### **TECHNICAL MANUAL**

# DEPOT MAINTENANCE OF AEROSPACE VEHICLES AND TRAINING EQUIPMENT

PREPARED BY AFSC COMMODITY TEAM

FOR QUESTIONS CONCERNING TECHNICAL CONTENT OF THIS TECHNICAL MANUAL, CONTACT THE APPLICABLE TECHNICAL CONTENT MANAGER (TCM) LISTED IN THE ENHANCED TECHNICAL INFORMATION MANAGEMENT SYSTEM (ETIMS). THIS MANUAL SUPERSEDES TO 00-25-4, DATED 15 SEPTEMBER 2022.

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## INTRODUCTION

#### 1 PURPOSE

This Technical Order (TO) outlines the types and scope of depot maintenance support and establishes procedures for programming aerospace vehicles and training equipment for depot maintenance. The provisions of this TO are applicable to all Department of Air Force (DAF), Air National Guard (ANG) and Air Force Reserve Command (AFRC) activities.

#### 2 USE OF THIS MANUAL.

The table of contents indicates chapter, paragraph, title, and page numbers to facilitate location of information. Illustrations, tables, and diagrams, when applicable, are located throughout the publication to supplement the text material. A list of illustrations and a list of tables indicate the number, title, and location.

#### 3 DEFINITIONS.

For the purposes of this publication, the following definitions apply:

- Must Indicates mandatory requirements.
- Should Indicates a preferred method of accomplishment.
- May Indicates an acceptable or suggested means of accomplishment.

#### 4 ABBREVIATIONS AND ACRONYMS.

All abbreviations and acronyms used in this manual are in accordance with ASME Y14.38, *Abbreviations and Acronyms for Use on Drawings and Related Documents* and Joint Publication 1-02, *Department of Defense Dictionary of Military and Associated Terms*.

#### NOTE

Acronyms used only once in the TO are not included in this list.

AP	Attaching Parts
AR	As Required
ACC	Air Combat Command
ACE	Airframe Condition Evaluation
ACI	Analytical Condition Inspection
AETC	Air Education Training Command
AFEEIC	Air Force Element of Expense/Investment Code
AFFSA	Air Force Flight Standards Agency
AFGSC	Air Force Global Strike Command
AFMC	Air Force Materiel Command
AFIRM	Aging Fleet Integrity and Reliability Management
AFRC	Air Force Reserve Command
AFSOC	Air Force Special Operations Command
AFWA	Air Force Weather Agency
ALC	Air Logistics Complex (AFMC): OC - Oklahoma City; OO - Ogden; WR - Warner Robins
AMARG	Aerospace Maintenance And Regeneration Group
AMC	Air Mobility Command
AMR	Aircraft and Missile Requirements
ANG	Air National Guard

#### TO 00-25-4

ASIP	Aircraft Structural Integrity Program
BOW	Bill of Work
CAM	Centralized Asset Management
CDA	Commercial Derivative Aircraft
CE	Chief Engineer
CFT	Contract Field Team
CIE	Controlled Interval Extension
DAF	Department of the Air Force
DevPac	Development Packet
DFT	Depot Field Team
ERR	Engineering Requirement Review
ERRP	Engineering Requirement Review Process
FAA	Federal Aviation Administration
FCF	Functional Check Flight
FMECA	Failure Modes, Effects and Criticality Analysis
FSG	Federal Supply Group
HAF	Headquarters Air Force
IT	Information Technology
LOM	List of Materiel
LRDP	Logistics Requirement Determination Process
MAJCOM	Major Command
MDD	Maintenance Data Documentation
MDS	Mission/Design/Series
MSG-3	Maintenance Steering Group-3
MTS	Mobile Training Set
NHA	Next Higher Assembly
OCM	On Condition Maintenance
OSS&E	Operational Safety, Suitability and Effectiveness
PACAF	Pacific Air Force
PBL	Performance Based Logistics
PDM	Programmed Depot Maintenance
PM	Program Manager
PO	Program Office
QEC	Quick Engine Change
RCM	Reliability Centered Maintenance
RCS	Report Control Symbol
RGC	Repair Group Category
RTE	Resident Training Equipment
SMR	Source, Maintenance, and Recoverability
SOF	Safety of Flight
SOR	Source of Repair
SSO	System Sustainment Officer
SWP	Standard Work Package
TAI	Total Active Inventory
ТСТО	Time Compliance Technical Order
ТО	Technical Order
TRC	Technology Repair Center
USAF	United States Air Force
USAFE	United States Air Force in Europe

USSF	United States Space Force
WSS	Weapon System Sustainment

#### 5 LIST OF RELATED PUBLICATIONS.

These publications contain information in support of this technical manual.

#### List of Related Publications

Title
AF Technical Order System
Maintenance Data Documentation
Maintenance Operational Checks and Check Flights
Desert Storage, Preservation and Process Manual for Aircraft, Aircraft Engines, and Aircraft Auxiliary Power Unit Engines
Maintenance, Inspection, Storage, Shipment, and Serialization Training Devices and Trainer Maintenance Parts
Staff Summary Sheet
The Air Force Information Collections and Reports Management Program
Integrated Life Cycle Management.
Centralized Asset Management Procedures
Depot Maintenance Management
Depot Maintenance Principles
Depot Maintenance Production
Depot Maintenance Production Support
Analytical Condition Inspection (ACI) Programs
Reliability-Centered Maintenance (RCM) Programs
Controlled Interval Extension (CIE) Programs
USAF Airworthiness
Aircraft/Missile Condition Data
Aircraft and Equipment Maintenance Management
Aircraft Structural Integrity Program

#### 6 IMPROVEMENT.

Recommended changes to this manual must be submitted in accordance with TO 00-5-1, AF Technical Order System.

# CHAPTER 1 INTRODUCTION

#### 1.1 OBJECTIVES AND POLICIES.

DAFI 21-101, AFSCMAN 21-102, AFI 63-101/20-101, AFMAN 63-143, and AFMCI 21-100 establish objectives, policies, and responsibilities for the Air Force equipment maintenance program. The objectives and policies pertinent to maintenance support are as follows:

1.1.1 <u>Objective</u>. The Program Manager (PM) is responsible for planning the depot maintenance program in coordination with maintenance engineering. This ensures the best, most timely and economical means, consistent with mission requirement, are used to satisfy all approved requirements. The criteria used for meeting this objective must include comparative analysis of costs and benefits to the owning activity.

1.1.2 <u>AFMC Responsibilities</u>. AFMC is responsible for management of the USAF depot maintenance program for aerospace vehicles and training equipment. The Program Manager (PM) is responsible for planning the depot maintenance program.

