BY ORDER OF THE COMMANDER
19TH AIRLIFT WING (AMC)

LITTLEROCK AFB INSTRUCTION
21-113

14 APRIL 2021

Maintenance

ISOCHRONAL INSPECTION PROGRAM

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 21-1, *Maintenance OF Military Materiel*. This instruction applies to all 19th Airlift Wing (19 AW) and 314th Airlift Wing (314 AW) maintenance personnel. This instruction applies to all organizations and sections involved with planning, performing, and documenting aircraft Isochronal (ISO) inspection actions and implements AFI 21-101**,** *Aircraft and Equipment Maintenance Management***,** AFI 38-101, *Manpower and Organization*, AMC supplement to AFI 21-101, and 00-Series Technical Orders (T.O.). Ensure that all records created as a result of processes prescribed in this publication are maintained IAW AFI 33-322, *Records Management an Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule. 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*; route AF Forms 847 from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

Substantial changes have been made revising the paperless process and warning tag documentation guidance for J-Models. The flow days have been changed, removing the aircraft wash from Day 1. Added the D-check flow chart.

1. Letter Check Inspection Schedules:

1.1. A Checks are scheduled for 5 days, B Checks for 7 days, C Checks 9 days, and D Checks (6-year) for 15 days.

1.1.1. One day will be added for aircraft returning from a deployment for additional attention to delayed discrepancies.

1.1.2. Any aircraft that requires a B Check after Depot will be scheduled an additional 2 days for re-torques.

1.1.3. Any aircraft requiring extensive heavy maintenance may have additional days added by Maintenance Flight Production pending discussion with the owning AMU at the pre-dock meeting.

1.1.4. Five additional days will be added to a D Check for the weight and balance unless waived via a TAR.

1.2. Weekends, training days, wing down days, AF/AMC family days, and holidays are not considered production days.

2. Pre-Letter Check Preparations:

2.1. PS&D will:

2.1.1. Coordinate with the owning AMU and schedule the aircraft wash within 14 days of the aircraft entering the inspection dock(s) IAW 1C-130J-23CL-1 as per TO 1C-130J-6WC-14.

2.1.2. Provide Maintenance Flight Production with a draft 2410 no later than 14 days prior to the scheduled pre-dock outlining:

2.1.2.1. All engine inspections.

2.1.2.2. All -6 special inspections.

2.1.2.3. TCTOs, TAR requests, and TCI requirements.

2.1.2.4. Any projected delayed discrepancies to be worked.

2.1.3. Ensure that all serially track items identified as needing replaced are ordered and that their supply document numbers are loaded in G0-81.

3. Pre-Dock Meeting:

3.1. The pre-dock meeting will be conducted, at a minimum, one day prior to the start of the Letter Check inspection and no later than 1400.

3.2. The meeting will be held in Hangar 250 in the Maintenance Flight Production office, but chaired by PS&D.

3.3. All items on the 2410 will be discussed, agreed upon, and then signed by all personnel present.

4. PS&D responsibilities:

4.1. Provide a copy of the signed 2410 to the owning AMU's production and the Maintenance Flight Production Superintendent.

4.2. Provide the Inspection AMU Crew Chief with aircraft and engine serial number sheets.

4.3. Update Maintenance Flight Production on any additional TCTOs or time change items that are identified after the 2410 has been signed.

4.4. Schedule any follow-on heavy maintenance if required with the owning AMU. (Corrosion, Paint, or Fuel Cell maintenance)

5. AMU responsibilities:

5.1. The owning AMU will ensure that the following are complied with prior to the aircraft entering the inspection dock(s). For off station aircraft, Maintenance Flight personnel will carry out the AMU duties.

5.1.1. The aircraft will be in the assigned parking location no later than 0600 on Day 1 of the Letter Check inspection.

5.1.2. All main fuel tanks will be defueled to zero with a maximum of 10,000 lbs. remaining between the two auxiliary tanks. If maintenance requires more or less, it will be stated during the pre-dock meeting.

