

**BY ORDER OF THE COMMANDER
71ST FLYING TRAINING WING AIR
EDUCATION AND TRAINING
COMMAND**



AIR FORCE INSTRUCTION 21-101

**AIR EDUCATION TRAINING
COMMAND
Supplement**

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This supplement implements and extends the guidance of Air Force Instruction 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020, and the Air Education and Training Command Supplement to Air Force Instruction 21-101, 10 August 2020. It provides additional procedures for Air Education and Training Command units and contractors assigned or attached to Vance Air Force Base Oklahoma, including Air Force Reserve Command members. Either this supplement or the basic Air Force Instruction may be used without reference to the corresponding guidance contained in the others. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 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 located at https://afirms.amc.af.mil/rds_series.cfm. Refer recommended changes and questions about this publication to the Office of Primary Responsibility using the Air Force Form 847, Recommendation for Change of Publication; route Air Force Form 847 from the field through the Vance Air Force Base Publications and Forms Manager. (Air Force Form 847 is prescribed in Air Force Instruction (AFI) 11-215, *United States Air Force Flight Manuals Program*. Refer to that publication for guidance on filling out the form.)

SUMMARY OF CHANGES

Paragraph numbers have been updated to reflect changes to the Major Command supplement. Several minor grammatical errors have been corrected. Additionally, changes have been made to static display aircraft maintenance, Quality Assurance (QA) superintendent responsibilities, Functional Check Flight/Operational Check Flight guidance, and tool and equipment management.

2.2.3. **(VANCE)** 71 Flying Training Wing (FTW) Commander is responsible for controlling tools, equipment, and electronic devices from all wing agencies dispatching to the flightline or any maintenance areas. All commanders and contractors at all levels are responsible for ensuring agencies under their authority account for tools, equipment, and electronic devices dispatched to the flightline or any maintenance areas.

5.2.1.9. **(VANCE)** Depot team, factory representative or contract field teams that work on aircraft or equipment will comply with applicable Air Force procedures for tool control and accountability. If the Air Force, contractor, or depot team does not have provisions concerning tool control or accountability, the team leader/supervisor will coordinate with the Maintenance Aircraft Quality office to develop a Ground Operating Procedure IAW AFI 10-220, Contractor's Flight and Ground Operations. The guidelines developed will be in writing and signed by the Ground Government Flight Representative and the team leader/supervisor and each will maintain a copy of this letter for the duration of the stay.

5.2.2.1.23. **(VANCE)** Notify Maintenance COR Office that aircraft FCF forms are ready for review at QA.

5.2.2.1.23.1. **(VANCE)** Following notification from Maintenance Support of a "Functional Check Flight" aircraft, call the applicable aircraft dispatch/duty desk with ready status, tail number, and reason for FCF.

5.2.2.1.23.2. **(VANCE)** Email the ready status to the dispatch/operations desk and applicable lead pilot for that aircraft with the call-in time; courtesy copy the Chief COR, and FCF Section.

6.4.6.2. **(VANCE)** The most current and signed In-Process Inspection listing shall be inserted into T-1A, T- 6, and T-38 Form 781 series binders.

6.12.2.2.1. **(VANCE)** The contractor QA office Functional Check Flight (FCF) Monitor will:

6.12.2.2.1.1. **(VANCE)** Create a write-up in the discrepancy section stating "Forms review required prior to Functional Check Flight" and conducts the following:

6.12.2.2.1.2. **(VANCE)** Review Air Force Technical Order (AFTO) Form 781 in its entirety after all maintenance actions are completed.

6.12.2.2.1.3. **(VANCE)** Sign off the "inspected by" block on AFTO Form 781A with the following corrective action "Quality Assurance Functional Check Flight forms review complied with", and notifies the Maintenance Operations Center of the "Functional Check Flight Ready" aircraft.

6.12.2.2.1.4. **(VANCE)** Brief each scheduled aircrew prior to all FCF sorties.

