

**BY ORDER OF THE COMMANDER,
PACIFIC AIR FORCES**



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PACIFIC AIR FORCES COMMAND

Supplement 1

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Maintenance

**AIRCRAFT EGRESS SYSTEMS
MAINTENANCE**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This publication implements AFD 21-1, *Air Force Maintenance Management*. This publication does not apply to the Air National Guard (ANG) or Air Force Reserves (AFRES).

SUMMARY OF REVISIONS

This revision updates paragraph numbering, headings, and reformats document for compliance with publication standards .

AFI 21-112, 7 September 2001, is supplemented as follows:

1.2.1. (Added) Demand response team composition will ensure that at least one member is tracking maintenance progression in the technical order at all times (for example: if two team members are required to actually perform maintenance, e.g., F-16 canopy/seat removal and installation, then minimum team composition will be three) .

5.2.1. (Added) The egress workcenter supervisor will specify in writing task(s) to be used during evaluations to determine proficiency and/or certification/recertification .

6.3.1. (Added) Augmentees will possess a 7-level primary AFSC. The number of augmentees will be at the discretion of the MXG/CC, and will include those necessary for Quality Assurance. The use of augmentees will not exceed egress 5-level type duties or tasks and will be kept at the absolute minimum necessary to provide the required level of egress maintenance capability .

7.2.1. (Added) Certified augmentees who do not perform maintenance on assigned egress system(s) for a period of 90 days will no longer be considered certified. Recertification procedures in paragraph 8 will be followed.

10.2.1. (Added) Annual familiarization training may be taught using an Instructional System Development (ISD) slide/tape or video presentation. However, an egress certified instructor must be available to answer any questions.

10.5.1. (Added) Initial familiarization training will be hands-on utilizing an actual aircraft.

12.2.1. (Added) This paragraph does not apply to augmentees.

13.1. (Added) Safety pins and devices, emergency egress controls, handles, switches, arming levers, etc., will not be safety wired in place unless specifically called for in applicable technical orders.

14.1. (Added) Prior to beginning any aircraft familiarization training, the egress system will be safetied in accordance with the applicable aircraft technical order. Prior to beginning any aircrew extraction training, the egress system will be dearmed in accordance with the applicable aircraft technical order.

18. (Added) Maintenance Foreign Object Damage (FOD) Prevention. All open hoses, fittings, and CAD/PAD item inlets and/or outlets, will be properly covered, capped, or plugged to prevent entry of foreign matter. Accountability of these items will be established within the workcenter to protect system integrity and eliminate the potential for foreign object damage (FOD). Local manufacture of plugs, caps, covers, etc., will be restricted to the minimum amount required.

18.1. (Added) Steel or aluminum caps and plugs must have a 1/16th inch hole drilled through the center. Holes will be sealed with RTV to prevent foreign matter entry. Exception to this will be Detonation Transfer Assembly (DTA) caps and plugs.

18.2. (Added) Yellow streamers with "EGRESS MAINTENANCE ONLY" stenciled in black will be attached to all caps, plugs, dust covers, etc., when used on ejection system. Where practical, streamers will be sewn together to eliminate multiple streamers in the cockpit area. Streamers will be of sufficient length to be visible and preclude installation of components which could cause the streamer to be covered or not otherwise seen.

PETER M. O'NEILL, Colonel, USAF
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