R} CHAPTER 15
Organizational Level (O-Level) Maintenance Data System (MDS) Functions, Responsibilities and Source Document Procedures

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Organizational Level (O-Level) Maintenance Data System (MDS) Functions, Responsibilities and Source Document Procedures

R} 15.1 O-Level Maintenance Data System (MDS) Functions and Responsibilities

15.1.1 Maintenance Control Operating VIDS

a. The function of management has been defined as the "efficient attainment of enterprise objectives". Maintenance has been defined as "all actions taken to retain material in a serviceable condition or to restore it to serviceability". When these are combined, we can define maintenance management as "the actions necessary to retain in or restore material or equipment to a serviceable condition with an optimum expenditure of resources".

b. It is the responsibility of all maintenance managers to manage their resources in an efficient manner. To accomplish this task they shall maintain control of the various elements within their area of responsibility. Effective control is dependent upon the availability of current status information on these elements. The VIDS provides this information.

c. The VIDS is designed to require minimum manpower and paperwork, yet produce maximum status information necessary for the control of maintenance. Communication between Maintenance Control, work centers, and Material Control is essential to ensure the successful operation of the VIDS. Each time a change of job status occurs, for example, from in work to AWM, and from in work to AWP, Maintenance Control shall be notified immediately by the Work Center Supervisor.

d. The maintenance manager is concerned with aircraft status, operational commitments, aircrew personal protective equipment status, SE status, workload requirements, and personnel assets. Efficient operation requires a centralized control point through which all information concerning these areas must pass. In an O-level activity this central point is Maintenance Control.

(1) The MMCO shall be responsible for the overall management of the maintenance effort. This responsibility is exercised primarily through the various Production Division officers/supervisors.

(2) Maintenance Division officers shall be responsible for the actual productive effort within their divisions. They shall keep the MMCO informed of any problems that can affect the department's/division's output.

(3) The VIDS is a management tool that provides a graphic display of vital, up-to-date information on a continuing basis. The system correlates all aircraft status information, particularly NMCS/PMCS, flyable discrepancies, nonaircraft related discrepancies, for example, aircrew PPE and SE, and assigns a relative importance to each item. The ability to review the overall situation and determine what resources are available enables the aircraft MO and MMCO, or supervisor, to carry out their duties more effectively and efficiently.

15.1.1.1 Hardware

15.1.1.1.1 VIDS boards are enlarged cardex type pockets for the visual display of weapon system status. Each pocket is overlapped by the one above so that approximately 3/8-inch strip is visible at the bottom of the pockets. Boards are currently available in three sizes; 100, 50, and 25 pocket.

15.1.1.1.2 Maintenance Control VIDS Board (Figures 15-1 through 15-6). This board provides the current IN WORK, AWM, and AWP status of each aircraft, miscellaneous equipment, for example, aircrew personal

protective equipment and SE, and displays scheduled and unscheduled maintenance including discrepancies, parts on order, aircraft configuration, current workload, and manning of each work center.

15.1.1.1.3 Items used for operation of the VIDS system, such as signal tabs, file containers, replacement pockets for the VIDS boards, and three ring binders, may be obtained through the Navy Supply System or open purchase procurement.

15.1.1.2 General Procedures

15.1.1.2.1 Information Display Requirements. Efficient management of the maintenance effort requires that certain information concerning the activity's resources be available. The range and depth of information requirements are determined by such factors as mission, size, and the physical layout of facilities. For purposes of standardization and to ensure the minimum information requirements are displayed, the following guidelines will be considered:

a. Number of aircraft assigned.

b. Current aircraft discrepancy status.

c. Aircraft configuration.

d. Aircraft airframe/engine component time.

e. Work center loading.

f. Work center manning.

g. Projected flights.

h. Maintenance requirements.

i. Anticipated board format.

15.1.1.2.2 Prior to actual establishment of the VIDS boards, a determination shall be made about what method will be used to display types of discrepancies or maintenance actions, for example, by use of color signal tabs, color fillers within the pockets, NMC or PMC signs, or other methods desired locally. Depending upon the method chosen, additional pockets may be required to indicate discrepancies which do not result in NMC or PMC categories. The following display methods are provided for guidance:

a. RED tab, RED filler, NMC tab or sign. Denotes a discrepancy which places the aircraft in an NMC category.

b. BLUE tab, BLUE filler, PMC tab or sign. Denotes a discrepancy which places the aircraft in a PMC category.

c. No color tab, no color filler, no NMC or PMC tab or sign. Denotes a discrepancy that does not affect the NMC or PMC categories.

15.1.1.2.3 Board Setup. It is not mandatory to set up the VIDS boards in the exact formats contained in Figures 15-1 through 15-6. However, IN WORK, AWM, and AWP status shall be visually displayed by aircraft bureau/side number and, in the case of nonaircraft related discrepancies, for example, aircrew PPE and SE, a miscellaneous section will be used and discrepancies will be displayed by work center number or by TEC and serial number/aircrewman's identification number. A separate board for miscellaneous equipment may be used, if desired. Use of three pockets for each aircraft is recommended. However, some types

of aircraft, activities, or board formats may require more than three pockets. This shall be determined by each individual activity.

15.1.1.2.4 Maintenance Control will maintain an ADB for each aircraft assigned. The ADB is designed to provide maintenance and aircrew personnel with an accurate, comprehensive, and chronological record of flights and maintenance performed on a specific aircraft by BUNO for at least the last 10 flights. All aircrew, ground crew, and fix phase MESM coded discrepancies, as well as all other outstanding fix phase discrepancies, shall be displayed in the ADB so the aircrew is fully aware of potential limitations for a safe and successful mission. For phase or special inspections, only the control document representing all look phase actions needs to be displayed in the ADB. The ADB shall accurately reflect the status of all pending maintenance requirements as shown on the Maintenance Control and work center VIDS boards. The ADB for each specific BUNO shall be validated for completed and outstanding MAFs before certifying the aircraft Safe for Flight. Paragraph 15.1.1.3 provides procedures for control of the documents in the ADB.

NOTES: 1. When a special inspection is completed, the control document, MAF Copy 3, will be retained in the ADB for 10 subsequent flights or until completion of the next like special inspection.

2. Equipment Discrepancy Books for AMCM equipment will be maintained by the AMCM Systems Maintenance Department Maintenance Control using the instructions for ADBs.

3. Activities using NTCSS Optimized OMA NALCOMIS shall use and upkeep the AADB in the system. Additionally, with the NTCSS Optimized OMA NALCOMIS release 831-01.05.00 or greater, the SA/DBA shall perform a backup of all Aircraft AADB Summary pages in PowerSoft Report (PSR) format on an external media source, for example, floppy disk, CD, or external hard drive. At a minimum, AADB Summary page backups shall be performed prior to the first event of the flight schedule and at the end of each shift. Software to view/print the PSR format files may be loaded on the squadron's foundation tier server and on the NTCSS OMA NALCOMIS COTS DELTA CD.

15.1.1.3 Operating Procedures

15.1.1.3.1 There are several methods of operating the VIDS system in an O-level maintenance activity, but only the current discrepancy status display method is described (Figures 15-1 through 15-6). With this method, it is possible to maintain control of maintenance without requiring extensive communication. Regardless of the type of display, MAINTENANCE CONTROL MUST BE IN CONTROL OF MAINTENANCE to ensure successful operation. Information shall flow expeditiously among Maintenance Control, Material Control, and the work center. Each time the status of a discrepancy changes, Maintenance Control shall be notified immediately. Figure 15-7 contains a flow chart of the VIDS procedures. Figure 15-8 shows procedures for inducting SE and organizational IMRL items into the IMA/FRC for unscheduled or scheduled maintenance.

15.1.1.3.2 The Maintenance Control Supervisor will verify the status board with the various work centers at least daily. The supervisor will then determine which work centers have the capability to handle incoming discrepancies. Based on that decision, the following phases shall be conducted to ensure efficient operation and availability of maximum information.

15.1.1.3.2.1 MAF Initiation. Upon completion of the flight, the pilot/aircrew initiates a MAF for each discrepancy annotating the blocks listed below. For discrepancies discovered by other than pilot or aircrew, the form will be initiated by the person who discovered the discrepancy. In the case of When Discovered Code O, Maintenance Control will fill in the blocks listed below.

NOTE: Corrosion Prevention MAF/WOs may be initiated by the pilot, aircrew, or maintenance personnel.

a. DISCREPANCY.

b. PILOT/INITIATOR. The name and rank or rate of the originator of the discrepancy is printed in this block.

c. RECEIVED-DATE-TIME.

d. BUNO.

e. UP OR DOWN ARROW (circle as applicable to indicate aircraft status).

f. WHEN DISCOVERED CODE.

g. EOC.

NOTE: The specific T/M/S MESM will be used to screen each discrepancy system/subsystem for SCIR applicability and assign the appropriate EOC code. MESM matrices are provided on COMNAVAIRFOR's web portal.

15.1.1.3.2.2 Maintenance Control reviews each MAF with the pilot or initiator to ensure the blocks in paragraph 15.1.1.3.2.1 have been annotated. The following additional blocks are then annotated by Maintenance Control:

a. TYPE EQUIP.

b. TYPE MAINT.

c. JCN.

d. W/C.

e. QA REQD (applicable only when a QAR is required).

f. C/F REQD (applicable only when a FCF is required).

15.1.1.3.2.3 Maintenance Control completes and reviews the required entries, places MAF Copy 3 in the applicable VIDS board column, and forwards Copy 2 to QA. Copies 1 and 5 are then sent to the appropriate work center. Copy 4 is placed on the right side of the ADB where it shall remain as long as the discrepancy remains outstanding, regardless of the flight to which it applies.

15.1.1.3.2.3.1 When corrective action has been completed, Maintenance Control verifies MAF Copy 1 and transcribes applicable data to Copies 3 and 4. Copy 3 is then placed on the left side of the ADB where it shall remain for 10 subsequent flights following the completion date or beneath the Aircrew Personal Equipment Record (as appropriate). Copy 4 is removed from the right side of the ADB and forwarded to QA for trend analysis and other local use.

15.1.1.3.2.3.2 When parts or materials are required, the Maintenance Control Supervisor will assign the appropriate project code and priority designator to Copy 1 of the MAF, and forward the MAF to Material Control. Refer to DOD 4140.1-R for proper application of priority designators and NAVSUP Publication 485 for project codes.

15.1.1.3.2.3.3 Maintenance Control removes Copy 3 after 10 subsequent flights, when it may be destroyed, provided a completed Copy 1 has been processed and is in the historical file.

15.1.1.3.2.3.4 Flights shall be separated by the Aircraft Inspection and Acceptance Record (CNAF 4790/141). Use of this form is described in this instruction.

15.1.1.3.3.4 Repair Cycle Documentation:

a. Received Line. The Work Center Supervisor enters, in block B16, the alpha character of the EOC code that best describes the current mission capability, if applicable. "Received" is automatically considered to be in a maintenance status.

b. In Work Line. The work center enters the Julian date and time work was begun on the maintenance action. This date and time shall be equal to or later than the date and time on the "Received" line. The Work Center Supervisor enters, in block B27, the alpha character of the EOC code, if applicable, that best describes the mission capability of the aircraft when work began. "In Work" is automatically considered to be in a maintenance status.

c. Completed Line. The work center enters the Julian date and time the maintenance action was completed. This date and time shall be the latest date and time entered in the repair cycle. Since the "Completed" line indicates the end of the maintenance action, it is neither maintenance nor supply and no EOC code applies.

15.1.1.3.3.5 When notified of an AWP situation by the work center, Maintenance Control shall enter S in the appropriate job status block and fill in appropriate date, time, and alpha character of the EOC code blocks. Maintenance Control also fills in the PROJ, PRI, and requisition number blocks in the Failed/Required Material section and moves the form to the appropriate column on the VIDS board.

15.1.1.3.3.6 When notified of a change from AWP to AWM status, Maintenance Control shall enter an M in the Maintenance/Supply Record with the Julian date, time of status change, and the alpha character of the EOC code and move the MAF to the appropriate column on the VIDS board.

15.1.1.3.3.7 When notified of an EOC code change, Maintenance Control shall enter an M in the Maintenance/Supply Record with the Julian date, time of code change, and applicable alpha character of the EOC code and move the MAF to the appropriate column on the VIDS board.

15.1.1.3.3.8 In addition to the above, Maintenance Control shall:

a. Maintain current aircraft status on the VIDS board.

b. Maintain current equipment status.

c. Maintain cognizance of all incomplete maintenance actions.

d. Take actions necessary for reporting configuration, material readiness, and flight data.

e. Brief pilots and aircrew prior to an FCF through the use of appropriate QA and work center personnel (as required) to describe the maintenance performed, the requirements for that particular flight, and the expected results.

f. Monitor SCIR data repair cycle and maintenance/supply record on MAF Copies 3 and 4.

g. Comply with all maintenance documentation actions assigned to Maintenance Control in paragraph 15.2.

15.1.1.4 Phase Maintenance Procedures

15.1.1.4.1 When an aircraft is inducted into a phase inspection, Maintenance Control and the inspection supervisor shall remove all the MAFs, except the inspection control document, from the Maintenance Control VIDS board, and place them on the inspection work center's VIDS board. Activities using an individual

VIDS board for each aircraft may issue the Maintenance Control VIDS board to the inspection Work Center Supervisor in lieu of removing and replacing MAFs.

15.1.1.4.2 When Maintenance Control is notified that the inspection has been completed, it will return the MAF registers to the appropriate columns of the Maintenance Control VIDS board and indicate if an FCF is required.

15.1.1.4.3 All cannibalization actions shall be authorized and directed by Maintenance Control.

15.1.1.5 Historical Files

15.1.1.5.1 Completed and processed MAF Copy 1s are to be retained by Maintenance Control for a minimum of 6 months from the completed date, block B30.

15.1.1.5.2 Historical file requirements are as follows:

a. Aircraft Inspection File. This file is maintained for each BUNO and should be arranged to group the control, look, and fix phase documents for a given inspection. Documents in support of a phased or special inspection will be retained for one complete inspection cycle or 6 months, whichever is greater. Conditional inspection documents will be maintained in this file for a minimum of 6 months from the completion date.

b. Aircraft General File. This file will be maintained by BUNO in JCN sequence and grouped by month of completion (block B30). Individual units have the option of establishing local files by work center as long as the above filing order is maintained. Contents will include all other aircraft and engine MAFs. MAFs that are SCIR related with Action Taken Code N will be retained for a minimum of 6 months from the completed date.

c. TD Compliance File. This file will be maintained by BUNO for a minimum of 6 months from the completed date (block B30).

NOTE: Upon aircraft transfer, ensure the aircraft inspection, TD compliance, and general files are forwarded with the aircraft.

d. Miscellaneous File. This file will contain all non-BUNO MAFs and may be separated by TEC, SER, or JCN, as decided by the local command.

e. Aircrewman's Flight Equipment File. Each aircrewman shall have a separate file containing the Aircrew Personal Equipment Record and required Aircrew Systems Records. Completed MAF Copy 1 for all maintenance performed on this equipment shall be retained in this file for 6 months per this instruction.

f. SE File. Completed MAFs Copy 1 shall be filed by Maintenance Control for a minimum of 6 months from the completed date (Block B30). Documents in support of PM inspections will be maintained for 6 months or one complete inspection cycle whichever is greater. This file will be arranged in sequence of equipment nomenclature, serial number, and JCN, that is, JCN within serial number within nomenclature. These files and all outstanding discrepancy MAFs shall accompany SE that is transferred or temporarily loaned to another activity.

15.1.1.6 Naval Flight Record Subsystem (NAVFLIRS)

15.1.1.6.1 NAVFLIRS provides a standardized Department of the Navy flight activity data collection system. The Naval Aircraft Flight Record (OPNAV 3710/4) consists of an original and two no carbon required copies. All three copies contain identical information. Procedures for filling out the form are outlined in OPNAVINST 3710.7.

15.1.1.6.2 Procedures for processing completed Naval Aircraft Flight Records by Maintenance Control are as follows:

a. Navy Procedures. A Naval Aircraft Flight Record is required for each attempt at flight. The aircraft or mission commander's signature certifies completeness and accuracy of the form. Maintenance Control screens the Naval Aircraft Flight Record and transcribes applicable data into aircraft logbooks. Operations Department personnel will screen it and transcribe information into aviator logbooks. Ensuring the validity of NAVFLIRS data requires complete coordination between the analyst, Maintenance Control, and the Operations Department.

b. Marine Corps Procedures. A Naval Aircraft Flight Record is required for each attempt at flight. The aircraft or mission commander signs it, certifying completeness and accuracy. The operations duty officer screens the Naval Aircraft Flight Record for completeness and accuracy and passes it to operations personnel. The Naval Aircraft Flight Record is screened by operations personnel and separated. Operations Department personnel will screen it and transcribe information into aviator logbooks. Ensuring the validity of NAVFLIRS data requires coordination between Maintenance Control and the Operations Department.

15.1.1.7 MAF Work Request

15.1.1.7.1 This form is used by supported maintenance and supply activities to request work or assistance from the I-level that is beyond the requesting activity's capability and does not involve repair of aeronautical material. The MAF work request is prepared and processed per Chapter 16.

15.1.1.7.2 The MAF work request is used primarily for, but not limited to:

a. Request check, test, and service of items removed from an aircraft, equipment, or SE for scheduled maintenance when requested work is beyond the capability of the requesting activity.

NOTE: Work requests for items removed for check, test, service, and local manufacture or fabrication shall be approved and signed by the requesting activity's Maintenance Control Supervisor and the supporting activity's Production Control Supervisor. Batteries removed for check, test, or service will be documented per paragraph 15.2.

b. Induct items that are not part of an aircraft or SE, for example, pilot's personal equipment, oxygen masks, life preservers, and parachutes, that require check, test, and service.

c. Induct items from Supply for check, test, and service.

d. Induct items from Supply for buildup, such as engines, QECKs, and wheel and tire assemblies that are beyond the supply activity's capability.

e. Induct items not having a WUC or not identifiable to a specific type of equipment for check, test, and service or for local manufacture or fabrication.

f. Request NDI either on-site or at I-level, when a TD is not involved.

g. Induct items for ready for issue certification prior to reinstallation in aircraft returned from SDLM.

15.1.1.8 Maintenance Division Officers

It is incumbent upon all division officers to have thorough familiarity with machine reports concerning the division and to be capable of interpreting these reports. Chapter 14 contains descriptions of these reports.

R} 15.1.2 Maintenance Control Operating NALCOMIS

a. The function of management has been defined as the "efficient attainment of enterprise objectives". Maintenance has been defined as "all actions taken to retain material in a serviceable condition or to restore it to serviceability". When these are combined, we can define maintenance management as "the actions necessary to retain in or restore material or equipment to a serviceable condition with an optimum expenditure of resources".

b. It is the responsibility of all maintenance managers to manage their resources in an efficient manner. To accomplish this task they shall maintain control of the various elements within their area of responsibility. Effective control is dependent upon the availability of current status information on these elements. NALCOMIS provides this information.

c. NALCOMIS significantly reduces the administrative burden and produces up-to-date status information necessary for the control of maintenance. Communication between Maintenance Control, work centers, and Material Control is essential to ensure successful operation. Each time a change of job status occurs, for example, from in work to awaiting maintenance, and from in work to awaiting parts, Maintenance Control shall be notified and NALCOMIS updated immediately by the Work Center Supervisor.

d. The maintenance manager is concerned with aircraft status, operational commitments, aircrew personal protective equipment status, SE status, workload requirements, and personnel assets. Efficient operation requires a centralized control point through which all information concerning these areas must pass. In an O-level activity this central point is Maintenance Control.

(1) The MMCO shall be responsible for the overall management of the maintenance effort. This responsibility is exercised primarily through the various Maintenance Division officers/supervisors.

(2) Maintenance Division officers shall be responsible for the actual productive effort within their divisions. They shall keep the MMCO informed of any problems that can affect the department's/division's output.

(3) NALCOMIS is a management tool that provides vital, realtime information on a continuing basis through online visual display and reports. The system correlates all aircraft status information, particularly NMCS/PMCS, flyable discrepancies, nonaircraft related discrepancies, for example, aircrew personal protective equipment and SE, and assigns a relative importance to each item. The ability to review the overall situation and determine what resources are available enables the MO and MMCO, or supervisor, to carry out their duties more effectively and efficiently.

NOTE: Commands using NTCSS Optimized OMA NALCOMIS will refer to the NTCSS Optimized OMA NALCOMIS SA Manual for aircraft mishap procedures.

15.1.2.1 Hardware

15.1.2.1.1 NALCOMIS consists of a host computer linked to workstations by a LAN. This allows maintenance managers to enter data and obtain standardized information in support of the maintenance effort.

15.1.2.1.2 Items used for the operation of NALCOMIS, for example, paper and printer ribbons, may be obtained via the Navy Supply System/open purchase.

15.1.2.2 General Features

15.1.2.2.1 General features of NALCOMIS OMA consist of functions to enter, collect, process, store, review, report, and interface data required by the O-level. Additional features include:

a. Logins. Upon successfully connecting to NALCOMIS OMA, the user login and password shall be entered to identify and authenticate the user to the system. The unique user login and password will be validated against the database by the operating system. All security relevant actions taken for example, system logon, logoff, and data file access may be recorded in the audit trail.

b. Screens. NALCOMIS OMA screens consist of several major sections: headings, information/questions, data, display message, function keys, and status. On screen help is provided throughout the system.

c. Query. The query options allow all users the ability to view data in the major subsystems, MAF queries, flight queries, logs and records queries, and asset queries.

d. Reports. NALCOMIS OMA provides the ability to print several formatted reports. The reports cover all the major subsystems, for example, maintenance, flight, and logs and records.

e. Ad hoc. This utility allows users the ability to create reports to their specific needs, for example, trend analysis and work center manpower utilization.

15.1.2.2.2 NALCOMIS Reports. Reports are the primary management tool. Maintenance managers, such as Maintenance Control Supervisors and Work Center Supervisors, will manage their maintenance efforts using various reports. Most commonly used are the Aircraft/Equipment Work Load Report (Figure 15-9) and Work Center Work Load Report (Figure 15-10) which provide the following information: work center, TEC, MODEX, BUNO, MCN, JCN, A/C Equip status, job status, EOC, WUC, system reason, DDSN, project code, supply status, date received, and totals at end of report.

15.1.2.2.3 ADB. Maintenance Control will maintain an ADB for each aircraft assigned. The ADB is designed to provide maintenance and aircrew personnel with an accurate, comprehensive, and chronological record of flights and maintenance performed on a specific aircraft by BUNO for at least the last 10 flights. All aircrew, ground crew, and fix phase MESM coded discrepancies, as well as all other outstanding fix phase discrepancies, shall be displayed in the ADB so the aircrew is fully aware of potential limitations for a safe and successful mission. For phase or special inspections, only the control document representing all look phase actions needs to be displayed in the ADB. The ADB shall accurately reflect the status of all pending maintenance requirements as displayed in the NALCOMIS database, the Maintenance Control Supervisor will verify the ADBs with NALCOMIS at least daily. The ADB for each specific BUNO shall be screened for accuracy of completed and outstanding MAFs before Maintenance Control certifies the aircraft Safe for Flight.

NOTES: 1. When a special inspection is completed, the control document will be retained in the ADB for 10 subsequent flights or until completion of the next like special inspection.

2. Equipment Discrepancy Books for AMCM equipment will be maintained by the AMCM Systems Maintenance Department Maintenance Control using the instructions for ADBs.

3. Activities using NTCSS Optimized OMA NALCOMIS shall use and upkeep the AADB in the system. Additionally, with the NTCSS Optimized OMA NALCOMIS release 831-01.05.00 or greater, the SA/DBA shall perform a backup of all Aircraft AADB Summary pages in R} MDI format on an external media source, for example, floppy disk, CD, or external hard drive. At a minimum, AADB summary page backups shall be performed prior to the first event of the flight schedule and at the end of each shift. Refer to https://webnet.scn.spawar.navy.mil FAQ section or COMNAVAIRFOR's web portal for instructions on how to save AADB Summary pages using MDI format.

15.1.2.3 Operating Procedures

15.1.2.3.1 MAINTENANCE CONTROL MUST BE IN CONTROL OF MAINTENANCE to ensure successful operation. Information shall flow expeditiously among Maintenance Control, Material Control, and the work center. Each time the status of a discrepancy changes, Maintenance Control shall be notified immediately.

15.1.2.3.2 Figures 15-11 and 15-12 contain flow charts of NALCOMIS MAF procedures. The Maintenance Control Supervisor will determine which work centers have the capability to handle incoming discrepancies. Based on that decision, the following phases shall be conducted to ensure efficient operation and availability of maximum information.

15.1.2.3.2.1 MAF Initiation. Upon completion of the flight, the pilot/aircrew initiates a MAF for each discrepancy. For discrepancies discovered by other than pilot or aircrew, the MAF will be initiated by the person who discovered the discrepancy. In the case of When Discovered Code O, Maintenance Control will initiate the MAF. Corrosion Prevention MAF/WOs may be initiated by any pilot, aircrew, or maintenance personnel. NALCOMIS prompts the user for required data fields during MAF initiation. The JCN is automatically assigned when the MAF is approved. The Type MAF Code, TEC, BUNO, T/M, MODEX, received date, and received time are pre-filled. The received date and time can be changed. Work center, discrepancy, initiator, and up/down status field shall be filled in prior to saving to the database. Maintenance Control will use the applicable MESM to screen each discrepancy for impact on the affected aircraft system/subsystem. A MESM is essential to perform specific missions and achieve required material condition readiness, maintenance standards, supply system effectiveness, and safety requirements of OPNAVINST 3710.7. All other fields are optional.

NOTE: If the status is SCIR impacted, the correct WUC/UNS must be entered and the appropriate EOC code assigned. MESM matrices are provided on COMNAVAIRFOR's web portal.

15.1.2.3.2.2 Maintenance Control awaiting JCN assignment. Upon reviewing MAFs, Maintenance Control has the option to modify all fields of the MAF. Upon MAF approval, the MAF is ready to be printed.

15.1.2.3.2.3 Maintenance Control prints a two part MAF. Once the MAF is printed the original copy is placed on the right side of the ADB and shall remain as long as the discrepancy remains outstanding. A carbon copy is routed to the appropriate work center. Work centers shall retain the carbon copy until it appears on the next Work Center Work Load Report.

15.1.2.3.2.3.1 When corrective action has been completed, Maintenance Control reviews, approves, or rejects MAFs. Upon approval of MAF completion, Maintenance Control prints a two-part MAF. The original completed copy is then placed on the left side of the ADB where it shall remain for 10 subsequent flights following the completion date. The outstanding copy is removed from the right side of the ADB and discarded. The completed carbon copy is retained for historical files.

15.1.2.3.2.3.2 When parts or materials are required, the Maintenance Control Supervisor will enter the appropriate project code and priority designator on the MAF, using the project/priority assignment online process. The MAF is electronically forwarded to Material Control's DDSN assignment online process. Refer to DOD 4140.1-R for proper application of priority designators and NAVSUP Publication 485 for project codes.

15.1.2.3.2.3.3 Flights shall be separated by the Aircraft Inspection and Acceptance Record (CNAF 4790/141). Use of this form is described in this instruction.

15.1.2.3.3 Repair Cycle Documentation

15.1.2.3.3.1 Received Line. The Work Center Supervisor enters the alpha character of the EOC code that best describes the current mission capability (if applicable) in job status update. "Received" is automatically considered to be in a maintenance status. The Work Center Supervisor has the capability to modify entered data.

15.1.2.3.3.2 In Work Line. The work center enters the job status in the job status update and has the capability to modify pre-filled date/time. The work center enters the alpha character of the EOC code (if applicable) that best describes the mission capability of the aircraft when work began. "In Work" is automatically considered to be in a maintenance status.

15.1.2.3.3.3 Completed Line. The job status code of JC is automatically applied when the work center enters the completed date/time and "Corrected By" (electronic) signature. This date and time can not be modified without reinducting the MAF. Since the "completed" line indicates the end of the maintenance action, it is neither Maintenance nor Supply status related and no EOC code applies.

15.1.2.3.3.4 When the MAF is placed in job status WP by Material Control, Material Control shall enter S in the Maintenance/Supply Record and fill in the appropriate date and time. The Work Center Supervisor shall ensure the appropriate EOC code is entered in the Maintenance/Supply Record.

15.1.2.3.3.5 When the MAF is changed from WP to M (series) status by Material Control, Material Control shall enter an M in the Maintenance/Supply Record with the Julian date and time of status change. The Work Center Supervisor shall ensure the appropriate EOC code is entered in the Maintenance/Supply Record.

15.1.2.3.3.6 Maintenance Control shall:

a. Maintain current aircraft status within NALCOMIS.

b. Maintain current equipment status.

c. Maintain cognizance of all incomplete maintenance actions.

d. Take actions necessary for reporting configuration, material readiness, and flight data.

e. Brief pilots and aircrew prior to an FCF through the use of appropriate QA and work center personnel (as required) to describe the maintenance performed, the requirements for that particular flight, and the expected results.

f. Monitor SCIR data repair cycle and maintenance/supply records on the MAF.

g. Comply with all maintenance documentation actions assigned to Maintenance Control (paragraph 15.2).

h. Review all end of month close out candidates and annotate new MCN in the ADB or replace existing MAF in ADB with the reinitiated MAF, and assist the analyst as required in performing SCIR end of month close out actions.

i. Full systems and database backups are a major requirement of operating NALCOMIS OMA. Backups and restores shall be accomplished on a regular basis per OMA-SAM.

15.1.2.4 Phase Maintenance Procedures

15.1.2.4.1 When an aircraft is inducted into a phase inspection, Maintenance Control and the inspection supervisor shall ensure all MAFs are properly documented into NALCOMIS, for example, work center change, FCF compliance, and QA required.

15.1.2.4.2 All cannibalization actions shall be authorized and directed by Maintenance Control.

15.1.2.5 Historical Files

15.1.2.5.1 NALCOMIS activities will store completed MAF data in the NALCOMIS OMA database for a minimum of 6 months from completion date, and documents in support of a phased or special inspections will be stored for one complete inspection cycle or 6 months, whichever is greater. NALCOMIS allows activities the option of storing up to forty-eight months of historical MAFs in the NALCOMIS database. Activities implementing NALCOMIS shall retain paper historical MAF files until the NALCOMIS database contains the required historical MAF files.

15.1.2.5.2 Historical file requirements for activities using paper MAFs are as follows:

a. Aircraft Inspection File. This file is maintained for each BUNO and should be arranged to group the control, look, and fix phase documents for a given inspection. Documents in support of a phased or special inspections will be retained for one complete inspection cycle or 6 months, whichever is greater. Conditional inspection documents will be maintained in this file for a minimum of 6 months from the completion date.

b. Aircraft General File. This file will be maintained by BUNO in JCN sequence and grouped by month of completion (block B30). Individual units have the option of establishing local files by work center as long as the above filing order is maintained. Contents will include all other aircraft and engine MAFs.

c. TD Compliance File. This file will be maintained by BUNO for a minimum of 6 months from the completed date (block B30).

NOTES: 1. Upon aircraft transfer, ensure the aircraft inspection, TD compliance, general files, and electronic history data/ALS are forwarded with the aircraft or to the OOMA Electronic Repository (as applicable) per this instruction.

2. Any time a NALCOMIS OMA transfers an aircraft to a non-NALCOMIS activity, the transferring activity shall produce a NALCOMIS OMA ad hoc Aircraft Transfer Report (Figure 15-13) and send it to the receiving activity. Refer to the OMA-SAM for specific procedures when transferring an aircraft to another NALCOMIS OMA.

d. Miscellaneous File. This file will contain all non-BUNO MAFs and may be separated by TEC, SER, or JCN, as decided by the local command.

e. Aircrewman's Flight Equipment File. Each aircrewman shall have a separate file containing the Aircrew Personal Equipment Record and required Aircrew Systems Records. Completed MAF Copy 1 for all maintenance performed on this equipment shall be retained in this file for 6 months per this instruction.

15.1.2.6 Naval Flight Record Subsystem (NAVFLIRS)

15.1.2.6.1 NAVFLIRS provides a standardized Department of the Navy flight activity data collection system. NALCOMIS automates the Naval Aircraft Flight Record (OPNAV 3710/4) and provides a single copy form. Procedures for filling out the form are outlined in OPNAVINST 3710.7.

15.1.2.6.2 A Naval Aircraft Flight Record is required for each attempt at flight. The aircraft or mission commander's signature certifies completeness and accuracy of the form. Maintenance Control screens the Naval Aircraft Flight Record and transcribes applicable data into aircraft logbooks. The NAVFLIRS will be forwarded to the analyst, via logs and records. Upon receipt of the NAVFLIRS, the analyst will submit it to operations to transcribe into aviators logbooks. Ensuring the validity of NAVFLIRS data requires complete coordination between the analyst and the Operations Department.

15.1.2.7 MAF Work Request

15.1.2.7.1 This MAF work request is used by supported maintenance and supply activities to request work or assistance from the IMA/FRC that is beyond the requesting activity's capability and does not involve repair of aeronautical material. The MAF work request is prepared and processed per Chapter 16.

15.1.2.7.2 The MAF work request is used primarily for, but not limited to:

a. Request check, test, and service of items removed from an aircraft, equipment, or SE for scheduled maintenance when requested work is beyond the capability of the requesting activity.

NOTE: Work requests for items removed for check, test, service, and local manufacture or fabrication shall be approved and signed by the requesting activity's Maintenance Control Supervisor and the supporting activity's Production Control Supervisor. Batteries removed for check, test, or service will be documented per paragraph 15.2.

b. Induct items that are not part of an aircraft or SE, for example, pilot's personal equipment, oxygen masks, life preservers, and parachutes, that require check, test, and service.

c. Induct items from Supply for check, test, and service.

d. Induct items from Supply for buildup, such as engines, QECKs, and wheel and tire assemblies that are beyond the supply activity's capability.

e. Induct items not having a work unit code or not identifiable to a specific type of equipment for check, test, and service or for local manufacture or fabrication.

f. Request NDI either on-site or at the IMA/FRC, when a TD is not involved.

g. Induct items for ready for issue certification prior to reinstallation in aircraft returned from SDLM/PDM.

15.1.2.8 Maintenance Division Officers

It is incumbent upon all division officers to have a thorough knowledge of NALCOMIS and MDS reports concerning the division and to be capable of interpreting these reports. Refer to Chapter 14 for detailed description of MDS reports and to the applicable NALCOMIS user manual for detailed NALCOMIS report description.

15.1.2.9 Work Center Supervisors

15.1.2.9.1 If successful accomplishment of assigned tasks could be attributed to any one group of personnel, it would be the work center supervisors. Diligent supervision at the work center level includes rigidly adhering to the procedures and policies established by this instruction. To ensure the accomplishment of all assigned work, maximum efficiency shall be obtained and maintained in the use of manpower, material, and facilities. This can be most easily done within the work center by using the systems and programs in this chapter and NALCOMIS subsystems.

15.1.2.9.2 Data Accuracy. Throughout the MDS, accurate documentation shall be stressed. NALCOMIS provides online validation of MAF data and invalid MAF correction procedures. Each uncorrected erroneous document results in a loss of effectiveness of the data and of the system. The importance of complete and accurate data is further emphasized when Navy wide use of this data is considered. Work center supervisors, with assistance from the analyst, shall strive at all times for absolute accuracy.

15.1.2.9.3 The supervisor's signature signifies completion of the maintenance action, verification that tool control inventories were conducted at proper intervals, QA procedures were followed, and documentation is correct. If operating NALCOMIS, a supervisor's signature is not required for a SCIR end of month close out MAF. However, work center supervisors shall ensure all applicable data is complete before end of month close out action is taken.

15.1.2.9.4 Complete details for documentation of all portions of the MAF are in paragraph 15.2.

15.1.2.9.5 Tool Control Program responsibilities are in Chapter 10, paragraph 10.12.

R} 15.2 O-Level Maintenance Source Document Procedures

15.2.1 Maintenance Action Documentation Procedures

The purpose of this section is to give detailed procedures to be used in documenting maintenance actions. NALCOMIS activities should be prepared to operate in an emergency/contingency mode with MAFs and NAVFLIRS in case of power loss or equipment failure. A "hard copy" of paragraph 15.2.11 and figures 15-14 through 15-120 (MAF samples and procedures) should be made available in Maintenance Control for quick reference.

15.2.1.1 Types of Maintenance Actions

15.2.1.1.1 This paragraph outlines the types of maintenance actions documented on MAFs. These include troubleshooting, removal and replacement, repair, and the performance of scheduled inspections.

15.2.1.1.2 MAFs will be used to document the following:

a. On-equipment work not involving removal of defective or suspected defective repairables.

b. Look phase maintenance actions.

c. Fix phase maintenance actions.

d. Removal of components for check/test/service actions.

e. Removal and replacement actions for cannibalization.

f. Accumulated man-hours as a result of work stoppage for parts or maintenance.

g. Accumulated man-hours during or at the end of a reporting period for a job not completed, where required by the cognizant ACC/TYCOM.

h. Maintenance actions and man-hours by the assisting work center in support of a primary work center.

i. Support of a repairable item processing through the IMA/FRC.

j. Incorporation of TDs and associated maintenance actions.

k. Collection of SCIR data.

l. Removal and replacement of repairable components in end items.

m. Removal or installation of components for mission configuration changes designated by the ACC/TYCOM, for example, removal or installation of buddy stores in compliance with ACC/TYCOM directives.

n. Record of ordering and issue of repairable components, subassemblies, and parts.

o. Troubleshooting man-hours.

p. Accumulated man-hours on jobs closed out due to an aircraft accident.

q. Documentation of preservation and depreservation.

r. Documentation of O-level and I-level functions supporting D-level maintenance actions.

15.2.1.2 Internal Flow

15.2.1.2.1 Data Collection Source Document Flow. Figure 15-14 provides a graphic overview of the source documents and information flow within the O-level.

15.2.1.2.2 Organizational Document Flow. Examples of completed MAFs are included in this chapter. The MAF documentation flow will be carried out in the following manner. If operating NALCOMIS OMA, examples of completed MAFs that are included in this chapter remain the same, the only difference is NALCOMIS automates the MAF process.

15.2.1.2.2.1 Maintenance Control/aircrew originates the MAF. Maintenance Control then removes Copy 2 and forwards it to QA; removes Copy 4 and places it in the ADB; and forwards Copies 1 and 5 to the appropriate work center. Maintenance Control retains Copy 3 on the VIDS board. If operating NALCOMIS OMA, maintenance/aircrew originates the MAF. Once approved, two copies are printed. Maintenance Control places one copy in the ADB and forwards the other copy to the appropriate work center.

15.2.1.2.2.2 The Work Center Supervisor screens the MAF, enters applicable data, inserts the MAF on the VIDS board, and assigns workers to the task. If operating NALCOMIS OMA, the Work Center Supervisor screens the MAF, ensures it is on work center work load report, and assigns workers to the task.

15.2.1.2.2.3 If parts are required, Material Control requisitions the necessary material after Maintenance Control assigns the project/priority, enters applicable data on the MAF, and returns the MAF to the work center. Material Control provides applicable data to the work center if parts requirements are communicated.

15.2.1.2.2.4 Upon completion of a task, the worker enters applicable data, signs either manually or electronically, and submits the MAF to the Work Center Supervisor.

15.2.1.2.2.5 The Work Center Supervisor screens the MAF for accuracy and completeness and has the option to perform MAF validation, notifies Maintenance Control of work completion, electronically signs the MAF, and passes it to Maintenance Control for approval.

15.2.1.2.2.6 Maintenance Control screens all MAFs, completes appropriate controlling blocks, enters appropriate data on logs and records, and forwards the original(s) to QA. If operating NALCOMIS OMA, Maintenance Control screens all MAFs, and ensures completeness prior to approving the MAF and forwards it to logs and records. They will enter appropriate data in logs and records and forward MAFs to the analyst.

15.2.1.2.2.7 The analyst collects all completed MAFs, prepares the document control form, and forwards documents to the SSCA. If operating NALCOMIS OMA, the SA/A reviews and approves all completed MAFs, downloads to diskettes and forwards to SSCA.

15.2.1.2.2.8 When a repairable component is removed from the aircraft, the work center initiates an additional MAF, enters applicable data, attaches the MAF to the component, and notifies Material Control that the component is ready for turn-in. If operating NALCOMIS OMA, Material Control initiates a Turn-In MAF, enters applicable data, attaches the MAF to the component, and notifies ASD the component is ready for turn-in.

15.2.1.2.3 Supply Department MAF Documentation Flow. The ASD dispatches a driver to the designated pickup point to screen the MAF for accuracy and completeness. The driver picks up the defective component and delivers the component to the screening unit of the IMA/FRC.

15.2.1.3 Data Field Description

15.2.1.3.1 This section describes the data blocks used in documenting maintenance actions on the MAF (Figures 15-15 and 15-16). It also contains an explanation of the document numbering system. The codes used to describe the data on this form are in Appendix E of this instruction and the applicable WUC manual. Specific data blocks to be used and data block requirements are controlled by the Maintenance Data VALSPEC (http://www.navair.navy.mil/logistics/valspec).

15.2.1.3.2 Refer to paragraphs 15.2.2 through 15.2.7 for specific data block application and requirements.

ENTRIES REQUIRED SIGNATURE. This section is provided to ensure historical records are updated in a timely and orderly manner. Required actions will be accomplished prior to forwarding the MAF to data services for data entry; data entry is not applicable if operating NALCOMIS OMA. Maintenance Control/Logs and Records personnel will screen all MAFs, check appropriate blocks, and enter name/rate/rank in the signature portion of the Entries Required block to certify that no entries are required, or all applicable logs/records have had appropriate entries made.

LOCAL USE. This block may be used as desired.

REFERENCE. Enter the supply reference to aid the Material Control Division in requisitioning the failed or required material.

ACCUMULATED WORK HOURS

NAME/SHIFT. Enter the name/shift of personnel performing the work.

TOOL BOX (tool container inventory verification). Upon return to the work center a sight inventory of the tool container(s) shall be conducted by the technician and supervisor or CDI and initialed or stamped to the right of the tool container number.

NOTE: NTCSS Optimized OMA NALCOMIS allows the ability to delete the tool box number and initials on the WO after the CDI has initialed the appropriate data fields. This permits personnel with a QAR, CDI, or work center supervisor SMQ to delete and reenter the corrected data in the tool box number and initials data fields. Work center supervisors, QARs, and CDIs shall ensure that any changes to the Tool Box data field are strictly controlled.

DATE. Enter the Julian date on which the action takes place.

MAN-HOURS. Enter the number of man-hours that were expended to correct the discrepancy (in hours and tenths).

ELAPSED M/T. Enter the number of clock hours involved in making the repair (in hours and tenths). EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job, for example, if three persons worked together for 2.5 hours to make a repair, the total man-hours would be 7.5 and the EMT would be 2.5 hours.

ACCUMULATED AWM HOURS. This block shall be used to record AWM hours accumulated during the SCIR related time of the discrepancy. This block is best used by recording the beginning date and time of the AWM period with the proper AWM reason code. At the end of the AWM period, calculate the accumulated AWM hours and enter in the hours section of this block. AWM codes are listed in Appendix A.

(H-Z) FAILED/REQUIRED MATERIAL. This section will be used to document a failed part without an AWP situation, a failed part and an AWP situation occurring simultaneously, an AWP situation without a failed part, and a supply request only, with no failed part or AWP situation. A failed part and an AWP situation occurring simultaneously and an AWP situation without a failed part will only be documented at IMAs/FRCs. The Supply request only will not have an index letter in block 79. This section will also be used for engine identification and subsequent failed parts reporting against the identified engine, for example, repairable components that are integral part of the basic engine (excluding propellers but including the T56/T76 gear box) or receive their primary source of power from the basic engine.

NOTE: When additional space is required in the Accumulated Work Hours, Accumulated AWM Hours, or (H-Z) Failed/Required Material blocks, locally reproduce the MAF (OPNAV 4790/60), in the same format, from the annotated "fold line" to the top of the form. Ensure the MAF document number, located in the upper left hand corner of the form, is eradicated/left blank since the document number on the initial form will be used during data entry operations.

79 INDEX. Enter letters H - Z. These letters represent a specific record type to be extracted from the MAF by the SSCA for failed parts, AWP, and engine identification reporting. Index letters H - Z shall be assigned to block 79 in alphabetical order. This allows the 19 most significant failed parts to be reported against a specific maintenance actions, for example, assignment of index H in block 79 indicates the first failed part record, Z indicates the last and 19th failed parts record against the maintenance action. The purpose of block 79 is to flag engineering data items only, not supply usage data. Therefore, only significant failed parts will be annotated with H - Z in this block, such as, those items which are known or suspected to have contributed to the discrepancy reported in the discrepancy block of the MAF.

