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Maintenance

**AIRCRAFT GENERATION/COMBAT SORTIE
GENERATION**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance*, in conjunction with MCR 60-6, *PACAF Combat Sortie Generation*; PACAFI 21-101, *PACAF Aircraft Maintenance Organization and Policy*; PACAFR 55-27, *Standard Conventional Loads (SCL)*; AFM 91-201, *Explosive Safety Standards*; WI 21-102, *Ground Handling of Explosives Loaded Aircraft*; WI 13-203, *Local Air-field Procedures*; Maintenance Operating Instruction (MOI) 21-133, *F-15 Aircraft End Of Runway (EOR)/Immediately Prior to Launch (IPL) Safety Procedures*; MOI 21-136, *Severe Weather Operating Plan*; MOI 21-131, *F-15 Hot Refueling*; Technical Orders (TO) 1F-15A-33-1-4, 1F-15E-33-1-4, *Integrated Combat Turnaround (ICT) Procedures*, and TO 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, and establishes maintenance and munitions procedures to be used during generations, combat sortie surges, exercises, and ICT training within the 3rd Wing (3 WG). This instruction is applicable to all 3 WG units. When procedures outlined in this instruction conflict with other directives or procedures, procedures in MCR 60-6 or applicable TOs will take precedence. This publication does not apply to the US Air Force Reserve or Air National Guard units and members.

1. Aircraft Generation:

- 1.1. General. This section provides procedures for generating 3 WG aircraft.
- 1.2. Explosive Limits. Explosive limits are designated by established site plans in accordance with AFM 91-201. See WI 13-203 for further guidance.
- 1.3. Location of Operations. Combat aircraft parking areas and IPL/safing areas are designated in WI 13-203.
- 1.4. Emergency Procedures. Personnel involved in generating aircraft are responsible for fire fighting in their work area. Upon notification of aircraft generation, the fire department will preposition a fire vehicle in combat aircraft parking areas as determined by the fire chief. Normally, one fire vehicle will be in position at the intersection of taxiway delta and taxiway mike and one vehicle on roving

patrol between the 19th Fighter Squadron (FS) and 54 FS ramps. The fire vehicle at fire station four will provide coverage for the 90 FS ramp.

1.5. Personnel Limits. To enhance safety, only personnel involved in direct support of aircraft generation will be in the immediate area.

1.6. Force Generation:

1.6.1. Upon generation notification, Maintenance Operations Center (MOC) will:

1.6.1.1. Notify petroleum oil lubricants (POL) of the tasking, except for 517 AS and 962 AACS, request a POL supervisor respond no later than reference start time (RST) +2:00 hours to each maintenance unit flight line with a radio compatible with the maintenance unit net. Request the POL supervisor contact the generating maintenance unit officer in charge (OIC)/noncommissioned officer in charge (NCOIC) or Production Superintendents, upon arrival to flight line.

1.6.1.2. Notify the squadron unit control centers of the mobility concept briefing time.

1.6.1.3. Monitor aircraft sequence of events flow plan in the wing command and control system (WCCS).

NOTE:

The times are a goal, aircraft will continue to be generated until tasking is met, plus spares.

1.6.1.4. Notify Munitions Control of aircraft generation tasking.

1.6.2. Upon generation notification, aerospace ground equipment (AGE) combat AGE team (CAT) supervisors will provide squadrons with status of available AGE and the number of pieces tasked for mobility.

1.6.3. Upon generation notification, squadron senior maintenance officer (SMO) will:

1.6.3.1. Identify shortfalls for technical data, personnel, vehicles, and equipment support in AFI 10-201, *Status of Resources and Training System*, and AFI 10-403, *Deployment Planning*, and update limiting factors as required.

1.6.3.2. Ensure all joint oil analysis program (JOAP) records are picked up from nondestructive inspection (NDI) lab and delivered to the production superintendent to be placed in the aircraft AFTO Form 781, *AFORM Aircrew/Mission Flight Data Document*, forms binder.

1.6.3.3. Ensure Expeditors, Production Superintendents, and Cell Monitors call MOC, or as designated by the SMO, with start/stop times on their respective net for entry into WCCS. Aircraft status is called in to the MOC, including reasons for estimated time in compliance (ETIC) delays or maintenance event completions on the maintenance unit net.