5.1.3. The aircraft lavatory will be drained and rinsed before entering the hangar.

5.1.4. One crew chief will be provided each day throughout the duration of the inspection (preferably the DCC or assistant). Crew chief will report to Maintenance Flight Production each morning no later than 0700. Additional support will be addressed during the pre-dock meeting depending on workload requirements.

5.1.5. Any aircraft part cannibalizations to be performed on the aircraft while it is located in the inspection docks will need to be approved/coordinated by the Maintenance Flight Production Superintendent or MXS Production during off duty times.

6. Aircraft Crew Chief will:

6.1. Report to the Inspection Dock Coordinator each day no later than 0700.

6.2. Bring all workable parts located in TNB to the Inspection Dock Coordinator's office located in Hangar 250 on Day 1.

6.3. Complete the aircraft serial number sheet for PS&D.

6.4. Communicate with the Inspection Dock Coordinator on all worked/unfinished delayed discrepancies as identified on the 2410.

6.5. Conduct the post Letter Check document review prior to the post dock meeting.

7. Maintenance Flight Production Superintendent:

7.1. Responsible for maintaining/updating LRAFBI 21-113 as needed.

7.2. Responsible for maintaining/reviewing all QA approved G0-81 generated inspection/maintenance packages.

7.3. Will provide Letter Check progress and updates, as needed, to MXS Production for squadron and group leadership briefings.

7.4. Authorizes and coordinates any parts cannibalizations while the aircraft is undergoing any Letter Check inspection.

7.5. Must coordinate any changes (positive or negative) to the originally agreed upon Letter Check inspection timeline with the owning AMU, MXS Production, and PS&D.

8. Inspection Dock Coordinator Responsibilities:

8.1. Monitor the Paperless Forms Process.

8.1.1. Place the aircraft into Paperless.

8.1.2. Load the correct Letter Check package into G0-81.

8.1.3. Ensure all discrepancies are loaded into G0-81 during the course of the Letter Check inspection.

8.1.4. Ensure all discrepancies and work card items are properly documented when completed. (Review G0-81 8070 Program Screen, Closed Aircraft Discrepancies)

8.1.5. Ensure a backup of the open discrepancies (G0-81 8035 Program Screen Event/Supply Workable Discrepancies) is saved at the beginning and end of each shift in the event of power failure or network connectivity issues.

8.2. Update aircraft status changes with MOC, Maintenance Flight Production, and the owning AMU.

8.3. Inform the owning AMU on any new or received MICAPs as they occur.

8.4. Ensure that the delivery destination is changed for any parts ordered, but not received, during the Letter Check inspection.

8.5. Ensure that the engine serial number sheets are completed.

8.6. Coordinate with any outside agency (NDI, Sheet Metal, Metals Tech, etc.) for any maintenance action support.

9. Post Dock Meeting:

9.1. The post dock meeting will be held no later than 1500 on the last production day or after the Letter Check is complied with and signed off in G0-81.

9.2. The meeting will be held in Hangar 250 in the Maintenance Flight Production office, but chaired by PS&D.

9.3. PS&D will verify the completion of the engine and aircraft serial number sheets.

9.4. Inspection Dock Coordinator will ensure that the aircraft is taken out of the Paperless Process, pulled forms are given to PS&D, and a new set of aircraft forms have been printed.

10. Paperless Forms Process:

10.1. The Inspection Dock Coordinator will:

10.1.1. Ensure that the aircraft call sign is changed to “ISO” in the G0-81 9018 Program Screen, *Aircraft Arrival/Departure/Status Update*.

10.1.2. Drop the appropriate G0-81 generated Letter check inspection package in the 9001 Program Screen, *Input Special Discrepancy Package*.

10.1.3. Validate that the aircraft paperless forms indicator is present.

10.2. Maintenance Data Documentation

10.2.1. Minimum Signature

10.2.1.1. Individuals tasked to conduct maintenance while the aircraft is in paperless must confirm with Analysis personnel that their employee number and MAFA ID are matched to their CAC. This will provide a digital signature to meet the minimum signature requirements.