1.1.3 <u>Major Commands (MAJCOMs) and Other Agencies Responsibilities</u>. Depot maintenance for aerospace vehicles and training equipment is provided to Air Combat Command (ACC), Air Force Special Operations Command (AFSOC), Air Mobility Command (AMC), Air National Guard (ANG), Air Force Reserve Command (AFRC), United States Space Force (USSF), Pacific Air Force (PACAF), Air Education Training Command (AETC), Air Force Materiel Command (AFMC), United States Air Force in Europe (USAFE), Air Force Global Strike Command (AFGSC), and other agencies such as Air Force Weather Agency (AFWA) and Air Force Flight Standards Agency (AFFSA). Depot funds may involve a variety of appropriations, budget programs and program elements. The commands must provide Air Logistics Complexes (ALCs) with the appropriate funds citation and certification of funds availability, excluding Centralized Asset Management (CAM) which provides the funding directly.

1.1.3.1 <u>USSF MAJCOMS</u>. Two services exist in the Department of the Air Force (DAF), the U.S. Air Force (USAF) and the U.S. Space Force (USSF). The MAJCOM formerly designated as Air Force Space Command (AFSPC) was redesignated as the USSF. Separately, additional Field Commands (MAJCOMs) were created under the USSF; Space Operations Command (SpOC), Space Training and Readiness Command (STARCOM), and Space Systems Command (SSC). For the purpose of this TO, any reference to MAJCOMs encompasses all MAJCOMs, including USSF, unless otherwise indicated.

1.1.4 <u>Depot Maintenance Requirements Generation</u>. The depot maintenance program should be based on data from Reliability Centered Maintenance (RCM) programs. Operator/Manufacturer Scheduled Maintenance Development, the Maintenance Data Documentation (MDD) system, requirements submitted by owning activities and other reliability and maintenance data sources. Except for unprogrammed emergency requirements, depot maintenance should be accomplished on a planned basis to facilitate the programming of funds, material, manpower, facilities and other resources. On mature aircraft with extensive operational and maintenance history, the PM engineering functions may direct inspection requirements based on force experience without formal RCM analysis.

1.1.5 <u>Depot Field Team (DFT)</u>. Field team accomplishment of depot maintenance is warranted when it reduces the aerospace vehicle out of service time, impacts the mission accomplishment of tactical units less than if the maintenance is accomplished in a fixed facility, or is advantageous to the government.

1.1.6 <u>Work Package and Schedule</u>. When a requirement exists to input a missile into a Technology Repair Center (TRC) or when on-site programmed maintenance and modification is required, the maintaining commands and the PM should develop the work package and schedule. When appropriate, the AFTO FORM 103, AIRCRAFT/MISSILE CONDITION DATA, should be used as outlined in <u>Paragraph 2.2.4</u>.

1.1.7 <u>Training Equipment</u>. Depot maintenance of training equipment is restricted to essential repair required to keep "T" coded aircraft, missiles, and Federal Supply Group (FSG) 69 training equipment in serviceable condition for training purposes. If required, field teams may be dispatched to accomplish major modifications. If materiel resources are provided and technical skills exist, modification of trainers may be accomplished by operational units if jointly agreed to by AFMC and MAJCOM involved. Owning activities must advise Ogden ALC and the appropriate PM for maintenance training equipment

of the date depot maintenance support is required. The required work must be accomplished by field teams of the TRC in accordance with TO 43-1-1, *Maintenance, Inspection, Storage, Shipment, and Serialization Training Devices and Trainer Maintenance Parts.* 

1.1.8 <u>Cannibalization Criteria</u>. Depot possessed aircraft may be considered a source for parts based on the cannibalization criteria contained in TO 00-20-2, *Maintenance Data Documentation*. Prior to the arrival of a depot team at the repair site, request for cannibalization approval must be initiated by the Group Commander (A4 Logistic, Operations, Test, etc.) and sent to the weapon system PM with an information copy to the MAJCOM/Maintenance/Supply Activities. The PM should act on each request after considering the impact of the cannibalization action on depot field team maintenance requirements. When the PM has delegated cannibalization approval authority to the on-site depot field team chief, the A4 must seek approval directly from the team chief. The depot field team is not responsible for replacing the cannibalized items prior to transferring aircraft possession back to operational unit.

1.1.9 Logistics Requirements Determination. AFMAN 63-143, *Centralized Asset Management Procedures* documents a simplified, standard, repeatable and consistent method for identifying and prioritizing Weapon System Sustainment (WSS) requirements at the logistics enterprise level to optimally sustain Air Force weapon systems within given resource constraints. AFMAN 63-143 outlines roles and responsibilities involved in the Logistics Requirement Determination Process (LRDP) and documents the WSS requirement process at the commodity level.

1.1.10 <u>Aircraft and Missile Requirements (AMR)</u>. AFMAN 63-143 documents the process flow to develop, validate, approve and publish organic depot level maintenance requirements at the task level. The AMR process covers aircraft requirements in AFEEIC: 54101 with Repair Group Category (RGC) A and missile requirements in AFEEIC: 54201 with RGC C.

1.1.11 <u>Engineering Requirement Review Process (ERRP) and the Engineering Requirement Development</u> <u>Packet (DevPac)</u>. Provide a standardized methodology to fully define, develop, and approve a requirement to ensure maintenance tasks are valid with supportability requirements identified upfront. The ERRP drives the generation of new engineering requirements from conception through approval by providing justification with fully developed supportability requirements. The Program Office (PO) must use the ERRP to define and track all maintenance requirements.

1.1.11.1 The current DevPac version is located on the Centralized Asset Management (CAM) Document Library. (Permission to access the site may be requested directly through SharePoint.) <u>https://usaf.dps.mil/teams/11015/</u> CAM%20Document%20Library/Aircraft%20and%20Missile%20Requirements%20%28AMR%29/DEV%20PAC%20v7/

1.1.11.2 A web-based version of the DevPac / Bill of Work (BOW) processes is located in the Engineering Requirements Review (ERR) module of Aging Fleet Integrity and Reliability Management (AFIRM). User account is required for access. https://afirm.cce.af.mil/afirm.dna/home-Account/Login

1.1.11.3 ERRP applies to all proposed and existing scheduled depot-level aircraft or missile maintenance requirements (e.g., new, amended, and proposed inactivation) and standardizes the development of an accurate and completely defined requirement before presenting it to the weapon system Chief Engineer (CE) for approval. Every task with hours assigned must be associated to a DevPac.

#### 1.2 DEFINITION OF TERMS.

1.2.1 <u>Aircraft Structural Integrity Program (ASIP) (MIL-STD 1530)</u>. A time-phased set of required actions performed at the optimum time during the life cycle (design through phase-out) of an aircraft system to ensure the structural integrity (strength, rigidity, damage tolerance, durability and service life capability) of the aircraft. The results of the ASIP, i.e., fatigue analysis, damage tolerance assessment, fatigue test results, individual aircraft tracking program, etc., are used in the Reliability Centered Maintenance (RCM) analysis of structurally significant items. These analyses and tests identify critical areas, inspection tasks, and frequencies.

