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Safety

WELDING OF AIRCRAFT PARTS ON  
AIRCRAFT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 419 MXS/LGMF (SMSgt Richard W. Bennett)

Certified by: 419 LG/CD (Lt Col David L. Avner)

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This instruction establishes and defines responsibilities and procedures to control welding of aircraft parts on the aircraft for mission essential and or cost prohibitive repairs. It implements AFPD 91-3, *Occupational Safety and Health*. It also references T.O. 1F-16A-3-4, *Structural Repair Stabilizers*. AFOSH Standard 127-5, *Welding, Cutting and Brazing*. NEPA 410 E, Vol 15, *National Fire Code*. This instruction applies to the 419th Logistics Group and 419th Operations Group personnel.

### SUMMARY OF REVISIONS

This revision changes maintenance operations center (MOC) to dispatch debrief section (DDS) throughout this instruction. A (I) indicates revisions from the previous edition.

#### 1. Policies:

- 1.1. Dispatch Debrief Section (DDS). DDS is the responsible agency for coordination and dispatch of welders and other affected shops, to perform on aircraft welding.
- 1.2. Weather conditions, especially wind and wind gusts are detrimental to quality weldments. The weld shop metal processing supervisor determines when weather conditions dictate the need for postponement.
- 1.3. Actual welding will not start without a fire inspector present, form letter MAFL-13, **Permit for Welding of Aircraft**, AF Form 592, **USAF Welding, Cutting, and Brazing Permit**, and Aircraft Welding Fire Safety Checklist coordinated, approved and forwarded to dispatch debrief section (DDS).

#### 2. Procedures:

- 2.1. Work center requesting on-aircraft welding:

- 2.1.1. Notifies fabrication flight and quality assurance through DDS that welding is required. Location of the aircraft for welding is on the wings ramp, row S, position 13.
- 2.1.2. If welding is deemed necessary, fabrication flight initiates form letter MAFL-13 with quality assurance signing to indicate welding is a justifiable repair. Form letter MAFL-13 is then routed through appropriate offices for notification and approval, and forwarded to DDS for coordination and dispatch of shops involved or affected by the repair.
- 2.2. The maintenance squadron officer and flying squadron maintenance officer are the final approval or disapproval authority on all aircraft welding.
- 2.3. Upon receipt of properly completed approval correspondence, DDS dispatches welders to the aircraft, notifying the wing safety office and quality assurance.
- 2.4. Welder coordinates with base fire department to schedule the time welding is to be performed. Fire inspector determines whether or not stand by is required.
- 2.5. The fire department, base safety office and quality assurance representatives reserve the right to inspect welding procedures and areas at any time. This right is exercised at their discretion.
- 2.6. Any knowledgeable individual can terminate an unsafe welding operation at any time. Immediately contact the fabrication flight chief for guidance and corrective action.

DAVID E. TANZI, Brig Gen, USAFR  
Commander