

**BY ORDER OF THE COMMANDER
15TH WING**

**PACIFIC AIR FORCE INSTRUCTION
21-105**



**15TH WING
Supplement**

1 February 2026

Maintenance

FABRICATION PROGRAM

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(Colonel Dennis Knight)

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PACAFI 21-105, 19 January 2023, is supplemented as follows:

This publication implements Air Force Policy Directive (AFPD) 21-1, Maintenance of Military Materiel; and is consistent with AFPD 13-5, Air Force Nuclear Enterprise. It is the basic Air Force instruction (AFI) for all weapon system and support equipment maintenance management guidance. It provides the minimum essential guidance and procedures to safely and effectively maintain, service, and repair weapon systems and support equipment. This publication applies to all PACAF units and AFRC/ANG (ARC) Classic Associate units. It does not apply to United States Space Force. This publication may be supplemented at any level, but supplements to this publication are not required to be sent to the OPR for review unless they have deviations. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (T-2, T-3) number following the compliance statement. Waivers for T-2 or non-tiered compliance items will be sent to PACAF/A4M, pacaf.a4mv3@us.af.mil. See Department of the Air Force Manual (DAFMAN) 90-161, Publishing Processes and Procedures, for a description of the authorities associated with tier numbers. Refer recommended changes and questions about this publication through the appropriate functional chain of command to the Office of Primary Responsibility (OPR) using the DAF Form 847, Recommendation for Change of Publication. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, Records Management and Information Governance Program, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Department of the Air Force.

3.4.3.1 **(Added)** Unless otherwise adjusted by the 15 MXG/CC, WCM position will be aligned under 15 MXS Fabrication Flight.

3.4.4.4. **(Added)** Attachment 8 of this supplement contains a more detailed instruction on 15th Wing aircraft tail flash identification placards.

3.4.5.1. **(Added)** Aircraft paint scoring will be completed during each Home Station Check (HSC) and no later than 30 days prior to scheduled aircraft refurbishments by qualified (5- or 7-level) Aircraft Structural Maintenance personnel. Paint score will be filed on the shared drive in the Wing Corrosion Manager folder.

3.4.5.2. **(Added)** All Hickam assigned aircraft will have a paint score accomplished within 7 duty days of arriving on station (DEPOT maintenance, aircraft transfer, deployment)

3.4.5.3. **(Added)** Attachment 9 of this supplement contains a detailed paint scoring sheet with visual aids.

3.4.5.4. **(Added)** The Wing Corrosion Program Manager will determine the number of AGE units that will be coated each month based on facility and material availability. A monthly AGE scheduling meeting will occur between the Wing Corrosion Program Manager and AGE Flight representative to determine the units to be treated in the upcoming month.

3.4.6.2. **(Added)** Attend weekly Shared Resources/Scheduling meeting to discuss paint score and schedule aircraft and SE for corrosion control maintenance.

3.4.6.3. **(Added)** Ensure Riveer Clear Water Rinse System in-ground water holding tank is tested every 30 days by NAVAC or Bio-environmental office for the built up of salts and other contaminants detailed in T.O. 1-1-691.

3.4.8.1. **(Added)** Ensures 15th Maintenance Group hazardous material custodians upload Authorized Use List (AUL) to the 15th Wing Corrosion Manager Teams on a quarterly basis (Third week of the last month of every quarter). Stocked items will be verified against the QPL/QPD.

3.4.10.1. **(Added)** All maintenance personnel shall receive initial corrosion prevention and identification training during maintenance orientation training and annual training at maintenance orientation refresher training

3.4.10.2. **(Added)** Due to the highly corrosive environment in Hawaii, all maintenance personnel will conduct Annual Corrosion Prevention training. AFSC 2A7X3 personnel are exempt from this training due to an in-depth coverage in Career Development Courses. Computer Base Training is available on MyLearning website <https://lms-jets.cce.af.mil/moodle/course/section.php?id=85777> Units may choose to track this requirement under FMxC2.

3.4.12.1. **(Added)** Aircraft scheduled for paint touch up must be washed after the last flight prior to scheduled paint and towed into Corrosion Control Facility.

3.4.14.3 **(Added)** Ensures the Historical Property Custodian (HPC) oversees the maintenance and accountability of the static display aircraft assigned to JBPHH on loan account number HPA3464, per DAFI84-103.

3.4.14.3.1 **(Added)** The HPC inspects and documents paint condition for assigned display aircraft semi-annually. Documentation can be requested from the Wing Corrosion Manager office. The paint scores will be utilized to determine the priority of static display repaints.

