



*Maintenance*

**AIRCRAFT MAINTENANCE GUIDANCE AND PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This supplement prescribes specific instructions and guidance that augment procedures contained in the basic publication. This supplement implements AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*. This supplement applies to all organizations attached or assigned to the 944th Fighter Wing (FW).

**SUMMARY OF REVISIONS**

Major changes and or additions have been made to **Sections 6D, 6H and 6Q**. Minor structural changes and or minimal additions have been made to **Sections 6C, 6M and 6P**. **Sections 3C, 3D, 5C, 6F, 6G, 6I, 6T, 6U, 6V and 6W** have been added.

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### Chapter 3

## MAINTENANCE QUALITY PROGRAM

### *Section 3C – Product Improvement Program (PIP)*

3.22.3. Approval procedures for Local Work Cards (LWC), Local Page Supplements (LPS) and Local Check Lists (LCL). The work center drafts a copy of the proposed LWC, LPS or LCL. The squadron commander signs a cover letter or staff summary sheet certifying the requirement for the proposed LWC, LPS or LCL. The workcenter submits the draft and cover letter/staff summary sheet to Quality Assurance (QA). The work center is responsible for submitting all information to be published in the LWC, LPS or LCL. QA will properly format the LWC, LPS or LCL, obtain the group commander's signature, publish and distribute the LWC, LPS or LCL.

3.26.9.(Added) Originating Point (Work Center) Procedures:

3.26.9.1.(Added) Any item received from supply that meets the requirements in T.O. 00-35D-54 for submission of a Deficiency Report (DR) will have a DR submitted. Notify the Product Improvement Manager (PIM) in QA of intent to submit a DR. Complete 944 FW DR Worksheet and submit to the PIM after review by the work center supervisor. DR Worksheets are available in the 944 FW Product Improvement Handbook and in QA. Tags and shipping documents received with the failed materiel must be forwarded to the PIM.

3.26.9.2.(Added) Tag exhibits with two DD Forms 2332, **Product Quality Deficiency Report Exhibit**, two DD Forms 1575, **Suspended Tag Materiel**, and one AFTO Form 350, **Repairable Item Processing Tag**. Complete blocks 2 through 10 of the DD Form 2332. Enter "Q" in the condition code block of the DD Form 1575. Forward two DD Forms 1577-2, **Unserviceable (Reparable) Tag Materiel**, for XD2 exhibits, or a DD Form 1577, **Unserviceable (Condemned) Tag Material**, for XF3 exhibits, to QA. If exhibit is not available, submit informational DRs to inform the responsible agency of problems and trends with parts and equipment.

3.26.9.2.1.(Added) Special procedures for explosive exhibits. Photograph any item too dangerous or hazardous to retain. Submit the photographs with the DR for use in lieu of the exhibit. Return such exhibits to the munitions (FK) supply account and retain them in segregated storage until shipment or disposition instructions are received.

3.26.9.3.(Added) Verify the supply document numbers and national stock numbers with the applicable maintenance supply liaison for Due-in From Maintenance tracking prior to forwarding the exhibit to the 56th Supply Squadron. Verify supply turn-in credit after DR has been processed by 56th Supply Squadron.

3.26.9.4.(Added) Secure exhibit until the DR has been completely processed by the PIM and action is directed by QA. Locate a container for shipping the exhibit. Forward the exhibit to 56th Supply Squadron exhibit holding area. Ensure that exhibits containing fuel, hydraulic fluid, oil, or

any other liquids are properly drained, processed, and wrapped in a plastic bag (cap installed, holes plugged, and preservation measures taken), if practical.

3.26.9.5.(Added) Acceptance DRs. Perform acceptance inspections on all aircraft, engines or engine modules that are new, repaired, modified, or overhauled. Where required by T.O. 00-35D-54, submit a DR.

3.26.10.(Added) Screening Point – PIM Procedures:

3.26.10.1.(Added) Screens DR for validity and routes DR for certification. For acceptance DRs, QA will determine the severity and number of discrepancies that will be listed on the acceptance DR. Two or more individual discrepancies may be combined into one discrepancy at the discretion of QA.

3.26.10.2.(Added) Submits DR into USAF automated DR tracking system. All DR tracking system screens will have appropriate blocks filled in, completely and factually, with all necessary information.

3.26.10.3.(Added) Tracks DR status in USAF automated DR tracking system.

3.26.10.4.(Added) Forwards disposition instructions to 56th Supply Squadron for exhibit holding, processing and shipping.

3.26.10.5.(Added) Initiates follow-up action as prescribed by T.O. 00-35D-54.

3.26.10.6.(Added) Forwards action messages to DR originators and affected work centers.

### ***Section 3D – Functional Check Flight (FCF), Weight and Balance, Abort/Incident Programs***

3.31. QA will:

3.31.7.(Added) Review AFTO Form 781 series prior to the FCF. Flag AFTO Forms 781 by placing "FCF" in red pencil or ink at the top of the AFTO Form 781H and at the top of the first FCF page of the AFTO Form 781A.

3.31.8.(Added) Make appropriate entries in the aircraft AFTO Form 781 pertaining to the FCF. Retain the aircraft AFTO Forms 781 binder and checklist in QA and deliver to FCF pilot during the FCF briefing.

3.31.9.(Added) Meet the pilot in debrief for a simultaneous maintenance/FCF debriefing when aircraft returns from the FCF.

3.31.10.(Added) Review and forward corrected FCF generated AFTO Forms 781A and checklist to documentation.

3.34.7.(Added) Any shop removing equipment from the aircraft will report the removal of such equipment to Maintenance Coordination Function (MCF) and QA for computation of aircraft weight and center of gravity (CG). Computations will be accomplished before aircraft is released for flight or aircraft weighing. When major components (i.e., engine, radar installation, gun, seat and canopy) are removed, contact QA prior to ground handling (e.g., jacking or towing).

3.34.7.1.(Added) If aircraft CG is not within limitations after equipment removal and or installation, the equipment will be installed before the aircraft is released for flight, before an aircraft is weighed, or before ground handling is started.

3.34.7.2.(Added) The shop removing and or installing equipment will document all equipment removed and or added in the Core Automated Maintenance System (CAMS) and AFTO Forms 781 and deliver that data to QA.

3.34.7.3.(Added) When an engine is replaced in an aircraft, QA must be notified of the serial number of the engine installed. This is required due to the weight differences between engines.

3.34.8.(Added) QA will:

3.34.8.1.(Added) Annotate the data on the DD Form 365-3, **Chart C - Basic Weight and Balance Record**, and re-compute the aircraft weight and CG upon receipt of data for removed and or added equipment.

3.34.8.2.(Added) Route the completed Time Compliance Technical Order (TCTO) and modification information for weight and balance changes to the Weight and Balance Manager. The TCTO Monitor will accomplish this routing.

3.34.9.(Added) 302 FSM will:

3.34.9.1.(Added) Review the 944 FW Standardized Load Configurations list annually and route a list of changes to QA. This list will contain loads by line number as listed in T.O. 1F-16C-1-2. This is to facilitate load weight and balance calculations and prevent an unsafe condition.

