

**BY ORDER OF THE COMMANDER  
US AIR FORCES IN EUROPE-AIR  
FORCES AFRICA**

**UNITED STATES AIR FORCES  
EUROPE-AIR FORCES AFRICA  
INSTRUCTION 21-105**



**8 APRIL 2019**

*Incorporating Change 1, 13 MAY 2024*

*Certified Current, 13 MAY 2024*

***Maintenance***

***FABRICATION PROGRAM***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: HQ USAFE-AFAFRICA/A4MQ

Certified by: HQ USAFE-  
AFAFRICA/A4M  
(Colonel Brian R. Stuart)

Supersedes: USAFEI21-105, 4 May 2018

Pages: 29

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This instruction implements policy guidance in AFPD 21-1, *Managing Aerospace Equipment Maintenance* and AFI 63-140, *Aircraft Structural Integrity Program and Air and Space Equipment Structural Management*. This instruction provides guidance and direction necessary to direct and develop an effective corrosion prevention and control program. This publication applies to all military and civilian members throughout USAFE-AFAFRICA. This publication is not applicable to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units, however, ANG/AFRC personnel directly supporting USAFE-AFAFRICA units will comply with the guidance provided within this instruction. This publication may be supplemented, but only supplements and addendums containing deviations must be routed to the OPR listed above for coordination prior to certification and approval. Refer recommended changes and questions about this publication to the OPR listed above using the DAF Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See DAFMAN 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the requestor’s commander for non-tiered compliance items. Waivers for T-0, T-1, or T-2, will be sent to HQ USAFE-AFAFRICA/A4M, via

[AFAFRICA.A4.A4MQ@us.af.mil](mailto:AFAFRICA.A4.A4MQ@us.af.mil). For informational purposes copies of approved T-3 waivers will be forwarded to HQ USAFE-AFAFRICA/A4M, via [AFAFRICA.A4.A4MQ@us.af.mil](mailto:AFAFRICA.A4.A4MQ@us.af.mil). Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

### ***SUMMARY OF CHANGES***

This interim change revises USAFE-AFAFRICAI 21-105 by (1) updating Metals Technology Office (MTO) to Metal Fabrication and Technology Office (MFTO), (2) establishing Wing Corrosion Manager as the chair for the Corrosion Control Working Group (CCWGs), (3) adding cross-reference to applicable NDI T.O. in **paragraph 2.2.1**, (4) standardizing aircraft marking waiver request process, (5) updating signature block (6) removing dates from references/updated content in **Attachment 1**, (7) updating C-130J drawing numbers in **Table A2.4** under **Attachment 2**, and (8) adding **Table A2.6** under **Attachment 2** for standard F-35 aircraft markings.

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## Chapter 1

### AIRCRAFT METALS TECHNOLOGY (AMT) PROGRAM (2A7X1)

#### 1.1. HQ USAFE-AFAFRICA/A4M AMT Functional Responsibilities .

1.1.1. Manage the AMT program and perform the following responsibilities for command.

1.1.1.1. Establish wing specific base metal group requirements for welding certification IAW TO 00-25-252, *Aeronautical Equipment Welding*, and this instruction. **(T-2)**

1.1.1.2. Develop and coordinates command policy and procedures for AMT functions.

1.1.1.3. Coordinate intra-command 2A7X1 equipment transfers.

1.1.1.4. Coordinate on and approve Technical Order (TO) Publication Change Requests (PCR) and Source Maintenance and Recoverability (SMR) Code reviews applicable to the MT community.

1.1.1.5. Support the Air Force Metal Fabrication and Technology Office (MFTO) by participating in MFTO equipment evaluations, field surveys, MFTO Integrated Process Teams (IPT), MFTO Product Improvement Teams (PIT), Air Force MFTO managers' meetings/working groups and advisory board meetings.

1.1.1.6. Serve as the MAJCOM voting authority during Utilization and Training Workshops (U&TW).

#### 1.2. Fabrication Flight Chief Responsibilities. The Fabrication Flight Chief will:

1.2.1. Ensure journeymen are weld certified NLT 12 months after award of 5-skill level (individuals that PCS from another MAJCOM that did not have the same requirements will be certified within 6-months of assignment). **(T-2)**.

1.2.2. Ensure AMT machines and shop equipment are maintained and inspected in accordance with TO 00-20-1, *Aerospace Equipment Maintenance Inspection*, Documentation, Policies, and Procedures and T.O. 34-1-3, *Machinery and Shop Equipment for Machinery and Industrial Equipment Inspections*. **(T-2)**

1.2.3. Utilize Defense Property Accountability System (DPAS) Maintenance and Utilization (M&U) Model for inspection and maintenance requirements of machinery and industrial equipment unless the lack of full implementation precludes adoption of the MIS. This includes machinery and industrial equipment with or without reoccurring inspections and maintenance requirements within their work center IAW T.O. 34A-1-1, *General Procedures and Process Controls - Metals Additive Manufacturing* and T.O. 34A-1-3, *Machinery and Shop Equipment for Machinery and Industrial Equipment Inspections*. **(T-2)**

1.2.4. Reference T.O. 34A-1-1, *Additive Manufacturing Qualification of Technicians, Machines and Facilities*, for AM methods and requirements for training, equipment, process controls and T.O. 34A-1-3, *Polymers Additive Manufacturing, General Procedures and Process Controls*.

## Chapter 2

### NONDESTRUCTIVE INSPECTION (NDI) PROGRAM (2A7X2)

#### 2.1. HQ USAFE-AFAFRICA/A4M NDI Functional Responsibilities.

2.1.1. Manage the NDI and Oil Analysis Program (OAP) and perform the following responsibilities for command.

2.1.1.1. Support the Air Force NDI Office by participating in NDI equipment evaluations, field surveys, NDI IPT, NDI PIT, Air Force NDI managers' meetings/working groups and advisory board meetings.

2.1.1.2. Develop and coordinates command policy and procedures for NDI and OAP functions.

2.1.1.3. Coordinate intra-command 2A7X2 equipment transfers.

2.1.1.4. Coordinate and approve on TO PCR and SMR Code reviews applicable to the NDI community.

2.1.1.5. Serve as the MAJCOM voting authority during U&TW.

#### 2.2. MXG/CC Responsibilities. The MXG/CC will:

2.2.1. Establish and maintain an effective qualification and certification program for civilian NDI technicians in accordance with National Aerospace Standard (NAS) 410, T.O. 33B-1-1, and the NDI written practice.

