

**BY ORDER OF THE COMMANDER
WARNER ROBINS AIR LOGISTICS
COMPLEX**

**WARNER ROBINS AIR LOGISTICS
COMPLEX INSTRUCTION 63-140**

13 APRIL 2026



Acquisition

**F-15 INDIVIDUAL AIRCRAFT
TRACKING (IAT) INSPECTIONS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Instruction (AFI) 63-140, *Aircraft Structural Integrity Program and Aerospace Equipment Structural Management*. It describes the procedures and responsibilities for documentation of F-15 Individual Aircraft Tracking (IAT) Inspections for eddy current inspections requirements in accordance with (IAW) Technical Order (TO) 1F-15A/E-6, *Inspection and Maintenance Requirement Manual*, accomplished at Warner Robins Air Logistics Complex (WR-ALC) in the 402d Aircraft Maintenance Group (402 AMXG) and the 402d Commodities Maintenance Group (402 CMXG). Guidance for documentation is provided by the F-15 Aircraft Structural Integrity Program (ASIP) Office, Air Force Life Cycle Management Center F-15 Division (AFLCMC/WAQ). The determination as to when these inspection requirements are due is decided from the Individual Aircraft Tracking Program (IATP) managed by Boeing at <https://bpn.boeing.com/> with inputs from the user through Air Force Technical Order (AFTO) Form 3, *F-15 Inspection Tracking Record*, AFTO Form 238, *F-15 Component Serialization Record*, AFTO Form 239, *Interim Data Input Spreadsheet*, and signal data recorder data or flight data recorder (FDR). Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using Department of the Air Force (DAF) Form 847, *Recommendation for Change of Product*. Route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all direct supplements must be routed to the OPR of this publication for coordination prior to certification and approval. Requests for waivers must come through the chain of command from the commander or civilian director of the maintenance group or staff office seeking relief from compliance. Waiver requests must be submitted to the maintenance group or staff office seeking

relief from compliance. Waiver requests must be submitted to the OPR; waiver approval authority for all compliance items within this publication are at the Tier T-3 level IAW DAFI 90-160, *Publications and Forms Management*, and Department of the Air Force Manual (DAFMAN) 90-161, *Publishing, Processes, and Procedures*. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System Records Disposition Schedule. See [Attachment 1](#) for a glossary of references and supporting information.

SUMMARY OF CHANGES

This publication has various changes and must be read in its entirety. Changes include, but not limited to system applications for documentation, updated inspection criteria within the 402 AMXG and 402 CMXG groups, technical data changes, and general revision of the text to properly clarify the intent and avoid confusion of responsibilities. WR-ALC Form 53, *Same Day Maintenance Data Sheet*, and 402 AMXG Form 5095, *558 AMXS NDI F-15 Same Day Maintenance Checklist*, were combined which removed 402 AMXG Form 5095 from regulation.

1. Overview.

1.1. Individual Aircraft Tracking (IAT) inspections are necessary to ensure structural integrity and safety of flight. The objective of IAT is to provide data on each aircraft that reflects differences in usage from that of the baseline spectra of the Force Structural Maintenance Plan. Widespread fatigue damage, the simultaneous presence of cracks at multiple points that are of sufficient size and density such that the structure will no longer meet its damage tolerance requirement and could fail is a concern for the F-15 fuselage longerons and wings due to the current age and usage of the aircraft.

1.2. The IAT inspection requirements occur when a portion of an individual aircraft part's analytical crack growth life has been expended. These inspections are required when the actual aircraft usage parameters from the AFTO Form 3, AFTO Form 238, AFTO Form 239, and FDR data are entered into Boeing's WebSafe IATP or the NCheck application. Refer to TO 1F-15A/E-6.

