**INTERAGENCY COMMITTEE FOR AVIATION POLICY**

**FEDERAL AGENCY AIRCRAFT**

**GENERAL MAINTENANCE MANUAL GUIDE**

PREFACE

The General Maintenance Manual (GMM) Guide provides information for developing an agency GMM. An agency GMM should include procedures that adequately cover all Federal Aviation Regulations (FAR) that pertain to your agency and its unique aviation operations. The GMM Guide was developed to reduce that time required to develop appropriate operational procedures in a standardized format.

The GMM Guide is intended for use as a sample in the development of an agency GMM. Each agency GMM should be developed within the FAR's that pertain to its specific aviation operation. In that regard, an agency operating a Gulfstream GII or Boeing B-727 would have a different GMM requirement than an agency operating a Cessna CE-182. Material included in portions of this guide may not directly relate to or be required by a referenced FAR; however, that material may be considered a necessary part of any GMM.

A GMM must contain an agency's policies and procedures. A policy is a statement of intent. For example, if an agency requires a check to ensure the fuel in the tanker is the correct grade prior to fueling operations, this is a policy. The procedure outlines how the crewmember will obtain and test the fuel sample. A procedure should explain:

1.WHO

Who the procedure is speaking to.

Who will accomplish the procedure.

Who is responsible to see the procedure is accomplished.

Who is the accountable individual (a position, a facility, agency etc.).

2.WHAT

What the procedure is about.

What the procedure is trying to accomplish.

What the person performing the procedure should do.

3.WHEN

When the procedure will be accomplished:

a.The intervals (hours, cycles or calendar).

b.The specific date or time.

4.WHERE

Where the procedure will be accomplished.

a.The specific facility and location.

b.The specific type of facility.

5.WHY

Why the procedure is required.

Why the procedure is to be accomplished.

6.HOW

How the procedure will be accomplished.

a.In accordance with:

1.Manufacturers recommended procedures.

2.Procedures approved by the FAA.

3.Agency approved procedures.

Each agency's GMM should be developed to address all operations as they relate to maintenance operation standards. This guide provides a sample GMM as well as a standardized format to follow when developing the agency's maintenance operations standards. A close working relationship with the FAA Flight Standards District Office is necessary from the initial regulatory review, program development, and FAA/FSDO acceptance.

1.ABBREVIATIONS

The following abbreviations are to assist personnel when completing maintenance forms.