3.34.9.2.(Added) Ensure only loads listed in the 944 FW Standardized Load Configurations list are loaded on aircraft assigned to the 944 FW.

3.34.9.3.(Added) Provide personnel and equipment support for aircraft inventories and weighing.

3.34.9.4.(Added) Schedule and preprogram aircraft weight checks and inventories in the monthly and weekly maintenance plan.

3.36.(Added) FCF Responsibilities for 302d Fighter Squadron Maintenance (FSM). 302d FSM will:

3.36.1.(Added) Notify QA of the anticipated FCF.

3.36.2.(Added) Coordinate the availability of a qualified FCF pilot with QA and 302d Fighter Squadron (FS) operations.

3.36.3.(Added) Ensure engine run and aircraft systems checks are performed (i.e., hot preflight). Any qualified maintenance personnel can accomplish these checks.

3.36.4.(Added) Notify QA when the aircraft is ready for FCF.

3.36.5.(Added) Deliver the AFTO Forms 781 binder to QA for review a minimum of two hours prior to scheduled takeoff.

3.36.6.(Added) Notify QA upon return of FCF for debriefing.

3.36.7.(Added) Retain AFTO Forms 781A, **Maintenance Discrepancy and Work Document**, for FCF aborts and FCFs flown but not released in the AFTO Forms 781 binder for the FCF pilot to review prior to flight. Do not transcribe AFTO Forms 781A until FCF is released.

3.36.8.(Added) Route AFTO Forms 781A pertaining to the FCF to QA after the aircraft has been released from the FCF.

3.37.(Added) FCF Responsibilities for FCF Pilot. FCF Pilot will:

3.37.1.(Added) Satisfactorily complete an annual examination given by QA. This test will include applicable material in T.O.s 1-1-300, 00-20-5, 1F-16C-6CF-1 and AFRCI 21-101.

3.37.2.(Added) Maintain FCF requirements in accordance with T.O. 1-1-300 and the applicable - 6 T.O.

3.38.(Added) FCF Configurations. FCF configurations are based on the extent of maneuvering required to complete the desired checks/portions of the full FCF profile. The required FCF profile is determined by the maintenance requirement that prompted the FCF. When FCFs are accomplished to test specific equipment or systems, only applicable portions of the full FCF profile need to be accomplished. However, as much of the full profile should be accomplished on all FCFs as configuration, weather, and other factors permit. The FCF pilot will ensure that requirements of the FCF profile are compatible with aircraft stores limitations, carriage limits, angle of attack, rolling limits, and aircraft configurations. The 944th Logistics Group (LG) or Operations Group (OG) Commander must approve exceptions to the following requirements.

3.38.1.(Added) Munitions will not be carried on FCFs.

3.38.2.(Added) The configuration will be clean with symmetric missile launchers on stations 1 and 9, and may have a centerline pylon (MAU-12 or ECM adapter) on station 5, when a full FCF profile is required or is directed by either the 944 LG or OG Commander.

3.38.3.(Added) The configuration may be altered when limited profile FCFs are accomplished.

3.39.(Added) Deployed FCF Operations. During deployed operations, FCFs will be conducted under the same constraints used at home station. The detachment commander will be the only authority for deviations to wing instructions, configuration requirements, fuel load, etc. Deviations will be kept to an absolute minimum and will be approved only after close coordination between the senior maintenance representative and the detachment commander.

**Chapter 5****LOGISTICS MAINTENANCE SUPPORT*****Section 5C – Maintenance Scheduling***

5.37.6.1. The weekly flying schedule will be printed using the following list of sortie sequence numbers for each corresponding mission:

<u>Sequence Number</u>	<u>Type Mission</u>
901-930	Local Launch
931-945	Deployed
946-956	Cross Country
957-990	Surge/ORE/ORI
991-992	Functional Check Flights
993-999	Additions

## Chapter 6

### SPECIAL PROGRAMS

#### *Section 6A - Impoundment of Aircraft/Equipment and Aircraft Involved in Explosive Mishaps*

**NOTE:** Interim Change 00-2 to AFI 21-101 created AFI 21-101, Chapter 9. AFI 21-101, Chapter 9 supersedes all impoundment requirements of AFRCI 21-101. The following local impoundment procedures supplement AFRCI 21-101 by adding requirements. These additional requirements do not conflict with either AFI 21-101 or AFRCI 21-101.

6.3.1.2. QA personnel will investigate F-16 aircraft, jet engines, or equipment for possible impoundment under the following conditions:

6.3.1.2.1.(Added) Loss of control.

6.3.1.2.2.(Added) Uncommanded and or inadvertent firing of Emergency Power Unit.

6.3.1.2.3.(Added) Uncommanded nose wheel steering inputs.

6.3.1.2.4.(Added) Major engine component failure.

6.3.1.2.5.(Added) Accident/structural damage/fire.

6.3.1.2.6.(Added) Inadvertent gun firing.

6.3.1.2.7.(Added) Lightning strike.

6.3.1.2.8.(Added) Aircraft throttle bindings

6.3.1.2.9.(Added) Aircraft braking/anti-skid system problems.

6.3.2. Reference the page and block number for the original discrepancy in the impoundment discrepancy block. Enter a red dash (-) symbol in the next open block of the AFTO Form 781A and in the discrepancy block enter "Investigation to be conducted by the impoundment official prior to release for maintenance."

6.3.5.1.(Added) QA will automatically become the interim impoundment official. The QA NCOIC or representative will accomplish this.

6.4.2.1(Added). Impoundment Official will:

6.4.2.1.1.(Added) If appropriate, ensure all recoverable stored data is collected prior to aircraft system operation.

6.4.2.1.2.(Added) Review the AFTO Form 781 series forms and historical document file for maintenance history. Sign off and initial the red dash symbol in the “Investigation to be conducted...” block after the forms review.

6.4.2.2.(Added) QA will:

6.4.2.2.1.(Added) Continuously monitor and provide technical assistance to the impoundment team members during troubleshooting and or repair actions.

6.4.2.2.2.(Added) Ensure either the OG/CC or LG/CC is informed of all significant findings.

6.4.2.2.3.(Added) Review aircraft forms and all corrective actions.

6.4.2.2.4.(Added) After corrective actions have been completed, report with the impoundment official, to the impoundment release authority for review of corrective actions. If impoundment is to be released, QA signs the “corrected by” block of the impoundment.

6.4.2.3.(Added) The 302 FSM will maintain cones, placards, or ropes for the isolation area.

### ***Section 6B – End of Runway Inspection***

**6.7.** Team Composition. The team will consist of:

6.7.1.(Added) Team Chief. Air Force Specialty Code (AFSC) 2A3X3 or other qualified aircraft maintenance AFSC with a 7- or 9-skill level. The team chief acts as marshaler.

6.7.2.(Added) Team Members. A minimum of one AFSC 2A3X3 with a 5-skill level or higher. Additional members, if used, must be qualified to perform End of Runway Inspections and can be any aircraft maintenance AFSC. The team member(s) perform the End of Runway Inspection.

**6.8.** Equipment. End of Runway equipment, composite tool kits, and technical data will be maintained by and stored in the 302 FSM Support Section.