10.2.2. Technicians will document all corrective action information on the 9099 Program Screen, *MDC Input Program*.

10.2.2.1. To clear Red "X" entries:

10.2.2.1.1. The technician providing the "corrected by" will enter all required documentation for the MDC, "01" in the unit block, provide the inspected by employee number, and then place a "Y" in the close discrepancy block.

10.2.2.1.2. The technician conducting the "inspected by" will identify the discrepancy (highlighted blue) on the 8035 Program Screen, Event/Supply Workable Discrepancies, and validate all entered information. If the information is correct, the technician will then enter their employee number in the "Seven-Level Coordination Block" thus completing the two digital signature requirement. This will be verified on the 8070 Program Screen with a "D" following the employee number.

10.2.2.2. In the event that the paperless process does not load properly in G0-81, a double MDC will be used to capture the minimum signature requirements to clear a Red X condition.

10.2.2.2.1. The technician providing the "corrected by" will follow the same procedure above, but they will enter "00" in the unit block and place "N" in the close discrepancy block.

10.2.2.2.2. The technician conducting the "inspected by" go back to the discrepancy and will enter "01" in the unit block and then place a "Y" in the close discrepancy block thus completing the two digital signature requirement. This will be verified on the 8070 Program Screen as a double MDC.

10.3. Warning Tag Procedures

10.3.1. While utilizing the paperless documentation process, Maintenance Flight will use either 1492 Warning Tags or 492 Warning tags to minimize documentation errors.

10.3.1.1. If utilizing AF Form 1492 *Warning tags*, Maintenance flight will follow Option 2 when there is more than one discrepancy requiring a warning tag for the same system as per TO 00-20-1 AMC Sup.

10.3.1.2. One AF Form 1492, *Warning Tag* Part A will be attached to the system (CB/Handle/Switch) on the aircraft and the corresponding Part B(s) will be tracked using a Warning Tag Status Board (see **Attachment 4**) in lieu of the AFTO Form 781A.

10.3.1.2.1. In the event another discrepancy that falls within the Letter Check inspection requires the same system deactivation, a WCE/WES will be created

under the original Part A discrepancy JCN. The Part B(s) will then be placed on the Warning Tag Status Board and monitored by the Inspection Dock Coordinator.

10.3.1.2.1.1. The Part B(s) will require the following documentation:

10.3.1.2.1.1.1. JCN/WCE or WES, reference to the main discrepancy causing the hazard, warning statement/hazard note, originating shop, and employee number of the individual installing the warning tag.

10.3.1.2.2. The Part A will not be removed until all WES/WCEs are completed and no longer affect system operation.

10.3.1.2.2.1. This will be verified and then signed off by the Inspection Dock Coordinator.

10.3.2. If utilizing AFTO Form 492 Warning tags, Maintenance flight will follow Option 1 when there is more than one discrepancy requiring a warning tag for the same system as per TO 00-20-1 AMC Sup.

10.3.2.1. When there is more than one discrepancy requiring a warning tag for the same system, multiple warning tags will be installed. All individual warning tags will be attached to the system (Circuit Breaker (CB)/Handle/Switch) requiring a tag IAW MDS TOs.

10.4. Operation/Reconfiguring of Aircraft Systems/Components With Warning Tags Installed Prerequisites:

10.4.1. Technicians operating/reconfiguring the aircraft systems/components with warning tags installed will follow specific guidance prescribed in TO 00-20-1 AMC Sup.

10.4.2. Complete the MXG Form 113 (**Attachment 3**) and place it on the warning tag board for respective aircraft.

JOHN M. SCHUTTE, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

AFI 21-101_AMCSUP, *Aircraft and Equipment Maintenance Management*, 23 March 2020

AFI 38-101, *Manpower and Organization*, 29 August 2019

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

Technical Order 00-Series

Prescribed Forms

19 MXG Form 113, *System Component Operation With Warning Tags*

Abbreviations and Acronyms

AMU—Aircraft Maintenance Unit

DCC—Dedicated Crew Chief

JCN—Job Control Number

MDC—Maintenance Data Collection

MICAP—Mission Inhibiting Capability Awaiting Parts

MXS—Maintenance Squadron

PS&D—Plans, Scheduling & Documentation

TO—Technical Order

WCE—Work Center Event

WES—Work Event Separator

Attachment 2

ISOCHRONAL FLOW PLAN J_MODEL FLOW

Figure A2.1. 19th MXS Maintenance Flight's Isochronal Inspection Flow B Letter Check

