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MOUNTAIN HOME AFB

AIR FORCE INSTRUCTION 21-101

AIR COMBAT COMMAND
SUPPLEMENT

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Supplement

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Maintenance

AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT

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AFI 21-101, 20 May 2015 and Air Combat Command Supplement, 18 April 2017, is supplemented as follows. This publication supplements the basic Air Force directive for aircraft and equipment maintenance management. This supplement pertains to any Mountain Home AFB (MHAFB) unit and/or personnel (to include tenant/visiting units and/or personnel assigned to MHAFB) that are performing aircraft-related maintenance. This supplement also pertains to Air National Guard and Air Force Reserve Command units performing aircraft-related maintenance on MHAFB. It provides the minimum essential guidance and procedures for safely and effectively maintaining, servicing, and repairing aircraft and support equipment at the base level. Waivers may be requested and approved only through the 366th Fighter Wing A4 Director (366 FW/A4 Director). Ensure that all records (e.g., AF Forms 1067, 2434 and 269; AFTO Form 781A and 781-series forms; DD Form 2026; Inventory; security clearance documentation, etc.) created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records,* and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Contact supporting records managers as required. Refer recommended changes and questions about this publication to the OPR using AF Form 847, *Recommendation for Change of*

Publication, route AF Forms 847 from the field through the appropriate functional's chain of command. See Attachment 1 for a Glossary of References and Supporting Information.

SUMMARY OF CHANGES

This document has been substantially revised to supplement AFI 21-101 and the ACC supplement, and must be completely reviewed.

1.2.1.1. Maintenance will deploy under a Fighter Squadron (FS) commander, and will coordinate in advance with the host wing as to whether maintenance will integrate in with the existing MXG, or will remain independent from the parent maintenance organization and under the Fighter Squadron construct outlined later in this supplement.

1.11. Modification Management. Submit aircraft or equipment modification proposals for review to 366 FW/A4QP.

1.15.1. Squadron commanders will publish guidance to identify and ensure compliance on commercial mobile device operations/limitations.

1.15.1.1. Squadron commanders will determine authorization and publish guidance for use and control.

1.18.2.2. Work with the Deputy Commander of Operations (DCOM-O) to provide specific guidance on performance-based activity.

2.2.4.1. Establish a Flying Hour Program development and ratification process involving all relevant organizations. The 366 FW/CC will synchronize FHP concerns from across the Wing. While the burden of FHP planning will primarily reside with "operations" functions (FSs and MXS) underneath the DCOM-O, the A4 directorate will also be closely involved in the planning cycle (i.e. Wing PS&D, Wing Analysis, etc.), as will relevant support agencies under the Deputy Commander of Support (DCOM-S).

2.7.11.1. **(Added)** The WWM is the focal point for conducting the Outstanding Armament Awards Program. **NOT**E: This is an ACC-level award.

2.7.11.2. **(Added)** Each Section/Flight can submit an Airman (Technician category), a Non-Commissioned Officer (Supervisor category), and a Senior Non-Commissioned Officer (Manager) nominee. An AF Form 1206, QA report, and WS report will be sent to the WWM (as required) NLT the 5th of the month after the quarter and the 5th of January for the annuals.

2.7.11.3. **(Added)** Refer to HQ ACC A4WA SharePoint for the most current guidance: **https://cs1.eis.af.mil/sites/HAFARMAMENT/ACC%20Armament%20Awards%20Document%20Center/ACC%20Armament%20Awards%20Policy%20Letter/Forms/AllItems.aspx**

2.7.11.4. **(Added)** Board members will comprise of a SNCO from each Fighter Squadron Weapons Section/Armament Flight and the WWM or WS Superintendent will be the board president. The WWM will have the final decision on all ties.

2.7.11.5. **(Added)** Quarterly winners will receive a certificate of recognition signed by the A4 Director, and will be announced in conjunction with Load Crew of the Quarter winners (to the greatest extent possible). Quarterly and Annual 366 FW/A4 winners will receive a plaque and

Annual winners will be announced at the Maintenance Professional of the Year Banquet. WS will be responsible for certificate/plaque procurement.

2.7.11.6. **(Added)** 366 FW/A4 winners will be submitted by the WWM to HQ ACC/A4WA to compete at the MAJCOM level. A nomination memorandum will be routed by the WWM to ensure the respective Squadron Commander is aware of submissions.

2.7.11.7. **(Added)** The 366 FW/A4 Director or WWM will coordinate with the respective squadron commander to present ACC winners a certificate of recognition signed by ACC/A4 Director of Logistics once received in the mail.

4.5.4.8. **(Added)** Aircraft Line Pressure Test

4.5.4.8.1. **(Added)** Units will deliver lines that require pressure testing with AFTO Form 350 tag, IMDS screen 122, and Joint Engineering Data Management Information and Control System (JEDMICS) information for proper testing.

4.9.2. R&R section is responsible for the maintenance activities outlined in Table 4.1. Extensive maintenance such as landing gear, windscreens, canopies, stabilators, and cable changes/rigging should be performed in maintenance docks or hangars to the greatest extent possible.

Table 4.1 (Added) R&R Areas of Responsibility

SYSTEM	RIGGING	REMOVAL & REPLACEMENT	OPERATIONAL CHECK	RIG CHECK	FACILITATE MAINTENANCE
Arresting Gear	Yes	No	No	Yes	No
Windscreen	N/A	Yes	N/A	N/A	N/A
Canopy	Yes	Yes	Yes	Yes	Yes
MLG Doors	Yes	Yes	Yes	Yes	Yes
NLG Doors	Yes	Yes	Yes	Yes	Yes
Gear Door Mechanism	Yes	Yes	Yes	Yes	No
MLG Strut (Notes 1&2)	Yes	Yes	Yes	Yes	Yes
NLG Strut (Notes 1&2)	Yes	Yes	Yes	Yes	Yes
Brake Control Cables	Yes	Yes	No	Yes	No
LG Emergency Cables	Yes	Yes	Yes	Yes	No
Control Stick	Yes	Yes	Yes	Yes	Yes
Pitch Ratio Controller	N/A	No	Yes	Yes	No
Pitch Trim Compensator	N/A	No	Yes	N/A	No
Roll Ratio Controller	N/A	No	Yes	N/A	No
Nose Wheel Steering Cable	Yes	Yes	No	Yes	No
Throttle Quadrant	Yes	Yes	No	Yes	No
Throttle Cable	Yes	Yes	No	Yes	No
JFS Control Cable	Yes	Yes	No	Yes	No
PRCA	No	No	Yes	Yes	No
ARI	No	No	Yes	Yes	No
Rudder Pedals (Note 2)	Yes	Yes	Yes	Yes	Yes
Longitudinal Feel Trim Actuator	Yes	Yes	Yes	Yes	Yes
Lateral Feel Trim Actuator	Yes	Yes	Yes	Yes	Yes
Stabilator Actuator	Yes	No	Yes	Yes	No
Rudder Travel Limiter	Yes	Yes	Yes	Yes	No

