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Maintenance

**EQUIPMENT MAINTENANCE REDBALL
PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes procedure and assigns responsibility for Redball response on assigned A-10 aircraft. Redball is an action taken to prevent deviations, such as late take-off, cancellations and ground aborts. These procedures apply to all personnel assigned to the 442d Maintenance Group. Supervisors, superintendents, and flight chiefs are responsible for ensuring compliance with this instruction.

SUMMARY OF REVISIONS

This revision updates the changes to the Identification of the Squadrons. A (I) indicates revisions from the previous edition.

1. Responsibility. Compliance with this publication is the responsibility of all personnel who are directly or indirectly involved in Redball maintenance actions.

2. Procedures:

2.1. Redball procedures can be used whenever a malfunction is found that occurs on an aircraft 60 minutes before it is scheduled to fly.

2.2. When the Redball occurs, the expediter notifies the Dispatch/Maintenance Control Function (MCF) who dispatches the appropriate shop specialist to the aircraft.

2.3. If the Aircraft Maintenance Squadron (AMXS) or Maintenance (MXS) backshop, as applicable, determines that a replacement part is required, the part is ordered through the Core Automated Maintenance System (CAMS). If CAMS computer is down, order by phone through Demand Processing.

2.4. Upon receipt of a document number, the appropriate shop informs the flightline Expediter of the document number and the part should be delivered to the shop delivery destination.

- 2.5. Debrief will issue a manual job control number for all Redball discrepancies to expedite delivery of the part and prevent possible ground aborts. Debrief will input the discrepancy into CAMS, using the manual job control number as soon as possible.
- 2.6. If a Redball occurs at a time that the Production Superintendent or the flightline Expeditor determines the part cannot be delivered from Supply to prevent a late take-off, the part may be cannibalized.
- 2.7. Safety is the number one importance and must not be compromised. Engine problems, flight control problems, and other similar malfunctions are handled very carefully to ensure safety is not sacrificed. If engines are left running, ground observers will maintain communication with the pilot and visual contact with technicians working on the aircraft.
- 2.8. When a Redball occurs, all work order generation and cannibalization, requires follow-up by the Production Supervisor, Maintenance Control Facility, Expeditor, AMXS Material Expeditor and appropriate shops to ensure their completion.
- 2.9. Technical data requirements will be adhered to during all Redball maintenance activities.
- 2.10. Foreign Object Damage (FOD) prevention will be emphasized during Redball maintenance activities. Composite Tool Kit (CTK) inventories will be conducted upon completion of work.
- 2.11. Weapons loaded aircraft will be safed in accordance with applicable Motor Driven 3/weapons technical data.
- 2.12. All maintenance actions will be properly annotated and an exceptional release will be re-accomplished prior to flight.

PATRICK A. CORD, Colonel, USAFR
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 21-1, *Managing Aerospace Equipment Maintenance*

AFI 21-101, *Maintenance Management of Aircraft*