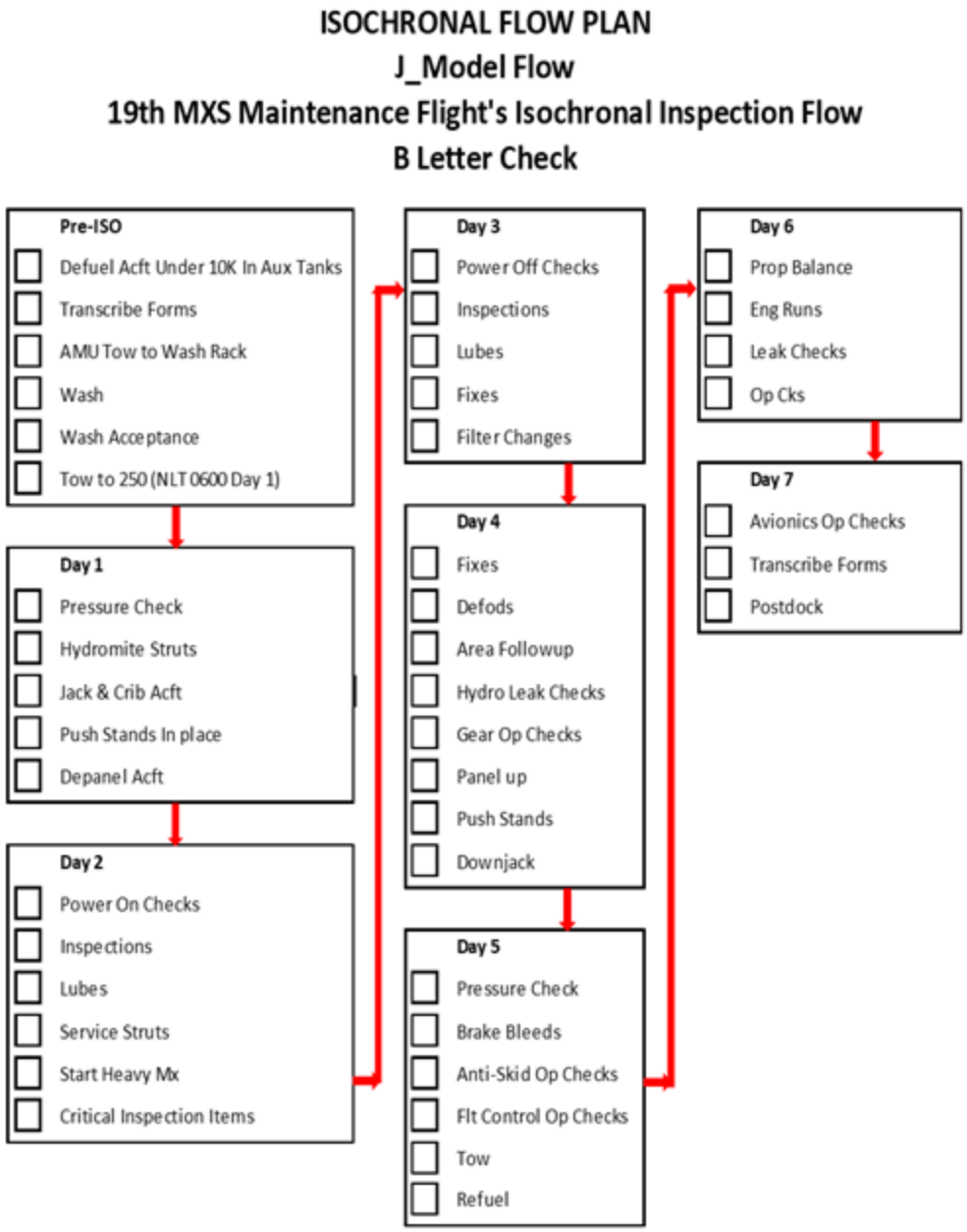


Figure A2.2. 19th MXS Maintenance Flight's Isochronal Inspection Flow C Letter Check.

