BY ORDER OF THE COMMANDER,
85TH GROUP (USAFE)

85TH GROUP INSTRUCTION 21-206

17 FEBRUARY 2004

Maintenance

FIGHTER MAINTENANCE ALERT PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(MSgt Jeffery S. Henderson)
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This instruction implements AFPD 21-1, *Air and Space Maintenance*. This instruction establishes procedures for deployed maintenance units to follow in the preparation, launch, and recovery of alert fighter aircraft. It also outlines all normal and emergency facility procedures. This instruction applies to all personnel performing maintenance on alert fighter aircraft or assigned to the fighter alert facility (building 1795). Send comments and suggested improvements to this instruction on an AF Form 847, **Recommendation for Change of Publication**, through channels, to 85 MXS/MXAB.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

A majority of this publication has been changed. The functional OPR has been transferred from 85th Operations Squadron (85 OS) to the 85th Maintenance Squadron (85 MXS). The 85 OS no longer has fighter maintenance alert procedures.

1. ROLES AND RESPONSIBILITIES:

1.1. **Two Hour Alert.** The deployed maintenance supervisor will daily identify two primary and one spare, FMC aircraft for alert. Notify the 85th Operations Squadron (OS) operations desk and MOC of the parking location and tail numbers. Deployed maintenance personnel will preflight alert aircraft IAW applicable 1F-15A-6 or 1F-16-6 technical order requirements. Sign exceptional release on AFTO Form 781H.

1.1.1. Designate an alert maintenance crew, issue cell phones and respond to an Alert Force recall within 1 hour. Upon alert force recall, the maintenance supervisor will notify Alert Flight Lead (AFL), Top 2, MOC of aircraft status, and assign crews and launch aircraft at the direction of the

HAMMER. Prepare to launch the primary aircraft within the second hour. The crew will be composed of:

1.1.1.1. One Maintenance Supervisor, E-7 or above

1.1.1.2. Two Crew Chiefs

1.1.1.3. One Avionics Specialist

1.1.1.4. One Weapons Specialist

1.1.2. The maintenance officer will ensure that the rest of the deployed forces are recalled to meet mission requirements. One weapons load crew will be designated and prepared to reconfigure aircraft according to the HAMMER's directions.

1.2. **One Hour or Less Alert.** Primary alert aircraft and the maintenance crew will occupy building 1795 for 24 hour coverage. Shifts will be decided by the maintenance OIC IAW AFI 21-101 paragraph 1.21. The primary alert aircraft will be parked in PODs 58 and 61. The spare alert aircraft will be parked in HAS 1. If the alert facility is unusable, aircraft will be parked in the HASs starting with HAS 1. Primary aircraft will be configured as directed by the HAMMER. The CBU will be hot gun only. Aircraft will be placed on status IAW this instruction and applicable 1F-15A or 1F-16, -1 and -6 technical orders.

1.2.1. Upon completion of pilot's acceptance, the aircraft will be called in to the MOC "ON STATUS." No additional maintenance will be performed without the AFL permission. Access to the cockpit is prohibited without AFL permission, except for emergencies. The aircraft belongs to and is under the operational control of the AFL and the HAMMER.

1.2.2. A designated AEF maintenance E-7 or above will be appointed as maintenance liaison, alert NCOIC and issued a cell phone and be on 24 hour standby.

2. AIRCRAFT LAUNCH:

2.1. The alert NCOIC will notify the MOC of taxi and take off times, then contact the maintenance OIC to accomplish a recovery crew recall.

