BY ORDER OF THE COMMANDER RAF LAKENHEATH (USAFE)

USAFE-AFAFRICA INSTRUCTION 21-105_LAKENHEATHSUP

18 MAY 2021

Maintenance

FABRICATION PROGRAM

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Certified by: 48 MXG/CC
(Colonel James A Jernigan)

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Pages: 21

This supplement provides guidance and procedures for the corrosion control and prevention program at Royal Air Force Lakenheath (RAFL) and defines the paint enhancement program. It prescribes organizational and functional responsibilities for the implementation and maintenance of an effective local Fabrication Program and provides guidance and procedures on RAFL markings for aircraft. It applies to all assigned, attached or associated units of the 48 FW, RAFL, United Kingdom that maintain aircraft, aircraft systems, equipment, Support Equipment (SE), components and access the flightline area regardless of Air Force Specialty Code. Ensure that all records created as a result of processes prescribed in this publication are maintained In Accordance With (IAW) Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program* and disposed of IAW Air Force Records Information Management System Records Disposition Schedule. Refer recommended changes and questions about this publication to the office of primary responsibility using AF Form 847, R*ecommendation for Change of Publication.* Route AF Form 847s from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented/extended.

USAFE-AFAFRICAI 21-105, 8 April 2019, is supplemented as follows:

SUMMARY OF CHANGES

3.4.4. (Added) When contract wash services are not available, active duty wash processes/procedures will be followed and supported by the Wing Corrosion Program Manager.

3.4.5. **(Added)** The Wing Corrosion Program Manager (WCPM) or designated fully qualified Aircraft Structural Maintenance (ASM) 7-level will provide documented aircraft wash crew supervisor training, course code 1269. The wash crew supervisor training is a onetime requirement. Aircraft wash procedures/training is found at: **https://367trss.hill.af.mil/catalog/course%20search.aspx**.

3.4.6. **(Added)** WCPM and/or ASM personnel will assist the owning activities in their corrosion prevention efforts by accomplishing scheduled corrosion inspections on aircraft, support and test equipment.

3.5.4. **(Added)** Ensure aircraft wash rack has cleaners identified in weapon system specific technical data. When cleaning products are not listed in weapon system specific technical data, ensure at least two types of approved cleaners IAW TO 1-1-691, *Cleaning, Corrosion Prevention and Control, Aerospace and Non-Aerospace Equipment*, are properly used, to include proper mix ratio and the correct cleaner for each area cleaned.

3.5.5. **(Added)** Brief wash crew supervisor's on the proper use of the hazardous spill kits located at each wash rack station and all emergency response procedures during initial wash crew supervisors training.

3.5.6. **(Added)** Ensure the entire wash crew receives the prewash Safety Briefing and verifies the job is loaded in Integrated Maintenance Data System (IMDS). The wash facility manager and corrosion control supervisors have the authority to stop wash operations if individuals do not adhere to operational and safety standards.

3.5.7. **(Added)** ASM conducts a paint score inspection after aircraft wash completion, prior to towing the aircraft to a new location; documents and stores the data into a locally developed database. Note: If the aircraft is scored as a 3 (Fair) or 4 (Poor), contact the NCOIC to determine if it needs a touchup or full paint prior to the aircraft leaving the facility.

3.6.4. **(Added)** Ensure the aircraft is prepared for wash and that a full wash team (three people) is assembled before placing aircraft in the wash rack.

3.6.5. **(Added)** Verify the aircraft was hangared properly IAW 48 MXG OI 21-115, *F-15 Towing and Hangaring Procedures*.

3.6.6. **(Added)** Qualified wash crew supervisor, SSgt or above having received training by WCPM.

3.6.7. **(Added)** Provide safety briefings explaining hazards associated with wash rack operations.

3.6.8. **(Added)** After receiving the required safety briefing, the wash team chief will take a copy of the safety brief, along with an IMDS screen 122, *Maintenance Snapshot*, verifying the job is loaded in IMDS for the wash and corrosion inspection, to the ASM Support Section in order to sign out the Consolidated Tool Kit (CTK) keys.

3.6.9. **(Added)** If desired, a post wash lube may be accomplished in the wash rack hangar once the CTK has been secured.

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

3.6.11. **(Added)** After aircraft and facility are cleaned, inventory of the wash rack CTK will be accomplished. The wash team super will request a corrosion control and cleanliness inspection from the ASM section or Corrosion.

3.8.2. **(Added)** Ensure each Aircraft Maintenance Unit (AMU) Plans and Scheduling (P&S) schedules aircraft on a 90 day wash cycle IAW TO 1-1-691 and schedules aircraft for wash within 30 days of their due date. Ensure P&S coordinates wash slots and deviations at the weekly shared resource meeting. Exceptions*:* Aircraft requiring a wash to further a maintenance requirement (e.g., phase, painting, static display, or aircraft departing for extended deployments over 30 days). All aircraft that go over the 90 day wash cycle interval, regardless of status, must have a wash waiver submitted to the aircraft System Program Director. The Wing Corrosion Manager, MAJCOM Corrosion Program Manager and Air Force Corrosion Prevention Office shall be notified of all approved waivers to monitor for trends.

3.8.3. **(Added)** Ensure Radome inspections are completed using the below inspection criteria:

3.8.3.1. **(Added)** Radome Inspection: Inspecting a specific area on the outside of the radome for coating/fiberglass damage. This can be done on the flightline without the radome being opened. This task can be performed by a 5-level. If damage is found a 7-level must confirm the discrepancy.

3.8.3.2. **(Added)** Radome Serviceability Check: Inspecting the outside and inside of the radome for coating/fiberglass damage. This can be done on the flightline, but the radome must be opened. A 7-level will perform the inspection.

3.8.3.3. **(Added)** Radome Bench Check: Inspecting the outside and inside of the radome for coating/fiberglass damage. This can only be done in our back shop on a maintenance stand. A 7-level will perform the inspection.

3.9.5. **(Added)** Ensure an annual ground SE survey is conducted to establish paint priorities. Upon completion of this survey, report results to 48 Equipment Maintenance Squadron (48 EMS) Corrosion Control. Score each item with the equipment paint codes that are based on the unit's corrosion control and prevention program as designated in Wing Corrosion Program.