08 F/P. Enter an (x) to denote a failed part if the failed material or parts replaced during the repair are piece parts that have failed in a major component. Common hardware, nuts, screws, safety wire, seals, gaskets, washers, fittings, etc., that are routinely replaced during a maintenance actions will be documented only if their failure is known or suspected to have contributed to the discrepancy. Data blocks 79 through 41 must be documented to indicate failed parts information.

NOTE: PEB items, such as common hardware, nuts, bolts, screws, safety wire, seals, gaskets, fittings, and washers, that are routinely replaced during a maintenance actions that DO NOT contribute to the discrepancy, will be listed in blocks 14 through 53 for material ordering purposes only. Data blocks 79, 08, 09, 10, and 11, will be left blank. Do not document items available in the PEB (only those items that are not in stock for material ordering purposes) unless PEB items caused the failure or were suspected of contributing to the discrepancy.

09 AWP. Leave blank. (Used at I-level only.)

10 A/T. Enter the one-character alpha or numeric code which describes the action taken against the removed module, subassemblies, or significant failed parts required. AT codes are listed in Appendix E. For engine identification, enter O for installed, P for uninstalled, or S for removal and reinstallation.

11 MAL. Enter the code that best describes the malfunction occurring within the removed subassembly. MAL description codes are listed in Appendix E. For engine identification, enter 000.

14 MFGR. Enter the manufacturer's code of failed part or required material. For engine identification, enter the engine TEC followed by the numeric digit indicating the engine position.

19 PART NUMBER. Enter the manufacturer's part number of the failed or required material. For engine identification, enter the engine serial number and the engine time (prefixed with an E). Use time since overhaul if known, otherwise use time since new (whole hours only).

34 REF SYMBOL. Leave blank. (Used at the I-level only).

41 QTY. Enter the quantity of failed or required material. For engine identification, enter 0.

PROJ. Enter project code (as applicable).

43 PRI. Enter the MILSTRIP priority assigned to the material requisition.

45 DATE ORD. Enter the Julian date the material was requisitioned.

49 REQ NO. Enter the MILSTRIP requisition number of the material required to complete the maintenance actions.

53 DATE REC. Enter the Julian date that requisitioned material is received.

A22 WUC. Enter the WUC that identifies the system, subsystem, or component on which work is being performed. For Legacy NALCOMIS application users only, use the five-character NOC code provided by the system or component in cases where removed repairable components do not have a WUC assigned. A consumable item replaced on a MAF should reflect the system or NHA code.

NOTE: General WUCs 030 (inspection) and 049 (preservation and depreservation) are used on the MAF as the WUC for conditional, acceptance, transfer, preservation, and depreservation. Appendix E contains a complete list of these codes.

A29 ACTION ORG. Enter the organization code of the organization accomplishing the work. Organization codes are listed in the NALDA Organization Code Translator (http://www.navair.navy.mil/logistics/orgtranslator).

A32 TRANS. Enter the two-character numeric TRCODE used to identify the type of data being reported. Appendix E contains a complete list of these codes with definitions.

A34 MAINT/L. Enter the level of maintenance (1 thru 3) which is performed (not necessarily the level assigned to the activity).

A35 ACT TAKEN. Enter the one-character alpha or numeric code that describes the action that has been taken. This code describes what action has been performed on the item identified by the WUC. AT code A (discrepancy checked, no repair required) is used only in those cases where an inspection or operational check has been performed and the reported trouble cannot be duplicated or does not exist. In such cases use MAL Description Code 799 (no defect). Adjustments made to peak a system which is within tolerances may use this code with the appropriate MAL code, for example, A-127, A-281, A-282. A consumable item replaced on a MAF should reflect the system or NHA code only in block A22 (WUC) and AT code B or C in block A35. Action Taken Code R should be used in block 10 (H-Z Failed/Required Material) for parts replaced. AT codes are in Appendix E.

NOTE: The TD status code is a single-character alpha code used to indicate the status of compliance with a TD. This code applies to block A35 (action taken) of the MAF when reporting TD status. These codes are in Appendix E.

A36 MAL CODE. Enter the three-character alpha/numeric code used to describe the malfunction which caused the maintenance actions on the item described by the WUC. These codes are divided into three logical groups to assist personnel in finding the most applicable code as follows (MAL description codes are contained in Appendix E):

Conditional (no fault) Group. These codes are used when a nondefective item is removed, or when the defect or malfunction is not the fault of the item in question.

Reason for Removal Group. These codes are used to generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.

Reason for Failure Group. These codes are used to generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.

NOTE: Maintenance Control/Production Control shall enter the appropriate malfunction code when initiating a cannibalization MAF. Malfunction codes are in Appendix E.

A39 ITEMS/P. Enter the number of times that an action, indicated by an AT code, is applied to the item identified by the WUC recorded on a MAF. For example, since the fuel nozzle of a jet engine has a WUC, replacement of five fuel nozzles would be documented as five items processed. In contrast, replacement of several transistors in an electronic assembly would be documented as one item processed, with the WUC identifying the electronic assembly being repaired and the AT code indicating repair. MAFs submitted for close outs by work centers at the end of, or during a reporting period will indicate 0 items processed. The items processed block is limited to two-characters. If the count exceeds 99, an additional MAF must be prepared and submitted.

A41 MANHOURS. Entries represent all man-hours expended by assigned personnel to complete the work described on the source document as defined in Appendix A. Hours and tenths worked, multiplied by the number of personnel working equals total man-hours. Entry in this block does not include labor hours for any work center other than the one submitting the document. For example, if two work centers jointly correct a discrepancy (same JCN) on the same aircraft or equipment, workers from each work center submit a source document with that particular work center's labor hours in the MANHOURS block. To convert minutes to hours and tenths, use the following example:

MINUTES	TENTHS	MINUTES	TENTHS
1-2	0.0	33-38	0.6
3-8	0.1	39-44	0.7
9-14	0.2	45-50	0.8
15-20	0.3	51-56	0.9
21-26	0.4	57-60	1.0
27-32	0.5		

A45 ELAPSED M/T. Enter the number of clock hours involved in making the repair (in hours and tenths). EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although the EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job. For example, if three persons worked together for 2.5 hours to make a repair, the total man-hours (block A41) would be 7.5 hours and the EMT would be 2.5 hours.

TECHNICAL DIRECTIVE IDENTIFICATION (blocks F08 through F19). Enter the 12 or 13 characters that identify the specific TD incorporated or being incorporated in the type equipment identified in block A48. This block is divided into seven sections and the data will be entered in each section as follows:

F08 INTERIM. Enter an X to indicate an interim TD; otherwise leave blank.

F09 CODE. Enter the two-character numeric code that denotes the type of directive being incorporated. TD codes are in Appendix E.

F11 BASIC NO. Enter the four numeric characters identifying the basic TD, preceded by zero(s) to complete the field.

F15 RV. Enter the one alpha character that denotes the specific revision of the basic TD. Leave blank if not applicable.

F16 AM. Enter the one numeric amendment number of the basic TD. Leave blank if not applicable.

F17 PART. Enter the two-character numeric part number as listed in the TD. Leave blank if not applicable.

F19 KIT. Enter the two-character alpha/numeric number of the specific TD kit incorporated. If no kit is required, enter 00 in this section.

A48 TYPE EQUIP. Enter the TEC that describes the end item on which work is being performed. TEC structuring is explained in Appendix E. Specific TECs are listed in the Aviation Type Equipment Code List (A7210-01) (available on the internet at https://prdwebserv1.navair.navy.mil/tecTranslator/index.html).

NOTE: The OOMA NALCOMIS application uses Assy CDs as an expansion of the COMNAVAIRSYSCOM assigned TEC to further identify a specific end item within the TEC. Assy CDs are used exclusively within the OOMA NALCOMIS application and are defined in Appendix E.

A52 BU/SER NUMBER. Enter the bureau or serial number of the equipment or end item on which work is being performed. If more than six digits, enter the last six; if less than six digits, prefix with sufficient zeros to total six characters. This block must not be blank. Enter 0 in this block when using the MAF to document work on groups of like items, for example, jacks, stands, common aeronautical equipment, or items not identified by bureau/serial number. In cases of on-equipment work at the O-level for personal survival equipment, enter the first letter of the aircrewman's first and last name and the last four digits of the SSN.

A58 DISCD. The WD code is a single alpha character that identifies when the need for maintenance was discovered. These codes are applicable to the MAF only. The three sets of WD codes that cover the equipment categories are (1) aircraft and engines; (2) SE, PME, and expeditionary airfield; and (3) missiles/missile targets. Definitions and explanations of these codes are in Appendix E.

A59 T/M. Enter the one-character alpha or numeric code used to describe the type of work being accomplished, for example, scheduled, unscheduled, supply support. Definitions and explanations of these codes are in Appendix E.

A60 POSIT. POSITs are used to evaluate performance/logistics characteristics between identical components. For Legacy NALCOMIS applications users, POSITs are included in the applicable WUC manual and are identified by a double asterisk (**) preceding the WUC. The OOMA NALCOMIS application identifies POSITs as a separate data element within the application baseline. When a component has been identified as position sensitive, the POSIT shall be documented in block A60 of the MAF. These identifiers are divided into two groups:

General Position Codes. An alphanumeric code which indicates a specific location by use of plain language:

LH/RH - Indicates left-hand or right-hand installation such as main landing gear components, tires, and side by side cockpit components.

FW/AF - Indicates fore and aft positions such as tandem cockpit components.

UP/LW - Indicates upper or lower positions such as anticollision lights or antennas.

PR/SC/AL - Indicates primary, secondary, or alternate positions such as hydraulic components or multiple avionics component installations.

01, 02, 03, 04, etc. - Indicates positions using a sequential numbering system, such as helicopter rotor dynamic components, or a numbering system used to identify the position of fuel nozzles on a gas turbine engine.

Specific Position Codes. An alphanumeric code which indicates a specific location using alpha/numeric sequencing:

A1 - Bleed Valve, Stg 5, 2 o'clock, #1 engine.

B1 - Bleed Valve, Stg 5, 4 o'clock, #1 engine.

A2 - Bleed Valve, Stg 5, 2 o'clock, #2 engine.

B2 - Bleed Valve, Stg 4, 4 o'clock, #2 engine.

A62 FID. Leave blank, reserved for future use. (Under development.)

A65 SAFETY/EI SER. Enter the locally assigned four digit control number from the JDRS DR (RCN).

A69 METER. This block is mandatory when TECs for on-equipment work is G, H, or S and maintenance level is 1.

SE MFGR. Leave blank.

A74 TECH. Enter an N for all maintenance actions involving ETS support.

F21 INVENTORY. Enter the one-digit inventory code that describes the status of the aircraft or equipment during the transaction (Appendix E).

F22 PERM UNIT CODE. Enter the six-digit PUC of the organization completing the transaction.

F28. Leave blank (reserved for future expansion).

REPAIR CYCLE

RECEIVED

B08 DATE. Enter the Julian date the discrepancy was reported.

B12 TIME. Enter the time the discrepancy was reported.

B16 EOC. Enter the appropriate EOC code that describes the degradation of the aircraft's mission capability.

IN WORK

B19 DATE. Enter the Julian date work was begun on the discrepancy.

B23 TIME. Enter the time work was begun on the discrepancy.

B27 EOC. Enter the appropriate EOC code that describes the degradation of the aircraft's mission capability.

COMPLETED

B30 DATE. Enter the Julian date maintenance action was completed.

B34 TIME. Enter the time the repair action was completed.

NOTE: MESM matrices are provided on COMNAVAIRFOR's web portal.

AWAITING MAINTENANCE

B38 B39 HOURS, B43 B44 HOURS, and B48 B49 HOURS. Enter the applicable AWM hours and reason codes for SCIR related maintenance actions. These blocks will be filled out at the end of the maintenance action or upon close out. Order of significance may be determined by local policy.

MAINTENANCE/SUPPLY RECORD. This section will be used to document changes in job status between maintenance and supply and, if SCIR is being documented, changes in mission capability that occur during the maintenance actions. The only job status conditions are maintenance and supply; therefore, changes between EMT and awaiting maintenance will not be documented because both are defined as maintenance. The date and time on the top line of the Maintenance/Supply Record section (blocks B54 and B58) must be equal to or later than the date and time on the in work line of the repair cycle section. The date and time on succeeding lines must be equal to or later than the date and time on the line directly above.

JOB STATUS - B53 - D08. Enter the proper alpha character prefix for any change in status. The alpha characters M (Maintenance) and S (Supply) shall be used. As an example, the prefix S will be used when maintenance is halted due to awaiting parts. The prefix M will be used to indicate the end of an AWP status or a change in mission capability.

DATE - B54 - D09. Enter the Julian date the S or M situation begins.

TIME - B58 through D13. Enter the time the S or M situation begins.

EOC - B62 - D17. Enter the EOC code that best describes the mission capability of the end item at the date and time indicated on that line.

REMOVED/OLD ITEM

E08 MFGR, E13 SERIAL NUMBER, E23 PART NUMBER, E38 DATE REMOVED, E42 TIME/CYCLES, E47 TIME/CYCLES, and E52 TIME CYCLES. These blocks are completed on the MAF when a repairable component is removed from the end item or major component on which work is being performed. Enter the CAGE code, serial number, and part number or lot number for CARTs, CADs, or PADs. If the serial number is more than 10 characters, enter the last 10. If the part number is more than 15 characters, enter the last 15. (For Optimized NALCOMIS the serial number and part number field is limited to a maximum of 15 and 32 characters respectively.) In block E38, enter the Julian date the repairable component is removed from the equipment. In block E42, enter the time/cycle, preceded by an alpha character as listed in Appendix E. In block E47, if the item is under warranty, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length/expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, or if the item fails after the warranty expiration date, no W entry should be made since the item is no longer under warranty. In block E52, if the item is under warranty, enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records.

INSTALLED/NEW ITEM

G08 MFGR, G13 SERIAL NUMBER, G23 PART NUMBER, G38 TIME/CYCLES, G43 TIME/CYCLES, and G48 TIME/CYCLES. These blocks are completed on the MAF when a repairable component is installed on the end item or major component on which work is being performed. Enter the CAGE code, serial number, and part number or lot number for CARTs, CADs, or PADs. If the serial number is more than 10 characters, enter the last 10. If the part number is more than 15 characters, enter the last 15. (For Optimized NALCOMIS the serial number and part number field is limited to a maximum of 15 and 32 characters respectively.) In block G38, enter the time/cycle

preceded by an alpha character listed in Appendix E. In block G43, if the item is under warranty, enter a W, followed by four digits to indicate the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length and expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the current time/cycles figure for an item is greater than the specified warranty length of that item, no W entry should be made since the item is no longer under warranty. In block G48, if the item is under warranty, enter an X, followed by the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records.

DISCREPANCY. Enter a narrative description of the reported discrepancy.

PILOT/INITIATOR. The name and rank/rate of originator of the discrepancy is printed in this block.

CORRECTIVE ACTION. Enter a narrative description of the action taken to correct the discrepancy.

CF REQ/RFI. This is a dual purpose block for use by the O-level and I-level activities. The O-level activity will enter an (x) if a check flight is required after completion of the maintenance action. The I-level activity will enter an (x) if the repair action is RFI.

QA REQ/BCM Block. This is a dual purpose block for use by the O-level and I-level activities. The O-level activity will enter an (x) if the maintenance action requires a QAR inspection. (Not applicable to CDI inspections.) The I-level activity will enter an (x) if the repair action is BCM.

CORRECTED BY. The signature and rate of the worker or crew leader who performs the maintenance action is entered in this block.

INSPECTED BY. The signature and rate of the QAR or CDI who inspects the job for proper standards is entered in this block. The signing/stamping of documents which does not involve actual inspection, for example, a control document for a phase inspection and special inspections, need not be signed by a QA inspector as it is an administrative certification that all QA functions associated with the inspection have been performed by designated QA inspectors and all necessary documentation, for example, look and fix phase documents, have been received, reviewed, and accepted. An individual with administrative certification authority may sign the block.

SUPERVISOR. The signature and rate of the Work Center Supervisor or assistant is entered in this block to indicate that screening has been performed and that the QA and Tool Control Program requirements have been complied with.

MAINT CONTROL. The signature and rate of the individual clearing the discrepancy is entered in this block.

JOB CONTROL NUMBER - A08 ORG, A11 DAY, A14 SER, and A17 SUF. The JCN is a 9-, 10-, or 11-character alphanumeric code that serves as a base for MDR and Maintenance Control procedures. The JCN allows for separate identification of each maintenance action, and provides a link with the maintenance actions performed by the IMA/FRC in support of an activity or an O-level maintenance discrepancy. The JCN is composed of four parts:

A08 ORG. This is a three-character alphanumeric code that identifies an organization. It is used in the JCN to identify the organization that originally assigned the JCN to a maintenance action, except that in the case of transient aircraft maintenance, the JCN will contain the ORG code of the aircraft reporting custodian. When an activity is assigned more than one ORG code, for example, separate codes assigned to operations department and IMA/FRC, the ORG code of the department directly responsible for O-level maintenance will be used in the JCN on all MDR source documents for aircraft assigned to the activity. The general format and structure of ORG codes is described in Appendix E. A complete listing of ORG codes may be found in the NALDA Organization Code Translator) (http://www.navair.navy.mil/logistics/orgtranslator).

A11 DAY. This is the three-character part of the Julian date specifying the day of the year. This is the date the JCN was assigned to a maintenance action and does not necessarily reflect the date on which work was actually started.

A14 SER. The serial number is either a three-character number that runs sequentially from 001 to 999, or a three-character alpha/numeric number. This number is normally assigned in sequence as new jobs are initiated, for example, 001, 002, 003.... When 999 has been assigned, the next number in sequence will be 001. Alpha/numeric serial numbers are used only when documenting inspections other than turnaround, daily, special, conditional, corrosion, and acceptance/transfers. Alpha/numeric JCN structure will be as follows.

LOOK	FIX
A00 thru Z00 to AA0 thru ZZ0	A01 thru A99 Z01 thru Z99 AA1 thru AA9 thru AAA thru AAZ ZZ1 thru ZZ9 thru ZZA thru ZZZ

A17 SUF. The JCN suffix is a structured alpha/numeric code added to the basic JCN to identify a sub-assembly or sub-subassembly repair action performed independently of the major component repair. The suffix is used only for I-level maintenance functions regardless of where maintenance is being performed.

NOTES: 1. In the case of a maintenance action being performed on transient aircraft (Navy or non-Navy), the first three positions, block A08, are always the organization code of the aircraft reporting custodian.

2. For subcustody SE in the custody of another department that requires repair by the AIMD/IMA/FRC the JCN will be assigned by the AIMD/IMA/FRC Production Control, reflecting the AIMD organization code.

A19 WORK CENTER. Enter the code of the work center performing the maintenance action described on the MAF. Work center codes are listed in Appendix E.

UP or DOWN Arrow. Annotate as appropriate to indicate end item status.

MODEX. For local use. If operating NALCOMIS OMA, enter side number of aircraft or leave blank for SE.

PRI. Used by I-level to assign workload priorities.

TURN-IN DOCUMENT. Enter the Julian date and requisition document number on which the specific item was ordered from the Failed/Required Material blocks 45 and 49, to assist in local supply control. If operating NALCOMIS OMA, turn-in document is automatically assigned.

SYSTEM/REASON. Enter short description of the discrepancy.

MCN. The MCN is a seven-character alpha/numeric code assigned by the system. It serves as a base for MDR and reference for retrieving maintenance data and for Maintenance Control procedures. The MCN is used in NALCOMIS while querying the database and tracking the MAF through the maintenance process.

15.2.2 Aircraft Inventory and Readiness Reporting System (AIRRS)

Maintenance Control personnel will read and become familiar with the contents of this section, Chapter 5, and OPNAVINST 3710.7.

15.2.2.1 Definition of Terms

15.2.2.1.1 This system provides the reporting custodian with a list of assets on hand and a ready reference of which aircraft require SCIR. All aircraft (Navy/Marine Corps) listed in the MESM (provided on COMNAVAIRFOR's web portal) require SCIR reporting.

15.2.2.1.2 The following terms are used throughout this section in describing how to document inventory transactions:

a. ACC. The activity responsible for fleet distribution and management of assets.

b. Reporting Custodian. The activity having primary custody of the aircraft. The reporting custodian is responsible for maintenance and readiness reporting on the aircraft.

c. Inventory Codes. Define the reporting requirements and current status of aircraft in the inventory reporting system. Inventory codes are in Appendix E.

(1) "IN" Material Condition Reporting Status (MCRS) (Inventory Code A). An aircraft is in the inventory reporting system and requires SCIR documentation. "IN" MCRS is the normal status of an aircraft.

(2) "OUT" Material Condition Reporting Status (Inventory Codes 1-4). An aircraft is in the inventory reporting system but does not require SCIR documentation.

NOTE: See Chapter 5 for status codes requiring "IN or OUT" of MCRS.

d. TRCODEs. Inventory transactions are described in Appendix E.

(1) Inventory Gain (TRCODE 00). An inventory gain (paragraph 15.2.11.1) is the receipt of an aircraft into inventory reporting by a reporting custodian. Aircraft will be gained in any inventory status.

(2) Inventory Loss (TRCODE 03). An inventory loss (paragraph 15.2.11.2) occurs when a reporting custodian transfers an aircraft or strikes it from naval service. An inventory loss is documented only if the aircraft has previously been gained and is in the inventory system. Aircraft may be lost in any currently assigned inventory status.

(3) Change of MCRS (TRCODE 02). A change of MCRS "OUT" and "IN" (paragraph 15.2.11.3) that does not involve a change of reporting custodian.

15.2.2.2 Inventory Reporting Transaction

15.2.2.2.1 Inventory reporting transactions enable aircraft inventory control at both the FLEMATSUPPO and COMNAVAIRSYSCOM (AIR-6.8.4) and are necessary inputs to the monthly report of summary data.

15.2.2.2.2 A MAF will be prepared for each reportable incident of inventory change by all reporting custodians.

15.2.2.2.2.1 An aircraft inventory MAF is required when an aircraft:

a. Is gained (received into unit reporting custody).

b. Is lost from unit reporting custody (transfer or strike).

c. Changes either IN or OUT of MCRS.

15.2.2.2.2.2 The submission of SCIR inventory data does not relieve the unit of responsibility for timely OPNAV XRAY report submission per Chapter 5.

15.2.2.2.2.3 To ensure accurate SCIR reporting, all outstanding SCIR related maintenance actions must be changed to reflect EOC Code A whenever inventory transactions result in a change of MCRS status to "OUT".

15.2.2.2.3 SCIR Related Maintenance Action Close Out

15.2.2.2.3.1 If an aircraft is lost because of transfer or strike, all outstanding SCIR related maintenance actions, as well as non-SCIR maintenance actions with accumulated man-hours, must be closed out at the time of transfer or strike and processed through the SSCA. For transfer aircraft, all outstanding maintenance actions will be reinitiated by the receiving activity, using the Julian date and time as recorded on the aircraft inventory gain MAF. If operating NALCOMIS and transferring an aircraft to another NALCOMIS OMA site, ensure all data stored on electronic media is transferred with the aircraft.

15.2.2.2.3.2 If an aircraft is placed in an "OUT" of MCRS status as a result of mishap or other reason, all outstanding SCIR related maintenance action must be changed to reflect EOC Code A. This action shall occur at the time of the change in MCRS for maintenance action in an M or S job status. The use of this special code indicates an aircraft is out of reporting status and does not reflect that aircraft's capability. The AWM time must not be accounted for during the period any equipment is out of service or during the period equipment is reported in EOC Code A. Any SCIR related maintenance actions with valid EOC code hours must be closed out at the end of the current reporting period even if EOC Code A at the end of the period. At the time of close out, reinitiating of all SCIR related maintenance action will be necessary for the forthcoming period using code A. No further close out of those documents will be required provided no valid EOC code hours are documented during subsequent reporting periods.

15.2.2.2.3.3 When a change of MCRS occurs, the manner in which material requirements are reported or generated must also change.

15.2.2.2.3.3.1 When an aircraft in an "IN" status, with NMCS or PMCS requirements outstanding, changes to an "OUT" status, the project codes of the requirements will be modified to 730. The requisition serial number (G series) and the priority will remain the same.

15.2.2.2.3.3.2 When an aircraft is in an "OUT" status and a NMCS or PMCS requirement is subsequently discovered, then it will be requisitioned with a G series serial number, a 730 project code, and the appropriate priority designator based on the unit's FAD. When the aircraft is returned to an "IN" status, any outstanding 730 requirements will be modified back to the appropriate NMCS or PMCS project code.

15.2.2.2.3.3.3 Aircraft that are in an "IN" status, with anticipated NMCS or high-time requirements outstanding and change to an "OUT" status will make no change to these requisitions. However, aircraft in an "OUT" status will not generate new anticipated NMCS or high-time requirements until returning to an "IN" status.

15.2.2.2.3.3.4 Forwarding Completed MAFs. Reporting custodians supported by a SSCA will send inventory MAFs to QA for forwarding to the SSCA not later than 0900 on the first working day following the transaction. Non-SSCA supported LAMPS, VERTREP, and search and rescue detachments will forward inventory MAFs to the parent squadron. If during the operation at the SSCA a document is found to be incomplete or illegible, it will be returned to the submitting activity for completion or correction. The questionable data elements will be circled in red by the SSCA.

15.2.3 Subsystem Capability and Impact Reporting (SCIR) System

The SCIR system is used to monitor mission capability of selected systems/subsystems. SCIR will be documented on the MAF concurrently with the maintenance action that caused the reduction of the equipment's mission capability. This system will provide managers with the degree of mission impairment, the length of time the equipment's capability was reduced, the system/subsystem that caused mission impairment, and maintenance/supply impact on equipment capability.

15.2.3.1 Equipment Operational Capability (EOC) Codes

15.2.3.1.1 An EOC code is a structured, three-character code which relates a particular system or subsystem within a given model/type of equipment to a mission capability of that equipment. First position of the EOC code is an alpha character which describes mission capability; last two positions are numeric characters which identify system/subsystem (first two-characters of the WUC) causing mission capability impairment.

15.2.3.1.2 Each T/M/S aircraft under SCIR system has an EOC code list, called a MESM. MESMs are provided on (COMNAVAIRFOR's web portal).

15.2.3.1.2.1 The alpha character of the EOC code is documented in the EOC column of repair cycle and Maintenance/Supply Record sections of the MAF.

15.2.3.1.2.2 Numeric characters of the EOC code (second and third positions) are computer generated using the following rules:

a. If the first position of the EOC code is in a range of C-H, J-L, or W-Z, and the first two positions of the WUC are in a range of 11-99, the computer will generate the second and third positions of the EOC code from the first two positions of the WUC.

b. If the first position of the EOC code is Z, and the first two positions of the WUC are 03 or 04, the computer will generate the second and third positions of the EOC code from the first two positions of the WUC.

15.2.3.2 Mission Capability

Maintenance actions impacting mission capability of the end item are considered to be SCIR related. Mission capability is impacted whenever a system or subsystem listed in the MESM cannot be used for its intended function. Sometimes only the function is listed in the MESM. A subsystem is considered non-functional even though the final disposition may be no defect (A-799). Sometimes a discrepancy report will imply the subsystem is functional but troubleshooting proves it was not. In these cases, mission capability is considered to be impacted from the time the discrepancy was reported.

15.2.3.3 Subsystem Capability and Impact Reporting System (SCIR) Application

15.2.3.3.1 SCIR is applicable to all on-equipment work on end items having a MESM and is documented by the work center performing the maintenance action whenever mission capability is impacted. When SCIR is not applicable, do not enter an EOC code.

15.2.3.3.2 SCIR is applicable when mission capability is impaired while:

a. Repairing an end item.

b. Inspecting an end item.

c. Installing a TD on an end item.

d. Removing a component from an end item for repair, modification, or calibration.

15.2.3.3.3 SCIR is not documented:

a. On end items not having a MESM.

b. When performing off-equipment work.

c. When the maintenance action or discrepancy does not impair mission capability of the aircraft.

15.2.3.4 Data Groups

15.2.3.4.1 SCIR data is entered in blocks B08 through D17 of the MAF as illustrated in Figure 15-20.

15.2.3.4.2 Sections. The term section describes a physical cluster of data blocks on the MAF. Three sections used for SCIR documentation are:

a. REPAIR CYCLE. Blocks B08 - B34.

b. AWM. Blocks B38 - B49.

c. MAINTENANCE/SUPPLY RECORD. Blocks B53 - D17.

15.2.3.4.3 Columns. A column is a vertical stack of data blocks designed to collect the same data element, for example, EOC column is blocks B16 and B27 in the REPAIR CYCLE section, and blocks B62, B74, C17, etc., in the MAINTENANCE/SUPPLY RECORD section.

15.2.3.4.4 Lines. A line is a horizontal group of data blocks designed to record the essence of a single event, for example, blocks B08, B12, and B16 are the received line of the REPAIR CYCLE section; and blocks B53, B54, B58, and B62 are the top line of the MAINTENANCE/SUPPLY RECORD section.

15.2.3.5 Maintenance and Supply Definitions

15.2.3.5.1 The total length of time an equipment's mission capability is impaired is divided into two major categories; maintenance and supply. Figures 15-21, 15-22, and 15-23 illustrate the most common maintenance versus supply situations. The following is a list of definitions and explanations of maintenance and supply terms in SCIR documentation.

15.2.3.5.2 EMT. This time is spent actually working on the end item and is always documented as maintenance time, even though parts may be on order from supply. EMT does not include the clock hours and tenths for cure time, charging time, or leak test when they are being conducted without maintenance personnel actually monitoring the work. Although EMT is directly related to job man-hours, it is not to be confused with total man-hours required to complete a job.

15.2.3.5.3 AWM. This time is when no work is being performed on the end item and no parts are on order from supply. Even though work is stopped for a lack of parts, it is considered AWM until the demand is placed on the supply department.

15.2.3.5.4 Maintenance Time. The sum of AWM and EMT.

15.2.3.5.5 AWP. Parts are not considered to be on order (AWP) until demand has been forwarded to the SRS of the Supply Department.

15.2.3.5.6 SCIR Gripe Life. The total length of time a discrepancy is SCIR related. As a formula, SCIR GRIPE LIFE = AWP + EMT + AWM. (This formula is not applicable to inspection control documents.)

15.2.3.5.7 Computer Generated AWM (AWM 0). Using the SCIR gripe life formula above, the computer will account for every hour of gripe life. Time which has not been accounted for as supply, EMT, or documented AWM will be categorized as AWM and assigned a reason code of 0. Computer generated AWM will never be documented on the MAF.

15.2.3.6 Repair Cycle Documentation

Figures 15-21, 15-22, and 15-23 illustrate how the repair cycle section would be filled out to document three common maintenance situations. The following describes line entries:

RECEIVED. Enter date and time maintenance action was reported. In EOC block (B16), enter the EOC code that best describes the current mission capability of the equipment. "Received" is automatically considered to be in a maintenance status.

IN WORK. Enter the date and time work was begun on the maintenance action. The date and time on the in-work line must be equal to or later than the date and time on the received line. In the EOC block (B27), enter the EOC code that best describes the mission capability of the equipment when work was begun. "In-work" is automatically considered to be in a maintenance status.

COMPLETED. Enter the date and time the maintenance action was completed. The date and time entered on the completed line must be the latest date and time entered in the Repair Cycle, or Maintenance/Supply Record Section. As the completed line indicates the end of the maintenance action, it is neither maintenance nor supply and no EOC code applies.

15.2.3.7 Maintenance/Supply Record Documentation

15.2.3.7.1 In the Maintenance/Supply Record section, the documentor keeps track of changes in job status between maintenance and supply, and changes in mission capability that occur during the maintenance action. The only job status conditions documented by SCIR are Maintenance (M) and Supply (S); therefore changes between EMT and AWM will not be documented, because both are defined as maintenance. Figures 15-21, 15-22, and 15-23 illustrate how the Maintenance/Supply Record section would be filled out to document three common maintenance situations. The following describes block entries:

JOB STATUS. Enter the alpha character that describes the current job status. The alpha character S is used when maintenance is halted due to AWP. The alpha character M is used to indicate the end of an AWP status or a change of EOC code. (Refer to paragraph 15.2.3.9 for an explanation of a change in EOC code.)

DATE. Enter the date the job status indicated on that line began.

TIME. Enter the time the job status indicated on that line began.

EOC. Enter the EOC code that best describes the mission capability of the equipment at the date and time indicated on that line.

15.2.3.7.2 Documentation Sequence. The date and time on the top line of the Maintenance/Supply Record sections (blocks B54 and B58) must be equal to or later than the date and time on the in-work line of the Repair Cycle section. The date and time on the succeeding line must be equal to or greater than the date and time on the line directly above.

15.2.3.8 Awaiting Maintenance Documentation

15.2.3.8.1 AWM is only accounted for during the time an end item's mission capability is impaired. Do not accumulate AWM time on maintenance actions when SCIR is not documented in the EOC code blocks of the Repair Cycle and Maintenance/Supply Record sections. Figures 15-21, 15-22, and 15-23 illustrate how AWM would be documented in three of the most common maintenance situations.

15.2.3.8.2 Accumulated Awaiting Maintenance Section. This section is located in the upper right hand corner of the MAF. This section is used as a scratch pad to record the begin date and time of the appropriate AWM Reason code(s) as listed in Appendix E. At the end of the AWM period, calculate the accumulated AWM Hours and enter in the hours block of this section.

15.2.3.8.3 Awaiting Maintenance Section. This section is used to record AWM Hours and Reason codes for SCIR related maintenance actions. At the end of maintenance action, or upon close out, total the AWM Hours by Reason Code and enter the three most significant AWM reasons in this section (blocks B38 - B49). Order of significance may be determined by local policy.

15.2.3.9 Change of Equipment Operational Capability (EOC) Code

When an equipment's mission capability is upgraded or degraded during a maintenance action, a new EOC code is assigned to reflect the change in the capability. A change of mission capability is documented by entering the date and time of the change in the next available line of the REPAIR CYCLE or MAINTENANCE/SUPPLY RECORD section, and entering the revised EOC code in the EOC block of that line. Enter M in the Job Status block on the line reflecting the change of capability if the change is documented in the Maintenance/Supply Record section. This code will always be M because changes can only occur as a result of the work performed on the end item (EMT will apply). Figure 15-24 illustrates a simple maintenance action involving the change of mission capability. Figure 15-25 illustrates a more complex maintenance action involving the multiple changes of the mission capability.

15.2.3.10 Redundant Subsystems

Some equipment has redundant subsystems, such as subsystems that perform the same or similar functions. These subsystems are always identified on the MESM with multiple EOC codes and a note explaining when to use them. When one of the subsystems is discrepant, the equipment capability is degraded and would be assigned an EOC code. If both subsystems are discrepant at the same time, the equipment capability would be further degraded and the EOC code for each maintenance action would be changed to reflect the reduced capability. When one of the maintenance actions no longer impacts equipment capability, the EOC code of the remaining maintenance action is changed to reflect the increased capability. Figure 15-26 illustrates a situation requiring documentation of redundant subsystems and shows how the SCIR portion of both MAFs would be filled out to document the situation displayed.

15.2.3.11 SCIR Aspects of Inspection Documentation

15.2.3.11.1 NMC - Scheduled Maintenance (Standard Upkeep). An aircraft shall be reported NMC during all periods of time when it is not available for a mission because of scheduled maintenance. Scheduled maintenance time for reporting purposes includes phase, engine, and special inspections when the combination of inspection requirements is such that it requires placing the aircraft in an inoperable condition. It does not include time spent performing daily inspections and turnaround inspections or corrosion prevention when the requirements do not require placing the aircraft in an inoperable condition. The criteria for determining whether an aircraft is capable of mission performance because of scheduled maintenance are as follows:

a. Phase Inspection - When phase inspection requirements do not require a major disassembly of the aircraft and, thus, does not affect the mission performance of the aircraft, the aircraft will remain in a FMC or PMC status during the entire portion of the look phase. An aircraft will be considered NMC only if panels and equipment removed to conduct area inspections cannot be replaced within 2 hours.

NOTE: When scheduled inspection requirements do not require a major disassembly of the aircraft or equipment and thus do not affect mission capability, the aircraft or equipment is considered to be mission capable during the entire portion of the look phase of the inspection. However, if panels and equipment are removed to conduct area inspections and cannot be replaced within a 2-hour time frame, then that portion of the inspection will be considered to have impacted mission capability and will be documented using the appropriate EOC code. Mission capability will be impacted and the appropriate EOC code assigned when an aircraft or equipment reaches the maximum operational limit allowed between scheduled maintenance intervals or a condition exists which makes the aircraft or equipment not safely operable until the inspection is complete.

b. Mission Capable - Special Inspections. An aircraft will remain in FMC or PMC status during the complete inspection unless panels and equipment removed to conduct the inspection cannot be replaced within a two-hour period.

c. Conditional Inspections. Document SCIR during the look phase of the conditional inspections only if (1) an overlimit condition exists, for example, hard landing, bolter, overspeed, or overtemp, which restricts the aircraft from further flight until the inspection is completed; or (2) higher authority directs a one-time inspection, not ordered in a TD, that restricts the aircraft from flight. Aircraft undergoing conditional inspections to determine equipment condition, for example, precarrier, predeployment, aircraft ferry, acceptance, or transfer, will remain in FMC or PMC status during the complete inspection unless panels and equipment removed to conduct the inspection cannot be replaced within a 2-hour period.

15.2.3.11.2 Look Phase - Single Work Center. When one work center is responsible for an entire inspection, man-hours, EMT, and SCIR are collected on the inspection control document in the normal manner as described in the preceding paragraphs.

15.2.3.11.3 Look Phase - Multiple Work Centers. The inspection control document is used to collect man-hours and EMT expended by the work center controlling the inspection and is the only look phase MAF used to collect SCIR data. Man-hours and EMT expended by work centers other than the one controlling the inspection are collected on supporting look phase documents. Because SCIR data is not collected on supporting look phase documents, special care must be taken to ensure that AWM and supply time is accurately portrayed on the control document. Figure 15-27 illustrates an AWM/supply situation that could occur when more than one work center is involved in a single inspection. The work center controlling the inspection is responsible for AWM and supply documentation in accordance with the following rules:

a. AWM. AWM is that maintenance time when no work is being performed by any work center involved in the inspection.

b. Supply. Supply time is when any work center involved in the inspection is AWP and no work is being performed by any work center involved in the inspection. Because AWM, supply, and EMT performed by more than one work center may overlap, the formula for "gripe life" (SCIR GRIPE LIFE = AWP + EMT + AWM) does not apply to the inspection control document.

15.2.3.11.4 Fix Phase. Fix phase discrepancies are not affected by control document procedures and are documented in the normal manner as described in the preceding paragraphs.

15.2.3.12 Subsystem Capability and Impact Reporting (SCIR) Close Out

15.2.3.12.1 Paragraphs 15.2.11.4 and 15.2.11.5 explain MAFs documented for a close out of an SCIR related maintenance action.

15.2.3.12.2 Closed Out in Maintenance. If the maintenance action was closed out in a maintenance status, leave the IN WORK line, COMPLETED line, and the MAINTENANCE/SUPPLY RECORD Section open to document the SCIR situations that occur as the maintenance action progresses.

15.2.3.12.3 Closed Out in Supply. If the maintenance action was closed out in a supply status, enter the first day of the new report period, time 0001, and applicable EOC code in the RECEIVED, IN WORK, and the first line of the MAINTENANCE/SUPPLY RECORD section with a Job Status of S in block B53. Leave the COMPLETED line and succeeding lines of the MAINTENANCE/SUPPLY RECORD Section open to document the SCIR situations that occur as the maintenance action progresses.

NOTE: If operating NALCOMIS OMA, the SA/A shall coordinate all end of month close out actions with Maintenance Control and respective work centers. Work center supervisors shall ensure all applicable data is completed on the MAF before end of month close out action is taken. Maintenance Control will review all end of month close out candidates and annotate new MCN in the ADB or replace existing MAF in ADB with the reinitiated MAF. Supervisor and Maintenance Control signatures are not required.

15.2.4 Aircraft Maintenance Documentation

The following procedures will also be used to document maintenance actions performed on squadron aircraft by a team of individuals assigned TAD to a Wing or air station, such as a Compass Swing Team or a TD Compliance Team. The MAF should be completed as if the squadron had performed the maintenance action. All EMT, man-hours, and SCIR (if applicable) will be documented.

15.2.4.1 Aircraft Repair

15.2.4.1.1 Troubleshooting. This time will be documented separately when the time expended in locating a discrepancy is considered to be great enough to warrant separating the troubleshooting time from the repair time. Separating troubleshooting time requires completion of two MAFs, one for the troubleshooting phase and one for the repair phase. When recording the troubleshooting time separately from the repair time, the total time taken to isolate the primary cause of the discrepancy is recorded on a separate MAF using the system, subsystem, or assembly WUC (as appropriate) (paragraphs 15.2.11.6 and 15.2.11.7).

15.2.4.1.2 On Equipment Repair (Repairable Component Replacement). A MAF is used to document the removal and replacement of repairable components while performing on equipment repair. Refer to paragraph 15.2.11.8 for documentation procedures.

15.2.4.1.3 Turn-In of Repairables and Locally Repaired Consumables. A MAF is used to document the removal and subsequent IMA/FRC processing of a repairable component. These procedures will also apply to consumable components that are inducted into an IMA/FRC for repair. The MAF will be completed per paragraph 15.2.1.3 and submitted for processing even though the removal, repair, and reinstallation of a component occurs within a single work center (paragraph 15.2.11.9).

15.2.4.1.4 Receipt of Unsatisfactory Material from Supply. When components received from supply prove unsatisfactory, the following procedures will be followed:

a. Component Received Non-RFI and Not Installed or Improper Replacement Received. If non-RFI before installation or an improper replacement is received, notify Material Control. The original MAF remains outstanding and the non-RFI component will be turned in on a DOD Single Line Item Release

Receipt Document (DD 1348-1) prepared by Material Control. Ensure all accompanying documentation, for example, RFI tag, SRC card, and MAF Copy 4, are returned with all items.

b. Component Received Non-RFI and Installed. Complete the original MAF per paragraph 15.2.1.3. Initiate a new MAF with a new JCN. Figure 15-35 is an example of a MAF documented when a component is received non-RFI and installed. A replacement component is requisitioned using the new MAF. Initiate a MAF as a turn-in document to accompany the non-RFI component to the IMA/FRC.

15.2.4.1.5 Component Received Missing SRC Card, ASR, MSR, or AESR. Components, assemblies, or equipment received from supply missing SRC cards, ASRs, MSRs, or AESRs shall be considered as non-RFI and turned in on a DOD Single Line Item Release Receipt Document (DD 1348-1) prepared by Material Control. If the component is installed and cannot be determined to be new, it shall be considered faulty. Paragraph 15.2.11.10 is an example of a MAF documented for turn-in of a component that is missing the SRC card. Items missing ASRs, MSRs, or AESRs should be documented in a similar manner.

15.2.4.1.6 Cannibalization Documentation. Any order to cannibalize a system must come from Maintenance Control. Maintenance Control will issue a numeric JCN for the removal and replacement of the component being cannibalized. The procedures listed in this paragraph apply to all cannibalizations from end items, for example, aircraft and SE. Egress system related cartridges, CADs, PADs will not be cannibalized without prior cognizant wing (ashore) or CVW (afloat) approval. Personnel and drogue parachutes and SSKs are excluded from this policy (paragraph 15.2.11.12).

15.2.4.1.7 Matched System Documentation. Documentation of maintenance actions on components removed as a matched system, for processing at the IMA/FRC, for example, ASA-13A and APN-22/117, is performed as follows. Each component is removed on a separate MAF using procedures in paragraphs 15.2.11.13 and 15.2.11.14. Each component must have a separate JCN assigned by Maintenance Control. Each component within a matched system that must be removed during a maintenance action will be assigned the same MAL code that describes the system defect. In addition to the brief narrative, a statement will be added to the Discrepancy block, such as, "Matched Set, See JCN_____". An additional MAF turn-in control document is initiated for each component. The turn-in document accompanies the component for processing and has all maintenance actions documented per paragraph 15.2.1.3).

15.2.4.1.8 Assisting Work Center Documentation. When it becomes necessary for another work center to assist the work center primarily assigned to a maintenance action, an assist MAF will be prepared by Maintenance Control and processed per paragraph 15.2.1.3 with the following except as noted in Figure 15-39. These procedures do not apply to look phase inspections, the removal and reinstallation to FOM, or cannibalization. Document SCIR (if applicable) when the WUC is different from that used by the primary work center.