1.3. Meticulous execution and documentation of inspection results, followed by corrective actions (if required), are absolutely critical to ensure proper inspection intervals are assigned by engineering (EN) in order to maintain safety of flight. Inspection, repair, and documentation are a complex process involving many mission partners: 402d Aircraft Maintenance Squadron (402 AMXS), 402d Commodities Maintenance Squadron (402 CMMXS), F-15 Program Office, and Quality Office (WR-ALC/QA). Furthermore, it involves disciplines from structural repair, non-destructive inspection (NDI), planning, and scheduling. IAT requirements are found in TO 1F-15A/E-6 with supplements from time compliance technical orders (TCTO) and are executed by work control documents (WCD), definitive guides, process orders, and codified with this instruction.

2. F-15 Aircraft Structural Integrity Program (ASIP) Office, AFLCMC/WAQ.

2.1. F-15 ASIP EN IAT requirements and instructions for access to electronic IAT AFTO Form 3 documentation application (NCheck) and database (WebSafe) can be found in TO 1F-15A/E-6.

2.2. Contact F-15 System Program Office (SPO) EN via Air Force Materiel Command (AFMC) Form 202, *Engineer Technical Assistance Request*, if an IAT inspection cannot be accomplished as directed by TO 1F-15C-36, *Nondestructive Inspection* or if an IAT location is/has been modified without an EN disposition. Note: "Modified" in this context includes reaming holes, cold working holes, blending, repair installation, configuration variances, part replacement, corrosion removal, etc., steel, titanium, brass or aluminum cleaning tools (brushes, putty knives, etc.) are prohibited on the F-15 airframe unless explicitly allowed via AFMC Form 202.

3. F-15 Maintenance and NDI General Requirements.

3.1. Logistics requirements determination process, exchangeable production support center, weapon system support center, and production flight chiefs shall ensure that annual formalized IAT training is developed, maintained, and provided to all personnel performing and reporting IAT related work and documentation.

3.2. Production supervisors shall ensure all employees assigned to perform IAT related functions have been properly certified as required in the training scheduling system (TSS)/production acceptance certification (PAC) and maintain permanent records of IAT related annual training for all employees.

3.3. Production supervisors shall ensure sufficient and appropriate personnel obtain and maintain access to all required systems, SharePoint sites, databases, etc., required to properly execute requirements related to IATs and associated documentation.

3.4. Production supervisors shall ensure contingency IAT reporting requirements are followed per TO 1F-15A/E-6 when standard NCheck application is not available.

3.5. Industrial engineer technicians (planner) shall determine the required IATs by reviewing the TO 1F-15A/E-6, F-15 work-specification, and AFTO Form 781A, *Maintenance Discrepancy and Work Document*, requirements.

3.6. Planners shall ensure all required IATs are loaded in the appropriate work packages.

3.7. Maintenance personnel and NDI technicians performing IAT related functions shall complete IAT related annual formalized training.

3.8. Maintenance personnel and NDI technicians shall perform all maintenance actions, inspections, and documentation requirements in a manner that is 100% compliant with applicable TO, AFMC Form 202, TCTOs, WCDs, etc.

3.9. Maintenance personnel and NDI technicians shall use proper methods (Enhanced Technical Information Management System (ETIMS), AFMC Form 202, AFTO Form 22, *Technical Manual (TM) Change Recommendation and Reply*, Air Force Sustainment Center (AFSC) Form 957, *Work Control Document (WCD) Change Request*, etc.) to request needed or desired changes to tech data or work instructions prior to deviating from requirements.

3.10. NDI technicians performing the work shall complete an AFTO Form 3 and/or submit AFTO Form 3 to NCheck application, complete WR-ALC Form 12, *Maintenance Work Request Form*, or equivalent as described in Warner Robins Air Logistics Complex Instruction (WR-ALCI) 21-101, *Work Control Documents and Technical Data*, and complete other applicable organic documentation requirements specific to individual squadrons.

3.11. NDI Level 2 technicians and Level 3 NDI engineers/technicians from both the OPR AFLCMC/EN and 402d Maintenance Support Group shall meet quarterly to discuss new technology, inspection procedure updates, training, and inspection requirements.