2.2. **Normal Scramble (signaled by steady blast of the Klaxon).** The crew chief will ensure all loose equipment in the POD/HAS is stowed before launch. The launch assist will man the fire bottle. Crew chief responsibilities include:

2.2.1. Ensure Pod/HAS doors are in full open position

2.2.2. Assist pilot with strap-in as briefed

2.2.3. Remove boarding ladder and canopy strut

2.2.4. Remove static ground wire and right side chocks

2.2.5. Clear engine intakes for engine start, start both engines, ensure JFS is shut down

2.2.6. Marshall aircraft out of POD/HAS as directed by pilot

2.2.7. Watch for pilot hand signals indicating JFS low light or hydraulic system button reset. Standard signals are:

2.2.7.1. One finger-PCI

2.2.7.2. Two fingers-PCII

2.2.7.3. Three fingers-Utility

2.2.7.4. Pumping motion with hand-JFS low light

2.2.7.5. EECs cycled indicate abnormal condition resolved

2.3. **Airborne orders/practice scramble.** Follow scramble procedures as directed by pilot to include communication cord and headset hook-up. An end-of-runway inspection will be accomplished directly in front of the alert POD/HAS when the aircraft is clear of the POD doors.

2.4. **Battle Stations (signaled by intermittent one second blasts of the klaxon).** Follow scramble procedures; hand the pilot the Command Post "hot line". Continue with scramble procedures after directed to do so by the pilot. After scramble order is received, secure Command Post phone.

2.5. When pilots are given the order to go to “SUITS,” the alert crew chief will go to his assigned aircraft and prepare for scramble.

2.6. **Mandatory Scramble Order.** The crew chief will follow the AFL instructions and be prepared to scramble if directed.

2.7. The following equipment will be pre-positioned in the rear of POD 59 of building 1795 and dedicated to the alert force:

2.7.1. One Oil cart and two cases of 7808J engine oil

2.7.2. One Nitrogen cart

2.7.3. One Hydraulic cart and one case of hydraulic fluid

2.7.4. One Bobcat

2.7.5. One MB2 (tow vehicle)

2.7.6. One Tow bar

2.7.7. One 4 wheel drive vehicle

2.8. The following parts will be ordered, maintained in a supply point and serviced daily:

2.8.1. One LOX bottle

2.8.2. One main tire

2.8.3. One nose tire

3. ALERT INSPECTIONS:

3.1. **Preflight.** Aircraft going on alert will have a full preflight accomplished IAW the applicable aircraft -6 technical orders. However, if the aircraft has participated in the daily flying schedule, the aircraft can be put on alert by accomplishing the applicable Thruflight/ICT inspection. A daily alert Preflight inspection will be accomplished by 0800 hours on each aircraft that remains on alert for a period longer than one day.

3.1.1. Primary aircraft will receive an 8-hour walk around inspection for fuel, oil, air, or hydraulic leaks. Pneumatic systems and landing gear tires will be inspected for proper servicing. Routine servicing will be limited to 0600 through 2200 hours, due to crew rest.

3.1.2. Aircraft coming off of alert status will have a combined BPO/Preflight accomplished prior to being placed on the flying schedule.

4. AIRCRAFT RECOVERY:

4.1. 85 OS operations desk and SOF will notify alert of aircraft return and include aircraft status codes. MOC will call for refuel trucks (one per alert aircraft returning). Aircraft will be de-armed IAW 85 GPI 21-202. The 85 GP/CC can authorize de-arming at the POD or HAS if required.

4.2. An alert Recovery and Thruflight inspection will be accomplished IAW 1F-15A-6WC-3-4 on all alert aircraft between flights. **NOTE:** Aircraft will be recovered and confirmed "ON STATUS" by the AFL not later than 45 minutes after second chock.

4.3. Aircraft recovering in a HAS will be hot winched IAW local checklist LCL-85MXS-33 and turned IAW this instruction. Position aircraft as required in the POD/HAS, stop aircraft and begin turn. Second chock time is relayed to the MOC by the alert NCOIC. Accomplish the following actions to place the aircraft back "On Status":