15.2.4.1.9 FOM Action Documentation. A FOM action is the removal and subsequent reinstallation of RFI engine(s) or component(s) from an end item in support of, or to permit access to, another maintenance action on the same end item. The component(s) removed is not identified in the REMOVED/OLD ITEM or INSTALLED/NEW ITEM block of the FOM MAF. When a component has been removed, note its serial number (if any) in the "local use" block for reference when the item is reinstalled. This notation will provide positive accountability of serialized RFI components removed to FOM. Document SCIR (if applicable) (paragraph 15.2.11.16).

15.2.4.1.10 Aircraft Wheel and Tire Documentation. Aircraft tire documentation is unique in that the required information varies throughout the life cycle of the tire carcass. A structured part number, indicating the cycle the tire is presently in and the serial number and manufacturer's code of the original tire carcass, is required for continuity. The built-up wheel and tire assemblies are documented, treating the wheel as a major

repairable component and the tire as a repairable subassembly of the wheel (paragraphs 15.2.11.17 and 15.2.11.18).

15.2.4.1.11 Aircraft Transfer or Strike Close Out. When an aircraft is involved in a transfer or a strike, all outstanding maintenance actions for the affected aircraft will be closed out by the assigned work center, and forwarded to the analyst for processing. For transfer aircraft, all outstanding maintenance actions will be reinitiated by the receiving activity using the Julian date and time as recorded on the aircraft inventory gain MAF (paragraph 15.2.11.19).

15.2.4.1.12 Transient Maintenance

15.2.4.1.12.1 Maintenance actions completed on transient aircraft (Navy or non-Navy) are documented by the activity actually performing the transient maintenance. The activity performing transient maintenance shall provide the aircraft reporting custodian with documentation necessary to report SCIR and to update aircraft logbooks and records. The documentation shall include but is not limited to a legible MAF Copy 4 for each maintenance action performed, SRC cards, AESRs, etc. The documents shall be forwarded to the reporting custodian via the most expeditious means to ensure timely reporting of aviation maintenance data system data. To supply the transient aircraft parent organization with necessary records of aircraft repair or TD that may have been initiated or completed, it is necessary to ensure the MAF Copy 4, with all transactions completed, is sent with the transient aircraft when it departs (paragraph 15.2.11.20).

NOTE: SCIR and flight data shall be transmitted to the reporting custodian via naval message if other means of forwarding this data will not allow timely receipt for aviation 3M reporting period close out.

15.2.4.1.12.2 Transient Maintenance SCIR Data. The reporting custodian of an aircraft receiving transient maintenance shall, upon receipt of applicable documents, update aircraft logbooks and records, and report SCIR data in the following manner. Submit the completed document to the analyst for processing (paragraph 15.2.11.21).

NOTE: In the absence of designated QA expertise during transient maintenance, the pilot in command is authorized to either sign as inspector or designate a qualified member of the aircrew to function in this capacity. The pilot or designee will inspect the work performed from a technical standpoint to the best of their ability to ensure sound maintenance procedures were followed and areas where maintenance was performed are free from foreign objects. In the event the discrepancy involves flight safety, a QAR shall reinspect the repairs upon return to home base.

15.2.4.1.13 In-Flight Maintenance. All in-flight maintenance is documented on a MAF. In the absence of designated QA personnel during in-flight maintenance, the senior aircrew maintenance person is authorized to sign as inspector and shall inspect the work performed from a technical standpoint to the best of their ability to ensure sound maintenance procedures and practices were followed, and areas where maintenance was performed are free of foreign objects (paragraph 15.2.11.22).

NOTE: In the event a flight safety discrepancy is repaired while airborne, a designated QAR shall inspect the repairs after return to home base. This is in addition to the inspection performed above.

15.2.4.1.14 Away From Home Maintenance. Most organizations occasionally deploy single aircraft or small units away from the parent organization for short periods of time, for example, hurricane evacuation, cross-country flight, and rocket and gunnery training. If maintenance personnel are deployed with the aircraft, all maintenance actions accomplished while they are deployed are documented against work center X30 or the parent work center (paragraph 15.2.11.23).

15.2.4.1.15 Battery Documentation. Batteries may be removed as part of a scheduled maintenance action or as a result of unscheduled maintenance. In both cases, they will be documented on a repairable component replacement MAF (Figure 15-32). If the battery is replaced as part of a scheduled maintenance action, use Malfunction Code 804 and WD code O. The battery will be turned in on a repairable turn-in MAF (Figure 15-33).

15.2.4.1.16 Components authorized to be removed from an aircraft prior to induction into standard rework and retained by the squadron will be documented on a MAF using Malfunction Code 805 and AT code P. Prior to reinstallation, those components should be inducted into IMA/FRC for check, test, or service, using a MAF work request. Components authorized to be removed from aircraft for pool stock will be processed to the IMA/FRC using AT code P and Malfunction Code 805. Copy 2 will not be processed in these instances.

15.2.4.1.17 Documentation of aircraft CARTs, CADs, and PADs. Replacement of aircraft installed explosive devices requires an individual MAF for removal and replacement of each device. The removal and replacement action will be documented in the Removed/Old Item and Installed/New Item blocks using TRCODE 18 or 19 as appropriate. The WUC block (A22) shall reflect the assigned WUC that is in OOMA NALCOMIS baseline or, for Legacy NALCOMIS users, obtained from the WUC manual. The Part Number blocks (E23 and G23) shall reflect the lot number of the devices being removed and installed. Time/Cycle blocks (E42 and G38) shall have an entry using Time/Cycle Prefix Code H and the container open date for CARTs or CADs and the propellant manufacture date for PADs (paragraph 15.2.11.24).

15.2.4.1.18 Intra-Activity Support MAF. Paragraphs 15.2.11.25 and 15.2.11.26 are examples of intra-activity support MAFs. This procedure allows documentation for local manufacture of material to support ALSS equipment, nonaeronautical equipment, or aircraft equipment not currently identified by a WUC. It does not replace assist MAF procedures which assist a primary repair action or work request for work that is beyond an activity's capabilities.

15.2.4.1.19 Aircraft and Aeronautical Equipment Corrosion Documentation. Corrosion prevention and treatment of aircraft and aeronautical equipment is performed as part of a scheduled maintenance requirement or as an unscheduled maintenance action.

15.2.4.1.19.1 Corrosion prevention requirements found while complying with MRCs (scheduled maintenance) will be documented on the inspection look phase MAF. This includes aircraft washing performed as part of a scheduled inspection.

15.2.4.1.19.2 Corrosion treatment requirements found during the look phase of an inspection will be documented on a fix phase MAF. Use AT code Z and Malfunction Code 170. The treatment of bare metal is included in this category.

15.2.4.1.19.3 Unscheduled corrosion prevention is documented on the MAF only when the elapsed maintenance time exceeds one-half man-hour. Unscheduled aircraft cleaning and temporary repairs of bare metal are included in this category. Multiple items processed may be documented. Use WUC 040, AT code 0, Malfunction Code 000, WD code O, and TM code D.

15.2.4.1.19.4 Unscheduled corrosion treatment actions are documented on the MAF using AT code Z and Malfunction Code 170.

15.2.4.1.20 Aircraft mission or SE reconfiguration is defined as the installation or removal of equipment required to reconfigure an aircraft or piece of SE to perform a new or different mission tasking than last performed. It includes, but is not limited to, equipment identified as mission mounted equipment in Appendix E. It does not include materials which are consumed, expanded, or undergo changes in their physical properties during use. Mission mounted equipment may exhibit one or more of the following characteristics: (1) installation or removal generally takes longer than a typical turnaround cycle; (2)

installation required electrical, electronic, hydraulic, or mechanical checks to ensure functionality; (3) classified as repairable or contains repairable components; (4) requires supplemental records, such as SRC cards, EHR cards, or AESRs; (5) periodic maintenance intervals have been established; or (6) once installed, equipment is likely to remain installed for extended periods of time, for example, longer than one day (paragraph 15.2.11.27).

15.2.4.2 Aircraft Inspections

15.2.4.2.1 Acceptance Inspections. These inspections are documented using the special inspection procedures in paragraph 15.2.4.2.4. Maintenance Control will issue a numeric JCN using a MAF as a control document. The document will be identical to a conditional inspection control document except as noted below. Upon completion of the inspection, the control document will be submitted to Maintenance Control. Look phase documents are issued to each work center participating in the inspection and will be completed per paragraph 15.2.4.2.3.3. If only one work center is involved in the inspection look phase, man-hours may be accounted for on the control document. Any discrepancies discovered are reported to Maintenance Control and assigned JCNs with numeric serial numbers (paragraphs 15.2.11.28, 15.2.11.29, and 15.2.11.30).

15.2.4.2.2 Transfer Inspections. These inspections are documented using the special inspection procedures in paragraph 15.2.4.2.4. Maintenance Control will issue a numeric JCN using a MAF as a control document. Upon completion of the inspection the control document will be processed by Maintenance Control with 1 item processed in block A39. Look phase documents are issued to each work center participating in the inspection and will be completed per paragraph 15.2.4.2.3.3. If only one work center is involved in the inspection, look phase man-hours may be accounted for on the control document. Any discrepancies discovered are reported to Maintenance Control and assigned numeric JCNs. Fix phase documentation will be the same as for special inspections except the WD code will be G and the TM code will be E. The document will be identical to a special/conditional inspection control document except as noted in paragraph 15.2.11.31.

15.2.4.2.3 Major Inspections. All aircraft inspections except repetitive inspections, such as daily/turnaround, are documented on the MAF using a unique coding system in order to identify the total effort as a continuous maintenance event. The principal documents involved are control documents, look phase documents, and fix phase documents (as necessary).

15.2.4.2.3.1 Coding System. This unique coding system is explained in the following blocks:

A08 through A14 - JCN. The JCN is constructed by using the activity's organization code, the Julian date on which the aircraft was inducted for inspection, and an alpha/numeric serial number. The first aircraft or engine inspection, on any given day, will be assigned the JCN serial number A00. When this serial number is assigned to an aircraft major inspection each engine major inspection will be assigned the next alphanumeric serial number in sequence, for example, if A00 is assigned to the first aircraft inspection of the day, B00 is assigned to the first (or only) engine due for inspection, C00 is assigned to the second engine. The second aircraft inspection on that day will be assigned D00. The first (or only) engine from that aircraft would be assigned E00, etc.

A22 - WUC. Enter a unique seven position WUC assigned by Maintenance Control for each major inspection. This WUC will be used for both control and look phase MAFs related to the inspection. It is constructed as follows:

The first two positions will be "03". The third through seventh positions will be constructed to identify the specific type of inspection(s) being performed.

Position 3. For aircraft under phase maintenance, indicate with the appropriate alpha character the aircraft inspection phase being performed, as listed in the applicable MRC deck.

NOTE: When phase inspections are combined, for example, a combined phase A and B inspection, each phase requires a separate control document. Look/fix phase elements that are peculiar to a certain phase inspection are documented under that control document. Those items common to both of the phase inspections will be documented to the phase inspection concurrently due. Combining phases is permitted only during phase implementation.

Positions 4 through 6. The fourth, fifth, and sixth positions will reflect the hour level of the major engine inspection (divided by 10) being performed. Engine and aircraft inspections may be documented concurrently or separately as required. On multiple engine aircraft, if more than one engine is due an inspection concurrently with the aircraft inspection, the WUC for the aircraft control document for all concurrent inspections will reflect the highest hour level engine inspection required.

Position 7. Special inspections will be documented utilizing an appropriate alpha character to indicate the level of special inspection being performed. A WUC seventh position matrix is contained in Appendix E.

When multiple inspections are being performed at the same time, one control MAF (aircraft) will be written for all inspections with a control MAF for each individual engine or special inspection. Example. An aircraft that is due a phase B inspection, with #1 engine due a 300-hour major inspection, #2 engine due a 600-hour major inspection, and a 7, 14, 28, and 56 day special inspection would have control documents with WUCs as follows:

Aircraft controlling document	03B060E
1 Engine controlling document	0300300
2 Engine controlling document	0300600
7 & 14 Special controlling document	030000A
28 Day special controlling document	030000B
56 Day special controlling document	030000E

A32 - TRANS (TRCODE). Enter 11 for control and look phase inspections on aircraft. Enter 12 on power plants MAFs of combined aircraft and engine documentation with zero items processed.

A39 - ITEMS/P (Items Processed). Enter 1 at the completion of the inspection(s) on the control document and 0 item processed on the look phase documents.

A41 - MAN-HOURS. Enter 0.0 (The following paragraph applies.)

A45 - ELAPSED M/T. Enter 0.0. If only one work center is involved in the inspection, look phase man-hours and EMT are entered on the control document. If more than one work center is involved, a separate MAF must be initiated for each work center. These look phase documents will not be SCIR related and therefore do not require an EOC code or AWM.

AWAITING MAINTENANCE. Enter AWM reasons and hours for the three most important AWM reasons as totaled from the accumulated AWM hours section in the upper right hand portion of the control document. If more than three codes are applied, local policy assigns relative importance to AWM codes. AWM is documented on SCIR related MAFs only.

MAINTENANCE/SUPPLY RECORD. Make S and M entries in Job Status blocks B53, B65, etc., and entries in date, time, and EOC code blocks as necessary.

DISCREPANCY. Enter a description of the aircraft inspection due.

CORRECTIVE ACTION. At completion of the inspection, enter "inspection completed."

15.2.4.2.3.2 Control Document. A separate VIDS/MAF is issued by Maintenance Control for each aircraft inspection indicating all requirements. These control documents will be held open until the inspection is completed and the aircraft is ready for a FCF (if required). The control document for each type inspection will be the only document among the control/look phase documents that will be used to document SCIR data

for that inspection. SCIR documents will require the appropriate EOC code and AWM time. Fix phase discrepancies will also be considered SCIR related if they affect the capability of the aircraft (paragraphs 15.2.11.32 and 15.2.11.33).

15.2.4.2.3.3 Look Phase Documents. This type of document is used when personnel are permanently or temporarily assigned to the check crew. A work center assisting in the inspection will be identified in block A19. Look phase man-hours are documented on MAFs by work centers participating in the inspection. These look phase documents will not be SCIR related and will require no EOC code or AWM time. All participating work centers must keep Maintenance Control informed of inspection progress. Maintenance Control must maintain current job status entries and AWM time; therefore, work status for each work center is vital for successful SCIR reporting. Look phase documents will be identical to the control document except as shown in paragraph 15.2.11.34.

15.2.4.2.3.4 Fix Phase Documents. Fix phase actions, for example, fix in place maintenance actions or discrepancies which cannot be corrected during the time allotted for look phase on the MRC, are documented on separate MAFs. If the fix phase discrepancy affects the mission capability of the aircraft, it is SCIR related and must be documented (paragraph 15.2.11.35).

15.2.4.2.4 Special Inspections. These inspections are documented using control, look, and fix phase MAFs. When special inspections are determined to be SCIR related, only the control document for each special inspection will be used to document SCIR. The documents must include the EOC code and AWM. No look phase VIDS/MAFs generated during the special inspection will be SCIR related. Any fix phase discrepancies discovered as a result of the special inspection will be SCIR related if they affect the capability of the aircraft (paragraphs 15.2.11.36 and 15.2.11.37).

15.2.4.2.5 Conditional Inspections. These inspections are documented using the special inspection procedures above. Maintenance Control will issue a numeric JCN using a MAF as a control document. Document SCIR only if (1) an overlimit condition exists, for example, hard landing, bolter, overspeed, or overtemp, which restricts the aircraft from further flight until the inspection is completed, or (2) higher authority directs a one-time inspection, not ordered in a TD, that restricts the aircraft from flight. Upon completion of the inspection, the control document will be submitted to Maintenance Control with 1 item processed entered in block A39. Look phase documents are issued to each work center participating in the inspection. If only one work center is involved in the inspection look phase, man-hours may be accounted for on the control document (paragraphs 15.2.11.38 and 15.2.11.39).

15.2.4.2.6 Preservation Documentation. Applicable publications used in support of the aircraft preservation process include NAVAIR 15-01-500 (Preservation of Naval Aircraft), and Daily, Special, Preservation, Conditional, and ASPA MRCs. Not all aircraft have MRCs revised to include preservation requirements. For those aircraft, NAVAIR 15-01-500 procedures will be followed. This instruction also provides additional information on the preservation process.

15.2.4.2.6.1 Maintenance actions in support of the aircraft preservation process fall into four general categories:

a. Initial Preservation. Initial preservation is applied within the time frames listed in NAVAIR 15-01-500 or the applicable MRCs. It includes requirements which are intended to prevent deterioration of the aircraft while in a nonoperating status.

b. Maintenance While Preserved. Maintenance while preserved includes periodic maintenance requirements that are done after initial preservation is applied. It includes time sensitive requirements that must be done to maintain the initial preservation. Specific intervals are in NAVAIR 15-01-500 or applicable MRCs, and may include intervals such as daily, 7-day, 30-day, 90-day, or 180-day.

c. Represervation. Represervation is a complete renewal of the initial preservation and is done when a specified length of time has elapsed from the initial preservation date.

d. Depreservation. Depreservation is done at the time an aircraft is returned to operating status. It includes removal of protective materials and equipment and servicing of the aircraft systems.

15.2.4.2.6.2 Documentation procedures for all preservation processes are the same. Maintenance Control issues a MAF control document and supporting look phase documents to the work centers involved. The same numeric serial number JCN will be assigned to all documents (control and look phase). WUC 049, WD code O, and TM code D will be used. Applicable work centers will complete the look phase MAFs using 0 items processed in block A39. Maintenance Control completes the control document using 1 item processed in block A39 (paragraphs 15.2.11.40 and 15.2.11.41).

15.2.4.2.6.3 Discrepancies discovered during the preservation process look phase will be documented on separate MAFs. They will be assigned a numeric serial number JCN with WD code L, and TM code D.

15.2.4.2.6.4 When the preservation process is determined to be SCIR related, only the control document will be used to document SCIR. Any fix phase discrepancies will be SCIR related if they impact the mission capability of the aircraft.

15.2.4.2.7 Inspection AWM Close Out. Paragraph 15.2.11.42 explains a MAF documented for a close out of an inspection AWM.

NOTE: Maintenance actions that have not been completed at the end of the reporting period, and do not have SCIR, will not be closed out.

15.2.4.2.8 Combined Airframe and Engine Special Inspections. These inspections are documented using control, look, and fix phase MAFs. When special inspections are determined to be SCIR related, only the control document for each special inspection will be used to document SCIR. These documents must include the EOC code and AWM. No look phase MAFs generated during the special inspection will be SCIR related. Any fix phase discrepancies discovered as a result of the special inspection will be SCIR related if they affect the capability of the aircraft. For control documents, the JCN is constructed using the activity's organization code, the Julian date on which the aircraft and engine was inducted for inspection, and a numeric serial number. Inspection WUCs have a special matrix to construct the code. Enter the alpha character in the seventh position of the WUC on the control and look phase MAF to indicate the type of special inspection to be accomplished. The alpha character will be assigned according to the special inspection concerned, and is obtained from the matrix in Appendix E. Special guidelines to follow when selecting the alpha character for the special inspection being reported are listed in paragraph 15.2.4.2.3.2. Each interval is inclusive of the beginning day and hour and ending day and hour as stated in the applicable MRC deck (paragraphs 15.2.11.43, 15.2.11.44, and 15.2.11.45).

15.2.4.2.9 Turnaround Inspections and Daily Inspections. The look phase and required servicing actions are not documented. Discrepancies which require work center repair actions will be reported to Maintenance Control. Each reported discrepancy is assigned a numeric JCN and is documented on a MAF. In addition, if the discrepancy is SCIR related, EOC code and AWM must be documented. The following codes will be used in documenting these discrepancies:

a. For discrepancies discovered during turnaround inspections, use WD code K and TM code D.

b. For discrepancies discovered during daily inspections, use WD code J and TM code D.

15.2.4.3 MAF Work Request

15.2.4.3.1 This form is used by supported Maintenance and Supply activities to request work or assistance from the supporting IMA/FRC that is beyond the requesting activity's capability, and does not involve repair of aeronautical material.

15.2.4.3.2 The MAF work request is used for, but is not limited to, the following (paragraphs 15.2.11.46 through 15.2.11.58):

a. To request check, test, and service of items removed from an aircraft/equipment/SE for scheduled maintenance when requested work is beyond the capability of the requesting activity.

NOTE: Work requests for items removed for check, test, service, and local manufacture or fabrication must be approved and signed by the requesting activity's Maintenance Control Supervisor and the supporting activity's Production Control Supervisor. Batteries removed for check, test, or service will be documented per paragraph 15.2.4.1.15.

b. To induct items not part of aircraft or SE, for example, pilot's personal equipment, oxygen masks, and life preservers that require check, test, and service.

c. To induct items from Supply for check, test, and service.

d. To induct items from Supply for build-up, for example, engine, quick engine change kit, and wheel and tire assembly.

e. To induct items not having a WUC or not identifiable to a specific type of equipment for check, test, and service or for local manufacture or fabrication.

f. To request NDIs, either on-site or at IMA/FRC, as required by supported maintenance activities, when a TD is not involved.

g. To induct items for RFI certification prior to installation in aircraft upon the return from standard rework.

NOTE: Components authorized to be removed from an aircraft prior to induction into rework and retained by the squadron will be documented on the MAF using MAL Description Code 805 and AT code P. Prior to reinstallation, those components should be inducted into the IMA/FRC for check, test, or service, using the MAF work request. Components authorized to be removed from aircraft for pool stock will be processed to the IMA/FRC using AT code P and Malfunction Code 805. Copy 2 will not be processed in these instances. Subsequent repair of the failed component will require that the requesting activity submit a new MAF with each defective item requiring repair.

15.2.4.4 Technical Directive (TD) Compliance

15.2.4.4.1 Technical Directive Compliance Procedures (On-Equipment). The MAF is used to document all TD compliances. The TD compliance MAF is also used by reporting custodians for planning workload and material requirements, and for configuration accounting. Data obtained from the form allows identification of all direct man-hours expended complying with directives. Maintenance Control originates the TD compliance MAF. Maintenance Control will retain all copies of the MAF except Copy 2, following annotation of parts/kit by Material Control if required. They will forward Copy 2 to QA. When parts/kits and aircraft/equipment are available for TD compliance forward Copy 1 and Copy 5 to the primary work center. Hold Copy 3 in suspense on the VIDS board and Copy 4 in the ADB until the TD is complete and Copy 1 has been received from the work center. If more than one work center is involved, Maintenance Control must initiate a separate TD compliance MAF for each work centers to document their portion of the

TD. TD removals will be documented in the same manner as TD incorporations except for block A35 and the (H-Z) record. TD Status Code Q will be entered in block A35 and the (H-Z) record will be left blank (paragraphs 15.2.11.53 through 15.2.11.66). If operating NALCOMIS OMA, the above process is automated. NALCOMIS MAFs are always routed to appropriate work centers upon initiation.

NOTE: QECK bulletins/changes and propeller bulletins/changes are considered to be incorporated on the airframe. The TEC consists of type/model of the aircraft followed by a 9 in the fourth position, for example, APB9. The BU/SERNO will identify the QECK or the propeller (as applicable).

15.2.4.4.2 Technical Directive Compliance Procedures (Off-Equipment). TDs will frequently require off-equipment work, specifying accomplishment at I-level. In these cases, the activity will use the one character code which actually describes the maintenance level that was performed in block A34 of the TD compliance MAF.

15.2.4.4.2.1 If the TD compliance is directly applicable to a component, the removal and replacement of the component and the associated man-hours will be documented on a MAF. Once the removal is completed, the maintenance action remains outstanding until the reinstallation has been accomplished. Those man-hours and the EMT expended in removal may be annotated in the accumulated work hours block for calculation of the total man-hours and EMT to be entered in blocks A41 and A45 when the reinstallation is complete. The O-level activity will then originate a TD compliance MAF for the component being forwarded to the IMA/FRC. This TD compliance MAF will accompany the component to the IMA/FRC for documenting the accomplishment of the TD compliance action and processing. If a component is not ordered, the IMA/FRC will sign MAF Copy 2, indicating receipt of the component, and return the Copy 2 to the O-level activity as an IOU receipt.

15.2.4.4.2.2 The IMA/FRC will complete the remainder of the TD compliance MAF, accounting for the item(s) processed in block A39.

15.2.4.4.2.3 If the IMA/FRC informs the O-level activity that the component requires repair, the O-level activity must initiate another MAF for turn-in and requisitioning purposes using the original JCN.

15.2.4.4.3 Close Out. A close out is required for TDs that impact aircraft mission capability. Refer to Figure 15-28 for MAF close out procedures.

15.2.5 Aircraft Engine and Airborne Auxiliary Power Unit (APU) Maintenance Documentation

a. General Information. The aircraft is considered to be the end item when work is performed on engines, except for TD compliance at the O-level maintenance activity. Engines to be sent to IMA/FRC for any reason will be considered the end item and the turn-in document will list the engine TEC and the engine PSSN, or the module serial number, in blocks A48 and A52 of the MAF. When documentation requires an engine or APU to be identified in the Removed/Old Item or Installed/New Item blocks (E08-E52 or G08-G48), the MFGR block (E08/G08) will reflect the engine/APU TEC and position number, for example, JHDA2. The Part Number blocks (E23/G23) will be left blank when TECs are used in the MFGR blocks to identify engines/APUs.

b. Documentation procedures for an aircraft engine or airborne APU are the same with the following exceptions:

(1) Block 14 (H-Z) Manufacturer's Code. When identifying an APU always enter numeric 1 for engine position; for example, PHAB1.

(2) Block E08 and G08. When identifying an APU always enter numeric 1 for engine position; for example, PHAB1.

(3) Block E42 and G38. When documenting APU enter the engine hour meter or start counter reading (as appropriate).

15.2.5.1 Engine TD Compliance

15.2.5.1.1 General Information. The MAF will be used to document all TD compliance maintenance actions. The TD compliance MAF (paragraphs 15.2.11.57 through 15.2.11.66) is also used by reporting custodians for planning workload and material requirements, and for configuration accounting. Data obtained from the MAF allows identification of all direct man-hours expended complying with directives. Maintenance Control will generate the TD compliance MAF. If more than one work center is involved, Maintenance Control must initiate a separate TD compliance MAF for assist work center to document their portion of the TD. If the TD has multiple parts, a separate MAF must be initiated for each part.

15.2.5.1.2 Modular Engine TD Compliance

15.2.5.1.2.1 All TDs for modular engines will be issued against the module.

15.2.5.1.2.2 The WUC will be that of the module or component of the module, never the engine.

15.2.5.1.2.3 The TEC block (A48) will reflect the equipment category, model/series of the engine. For modules, the engine application series (fourth position) will be X, for example, F404-GE-400 module would be TXAX. If a component is being sent from supply for TD compliance, the TEC will be for the equipment category, model/series with an X in the application series (fourth position), for example, F404-GE-400 engine component separate from a module would be TXAX.

15.2.5.1.2.4 If the TD applies to more than one module, a separate MAF with a unique JCN will be issued for each module.

15.2.5.1.2.5 TRCODE 41 will be used with modules that do not have a part number change.

15.2.5.1.2.6 TRCODE 47 will be used for either a module with a part number change or a TD incorporation on a component. Blocks E08 through E52 and G08 through G48 will be completed.

15.2.5.1.2.7 The JCN will be that of the activity requesting the TD incorporation.

15.2.5.1.2.8 When a complete engine is being turned in for a TD compliance the PSSN will be entered in the Discrepancy block.

15.2.5.2 Engine Cannibalization

Any order to cannibalize an engine or engine component must come from Maintenance Control (paragraphs 15.2.11.67 and 15.2.11.68). When cannibalization is warranted, Maintenance Control will issue a numeric serial number JCN for the removal and replacement of the component being cannibalized. The removal of components for cannibalization and the replacement of components after cannibalization will be documented on one MAF. If the component was previously removed and is pending installation, and an administrative decision is made by Maintenance Control to use a component from another aircraft, the requisitioning information will be transferred to the pending installation MAF and will remain outstanding until the component has been installed.

15.2.5.3 Nondefective Repairable Engine Components

Removal and subsequent installation of engine components normally removed from an engine being inducted to a higher maintenance level will be documented as separate maintenance actions (paragraphs 15.2.11.69 and 15.2.11.70). Documents will have consecutive JCNs, one for removal and one for installation. If the removed repairable component is damaged while awaiting installation, it will be forwarded to the next higher level of maintenance for repair/BCM. The pending component installation document will be used to requisition a replacement component. A turn-in document will be initiated per component turn-in documentation procedures in paragraph 15.2.4.1.2 using the conditional malfunction code in block A36, and forwarded with the damaged component. Upon receipt of a replacement component, complete the installation document as described above.

15.2.5.4 Engine Inspections

15.2.5.4.1 Major Inspections. O-level activities do not perform independent major inspections on nonreciprocating engines (paragraphs 15.2.11.71 and 15.2.11.72). This task is included in the aircraft phase inspections for installed engines. All major inspections, for example, Handbook of Service Instructions, Hourly Engine Maintenance Program are done at the I-level per applicable MRCs.

15.2.5.4.2 Special Inspections. All engine special inspections are documented using control, look, and fix phase MAFs per major inspections of aircraft and engines (paragraphs 15.2.11.73, 15.2.11.74, and 15.2.11.75). For control documents, the JCN is constructed using the activities organization code, the Julian date on which the aircraft/engine was inducted for inspection, and a numeric serial number. Inspection WUCs have a special matrix to construct the code. Enter the alpha character in the seventh position of the WUC on the control and look phase MAF to indicate the type of special inspection to be accomplished. This alpha character will be assigned according to the special inspection concerned, and is obtained from the matrix in Appendix E. Special guidelines to follow when selecting the alpha character for the special inspection being reported are listed below and in paragraph 15.2.4.2.3.1:

a. Each interval is inclusive of the begin day/hour and end day/hour as stated in the applicable MRC deck.

b. When it becomes necessary to report on a daily and an hourly special inspection with the same alpha character in the seventh position, a separate control document must be used for each inspection.

c. When reporting special inspections that apply to engines, the engine must be identified in the (H-Z) blocks of the MAF.

15.2.5.4.3 Conditional Inspections. These inspections are documented using the procedures for major inspection of aircraft and engines (paragraphs 15.2.11.76, 15.2.11.77, and 15.2.11.84) except as noted below.

15.2.5.5 Unscheduled Engine Maintenance

15.2.5.5.1 Unscheduled On-Equipment Maintenance. These maintenance actions will be documented on the MAF per standard MAF documentation procedures except as noted (paragraphs 15.2.11.79 through 15.2.11.83). Unscheduled maintenance performed at the O-level on engines is documented with the aircraft identified in blocks A48 and A52 on the MAF.

15.2.5.5.2 Unscheduled Engine Removal for IMA/FRC Screening/Repair. The MAF is used by the O-level activity to document engine removal/reinstallation per standard MAF documentation procedures except for the entries listed in this paragraph (paragraph 15.2.11.84). In the case of modular engines, the PSSN identifies the engine as the end item and the modules will be considered subassemblies. When removing the entire assembly, the TEC and PSSN will be entered in blocks A48 and A52 respectively.

15.2.6 Support Equipment Maintenance Documentation

15.2.6.1 TD Compliance. TD compliance is documented using the TD compliance MAF per paragraph 15.2.11.85. Maintenance Control schedules all TD compliance actions and initiates all TD compliance MAFs. The O-level activity originates a TD compliance MAF for each end item being sent to the IMA/FRC. The TD compliance MAF accompanies the item to the IMA/FRC for documentation of the TD compliance and for processing. IMA/FRC will sign Copy 2, indicating receipt of the item and return it to the O-level activity as an IOU receipt.

15.2.6.2 Inspections/Periodic Maintenance. All inspections (except preoperational and postoperational) and periodic maintenance actions are documented on a MAF per paragraph 15.2.11.86. The O-level activity will originate a MAF for each end item forwarded to the IMA/FRC. This MAF will accompany the item to the IMA/FRC for documenting the inspections and for processing. The IMA/FRC will sign Copy 2, indicating receipt of the item and return it to the O-level activity as an IOU receipt.

15.2.6.3 End Item Repair. An end item is a combination of assemblies, subassemblies, and parts used in association with each other to perform an operational function. All repair actions are documented on a MAF per paragraph 15.2.11.87. The O-level activity originates a MAF for each end item being sent to the IMA/FRC. This MAF accompanies the item to the IMA/FRC for documentation of the repair action. The IMA/FRC will sign Copy 2 indicating receipt of the item and return it to the O-level activity as an IOU receipt.

15.2.7 Target Maintenance Documentation

15.2.7.1 Target Postlaunch Rehabilitation Inspection (Look Phase). A postlaunch rehabilitation inspection is conducted by O-level maintenance personnel to determine any degradation or damage that may have occurred during a mission and will be documented on a MAF per paragraph 15.2.11.88.

15.2.7.2 Target Postlaunch Rehabilitation Inspection (Fix Phase). Any discrepancies discovered during a postlaunch rehabilitation inspection will be documented on the MAF per paragraph 15.2.11.89. The WUC identifies the failed component/system.

15.2.7.3 Target Configuration Change. A target configuration change will be documented on a MAF per paragraph 15.2.11.90 and is necessary when a component must be installed to support a certain mission.

15.2.7.3.1 TDs are permanent configuration changes to the target and will be documented on a MAF per paragraph 15.2.11.53. The configuration change will be permanently documented in the target logbook on the Technical Directives (CNAF 4790/24A) form.

15.2.7.3.2 LECs are mission configuration changes and will be documented on a MAF per paragraph 15.2.11.90. When the LEC is removed, a new entry will be made denoting the removal of the LEC. This will allow an historical record of LECs that have been installed and removed in the target.

15.2.7.4 TCS maintenance documentation

15.2.7.4.1 TCS engineering changes. A TCS configuration change will be documented on a MAF per paragraph 15.2.11.53.

15.2.7.4.2 Mission configuration changes (LECs) will be documented on a MAF per paragraph 15.2.11.90. When an LEC is removed, a MAF will be generated denoting removal of LEC. This will allow an historical record of LECs that have been installed and removed in the TCS.

15.2.8 Standard Rework Documentation

15.2.8.1 Rework performed on aircraft (on-site) by naval aircraft industrial establishments, contractor's plants, and other industrial organizations designated by COMNAVAIRSYSCOM will be documented using control, look, and fix phase documents.

15.2.8.2 Communication between the D-level and the squadron is crucial since the squadron is responsible for all aircraft readiness status changes for the depot.

15.2.8.2.1 D-level activities will notify the reporting custodian upon arrival of the aircraft to be inducted into rework. At that time, the squadron will initiate the rework control document placing the aircraft in rework status.

15.2.8.2.2 When the D-level activity is ready to change the status of the aircraft, the depot will notify the squadron, which will complete the control document to terminate the aircraft standard rework status.

15.2.8.3 Rework hours commence accumulation at standard rework control document initiation. Rework hours stop accumulation when the CDI entry is entered on the last outstanding look phase document.

NOTE: The rework process encompasses the look phase only for rework purpose.

15.2.8.4 An individual with administrative certification authority may complete and sign the control document.

15.2.8.5 Detailed documentation:

a. The control document will be initiated by the reporting activity (paragraph 15.2.11.91).

b. Look phase documents will be issued for O-level support of standard rework (paragraph 15.2.11.92).

c. Look phase documents will be issued for I-level support of standard rework (paragraph 15.2.11.92). While functioning in this effort, I-level personnel will comply with O-level QA, tool control, and documentation requirements.

NOTE: Look phase documents are not issued for D-level. Therefore, Work Center X43 is not currently used and is reserved for future use.

d. Fix phase documents will be issued for repair of discrepancies discovered during the on-site standard rework process (paragraph 15.2.11.93).

(1) O-level (level 1) discrepancies will be completed by the squadron.

NOTE: To provide accurate man-hour accounting by rate, corrective maintenance actions shall be documented against the host work center whenever practical (110, 120, etc.).

(2) I-level (level 2) discrepancies will be completed using the Work Request (paragraph 15.2.4.3).

(3) D-level (level 3) discrepancies will be accomplished by a D-level activity using assist work center procedures (paragraphs 15.2.11.15 and 15.2.11.94). If, in the repair process, a repairable is required the repairable will be ordered on the O-level primary MAF.

15.2.9 In-Service Repair (ISR)

15.2.9.1 ISR is the repair by COMNAVAIRSYSCOM FS activities of aircraft damaged beyond the repair capability of ACCs' maintenance activities.

15.2.9.2 ISR will be accomplished using assist work center procedures (paragraphs 15.2.11.15 and 15.2.11.94).

15.2.10 Modification

15.2.10.1 Modification is rework performed on new production aircraft and aircraft in the controlling custody of the operating commands. It includes only the incorporation of changes and bulletins and the correction of discrepancies as required in the directive authorizing the work to be performed.

15.2.10.2 Modification will be accomplished using TD incorporation procedures (paragraph 15.2.11.95).

R} 15.2.11 Documentation Examples

15.2.11.1 Aircraft Inventory Gain

Figure 15-17 is an example of a MAF documented when reporting an aircraft gain. This MAF will be prepared by Maintenance Control upon receipt of an aircraft into the unit's reporting custody and concurrently with the OPNAV XRAY report reflecting the gain. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
A29 - Enter the organization code of the reporting custodian making the inventory transaction.
A32 - TRCODE; must be 00. (Appendix E)
A48 - Enter the TEC for the aircraft being processed.
A52 - Enter the BUNO of the aircraft being gained. If there are fewer than six characters, prefix the number with zeros until there are six.
F21 - Enter the inventory code that describes the MCRS. (Appendix E)
F22 - Enter the PUC that identifies the unit reporting the gain.
B30 and B34 - Enter the Julian date of the transaction and the hour and minute of actual receipt of the aircraft for gains. For the purpose of SCIR inventory reporting, aircraft are reported "gained" by date and time.
DISCREPANCY - Enter the narrative description of the gain.
SUPERVISOR - Enter the appropriate signature and rate/rank.

15.2.11.2 Aircraft Inventory Loss (Transfer or Strike)

Figure 15-18 is an example of a MAF documented when reporting an aircraft loss. This MAF will be prepared by Maintenance Control when the unit loses reporting custody of the aircraft per an aircraft transfer order, that is, upon receipt of the OPNAV XRAY report reflecting the change of reporting custody, or upon strike. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
A29 - Enter the organization code of the reporting custodian making the inventory transaction.
A32 - TRCODE; must be 03. (Appendix E)
A48 - Enter the TEC for the aircraft being processed.
A52 - Enter the BUNO of the aircraft being lost. If there are fewer than six characters, prefix the number with zeros until there are six.
F21 - Enter the inventory code assigned to the aircraft at the time of loss. (Appendix E)
F22 - Enter the PUC that identifies the unit reporting the loss.
B30 and B34 - Enter the Julian date of the action recorded on the OPNAV XRAY report originated by the receiving activity (if stricken, enter the Julian date of action from the OPNAV XRAY reporting the strike) and the hour and minute of actual loss of the aircraft. Losses appear for SCIR reporting purposes on the same day and time as the gain by the receiving unit.
DISCREPANCY - Enter the narrative description of the loss.
SUPERVISOR - Enter the appropriate signature and rate/rank.

NOTE: If the inventory loss occurs at 0001 on the first day of the month, report time as 0002. The computer uses 0001 on the first day of the month as monthly roll over time.

15.2.11.3 Aircraft Change in MCRS Status

An inventory change transaction MAF will be prepared and submitted by Maintenance Control whenever assigned aircraft inventory status changes. Refer to Appendix E for the appropriate status code. Aircraft are considered to be "IN" MCRS if assigned OPNAV XRAY Status Codes A series. All others are considered in an "OUT" of MCRS. Figure 15-19 is an example of a MAF documented when reporting an aircraft inventory status change. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
A29 - Enter the organization code of the reporting custodian making the inventory transaction.
A32 - TRCODE; must be 02. (Appendix E)
A48 - Enter the TEC for the aircraft being processed.
A52 - Enter the BUNO of the aircraft being reported. If there are fewer than six characters, prefix the number with zeros until there are six.
F21 - Enter the inventory code for the aircraft. (Appendix E)
F22 - Enter the PUC that identifies the unit reporting the change.
B30 and B34 - Enter the Julian date of the action recorded on the OPNAV XRAY reporting a status change which moved the aircraft either in or out of MCRS status and the hour and minute of actual status change of the aircraft.
DISCREPANCY - Enter the narrative description of the change.
SUPERVISOR - Enter the appropriate signature and rate/rank.

NOTE: If the inventory loss occurs at 0001 on the first day of the month, report time as 0002. The computer uses 0001 on the first day of the month as monthly roll over time.

15.2.11.4 End of Month Close Out MAF

The following procedures apply for close out of all SCIR related maintenance actions except those involving troubleshooting or a change of reporting custodian. (Refer to paragraph 15.2.4.1.1 for troubleshooting and paragraph 15.2.2.2 for inventory reporting). All unfinished maintenance actions that have impacted aircraft mission capability any time during the month must be closed out on the last day of the month. Close out is not required for maintenance actions that have not impacted aircraft capability, such as maintenance actions with no EOCs documented. For SCIR impacted TD compliance use TD Status Code W with TRCODE 41. Close out is done by using the existing MAF and completing the maintenance action as follows (Figure 15-28 is an example of EOM Closeout):

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Record supply requisition(s) (if applicable).
A22 - Enter the WUC for the item being processed. Document as much of the WUC as is known at the time of close out while conforming to the WUC structure described in Chapter 13.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 11 or 41. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be N for repair actions, 0 for inspection control documents (Appendix E) and W for TDs. (Appendix E)
A36 - MAL description code; enter the applicable code for repair actions, 000 for inspection control documents, and leave blanks for TDs.
A39 - Items processed; must be 0.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment being processed.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)

B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed (as of 2400 on the last day of the month).
B38 through B49 - Make the appropriate entries.
B53 through D17 - Make the appropriate entries (if applicable).
E08 through E52 - Will not be processed by the SSCA.
G08 through G48 - Will not be processed by the SSCA.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the close out action.
SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

NOTE: Refer to paragraph 15.2.3.14 if operating NALCOMIS OMA.

15.2.11.5 Reinitiated MAF After Close Out

Figure 15-29 is an example of a MAF documented for the reinitiation after a close out. Documentation of a maintenance action that has been closed out is continued by initiating a new MAF. On the reinitiated MAF, data blocks not discussed below should be left open to collect the information that becomes available as the maintenance progressed. An asterisk (*) denotes that the information must be transcribed from the original MAF.

ACCUMULATED AWM HOURS - Enter the appropriate data; must be 0001 (time) (if applicable).
* (H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
* A22 - Enter the WUC for the item being processed. Document as much of the WUC as is known at the time of close out, while conforming to the WUC structure described in Chapter 13.
* A29 - Enter the appropriate O-level organization code.
* A34 - Maintenance level; must be 1.
* A36 - Enter the conditional MAL description code from the Close Out MAF (if applicable); otherwise leave blank. (Appendix E)
* A48 - Enter the TEC for the equipment being processed.
* A52 - Enter the appropriate BU/SERNO.
* A58 - Enter the appropriate WD code. (Appendix E)
* A59 - Enter the appropriate TM code. (Appendix E)
* B08 through B16 - Enter the appropriate Julian dates and times (as of 0001 on the next day after close out). Enter EOC code (if applicable).
* E08 through E52 - Enter the appropriate data for the removed/old item.
* A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.

NOTE: Refer to paragraph 15.2.3.12 if operating NALCOMIS OMA.

15.2.11.6 Excessive Troubleshooting

Figure 15-30 is an example of a MAF documented for excessive troubleshooting. The troubleshooting MAF is completed per paragraph 15.2.1.3 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be Y. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code if (applicable).
A08 through A14 - Enter the assigned JCN; must be the same as is documented on the repair document.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.7 On-Equipment Repair

Figure 15-31 is an example of a MAF documented for on equipment repair. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s) and record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Enter the appropriate maintenance level.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable). Blocks B08 and B12 will be the same as blocks B30 and B34 of the excessive troubleshooting document.
B38 through D17 - Enter the AWM reason codes and hours (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.8 On-Equipment Repair (Repairable Component Replacement)

Figure 15-32 is an example of a MAF documented for on equipment repair involving replacement of a repairable component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s) and record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).
B38 through D17 - Enter the AWM reason codes and hours and maintenance/supply record data (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item.
G08 through G48 - Enter the appropriate data for the installed/new item.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.9 Turn-In of Repairables and Locally Repaired Consumables

Figure 15-33 is an example of a MAF documented for a turn-in and subsequent IMA/FRC processing of a repairable/locally repaired consumable component. The MAF will be completed per paragraph 15.2.1.3 and submitted for processing even though the removal, repair, and reinstallation of a component occurs within a single work center. The following explains documentation:

A22 - Enter the appropriate WUC.
A36 - Enter the conditional MAL description code from the primary MAF (if applicable); otherwise leave blank. (Appendix E)
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
A65 - Enter the safety/EI serial number (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item. E47 indicates the removal of a warranted item. E52 indicates the contract number.
A08 through A14 - Enter the assigned JCN.
DISCREPANCY - Enter the narrative description of the discrepancy and initiator.
TURN-IN DOCUMENT - Enter the requisition date and serial number for the replacement item.