1.2.2 <u>Analytical Condition Inspection (ACI) AFMCI 21-102</u>. The systematic disassembly and inspection of a representative sample of aircraft to find hidden defects, deteriorating conditions, corrosion, fatigue, overstress, and other deficiencies in the aircraft structure or systems. ACIs are normally over and above those inspections specified in the technical order or Programmed Depot Maintenance (PDM) work specifications.

**1.2.3** <u>Airframe Condition Evaluation (ACE)</u>. ACE generates deficiency data for engineering and technical evaluation of the relative aircraft condition resulting from corrosion, overstress, wear, and other effects of age, operational usage, and environmental exposure. ACE is normally performed by a Depot Field Team (DFT) or Contract Field Team (CFT). Under this

program, aircraft receive a special structural maintenance evaluation that cannot be accomplished at organizational and intermediate level. This evaluation looks for symptoms of distress to develop a physical condition profile which is then used to establish the depot level threshold for On Condition Maintenance (OCM). The ACE selects those aircraft eligible for depot level maintenance and identifies the OCM tasks.

1.2.4 <u>Controlled Interval Extension (CIE) AFMCI 21-104</u>. The controlled extension of a programmed depot maintenance interval based on condition analyses of a representative sample of aircraft.

1.2.5 <u>Depot Facility or Source of Repair Activity</u>. An industrial type facility established to perform accessory overhaul functions, modifications or maintenance. This includes AFMC installations and commercial contractors who perform depot work on weapon systems or equipment under a contract issued and managed by AFMC.

**1.2.6** <u>Depot Field Team</u>. A team of maintenance personnel (AF, another service, contractor, or a combination thereof) possessing the necessary skills, special tools and equipment to accomplish depot level modification and maintenance.

1.2.7 <u>Depot-Level Maintenance</u>. The level of maintenance consisting of those on and off-equipment tasks performed using highly specialized skills, sophisticated shop equipment, or special facilities of an ALC, contractor facility, or, by field teams at an operating location. Maintenance performed at a depot also includes those organizational-and intermediate-level tasks required to prepare for depot maintenance, and, if negotiated between the depot and the operating command, any scheduled field-level inspection, preventative maintenance or Time Compliance Technical Order (TCTO) which comes due while equipment is at the ALC for PDM.

1.2.8 Excepted Aircraft. Those aircraft not requiring force wide scheduling for depot level modification or maintenance.

1.2.9 <u>Failure Modes, Effects and Criticality Analysis (FMECA)</u>. An analysis performed to identify the predicted failure modes of an item and the effect each failure mode has upon the item, system, and end item operation.

1.2.10 <u>Aircraft and Missile Requirements (AMR) Review</u>. The AMR Review process is a CAM initiative to review tasks and hours associated with a weapon system's depot maintenance requirements for an appropriate fiscal year accomplishment.

1.2.11 <u>Operator/Manufacturer Scheduled Maintenance Development</u>. Published by the Maintenance Steering Group-3 (MSG-3) task force of the Air Transport Association of America, this document describes an analytical process for establishing scheduled maintenance requirements for commercial aircraft. Volume 1 covers Fixed Wing Aircraft and Volume 2 covers Rotorcraft. This document can be found online at publications.airlines.org.

1.2.12 <u>Programmed Requirements</u>. Involve those requirements that are scheduled on a calendar/time basis and have associated hours and dollars. Programmed requirements are performed at a contract or depot facility or on-site; to include planned inspections and maintenance accomplished by field teams. Includes Repair Group Categories (RGCs) A and C.

1.2.13 <u>On Condition Maintenance (OCM)</u>. OCM is a program to schedule selected aircraft into a depot level facility to correct known specific defects. Selection is based on combinations of critical and multiple major defects. Critical defects are significant faults on primary structure. Major defects are significant faults to secondary structure. OCM is selected so that contracted corrective action may be tailored to known, specific aircraft needs as a result of the ACE program.

1.2.14 <u>Product Group Manager (PGM)</u>. PGMs are appointed when enterprise management of materiel used to support multiple weapon systems is desired to improve interoperability and decrease costs through commonality.

1.2.15 <u>Reliability-Center Maintenance AFMCI 21-103</u>. RCM programs ensure that maintenance practices support the safest and most reliable operation of which the weapon system or equipment end item is capable. Through careful application of inspection and scheduled maintenance requirements, critical failures that can be anticipated are minimized, and the highest probability of war-fighting capability can be achieved.

1.2.15.1 <u>RCM Analysis</u>. RCM analysis is used to develop scheduled inspection and maintenance requirements. The methodology involves the application of an RCM decision logic process to a problem or failure mode identified by the FMECA for new weapon systems and equipment end items, or a combination of an updated FMECA and field failure data for in-service weapon systems and equipment end items.

1.2.16 <u>Modification</u>. A physical alteration of equipment that changes its capabilities or characteristics, i.e., form, fit or function.

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1.2.17 <u>Programmed Depot Maintenance (PDM)</u>. Inspection and correction of defects that require skills, equipment or facilities not normally possessed by operating locations.

1.2.18 <u>Sectionalized Work Requirements Package</u>. The depot work package developed to identify the maintenance and/or modification, sectionalized by categories of tasks, to be done on aircraft, missile or equipment being input to a source of repair.

1.2.19 <u>Source of Repair (SOR)</u>. An industrial complex (organic, commercial contract, or inter-service facility) with required technical capabilities to accomplish depot repair, overhaul modification, or restoration of specific types of military hardware or software.

**1.2.20** <u>Speedline</u>. The programming of a specific group of aircraft for the accomplishment of specific maintenance tasks or modifications that do not constitute a complete PDM package.

1.2.21 <u>Program Manager (PM)</u>. The PM is the designated individual with the responsibility for and authority to accomplish program objectives for development, production, and sustainment to meet the user's operational needs. The PM is accountable for credible cost, schedule, and performance reporting to the milestone decision authority. Applies collectively to system program directors, product group managers, single managers, acquisition program managers, and weapon system managers. The PM has total life cycle system management authority. (Note: PM, as used throughout this TO, never includes lower level individual program managers within a PO).

1.2.22 <u>Technology Repair Center (TRC)</u>. A functional entity with an AFMC source of repair activity which accomplishes depot level maintenance on a specific group of items.

1.2.23 <u>Training Equipment</u>. Aircraft, missile and other training equipment in FSG 69; trainers that are part of a Mobile Training Set (MTS) or Resident Training Equipment (RTE). Training equipment includes all trainers reportable in accordance with DAFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*.

1.2.24 <u>Safety of Flight (SOF)</u>. A SOF write-up indicates that the weapon system or equipment unit is considered unsafe or unfit for flight or use and that the weapon system must not be flown or the equipment used until the unsatisfactory condition is corrected.

1.2.25 <u>Unprogrammed Requirements</u>. Involve those requirements which are generated unpredictably and have associated dollars based on historical usage. Unprogrammed requirements include unplanned (i.e. unforeseen maintenance actions) performed at either the organic or contract depot by depot personnel or on-site by organic or contract field teams. Includes RGCs B and D.