4.3.1. Begin stored alignment of INS

4.3.2. Ensure tapes are removed from VTR if equipped

4.3.3. Ensure AIM-7s are tuned, AIM-9 argon in the green

4.3.4. Verify with pilot LOX quantity remaining and landing fuel

4.3.5. If in-flight refueling was accomplished, open IFR slipway door for inspection

4.3.6. Safe aircraft for maintenance IAW applicable aircraft -6 alert work cards

4.3.7. Shut down engines as directed, catch engine vent fuel in bucket or fuel catcher

4.3.8. Install NLG safety pin (F-15) and assist pilot out of cockpit

4.3.9. Aircraft will be refueled and inspected IAW applicable aircraft -6 alert checklist

4.3.10. Perform applicable alert recovery and alert thruflight inspections IAW aircraft -6 TO work cards

4.3.11. Call MOC to declare aircraft "ON STATUS" after pilot accepts aircraft

4.4. All alert sorties will be debriefed by the deployed maintenance debriefer.

5. AIRCRAFT REPAIR PROCEDURES:

5.1. All aborts, Code II and Code III discrepancies will be briefed to the alert NCOIC and production supervisor. Repairs and designation of new alert aircraft will be decided by the AFL and production supervisor.

5.2. All Code III discrepancies discovered to be unserviceable by the ground crew will be treated as a "RED BALL."

5.3. All maintenance actions will be agreed upon by the alert NCOIC, AFL and the production superintendent. All parts and tools needed to perform the repairs will be on hand prior to the starting of the repair.

5.4. If the aircraft cannot be repaired, follow alert aircraft replacement procedures and tow aircraft from the alert facility.

6. AIRCRAFT REPLACEMENT PROCEDURES:

6.1. If it becomes necessary to change one of the primary alert aircraft, the following procedures will be followed. The pilot of the broken aircraft will set up in the spare aircraft and accept the aircraft IAW paragraph **2.2.1.** then declare that it is "ON STATUS."

6.2. If an unscheduled, permanent change in alert aircraft is necessary, and a third pilot is not available to place it "ON STATUS", the new aircraft will be considered "ON STATUS" when the pilot pulls his gear from the old aircraft and sets up; the new aircraft is declared on status.

6.3. Swap out of primary alert aircraft will be scheduled to coincide with pilot change over. The off-going pilot will remain on status until the new pilot in the aircraft calls "ON STATUS."

7. MAINTENANCE ON ALERT AIRCRAFT:

7.1. Maintenance will not be performed on alert aircraft without the AFL permission. If access to the cockpit is required, then permission from the AFL must be obtained. The alert NCOIC will brief the AFL of any maintenance requirements.

7.2. **Maintenance Personnel Dispatched.** Personnel dispatched to the alert facility to perform maintenance on alert aircraft will be accompanied by the assigned alert crew chief. If maintenance is necessary, the missiles, gun and aircraft will be safed for maintenance IAW applicable aircraft technical orders.

7.2.1. Assumption of maintenance alert duty:

7.2.2. Upon arrival at the alert facility, the on-coming maintenance crew will be thoroughly briefed by the off-going NCOIC on aircraft, POD/HAS, facility and equipment status.

7.2.3. Toolboxes will be inventoried and signed over by the on-coming crew.

7.2.4. POD/HAS inspections and acceptance will take place by the on-coming crew, correction of any defects will take place prior to the off-going crew leaving the alert facility. All discrepancies will be corrected if possible before the off-going crew departs the alert area. Fire bottles will be inspected at this time and a FOD walk will be accomplished.

7.2.5. A debriefing on the alert aircraft will take place to include any maintenance requirements (i.e., inspections, clear water rinses, 96-hour runs or areas of concern) between the off-going and on-coming crew chief.

7.2.6. The NCOIC will determine who has access to the aircraft and coordinate routine maintenance at the alert facility.

7.2.7. Extensive maintenance will not be allowed at the alert facility. Not Mission Capable aircraft will be towed to a HAS for repair.

7.3. **Aircrew Change Out.** Crew chiefs will assist the on-coming pilots with their change over and request a crew chief briefing covering the following items:

7.3.1. Restriction of any personnel entering the cockpit except the pilot

7.3.2. Inform the pilot of any maintenance or servicing to be accomplished

7.3.3. Desired assistance the pilot needs from the crew chief, i.e., strap-in assistance or other than normal procedures

8. SECURITY PROCEDURES:

8.1. While on one hour or less alert or when aircraft are considered Priority B resources only assigned alert duty personnel will be authorized unlimited access inside the alert facility and around the alert aircraft. All other personnel working or visiting the alert facility will contact the alert NCOIC and be escorted throughout the facility by alert duty personnel.