### ***Section 6D - Composite Tool Kit (CTK) Management***

6.19.2. Life Support (302 FS/DOL) personnel who are dispatched to the flight line will follow procedures for CTK management outlined in AFRCI 21-101 as supplemented, and ACCI 11-301, *Aircrew Life Support Program*.

6.19.3. Replacement spare tools and consumables will be controlled. They will be stored in a secure location.

6.19.3.1.(Added) Consumable spare tools will be controlled and stored in a secured location if not included in bench stock. Aircraft maintenance personnel required to perform aircraft and

system maintenance on the flight line are authorized to maintain a select number of consumables in the CTK:

6.19.3.1.1.(Added) 302 FSM

Inspection Section

- .020 Safety Wire, roll 1 ea.
- .032 Safety Wire, roll 1 ea.
- .041 Safety Wire, roll 1 ea.

Crew Chiefs

- .020 Safety Wire, roll 1 ea.
- .032 Safety Wire, roll 1 ea.
- Temp Sticks, 700DEG 1 ea.

Weapons Loading

- .032 Safety Wire, roll 1 ea.
- .041 Safety Wire, roll 1 ea.
- Temp Stick, 700DEG 1 ea.
- Voltage tester fuses 2 ea.

Specialist Flight

- .020 Safety Wire, roll 1 ea.
- .032 Safety Wire, roll 1 ea.
- Tape, Teflon Anti Chafe, roll 1 ea.
- String, Wax Lacing, roll 1 ea.

6.19.3.1.2.(Added) 944th Maintenance Squadron (MXS)

Electro-Environmental

- .032 Safety Wire, roll 1 ea.
- .020 Safety Wire, roll 1 ea.

Fuel Systems

- .032 Safety Wire, roll 1 ea.
- .020 Safety Wire, roll 1 ea.
- Washers, 3 sizes 10 ea.
- Injection tips 3 ea.
- Cup plastic 3 ea.
- Litmus paper 1 roll

Armament Shop (Weapons Release)

- .020 Safety Wire, roll 1 ea.
- .032 Safety Wire, roll 1 ea.
- .041 Safety Wire, roll 1 ea.

Tape, anti-seize 1 ea.

Armament Shop (Gun Shop)

.032 Safety Wire, roll 1 ea.

.041 Safety Wire, roll 1 ea.

**NOTE:** All other work centers are allowed one roll of each required safety wire.

6.19.3.2.(Added) Consumable items which cannot be marked will be maintained in a container marked with the CTK identification number and amount of consumables contained. Consumables that can be marked will be marked with a permanent marker or engraved with CTK identification number.

6.19.3.3.(Added) Replacement of consumable items are controlled on a one for one basis. Replenish consumables at the end of each shift if depleted. Write the quantity not replenished on an AFRC Form 175, **Missing/Removed Tools and Equipment**.

6.19.4. The person who discovered a tool or tools missing will notify MCF of the fact by the most expedient method available.

6.19.4.1.(Added) MCF will take immediate action to ensure the aircraft in question does not take off.

6.19.4.2.(Added) Establish contact with end of runway crew with instructions that affected aircraft will not take off until the 302 FS Supervisor of Flying (SOF) has been notified.

6.19.4.3.(Added) If affected aircraft has already departed, MCF will notify the SOF, if not available, notify Base Operations.

6.19.5. CTKs will be transferred from one individual to another only at the specific direction of supervision. When supervision directs such a transfer, both individuals will conduct a complete inventory of the CTK then report to the tool room to sign the CTK in (person leaving) and back out (person accepting responsibility). The gaining individual assumes responsibility for the CTK but cannot sign in the CTK.

6.19.6. Immediately notify MCF of lost tool on the flight line. In turn, MCF will notify QA. Engines will not be operated until the appropriate commander has released the aircraft.

6.19.6.1.(Added) When tools or other objects are lost on or near aircraft, impound the aircraft using directed procedures. The supervisor of the individual who lost the item will coordinate a thorough search for the item. If lost item is found the discrepancy will be cleared using proper procedures.

6.19.6.2.(Added) If a tool is lost during in-shop maintenance, the work center supervisor and the responsible individual(s) will conduct a thorough search of the work area. If the tool cannot be

found, notify the applicable superintendent of the loss, the nomenclature, the CTK identifier of lost tool and the name of the supervisor performing search. The supervisor will notify MCF and QA when the equipment has been returned to the flight line or supply.

6.19.7. The series/block of CTK identification numbers for the 944 FW are as follows. Bar code reader system numbers are included in parenthesis.

6.19.7.1.(Added) 302 FS

APG CTK	AA-1 through AA-75 (R6FSAA-01 through AA-75)
APG Special Tools R6FS25XXX)	FL-1 through FL-40, CR-1 (R6FS01XXX through
Specialist CTK	CB-1 through CB-20 (R6FSCB-1 through CB-20)
Specialist Special Tools R6FS60XXX)	SF-1 through SF-40 (R6FS26XXX through
Inspection Flight CTK	EP-1 through EP-20 (R6FSEP-01 through EP-20)
Wheel and Tire Shop CTK	ER-1 through ER-4 (R6FSER-01 through ER-04)
Weapons CTK R6FS80XXX)	EL-1 through EL-25 (R6FS61XXX through
Weapons Special Tools	LD-1 through LD-10 (R6FX0001 through 0999)
Life Support CTK	LS-1 through LS-20

6.19.7.2.(Added) 944 MXS

Avionics Flight	
Automatic Test Stations	CI-1 through CI-10
Electronic Warfare Systems	CE-1 through CE-10
Sensors	CH-1 through CH-5
Accessories Flight	
Electro-Environmental	AE-1 through AE-50
	AC-1 through AC-30
Fuel Systems	AF-1 through AF-25; HRT-1
Pneudraulics	AH-1 through AH-30
Egress	AG-1 through AG-50
Armament Flight	
Weapons Release	EO-1 through EO-25
Gun Shop	EG-1 through EG-15

Propulsion Flight	
JEIM	JP-1 through JP-50
Test Cell	TP-1 through TP-25
Test Cell Special Tools	TC-1 through TC-50
AGE Flight	EA-1 through EA-20
Fabrication Flight	
Aircraft Structural	
Maintenance	ES-1 through ES-10
Machine Shop	EM-1 through EM-10
Welding	ED-1 through ED-10
Corrosion Control	EC-1 through EC-5
Survival Equipment	EE-1 through EE-10
NDI	EN-1 through EN-10
Munitions Flight	
Munitions Storage	EB-1 through EB-20
Staff QA	DS-1 through DS-5

6.19.8. The following items are the only authorized personal equipment and must have as a minimum: employee number and work center identification (ID). (Items will be engraved or marked with permanent marker.)

- Headset
- Ear defender
- Communication Cord (Comm cord)
- Reflective Belt

6.19.9. Depot teams, factory teams and contract field teams working within the unit will use unit CTKs whenever possible. Either the 944 LG or OG Commander or their designated representative will authorize any other tools used. A copy of all tool listings will be provided to the QA office prior to start of assigned project. Technicians will inventory tools at the beginning and end of each shift. Any lost tools will be reported to immediate supervisor and QA to ensure proper procedures are followed. QA will brief the appropriate field team representative on CTK procedures outlined in AFRCI 21-101, as supplemented.