2.2.2. DELETED

#### 2.3. Fabrication Flight Chief Responsibilities. The Fabrication Flight Chief will:

2.3.1. Ensure NDI machines and shop equipment are maintained and inspected in accordance with TO 00-20-1, Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures and TO 34-1-3, Machinery and Shop Equipment for machinery and industrial equipment inspections. **(T-2)**

2.3.2. Utilize DPAS M&U for inspection and maintenance requirements of machinery and industrial equipment unless the lack of full implementation precludes adoption of the MIS. This includes machinery and industrial equipment with or without reoccurring inspections and maintenance requirements within their work center. **(T-2)**. Exception: The NDI Process Control Program within T.O. 33B-1-1, Section V & 33B-1-2 work packages 102 through 106 does not fall within the scope of Aviation Support Equipment (AvSE) maintenance. PCAMS will remain authorized at this time for those who have established PCAMS as their Process Control Documentation Method IAW T.O. 33B-1-1, paragraph 1.5.4.. **(T-2)**

2.3.3. Ensure NDI Quality Assurance (QA) Augmentees are properly trained, documented, and current on all inspection methods. **(T-2)**

## Chapter 3

### AIRCRAFT STRUCTURAL MAINTENANCE (ASM) (2A7X3) AND CORROSION CONTROL PROGRAM

#### 3.1. HQ USAFE-AFAFRICA/A4M ASM Responsibilities.

3.1.1. Manage the ASM program and perform the following responsibilities for command.

3.1.1.1. Serve as the Command Corrosion Program Manager.

3.1.1.2. Support Air Force Corrosion Control Prevention Executive (CCPE) by participating in working groups, advisory boards and providing corrosion data for the annual corrosion report.

3.1.1.3. Support Air Force Corrosion Prevention and Control Office (AFCPCO) by participating in equipment evaluations, corrosion program managers meetings, advisory boards, executive council meetings, and field surveys.

3.1.1.3.1. Coordinate with the AFCPCO in selection and accomplishment of command Corrosion Survey at a minimum of every 5 years.

3.1.1.3.2. Represent command at assigned weapon systems Corrosion Prevention Advisory Boards (CPAB), AF/DoD corrosion conferences, and field surveys.

3.1.1.3.3. Advocate USAFE-AFAFRICA maintenance unit attendance and active participation at weapon system-specific CPABs.

3.1.1.4. Develop and coordinates command policy and procedures for ASM functions.

3.1.1.5. Represent command at 2A7X3 U&TW. Provide corrosion and structural input to career field managers in all maintenance AFSCs.

3.1.1.5.1. Forecast and ensure scheduling of 2A7X3 supplemental training.

3.1.1.6. Coordinate intra-command 2A7X3 equipment transfers.

3.1.1.7. Coordinate and approve on TO, PCR, and SMR Code reviews applicable to the ASM community.

3.1.1.8. Serve as the MAJCOM voting authority during U&TW.

3.1.1.9. Review and approve/disapprove all USAFE-AFAFRICA aircraft paint/marketing waiver requests, See [paragraph 4.3.21](#) for additional requirements. (T-2)

#### 3.2. Wing Commander (WG/CC) Responsibilities. WG/CC will:

3.2.1. Review and approve all aircraft paint/marketing waiver requests prior to submission to HQ USAFE-AFAFRICA/A4M. (T-2)

3.2.2. DELETED

#### 3.3. Maintenance Group Commander (MXG/CC) Responsibilities . MXG/CC will:

3.3.1. DELETED

3.3.2. Request approval for assigned aerospace equipment wash waivers IAW TO 1-1-691, 00-25-107, or equivalent process/weapon system and ensure waivers are communicated to the MAJCOM Corrosion Program Manager. **(T-2)**

**3.4. Wing Corrosion Program Manager Responsibilities .** The Wing Corrosion Program Manager will:

3.4.1. Serves as the wing focal point for all aircraft and SE cleaning, corrosion, and organic coatings related information and taskings. The wing corrosion program manager will organize, direct, and manage the wing/group corrosion management program according to: DAFI 21-101, DAFI 20-114, T.O. 1-1-691, T.O. 1-1-8, T.O. 1-1-689-3, Cleaning and Corrosion Control Volume III Avionics and Electrics, T.O. 35-1-3, Corrosion Prevention and Control, Cleaning; Painting, and Marking of USAF Support Equipment (SE), applicable weapon system specific -3 (structural repair manual), -23 (corrosion prevention and control manual), and this instruction. **(T-2)**

3.4.2. Ensure coating system scoring and maintenance is accomplished IAW **paragraph 4.2.2**, of this instruction.

3.4.3. Ensure unit's corrosion related training courses are administered as intended by HQ USAFE-AFAFRICA.

3.4.4. Will review and coordinate on all Aircraft naming, commander's aircraft marking, nose art, and marking waiver requests. Records will be maintained at MXG Plans, Scheduling, and Documentation (PS&D). **(T-2)**

3.4.5. Chair a Wing Corrosion Prevention and Control working group to identify trends, develop local guidance, and coordinate with USAFE-AFAFRICA on MAJCOM directed requirements implementation. **(T-2)** This working group will meet at a minimum every 6 months. **(T-3)**

3.4.5.1. Attend weekly Shared Resources/Scheduling meeting to discuss paint score and schedule aircraft and SE for corrosion control maintenance.

3.4.6. Forecast or Program Objective Memoranda (POM) for funding requirements in order to attend DoD, Air Force, and Corrosion Manager meetings and workshops. **(T-2)** Corrosion Managers should participate and, when available, attend applicable corrosion related technical interchange meetings and assigned aerospace corrosion prevention advisory boards.

3.4.7. Will complete the Wing Corrosion Manager training course prior to appointment by Maintenance Group Commander. **(T-3)**

**3.5. Wash Rack Facility Manager Responsibilities.** The Wash Rack Facility Manager will:

3.5.1. Ensure fall protection is properly maintained IAW manufacturer's instructions and DAFMAN 91-203, Air Force Occupational Safety, Fire, and Health Standards, to allow coverage of all surface areas of aircraft during washing operations.

3.5.2. Procure personal protective equipment used during wash process. Maintains wash rack facilities and equipment in serviceable condition (i.e., water hoses, pumps, air hoses, powered wash equipment, SE, Personal Protective Equipment (PPE), etc.). This may not apply to units utilizing wash contracts.