1.6.3.4. Establish radar warning receiver (RWR) and Mode 4 areas and ensure all deploying aircraft are checked.

1.6.3.5. Ensure tactical aircraft maintenance specialist (TAMS) expeditors provide two each oil and hydraulic servicing carts on the generation row. Nitrogen carts are placed on the generation rows. Any nitrogen carts requiring servicing will be taken to the cryogenics plant. (Any nitrogen cart with less than 30 gallons will be serviced.)

1.6.4. Upon generation notification, the Component Repair Squadron (CRS) SMO will:

1.6.4.1. Ensure fuels personnel open the vertical tank storage (VTS) areas immediately upon notification to issue tanks with stand pipe covers. Additionally, fuels personnel will off-load unserviceable tanks and make available to the generation all tank dollies that are inside/outside the fuel maintenance facility. If these dollies have serviceable tanks on them, they will not require off-loading.

1.6.4.2. Provide one supervisor to the VTS to coordinate the tank dolly transportation/loading operation of external fuel tanks. The supervisor will have a radio and coordinate all actions with MOC concerning the generation.

1.6.4.3. Provide personnel to the VTS to load tanks on dollies for transport to the flightline. When not directly involved in the generation tasking, they will transport rejected fuel tanks to the fuel shop.

1.6.4.4. Ensure egress and fuels personnel are on the flight line for launch and available for dispatch throughout the generation.

1.6.4.5. Ensure sufficient fuels personnel are available to perform inflight refueling (IFR) checks on generating aircraft. Have a minimum of one team with one tester performing operation (OPS) checks and have one maintenance team to fix discrepancies, if any. (N/A 962 AACS/517 ALS.)

1.6.5. Upon generation notification, the Equipment Maintenance Squadron (EMS) SMO will:

1.6.5.1. Ensure repair and reclamation, armament, missile maintenance, line delivery, sheet metal, and machinist personnel are immediately available for dispatch throughout the generation. The 3 EMS superintendent will ensure a minimal amount of vehicles are used to limit flight line congestion.

1.6.5.2. Ensure combat armament systems team (CAST) supervisors report to the weapons flight.

1.6.5.3. Provide tow crews at RST +1:30 and throughout the generation to tow aircraft as requested by the generating maintenance unit production supervisor. (N/A 517 AS and 962 AACS.)

1.6.5.4. Ensure one AGE dedicated driver is dispatched to the ramp area of the tasked maintenance unit. The driver will be on their respective generating maintenance unit's radio net and will preposition equipment per unit request. (N/A 517 AS and 962 AACS.) Before any AGE is removed from generation line, production supervisor will be notified.

1.6.5.4.1. For night operations, deliver NF-2 light-alls on a priority and available basis to generating aircraft as directed by flight line production.

1.6.5.4.2. Prior to launch in darkness, deliver two NF-2 light-alls to the EOR and two to RWR/Mode 4 areas.

1.6.5.5. Ensure a 2W0X1, 5 or 7 level, is available to the flight line weapons expediter truck for munitions delivery coordination.

1.6.6. The Director of Operations (DO) for the fighter squadrons will ensure a "Ramp Rat" is available.

2. Regeneration/Combat Sortie Generation:

2.1. This section provides procedures for regenerating 3 WG fighter aircraft. Aircraft are regenerated using combat turnarounds, ICTs, or hot pit refueling. No matter which method of regeneration is used, the goal is to quickly recover and return all aircraft to service.

2.2. Location of Operations:

2.2.1. Combat aircraft parking areas, hot refueling areas, and IPL/safing areas are designated in WI 13-203.

2.2.2. Combat aircraft parking areas, ICT areas, hot refueling areas, and IPL/safing areas for deployments will be determined by the host base and or advance deployment personnel.

2.3. Procedures for ICTs:

2.3.1. Expanded procedures for ICTs are contained in TOs 1F-15A-33-1-4 and 1F-15E-33-1-4. When procedures outlined in these technical orders (TO) conflict with other directives, the procedures in these TOs will take precedence.