Aileron Actuator	Yes	No	Yes	Yes	No
Rudder Actuator	Yes	No	Yes	Yes	No
Mixer Assembly	Yes	Yes	Yes	Yes	Yes
Stabilator Surface	Yes	Yes	Yes	Yes	Yes
Lateral, Longitudinal, Directional, Linkages & Cables	Yes Yes	Yes Yes	Yes Yes	Yes Yes	Yes Yes
Aileron Surface	Yes	No	Yes	Yes	No
Rudder Surface	Yes	No	Yes	Yes	No
Flap Actuator/Surface (Note 7)	No	No	No	Yes	No
Speed Brake	Yes	No	No	Yes	No
1st, 2nd, 3rd Ramp Assembly (Note 5)	Yes	Yes	No	Yes	Yes
Diffuser Ramp (Note 5)	Yes	Yes	No	Yes	Yes
Ramp Actuators	No	No	No	No	No

NOTE 1: Owning FS is responsible for the removal and installation of the nose wheel steering unit, actuators, wheel and tire assemblies, brakes and wiring harnesses attached to landing gear.
NOTE 2: R&R will perform the "SYSTEM FORCES" portion of the functional check due to the requirements of special tools.
NOTE 3: Owning FS is responsible for servicing/air bleeding of the system.
NOTE 4: Owning FS and R&R will provide an individual for the removal and replacement of component. Owning FS will also provide an individual for the component wiring.
NOTE 5: Unit performing this task is responsible for the rigging.
NOTE 6: Note: Perform extensive aircraft maintenance such as landing gears, windscreens, canopies, stabilators and cable changes/rigging in maintenance docks/hangars to greatest extent possible.
NOTE: 7: Recovery will accomplish steps 7-33.

5.2.1.9.1. **(Added)** Ensure security clearance documentation for visiting personnel is routed through appropriate security manager.

5.2.5.1.8.4. **(Added)** Responsibilities:

5.2.5.1.8.4.1. **(Added)** The MMA section is responsible for the organizational structure codes and functional account codes in accordance with the Unit Manning Document (UMD).

5.2.5.1.8.4.2. **(Added)** The MMA section is responsible for coordinating adds, deletions, or other changes to a work center in Integrated Maintenance Data System (IMDS).

5.2.5.1.8.5. **(Added)** Procedures:

5.2.5.1.8.5.1. **(Added)** Requests for work center additions, changes, and/or deletions will be routed through and the MMA section.

5.2.5.1.8.5.2. **(Added)** The MMA section will assign an IMDS work center number and mnemonic code based on the following format:

5.2.5.1.8.5.2.1. **(Added)** Work center number: In accordance with T.O. 00-20-2 based on code designations previously established.

5.2.5.1.8.5.2.2. **(Added)** Work Center Mnemonic code: Based on the IMDS branch mnemonic assigned and previously created work center mnemonics for that organization/branch. Similar naming convention will be used to mirror the previously existing organizational structure. Every attempt will be made to mirror/align work center mnemonic codes with the work center's office symbol as outlines in the Unit Manning Document (UMD).

5.2.5.1.8.5.2.3. **(Added)** MMA will maintain a current list of unit identifiers, organizations, branches, and work center mnemonics loaded into IMDS for reference when establishing new work centers or changing existing work centers.

5.2.5.3.5. Data Integrity Program (DIT): The MMA section will act as the OPR for DIT. Each maintenance section will appoint a primary and alternate DIT monitor by appointment letter and will forward the letter to MMA. If a DIT member is replaced, a new letter will be generated with-in 10 duty days of new DIT personnel arrival. New DIT personnel will report to maintenance analysis to receive training upon appointment as DIT monitor.

6.13.2.1. An FCF requires increased coordination between QA, appropriate maintenance section, and aircrew. Use local CS-77 for FCF/OCF procedures. To ensure all requirements are met, the following procedures will apply:

6.13.2.1.2. **(Added)** Maintenance will notify the QA FCF program manager at least 1-day prior via 2407 if not already printed on the schedule or the FCF/OCF worksheet if the FCF is already printed. QA must perform a full forms review prior to the FCF.

6.13.2.1.3. **(Added)** The FCF program manager, in conjunction with the squadron maintenance section, and aircrew, will determine the required portions of the FCF checklist if a full FCF is not required.

6.13.2.1.4. **(Added)** Subsequent FCF attempts will require QA to perform an active forms review, but not a FCF preflight QVI re-accomplishment.

6.13.5.2. **(Added)** Once the aircraft has been released, an OCF shall be flown in the configuration that the anomaly originally occurred. Fly FCF currency flights IAW -6 configuration requirements, deviations may only be authorized with squadron commander approval.

6.16.4.5. **(Added)** Complete a de-class Chart A inspection before depot departure (when required). QA will notify Fighter Squadron if ballast is required for W&B matters.

7.2.2. Squadron CC's and deputies (or equivalents) are the Impoundment Release Authorities for organizationally owned assets. **(T-1).**

7.2.2.1. In the event of a Squadron CC absence, the Squadron CC will appoint an individual in writing as the designated Impoundment Release Authority for the period of the absence. **(T-1).**

7.5.7.8. **(Added)** Engine stall: Aircraft with pilot reported stalls and no associated engine fault codes will be impounded. Excludes augmentor blow-out or failure to light with or without engine fault code 1020 retrieved from a post-flight engine download. Discrepancies resulting from engine downloads may be considered for impound.

7.5.7.9. **(Added)** Any nonresponsive or stuck throttle.

7.6.3.6. **(Added)** Use the QA-generated impoundment worksheet CS-28 or CS-29 to manage/track actions taken on engines/support equipment.

7.6.10. Manage transient aircraft the same as those assigned and coordinate with owning unit to obtain support when local resources are not available.

7.6.10.1. At locations where no MXG/CC or designated representative is available, the aircraft assigned Squadron CC may temporarily delegate Impoundment and Release Authority to the deployed Maintenance Supervisor.

8.2.3.2. **(Added)** CTK custodian will identify warranted tools and provide directions for replacement. CTK custodians will establish procedures to ensure replacement by the vendor and to preclude inadvertent disposal.