3.5.3. Develop a local safety briefings/checklist for wash crew and/or supervisors explaining hazards associated with wash rack operations.

**3.6. Wash Crew Supervisor Responsibilities.** The Wash Crew Supervisor will:

3.6.1. Ensure proper safety equipment, PPE and cleaning materials are serviceable and properly used IAW DAFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*.

3.6.2. Ensure that fall protection is serviceable and inspected prior to use IAW DAFMAN 91-203.

3.6.3. Inspect all wash rack equipment for serviceability (i.e. water hoses, pumps, air hoses, powered wash equipment, SE, etc.) prior to use.

3.6.4. Ensure wash rack facility, surrounding area and equipment are clean and equipment is properly stored before and after use. **(T-3)**

**3.7. Corrosion Prevention and Control Training.**

3.7.1. All aircraft maintenance personnel will receive general corrosion prevention and identification refresher training at least annually. **(T-3)** Required training will be listed on MAJCOM Master Course List (MMCL). **(T-3)** - Exception: AFSC 2A7X3 (aircraft structural maintenance) personnel and/or equivalent are exempt from periodic corrosion familiarization training. Enroute personnel must accomplish the IMI but are exempt from the supplemental training. **(T-2)**

3.7.1.1. All aircraft maintenance personnel will receive local and unique corrosion awareness training. Training will be developed by the Wing Corrosion Manager and be unique to the locality and weapon systems trends. **(T-3)**. See [paragraph 3.7.3](#) of this instruction for further requirements on this training.

3.7.2. If group block training method is used, supplemental training is conducted by the Wing Corrosion Manager or designated representative holding a primary AFSC of 2A7X3 or 2A790 **(T-3)**. If block or refresher training is done on an individual basis, the supplemental training should be self-supporting.

3.7.3. The Wing Corrosion Program Manager, in conjunction with the Maintenance Training Section and AGE Flight, will develop formal classroom training curriculum **(T-2)**. As a minimum, the curriculum will include: **(T-2)**

3.7.3.1. Corrosion identification procedures and techniques using the most current available Air Force aircraft corrosion visual training aids and information.

3.7.3.2. Identification of corrosion prone areas on unit specific weapon systems and equipment.

3.7.3.3. Reporting and documentation procedures for identified corrosion.

3.7.3.4. Importance of proper selection and use of sealants, Corrosion Prevention Compounds, and lubricants.

3.7.3.5. Proper selection and use of all cleaning materials.

3.7.4. The corrosion manager periodically updates training material and information with the assistance of the unit maintenance-training manager and information gained from CPABs and corrosion manager's conferences.

3.7.5. Periodic corrosion training does not replace normal on-the-job training requirements in any career field.

### **3.8. Unit Corrosion Control Program Requirements .**

3.8.1. Maintenance personnel shall report all corrosion deficiencies through the applicable MIS IAW 00-20 series technical orders. Accurate documentation of maintenance actions in support of the corrosion control program is essential to support future manning, equipment requirements, training, and parts/material procurement requirements.

### **3.9. Aerospace Ground Equipment (AGE) Flight Responsibilities .**

3.9.1. Dedicated squadron identification markings will not exceed a 2-inch by 6-inch area below two field numbers if the equipment area permits. **(T-2)**

3.9.2. Locally devised field numbers will be black. **(T-2)**

3.9.3. AGE arriving on base and requiring tone down will be scheduled for paint within 90 days of receipt and completed within 24 months. **(T-3)**

3.9.4. AGE arriving on base and requiring tone down will be scheduled for paint within 90 days of receipt, and completed within 24 months.

3.9.5. Support the Wing Corrosion Manager in the development of unit's corrosion prevention and control training plan IAW DAFI 21-101. **(T-2)**

3.9.6. Score the corrosion condition of assigned AGE and SE annually during periodic scheduled maintenance inspections using a locally developed tracking system IAW 21-101. Scores will be annotated using categories 1-4 as outlined in T.O. 35-1-3, Table 3-2..

3.9.6.1. Locally developed tracking sheet will be available to Wing Corrosion Manager to support locally developed corrosion prevention training. **(T-2)**

3.9.7. Owning work center personnel may treat small chips in the paint with Corrosion Prevention Compounds (CPC) listed in T.O. 35-1-3. Larger areas will be treated by the aircraft structural maintenance work center or if applicable, contracted sources. **(T-2)**

3.9.8. AGE SE will be painted in accordance with T.O. 35-1-3. **(T-2)**

3.9.9. Ensure an automated system is used to schedule and document AGE painting. A historical entry will be made into the automated system upon complete repainting of equipment. **(T-2)**

### **3.10. Fabrication Flight Responsibilities.**

3.10.1. Ensure ASM and Corrosion Control machines and shop equipment are maintained and inspected in accordance with TO 00-20-1, Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures and TO 34-1-3, *Machinery and Shop Equipment For Machinery and Industrial Equipment Inspections*. **(T-2)**

3.10.2. Utilize DPAS M&U Model for inspection and maintenance requirements of machinery and industrial equipment unless the lack of full implementation precludes adoption of the MIS.

This includes machinery and industrial equipment with or without reoccurring inspections and maintenance requirements within their work center IAW T.O. 34A-1-1, *General Procedures and Process Controls - Metals Additive Manufacturing* and T.O. 34A-1-3, *Machinery and Shop Equipment for Machinery and Industrial Equipment Inspections. (T-2)*

## Chapter 4

### AIRCRAFT CORROSION PREVENTION AND CONTROL PROGRAM

#### 4.1. General Policy .

4.1.1. Maintain aircraft paint scheme, markings, and decals IAW T.O.s 1-1-8, *Application and Removal of Organic Coatings, Aerospace and Non-Aerospace Equipment*, and 1-1-691, *Cleaning and Corrosion Prevention and Control, Aerospace and Non-aerospace Equipment*, applicable weapon specific TO's, and this instruction.

4.1.2. Do not apply unauthorized decals or markings to aircraft. HQ USAFE-AFAFRICA/A4M is the approval authority for deviations from the instructions. Once submissions are approved by the WG/CC, submit drawings, photos or paintings for approval to HQ USAFE-AFAFRICA/A4M.

4.1.3. Aircraft transferring from other commands should comply with USAFE-AFAFRICA instructions within 90 days after transfer.