3.9.6. **(Added)** Emphasize corrosion detection and treatment during periodic inspections to minimize corrosion damage and the equipment downtime it generates. Schedule equipment for complete repaint when the combined time or man hours requirement for masking, sanding and cleaning for sectional over coating exceeds 75 percent of the man hours required to accomplish complete stripping/repainting of unit. When equipment requires a complete repaint, the owning flight will sand or media blast the equipment, solvent wipe equipment after prep work, apply masking materials prior to coating and de-mask once the equipment has been painted. Corrosion Control personnel will inspect for effective paint removal/prep prior to application of coatings.

3.10. **(Added)** Paint Score

3.10.1. **(Added)** All SE flights/sections (Munitions, Propulsion, Aerospace Ground Equipment (AGE)) will inherit the paint score training responsibility. The course code for initial training is 125004. The course code for refresher training is 11029. Upon request, the Corrosion Control will give all sections the necessary hands on training to perform paint scores, corrosion

detection/prevention and cleaning IAW TO 35-1-3, *Corrosion Prevention and Control, Cleaning, Painting and Marking of USAF SE* and TO 1-1-691.

3.10.2. **(Added)** For successful SE corrosion control, all affected flights/sections must have the following TOs in their library Enhanced Technical Information Management System (ETIMS): TO 1-1-691 and TO 35-1-3.

3.10.3. **(Added)** Each owning SE flight/section will perform the following preparations before the equipment will be accepted by the Corrosion Control Section:

3.10.3.1. **(Added)** All SE to be refurbished, will be washed/cleaned prior to delivery to the Corrosion Control section.

3.10.3.2. **(Added)** Preparation for nonpowered equipment. Remove: bumper pads, tie down straps, webbing, hoses, form bags (if exposed), mobility placards, stickers/stencils and any other items that would prevent proper sanding or painting of equipment.

3.10.3.3. **(Added)** Preparation for powered equipment. Remove: power cables, MC-7 hose(s) and air conditioner/heater ducts, hydraulic test stand hoses, bomb lift seat cushions, mobility placards, stickers/stencils and disconnect battery(s) (after delivery). Remove any other items that would prevent proper sanding or painting of equipment. Hydraulic and fuel leaks will not be permitted and the SE will be refused.

3.10.4. **(Added)** Each affected SE section (Munitions, Propulsion and AGE) must assemble a corrosion team, preferably a two person team for timeliness of equipment turnaround. These corrosion teams will be responsible for the cleaning, complete sanding, wiping down and masking of their SE units prior to paint. This applies to all SE units and their owning organization.

3.10.4.1. **(Added)** Priority will be given to the section(s) with the most severe paint score, inspection due or inspection overdue.

3.10.5. **(Added)** All scheduled SE for paint will be delivered to Corrosion Control NLT 1500 on the Friday prior to the scheduled paint week. Failure to prepare and deliver all scheduled units on time will result in a delay or reschedule of item(s).

3.10.5.1. **(Added)** WCPM and/or ASM personnel will assist the owning activities in their corrosion prevention efforts by accomplishing scheduled corrosion inspections on aircraft, support and test equipment.

3.10.5.2. **(Added)** 180 day corrosion inspection for SE; refer to applicable item TO, 35-1-3 **Chapter 2** and for 90 day corrosion inspection for all aircraft, refer to TO 1-1-691.

3.10.5.3. **(Added)** All owning activities will select a point of contact and utilize the SE corrosion control program and associated corrosion and wash inspection score sheets in the Wing Corrosion Program.

4.2.2.1. **(Added)** 48 EMS/MXMFA will rate the condition of the aircraft after each 90 day wash is completed to prioritize aircraft scheduled to receive touchup and complete paints on a worst to first basis. Use guidance in the applicable TO 1F-15A-23, *System Peculiar Corrosion Control*, to score aircraft.

4.2.2.1.1. **(Added)** Condition 0--No maintenance painting required.

4.2.2.1.2. **(Added)** Condition 1--Little or no touchup required.

4.2.2.1.3. **(Added)** Condition 2--Minor touchups required; normally scheduled for 3 days.

4.2.2.1.4. **(Added)** Condition 3--Major touchups required; normally scheduled for 5 days.

4.2.2.1.5. **(Added)** Condition 4--Full repaint required, scheduled for 10 duty days; 12 duty days for all flagship aircraft. These aircraft have scheduling priority for painting at the corrosion control facility.

4.2.3. **(Added)** AMU personnel will increase emphasis on thorough aircraft washing, crew chief "wipe downs", spot clean affected surfaces and ensure aircraft areas are properly cleaned after work is completed to maintain and improve appearance. Reference the Qualified Products Database for a list of Air Force approved cleaners and lubricants for aerospace equipment.

4.2.3.1. **(Added)** AMU personnel will protect removed panels from scratches and damage.

4.2.3.2. **(Added)** AMU personnel will coordinate with 48 EMS Corrosion Control section prior to installing bare metal, primed or mismatched colored panels or flight control surfaces. Large parts, or parts requiring a camouflage pattern, may require installation prior to paint.

4.2.4. **(Added)** Aircraft Paint Scheduling: Aircraft paint scheduling will be conducted at the weekly shared resource meeting and will develop a flow plan to ensure condition 4 aircraft are painted in a timely manner. Flow plan will take into consideration the timing of major phases, Programmed Depot Maintenance (PDM) schedules and other factors affecting scheduling aircraft for paint. The Corrosion Control Section Chief or their designated representative, AMU schedulers and AGE scheduler representative will attend the shared resource meeting. The results of the shared resource meeting will be published in the weekly flying and maintenance schedule.

4.2.4.1. **(Added)** For scheduling purposes, aircraft downtime required for a complete preparation and overcoat is as follows:

4.2.4.1.1. **(Added)** F-15C/D/E full aircraft paint schedule consists of 10 days (an additional 2 days are required for 48 FW/CC, 48 OG/CC, or Squadron Commander’s aircraft).

4.2.4.1.2. **(Added)** Aircraft scheduled for PDM within 12 months will not have a complete repaint performed regardless of the paint score condition; only minor maintenance paint touchup on these aircraft will be accomplished to prevent corrosion.

4.2.5. **(Added)** Prior to aircraft paint enhancement procedures, each AMU will:

4.2.5.1. **(Added)** Perform an aircraft wash after last flight or any major maintenance if the aircraft requires full paint. For aircraft touchups, the applicable area is required to be washed.

4.2.5.2. **(Added)** Ensure aircraft is safe for hangar entry prior to towing into the corrosion facility. Aircraft, Conformal Fuel Tanks (CFT) and external fuel tanks are defueled thoroughly enough to prevent spills, leakage and to allow for thermal expansion. Remove external stores (e.g., pylons and launchers), including F-15E CFTs as required.