8.2.5. When mission needs require, the Pro Super will approve and coordinate with the support section (as applicable) to transfer CTKs and equipment at the job site. The transfer of CTKs or equipment will occur when the following requirements are met:

8.2.5.2. **(Added)** A Support section representative, section chief, cell boss, or Pro Super will perform the inventory of the CTK with the outgoing individual and document the transfer on CTK Inventory and Control Log/or AF Form 1297. In conjunction with the outgoing individual, the incoming individual will inventory and document AF Form 1297. **Exception:** A mobile Tool Accountability System (TAS) system is authorized for documentation of accountability and control of on-site transfer.

8.2.5.3. **(Added) Do not check out CTKs for more than a 12-hour period.** The only exception to this rule is when authorized personnel inspect/turnover CTKs on the flightline IAW para. 8.2.5. and 8.2.5.2. Equipment items required to be long-termed will be inspected and documented in the TAS weekly. The Pro Super, shift supervisor or NCOIC will review all long-termed items in coordination with the support personnel every time the support section is shutdown.

8.2.6.1. **(Added)** The person who noticed the item/tool missing will immediately notify the expediter and/or Pro Super who will immediately notify MOC. An initial notification for a "suspected lost tool/item" will be sent by MOC. The individual and/or available personnel will conduct an immediate search of the area where the suspected item/tool was discovered missing for a period not to exceed 1 hour. If item/tool is found/not found within 1 hour, the Pro Super will notify MOC. Immediately following notification from the Pro Super, MOC will send a second notification indicating whether the tool/item has been found/not found and to determine the initiation (or not) of an ACC Form 145. The Pro Super (or designated representative) will determine if an impound is warranted. Additionally, if the item/tool is not found within 1 hour, MOC will run the CS-113 and the immediate shift supervisor will ensure that the individual and/or individual's section initiates an ACC Form 145 Lost Tool/Object Form. The individual's shift supervisor and/or Pro Super will ensure all appropriate notifications are made, document AF Form 781s (if applicable), and ensure aircraft is impounded (if applicable) if item/tool is not found. CTK custodian(s) will follow-up when a completed ACC Form 145 is not returned to the custodian.

8.2.7.1. **(Added)** WWIDs will remain in group format for duration of two year test period and readdressed upon next rewrite.

8.2.7.2. **(Added)** The 366th Operations Group - AFE:

8.2.7.2.1. **(Added)** 389 FS (MWYL)

8.2.7.2.2. **(Added)** 391 FS (MWBL)

8.2.7.2.3. **(Added)** 428 FS (MWSA)

8.2.7.2.4. **(Added)** 366 OSS (MWLS)

8.2.7.2. **(Added)** The 366th Aircraft Maintenance Squadron (366 AMXS):

8.2.7.2.1. **(Added)** 389 AMU (MWAF)

8.2.7.2.2. **(Added)** 391 AMU (MWAE)

8.2.7.2.3. **(Added)** 428 AMU (MWSA)

8.2.7.3. **(Added)** The 366th Maintenance Group:

8.2.7.3.1. **(Added)** Quality Assurance (MWQA)

8.2.7.3.2. **(Added)** Maintenance Training (MWMT)

8.2.7.3.3. **(Added)** AFETS (MWGS)

8.2.7.3.4. **(Added)** Weapons Standardization (MWAL)

8.2.7.3.5. **(Added)** Maintenance Operations Center (MXOM)

8.2.7.4. **(Added)** 372 TRS, Det 7 (MWFT)

8.2.7.5. **(Added)** The 366th Maintenance Squadron (366 MXS):

8.2.7.5.1. **(Added)** AGE Flight (MWEA)

8.2.7.5.2. **(Added)** Maintenance Flight (MWES)

8.2.7.5.3. **(Added)** Fabrication Flight:

8.2.7.5.4. **(Added)** Metals Technology (MWEM)

8.2.7.5.5. **(Added)** Aircraft Structural Maintenance (MWEF)

8.2.7.5.6. **(Added)** Nondestructive Inspection (MWEN)

8.2.7.5.7. **(Added)** Accessories Flight:

8.2.7.5.8. **(Added)** Electro-Environmental (MWCE)

8.2.7.5.9. **(Added)** Egress (MWCG)

8.2.7.5.10. **(Added)** Pneudraulics (MWCH)

8.2.7.5.11. **(Added)** Fuel Systems (MWCF)

8.2.7.5.12. **(Added)** MXS Production (MWCM)

8.2.7.5.13. **(Added)** Propulsion Flight (MWPF)

8.2.7.5.14. **(Added)** F-15 Avionics Intermediate Shop (AIS) (MWCA) (MWAV)

8.2.7.6.1. **(Added)** The 366th Munitions Squadron:

8.2.7.6.2. **(Added)** Armament Flight (MWER)

8.2.7.6.3. **(Added)** Munitions Flight:

8.2.7.6.4. **(Added)** Munitions Control (MWET)

8.2.7.6.5. **(Added)** Munitions Training (MWEU)

8.2.7.6.6. **(Added)** Conventional Maintenance (MWEV)

8.2.7.6.7. **(Added)** Precision-Guided Munitions (MWEW)

8.2.7.6.8. **(Added)** Munitions Support Equipment (MWEX)

8.2.7.6.9. **(Added)** Munitions Storage/Handling (MWEY)

8.2.7.6.10. **(Added)** Munitions Inspection (MWEZ)

8.2.7.6.11. **(Added)** TMDE Flight (MWCL)

8.2.7.7. **(Added)** The 366th Civil Engineer Squadron:

8.2.7.7.1. **(Added)** Explosive Ordinance Disposal (MWEO)

8.2.7.7.2. **(Added)** Fire Department (MWFD)

8.2.7.8. **(Added)** The 366th Logistic Readiness Squadron:

8.2.7.8.1. **(Added)** Fuels Management Flight:

8.2.7.8.2. **(Added)** Preventive Maintenance (MWRFP)

8.2.7.8.3. **(Added)** Storage (MWRFS)

8.2.7.8.4. **(Added)** Hydrants (MWRFH)

8.2.7.8.5. **(Added)** Cryogenics (MWRFLO)

8.2.7.8.6. **(Added)** Mobility (MWRFMO)

8.2.7.8.7. **(Added)** Resource Control Center (MWRFRCC)

8.2.7.8.8. **(Added)** Mobile Distribution (MWRFB)

8.2.7.8.9. **(Added)** Lab (MWRFLA)

8.2.8.1. **(Added)** Individual issued equipment will be marked as described in para 8.2.8. Individuals will be briefed on personal control of issued items and will report lost items in the same manner as other lost tools/items. There is no requirement for documentation of individual issue items.

8.2.9.1. Units will determine the number of rags to be placed in pre-packaged containers.

8.2.9.2.1. **(Added)** Follow established lost tool procedures when rags are lost. Control rags in the same manner as consumable items and replace on a one-for-one basis.

