

**BY ORDER OF THE COMMANDER  
LITTLE ROCK AIR FORCE BASE**

**LITTLE ROCK AIR FORCE BASE  
INSTRUCTION 21-109**



**27 OCTOBER 2022**

**Maintenance**

**AIRCRAFT WASH  
FACILITY PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements AFD 21-1, *Air and Space Maintenance*. This instruction applies to 19 Maintenance Group, 314th Maintenance Group and 189th Maintenance Group. 314th and 189th Maintenance Group units and personnel only follow guidance indicated as (314MXG/189MXG). The desired goal is to ensure optimum utilization of resources with minimum negative impact on our ability to meet flying schedules as well as scheduled maintenance/inspection flow requirements. 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 Air Force. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at (<https://afrims.amc.af.mil>). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, Recommendation for Change of Publication.

**SUMMARY OF CHANGES**

This document has been revised and should be completely reviewed. Changes include Paragraphs **1.3.1, 1.3.5, 1.3.7 and 4.7** were revised in addition to minor administrative changes.

**1. General Policy: NOTE: 19MXG/314MXG/189MXG. Currently aircraft wash is a contracted function. All aircraft washes for the 19 MXG, 314 MXG and the 189 MXG will be accomplished by the contractor in accordance with Chapter 10 of the contract Performance Work Statement (PWS). If the contractor cannot accomplish a wash for any reason, including default, it will be the responsibility of the owning unit to perform the aircraft wash as outlined within the paragraphs of this instruction.**

1.1. The 19th Maintenance Squadron (19 MXS) has the overall responsibility and ownership of the wash rack facility. They will appoint a primary and alternate facility manager to maintain the hangar, programs, supplies, and equipment. The 19 MXS will provide facility support via the Aircraft Structural Maintenance section as required to meet aircraft wash requirements.

1.2. At a minimum, the Wing Corrosion Control Manager will:

1.2.1. Conduct cross-utilization training to ensure wash crew supervisors assigned by the 19th Maintenance Group and the 314th Maintenance Group are trained on proper wash procedures. Training will be documented in the individual's training records.

1.2.2. Personnel assigned as wash supervisors, cleanliness inspectors, aircraft wash personnel and wash contractor quality assurance evaluators will complete the Aircraft Washing Procedures (Course C6ANU00TVT0001) video downloadable from <https://367trss.cce.af.mil/Courses/Index> (under the heading of "Course Category Selection" choose "General" then choose the course title).

1.3. There will be an aircraft wash crew supervisor assigned from AMC when their respective aircraft are being washed. The wash crew supervisor has overall responsibility and authority to ensure all washing and lubrication directives are adhered to. All wash crew supervisors will be a 7-level, SSgt or higher, or civilian equivalent.

1.3.1. **314MXG/189MXG.** There will be an aircraft wash crew supervisor assigned from the 189 MXG or 314 MXG when their respective aircraft are being washed. The wash crew supervisor has overall responsibility and authority to ensure all washing and lubrication directives are adhered to.

1.3.1.1. All personnel assigned will be trained in aircraft wing and tail walking procedures to help with a tow, on an as needed basis.

1.3.2. Members pulled to fill mobility requirements or absent due to unavoidable circumstances such as illness will be backfilled by the AMU with a fully qualified individual.

1.3.3. Washes will be programmed in accordance with the 19 MXG/MXOS Plans, Scheduling and Documentation (PS&D) shared resources schedule and published in the Weekly Flying and Maintenance schedule.

1.3.3.1. **314MXG/189MXG.** Washes will be programmed in accordance with the 19 MXG/ MXOS Plans, Scheduling and Documentation (PS&D) shared resources schedule and published in the Weekly Flying and Maintenance schedule.

1.3.4. Any wash that could start over an hour late may be canceled by the owning AMU Production Superintendent, who will coordinate with the owning PS&D section to reschedule the wash. This cancellation policy does not include ISO washes.

1.3.5. All scheduled ISO washes will start NLT 0900 on day of scheduled wash.

1.4. No vehicles or AGE will be washed in the wash rack unless authorized by the wash rack facility manager.

1.4.1. **314MXG/189MXG.** No vehicles or AGE will be washed in the wash rack unless authorized by the wash rack facility manager and 19 MXS Supervision.

