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Maintenance

**STANDARDIZATION OF AIRCRAFT AFTO
FORM 781 SERIES AND 781K
REQUIREMENTS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes standardized procedures for aircraft forms binders, containing the AFTO Form 781 series which is required for all 18th Wing aircraft. It applies to 18th Wing and associate units at Kadena AB. This publication does not apply to the Air National Guard or the US Air Force Reserve.

1. References: TO 00-20-5, *Aircraft, Drone, Aircrew Training Devices, Engines, and Air-Launched Missile Inspections, Flight Reports, and Supporting Maintenance Documents*, and PACAFI 21-101, *Objective Wing Aircraft Maintenance*.

2. Standardization: The standardization methods of tracking recurring aircraft and engine inspections are essential in providing optimum management of inspection requirements. Personnel will use the Core Automated Maintenance System (CAMS) tracking method, in lieu of manual AFTO Form 781K, **Aerospace Vehicle Inspection, Engine Data, Calendar Inspection and Delayed Discrepancy** entries, whenever possible to ensure tracking standardization.

3. Sortie Generation Flight (SGF) Responsibilities: SGF supervisors will ensure the AFTO Form 781 series for assigned aircraft are maintained in accordance with (IAW) TO 00-20-5, PACAFI 21-101, and this WGI.

3.1. SGFs will maintain all aircraft AFTO Form 781 series binders IAW the 18 OG Quality Assurance (QA) master AFTO Form 781 series binder. 18 OG QA is the approving authority for any change(s) to the format of the AFTO Form 781 series binder.

3.2. Ensure aircraft forms will remain at the aircraft when maintenance is in progress.

3.3. (For F-15 aircraft) Crew chief will keep the aircraft forms in his/her possession for local sorties. The aircraft forms will accompany the aircraft whenever the aircraft goes off station. (E-3 and KC-135 aircraft) Aircraft forms will remain with the aircraft when flying locally and off station.

3.4. During exercises and surges, the F-15 aircraft forms will remain with the aircraft, except when debriefing code 3 write-ups. The squadron debriefer will debrief all AFTO 781 series forms during a normal flying schedule, if there is ample time in-between flights, and if maintenance will not be interrupted.

3.5. AFTO Form 781K, Block G, will be annotated with the respective calendar/hourly inspection requirements indicated, as a minimum, on [Attachment 1](#).

3.6. All life support and egress time change inspections will be manually tracked by the owning inspecting agency, such as personal equipment for life support items and 18th Maintenance Squadron (MXS) Egress shop for egress inspections. CAMS/planning requirements (PRA) listing will be used to manually track egress time change inspections.

3.7. AFTO Form 781K, Block H, will be used to record delayed discrepancies and time compliance technical orders (TCTOs). TCTO data will continue to be entered in Block E, IAW TO 00-20-5.

3.8. AFTO Form 781K will be used for depot-related discrepancies. All discrepancies deferred for depot will be verified by 18 OG QA and the Depot Program Manager. New depot discrepancies will be verified by 18 OG QA. If using CAMS automated forms, QA will verify the discrepancy and the inspector's stamp number will be entered in the appropriate discrepancy block of the forms.

3.9. In some instances, prolonged deactivation of a particular avionics system is necessary until appropriate modifications or repair can be made by other agencies (ALC, Boeing, etc.). In these cases, the AFTO Form 781K, block H, will be annotated. No wording will be entered in the respective symbol block. However, the discrepancy will be preceded by the word "depot." **NOTE:** These types of discrepancies will not be accountable in totaling the wing's delayed discrepancies. The AFTO Form 781A, **Maintenance Discrepancy and Work Document**, will not be used for these types of delayed discrepancies.

4. Flying Squadron Schedulers and Documentation Section Responsibilities:

4.1. A current automated record check listing or CAMS screen will be used by plans, scheduling, and documentation (PS&D) section for each document review.

4.2. Schedulers will provide a pre-planned work center event to the organization performing the inspection required by the CAMS/PRA.

5. The 18 OG PS&D will: Review changes to aircraft -6 technical orders. Any change to the calendar or hourly inspection requirements which affect either the CAMS/PRA/specific time change or inspection report (TDI) or the AFTO Form 781K entries will be brought to the attention of the responsible inspecting organization. When additional CAMS/PRA/TDI inspection requirements are noted, PS&D will make changes to the CAMS products.

6. The 18 OG/QA will: Spot check forms binders after pre-dock, post dock, and document reviews by PS&D. A manual records review will be accomplished whenever an aircraft enters into hangar queen status and during every 7 days there after.

7. The 18 MXS Engine Management Responsibilities:

7.1. Engine Management Element (EME) will schedule all engine inspection requirements. Products from the comprehensive engine management system will be used to track these inspections.

7.2. On a weekly basis, EME will provide on-engine inspection forecast to the flying squadrons.

JAMES B. SMITH, Brigadier General, USAF
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Attachment 1

MINIMUM AFTO FORM 781K CALENDAR/HOURLY INSPECTION ENTRIES

	FREQUENCY
A1.1. F-15	
A1.1.1. Document review	14 Days
A1.1.2. Clearwater rinse	15 Days
A1.1.3. Apply repcon rain repellent to windshield	25 Hours
A1.1.4. Aileron hinge lubrication	25 Hours
A1.1.5. NDI inspection of cracked ribs (if required)	25 Hours
A1.1.6. Main tires requires tracking (only if BF Goodrich)	25 Landings
A1.2. E-3	
A1.2.1. Document review	30Days
A1.2.2. Clearwater rinse	10 Days
A1.2.3. Doppler desiccant inspection	7 Days
A1.2.4. Engine JOAP samples due	25 ± 5 Hours
A1.3. KC-135	
A1.3.1. Document review	30 Days
A1.3.2. Clearwater rinse	15 Days
A1.3.3. Flap jack screws require lube	15 Days
A1.4. HH-60	
A1.4.1. 10-hour inspection	10 Hours
A1.4.2. Swashplate link bearings	30 Hours
A1.4.3. Main rotor damper bearings	30 Hours
A1.4.4. Main rotor elastomeric bearings	30 Hours
A1.4.5. 14-day inspection	14 Days
A1.4.6. Aircraft fresh water rinse	15 Days
A1.4.7. Aircraft document review	30 Days
A1.4.8. Aircraft wash	30 Days