A/WAirworthy

A/PAutopilot

A to DAnalog to Digital

A/CAircraft

A.T.Auto Throttle

A&PAirframe and Powerplant

AASAircraft Alteration Station

ACAlternating Current

ACCAccessory

ACCELAccelerometer

ACCUMAccumulator

ACFTAircraft

ACMAir Cycle Machine

ACTActuator

ADAirworthiness Directive

ADCAir Data Computer

ADFAuto Direction Finder

ADIAttitude Deviation Indicator

ADPAutomatic Data Process

AFISAutomatic Flight Inspection System

AFLAircraft Flight Log

AFMAirplane Flight Manual

AFTAirworthiness Flight Test

AGCAutomatic Gain Control

AIAnti-Ice

AICAirborne Interphone Comm

AILAileron

AIRCONDAir Conditioning

ALTERAlternate

ALTDAltitude

ALTMAltimeter

ALTNAlternator

AMPMTRAmmeter

AMBAmbient

AMPAmplifier

ANGAngle

ANLGAnalog

ANSKDAnti-Skid

ANTAntenna

AOAAngle of Attack

AOGAircraft on Ground

A/PAutopilot

APPApproach

APUAuxiliary Power Unit

A/SAir Speed

ARRAeronautical Reliability Reports

ARTArtificial

ASSTAssist

ASSYAssembly

ASYMAsymmetry

ATCAir Traffic Control

ATMAir Turbine Motor

ATTAttitude

AUGAugmentation

AUTOAutomatic

AUXAuxiliary

AVAvionics

AWIAlcohol Water Injection

AWRAirworthiness Release

BALBalance or Ballast

BATTBattery

BCBench Check

BCNBeacon

BEWBasis Empty Weight

BFSBad from Stock

BLDBleed

BLDARBleed Air

BLKBlock

BLMTHBellmouth

BLRBlower

BOWBasic Operating Weight

BRCBrace

BRGBearing

BRKBrake

BRKTBracket

BRLESSBrushless

BSHBrush

BSTBoost

BSTRBooster

BTBench Test

BYPASBypass

C/WClockwise

C/PCabin Pressure

CALCalibrate or Calibration

CALIBCalibrator

CAMPContinuous Airworthiness Maintenance Program

CAPTCaptain

CARCargo

CARBCarburetor

CARTCartridge

CATCarburetor Air Temp

CBCircuit Breaker

CBLCable

CBNCabin

CCCard Control

CCWCounterclockwise

CDICourse Deviation Indicator

CDUControl Display Unit

CFContinuous Flow

CFRCode of Federal Regulations

CGCenter of Gravity

CHAPChapter

CHTCylinder Head Temperature

CKCheck

CKPTCockpit

CLCooling

CLRCooler

CMCondition Monitoring

CMPSTRCompensator

CNTRContainer

COContracting Officer

COMCommand

COMBCombustion

COMMCommunication

COMMUTCommutator

COMPCompass

COMPRCompressor

COMPTCompartment

COMPTRComparator

CONSConsole

CONDConducting

CONDSRCondenser

CONNConnect

CTLControl

CONTContinuous

CONTACTContactor

CONVTRConverter

COORDCoordinator

CORRCorrector

COTRContracting Officer's Technical Representative

CPLRCoupler

CPTCopilot

CRGCarriage

CRMNCrewman

CRTCathode Ray Tube

CSDConstant Speed Drive

CSHSICycles Since Hot Section Inspection

CSNCard Serial Number

CSOCycles Since Overhaul

CTRCenter

CURCurrent

CVRCockpit Voice Recorder

CW`Complied With

CYCCycle

CYCSCycles

CYLCylinder

DASDesignated Alteration Station

DBLDouble

DBSTDeboost

DCDirect Current

DCTDuct

DECDecrease

DEFDeferred

DEMDemand

DEMULPXRDemultiplexer

DEPRDepressurization

DERDesignated Engineering Representative

DETDetector

DEVDeviation

DFDirection Finder

DIDeice

DIFFDifferential

DIG; DIGTLDigital

DIGITDigitizer

DILDilution

DIRDirect

DIRECTDirection

DISCDisconnect

DISCHDischarge

DISTDistance

DISTRDistribution

DISTRBDistributor

DLDual

DLYDelay

DMEDistance Measuring Equipment

DMETDistance Measuring Equipment Transmitter

DMGDamaged

DMIDeferred Maintenance Item

DMPDump

DMPRDamper

DNLKDownlock

DNLNDown Line

DOTDepartment of Transportation

DPLRDoppler

DRDoor

DRGDrag

DRMDrum

DRNDrain

DRVDrive

DRVNDriven

DRWGDrawing

DSPLYDisplay

DVDirect Vision

DVMDigital Voltmeter

DVTRDiverter

DWNDown

DYNDynamic

E/OEngine Overhaul

ECEngine Change

EFISElectronic Flight Instrument System

EGTExhaust Gas Temperature

EHSIEngine Hot Section Inspection

EJTEjector

ELECElectrician

ELECTElectronic

ELEMElement

ELEVElevator

ELTEmergency Locator Transmitter

EMEREmergency

EMPNGEmpennage

ENGEngine

ENTEntrance

EOEngine Overhaul Time

EPREngine Pressure Ratio

EQEqualizer

EQUIPEquipment

ERPEmergency Readiness Program

ERRError

ESSEssential

ESTEstimated

EVALEvaluation

EVAPEvaporator

EXExit

EXCExchange

EXCGRExchanger

EXHExhaust

EXTExternal

EXTGExtinguish

EXTNExtension

FFuel

F.D.Flight Director

FAAFederal Aviation Administration

FARFederal Aviation Regulations

FAXFacsimile Transmission of Document

FBOFixed Base Operator

FCCFederal Communication Commission

FCDFleet Campaign Directive

FCUFuel Control Unit

FDRFlight Data Recorder

FEFlight Engineer

FEAFeathering

FIFOFlight Inspection Field Office

FIGFigure

FILFilter

FLFailed

FLOFlow

FLPFlap

FLSHFlasher

FLTFlight

FLTDKFlight Deck

FLTRFlutter

FOFlight Officer

FODForeign Object Damage

FPCFlight Pat Computer

FREQFrequency

FSBFleet Support Branch

FSDOFlight Standards District Office

FTFunctional Test

FUSFuselage

FWFirewall

FWDForward

G.S.Glide Slope

GALGallon(s)

GENGenerator

GFPGovernment Furnished Property

GLSGlass

GMMGeneral Maintenance Manual

GNDGround

GOMGeneral Operating Manual

GOVGovernor

GPUGround Power Unit

GRBSGearbox

GRNDGround

GSEGround Support Equipment

GTC Gas Turbine Compressor

GWTGross Weight

HDGHeading

HFHigh Frequency

HIHigh

HORIZHorizon

HORZHorizontal

HPHigh Pressure

HRSHours

HSIHeading Station Indicator

HTHard Time

HTRHeater

HYDHydraulic

IASIndicated Air Speed

IAWIn Accordance With

INBDInboard

ICInventory Control

IFRInstrument Flight Rules

IFSIntegrated Flight System

IGNIgnition

IISIntegrated Instrument System

ILSInstrument Landing System

INInch(es)