1.5. The wash rack will not be utilized for other aircraft maintenance activities without coordinating with the 19 MXS Production Superintendent, the wash rack facility manager, and PS&D for use outside of normal wash/comp wash procedures.

1.6. 19 MXG PS&D will schedule one day towards the end of each month where the wash rack will not have a scheduled wash and will be a scheduled facility maintenance.

1.7. Workplace function requirements for Hangar 233:

1.7.1. The schedule for the Wash Rack facility is maintained by the 19 MXG PS&D work center. Any organization requesting to use this facility must reserve it at least 30 days in advance through 19 MXG PS&D.

1.7.2. The sound system in the Wash Rack facility is owned and operated by the 19th Communications Squadron. Organizations wanting to use this sound system must coordinate with them.

1.7.3. Once the requesting organization has secured a spot on the facility schedule they must coordinate unlocking the facility with the 19 MXS/MXMFS Wash Rack NCOIC

1.7.4. The Wash Rack facility has a stage & skirt, stairs, and podiums available for use. Organizations wanting to use these items for their events must coordinate with the 19 MXS/MXMFS Wash Rack NCOIC.

## **2. 19 MXS Wash Rack Facility Manager Responsibilities.**

2.1. Monitor facilities to ensure they are adequate to meet mission requirements and to ensure proper levels of equipment and material funding are available to support a sound corrosion control program.

2.2. Monitor all programs and directives pertaining to the wash rack facility.

2.3. Ensure all CTK tools and equipment are available and serviceable.

2.4. Notify PS&D during the shared resources meetings of wash rack facility maintenance requirements. This includes items such as general housekeeping, equipment servicing, and scheduled maintenance. Manpower requirements will be kept to a minimum and coordinated with the AMUs prior to the shared resources meeting.

2.5. Perform post wash or desert post wash (whichever is applicable) corrosion inspection following an aircraft wash IAW TO 1C-130J-23CL-1. Any findings should be documented in aircraft forms, ICARR-3D, and a job called into Aircraft Structural Maintenance. Comply with aircraft forms documentation for corrosion inspections and discrepancies found once the wash is done. (The TO states that post wash inspections shall be performed by a minimum 2A753 (ASM Journeyman) or equivalent).

2.6. Perform a paint score of the aircraft and enter the findings on a locally generated aircraft score sheet. File score sheets for at least 3 years. Score sheets will be used to prioritize aircraft paint touch ups at the corrosion control facility. Document paint score completion in aircraft forms and G081.

### 3. Wash Crew Supervisor Responsibilities.

3.1. Ensure all assigned personnel receive required training initial safety. Document briefing in CFETP (or electronic equivalent/TBA) for J model aircraft, and AF FORM 55 (or equivalent) for wash rack specific requirements.

3.1.1. Initial safety training will include; use and servicing of the wash rack JLG 44e high lift, proper use of safety and personal protective equipment and wash rack procedures before starting any washes.

3.2. Conduct a final inspection of all areas of the aircraft utilizing the aircraft wash/cleanliness inspection checklist (See Attach 2). Upon proper completion of the checklist, sign and enter employee number in the block with the aircraft tail number. Have this checklist available for review.

3.2.1. Aircraft wash/cleanliness inspection checklist is an adaptation of AMC Form 1018. Additional requirements include; all wash material removed, left/right FS737 end fitting, left/right sloping longeron, and cargo ramp and door.

3.2.2. Aircraft will not be signed off and released by the wash crew supervisor until the facility is cleaned, all tools and consumables are inventoried, and lubricants properly stored. This will include cleaning the locker rooms, CTK room, office, and wash bay. All continuous use personal protective equipment, to include wash suits, boots, face shields, etc., must be cleaned and sanitized before storage. The AMU is responsible for ensuring items such as armor, dual rails, technical data, supplies, troop seats, etc are not left in the wash rack and are removed upon wash completion.

3.2.2.1. **314MXG/189MXG.** Aircraft will not be signed off and released by the wash crew supervisor until the facility is cleaned, all tools and consumables are inventoried, and lubricants properly stored. This will include cleaning the locker rooms, CTK room, office, and wash bay. The 314 MXG and 189 MXG are responsible for ensuring items such as armor, dual rails, technical data, supplies, troop seats, etc are not left in the wash rack and are removed upon wash completion.