4.2.5.3. **(Added)** Inspect aircraft after wash to highlight areas requiring further cleaning or maintenance for fuel and hydraulic leaks. Repair leaks to the maximum extent possible. Leaks that cannot be stopped will have preventive measures taken to prevent the leak from reaching aircraft external surfaces.

4.2.5.4. **(Added)** Ensure aircraft are in the Corrosion Control facility NLT 0700 on the first day of a scheduled paint; if an F-15 aircraft is to receive a full recoat the aircraft will be jacked and

landing gear retracted. After the aircraft is hangared, there will be no further maintenance performed until painting is complete and the aircraft is released back to the owning AMU.

4.2.5.5. **(Added)** Ensure the dedicated crew chief loads the aircrew, crew chief and one assistant crew chief names into IMDS. No nicknames or call signs are authorized. The 48 EMS Corrosion Control section will manufacture the vinyl names and the dedicated crew chief will apply them.

4.3.1.1. **(Added)** ASM personnel will apply markings for the 48 FW/CCs aircraft, to include the application of aerial victory markings. Crew names are the exception, as they are issued from Corrosion Control to the AMU in vinyl letters for application to the aircraft.

4.3.1.2. **(Added)** USAFE Command Insignia: F-15E, F-15C/D will be painted gunship black (37038).

4.3.2.1. **(Added)** Wing and Squadron Insignia: will be the same color scheme as the USAFE command insignia. Exception: 48 FW/CC and 48 OG/CC aircraft will have highlighted squadron patches applied to the left CFT and a highlighted 48 FW patch applied to the right CFT.

4.3.2.2. **(Added)** 48 FW patch and Squadron patch F-15E: The 48 FW patch is to be 18 inches tall centered between the first and second vertical seam and 4.5 inches under the first horizontal seam located on the right CFT. The squadron patch is to be 18 inches tall centered between the first and second vertical seam and 4.5 inches under the first horizontal seam located on the left CFT.

4.3.2.3. **(Added)** 48 FW patch and Squadron patch. The 48 FW patch is to be 18 inches tall centered between the first and second vertical seam and 4.5 inches under the first horizontal seam located on the right inlet. The squadron patch is to be 18 inches tall centered between the first and second vertical seam and 4.5 inches under the first horizontal seam located on the left inlet.

4.3.4.1. **(Added)** Tail stripes for F-15E aircraft will have a 6 inch tail flash composed of a 4 inch center stripe painted in the AMUs color (492-Blue 15102, or 494-Red 11136), with a 1 inch white (17925) stripe located above and below the AMUs color. F-15C/D aircraft will have a 6 inch tail flash composed of a 4 inch stripe painted in black (17038), with a 1 inch yellow (13538) stripe located above and below the black stripe, see **Attachment 4** (Added). The stripes will be placed under the bottom edge of “the bullets” to extend down 6 inches and applied to both the inboard and outboard sides of the vertical stabilizers.

4.3.5.1. **(Added)** For 48 FW aircraft standard tail markings, see USAFE-AFAFRICAI 21-105 **Attachment 2**, USAFE-AFAFRICAI 21-105 **Attachment 3** and **Attachment 4** (Added).

4.3.5.2. **(Added)** 48 FW/CC Aircraft see **Attachment 5** (Added).

4.3.5.3. **(Added)** 48 OG/CC Aircraft see **Attachment 6** (Added).

4.3.5.4. **(Added)** 492 FS/CC Aircraft see **Attachment 7** (Added).

4.3.5.5. **(Added)** 493 FS/CC Aircraft see **Attachment 8** (Added).

4.3.5.6. **(Added)** 494 FS/CC Aircraft see **Attachment 9** (Added).

4.3.6.1. **(Added)** Aircrew and Crew Chief names on F-15 aircraft will be made in Zapf Chan Bold font; capitalized, 2 inches in height, with a slant of either 25/-25 and a forced length of 28 inches. Use the 25 slant for left side of the aircraft only and the -25 for the right side of the aircraft only. Names will be manufactured from flat black vinyl (C51538) for F-15C/D/E aircraft.

4.3.6.1.1. **(Added)** F-15E Name Block: F-15E eagle head and the 1 inch border of the name block will be painted gunship black (37038). The name block will consist of a 44 inch x 12 inch "eagle head" block with the name portion being 34 inches x 10 inches with a 1 inch border. The name block will be placed below the front left windscreen for the Pilot and Weapon Systems Office (WSO) names. The tip of the beak will be 3 inches aft of panel 3L and the base of the block will be 10 inches up from panel 6L. An "eagle head" block of the same dimensions will be applied on the right side in the same locations for the Dedicated Crew Chief (DCC) and Assistant Dedicated Crew Chief (ADCC) names. For squadron flagship aircraft, the inside portion of the eagle head will be painted 36270, the name block will remain 36118 and the black border will have a 0.5 inch highlight painted in the middle of it around the entire border.

4.3.6.1.2. **(Added)** F-15C/D Name Block: The F-15C/D name block and eagle head size, style and aircraft placement will be identical to the F-15E. The inside of the eagle head will be painted 36251, the outline of the eagle head will be painted black. The 1 inch border of the crew block will be painted 36251. For F-15C/D flagship aircraft: The 1 inch 36251 border will have a 0.5 inch black highlight painted in the middle, around the entire border.

4.3.7.1.1. **(Added)** 48 FW/CC and 48 OG/CC aircraft will have the 48 FW insignia painted on the right CFT, see **Attachment 10** (Added).

4.3.7.2.1. **(Added)** Each of the squadron patches will be highlighted only on 48 FW/CC and 48 OG/CC aircraft, see **Attachments 5** (Added) & 6 (Added). The 48 FW/CC & 48 OG/CC aircraft will have a collage of assigned flight/operation insignias on the left forward conformal fuel tank, see **Attachment 11** (Added), in the following order: owning unit color will go first, 494 FS, 493 FS and 492 FS.

4.3.7.2.2. **(Added)** The unit name will consist of an alphanumeric designator of: 48 FW see **Attachment 5** (Added), 48 OG see **Attachment 6** (Added), 492 FS see **Attachment 7** (Added), 493 FS see **Attachment 8** (Added) and 494 FS see **Attachment 9** (Added). F-15C/D/E: The unit designator will be shadowed in light gray (36270) on the right CFT, see **Attachment 11** (Added). The 48 FW/CC & 48 OG/CC aircraft will have an evenly spaced blue (15102), red (11136) and yellow (13538) block, painted inboard and outboard on both vertical stabilizers, with a 1 inch white (17925) stripe located above and below the AMU colors, see **Attachment 12** (Added). The colors will be in line with the angle of the leading edge of the vertical stabilizer.