INCIncrease

INDIndicator

INJInjector

INLOCKInterlock

INOPInoperative

INRPTInterrupter

INSInertial Navigation System

INSPInspection

INSTInstrument

INTIntegrated

INTCLRIntercooler

INTCONInterconnect

INTPHInterphone

INVInverter

INVTInventory

IPCIllustrated Parts Catalog

IRANInspect and Repair, as Necessary

IRUInertial Reference Unit

ISOLIsolation

J BoxJunction Box

JJunction

JETJettison

JITJitter

JNTJoint

KPNKit Part Number

KTSKnots

LATLatitude

LAVLavatory

LDGLanding

LDMTRLoadmeter

LELeading Edge

LEFLPLeading Edge Flap

LGLanding Gear

LGELarge

LHLeft Hand

LIBDLeft Inboard

LKOUTLockout

LMANLeadman

LMTLimit or Limiting

LMTRLimiter

LNKLink

LOBDLeft Outboard

LOCLocalizer

LONGLongitudinal

LPLow Pressure

LPGLog Page

LRLeft Reserve

LRULine Replacement Unit

LTLeft

LUBELubricate/Lubrication

LWRLower

LVLLevel

MAMaster

M.A.C.Mean Aerodynamic Chord

MAFISMultiple Automatic Flight Inspection System

MAGMagnetic

MAINTMaintenance

MANManual

MANFManifold

MAXMaximum

MBMarker Beacon

MCOMaintenance Carry Over

MDIMagnetic Direction Indicator

MECHMechanism

MELMinimum Equipment List

MICMicrophone

MINMinimum

MIRMechanical Interruption Report

MISMechanical Interruption Summary

MISCMiscellaneous

MKRMarker

MLGMain Landing Gear

MLSMicrowave Landing System

MMMaintenance Manual

MNMain

MODModification

MONMonitor

MOSMonths

MPHMiles Per Hour

MRBMaintenance Review Board

MRRMechanical Reliability Report

MSUMode Select Unit

MTMount

MTRMotor

MULTCPLRMulticoupler

N2Nitrogen

N/ANot Applicable

NACNacelle

NAVNavigation

NCUNavigation Computer Unit

NCWNot Complied With

NDINon Destructive Inspection

NDTNon Destructive Testing

NEGNegative

NISNot in Stock

NLGNose Landing Gear

NORMNormal

NOZNozzle

#Number

NRNot Required

NRWCNon Routine Workcard

NTSNegative Torque Signal

NTSBNational Transportation Safety Board

O2Oxygen

OATOutside Air Temperature

OTBDOutboard

OBIOmni Bearing Indicator

OBSOmni Bearing Selector

OBSVRObserver

OCOn Condition

OEMOriginal Equipment Manufacturer

OICOperations Information Center

OJTOn-the-Job Training

OOOrdering Officer

OOTOut of Tolerance

OPOperational Check

OPROperator

OSCOscillator

OSGOverspeed Governor

OTBDOutboard

OTSOut of Service

OUTDCTOutlet Duct

OUTFLOOut Flow

OVHOverhaul

OVHTOverheat

OVLDOverload

OVLTOvervoltage

OVRDOverride

OZOunce(s)

P/NPart Number

P&DPressurizing and Dump

P/LPower Lever

P.U.Power Unit

PAPublic Address System

PAXPassenger(s)