3.3. Brief the wash crew on after-wash aircraft cleanliness inspection requirements.

3.4. Notify owning AMUs production superintendent of all aircraft delays or no-shows, any unresolved wash crew conflicts, and after each wash for an acceptance inspection. Notify 19 MXS Production Superintendent of all aircraft delays or no-shows and contact ISO upon completion of ISO washes for an acceptance inspection.

### 4. Owing Aircraft Maintenance Unit Wash Responsibilities.

4.1. AMUs will tow their own aircraft to and from the wash rack. Aircraft must be prepped and in place by 0700 of the scheduled wash.

- 4.1.1. **314MXG/189MXG.** Units will tow their own aircraft to and from the wash rack.
- 4.2. Ensure the aircraft is properly prepped prior to entering the wash rack, to include the removal of chain boxes, lowering flaps, flap carriage covers, air deflector doors opened, belly band removed (if applicable), T.O.'s removed from floor area storage, loose equipment and boxes removed, any panels requiring removal for regular or ISO wash, batteries disconnected, applicable engine cowls opened, PMA removed (J Model only) and cargo floor rollers on applicable aircraft.
- 4.3. Enter wash rack G081 preprints for aircraft wash/wash preparation checklist requirements in the aircraft forms.
- 4.4. Ensure aircraft wash crew personnel are task-trained and qualified. The wash crew supervisor will conduct actual certification and will document in the CFETP (or electronic equivalent/TBA).
- 4.5. Ensure wash crew personnel attend the initial safety and health briefings.
- 4.6. Notify wash crew supervisor of all aircraft delays or no-shows and any unresolved wash crew manning issues or conflicts.
- 4.7. Ensure ISO aircraft due NDIs, X-ray, ultrasound or eddy current are prepped and in place IAW PS&D shared resources schedule by 0400 of the scheduled wash.
  - 4.7.1. X-rays are conducted prior to the wash and should be accomplished by 0900.
  - 4.7.2. NDI will notify MOC of scheduled X-ray times, and NO entry into the wash rack will be allowed until an "ALL CLEAR" has been provided by the MOC.
- 4.8. Enter following discrepancy in the aircraft forms on a red dash prior to the wash: "Aircraft post wash cleanliness inspection due". It is cleared by the owning unit maintenance supervision, production supervisor or authorized contractor after completion of the cleanliness inspection.

## **5. Hangar 233 function requirements.**

- 5.1. DV visits/large events:
  - 5.1.1. Wash rack facility must be reserved for three days (cleanup/setup/event). Large events will require a minimum of 20 personnel provided by the requesting organization for setup and teardown/clean-up.
  - 5.1.2. Requesting organizations are responsible for providing: chairs, tables, bleachers, flag and any other displays. CS will also be required for operating sound.
  - 5.1.3. Change of Command's/Awards Banquets/Welcome Home Warrior events: Wash rack facility must be reserved for three days (cleanup/setup/event). Such events will require a minimum of 10 personnel provided by the requesting organization for setup and teardown/cleanup.
  - 5.1.4. Requesting organizations are responsible for providing: chairs, tables, bleachers, flag and any other displays. CS will also be required for operating sound.

5.2. Small events:

5.2.1. Wash rack facility must be reserved for one day. All small events such as: Commanders Calls, All Calls and Fun runs will require one to three personnel provided by the requesting organization for set up and tear down.

5.3. Events being held in the wash rack facility must maintain adequate egress requirements to accommodate personnel capacity by utilizing personnel egress doors and aircraft hangar doors.

ANGELA F. OCHOA, Colonel, USAF  
Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFMAN 33-363, *Management of Records*, 01 March 2008 GM 02 June 2017

AFI 21-101/AMC Sup 1, *Aircraft and Equipment Maintenance Management*, 02 August 2020

AFI 36-2601, *Total force Development*, 24 June 2020

AMCI 21-105, *Fabrication Program*, 9 October 2020

T.O. 1-1-691, *Cleaning and Corrosion Prevention, Aerospace and Non-Aerospace Equipment*, 22 February 2021

T.O. 1C-130A-23, *System Peculiar Corrosion Control USAF Series All C-130 Aircraft*, 1 March 2022

