

**BY ORDER OF THE CHIEF,
NATIONAL GUARD BUREAU**

**AIR NATIONAL GUARD POLICY
DIRECTIVE 90-2104**

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Command Policy



**COMPLIANCE AND STANDARDIZATION
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SUPERVISOR**

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This directory implements Air Force Policy Directive (AFPD) 90-2, *The Inspection System*, and is applicable to all Air National Guard (ANG) flying units. Compliance with this directory and its parent instruction Air National Guard Instruction (ANGI) 21-101, *Maintenance Management of Aircraft*, is mandatory. Units will supplement this publication with items developed from appropriate technical data, Air Force Occupational Safety and Health (AFOSH) Standards (STD), local operating instructions (OI), etc., to assess internal compliance. Higher Headquarters/Inspector General (HHQ/IG) may use this directory in whole or in part during evaluations and exercises.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1. The items listed do not constitute the order or limit the scope of the inspection/assessment. As a minimum, units will use this directory in conjunction with the annual unit self-inspection. The objective is to identify deficiencies that preclude attainment of required capabilities.

Table 1. Production Supervisor

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
Production Supervisor (Pro Super)				
1.	General.			
1.1.	Is the Pro Super a Senior Non-Commissioned Officer (SNCO)? (2.8.)			
1.2.	Does the Pro Super maintain access to a current copy of the base grid map with cordon overlay and appropriate check sheets outlining duties during disaster exercises? (2.8.10.)			
1.3.	Is the Pro Super familiar with specific disaster control duties and squadron responsibilities, and with the portion of AFI 32-4001, <i>Disaster Preparedness Planning and Operations</i> , and unit operations order (OPORD) pertaining to movement of aircraft, support equipment, and evacuation of flight line personnel? (2.8.10.)			
2.	Maintenance Management (Policy enforcement and production supervision).			
2.1.	Does the Pro Super enforce strict adherence to technical data and management procedures and advocate the importance of using current technical data (TO 00-5-1)? (2.8.1.)			
2.2.	Does the Pro Super advocate the importance and use of the TO improvement program (TO 00-5-1)? (2.8.1.)			
2.3.	Is the Pro Super involved in developing and executing the monthly and weekly flying and Maintenance plans? (2.8.3.)			
2.4.	Does the Pro Super authorize aircraft-to-aircraft CANNs? (2.8.4.)			
2.5.	Does the Pro Super coordinate with Propulsion Element for engine-to-aircraft CANNs? (2.8.4.)			
2.6.	Does the Pro Super keep MOC informed of the maintenance effort and coordinate with MOC and other squadrons for support? (2.8.5.)			
2.7.	Does the Pro Super provide MOC with specific aircraft status and update information as required? (2.8.5.)			
2.8.	Does the Pro Super attend and/or conduct the squadron's daily maintenance meeting? (2.8.6.)			
2.9.	Does the Pro Super determine/track aircraft status? (2.8.7.)			
2.10.	Does the Pro Super understand aircraft status and inventory reporting as covered in AFI 21-103, and applicable supplements? (2.8.8.)			

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
Production Supervisor (Pro Super)				
2.11.	Does the Pro Super work closely with the Expediter and MOC to ensure actual aircraft status matches aircraft status reported in the MIS? (2.8.8.)			
2.12.	Does the Pro Super notify MOC of job completions, ETIC changes, or significant problems? (2.8.8.)			
2.13.	Does the Pro Super know the actions required by the squadron under SIOP or contingency plans? (2.8.9.)			
2.14.	Does the Pro Super direct aircraft generation flow? (2.8.9.)			
2.15.	Is the Pro Super responsible for developing and keeping the aircraft generation sequence current? (2.8.9.)			
2.16.	Does the Pro Super manage the maintenance production effort by assigning priorities to meet the flying and maintenance schedules? (2.8.11.)			
2.16.1.	Does the Pro Super aggressively work NMC aircraft? (2.8.11.)			
2.16.2.	Does the Pro Super direct cannibalization on assigned aircraft and coordinate the action with the MOC? (2.8.12.)			
2.17.	Does the Pro Super verify MICAP conditions? (2.8.13.)			
2.18.	Is the Pro Super thoroughly familiar with unit CDDAR and understand OIs designed to protect personnel and prevent further damage to aircraft, equipment, and other resources? (2.8.14.)			
2.19.	If a missing item/tool is not found after a search of the immediate work area, does the Expediter/production supervisor or equivalent immediately notify the flight commander or superintendent, support section, MOC, and QA? (13.8.1.1. and 13.8.1.3.)			
3.	Forms and MIS Documentation.			
3.1.	Does the Pro Super ensure aerospace equipment forms and MIS documentation are completed, accurate and accomplished? (2.8.2.)			
3.2.	Does the Pro Super ensure aircraft status is accurately reflected in both the maintenance forms and the MIS? (2.8.2.)			
3.3.	Does the Pro Super sign exceptional release (ER) IAW TO 00-20-5? (2.8.15.)			
3.4.	Does the Pro Super check the aircraft status prior to flight and to signing the conditional/exceptional release? (TO 00-20-5, para 3.18.2.)			

ITEM NO.	ITEM AND REFERENCES <i>(All references are to ANGI 21-101 unless otherwise indicated)</i>	YES	NO	N/A
Production Supervisor (Pro Super)				
3.5.	Does the Pro Super ensure that under no circumstances is the conditional/exceptional release granted when the aircraft status is indicated by a Red X symbol? (TO 00-20-5, para 3-18.5.7.3.)			

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