2.3.2. A minimum of one combat turn director (CTD) and fire crew personnel will be located in the combat turn area (CTA). Additionally, a minimum of one aircraft turnaround supervisor (ATS), one A person, one B person, a three person load crew, and one fuel vehicle operator will be available for each ICT. Additional personnel may be used on the ICT spot to facilitate other maintenance authorized by TOs 1F-15A/E-33-1-4, however, they must receive an ICT safety briefing before entering the ICT spot. A minimal amount of personnel should be maintained on each ICT spot to minimize confusion and congestion, and to maximize safety of operations.

2.3.2.1. A munitions systems supervisor is required in the CTA during exercises for sustained ICT operations to coordinate munitions requirements with the flight line weapons expediter. He/She will maintain direct radio contact with munitions control.

2.3.3. The MOC will comply with all items contained in attachment 1, this instruction.

2.3.4. CTDs will comply with all items contained in the Weapons Standardization Section (WSS) ICT Training Guide. Additional guidance can be found in MCR 60-6.

2.3.5. ATs will comply with all items contained in the WSS ICT Training Guide. Additional guidance can be found in MCR 60-6.

2.3.6. CTDs and ATs will have operational non-tactical radios with the same frequencies. To be readily identified during exercises, the CTD will wear a reflective arm band and the ATs will wear a reflective vest. During actual contingencies, FSs will ensure they are readily identifiable.

2.3.7. The FS will notify pilot of impending ICT and obtain aircraft status.

2.3.8. The FS will notify the CTD of returning aircraft status so he/she may determine ICT requirements.

2.3.9. External power will not be applied to aircraft during fuel servicing.

2.3.10. ICT support equipment and gear will be removed from ICT spots as soon as possible after completion of ICTs to prevent aircraft damage and to reduce the accumulation of nonessential equipment.

2.3.11. Simulated loading and unloading of expenditures will be tracked using Wing Forms 45,

Exercise Expenditure Sheet C/C - Model ACFT (one copy) and 46, Exercise Expenditure Sheet E - Model ACFT (one copy) for exercises. These forms will be placed in front of the AFTO Forms 781A, Maintenance Discrepancy and Work Document.

2.3.11.1. Wing Forms 45 and 46 will be completed in the left column by the weapons load crew chief, prior to flight. The pilot will record expenditures and the weapons load crew chief will record downloaded munitions in the right column. Weapons section chiefs will maintain all used expenditure sheets to be compared with AF Form 2434, *Munitions Configuration and Expenditure Document*. The Wing Forms 45 and 46 can be destroyed after exercises terminate.

2.3.11.2. Wing Form 44, *Combat Turn Data Sheet*, (one copy) will be used to document ICTs when WSS is not present. Forward this form to 3 OG/OGW upon completion of the ICT.

3. Forms Prescribed. WG Form 44, *Combat turn Data Sheet*, WG Form 45, *Exercise Expenditure Sheet C/C - Model ACFT*, WG Form 46, *Exercise Expenditure Sheet E - Model ACFT*.

WILLIAM J. LAKE, Colonel, USAF
Commander

Attachment 1

MAINTENANCE OPERATION CENTER GUIDE

A1.1. Before Aircraft Arrives:

A1.1.1. MOC will notify all agencies of ICT times, 1 hour 30 minutes prior to scheduled ICT time, and notify appropriate agencies if delays are encountered in the scheduled ICT times.

A1.1.2. When notified by the CAC or indicated by the flying schedule of a pending ICT, note time and call munitions control.

A1.1.3. Notify the FS production supervisors and CTDs.

A1.1.4. Call for fuel trucks.

A1.1.5. Call to ensure a standby fire truck is available.

A1.1.6. If notified of munitions expenditures, determine if the munitions are available, notify Operations/CAC, who will notify NORAD if required, and determine if the aircraft can be accepted as combat ready.

A1.1.7. Notify Security Police.

A1.2. After Aircraft Arrives:

A1.2.1. If not known, obtain maintenance status of aircraft from cursory crew.

A1.2.2. Record and notify CAC of ICT start/stop times.

NOTE:

MOC at Elmendorf will comply with applicable steps in this attachment in conjunction with EAC2-21 checklist.