4.3.10.1. **(Added)** Travel pods will be painted in a matte finish the same color as the aircraft.

4.3.10.2. **(Added)** Travel pods designated for Commanders will be painted in gloss paint the same color as the aircraft. The 48 FW/CC's travel pods will be painted gloss white with full color unit patches. Only commanders' travel pods will be marked, see **Attachment 13** (Added).

4.3.10.2.1. **(Added)** Specific commander travel pods will require special care when not being utilized. Travel pods will have a locally manufactured or procured cover to protect the finish system when stored. Also, travel pods will be hung on available travel pod hangers. When possible, all travel pods should be stored indoors to protect them from weather conditions.

4.3.13.1. **(Added)** Aircraft that receive a full paint at RAFL will have a local Military Specification (MILSPEC) identification placard (block design) to all assigned aircraft along with reapplying the most current Warner Robins Air Logistics Center (WR-ALC) paint block, see **Attachment 14** (Added).

JASON A. CAMILLETTI, Colonel, USAF
Commander, 48th Fighter Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

48 MXG OI 21-115, *Towing and Hangaring Procedures,* 13 May 2020

AFI 33-322, *Records Management and Information Governance Program,*

TO 1-1-691, *Cleaning, Corrosion Prevention and Control, Aerospace and Non-Aerospace Equipment,* 8 Nov 2019

TO 1F-15A-23, *System Peculiar Corrosion Control,* 1 Oct 2019

TO 35-1-3, *Corrosion Prevention and Control, Cleaning, Painting and Marking of USAF SE,* 18 Mar 2019

USAFE-AFAFRICAI 21-105, *Fabrication Program,* 8 April 2019

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

IMDS screen 122, *Maintenance Snapshot*

Abbreviations and Acronyms

48 FW—48th Fighter Wing

48 OG—Operations Group

48 MXG—48th Maintenance Group

48 EMS—Equipment Maintenance Squadron

ADCC—Assistant Dedicated Crew Chief

AGE—Aerospace Ground Equipment

ASM—Aircraft Structural Maintenance

AMU—Aircraft Maintenance Unit

CFT—Conformal Fuel Tanks

CTK—Consolidated Tool Kit

DCC—Dedicated Crew Chief

ETIMS—Enhanced Technical Information Management System

IAW—In Accordance With

IMDS—Integrated Maintenance Data System

MILSPEC—Military Specification

P&S—Plans and Scheduling

PDM—Programmed Depot Maintenance

RAFL—Royal Air Force Lakenheath

SE—Support Equipment

WCPM—Wing Corrosion Program Manager

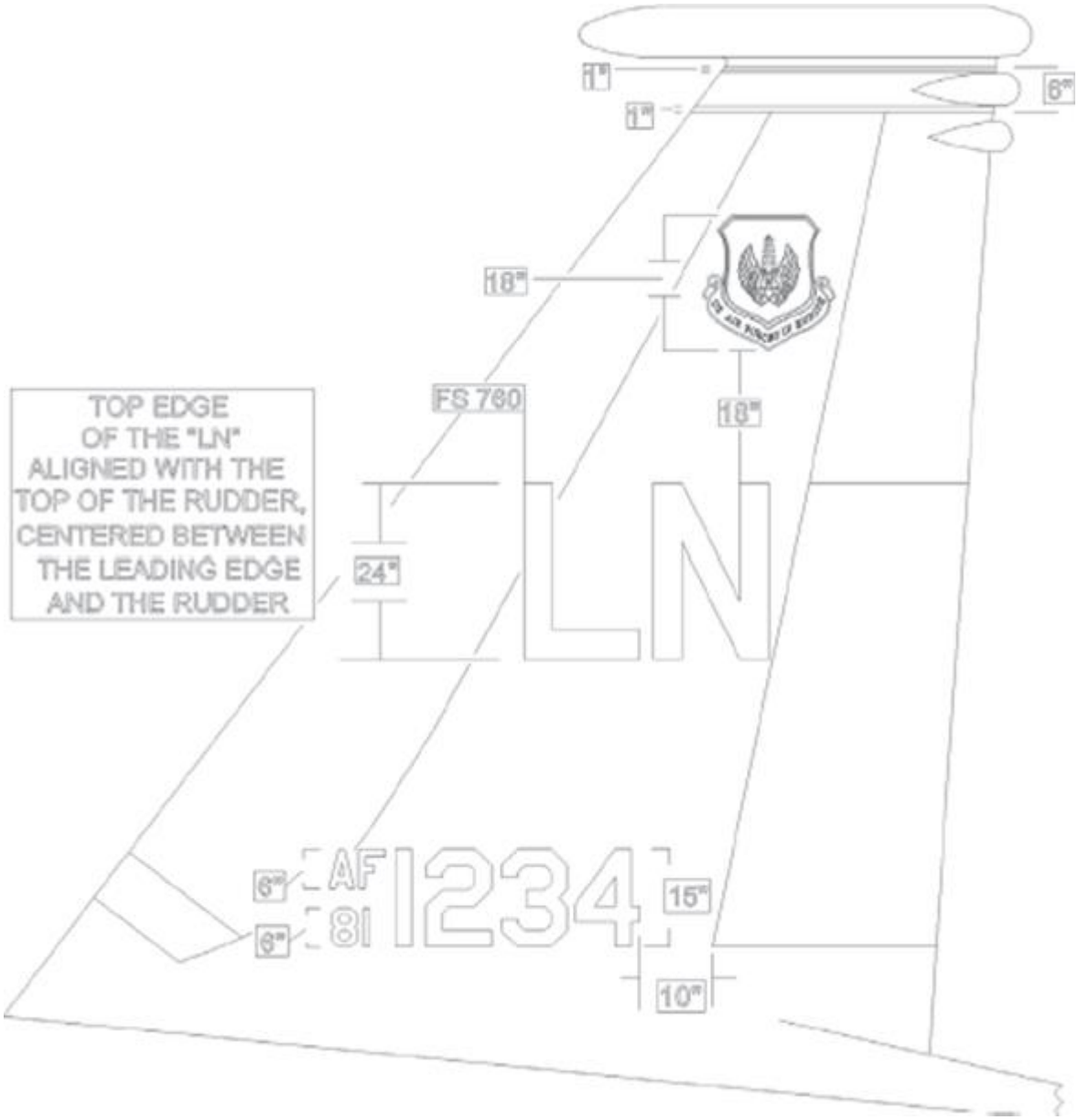
WR-ALC—Warner Robins Air Logistics Center

Attachment 4 (Added)

48 FW STANDARD F-15 C/D/E TAIL CONFIGURATION

A4.1. (Added) The graphic below (**Figure A4.1**) depicts the measurement and proper placement for the tail markings on non-Commander's designated aircraft.