6.12.2.5.3. **(VANCE)** When the FCF is completed and all FCF discrepancies are cleared in accordance with applicable directives, ensure the AFTO Forms 781A, Maintenance Discrepancy and Work Document, are reviewed by QA prior to the aircraft being released to operations.

6.12.4.4. (VANCE) The full profile FCF for T-38 aircraft will be accomplished during the initial flight following a major periodic inspection, regardless of the reason for the FCF. Re-flies may be flown as a full or partial profile, as deemed appropriate by the FCF pilot. The mission symbol for full or partial profile FCF missions is O8Y.

6.12.4.5. (VANCE) T-1 FCF profiles will be accomplished in accordance with T-1 technical order 1T-1A-6CF-1. Special emphasis should be directed to all areas where maintenance was performed. When FCFs are accomplished to test specific equipment or systems, only applicable portions need be used.

6.12.4.6. (VANCE) Aircraft requiring only partial profile FCFs may be flown as full profile sorties for upgrade, proficiency, for Quality of Force purposes.

6.12.5.1.4. (VANCE) Release vs. Non-Release:

6.12.5.1.4.1. (VANCE) All FCF ground aborts will result in a non-release.

6.12.5.1.4.2. (VANCE) An aircraft is considered a non-release if the system(s) for which the FCF was required fails while on the ground or in the air.

6.12.5.1.4.3. (VANCE) Any FCF generated by a periodic inspection that terminates early due to an in-flight emergency will result in a non-release.

6.12.5.1.4.4. (VANCE) An aircraft may be released for flight if a malfunction occurs during a FCF that is not related to the condition generating the FCF, and the original condition checks good.

6.12.5.1.4.5. (VANCE) An aircraft is considered a release if the system(s) for which the FCF was required performed properly.

6.12.5.1.4.6. (VANCE) A FCF release occurs upon the successful completion of all requirements as determined by the aircrew. Other malfunctions may be discovered during the course of the FCF that would generate another FCF, however as long as all requirements generating the sortie are met, the aircraft will be considered a release. The final decision whether the flight was indeed a Functional Check Flight attempt and counted as a release or non-release rests solely with the Aircraft Commander.

6.12.5.1.4.7. (VANCE) Quality of Force sorties are not considered a FCF, for purposes of release rate calculations, regardless of the results of the flight.

6.12.5.1.5. (VANCE) Conditional Release:

6.12.5.1.5.1. (VANCE) A FCF conditional release may occur when aircraft do not successfully complete FCF requirements due to a specific system malfunction if the aircrew (in consultation with maintenance) determines the malfunction may be corrected without generating another FCF.

6.12.5.1.5.2. (VANCE) If in the opinion of the FCF pilot the aircraft can be conditionally released, the following statement will be written in the discrepancy block: "Aircraft is Conditionally Released from Functional Check Flight. Forms review required by Functional Check Flight pilot prior to returning the aircraft to operational status."

6.12.5.1.5.3. (VANCE) For release rate calculations, the aircraft is not considered a release until the forms are reviewed by the pilot following all required maintenance actions. If in the opinion of the pilot the maintenance actions were insufficient to verify completion of the original write-ups, the aircraft is considered a non-release at that point.

6.12.5.1.5.4. (VANCE) Following all required maintenance actions for the conditional release and upon final forms review by the FCF pilot, the pilot will sign off the “Inspected by” block. If the pilot is not available to sign off the conditional release, then the FCF Chief or lead pilot qualified in that aircraft MDS will sign off release in the AFTO Form 781A and H.

6.12.5.1.6. (VANCE) Abort vs. Non-Attempt:

6.12.5.1.6.1. (VANCE) Aircraft terminating an FCF early (on the ground or in the air) will be considered a non-attempted FCF and will not be considered in the calculation of the release rate, so long as the mission termination was not due to failure of the specific system(s) which generated the FCF.

6.12.5.1.6.2. (VANCE) The final decision whether the flight was indeed a FCF attempt and counted as a release or non-release rests solely with the Aircraft Commander.

6.14.4. (VANCE) High speed taxi checks require 71 OG Commander approval.

7.2.5. (VANCE) Impoundment release authority is limited to the Director of Maintenance or his/her designated representatives. This designation will be in writing.