8.2. The alert facility will be secured between 2200 and 0600 hours for crew rest. When aircraft maintenance requires extended hours, the alert NCOIC, AFL and the production supervisor will agree on final time limits for completion of work. The AFL will have the final approval of extended hours.

9. EMERGENCY PROCEDURES:

9.1. **Fire In Living Areas.** In the event a fire is detected, activate the manual fire alarm pull boxes located in the first and second floor lounges.

9.1.1. Notify the Fire Department at extension 911 and give the following information:

9.1.1.1. Name

9.1.1.2. Building number

9.1.1.3. Location of fire

9.1.1.4. Number of aircraft

9.1.1.5. Type munitions stored in facility

NOTE: Attempt to control fire by using fire extinguishers located throughout the alert facility

9.1.2. Notify the MOC by radio of emergency and tow requirements.

9.1.3. The AFL and NCOIC will determine the requirements to taxi alert aircraft or emergency tow to a safe location. If it is determined to taxi, the primary alert aircraft will be started (one engine) and taxi clear of the facilities.

9.1.4. The following are the priority of events in case of fire:

9.1.4.1. Evacuate personnel

9.1.4.2. Evacuate aircraft

9.1.4.3. Remove missile trailers (with missiles) clear of the alert facility

9.1.4.4. Remove remaining equipment (if threat permits)

NOTE: Personnel will not put themselves in unnecessary danger in order to save support equipment.

9.2. **Fire in PODs 58 through 61.** The on-scene commander or senior ranking individual determines who are essential emergency personnel. Follow all procedures listed for fire in living quarters with the following additions: Activate the manual fire extinguishing system for applicable PODs. If aircraft cannot be removed every effort will be made to close the canopy, prior to activation of system.

9.2.1. For fires not involving munitions, evacuate area to 2,000 feet of nonessential personnel. Essential personnel are defined by AFMAN 91-201, Paragraph 2.24.1.

9.2.2. For fires involving munitions see AFMAN 91-201, Paragraph 2.24., tables 2.1 and 2.2. for emergency withdrawal distances.

9.3. **Low Air Horn.** When low air horn sounds, notify fire department immediately at extension 911. Low air horn alarm will sound and a light will flash on the fire alarm panel located in the first floor lounge. (This alarm sounds if air pressure drops below 25 pounds per square inch).

10. FUEL SPILLS:

10.1. Minor CLASS I spills will be immediately cleaned up with absorbent pads. Fuel catchers and drip pans will be positioned in the alert area and will be used to recover and dispose of fuel that is drained from aircraft pressurization and dump during engine shut down.

10.2. Major (CLASS II and CLASS III) fuel spills. All maintenance will be terminated and spill will be contained. Post a fireguard to safe guard the area affected. Notify fire department at extension 911 of spill. Notify the AFL, MOC, and alert NCOIC as soon as possible. When the fire department arrives, they will determine the requirements for the Hazardous Waste Team involvement in the fuel spill cleanup. After a thorough clean up an investigation will be conducted to determine if the cause of the fuel spill. Corrective action will be taken before the defective aircraft/equipment resumes alert or other maintenance actions take place.