3.12. Maintenance personnel shall ensure final maintenance actions (i.e. the final part thickness after a “surface grind”, final hole diameter after reaming or cold working holes, TO repair reference, AFMC Form 202/engineering technical assistance request (ETAR) reference number, and blending performed on holes and/or hole flaw indications) are documented properly in NCheck application.

3.13. 402AMXG and 402 CMXG production schedulers shall ensure that all documentation (AFTO Forms 3, AFTO Form 95, *Significant Historical Data*, AFTO Forms 238, TCTO fastener data sheets, WCDs, etc.) has been accomplished correctly and submitted accurately into appropriate computer systems prior to release of the aircraft to the next gate or functional check flight.

3.14. 402AMXG and 402 CMXG production schedulers will ensure the use of the most current version of the A-to-Z checklist to document compliance with IAT inspections and completion of required documentation.

3.15. 402AMXG and 402 CMXG squadron leadership must approve release of aircraft into next gate if all proper documentation has not been completed and submitted as required. Note: This supervision release is only to be done on rare occasions when “carry forward” work must travel from one gate to another due to highly unusual and extenuating circumstances. This is not to be used to expedite the flow of the aircraft.

4. 402CMXG Wing IAT Detailed Process.

4.1. All 571st Commodities Maintenance Squadron (571 CMMXS) NDI technicians, 572d Commodities Maintenance Squadron (572 CMMXS) technicians, first-line supervisors, schedulers, and planners (if tasked to work with F-15 wings) shall complete formal training provided by the WR-ALC Training Program.

4.2. 572CMMXS planners shall review TO 1F-15A/E-6, F-15 work-spec, and AFTO Form 781A requirements for applicable IAT inspections and ensure WCDs are created to perform subject inspections. The planners shall review the definitized guide via the Role-Oriented Consolidated Information Tool (ROCIT) system to validate and verify the required IATs and provide all ETAR information on inspections from the field.

4.3. The 572CMMXS planners shall place not applicable (N/A) in IAT WCDs in appropriate systems/databases.

4.4. 572CMMXS planners shall generate work cards on initial 100% requirement cards and all required IAT inspections.

4.4.1. 572CMMXS planners shall ensure all required IATs are initiated in NCheck application.

4.5. 572CMMXS technicians and 571 CMMXS NDI technicians shall identify any incoming repairs that affect NDI inspections via maintenance work request (MWR) and submit AFMC Form 202 to EN reporting configuration variance.

- 4.6. 572CMMXS planners shall provide applicable WCDs to 572 CMMXS technicians to comply with AFMC Form 202 directions from EN.
- 4.7. 572CMMXS technicians shall remove impeding repairs IAW AFMC Form 202 disposition.
- 4.8. After the 572 CMMXS technicians accomplish maintenance actions, a 571 CMMXS NDI subject matter expert (SME) shall confirm inspection area is ready for inspection prior to A-to-Z transfer.
- 4.9. The wing is then transferred A-to-Z into next applicable gate queue or directly into applicable work in progress based on priority.
- 4.10. 572CMMXS schedulers shall create a wing package (402 CMXG Wing Book) which includes IAT requirements, AFTO Form 781A requirements, applicable AFMC Forms 202, and TCTO requirements for the subject wing.
- 4.11. 572CMMXS schedulers shall deliver the 402 CMXG Wing Book to the appropriate 572 CMMXS production supervisor.
- 4.12. 572CMMXS production supervisors shall distribute the work to the appropriate NDI technicians in order to complete the applicable IAT inspections.
- 4.13. 571CMMXS NDI technicians shall review related TO 1F-15C-36, *Nondestructive Inspection*, and/or applicable TCTO procedures in ETIMS before performing inspection.
- 4.14. 571CMMXS NDI technicians shall perform applicable IAT inspection IAW TO 1F-15C-36 and/or relevant TCTOs. 571 CMMXS NDI technicians performing IAT inspections shall report/document results of inspections via the following paragraphs. **NOTE:** Any bolt hole eddy current (BHEC) inspection that requires a different NDI method by EN shall be recorded in NCheck application confirmation method field for tracking purposes.
- 4.14.1. Submit inspection results (positive or negative) via completed AFTO Form 3 IAW TO 1F-15A/E-6 IAT EN requirements.
- 4.14.2. If electronic submission is not available at the time of inspection original documentation (completed at time of inspection) shall be placed in the 402 CMXG Wing Book until the electronic form can be created in the NCheck application.
- 4.14.3. If an inspection cannot be accomplished for any reason (e.g. uninspectable hole per TO 33B-1-2, *Nondestructive Inspection General Procedures and Process Control*, existing repair, or other configuration variances) the 571 CMMXS NDI technicians shall document the issue in the ROCIT turnover log, 402 CMXG Form 1503, *Wing Sheet*, WR-ALC forms 12 or equivalent, and ensure an AFMC Form 202 is submitted with appropriate details.
- 4.14.4. In the event that an inspection cannot be performed 571 CMMXS NDI technicians shall not stamp the subject work card unless an inspection waiver is obtained via AFMC Form 202.
- 4.14.5. In the event that an AFMC Form 202 disposition requires a re-inspection, the 571 CMMXS NDI technicians assigned to the follow-on inspection shall stamp both the 98000 cards (90000 cards if necessary) and the original work card documenting in detail both positive and negative results.

