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Maintenance

CORROSION CONTROL PROGRAM



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This instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*. It outlines the procedures for the aircraft and Aerospace Ground Equipment (AGE) wash, corrosion and paint programs. It applies to 18th Wing and associate units at Kadena AB. This publication does not apply to the Air National Guard or US Air Force Reserve.

1. References.

1.1. AFI 21-105, *Aerospace Equipment Structural Maintenance*, TOs 00-20-1, *Preventive Maintenance Program General Policy Requirements and Procedures*, 00-20-5, *Aircraft, Drone, Aircrew Training Devices, Engines, and Air-Launched Missile Inspections, Flight Reports, and Supporting Maintenance Documents*, and 1-691G, *Aircraft Weapons Systems Cleaning and Corrosion Control*.

2. Appointment of Corrosion Control Monitor.

2.1. The Superintendent of the Structural Maintenance/Corrosion Control Element is designated as the 18th Wing Corrosion Control Monitor.

2.2. Maintenance supervisors of each sortie generation flight (SGF) are the Corrosion Control Program monitors for their respective SGFs.

2.3. Contract project officer will coordinate wash and corrosion control schedules with host and associate-units for all KC-135R, E-3, MC-130 and RC-135 aircraft.

3. Aircraft Wash.

3.1. Flying squadron (FS) scheduling section will:

3.1.1. Schedule all assigned aircraft for wash as follows:

3.1.1.1. Every 30 days for F-15s, E-3s, KC-135Rs and HH-60Gs.

3.1.2. Schedule aircraft for wash in conjunction with all phase, periodic or isochronal inspections, and prior to aircraft paint.

3.1.3. Inform squadron maintenance officer (SMO) weekly of all early/overdue (5 days or more) aircraft washes.

3.1.4. Do not schedule aircraft for wash until mid-cycle has elapsed since the last date washed. The only exception will be short-notice VIP or cross-country tasking, when directed by the 18 OG Commander or associated SMO.

3.1.5. Schedule aircraft clear water rinses in accordance with (IAW) TO 1-1-691 as follows:

3.1.5.1. Clear water rinse (CWR) every 15 days.

3.1.5.2. CWR after the last flight of the day (when low level flight under 3,000 feet over salt water was accomplished or two or more take-offs and/or landings in a single day which require low level flight over salt water was accomplished). If PACAF approved rinse cycle waiver is in effect (to terminate rinsing after last flight of the day, based on Okinawa water table level), 15 day CWR will be completed as a minimum.

3.1.6. Coordinate with 18 LG Plans and Scheduling and Structural Maintenance Superintendent to develop a monthly paint schedule for F-15C/D, HH-60G aircraft and assign aircraft tail numbers to these paint slots.

3.1.7. No more than three aircraft will be scheduled for wash during one duty day, to include the last Saturdays.

3.2. F-15 SGFs will:

3.2.1. Download all external munitions.

3.2.2. Ensure all aircraft are grounded, chocked and properly positioned on the wash rack. All aircraft must be in place by 0700. One fire bottle must be positioned per two aircraft.

3.2.3. Install all required safety pins and locks prior to wash.

NOTE: All landing gears doors will be opened and pinned prior to placement on the wash rack.

3.2.4. Ensure all panels are installed and fasteners are flush with the surface.

3.2.5. Ensure all required name changes are put in the forms prior to the aircraft being put on the wash rack.

3.3. F-15's Only: 18th Maintenance Squadron (18 MXS) wash rack shift supervisor will:

3.3.1. Download 781A, **Maintenance Discrepancy and Work Document** and post pre-prints. Make an entry on the AFTO Form 781A, **Maintenance Discrepancy and Work Document** for required wash prior to wash beginning.

NOTE: No wash actions will be initiated until this entry is made.

3.3.2. Ensure all panels are installed prior to beginning pre-wash masking.

3.3.3. Ensure all safety pins, locks, and wheel covers have been installed.

NOTE: Any aircraft missing panels, safety pins, and/or locks, will not be washed until the aircraft preparation has been complied with.

3.3.4. F-15 and HH-60's Only: Minor touch-ups will be accomplished after the aircraft wash is complete. Requirements will be determined by the wash rack monitor, if needed, to include all leading edges, bare metal/new panels, application of local markings, and touch-up painting.