7.2.5.1. (VANCE) All completed checklists will be filed in the QA office.

7.2.5.2. (VANCE) To maintain continuity of the maintenance actions, absolutely no maintenance or servicing actions are performed on the impounded aircraft until released for maintenance by the Impoundment Official. This release is documented in the same discrepancy block of the Air Force Technical Order 781A as the impoundment entry and will read, "Aircraft Released for Maintenance." Also include the time, date and signature of the Impoundment Official.

7.2.5.3. (VANCE) Ensure aircraft records are impounded for an accident or incident that may require a safety investigation. The records will be collected and picked up by the Contract Office Representative (COR) office. The Impoundment Official will pick up all other impounded records.

8.2. (VANCE) 71 FTW/MAQ is the Office of Primary Responsibility for this instruction, and will serve as subject matter experts to assist functional CORs with setting up an effective program prior to the submittal to the Ground Government Flight Representative for approval.

8.2.8. (VANCE) Unit issued personal protective equipment (PPE) (e.g. reflective belts, whistles, ear defenders, etc.) will be properly marked with last name, first initial, work center/unit, and employee number before dispatched for use on the flightline or in any maintenance area. PPE will be secured when not under the direct control of the individual assigned.

8.5.1.2.4. (VANCE) Access to spare tools will be limited to the shift supervisor (or equivalent) and CTK custodian

8.5.1.2.4.1. (VANCE) Do not issue replacement tools without a turn-in of the unserviceable tool or AETCI Form 199, Lost Tool/Object Report, documentation indicating the tool is lost and reported accordingly through lost tool procedure.

8.7.1. (VANCE) Each work center shall develop a Composite Tool Kit (CTK) Continuity Book that contains, at a minimum; shop policies, a TCMax Master Inventory List (MIL), and a file copy of all QA approved locally manufactured, developed, or modified tool letters, to include the work center's current biennial review letter signed by the CTK Monitor.

8.7.1.1. (VANCE) QA will document and keep on file a biennial review of all Locally Manufactured, Developed, or Modified Tools for the entire Aircraft Maintenance Complex for applicability and current configurations. QA must also maintain a file copy of all work centers' signed biennial review letters on file.

8.9.2.6.2. (VANCE) After accomplishing the search, if the tool or item is not found, the responsible individual will coordinate with the expediter to clear the aircraft/equipment forms.

8.9.2.6.2.1. (VANCE) Initiate a lost tool report (AETC Form 138, Lost Tool or Item Investigation Record). Upon completion, submit the lost tool report to the QA office for tracking and trend analysis.

11.8.1. (VANCE) The 71 Operations Group (OG) Commander will monitor Foreign Object Damage (FOD) prevention practices and procedures incidental to flying operations as directed by AFI11- 2T-Mission Design Series, Volume 3 Vance Air Force Base Supplement 1, Operations Procedures.

11.8.1.1. (VANCE) Commanders of the 71 Mission Support Group (MSG), 71 Operations Group (OG) and 71 Medical Group will ensure personnel working on the flightline appoint a Group FOD Prevention Officer and/or Non-Commissioned Officer to represent their squadrons and serve as the focal point for related issues, and comply with the provisions herein. NOTE: A memo of appointment will be forwarded to the Wing FOD Prevention Monitor.

11.8.1.2. (VANCE) Squadron Commanders will incorporate FOD awareness and prevention into flying operations as necessary. Possible awareness/prevention options include Pilot Read Files, safety briefings, operations notes, and commander's calls. Commanders may ultimately use their discretion to determine the scope and method of Foreign Object Damage emphasis.

11.8.1.3. (VANCE) Chief Contracting Officer's Representative (COR) will review the contractor's Foreign Object Damage (FOD) Prevention and Dropped Object Prevention (DOP) programs prior to acceptance by the Contracting Office.