- 4.14.6. 571CMMXS NDI technicians performing re-inspections must reference the applicable AFMC Form 202 on the original operation card, regardless of EN disposition.
- 4.14.7. If required via AFMC Form 202 disposition and/or TCTO requirements, 571 CMMXS NDI technicians shall re-inspect the IAT structure/holes (if applicable), and repeat all applicable reporting requirements in the preceding paragraphs until flaw is cleared. **Note:** Word document with NDI comments may be attached to appropriate AFTO Form 3 in lieu of remarks. This does NOT eliminate and/or replace the documentation requirements for individual flaw indications (screen height, orientation, etc.).
- 4.14.8. If 572CMMXS technicians maintenance action (reaming, flex honing, etc.) and 571 CMMXS NDI technicians re-inspection take place in the same 8-hour shift, the 571 CMMXS NDI technicians may use the WR-ALC Form 53, and/or TCTO fastener data sheets (if applicable) to document required information.
- 4.14.9. If a TCTO fastener data sheet is required, 571 CMMXS NDI technicians and 572 CMMXS technicians shall accurately and entirely complete subject data sheet.
- 4.14.10. 572CMMXS technicians shall attach an electronic copy of the completed TCTO fastener data sheet to applicable IAT task in the NCheck application and deliver the original fastener data sheet to 572 CMMXS schedulers.
- 4.14.11. 572CMMXS schedulers shall submit TCTO fastener data sheet via AFMC Form 202 to F-15 SPO EN.
- 4.14.12. F-15 SPO EN shall provide a disposition confirming receipt of TCTO fastener data sheet.
- 4.14.13. 571CMMXS NDI supervisors shall ensure all AFTO Forms 3 and applicable data sheets completed IAW TO 1F-15A/E-6 at the time of inspection are reported in the NCheck application no later than 5 working business days post inspection. **Note:** Each 571 CMMXS NDI technician shall be responsible for completing their own AFTO Form 3 NCheck application entries and WR-ALC forms 12 or equivalent for all initial inspections and for each re-inspection.
- 4.15. The 572CMMXS production/planning shall be responsible for initiating an AFMC Form 202 to F-15 SPO EN for disposition (if required).
- 4.16. The 572CMMXS planners will develop appropriate work cards for repair and/or re-inspections as required by the F-15 SPO EN disposition received via AFMC Form 202.
- 4.17. 572CMMXS technicians performing maintenance on IAT inspections shall report/document the following information on each flawed finding in the NCheck application within 5 working business days post final maintenance actions. (The final maintenance action, AFMC Form 202 control numbers and initial hole size and cleared hole size).
- 4.18. 572CMMXS technicians shall record all corrective actions and final hole sizes (as applicable) in WCD entries and NCheck application immediately following task completion.
- 4.19. 572CMMXS technicians shall notate the final maintenance actions on TCTO fastener data sheets to include the final fastener hole size after reaming or cold working (if applicable).
- 4.20. 572CMMXS schedulers shall ensure all original AFTO Forms 3 (completed at the time of inspection) and WR-ALC Form 12 or equivalent are placed in the 402 CMXG Wing Book.