### CHAPTER 2 DEPOT MODIFICATION AND MAINTENANCE

#### 2.1 <u>TABLES</u>.

<u>Table 2-1</u>, <u>Table 2-2</u>, <u>Table 2-3</u>, and <u>Table 2-4</u> indicate the basis upon which the various Mission/Design/Series (MDS) aerospace vehicles should be scheduled for depot modification and maintenance. If technical or operational considerations warrant development of a program that deviates from the published tables or intervals specified in the following sub-paragraphs, approval may be granted by the assigned PM, utilizing recommendations from the program CE. The PM has the authority - relying on the CE technical expertise - to determine if a PDM may be safely extended. If aircraft/missiles are scheduled for active inventory phase out, the PM does an analysis to find options for minimizing aircraft/missile force PDM needs. A mandatory option the analysis addresses is a proposal of aircraft transfer within or between major commands, when cost-effective, without degrading mission performance. For PDM cycle changes, the PM provides the analysis to the Lead Command for concurrence.

2.1.1 <u>Depot Modification</u>. <u>Table 2-1</u> lists aircraft/missiles scheduled on the basis of modification accomplishment rather than on a time cycle basis. Table 2-1 applies when modification priorities and availability of kits or facilities are incompatible with calendar cycle PDM scheduling. Modification-based aircraft/missiles utilizing CAM 3400 WSS funding under Element of Expense/Investment Code (AFEEIC) 54101 with RGC A or AFEEIC 54201 with RGC B to conduct concurrent maintenance must comply with AMR requirements.

2.1.2 <u>Programmed Depot Maintenance</u>. <u>Table 2-2</u> lists aircraft/missiles scheduled for PDM on a cyclic interval with the cycle time stated in months. The PDM interval is measured from the output date of the last PDM to the input date of the next due PDM. Supportable depot modifications should be completed concurrently with PDM when feasible. To assist in scheduling PDM input, up to a 90 days plus or minus variance from the PDM due date is allowed (including initial PDM due date). An aircraft is considered due PDM when the cycle time shown in <u>Table 2-2</u> has been reached. A red dash must be entered in the aircraft/missile forms on the PDM due date. When the PDM due date plus 90 days passes the red dash must be replaced with a red X. The PM may authorize a one-time-only approval for Red X aircraft to be flown directly to either the PDM facility for induction or the storage facility for retirement.

2.1.2.1 <u>Request for Aircraft and Missile PDM Interval Extension</u>. The operating unit may request, by tail number or missile identifier, an extension to the approved PDM interval through the owning command. The owning command must coordinate and, if applicable, forward issues to the Lead MAJCOM. Note: for certain operating units/bases, the "owning" and "lead" commands are the same. The Lead MAJCOM must in turn forward the originating unit's request, the owning command's coordination and, if applicable, any Lead MAJCOM issues to the PM for final approval as the authority for Operational, Safety, Suitability, and Effectiveness (OSS&E). The PM is responsible for required airworthiness certifications.

2.1.2.1.1 <u>Routine Requests</u>. See <u>Paragraph 2.1.2.3</u> through <u>Paragraph 2.1.2.6</u> for definition of routine requests.

2.1.2.1.1.1 <u>Submission of request</u>. The operating unit must provide rationale to support the interval extension request and coordinate through appropriate agencies (MXG/CC, WG/CC, NAF, Center) as required. The operating unit must submit the coordinated request using the AF IMT 1768 Template in Figure 2-1, "Aircraft/Missile PDM Interval Extension Request" to the owning command.

2.1.2.1.1.2 <u>Initial coordination</u>. The owning command should note any concerns, if applicable, regarding issues such as manpower, funding, impact of scheduling to the fleet, and potential transfer of workload from the depot to the field. The owning command must then forward the request package to the PM and provide an informational copy to HQ AFMC/A4/ 10-EN and Lead MAJCOM.

2.1.2.1.1.3 <u>Evaluation of request</u>. Upon receipt of request, the PM, with support from the CE, performs an analysis and risk assessment.

2.1.2.1.1.4 <u>Final disposition of request</u>. With an engineering and risk analysis complete, including a review of all coordinated input/comments, the PM provides a rejection notification or an approved interval extension to the owning command and AFMC/A4 Workflow. Upon receipt, HQ AFMC/A4/10-EN must review the request for compliance with AF

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and AFMC policy. The PM archives all final dispositions and notify the operating unit, owning command, Lead MAJCOM, and HQ AFMC/A4/10-EN of required entries to be made in aircraft records and of additional inspections as needed.

2.1.2.1.2 <u>Non-Routine Requests</u>. Non-routine requests are PDM extensions in excess of 180 days or repeated extensions. Owning PEO coordination is required for non-routine requests.

2.1.2.1.2.1 <u>Submission of request</u>. The operating unit must provide justification to support the interval extension request and coordinate through appropriate agencies (MXG/CC, WG/CC, NAF, Center) as required. The operating unit must submit the coordinated request using the AF 1768 Template in Figure 2-1, "Aircraft/Missile PDM Interval Extension Request" to the owning command.

2.1.2.1.2.2 <u>Initial coordination</u>. The owning command should note any concerns, if applicable, regarding issues such as manpower, funding, scheduling impacts to the fleet and potential workload transfer from the depot to the field. The owning command must forward the request package to the Lead MAJCOM and provide an informational copy to HQ AFMC/A4/10-EN. The Lead MAJCOM should note any concerns, if applicable, and forward the request package to the PM.

2.1.2.1.2.3 <u>Evaluation of request</u>. Upon receipt of request, the PM, with the support from the CE, performs an analysis and risk assessment.

2.1.2.1.2.4 <u>Final disposition of request</u>. With an engineering and risk analysis complete, including a review of all coordinated input/comments, the PM provides a rejection notice or an initially-approved interval extension to Lead MAJ-COM, with an information copy to the owning command and to AFMC/A4 Workflow. Upon receipt, HQ AFMC/A4/10-EN must review the request for compliance with AF and AFMC policy and provide concurrence with comments back to the PM. The PM must archive all final dispositions and notify the operating unit, owning command, Lead MAJCOM, and HQ AFMC/A4/10-EN of required entries to be made in aircraft records and of additional inspections as needed.

2.1.2.2 <u>Aircraft and Missile Approved for PDM Interval Extension</u>. For all approved extensions, the Red X must be changed to a Red Dash, and the PM must direct special inspections (usually contained in the -6 Scheduled Inspection and Maintenance Requirements TO), define when the inspections must be completed and the period allowed after the inspections are completed before the aircraft/missile is again placed into Red X status.

**2.1.2.3** To help meet operational requirements or to smooth out depot workload, the PM has authority to grant an additional 90 day extension beyond the allowed 90 day variance for a total of up to 180 days past the PDM due date. The PM may also authorize, at the owning MAJCOM's request, induction of an aircraft/missile up to 360 days before the PDM due date.

