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Maintenance

**AIRCRAFT RED BALL MAINTENANCE
PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction applies to the 15th Operations Group and 15th Logistics Group personnel who maintain aircraft assigned to Hickam AFB under PACAF operational control. This instruction does not apply to Air National Guard/Reserve units or members.

1. GENERAL.

1.1. Red Ball work orders are those work orders generated within two hours of scheduled launch.

2. PROCEDURES.

2.1. A requirement for Red Ball maintenance may be initiated by maintenance personnel by notifying the production superintendent, expediter, or by the aircrew notifying the Command Post.

2.1.1. The production superintendent or expediter will notify the Maintenance Operations Center (MOC) to obtain a job control number and dispatch the appropriate maintenance technician.

2.1.2. When the Command Post receives a Red Ball call from the aircrew, they will notify the MOC. The MOC will then notify the production superintendent or expediter.

2.2. Technicians responding to the Red Ball will exercise caution, particularly if the engines are operating. Until that engine has been shut down, no panels or doors will be opened where there is a possibility of Foreign Object Damage (FOD) to an engine.

2.3. If engines are running, two-way communication will be established with the flight crew prior to attempting any maintenance actions. Aircraft will be chocked while maintenance is being performed.

2.4. All maintenance will be documented in the Core Automated Maintenance System (CAMS), and the AFTO Form 781A (Maintenance Discrepancy and Work Document).

2.5. A red dash entry will be entered in the AFTO Form 781A to perform a Red Ball follow-up inspection following any Red Ball maintenance.

2.6. The production superintendent will reaccomplish an exceptional release (ER) to ensure all follow-up requirements are met following Red Ball maintenance actions.

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