4.1.4. Markings, warnings, and decals shall be legible and distinct.

4.1.5. Corrosion Prevention Advisory Board (CPAB). CPAB requirements for aircraft units will be fulfilled through the annual aerospace weapon system CPABs. **(T-2)**. Action items may be submitted throughout the year and must focus on structural integrity, extended service life, and improved repair techniques for the weapon system.

4.1.6. Aircraft coatings. Repair deteriorated aircraft coatings and areas of corrosion when discovered in order to provide continued surface protection. Protect metals unable to receive a primer with an approved coating such as corrosion preventative compound.

#### 4.2. Aerospace Vehicle Coating and Marking Requirements .

4.2.1. This section provides guidance for applying command approved, non-United States Air Force (USAF) standard aircraft coatings and markings as authorized in T.O. 1-1-8. Paint schemes/configurations and USAF standard aircraft markings will be applied in accordance with T.O. 1-1-8 and the applicable aircraft technical order and drawings. **(T-2)**.

4.2.2. Coating System Scoring and Maintenance. All USAFE-AFAFRICA units are required to score aircraft coating systems at least annually and/or when effected by adverse conditions for appearance/coating system integrity using applicable technical data or a locally developed system. **(T-3)**

4.2.2.1. Wing Corrosion Managers will use rating to determine corrosion treatment/paint scheduling priority with Plans, Scheduling, and Documentation and Maintenance Group Commanders or designated personnel. **(T-3)**

4.2.2.2. Units are required to adopt maintenance-painting techniques stated in T.O. 1-1-8 to maintain aircraft corrosion protection between overcoats. **(T-2)**. Partial painting "sections" of the aircraft will help reduce the effects of mottling and mismatch. Fully over coated aircraft will be documented in the MIS and the individual aircraft AFTO Form 95, *Significant Historical Data*, for tracking purposes. All aircraft units should rely on spot maintenance painting and sectionalized painting between depot cycles to maintain the coating system integrity.

**4.3. Aircraft Markings** . Aircraft markings will be applied to aircraft as specifically authorized by this instruction, T.O. 1-1-8, or the applicable aircraft technical orders. **(T-3)**. Aircraft inputs to depot will be marked IAW with Air Force directives and this instruction only, unless otherwise approved by HQ USAFE-AFAFRICA/A4M. All aircraft markings and basic paint schemes will be maintained intact, legible and distinct in color. Command standardization of markings by mission design series (MDS) is of primary concern. HQ USAFE-AFAFRICA specific requirements are located in [Attachment 2](#).

4.3.1. Command Insignia. The application of the command insignia on aircraft is mandatory. **(T-2)**. The insignia will be applied to the outboard sides of vertical stabilizers unless otherwise specified in the applicable aircraft T.O.s. **(T-2)**. All aircraft will use subdued insignias unless otherwise specified in [Attachment 2](#). **(T-2)**. Size and location of command insignias by MDS are specified in [Attachment 2](#).

4.3.2. Organizational Insignia The application of wing insignia is mandatory. **(T-3)**. The insignia will be applied to both sides of the forward (FWD) fuselage. The operational squadron insignia may be applied on the left side in place of the wing insignia. Wing and squadron insignias will be the same color scheme as the command insignia, i.e., subdued or full color. **(T-3)**.

4.3.3. Distinctive Unit Aircraft Identification Marking. The application of the unit designator is mandatory for USAFE-AFAFRICA aircraft unless otherwise directed. HQ USAFE-AFAFRICA/A4M is the (OPR) for the assignment of unit designators. **(T-2)**. The primary factor used to determine appointment of unit designators is the aircraft/unit assignment location. T.O. 1-1-8, or the applicable aircraft TO, will provide color restrictions and location for the unit designator. The unit identifier will be applied in accordance with guidelines in [Attachment 2](#) of this instruction, or applicable aircraft T.O.s. **(T-3)**.

4.3.4. Tail stripes are applied as a wing option, used to identify aircraft operation squadrons. When applied, the use of the same tail stripe by two or more squadrons within a wing is not permitted. The tail stripe will be applied at the upper portion of the vertical stabilizer, and must be in the form of a straight stripe. **(T-3)**. The width will not exceed 9 inches on fighter and small reconnaissance type aircraft, 15 inches on large aircraft. The stripe may be any color or pattern, and may contain a logo, name, or lettering. On aircraft bearing the American Flag, the tail stripe must be solid in color and will not contain any logo, name, or lettering. **(T-3)**. On aircraft with multiple vertical stabilizers, the tail stripe may be of either a wrap-around style on both vertical stabilizers or applied to the outboard sides of each vertical stabilizer. Units will not repaint tail stripes during deployed operations. **(T-3)**. Once deployed, aircraft will retain their original paint configurations, unless otherwise directed by AFCENT/CC

4.3.5. Tail Markings: Units will follow requirements established in [Attachment 2](#) & [Attachment 3](#) of this instruction. **(T-2)**

4.3.6. Aircrew and Crew Chief Names (Optional). Aircrew/Crew Chief names may be applied to all command aircraft. Crew Chief/assistant(s) names shall be applied to all aircraft assigned to units with an established Dedicated Crew Chief (DCC) program. All names must be removed IAW T.O. 1-1-8 prior to deployment from home station in direct combat zones or when participating in contingencies that may subject aircraft to hostile fire abroad. **(T-3)**. Application of nicknames, punctuation, and/or call signs is not permitted. **(T-3)**. A background block for pilot/crew chief names may be used. The block should be in contrasting color to the

section of the aircraft where applied. To further an MDS theme, block may be preceded by a design depicting the MDS i.e., F-15 eagle head, F-16 falcon head, etc. The name block should give a subdued appearance and may be other than rectangular in shape.

4.3.7. Commander's Aircraft Markings. **(T-2)**. All commanders' aircraft markings will be reviewed for approval by HQ USAFE-AFAFRICA/A4M prior to being applied to aircraft. Requests will be submitted IAW [paragraph 4.3.21](#) of this instruction. When applied, digital photographs will be submitted to HQ USAFE-AFAFRICA/A4M for review and file. Commander's aircraft referred to in this instruction are those designated as Numbered Air Force (NAF), Wing, Operations Group (OG), and commanders of flying squadrons (Bomber/Fighter/Reconnaissance). The NAF Commander may select one wing within the command to have an aircraft specifically marked. It will be the only aircraft authorized so marked. Commanders are authorized to designate one aircraft each to be marked with standardized commander type markings, refer to [Attachment 2](#) for specific markings. Unit identifier and radio call numbers will remain on vertical stabilizers as depicted in applicable T.O. and this USAFE-AFAFRICA policy.