**2.1.2.4** For CIE aircraft/missile, the PM has authority to extend the PDM due date in accordance with the CIE program (reference Paragraph 2.4 of this TO).

**2.1.2.5** For aircraft/missile which go beyond the PDM due date while inducted in a modification program (at a location other than the PDM facility), the PM has authority to approve an extension that allows the aircraft/missile to fly directly from the modification facility to the PDM facility.

**2.1.2.6** For aircraft/missile scheduled to be removed from AF active inventory within two years after the PDM due date (reference Paragraph 2.3 of this TO), the PM has authority to approve a PDM extension up to 720 days past the PDM due date.

2.1.3 <u>Excepted Aircraft/Missiles</u>. <u>Table 2-3</u> lists aircraft/missiles that are exempt from force wide scheduling for these reasons:

2.1.3.1 The owning activity fully maintains the aircraft/missile; however, depot level maintenance or modification requirements may arise given the condition of the individual aircraft/missile.

2.1.3.2 Depot maintenance requirements are determined by the condition of the individual aircraft/missile rather than the force as a whole.

2.1.3.3 Aircraft/missile condition warrants establishing special procedures for providing required depot maintenance and modification. When depot level maintenance or modification requirements exist for aircraft/missiles in <u>Table 2-3</u>, the PM in conjunction with the owning activity must program and schedule the work to be accomplished.

2.1.4 <u>Fiscal Year Programs</u>. Fiscal year programs for depot maintenance of aircraft/missiles are developed in accordance with <u>Table 2-1</u>, <u>Table 2-2</u>, and <u>Table 2-3</u>. The tables should be revised when warranted, based on PM analysis of:

2.1.4.1 Data from RCM programs (MSG-3).

- 2.1.4.2 ACI data.
- 2.1.4.3 CIE program data.
- 2.1.4.4 Findings of previous depot work.
- 2.1.4.5 ASIP data.
- 2.1.4.6 Modification requirements.
- 2.1.4.7 Maintenance data documentation.
- 2.1.4.8 Materiel deficiency reports.

**2.1.4.9** Inquiry. The PM may ask commands to provide data to statistically assess the prevalence of a suspected condition in the force. This pertains to items that do not adversely impact upon the owning activity operational mission and that are easily verified during regularly scheduled inspection at the operating location.

2.1.5 <u>Commercial Derivative Aircraft (CDA)</u>. <u>Table 2-4</u> lists those AF aircraft designated to comply with civil airworthiness standards in accordance with AFPD 62-6 USAF Airworthiness, DAFI 21-101 Aircraft and Equipment Maintenance Management, and AFMCI 21-100 Volume 2 Depot Maintenance Production. These CDAs were delivered to the AF in compliance with civil airworthiness standards set by the FAA. AF policy is to maintain these aircraft as closely as possible to the same airworthiness standards. The PM must use only FAA-certified contractors for contract depot maintenance of commercial derivative aircraft. The PM must use the original equipment manufacturers maintenance procedures to meet FAA maintenance requirements. Therefore, these aircraft are exempt from the requirements of the CIE and ACI programs.

#### 2.2 DEVELOPMENT OF AIRCRAFT AND MISSILE REQUIREMENTS.

2.2.1 <u>Engineering Requirement Proposal</u>. The identification of a technical issue requiring engineering resolution (e.g., a scheduled maintenance task that needs to be performed on a weapon system) is the triggering action for the ERRP. For this process, a scheduled DM requirement is defined as a maintenance action or group of maintenance actions, supported by engineering analysis, from which overall supportability can be determined.

**2.2.1.1** A maintenance requirement may be new, amended or a proposed deletion generated from instances such as analysis, field request, and policy. The maintenance requirement proposal or update must be provided to the PO engineer with a corresponding task priority based on the anticipated need date for the task. This requirement is the start of a DevPac.

2.2.1.2 <u>DevPac</u>. Required for all proposed and existing depot-level maintenance tasks to determine part / non-part task requirements and development of the associated List of Materials (LOM). The DevPac enables supportability analysis based on the individual maintenance task requirements as opposed to solely utilizing historical part consumption data.

**2.2.1.2.1** A defined maintenance requirement is comprised of the following elements: step-by-step work procedures, parts listings, non-parts listing, hazardous materials, special tools, personal protective equipment, support equipment, production skills, and facilities needed to perform the task.

2.2.2 <u>Depot Maintenance Requirements for Next Fiscal Years</u>. The PM, in coordination with lead commands, funds holders, AFMC CAM, and the center maintenance wings, must determine depot maintenance requirements for the next fiscal year and forecast depot maintenance requirements for two subsequent fiscal years. Prior to the AMR review, the PM must develop an AMR work specification and AMR Task Data of maintenance and modification requirements by Mission/Design or Mission/Design/Series in accordance with <u>Table 2-5</u> and <u>Table 2-6</u>. The AMR work specification and AMR Task Data must be file maintained in the AMR module in the CAM Information Technology (IT) system of record by the PM. The AMR work specification and AMR Task Data must contain the criteria for depot accomplishment and must include operational checks and Functional Check Flights (FCF) in accordance with TO 1-1-300 *Maintenance Operational Checks and Check Flights*, and MDS-specific TO. The AMR work specification and AMR Task Data should not be changed during the execution year

program except for changes affecting Safety of Flight (SOF), or mission essential requirements. The PM is responsible for a critical review of all work prior to inclusion in the AMR Task Data.

2.2.2.1 Items of maintenance not directly associated with depot requirements may be included in the work package, but are subject to the guidelines in <u>Table 2-5</u>. These tasks include SOF, economy maintenance/modifications and negotiated maintenance/modifications.

**2.2.2.2** Engines found damaged while in possession of AFMC must be replaced by direction of AFMC. Engines requiring return to overhaul for any reason other than stated above must have a replacement engine in Quick Engine Change (QEC) configuration furnished by the maintaining command.

**2.2.2.3** Engine maintenance requirements are limited to those classed as economic repair (replacement of clamps, external lines, bolts on accessories, feathering of vanes, etc.) and the correction of SOF defects.

2.2.3 <u>Concurrent Maintenance</u>. Prior to approval of a depot program, the owning activity may negotiate with the PM for certain maintenance to be accomplished concurrent with PDM. These maintenance requirements include such items as supportable TCTOs and next due Periodic, Phase or Isochronal inspection. Those benefits to be realized by the owning activity should be identified to each task such as increases in mission readiness time or other tangible benefits. Documents of negotiation are exempt from Report Control Symbol (RCS) licensing in accordance with AFI 33-324, *The Air Force Information Collections and Reports Management Program*.