NOTES: 1. If an item is still under warranty at the time of failure, ensure that blocks E47 and E52 are completed.

2. Requisition and turn-in procedures for ALSS assemblies and repair parts shall be per NALCOMIS guidelines where applicable or established in this instruction. All ALSS turn-ins will be delivered directly to the ALSS pool.

15.2.11.10 Component Received Missing SRC Card

Figure 15-34 is an example of a MAF documented for turn-in of a component that is missing the SRC card. Items missing ASRs, MSRs, or AESRs should be documented in a similar manner. The following explains documentation:

A22 - Enter the appropriate WUC.
A36 - Enter the malfunction code 140. (Appendix E)
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter WD code Y. (Appendix E)
A59 - Enter the TM code B. (Appendix E)
A60 - Enter the POSIT (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item. In block E42, enter the appropriate time/cycle prefix code (Appendix E) followed by 9999. The use of 9999 indicates the value is unknown.
A08 through A14 - Enter the assigned JCN.
DISCREPANCY - Enter the narrative description of the discrepancy and initiator.
TURN-IN DOCUMENT - Enter the requisition date and serial number for the replacement item.

NOTE: If the determination can be made that the component is in fact new, an SRC Card, ASR, MSR, or AESR will then be initiated by the requisitioning activity.

15.2.11.11 Component Received Non-RFI and Installed

Figure 15-35 is an example of a MAF documented when a component is received non-RFI and installed. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s) and record supply requisition(s) (as appropriate).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code; as applies to the non-RFI item received from supply. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be Y. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item.
G08 through G48 - Enter the appropriate data for the installed/new item.
B38 through B49 - Make the appropriate entries (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/rank.

15.2.11.12 Cannibalization Action MAF

Figure 15-36 is an example of a MAF documented for cannibalization action. The removal/installation of items for cannibalization will be documented on one MAF using procedures listed in paragraph 15.2.1.3, except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Record supply requisition(s) (if applicable).
A22 - Enter the specific WUC of the item being cannibalized.
A29 - Enter the appropriate O-level organization code.
A32 - Enter 18 on all end items except engine components. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be T. (Appendix E)
A36 - MAL description code; must be 812, 813, 814, 815, 816, 817, or 818. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter EOC code if SCIR related.
E08 through E52 - Enter the appropriate data for the removed/old item.
G08 through G48 - Enter the appropriate data for the installed/new item.
B38 through B49 - Enter the AWM reason code and hours (if applicable).
B53 through D17 - Enter the appropriate data (as applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.13 Matched System (Component 1)

Figure 15-37 is an example of documentation for the Matched System (Component 1) MAF. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed parts and record supply requisitions (if applicable).
A22 - Enter the specific WUC of the item being processed.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.

A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E) The malfunction code must be the same for all components of a matched system at the O-level.
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter EOC code if SCIR related.
E08 through E52 - Enter the appropriate data for the removed/old item.
G08 through G48 - Enter the appropriate data for the installed/new item.
B38 through B49 - Enter the AWM reason code and hours (if applicable).
B53 through D17 - Enter the appropriate data (as applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.14 Matched System (Component 2)

Figure 15-38 is an example of documentation for the Matched System (Component 2) MAF. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed parts and record supply requisitions (if applicable).
A22 - Enter the specific WUC of the item being processed.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E) The malfunction code must be the same as component 1.
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter EOC code if SCIR related.
E08 through E52 - Enter the appropriate data for the removed/old item.
G08 through G48 - Enter the appropriate data for the installed/new item.
B38 through B49 - Enter the AWM reason code and hours (if applicable).
B53 through D17 - Enter the appropriate data, as applicable.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)

DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.15 Assisting Work Center

Figure 15-39 is an example of a MAF documented by an assisting work center. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate organization code.
A32 - TRCODE; must be 11. (Appendix E)
A34 - Enter the appropriate maintenance level.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the number of times the assist action in block A35 was taken against the WUC entered in block A22, providing the WUC is different from that used by the primary work center. If the WUC is the same, enter 0 in this block.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be V. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Enter the EOC code (if applicable); when the WUC is different from that used by the primary work center.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Enter the assigned JCN; must be the same as the primary work center MAF.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.16 Facilitate Other Maintenance (FOM) Action

Figure 15-40 is an example of a MAF documented for a FOM action. The FOM action is documented per paragraph 15.2.1.3 except as noted below:

LOCAL USE-When a component has been removed to FOM, note its serial number (if any) in this block for reference when the item is reinstalled.
ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 11 or must be 12 if for engine/engine components. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be S. (Appendix E)
A36 - MAL description code; must be 800. (Appendix E)
A39 - Enter the number of items processed.

A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter EOC code if SCIR related.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Make the appropriate entries (if applicable).
A08 through A14 - Use the same JCN as the primary maintenance action.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.17 Wheel and Tire Documentation

Figure 15-41 is an example of a MAF documented for a wheel and tire assembly. The wheel will be documented by O-level activities as the major repairable component in the removed item and installed item blocks of the MAF. Documentation procedures will be per paragraph 15.2.1.3 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable). This block will be used for requisitioning wheel/tires on a one-for-one basis.
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was initiated, reported in work, and completed. Enter EOC code (if applicable).
E08 through E52 - Enter the MFGR code for the removed wheel, the serial number originally assigned to the wheel (in the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number on the valve core half will be used for control/documentation purposes), the part number of the wheel assembly, the Julian date the wheel was removed, and the current total of aircraft landings (if total exceeds 9,999 landings, record the last four digits only, for example, 10,231 landings would be entered as L0231).
G08 through G48 - Enter the MFGR code for the installed wheel, the serial number originally assigned to the wheel (in the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number on the valve core half will be used for control/documentation purposes), the part number of the wheel assembly, and the current total of aircraft landings (if total exceeds 9,999 landings, record the last four digits only, for example, 10,231 landings would be entered as L0231).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)

DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.18 Wheel and Tire Turn-In Document

Figure 15-42 is an example of a MAF documented for a wheel and tire assembly turn-in. Documentation procedures will be per paragraph 15.2.1.3 except as noted below:

A22 - Enter the appropriate WUC.
A36 - Enter the conditional MAL description code from the primary MAF (if applicable); otherwise leave blank. (Appendix E)
A48 - Enter the TEC for the aircraft.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
E08 through E52 - Enter the MFGR code for the removed wheel, the serial number originally assigned to the wheel (in the event a wheel assembly is found to have different serial numbers on each wheel half, the serial number on the valve core half will be used for control/documentation purposes), the part number of the wheel assembly, the Julian date the wheel was removed, and the current total of aircraft landings (if total exceeds 9,999 landings, record the last four digits only, for example, 10,231 landings would be entered as L0231).
A08 through A14 - Enter the assigned JCN.
DISCREPANCY - Enter the narrative description of the discrepancy and initiator.
TURN-IN DOCUMENT - Enter the requisition date and serial number for the replacement item.

15.2.11.19 Aircraft Transfer or Strike (Close Out)

Figure 15-45 is an example of a MAF documented for an aircraft that is transferred or stricken. All data blocks will be completed per paragraph 15.2.1.3 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 11 or 41. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be N, 0 (Appendix E) or TD status code W (Appendix E)
A36 - Enter the appropriate MAL description code based on the discrepancy involved. (Appendix E)
A39 - Items processed; must be 0.
A41 - Enter the total number of man-hours expended on the maintenance action, if any, prior to the transfer or strike. If none, enter 0.
A45 - Enter the total EMT on the maintenance action, if any, prior to the transfer or strike. If none, enter 0.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian date and time of transfer or strike. Enter the EOC code if SCIR related.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Make the appropriate entries (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION-Enter a note indicating whether the MAF was closed out for transfer or strike.
SUPERVISOR - Enter the appropriate signature and rate/rank.

NOTE: The Safety Office will provide photocopies of all outstanding MAFs on crash damage (strike candidates) aircraft to Maintenance Control for the purpose of close out as soon as practical.

15.2.11.20 Hosting Activity Repair Document

Figure 15-44 is an example of a MAF documented for repair action by the hosting activity. The host activity will not document SCIR on transient aircraft. The following explains documentation:

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code doing the repair.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - TM code; must be F. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed.
E08 through E52 - Enter the appropriate data for the removed/old item.
G08 through G48 - Enter the appropriate data for the installed/new item.
B53 through D17 - Enter the applicable data.
A08 through A14 - Enter the assigned JCN. The first three positions of the JCN are always the organization code of the aircraft reporting custodian. If the organization code is not known, refer to the NALDA Organization Code Translator (http://www.navair.navy.mil/logistics/orgtranslator).
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

NOTE: The activity performing transient maintenance shall provide the aircraft reporting custodian with documentation necessary to report SCIR and to update aircraft logbooks/records. This documentation shall include but is not limited to a legible MAF Copy 4 for each maintenance action performed, SRC Cards, AESRs, etc. These documents shall be forwarded to the reporting custodian via the most expeditious means to ensure timely reporting of aviation MDS data. To supply the transient aircraft parent organization with necessary records of aircraft/engine repair or TD that may have been initiated or completed, it is necessary to ensure the MAF Copy 4, with all transactions completed, is sent with the transient aircraft when it departs.

15.2.11.21 Transient Maintenance SCIR Data

Figure 15-45 is an example of a MAF documented for transient maintenance indicating SCIR data. All data blocks will be completed per paragraph 15.2.1.3 except as noted below. Asterisks (*) indicate those data blocks that are transcribed from MAF Copy 4 of repair document.

A22* - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code. The action organization code will always be the same as the JCN organization code transcribed from MAF Copy 4, or any other source provided by the activity performing the transient maintenance.
A32 - TRCODE; must be 72. (Appendix E)
A34* - Maintenance level; must be 1.
A35* - Enter the appropriate AT code. (Appendix E)
A36* - Enter the appropriate MAL description code. (Appendix E)
A52* - Enter the appropriate BU/SERNO.
A58* - Enter the appropriate WD code. (Appendix E)
A59* - TM code; must be F. (Appendix E)
B08 through B34* - Enter the Julian date and time action was initiated, reported in work, and the replacement was completed. Enter EOC code.
B53 through D17* - Enter the applicable data.
A08 through A14* - Enter the assigned JCN.
SUPERVISOR - Enter the appropriate signatures and rates/ranks of the Maintenance Control Supervisor or designated representative to authenticate validity of the data.

15.2.11.22 In-Flight Maintenance (No CDI)

Figure 15-46 is an example of a MAF documented for in-flight maintenance (no CDI). Maintenance performed in-flight is documented per paragraph 15.2.1.3 except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed. Document SCIR (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Enter the assigned JCN.
A19 -Work center code; must be X20. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.23 Away From Home Maintenance (Excepting)

Figure 15-47 is an example of a MAF documented for an away from home maintenance action excepting. All data blocks will be completed per paragraph 15.2.1.3, except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed. Document SCIR (if applicable).
B38 through B49 - Enter the appropriate data (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Work center code; must be X30. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.24 Removal and Replacement of Cartridges (CARTs), Cartridge Activated Devices (CADs), and Propellant Actuated Devices (PADs) (O-Level Maintenance)

Figure 15-48 is an example of a MAF documented for the removal and replacement of aircraft installed explosive devices. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the WUC for the item being processed. (WUC 97000 series are for explosive devices)
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment being processed.

A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).
B38 through D17 - Enter the AWM reason codes, hours, and maintenance or supply record data (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item. The part number block (E23) shall reflect the lot number of the device removed. The time/cycle block (E42) shall have an entry using time/cycle prefix code H and the container open date (MMYY) for CARTs or CADs and the manufacture date (MMYY) for PADs.
G08 through G48 - Enter the appropriate data for the installed/new item. The part number block (G23) shall reflect the lot number of the device installed. The time/cycle block (G38) shall have an entry using time/cycle prefix code H and the container open date (MMYY) for CARTs or CADs and the manufacture date (MMYY) for PADs.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the close out action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.25 Intra-Activity Support (1)

Figure 15-49 is an example of documentation for the Intra-Activity Support (1) MAF. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 11. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be A. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be L. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.26 Intra-Activity Support (2)

Figure 15-50 is an example of documentation for the Intra-Activity Support (2) MAF. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 11. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be A. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be L. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.27 Aircraft Mission or SE Reconfiguration

Figure 15-51 is an example of a MAF documented for a change in aircraft mission reconfiguration. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate organization code.
A32 - TRCODE; must be 16 for removal and 17 for installation. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code; must be P for removal and Q for installation. (Appendix E)
A36 - MAL description code; must be 801. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the WD code O. (Appendix E)
A59 - Enter the TM code B. (Appendix E)
B08 through B34 - Enter the appropriate Julian date and time that work was received, started, or completed.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)

DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.28 Acceptance Inspection

Figure 15-52 is an example of a MAF documented for an acceptance inspection. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
A22 - WUC must be 030.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E).
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the WD; must be O. (Appendix E)
A59 - TM code; must be E. (Appendix E)
B08 through B34 - Enter the appropriate Julian date and time that work was received, started, or completed. Enter EOC code (if applicable).
B38 through B49 - Enter the appropriate entries (only if SCIR impacted).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.29 Acceptance Inspection (Fix In Place Discrepancy)

Figure 15-53 is an example of a MAF documented for a fix in place acceptance inspection. Fix in place discrepancies discovered during the look phase of an acceptance inspection will be documented per paragraph 15.2.1.3, except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
A22 - Enter the WUC for the item being processed.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate WD code. (Appendix E)
A59 - TM code; must be E. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.30 Acceptance Inspection (Repairable Required)

Figure 15-54 is an example of a MAF documented for an acceptance inspection which requires the removal/replacement of a repairable component. It will be documented per paragraph 15.2.1.3, except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - TM code; must be E. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable). E47 indicates the removal of a warranted item. E52 indicates the contract number.
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable). Leave G43 and G48 blank when installing an item that is not under warranty.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.31 Transfer Inspection

Figure 15-55 is an example of a MAF documented for a transfer inspection. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
A22 - WUC must be 030.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be E. (Appendix E)
B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed. Enter EOC codes (if applicable).
B38 through B49 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.32 Aircraft Phase Inspection (Check Crew Not Integrated) Control Document

Figure 15-56 is an example of a MAF documented for an aircraft phase inspection control document when the check crew is not integrated. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the data to identify the engine (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 1.
A41 - Man-hours; 0.0.
A45 - EMT; 0.0.
A48 - Enter the TEC for the equipment
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be G. (Appendix E)
B08 through B34 - Enter the Julian date and time that work was received, started, or completed. Enter EOC codes (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Enter the assigned JCN.

A19 - Work center code; must be 020. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.33 Aircraft Phase Inspection (Multiple Inspection) Control Document

Figure 15-57 is an example of a MAF documented where an engine inspection and a special inspection are to be performed concurrently. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the data to identify the engine (if applicable).
A22 - Enter the appropriate WUC. This entry reflects the hour-level inspection due on the engine (fourth through sixth positions) and the specific special inspection due (seventh position).
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended (if applicable).
A45 - Enter the total EMT that applies (if applicable).
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be G. (Appendix E)
B08 through B34 - Enter the Julian date and time that work was received, started, or completed. Enter EOC codes (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.34 Aircraft Phase Inspection Man-Hours (Control and Look Phase)

Figure 15-58 is an example of a MAF documented for man-hours against the control and look phase of a phase inspection. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the data to identify the engine (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Control MAF, must be 1; look phase must be 0.
A41 - Enter the total number of man-hours required by that work center to perform the look phase of the inspection.
A45 - Enter the EMT, as applicable.

A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be G. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy. Enter the assigned numbers on the MRCs to be covered (inspected) by the individual or work center assigned.
CORRECTIVE ACTION - Enter the narrative description of the corrective action. The card and item numbers of any discrepancy discovered may be entered in this block. The check crew supervisor assigns a fix phase JCN to each discrepancy discovered.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.35 Aircraft Fix Phase

Figure 15-59 is an example of a MAF documented for a fix phase discrepancy. Fix phase MAFs are completed per paragraph 15.2.1.3, except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the specific WUC of the item being repaired/replaced.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN. The JCN serial number will contain the same data elements entered on the control document, but with sequential numbering from 01 to 99 in the second and third positions of the serial number, for example, A01, A02, A03. If more than 99, use alpha characters in the second and third position, for example, AA1 through AA9, AB1.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.36 Aircraft Special Inspection Control Document

Figure 15-60 is an example of a MAF documented for a special inspection control document. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine(s).
A22 - Enter the appropriate WUC for the engine.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 11. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended (if applicable).
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be D, M, or N. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC code (if applicable).
B38 through B49 - Enter the appropriate data. Document SCIR (if applicable).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

15.2.11.37 Aircraft Special Inspection (Fix Phase)

Figure 15-61 is an example of a MAF documented for a special inspection fix phase. Fix phase actions on special inspections are documented using fix phase MAFs per procedures in paragraph 15.2.4.2.3.4, except that the JCN serial number will be a 3-position numeric number with no regard to the Julian date or serial number contained in the control document. These JCNs are assigned by Maintenance Control as each event occurs. Fix phase discrepancies affecting aircraft mission capability would require SCIR documentation. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the specific WUC of the item being repaired/replaced.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.

A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.38 Aircraft Conditional Inspection Control Document

Figure 15-62 is an example of a MAF documented for a conditional inspection control document. The conditional inspection control document will be identical to a special inspection control document except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the data to identify the engine (if applicable).
A22 - WUC must be 030. For aircraft undergoing an ASPA inspection enter 030ASP0; for aircraft undergoing a PACE inspection enter 030PAC0.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be S. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter SCIR, as applicable.
B38 through B49 - Enter the appropriate data.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.39 Aircraft Conditional Inspection (Fix Phase)

Figure 15-63 is an example of a MAF documented for an aircraft conditional inspection fix phase action. Discrepancies are reported to Maintenance Control and assigned a numeric JCN. Fix phase documentation will be the same as for special inspections except as noted below:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the specific WUC of the item being repaired/replaced.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E) For fix phase discrepancies on aircraft as a result of an ASPA or PACE inspection enter U.
A59 - TM code; must be S. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.40 Aircraft Preservation Control Document

Figure 15-64 is an example of a MAF documented for a preservation control document. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
A22 - WUC must be 049.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 1.
A41 - Man-hours; 0.0.
A45 - EMT; 0.0.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be D. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.41 Aircraft Depreservation (Work Center Action)

Figure 15-65 is an example of a MAF documented for a depreservation work center action. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A22 - WUC must be 049.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Enter the total number of items processed; must be 0 on look phase documentation.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be D. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.42 Inspection AWM (Close Out)

Figure 15-66 is an example of a MAF documented for a close out of an inspection AWM. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 11. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 0.
A41 - Man-hours; must be 0.0.
A45 - EMT; must be 0.0.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
B08 through B34 - Enter the Julian date and time action was initiated, reported in work, and completed (2400 the last day of the reporting period unless transfer, then enter the time of transfer). Document SCIR (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Enter the assigned JCN.

A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter "Close Out, End of Reporting Period" or "Transfer".
SUPERVISOR - Enter the appropriate signatures and rates/ranks.

15.2.11.43 Combined Airframe and Engine Special Inspection Control Document

Figure 15-67 is an example of a MAF documented for a combined airframe and engine hourly special inspection control document. For combined airframe and engine special inspections based on calendar days, use TM code D; for combined airframe and engine special inspections based on hours, use TM code M; for combined airframe and engine special inspections based on cycles or events, use TM code N. When reporting a combined airframe and engine special inspection, document the engine(s) on the control MAF and appropriate work center look phase MAF. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine(s).
A22 - Enter the appropriate inspection WUC for the airframe and engine inspection.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 12. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended (if applicable).
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be D. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).
B38 through B49 - Enter the appropriate data (document SCIR (if applicable)).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.44 Combined Airframe and Engine Special Inspection Look Phase Document

Figure 15-68 is an example of a MAF documented for a combined airframe and engine hourly special look phase inspection. For combined airframe and engine special inspections based on calendar days, use TM code D; for combined airframe and engine special inspections based on hours, use TM code M; for combined airframe and engine special inspections based on cycles or events, use TM code N. Look phase documents are issued to each work center participating in the inspection and will be completed per major inspections of aircraft and engines. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate inspection WUC for the airframe and engine inspection.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; enter 11. (Appendix E)
A34 - Maintenance level; must be 1.

A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 0.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be D, M, or N. (Appendix E)
B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/rank.

15.2.11.45 Combined Airframe and Engine Special Inspection Look Phase Document for an Installed Engine

Figure 15-69 is an example of a MAF illustrating a combined airframe and engine hourly special inspection look phase document for an installed engine. For combined airframe and engine special inspections based on calendar days, use TM code D; for combined airframe and engine special inspections based on hours, use TM code M; for combined airframe and engine special inspections based on cycles or events, use TM code N. Look phase documents are issued to each work center participating in the inspection and will be completed per major inspections of aircraft and engines. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine(s).
A22 - Enter the appropriate inspection WUC for the airframe and engine inspection.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; enter 12. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 0.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be D, M, or N. (Appendix E)
B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.46 Removal for Check, Test, and Service

Figure 15-70 is an example of a MAF documented for the request to check, test, and service items removed from an aircraft/equipment/SE for scheduled maintenance when requested work is beyond the capability of the requesting activity. This paragraph outlines the procedures for documenting maintenance actions

occurring when items are removed for check, test, and service, and when they are reinstalled or replaced after the action is completed. Induction of check, test, and service items and those items requiring test by local MRCs, will be subject to the approval of the supporting IMA/FRC. Check, test, and service of removed items, for example, components, parachutes, and seat belts are documented on a MAF in the following manner:

NOTE: The MAF will be distributed and posted on appropriate VIDS boards per paragraph 15.2.1.3.

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
A22 - Enter WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC. Where there is no applicable WUC that specifically identifies the function performed, such as build-up and tear down/engine test stand operation or nonaeronautical work, use the appropriate general WUC from Appendix E.
A29 - Enter the appropriate O-level organization code.
A48 - Enter the TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix E.
A52 - Enter the appropriate BU/SERNO of the equipment. If there is no serial number, enter 0.
A58 - WD code; must be O. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E) In the case of items removed as part of an inspection, enter the applicable code for the inspection being performed.
B08 through B27 - Enter the appropriate Julian dates and times the maintenance action was received and work was started. Enter EOC codes (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Enter the JCN assigned by Maintenance Control. In cases where the aircraft is undergoing inspection, enter the sequential (fix) JCN assigned to control the removal/reinstallation of the component.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the reason for removal, for example, two hydraulic filters removed for check/test and service. List item serial numbers, if appropriate.

15.2.11.47 MAF Work Request Turn-In Document

Figure 15-71 is an example of a MAF documented for a MAF work request turn-in. The work center originating the maintenance action must initiate a MAF work request turn-in document and route it to Maintenance Control for signature prior to delivering the component(s) to the supporting IMA/FRC. The MAF work request is delivered, with the component(s), to Production Control. The Production Control Supervisor will sign the MAF work request in the corrective action block and return a signed MAF Copy 2, as proof of turn-in, to the requesting activity. This Copy 2 will be placed on the Maintenance Control/phase VIDS board until IMA/FRC has completed the check, test, or service. The following blocks will be completed:

A22 - Enter WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC. Where there is no applicable WUC that specifically identifies the function performed, such as build-up and tear down/engine test stand operation or nonaeronautical work, use the appropriate general WUC from Appendix E.
A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix E.
A52 - Enter the BU/SERNO of the equipment. If there is no serial number, enter 0.
A58 - WD code; must be O. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E) In the case of items removed as part of an inspection, enter the applicable code for the inspection being performed.
E08 through E52 - Enter the CAGE code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter MULTI. If there is no serial number, enter 0. A separate MAF work request is required for like items which have different manufacturer's codes/part numbers. In the case of egress and survival equipment with like part numbers but different

manufacturer's code, enter five zeroes in the manufacturer's code block and the time/cycle block using the appropriate prefix.
A08 through A14 - Enter the JCN assigned by Maintenance Control. In cases where the aircraft is undergoing inspection, enter the sequential (fix) JCN assigned to control the removal/reinstallation of the component.
DISCREPANCY - Enter descriptive narrative, serial numbers if appropriate, MRC numbers if applicable, and signature of the Maintenance Control Supervisor.

15.2.11.48 Reinstallation After Check, Test, and Service

Figure 15-72 is an example of a MAF documented for reinstallation of the items that were tested, inspected, or serviced. The requesting activity will complete the MAF that has been held in suspense as follows:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A32 - TRCODE; must be 11. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be S. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.
CORRECTIVE ACTION - Enter the narrative description of the corrective action, for example, reinstalled after check, test, or service.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.49 Conditional Inspection MAF Work Request (NDI On-Site)

Figure 15-73 is an example of a MAF documented for an NDI performed at the supported activity (on-site). The requesting organization initiates a MAF work request and delivers it to IMA/FRC for scheduling. Production Control signs and returns MAF Copy 2 to the requesting activity as proof of receipt. When the IMA/FRC inspector completes the inspection he/she signs off Copies 1 and 4 of the MAF, at the requesting activity. Copy 4 is given to the requesting activity for completion of the controlling MAF. The following data elements on the MAF work request will be completed by the requesting activity:

A22 - Enter the WUC of the item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC.
A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix E.
A52 - Enter the BU/SERNO of the equipment.
A58 - WD code; must be O. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A08 through A14 - Enter the assigned JCN.
DISCREPANCY - Enter narrative citing the NDI required and signature of the Maintenance Control Supervisor.

15.2.11.50 MAF Work Request for ALSS and Other End Items

Figure 15-74 is an example of a MAF work request documented for items inducted into IMA/FRC for check, test, or service that are not part of aircraft or SE, for example, pilot's personal equipment, oxygen masks, and life preservers. The MAF work request is delivered, with the component(s), to Production Control. The Production Control Supervisor will sign the MAF work request in the corrective action block and return a signed MAF Copy 2, as proof of turn-in, to the requesting activity. This Copy 2 will be placed on the

Maintenance Control/phase VIDS board until IMA/FRC has completed the check, test, or service. The following blocks will be completed:

A22 - Enter WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC. Where there is no applicable WUC that specifically identifies the function performed, such as build-up and tear down/engine test stand operation or nonaeronautical work, use the appropriate general WUC from Appendix E.
A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix E.
A52 - Enter the BU/SERNO. If there is no BU/SERNO, or in the event of multiple items, enter 0. In cases of on-equipment work at the O-level for personal survival equipment enter the first letter of the crew member's first and last name and last four digits of the social security number.
A58 - WD code; must be O. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
E08 through E52 - Enter the MFGR code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter MULTI. If there is no serial number, enter 0. A separate MAF work request is required for like items which have different manufacturer's codes/part numbers.
A08 through A14 - Enter the assigned JCN.
DISCREPANCY - Enter descriptive narrative, serial numbers if appropriate, MRC numbers if applicable, and signature of the Maintenance Control Supervisor.

15.2.11.51 MAF Work Request Turn-In Document (Local Manufacture/Fabrication)

Figure 15-75 is an example of a MAF work request for the manufacture/fabrication of an item. The following explains documentation:

A22 - Enter WUC of the removed item. If the repairable item is not identifiable by a specific WUC, enter the NOC code. For consumables use the NHA WUC.
A48 - Enter the appropriate TEC. If the item is not identifiable to a specific type equipment, enter the applicable general series TEC, for example, Y, Z from Appendix E.
A52 - Enter the BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
E08 through E52 - Enter the MFGR code, part number, removed date, serial number of the removed item(s), and time cycle. If there is more than one serial numbered item, enter MULTI. If there is no serial number, enter 0. A separate MAF work request is required for like items which have different manufacturer's codes/part numbers.
A08 through A14 - Enter the assigned JCN.
DISCREPANCY - Enter descriptive narrative of the item requested to be manufactured/fabricated and signature of the Maintenance Control Supervisor.

15.2.11.52 MAF Work Request Turn-In Document (No WUC/TEC)

Figure 15-76 is an example of a MAF work request for the manufacture/fabrication of nonaeronautical items. The following explains documentation:

A22 - WUC enter applicable 090 series.
A48 - Type equipment code; must be ZA series. (Appendix E)
A52 - BU/SERNO; must be 0.
A58 - WD code; must be O. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A08 through A14 - Enter the assigned JCN.
DISCREPANCY - Enter descriptive narrative of the item requested to be manufactured/fabricated and signature of the Maintenance Control Supervisor.

15.2.11.53 TD Compliance (Maintenance Control Entries)

Figure 15-77 is an example of a MAF documented for TD compliance illustrating Maintenance Control entries prior to issuing to the work center. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es).
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Record any applicable supply requisition(s). This section provides for a complete record of ordering, follow-up action, and delivery status of material/kit(s) required to incorporate each TD. Enter the material or kit stock number of the items required (block 19), quantity of material, other than kits, required (block 41), material priority necessary for receipt of required material or kit to facilitate incorporation of the directive by the time limitations specified in the TD (block 43), Julian date on which the specified kit or material was ordered (block 45), requisition number on which the specified kit or material was ordered (block 49), and the Julian date the material/kit(s) was received by the activity (block 53).
A22 - Enter the complete WUC which identifies the system. The applicable WUC is indicated in the subject line of the TD. For Legacy NALCOMIS application users only, use the five-character NOC code provided by the system or component in cases where removed repairable parts do not have a WUC assigned.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 41 or 47. (Appendix E)
A34 - Maintenance level; must be 1.
F09 through F19-Enter the 12- or 13-character code that identifies the specific TD to be incorporated into the type equipment identified in block A48. Enter an X to indicate an interim TD, otherwise leave blank (F08), the two-character code that denotes the type TD being incorporated (F09), the basic TD number preceded by zero as necessary to complete the four-character field (F11), the alpha character that denotes the specific revision of the basic TD (F15) (leave blank if not applicable), the one-character numeric amendment number of the basic TD (F16) (leave blank if not applicable), the two-character numeric part number of the basic TD (F17) (leave blank if not applicable), and the two-character code of the specific kit to be incorporated (F19) (if no kit is required, enter 00 in this section).
A48 - Enter the TEC that identifies the weapon system, engine, or SE to which the TD applies. If the TD is applicable to a component installed in the aircraft, use the aircraft TEC. For aviators personal equipment or off-equipment components with no specific TEC, use the appropriate Y series TEC. If the TD involves PME, use the appropriate D series TEC. For peculiar SE (PSE) TDs use the appropriate S series TEC. For TDs pertaining to common support equipment use the appropriate G series TEC. For auxiliary power unit/SE gas turbine engine TDs, use P series TEC. For TDs pertaining to aircraft engines or propulsion systems, use the appropriate J, R, or T series TEC.
A52 - Enter the BU/SERNO of the type equipment entered in block A48. When using Y, D, S, H or G series TECs enter the six position serial number or 0 in this block. Use only TRCODE 47 when documenting Y, G, D, H or S series TECs to collect incorporation data on specific serial number and part number subassemblies or when using aircraft or engine TECs to document a component TD. This requires usage of the E and G record, which will require insertion of serial number and part number information.

NOTE: Compatibility between the TD code in block F09, the TEC in block A48, and the bureau or serial number in block A52 must be maintained.

A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter any information that will aid in the planning or accomplishment of the TD, such as assist work centers, completion due date, estimated man-hours, crew size, or SE required.

15.2.11.54 TD Compliance (Work Center Entries)

Figure 15-78 is an example of a MAF documented for TD compliance with the work center entries. The following data elements will be filled out by the work center upon completion:

A35 - Enter the TD status code (Appendix E) that describes the action taken by the primary work center. Upon completion of its portion of the TD, only the primary work center will enter TD status code C or Q on

the TD compliance MAF. All assisting work centers will enter TD status code A on their TD compliance MAF.
A39 - Enter the total number of items processed, not to exceed 99, in this block. TD status codes A or W in block A35 will require 0 items processed. TD status codes C, D, P or Q in block A35 will require a minimum of 1 in this block. Items processed in excess of 1 may be entered only when block A48 contains a code beginning with Y, G, D, H or S, and is a nonserialized item. Serialized items reflected in blocks E or G must be accomplished on an individual TD compliance MAF.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).
E08 through E52 - Enter MFGR code, component serial number (if more than 10 characters, enter the last 10), part number (if more than 15 characters, enter the last 15), Julian date item was removed, and time/cycles. Enter the time since overhaul, if available, otherwise use time since new. Entries are required in these blocks when a Y, G, D, H or S series TEC is entered in block A48. Additionally, these blocks must be completed when an installed serialized component is involved in a modification or inspection and the end item TEC is being reported in block A48.
G08 through G48 - Enter MFGR code, component serial number (if more than 10 characters, enter the last 10), new part number of the modified component (if more than 15 characters, enter the last 15), and time/cycles. Enter the time since overhaul, if available, otherwise use time since new. If compliance with the TD does not result in a part number change, enter the same information as shown in blocks E08 through E52.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
CORRECTIVE ACTION - Enter a brief narrative description of the action taken in compliance with the TD.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signature and rates/ranks.

15.2.11.55 TD Compliance Turn-In Document (IMA Assist)

Figure 15-79 is an example of a MAF documented for a turn-in for a TD compliance requiring I-level assistance. If a TD is complied with at the O-level (on-equipment work) all maintenance actions will be documented using the MAF. If during compliance with a TD it becomes necessary to forward a component to the IMA/FRC for modification or inspection and return, the following procedures will be followed. If the TD is applicable to an end item (aircraft) and a component is to be removed and sent to the IMA/FRC for modification or inspection as a portion of the TD compliance, the man-hours required to remove and reinstall the component will be documented on a TD compliance MAF. The O-level activity will then originate a TD compliance MAF for each component forwarded to the IMA/FRC. This TD compliance MAF will accompany the component to the IMA/FRC for documentation of the assisting TD compliance action and processing. The IMA/FRC will sign MAF Copy 2, indicating receipt of the component and return Copy 2 to the O-level activity as an IOU receipt. Below are the data groups to be completed by the O-level activity on the TD compliance MAF:

NOTE: The IMA will complete the remainder of the TD compliance MAF as an "assist" work center.

A22 - WUC from the primary MAF.
F08 through F19 - TD identification from the primary MAF.
A48 - TEC from the primary MAF.
A52 - BU/SERNO from the primary MAF.
E08 through E52 - Removed/old item from the primary MAF.
A08 through A14 - JCN from the primary MAF.
DISCREPANCY - Enter any information that will aid in the planning or accomplishment of the TD at the IMA descriptive and signature of the Maintenance Control Supervisor.

15.2.11.56 Transient Aircraft TD Compliance

Figure 15-80 is an example of a MAF documented for a TD compliance for a transient aircraft. Only immediate action type TDs are complied with for transient aircraft. When such TDs are complied with, a

MAF will be used. Copy 1 is submitted to the SSCA through normal procedures for TD compliance reporting by the unit performing the work. Copy 4, including signature, is returned to the home station with the transient aircraft. This form is used to update local records of the reporting custodian of the transient aircraft. The following explains documentation:

ENTRIES REQUIRED SIGNATURE-An appropriate note is entered in the entries Required section of Copy 1 of the TD compliance MAF, for example, "Transient Aircraft-Logs Not Available".
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate technical directive code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
F08 through F19 - Technical directive identification.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and the TD compliance was completed.
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.57 Engine TD Compliance (Maintenance Control Entries)

Figure 15-81 is an example of a MAF documented for TD compliance illustrating Maintenance Control entries prior to issuing to the work center. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es).
(H-Z) - Record supply requisition(s) (if applicable). This section provides for a complete record of ordering and delivery status of material/kit(s) required to incorporate each TD. Enter the material or kit stock number of the items(s) required (block 19), quantity of material, other than kits, required (block 41), material priority necessary for receipt of required material or kit to facilitate incorporation of the directive by the time limitations specified in the TD (block 43), Julian date on which the specified kit or material was ordered (block 45), requisition number on which the specified kit or material was ordered (block 49), and the Julian date the material/kit(s) was received by the activity (block 53).
A22 - Enter the complete WUC which identifies the system. The applicable WUC is indicated in the subject line of the TD. For Legacy NALCOMIS application users only, use the five-character NOC code provided by the system or component in cases where removed repairable parts do not have a WUC assigned.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 41 or 47. (Appendix E)
A34 - Maintenance level; must be 1.
F09 through F19 - Enter the 12- or 13-character code that identifies the specific TD to be incorporated into the type equipment identified in block A48. Enter an X to indicate an interim TD, otherwise leave blank (F08), the two-character code that denotes the type TD being incorporated (F09), the basic TD number preceded by zero as necessary to complete the four-character field (F11), the alpha character that denotes the specific revision of the basic TD (F15) (leave blank, if not applicable), the one character numeric amendment number of the basic TD (F16) (leave blank, if not applicable), the two-character numeric part number of the

basic TD (F17) (leave blank, if not applicable), and the two-character code of the specific kit to be incorporated (F19) (if no kit is required, enter 00 in this section).
A48 - Enter the TEC that identifies the weapon system, engine, or SE to which the TD applies.
A52 - Enter the serial number of the type equipment entered in block A48. When using TECs with an X in the last position, enter the modular serial number in this block.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the work center code of the work center incorporating the TD. (Appendix E)
DISCREPANCY - Enter any information that will aid in the planning or accomplishment of the TD, such as assist work centers, completion due date, estimated man-hours, crew size, and SE required.

15.2.11.58 Engine TD Compliance (Work Center Entries)

Figure 15-82 is an example of a MAF documented for TD compliance illustrating the work center entries. The following data elements will be filled out by the work center upon completion of the TD:

ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A35 - Enter the status code (Appendix E) that describes the action taken by the primary work center. Upon completion of its portion of the TD, only the primary work center will enter TD status code C or Q on the TD compliance MAF. All assisting work centers will enter TD status code A on their TD compliance MAF.
A39 - Enter the total number of items processed in this block. TD status codes A or W in block A35 will require 0 items processed. TD status codes C, D, P or Q in block A35 will require a minimum of 1 in this block.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).
E08 through E52 - Enter MFGR code, component serial number, part number (if more than 15 characters, enter the last 15), Julian date item was removed, and time/cycles. Enter the time since overhaul, if available; otherwise use time since new. If neither time is known, enter 0000 prefixed with an alpha character from Appendix E.
G08 through G48 - If compliance with the TD results in a part number change, enter MFGR code, component serial number, new part number of the modified component (if more than 15 characters, enter the last 15), and time/cycles. Enter the time since overhaul, if available; otherwise use time since new. If neither time is known, enter 0000 prefixed with an alpha character from Appendix G. If compliance with the TD does not result in a part number change, enter the same inform as shown in blocks E08 through E42.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
CORRECTIVE ACTION - Enter a brief narrative description of the action taken in compliance with the TD.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signature and rates/ranks.

15.2.11.59 Engine Component TD Compliance (Installed)

Figure 15-83 is an example of a MAF documented for a completed TD compliance on a component of an installed engine. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the kit required.
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 47. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate technical directive status code. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
F08 through F19 - Enter the appropriate data for technical directive identification.

A48 - Enter the TEC for the engine or module.
A52 - Enter the appropriate engine serial number or module serial number.
B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and completed.
E08 through E52 - Enter the appropriate data for the removed/old item.
G08 through G48 - Enter the appropriate data for the installed/new item.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the TD compliance.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.60 Engine Component TD Compliance (Removal and Reinstallation Required)

Figure 15-84 is an example of a MAF documented for the removal and reinstallation of the engine for accessibility to complete a TD compliance on an engine component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine.
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 12. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be S. (Appendix E)
A36 - MAL description code; must be 800. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter SCIR (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Use the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the engine removal.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.61 SCIR Impacted TD Compliance (Installed Engine)

Figure 15-85 is an example of a MAF documented for a SCIR impacted TD compliance on an installed engine. If an installed engine TD compliance impacts mission capability, Maintenance Control will document a MAF as follows:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
A22 - Enter the appropriate WUC; must be the same as the TD MAF.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 11. (Appendix E)

A34 - Maintenance level; must be 1.
A35 - AT code; must be A. (Appendix E)
A36 - MAL description code; must be 804. (Appendix E)
A39 - Items processed; must be 0.
A41 - Man-hours; must be 0.0.
A45 - EMT; must be 0.0.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
B08 through B34 - Enter the Julian dates and times action was initiated, reported in work, and completed. Document SCIR.
B38 through B49 - Enter the appropriate data (if applicable).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN; must be the same as the TD MAF.
A19 - Work center code; must be 020. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy. Include the engine position number and PSSN.
MAINT CONTROL - Enter the appropriate signature and rate/rank.

15.2.11.62 TD Compliance (Transient Aircraft Engine)

Figure 15-86 is an example of a MAF documented for a TD compliance on a transient aircraft's engine. Only immediate action TDs are complied with on transient aircraft and MAFs will be used. Copy 1 is submitted to SSCA through normal procedures for TD compliance reporting by the unit performing the work. Copy 4, with signatures, is returned to the home station with the transient aircraft. This form is used to update local records of the reporting custodian of the transient aircraft. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Enter "Transient Aircraft, Logs Not Available".
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code of the activity doing the TD compliance.
A32 - TRCODE; must be 41 or 47. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate TD status code. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
F08 through F19 - Enter the appropriate data for TD identification.
A48 - Enter the TEC that identifies the weapon system, engine, or SE to which the TD applies. If the TD is applicable to a component installed in the aircraft, use the aircraft TEC. For aviators personal equipment or off-equipment components with no specific TEC, use the appropriate Y series TEC. If the TD involves PME, use the appropriate D series TEC. For PSE TDs use the appropriate S series TEC. For TDs pertaining to common support equipment use the appropriate G series TEC. For auxiliary power unit/SE gas turbine engine TDs, use P series TEC. For TDs pertaining to aircraft engines or propulsion systems use the appropriate J, R or T series TEC.
A52 - Enter the appropriate BU/SERNO of the type equipment entered in block A48. When using Y, D, S, H or G series TECs enter the six position serial number or 0 in this block. Use only TRCODE 47 when documenting Y, G, D, H or S series TECs to collect incorporation data on specific serial number and part number, subassemblies or when using aircraft or engine TECs to document a component TD. This requires usage of the E and G record, which will require insertion of serial number and part number information.

NOTE: Compatibility between the TD code in block F09, the TEC in block A48, and the bureau or serial number in block A52 must be maintained.

B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.

E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through E52 - Enter the appropriate data for the installed/new item (if applicable).
A08 through A14 - Use the assigned JCN; ORG code must be from the transient aircraft's activity.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.63 Engine FOM for Removal and Reinstallation of Components for IMA TD Compliance

Figure 15-87 is an example of a MAF document indicating the engine was removed and reinstalled to facilitate the removal of a component for IMA/FRC modification or inspection. If the TD is applicable to an engine and a component is to be removed and sent to the IMA/FRC for modification or inspection, the man-hours required to remove and reinstall the component will be documented on a remove and replace MAF. Once the removal is completed, the remove and replace action remains outstanding until the reinstallation has been accomplished. Those man-hours and EMT expended in removal may be annotated in the accumulated work hours block for calculation of the total man-hours and EMT to be entered in blocks A41 and A45. When the same or like component is returned from IMA/FRC the remove and replace MAF will be completed. The O-level activity must originate a TD compliance MAF for each component forwarded to the IMA/FRC for documentation and processing of the TD action. If the component is not ordered, IMA/FRC will sign MAF Copy 2, indicating receipt of the component and return to the O-level activity as an IOU receipt. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine.
A22 - Enter the appropriate WUC to identify the engine.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - MAL description code; must be 804. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times action was initiated, reported in work, and completed. Enter EOC codes (if applicable).
E08 through E52 - Enter MFGR code, component serial number, part number (if more than 15 characters, enter the last 15), Julian date component was removed and time/cycles. Enter the time since overhaul, if available; otherwise use time since new (use whole hours only). If time is unknown, enter 0000 prefixed with an alpha character from Appendix E.
G08 through G48 - Enter MFGR code, component serial number, part number (if more than 15 characters, enter the last 15), and time/cycles. Enter the time since overhaul, if available; otherwise use time since new (use whole hours only). If time is unknown, enter 0000 prefixed with an alpha character from Appendix G.
B38 through B49 - Enter the appropriate data (if applicable).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.

CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signature and rates/ranks.