T.O. 1C-130J-23, *Corrosion Prevention and Control Manual C-130J Aircraft*, 1 January 2022

T.O. 1C-130A-23CL-1, *Washing and Cleaning USAF Series All C-130 Aircraft*, 15 October 2021

T.O. 1C-130J-23CL-1, *Washing and Cleaning USAF C-130J Series Aircraft*, 1 January 2022

***Prescribed Forms***

19 MXG Form 1018, *Aircraft Wash and Cleanliness Inspection Checklist*

***Adopted Forms***

AF Form 55, *Employee Safety and Health Record*

***Abbreviations and Acronyms***

**AETC**—Air Education and Training Command

**AFSC**—Air Force Specialty Code

**AGE**—Aerospace Ground Equipment

**AMC**—Air Mobility Command

**AMU**—Aircraft Maintenance Unit

**CTK**—Consolidated Tool Kit

**IAW**—In Accordance With

**ISO**—Isochronal

**MOC**—Maintenance Operations Center

**MXG**—Maintenance Group

**MXO**—Maintenance Operations

**MXS**—Maintenance Squadron

**NDI**—Non-Destructive Inspection

**NLT**—No Later Than

**PWS**—Performance Work Statement

**PS&D**—Plans Scheduling and Documentation

**QA**—Quality Assurance

**RDS**—Records Disposition Schedule

**TBA**—Training Business Area

**T.O**—Technical Order

Attachment 2

AIRCRAFT WASH CLEANLINESS INSPECTION CHECKLIST

Figure A2.1. 19 MXG Form 1018, Aircraft Wash Cleanliness Inspection Checklist.

AIRCRAFT WASH CLEANLINESS INSPECTION CHECKLIST				
AIRCRAFT TAIL NUMBER			DATE	
ITEM	N/A	CLEAN	DIRTY	REMARKS
<b>LANDING GEAR (GREASE, OIL, BRAKE DUST, TIRE, DEPOSITS, AND SOAP RESIDUE)</b>				
NLG WHEELS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NLG ASSEMBLY	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NLG WHEEL WELL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
MLG WHEELS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
MLG ASSEMBLY	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
MLG WHEEL WELL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>FUSELAGE EXTERNAL (GREASE, OIL, DIRT, TRAPPED FLUIDS, AND SOAP RESIDUE)</b>				
BOTTOM OF FUSELAGE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(A) TIP OF RADOME TO NLG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(B) NLG TO MLG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(C) MLG TO TAIL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
SIDE AND TOP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(A) NOSE TO WING ROOT AREA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(B) FWD WING ROOT TO AFT WING ROOT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(C) AFT WING ROOT TO TAIL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
EMPENNAGE EXTERNAL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(A) VERTICAL STABILIZER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(B) HORIZONTAL STABILIZER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(C) TAIL PYLON (HELICOPTER)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>LATRINE/URINAL (URINE RESIDUE, DIRT, DEBRIS, STAINS, SPILLED OR TRAPPED FLUIDS)</b>				
LATRINE/URINALS/SURROUNDINGS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
LEFT/RIGHT FS 737 END FITTING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
LEFT/RIGHT SLOPING LONGERON	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>NACELLE (GREASE DIRT, OIL, DEBRIS, SOAP RESIDUE AND EXHAUST PATH RESIDUE)</b>				
NACELLE AREA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
COWLINGS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
INTAKE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
EXHAUST PATH	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
PROPELLER/ROTOR BLADES	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
PYLONS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>AIRCRAFT INTERIOR (DIRT, DEBRIS, STAINS, SPILLED OR TRAPPED FLUIDS)</b>				
CARGO COMPARTMENT FLOOR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
LEFT CHINE COVER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RIGHT CHINE COVER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
BATTERY COMPARTMENT	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
GALLEY	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
FLIGHT DECK	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CARGO RAMP AND DOOR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>WINGS (GREASE, DIRT, OIL, TRAPPED FLUIDS, AND SOAP RESIDUE)</b>				
TOP OF LEFT WING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
BOTTOM OF LEFT WING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
LEFT WING FLAPWELL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
TOP OF RIGHT WING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
BOTTOM OF RIGHT WING	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RIGHT WING FLAPWELL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
***ALL WASH MATERIAL REMOVED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	