2.2.4 Use of AFTO Form 103. The following changes would meet requirement:

2.2.4.1 The using activity should list, after reviewing the depot work specification, in PART B those defects which are known to be or thought to be beyond their capability but are not included in the depot work package. (Some examples are: hidden corrosion, fuel leaks, structural damage or temporary repairs.) Outstanding TCTOs or depot maintenance requirements which are identified in the work specification must not be listed. Organizational maintenance and inspections may be identified for negotiations. The status of negotiated TCTO kits (<u>Table 2-5</u>, section B.2) (kit not available, kit to be shipped with aircraft, kit to be mailed, etc.) should be listed.

2.2.4.2 The form should be initiated 120 days in advance of the scheduled depot input date to allow for command review, certification and delivery of the form to the PM 100 days prior to the scheduled date.(Exception: For aircraft not scheduled for PDM on a calendar time cycle basis (i.e., aircraft not listed in <u>Table 2-2</u>), units should submit the AFTO Form 103 to the PM at the later of: 100 days prior, or within 5 duty days of receiving the Standard Work Package (SWP) or notification of Depot scheduling for an individual aircraft.) The PM or System Sustainment Officer (SSO) for Performance Based Logistics (PBL) contacts must review the requirements listed on Part B of the form. The PM must then forward the form to the Depot activity for pricing. For PBL contracts, the SSO must forward the form to the contractor, who in-turn forwards it to the Depot. The Depot activity must develop a cost estimate for each item in Part C of the form, and must return the form and the cost estimate to the PM. The PM must provide copies of the completed form and the cost estimate to the Owning Command OPR or contractor for PBL contracts, and the initiating activity 20 days prior to the scheduled input date of the aircraft for which the form was submitted. The Funds Holder OPR must certify that additional funds are available for completion of the items listed on Part C of the Form.

**2.2.4.3** A supplemental AFTO Form 103 may be submitted at the time of delivery of the aircraft to the depot facility; however, they should be limited to an essential need. The supplemental form may address depot requirements which have been found since submission of the original form or to reflect changes in the status of negotiated TCTO kits. The supplemental form must be initiated and forwarded to the depot activity with the aircraft records. The initiator must notify the owning activity/OPR and the PM electronically before the aircraft departs for the depot facility. The notification must contain as a minimum the information in Part A, blocks 1, 2, 3, and 5, and the new information for Part B of the form. When supplemental forms are received by the depot facility, either the PM must be notified or a copy must be given to the PM representative for planning purposes.

**2.2.4.4** Any work listed on a supplemental form must not begin until approved by the PM. The PM, after coordination with the Owning Activity/OPR, must notify either the depot facility or the PM representative, who must notify the depot facility of work that is approved. Either the depot facility or the PM representative must forward a copy of the supplemental form to the PM who must annotate the form as to what work was approved and forward copies of the completed forms to the owning activity/OPR and the using activity. When an originally scheduled aircraft is unable to be delivered, a substitute serial numbered aircraft may be input, providing the serial number is approved by both the owning activity and the PM.

**2.2.4.5** The initial approval may be obtained by telephone, and confirmed electronically. If an AFTO Form 103 has not been submitted for the substitute serial number, the procedures for supplemental forms must be followed. The AFTO Form 103, including attachments, is exempt from RCS under the provisions of AFI 33-324.

#### 2.3 INPUT AND OUTPUT SCHEDULES.

The PM, in coordination with the owning activity, must develop input/output schedules for PDM. The using commands must ensure that sufficient aircraft are retained in order to accomplish their overall mission assignments while satisfying the planned PDM schedules.

2.3.1 <u>PDM Priority</u>. The priority with which individual aircraft/missiles are scheduled for PDM should be based on the PDM due date and the estimated condition. This assures that aircraft/missiles which urgently need PDM are scheduled first. The PM must notify the owning activity of the location of the SOR to which the aircraft/missile is to be delivered at least 90 days before the delivery date. Deviation to programmed delivery dates (input and output) must be by mutual agreement of the owning activity and the PM. Transfer of possession of aircraft must be established and reported in accordance with DAFI 21-103. Phased retirement of a Mission/Design/Series (MDS) from the active inventory extending over a period of several years affects the fiscal year quantities to be programmed and the individual aircraft/missiles to be scheduled for PDM.

2.3.2 <u>Dropped from Active Inventory</u>. Aircraft/missiles programmed to be dropped from the active inventory, as identified by the owning MAJCOM and confirmed by AF/A3, within two years should not be scheduled for PDM. Advance identification of these aircraft/missiles, by serial number and fiscal quarter, should be coordinated between the owning activity and the PM, to assure proper programming and scheduling. If the aircraft/missiles are to be stored at the Aerospace Maintenance and Regeneration Group (AMARG), the PM must arrange storage in accordance with TO 1-1-686 *Desert Storage, Preservation and Process Manual for Aircraft Engines, and Aircraft Auxillary Power Unit Engines.* 

#### 2.4 CONTROLLED INTERVAL EXTENSION (CIE) PROGRAM.

The objective of this program is to establish controlled conditions to determine the feasibility for extending or reducing maintenance and inspections intervals without sacrificing Safety of Flight (SOF) or reliability.

2.4.1 <u>CIE Requirements</u>. A CIE program is applicable to aircraft listed in <u>Table 2-2</u>, when a particular system has been identified and recommended for a controlled interval adjustment by the AMR Review process. If the PM review of data obtained from a given CIE program, correlated to ACI and/or ASIP program data, indicate that further interval extension is not feasible, this data must be presented to the lead command for approval to terminate the CIE program. The PMs should periodically review and evaluate current PDM programs to determine whether or not the current interval is optimal. Any recommended changes resulting from this review and evaluation must be approved by the lead command.

2.4.2 <u>CIE Size</u>. The number of aircraft within each MDS to be included in the CIE program must be identified by the PM and affected owning activity using the CIE sample size guidelines in AFMCI 21-104, as the basis for selecting quantity of aircraft. The mission, design and series (MDS) Force Size is the Total Active Inventory (TAI). The aircraft selected for the CIE program must be programmed to vary from the normal PDM calendar time cycle authorized in <u>Table 2-2</u>. At the end of the CIE period, each aircraft must be scheduled for PDM and a sample of CIE aircraft should be scheduled for an ACI. The data obtained must be analyzed and used in establishing inspection requirements and PDM intervals.

#### 2.5 ANALYTICAL CONDITION INSPECTION (ACI).

ACIs are in-depth condition inspections accomplished on a representative sample of MDS aircraft to uncover hidden defects that are not detectable through normal inspection programs. ACIs generate data for engineering and technical evaluation of the relative MDS aircraft condition resulting from corrosion, overstress, wear and other effects caused by aircraft age, operational usage and environmental exposure. Adequate nondestructive inspection techniques should be used to ensure that the types and sizes of flaws suspected to be found are reliably detected. The owning activity must be informed of their specific aircraft's ACI findings and actions taken or contemplated to correct deficiencies revealed through the ACIs.