15.2.11.64 TD Compliance (Engine Removal and Reinstallation)

Figure 15-88 is an example of a MAF documented for the removal and reinstallation of an engine that requires a TD compliance action by the IMA/FRC. If the TD compliance is directly applicable to an engine, the removal and replacement of the engine and the associated man-hours will be documented on a remove and replace MAF. Once the removal is completed, the maintenance action remains outstanding until the reinstallation has been accomplished. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine.
A22 - Enter the appropriate WUC to identify the engine requisitioning.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 23. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be R. (Appendix E)
A36 - MAL description code; must be 804. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times action was initiated, reported in work, and completed. Enter SCIR (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old engine. Leave E23 blank.
G08 through G48 - Enter the appropriate data for the installed/new engine. Leave G23 blank.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signature and rates/ranks.

15.2.11.65 TD Compliance Engine Turn-In Document

Figure 15-89 is an example of a MAF documented for an engine TD compliance turn-in. The O-level activity will originate a TD compliance MAF for the engine being forwarded to the IMA/FRC. This TD compliance MAF will accompany the engine to the IMA/FRC for documenting the accomplishment of the TD compliance action and processing. The IMA/FRC will complete the remainder of the TD compliance MAF accounting for the item(s) processed in block A39. If the IMA/FRC informs the O-level activity that the engine requires repair, the O-level activity must initiate another MAF for turn-in and requisitioning purposes using the original JCN. Documentation of the turn-in MAF will be per standard maintenance documentation procedures. The following explains documentation:

A22 - Enter the appropriate WUC.
F08 through F19 - Enter the TD identification.
A48 - Enter the J, R or T series TEC of the engine.

A52 - Enter the 6-position serial number of the engine.
A58 - Leave blank.
A59 - Leave blank.
A08 through A14 - Enter the same JCN as on the removal MAF.
DISCREPANCY - Enter a brief narrative identifying the directive, for example, Incorporate Power Plant Bulletin 154.
TURN-IN DOCUMENT - Enter the requisition document number from H-Z blocks 45 and 49 of the removal document.

15.2.11.66 TD Removals

Figure 15-90 is an example of a MAF documented for a TD removal. TD removals will be documented in the same manner as TD compliances (Figures 15-80 and 15-81 except as noted below):

A35 - Enter TD status code Q.
(H-Z) - Leave blank.

15.2.11.67 Engine Component Cannibalization

Figure 15-91 is an example of a MAF documented for the cannibalization of an engine component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine and the requisition information for the part that is being cannibalized.
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 19. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be T. (Appendix E)
A36 - MAL description code; must be 812, 813 or 814. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian date and time removal action was initiated, reported in work, and replacement was completed. Enter EOC code (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item.
G08 through G48 - Enter the appropriate data for the installed/new item.
B38 through B49 - Enter the appropriate data. Document SCIR (if applicable).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/rank.

15.2.11.68 Engine Cannibalization

Figure 15-92 is an example of a MAF documented for a complete engine cannibalization. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine and the requisition information for the engine that is being cannibalized.
A22 - Enter the appropriate WUC for the engine that is being cannibalized.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 18. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be T. (Appendix E)
A36 - MAL description code; must be 812, 813 or 814. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian date and time removal action was initiated, reported in work, and replacement was completed. Enter EOC code (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item engine. Leave E23 blank.
G08 through G48 - Enter the appropriate data for the installed/new item engine. Leave G23 blank.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Use the assigned JCN. Only one JCN is required for cannibalization.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.69 Removal Action (Nondefective Repairable Engine Component)

Figure 15-93 is an example of the MAF documented for the removal of a nondefective repairable engine component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine. Enter AT Code O if the component is removed while the engine is physically installed in or on the aircraft. Enter P if the engine is removed.
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 14. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be P. (Appendix E)
A36 - MAL description code; must be 800. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.

A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian date and time removal action was initiated, reported in work, and replacement was completed. Document EOC code (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item engine.
B38 through B49 - Make the appropriate entries (only if SCIR impacted).
A08 through A14 - Use the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.70 Installation Action (Nondefective Repairable Engine Component)

Figure 15-94 is an example of a MAF documented for the installation of a nondefective repairable engine component. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine. Enter AT code O if the component is installed while the engine is physically installed in or on the aircraft. Enter P if the engine is removed.
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 15. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be Q. (Appendix E)
A36 - MAL description code; must be 800. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the same Julian date and time in these blocks as those entered in blocks B30/B34 of the removal action. Additionally, this maintenance action becomes AWM concurrently with the date and time entered in blocks B08 and B12. This AWM condition will exist until placed in work, completed, or terminated by a cannibalization action. Document EOC code (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item.
B38 through B49 - Enter the appropriate data.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.71 Removal and Replacement (Solely for IMA Inspection)

Figure 15-95 is an example of a MAF documented for the removal and replacement of an engine solely for IMA inspection. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data for the engine requisition.
A22 - Enter the appropriate WUC for the engine.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 23. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be R. (Appendix E)
A36 - MAL description code; must be 804. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the Julian date and time removal action was initiated, reported in work, and replacement was completed. Document SCIR (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old engine. E23 must be blank.
G08 through G48 - Enter the appropriate data for the installed/new engine. G23 must be blank.
B38 through B49 - Enter the appropriate data.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.72 Turn-In Document (Engine Inspection)

Figure 15-96 is an example of a MAF documented for an engine turn-in for IMA/FRC inspection. The O-level will initiate a new MAF to serve as the turn-in document that accompanies the engine to IMA/FRC. The following explains documentation:

A22 - Enter the appropriate WUC for the inspection.
A48 - Enter the TEC for the equipment.
A52 - Enter the PSSN.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be J. (Appendix E)
A60 - Enter the POSIT (if applicable).
E08 through E52 - Enter the data from the removal/installation document.
A08 through A14 - Enter the assigned inspection JCN.
DISCREPANCY - Enter the narrative description of the discrepancy as shown on the removal document and initiator.
TURN-IN DOCUMENT - Enter the Julian date and requisition number from the (H-Z) blocks 45 and 49 of the removal document on which the engine was ordered.

15.2.11.73 Special Inspection Control Document

Figure 15-97 is an example of a MAF documented for a special inspection control document. The following data fields require entries:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).

(H-Z) - Enter the appropriate data to identify the engine(s).
A22 - Enter the appropriate WUC for the engine.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 12. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be K or M. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter EOC codes (if applicable).
B38 through B49 - Make the appropriate entries (only if SCIR impacted).
B53 through D17 - Make appropriate entries (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.74 Special Inspection (Installed Engine) Look Phase Document

Figure 15-98 is an example of a MAF documented for a special inspection look phase inspection. Look phase documents are issued to each work center participating in the inspection and will be completed per major inspections of aircraft and engines. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.
ACCUMULATED WORK HOURS - Enter the appropriate data.
(H-Z) - Enter the appropriate data to identify the engine(s).
A22 - Enter the appropriate inspection WUC for the engine.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 12. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 0.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be K or M. (Appendix E)
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

15.2.11.75 Special Inspection (Installed Engine) Fix Phase Document

Figure 15-99 is an example of a MAF documented for a special inspection fix phase inspection. Fix phase documents on special inspections are documented using fix phase MAFs per procedures in major inspections of aircraft and engines, paragraph 15.2.4.2.3.3, except that the JCN will be a three position numeric number with no regard to the Julian date or serial number contained on the control document. These JCNs are assigned by Maintenance Control as each event occurs, as would an unscheduled maintenance action. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine, enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and completed. Enter SCIR (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.76 Conditional Inspection (Installed Engine) Control Document

Figure 15-100 is an example of a MAF documented for a conditional inspection control document on an installed engine. Maintenance Control will issue a numeric serial numbered JCN using a MAF as a control document. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine.
A22 - WUC must be 030.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 12. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)

A39 - Enter the number of items processed.
A41 - Enter the total number of man-hours expended (if applicable).
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be E or S. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter SCIR (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.77 Conditional Inspection (Installed Engine) Look Phase Document

Figure 15-101 is an example of a MAF documented for a conditional inspection look phase on an installed engine. Look phase documents are issued to each work center participating in the inspection, and will be completed per major inspections of aircraft and engines, paragraph 15.2.4.2.3. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine.
A22 - WUC must be 030.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 12. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 0.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be E or S. (Appendix E)
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.78 Conditional Inspection (Installed Engine) Fix Phase Document

Figure 15-102 is an example of a MAF documented for a conditional inspection fix phase on an installed engine. Any discrepancies discovered are reported to Maintenance Control and assigned a numeric serial number JCN. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine, enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - TM code; S for conditional and E for acceptance/transfer. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and completed. Enter SCIR (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.79 Unscheduled Maintenance (Installed Engine) Repair Document

Figure 15-103 is an example of a MAF documented for the repair of unscheduled on-equipment maintenance of installed engines. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine, in the case of an APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.

A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter SCIR (if applicable).
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.80 Unscheduled Maintenance (Installed Engine) Repairable Replacement

Figure 15-104 is an example of a MAF documented for a repairable replacement during unscheduled on-equipment maintenance on an installed engine. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the engine, in the case of an APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; record supply requisitions.
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 25. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be R. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter SCIR (if applicable).
E08 through E52-Enter the appropriate data that identifies the removed/old item. For an APU always enter numeric 1 for engine position in block E08 and enter the engine hour meter or start counter reading (as appropriate) in block E42. E47 denotes removal of a warranted item. E52 indicates the contract number.
G08 through G48-Enter the appropriate data that identifies the installed/new item. For an APU always enter numeric 1 for engine position in block G08 and enter the engine hour meter or start counter reading (as appropriate) in block G38. G43 denotes installation of a warranted item. G48 indicates the contract number.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Use the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)

DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.81 Installed APU Repair Document

Figure 15-105 is an example of a MAF documented for the repair of unscheduled on-equipment maintenance of an installed APU. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed. Enter SCIR (if applicable).
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.82 Removal and Replacement of a Defective APU

Figure 15-106 is an example of a MAF documented for the removal and reinstallation of an APU on an aircraft. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the appropriate data to identify the APU, always enter numeric 1 for engine position in block 14, for example, PHAB1; record supply requisitions.
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be R. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)

A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed. Enter SCIR (if applicable).
E08 through E52 - Enter the appropriate data that identifies the removed/old item. For an APU always enter numeric 1 for engine position in block E08 and enter the engine hour meter or start counter reading (as appropriate) in block E42.
G08 through G48 - Enter the appropriate data that identifies the installed/new item. For an APU always enter numeric 1 for engine position in block G08 and enter the engine hour meter or start counter reading (as appropriate) in block G38.
B38 through B49 - Enter the appropriate data (only if SCIR impacted).
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Use the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.83 Engine Component Turn-In Document

Figure 15-107 is an example of a MAF documented for the turn-in of a repairable engine component. The work center performing the maintenance action must initiate a new MAF for turn in and subsequent RFI/BCM, at the IMA/FRC, for the defective repairable component. The following explains documentation:

A22 - Enter the appropriate WUC from the removal document.
A36 - Enter the conditional MAL description code from the primary MAF (if applicable); otherwise leave blank. (Appendix E)
A48 - Enter the TEC for the engine.
A52 - Enter the PSSN.
A58 - Enter the appropriate WD code from the removal document. (Appendix E)
A59 - Enter the appropriate TM code from the removal document. (Appendix E)
A60 - Enter the POSIT (if applicable).
A65 - Enter the Safety/EI serial number (if applicable).
E08 through E52 - Enter the data from the removal document.
A08 through A14 - Enter the assigned JCN from the removal document.
DISCREPANCY - Enter the narrative description of the discrepancy as shown on the removal document and initiator.
TURN-IN DOCUMENT - Enter the Julian date and requisition number from the (H-Z) blocks 45 and 49 of the removal document on which the component was ordered.

NOTE: If an item is still under warranty at the time of failure, ensure that blocks E47 and E52 are completed.

15.2.11.84 Engine Turn-In Document (Unscheduled)

Figure 15-108 is an example of a MAF documented for an engine turn-in. The O-level activity will initiate a new MAF to serve as the turn-in document that will accompany the engine to IMA/FRC. The following information will be copied from the removal document:

A22 - Enter the appropriate WUC from the removal document.

A36 - Enter the appropriate "conditional" MAL description code (if applicable); otherwise leave blank. (Appendix E)
A48 - Enter the TEC for the engine.
A52 - Enter the PSSN.
A58 - Enter the appropriate WD code from the removal document. (Appendix E)
A59 - Enter the appropriate TM code from the removal document. (Appendix E)
A60 - Enter the POSIT (if applicable).
A65 - Enter the Safety/EI serial number (if applicable).
E08 through E52 - Enter the data from the removal document.
A08 through A14 - Enter the assigned JCN from the removal document.
DISCREPANCY - Enter the narrative description of the discrepancy as shown on the removal document and initiator. The O-level activity will provide an inspection control JCN, for example, AC3-104-A00, to be used by the IMA for the post repair inspection (if applicable).
TURN-IN DOCUMENT - Enter the Julian date and requisition number from the (H-Z) blocks 45 and 49 of the removal document on which the component was ordered.

15.2.11.85 SE Technical Directive Compliance Turn-In Document

Figure 15-109 is an example of a SE TD compliance turn-in MAF and will be completed as follows:

A22 - Enter the WUC of the end item.
F08 through F19 - Enter the TD coded information.
A48 - Enter the TEC for the equipment.
A52 - Enter the serial number of the end item. The serial number is always six characters and never zero. If there are more than six characters, enter only the last six. If there are less than six, prefix the numbers with zeros. If there is no serial number (due to missing nameplate, etc), create a serial number by using the organization code of the reporting custodian plus a unique, locally assigned three character serial, for example, AC3001, AC3002. This assigned serial number is to be affixed to the equipment and will remain with it until the equipment is stricken from naval inventory.
A69 - Enter the appropriate meter time.
A08 through A14 - Enter the assigned JCN.
DISCREPANCY - Enter the narrative description identifying the TD and initiator.

15.2.11.86 SE Inspection/Periodic Maintenance Turn-In Document

Figure 15-110 is an example of a SE inspection/periodic maintenance turn-in MAF and will be completed as follows:

A22 - General WUC 030 will be used for conditional inspections. General WUC 049 applies to preservation/depreservation. All other inspections with an established frequency/interval will be documented using WUC 030000 and a seventh position assigned per Appendix E.
A48 - Enter the TEC for the equipment.
A52 - Enter the serial number of the end item. The serial number is always six characters and never zero. If there are more than six characters, enter only the last six. If there are less than six, prefix the numbers with zeros. If there is no serial number (due to missing nameplate, etc.), create a serial number by using the organization code of the reporting custodian plus a unique, locally assigned three character serial, for example, AC3001, AC3002. This assigned serial number is to be affixed to the equipment and will remain with it until the equipment is stricken from naval inventory.
A58 - WD code; must be O.
A59 - Enter the TM code for the inspection being performed. (Appendix E)
A69 - Enter the appropriate meter time.
A08 through A14 - JCN is constructed per paragraph 15.2.1.3.
DISCREPANCY - Enter the narrative description identifying the inspection to be performed, initiator and next PM due.

15.2.11.87 SE End Item Repair Turn-In Document

Figure 15-111 is an example of a SE end item repair turn-in MAF and will be completed as follows.

A22 - Enter the appropriate WUC.
A48 - Enter the TEC for the end item.
A52 - Enter the serial number of the end item. The serial number is always six characters and never zero. If there are more than six characters, enter only the last six. If there are less than six, prefix the numbers with zeros. If there is no serial number (due to missing nameplate, etc), create a serial number by using the organization code of the reporting custodian plus a unique, locally assigned three character serial, for example, AC3001, AC3002. This assigned serial number is to be affixed to the equipment and will remain with it until the equipment is stricken from naval inventory.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A69 - Enter the appropriate meter time.
A08 through A14 - Enter the assigned JCN.
DISCREPANCY - Enter the narrative description identifying the repair required and initiator.

15.2.11.88 Target Postlaunch Rehabilitation Inspection (Look Phase)

Figure 15-112 is an example of a MAF documented for a target postlaunch rehabilitation inspection (look phase). The following explains documentation:

LOCAL USE - When a component has been removed to facilitate other maintenance, note its serial number (if any) in this block for reference when the item is reinstalled.
ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A22 - WUC must be 030.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be P. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.89 Target Postlaunch Rehabilitation Inspection (Fix Phase)

Figure 15-113 is an example of a MAF documented for a target postlaunch rehabilitation inspection (fix phase). The following explains documentation:

LOCAL USE - When a component has been removed to facilitate other maintenance, note its serial number (if any) in this block for reference when the item is reinstalled.
ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - Enter the appropriate WD code. (Appendix E)
A59 - Enter the appropriate TM code. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that action was initiated, reported in work, and completed.
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN. The JCN serial number will contain the same data elements entered on the control document, but with sequential numbering from 01 to 99 in the second and third positions of the serial number, for example, A01, A02, A03. If more than 99, use alpha characters in the second and third position, for example, AA1 through AA9, AB1.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

15.2.11.90 Target Configuration Change

Figure 15-114 is an example of a MAF documented for a target configuration change. The following explains documentation:

LOCAL USE-When a component has been removed to facilitate other maintenance, note its serial number (if any) in this block for reference when the item is reinstalled.
ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
A22 - Enter the appropriate WUC.
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 17. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - AT code; must be Q. (Appendix E)
A36 - MAL description code; must be 800. (Appendix E)
A39 - Items processed; must be 1.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.

A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be B. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.
G08 through G48 - Enter the appropriate data for the installed/new item.
B53 through D17 - Enter the appropriate data (if applicable).
A08 through A14 - Enter the assigned JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

R} 15.2.11.91 Standard Rework Control Document

Figure 15-115 is an example of a completed IMC/P control document. No SCIR EOC code will be documented on IMC/P A} or EPM control documents. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the data to identify the engine (if applicable).
A22 - Enter the appropriate WUC. PDM or IMC/P are sequential 030IMC1, 030IMC2, etc. Rework (MCI) is 030REWK. A} EPM is related to a specific LES Task WUC (03TKxxx).
A29 - Enter the appropriate D-level organization code. A} For EPM, enter appropriate squadron organization code.
A32 – TRCODE must be 11. (Appendix E)
A34 - Maintenance level; must be 3.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 1.
A41 - Man-hours; 0.0.
A45 - EMT; 0.0.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be G. (Appendix E)
B08 through B34 - Enter the Julian date and time that work was received, started, or completed.
A08 through A14 - Enter the assigned phase rework JCN.
A19 – Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

R} 15.2.11.92 Standard Rework Look Phase Document

Figure 15-116 is an example of a completed rework look phase document. Look phase documents are issued to each work center participating in the IMC/P A} or EPM inspection. No SCIR EOC code will be documented on look phase documents. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate.
ACCUMULATED WORK HOURS - Enter the appropriate data.

A22 - Enter the appropriate WUC. PDM or IMC/P are sequential 030IMC1, 030IMC2, etc. Rework (MCI or ASPA) is 030REWK. A} EPM is related to a specific LES Task WUC (03TKxxx).
A29 - Enter the appropriate O-level organization code.
A32 - TRCODE; must be 11. (Appendix E)
A34 - Maintenance level; must be 1 for O-level or 2 for I-level.
A35 - AT code; must be 0. (Appendix E)
A36 - MAL description code; must be 000. (Appendix E)
A39 - Items processed; must be 0.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be O. (Appendix E)
A59 - TM code; must be G. (Appendix E)
B08 through B34 - Enter the appropriate Julian date and time action was initiated, reported in work, and completed.
A08 through A14 - Enter the assigned phase rework JCN from the Control Document.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates.

15.2.11.93 Standard Rework Fix Phase Document

Figures 15-117 and 15-118 are examples of completed fix phase O-level rework documents. See paragraph 15.2.11.94 (ISR) for documenting D-level discrepancies found during standard rework or during other aircraft maintenance. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
ACCUMULATED WORK HOURS - Enter the appropriate data (if applicable).
ACCUMULATED AWM HOURS - Enter the appropriate data (if applicable).
(H-Z) - Enter the failed part(s)/record supply requisition(s) (if applicable).
A22 - Enter the specific WUC of the item being repaired/replaced.
A29 - Enter the appropriate O-level organization code.
A32 - Enter the appropriate TRCODE. (Appendix E)
A34 - Maintenance level; must be 1.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A41 - Enter the total number of man-hours expended.
A45 - Enter the total EMT that applies.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be M. (Appendix E)
A59 - TM code; must be G. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).
G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
A08 through A14 - Enter the assigned JCN. The JCN serial number will contain the same data elements entered on the control document, but with sequential numbering from 01 to 99 in the second and third positions of the serial number, for example, A01, A02, A03. If more than 99, use alpha characters in the second and third position, for example, AA1 through AA9, AB1.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.

CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

R} 15.2.11.94 In-Service Repair Document

Figure 15-119 is an example of a completed in-service repair document. No SCIR EOC code will be documented. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
A22 - Enter the specific WUC of the item being repaired/replaced.
A29 - Enter the appropriate D-level organization code. A} For EPM, enter appropriate squadron organization code.
A32 - TRCODE: 11
A34 - Maintenance level; must be 3.
A35 - Enter the appropriate AT code. (Appendix E)
A36 - Enter the appropriate MAL description code. (Appendix E)
A39 - Enter the total number of items processed.
A} A41 - For EPM, enter man-hours.
A} A45 - For EPM, enter EMT.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
A58 - WD code; must be V. (Appendix E)
A59 - TM code; must be G. (Appendix E)
A60 - Enter the POSIT (if applicable).
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.
A08 through A14 - Enter the assigned squadron JCN.
A19 - Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

R} 15.2.11.95 Modification Document

Modification includes only the incorporation of changes and bulletins and the correction of discrepancies as required in the directive authorizing the work to be performed. Figure 15-120 is an example of a completed D-level modification document. No SCIR EOC code will be documented. The following explains documentation:

ENTRIES REQUIRED SIGNATURE - Check the appropriate box(es) and enter signature and rate/rank.
A22 - Enter the specific WUC identified in the TD.
A29 - Enter the appropriate D-level organization code. A} For EPM, enter appropriate squadron organization code.
A32 – TRCODE: must be 41 or 47. (Appendix E)
A34 - Maintenance level must be 3.
A35 - Enter the appropriate AT code. (Appendix E)
A39 - Item processed must be 1.
F08 through F19-Enter the 12- or 13-character code that identifies the specific TD to be incorporated into the type equipment identified in block A48.
A} A41 - For EPM, enter man-hours.
A} A45 - For EPM, enter EMT.
A48 - Enter the TEC for the equipment.
A52 - Enter the appropriate BU/SERNO.
B08 through B34 - Enter the appropriate Julian dates and times that work was received, started, or completed.
E08 through E52 - Enter the appropriate data for the removed/old item (if applicable).

G08 through G48 - Enter the appropriate data for the installed/new item (if applicable).
A08 through A14 - Enter the assigned squadron JCN.
A19 – Enter the appropriate work center code. (Appendix E)
DISCREPANCY - Enter the narrative description of the discrepancy.
CORRECTIVE ACTION - Enter the narrative description of the corrective action.
CORRECTED-INSPECTED-SUPERVISOR-MAINT CONTROL - Enter the appropriate signatures and rates/ranks.

MAINTENANCE CONTROL BOARD				CONFIGURATION
				1 2
BUNO SIDE NO.	IN WORK	AWM	AWP	3 4
				5 6
				7 8
101	(C)	(D)	(E)	(F)
(A)				
102				
103				
104				
(B)		(G)		
110	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.			
120	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.			
130	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.			
140	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.			
210	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.			
220	ASSIGN./ 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20/ AVAIL.			

BOARD LAYOUT: CURRENT DISCREPANCY STATUS DISPLAY METHOD

(A) BUNO/SIDE NO. - Space used to display the aircraft engine component time card(s) and information contained therein.

(B) WORK CENTER - Space used to display work center designations.

(C) Graduated space for displaying outstanding discrepancy registers that are in an "in-work" status.

(D) Graduated space for displaying outstanding discrepancy registers that are in an "awaiting maintenance" status.

(E) Graduated space for displaying outstanding discrepancy registers that are in an "awaiting parts" status.

(F) CONFIGURATION - Space used to display configuration of specific aircraft. Colored sliding tabs are used to indicate configuration status in accordance with the configruation key on the header. Space is provided for 8 items but can be subdivided to provide 16 configurations.

(G) MANPOWER INDICATOR - Space used to indicate number of personnel assigned to each work center, and the number of personnel available for work.

Figure 15-1: O-Level Maintenance Control Board

SIDE NO.		BUNO	
WC	IN WORK	AWM	AWP
110			
120			
210			
220			
230			
310			

Figure 15-2: O-Level Maintenance Control Board (Using One Board Per Aircraft)

SIDE NO.	IN WORK	AWM	AWP
201			
202			
203			
204			
205			
206			

Figure 15-3: O-Level Maintenance Control Board (Side Nos.)

SIDE NO.	WC	IN WORK	AWM	AWP
201	110			
	120			
	130			
	210			
	220			
	230			
	310			
202	110			
	120			
	130			
	210			
	220			

Figure 15-4: O-Level Maintenance Control Board (Side Nos. and W/Cs)

MISC. SECTION WC	IN WORK	AWM	AWP
110			
120			
210			
220			
230			
310			

Figure 15-5: O-Level Maintenance Control Board Miscellaneous Section (By W/C)

MISC. SECTION				
TEC	SERNO	IN WORK	AWM	AWP
YPAA	BV8416			
	CB0011			
	DS5143			
	DW8084			
	GD5573			
	JC0194			
	JJ3684			
	KM2122			
	LE1351			
	PS6750			
	RP8911			
	SP9080			

Figure 15-6: O-Level Maintenance Control Board Miscellaneous Section (By TEC and SERNO)

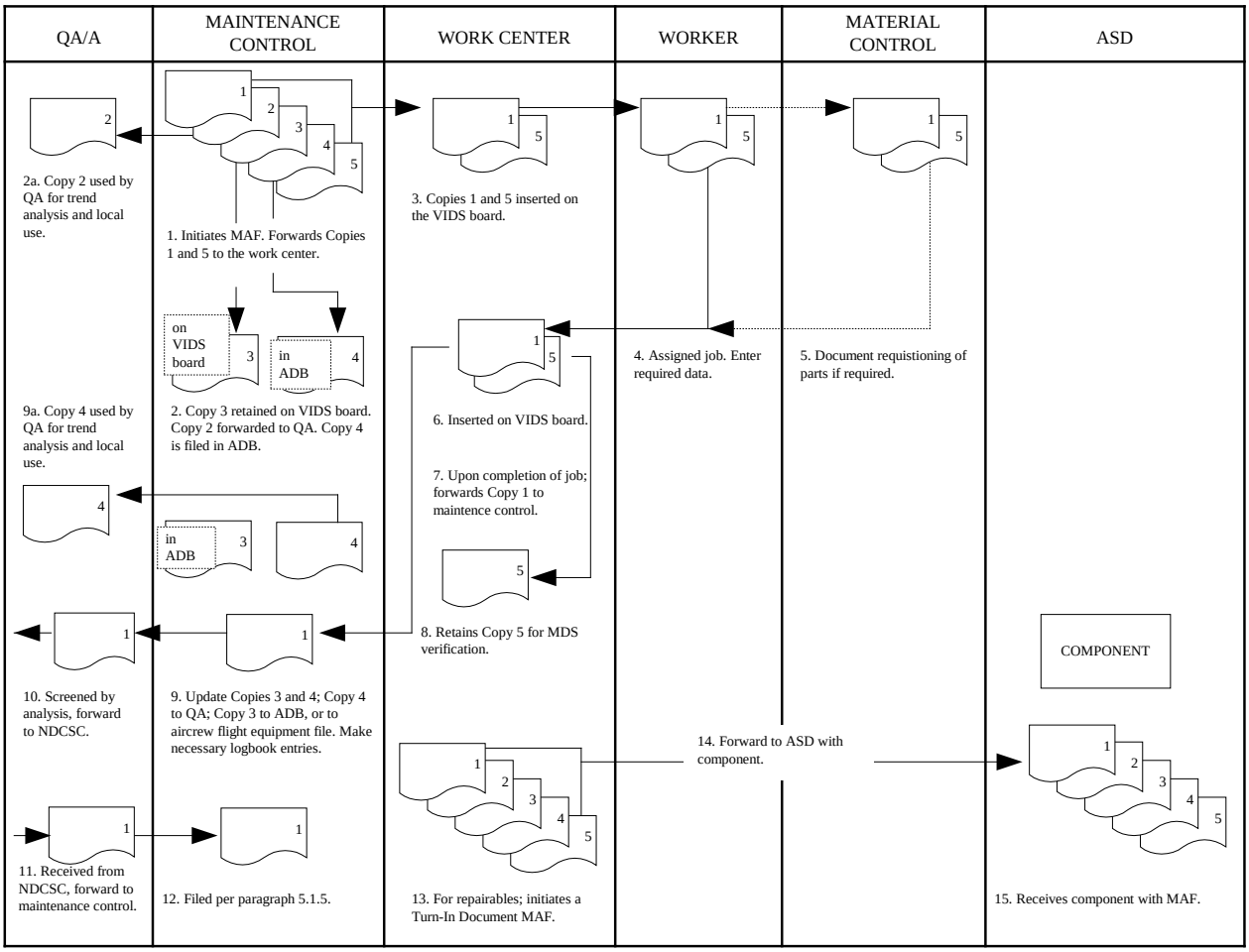


Figure 15-7: O-Level Maintenance MAF Document Flow Chart

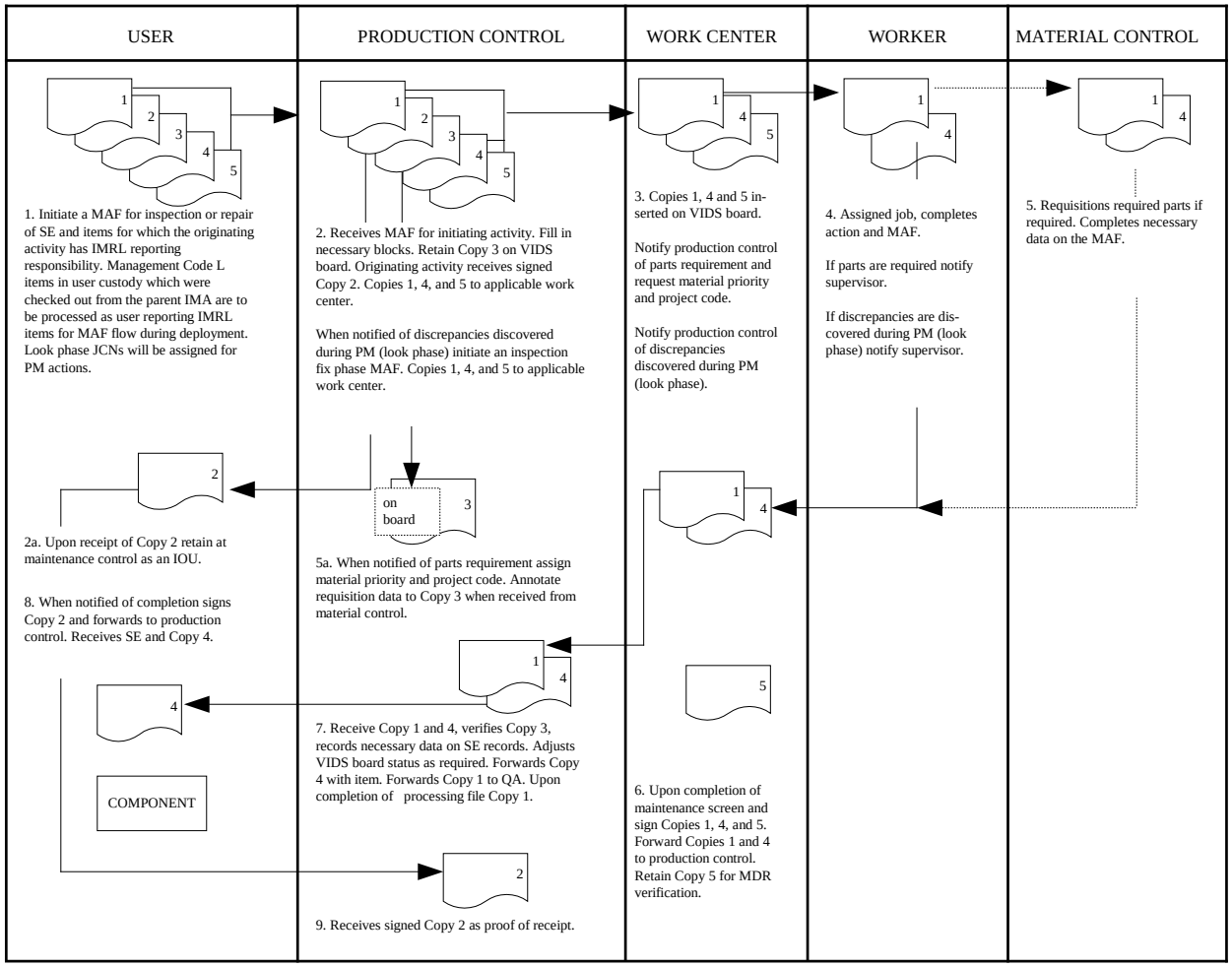


Figure 15-8: MAF Flow for O-Level IMRL Reported SE

ORG: VFA-34

NALCOMIS OMA
AIRCRAFT/EQUIPMENT WORK LOAD REPORT

DATE : 18 FEB 07
TIME : 0911
RFQ BY : D VAUGHN
PAGE : 1

WORK CENTER	TEC	MODEX	BUNO	MCN	JCN	ACFT/ EQUIP STATUS	JOB STATUS	EOC	WUC	SYSTEM REASON	DDSN	PROJECT CODE	SUPPLY STATUS	DATE RCVD
020	MAF	401	5402	AB3YD2	AB3003014	* D *	IW		030000A	7 DAYS DD: 97009				
				AB34WYD	AB3361021	* D *	M3		030000A	14 DAYS DD: 97002				
110	MAF	401	5402	AB34K5W	AB3301233	U	IW			VENT CRACK				
				AB34K9H	AB3301315	U	M3		2770021	P GANG DRAIN BRK	6320D462	AK1	334COMPL	0
				AB34OLQ	AB3320196	U	M8			CRACKED TURKEY FEATH				
				AB34RBV	AB3333193	U	M3			IDG SIGHT GLASS				
				AB34W49	AB3354079	U	M3			PUNCH IN PNL				
				AB34W4A	AB3354080	U	IW			PFFC PUNCH				
				AB34Z0J	AB3049003	U	WP		6523418	PT ENG OIL LEAK	7019GY06	AK7	049BBN32	
12C	MAF	401	5402	AB340P8	AB3321074	U	M3			WALKWAY PNLS NONSKID				
				AB340PB	AB3321076	U	M3			DAILY DOOR LATCH				
				AB34W1D	AB3353025	U	M3			R/R PT NACELLE				
				AB34W1F	AB3353026	U	IW			R/R STBD NACELLE				
				AB34W1G	AB3353027	U	IW			R/R PT OWF RAILS				
				AB34W1H	AB3353028	U	M3			R/R STBD OWF RAILS				
13B	MAF	401	5402	AB341DR	AB3294106	U	M3			LINING STRIP				
220	AFWC	401	5402	AB3ONJ	AC1048001	* D *	IW	Z	44140	(S) ANTI COLL LITE INOP	7019GY69	AK0	048COMPL	0
					AC1306081	U	M2			COMPASS EVAL DUE				
					AB3342706	U	M3			FLAP LT	7005GY74	AK0	005COMPL	0

Figure 15-9: NALCOMIS OMA Aircraft/Equipment Work Load Report

ORG : VF-101
WORK CENTER : 120

NALCOMIS OMA
WORK CENTER WORK LOAD REPORT

DATE : 18 FEB 97
TIME : 0907
RFQ BY : P GOTT
PAGE : 1

MODEX	BUNO	TEC	MCN	JCN	ACFT/ EQUIP STATUS	JOB STATUS	EOC	WUC	SYSTEM REASON	DDSN	PROJECT CODE	SUPPLY STATUS	DATE RCVD
114	162913	AFWC	AC14K5D	AC1301220	U	IW			AIRBAG LINE(S) SPONSON				
			AC14L5U	AC1302007	U	M3			RUD BLOCK WORN				
			AC140MX	AC1320A10	U	IW			SCREW MISS SPOILER MOD PN				
			AC14W3N	AC1354057	U	M3			AUXFLAPDISBOND				
			AC14W30	AC1354058	U	IW			AUXFLAPDELAM				
			AC14X92	AC1361098	U	M3			CRACK HINGES STRBD				
			AC14XN3	AC1362174	U	M3			HYD LEAK PORT RAMPS				
120	159452	AFWC	AC13DQJ	AC1118354	U	M3		11133	P/S WIND SCREEN GRAZED	7181D423	AK1	221COMPL	97221
										7181D424	AK1	221COMPL	97221
										6181D425	AK1	182COMPL	97182
			AC13SPX	AC1182291	U	M3			S EYE BROW SPRING BROKEN				
			AC144FP	AC1234030	U	M3			1 INCH LEFT STICK TRIM DIRTY				
			AC14GMO	AC1287003	U	M3			P/FALSE FAIRING BROKE				
			AC14NEM	AC1313119	U	M3			S FFC IN T/C FIT CRACKED				
			AC14NEN	AC1313120	U	M3			P OUT FFC T/C FIT CRACKED				
			AC14NEO	AC1313121	U	M3			P INBD WEEK T/C FIT CRACK				
			AC14ORG	AC1321119	U	M3		11357	POWATTACHPOINTCOVERMISS	6322GY27	AK0	325CANCL	96325
121	159467	AFWA	AC14YSC	AC1004135	U	M3			P TEN STRAP A NUT BAD				
			AC14RZS	AC1335114	U	M3			POWFFWDFENCRAILCAP MISSING				
			AC14TX8	AC1343010	U	M3			POUTER INTAKE WALL RVTS				
122	159468	AFWA	AC14YUA	AC1005033	U	M3			POWF HINGE				
			AC14Q6I	AC1327278	U	M3			(S) FWD NLG DOOR BUMPER				
124	159450	AFWA	AC137AI	AC1088035	U	M3		14829	S W/S SWIVELBOLT MISSING	7088GY58	AK0	088COMPL	90788
										7106D441	AK1	110COMPL	97110

Figure 15-10: NALCOMIS OMA Work Center Work Load Report

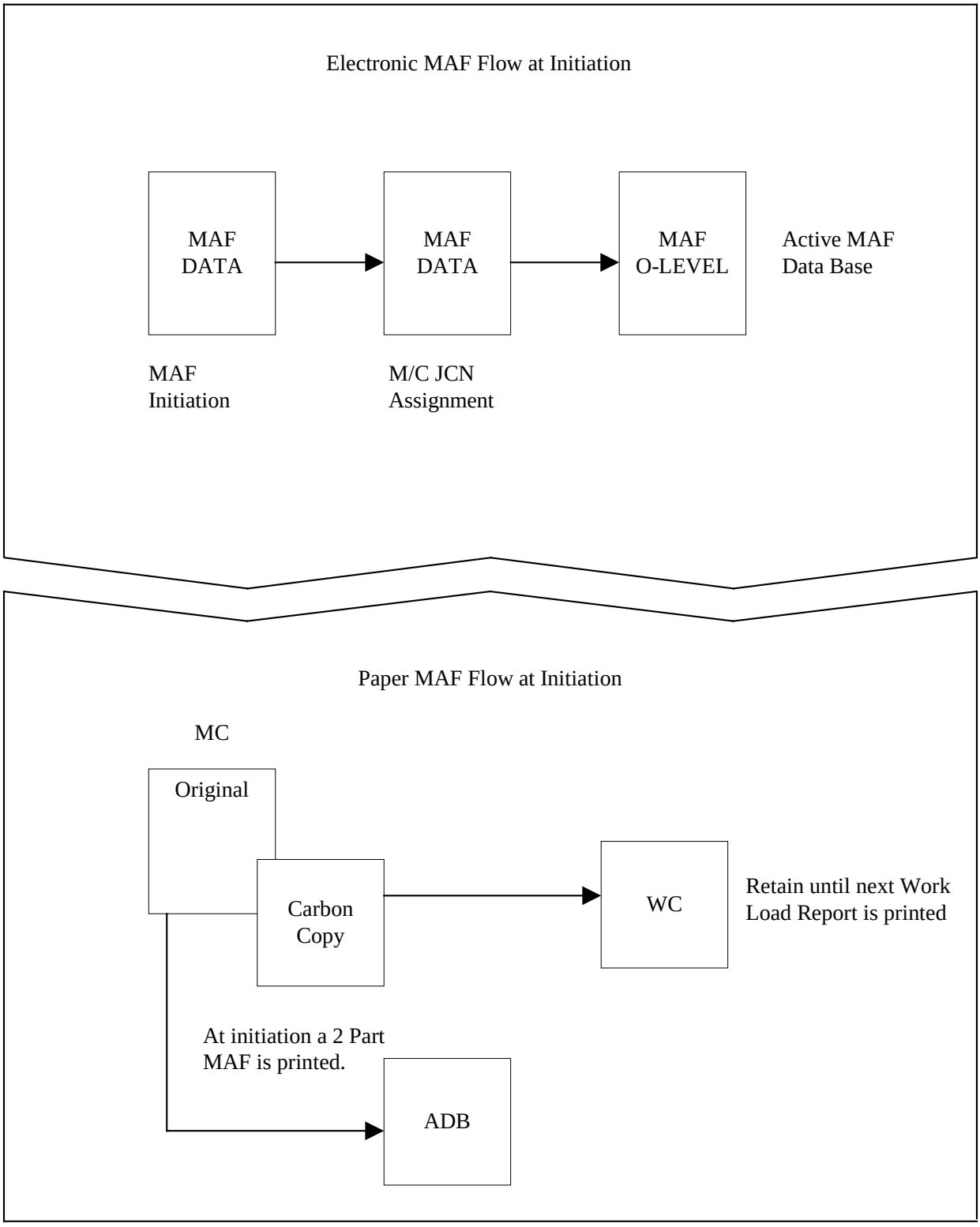


Figure 15-11: NALCOMIS OMA MAF Initiation Cycle

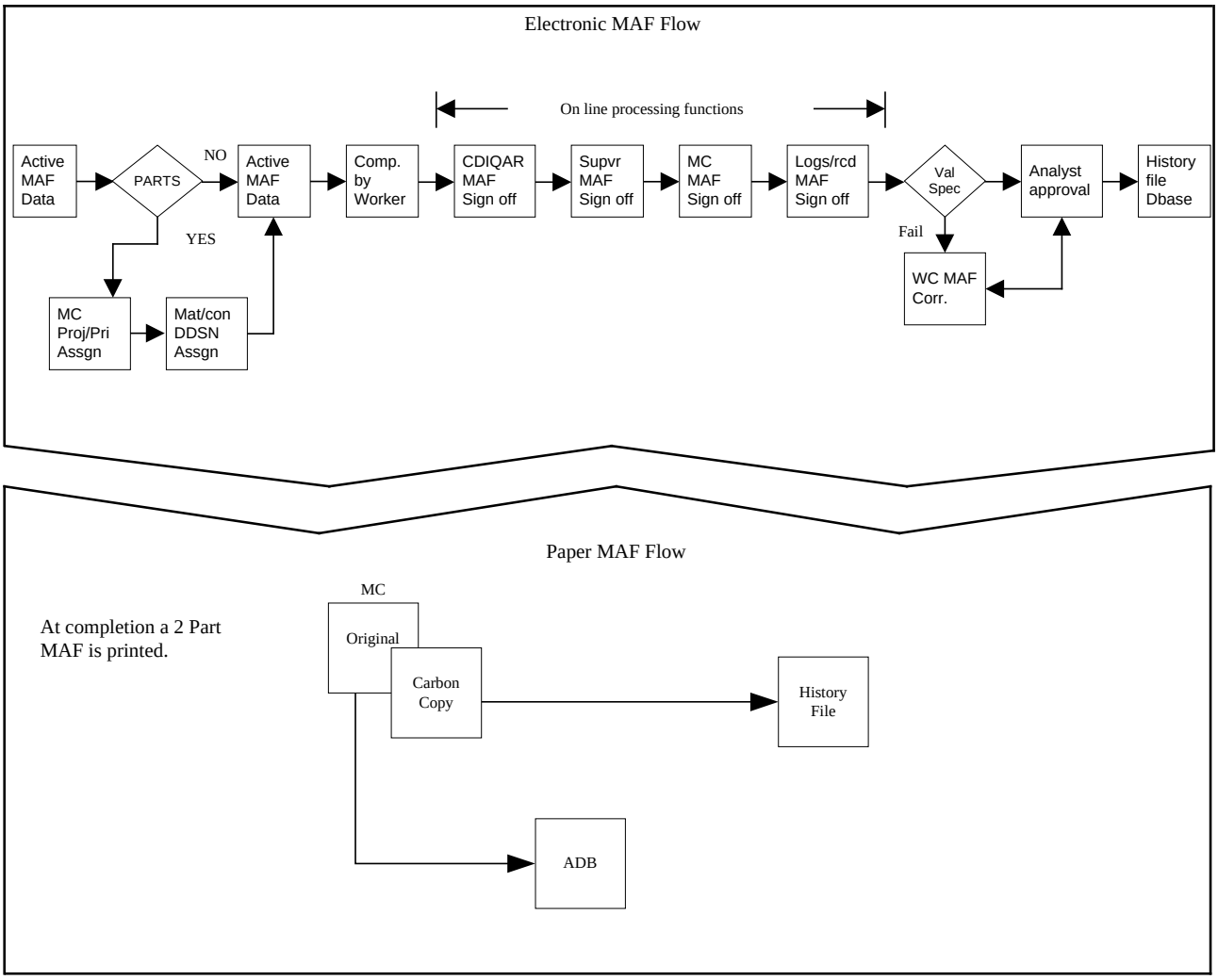


Figure 15-12: NALCOMIS OMA MAF Completion Cycle

AIRCRAFT TRANSFER REPORT PART I BUNO 161862

MCN	JCN	W/C	SYSTEM REASON	WUC	TC	WD	TM	AT	MAL	IP	MNHRS	EMT	DT COMP	WORKER SIGNATURE	QA CD	SIGNATURE	SUPER SIGNATURE	CF	QA
OAC1VMZ	AC1205738	021	10 EHRS (P)	030000A	11	O	K	0	000	01	0.0	0.0	97205			AZ3 JONES	AZ3 JONES	N	N
OAC1VN2	AC1205739	021	10 EHRS (S)	030000A	11	O	K	0	000	01	0.0	0.0	97205			AZ3 JONES	AZ3 JONES	N	N
OAC1VSB	AC1206723	021	O/STRESS 7.0	030	11	O	S	0	000	01	0.0	0.0	97206			AZ3 JONES	AZ3 JONES	N	N