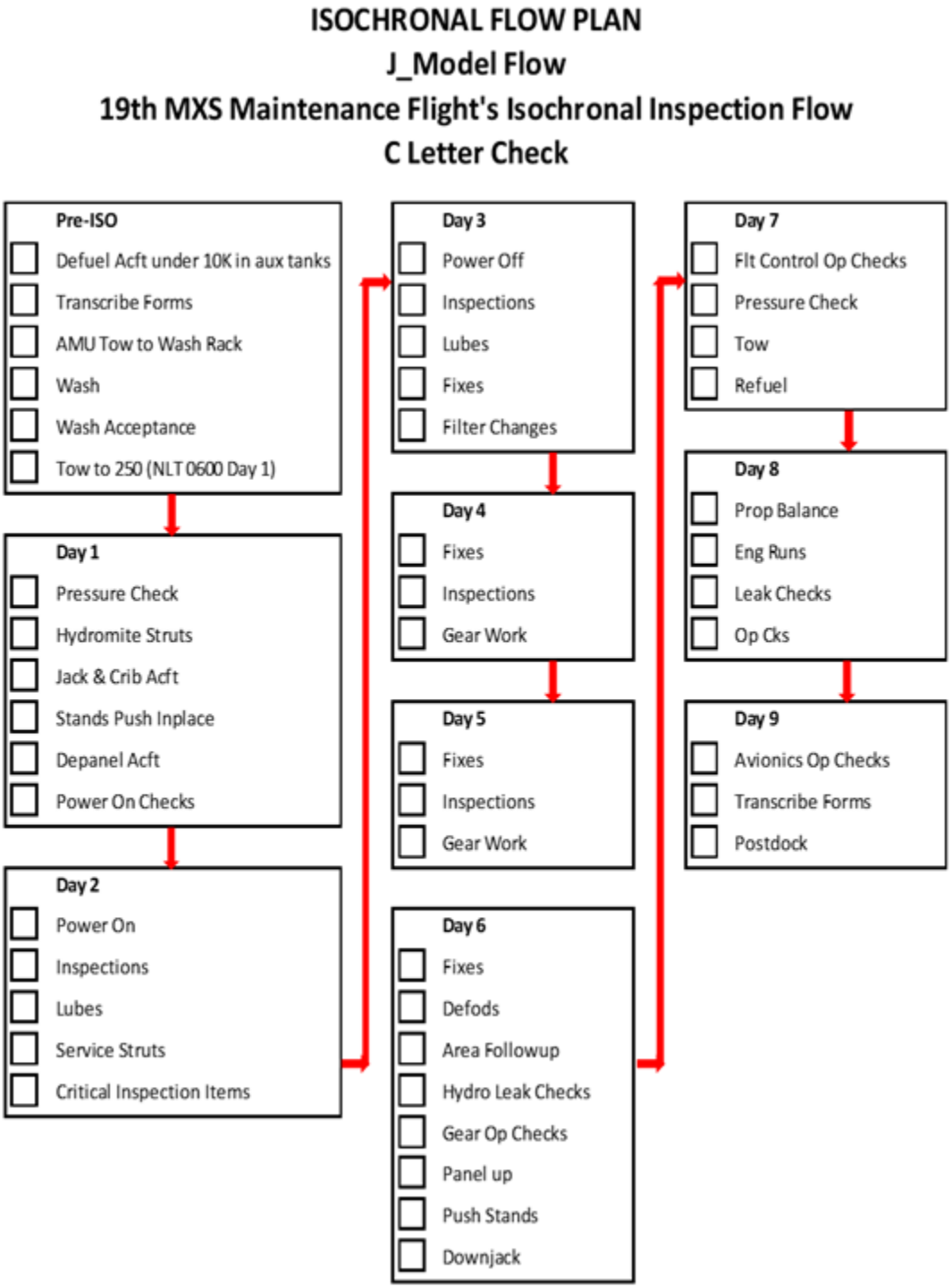