8.2.10.1. **(Added)** Units will designate in writing, personnel authorized to procure tools.

8.2.11.1. **(Added)** Units will keep documentation for approved locally manufactured or developed tools and equipment in TAS.

8.2.12.1. **(Added)** Depot teams, field service representatives, and contract field teams performing maintenance at MHAFB will meet the intent of HQ ACC and unit-established tool control procedures. As a minimum, sign tools out from applicable squadron support section on an AF Form 1297/TAS. The hosting unit will monitor compliance.

8.2.14.1. **(Added)** CDDAR equipment stored in trailers will be controlled as a CTK; therefore, items will be identified with an EID, tracked in TAS, and Recorded on a TAS generated MIL. 366 MXS/MXTS will maintain daily control of all trailers and equipment, however inspections may be performed by 366 MXS/MXMTR. Trailer keys will be checked out from support for use and must be checked in/inspected by support personnel after each use.

8.2.15.1.1. **(Added)** Individuals working weekend duty will have an on-duty supervisor in-check the CTK. If needed, a supervisor from another section or squadron will annotate the "in" block.

8.2.16. Support sections will establish, in-writing, individuals authorized access to controlled tool room areas and locations. Unauthorized personnel will only be escorted into those areas by appointed individuals.

8.3.5.1.1. **(Added)** Fill tool inlay cutouts or obliterate shadowing for tools permanently removed from a CTK or tool room.

8.3.5.1.2. **(Added)** Spare Bulbs in flashlights will be removed.

8.6.1.3.6. **(Added)** Etch dispatchable CTK padlocks and keys with the corresponding CTK number, and include on the CTK MIL. In addition, support equipment dispatched to the flightline with a padlock/key, will also have the padlock and keys etched with the appropriate equipment identification number or serial number.

8.6.1.3.7. **(Added)** Power cutting and machine tools made of hardened steel (e.g., rotary files, machine dies, tap and die sets, etc.) that could break when etched, do not require etching. However, keep these items in a container or block to identify the noun and quantity of items. The CTK listing will identify the size, kind or design**.**

8.6.1.3.8. **(Added)** Control TO and checklists assigned to a CTK as a tool. Annotate CTK number on the binder label.

8.7.1.1. **(Added)** Local Manufacturing of Parts. All locally manufactured procurable parts must be approved on MHAFB CS-110 through 366 Maintenance Squadron Commander or their designated representative, have required drawings/pictures, sample (if available), and be routed through all sections outlined in local manufacture form, WWM (if a weapons related item), and QA. All locally manufactured non-procurable parts must have above items but doesn't require 366 Maintenance Squadron Commander or their designated representative approval and QA. QA will file only tool and equipment MHAFB CS-110's for future reference/accountability.

8.9.2.1.2. **(Added)** If the person identifying the missing item/tool is working around or on the variable ramps, and the item/tool is not found after completing a search, the individual will place a Red "X" in the AFTO Form 781 stating the variable ramp or ramps require an NDI for possible lost item/tool. When it is suspected the item/tool has fallen into an inaccessible or unobservable aircraft area, use borescope equipment to locate the lost tool/item. If the item/tool still is not found, consult NDI personnel to determine if an NDI will help locate the missing tool/item.

8.9.2.1.3. **(Added)** When a tool/object is suspected lost in a cockpit, conduct a search prior to removing the seat(s). Options include: raise seat(s) electrically, vacuum cockpit, raise seat(s) to the maintenance position, borescope, and so forth. Remove the seat survival kit, kick panels, console instrument and other components as necessary to facilitate the search.

9.8.2.2. **(Added)** Maintain positive control of bench stocks within their respective supply/support sections. Issue bench stock supplies out by supply/support personnel as needed. Only grant maintenance personnel direct access to bench stock supplies on a case-by-case basis with approval by the supply/support shift supervisor. Work centers having bench stocks with no dedicated support/supply section, will limit access to flight assigned bench stock monitors.

10.1.3. Remove CATM-120 wings and fins on training sorties.

10.3.1.1. **(Added)** WS will forward aircraft requirement schedule to A4 PS&D for publication in the weekly and monthly flying and maintenance schedules by the 17th of each month.

11.6.6. Operational checks will be performed prior to aircraft taxi. If component removal or installation is required and it necessitates an operational check, the pilot may perform this function as long as all checks are completed IAW applicable job guides and signed off by the specialist working the system.

11.6.9. Expediters will relay Red Ball information to MOC as soon as practical after notification.

11.6.10. **(Added)** Enter Red Balls requiring maintenance action in the aircraft forms and MIS. Flightline expediters take follow-up action to ensure entry in the forms and MIS.

11.6.11. **(Added)** DMS will notify Aircraft Parts Store (APS) of the Red Ball condition if parts are ordered for affected aircraft.

11.8.3.3. Keep intake covers installed except when access to inlets/adjoining areas are required. Insert-type intake plugs will have remove before flight streamers and connecting lanyards attached with a non-metallic, soft type material. When conducting maintenance/training on upper fuselage surfaces in and around F-15 ramp area, seal or cover openings and install engine intake covers.

11.8.3.6. Articles of clothing (e.g., coats, shirts, gloves, etc.) will be properly fitted and secured. Secure/stow personal items (e.g., pens, pencils, keys, etc.) within applicable engine operating danger areas. During inclement weather and/or winter months, ensure that cold weather hats are properly secured and do not interfere with the ability to properly apply double hearing protection when required. Security Forces beret with metal insignia will not be worn on the flightline. Secure badges and passes to prevent foreign object (FO) hazard.

11.8.3.9. MXS will develop and standardize procedures for engine intake structural maintenance. Use these procedures to train assigned structural repair technicians. Annotate training in individual’s training record.

11.8.3.9.2. **(Added)** CTK FO will be controlled to prevent FOD. Individuals using a CTK will ensure that all FO is contained in the FOD bag and removed/emptied before each CTK turn-in. Support section personnel inspecting the CTK at turn-in will verify that all FO is removed before the CTK is signed into the support section/reissued.

11.8.3.9.3. **(Added)** Account for replaced rivets by saving stems of those removed. Numbers should be equal. Indicate number of rivets replaced in the "corrective action" block of aircraft forms. Seal removed stems in a plastic bag and attach an AFTO Form 350 indicating JCN, aircraft tail number and date performed. Retain the AFTO Form 350 with the attached bag at the shop/flight for at least 90 days. Document repair or replacement of rivets on Intake Maintenance checksheet (CS-16).