6.19.10.2.(Added) The following rag control procedures will apply:

6.19.10.2.1.(Added) Rags will not be placed on bench stock. When removing rags from the tool room for disposal or cleaning, annotate the inventory with the quantity removed. When replenishing rags or returning rags from cleaning, annotate the inventory with quantity added. Rags that are removed for cleaning or disposal are exempt from the following requirements.

6.19.10.2.2.(Added) 302 FS. Rags will be signed out and returned to the maintenance support section tool room in bundles of five. Phase dock and Tire shop rags will be signed out and returned to the phase dock tool room in bundles of 25. These rags are considered tools and all requirements that apply to dispatchable tools apply to rags with two exceptions: (1) Rags are not required to be marked and (2) rags are not required to be shadowed or inlaid and may be kept in separate clean/dirty/hazardous waste rag bins that meet all applicable AFOSH standards.

6.19.10.2.3.(Added) 944 MXS Propulsion Section:

6.19.10.2.3.1.(Added) Rags may be assigned to CTKs. If rags are assigned to a CTK, they will be in bundles of 12. These rags are considered tools and all requirements that apply to tools in CTKs apply to rags with one exception: Rags are not required to be marked. Rags will be bundled with a Velcro, or some other strap. The strap will be marked with the CTK number and quantity of rags. If a rag requires replacement, the rag will be exchanged on a one for one basis from the tool room.

6.19.10.2.3.2.(Added) Rags will be signed out from the tool room by using an AFRC Form 177, **Consolidated Tool Kit Inventory and Control Log**. All requirements that apply to dispatchable tools apply to rags with one exception: Rags are not required to be marked. The quantity removed from the tool room will be annotated and the same quantity must be returned.

6.19.10.2.3.3.(Added) Clean, dirty and hazardous waste (if applicable) rags are kept in separate, locked bins. The term bin is intended to be generic and any closeable, lockable container (stand alone can, Vidmar drawer, etc.) that meets all applicable AFOSH standards is acceptable. Bin keys are stored in the tool room with CTK keys.

6.19.10.2.4.(Added) Other 944 MXS shops that perform on-equipment maintenance:

6.19.10.2.4.1.(Added) Rags will be signed out from the tool storage area by using an AFRC Form 177. All requirements that apply to dispatchable tools apply to rags with one exception: Rags are not required to be marked. The quantity removed from the tool storage area will be annotated and the same quantity must be returned.

6.19.10.2.4.2.(Added) Clean, dirty and hazardous waste (if applicable) rags are kept in separate, locked bins. The term bin is intended to be generic and any closeable, lockable container (stand alone can, Vidmar drawer, etc.) that meets all applicable AFOSH standards is acceptable. Bin keys are stored with CTK keys.

6.19.10.2.5.(Added) Other 944 MXS shops that do not perform on-equipment maintenance. Clean, dirty and hazardous waste (if applicable) rags will be stored in separate, locked bins. The term bin is intended to be generic and any closeable, lockable container (stand alone can, Vidmar drawer, etc.) that meets all applicable AFOSH standards is acceptable. These bins may be unlocked any time during the shop duty day and will be locked at the end of the shop duty day. If these rags leave the shop, they will be signed out using an AFRC Form 177 or AF Form 1297,

**Temporary Issue Receipt**, with the quantity taken from the shop annotated on the form. The same quantity must be returned to the shop. Bin keys are stored with CTK keys.

6.19.11. Crash Recovery and Hydrazine response tool and equipment control procedures will follow AFRCI 21-101, Chapter 6, Section D to include the following:

6.19.11.1.(Added) Crash Recovery CTK/Equipment will be inventoried and signed out prior to operation by a designated individual using an AFRC Form 177. During use, the individual will maintain control and accountability of all tools/equipment. All tools/equipment will be accounted for prior to removal of aircraft from the area.

6.19.11.2.(Added) Hydrazine Response Tools/Equipment stored in vehicle will be inventoried and signed in and out daily on an AFRC Form 177. The response team chief will perform a complete inventory at the end of each response. Tools and equipment will be stored and secured when the vehicle is not in use.

**NOTE:** All above listed tools and equipment will have a contents listing and an AFRC Form 177 maintained with them at all times. They will be secured when not in use. Keys for tools and equipment will be controlled using proper procedures.

6.19.13.1.(Added) Each special tool, fixture, or piece of equipment that is attached to an aircraft in any manner will be marked in a way to make it readily visible (i.e., international orange paint and "REMOVE BEFORE FLIGHT" streamer). Exceptions to this procedure will be made on a case-by-case review by QA and are listed below. In conjunction with the above, a "red X" entry will be made in the AFTO Form 781A that states, "SPECIAL TOOL/FIXTURE INSTALLED (give location) FOR (state reason)."

6.19.13.1.1.(Added) 302 FS/MA - Angle of Attack Torque Tester  
P/N 123T105  
NSN 6695-00-253-9655  
Paint only, no flag

6.19.13.1.2 (Added.) 302 FS/MA - Plate, Jacking Adapter Longeron Removal  
P/N 16MTE24015  
NSN 4920-01-048-5821  
Paint only, no flag

6.22.1. When the bar code reader system is used, CTKs will have the bar code label attached in a secure manner to prevent foreign object hazard. Each separate CTK/equipment will have an individually assigned bar code label attached.

6.23.1. When the bar code reader system is used the designated CTK custodian will ensure that personnel operating and using the system are familiar and trained in primary and alternate procedures when system is in use. CTK custodians will have the operating manual and operating instructions including CTK numbering system outline maintained in the CTK dispatch area.

6.23.2. An approved bar code reader system may be used at the discretion of any applicable squadron.

6.23.6.(Added) When only one person is assigned to a work center or shift, the shift supervisor or an individual from another work center will be contacted when needed to inventory and sign in CTK.

6.24.1. When the bar code reader system is used, personnel may sign for tools and equipment using an AFRC Form 177 or the automated system may be used.

#### ***Section 6F – IFF Mode 4 Program***

**6.35.** Identification, Friend or Foe Mode 4 confidence checks shall be accomplished on at least 70 percent of possessed aircraft each month. Compliance is tracked in CAMS.

#### ***Section 6G – Borescope Training Program***

**6.38.** A lesson plan is maintained in the Propulsion Flight.

**6.41.** All personnel will remain proficient by performing one rigid borescope inspection every 120 days. Inspection proficiency will be tracked in CAMS.

**6.42.** Recertification and annual recertification will be accomplished by the technician demonstrating the ability to perform a rigid borescope inspection. The certifying official, who will be present during the recertification, will determine the borescope inspection criteria.

#### ***Section 6H - Aircrew/Maintenance Debriefing***

**6.43.** Aircrew/Maintenance debriefing will be accomplished immediately after each sortie or abort, regardless of aircraft status. Qualified individuals will accomplish this debriefing with specialist assistance provided as required.

6.46.3.2. The FSM will maintain debriefing file folders in the debriefing area in accordance with AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*. Automated debrief recaps will be kept in the folders as specified in AFRCI 21-101.