4.21. 572CMMXS production schedulers and supervisors shall complete a documentation review for NDI record compliance prior to transfer of the wing from the NDI gate to maintenance gate as part of the A-to-Z checklist.

4.21.1. NDI gate IAT compliance audit consists of ensuring:

4.21.1.1. NCheck IAT job has all required IATs have an IAT task with “IAT Required” marked yes.

4.21.1.2. Each IAT task required has at minimum a “Flaw Free” or “Flaw Replaced” AFTO 3 finding created.

4.21.1.3. Each IAT task has “Inspection Status” as Rechecks Completed, Cleared, or Completed.

4.22. 572CMMXS production schedulers and supervisors shall ensure a 100% documentation review is performed prior to transfer of the wing to 402 AMXG as part of the A-to-Z checklist.

4.22.1. Final IAT compliance audit consists of:

4.22.1.1. Each AFTO 3 finding that is marked as flawed includes flaw type.

4.22.1.2. Hole number that matches other WCD documentation.

4.22.1.3. A repair disposition generally matches the AFMC form 202 disposition, an initial hole size, a cleared hole size, and a repair action AFMC form 202 number when applicable.

4.23. 572 CMMXS supervisors shall ensure the IAT compliance audit is accurately completed in NCheck application and job has been “Marked Complete”.

4.24. After successful administrative review, the 402 CMXG Wing Book shall be returned to the NDI schedulers. **Note:** The serial identification number of the equipment used during inspection shall be annotated on the AFTO Form 3 and WCD.

5. 402AMXG Fuselage IAT Detailed Process.

5.1. All 558 AMXS NDI technicians, 561 AMXS technicians, first-line supervisors, schedulers, and planners (if tasked to work with F-15 fuselages) shall attend formal training provided by the WR-ALC Training Program.

5.2. 561AMXS planners shall review the TO 1F-15A/E-6, F-15 work-spec, and AFTO Form 781A requirements for applicable IAT inspections and ensure WCDs are created to perform subject inspections.

5.3. 561AMXS technicians shall document initial hole size on applicable WR-ALC Form 53, and identify any incoming repairs that affect NDI inspections (via MWR) and submit AFMC Form 202 to EN reporting configuration variance.

5.4. 561AMXS technicians shall remove impeding repairs IAW AFMC Form 202 disposition.

5.5. After the 561 AMXS technicians accomplish maintenance actions, a 558 AMXS NDI SME shall confirm inspection area is ready for inspection.

5.6. 561AMXS schedulers shall create an IAT work package which includes IAT requirements, AFTO Form 781A requirements, applicable AFMC Forms 202, and TCTO requirements for the subject fuselage.