AIRCRAFT TRANSFER REPORT PART II BUNO 161862

MCN	W/C	DISCREPANCY	CORRECTIVE ACTION	CF	QA
OAC1VMZ	021	PERFORM 10 EHRS SPECIAL INSP:	C'ED/W ABOVE MRC'S	N	N
OAC1VN2	021	PERFORM 10 EHRS SPECIAL INSP:	C'ED/W ABOVE MRC'S	N	N
OAC1VSB	021	CHECK AIRCRAFT FOR O/STRESS	C'ED/W ABOVE MRC'S	N	N

AIRCRAFT TRANSFER REPORT PART III BUNO 161862

MCN	JCN	W/C	SYSTEM REASON	AT	MAL	E CAGE	E PART NUMBER	E SERNO	G CAGE	G PART NUMBER	G SERNO
OAC1VXN	AC1207700	110	NOZ. PUMP	T	814	07482	1156M46P08	23781	07482	1156M46P11	VKJE2854
AC1AA8H	AC1201188	110	L06 CODE T4B OT/BE	R	029	07482	1344M74P01	GDB0201V	07482	1344M74P01	GDBB5217
AC1AAZ3	AC1200700	200	BLGTING A/S IND	R	374	26512	21285-1139	239778	26512	21285-1139	316211

AIRCRAFT TRANSFER REPORT PART IV BUNO 161862

MCN	JCN	W/C	AWN NO	RSN CD	AWM HRS
OAC1VXN	AC1207700	110	1	8	21.2
AC1A9KW	AC1199701	122	1	3	6.0
AC1AFX4	AC1214A01	13B	1	6	0.5

AIRCRAFT TRANSFER REPORT PART V BUNO 161862

MCN	JCN	W/C	SYSTEM REASON	WUC	INDX	IND	AT	MAL	CAGE	PART NUMBER H-Z	QTY
AC1AFX4	AC1214A01	13B	WATER SEP. BAG	4112K	H	Y	R	105	70210	180849-10	1
AC1AFY1	AC1215048	280	WAVEGUIDE BROKEN	74A1500	H	Y	R	070	82577	3196864	1

AIRCRAFT TRANSFER REPORT PART VI BUNO 161862

MCN	JCN	W/C	CD	BASIC	KIT	INT RV	AMD	PRT	LVL	NOT LATER THAN	PRI	DTE ISS	MNHRS	RCSN	DT	DRCTV	SERNO
AC192K5	AC1089146	120	50	0806	00				1		R	1092		4Q97		813	
AC1AZX7	AC1269119	230	57	0679	00				1	GUN INSP, 90 DAY	U	0395	2.0	4Q96		1287	
AC19R2D	AC1152116	280	50	0852	00				1	NEXT PHASE	R	0595	1.0	2Q00		1265	

Figure 15-13: Aircraft Transfer Report

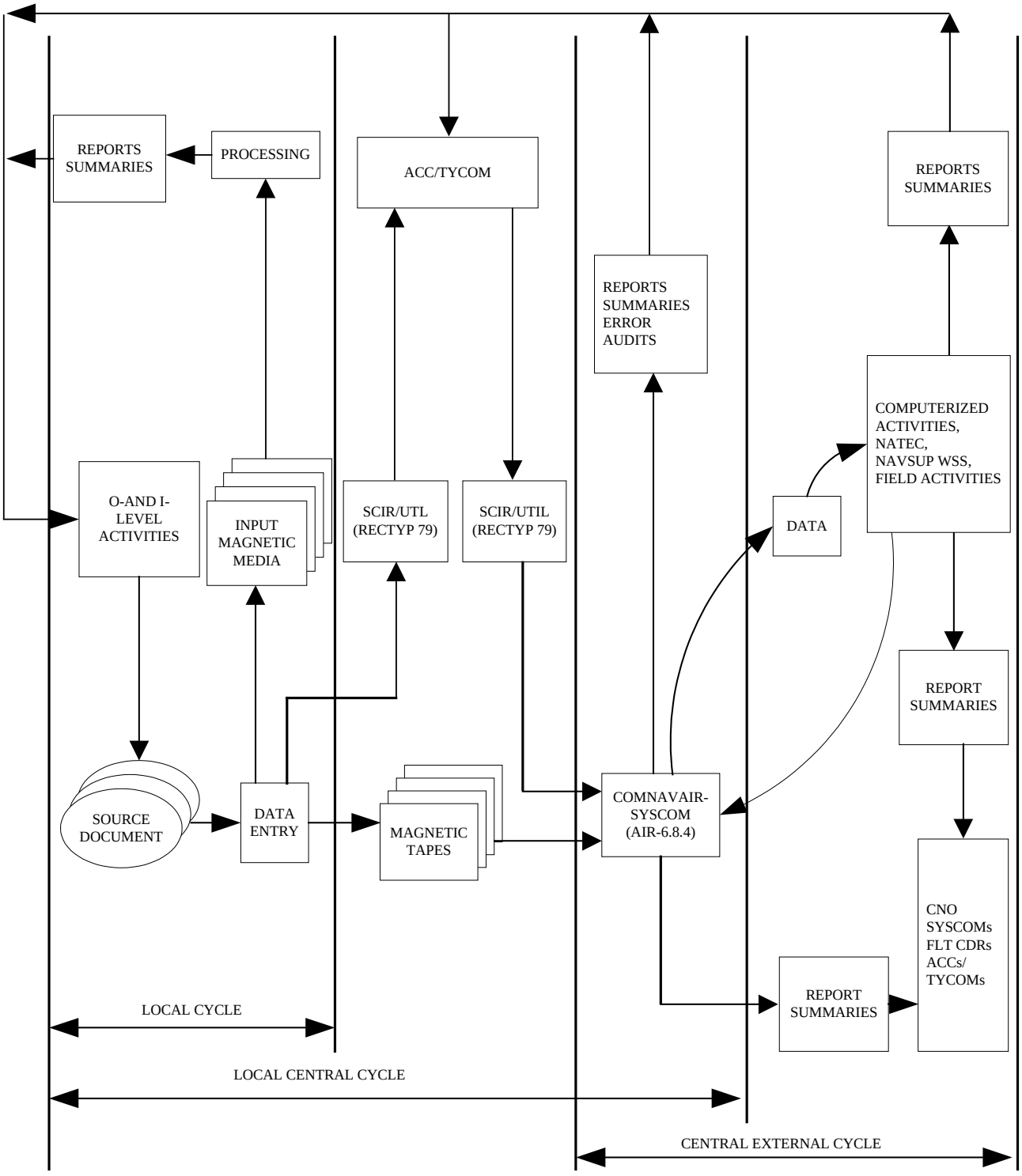


Figure 15-14: Aviation 3M Data Cycles

MCN A9K0015

ENTRIES REQUIRED SIGNATURE
NONE LOGS REC

MAF OPNAV 4790/60 (REV. 5-88)

LOCAL USE/REFERENCE

ACCUMULATED WORK HOURS
NAME TOOL BOX DATE MAN HRS ELASPED M/T

ACCUMULATED AWM HOURS
DATE TIME REASON HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC

FOLD

TECHNICAL DIRECTIVE INFORMATION

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAN/L	A35 ACT TA	A36 MAL CD	A39 ITMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART KIT	F19

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAF/EI SER	A69 METER	SE MFGR	A74 TECH	INVENTORY F21	F22	F28 PERM UNIT CODE

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCE47 TIME/CYCE52 TME/CYC

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TME/CYC G43 TME/CYC G48 TME/CYC

AWAITING MAINTENANCE
B38 B39 HRS B43 B44 HRS B48 B49 HRS

DISCREPANCY

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

PILOT/INITIATOR

CORRECTIVE ACTION

CF REQ QA REQ

CORRECTED BY INSPECTED BY SUPERVISOR MAINT CONTROL

JOB CONTROL NUMBER A19 WK CTR
A08 ORG A11 DAY A14 SER A17 SUF

MODEX PRI TURN-IN DOCUMENT SYSTEM REASON MCN
A9K0015

Figure 15-15: NALCOMIS Organizational Maintenance Activity Maintenance Action Form

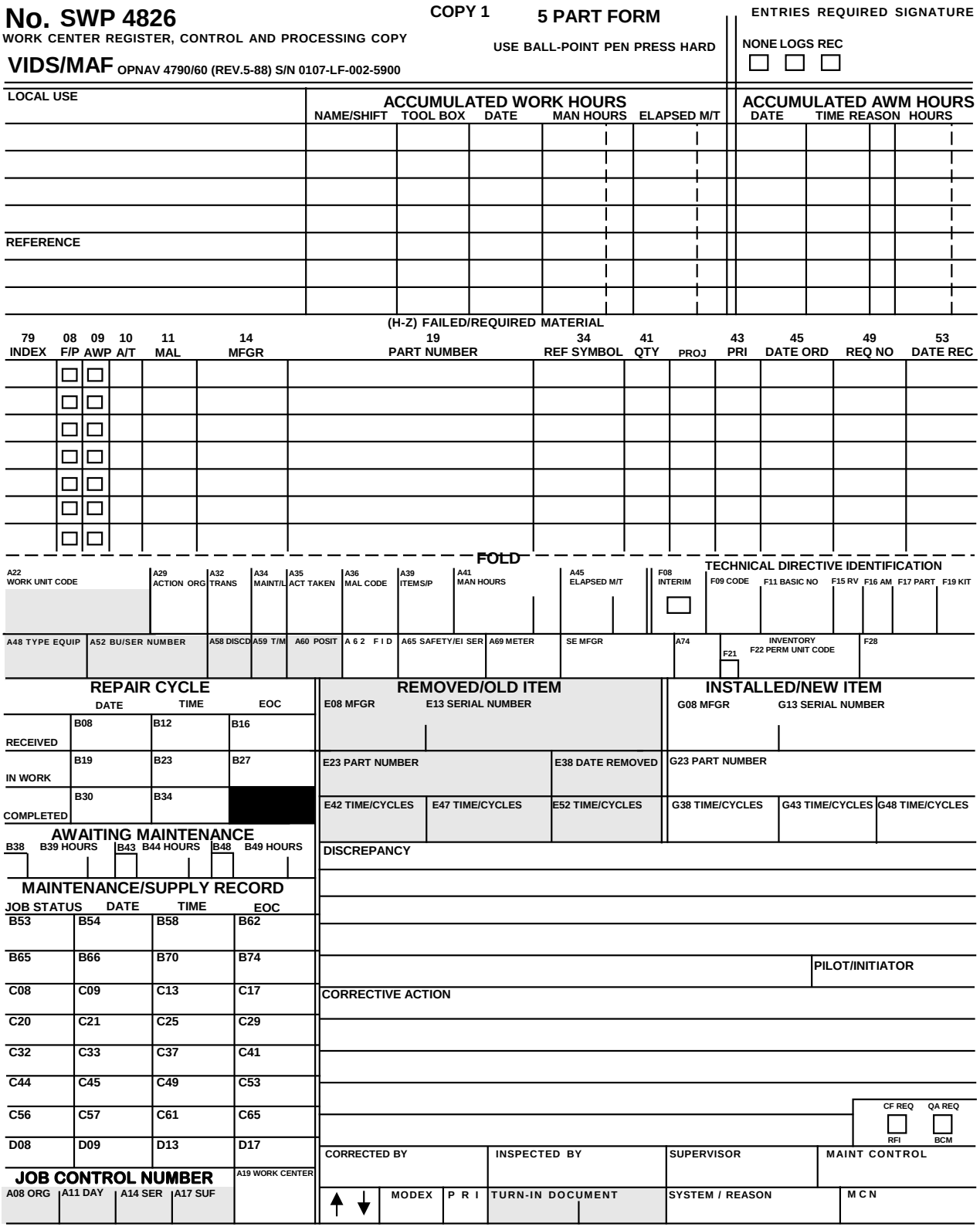


Figure 15-16 MAF (OPNAV 4790/60)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X SSGT Gott

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
	P67	00							☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAED	163046									A	009996	

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30 5035	B34 1535	

AWAITING MAINTENANCE

B38 | B39 HOURS | B43 | B44 HOURS | B48 | B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG | A11 DAY | A14 SER | A17 SUF | A19 WORK CENTER

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

GAINED ACFT 163046 FROM VAQ-132 IAW CNAF ATO 013-05

PILOT/INITIATOR

CORRECTIVE ACTION

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
		AZ1 Pie'	

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-17 Aircraft Inventory Gain

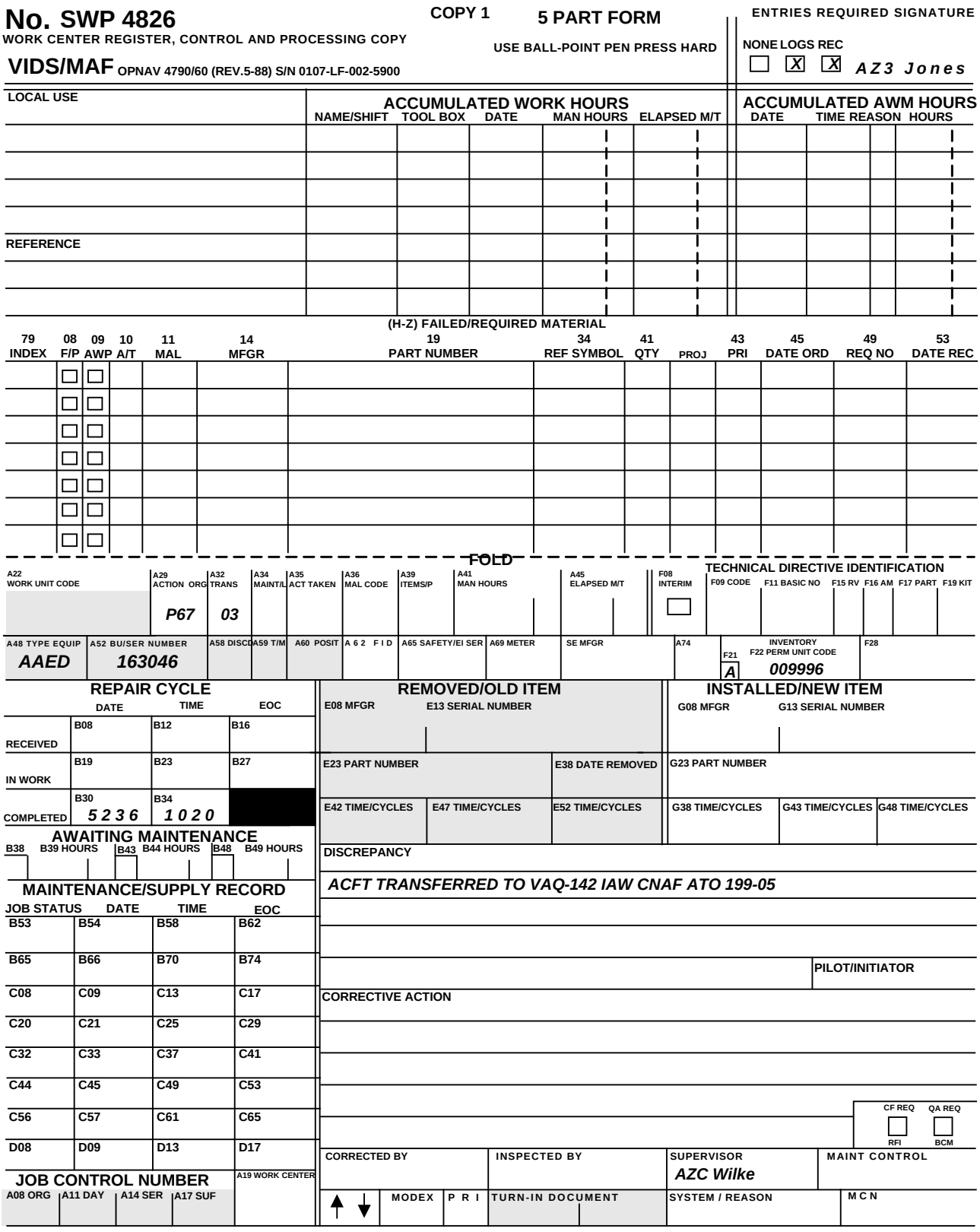


Figure 15-18: Aircraft Inventory Loss (Transfer or Strike)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X *AZ3 Owen*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
	P67	*02*							☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAED	*163155*									*2*	*009996*	

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30 *5099*	B34 *1240*	

AWAITING MAINTENANCE

B38 | B39 HOURS | B43 | B44 HOURS | B48 | B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER — A08 ORG | A11 DAY | A14 SER | A17 SUF | A19 WORK CENTER

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

ACFT 163155 "OUT" FOR SPECIAL REWORK

PILOT/INITIATOR

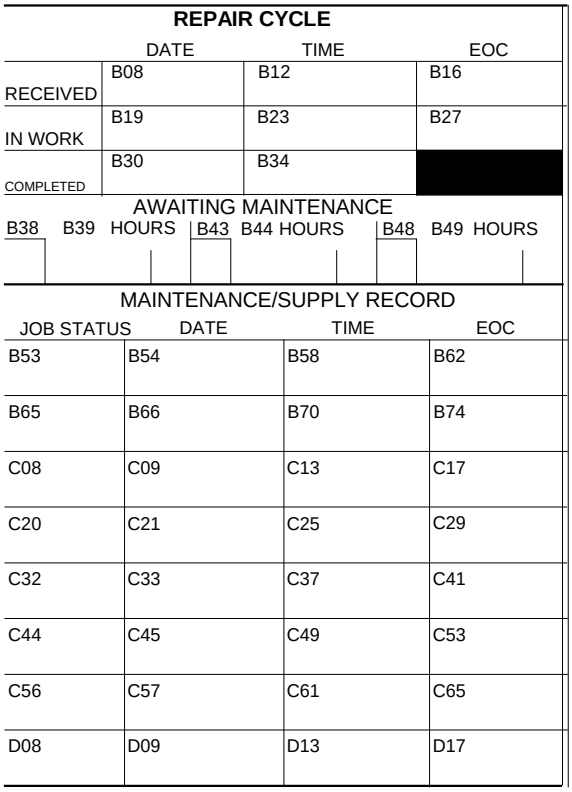
CORRECTIVE ACTION

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR *AZ1 Brown* | MAINT CONTROL

MODEX | PRI | TURN-IN DOCUMENT | SYSTEM / REASON | MCN

Figure 15-19: Aircraft Change in MCRS Status



REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

Figure 15-20: **Data Groups Required for SCIR**

1	2	3	4	5	6	7
Discrepancy Reported 0800	Work Started 0900	Work Stopped For Parts 1000	Ordered Parts 1100	Parts Received 1500	Begin Installation 1600	Work Finished 1700

AWM	EMT	AWM	AWP	AWM	EMT
MAINTENANCE			SUPPLY	MAINTENANCE	

1. The discrepancy was reported at 0800 on 6123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work started on discrepancy at 0900.

3. Work was stopped for lack of parts at 1000 but parts were not ordered at this time. AWM was in effect until parts were ordered. Parts are not considered to be on order (AWP) until demand has been forwarded to SRS of the Supply Department.

4. Parts were placed on order at 1100, work was still stopped.

5. Parts were received at 1500, but no one was available to work at this time; AWM applies.

6. Began work at 1600 to install RFI component.

7. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 **6123**	B12 **0800**	B16 **Z**
2	IN WORK	B19 **6123**	B23 **0900**	B27 **Z**
7	COMPLETED	B30 **6123**	B34 **1700**	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	**2 0**	**8**	**1 0**		

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
4	B53 **S**	B54 **6123**	B58 **1100**	B62 **Z**
5	B65 **M**	B66 **6123**	B70 **1500**	B74 **Z**
	C08	C09	C13	C17
	C20	C21	C25	C29
	C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
6123	***0800***	***3***	***1***	***0 (1,2)***
6123	***1000***	***8***	***1***	***0 (3.4)***
6123	***1500***	***3***	***1***	***0 (5,6)***

Figure 15-21: **Maintenance vs Supply Situation (1)**

1	2	3	4	5	6	7
Discrepancy Reported 0800	Work Started 0900	Ordered Parts 1000	Work Stopped For Parts 1100	Parts Received 1500	Begin Installation 1600	Work Finished 1700

AWM	EMT	AWP	AWM	EMT
MAINTENANCE		SUPPLY	MAINTENANCE	

1. The discrepancy was reported at 0800 on 6123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work started on discrepancy at 0900.

3. Ordered parts at 1000 but continued working to remove old component. EMT still applies.

4. Work stopped for lack of parts at 1100.

5. Parts were received at 1500, but no one was available to work at this time; AWM applies.

6. Began work at 1600 to install RFI component.

7. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 **6123**	B12 **0800**	B16 **Z**
2	IN WORK	B19 **6123**	B23 **0900**	B27 **Z**
7	COMPLETED	B30 **6123**	B34 **1700**	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	**2 0**				

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
4	B53 **S**	B54 **6123**	B58 **1100**	B62 **Z**
5	B65 **M**	B66 **6123**	B70 **1500**	B74 **Z**
	C08	C09	C13	C17
	C20	C21	C25	C29
	C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
6123	***0800***	***3***	***1***	***0 (1,2)***
6123	***1500***	***3***	***1***	***0 (5,6)***

Figure 15-22: Maintenance vs Supply Situation (2)

1	2	3	4	5	6	7	8
Discrepancy Reported 0800	Work Started 0900	Work Stopped And Parts Ordered 1000	Begin Trouble-Shooting 1200	Complete T/S 1300	Parts Received 1500	Begin Installation 1600	Work Finished 1700
AWM	EMT	AWP	EMT	AWP	AWP	EMT	
MAINTENANCE		SUPPLY	MAINT.	SUPPLY	MAINTENANCE		

1. The discrepancy was reported at 0800 on 6123 and caused the equipment to be NMC as indicated by EOC Code Z. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work started on discrepancy at 0900.

3. Work was stopped for lack of parts and parts ordered. Defective part turned in at 1000.

4. At Maintenance Controls direction, went back into work at 1200 to further troubleshoot discrepancy. Although parts are on order, EMT applies.

5. Satisfied that no further maintenance is required until receipt of previously ordered part, status returns to AWP at 1300.

6. Parts were received at 1500, but no one was available to work at this time; AWM applies.

7. Began work at 1600 to install RFI component.

8. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 **6123**	B12 **0800**	B16 **Z**
2	IN WORK	B19 **6123**	B23 **0900**	B27 **Z**
8	COMPLETED	B30 **6123**	B34 **1700**	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	**2 0**				

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
3	B53 **S**	B54 **6123**	B58 **1000**	B62 **Z**
4	B65 **M**	B66 **6123**	B70 **1200**	B74 **Z**
5	C08 **S**	C09 **6123**	C13 **1300**	C17 **Z**
6	C20 **M**	C21 **6123**	C25 **1500**	C29 **Z**
	C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
6123	***0800***	***3***	***1***	***0 (1,2)***
6123	***1500***	***3***	***1***	***0 (6,7)***

Figure 15-23: Maintenance vs Supply Situation (3)

1	2	5
Discrepancy Reported 0800	Begin Work Further Degrading 1100	Work Finished 1700

EOC: D AWM	EOC: Z EMT
MAINTENANCE	

1. The discrepancy was reported at 0800 on 6123 that degraded equipment mission capability. The impacting system is described by EOC Code D. No electrical facilities were available at this time so the discrepancy was AWM for facilities.

2. Work started at 1100 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z.

3. The component was replaced and work finished at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 **6123**	B12 **0800**	B16 **D**
2	IN WORK	B19 **6123**	B23 **1100**	B27 **Z**
3	COMPLETED	B30 **6123**	B34 **1700**	

AWAITING MAINTENANCE

B38	B39 HOURS		B43	B44 HOURS	B48	B49 HOURS
2	**3**	**0**				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
6123	***0800***	***2***	***3***	***0 (1,2)***

Figure 15-24: Simple EOC Code Change

1	2	3	4	5	6	7
Dis-crepancy Reported 0800	Begin Work Further Degrading Capability 0900	Work Stopped And Parts Ordered 1000	Begin Reinstal-lation Of Bad Component 1100	Completed Rein-stallation Of Bad Component 1200	Parts Received And Begin Component Replacement 1600	Work Finished 1700

AWM	EMT	AWP	EMT	AWP	EMT
MAINTENANCE		SUPPLY	MAINT.	SUPPLY	MAINTENANCE

1. The discrepancy was reported at 0800 on 6123 that degraded mission capability. The impacting system is described by EOC Code D. At this time all workers were otherwise employed so the discrepancy was AWM for backlog.

2. Work started at 0900 and involved removal of a part that caused the equipment to be unusable due to the system described by EOC Code Z.

3. Work was stopped for lack of parts and parts ordered at 1000. As this component is a CRIPL item, it will be retained until receipt of the replacement part.

4. Because of operational commitments, maintenance control ordered the reinstallation of the defective component to upgrade mission capability to D. Reinstallation began at 1100, EMT applies.

5. Completed reinstallation of defective component at 1200. Status returns to AWP; EOC code to D.

6. Replacement component received at 1600, Maintenance Control authorized immediate removal and replacement of the defective component.

7. Finished work at 1700, end item ready for use.

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 **6123**	B12 **0800**	B16 **D**
2	IN WORK	B19 **6123**	B23 **0900**	B27 **Z**
7	COMPLETED	B30 **6123**	B34 **1700**	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	**1 0**				

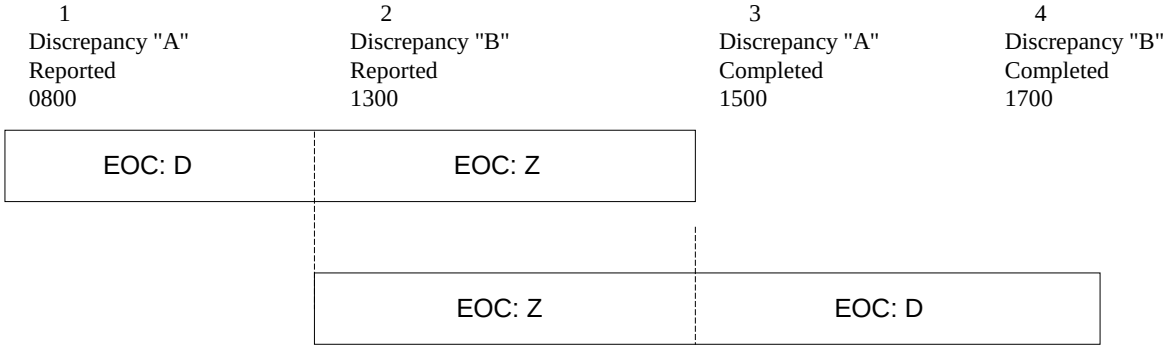
MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
3	B53 **S**	B54 **6123**	B58 **1000**	B62 **Z**
4	B65 **M**	B66 **6123**	B70 **1100**	B74 **Z**
5	C08 **M**	C09 **6123**	C13 **1200**	C17 **D**
5	C20 **S**	C21 **6123**	C25 **1200**	C29 **D**
6	C32 **M**	C33 **6123**	C37 **1600**	C41 **Z**

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
6123	***0800***	***3***	***1***	***0 (1,2)***

Figure 15-25: Multiple EOC Code Changes



1. Discrepancy "A" was reported at 0800 on 6123 and degraded mission capability. The impacting system was described by EOC Code D. Work started at 0900 on discrepancy "A".

2. Discrepancy "B" was reported at 1300 and placed in work. The MESM indicates that when both systems "A" and "B" are degraded at the same time, EOC Code Z will apply.

3. Discrepancy "A" was repaired at 1500. The remaining mission degrading system is described by EOC Code D.

4. Discrepancy "B" was repaired at 1700, the end item is ready for use.

NOTE: The purpose of this display is to illustrate "redundant system" documentation logic. In practice, the AWM, EMT, and supply time would be accounted for on each discrepancy in the normal manner.

(Discrepancy A)

REPAIR CYCLE

		DATE	TIME	EOC
1	RECEIVED	B08 **6123**	B12 **0800**	B16 **D**
1	IN WORK	B19 **6123**	B23 **0900**	B27 **D**
3	COMPLETED	B30 **6123**	B34 **1500**	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	**1 0**				

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
	B53	B54	B58	B62
2	**M**	**6123**	**1300**	**Z**
	B65	B66	B70	B74
	C08	C09	C13	C17
	C20	C21	C25	C29
	C32	C33	C37	C41

(Discrepancy B)

REPAIR CYCLE

		DATE	TIME	EOC
2	RECEIVED	B08 **6123**	B12 **1300**	B16 **Z**
2	IN WORK	B19 **6123**	B23 **1300**	B27 **Z**
4	COMPLETED	B30 **6123**	B34 **1700**	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS

MAINTENANCE/SUPPLY RECORD

	JOB STATUS	DATE	TIME	EOC
	B53	B54	B58	B62
3	**M**	**6123**	**1500**	**D**
	B65	B66	B70	B74
	C08	C09	C13	C17
	C20	C21	C25	C29
	C32	C33	C37	C41

Figure 15-26: Redundant System Logic

	Inspection Began 0800	0900	1000	1100	Inspection Completed 1200	DOCUMENTED
(Primary) Work Center"A"	EMT	AWM	AWM	EMT		(Refer to Inspection Control Document)
(Assisting) Work Center "B"	EMT	EMT	AWM	AWM		EMT = 2 Hours AWM = 0 Hours
(Assisting) Work Center "C"	AWM	AWM	AWM	EMT		EMT = 1 Hour AWM = 0 Hours
Inspection Control Document			AWM			EMT = 2 Hour (W/C"A") AWM = 1 Hour (See Note) SCIR IS DOCUMENTED

NOTE: The above exhibit illustrates an inspection being performed by three work centers. Work center "A" is the primary work center and documents the inspection control document. Although the individual work centers were AWM at various times between 0800 and 1200, the inspection was AWM only between 1000 and 1100 because this is the only time all work centers were AWM simultaneously. The primary work center "A" would document its own EMT and the inspection AWM on the inspection control document as shown below. The assisting work centers "B" and "C" would document their own EMT, as shown in the figure above, but account for no SCIR or AWM hours.

REPAIR CYCLE

	DATE		TIME		EOC	
RECEIVED	B08	*6123*	B12	*0800*	B16	*Z*
IN WORK	B19	*6123*	B23	*0800*	B27	*Z*
COMPLETED	B30	*6123*	B34	*1200*		

AWAITING MAINTENANCE

B38	B39	HOURS	B43	B44	HOURS	B48	B49	HOURS
3		*1 0*						

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS	
6123	*1000*	*3*	*1*	*0*

Figure 15-27: Multiple Work Center Inspection Documentation

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ3 Havens*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	YOUNG	*3 dg*	*6024*	*2 0*	*2 0*	*6024*	*2000*	*2*	*1 5*
	ROGERS	*3 dg*	*6031*	*2 0*	*2 0*	*6031*	*1600*	*5*	*8 0*
REFERENCE									
HYD PRESS TRANS									
NA 01-45AAE-4-10 FIG:12, ITEM: 37									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]			*92003*	*3780016-106*		*1*	*AK0*	*03*	*6024*	*GM02*	*6031*
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
4541100	*AB6*		*11*	*1*	*N*	*525*	*0*	*4 0*	*4 0*	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*164261*	*D*	*B*							[ ]		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6024*	B12 *2000*	B16 *Z*
IN WORK	B19 *6024*	B23 *2130*	B27 *Z*
COMPLETED	B30 *6031*	B34 *2400*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
5	*8 0*	*2*	*1 5*		

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6024*	B58 *2330*	B62 *Z*
B65 *M*	B66 *6031*	B70 *1400*	B74 *Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB6	*024*	*481*		*120*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
92003	*304*

E23 PART NUMBER	E38 DATE REMOVED
3780016-106	*6024*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A1304		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

HYD-2 HYDRAULIC PRESSURE LOW

PILOT/INITIATOR *LT MOYER*

CORRECTIVE ACTION

CLOSE OUT. END OF REPORTING PERIOD

CF REQ [ ] QA REQ [ ]
RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
		AM1 Grant	*AZC Cummings*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-28: End of Month Close Out MAF

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

DATE	TIME	REASON	HOURS
6032	0001	5	

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			92003	3780016-106		1	AK0	03	6024	GM02	6031
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
4541100	AB6		1						☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	169261	D	B							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 6032	B12 0001	B16 Z
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB6	024	481		120

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
92003	304

E23 PART NUMBER	E38 DATE REMOVED
3780016-106	6024

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A1304		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

HYD-2 HYDRAULIC PRESSURE LOW

PILOT/INITIATOR LT WILLIAMS

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N

Figure 15-29: Reinitiated MAF After Close Out

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ1 Miller*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T		DATE	TIME	REASON	HOURS
FLORES	*1 klr*	*6136*	*3 0*	*3 0*					
HANDS		*6136*	*3 0*						

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13C1200	*AB3*	*11*	*1*	*Y*	*381*	*1*	*6 0*	*3 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	*163406*	*G*	*E*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6136*	B12 *1500*	B16 *Z*
IN WORK	B19 *6136*	B23 *1500*	B27 *Z*
COMPLETED	B30 *6136*	B34 *1800*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*136*	*131*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

HYDRAULIC LEAK IN PORT WHEEL WELL

PILOT/INITIATOR *AM1 Williams*

CORRECTIVE ACTION

FOUND PORT L/G ACTUATING CYLINDER LEAKING

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Hands	*AM1 Williams*	*AMC Dalsing*	*AZ3 Bullock*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
406				

Figure 15-30: Excessive Troubleshooting

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZC Owens*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T		DATE	TIME	REASON	HOURS
HERMAN	*4 jj*	*6136*	*1*	*0*	*1*	*0*				

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13C1200	*AB3*	*11*	*1*	*C*	*105*	*1*	*1*	*0*	*1*	*0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*165406*	*G*	*E*							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6136*	B12 *1800*	B16 *Z*
IN WORK	B19 *6136*	B23 *1800*	B27 *Z*
COMPLETED	B30 *6136*	B34 *1900*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*136*	*131*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

HYDRAULIC LEAK IN PORT WHEEL WELL

PILOT/INITIATOR *AM1 GRANT*

CORRECTIVE ACTION

TIGHTENED LOOSE B-NUT ON PORT LANDING GEAR ACTUATING CYLINDER

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM3 Herman	*AM1 McFalls*	*AMC Brown*	*ADCS Yarbrough*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
406				

Figure 15-31: On-Equipment Repair

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ1 Smith*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	DAY	*5 hg*	*6136*	*1 0*	*1 0*	*6136*	*0800*	*2*	*0 5*
	GRANT		*6136*	*1 0*					
	DAY	*4 hg*	*6136*	*1 0*	*1 0*				
	GRANT		*6136*	*1 0*					
REFERENCE									
NA01-230HLH-4-13, FIG 13-									
20, ITEM 16									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			*80058*	*RT-1571*		*1*	*AK0*	*02*	*6136*	*G336*	*6136*
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
631H100	*AN3*		*23*	*1*	*R*	*255*	*1*	*4 0*	*2 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
ASBE	*158864*	*C*	*B*							☐		

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6136*	*0800*	*Z*
IN WORK	*6136*	*0830*	*Z*
COMPLETED	*6136*	*1800*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
2	*0 5*				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6136*	B58 *0930*	B62 *Z*
B65 *M*	B66 *6136*	B70 *1700*	B74 *Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AN3	*136*	*455*		*210*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
80058	*188*

E23 PART NUMBER	E38 DATE REMOVED
RT-1571	*6136*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
M1360	*W3000*	*X0129*

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
80058	*321*

G23 PART NUMBER
RT-1571

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
M2850	*W3000*	*X0131*

DISCREPANCY

UHF RADIO WILL NOT TRANSMIT ON ANY CHANNEL

PILOT/INITIATOR *LT HANDS*

CORRECTIVE ACTION

REPLACED UHF TRANSCEIVER. CHECKS GOOD ON GROUND POWER

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT3 Day	*AT2 Grant*	*AT1 Adams*	*AZ2 Yarbrough*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
701				

Figure 15-32: On-Equipment Repair (Repairable Component Replacement)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
71D1200									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	165402	G	E								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	137	161		

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
80058	BJJ-011

E23 PART NUMBER	E38 DATE REMOVED
KY651AARA63	6137

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A0651	W1000	X0129

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER		

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

PULSE DECODER INOP.

PILOT/INITIATOR ATCS WILLIAMS

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	P R I	TURN-IN DOCUMENT		SYSTEM / REASON	M C N
		6137	G172		

Figure 15-33: Turn-In of Repairables and Locally Repaired Consumables

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13C1200					*140*				☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE F21	F28
AMAF	*165462*	*Y*	*B*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*137*	*153*		

REMOVED/OLD ITEM

E08 MFGR: *76301* E13 SERIAL NUMBER: *24561*

E23 PART NUMBER: *74A410800-1013* E38 DATE REMOVED: *6137*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C9999		

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

L/G ACTUATING CYLINDER RECEIVED (AND INSTALLED) WITHOUT SRC CARD

PILOT/INITIATOR *AZCM DRAKE*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	P R I	TURN-IN DOCUMENT		SYSTEM / REASON	M C N
		6137	*G134*		

Figure 15-34: Component Received Missing SRC Card

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X *AZ2 Miller*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE
A1-F18AC-130-310
WP051-00, FIG 1 ITEM 14

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BENNETT	*1 bh*	*6137*	*0 5*	*0 5*
PRICE		*6137*	*0 5*	
LANGLEY		*6137*	*1 5*	*1 5*
PRICE		*6137*	*1 0*	
BENNETT	*1 dk*	*6137*	*1 5*	
JONES		*6137*	*1 0*	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
6137	*1030*	*2*	*1 0*

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			*76301*	*74A410800-1013*		*1*	*AK0*	*03*	*6137*	*G129*	*6137*

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13C1200	*AB3*	*23*	*1*	*R*	*935*	*1*	*6 0*	*2 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*165402*	*Y*	*E*	*LH*						☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6137*	B12 *0800*	B16 *Z*
IN WORK	B19 *6137*	B23 *0800*	B27 *Z*
COMPLETED	B30 *6137*	B34 *1300*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
2	*1 0*				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6137*	B58 *0830*	B62 *Z*
B65 *M*	B66 *6137*	B70 *1030*	B74 *Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*137*	*142*		*120*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
76301	*21572*

E23 PART NUMBER	E38 DATE REMOVED
74A410800-1013	*6137*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A0651		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
76301	*24561*

G23 PART NUMBER
128H10058-3

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
A0651		

DISCREPANCY

COMPONENT RECEIVED NON-RFI FROM SUPPLY, (CYLINDER SCORED)

ORIGINAL DISCREPANCY: PORT L/G

ACTUATOR CYLINDER LEAKING PILOT/INITIATOR *AMC ADAMS*

CORRECTIVE ACTION

R & R L/G ACTUATING CYLINDER

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Bennett	*AM1 Kay*	*AMC Hauge*	*AZ2 Miller*

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N
401				

Figure 15-35: Component Received Non-RFI and Installed

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD NONE LOGS REC [X] [ ] [ ] AZ1 Potter

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
WILLIAMS	3 sf	6132	1 0	1 0
WILLIAMS	5 sf	6135	2 0	2 0

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]			89954	153C6680G5		1	AK0	03	6130	G604	6135

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE F11 BASIC NO F15 RV F16 AM F17 PART F19 KIT
57D9500	AB3	18	1	T	814	1	3 0	3 0	[ ]	

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	165406	O	B									

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	6132	0900	Z
IN WORK	6132	0900	Z
COMPLETED	6135	1000	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS B53	DATE B54	TIME B58	EOC B62
S	6132	1000	Z
M	6135	0800	Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	132	019		220

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
89954	219

E23 PART NUMBER	E38 DATE REMOVED
153C6680G5	6132

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A0573		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
89954	216

G23 PART NUMBER
153C6680G5

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
A0573		

DISCREPANCY

REMOVE RATE GYROSCOPE FOR BUNO 165402 - REPLACE WHEN AVAILABLE

PILOT/INITIATOR AEC ADAMS

CORRECTIVE ACTION

R & R RATE GYROSCOPE.

CHECKS GOOD.

CF REQ [ ] QA REQ [ ] RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AE3 Williams	AE1 Gray	AEC Berkman	ADCS Williams

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-36: Cannibalization Action MAF

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ1 Musil*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	HERMAN	*3 lcb*	*6133*	*0 5*	*0 5*				
	NELSON	*3 lcb*	*6133*	*0 5*	*0 5*				
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			*82598*	*1268*		*1*	*AK7*	*03*	*6133*	*G562*	*6133*

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
7236100	*AB3*	*23*	*1*	*R*	*383*	*1*	*1 0*	*1 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*165405*	*D*	*B*							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6133*	B12 *1400*	B16 *L*
IN WORK	B19 *6133*	B23 *1400*	B27 *L*
COMPLETED	B30 *6133*	B34 *1615*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6133*	B58 *1430*	B62 *L*
B65 *M*	B66 *6133*	B70 *1545*	B74 *L*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*133*	*021*		*210*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
82598	*68*

E23 PART NUMBER	E38 DATE REMOVED
1268	*6133*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
M0245		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
82598	*92*

G23 PART NUMBER
1268

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
M0167		

DISCREPANCY

RADAR ALTIMETER READS ABOVE PRESSURE ALTIMETER BY 150'

MATCHED SET SEE JCN AB3-133-022

PILOT/INITIATOR *LT CUMMINGS*

CORRECTIVE ACTION

R & R RT 1601/APN 141. CHECKS GOOD.

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT2 Herman	*AT1 Childs*	*GYSGT Busitzky*	*ASCS Kline*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-37: Matched System (Component 1)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD NONE LOGS REC [X] [ ] [ ] *AZ1 Musil*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
HERMAN	*3 lcb*	*6133*	*0 5*	*0 5*
STEWART	*3 lcb*	*6133*	*0 5*	*0 5*

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]			*82598*	*1267*		*1*	*AK7*	*03*	*6133*	*G563*	*6133*

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
7236400	*AB3*	*23*	*1*	*R*	*383*	*1*	*1 0*	*1 0*	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	*165405*	*D*	*B*								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6133*	*1400*	*L*
IN WORK	*6133*	*1400*	*L*
COMPLETED	*6133*	*1615*	

AWAITING MAINTENANCE B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6133*	B58 *1430*	B62 *L*
B65 *M*	B66 *6133*	B70 *1545*	B74 *L*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*133*	*022*		*210*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
82598	*1063*

E23 PART NUMBER	E38 DATE REMOVED
1267	*6133*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
M0245		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
82598	*2693*

G23 PART NUMBER
1267

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
M0167		

DISCREPANCY

RADAR ALTIMETER READS 150' ABOVE PRESSURE ALTIMETER

MATCHED SET SEE JCN AB3-133-021

PILOT/INITIATOR *LT CUMMINGS*

CORRECTIVE ACTION

R & R SA7911/APN 141. CHECKS GOOD.