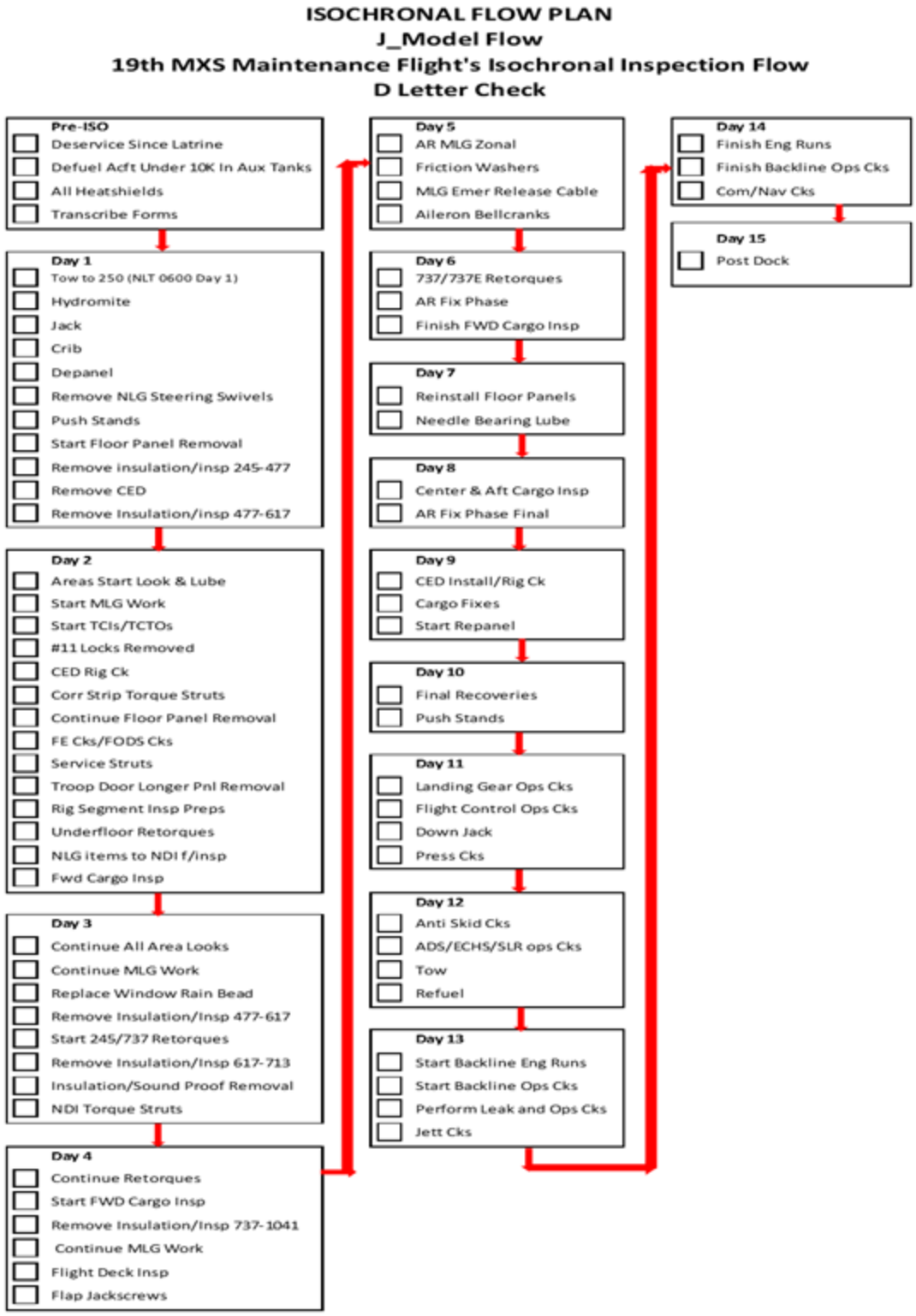