- 5.6.1. 561AMXS planners shall ensure all required IATs are initiated in NCheck application.
- 5.7. 561AMXS schedulers shall put the IAT work package within the IAT Documentation Book #2 under the IAT tab for each aircraft.
- 5.8. 558AMXS and 561 AMXS schedulers shall distribute the work to the appropriate NDI technicians in order to complete the applicable IAT inspections.
- 5.9. 558AMXS NDI technicians shall review related TO 1F-15C-36 and/or applicable TCTO procedures in ETIMS, gateway, or electronic technical order system before performing inspection.
- 5.10. 558AMXS NDI technicians shall perform applicable IAT inspection IAW TO 1F-15C-36 and/or relevant TCTOs. 558 AMXS NDI technicians performing IAT inspections shall report/document results of inspections via the following paragraphs: **Note:** Any BHEC inspection that requires a different NDI method, by EN shall be recorded in NCheck application confirmation method field, for tracking purposes.
- 5.10.1. Submit inspection results (positive or negative) via completed AFTO Form 3 IAW TO 1F-15A/E-6 IAT EN requirements.
- 5.10.2. Submit flaw indication records on WR-ALC Form 12 or equivalent as described in WR-ALCI 21-101.
- 5.10.3. If an inspection cannot be accomplished for any reason (i.e. uninspectable hole per TO 33B-1-2 NDI requirements, repair, or configuration variance), the 558 AMXS NDI technicians shall document the issue in the WR-ALC Form 12 or equivalent, and ensure an AFMC Form 202 is submitted with appropriate details (if required).
- 5.10.4. In the event that an inspection cannot be performed, 558 AMXS NDI technicians shall not stamp the subject work card unless an inspection waiver is obtained via AFMC Form 202.
- 5.10.5. In the event that an AFMC Form 202 disposition requires a re-inspection, the 558 AMXS NDI technicians assigned to the follow-on inspection shall stamp the unpredictable cards and document in detail both positive and negative results.
- 5.10.6. 558 AMXS NDI technicians performing re-inspections must reference the applicable AFMC Form 202 on the original operation card, regardless of engineering disposition.
- 5.10.7. If required via AFMC Form 202 disposition and/or TCTO requirements, 558 AMXS NDI technicians shall re-inspect the IAT structure/holes (if applicable) and repeat all relevant reporting requirements IAW the preceding paragraphs until flaw is cleared. **Note:** Word document with NDI comments may be attached to appropriate AFTO Form 3 in lieu of remarks. This does NOT eliminate and/or replace the documentation requirements for individual flaw indications (screen height, orientation, etc.).
- 5.10.8. If 561AMXS technicians maintenance action (reaming, flex honing, etc.) and 558AMXS NDI technicians re-inspection take place in the same 8-hour shift, the 558 AMXS NDI technicians/561 AMXS technicians may use the WR-ALC Form 53 and/or TCTO fastener data sheets (if applicable) to document required information.

- 5.10.9. If a TCTO fastener data sheet is required, 558 AMXS NDI technicians and 561 AMXS technicians shall accurately and entirely complete subject data sheet.
- 5.10.10. 561AMXS technicians shall attach an electronic copy of the completed TCTO fastener data sheet to applicable IAT task in the NCheck application and deliver the original TCTO fastener data sheet to 561 AMXS schedulers.
- 5.10.11. 561AMXS schedulers shall submit TCTO fastener data sheet via AFMC Form 202 to F-15 SPO EN.
- 5.10.12. F-15 SPO EN shall provide a disposition confirming receipt of TCTO fastener data sheet.
- 5.10.13. 558AMXS NDI supervisors shall ensure all AFTO Forms 3, and applicable data sheets completed IAW TO 1F-15A/E-6 at the time of inspection are reported in the NCheck application no later than 5 working business days post inspection. **Note:** Each 558 AMXS NDI technician shall be responsible for completing their own AFTO Forms 3 NCheck application entries, and WR-ALC forms 12 or equivalent for all initial inspections, follow-on inspections, and for each re-inspection.
- 5.11. The 561AMXS schedulers shall be responsible for inputting discrepancy log entry into the MWR system for 561 AMXS planners to review.
- 5.12. The 561AMXS planners shall review discrepancy details, approve the MWR, and assign an operation number.
- 5.13. The 561AMXS schedulers shall be responsible for initiating an AFMC Form 202 to F-15 SPO EN for disposition (if required).
- 5.14. The 561AMXS planners will develop appropriate work cards for repair and/or re-inspections as required by the F-15 SPO EN disposition received via AFMC Form 202.
- 5.15. 561AMXS technicians performing maintenance on IAT inspections shall report/document the following information on each flawed finding in the NCheck application within 5 working business days post final maintenance actions: (The final maintenance action, AFMC Form 202 control numbers and initial hole size and cleared hole size).
- 5.16. 561AMXS technicians shall record all corrective actions and/or final hole sizes (as applicable) in WCD entries and NChecks application immediately following task completion.
- 5.17. 561AMXS technicians shall notate the final maintenance actions on TCTO fastener data sheets to include the final fastener hole size post reaming or cold working (if applicable).
- 5.18. 561AMXS and 558 AMXS production schedulers shall complete a 100% documentation review as part of the A-to-Z checklist.
- 5.18.1. IAT compliance audit consists of ensuring:
- 5.18.1.1. NCheck IAT job has all required IAT's that have IAT task with "IAT Required" marked yes.
 - 5.18.1.2. Each IAT task required has at minimum a "Flaw Free" or "Flawed Replaced" AFTO form 3 finding created.
 - 5.18.1.3. Each IAT task has "Inspection Status" as completed.