**2.5.1** <u>ACI Requirements</u>. All aircraft listed in <u>Table 2-1</u>, <u>Table 2-2</u>, and <u>Table 2-3</u> must be programmed for ACI by the PM. The number of ACI aircraft should be determined using the ACI sample size guidelines in AFMCI 21-102. If the PM does not follow the AFMCI 21-102 ACI sample size guidelines, the rationale for this decision must be presented to the lead command for review and approval.

2.5.1.1 <u>Table 2-1</u> and <u>Table 2-2</u> MDS aircraft/missiles must have an ACI accomplished concurrent with the PDM/modification programs.

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**2.5.1.2** Excepted aircraft/missiles (<u>Table 2-3</u>) ACIs may be accomplished at operational sites by DFTs or CFTs or at contract or depot facilities. When accomplished at organic depot facilities, ACIs can be driver tasks, driving the aircraft/ missile into depot. ACI tasks related to suspect or critical areas should be accomplished concurrently with a scheduled maintenance inspection. PDM requirements or related intervals should be determined from analysis of maintenance data generated by ACI accomplishment on excepted aircraft/missiles in <u>Table 2-3</u>.

**2.5.1.3** Analysis of data generated by the ACI program should be used by the PM in determining PDM task requirements and intervals for aircraft still in initial acquisition.

2.5.1.4 ACI programs should be discontinued on aerospace vehicles scheduled for active inventory phase out.

Aircraft scheduled on the basis of modification accomplishment rather than on a time cycle basis.		
Depot Source of Repair	Designation	
OO-ALC	A-10 *	
	F-16 *	
* Modification programs using CAM 3400 WSS funding under AFEEIC 54101 with RGC A or		
AFEEIC 54201 with RGC C are required to maintain an AMR Work Specification and AMR Task Data.		

Depot Source of Repair	Designation	Interval (Months)
	B-1B *	60
oe nie	B-1	108
	B-52 *	48
	B-52 RC-135	48
	KC-135 * (assigned to Hickam AFB or NASA)	48
	KC-135 * (excluding a/c identified above)	60
	C-135 *	60
	C-135F	60
	NKC-135	60
	OC-135	60
	TC-135	60
	WC-135	60
	E-3 *	72
	JE-3C	72
WR-ALC	C-130H/J *	72**
	C-5A	96
	C-5B	96
	C-5C	96
	C-5M *	96
	E-8A	72
	E-8C	72
	F-15C/D	72
	F-15E *	90
	UH-1N	96
	TH-1H	96
	HH-60G	78

#### Table 2-2. Programmed Depot Maintenance

#### Table 2-2. Programmed Depot Maintenance - Continued

HH-60W	68
* PDM programs using CAM 3400 WSS funding under AFEEIC 54101 with RGC A or AFEEIC 54201 w required to maintain an AMR Work Specification and AMR Task Data.	vith RGC C are
** Initial PDM not to exceed 144 months from aircraft acceptance date - (Aircraft Data Plate).	

#### Table 2-3. Excepted Aircraft

Depot Source of Repair	Designation				
Aircraft Maintained by	C-17				
manufacturer or CLS	MC-12 **				
	MQ-1 **				
	MQ-9 **				
OO-ALC	AGM-86B				
	T-38 *				
	F-22 *				
	ICBM *				
	WS-133A/M, Launch Facility (Silo), Launch Control Center				
* Excepted programs using CAM 3400 WSS funding under AFEEIC 54101 with RGC A or AFEEIC 54201 with RGC C are required to maintain an AMR Work Specification and AMR Task Data.					
** Indicates aircraft/missiles are exempted from ACI					

#### Table 2-4. Commercial Derivative Aircraft

Aircraft listed are maintained in compliance with FAA regulations. The PM must use only FAA-certified contractors for contract depot maintenance of commercial derivative aircraft. The PM may utilize the PDM concept or any other method to meet FAA approved maintenance requirements. Designation C-9 C-26\* C-137 T-1\* TG-9\*\* C-12\* C-32 E-4 T-6\* TG-10\*\* C-37 E-9 T-41\*\* TG-11\*\* C-18 C-20 C-38A EC-37B TG-3\*\* VC-25 C-21\* C-40B KC-10 TG-4\*\* C-41 KC-46 TG-7\*\* C-22 \* Aircraft maintained according to FAA approved manufacturer's maintenance manual. This manual provides for continuous inspection of critical components, thus eliminating the need for PDM.

\*\* Air Force Academy

#### Table 2-5. Sectionalized Work Specification Requirements

The Work Spec is of prime importance in securing maintenance services under the AF DM concept and is a critical document during maintenance negotiations. The Work Spec documents general information relating to the specific weapon system including terms, data requirements/procedures, special security or quality requirements/procedures, scheduled maintenance tasks for receipt of the weapon system at the facility, work task requirements, final processing of the weapon system, and applicable TOs and directives. The Work Spec is not to be used as depot level technical data. Owning activities must provide copies of the published work specifications to their respective operating units.

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#### Appendix/Attachments

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B-1	C-5
B-52	T-38
C-135	KC-10*
C-130	ICBM/WS-133A-M
E-3	KC-46
E-8	
* KC-10 Associated Paint Tasks Only	

 Table 2-6.
 Weapon Systems Required to Develop an AMR Work Specification and AMR Task Data

 Table 2-7.
 AMR Task Identifiers

Section	Category Name	Туре	Type Name/Description		
1	Depot	A	<b>Incoming Tasks:</b> Tasks required to prepare the aircraft/ missile for entry into depot work include but are not limited to the following, post flight checks, disarming, securing munitions and explosives, defueling, system purging, washing, inventory of aircraft/missiles associated equipment, storage of equipment, preservation and towing of the aircraft/missiles to the point where initial PDM work begins. Incoming processing tasks must not extend beyond where the initial depot level work, as detailed in the work specification, begins. Entry of associated text in the task description is optional.		
1	Depot	В	<b>Depot Tasks:</b> Tasks requiring depot skills, equipment, tools, or facilities as supported by engineering and technical rationale. This category of work also includes open up, close up, Examination and Inventory (E&I), inspection and repair to maintain airworthiness, authorized routing of components, necessary system checks and required movement of aircraft/missile. This category of work is considered complete upon entry of aircraft into flight test or equivalent flight certification for missiles. Entry of associated text in the task description is mandatory to the extent necessary to justify the task.		
1	1 Depot C		<b>Economy Tasks:</b> Field level maintenance and Time Compliance Technical Orders (TCTOs) tasks that do not require depot facilities, skills, or equipment, but are approved to be accomplished concurrently with PDM. Work listed in this section is strictly limited to those areas already worked or opened up as a part of a task in Section 1B (Depot tasks) and must be beyond the scope of the PDM task. Economy tasks must be clearly identified and supported by data showing that the customer agrees and benefits by accomplishing the task at depot.		
1	Depot	D	<b>Flight Safety Tasks:</b> These tasks include correction of Flight Safety TCTOs that become known while the aircraft or missile is in the depot facility and those time change/calendar inspections that come due. This type of task, if not covered by the work specification, must be classified as over and above. Entry of associated text in the task description is optional.		