3.4.14.3.2 **(Added)** Static display aircraft complete repaints will be coordinated with the squadron resource advisor, Air Force Contracting, and Fabrication Flight representatives to determine performance work statement and funding requirements. For budget planning and programming, static display aircraft should typically be repainted every 5 years.

3.4.14.3.3 **(Added)** Units utilizing wash contractors will ensure washes are completed quarterly IAW Performance Work Statement (PWS) and the Quality Assurance Surveillance Plan (QASP).

3.4.14.4 **(Added)** All static display aircraft will be inspected and washed IAW the following guidance.

3.4.14.1 **(Added)** Static display aircraft will be washed quarterly.

3.4.14.2 **(Added)** All exterior surfaces of the static display aircraft must be thoroughly cleaned.

3.4.14.3 **(Added)** A post wash inspection must be accomplished by either the COR (if washed per contract) or the Wing Corrosion Manager (if washed organically) to ensure aircraft is free from all dirt, grease, excrement, or any other contaminants.

3.4.15.1 **(Added)** Develop and submit comments or recommendations for improvement of the corrosion control program to HQ PACAF/A4M, Command Fabrication Functional/Corrosion Manager.

3.8.9 **(Added)** After aircraft and facility (Hangar 21) are cleaned, inventory of the wash rack CTK will be accomplished. The wash crew supervisor will request a hangar cleanliness inspection from the ASM section shift leads, Corrosion leads, or production superintendents.

3.9.1.1. **(Added)** Ensures all aircraft are scheduled on a 30-day wash cycle IAW T.O. 1-1-691, Cleaning and Corrosion Prevention/Control, Aerospace and Non-Aerospace Equipment.

3.9.1.2. **(Added)** Ensures all aircraft are scheduled for Clear Water Rinses (CWR) IAW T.O. 1-1-691 every 15 days. CWR the last Flight of the day when low level flight under 3,000 feet over salt water was accomplished.

3.10.6 **(Added)** At no time may an aircraft be moved from the wash pad until the CTK is secure and the inspection has been completed.

3.12.4.1. **(Added)** All assigned AGE will have its paint coating scored at least annually. The completion date and paint scores will be documented by the AGE Production Superintendent on a locally devised spreadsheet. The document should include nomenclature, field number, paint score, date of last paint score, and date the next paint score is due.

3.12.5.2. **(Added)** Priority will be given to items with a Category 4 paint score. If no Category 4 items are available for painting, the lower category item can be scheduled in its place.

3.12.5.3 **(Added)** Support equipment shall be washed prior to delivery to Aircraft Structural Maintenance.

3.12.5.4 **(Added)** Powered Support Equipment must be defueled prior to being delivered to Aircraft Structural Maintenance.

3.12.7.1. **(Added)** AGE Flight is responsible for marking all AGE SE with equipment identification markings, instructions and warning placards as applicable IAW TO 35-1-3.

6.3.1.1. **(Added)** Wing Commander's Aircraft (05-5153) designation and markings will be shadowed in white.