4.3.7.1. Wing and/or NAF insignias. The wing and/or NAF insignias will be applied on the right forward fuselage and a collage of assigned flight/operations squadron insignias will be applied on the left forward fuselage. **(T-3)**.

4.3.7.2. Highlighting of unit designator. All highlighting will be done in contrasting gray, black or white as long as it meets primary basecoat gloss requirements (i.e., gloss, camouflage or gunship). All unit designators and radio call numbers will remain on vertical stabilizers or as depicted in applicable technical orders. Additional guidance for each airframe can be found in [Attachment 2](#). **(T-3)**.

4.3.7.3. Wing Commanders must approve the markings, and digital photographs must be provided to HQ USAFE-AFAFRICA/A4MA for review and file prior to being applied to aircraft. **(T-2)** All photo requirements may be met by a high-quality digital photograph. All USAFE-AFAFRICA units must submit one full length (landscape orientation) of the commander's aircraft each time a marking change occurs to HQ USAFE-AFAFRICA/A4M for review and file. **(T-2)** Units will provide photos of unique markings for all local option changes authorized by this instruction (e.g., tail stripe/name block design and/or color changes, paint data placard, etc.) to HQ USAFE-AFAFRICA/A4M for review and file. **(T-2)** The use of a power point slide presentation is standard format.

4.3.7.4. Anniversary markings. This policy is provided to allow latitude for application of anniversary logo markings to the forward fuselage of Wing Commander Aircraft only. When applied, markings will not exceed 24" X 24", interfere with required aircraft markings, or exceed anniversary period (1-year maximum). **(T-3)**. Extensions to the 1-year anniversary period will not be granted. State flags and logos other than anniversary type are not considered unit unique markings and are not authorized. **(T-2)**.

4.3.7.5. Naming of aircraft. This policy is provided to allow for application of the unique aircraft naming on Wing Commander aircraft only. **(T-2)**. This includes markings previously considered unit unique and are community related/appreciation types such as "Spirit of," "City of" and "State of". Naming aircraft is a tradition designed to commemorate or honor individuals, geographic locations, or events either for the support provided the Air Force on a long-term basis, or because of its significance to Air Force

history or heritage. Recommendations must include a proposed name, aircraft tail number, and detailed justification for the proposed design/name. **(T-2)** Size of marking is limited to 24 sq. inches for fighter type aircraft, 36 sq. inches for large aircraft. **(T-3)**. Subdued color needs to be considered for certain type and mission of aircraft. USAFEAFARICA Public Affairs (PA) is designated as the clearinghouse for all requests to name USAFE aircraft. **(T-2)** Route requests through wing PA to HQ USAFE-AFAFRICA/A4M.

4.3.8. Nose Numbers. Aircraft nose numbers shall be in block or Helvetica letters, not to exceed four digits. **(T-3)**. The paint material(s) used to apply nose numbers shall have the same gloss or subdued requirement as the base aircraft coating.

4.3.9. Unit Identifier Markings. Units will follow requirements established in [Attachment 2](#) of this instruction. **(T-2)**

4.3.10. Aircraft Travel Pods. Travel pods will be painted the same color and tone as the aircraft with no additional markings. **(T-3)**. Units with multicolor aircraft will select primary color of the aircraft for the travel pod. Travel pods designated for commanders may contain the position and name of the individual and appropriate insignia. Lettering will not exceed 6 inches in height; will be of contrasting color and font style consistent with lettering already on aircraft. **(T-3)**.

4.3.11. External Fuel Tanks. External fuel tanks shall be painted the same color and tone as existing aircraft coating. An identification marking may be placed on the tank for tracking purposes. **(T-3)**.

4.3.12. Alternate Mission Equipment (AME). AME will be painted IAW specific technical data. When such data does not exist, units will coordinate with the applicable item manager and HQ USAFE-AFAFRICA/A4M before changing paint schemes. **(T-2)**

4.3.13. Paint Identification Placard. The paint identification placard is a mandatory marking. Wing Commanders may approve a unique placard design, i.e., eagle head, falcon head, or state outline. **(T-3)**. The placard must not exceed 8 inches by 8 inches in size and will match the color of the original/existing placard. **(T-3)**

4.3.14. Competition Aircraft. Competitions will be considered "come as you are" and no waivers will be granted. "Come as you are" is defined as no special effort, painting, or additional markings applied to enhance or improve the overall appearance of the aircraft. This includes polishing of titanium, using commander type markings, etc.

4.3.15. Aerial Victory Marking. Fighter aircraft awarded a verified aerial victory are authorized to display a 6-inch green star with a 1/2 inch black border located just below and centered on the pilot's name block. The type of aircraft shot down shall be stenciled inside the star in 1/2 inch white lettering. For aircraft with multiple aerial victories, a star is authorized for each aircraft shot down. No other victory markings are authorized. **(T-2)**.

4.3.16. Gun Ports. Gun Ports will be painted in flat black paint, with the exception of aircraft painted with Have-Glass. **(T-3)**

4.3.17. Bird Of Prey Silhouette. Bird of prey silhouettes are authorized on F-15 and F-16 aircraft as a unit option, but must be standardized within a wing by MDS. No waiver is required to apply bird of prey silhouettes, but a photograph must be submitted to HQ USAFE-AFAFRICA/A4M for review and file. The following guidelines apply:

4.3.18. F-15 Aircraft. The silhouette will be placed on the insides of the vertical stabilizers. **(T-2)** They will not exceed 24 inches in height and must be applied in a contrasting gray color. **(T-2)**

4.3.19. F-16 Aircraft. The silhouette can be placed anywhere on the aircraft as long as it does not interfere with standard required markings. The silhouette will not exceed 18 inches in height and must be applied in a contrasting gray color. **(T-2)**

4.3.20. Aircraft Transfer.

4.3.20.1. The following markings must be removed prior to formal transfer of aircraft to other units or MAJCOMs (aircraft retiring to AMARG need not have any markings removed). **(T-3)** Deviations from transfer requirements are authorized provided the gaining and losing units reach a mutual agreement.