Section	Category Name	Туре	Type Name/Description
1	Depot	Е	<b>Over and Above (O&amp;A) Tasks:</b> These are low frequency items or work that is not called out in the work specification or project directive or covered under economy or flight safety tasks. These items of work must only be done to correct a critical or major deficiency and must be approved by the Project Administration Officer (PAO) or the weapon system Program Manager (PM).
1	Depot	F	<b>Flight Prep Tasks:</b> This category of work includes flight test requirements and associated movement of aircraft/missiles as a result of PDM and is considered complete following final Functional Check Flight (FCF) for aircraft or equivalent flight certification for missiles.
1	Depot	G	<b>Deliver Tasks: Tasks:</b> performed to ready the aircraft or missile for final delivery to the using organization. Required movement of aircraft or missile, outgoing inventory of equipment, refueling, servicing, and preflight are examples of tasks included in this category.
2	ACI	А	ACI Annual Tasks: The systematic disassembly and inspection of a representative sample of aircraft/missiles to find hidden defects, deteriorating conditions, corrosion, fatigue, overstress and other deficiencies in the asset's structure or systems. Normally highly stressed areas, ASIP identified critical points, and areas subject to corrosion, such as wheel wells, surface controls, bomb bays, and lower wing surfaces are included in annual ACIs.
2	ACI		ACI Phased Tasks: The systematic disassembly and inspection of a representative sample of aircraft/missiles to find hidden defects, deteriorating conditions, corrosion, fatigue, overstress, and other deficiencies in the asset' structure or systems. Areas such as subsystems or secondary structures are scheduled using a phased ACI approach. For example, fuel systems and life support systems may be inspected and evaluated one year, flight controls the next year, and avionics the third year.
3	Negotiated Maintenance	А	<b>Negotiated Maintenance Tasks:</b> These tasks consist of organizational maintenance or inspections which have been determined by negotiations between the using command and the SM. They consist of those tasks which may best be performed during PDM. These tasks are ranked by priority of need by the initiator.
3	Negotiated Maintenance	В	<b>Negotiated TCTO Tasks:</b> This section normally includes all TCTOs and modifications done concurrent with PDM. The data in this section is optional for modifications and TCTOs that are not funded through the AMR process. TCTO/ modifications may be tracked in this section of the AMR Task Data for informational purposes only. Total Direct Product Standard Hours (DPSH) per aircraft or missile may be entered with a zero-occurrence factor to prevent the DPSH from being reflected in the summary totals.

#### Table 2-7. AMR Task Identifiers - Continued

Section	Category Name	Туре	Type Name/Description				
4	Special Depot Tasks	А	<b>Special Depot Tasks:</b> Other depot needs such as Speedline and special paint requirements may be shown in this section. DPSH breakout must be identified to those aircraft/missiles for which the tasks are required. Reflect total DPSH per each special depot requirement in this section and a grand total of all requirements per MDS in the summary section.				
The Task Identifier is a two-digit identifier composed of the Section and Type. These two-digit Task IDs are automatically added when a new MD is established within the CAM IT system of Record.							

#### Table 2-7. AMR Task Identifiers - Continued



#### MDS Task Requirement Report.

This section lists the following: MDS Task ID Task Group Work Specification Code (WSC) Task Title Implementation Year Once Through the Fleet (OTF) Indicator Trend Method Last/Current Occurrence through Future Years Defense Program (FYDP) Last/Current Hours through FYDP Last/Current Total Hours through FYDP

#### **MDS Summary Hours Report**

This section shows the totals for the individual task groups by Mission/Design/Series (MDS). Driver task groups and Non-Driver task groups are listed separately. For Depot tasks, the total for each sub-section is listed with a summary all sections listed at the bottom. For ACI, hours are listed annual tasks and phased tasks. The number of aircraft/missiles entering depot can be found in the associated Requirement Control Number (RCN) within the CAM IT System of Record, Logistics Requirements Determination Process (LRDP) module. Man-Hours for each Task Group are multiplied by the quantity of aircraft/missile expected to be inducted to get Total Man Hours, multiplied by the rate to get total cost for each year throughout the FYDP.

				STAFF SUM	MA	RY SHEET				
の方	TO ACTION SIGNATURE (Sumame), GRADE AND DATE		14	то	ACTION	SIGNATUR	E (Sumame), GRAD	E AND DATE		
	Unit AMXS	COORD				PM	COORD			
1			Click	to sign	1°				Click to sign	
	MXG/CC	COORD		-	1_	*Owning	COORD			
2			Click	to sign	17	PEO			Click to sign	
_	Owng Cmd	COORD			$\vdash$	*AFMC/	COORD			
3	A4M	coold	Click		8	A4F	coon		Click to sign	
-	Load Cmd	COORD	Click		⊢	*Land Cmd	COOPD		Click to sign	
4		COOKD			9	A4Y	COORD			
_			Click	to sign	⊢				Click to sign	
5	WS	COORD			- 10 Unit AMAS	ACTION				
<b>C</b> 111	Engineering		Click	to sign	Ц			TYPICTIC	Click to sign	
50	RNAME OF ACT	ION OFFICER A	ND GRADE	STMBOL		PHONE		INITIALS	SUSPENSE DATE	
[Se	cheduler]									
su	BJECT								DATE	
ſТ	ail # MDS1	TO 00-25-4	Aircraft/Missile PD	M Interval Extensi	ion	Request				
11	an #, 1005],	10 00-23-47	An erato witssile PD	Winterval Extens	on	request				
SU	MMARY									
N	DTE: The PM	i has final app	proval as the author	ity for Operational	, Sa	ifety, Suitabil	ity, and Effe	ctiveness (	OSS&E).	
1.	PURPOSE:	PDM extens	ion request for airc	raft [Tail #].						
2.	BACKGRO	UND: Curre	nt PDM is schedule	d [date]. Original	PD	M was schedu	uled [date].			
3.	DISCUSSIC	N: Request	[time frame] extens	ion for PDM to be	sch	eduled [date]	. See Tab.			
4. - - - -	VIEWS OF Owning Con Lead Comm WS Chief E PM: *Owning PF *AFMC/A4	OTHERS (A mmand: aand: ngineer: 30: F: mand:	dd additional pages	as required).						
5.	RECOMME	NDATION:	Approve PDM ext	ension request for	airc	raft [Tail #] b	y providing	coordinati	on as indicated	above.
	D.									
17	NB: NG/CC accert	dinated nacks								
IVI		ипатей раска	ige							
			ATT I							
<ul> <li>* Routine requests do not require additional coordination; owning PEO coord only required for extensions in excess of 180 days or repeated extensions.</li> </ul>										
A	F IMT 1768	19840901	V5	PREVIOUS EDIT	ION	WILL BE USED.				H160005
										1000054