PCProduction Control

PCWPreviously Complied With

PDUPlasma Display Unit

PEDPedestal

PFPreflight

PGPage

PHPhase

PICPilot in Command

PICTPictorial

PIREPPilot Report

PKGPackage

PLTPilot

PMPreventative Maintenance

PMPPump

PNPanel Number

PNEUPneumatic

PNLPanel

POPurchase Order

POOPart On Order

PORTPortable

POSPosition

POTPotentiometer

PPIPlan Position Indicator

PRESSPressure

PREAMPPreamplifier

PRGMProgram

PRIPrimary

PROPPropeller

PRTRPrinter

PSIPounds per Square Inch

PTPort

PTNPiston

PTTPush-to-Talk

PWRPower

QAQuality Assurance

QASQuality Assurance Specialist

QCQuality Control

QECQuick Engine Change

QTYQuantity

QUADQuadrant

R/RRemove and Replace

R/DResearch and Development

R/TReceiver/Transmitter

RADRadio

RATRam Air Temperature

RBCRadio Beam Coupler

RCDRRecorder

RCVRReceiver

RDRelief and Dump

RDRRadar

RECIRCRecirculate

RECTRectifier

REDReduction

REFReference

REGRegulator

RELRelease

REMRemove

REQRequired

RESReserve

RESTRRestrictor

RETRetract

REVReverse

REVCURReverse Current

RFGNRefrigeration

RFIRadio Frequency Interference

RGNRange

RGSTRRegister

RHRight Hand

RHEORheostat

RIBDRight Inboard

RIIRequired Inspection Item

RKRack

RLFRelief

RLYRelay

RMIRadio Magnetic Indicator

RNAVArea Navigation

ROBDRight Outboard

ROCRate of Change

RONRemain Over Night

RPReplenishment

RPMRevolutions Per Minute

RPTRRepeater

RRRadio Rack

RSTReset

RSVRReservoir

RTRYRotary

RTSReturn to Service

RUDRudder

RVSRReverser

RWRunway

S/CSuperchargher

S/NSerial Number

SAFISemi-Automatic Flight Inspection

SBService Bulletin

SCAVScavenger

SDRService Difficulty Report

SECSecondary

SECTSection

SELSelector

SELCASelect Call

SEMICONDSemi-Conductor

SENSensor

SENSSensitive

SEPSeparator

SEQSequence

SFARSpecial Federal Aviation Regulation

SFTShaft

SFTYSafety

SHKShock

SHMSheetmetal

SHTLShuttle

SIGSignal

SILService Information Letter

SKDSkid

SLService Letters

SLDSlide

SLTSlat

SLWINSliding Window

SMSmall

SMPSump

SOShut-off

SOLSolenoid

SPSpare

SPDSpeed

SPECSpecification

SFPSpecial Flight Permit

SPGSpring

SPKSpeaker

SPLSpoiler

SPTSupport

SRMStructural Repair Manual

SRVOServo

SSBSingle Side Band

SSIStructural Significant Item

STAStation

STABStabilizer

STARTStarter

STATStatic

STBYStandby

STCSupplemental Type Certificate

STKStick

STNRStrainer

STRSteering

STRGStorage

SUBSubmerged

SUMSummation

SUPSupply

SUPVSupervisor

SURFSurface

SVCService

SWSwitch

SYNCSynchronizer

SYSSystem

T/OTakeoff

T & BTurn and Bank

T.D.Temp Datum

T.I.T.Turbine Inlet Temp

TACHTachometer

TAIThermal Anti-Ice

TASTrue Air Speed

TATTotal Airframe Time

TBLTable

TBOTime Between Overhaul

TCTotal Cycles

TCKRTracker

TDOTechnical Direction Order

TETrailing Edge

TEMPTemperature

TENSTension

TETTotal Engine Time

TFRTransfer

TGTTurbine Gas Temperature

THMThermal

THSTThrust

TKTank

TMSTRThermister

TORQTorque

TPTailpipe

TRTransformer Rectifier

TRANTransition

TRBCOMPTurbo Compressor

TRKTruck

TRMTrim

TRQMTRTorquemeter

TRUNTrunnion

TRVLTravel

TSNTime Since New

TSOTime Since Overhaul

TSSTechnical Support Section

TSTATThermostat

TTTotal Time

TURBTurbine

UHFUltra High Frequency

UPHUpholstery

UPRUpper

UPLUplock

UPLNUpline