Figure A4.1. (Added) 48 FW Tail Configuration for Non-Commander's F-15 C/D/E Models.

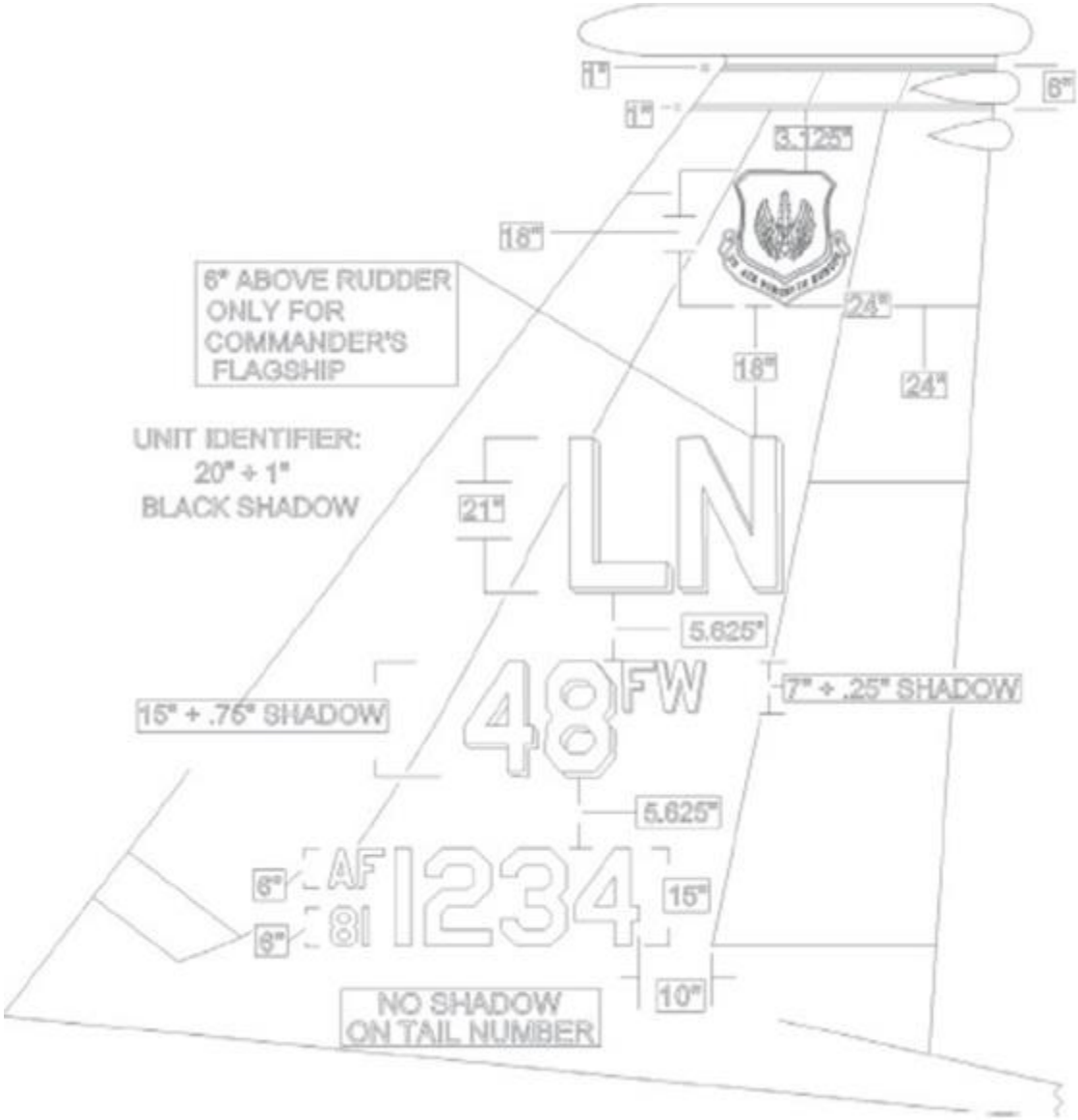


Attachment 5 (Added)

48 FW/CC AIRCRAFT TAIL CONFIGURATION

A5.1. (Added) The graphic below (**Figure A5.1**) depicts the measurement and proper placement for the tail markings on the 48 FW/CC designated aircraft.

Figure A5.1. (Added) 48 FW Tail Configuration for 48 FW/CC Aircraft.