4.3.20.2. Organizational insignias.

4.3.20.3. Unit identifier.

4.3.20.4. Tail stripe.

4.3.20.5. Aircrew and crew chief names.

4.3.20.6. Unit unique markings.

4.3.20.7. Nose art.

4.3.21. Waivers. Wing Commanders must submit waiver requests on DAF Form 679 for non-standard markings to HQ USAFE-AFAFRICA/A4M for approval/disapproval. **(T-2)** Waivers that are in violation of aircraft technical orders, commanders' aircraft marking, or nose art marking policy outlined in this instruction, will not be accepted. Waiver requests will include the following: **(T-2)**

4.3.21.1. Clear statement of present procedure/markings.

4.3.21.2. Clear statement of proposed change.

4.3.21.3. Justification to include historical significance, if applicable.

4.3.21.4. Photographs: Two high-quality digital color photographs, one of present marking and one of requested change. The use of a power point slide presentation is standard format.

CHRISTOPHER J. LEONARD, Brigadier General,  
USAF  
Director of Logistics, Engineering, and Force  
Protection

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

- AFI 21-101, *Aerospace Equipment Maintenance Management*, 21 May 2015
- AFI 20-114, *Air and Space Equipment Structural Maintenance*, 7 Jun 2011
- AFI 21-124, *Oil Analysis Program*, 12 Jan 2017
- AFI 21-131, *Joint Oil Analysis Program (JOAP)*, 4 May 2022
- AFI 32-1024, *Standard Facility Requirements*, 14 Jul 2011
- AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020
- AFI 33-360, *Publications and Forms Management*, 01 Dec 2015
- AFI 48-137, *Respiratory Protection Program*, 12 September 2018
- AFMAN 32-1084, *Facility Requirements*, 26 Feb 2016
- DAFI 21-101, *Aerospace Equipment Maintenance Management*
- DAFI 63-140, *Aircraft Structural Integrity Program and Air and Space Equipment Structural Management*, 6 August 2020
- DAFMAN 32-1084, *Standard Facility Requirements*, 15 January 2020
- DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023
- DAFMAN 91-203, *Air Force Occupational Safety Fire and Health Standards*, 24 March 2022
- AFMAN 33-363, *Management of Records*, 01 Mar 2008
- AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, 11 Dec 2018
- T.O. 00-5-1, *AF Technical Order System*, 15 Feb 2019
- T.O. 00-25-107, *Maintenance Assistance*, 01 Oct 2015
- T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, 13 Mar 2017
- T.O. 00-25-252, *Aeronautical Equipment Welding*, 01 Oct 2016
- T.O. 1-1-8, *Application and Removal of Organic Coatings, Aerospace and Non-Aerospace Equipment*, 12 Jan 2010
- T.O. 1-1-689-3, *Cleaning and Corrosion Control Volume III Avionics and Electronics*, 15 Jan 2016
- T.O. 1-1-690, *General Advanced Composite Repair Processes Manual*, 08 Nov 2016
- T.O. 1-1-691, *Cleaning and Corrosion Prevention and Control, Aerospace and Non-Aerospace Equipment*, 2 Nov 2009
- T.O. 33B-1-1, *Non-Destructive Insp Methods, Basic Theory*, (Current Edition)
- T.O. 34A-1-1, *General Procedures and Process Controls - Metals Additive Manufacturing*, (Current Edition)

T.O. 34A-1-3, *Machinery and Shop Equipment for Machinery and Industrial Equipment Inspections*, (Current Edition)

T.O. 35-1-3, *Corrosion Prevention and Control, Cleaning, Painting and Marking of USAF Support Equipment (SE)*, 26 Apr 2014

Unified Facilities Criteria 4-211-02, *Aircraft Corrosion and Paint Facilities*, 01 Dec 2012

### ***Prescribed Forms***

None

### ***Adopted Forms***

AFTO Form 781A, *Maintenance Discrepancy and Work Document*, Jun 2017

AFTO Form 95, *Significant Historical Data*, Apr 2013

DAF Form 679, *Department of the Air Force Publication Compliance Item Waiver Request/Approval*