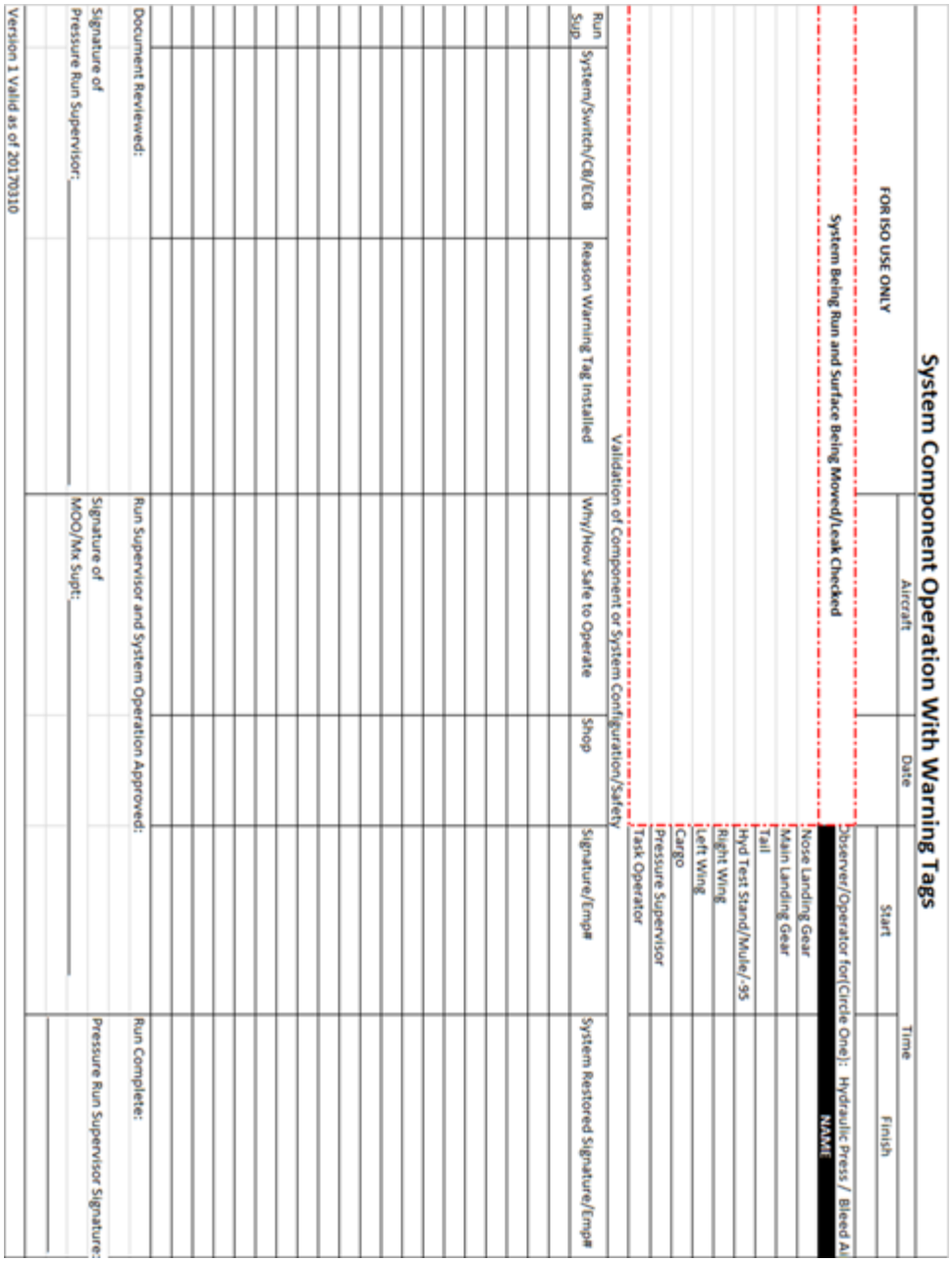
Figure A2.3. 19th MXS Maintenance Flight's Isochronal Inspection Flow D Letter Check.



Attachment 3

SYSTEM COMPONENT OPERATION WITH WARNING TAGS

Figure A3.1. System Component Operation With Warning Tags.



Attachment 4

WARNING TAG STATUS BOARD

Figure A4.1. Warning Tag Status Board.