11.8.3.1.4. (VANCE) Personnel will constantly be alert for any form of Foreign Objects while on the flightline or in any maintenance area. Special attention must be given to small items of debris (i.e., safety wire, bolts, nuts, screws). Loose material of this kind will be placed in Foreign Objects bags or containers during maintenance. After job completion, a final Foreign Objects and tool accountability check of the entire work area is required.

11.8.3.2.1. (VANCE) Items will never be placed on canopy sills unless required by technical data to accomplish a specified task.

11.8.3.6.6. (VANCE) Eye and sunglass with restraining straps are authorized for use on the flight line.

11.8.3.6.7. (VANCE) Hats or headgear are authorized when required as personal protective equipment during maintenance, servicing (shall be secured with a subdued non-metallic cord) or as required for personnel carrying firearms (eg. Security Forces). Under no circumstances will personnel wear hats or headgear within 25 feet of an operating aircraft engine.

11.8.3.14.1. (VANCE) Aircraft maintenance will perform an annual inventory of all T-6 furnished equipment items.

11.8.5.4.2. (VANCE) Maintenance training flight personnel or supervisors shall document newcomer FOD briefings in Training Business Area, or appropriate training records course.

11.9.1.3. (VANCE) The 71 OG Commander will ensure DOP awareness by flight crews during their post flight walk around.

11.9.1.3.1. (VANCE) Discovery of any dropped object by flight crew shall be reported to central debrief and ensure necessary information is provided for adequate reporting procedures.

11.9.1.4. (VANCE) Discovery of a dropped object by maintenance personnel during their flight line inspections will be immediately reported to Maintenance Operations Center, and ensure necessary information is provided for adequate reporting procedures.

11.9.1.4.1. (VANCE) All notifications to Maintenance Operations Center will be forwarded to the Dropped Object Prevention Monitor, and the Director of Maintenance.

11.28.2.7. (VANCE) The 71 FTW Crash Recovery Program is a combined effort of the FOS and BOS Contractors and the 71 Flying Training Wing. Each organization provides manpower and expertise within its respective specialties that recover and, if necessary, reclaim mishap aircraft.

11.28.2.7.1. (VANCE) The FOS/BOS Contractor will give limited support for damaged aircraft outside their capabilities. The owning organization will be notified to provide recovery operations beyond Vance Air Force Base contractor's capabilities. The 71 FTW and the FOS/BOS Contractor will provide initial emergency response and security while waiting for the owning flying unit Crash Damaged or Disabled Aircraft Recovery (CDDAR) response team.

11.28.2.7.2. (VANCE) The FOS/BOS Contractor aircraft maintenance function will provide qualified personnel for all Crash Damaged or Disabled Aircraft Recovery team positions to include team chiefs (T-6, T-38, T-1), team members (T-6, T-38, T-1), crane operators, and applicable general and special purpose vehicle operators appointed by the Director of Aircraft Maintenance (DOM). Initial and annual training will be current at all times in accordance with AFI 21-101 and applicable directives.

11.28.2.7.3. (VANCE) The Vance Air Force Base FOS/BOS Contractor will maintain the capability to support a CDDAR program in accordance with AFI 21-101, Vance Plans, and applicable technical orders. The FOS/BOS Contractor will ensure sufficient personnel are available during all periods of flying. The FOS/BOS Contractor will have a plan in place to recall a full crash recovery team after duty hours.

11.28.2.7.4. (VANCE) Only required vehicles and personnel will respond to aircraft emergencies (with Ultra High Frequency and/or Very High Frequency radios if available). Responding vehicle operators must be certified to drive on the Vance airfield and possess a valid Vance airfield driver's license. Vehicles will position themselves behind responding crash vehicles and not impede movement or vision. Vehicles that are not considered emergency response will need to be positioned in a staging area outside the Entry Control Point until requested by the Senior Fire Officer/Incident Commander (IC). In addition, only authorized agencies may operate on the crash net. Personnel not required to respond will clear the area so as not to interfere with emergency operations. If necessary, the Senior Fire Officer or IC will direct the Security Forces to clear the area of non-essential personnel.