- 5.18.1.4. Each AFTO Form 3 finding that is marked as flawed includes flaw type, hole number that matches other WCD documentation, a repair disposition generally matches AFMC Form 202 disposition, an initial hole size, a cleared hole size, and a repair action AFMC Form 202 number when applicable.
- 5.19. 561AMXS and 558AMXS production schedulers and supervisors shall ensure the IAT compliance audit is accurately completed in NCheck application and job has been “Marked Complete”. **Note:** The serial identification number of the equipment used during inspection shall be annotated on the AFTO Form 3 and WCD.

6. F-15 IAT Audit Responsibilities.

6.1. Production Audit Responsibilities:

6.1.1. Production squadrons in both 402 AMXG (558AMXS and 561AMXS) and 402CMXG (571 CMMXS and 572CMMXS) shall audit all required IAT inspections for accurate form completion and records submission/upload to the appropriate locations. Persons responsible shall utilize IAT compliance audit worksheet to accomplish the audit. Squadron leadership shall ensure audits are conducted in a manner that confirms process discipline moving forward. This is consistent with Air Force Materiel Command Instruction 21-100 Volume 3, Air Force Sustainment Supplement, *Depot Maintenance Production Support*, (AFMCI 21-100V3_AFSCSUP), paragraph 8.1 which states, “Maintenance quality and equipment reliability is responsibility of all maintenance personnel.”

6.1.2. Each squadron shall ensure self-audit measures are defined and implemented. Results of audits shall be reported at the Depot Maintenance Quality Review (DMQR) meeting or equivalent meeting with root cause determination and corrective actions presented.

6.1.3. IAT compliance audit worksheet shall be completed to ensure compliance with inspection documentation requirements. Maintenance supervisors shall ensure that the IAT compliance audit worksheet is accomplished accurately, completely, and saved to the appropriate records SharePoint site after completion.

6.2. WR-ALC/QA Audit Responsibilities:

6.2.1. QA in both 402 AMXG and 402 CMXG shall comply with random sampling based on pre-established written guidance surveilling and reporting compliance with IAT inspections, form completion and accuracy, and records are submitted/uploaded to the required locations.

6.2.2. The results of these audits will be regularly reviewed at the applicable DMQR meetings or equivalent meeting held monthly.

6.3. SPO Audit Responsibilities:

6.3.1. SPO shall comply with random sampling based on pre-established written guidance surveilling and reporting compliance with IAT inspections, form completion and accuracy, and records are submitted/uploaded to the required locations.

6.3.2. The results of these audits will be shared with the applicable WR-ALC organizations at the group director level.

7. Training.

7.1. WR-ALC planners will identify all WCDs that have F-15 IAT inspection requirements associated with tasks.

7.1.1. WR-ALC planners will provide WCDs to EN, QA, supervisors, and group PAC managers to verify and develop PAC tasks.

7.1.2. Group PAC managers will develop PAC tasks in the TSS/PAC Program in Section III, and ensure formal course requirements are entered in Section II. Required training courses will be linked to IAT identified tasks. Assign IAT tasks to employee's records as identified by the squadron maintenance supervisors.

7.2. Supervisors will ensure TSS/PAC is utilized to document employee training requirements and certifications/qualifications for all IAT associated tasks per AFMCI 21-100V3_AFSCSUP by contacting their squadron/group training manager for inclusion into the employees Section II and III of TSS/PAC.

