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Supply

REPAIRABLE PROCESSING

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This instruction implements AFD 23-1, *Requirements and Stockage of Material*. It establishes local procedures for processing repair cycle assets due in for maintenance (DIFM). It applies to all maintenance activities within the 944th Fighter Wing (FW).

SUMMARY OF REVISIONS

This implements the reorganization (para **2.1.1.**, **2.1.3.**, **2.2.1.**, **2.2.3.**), changes the input authorization (para **1.1.4.**), changes the pickup process (para **2.1.2.**), and adds processing procedures (para **2.2.5.**). A bar (|) indicates revision from previous edition.

1. Responsibilities:

- 1.1. The maintenance supply liaison (MSL) manages repair cycle assets in the 944 FW to include:
 - 1.1.1. Coordinating DIFM matters with the 56 FW Distribution Flight service center.
 - 1.1.2. Maintaining a master DIFM listing (D23) indicating current status of repairable assets.
 - 1.1.3. Advising maintenance supervisors of potential delinquent DIFMs.
 - 1.1.4. Keying initial DIFM status codes and location of repair cycle assets in Standard Base Supply System (SBSS) or Core Automated Maintenance System (CAMS) within 30 minutes after physical arrival in the work center. Work centers authorized dedicated supply support will input DIFM status codes and DIFM locations of repair cycle assets for their work centers.
- 1.2. Shop supervisors are responsible for scheduling and controlling DIFM assets within their respective shops. This involves:
 - 1.2.1. Expeditious moving of repairable assets from one work center to another. Ensure proper documentation and container accompany the asset through the repair cycle.

1.2.2. Expeditious processing and turn-ins to prevent DIFM assets from becoming delinquent. The 944 FW current repair cycle goal is 5 duty days: 2 days at flight line, 2 days at back shop and 1 day at supply.

1.2.3. Preventing unauthorized cannibalization of DIFM assets.

1.2.4. Providing secured storage area for DIFM assets that are awaiting parts.

2. Procedures:

2.1. Pick-up and delivery of repairable items:

2.1.1. The repairable assets ordered by 944th Aircraft Maintenance Squadron (AMXS) support section are sent to the repair shop. Assets that are not repairable at this station are turned into the 56 FW Distribution Flight service center by the 944 AMXS support section.

2.1.2. After each shop completes repair work, they will notify the next shop for pick-up and annotate block 15 of the AFTO Form 350, **Repairable Item Processing Tag**, to show what work was done. When the last shop completes the work, they will turn the asset over to a main pick-up point, or they will call the 56th Logistics Readiness Squadron (LRS) to coordinate pickup (6-4010).

2.1.3. The four main pick-up points are AIS, Hydraulic Shop, MSL and 944 AMXS. Each pick-up point will keep an AF Form 2520, **Repair Cycle Control Log**. Assets that are bulky and or heavy can be picked up at the repair shop by calling the 56 LRS dispatch (6-6866) and notifying them of a large DIFM pick up.

2.2. Maintenance turn-in:

2.2.1. All DIFM assets are turned in to 56 FW Distribution Flight service center.

2.2.2. The shop makes sure the DIFM asset is properly condition-tagged and secured in its reusable container.

2.2.3. The 56 LRS will pick up DIFM parts as required from the four main pick-up points and sign AF Form 2520 verifying turn-in.

2.2.4. The work center will ensure turn-in actions are done by reviewing the D04, Daily Document Register.

2.2.5. Turnaround (TRN) data:

2.2.5.1. Generates the stock levels required to support the base repair cycle and provides essential information to make decisions about purchases, repairs, and distribution. Maintenance and supply will work together to ensure the base repair cycle maintains required stock levels.

2.2.5.2. When a repair cycle item is not physically processed through supply because the item is repaired and reinstalled on the aircraft/end item, the maintenance activity responsible for the repaired item must furnish a completed AFTO Form 350, to include the National Stock Number, the Work Unit Code, and the Action Taken Code, to the MSL to maintain accurate records.

2.2.5.3. The MSL is responsible for processing TRN data.

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Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*

AFMAN 23-110, *USAF Supply Manual*

Abbreviations and Acronyms

AMXS—Aircraft Maintenance Squadron

CAMS—Core Automated Maintenance System

DIFM—Due in for Maintenance

FW—Fighter Wing

LRS—Logistics Readiness Squadron

MSL—Maintenance Supply Liaison

SBSS—Standard Base Supply System

TRN—Turnaround