11.28.2.7.5. (VANCE) During initial response to an aircraft emergency, the Senior Fire Officer is the IC and will determine if the aircraft is safe prior to releasing the aircraft for maintenance or

recovery. Until the aircraft has been released by the IC, no one will approach the aircraft without direction from the IC. All vehicles, except Fire Department vehicles, will remain clear of the aircraft. This does not prohibit essential vehicles (such as tow vehicles) from positioning themselves nearby for immediate use. The IC must release the aircraft or direct specific actions before any vehicles, other than a Fire Department vehicle, approach the aircraft. This restriction does not prevent emergency actions prior to Fire Department arrival. After the aircraft has been deemed safe, 71 FTW Safety will authorize entry of necessary personnel in accordance with Air Force Pamphlet 91-211, USAF Guide to Aviation Safety Investigation.

11.28.2.8. (VANCE) Base host unit CDDAR Responsibilities.

11.28.2.8.1. (VANCE) The 71 FTW Command Post is the primary point of contact on Vance Air Force Base with 24-hour coverage in accordance with Vance Air Force Base Installation Emergency Management Plan 10-2.

11.28.2.8.2. (VANCE) For mishaps during normal operating hours, the air traffic control tower activates the primary crash net and will notify First Responders, (i.e. Airfield Management, Fire Department and Medical Services) in case of an emergency involving aircraft or the airfield.

Airfield Management will activate the secondary crash net and facilitate the notification of all other key base agencies. If requested by the IC the 71 Flying Training Wing Command Post will seek approval and then activate the Emergency Operations Center. The Command Post will initiate further Disaster Response Force notification and recall at the direction of the 71 Flying Training Wing Commander or 71 MSG Commander.

11.28.2.8.3. (VANCE) For mishaps that occur off station, Enid Police Department receives 911 emergency calls made by cell phones or local phone providers and transfers the calls to Security Forces Squadron and Civil Engineering Fire Department. Calls made by Defense Switched Network transfer directly to Security Forces Squadron and Civil Engineering Fire Department. Security Forces Commander/Civil Engineering Fire Department will notify the Command Post Controller about the emergency. For further action, Vance Air Force Base Installation Emergency Management Plan 10-2, Vance Air Force Base Plan 91-1 Aircraft Mishap Response Plan and supporting documents will be followed. If necessary, the Vance Air Force Base contracted Contractor crash recovery team and equipment will be dispatched to the mishap location.

11.28.2.8.4. (VANCE) Upon notification of an off-base accident within the Vance Air Force Base area of responsibility the FOS/BOS Contractor CDDAR team will standby for dispatch instructions.

11.28.2.8.5. (VANCE) The CDDAR team chief must gain prior approval from the IC prior to conducting aircraft removal/recovery operations. The CDDAR team chief will maintain contact with the IC at all times.

11.28.2.8.6. (VANCE) The following base agencies: Fire Department, Safety, Civil Engineering, Emergency Management, Security Forces, Bioenvironmental Engineering, Airfield Manager, and other on-/off-base agencies will respond as needed in accordance Vance Air Force Base Installation Emergency Management Plan 10-2, Vance Air Force Base Plan 91-1 Aircraft Mishap Response Plan and supporting documents.

11.28.2.8.7. **(VANCE)** Explosive Ordnance Disposal. Vance Air Force Base does not have Explosive Ordnance Disposal capability. The nearest base that can provide this support is McConnell Air Force Base in Wichita, Kansas. Explosive Ordnance Disposal will be contacted in accordance with Vance Air Force Base Installation Emergency Management Plan 10-2, Vance Air Force Base Plan 91-1 Aircraft Mishap Response Plan and supporting documents.

11.28.2.8.8. **(VANCE)** The Maintenance Operation Center, once notified by the secondary crash net, will run the applicable emergency action checklists. The aircraft maintenance crash recovery team, along with other listed agencies, will be notified during the process.

11.28.2.8.9. **(VANCE)** Maintain capability to provide and support recovery operations for all base assigned aircraft, to include tenant aircraft.