CF REQ [ ] RFI QA REQ [ ] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT2 Herman	*AT1 Childs*	*ATC Briggs*	*AZCM Hands*

MODEX | PRI | TURN-IN DOCUMENT | SYSTEM / REASON | MCN

Figure 15-38: Matched System (Component 2)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ2 Mosher*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T		DATE	TIME	REASON	HOURS
NICKELS	*6 aw*	*6069*	*1*	*0*	*1* *0*					

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13C2G	*AB3*	*11*	*1*	*R*	*615*	*0*	*1*	*0*	*1*	*0*	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*165405*	*V*	*B*							[ ]		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6069*	B12 *0800*	B16
IN WORK	B19 *6069*	B23 *0800*	B27
COMPLETED	B30 *6069*	B34 *0900*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*069*	*096*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

AIRFRAMES ASSIST AE'S IN REPAIR OF NLG

DOWNLOCK ACTUATOR BY PERFORMING DROP CHECK

PILOT/INITIATOR *AFCM BROWN*

CORRECTIVE ACTION

CYCLED GEAR THREE TIMES. CHECKS GOOD.

CF REQ [ ] RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Nickels	*AM1 Jones*	*AMC Grant*	*ADCS Brown*

MODEX P R I TURN-IN DOCUMENT SYSTEM / REASON M C N

Figure 15-39: Assisting Work Center

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ1 Bullock*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE *PORT ENG SER No. 663094*

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
HANDS	*P1 rgw*	*6128*	*2 0*	*2 0*	*6128*	*1200*	*8*	*4 0*
OLEN		*6128*	*2 0*					
DANIEL		*6128*	*2 0*					
KEYS		*6128*	*2 0*					
YOUNG	*P6 rgw*	*6128*	*2 0*	*2 0*				
DRAKE		*6128*	*2 0*					
MILLS		*6128*	*2 0*					

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	[ ]	[ ]	*S*	*000*	*TXAE1*	*663094 E1248*		*0*					
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27400	*AB3*		*12*	*1*	*S*	*800*	*1*	*14 0*	*4 0*	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*151688*	*O*	*B*							[ ]		

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6128*	*0800*	*Z*
IN WORK	*6128*	*0800*	*Z*
COMPLETED	*6128*	*2100*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
8	*9 0*				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*128*	*169*		*110*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

REMOVE & REINSTALL PORT ENGINE FOR W/C 13B TO "FOM"

PILOT/INITIATOR *ADCS EMBACH*

CORRECTIVE ACTION

R & R PORT ENGINE

CF REQ [X] RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Hands	*AD1 Jones*	*AEC Yarbrough*	*AVCM Beever*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-40: Facilitate Other Maintenance Action

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ3 KENNEY*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T		DATE	TIME	REASON	HOURS
RONSON	*4 ocd*	*6133*	*1*	*0*	*1*	*0*				

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]			*97153*	*3-1267-1*		*1*	*AK0*	*03*	*6133*	*G921*	*6133*
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
1375J	*A21*		*23*	*1*	*R*	*787*	*1*	*1*	*0*	*1*	*0*	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APDB	*159512*	*H*	*F*							[ ]		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6133*	B12 *0700*	B16 *Z*
IN WORK	B19 *6133*	B23 *0700*	B27 *Z*
COMPLETED	B30 *6133*	B34 *0800*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AZ1	*133*	*025*		*120*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
97153	*7607*

E23 PART NUMBER	E38 DATE REMOVED
3-1267-1	*6133*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
L3245		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
97153	*4555*

G23 PART NUMBER
3-1267-1

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
L3245		

DISCREPANCY

PORT MAIN TIRE WORN BEYOND LIMITS.

PILOT/INITIATOR *AM1 BOLYARD*

CORRECTIVE ACTION

REPLACED PORT WHEEL & TIRE ASSEMBLY

CF REQ [ ] QA REQ [ ]
RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM3 Ronson	*AM1 Day*	*AM1 Davis*	*AZ1 Williams*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-41: Wheel and Tire Documentation

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
1375J					*787*				☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	*161413*	*K*	*D*	*LH*						☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	*133*	*025*		

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
97153	*8528P*

E23 PART NUMBER	E38 DATE REMOVED
3-1267-1	*6133*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
L9180		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

PORT MAIN TIRE WORN BEYOND LIMITS.

PILOT/INITIATOR *AM1 JOHNSON*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	P R I	TURN-IN DOCUMENT		SYSTEM / REASON	M C N
		6133	*G921*		

Figure 15-42: Wheel and Tire Turn-In Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *A Z 1 G o f f*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
RUBY	*4 swc*	*6069*	*2 0*	*2 0*
JONES		*6069*	*2 0*	

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
6069	*1400*	*3*	*2 0*
6069	*1800*	*4*	*6 0*
6070	*0001*	*4*	*13 0*

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
72397	*AC3*	*11*	*1*	*N*	*561*	*0*	*4 0*	*2 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AAFF	*152681*	*D*	*B*							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6069*	B12 *1400*	B16 *C*
IN WORK	B19 *6069*	B23 *1600*	B27 *C*
COMPLETED	B30 *6070*	B34 *1300*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	*2 0*	*4*	*19 0*		

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC3	*069*	*019*		*210*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

RADAR BEACON INOPERATIVE

PILOT/INITIATOR *CDR POTTER*

CORRECTIVE ACTION

CLOSE OUT FOR TRANSFER (or STRIKE)

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
		AT1 Clark	*AZC Anderson*

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N

Figure 15-43: Aircraft Transfer or Strike (Close Out)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD NONE LOGS REC ☒ ☐ ☐ *AZAN Merry*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SMITH	*3 fkj*	*6015*	*1 0*	*1 0*
SMITH	*3 fkj*	*6015*	*1 0*	*1 0*

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			*82598*	*1268*		*1*	*AK0*	*03*	*6015*	*G567*	*6015*

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
722C100	*AB3*	*23*	*1*	*R*	*383*	*1*	*2 0*	*2 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*65411*	*D*	*F*							☐		

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6015*	*1130*	
IN WORK	*6015*	*1130*	
COMPLETED	*6015*	*1430*	

AWAITING MAINTENANCE B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6015*	B58 *1230*	B62
B65 *M*	B66 *6015*	B70 *1330*	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF4	*015*	*153*		*210*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
82598	*68*

E23 PART NUMBER	E38 DATE REMOVED
1268	*6015*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
M0425		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
82598	*92*

G23 PART NUMBER
1268

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
M0167		

DISCREPANCY

RADAR ALT READS 150' ABOVE PRESSURE ALT. (MATCHED SET)

(SEE JCN AF4-015-154)

PILOT/INITIATOR *LT CUMMINGS*

CORRECTIVE ACTION

R & R RT 601/APN 141. CHECKS GOOD.

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AT2 Smith	*ATC Brown*	*ATC Jones*	*AMCS Galapon*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-44: Hosting Activity Repair Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZAN Smith*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
722C100	*AB3*	*72*	*1*	*R*	*383*				☐

TECHNICAL DIRECTIVE IDENTIFICATION — F09 CODE | F11 BASIC NO | F15 RV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74
AMAF	*165405*	*D*	*F*						

F21 ☐ INVENTORY F22 PERM UNIT CODE — F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6015*	B12 *1130*	B16 *L*
IN WORK	B19 *6015*	B23 *1130*	B27 *L*
COMPLETED	B30 *6015*	B34 *1430*	

AWAITING MAINTENANCE

B38 | B39 HOURS | B43 | B44 HOURS | B48 | B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6015*	B58 *1230*	B62 *L*
B65 *M*	B66 *6015*	B70 *1330*	B74 *L*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*015*	*153*		

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PILOT/INITIATOR

CORRECTIVE ACTION

CF REQ ☐ RFI | QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
		AMSC Grant	

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-45: Transient Maintenance SCIR Data

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ2 Webber*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
BROWN	*8 gs*	*6132*	*0 5*	*0 5*				

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
5111A	*A21*	*11*	*1*	*C*	*127*	*1*	*0 5*	*0 5*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE F21	F28
APBD	*152159*	*D*	*B*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6132*	B12 *1000*	B16
IN WORK	B19 *6132*	B23 *1000*	B27
COMPLETED	B30 *6132*	B34 *1030*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	*132*	*072*		*X20*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

PILOT TURN & SLIP INDICATOR CROOKED IN MOUNT

PILOT/INITIATOR *AE1 HAUGE*

CORRECTIVE ACTION

ADJUSTED PILOTS TURN & SLIP INDICATOR

CHECKS GOOD IN FLIGHT

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Brown	*ATC Herman*	*ATC Herman*	*ATCS Williams*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-46: In-Flight Maintenance (No CDI)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD NONE LOGS REC ☐ X ☐ AZ3 Litton

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	ADAMS	1 jjt	6203	1 0	1 0				
	CRAIG		6203	1 0					
	ADAMS	1 jjt	6203	1 0	1 0				
	JONES		6203	1 0					
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			99193	3800730-1		1	AK0	03	6203	G045	6203
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
29B7A	A21	23	1	R	823	1	4 0	2 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	158570	H	B									

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	6203	1430	Z
IN WORK	6203	1430	Z
COMPLETED	6203	1830	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 6203	B58 1530	B62 Z
B65 M	B66 6203	B70 1730	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	203	017		X30

REMOVED/OLD ITEM

E08 MFGR 99193 E13 SERIAL NUMBER P22C

E23 PART NUMBER 3800730-1 E38 DATE REMOVED 6203

E42 TIME/CYCLES M3024 E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR 99193 G13 SERIAL NUMBER P23D

G23 PART NUMBER 3800730-1

G38 TIME/CYCLES A3024 G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

APU SHUTDOWN DURING AVIONICS CHECK AND WILL NOT RESTART.

PILOT/INITIATOR LCDR DAY

CORRECTIVE ACTION

R & R APU.

OP CHECKS GOOD.

CF REQ ☐ QA REQ X

RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AE2 Adams	AE1 Jones	AEC Thomas	ADCS Grant

MODEX 35662 TURN-IN DOCUMENT SYSTEM / REASON MCN

Figure 15-47: Away From Home Maintenance (Excepting)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD NONE LOGS REC ☐ X X *AZ3 HAVENS*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
ROY	*G0213B-3*	*6350*	*1 0*	*1 0*				

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
97A9Y	*GQ2*	*18*	*1*	*R*	*804*	*1*	*1 0*	*1 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	B59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163990*	*O*	*B*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6350*	B12 *0830*	B16
IN WORK	B19 *6350*	B23 *0830*	B27
COMPLETED	B30 *6350*	B34 *0930*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
GQ2	*091*	*481*		*13B*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
30003	*7328*

E23 PART NUMBER	E38 DATE REMOVED
0EA84L001012	*6350*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
H0492		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
30003	*2352*

G23 PART NUMBER
0EA87D003072

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
H1295		

DISCREPANCY

REPLACE XW52 MECH. INITIATOR DUE TO HIGH TIME REQUIREMENT

PILOT/INITIATOR *AECS CREWS*

CORRECTIVE ACTION

REMOVED AND REPLACED DODIC XW52

NOMEN: MECH INITIATOR P/N: 850AS130

MFG: 04950 OPEN: 1295 INST: 1295 EXP: 0999

LOCATION: FWD CANOPY JETTISON INITIATOR

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AMEAN Roy	*AME2 Cummings*	*AME1 Drake*	*AFCM Hands*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-48: Removal and Replacement of Cartridges, Cartridge Activated Devices, and Propellant Actuated Devices (Organizational Level Maintenance)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *A Z 3 Goff*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	DRAKE	*#1 km*	*6010*	*4 5*	*4 5*				
	HAVENS		*6010*	*2 4*					
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
050	*AN1*	*11*	*1*	*A*	*000*	*5*	*6 9*	*4 5*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AHZB	*152109*	*O*	*L*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6 0 1 0*	B12 *0 8 0 0*	B16
IN WORK	B19 *6 0 1 0*	B23 *0 9 1 5*	B27
COMPLETED	B30 *6 0 1 0*	B34 *1 8 4 5*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AN1	*010*	*806*		*13A*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

FABRICATE BLADE BOOTS FOR ACFT 612

PILOT/INITIATOR *AMC BERRY*

CORRECTIVE ACTION

FABRICATED BLADE BOOTS

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
PR3 Drake	*PR2 Musil*	*PR1 Adams*	*AZ1 Pie'*

↑↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
	612				

Figure 15-49: Intra-Activity Support (1)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ3 Goff*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BEALL	*#3 jb*	*6021*	*2 6*	*2 6*

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
090	*AN1*		*11*	*1*	*A*	*000*	*4*	*2 6*	*2 6*	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
ZAAA	*0*	*O*	*L*									

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6021*	*0330*	
IN WORK	*6021*	*0355*	B27
COMPLETED	*6021*	*0630*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AN1	*021*	*816*		*13A*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

MANUFACTURE FOUR CHIN STRAPS FOR SAFETY HELMETS

PILOT/INITIATOR *ADC LINTHICUM*

CORRECTIVE ACTION

MANUFACTURED FOUR CHIN STRAPS

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
PR3 Beall	*PR1 Dalsing*	*PR1 Dalsing*	*AZ3 Drake*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-50: Intra-Activity Support (2)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ SSgt Gott

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
TYLER	AO-1A	6136	5	5				
BROWN	AO-1A	6136	5					
SHEARD	AO-1A	6136	5					
JONES	AO-1A	6136	5					

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
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	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
754BR08	AT6	17	1	Q	801	1	2 0	5	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISP	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	156517	O	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 6136	B12 1801	B16
IN WORK	B19 6136	B23 1801	B27
COMPLETED	B30 6136	B34 1932	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT6	136	131		230

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR: 30003 | G13 SERIAL NUMBER: PPK076

G23 PART NUMBER: 557AS300-1

G38 TIME/CYCLES: U0017 | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

INSTALL BRU-15 BOMB RACK ASSY ON WING STATION 10

PILOT/INITIATOR: GYSGT BUSITZKY

CORRECTIVE ACTION

INSTALLED BRU-15 BOMB RACK ASSY ON WING STATION 10

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Tyler	AMC Snow	AMC Sheard	AZ2 Nelson

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
LQ2				

Figure 15-51: Aircraft Mission or SE Reconfiguration

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☒ ☒ *AZ1 Bullock*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SMITH	*3 rdr*	*6136*	*1 0*	*1 0*
JONES		*6136*	*1 0*	

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030	*AB3*	*11*	*1*	*0*	*000*	*1*	*2 0*	*1 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*162410*	*O*	*E*									

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6136*	*1300*	
IN WORK	*6136*	*1400*	
COMPLETED	*6136*	*1500*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*136*	*114*		*020*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PERFORM AIRCRAFT ACCEPTANCE INSPECTION IAW

COMNAVAIRFORINST 4790.2 AND DAILY INSPECTION MRCS 1-20

PILOT/INITIATOR *AFCM BROWN*

CORRECTIVE ACTION

COMPLETED ACCEPT INSP. COMPLIED WITH COMNAVAIRFORINST

4790.2 AND DAILY INSPECTION MRCS 1-20

CF REQ ☒ RFI QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Jones	*AM1 Hands*	*AMC Hendrickson*	*AZ2 Grant*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
410				

Figure 15-52: Acceptance Inspection

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD NONE LOGS REC [X] [ ] [ ] *AZ2 Rauh*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	*2 jd*	*6139*	*2 0*	*2 0*
DAY		*6139*	*2 0*	

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
14A1121	*AB3*		*11*	*1*	*C*	*127*	*1*	*4 0*	*2 0*	[ ]

TECHNICAL DIRECTIVE IDENTIFICATION: F09 CODE | F11 BASIC NO | F15 RV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	F28
AMAF	*163402*	*G*	*E*								INVENTORY	

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6139*	*0800*	*Z*
IN WORK	*6139*	*0800*	*Z*
COMPLETED	*6139*	*1000*	

AWAITING MAINTENANCE

B38 | B39 HOURS | B43 | B44 HOURS | B48 | B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*139*	*153*		*120*

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PORT WING FAILS TO LOCK PROPERLY

PILOT/INITIATOR *AM1 EMBACH*

CORRECTIVE ACTION

ADJUSTED WINGFOLD LOCKING MECHANISM

CF REQ [X] RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Day	*AM1 Dobbs*	*AMC Dean*	*AZ2 Grant*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
401				

Figure 15-53: Acceptance Inspection (Fix In Place Discrepancy)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ *AZ1 Carter*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE
A1-F18AC-130-310
WP051-00, FIG 1 ITEM 14

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BENSON	*1 ajr*	*6136*	*0 5*	*0 5*
PRICE		*6136*	*0 5*	
LANGLEY		*6136*	*1 5*	*1 5*
PRICE		*6136*	*1 0*	
BENSON	*1 ajr*	*6136*	*1 5*	
JONES		*6136*	*1 0*	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
6136	*2030*	*2*	*1 0*

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			*76301*	*74A410800-1013*		*1*	*AK0*	*03*	*6136*	*G121*	*6136*
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
13C1200	*AB3*	*23*	*1*	*R*	*381*	*1*	*6 0*	*2 0*	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	F28
AMAF	*163402*	*G*	*E*	*LH*							INVENTORY	

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6136*	*1800*	*Z*
IN WORK	*6136*	*1800*	*Z*
COMPLETED	*6136*	*2300*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
2	*1 0*				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6136*	B58 *1830*	B62 *Z*
B65 *M*	B66 *6136*	B70 *2030*	B74 *Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*136*	*131*		*120*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
76301	*24561*

E23 PART NUMBER	E38 DATE REMOVED
74A410800-1013	*6136*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A0651	*W1000*	*X0129*

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
76301	*21572*

G23 PART NUMBER
74A410800-1013

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
A0651		

DISCREPANCY

PORT LANDING GEAR ACTUATING CYLINDER LEAKING

PILOT/INITIATOR *AM1 THOMAS*

CORRECTIVE ACTION

REMOVED AND REPLACED LANDING GEAR ACTUATING CYLINDER

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Benson	*AM1 Williams*	*AMC Jones*	*AZAN Maloof*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
401				

Figure 15-54: Acceptance Inspection (Repairable Required)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☒ ☒ *AZ2 Muffley*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	SMITH	*4 dc*	*6201*	*0 5*	*0 5*				
	JOHNSON		*6201*	*0 5*					
	SMITH	*4 dc*	*6201*	*0 5*	*0 5*				
	JOHNSON		*6201*	*0 5*					
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030	*AB3*	*11*	*1*	*0*	*000*	*1*	*2 0*	*1 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163400*	*O*	*E*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6201*	B12 *1300*	B16
IN WORK	B19 *6201*	B23 *1300*	B27
COMPLETED	B30 *6201*	B34 *1500*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*201*	*114*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

PERFORM AIRCRAFT TRANSFER INSPECTION IAW COMNAVAIRFORINST 4790.2

AND ALL APPLICABLE MRC's

PILOT/INITIATOR *AFCM HOLLAND*

CORRECTIVE ACTION

COMPLETED AIRCRAFT TRANSFER INSPECTION IAW OPNAVINST 4790.2H

AND ALL APPLICABLE MRC's

CF REQ ☒ RFI QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Smith	*AM1 Jones*	*AMC Upshaw*	*AFCM Holland*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-55: Aircraft Transfer Inspection

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ *AZ1 DeLong*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
03B0000	*AB3*	*11*	*1*	*0*	*000*	*1*	*0 0*	*0 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	*163412*	*O*	*G*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6154*	B12 *0900*	B16 *Z*
IN WORK	B19 *6154*	B23 *0900*	B27 *Z*
COMPLETED	B30 *6154*	B34 *1200*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*154*	*H00*		*020*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

AIRCRAFT DUE PHASE "B" INSPECTION

PILOT/INITIATOR *AVCM FUDGE*

CORRECTIVE ACTION

COMPLETED PHASE "B" INSPECTION

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AD1 Farris	*ADC O'Rourke*	*AZ2 Thompson*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-56: Aircraft Phase Inspection (Check Crew Not Integrated) Control Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ [X] [X] *AZ1 Thompson*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
6161	*0800*	*2*	*0 5*
6161	*1200*	*3*	*1 0*
6161	*1600*	*5*	*0 5*

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*JHDB1*	*662132 E1642*		*0*					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
03B400B	*AB3*	*12*	*1*	*0*	*000*	*1*	*0 0*	*0 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163411*	*O*	*G*							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6161*	B12 *0800*	B16 *Z*
IN WORK	B19 *6161*	B23 *0830*	B27 *Z*
COMPLETED	B30 *6161*	B34 *1800*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	*1 0*	*2*	*0 5*	*5*	*0 5*

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*161*	*A00*		*020*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

AIRCRAFT DUE PHASE "B" INSPECTION. NO. 1 ENGINE DUE 400 HR INSPECTION. AIRCRAFT DUE 84 DAY SPECIAL INSPECTION.

PILOT/INITIATOR *AFCM MUSIL*

CORRECTIVE ACTION

COMPLETED PHASE "B", 400 HR ENGINE AND 84 DAY SPECIAL INSPECTIONS.

CF REQ ☐ RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AD1 Minghella	*AMCS Cummings*	*AZ2 Pie'*

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N
403				

Figure 15-57: Aircraft Phase Inspection (Multiple Inspection) Control Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ *AZ1 Brinkley*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
LANE	*6 gsw*	*6153*	*2 0*	*2 0*				
PATH		*6153*	*2 0*					
RHODE		*6153*	*2 0*					
STREET		*6153*	*2 0*					

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
03A0000	*AB3*	*11*	*1*	*0*	*000*	*1*	*8 0*	*2 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	*163412*	*O*	*G*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6153*	B12 *0730*	B16
IN WORK	B19 *6153*	B23 *0800*	B27
COMPLETED	B30 *6153*	B34 *1000*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*153*	*F00*		*020*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

AIRCRAFT DUE PHASE "A" INSPECTION. MRC's 1-39

PILOT/INITIATOR *ADCS BROWN*

CORRECTIVE ACTION

COMPLETED PHASE "A" INSPECTION MRC's 1-39.

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD1 Lane	*AM1 Gray*	*AZCM Donivan*	*AZ2 Williams*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
404				

Figure 15-58: Aircraft Phase Inspection Man-Hours (Control and Look Phase)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ1 Allrick*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
MASON	*7 gs*	*6153*	*0 8*	*0 8*

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
1713400	*AB3*	*11*	*1*	*C*	*135*	*1*	*0 8*	*0 8*	☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DIS	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	F28
AMAF	*165402*	*M*	*G*									

INVENTORY

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6153*	B12 *0830*	B16 *Z*
IN WORK	B19 *6153*	B23 *0830*	B27 *Z*
COMPLETED	B30 *6153*	B34 *0915*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*153*	*F08*		*13A*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

SHOULDER HARNESS BINDING

PILOT/INITIATOR *AME1 HANDS*

CORRECTIVE ACTION

LUBRICATED HARNESS RETRACTION UNIT

CF REQ ☐ QA REQ ☐

RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AME1 Mason	*AME1 Svec*	*AMEC Ward*	*AZAN Cummings*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-59: Aircraft Fix Phase

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZC Smith*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030000A	*A21*	*11*	*1*	*0*	*000*	*1*	*0 0*	*0 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
APBD	*158570*	*O*	*D*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6159*	B12 *0800*	B16
IN WORK	B19 *6159*	B23 *0900*	B27
COMPLETED	B30 *6159*	B34 *1100*	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	*159*	*089*		*020*

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PERFORM 7 & 14 DAY SPECIAL INSPECTION

PILOT/INITIATOR *ATCS YARBROUGH*

CORRECTIVE ACTION

COMPLETED 7 & 14 DAY SPECIAL INSPECTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AT1 Jones	*AMCS Minghella*	*AZ2 Grant*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
570				

Figure 15-60: Aircraft Special Inspection Control Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ2 Variano*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	GRAY	*4 jsj*	*6159*	*0 6*	*0 6*	*6159*	*0805*	*2*	*0 5*
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
14A1121	*AB3*		*11*	*1*	*C*	*410*	*1*	*0 6*	*0 6*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163711*	*L*	*D*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6159*	B12 *0805*	B16 *Z*
IN WORK	B19 *6159*	B23 *0835*	B27 *Z*
COMPLETED	B30 *6159*	B34 *0910*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
2	*0 5*				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*159*	*090*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

WING FOLD LOCK MECH WILL NOT WORK

PILOT/INITIATOR *AMCS WILLIAMS*

CORRECTIVE ACTION

LUBRICATED WING FOLD LOCK MECH

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM3 Gray	*AM1 Embach*	*AM1 Jones*	*AZ1 Gnadt*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
403				

Figure 15-61: Aircraft Special Inspection (Fix Phase)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ *AZ1 Bullock*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS								ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T		DATE	TIME	REASON	HOURS	
BENSON	*1 rg*	*6153*	*4*	*0*	*4*	*0*	*6153*	*1000*	*3*	*0*	*5*
PRICE		*6153*	*4*	*0*							

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030	*AB3*		*11*	*1*	*0*	*000*	*1*	*8*	*0*	*4*	*0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*151402*	*O*	*S*							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6153*	B12 *1000*	B16 *Z*
IN WORK	B19 *6153*	B23 *1030*	B27 *Z*
COMPLETED	B30 *6153*	B34 *1430*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	*0 5*				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*153*	*115*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

CHECK AIRCRAFT FOR HARD LANDING

PILOT/INITIATOR *ENS THOMPSON*

CORRECTIVE ACTION

PERFORMED HARD LANDING INSPECTION. FOUND PORT L/G ACTUATOR

CYLINDER LEAKING

SEE JCN: AB3-153-125

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Benson	*AM1 Adams*	*AMC Day*	*AZ3 Dalsing*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
401				

Figure 15-62: Aircraft Conditional Inspection Control Document

No. SWP 4826 COPY 1 5 PART FORM

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC [X] [ ] [ ] *AZ3 Phillips*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
BENSON	*1 gj*	*6153*	*0 5*	*0 5*
PRICE	*4 gj*	*6153*	*3 0*	*3 0*
LANGLEY		*6153*	*3 0*	
JONES		*6153*	*3 0*	

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

REFERENCE *A1-F18AC-130-310*

WP051-00, FIG 1 ITEM 14

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]			*76301*	*74A910800-1013*		*1*	*AK0*	*03*	*6153*	*G121*	*6153*
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13C1200	*AB3*	*23*	*1*	*R*	*381*	*1*	*9 5*	*3 5*	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	*165406*	*Q*	*S*	*LH*						[ ]	

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6153*	*1030*	*Z*
IN WORK	*6153*	*1030*	*Z*
COMPLETED	*6153*	*1430*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	*0 5*				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6153*	B58 *1100*	B62 *Z*
B65 *M*	B66 *6153*	B70 *1130*	B74 *Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*153*	*125*		*120*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
76301	*24561*

E23 PART NUMBER	E38 DATE REMOVED
74A910800-1013	*6153*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A0651		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
76301	*24572*

G23 PART NUMBER
74A910800-1013

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
A0651		

DISCREPANCY

PORT L/G ACTUATOR LEAKING

PILOT/INITIATOR *AM1 NASH*

CORRECTIVE ACTION

REMOVED & REPLACED PORT L/G ACTUATOR

CF REQ [ ] RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Price	*AM1 Jaillet*	*AMS Avelar*	*AFCM Herman*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
406				

Figure 15-63: Aircraft Conditional Inspection (Fix Phase)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ *AZ3 Owen*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
049	*A21*	*11*	*1*	*0*	*000*	*1*	*0 0*	*0 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
APBD	*159512*	*O*	*D*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6138*	B12 *0800*	B16
IN WORK	B19 *6138*	B23 *0830*	B27
COMPLETED	B30 *6138*	B34 *1545*	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	*138*	*197*		*020*

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH AIRCRAFT PRESERVATION MRC's 99-129

PILOT/INITIATOR *AZC VARIANO*

CORRECTIVE ACTION

COMPLIED WITH AIRCRAFT PRESERVATION MRC's 99-129

CF REQ ☐ RFI | QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AD2 Yarbrough	*AMCS Hendrickson*	*AZ1 Williams*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
004				

Figure 15-64: Aircraft Preservation Control Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ3 Owen*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	SMITH	*69 swj*	*6170*	*0 6*	*0 6*	*6170*	*0800*	*2*	*2 0*
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
049	*A21*	*11*	*1*	*0*	*000*	*0*	*0 6*	*0 6*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 F I D	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE F21	F28
APBD	*159512*	*O*	*D*								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6170*	*0800*	
IN WORK	*6170*	*1000*	B27
COMPLETED	*6170*	*1035*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
2	*2 0*				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	*170*	*174*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

DEPRESERVE AIRCRAFT IAW NAVAIR 15-01-500 (OR APPLICABLE MRCS)

PILOT/INITIATOR *ADCS THOMPSON*

CORRECTIVE ACTION

DEPRESERVED AIRCRAFT IAW NAVAIR 15-01-500

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM3 Smith	*AMC Jones*	*AMS Jones*	*AZ3 Bonnette*

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N
004				

Figure 15-65: Aircraft Depreservation (Work Center Action)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ1 Carver*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
6025	1200	3	2 5
6026	0001	4	8 0
6027	0001	4	8 0
6028	0001	4	8 0
6029	0001	4	8 0
6030	0001	4	8 0
6031	0001	4	24 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
03B0000	*A21*	*11*	*1*	*0*	*000*	*0*	*0 0*	*0 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
APBD	*161005*	*O*	*G*								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6025*	*0800*	*Z*
IN WORK	*6025*	*0800*	*Z*
COMPLETED	*6031*	*2400*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
4	*64 0*	*3*	*2 5*		

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	*025*	*A00*		*020*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

AIRCRAFT DUE PHASE "B" INSPECTION.

PILOT/INITIATOR *AFCM MUSIL*

CORRECTIVE ACTION

CLOSE-OUT, END OF REPORTING PERIOD

CF REQ ☐ QA REQ ☐

RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
		ADC Day	

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-66: Inspection AWM (Close Out)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ *AZ2 Kelly*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*TXAE1*	*662233 E3423*		*0*					

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030000D	*AF3*	*12*	*1*	*0*	*000*	*1*	*0 0*	*0 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163501*	*O*	*M*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6203*	B12 *0800*	B16
IN WORK	B19 *6203*	B23 *0810*	B27
COMPLETED	B30 *6204*	B34 *1500*	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	*203*	*101*		*020*

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PERFORM 50 HOUR INSPECTION IN ACCORDANCE WITH MRC's 60-76.1

PILOT/INITIATOR *AZC GRIFFIN*

CORRECTIVE ACTION

COMPLIED WITH 50 HR INSPECTION MRC's 60-76.1

CF REQ ☐ RFI | QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AD1 James	*AVCM Beever*	*AZ2 Kelly*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
401				

Figure 15-67: Combined Airframe and Engine Special Inspection Control Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ2 Kelly*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
DAVIS	*120 - 1jj*	*6204*	*2 0*	*2 0*				

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030000D	*AF3*		*11*	*1*	*0*	*000*	*0*	*2 0*	*2 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163501*	*O*	*M*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6203*	B12 *0800*	B16
IN WORK	B19 *6204*	B23 *0810*	B27
COMPLETED	B30 *6204*	B34 *1100*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	*203*	*101*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PERFORM 50 HOUR INSPECTION IN ACCORDANCE WITH MRC's 65-70

PILOT/INITIATOR *AZC GRIFFIN*

CORRECTIVE ACTION

COMPLIED WITH 50 HR INSPECTION MRC's 65-70

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM3 Davis	*AM2 Jones*	*AM1 Robert*	*AZ2 Howell*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
401				

Figure 15-68: Combined Airframe and Engine Special Inspection Look Phase Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ2 Kelly*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
STEVENS	*110-1jf*	*6203*	*2 0*	*2 0*
STEVENS	*110-1jf*	*6204*	*1 0*	*1 0*

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*TXAE1*	*662233 E3423*		*0*					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030000D	*AF3*	*12*	*1*	*0*	*000*	*0*	*3 0*	*3 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163501*	*O*	*M*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6203*	B12 *0800*	B16
IN WORK	B19 *6203*	B23 *0900*	B27
COMPLETED	B30 *6204*	B34 *1000*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	*203*	*101*		*110*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

PERFORM 50 HOUR INSPECTION IN ACCORDANCE WITH MRC's 60-65

PILOT/INITIATOR *AZC GRIFFIN*

CORRECTIVE ACTION

COMPLIED WITH 50 HR INSPECTION MRC's 60-65

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Stevens	*AD2 Fuller*	*AD1 Thomas*	*AZ2 Kelly*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
401				

Figure 15-69: Combined Airframe and Engine Special Inspection Look Phase Document for an Installed Engine

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
GNADT	*4 cw*	*6190*	*0 5*	*0 5*

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
4515W	*AT6*									☐

TECHNICAL DIRECTIVE IDENTIFICATION

F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	*156516*	*O*	*G*							☐		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6190*	B12 *1530*	B16
IN WORK	B19 *6190*	B23 *1530*	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT6	*190*	*A03*		*140*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

REMOVE (2) HYDRAULIC RETURN FILTERS FOR CHECK & TEST IAW MRC's 105/106

PILOT/INITIATOR *AM1 FETZER*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
302				

Figure 15-70: Removal for Check, Test, and Service

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
4515W									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	*156516*	*O*	*G*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT6	*190*	*A03*		

REMOVED/OLD ITEM

E08 MFGR: *12345* E13 SERIAL NUMBER: *MULTI*

E23 PART NUMBER: *MS-123456-78* E38 DATE REMOVED: *6190*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A1010		

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

CHECK & TEST (2) HYDRAULIC RETURN FILTERS IAW MRC's 105/106

SER # 4496 & 6306

PILOT/INITIATOR *AZCM STIFFLER*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

↑ ↓	MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-71: MAF Work Request Turn-In Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ2 Owen*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	GNADT	*4 cc*	*6190*	*0 5*	*0 5*				
	GNADT	*3 cc*	*6191*	*0 5*	*0 5*				
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
4515W	*AT6*		*11*	*1*	*S*	*804*	*2*	*1 0*	*1 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	*156516*	*O*	*G*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6190*	B12 *1530*	B16
IN WORK	B19 *6190*	B23 *1530*	B27
COMPLETED	B30 *6191*	B34 *1200*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT6	*190*	*A03*		*140*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

REMOVE (2) HYDRAULIC RETURN FILTERS FOR CHECK & TEST IAW MRC's 105/106

PILOT/INITIATOR *AM1 BISHOP*

CORRECTIVE ACTION

REMOVED & REINSTALLED (2) HYDRAULIC FILTERS AFTER CHECK & TEST

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Gnadt	*AM1 Wood*	*AM1 Wood*	*AZ2 McDonald*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
302				

Figure 15-72: Reinstallation After Check, Test, and Service

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
1321300									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE F21	F28
APBD	*156530*	*O*	*S*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT6	*190*	*501*		

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

HARD LANDING. NDI BOTH MLG AXLE ASSEMBLIES

PILOT/INITIATOR *SSGT GOTT*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐

RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

▲ ▼	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-73: Conditional Inspection MAF Work Request (NDI On-Site)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
96B11									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
YPAA	*0*	*O*	*D*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT6	*190*	*021*		

REMOVED/OLD ITEM

E08 MFGR: *12345* E13 SERIAL NUMBER: *MULTI*

E23 PART NUMBER: *123456-8* E38 DATE REMOVED: *6190*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A0000		

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

CHECK & TEST LPA LIFE PRESERVERS

SN'S 185001

185012

185065

PILOT/INITIATOR *AFCM GREENLEAF*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N

Figure 15-74: MAF Work Request for ALSS and Other End Items

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
45216									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
APBD	*156527*	*O*	*B*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT6	*190*	*451*		

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
12499	*0*

E23 PART NUMBER	E38 DATE REMOVED
4123161-A	*6190*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A2630		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER		

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

MANUFACTURE HYDRAULIC LINE AS PER SAMPLE

PILOT/INITIATOR *AFCM POWELL*

CORRECTIVE ACTION

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

↑ ↓	MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-75: MAF Work Request Turn-In Document (Local Manufacture/Fabrication)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
090									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE F21	F28
ZAAA	*0*	*O*	*L*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AT6	*190*	*019*		

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

MANUFACTURE (3) DRIP PANS 3' X 5' X 1"

PILOT/INITIATOR *AFCM MUSIL*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N

Figure 15-76: MAF Work Request Turn-In Document (No WUC/TEC)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ [X] ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

AFC 47

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐				*9047LKA100055FA*		*1*	*ZO9*	*03*	*6130*	*H356*	*6139*

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13125	*A21*	*41*	*1*						☐	*50*	*0047*				*A1*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	*225786*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	*130*	*061*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED *6024*

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

INCORPORATE AFC 47 AT NEXT PHASE INSPECTION

PILOT/INITIATOR *AZ1 MILLER*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

MODEX | P R I | TURN-IN DOCUMENT | SYSTEM / REASON | M C N

Figure 15-77: TD Compliance (Maintenance Control Entries)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ *AZ2 Taylor*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
TIM	*13 jb*	*6139*	*4 0*	*4 0*				
JONES		*6139*	*2 0*					

REFERENCE

AFC 47

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐				*9047LKA100055FA*		*1*	*ZO9*	*03*	*6130*	*H356*	*6139*

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13125	*A21*	*41*	*1*	*C*		*1*	*6 0*	*4 0*	☐	*50*	*0047*				*A1*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	*225786*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6139*	B12 *0800*	B16 *Z*
IN WORK	B19 *6139*	B23 *0800*	B27 *Z*
COMPLETED	B30 *6139*	B34 *1200*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	*130*	*061*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

INCORPORATE AFC 47 AT NEXT PHASE INSPECTION

PILOT/INITIATOR *AZ1 MILLER*

CORRECTIVE ACTION

INCORPORATED AFC 47

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Tim	*AM2 Bender*	*AMC Cooper*	*AZ2 Wenke*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-78: TD Compliance (Work Center Entries)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13125									☐	*50*	*0047*				*A1*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	*225786*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
A21	*130*	*061*		

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
64124	*4113-21*

E23 PART NUMBER	E38 DATE REMOVED
912473-1	*6139*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A1234		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH PARA II OF AFC 47

PILOT/INITIATOR *AZ1 KILGORE*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI ☐ BCM ☐

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N

Figure 15-79: TD Compliance Turn-In Document (IMA Assist)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐ *TRANSIENT A/C LOGS*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS		
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS		ELAPSED M/T	DATE	TIME REASON	HOURS
GARNER	*7 jrh*	*6039*	*4*	*0*	*4 0*		*NOT AVAIL*	
DRAKE		*6039*	*2*	*0*			*AFCM Sewell*	

REFERENCE

AFC 47

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS		A45 ELAPSED M/T		F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13125	*A21*		*41*	*1*	*C*		*1*	*6*	*0*	*4*	*0*	☐	*50*	*0047*				*00*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	*225785*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6039*	B12 *0800*	B16
IN WORK	B19 *6039*	B23 *0800*	B27
COMPLETED	B30 *6039*	B34 *1200*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PE2	*039*	*060*		*120*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

INCORPORATE AFC 47

"IMMEDIATE ACTION"

PILOT/INITIATOR *AZ1 MILLER*

CORRECTIVE ACTION

INCORPORATED AFC 47

CF REQ ☐ RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM2 Garner	*AM1 Howe*	*AMS Proffer*	*AVCM Bell*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-80: Transient Aircraft TD Compliance

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐				*9050LKA126713TU*		*1*	*ZO9*	*05*	*6156*	*H336*	*6163*
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
274D800	*AC7*	*47*	*1*						☐	*02*	*0050*				*01*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAE	*663660*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC7	*156*	*036*		*110*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

INCORPORATE J52 PPC #50

PILOT/INITIATOR *AZCS DONIVAN*

CORRECTIVE ACTION

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL

MODEX | P R I | TURN-IN DOCUMENT | SYSTEM / REASON | MCN

Figure 15-81: Engine TD Compliance (Maintenance Control Entries)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
JONES	7 rd	6163	2 0	2 0				
SMITH		6163	2 0					

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
				C		1	4 0	2 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE	F21	F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 6 1 6 3	B12 1 3 3 0	B16
IN WORK	B19 6 1 6 3	B23 1 3 3 0	B27
COMPLETED	B30 6 1 6 3	B34 1 5 3 0	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER A19 WORK CENTER

A08 ORG | A11 DAY | A14 SER | A17 SUF

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
73030	768-48

E23 PART NUMBER	E38 DATE REMOVED
707675L74	6163

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C0502		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
73030	768-48

G23 PART NUMBER
707675L74

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0502		

DISCREPANCY

PILOT/INITIATOR *AZCS ODLE*

CORRECTIVE ACTION

INCORPORATED J52 PPC #50

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Jones	AD1 Drake	ADC Stewart	AFCM Smith

MODEX	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-82: Engine TD Compliance (Work Center Entries)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X *AZ2 Gregory*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	JONES	*7 rd*	*6163*	*2 0*	*2 0*				
	SMITH		*6163*	*2 0*					
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
274D800	*AC7*		*47*	*1*	*C*		*1*	*4 0*	*2 0*	☐	*02*	*0050*				*A1*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAE	*663660*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6163*	B12 *1330*	B16
IN WORK	B19 *6163*	B23 *1330*	B27
COMPLETED	B30 *6163*	B34 *1530*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC7	*156*	*036*		*110*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
73030	*768-48*

E23 PART NUMBER	E38 DATE REMOVED
707675L74	*6163*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C0502		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
73030	*768-48*

G23 PART NUMBER
707675L74

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0502		

DISCREPANCY

INCORPORATE PPC #50

PILOT/INITIATOR *AZCS SMITH*

CORRECTIVE ACTION

INCORPORATED J52 PPC #50

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Jones	*AD1 Drake*	*ADC Stewart*	*AFCM Smith*

MODEX	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-83: Engine Component TD Compliance (Installed)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X AZ2 Judy

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DAY	7 rd	6163	2 0	2 0
DAY	7 rd	6163	2 0	2 0

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
6163	1330	8	2 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	S	000	TXAE1	663660 E1129		0					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27400	AC7	12	1	S	800	1	4 0	4 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	165401	O	B	LH								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 6163	B12 1130	B16 Z
IN WORK	B19 6163	B23 1130	B27 Z
COMPLETED	B30 6163	B34 1730	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
8	2 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC7	163	178		110

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

REMOVE ENGINE FOR INC OF J52 PPC #50

PORT ENGINE S/N 663660

PILOT/INITIATOR AZ1 ERVIN

CORRECTIVE ACTION

REINSTALLED ENGINE AFTER INC OF PPC #50

CF REQ X RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Day	AD1 Drake	ADC Stewart	AZAN Bills

MODEX P R I TURN-IN DOCUMENT SYSTEM / REASON M C N

Figure 15-84: Engine Component TD Compliance (Removal and Reinstallation Required)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZC Gilbert*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM
274D800	*AC7*		*11*	*1*	*A*	*804*	*0*	*0 0*	*0 0*	☐

TECHNICAL DIRECTIVE IDENTIFICATION — F09 CODE | F11 BASIC NO | F15 RV | F16 AM | F17 PART | F19 KIT

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74
AMAF	*165401*	*O*	*B*						

F21 INVENTORY F22 PERM UNIT CODE F28

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6163*	B12 *1330*	B16 *Z*
IN WORK	B19 *6163*	B23 *1330*	B27 *Z*
COMPLETED	B30 *6163*	B34 *1530*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC7	*156*	*036*		*020*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

SCIR DOCUMENTATION INSTALLED ENGINE TECHNICAL DIRECTIVE

#1 ENG PSSN 663660

PILOT/INITIATOR *AFCM ALLRICK*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL *AFCM Allrick*

MODEX | P R I | TURN-IN DOCUMENT | SYSTEM / REASON | MCN

Figure 15-85: SCIR Impacted TD Compliance (Installed Engine)

No. SWP 4826 COPY 1 5 PART FORM

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC ☐ ☐ ☐ *TRANSIENT ACFT LOGS NOT AVAIL*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE *PPC-50*

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DRAKE	*1 gb*	*6156*	*2 0*	*2 0*
HELM		*6156*	*2 0*	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
274D800	*AC7*		*47*	*1*	*C*		*1*	*4 0*	*2 0*	☐	*02*	*0050*				*A1*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAE	*366062*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6156*	B12 *1330*	B16
IN WORK	B19 *6156*	B23 *1330*	B27
COMPLETED	B30 *6156*	B34 *1530*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC7	*156*	*951*		*110*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
73030	*768-48*

E23 PART NUMBER	E38 DATE REMOVED
707675L74	*6156*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C0502		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
73030	*768-48*

G23 PART NUMBER
707675L74

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0502		

DISCREPANCY

INCORPORATE PPC #50

PILOT/INITIATOR *ADCS ASHBY*

CORRECTIVE ACTION

INCORPORATED PPC #50

CF REQ ☐ QA REQ ☒ X

RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Drake	*AD1 Williams*	*ADC Bixler*	*AZ1 Willie*

MODEX	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-86: TD Compliance (Transient Aircraft Engine)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X AZ2 Von Q

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
QUADE	7 swp	6163	2 0	2 0
JONES	7 swp	6163	2 0	2 0

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	S	000	TXAE1	663660 E1129		0					

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
274D800	AC7	25	1	R	804	1	4 0	4 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	165401	O	B									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 6163	B12 1130	B16 Z
IN WORK	B19 6163	B23 1130	B27 Z
COMPLETED	B30 6163	B34 1730	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 6163	B58 1330	B62 Z
B65 M	B66 6163	B70 1530	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC7	163	178		110

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
73030	768-48

E23 PART NUMBER: 707675L74-1 E38 DATE REMOVED: 6163

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C0502		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
73030	768-48

G23 PART NUMBER: 707675L74-1

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0502		

DISCREPANCY

REMOVE PORT ENGINE S/N 663660 FOR COMPLIANCE WITH PARAGRAPH 2 OF PPC #50 AM-1

PILOT/INITIATOR AFCM HANDS

CORRECTIVE ACTION

REINSTALLED ENGINE AFTER MODIFIED COMPONENT REC'D AND INSTALLED ON ENGINE

CF REQ X RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Jones	AD1 Drake	ADC Poe	AZ1 Donivan

MODEX | TURN-IN DOCUMENT | SYSTEM / REASON | M C N

Figure 15-87: Engine FOM for Removal and Reinstallation of Components for IMA TD Compliance

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X *AZC Embach*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	MILLER	*4 swd*	*6206*	*2 0*	*2 0*				
	HOWE		*6206*	*2 0*					
	MILLER	*4 swd*	*6206*	*2 0*	*2 0*				
	HOWE		*6206*	*2 0*					
REFERENCE *NA 01-85 WBA-4-20*									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			*TXAE1*	*F404-GE-400*		*1*	*AK0*	*02*	*6206*	*G012*	*6206*
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27400	*AC7*	*23*	*1*	*R*	*804*	*1*	*8 0*	*4 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	*165402*	*O*	*B*	*LH*							

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6206*	*1000*	*Z*
IN WORK	B19 *6206*	B23 *1000*	B27 *Z*
COMPLETED	B30 *6206*	B34 *1600*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6206*	B58 *1200*	B62 *Z*
B65 *M*	B66 *6206*	B70 *1400*	B74 *Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC7	*206*	*178*		*110*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
TXAE1	*664551*

E23 PART NUMBER	E38 DATE REMOVED	E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
	6206	*E0632*		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
TXAE1	*664551*

G23 PART NUMBER	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
	E0632		

DISCREPANCY

REMOVE ENGINE FOR INCORPORATION OF PPB #154 PART 2 BY IMA

PILOT/INITIATOR *ATCS JONES*

CORRECTIVE ACTION

REINSTALLED ENGINE

CF REQ X RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AS2 Miller	*AD1 Drake*	*ADC Gray*	*AZ1 Wells*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-88: TD Compliance (Engine Removal and Reinstallation)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF

OPNAV 4790/60 (REV 5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
235E0									☐	*01*	*0154*			*02*	*00*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
VECF	*664551*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
P6B	*206*	*178*		

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH PART 2 OF PPB #154

PILOT/INITIATOR *AZ1 JONES*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐

RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
		6206 G012		

Figure 15-89: TD Compliance Engine Turn-In Document

No. SWP 4826 COPY 1 5 PART FORM

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC ☐ X X *AZ1 Evans*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
GIRDNER	*2 pp*	*6156*	*1 5*	*1 5*
McNEIL		*6156*	*1 5*	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
235E800	*P6B*		*47*	*1*	*Q*		*1*	*3 0*	*1 5*	☐	*02*	*0050*				*A1*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
VECF	*663660*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6156*	B12 *0900*	B16
IN WORK	B19 *6156*	B23 *0930*	B27
COMPLETED	B30 *6156*	B34 *1100*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
P6B	*156*	*078*		*110*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
73030	*768-48*

E23 PART NUMBER	E38 DATE REMOVED
707657L58	*6156*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C0502		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
73030	*768-48*

G23 PART NUMBER
706757L57

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0502		

DISCREPANCY

REMOVE PPC #50 AS PER COMNAVAIRSYSCOM MSG 300817Z JAN 96

PILOT/INITIATOR *AFCM SEWELL*

CORRECTIVE ACTION

REMOVED PPC #50

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD1 Girdner	*ADC Uglow*	*ADCS Banks*	*AZ1 Wells*

MODEX	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-90: TD Removals

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X *AZ2 Martin*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DOE	*1 swp*	*6094*	*1 5*	*1 5*
ADAMS	*1 swp*	*6096*	*1 5*	*1 5*

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*TXAE1*	*661384 E0741*		*0*					
	☐	☐			*99207*	*441199-6*		*1*	*AK0*	*03*	*6093*	*G016*	*6096*
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
29474	*AF3*	*19*	*1*	*T*	*814*	*1*	*3 0*	*3 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	*163911*	*O*	*B*								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6094*	*1100*	*Z*
IN WORK	*6094*	*1100*	*Z*
COMPLETED	*6096*	*1130*	

AWAITING MAINTENANCE B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS B53	DATE B54	TIME B58	EOC B62
S	*6094*	*1230*	*Z*
M	*6096*	*1000*	*Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	*094*	*010*		*110*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
99207	*768-48*

E23 PART NUMBER	E38 DATE REMOVED
441199-6	*6094*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C0502		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
99207	*223-11*

G23 PART NUMBER
441199-6

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0001		

DISCREPANCY

REMOVE MFC FOR ACFT 163412. REPLACE WHEN AVAILABLE.