11.8.3.11. During daylight hours, accomplish a minimum of one daily FOD walk for assigned ramp, hangar(s), hangar apron, and flightline access road. Additional FOD walk will be completed around aircraft prior to engine start. Accomplish the first FOD walk of the day for FSs prior to first aircraft taxi when daylight permits. When takeoff times are scheduled within 1 1/2 hours of sunrise, the following procedures apply: 3 hours prior to scheduled take off time, utilize a FOD Boss Rapid Response Sweeper on all parking ramp and taxiway surfaces that are reachable while maintaining proper flightline vehicle operation procedures. Launch crew personnel will perform a thorough FOD walk around aircraft and parking spot as soon as sufficient light becomes available, but prior to engine start. After last aircraft for the first scheduled go has taxied, all personnel fall in for a formal FOD walk. Utilize FOD Boss Sweepers and/or other FOD removal equipment to supplement FOD walks when available. Personnel who perform duties in buildings adjacent to flightline access road will police surrounding side of their buildings, including parking lots and flightline access road, at least once daily. EOR crew performs FOD sweeps of EOR area and adjacent taxiway(s) before first flight of the day.

11.8.3.11.2. **(Added)** Personnel using trim pads, hush house, EOR and hot cargo pad will ensure areas are free of FO before and after each use. Each using organization is responsible for ensuring areas are FO free. Upon completion of maintenance, remove all debris such as rags, hardware, safety wire, and so forth, from work area. Do not use drip pans as FO containers. Remove debris from fuel bowser drain screens after each use.

11.8.3.13.1. When maintenance is to be performed in/around the aircraft cockpits, personnel will remove and secure all loose items from their person. Prior to cockpit entry, all personnel must account for all hardware and tools. Additionally, all personnel must perform a thorough tool and FO inspection upon exiting the cockpit to mitigate foreign object intrusion.

11.8.3.16.1. **(Added)** Driving on the asphalt along the edges of the runway and taxiways is prohibited; the only exceptions are vehicles responding to emergencies, those necessary to perform RWR checks and those moving out of the way of taxiing aircraft. Perform a visual FOD inspection of tires before returning to runway or taxiway surfaces.

11.8.3.19. Equip flightline maintenance vehicles with a flashlight and FO extractor. Etch/identify each item with the vehicle registration number. Document each item on the appropriate vehicle inspection AF Forms 1800 and or AF Form 1806, Operators Inspection Guide and Trouble Report. Vehicles requiring a fire extinguisher, annotate the fire extinguisher on the vehicle forms and checked daily for serviceability. Attach pintle hook pins with a lanyard or chain to the pintle assembly. Only remove pins from pintle when opening pintle hook. Stow pins in the pintle all other times. Keep vehicles used on the flightline clean and free of trash and debris. Vehicle operators are responsible for ensuring vehicles are clean and a FO container is aboard at all times. Clean magnetic bars at the beginning of each shift and check in conjunction with tire checks.

11.8.3.21. Radiographic inspections (X-ray) of the F-15 variable ramp area are required:

11.8.3.21.1. **(Added)** When an object is lost within variable ramp areas and cannot be found by visual inspection.

11.8.3.21.5.2. **(Added)** NDI personnel will mark the location of FO in the variable ramp on the film, or annotate the computer image (when using digital X-ray processing equipment).

11.8.3.21.5.3. **(Added)** If FO is identified by NDI, a qualified 7-level maintenance technician on the Ramp Film Read SCR, will determine if FO is allowable IAW applicable TO. Note: NDI will put Red X entries in the AFTO Forms 781A for FO identified by film number discovered during X-ray (EXAMPLE: 4 pieces in shot 6).

11.8.3.21.5.4. **(Added)** Do not move aircraft from X-ray site until FO is removed or aircraft is verified as safe for flight.

11.8.3.21.5.5. **(Added)** The individual who retrieves FO, will sign the "corrected by" block on the AFTO Form 781A, and a qualified technician on the Ramp Film Read SCR will clear the AFTO Form 781A discrepancy by signing the "inspected by" block on the AFTO Form 781A.

11.8.3.21.5.6. **(Added)** Tape retrieved FO to the X-ray film, and a qualified 7-level maintenance technician or equivalent will verify all FO retrieved matches FO on the X-ray film or within the digital file (for the digital processing system).

11.8.3.21.5.7. **(Added)** A 7-level technician or higher will perform a last-chance FO inspection of area prior to variable ramp area panel installation.

11.8.3.21.5.8. **(Added)** Return X-rays to NDI Lab within 48 hours for future reference.

11.8.3.21.5.9. **(Added)** If FO is found during X-ray of variable ramps, R&R shop will assist with disassembly, reassembly and operational checks of the variable ramp (if required).

11.8.4.4. **(Added)** 366 OSS/OSAA (Airfield Management) personnel will inspect active runway, taxiway, and cargo and trim pads daily for cleanliness and serviceability, and direct sweeper operation as required. 366 OSS/OSAA chief will ensure an effective plan for runway and taxiway sweeping and vacuuming is in effect. This plan will account for routine and unusual circumstances (e.g., response time and availability for scheduled night and weekend flying and wing exercises). Review plan yearly to accommodate changes in airfield conditions.

11.8.4.5. **(Added)** 366 FW Maintenance Training Flight will conduct FOD training during initial maintenance orientation. Wing FOD Prevention Monitor will ensure newly assigned individuals receive a comprehensive FOD briefing.

11.8.4.6. **(Added)** Maintenance organizations will maintain a FOD awareness bulletin board in a visible area. The board may include photos, recent FOD incidents, FOD standards, current FOD rates, examples of FOD, and so forth. The board will include the FOD placard and appointment letters. Purpose of the board is to keep technicians informed on how the wing is accomplishing FOD prevention and allows personnel to compare FOD rates. A FOD (and Dropped Object, as applicable) continuity book is required to be maintained by designated monitors. Continuity book will contain the following items: index, appointment letter, monitor’s responsibilities, awards program, lost tool procedures, blade blend worksheet, and FOD training guide.

11.8.4.6.1. **(Added)** Submit nominations for 366 FW FOD Fighter of the Month and FOD Poster of the Month by the 25th of each month to the Wing FOD monitor. Enter nominations received after the 25th for the following month. Submit FOD posters on an 8 1/2 x 11-inch sheet of paper, saved as a .jpg file, or in a Power Point format. Monthly winners will automatically be entered in the quarterly competition.

11.8.5.4. MTS will include fastener awareness training into annual recurring block training. Place emphasis on hardware control, proper selection and installation and aircraft panel fasteners

and critical panels forward of the intakes. Wing FOD monitor will review and approve training curriculum.

11.8.5.7.1. **(Added)** Squadrons will follow home station guidance unless there is a local FOD program at the gaining location.