11.28.2.8.10. **(VANCE)** If the recovery is beyond the scope of the 71 FTW capabilities due to lack of specific Mission Design Series equipment or airframe expertise, the FOS/BOS Contractor CDDAR team Chief/Supervisor works through the Maintenance Operation Center to communicate the aircraft condition, the local support available and to coordinate with the owning Major Command/Unit for required assistance.

11.28.2.8.11. **(VANCE)** Develop support agreements to document requirements.

11.28.2.8.12. **(VANCE)** Rapid Removal of Aircraft on a Runway or Taxiway. During normal flying periods, disabled aircraft will be removed as quickly and safely as possible after touchdown. Damaged aircraft will be removed as soon as possible depending on structural condition, equipment requirements, etc. Damaged aircraft will be removed from the runway in a minimum time period consistent with the following:

11.28.2.8.12.1. **(VANCE)** Personnel safety.

11.28.2.8.12.2. **(VANCE)** Prevention of secondary damage to aircraft.

11.28.2.8.12.3. **(VANCE)** Preservation of evidence for mishap or accident investigations.

11.28.2.8.12.4. **(VANCE)** Develop, in conjunction with the Maintenance Training Flight, course control documents for CDDAR initial and annual training.

11.28.2.8.13. **(VANCE)** Ensure sufficient personnel/teams are trained to support CDDAR operations. This includes:

11.28.2.8.13.1. **(VANCE)** Basic equipment operation.

11.28.2.8.13.2. **(VANCE)** Familiarization with/training on any unique characteristics, hazards, materials for assigned aircraft (e.g., aircraft composite materials, etc.) and document training.

11.28.2.8.13.3. **(VANCE)** Vance AFB aircraft specific procedures as detailed in applicable technical orders and Local Check Lists 71 Flying Training Wing-T1ACR-1, -T6ACR-1, - T38A/CCR-1. FOS/BOS Contractor's written policy letters may also apply.

11.28.2.8.13.4. **(VANCE)** Annual aircraft crash recovery exercises will be conducted on all assigned MDS. The crash recovery team chief will notify a FOS/BOS Contractor aircraft maintenance QA representative, 71 FTW Ground Safety, Emergency Management, and a 71 FTW/MAQ COR with the time and place of the exercise.

11.28.2.8.14. **(VANCE)** Training Requirements:

11.28.2.8.14.1. (VANCE) The FOS/BOS Contractor aircraft maintenance function will provide qualified personnel for all CDDAR team positions to include team chiefs (T-6, T-38, T-1), team members (T-6, T-38, T-1), crane operators, and applicable general and special purpose vehicle operators appointed by the DOM. Initial and annual training will be current at all times IAW AFI 21-101 and applicable directives.

11.28.2.8.14.2. (VANCE) The CDDAR team supervisor will maintain a CRASH RECOVERY TEAM ROSTER with POSITION, DUTY POSITION, DUTY PHONE and TEAM SPECIALTY as a minimum. The team roster will be provided to the contracted Contractor QA representative and the government COR with updates as personnel changes occur.

11.28.2.8.15. (VANCE) Vehicle/Equipment Requirements:

11.28.2.8.15.1. (VANCE) In the event that a T-1 requires lifting, the FOS/BOS Contractor aircraft maintenance function will assist the Vance Air Force Base procurement office in obtaining a capable crane from a local contractor.

11.28.2.8.15.2. (VANCE) The FOS/BOS Contractor will maintain sufficient CDDAR support equipment and materials to fully support CDDAR capabilities for Vance Air Force Base aircraft. The FOS/BOS Contractor will perform or coordinate required inspections and testing on all assigned CDDAR equipment. Inspect all recovery equipment for serviceability before and after each use. Periodic equipment inspections must be accomplished in accordance with intervals established in Technical Orders or annually, as a minimum. Inspections and testing documents will be made available upon request.

11.28.2.8.15.3. (VANCE) Contractor Operated and Maintained Base Supply (COMBS) support equipment will be inspected/documented by COMBS in accordance with their contract. The FOS/BOS Contractor will perform/document a prior to use inspection and ensure an annual inspection is documented by COMBS prior to use and document any discrepancies found.