DAF Form 847, *Recommendation for Change of Publication*

DD Form 2757, *Welding Examination Record*, Jun 1997

### ***Abbreviations and Acronyms***

**AFCENT**—Air Force Central Command

**AFPCO**—Air Force Corrosion Prevention and Control Office

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air Force Policy Directive

**AFSC**—Air Force Specialty Code

**AFTO**—Air Force Technical Order

**AGE**—Aerospace Ground Equipment

**AIRCAT**—Automated Inspection, Repair, Corrosion, and Aircraft Tracking

**AMARG**—Aerospace Maintenance and Regeneration Group

**AMC**—Air Mobility Command

**AME**—Alternate Mission Equipment

**AMT**—Aircraft Metals Technology

**ASIP**—Aircraft Structural Integrity Program

**ASM**—Aircraft Structural Maintenance

**AvSE**—Aviation Support Equipment

**CAF**—Combat Air Forces

**CAFI**—Combat Air Force Instruction

**CC**—Commander

**CCPE**—Corrosion Control Prevention Executive

**CPAB**—Corrosion Prevention Advisory Board

**DCC**—Dedicated Crew Chief

**DoD**—Department of Defense

**DPAS**—Defense Property Accountability System

**EWWS**—Electronic Warfare Warning System

**FGS**—Final Governing Standards

**FS**—Fuselage Station

**FW**—Fighter Wing

**FWD**—Forward

**HQ**—Headquarters

**IAW**—In Accordance With

**ICARR**—Inspection, Crack/Corrosion, and Repair Reporting

**IMI**—Interactive Multimedia Instruction

**IPT**—Integrated Process Teams

**M&U**—Maintenance and Utilization

**MAF**—Mobility Air Forces

**MAFI**—Mobility Air Force Instruction

**MAJCOM**—Major Command

**MDS**—Mission Design Series

**MFTO**—Metal Fabrication and Technology Office

**MIS**—Maintenance Information System

**MTO**—Metals Technology Office

**MXG**—Maintenance Group

**NAF**—Numbered Air Force

**NAS 410**—National Aerospace Standard Certification & Qualification of Nondestructive Test Personnel

**NDI**—Nondestructive Inspection

**OAP**—Oil Analysis Program

**OG**—Operations Group

**OPR**—Office of Primary Responsibility

**PA**—Public Affairs

**PCR**—Publication Change Request

**PIT**—Process Improvement Team

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

**QPD**—Qualified Products Database

**QPL**—Qualified Products Listings

**SE**—Support Equipment

**SMR**—Source Maintenance and Recoverability

**SNCO**—Senior Noncommissioned Officer

**SPD**—System Program Director

**TO**—Technical Order

**USAF**—United States Air Force

**U&TW**—Utilization and Training Workshop

**WG**—Wing

*Office Symbols*

**HQ USAFE-AFAFRICA/A4M**—Aircraft and Munitions Maintenance Division

**HQ USAFE-AFAFRICA/A4MA**—Aircraft Maintenance Branch

**HQ USAFE-AFAFRICA/A4MQ**—Aircraft Programs and Policy Branch

## Attachment 2

## AIRCRAFT MARKING SPECIFICATIONS

Table A2.1. F-15

Marking	Size	Location	Color/Finish
Command Insignia	18 inches	Vertical: Bottom of insignia 18 inches. above unit designator Horizontal: Aft edge of insignia of FS 806.5	Black
Organizational Insignia	18 inches	Vertical: Bottom of insignia on WL 100.0 Horizontal: Forward edge of insignia on FS 458.0	Black
Unit Identifier	24 inches	Vertical: Top of letters even with top of rudder. Horizontal: Leading edge of first letter on FS 760.0. Centered between the leading edge and the rudder.	Black
Unit Identifier (Commanders Flagships)	20 inches with 1 inch shadowing. Top of letter will be moved up 6 inches from top of rudder line.		
Radio Call Number	15 inches	Follow -23. T.O. references for specific location	Black. Shadowing of tail numbers is not authorized.
Pilot Name		Centered below left windscreen frame.	
DCC and Assistant DCC Block		Centered below right windscreen frame.	
Nose numbers	4 inches	Last three/four digits of tail number vertically on left and	

		right side of nose gear door or on the aircraft nose 1 inch below the EWWS antenna with the last number ending 1 inch from radome.	
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**A2.1. Aircraft Markings.** Standard aircraft markings listed in [Attachment 2](#) tables are not all inclusive. Refer to weapon system T.Os. and/or drawings for specific guidance.

A2.1.1. Commanders Flagship:

A2.1.1.1. Authorized: 15 inch (Black) plus 3/4 inch white shadow. Commander designation (i.e.: 48 WG, 366 FW, 48 OG, 391 FS, etc.) centered vertically between unit identifier and radio call numbers, centered horizontally between leading edge of stabilizer and leading edge of rudder. Subscript letters (i.e.: FW, OG, FS, etc.) will be 7 inches (Black) with 1/4 inch shadowing and no —"th" subscript authorized. **(T-2)** Shadowing of tail numbers is not authorized.

**Table A2.2. F-16**

Marking	Size	Location	Color/Finish
Command Insignia	18 inches	Vertical: 7 inches below tail stripe Horizontal: Centered on vertical stab, excluding rudder measurement	Subdued
Organizational Insignia	10 inches	Vertical: Top of insignia 11 inches below fuselage/intake splitter vane. Horizontal: Leading edge 52 inches aft of intake duct lip	Subdued
Unit Identifier	18 inches	Vertical: Bottom of letters at WL 158.0 Horizontal: Leading edge of first letter on FS 482.07	
Pilot Name		On left canopy rail	
DCC Block		On right canopy rail	

Assistant DCC Block		Inside of nose landing gear door.	
Nose Number	4 inches	Last three/four digits of tail number on both sides of nose gear door or centered below teardrop EWWS antenna on each side of aircraft nose.	

**Table A2.3. HH-60**

<b>Marking</b>	<b>Size</b>	<b>Location</b>	<b>Color/Finish</b>
Command Insignia	8 inches	Left side: 13 inches below WL 319.633 centered. Right side: 9 inches below WL 319.633 centered	Subdued
Organizational Insignia	10 inches	Wing: On right cargo door 8 inches forward window, centered Squadron: On left cargo door, 8 inches below forward window, centered.	Subdued
Unit Identifier	9 inches	Left side: Positioned 21.5 inches below WL 319.633, centered Right side: Positioned 19 inches below WL 319.633, centered	Subdued
Pilot Name		Right door, 2.5 inches below window, centered	Subdued
Aircrew Names		Left door, 2.5 inches below window, centered	Subdued
DCC Block		Right cargo door, 3.1 inches below and	Subdued

		centered on forward window	
Assistant DCC Block		Left cargo door, 3.1 inches below and centered on forward window	Subdued

**A2.2. HH-60 UNIQUE COMMAND COLOR SCHEME** : Gray only

**A2.2.1. HELICOPTER ROTOR MARKINGS** :

A2.2.1.1. All helicopter rotor markings will be in accordance with T.O. 1-1-8 and applicable weapons system technical data.

**Table A2.4. C-130J.**

Marking	Size	Location	Color/Finish
Tail Band Stripe	12 inches	Both sides of vertical stabilizer. Between vertical stabilizer station 243.3 and 257.0	Solid Color or Checkerboard
United States Flag	24 x 48 inches	Both sides of vertical stabilizer Vertical: Bottom at vertical stabilizer station 154.0 Horizontal: Centered on FS 1090.0	Matte finish
Unit Designator (command aircraft only)	15 inches	Vertical: Bottom at vertical stabilizer station 14.0. Horizontal: Centered between FS 1068.0 and 1122.0	Subdued
Base Designator	36 inches	Vertical: Bottom at vertical stabilizer station 63.0 Horizontal: Centered between FS 1068.0 and 1122.0.	Subdued
Tail Numbers	15 inches	Both sides of vertical stabilizer. Vertical: Bottom of vertical stabilizer station 36.0. Horizontal: Centered between FS 1068.0 and 1122.0	37038
Nose Numbers	6 inches	Both sides of fuselage. Vertical: 3 inches above WL 200. Horizontal: Placed 6 inches aft of FS 132.	37038

Unit Identifier	6 inches	Both sides of fuselage even with forward edge of nose number	37038
DCC Block	MXG/CC discretion	Left side of fuselage only. Vertical: Above crew door at WL 195.0 Horizontal: Between FS 204.0. and 240.0	Subdued
USAFE Command Insignia	30 inches	Both sides of fuselage. Vertical: 6 inches above window on WL 195.0 Horizontal: Centered on FS 277.0	Subdued
Organizational Insignia (Commanders' Aircraft only)	30 inches	Left side of fuselage only. Vertical: 6 inches above window on WL 195.0. Horizontal: Centered on FS 317.0.	Subdued
Notes: Refer to USAF Drawings for specific USAFE-AFAFRICA Paint and Exterior Markings.			