7.2.1. Employees will be trained and TSS/PAC certified/qualified prior to completion of any IAT task. As a minimum, the following employees are required to complete the required IAT training and be PAC certified/qualified prior to undertaking any task associated with IAT: supervisors, planners, schedulers, non-destructive inspection technicians, sheet metal mechanic, and QA inspectors.

7.3. The Warner Robins Air Logistics Complex Instruction Section will develop and conduct a formal training course on F-15 IAT in concert with SPO. All WR-ALC personnel who have tasks associated with the F-15 IAT's process are required to complete this training annually.

DAVID S. MILLER
Brigadier General
Commander

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

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

AFI 63-140, *Aircraft Structural Integrity Program and Aerospace Equipment Structural Management*, 24 October 2024

AFMCI 21-100V3_AFSCSUP, *Depot Maintenance Production Support*, 22 July 2025

DAFMAN 90-161, *Publishing, Processes, and Procedures*, 18 October 2023

TO 1F-15A-6, *Inspection and Maintenance Requirement Manual*, 01 March 2011

TO 1F-15E-6, *Inspection and Maintenance Requirement Manual*, 15 April 2012

TO 1F-15C-36, *Nondestructive Inspection*, 15 February 2019

TO 33B-1-2, *Nondestructive Inspection General Procedures and Process Controls*, 15 December 2023

WR-ALCI 21-101, *Work Control Documents and Technical Data*, 24 January 2024

Prescribed Forms

WR-ALC Form 53, *Same Day Maintenance Data Sheet*

Adopted Forms

AFMC Form 202, *Engineer Technical Assistance Request*

AFSC Form 957, *Work Control Document (WCD) Change Request*

AFTO Form 3, *F-15 Inspection Tracking Record*

AFTO Form 22, *Technical Manual (TM) Change Recommendation and Reply*

AFTO Form 95, *Significant Historical Data*

AFTO Form 238, *F-15 Component Serialization Record*

AFTO Form 239, *Interim Data Input Spreadsheet*

AFTO Form 781A, *Maintenance Discrepancy And Work Document*

DAF Form 847, *Recommendation for Change of Product*

WR-ALC Form 12, *Maintenance Work Request Form*

402 CMXG Form 1503, *Wing Sheet*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMC—Air Force Materiel Command

AFMCI—Air Force Materiel Command Instruction
AFLCMC—Air Force Life Cycle Management Center
AFSCSUP—Air Force Sustainment Supplement
AFTO—Air Force Technical Order
AMXG—Aircraft Maintenance Group
AMXS—Aircraft Maintenance Squadron
ASIP—Aircraft Structural Integrity Program
BHEC—Bolt Hole Eddy Current
CMXG—Commodities Maintenance Group
CMMXS—Commodities Maintenance Squadron
DAF—Department of the Air Force
DAFI—Department of the Air Force Instruction
DAFMAN—Department of the Air Force Manual
DMQR—Depot Maintenance Quality Review
EN—Engineering
ETAR—Engineering Technical Assistance Request
ETIMS—Enhanced Technical Information Management System
FDR—Flight Data Recorder
IAT—Individual Aircraft Tracking
IATP—Individual Aircraft Tracking Program
IAW—In Accordance With
MWR—Maintenance Work Request
NCheck—Aerospace Data Management Tool
NDI—Non-Destructive Inspection
OPR—Office of Primary Responsibility
PAC—Production Acceptance Certification
QA—Quality/Quality Assurance
ROCIT—Role-Oriented Consolidated Information Tool
SME—Subject Matter Expert
SPO—System Program Office
TCTO—Time Compliance Technical Order
TM—Technical Manual

TO—Technical Order

TSS—Training Scheduling System

WCD—Work Control Documents

WebSafe—Database (scans for malware and performs backups to secure websites and its data)

WR-ALC—Warner Robins Air Logistics Complex

WR-ALCI—Warner Robins Air Logistics Complex Instruction