

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

**AIR NATIONAL GUARD POLICY
DIRECTIVE 90-2139**

1 JULY 2003

Command Policy



**COMPLIANCE AND STANDARDIZATION
REQUIREMENT LIST (C&SRL) ENGINE
BLADE BLENDING TRAINING AND
CERTIFICATION PROGRAM**

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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. Engine Blade Blending Training and Certification Program

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
1.	Engine Blade Blending Training and Certification Program			
1.1.	Does the Propulsion Element ensure a blade blending certification program, for each TMSM possessed, is established IAW Chapter 18? (4.13.2.20.)			
1.2.	Has the unit developed a comprehensive training program that will ensure minimum standards are met, and proficiency is maintained? (18.12.1.)			
1.3.	Does the unit have a sufficient number of individuals authorized to inspect and repair blades to meet mission requirements and production needs? (18.12.1.)			
1.4.	Are only certified 2A3X3, 2A5X1/2, and 2A6X1X, 5, 7, and 9 levels authorized to perform blade blend inspections and repairs? (18.12.2.)			
1.5.	Does Maintenance training, in coordination with SMEs or Training Detachment (TD) manage and develop the unit blade blending training program? (18.12.3.)			
1.6.	As a minimum, does the course include care and handling of the equipment, all applicable tech data, fault isolation/damage assessment/defect size determination, and performance of an actual engine blade blend? (18.12.3.)			
1.7.	Prior to placement on the Special Certification Roster for blade blending and certification have personnel completed the formal blade blending training and initial engine blade blending certification? (18.12.3.)			
1.8.	Has the MXG/CC selected maintenance instructors, engine CETS or Roving Reps to provide blade blending training? (18.12.4.)			
1.9.	Has the unit established and does it maintain a record of training and certification/recertification? (18.12.4.)			
1.10.	Has Maintenance training developed course codes in MIS to track formal training, engine blade blending course? (18.12.4.1.)			
1.11.	Has Maintenance training developed course codes in MIS to track initial engine blade blending certification? (18.12.4.2.)			
1.12.	Has Maintenance training developed course codes in MIS to track annual engine blade blending certification? (18.12.4.3.)			
1.13.	Has Maintenance training developed course codes in MIS to track 180-day engine blade blending proficiency requirement? (18.12.4.4.)			

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
1.14.	As a minimum, do F-15 and F-16 personnel perform one blend repair every 180 days to maintain proficiency? (18.12.6.)			
1.15.	Do workcenter supervisors ensure personnel who do not meet this requirement are decertified? (18.12.6.)			
1.16.	Does the workcenter ensure all blade blend repairs accomplished on installed engines are loaded against the engine and not the aircraft? (18.12.6.)			
1.17.	Do personnel who become decertified receive initial training and exhibit proficiency before being placed back on the SCR? (18.12.10.)			
2.	Certification Criteria			
2.1.	Are certifying officials the most qualified 7- or 9-level Aerospace Propulsion (2A6X1X), Aircraft Maintenance (2A3X3X) AFSC (Aircraft Maintenance 2A5X1X and Helicopter Maintenance 2A5X2)? (18.12.5.)			
2.2.	Are certifying officials designated by the MXG/CC and tracked in the SCR? (18.12.5.)			
2.3.	Has the unit limited the number of certifiers to a minimum to ensure standardized training and certification? (18.12.5.)			
2.4.	Do certifying officials maintain proficiency in the same manner as other technicians? (18.12.5.)			
2.5.	Do certifying officials recertify each other? (18.12.5.)			
2.6.	Are certifying officials certified by the MXG/CC only after receiving training by engine CETS/Roving Representatives and having performed a blade blending demonstration? (18.12.5.)			
2.7.	Is each qualified technician recertified annually by a certifying official? (18.12.7.)			
2.8.	Are technicians recertified by demonstrating they can perform the task? (18.12.7.)			
3.	Blade Blending Documentation Procedures			
3.1.	For installed engines, is the Wing FOD Manager (or monitor) notified prior to blade blending, anytime FOD is identified, other than for minor sand nicks or scratches? (18.12.8.1.)			
3.2.	For installed engines, does the unit ensure evaluated or repaired FOD is documented in the AFTO Form 95 and the Comprehensive Engine Management System (CEMS), IAW TO 00-20-1? (18.12.8.1.)			

ITEM NO.	ITEM AND REFERENCES <i>(All references are to ANGI 21-101 unless otherwise indicated)</i>	YES	NO	N/A
3.3.	For installed engines, is Engine Management Section notified with the following information for input into engine historical records; engine serial number, stage number, number of blades blended, depth of damage before and after blend, area of damage and employee number of maintenance personnel? (18.12.8.2.)			
3.4.	For uninstalled engines/modules, is the Wing FOD Manager (or monitor) notified prior to blade blending, anytime FOD is identified, other than for minor sand nicks or scratches? (18.12.9.1.)			
3.5.	For uninstalled engines/modules, does the unit ensure evaluated or repaired FOD is documented in the AFTO Form 95, and CEMS IAW TO 00-20-1? (18.12.9.1.)			
3.6.	For uninstalled engines/modules, is a Blade Blending/FOD Damage worksheet or applicable form filled out and filed in engine/module work package? (18.12.9.2.)			
3.7.	For uninstalled engines/modules, does Engine Management Section document following information for input into engine historical records; engine serial number, stage number, number of blades blended, depth of damage before and after blend, area of damage and employee number of maintenance personnel? (18.12.9.3.)			

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