BY ORDER OF THE 16TH LOGISTICS GROUP COMMANDER (AFSOC)

OPERATING INSTRUCTION 21-51

15 February 1999

Maintenance

SCHEDULED AIRCRAFT INSPECTIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This operating instruction (OI) establishes procedures and responsibilities for the accomplishment of scheduled aircraft inspections. This OI applies to all maintenance organizations under the 16th Logistics Group.

1. Responsibilities:
1.1. The 16 EMS Maintenance Flight is responsible for accomplishing ISO/PE inspections to include backline operational checks. FCFs and HSCs are the responsibility of the owning AMU, HMU, or 16 MXS.
1.2. The 16 CRS and 16 EMS have primary responsibility for specialist support of inspections; however, it may be necessary to utilize AMU, HMU, or 16 MXS maintenance specialists in support of scheduled inspections. The MCC will coordinate maintenance specialist support with the appropriate AMU, HMU, or MXS maintenance production superintendent when necessary.
1.3. The AMU, HMU, or 16 MXS is responsible for accomplishing the following tasks prior to the start of an ISO/PE inspection on their aircraft:
1.3.1. Ensure a predock records review is accomplished by the aircraft crew chief, production superintendent, maintenance scheduling, 16 CRS production supervisor, and ISO/PE dock chief prior to inspection input, ensuring all scheduled and unscheduled maintenance is acceptable to both squadrons. The predock will be accomplished 2 to 5 days prior to aircraft input.
1.3.2. Ensure all workable delayed discrepancies are accomplished.
1.3.3. Accomplish engine runs with 16 CRS engine shop to obtain performance data (all C-130 aircraft).
1.3.4. Ensure 3-point performance checks are accomplished (MH-53J aircraft).
1.3.5. Wash and lube aircraft after last flight prior to inspection input. The wash should be accomplished within 2 days prior to inspection input.
1.3.6. Remove upper heat shield assemblies after engine runs (AC-130H/U aircraft).
1.3.7. Ensure the liquid oxygen system is fully serviced.
1.3.8. Ensure all life support and -21 equipment is removed.
1.3.9. Remove Benson tanks at Eglin (MC-130P aircraft).

1.3.10. Remove in-flight refueling (IFR) carts.
1.3.11. Remove all non-installed parts or hardware.
1.3.12. Remove technical order file.
1.3.13. Install all locks and safety pins.
1.3.14. Transcribe 781A/K, if needed.
1.3.15. The 55 HMU will accomplish periodic inspection preparation sequence numbers 1-14, 27, 36-38, 40, and 42.
1.3.16. Defuel MH-53 aircraft auxiliary tanks.
1.3.17. Defuel all C-130 aircraft to zero fuel and perform low-level checks prior to input.
1.3.18. Tow aircraft into the inspection dock no later than 0001 hours on the day of inspection input.
1.3.19. Accomplish hangaring checklist.

NOTE 1: Aircraft with items cannibalized will not be inputted into ISO/PE without prior approval from the ISO/PE dock chief.

NOTE 2: Aircraft that are identified as “CANN BIRDS” will not be inputted into ISO/PE at anytime without 16th Logistics Group Commander approval.

NOTE 3: The 16 MXS will coordinate for a 9th Special Operations Squadron crew to fly aircraft directly to Hurlburt Field. The aircraft will not be flown on any mission in conjunction with the ferry flight to Hurlburt Field.

1.4. 16 EMS personnel will:
1.4.1. Accomplish water screen and jettison check inspection.
1.4.2. Remove auxiliary fuel tank and rescue hoist explosive cartridge (MH-53J aircraft).
1.4.3. Install all covers and plugs.

1.5. 16 CRS personnel will:
1.5.1. Pressurize aircraft, mark all leaks, and record pressure-decay readings in AFTO Form 781A (Maintenance Discrepancy and Work Document).

1.6. As a minimum, two 5-skill level crew chiefs will be assigned to the ISO/PE dock from day one of the inspection to postdock or upon release by the dock chief. The dock chief will coordinate the crew chiefs’ shift schedule and duty requirements with the AMU/HMU/16 MXS crew chief section supervision prior to the aircraft input. Crew chiefs should not have other scheduled appointments during ISO/PE and will coordinate their schedules with the ISO coordinator. The primary aircraft crew chiefs will normally accompany aircraft through entire inspection.

2. Procedures For Aircraft Inspections:

NOTE 1: Inspection input date is defined as the day the look phase begins.

2.1. Day one of the ISO/PE inspection begins with the look phase. Look and fix will be accomplished along with all applicable TCTOs and jacking requirements. Afterwards, the aircraft will be towed by 16 EMS dock personnel and will convert to backline status.

2.2. All parts will be ordered by the inspection element, but against the owning aircraft organization's supply account.
2.3. While in backline status, 16 EMS will ensure all post-inspection engine runs, leak checks, and operational checks are accomplished (all C-130 aircraft).
2.4. Prior to AMU/HMU/16 MXS assuming maintenance responsibilities, the crew chief, ISO/PE dock chief, and 16 CRS production supervisor will schedule and accomplish an aircraft postdock records review with AMU/HMU/16 MXS maintenance scheduling and a production superintendent. Remaining aircraft discrepancies will be confirmed as valid jobs in CAMS and all discrepancies will be reviewed and acceptable to both squadrons. If an aircraft is NMCS or PMCS, the AMU/HMU/16 MXS production superintendent will assume management responsibility following aircraft postdock. The AMU/HMU/16 MXS will also assume management responsibility when ISO possesses more than two aircraft provided aircraft forms are in order. The crew chief will brief the expediter on discrepancies remaining in the aircraft forms.
2.5. Parts will not be cannibalized from ISO/PE aircraft unless the action is coordinated first with MCC, the ISO/PE dock chief, and owning AMU/HMU production superintendent. If the dock chief is not on duty, the 16 EMS production superintendent (Mike 2) will coordinate with the owning AMU/HMU. If action cannot be settled at this level, it will be elevated to 16 EMS and the owning aircraft/helicopter generation squadron maintenance supervision.

NOTE 2: Special attention must be given not to cannibalize parts which would delay aircraft returning to operational status. Any cannibalized parts will have proper forms documentation prior to the part being removed. Cannibalized parts will be reinstalled and operational checks will be accomplished by the AMU/HMU that cannibalized the item.

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