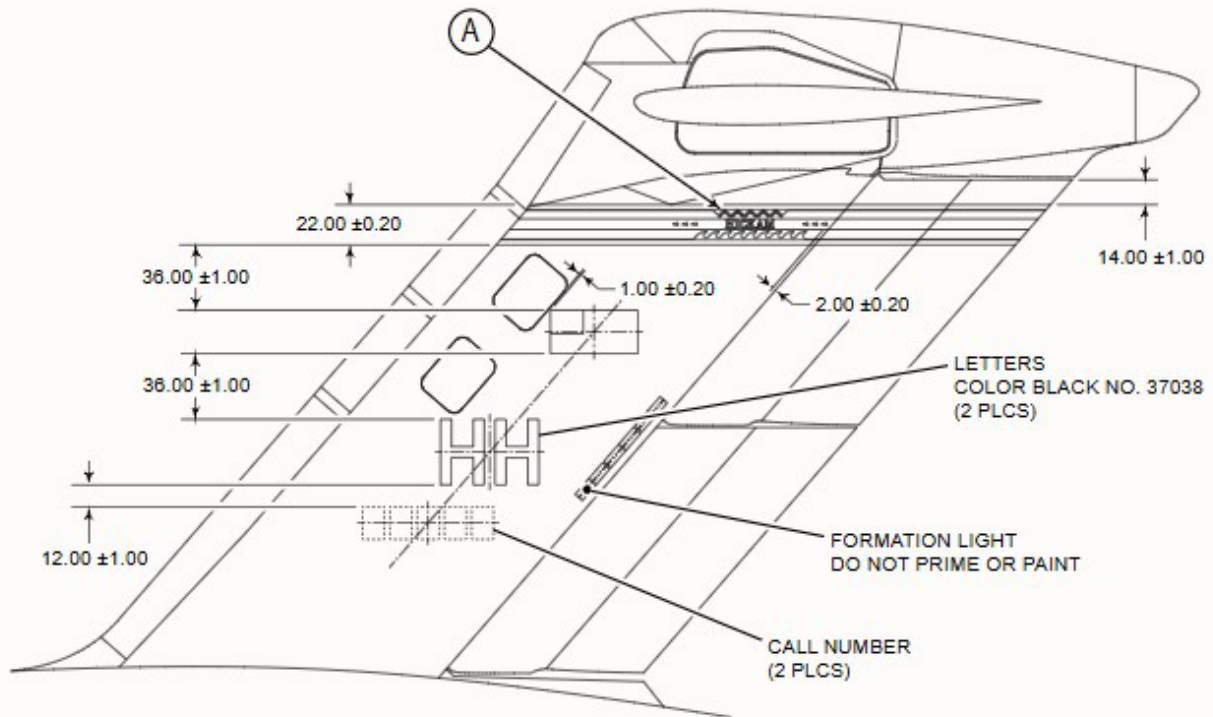
6.3.4. **(Added)** Paint Identification Placard will be applied IAW T.O. 1-1-8.

6.4.8.2.1. **(Added)** Local unit Tail Flash will be IAW T.O. 1C-17A-23.

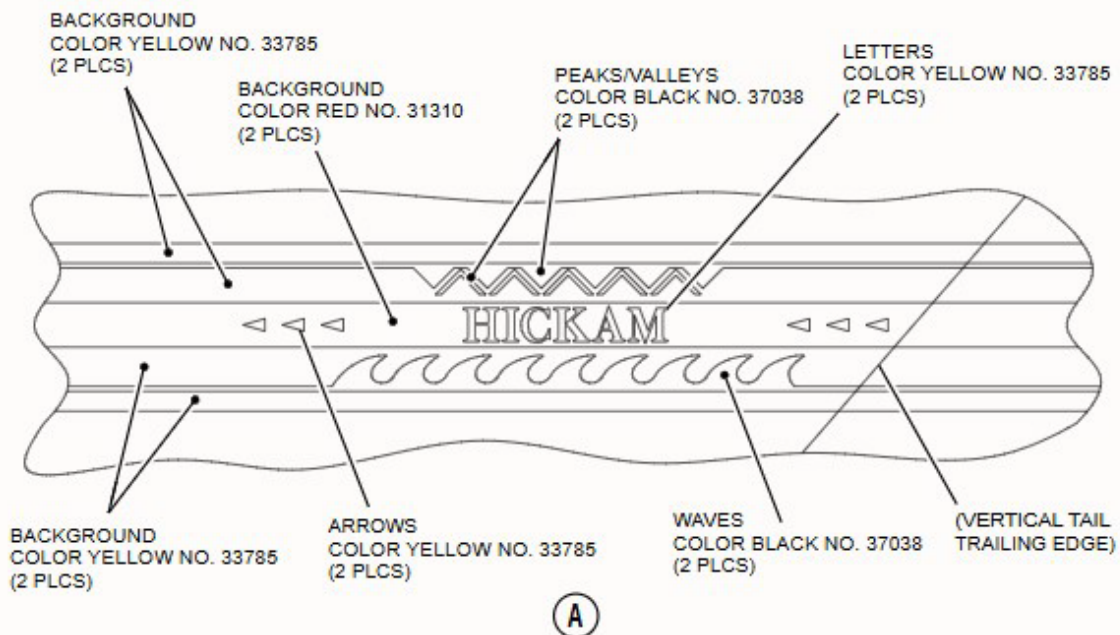
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Commander, 15th Wing

Attachment 8
Figure 8.1. Hickam Tail Flash.