11.28.2.8.15.4. (VANCE) The FOS/BOS Contractor transient alert function will maintain a list of available CDDAR equipment. All CDDAR equipment will be inspected/inventoried before and after each exercise or use. At a minimum, equipment will be inspected annually in accordance with applicable directives and documented.

11.28.2.8.16. (VANCE) Environmental, Safety, and Health Hazards. The key for developing a safe and effective CDDAR program is communication and coordination. The CDDAR Office of Primary Reporting must ensure Bioenvironmental Engineering is consulted and directly involved in determining personnel health hazards, training required and appropriate levels of PPE.

11.28.2.8.16.1. (VANCE) The IC will coordinate response with Bioenvironmental Engineering, Fire Department, Civil Engineering and other required base elements for Hazardous Material containment through the Emergency Operation Center. The Incident Commander and Bioenvironmental Engineering will ensure the appropriate level of Personal Protective Equipment items in accordance with Technical Order 00-105E-9, Occupational Safety and Health Administration regulations, and applicable technical orders are used for government employees only.

11.28.2.8.16.2. (VANCE) The CDDAR contract team members involved in the cleanup of composite materials or suspected composite materials will consult and wear Personal Protective Equipment in accordance with the contractor provided safety survey of the given mishap.

11.28.2.8.16.3. (VANCE) The contracted Contractor CDDAR team will ensure sufficient materials are on hand to respond to damaged or burnt composite materials on the T-1 and T-6 aircraft in accordance with the aircraft -3 technical orders and Technical Order 00-105E-9.

11.46. (VANCE) Static Display Aircraft Maintenance:

11.46.1. (VANCE) The Static Aircraft and their respective display grounds assigned to the 71 FTW will be maintained as required in FOS/BOS, the guidelines outlined in AFI 84-103, United States Air Force Heritage Program, and the loan agreement to ensure their safety and professional appearance. Static aircraft records, Air Force Form 3581, United States Air Force Museum Aerospace Vehicle Static Display Maintenance Log, will be used to record all inspections, maintenance, repair, and other actions.

11.46.1.2. (VANCE) Display aircraft will be inspected semiannually at a minimum for component renovation actions, structural damage, bird proofing, flight control security, modifications, corrosion repair, and protective finishes integrity.

11.46.1.3. (VANCE) Repair and/or replacement of damaged, worn, or broken components are to be accomplished using sheet metal techniques In Accordance With Technical Order 1-1A-1, Engineering Handbook series for Aircraft Repair, General Manual for Structural Repair, as required.

11.46.1.4. (VANCE) Damage to aircraft or the airpark area that poses a risk of injury to personnel, animals, or the public, will be repaired immediately upon discovery or notification. The Historical Property Custodian (HPC) will also be notified immediately.

11.46.1.5. (VANCE) All routine maintenance discrepancies will be repaired/corrected within 120 calendar days of discovery or at the discretion of the HPC.

11.46.1.6. (VANCE) Static aircraft will be washed semiannually at a minimum, or more frequent if required ensuring a professional appearance to support the Vance Air Force Base mission.

11.46.1.7. (VANCE) Paint integrity of all static airpark aircraft will be maintained on a continuous basis by performing touch-up paint or restoration as required.

11.46.1.8. (VANCE) FOS contractor will semiannually score and rank order the static aircraft from best to worst. At a minimum, documented and include a complete description of what type and where defects exist (peeling, flaking, oxidation, discoloration, and staining of the paint), and measure the degree of paint degradation on a scale of one to five. Number one will indicate the best paint coat and number five is the worst. To ensure a professional appearance, all score 5 aircraft will be coordinated with the HPC for full repaint.

11.46.2. (VANCE) Airpark:

11.46.2.1. (VANCE) The Flying Operation Support Contactor will perform an Airpark areas inspection in conjunction with the scheduled static display inspections to ensure areas/items (i.e. grounds, aircraft mounts, pads, lighting/flood lights, and walkways) are in good condition. All discrepancies will require a submission of Air Force Form 332, Base Civil Engineer Work Request, for correction with the exception of corrosion prevention & mitigation of the aircraft mounts, to include the application or reapplication of protective finishes. The HPC will be included in the correspondence of all work request submittals and updated with current statuses.