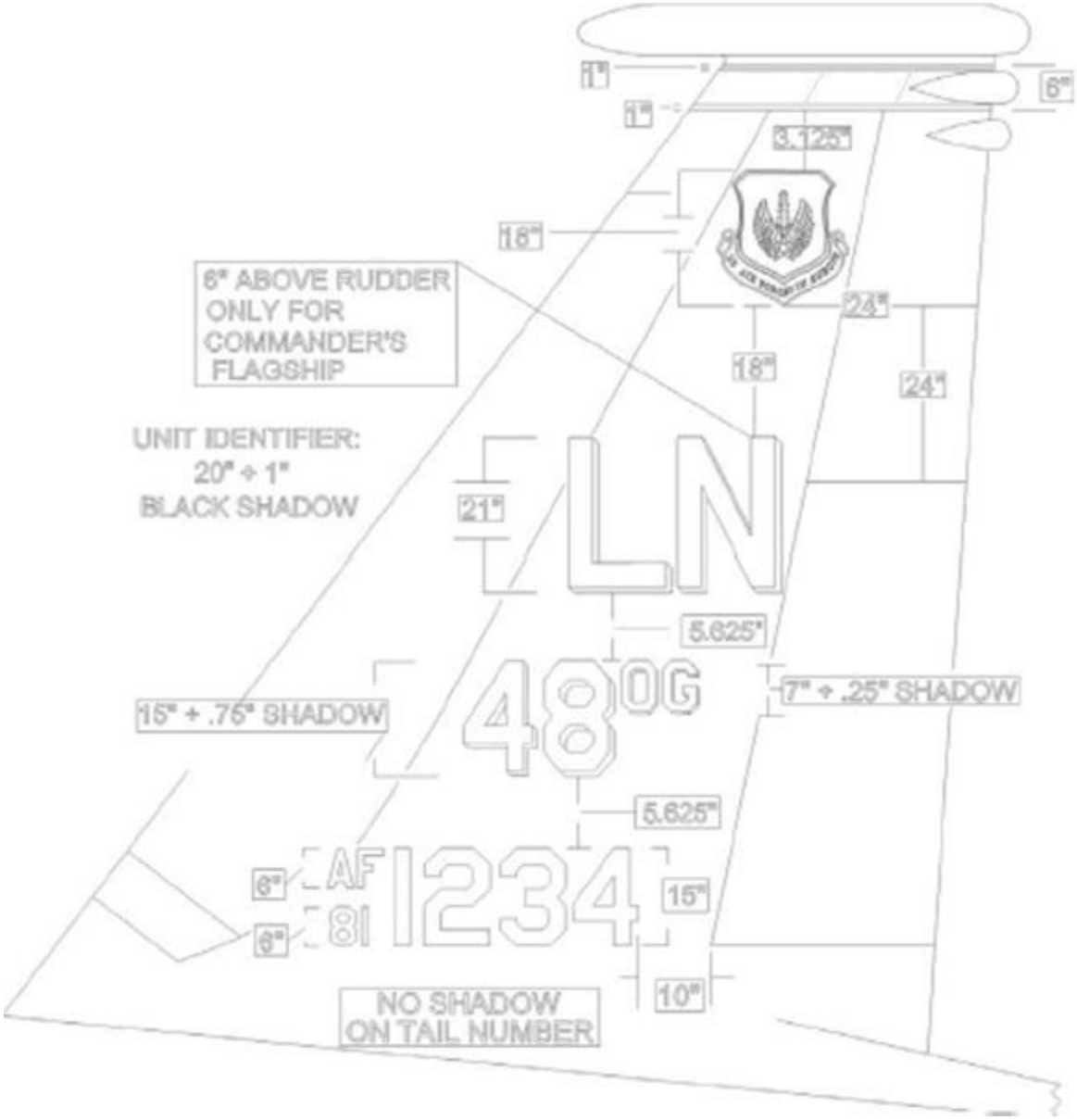


Attachment 6 (Added)

48 OG/CC AIRCRAFT TAIL CONFIGURATION

A6.1. (Added) The graphic below (**Figure A6.1**) depicts the measurement and proper placement for the tail markings on the 48 FW/CC designated aircraft.

Figure A6.1. (Added) 48 FW Tail Configuration for 48 OG/CC Aircraft.

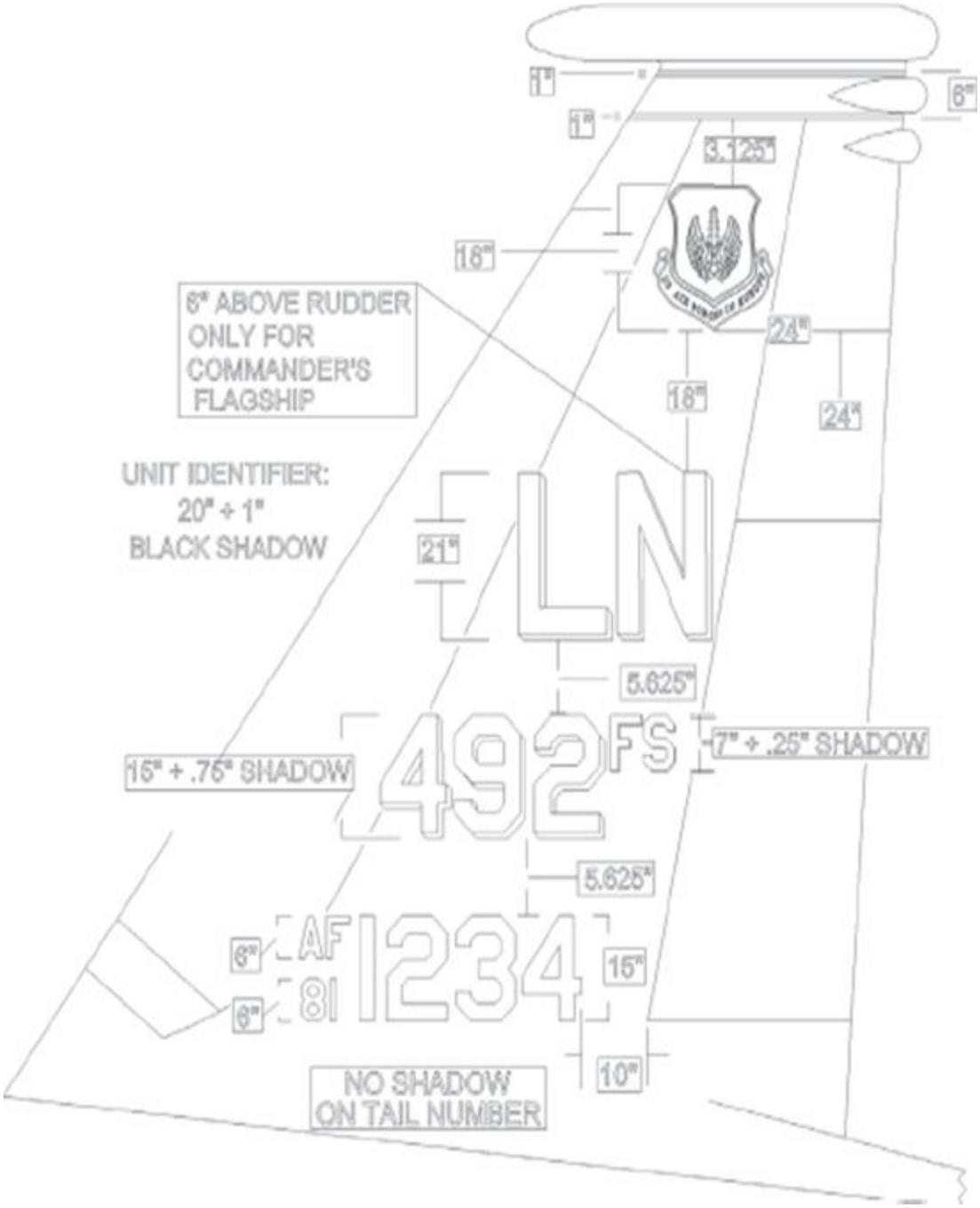


Attachment 7 (Added)

492 FS/CC AIRCRAFT TAIL CONFIGURATION

A7.1. (Added) The graphic below (**Figure A7.1**) depicts the measurement and proper placement for the tail markings on the 492 FS/CC designated aircraft.