11.8.6.1. Notification procedures for FOD incidents (aircraft and engines): Discovering agency notifies MOC. MOC will immediately report available information to QA, Wing FOD Monitor, 366 FW/CP (Command Post), and 366 FW/SE (Safety). Wing FOD Monitor will advise 366 FW/DCOM-O, 366 FW/A4, and other squadron CCs of all final investigations/reports that are preventable and non-preventable FOD incidents.

11.11.2.1. Enter all checks in MIS-CDB. (T-2). Note: IFF systems keyed and validated by operators IAW MDS specific flight manual do not require maintenance performed integrity checks or IMDS documentation.

11.11.2.1.2. **(Added)** Each FS will appoint a qualified avionics technician as FS Mode IV Program monitor. Send appointment letters to the group IFF/Mode IV program manager.

11.11.2.1.3. **(Added)** FSs will document aircraft Mode IV checks/results as part of the RWR report. Required information includes: aircraft tail number, date tested, test results, and repair actions for malfunctioning systems. Forward results to avionics manager's office IAW local RWR/Mode IV policy letter.

11.11.2.1.4. **(Added)** After test, pilot will be given a physical "Thumbs up" or "Thumbs down" from the technician performing the test. If the pilot chooses to continue with flight with an inoperative system, debrief the discrepancy upon landing. Technicians performing the test will notify flightline expediter/debrief to ensure discrepancy is documented.

11.12.1.1. The RWR/ RTHW Manager will coordinate test procedures with the Wing Electronic Warfare Officer (EWO) and the MXS, if applicable. (T-2).

11.12.1.2. **(Added)** The RWR/RTHW Manager will ensure each unit accomplishes the required minimum number of checks as defined below. (T-1).

11.12.2.1.1. **(Added)** Comply with RWR testing with using the Improved Radar Simulator Checkout found in TO 99-11-04 / 99-00-01, and LCL 366 FW-20-10, Radar Warning Receiver Checklist. Conduct RWR Pre-launch checks at least once a month, or at the direction of the FW RWR/RTHW Program manager (Avionics Manager).

11.12.2.2.1. **(Added)** For contingency missions, the RWR/RTHW Manager will coordinate with the EWO/Electronic Combat Officer (ECO) who will determine system check requirements and specific threats to be simulated. (T-3).

11.12.4. **(Added)** Each FS will appoint a RWR monitor. Send appointment letters to group RWR/RTWR manager, WAM, Squadron Electronic Combat Officers (ECO), or designated representative will serve as program monitor for operations. ECO or designated POCs will serve as liaison between maintenance RWR monitor and aircrews to coordinate RWR trap procedures and check presentations.

11.12.5. **(Added)** WAM will:

11.12.5.1. **(Added)** Coordinate with Electronic Warfare Officer on specific threats needed for pre-launch checks. WAM will pass on specific threats to tasked FS and their team chief.

11.12.5.2. **(Added)** Act as operations POC on RWR programmatic issues.

11.39.1.5.1. **(Added)** All maintenance personnel that come in contact with aircraft, munitions and aerospace ground equipment, regardless of AFSC (excluding 2A7X3 personnel), shall receive corrosion prevention/control initial and recurring training provided by Maintenance Training Flight. Newly assigned personnel will receive initial corrosion prevention/ control training during the Mission Orientation Initial program. Recurring training will be conducted annually during Mission Orientation Refresher course. Corrosion training administered during Mission Orientation courses shall be tracked using appropriate IMDS course code.

15.2.1.2.1. **(Added)** File the Depot Field Team (DFT) work package completed by the DFT in the aircraft jacket file. AMU PS&D will enter information from the manual AFTO Form 95 into the automated history in the MIS.

15.2.1.2.2. **(Added)** AGE, Armament, Fuels and Engine Management will ensure AFTO 95 components/historical records are loaded in IMDS with the automated history (AHE) indicator.

15.2.2.2.1.1.1. **(Added)** PS&D will accomplish annual inspections of decentralized historical documents for: AGE, Armament, Engine Management, NDI, Fuels, Aircrew Flight Equipment, Weight & Balance and Egress. Document accomplishment of inspection on the AF Form 2411. AGE and Armament will be documented utilizing the NCOIC, PS&D SAV reports.

15.2.4.2.7. PS&D will provide current IMDS screen 942 and screen 990 ("y" indicator for missing items) to dock chief at the pre-dock meeting. PS&D will identify all errors on 942/990 printouts that need verification to the dock chief. Dock chief will verify all errors and annotate corrections and return products to PS&D at the post-dock meeting. PS&D will verify all errors are corrected.

15.2.6.2.1.1. **(Added)** Use these files in conjunction with the manual JCN documentation procedures established by MDSA (see Attachment 15). When IMDS becomes functional, enter all manual documents into IMDS.

15.2.6.2.5. **(Added)** If IMDS and MSAT are unavailable for an extended period of time (more than 48 hours), review products from MSAT or the products obtained from DBM and updated manually, including the new information; e.g., part/serial number, date installed, date manufactured, previous operating time (if any), and date next due. Products will include Planning Requirement (PRA) for special inspections/time changes and Workable TCTO Report (WTR) for TCTOs. Do not destroy products until MSAT/IMDS become available and are verified as accurate and up-to-date.

15.3.1.6.1. **(Added)** Performing work centers load, install and remove all applicable TCIs in IMDS for work performed by home station using screens 042 (establish record) and 907 (time taken/removal of old item). PS&D and Egress will process screens 128 (suspense validation) and 372 (load job standard).

15.3.2.6. **(Added)** Conduct Data Cleansing Procedures quarterly. PS&D will ensure uninstalled time changes and associated JSTs are deleted from the database.

15.3.3.3.1.5. Upon receipt of TCTOs requiring intermediate/organizational level maintenance, 366 FW/A4QI will perform an initial evaluation/assessment (VAL/VER) on the first unit completed. This assessment will concentrate on the TCTO procedures, not the individual performing the initial inspection.

15.3.3.3.1.5.1. **(Added)** Accomplish this evaluation/assessment following the TCTO meeting. Do not accomplish additional inspections until the result of the first unit's inspection is known.

15.3.3.3.1.5.2. **(Added)** Evaluations of TCTO supplements are not required unless procedures are changed.

15.3.3.3.2.3.1. 366 FW/A4MS TCTO monitor will manage AGE and Armament TCTOs. AGE and Armament will keep working copies of TCTOs for TCTO accomplishment. 366 FW/A4MS TCTO Monitor will assist all sections with the overall monitoring and controlling of TCTOs and loading/scheduling jobs in IMDS.

15.3.3.3.2.10.2. **(Added)** Upon completion of a TCTO, Wing Plans and Scheduling Section will send the applicable FS Debrief Section a notification identifying TCTO completion on all aircraft, by tail number. In turn, FS Debrief Section will update the applicable IMIS server. As a catch-all, a list will be sent weekly to the FS Debrief section for all TCTOs accomplished within the last week.