6.46.3.4. The Sortie Maintenance Debriefing worksheet on file will be reviewed during operations to aid in determining if there is an actual repeat or recurring discrepancy. Refer to 944 FWI 21-120, *Control of Repeat, Abort, Cannot Duplicate (CND) Aircraft Discrepancies* for specific guidance.

6.46.3.10.2.(Added) Standard criteria for Red X conditions are listed below. The listing does not preclude maintenance and aircrew subjective judgments on any safety of flight condition serious enough to warrant use of a Red X under the guidelines of TO 00-20-1; AFI 21-103,

*Equipment Inventory, Status, and Utilization Reporting*; 1F-16C-6 and AFRC 21-101, Chapter 6 (F-16 Aircraft Impoundment). This Red X criteria listing cannot substitute for quality aircrew debriefing by a maintenance technician.

04100—Special Inspection

1. Excessive G load
2. Foreign object in cockpit
3. Hard landing
4. Aircraft failed to rotate
5. Landing gear over speed
6. Landing gear extended beyond allowable airspeed

11000—Airframe

1. Panels lost or missing in flight
2. Any unusual airframe vibration
3. Bird or lightning strike
4. Aircraft structural damage

12000—Crew Station System

1. Canopy damage or distortion
2. Canopy warning system discrepancies
3. Loose component
4. Ejection seat discrepancies

13000—Landing Gear System

1. Failure of gear to retract or extend
2. Loud thump on retraction of gear
3. Gear slow to retract
4. Unsafe landing gear conditions
5. Nose landing gear shimmy
6. Damage to wheels, tires and struts
7. Flat strut
8. Nose wheel steering inoperable
9. Whenever any aircraft arrestment or missed barrier engagement has occurred

14000—Flight Controls

1. Any unusual flight maneuvers or loss of control
2. Dual flight control failure
3. Any flight control system light or pilot fault listing that illuminate after reset action or do not reset

## 23000—Turbine Power Plant

1. Engine flame out or major engine component failure
2. Engine power loss, thrust loss
3. Compressor stall or stagnation
4. Engine overtemp or fire
5. Engine instrumentation malfunction
6. Engine vibration, rumble or unusual noise
7. Engine light that does not reset
8. Engine no-go indicator
9. Engine anti-ice valve

## 24000—Jet Fuel Starter/Emergency Power Unit

1. Jet Fuel Starter no start on Start 2
2. Fuel or oil leaks in the Jet Fuel Starter system
3. Uncommanded or inadvertent Emergency Power Unit activation

## 41000—Environmental Control System

1. Any malfunction in pressurization
2. Air conditioning, excluding auto temp control

## 42000—Electrical Power Supply

1. Generator fails to come on or reset
2. Weak or dead battery
3. Aircraft battery fail light
4. Aircraft control System Permanent Magnetic Generator failure
5. Main or Standby generator failure

## 44000—Lighting System

1. Landing and taxi light inop
2. Anti-collision lights or position lights (total failure)
3. Advisory warning system (Master Caution light on)
4. Total interior light failure

## 45000—Hydraulic and Pneumatic Power System/Supply System

1. Any leaks out of tolerance
2. Any hydraulic system malfunction
3. Any pneumatic system malfunction
4. Indicator malfunction

## 46000—Fuel system

1. External tank does not feed
2. Fuel leaks
3. Fuel indication malfunction
4. Trapped fuel or imbalance
5. Unprogrammed fuel loss
6. In-flight refueling system

## 47000—Oxygen

1. Oxygen regulators, low PSI
2. Fumes or odors present in oxygen
3. Oxygen pressure flux
4. Difficult to inhale or exhale
5. Liquid oxygen converter

## 49000—Fire Detection

1. Fire or overheat indicators

## 51000—Instruments

1. Pilot Static failure
2. Malfunction of primary flight and navigational instruments
3. Central Air Data Computer failure

## 62000—Very High Frequency (VHF) Communication

1. No transmit or receive

## 63000—Ultra High Frequency (UHF) Communication

1. No transmit or receive
2. Weak reception
3. Loud squeal
4. Loss of either antenna

## 65000—Identification Friend or Foe (IFF)

1. IFF system inop

## 74000—Fire Control System

1. Wide Angle Conventional Heads Up Display inop (no green display)
2. All inadvertent releases
3. All uncommanded releases
4. All lost suspension items
5. All hung munitions
6. Stores Management Systems blank or inop

## 97000—Explosives Devices and Components (Egress)

1. Any accidental or intentional use of system components

## OTHER

1. System malfunctions of a chronic repeat/recurring nature
2. Discrepancies causing an aircraft ground abort or in-flight emergency
3. Any discrepancy causing an aircraft incident or mishap
4. Foreign object, lost or unaccounted for tools
5. Fire or explosion on the aircraft
6. When an aircraft is inadvertently serviced with the wrong type or grade of fuel, oil or hydraulic fluid

6.46.3.16.(Added) CAMS will automatically assign an Event Identification (ID) or Job Control Number (JCN). Specialists will receive a work order printout from their respective shop's CAMS terminal. During manual debriefing, event ID and or JCNs will be in accordance with 944 FWI 21-124, *Assignment of Job Control Number*.

6.46.3.17.(Added) In the case of ground or air aborts, aircraft emergency, and in-flight emergencies, MCF will notify QA. QA will generate and forward a Quality Assurance Tracking and Trend Analysis System (QANTTAS) worksheet to the work center responsible for the repair of the condition. The work center supervisor ensures the worksheet is completed prior to routing to the superintendent or maintenance officer/commander, who then routes the worksheet to QA. QA reviews the corrective action, enters the information into the QANTTAS and routes the worksheet to Maintenance Analysis (944 LSS/LGLA). Maintenance Analysis processes the worksheet and returns it to QA for filing. Abort information is reported in the Monthly and Quarterly QA Program Summaries.

6.46.3.18.(Added) Normally, aircrew personnel will document aborts. Because of mission requirements, when a pilot cannot document an abort discrepancy, the crew chief of the aborted aircraft may document this discrepancy. The first discrepancy will be preceded by the notation "Ground Abort" or "Air Abort," followed by the fault reporting code, then the narrative. Debriefers will initiate CAMS documentation for ground and or air aborts and in-flight emergencies. Abort entered in CAMS will include the pilot's name, either in the "discovered by"

block or at the end of the discrepancy, depending on whom entered the discrepancy on the AFTO Form 781A.

6.46.3.19.(Added) Flying time information will be entered into CAMS not later than the end of the duty day following the day of the sortie.

6.48.1.(Added) Debriefing actions will take place in an appropriate area. The area selected will be operationally compatible and located for quick access to the flight line. During Integrated Combat Turn (ICT) operations, debriefing for aircraft without discrepancies may be conducted at the turn site. Aircraft with maintenance discrepancies will use normal debriefing procedures. The Sortie Maintenance Debriefing worksheet used during ICT operations will be routed to the normal debrief location as soon as possible, but no later than the scheduled landing time of the next sortie.