11. POWER OUTAGE:

11.1. Conversion to emergency power must be done immediately upon loss of normal base electrical power. If emergency power failure occurs, notify AFL of the requirements for manual POD door operation and request instructions as to door position (open or closed) until power is restored. The AFL will relay this information to the Command Post; alert NCOIC will notify MOC. When base electrical power is restored, return both main power switches to the “ON” position and shut down the emergency generator. Alert personnel will accomplish the following steps to convert to emergency power:

11.1.1. Start emergency generator according to instructions located on front panel of generator.

11.1.2. Notify the AFL, Command Post, MOC and NCOIC of conversion to emergency power.

11.1.3. Perform operational check of klaxon and all POD doors.

11.1.4. Notify Public Works trouble desk of power failure and obtain Maintenance Control Number.

12. SEVERE WEATHER PROCEDURES:

12.1. Due to the prevailing high winds at Keflavik NAS Iceland, alert personnel must ensure equipment on aircraft and in the PODs and HASs are properly stowed and secured at all times. When winds exceed 35 knots, the downwind POD door will be opened first. When winds exceed 50 knots, POD doors will not be opened without the approval of the 85th Group Commander or during a scramble directed by the HAMMER.

12.2. Snow and ice accumulation will be cleared ten feet from the POD and HAS doors along the taxi lines. Coordinate with MOC for Snow King assistance in snow removal.

13. ALERT MESSING: The Stone Eagle Dining Facility will provide breakfast and lunch Monday through Friday. Weekend and evening meals will be ordered from the Navy Galley. The Alert NCOIC will prepare and place orders for all meals by 1100 hours the day prior.

14. LINEN EXCHANGE: Dirty linen will be sorted prior to crew swap out. Launch assist personnel will sort and count linen on Sunday afternoon and prepare turn in paper work. The alert NCOIC will process the linen exchange on Monday mornings.

15. CLEANING SCHEDULE:

15.1. The senior enlisted resident is responsible for ensuring all tasks are accomplished. Room occupants are responsible for daily cleaning of their areas. Beds will be made by 0800 hours. Crew chiefs are responsible for all common areas upstairs, and launch assistants are responsible for all areas downstairs. All excess food will be removed from the cabinets and refrigerator at swap out.

15.2. The following areas will be cleaned daily:

15.2.1. All trashcans emptied

15.2.2. Common area floors swept and carpets vacuumed

15.2.3. Common areas straightened up

15.2.4. Bathrooms straightened up, floors swept and consumables replaced

15.2.5. Kitchen straightened up, counters wiped down, dishwasher loaded and run

15.3. The following areas will be cleaned weekly:

15.3.1. Common areas dusted

15.3.2. Floors mopped, waxed, and buffed

15.3.3. Refrigerator cleaned

15.3.4. Oven cleaned

15.3.5. Toilets and showers scrubbed

15.3.6. Consumables inventoried and items to order noted in logbook

STEVEN F. DREYER, Colonel, USAF
Deputy Commander, 85th Group

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFMAN 91-201, *Explosives Safety Standards*

85 GPI 10-202, *Peace Time Air Defense Alert Procedures*

85 GPI 21-202, *F-15 Arming and Dearming Operations*

LCL-85MXS-33

TO 1F-15A-1

TO 1F-16-6

Abbreviations and Acronyms

AFL:—Alert Flight Lead

BPO:—Basic Post Flight inspection

CBU:—Cold back up

EEC:—Electronic Engine Control

FMC:—Fully Mission capable

IAW:—In accordance with

ICT:—Integrated combat turnaround

INS:—Inertial Navigation System

JFS:—Jet fuel starter

LOX:—Liquid oxygen.

MLG:—Main Landing Gear

MOC:—Maintenance Operations Center

NCOIC:—Noncommissioned officer in charge

NLG:—Nose landing gear

OIC:—Officer in charge

PCI:—Hydraulic power control system

POD:—Aircraft parking location in building 1795

SOF:—Supervisor of flying

TO:—Technical order

Terms

ALERT FLIGHT LEAD:—Assigned alert pilot

COCKED:—Aircraft on status for alert in accordance with 85 Group Instruction 10-202

HAMMER:—COMAFICE air defense commander

MANDATORY STATUS:—Situation where fighter assets need a waiver to flying regulations to fly the mission

PREFLIGHT:—Aircraft inspection prior to flight

RED BALL:—Aircraft maintenance discrepancy during launch that requires immediate attention

THRUFLIGHT:—Aircraft inspection between flights