sorties
481-490	FCF/OCF

491-499	Test
531-540	Commit
8th Special Operations Squadron (CV-22B)	
801-830	Local Sorties
831-840	Off-Station TDY (CONUS)
841-850	Deployed
851-860	Added Sorties
861-870	Cross Country Return
871-880	Local Exercise Sorties
881-890	FCF/OCF
891-899	Test
541-550	Commit
DET-2 (MC-130J)	
901-930	Local Sorties
931-940	Off-Station TDY (CONUS)
941-950	Deployed
951-960	Added Sorties
961-970	Cross Country Return
971-980	Local Exercise Sorties
981-990	FCF/OCF
991-999	Test
551-560	Commit