### ***Section 6I – Maintenance Communications***

**6.51.** 944 LSS Plans and Deployment will ensure non-tactical radio users are trained in the proper use of non-tactical radios and will perform an annual radio equipment inventory. Radios will be removed from vehicles that will be out of service for an extended period. The radios will be maintained in a secure environment. Plans and Deployment is the single point of contact between the 944 LG, 302 FSM and the 944th Communications Flight (CF). Radios in need of repair will be returned to Plans and Deployment. Plans and Deployment will turn those radios in to the 944 CF and monitor the status while the radios are in maintenance. Plans and Deployment will pick up serviceable radios from the 944 CF and return them to the user.

6.51.2. Radio Call Signs:

6.51.2.1. (Added) 944 FW

<b><i>Call Sign</i></b>	<b><i>Office</i></b>
Diablo	944 FW/CC
X-Ray 1	944 FW/XP
X-Ray 2	944 FW/XP
MOC	MCF
Emergency 1	Emergency Site Supervisor
Emergency 2	Emergency Site Supervisor
Emergency 3	Emergency Site Supervisor

6.51.2.2.(Added) 944 LG

Kachina 1	944 LG/CC
Kachina 2	944 LG/CD
Kachina 3	944 LG/LGQ, QA
Kachina 3A	944 LG/LGQ, QA Nights
Kachina 4	944 LG/LGN, Night Shift Supervisor

## 6.51.2.3.(Added) 944 MXS

<i>Call Sign</i>	<i>Office</i>
Cactus 1	944 MXS/CC
Cactus 2	944 MXS/LGM, Superintendent
Cactus 3	944 MXS/LGMC, Accessories Maintenance Flight
Cactus 4	944 MXS/LGMP, Propulsion Flight
Cactus 5	944 MXS/LGMPT, Test Cell
Cactus 6	944 MXS/LGMG, AGE Flight
Cactus 7	944 MXS/LGMCF, Fuels Systems Hydrazine Response
Cactus 7A	944 MXS/LGMCF, Fuels Systems NCOIC
Cactus 8	944 MXS/LGMV, Avionics Flight
Cactus 9	944 MXS/LGMF, Fabrication Flight
Cactus 10	944 MXS/LGMFB, Sheet Metal
Cactus 11	944 MXS/LGMR, Armament Flight
Kilo	944 MXS/LGMG, AGE Delivery

## 6.51.2.4.(Added) 944 MXS Munitions Flight

Cheyenne 1	944 MXS/LGMW, Munitions OIC
Cheyenne 2	944 MXS/LGMW, Munitions Superintendent
Cheyenne 3	944 MXS/LGMWC, Munitions Storage Area
Cheyenne 4	Crew #1
Cheyenne 5	Crew #2
Cheyenne 6	Crew #3
Cheyenne 7	Crew #4
Cheyenne 8	Crew #5
Cheyenne 9	Crew #6
Cheyenne 10	944 MXS/LGMWC, Production
Cheyenne 11	944 MXS/LGMWC, Material
Cheyenne 12	944 MXS/LGMWC, Supply
Scorpion	944 MXS/LGMWC, Control
HAMS	944 MXS/LGMWC, Holding Area
Stinger 3	Line Vehicle 1
Stinger 4	Line Vehicle 2
Stinger 5	Line Vehicle 3
Stinger 6	Line Vehicle 4
Stinger 7	Line Vehicle 5
Stinger 8	Line Vehicle 6
Stinger 9	Line Vehicle 7
Stinger 10	Line Vehicle 8
Stinger 11	Line Vehicle 9
Stinger 12	Line Vehicle 10
Stinger 13	Line Vehicle 11

<i>Call Sign</i>	<i>Office</i>
Stinger 14	Support 12
Stinger 15	Support 13

## 6.51.2.5.(Added) 944 LSS

Navajo 1	944 LSS/CC
Navajo 2	944 LSS/LGL, Superintendent
Navajo 3	944 LSS/LGLT, Transportation NCOIC
Navajo 4	944 LSS/LGLT, Transportation OIC
Navajo 5	944 LSS/LGLT, Transportation Maintenance
Navajo 6	944 LSS/LGLX, Plans & Deployment
Navajo 7	944 LSS/LGLS, Supply
Navajo 8	944 LSS/LGLSP, Material Control

## 6.51.2.6.(Added) 302 FSM

Apache 1	302 FS/MA, OIC
Apache 2	302 FS/MA, Superintendent
Apache 3	302 FS/MAO, Sortie Generation Branch Chief
Apache A	302 FS/MAOA, A Flight Chief
Apache B	302 FS/MAOB, B Flight Chief
Apache C	302 FS/MAOC, C Flight Chief
Apache 4	302 FS/MAOW, Weapons Flight OIC
Apache 5	302 FS/MAOW, Weapons Flight Chief
Apache 6	302 FS/MAOW, Weapons Load
Apache 7	302 FS/MAOW, Weapons End of Runway
Apache 8	302 FS/MAOS, Specialist Flight Chief
Apache 9	302 FS/MAI, Sortie Support Branch Chief
Apache 10	302 FS/MAOW, Weapons Maintenance
Apache EOR	302 FS/MAO, End of Runway Crew
Apache Support	302 FS/MAI, Support
Apache Tow	302 FS/MAO, Aircraft Tow Team
Debrief	302 FS/MAO, Debrief
Expedite	302 FS/MAO, Expediter
Red 8	302 FS/MAOS, Specialist Redball
Alert 1	Combat Turn Director
Alert 2	Combat Turn Director
Bomber 1	Combat Turn Director
Bomber 2	Combat Turn Director

***Section 6L - Corrosion Control Program***

6.63.1.1.(Added) AFRC Form 165, **Aircraft After Wash Corrosion Inspection Checklist**, will be maintained in the 944 MXS Aircraft Structural Maintenance Shop (944 MXS/LGMFB) for a period of six months.

6.64.1.3.(Added) AFRC Form 164, **Aircraft Wash Cleanliness Inspection Checklist**, will be maintained in the 302 FSM for a period of six months.

6.64.2.2.3.(Added) AFRC Form 163, **Aircraft Wash Supervisor's/Employees' Certification**, will be maintained in the Wash Training folder, in the 302 FSM T.O. room, located in building 1022. Phase Dock personnel will have their AFRC 163 maintained in the Phase Inspection Office, building 999.

6.64.5.1.(Added) The upper surfaces of the aircraft will be washed using maintenance stands. As a safety precaution, there will be no standing or walking on wet aircraft surfaces (reference AFOSH Standard 91-100, *Aircraft Flight Line – Ground Operations and Activities*, paragraph 4.2.)

6.64.8.(Added) Aircraft after wash cleanliness inspections will be performed while the designated wash aircraft is on the wash rack. This will eliminate the returning of the aircraft to the wash rack should the aircraft wash not meet the definition of clean in AFRCI 21-101, paragraph 6.68., first **NOTE**.

6.69.7.(Added) The course code for the 944 FW Biennial Aircraft Corrosion Training is 164.

6.70.5.(Added) The course code for the 944th Maintenance Biennial AGE Corrosion Training is 163.