Figure A7.1. (Added) 48 FW Tail Configuration for 492 FS/CC Aircraft.

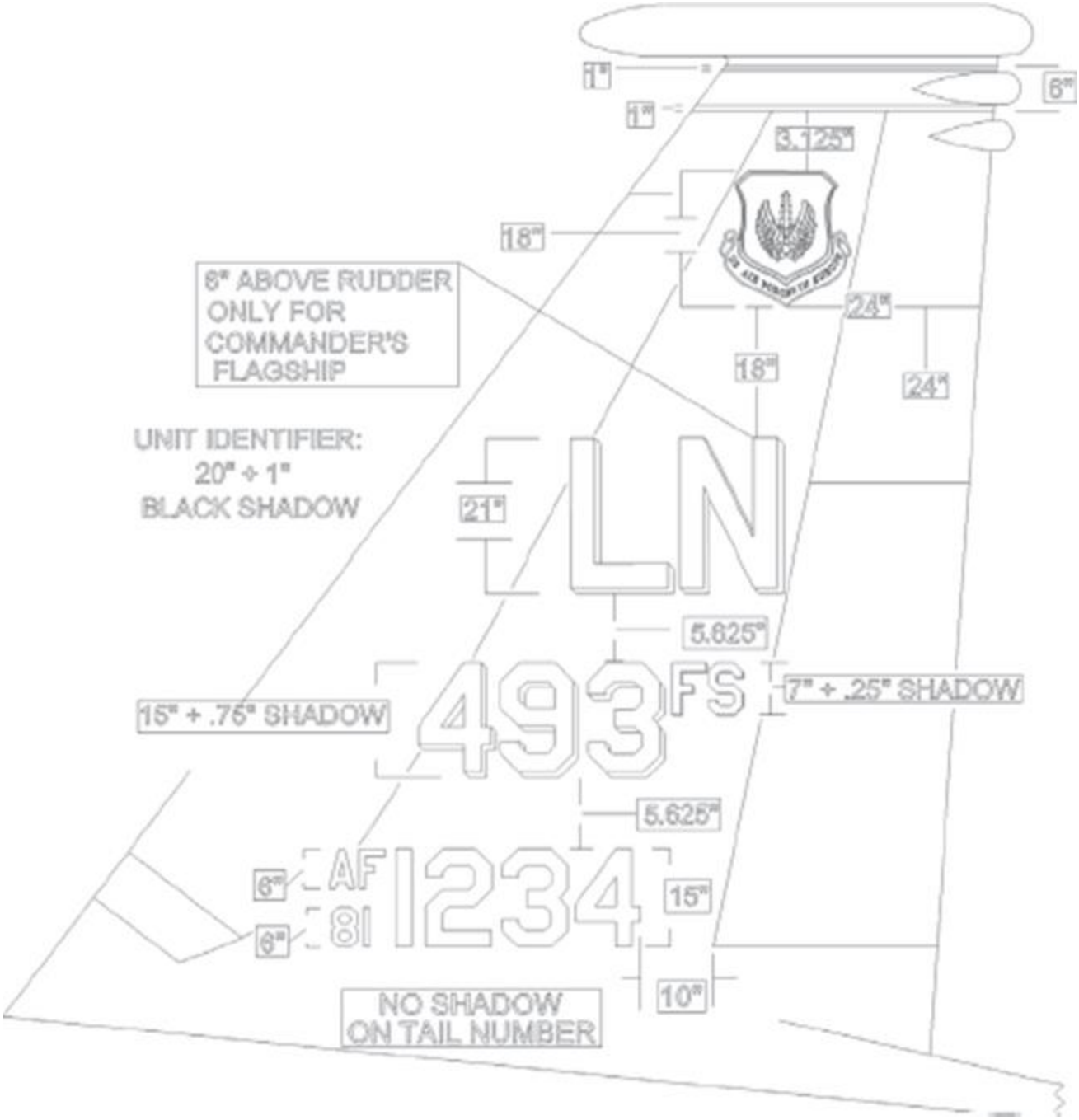


Attachment 8 (Added)

493 FS/CC AIRCRAFT TAIL CONFIGURATION

A8.1. (Added) The graphic below (**Figure A8.1**) depicts the measurement and proper placement for the tail markings on the 493 FS/CC designated aircraft.

Figure A8.1. (Added) 48 FW Tail Configuration for 493 FS/CC Aircraft.