3.3.5. Notify Maintenance Operations Center (MOC) of wash completion and ensure that Core Automated Maintenance System (CAMS) is cleared before releasing the aircraft the applicable squadron. **Clear 781A preprinted entries for the wash and CAMS, place a CAMS screen 380 showing the wash cleared in the 781 forms binder prior to notifying the MOC of wash completion.**

3.4. KC-135 and E-3 Only: DynCorp Project Office Quality Assurance Evaluator will:

3.4.1. Ensure aircraft are properly prepared for wash IAW the corrosion control contracts for their respective aircraft.

3.4.2. Coordinate with DynCorp to ensure aircraft are washed IAW applicable TOs. The 18 MXS Quality Assurance (QA) representative will randomly follow-up aircraft washes to ensure compliance with TOs and work cards.

3.5. 33rd RQS Only: Wash helicopters in Bay 2 of Building 3534, IAW Local Checklist 18 OG-007.

4. Acceptance Inspections.

4.1. SGF scheduling section will:

4.1.1. Schedule all TO 00-20-1 acceptance inspections.

4.1.2. Initiate a CAMS work order to DynCorp.

4.2. DynCorp will:

4.2.1. Perform a corrosion acceptance inspection. Complete inspections only in an approved corrosion control facility.

4.2.2. Document corrosion discrepancies and furnish a copy to the squadron scheduling sections and 18 LG QA for inclusion in the Category II Materiel Deficiency Report.

4.2.3. Perform all local marking requirements, such as tail stripes, pilot/crew chief names, wing and organizational emblems.

4.2.4. Coordinate with contractors to ensure the civilian contractors repair discrepancies.

4.2.5. Comply with the transfer procedures IAW PACOM AWACS memorandum of agreement as follows:

4.2.5.1. DynCorp supervision will ensure all severe and moderate corrosion and structural discrepancies are corrected prior to departure. Any discrepancies that cannot be completed prior to departure will then be deferred to the AFTO Form 781A.

5. Aircraft corrosion inspection and rework (other than contracted workload):

5.1. 18 MXS Corrosion Control Element will develop and maintain currency of post-wash corrosion inspection worksheets for each type of aircraft assigned.

5.2. An aircraft structural maintenance specialist will perform the post-wash inspections and document its completion in the "corrected by" block of the AFTO Form 781A.

5.3. An aircraft structural maintenance specialist will perform corrosion inspections on assigned aircraft during the phase inspections of F-15 and HH-60 aircraft.

5.3.1. All corrosion discrepancies that are noted but not cleared during scheduled inspections will be documented on the AFTO Form 781K, **Aerospace Vehicle Inspection Engine Data Calendar Inspection and Delayed Discrepancy Document** and retained with the aircraft forms package.

5.3.2. A copy of delayed discrepancies will be forwarded to the SGF scheduling section for scheduling or corrective actions after review by the corrosion control element.

5.4. During required fuel cell maintenance, in other than internal wing cells; cavities require inspection, and corrosion treatment as applicable.

5.5. 33rd RQS Only: Complete post wash/corrosion inspections IAW Local Checklist 18 OG-007.

6. Aircraft Parking/Markings for F-15 Aircraft.

6.1. All touch-up and full paint requirements will be accomplished only in approved corrosion control facilities.

6.2. Maintenance will not be performed on aircraft which are being prepared for or undergoing full paint or touch-up, without prior coordination between the corrosion control manager, associated maintenance supervisor, and the 18 MXS maintenance supervisor.

7. Aerospace Support Equipment.

7.1. Work center responsible for periodic inspections of non-powered AGE will wash and perform corrosion inspections and preventative maintenance during each periodic inspection.

7.2. All AGE will be inspected for corrosion utilizing each equipment's applicable periodic inspection work cards. In addition, using a 2-year inspection cycle, both powered and non-powered AGE will receive a supplemental corrosion inspection performed by a DynCorp representative.

7.3. Based on 2-year corrosion control inspection results; DynCorp personnel will treat units requiring extensive corrosion control treatment. Production rates will be based on a mutually agreed upon number coordinated and documented between the AGE Flight Chief, Fabrication Flight Chief and DynCorp management personnel.

7.4. Owning work centers will be responsible for the minor touch-up, stenciling, and reflectorizing of their equipment after DynCorp Corrosion Section completes repaint.

7.5. Two-year corrosion control inspections will be performed in AGE Flight facilities (i.e., Bldgs 839, 3546, 3565, and/or 745) on the first duty day of the week.

8. Training.

8.1. All maintenance personnel will attend initial corrosion prevention and familiarization training within 90 days of assignment and annually thereafter, for refresher training.

8.2. Aircraft structural maintenance specialists, staff and unit administration personnel are exempt from this training requirement.

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