PILOT/INITIATOR *AFCM JONES*

CORRECTIVE ACTION

REMOVED & REPLACED MFC. CHECKS GOOD.

CF REQ ☐ RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD3 Adams	*AD1 Poe*	*ADCS Smith*	*AZ3 Hitch*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-91: Engine Component Cannibalization

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X *A Z 3 Metz*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	HARRIS	*2 awp*	*6100*	*1 0*	*1 0*				
	HARRIS	*7 awp*	*6104*	*3 0*	*3 0*				
	DAVIS		*6104*	*3 0*					
	BRENT		*6104*	*3 0*					
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			*TXAE1*	*F404-GE-400*		*1*	*AK0*	*02*	*6082*	*G012*	*6104*
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27400	*AC7*	*18*	*1*	*T*	*814*	*1*	*10 0*	*4 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*165401*	*O*	*B*	*LH*								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6100*	*0800*	*Z*
IN WORK	*6100*	*0800*	*Z*
COMPLETED	*6104*	*1800*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6100*	B58 *0900*	B62 *Z*
B65 *M*	B66 *6104*	B70 *1500*	B74 *Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC7	*100*	*016*		*110*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
TXAE1	*662391*

E23 PART NUMBER	E38 DATE REMOVED	E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
	6100	*E1283*		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
TXAE1	*663098*

G23 PART NUMBER	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
	E0850		

DISCREPANCY

REMOVE #1 ENGINE FROM BUNO 165401 FOR BUNO 165410

PILOT/INITIATOR *AFCM MILLER*

CORRECTIVE ACTION

REMOVED & REPLACED ENGINE AS DIRECTED

CHECKS GOOD.

CF REQ X RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Harris	*AD1 Poe*	*ADC Hicer*	*AZ3 Wells*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
101				

Figure 15-92: Engine Cannibalization

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X *AZ2 Wright*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS					ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	DATE	TIME	REASON	HOURS
DAVIS	*7 hh*	*6094*	*1 0*	*1 0*				
BRENT		*6094*	*1 0*					

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*TXAE2*	*664243 E1248*		*0*					

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27474	*AF3*	*14*	*1*	*P*	*800*	*1*	*2 0*	*1 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	INVENTORY	F28
AMAF	*165402*	*O*	*B*							☐			

REPAIR CYCLE

	DATE	TIME	EOC
	B08	B12	B16
RECEIVED	*6094*	*0800*	*Z*
	B19	B23	B27
IN WORK	*6094*	*0800*	*Z*
	B30	B34	
COMPLETED	*6094*	*0900*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	*094*	*027*		*110*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
99207	*786-42*

E23 PART NUMBER	E38 DATE REMOVED
441199-6	*6094*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C0450		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

REMOVE MFC FROM #2 ENGINE

PILOT/INITIATOR *AFCM MATTISON*

CORRECTIVE ACTION

REMOVED MFC.

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Davis	*AD1 Remington*	*ADC Greaves*	*AD1 Brown*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
402				

Figure 15-93: Removal Action (Nondefective Repairable Engine Component)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD NONE LOGS REC ☐ X X AZ2 Grant

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
SMITH	3 jj	6094	1 0	1 0

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
6094	0900	8	8 0

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	0	000	TXAE2	662344 E0840		0					

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27474	AF3	15	1	Q	800	1	1 0	1 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	INVENTORY	F28
AMAF	165402	O	B										

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	6094	0900	Z
IN WORK	6094	1700	Z
COMPLETED	6096	1800	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
8	8 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
ACF	094	028		110

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER

E23 PART NUMBER	E38 DATE REMOVED

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
99207	786-42

G23 PART NUMBER
441199-6

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0450		

DISCREPANCY

INSTALL MFC AFTER ENGINE REPLACEMENT

PILOT/INITIATOR AFCM HANDS

CORRECTIVE ACTION

INSTALLED MFC

CF REQ ☐ QA REQ ☐ RFI ☐ BCM ☐

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Smith	AD1 Ford	ADC Byrd	AZ1 Bell

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
402				

Figure 15-94: Installation Action (Nondefective Repairable Engine Component)

No. SWP 4826 COPY 1 5 PART FORM

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC ☐ X X *AZ3 Hauge*

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
WEBB	3 jjh	6094	1 0	1 0
STONE		6094	1 0	
LEE		6094	1 0	
WEBB	3 jjh	6095	2 0	2 0
STONE		6095	2 0	
LEE		6095	2 0	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS
6095	1200	3	1 0

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			TXAE2	F404-GE-400		1	AK0	02	6094	G428	6095

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27400	AF3	23	1	R	804	1	9 0	3 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	163411	O	B	RH								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	6094	0800	Z
IN WORK	6094	0800	Z
COMPLETED	6095	1500	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
3	1 0				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 S	B54 6094	B58 0900	B62 Z
B65 M	B66 6095	B70 1200	B74 Z
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	094	165		110

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
TXAE2	664243

E23 PART NUMBER	E38 DATE REMOVED	E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
	6094	E1248		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
TXAE2	662344

G23 PART NUMBER	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
	E0840		

DISCREPANCY

REMOVE #2 ENGINE FOR 600 HOUR INSP

PILOT/INITIATOR *AFCM SVEC*

CORRECTIVE ACTION

R & R ENGINE

CF REQ X RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Webb	AD1 Ford	ADC Herman	AZ2 Rezin

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
411				

Figure 15-95: Removal and Replacement (Solely for IMA Inspection)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
0300600									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAE	*664243*	*O*	*J*	*RH*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AC7	*094*	*B00*		

REMOVED/OLD ITEM

E08 MFGR: *TXAE2* E13 SERIAL NUMBER: *664243*

E23 PART NUMBER | E38 DATE REMOVED: *6094*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
E1248		

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

#2 ENGINE DUE 600 HOUR INSPECTION

PILOT/INITIATOR *AFCM JONES*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
		6094 G428		

Figure 15-96: Turn-In Document (Engine Inspection)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ *AZ2 Wright*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*VECF1*	*661128 E0525*		*0*					
I	☐	☐	*0*	*000*	*VECF2*	*661229 E0980*		*0*					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030000H	*P67*	*12*	*1*	*0*	*000*	*2*	*0 0*	*0 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AECB	*158808*	*O*	*K*								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6083*	*0800*	
IN WORK	*6083*	*0800*	
COMPLETED	*6083*	*1000*	

AWAITING MAINTENANCE B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
P67	*083*	*142*		*020*

REMOVED/OLD ITEM E08 MFGR | E13 SERIAL NUMBER

INSTALLED/NEW ITEM G08 MFGR | G13 SERIAL NUMBER

E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

PERFORM 125 HOUR SPECIAL INSP ON BOTH ENGINES.

COMPLY WITH MRC 88

PILOT/INITIATOR *AFCM CERVANTEZ*

CORRECTIVE ACTION

INSPECTIONS COMPLETED. COMPLIED WITH MRC 88 ON BOTH ENGINES

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AD1 Grant	*AMC Godfrey*	*AZ2 Potter*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-97: Special Inspection Control Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ2 Allen*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	WEBB	*9 af*	*6083*	*2 0*	*2 0*				
	LEE		*6083*	*2 0*					
	HELMS		*6083*	*2 0*					
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*VECF1*	*661124 E0525*		*0*					
I	☐	☐	*0*	*000*	*VECF2*	*661225 E0980*		*0*					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030000H	*P67*	*12*	*1*	*0*	*000*	*0*	*6 0*	*2 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AECB	*158808*	*O*	*K*									

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6083*	*0800*	
IN WORK	*6083*	*0800*	
COMPLETED	*6083*	*1000*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
P67	*083*	*142*		*110*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PERFORM 125 HOUR SPECIAL INSP ON BOTH ENGINES.

COMPLY WITH MRC 88

PILOT/INITIATOR *AFCM YOUNG*

CORRECTIVE ACTION

INSPECTIONS COMPLETED. COMPLIED WITH MRC 88 ON BOTH ENGINES

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Webb	*AD1 Grant*	*ADC Herman*	*AZ2 Wells*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-98: Special Inspection (Installed Engine) Look Phase Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ3 Bush*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
KRESGE	*13 lhj*	*6083*	*0 5*	*0 5*

ACCUMULATED AWM HOURS DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	[ ]	[ ]	*0*	*000*	*VECF2*	*661124 E0525*		*0*					

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
23517	*P67*	*12*	*1*	*B*	*127*	*1*	*0 5*	*0 5*	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	F22 PERM UNIT CODE	INVENTORY	F28
AECB	*158808*	*L*	*K*										

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6083*	*0900*	*Z*
IN WORK	*6083*	*0900*	*Z*
COMPLETED	*6083*	*0930*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
P67	*083*	*153*		*110*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

FUEL CONTROL LINKAGE REQUIRES ADJUSTMENT

PILOT/INITIATOR *ADCS GIFFORD*

CORRECTIVE ACTION

ADJUSTED LINKAGE

CF REQ [X] RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Kresge	*AD1 Atwell*	*ADC Jaillet*	*AZ1 Potter*

MODEX | PRI | TURN-IN DOCUMENT | SYSTEM / REASON | MCN

Figure 15-99: Special Inspection (Installed Engine) Fix Phase Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ *AZ2 Wright*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*TXAE1*	*662132 E0642*		*0*					

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030	*AF3*	*12*	*1*	*0*	*000*	*1*	*0 0*	*0 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	*162501*	*O*	*S*								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6086*	*1300*	*Z*
IN WORK	B19 *6086*	B23 *1300*	B27 *Z*
COMPLETED	B30 *6086*	B34 *1400*	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	*086*	*192*		*020*

REMOVED/OLD ITEM — E08 MFGR | E13 SERIAL NUMBER

INSTALLED/NEW ITEM — G08 MFGR | G13 SERIAL NUMBER

E23 PART NUMBER	E38 DATE REMOVED	G23 PART NUMBER

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

OVERTEMP ON #1 ENGINE. COMPLY WITH CONDITIONAL MRC #12

PILOT/INITIATOR *AZ1 SIMPSON*

CORRECTIVE ACTION

CONDITIONAL INSPECTION COMPLETED

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AD1 Ford	*AMC Godfrey*	*AZ1 Simon*

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	M C N
401				

Figure 15-100: Conditional Inspection (Installed Engine) Control Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☒ ☐ *AZ2 Wright*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
DOFF	*5 jj*	*6086*	*1 0*	*1 0*
JOHNS		*6086*	*1 0*	

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*TXAE1*	*662132 E0642*		*0*					
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030	*AE3*	*12*	*1*	*0*	*000*	*0*	*2 0*	*1 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE F21	F28
AMAF	*163501*	*O*	*S*								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6086*	*1300*	
IN WORK	*6086*	*1300*	B27
COMPLETED	*6086*	*1400*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	*086*	*192*		*110*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

OVERTEMP ON #1 ENGINE. COMPLY WITH CONDITIONAL MRC #12

PILOT/INITIATOR *AD1 FORD*

CORRECTIVE ACTION

COMPLIED WITH MRC #12

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Doff	*AD1 Ford*	*ASC Herman*	*AZ1 Simon*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
401				

Figure 15-101: Conditional Inspection (Installed Engine) Look Phase Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ1 Evans*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
JONES	*4 hs*	*6086*	*0 5*	*0 5*
SMITH		*6086*	*0 5*	

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	[ ]	[ ]	*0*	*000*	*JHDB1*	*662132 E0642*		*0*					

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
2746F	*AB3*	*12*	*1*	*C*	*105*	*1*	*1 0*	*0 5*	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*165405*	*Q*	*S*									

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6086*	*1330*	*Z*
IN WORK	B19 *6086*	B23 *1330*	B27 *Z*
COMPLETED	B30 *6086*	B34 *1400*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AB3	*086*	*201*		*11A*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

WIRE TO THERMOCOUPLE LOOSE

PILOT/INITIATOR *AD1 FORD*

CORRECTIVE ACTION

TIGHTENED WIRE CONNECTORS

CF REQ [ ] QA REQ [ ]
RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Jones	*AD1 Gnadt*	*ADC Stewart*	*AZ2 Simon*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
104				

Figure 15-102: Conditional Inspection (Installed Engine) Fix Phase Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ3 Turnage*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
WILLIAMS	*4 hh*	*6101*	*1 0*	*1 0*

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*TXAE1*	*666211 E0734*		*0*					

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27474	*AF3*		*12*	*1*	*C*	*037*	*1*	*1 0*	*1 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163501*	*A*	*B*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6101*	B12 *1400*	B16 *Z*
IN WORK	B19 *6101*	B23 *1400*	B27 *Z*
COMPLETED	B30 *6101*	B34 *1500*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	*101*	*018*		*110*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

RPM FLUCTUATES AT IDLE ON #2 ENGINE

PILOT/INITIATOR *LT GARNETT*

CORRECTIVE ACTION

ADJUSTED FUEL CONTROL. CHECKS GOOD ON TURN

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Williams	*AD1 Maness*	*ADC Morris*	*AZ1 Donivan*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
401				

Figure 15-103: Unscheduled Maintenance (Installed Engine) Repair Document

No. SWP 4826 COPY 1 5 PART FORM

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

ENTRIES REQUIRED SIGNATURE

NONE LOGS REC ☐ X X *AZ3 Brown*

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
WILSON	*12 jjf*	*6101*	*1 0*	*1 0*
DAVIS		*6101*	*1 0*	
BROWN	*7 jjf*	*6101*	*1 5*	*1 5*
LARVE		*6101*	*1 5*	

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*TXAE2*	*666211 E0734*		*0*					
	☐	☐			*06848*	*441199-6*		*1*	*AK0*	*02*	*6101*	*G114*	*6101*
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27474	*AF3*		*25*	*1*	*R*	*037*	*1*	*5 0*	*2 5*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163501*	*A*	*B*									

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6101*	*1000*	*Z*
IN WORK	*6101*	*1000*	*Z*
COMPLETED	*6101*	*1930*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS B53	DATE B54	TIME B58	EOC B62
S	*6101*	*1100*	*Z*
B65 *M*	*6101*	*1800*	*Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AF3	*101*	*012*		*110*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
06848	*142*

E23 PART NUMBER	E38 DATE REMOVED
441199-6	*6101*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C0240	*W0500*	*X0129*

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
73030	*642*

G23 PART NUMBER
717666

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
C0100	*W0500*	*X0375*

DISCREPANCY

RPM FLUCTUATES AT IDLE ON #2 ENGINE

PILOT/INITIATOR *LT WILSON*

CORRECTIVE ACTION

REMOVED & REPLACED FUEL CONTROL.. CHECKS GOOD ON TURN.

CF REQ X RFI QA REQ X BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Brown	*AD1 Ford*	*ADCS Ward*	*AZ1 Simon*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
401				

Figure 15-104: Unscheduled Maintenance (Installed Engine) Repairable Replacement

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ1 Merry*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
MAC	*2 swp*	*6217*	*1 7*	*2 7*

ACCUMULATED AWM HOURS DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
H	☐	☐	*0*	*000*	*VPBL1*	*662454 M0427*		*0*					

FOLD

TECHNICAL DIRECTIVE IDENTIFICATION

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
24A7100	*PW3*	*12*	*1*	*C*	*615*	*1*	*1 7*	*1 7*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
APBD	*158883*	*B*	*B*									

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6217*	*0620*	
IN WORK	*6217*	*1930*	
COMPLETED	*6217*	*2120*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PW3	*217*	*022*		*320*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

APU WILL NOT LIGHT OFF

PILOT/INITIATOR *LT MILES*

CORRECTIVE ACTION

REPAIRED CONNECTOR TO EXCITER ASSY

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AE2 Mac	*AE1 Rubbo*	*ADCS Rubbo*	

MODEX | PRI | TURN-IN DOCUMENT | SYSTEM / REASON | MCN

Figure 15-105: Installed APU Repair Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X X *AZ1 Ashby*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	MUSIL	*3 swb*	*6214*	*2 2*	*2 2*	*6214*	*1630*	*2*	*3 3*
	JONES		*6214*	*2 2*					
	EMBACH	*7 swb*	*6217*	*0 8*					
	DRAKE	*5 swb*	*6217*	*4 1*	*4 1*				
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐			*TXAE1*	*F404-GE-400*		*1*	*AK0*	*02*	*6214*	*9320*	*6217*
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
24A8100	*PQ1*		*23*	*1*	*R*	*823*	*1*	*9 3*	*6 3*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISP	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*163516*	*H*	*B*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6214*	B12 *1630*	B16 *Z*
IN WORK	B19 *6214*	B23 *1945*	B27 *Z*
COMPLETED	B30 *6217*	B34 *1215*	

AWAITING MAINTENANCE

B38	B39 HOURS	B43	B44 HOURS	B48	B49 HOURS
2	*3 3*				

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53 *S*	B54 *6214*	B58 *2155*	B62 *Z*
B65 *M*	B66 *6217*	B70 *0810*	B74 *Z*
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PG1	*214*	*096*		*110*

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
TXAE1	*664283*

E23 PART NUMBER	E38 DATE REMOVED	E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
	6214	*M0357*		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
TXAE1	*252275*

G23 PART NUMBER	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
	M0304		

DISCREPANCY

HOT START ON APU A/C 1635116

PILOT/INITIATOR *ADCS NELSON*

CORRECTIVE ACTION

R & R APU ON A/C 163516

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AD2 Drake	*AD1 Brinkley*	*ADC Anderson*	*AZ1 Pie'*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-106: Removal and Replacement of a Defective APU

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
2742F									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAE	*666211*	*A*	*B*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PG1	*101*	*012*		

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
99207	*142*

E23 PART NUMBER	E38 DATE REMOVED
721017A	*6101*

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
C0240	*W0500*	*X0129*

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

RPM FLUCTUATES AT IDLE

PILOT/INITIATOR *ADC WARD*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	PRI	TURN-IN DOCUMENT		SYSTEM / REASON	MCN
		6101	*G114*		

Figure 15-107: Engine Component Turn-In Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
27400					*301*				☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
TXAF	*663223*	*H*	*B*	*LH*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
PG1	*104*	*001*		

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
TXAE1	*663223*

E23 PART NUMBER	E38 DATE REMOVED	E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
	6104	*E1234*		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER

G23 PART NUMBER	G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES

DISCREPANCY

COMPRESSOR CASE CRACKED FROM FOD.

FOR INSP USE JCN PG1-104-A00

PILOT/INITIATOR *AFCM CERVANTEZ*

CORRECTIVE ACTION

CF REQ ☐ QA REQ ☐ RFI BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	P R I	TURN-IN DOCUMENT		SYSTEM / REASON	M C N
		6104	*GZ21*		

Figure 15-108: Engine Turn-In Document (Unscheduled)

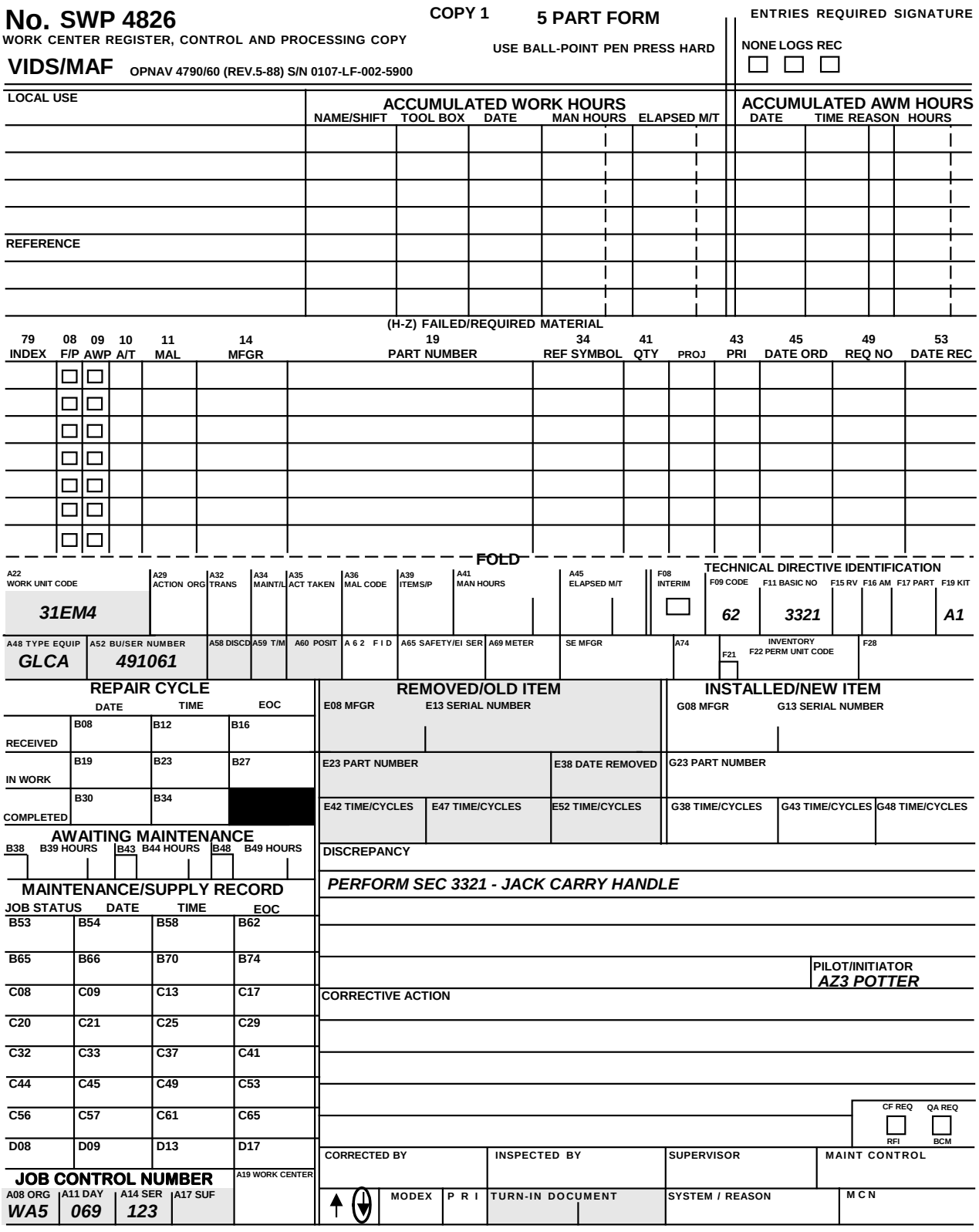

Figure 15-109: SE Technical Directive Compliance Turn-In Document

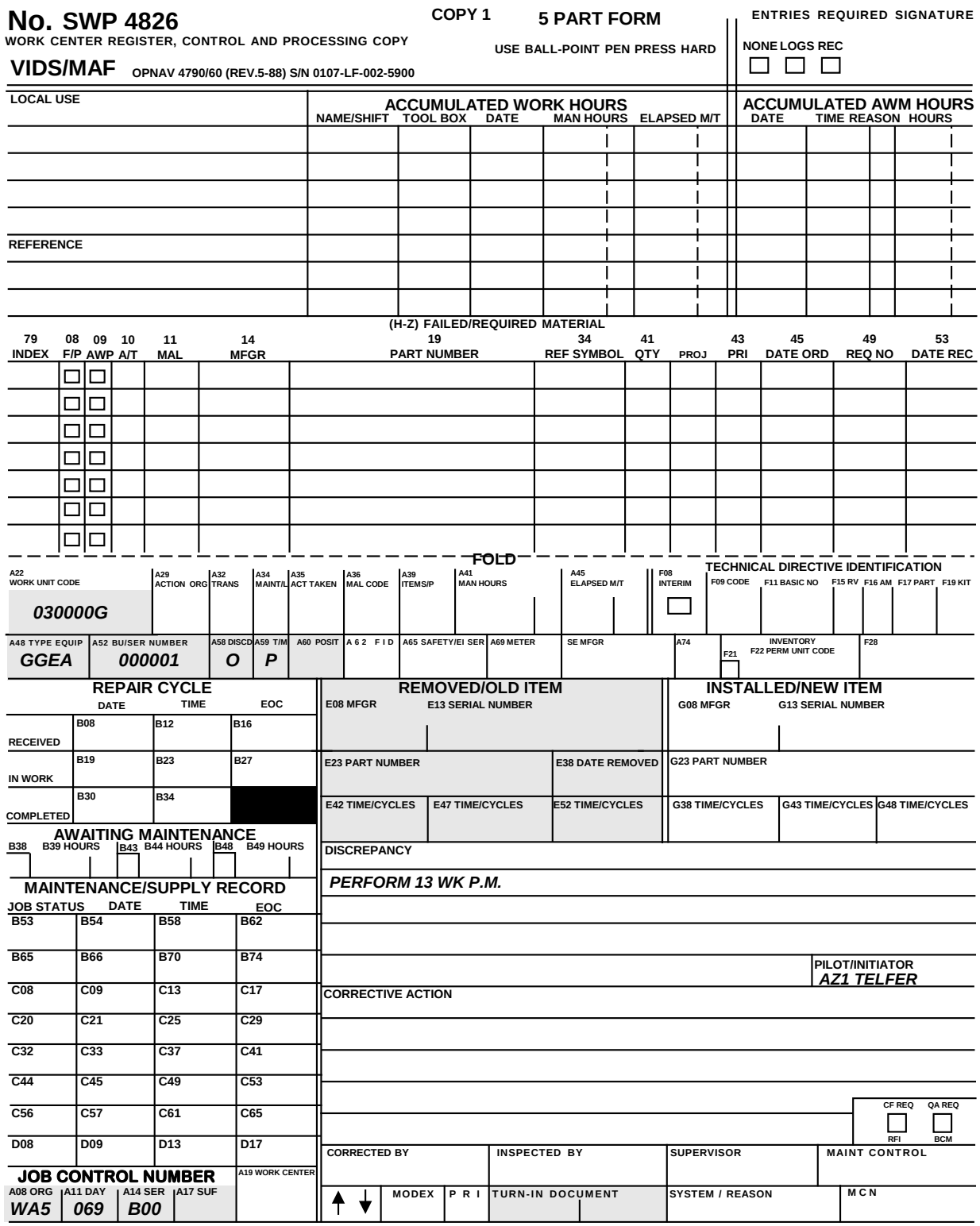

Figure 15-110: SE Inspection/Periodic Maintenance Turn-In Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD NONE LOGS REC ☐ ☐ ☐

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS: NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS: DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
31EM4									☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE (F21)	F28
GLCA	*491061*	*C*	*B*								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08	B12	B16
IN WORK	B19	B23	B27
COMPLETED	B30	B34	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER A19 WORK CENTER

A08 ORG	A11 DAY	A14 SER	A17 SUF
WA5	*069*	*234*	

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

UNIT WILL NOT HOLD LOAD

PILOT/INITIATOR *AZ1 SHEARD*

CORRECTIVE ACTION

CF REQ ☐ RFI QA REQ ☐ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL

MODEX	P R I	TURN-IN DOCUMENT	SYSTEM / REASON	MCN

Figure 15-111: SE End Item Repair Turn-In Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ [X] ☐ *AZ3 Owen*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

REFERENCE

ACCUMULATED WORK HOURS

NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
LOTT	*1 hpz*	*6128*	*3 0*	*3 0*
WILSON		*6128*	*3 0*	

ACCUMULATED AWM HOURS

DATE	TIME	REASON	HOURS

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030	*AN1*	*11*	*1*	*0*	*000*	*1*	*6 0*	*3 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
MFDB	*117652*	*O*	*P*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6128*	B12 *0800*	B16
IN WORK	B19 *6128*	B23 *0800*	B27
COMPLETED	B30 *6128*	B34 *1100*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AN1	*128*	*A00*		*15A*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

PERFORM POSTLAUNCH REHABILITATION INSPECTION IAW MRC's

PILOT/INITIATOR *PRC HARDWOOD*

CORRECTIVE ACTION

INSPECTION COMPLETED IAW MRC's

CF REQ ☐ RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AW3 Wilson	*AO2 Zimmer*	*AO1 Lanoie*	*AZC Collins*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
			POSTLAUNCH	

Figure 15-112: Target Postlaunch Rehabilitation Inspection (Look Phase)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☒ ☐ ☐ *AZ3 Owen*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T
LOTT	*2 hpz*	*6128*	*1 0*	*1 0*
WILSON		*6128*	*1 0*	

ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
53B11	*AN1*	*11*	*1*	*C*	*160*	*1*	*2 0*	*1 0*	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE	F28
MFDB	*117652*	*M*	*P*						F21 ☐		

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	*6128*	*1100*	
IN WORK	B19 *6128*	B23 *1100*	B27
COMPLETED	B30 *6128*	B34 *1200*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AN1	*128*	*A01*		*15A*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

ROLL RATE INTERMITTENT ON CONSOLE TEST

PILOT/INITIATOR *AOC ROBBINS*

CORRECTIVE ACTION

REPAIRED BROKEN WIRE. CHECKS GOOD.

CF REQ ☐ RFI QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AO2 Lott	*AO2 Zimmer*	*AO1 Lanoie*	*AZC Havens*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
			ROLL RATE	

Figure 15-113: Target Postlaunch Rehabilitation Inspection (Fix Phase)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] *AZ3 Owen*

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS						ACCUMULATED AWM HOURS			
NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T		DATE	TIME	REASON	HOURS
LOTT	*2 hpz*	*6128*	*1 0*	*1 0*					
WILSON		*6128*	*1 0*						

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
59250	*AN1*	*17*	*1*	*Q*	*800*	*1*	*2 0*	*1 0*	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F22 PERM UNIT CODE	F28
MFDB	*117652*	*O*	*B*						F21 [ ]		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *6128*	B12 *1300*	B16
IN WORK	B19 *6128*	B23 *1300*	B27
COMPLETED	B30 *6128*	B34 *1400*	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AN1	*128*	*169*		*15A*

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
77346	*4011*

G23 PART NUMBER *88630-4*

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
F3315		

DISCREPANCY

CONFIGURE WITH AN/DSQ-37 MDI SCORING SUBKIT

PILOT/INITIATOR *AOC BRINKMAN*

CORRECTIVE ACTION

INSTALLED AN/DSQ-37 MDI SCORING SUBKIT

CF REQ [ ] RFI QA REQ [ ] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AW3 Wilson	*AO2 Zimmer*	*AO1 Lanoie*	*AZC Becker*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
			AN/DSQ-37	

Figure 15-114: Target Configuration Change

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ X ☐ AZ1 Souza

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030IMC2	WC8	11	3	0	000	1	0 0	0 0	☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	165429	O	G								

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 2007	B12 1000	B16
IN WORK	B19 2007	B23 1000	B27
COMPLETED	B30 2016	B34 1435	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AD7	007	D00		X40

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

PERFORM IMC/P SECOND PHASE

PILOT/INITIATOR AVCM PAULES

CORRECTIVE ACTION

COMPLETED IMC/P SECOND PHASE.

CF REQ X RFI QA REQ X BCM

CORRECTED BY | INSPECTED BY | SUPERVISOR | MAINT CONTROL AZCS Linthicum

MODEX 306 | PRI 1 | TURN-IN DOCUMENT | SYSTEM / REASON IMC/P | MCN

Figure 15-115: Standard Rework Control Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] AZ3 Chretien

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	KEEN	3	2009	2 1	2 1				
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											
	[ ]	[ ]											

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
030IMC2	AD7		11	1	0	000	0	2 1	2 1	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	165429	O	G							[ ]		

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 2009	B12 1325	B16
IN WORK	B19 2009	B23 1325	B27
COMPLETED	B30 2009	B34 1640	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AD7	007	D00		X41

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

PERFORM TASK 75

PILOT/INITIATOR AVCM EMBACH

CORRECTIVE ACTION

PERFORMED TASK 75

CF REQ [X] RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AN Keen	AT2 Lique	GYSGT Wrey	ADC Holland

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
306	1		IMC/P	

Figure 15-116: Standard Rework Look Phase Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] AZ1 Bullock

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	JONES	KL3	2009	4 3	4 3				
	SMITH	KL3	2009	4 3	4 3				
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]			22145	128161-1		1	AKO	03	2009	G165	2009

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
13C2214	AD7	11	1	R	070	1	8 6	4 3	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	INVENTORY F21 F22 PERM UNIT CODE	F28
AMAF	165429	M	G								

REPAIR CYCLE

	DATE B08	TIME B12	EOC B16
RECEIVED	2009	1910	
IN WORK	2009	1910	
COMPLETED	2009	2325	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AD7	007	D06		120

REMOVED/OLD ITEM

E08 MFGR E13 SERIAL NUMBER

E23 PART NUMBER E38 DATE REMOVED

E42 TIME/CYCLES E47 TIME/CYCLES E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES G43 TIME/CYCLES G48 TIME/CYCLES

DISCREPANCY

NOSE LANDING GEAR TORQUE LINK BROKEN

PILOT/INITIATOR ADC HOLLAND

CORRECTIVE ACTION

REMOVED AND REPLACED NOSE L/G TORQUE LINK. DROPPED

CHECKED GOOD

CF REQ [X] RFI QA REQ [ ] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AN Jones	AMCS Minghella	AM1 Witt	AZC Grayson

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
306	1		NLG TORQUE	

Figure 15-117: Standard Rework Fix Phase Document (O-Level Repair)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC [X] [ ] [ ] AZ1 Souza

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE	ACCUMULATED WORK HOURS NAME/SHIFT	TOOL BOX	DATE	MAN HOURS	ELAPSED M/T	ACCUMULATED AWM HOURS DATE	TIME	REASON	HOURS
	SMITH	KL2	2030	5	5				
REFERENCE									

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	[ ]	[ ]			26512	128H10058-3		1	AKO	02	2030	G336	2045

FOLD

A22 WORK UNIT CODE	A29 ACTION	ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
11A1170	AD7		23	1	R	070	1	5	5	[ ]						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	165429	M	G									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 2014	B12 0940	B16
IN WORK	B19 2030	B23 1350	B27
COMPLETED	B30 2045	B34 1410	

AWAITING MAINTENANCE

B38 B39 HOURS B43 B44 HOURS B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AD7	007	D14		120

REMOVED/OLD ITEM

E08 MFGR	E13 SERIAL NUMBER
26512	24561

E23 PART NUMBER	E38 DATE REMOVED
128H10058-3	2030

E42 TIME/CYCLES	E47 TIME/CYCLES	E52 TIME/CYCLES
A7121		

INSTALLED/NEW ITEM

G08 MFGR	G13 SERIAL NUMBER
26512	23161

G23 PART NUMBER
128H10058-3

G38 TIME/CYCLES	G43 TIME/CYCLES	G48 TIME/CYCLES
A7121		

DISCREPANCY

DEPOT LEVEL REPAIR REQUIRED. OUTER WING INBOARD TRAILING EDGE. FLAP TRACK HAS 3 INCH CRACK

PILOT/INITIATOR AZC VINCENT

CORRECTIVE ACTION

REMOVED AND REPLACED BY DEPOT

CF REQ [X] RFI QA REQ [X] BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
AM3 Smith	AM1 Tyler	AMC Wills	AZC Goad

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
306	1		FLAP TRACK	

Figure 15-118: Standard Rework Fix Phase Document (Primary)

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☒ AZ1 Brunt

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
11A1170	*WC8*	*11*	*3*	*R*	*070*	*0*			☐						

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISCD	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*165429*	*V*	*G*									

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *2014*	B12 *0940*	B16
IN WORK	B19 *2030*	B23 *1350*	B27
COMPLETED	B30 *2045*	B34 *1410*	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AD7	*007*	*D14*		*X44*

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

OUTER WING INBOARD TRAILING EDGE

FLAP TRACK HAS LARGE CRACK

PILOT/INITIATOR **ABCM HANDS**

CORRECTIVE ACTION

REMOVED AND REPLACED OUTER WING INBOARD TRAILING EDGE FLAP TRACK. AWAITING CHECK FLIGHT. CHECKED GOOD ON CHECK.

CF REQ ☒ RFI | QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	AM1 Tyler		*ATCS Hertzog*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
306	*1*		*FLAP TRACK*	

Figure 15-119: In-Service Repair Document

No. SWP 4826 COPY 1 5 PART FORM ENTRIES REQUIRED SIGNATURE

WORK CENTER REGISTER, CONTROL AND PROCESSING COPY

USE BALL-POINT PEN PRESS HARD

NONE LOGS REC ☐ ☐ ☒ AZ1 Kent

VIDS/MAF OPNAV 4790/60 (REV.5-88) S/N 0107-LF-002-5900

LOCAL USE

ACCUMULATED WORK HOURS — NAME/SHIFT | TOOL BOX | DATE | MAN HOURS | ELAPSED M/T

ACCUMULATED AWM HOURS — DATE | TIME | REASON | HOURS

REFERENCE

(H-Z) FAILED/REQUIRED MATERIAL

79 INDEX	08 F/P	09 AWP	10 A/T	11 MAL	14 MFGR	19 PART NUMBER	34 REF SYMBOL	41 QTY	PROJ	43 PRI	45 DATE ORD	49 REQ NO	53 DATE REC
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											
	☐	☐											

FOLD

A22 WORK UNIT CODE	A29 ACTION ORG	A32 TRANS	A34 MAINT/L	A35 ACT TAKEN	A36 MAL CODE	A39 ITEMS/P	A41 MAN HOURS	A45 ELAPSED M/T	F08 INTERIM	TECHNICAL DIRECTIVE IDENTIFICATION F09 CODE	F11 BASIC NO	F15 RV	F16 AM	F17 PART	F19 KIT
14000	*WC8*	*41*	*3*	*C*		*1*			☐	*50*	*262*				*00*

A48 TYPE EQUIP	A52 BU/SER NUMBER	A58 DISC	A59 T/M	A60 POSIT	A62 FID	A65 SAFETY/EI SER	A69 METER	SE MFGR	A74	F21	INVENTORY F22 PERM UNIT CODE	F28
AMAF	*165429*											

REPAIR CYCLE

	DATE	TIME	EOC
RECEIVED	B08 *2139*	B12 *0925*	B16
IN WORK	B19 *2139*	B23 *1050*	B27
COMPLETED	B30 *2141*	B34 *0950*	

AWAITING MAINTENANCE

B38 B39 HOURS | B43 B44 HOURS | B48 B49 HOURS

MAINTENANCE/SUPPLY RECORD

JOB STATUS	DATE	TIME	EOC
B53	B54	B58	B62
B65	B66	B70	B74
C08	C09	C13	C17
C20	C21	C25	C29
C32	C33	C37	C41
C44	C45	C49	C53
C56	C57	C61	C65
D08	D09	D13	D17

JOB CONTROL NUMBER

A08 ORG	A11 DAY	A14 SER	A17 SUF	A19 WORK CENTER
AD7	*032*	*326*		*X45*

REMOVED/OLD ITEM

E08 MFGR | E13 SERIAL NUMBER

E23 PART NUMBER | E38 DATE REMOVED

E42 TIME/CYCLES | E47 TIME/CYCLES | E52 TIME/CYCLES

INSTALLED/NEW ITEM

G08 MFGR | G13 SERIAL NUMBER

G23 PART NUMBER

G38 TIME/CYCLES | G43 TIME/CYCLES | G48 TIME/CYCLES

DISCREPANCY

COMPLY WITH AFC 262

PILOT/INITIATOR *AVCM Beever*

CORRECTIVE ACTION

COMPLIED WITH AFC 262

CF REQ ☒ RFI | QA REQ ☒ BCM

CORRECTED BY	INSPECTED BY	SUPERVISOR	MAINT CONTROL
	Muffley		*AEC Steady*

MODEX	PRI	TURN-IN DOCUMENT	SYSTEM / REASON	MCN
306	*1*		*AFC 262*	

Figure 15-120: Modification Document