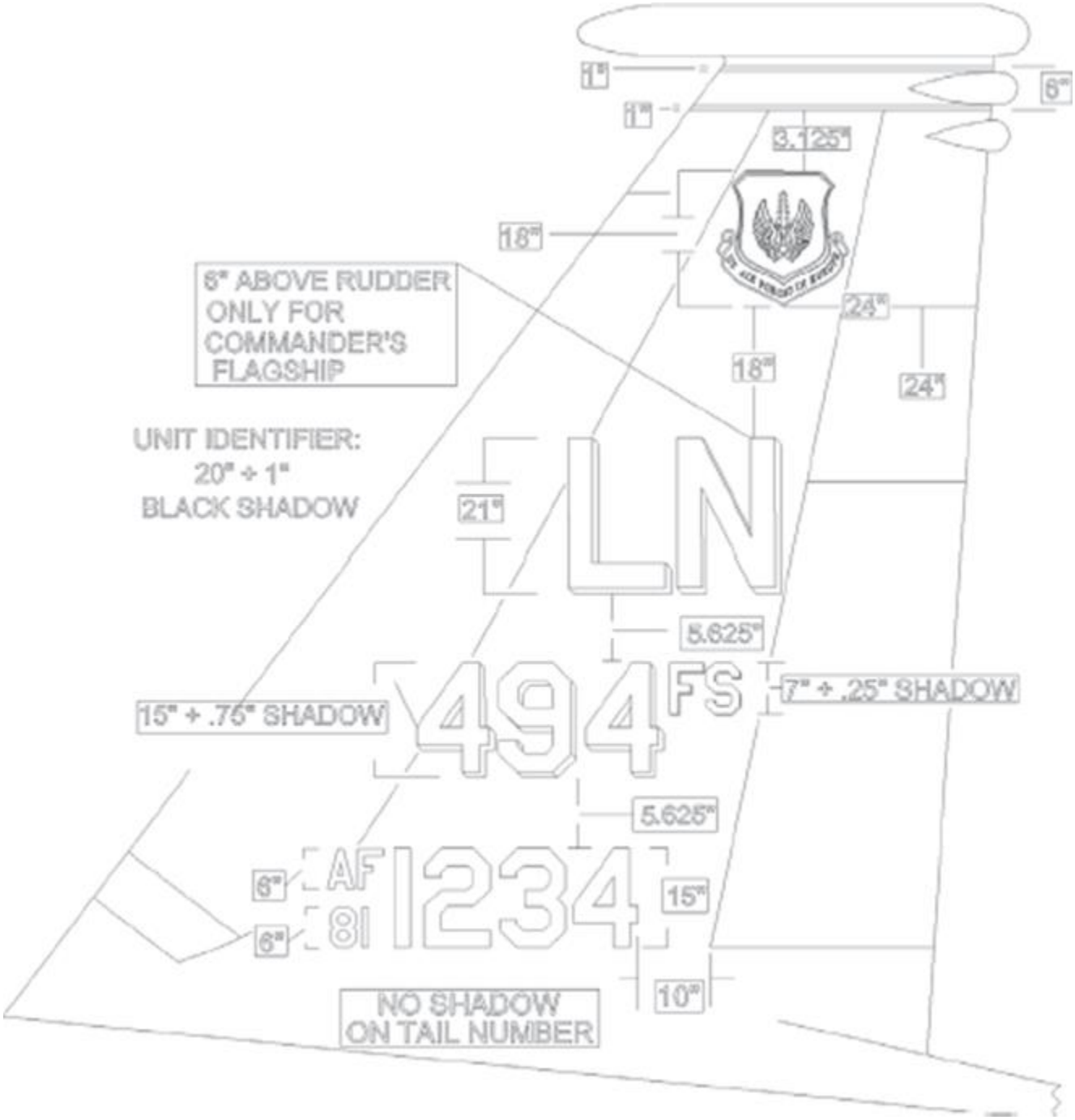


Attachment 9 (Added)

494 FS/CC AIRCRAFT TAIL CONFIGURATION

A9.1. (Added) The graphic below (**Figure A9.1**) depicts the measurement and proper placement for the tail markings on the 494 FS/CC designated aircraft.

Figure A9.1. (Added) 48 FW Tail Configuration for 494 FS/CC Aircraft.



Attachment 10 (Added)

48 FW & 48 OG/CC AIRCRAFT RIGHT CFT:

A10.1. (Added) The graphic below (**Figure A11.1**) depicts the measurement and proper placement for the tail markings on the 48 FW/CC designated aircraft.

Figure A10.1. (Added) 48 FW Right CFT Paint Configuration for 48 FW/CC & 48 OG/CC Aircraft.

Attachment 11 (Added)

LEFT CFT FOR 48 FW & 48 OG/CC AIRCRAFT

A11.1. (Added) The graphic below (**Figure A10.1**) depicts a visual reference for the squadron patch order of precedence and location on the left CFT for 48 FW/CC & 48 OG/CC aircraft.

Figure A11.1. (Added) 48 FW Left CFT Paint Configuration for 48 FW/CC & 48 OG/CC Aircraft.

Attachment 12 (Added)

48 FW & 48 OG TAIL STRIPE:

A12.1. (Added) The graphic below (**Figure A12.1**) depicts a visual reference for 48 FW/CC & 48 OG/CC aircraft tail stripe.

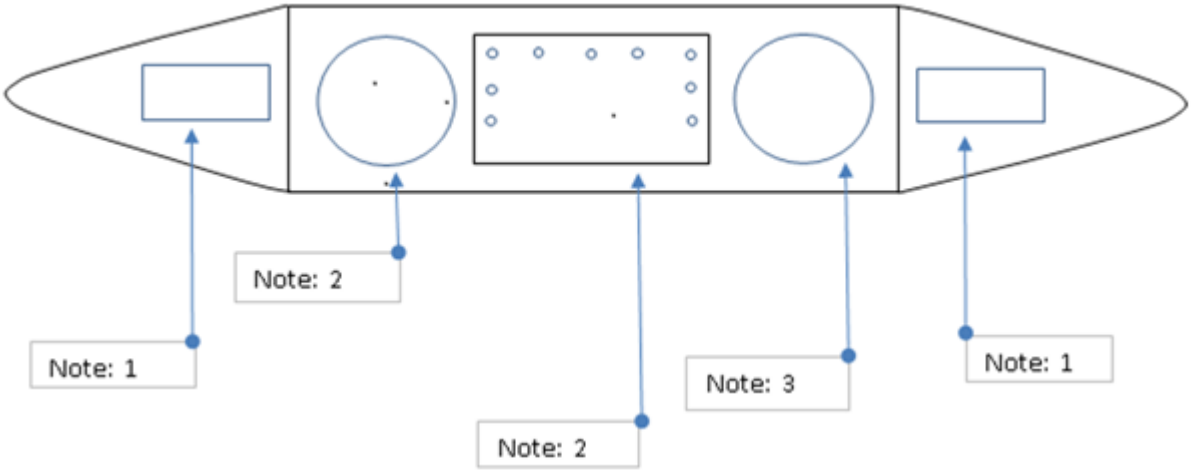
Figure A12.1. (Added) 48 FW Tail Stripe Configuration for 48 FW/CC & 48 OG/CC Aircraft.

Attachment 13 (Added)

RAFL TRAVEL POD MARKINGS

A13.1. (Added) The graphic below (**Figure A13.1**) depicts the measurement and proper placement for the markings on 48 FW/CC & 48 OG/CC travel pods.

Figure A13.1. (Added) 48 FW/CC & 48 OG/CC Travel Pod Markings.



Notes:

1. Center unit specific icon between front/tail cone seam and forward/aft bodyseam.
2. Center the forward unit emblem between forward body seam and cargo door. 492 FS/CC and 493 FS/CC=10 inch squadron emblem. 48 FW/CC, 48 OG/CC=10 inch full color USAFE emblem.
3. Center the aft unit emblem between cargo door and aft body seam. 492 FS/CC, 493 FS/CC, 494 OG/CC, 48 OG/CC=10 inch 48 FW emblem. 48 FW/CC=10 inch full color 48 FW emblem.
4. Center names on cargo door; style, color and size of letters will conform to paragraph 4.3.6.1.

Attachment 14 (Added)

RAFL PAINT IDENTIFICATION

A14.1. (Added) The graphic below (**Figure A14.1**) depicts the 48 FW paint identification block. This stencil will be added to every aircraft full paint completed by the 48 FW.

Figure A14.1. (Added) 48 FW Paint Identification Block.