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**Maintenance**

**REPAIR AND RECLAMATION SHOP AREAS  
OF RESPONSIBILITIES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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(MSgt William A. Muth)  
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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance*. It establishes procedures to clarify the responsibilities of the repair and reclamation shop areas. These procedures apply to all personnel assigned to the 442d Maintenance Group and Operations Group. Superintendents, flight chiefs, and supervisors are responsible for ensuring compliance with this instruction.

**SUMMARY OF REVISIONS**

This revision deletes paragraph 1.4.2. and adds paragraph **1.8.1**. Clarifies shop responsibilities paragraph **1.4**. Assigns responsibilities and adds maintenance squadron propulsion shop (MXMP) paragraph **1.4.1**. Changes organization symbols from logistics group (LG) to maintenance group (MG), and fighter squadron maintenance (FSM) to aircraft maintenance squadron (AMXS) paragraph **1.5**. Changes dispatch debrief section (DDS) to maintenance operations center (MOC) paragraph **1.9**. Adds supporting information to **Attachment 1**. A bar ( | ) indicates a revision from the previous edition.

**1. PROCEDURES :**

1.1. The repair and reclamation shop will remove/replace, adjust, rig and troubleshoot all components of the roll, pitch, yaw, flap and speed brake flight control systems with the exception of hydraulically powered actuators and control valves.

1.1.1. In the event of a repeat/recurring or in-flight mishap on the flight control systems, the repair and reclamation shop will coordinate a flight control diagnostic team to evaluate, troubleshoot, and repair the systems.

1.2. Repair and reclamation will remove, replace, rig and troubleshoot all components of the landing gear system with the exception of wheels and tires, wheel brakes, hydraulically operated actuators, control valves and components of the nose wheel steering and anti-skid control systems. The repair

and reclamation shop is responsible only for retraction checks required due to maintenance actions taken in the area of their responsibilities as identified in this paragraph.

1.3. Repair and reclamation will remove, replace, adjust, rig and troubleshoot canopy and windshield components as defined in the following subparagraphs.

1.3.1. Repair and reclamation will remove, replace, adjust, rig and troubleshoot components of the canopy lock/unlock mechanism.

1.3.2. Repair and reclamation will remove, replace, adjust, rig and troubleshoot components of the canopy manual release system.

1.3.3. Repair and reclamation will remove and replace/reinstall canopy assembly.

1.3.4. Repair and reclamation will remove and reinstall windshield assembly to facilitate other maintenance on the assembly.

1.4. Repair and reclamation will remove, install, and rig the throttle quadrant, fuselage throttle control segments, and engine nacelle throttle control segment of the engine control system.

1.4.1. AMXS/MXMP personnel will be responsible for establishing proper rig of the engine throttle control segment from the pylon quick-disconnect to the main fuel control prior to trim run.

1.5. When directed by the 442 MG commander or designated representative, repair and reclamation will manage specified actions such as time compliance technical order (TCTO) maintenance, extensive/crash damage repair, and aircraft modifications, in addition to aircraft repair, determined by the 442 MG commander, to be beyond the capability of the AMXS.

1.6. Repair and reclamation will provide specialized aircraft removal equipment and trained personnel to augment the host unit upon request in the removal of crashed/damaged aircraft from the active runway or taxiway as defined in the 442<sup>nd</sup> Fighter Wing and 509<sup>th</sup> Bomb Wing support agreement.

1.7. Repair and reclamation will carry out custodial and storage responsibilities for special purpose equipment and vehicles specifically assigned to the repair and reclamation shop for the purpose of crash recovery and extensive maintenance.

1.8. Repair and reclamation will ensure that all wheel and tire components are built-up, repaired, tested, and serviced as required to support the mission. Also, the establishment and maintenance of the wheel and tire forward supply point if needed.

1.8.1. Repair and reclamation will maintain safety equipment such as wheel cages, in a serviceable status.

1.9. When notified by MOC that a flight control problem exists, the repair and reclamation shop supervisor/designated representative will attend the maintenance debriefing and review the discrepancy with the pilot. The repair and reclamation shop supervisor/designated representative will request support from guidance control (2A4X1), electric (2A6X6), pneudraulic (2A6X5), and APG (2A3X3), as required through MOC.

PATRICK A. CORD, Colonel, USAFR  
Commander

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

***References***

AFPD 21-1, *Air and Space Maintenance*

***Abbreviations and Acronyms***

**AFPD**—Air Force policy directive

**AMXS**—aircraft maintenance squadron

**DDS**—debrief dispatch section

**FSM**—fighter squadron maintenance

**LG**—logistics group

**MG**—maintenance group

**MOC**—maintenance operations center

**MXMP**—maintenance squadron propulsion

**TCTO**—time compliance technical order