15.3.4.3.6.5. **(Added)** PS&D will load and validate applicable TCIs to newly assigned aircraft and parts changed at the depots. PS&D will validate when updates are completed through their quarterly validations of the database.

15.3.5.1. Do not make changes to IMDS until PS&D receives a copy of the, 107 *Engineering Technical Assistance Request (ETAR),* request via e-mail submission to depot. The date/time group of the e-mail received by PS&D will be the time of possession identifier change.

15.3.5.1.1. Use (CS-41) on the QA webpage for processing Engineer Technical Assistance Requests through QA.

15.4.1.3.4.1.1. **(Added)** The FS will ensure engine flight data is downloaded following the daily flying period, entered into the Comprehensive Engine Trending and Diagnostic System (CETADS) database and forwarded to the Engine Management Element (EME) no later than 0700 the next duty day.

15.4.1.3.4.1.1.2. **(Added)** Upon receipt and processing of downloads, EM will distribute local products depicting SI, TCI, & Borescope status. FSs will review this information daily to determine timely accomplishment of all requirements. SI's, TCI's, TCTO's and Borescope inspections hours remaining will be reviewed prior to all major maintenance. FS/JEIM personnel must accomplish IMDS when these actions are completed.

15.4.1.3.4.1.3. **(Added)** Notify EM immediately but no later than next available EM shift of all engine parts CANNED or received from supply for compatibility, time remaining, TCTO status and serviceability. For parts received through supply, the AFTO 95, Significant Historical Data Record and/or Department of Defense (DD) Form 1574, Serviceable Tag Material (or electronic copy) must be delivered to EM to load parts into IMDS. An email to the EM box with appropriate information may be used to expedite loading procedures. Note: Only EM personnel are authorized to load engine parts into IMDS.

15.4.1.3.4.1.4. **(Added)** Engine TCTO's will be coordinated and scheduled upon receipt at TCTO planning meetings with EM, QA, owning and performing workcenters, and supply. AMU/JEIM personnel must accomplish IMDS when TCTO's are completed.

15.4.1.3.6.2. **(Added)** Deployed engine monitors (DEM) will:

15.4.1.3.6.2.1. **(Added)** Receive training from EM no later than 3 duty days prior to departure.

15.4.1.3.6.2.1.1. **(Added)** At the time of training, the DEM will receive and sign for deployed engine monitor folder from EM. DEM will follow all guidance provided in the deployed engine monitor folder for the duration of the deployment.

15.4.1.3.6.2.1.2. **(Added)** Upon arrival at the deployed location the DEM will contact home station EM and provide contact information to include e-mail and phone number within 5 days of arrival.

15.4.1.3.6.2.1.3. **(Added)** Ensure all downloads are complied with and forwarded to home station at the end of each flying day, NLT 0900L the day after the aircraft flies. Transmit data to the home station EM daily via e-mail.

15.4.1.3.6.2.1.4. **(Added)** Notify EM immediately but no later than next available EM shift of all engine parts CANNED or received from supply for compatibility, time remaining, TCTO status and serviceability. For parts received through supply, the AFTO 95, Significant Historical Data Record and/or Department of Defense (DD) Form 1574, Serviceable Tag Material (or electronic copy) must be delivered to EM to load parts into IMDS. An email to the EM box with appropriate information may be used to expedite loading procedures. Note: Only EM personnel are authorized to load engine parts into IMDS.

15.4.1.3.6.3. **(Added)** FS Supervision will designate, in writing, a Deployed Engine Monitor (DEM) and forward the name to Engine Management (EM) no later than 7 duty days prior to scheduled departure.

15.4.1.3.6.4. **(Added)** FS Supervision will ensure the appointed DEM deploys with a laptop computer with the Comprehensive Engine Trending and Diagnostics System (CETADS) program installed, and a backup disk in the event reloading of CETADS becomes necessary.

15.5.5.3.5. **(Added)** Flying Hour Accounting:

15.5.5.3.5.1. **(Added)** PS&D will:

15.5.5.3.5.2. **(Added)** Enter data from the daily/monthly Aircraft Utilization Report (AUR) data and the DELTA spreadsheets maintained by 366 OSS/OSOS (Scheduling) into the flying hour worksheet daily.

15.5.5.3.5.3. **(Added)** Distribute the AUR daily/monthly and the flying hour worksheet to FS debrief and Squadron Aviation Resource Management (SARM) sections for verification of previous days flying hour data.

15.5.5.3.5.4. **(Added)** File products (daily AUR, DELTA sheets, flying hour worksheet) each day until the end of month. PS&D will forward reconciled monthly AUR and flying hour worksheet to 366 OSS/OSOS for inclusion in their end of month reports to ACC NLT the 4th calendar day of the month.

15.5.5.3.6. **(Added)** OS and FS debrief sections will:

15.5.5.3.6.1. **(Added)** Verify daily/monthly AUR and DELTA sheets against AFTO Form 781 for accuracy, annotating AUR with corrections made.

15.5.5.3.6.2. **(Added)** Ensure information is correct and matches other products (IMDS, ARMS, DELTA Sheet, and original AFTO Form 781). Correct discrepancies daily. Both monitors will e-mail a summary of corrections to PS&D within 1 workday.

15.6.1.9. **(Added)** The below provides the minimum records required for deployments. If PS&D personnel deploy, they will ensure items 2 through 5 are taken when required; the flightline Pro Super will ensure item 1 is taken. If PS&D personnel do not deploy, the AMU Supervision will ensure all appropriate records are taken.

Table 15.1. Minimum Records Required for Deployments.

DURATION	IS IMDS AVAILABLE?	PC OR DUMMY TERMINAL	NOTES
1-14 days	N/A	N/A	1
14 + days	Yes	Yes	1,2,3
14 + days	No	No	1,2,4
1 = Aircraft 781 Series Forms Binder 2 = MIS Automated Products – PRA (INSP & TIME CHANGE), WTR, STL (or a IMDS screen 525 printout) these products will be hard copies with an option for a copy on disk. 3 = Computer disc with Automated AF Form 2401s, 2403s, 2407s and Maintenance page 4 = Manual AF Form 2401s, 2403s, and 2407s			

Table 15.2. Designated Sortie Line Numbers

	FCF/OCF LINES	LOCAL LINES	DEPLOYED LINES	DEPLOYED (Training Missions) Lines	CROSS-COUNTRY/ TDY LINES	(LOCAL) EXERCISE LINES
389th	921-929	401-499	101-149	150-224	871-899	601-649
391st	911-919	301-399	051-099	225-300	851-869	551-599
428th	931-939	701-799	N/A	N/A	801-819	941-999