11.46.2.2. (VANCE) Severe weather inspections will be conducted on all static aircraft within 48 hours after inclement weather conditions on Vance Air Force Base. Weather events include but are not limited to severe weather with winds greater than 50 knots, hail greater than 1/2 inch, accumulation of ice more than 1/2 inch, and/or snow of more than 6 inches. All severe weather inspections will be documented on the AF Form 3581 for each static display aircraft and any damages identified during this inspection will be reported to the HPC or the Wing Historian Office at the time of discovery.

11.46.4.3. (VANCE) All maintenance work hours will be maintained in a computer database accessible to the HPC (i.e. Excel Spreadsheet), identifying the aircraft, date that maintenance was performed, work accomplished, and man-hours utilized.

11.46.3. (VANCE) Program Requirements:

11.46.3.1. (VANCE) Movement of static aircraft will require a tow route request letter with the coordination of civil engineering, security forces, the wing historian, and the wing commander for submittal to Air Education Training Command/Historian Office (AETC/HO) for approval in accordance with AFI 84-103, United States Air Force Heritage Program. No movement is authorized prior to approval from AETC/HO.

11.46.3.2. (VANCE) Static aircraft will be painted in accordance with a current AETC/HO approved colors, markings, and insignia (CMI) package, Technical Order 1- 1-8, Application and Removal of Organic Coatings, Aerospace and Non- Aerospace Equipment, and Technical Order 1-1-691, Cleaning and Corrosion Prevention and Control, Aerospace and Non-Aerospace Equipment.

11.46.3.3. (VANCE) The Service Provider will notify the HPC 180 days prior to the scheduling of a start date for a full historical aircraft paint in order to allow the HPC time to confirm or submit a new CMI package to the AETC/HO if necessary.

11.46.3.4. (VANCE) The HPC will provide the service provider the colors, markings, and insignia package of the aircraft to be painted 90 days prior to paint start date.

11.46.3.5. (VANCE) Should there be a need to reprioritize the aircraft paint schedule, the service provider will provide changes to the HPC and wing historian 30 workdays prior to the paint start date.

11.46.4. (VANCE) Reports/Administration:

11.46.4.1. (VANCE) Planning, scheduling, and documenting functions will be performed by the service provider.

11.46.4.2. (VANCE) Government customers (i.e., users/owners of the static display aircraft) will submit work requests to the HPC for review (i.e. F-105 demil). The service provider will not commence any work unless approved by the HPC, and the Administrative Contracting Officer (ACO) office. The ACO will forward the authorized work request to the service provider.

11.46.4.3. (VANCE) All maintenance work hours will be maintained in a computer database accessible to the HPC (i.e. Excel Spreadsheet), identifying the aircraft, date that maintenance was performed, work accomplished, and man-hours utilized.

11.46.4.4. (VANCE) Required Reports. Government required reports and summaries will be routed through the HPC and ACO office.

Jay A. Johnson, Colonel, USAF Commander,
71st Flying Training Wing

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

Air Force Instruction 11-215, *USAF Flight Manuals Program*, 24 Mar 2019 DAFMAN 91-223, *Aviation Safety Investigations and Reports*, 13 Sep 2018

T.O.1-1A-1, *Engineering Handbook Series for Aircraft Repair, General Manual for Structural Repair*,

LCL71FTW-T1ACR-1, *T-1 Organizational Maintenance Aircraft Lifting Pre-Brief Procedures*,
LCL71FTW-T6ACR-1, *T-6 Organizational Maintenance Aircraft Lifting Pre-Brief Procedures*,

LCL71FTW-T38A/CCR-1, *T-38 Organizational Maintenance Aircraft Lifting Pre-Brief Procedures*,

Vance AFB Plan 10-2, *Installation Emergency Management Plan*, 16 Aug 2021 Vance AFB
Plan 91-1, *Aircraft Mishap Response Plan*, 28 Jan 2021

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*