***Section 6M – Nondestructive Inspection and Oil Analysis Programs***

6.76.1.1. The 944 FW primary Oil Analysis Program (OAP) monitor is the 944 MXS Propulsion Flight Chief. The 944 OG and LG Commander will each appoint an alternate OAP monitor in writing. Alternate OAP monitors are appointed from the 944 MXS Aerospace Ground Equipment (AGE) Flight and the 302 FSM. The alternate OAP from the 302 FSM will ensure OAP samples are delivered to the OAP laboratory. Taking of samples on uninstalled engines is the responsibility of the 944 MXS Test Cell. Taking of samples on flight line support equipment requiring oil sampling is the responsibility of the 944 MXS AGE Flight. The aircraft crew chief taking an oil sample will annotate the oil change time on AFTO Form 781J, **Aerospace Vehicle - Engine Flight Document**, and on DD Form 2026, **Oil Analysis Request**.

6.76.1.2. The OAP laboratory will analyze the samples and call the results in to the 944 MCF. The MCF will in turn notify the Expediter. Total response time will be as soon as possible, but no later than 1 1/2 hours after sampling.

6.76.1.3. Initial training of 944 FW primary and alternate OAP monitors will be conducted by the 56th Equipment Maintenance Squadron (EMS) Joint Oil Analysis Program (JOAP) Laboratory personnel, IAW LAFBI 21-103, *Joint Oil Analysis Program*. The 944 FW OAP and 302 FSM OAP monitors are responsible for training their respective maintenance personnel with engine oil consumption limits, engine wear metal limits and oil sampling procedures IAW applicable tech data.

6.76.1.4. The 56 EMS JOAP Laboratory is the primary OAP laboratory for the 944 FW. In the event the equipment in the primary laboratory is not available or unserviceable, the 944 MXS Non-Destructive Inspection (NDI) Laboratory can utilize their equipment to comply with the requirements for oil analysis. The 944 LG Commander may direct the 944 MXS NDI Laboratory to deploy their equipment and become the primary laboratory at a deployed location to support any deployed operations.

6.76.1.5. The OAP monitor or assistants will ensure special surveillance (Code E/Red Cap) samples are analyzed before next flight or engine operation. The OAP or assistants will make the appropriate entry or entries in the aircraft AFTO Forms 781A ensuring all maintenance actions are complied with. If the aircraft is to be put on special surveillance, an entry (Red Dash) will be made in the AFTO Form 781A stating, "Engine oil sample result unknown from previous flight. Result required to be known prior to next flight or engine operation." This entry will be made until the aircraft can be returned to normal status. These entries can be signed off by the OAP monitor or assistants. The appropriate personnel will annotate all Code E/Red Cap on the DD Form 2026, in the remarks, when an aircraft/engine is on surveillance. The Propulsion Flight Chief's JOAP monitoring book, located in the Engine Management Branch (EMB) office, contains abnormal JOAP trending, engine codes and aircraft on condition status (i.e., 10 hours surveillance). The Propulsion Flight Chief should use this information to advise Maintenance Supervision and MCF of maintenance actions to be taken or when aircraft/engine can be released from surveillance/local flight only.

6.76.1.6. The OAP monitor or assistants will ensure aircraft under special surveillance will only be flown locally. The OAP or assistants will make the appropriate entry or entries to the aircraft AFTO Forms 781A ensuring all maintenance actions are complied with. If the aircraft is to be put on surveillance and restricted to local flying, an entry (Red Dash) will be made in the AFTO Form 781A stating, "Aircraft restricted to local flight for Code E/Red Cap JOAP." When and if the aircraft can be returned to normal flight status, then the entry can be signed off by OAP monitor or assistants.

6.76.1.7. The OAP monitor or assistants will ensure oil samples, when due, are promptly taken after engine shut down and before oil servicing.

6.76.1.8. The 944 FW OAP monitor should meet quarterly with the NCOIC of the 56 EMS JOAP Laboratory to discuss OAP related problems, issues, and training. Problems and concerns identified during this meeting will be discussed with the affected squadrons, on a quarterly basis by the 944 FW OAP monitor.

6.76.1.9. During the aircraft document review, the crew chief will contact EMB to verify engine serial number, engine operating time and oil change time is correct for JOAP records. EMB sends the 56 EMS JOAP Laboratory information that will include engine serial number, engine operating time and oil times on a daily basis.

6.76.1.10. The 56 EMS JOAP Laboratory notifies MCF and the OAP monitors if any abnormal trends are detected during sampling. The MCF will then notify the flight line Production Superintendent and Expeditor.

6.76.1.11. The Propulsion Flight Chief will send a message, as soon as possible, to the respective Air Logistics Center (ALC) OAP monitor when a major component is sent to depot as a result of oil analysis.

6.76.1.12. An information copy of these messages will be sent to the OAP Laboratory, HQ AFRC/LGMSS and the OAP management office WL-MLS/OL.

### ***Section 6P - Foreign Object Damage Prevention Program (FOD)***

6.87.1. The following personnel will attend the quarterly FOD prevention meetings: 944 FW Commander or designated representative, Wing FOD Prevention Manager, Squadron FOD Monitors, QA representative and representatives from the 944 LG and 944 OG.

6.88.1. The 944 MXS and the 302 FSM will each appoint a FOD Monitor.

6.89.1. Air inlet and exhaust covers will be installed on aircraft unless aircraft is undergoing maintenance on ducts or being prepared for engine operations or flight.

6.89.2. When maintenance is performed in or around air inlet ducts:

6.89.2.1.(Added) A red X entry will be made in the AFTO Form 781A to read as follows: "Foreign object check due upon the completion of maintenance."

6.89.2.2.(Added) The engine inlet cover should be reinstalled prior to clearing the red X in the AFTO Form 781A.

6.89.3. Section supervisors are responsible for ensuring the cleanliness of their assigned areas. Hangar and shop area cleanup will be accomplished by the section assigned to the area. Ramps, hangars, and maintenance areas will be inspected daily and cleaned as required.

6.89.8. Hats will not be worn within 25 feet of an operating jet engine. The cold weather watch cap or hot weather bandana/head sock may be worn within 25 feet of an operating jet engine provided that double hearing protection is worn and that the ear defenders/comm headset is worn over the watch cap/bandana/head sock.

6.89.9. Bracelets (not watches) are added to the list of items not authorized on the flight line.

6.89.11.(Added) Supervisors will direct that only an essential number of tools are exposed to areas where maintenance is being performed.

6.89.12.(Added) Supervisors will ensure that personnel receive foreign object training annually and that the CAMS training database is updated upon accomplishment of such training.

6.89.13.(Added) During periods of potential high winds, authorized 1F-16C-21 engine intake and exhaust covers will be used.

6.89.14.(Added) After the completion of maintenance, an extensive job completion inspection will be made by the technicians who accomplished the maintenance to ensure no foreign objects remain in the area.

6.89.15.(Added) Wear coveralls without pockets or buttons, remove shoes, and all items from all pockets when physical entry is needed to inspect intake or exhaust areas of engines.

6.89.16.(Added) Aircraft forms or other foreign objects will not be placed on the intake shelf.

6.89.17.(Added) Aircraft will not be flown or operated with defective fasteners, improperly installed screws, etc., forward of the air inlet duct.

6.89.18.(Added) Aircraft will be placed on a red X and a thorough intake inspection will be performed when items of hardware are discovered missing forward of the air intake.

6.89.19.(Added) Engines removed from aircraft:

6.89.19.1.(Added) Open sections of the engine will be covered during repair, transportation, and non-operational periods.