**Table A2.5. KC-135**

Marking	Size	Location	Color/Finish
Tail band Stripes		Horizontal between WL 568.9 and WL 553.90	Vinyl decal; Three stripes 5.5 inches ea. in height. Blue, white, and red with 9 stars (5 on blue/4 on red)
<b>Note*</b>			
The stars represent each aircraft type the wing has operated in its history; B-17, B-47, KC-97, U-2, DC-130, CH-3, Q-147, Minuteman, and KC-135.			
Royal AF Mildenhall Station Crest	48 inches (height)	Both sides of vertical stab; 1 inch aft of leading edge seam line with upper portion of crown centered between two top stripes	Vinyl Decal full color Ref slide: #4 item B
Unit identifier (Mildenhall – “Square D”)	42 inches squared	Locate 24 inches down from bottom of command insignia.	37038. 42” X 42” background, 34” white vinyl “D”

		Last letter of designator will end 17 inches in from leading edge of tail.	centered on background.
USAFE Tail Marking	12 inches	Both sides of vertical stab; centered between stabilizer leading edge and trailing edge (not including rudder) and 12 inches below "Square D"	37038
Radio Call Numbers	12 inches	Both sides of vertical stab; centered between stabilizer leading edge and trailing edge (not including rudder). Top edge of numbers is 12 inches below USAFE command code.	37038
Nose Art Marking	36 inches	Left side only; horizontally place 17.5 inches behind the nose radome. Vertically the bottom of the stencil is 23 inches below lap joint 187.	Vinyl decal: 36" X 36"
Ruddevator Markings	15 inches	"100 ARW" in white, Raphael style font lettering, with a 20 degree right slant, 2.5 inch stroke, applied on both UPPER and LOWER surfaces. Upper surface will be readable through the	36622

		boom operator's window, lower surface readable by receiving aircrew.	
Command Emblem (USAFE)	24 inches	Right side only: centered vertically on down stroke of first "R" in U.S. Air Force next to AMC emblem	37038
Organizational Insignia	24 inches	Left side: centered vertically on down stroke of first "F" in U.S. Air Force	37038
Local Station Numbers	6 inches	Right side per T.O. 1C-135-8.  Left side: Located 7 inches forward of the crew entry door, parallel with the top of the pressure door.	37038
Unit Identifier	6 inches	Right Side per T.O. 1C-135-8.  Left side: omitted due to nose art (Nose decal has "100 ARW" on top)	37038
DCC Block	MXG/CC discretion	Positioned with top edge below fuselage skin lap joint at WL 187 and centered at body station 375	MXG/CC discretion
Nose bandit Mask	2 inch wide (Wing discretion)	2 inch wide flat black outline from BL 178.0 to WL 200.0 right and left side of fuselage, outlining the top and sides of the windscreen, windshield glare area, and lower nose radome area.	37038

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**Table A2.6. F-35 Markings.**

Marking	Size	Location	Color/Finish
Tail Stripe	N/A	Not authorized for F-35 aircraft	N/A
USAFE Command Patch	12 inches	On both vertical stabilizers. Vertical: bottom centered 47 inches above the bottom edge of the blackboard Horizontal: Centered fore to aft in the vertical stabilizer blackboard area	Contrasting gray silhouette
Unit Unique Silhouette	N/A	Not authorized for F-35 aircraft	N/A
Unit Identifier	12 inches	On both sides of vertical stabilizers. Vertical: Bottom of the designator will be centered 25 inches above the bottom edge of the vertical stabilizer blackboard. Horizontal: Centered on vertical stab, excluding rudder measurement.	Contrasting gray
Aircraft Tail Numbers	6 inches	Bottom of the tail number will be centered 2 inches above the bottom edge and 2.6 inches from the inner most trailing edge corner of the vertical blackboard area.	Contrasting gray
Wing Patch	12 inches	Insignia will be centered within the blackboard area on the right-side inlet below the chine and formation light.	Contrasting gray silhouette
Squadron Patch	12 inches	Insignia will be centered within the blackboard area on the left side inlet below the chine and formation light.	Contrasting gray silhouette
Pilot and Crew Chief Names	2 inches	Pilot: End of name will be located two inches forward of inboard aft apex (BL 0) and two inches from BL 0 door edge (left NLG door); Crew Chief: Beginning of name/rank will be located two inches forward of inboard aft apex (BL 0) and two inches from BL 0 edge (right NLG door).	Per local Instruction
Nose Numbers	4 inches	Nose numbers will be located four inches from the inboard door forward apex (BL 0) and two inches from BL 0 door edge.	Contrasting gray
Notes:			

**Tail Stripe.** Tail stripes are not authorized as a wing option on F-35 aircraft. In lieu of a tail stripe, F-35 aircraft are authorized a special unit marking.

**Special Unit Marking.** Special Unit markings on F-35 aircraft will be applied to the upper portion of the vertical stabilizer, however, they must remain within the designated 'blackboard' area. Markings will not exceed 9 inches in height, will be contrasting gray in color (Joint Technical Data approved color(s) only) and will be applied following Joint Technical Data guidance.

**Anniversary/Heritage Marking.** Anniversary/Heritage markings are not authorized on F-35 aircraft due to the impact it may have on radar cross section.

**Nose Art.** Nose art is not authorized on F-35 aircraft due to the impact it may have on radar cross section.

**Combat Marking.** Combat markings are not authorized on F-35 aircraft due to the impact it may have on radar cross section.

## Attachment 3

## DISTINCTIVE UNIT IDENTIFIER REGISTRY

**A3.1. Identifier Registry.** Majority of MAJCOMs require assigned aircraft to hold unit identifiers as depicted in T.O. 1-1-8, *Application and Removal of Organic Coatings, Aerospace and Non-Aerospace Equipment*. The composite listing of distinctive unit identifiers (**Table A3.1**), shows past and current Air Force aircraft tail unit identifiers. The responsibility for keeping the registry current falls on HQ USAFE-AFAFRICA/A4MA.

**Table A3.1. COMPOSITE LISTING OF DISTINCTIVE UNIT IDENTIFIERS.**

CODE	AIRCRAFT	UNIT/ LOCATION/ COMMAND
AV	F-16C/D, HH-60	31 FW Aviano AB, Italy (USAFE)
D	KC-135	100 AW RAF Mildenhall, UK (USAFE)
LN	F-15C/D/E,	48 FW RAF Lakenheath, UK (USAFE)
RS	C-130J	86 AW Ramstein AB, Germany (USAFE)
SP	F-16C/D	52 FW Spangdahlem AB, Germany (USAFE)