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 21-101, *Aircraft and Equipment Maintenance Procedures*, 21 May 2015

AFI 21-101 Air Combat Command Supplement, *Aircraft and Equipment Maintenance Procedures*, 18 April 2017

MOUNTAINHOMEAFBI11-250, *Airfield Operations and Base Flying Procedures (FOUO)*, 06 September 2017

MOUNTAINHAFBI21-102, *Crash, Damaged or Disabled Aircraft Recovery (CDDAR)*, 15 June 2009

MOUNTAINHOMEAFBI21-167, *Avionics POD and Line Replaceable Unit (LRU), Bad Actor, Can Not Duplicate (CND), and Repeat/Recur Program*, 20 December 2015

AFI 11-418, *Operations Supervision*, 13 October 2015

AFI 11-418 Mountain Home AFB Supplement, *Operations Supervision*, 24 April 2017

LCL 366 FW-10-10, *Hung Ordinance Checklist/Jammed Gun Emergency Action Procedures*, 26 December 2018

LCL 366 FW-20-10, *Radar Warning Receiver Checklist*, 3 December 2018

AFPD 25-3, *Allied Logistics Support*, 25 June 2012

Prescribed Forms:

MOUNTAINHOMEAFB Form 57

Adopted Forms:

AF Form 847, *Recommendation for Change of Publication*, 21 September 2009

AF Form 2692, *Aircraft Missile Equipment Transfer/Shipping Listing*, 30 April 1976

AFTO Form 239, *F-15 Flight Log and Exceedance Counter Data Record (OCR)*, 15 May 2013

DD Form 2026, *Oil Analysis Request*, March 1999

ACC Form 140, *CTK Inventory and Control Log*, 18 April 2017

ACC Form 145, *Lost Tool/Object Form*, 19 April 2017

Abbreviations and Acronyms

AF—Air Force

AFE—Aircrew Flight Equipment

AFRIMS—Air Force Records Information Management System

AGE—Aerospace Ground Equipment

AHE—Armament Handling Equipment

AMU—Aircraft Maintenance Unit

APG—Airframe Powerplant General

APS—Aircraft Parts Store

ARI—Aileron Rudder Interconnect

ARMS—Aircrew Records Management System

AWP—Awaiting Parts

BIT—Built-In Test

BPO—Basic Post Flight

CAD/PAD—Cartridge/Propellant Activated Device

CANNED—Cannibalized

CDDAR—Crash Damaged or Disabled Aircraft Recovery

CEMS—Comprehensive Engine Management System

CFT—Conformal Fuel Tank

CMS—Component Maintenance Squadron

COSO—Combat Oriented Supply Operations

CP—Command Post (366 FW/CP)

CS—Check Sheet

CTK—Consolidated Tool Kit

DBM—Data Base Management

DEM—Deployed Engine Monitor

DFT—Depot Field Team

DIFM—Due In For Maintenance

DIT—Data Integrity Team

ECO—Electronic Combat Officer

EDD—Estimated Delivery Date

EET—Exercise Evaluation Team

EIAP—Environmental Impact Analysis Process

EID—Equipment Identifier

EM—Engine Management

EME—Engine Management Element

EMS—Equipment Maintenance Squadron

EOR—End Of Runway

ER—Exceptional Release

ESD—Electro Static Discharge

ETAM—Engine-To-Airframe Manifold

ETAR—Engineering Technical Assistance Request

ETIC—Estimated Time in Completion

FCDT—Flight Control Diagnostic Team

FCF—Functional Check Flight

FO—Foreign objects

FOD—Foreign object damage

FOM—Facilitate Other Maintenance

FSC—Federal Stock Class

FW—Fighter Wing (366 FW)

GE—General Electric

HOW MAL—How Malfunction

HUD—Heads Up Display

IMDS—Integrated Maintenance Data System

IMIS—Integrated Maintenance Information Systems

IO—Impound Official

JCN—Job Control Number

JDD—Job Data Documentation

JDAM—Joint Direct Attack Munition

JEIM—Jet Engine Intermediate Maintenance

JFS—Jet Fuel Starter

JML—Job Material List

JST—Job Standard

LAU—Launcher Armament Unit

LMR—Land Mobile Radio

MAU—Miscellaneous Armament Unit

MASS—Micap Asset Sourcing System

WCE—Work Center Event

MDS—Mission Design Series

ME—Mishap Engine

MFSOV—Main Fuel Shutoff Valve

MHAFB—Mountain Home Air Force Base

MHAFBI—Mountain Home Air Force Base Instruction

MICAP—Mission Impaired Capability Awaiting Parts

MIL—Master Inventory List

MIS—Maintenance Information System

MMA—Maintenance Management Analysis

MOC—Maintenance Operations Center

MOI—Maintenance Operating Instruction

MOPP—Mission Oriented Protective Posture

MSAT—Maintance Schedule Application Tool

MTS—Military Training Standard

MXOM—Engine Management (366 MXG/MXOM)

MXOT—Maintenance Training Flight

MXOTD—Maintenance Training Flight

MXOTM—Maintenance Training Flight

NCOIC—Noncommissioned Officer In Charge

NDI—Non Destructive Inspection

NLT—No Later Than

NRTS—Not Repairable This Station

OCF—Operational Check Flight

O&I—Organizational and Intermediate

OPR—Office of Primary Responsibility

OPREP—Operational Report

OSAA—Airfield Management (366 OSS/OSAA)

OSOL—Life Support (366 OSS/OSOL)

OSOS—Scheduling (366 OSS/OSOS)

PM—Preventative Maintenance

PRA—Planning Requirement for Special Inspections and Time Changes

PRCA—Pitch Roll Channel Assembly

PS&D—Plans Scheduling and Documentation

QA—Quality Assurance

QVI—Quality Verification Inspection

RTWR—Radar Threat Warning Receiver

SAN—System Advisory Notice

SBSS—Standard Base Supply System

SCOG—Supply Chain Operations Group

SCR—Special Certification Roster

SDR—Signal Data Recorder

SE—Safety (366 FW/SE)

SFDR—Signal Flight Data Recorder

SDRS—Signal Data Recorder System

SMART—Supply Management Analysis Report Tool

SII—Special Interest Items

Sta—Station

TCI—Time Change Item

TCTO—Time Compliance Technical Order

T.O.—Technical Order

TRIC—Transaction Identifier Code

VAL/VER—Validation/Verification

WAM—Wing Avionics Manager

WCMD—Wind Corrected Munitions Dispenser

WS—Worksheet

WSO—Weapon System Operator/Officer

WSS—Weapons Standardization Section

WTR—Workable TCTO Report