Fig 15 United States Air Force base peculiar tail flash markings (Sheet 3 of 11)



HICKAM TAIL FLASH
LEFT SIDE SHOWN
RIGHT SIDE OPPOSITE



**Attachment 9
Figure 9.1. C-17 Paint Score Sheet.**

C-17 Paint Score Sheet

AC ID: _____ Evaluator: _____ Date: _____

#1 Eng	#2 Eng	#3 Eng	#4 Eng	Lt wing, Top	Lt wing, Bottom	Lt wing, Flaps	Lt wing, Slats
Rt wing, Top	Rt wing, Bottom	Rt wing, Flaps	Rt wing, Slats	Nose	Fuselag e Lt fwd	Fuselag e Rt fwd	Fuselag e Top
Fuselag e Bottom	Fuselag e Lt aft	Fuselag e Rt aft	MLG Pod, Lt	MLG Pod, Rt	Cargo Doors	Hor. Stab, Lt	Hor. Stab, Rt
Vert. Stab, Lt	Vert. Stab, Rt	Aircraft Paint Score (total/26=score) <div style="border: 1px solid black; height: 30px; width: 100%; margin-top: 5px;"></div>					

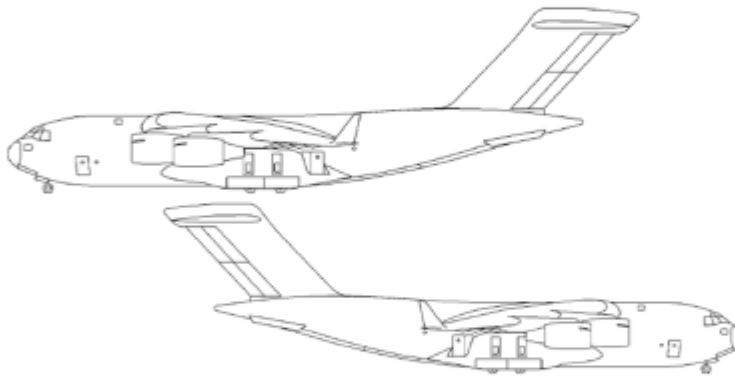
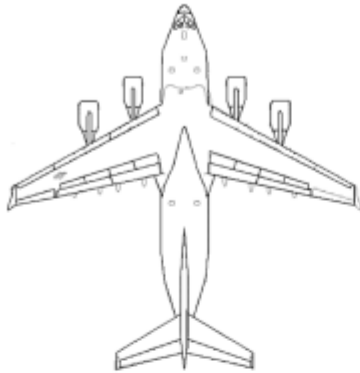
Cat 1	Cat 2	Cat 3	Cat 4	Cat 5
Negligible condition. No mx required	Minor Touch-up 48hrs + 24hr cure	Moderate Touch-up 72hrs + 24hr cure	Extensive Touch-up 96hrs + 24hr cure	Major Touch-up. 120hrs + 24hr cure

Scoring Guide
0: No defects - new paint, new stencils.
1: Sound paint - minor scratches, stencils intact w/out fading, few exposed rivets.
2: Minor defects - paint chipping less than 2" in diameter, chips/missing paint up to 10% of zone; stencils slightly fading, minor rivet rash.
3: Moderate Paint Deterioration - multiple paint chippings 2-4" in diameter, chips/paint missing from 10% to 25% of zone, noticeable color fade in topcoat, peeling/chipped stencils, single layer defect (worn to primer), wide-spread rivet rash.
4: Major Paint Deterioration - multiple paint chippings 4-6" in diameter, chips/paint missing from 25% to 50% of zone; topcoat extremely faded; stencils partially missing.
5: Severe Paint Deterioration - Paint peeling/flaking/chipping >6" in diameter, chips/paint missing from greater than 50% of zone, extensive bare metal, stencils illegible or missing.
Is paint score updated digitally in Wing Corrosion Manager folder? (Y/N)

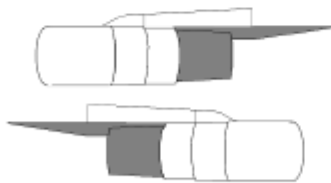
Figure 9.2. 15th MXS C-17 Paint Score Sheet.

C-17 Paint Score Sheet

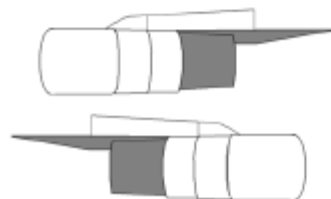
15th MXS C-17 Paint Score Sheet		
AC ID:	Evaluator:	Date:



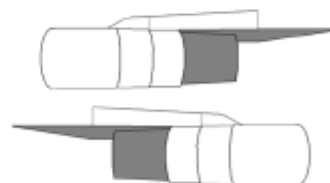
1



2



3



4