6.89.19.2.(Added) Open lines and ducts will be capped and or covered as required.

6.89.19.3.(Added) Engine bay inspections will be accomplished prior to engine installation and will be documented in the AFTO Form 781A as a red X condition. Both corrected and inspected by blocks will be signed off upon completion of the engine bay inspection. Prior to engine installation, QA will be contacted as to their availability to conduct an engine bay technical inspection.

6.90.1.3.(Added) The MCF will initiate a FOD procedural check sheet when a FOD incident occurs.

6.90.2.2. An AFRC Form 42, **Foreign Object Damage (FOD) Mishap Investigation Checklist**, will be completed by the impoundment team chief or appropriate supervisor and routed to QA. QA will finalize and route the form to 10 AF and AFRC FOD Managers.

***Section 6Q - Organizational Computer Manager***

**6.92.** Workgroup Managers (WM) are appointed by both the 944 LG and OG Commanders for their respective groups. The WM is the focal point within their group for all computer and network systems management and planning. The WM will provide first-level support to the end users in resolving day-to-day technical client system problems. The WM will work closely with the Wing Computer Systems Manager (CSM) and the Network Administrator on issues of life cycle management, infrastructure, information assurance, and accountability for both hardware and software.

6.92.6.(Added) The WM will review all AF Forms 3215, **C4 Systems Requirements Document**, information technology (IT) requests prior to submitting to the wing CSM. Life cycle replacements are funded by HQ AFRC Information Technology Working Group. IT requests other than life cycle replacements include work center specific software and hardware, upgrades, extended warranties, new hire requirements, and routine and remedial maintenance. Such requests will be locally funded either by the requester's organization or by the wing CSM.

***Section 6R - Crash/Disabled Aircraft Recovery Program***

6.94.5.1.(Added) Crash recovery will be conducted by Luke Air Force Base activities in accordance with the host-tenant support agreement and AFI 25-201, *Support Agreement Procedures*. When deployed, the 944<sup>th</sup> FW will provide crash recovery support when the requirement for such support has been established during pre-deployment correspondence or a during the site survey.

6.94.5.2.(Added) The 302 FSM will be responsible for removing disabled aircraft that are in a towable condition from accessible taxiways.

6.95.3. The following equipment will be maintained or available to support mission requirements:

6.95.3.1.(Added) Required technical data.

6.95.3.2.(Added) Tow bar.

6.95.3.3.(Added) Crash trailer containing:

6.95.3.3.1.(Added) Dolly, disabled wheel.

6.95.3.3.2.(Added) Pneumatic bag.

6.95.3.3.3.(Added) Sling, set 60" large.

6.95.3.3.4.(Added) Sling, aircraft.

6.95.3.3.5.(Added) Shovel (4 each).

6.95.3.3.6.(Added) Sledge hammer (2 each).

6.95.3.3.7.(Added) Chain (6 each).

6.95.3.3.8.(Added) Main landing gear spacer tow.

6.95.3.3.9.(Added) Hose compressor (3 each).

6.95.3.3.10.(Added) Hard hat (10 each)

6.95.3.3.11.(Added) Crash bar (1 each).

6.95.3.3.12.(Added) Blower unit.

6.95.3.3.13.(Added) Felt pad (4 each).

6.95.3.3.14.(Added) Rags bundle.

6.95.3.3.15.(Added) Cargo straps (12 each).

6.95.3.3.16.(Added) Screw bags.

6.95.3.3.17.(Added) Cloth tape.

6.95.3.3.18.(Added) Rope, spool.

6.95.3.3.19.(Added) Mattress.

6.95.3.3.20.(Added) Gloves (10 pairs).

6.95.3.3.21.(Added) Coveralls (6 pairs).

6.95.3.3.22.(Added) Chain (1670-00-516-8405) 25 feet (3 each); Chain (1670-00-778-4079) 25 feet (3 each).

6.95.3.3.23.(Added) Shackle, 1 3/4" and 2 1/2".

6.95.3.3.24.(Added) Come along, 8 K (1 each).

6.95.3.3.25.(Added) Block and tackle (4 each).

6.95.3.3.26.(Added) Tow cable (1 each).

6.95.3.3.27.(Added) Nose landing gear jack adapter.

6.97.1.1.(Added) Detailed instructions for the recovery of crash damaged aircraft are incorporated into locally developed Task Assignment Lists (TAL). These TALs are located inside of the Crash Recovery Trailer.

6.99.3.1.(Added) Maintenance training NCOs for each affected flight will annotate annual and or requalification training requirements in CAMS and document under course code 206.

***Section 6T - One Time Inspections (944 LG/LGQ)***

**6.105.** Absent further guidance, the 944 FW will continue to follow the procedures in AFRCI 21-101, paragraph 6.105.2, after transitioning from ACC to AETC gained.

***Section 6U - Aircraft Intake/Engine Inlet/Exhaust Training Certification Program***

**6.110.** A lesson plan will be maintained in the Propulsion Flight.

**6.113.** Annual recertification will be accomplished by the technician demonstrating the ability to perform an aircraft engine inlet and exhaust inspection IAW appropriate tech data. The certifying official, who will be present during the recertification, will determine the evaluation criteria.

***Section 6V - Engine Blade Blending Training and Certification Program***

**6.116.** A lesson plan will be maintained in the Propulsion Flight.

**6.120.** Annual recertification will be accomplished by the technician demonstrating the ability to perform blade blending on a compressor fan blade IAW appropriate tech data. The certifying official, who will be present during the recertification, will determine the evaluation criteria.

***Section 6W - Flexible Borescope Inspection Training and Certification***

**6.123.** A lesson plan will be maintained in the Propulsion Flight.

**6.127.** Recertification and annual recertification will be accomplished by the technician demonstrating the ability to perform a flexible borescope inspection IAW appropriate tech data. The certifying official, who will be present during the recertification, will determine the evaluation criteria.

CRAIG S. FERGUSON, Colonel, USAFR  
Commander

**Attachment 1 (ADDED)****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

ACCI 11-301, *Aircrew Life Support Program*

AFOSH Standard 91-100, *Aircraft Flight Line – Ground Operations and Activities*

LAFBI 21-103, *Joint Oil Analysis Program*

944 FWI 21-120, *Control of Repeat, Abort, Cannot Duplicate (CND) Aircraft Discrepancies*

944 FWI 21-124, *Assignment of Job Control Numbers*

***Abbreviations and Acronyms***

**ACC** – Air Combat Command

**AETC** – Air Education and Training Command

**CF** – Communications Flight

**CG** – center of gravity

**CSM** – Computer Systems Manager

**EMB** – Engine Management Branch

**EMS** – Equipment Maintenance Squadron

**FS** – Fighter Squadron

**FSM** – Fighter Squadron Maintenance

**FW** – Fighter Wing

**IAW** – in accordance with

**ID** – Identification

**IT** – information technology

**JOAP** – Joint Oil Analysis Program

**MXS** – Maintenance Squadron

**NCOIC** – NCO in Charge

**OIC** – Officer in Charge

**SOF** – Supervisor of Flying

**UHF** – Ultra High Frequency

**VHF** – Very High Frequency

**WM** – Workgroup Manager