USMSUnited States Marshals Service

VVolts

VACVacuum

VARVariable

VCKVisual Check

VERTVertical

VGVertical Gyro

VHFVery High Frequency

VIBVibration

VLVValve

VNTVent

VNTRIVenturi

VOLTVoltage

VORVHF Omni-directional Range

VPUVoice Privacy Unit

VSIVertical Speed Indicator

WCWork Card

WDWindow

WDMWiring Diagram Manual

WGWing

WGTWeight

WHLWheel

WRNWarning

WOWork Order

WPRWiper

WTRWater

WSHLDWindshield

WXWeather

WVFRMWaveform

WWWheel Well

XCVRTransceiver

XDUCERR Transducer

XFEEDCross Feed

XFERTransfer

XFMRTransformer

XMSNTransmission

XMTRTransmitter

XOVERCrossover

XPOINTCrosspointer

XPONDERTransponder

YRYear

ZTZero Time

**Glossary of Terms**

AIRCRAFT means a device that is used or intended to be used for flight in the air.

AIRCRAFT ENGINE means an engine that is used or intended to be used for propelling aircraft. It includes turbo-superchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers.

AIRFRAME means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of engines), and landing gear of an aircraft and their accessories and controls.

AIRCRAFT MAINTENANCE means that work which is required to be performed by certificated persons.

AIRCRAFT MAINTENANCE BASE is an agency activity performing aircraft and avionics line maintenance functions on <Your Agency> aircraft.

AIRCRAFT OUT OF COMMISSION FOR PARTS (AOCP). The status of an aircraft which should be available for service but is not, because of the lack of a part or parts.

AIRPLANE means an engine-driven fixed-wing aircraft heavier than air, that is supported in flight by the dynamic reaction of the air against its wings.

APPROVED unless used with reference to another person, means approved by the FAA Administrator.

APPLIANCE means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine, or propeller.

AVIONICS MAINTENANCE means that work which is required to be performed by an avionics shop.

BENCH CALIBRATION means the calibration of equipment which is performed in an FAA approved avionics shop.

BENCH CHECK means the removal of an item of equipment from an aircraft or from stock for (1) a visual check (2) preventive maintenance, (3) minor repair, and (4) an operational check.

CALIBRATION means making precise measurements and adjustments to equipment or systems in order to obtain optimum performance and to certify that output data falls within prescribed tolerances.

COMPONENT any self-contained part, combination of parts, subassemblies or units, which perform a distinctive function necessary to the operation of the airframe, powerplant or propeller.

CONDITION MONITORING (CM) means there is no fixed overhaul time limit and, normally, no inspection/check period or scheduled task to determine the extent of deterioration or continued serviceability of an aircraft/system/component. All removals are therefore for unscheduled cause. Certain condition monitoring items may have work cards called out under one of the maintenance periods, but the task will be for servicing or a go-no-go typecheck and not a check for continued airworthiness.

CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP) means a combined program of maintenance and inspection functions used to fulfill the total maintenance needs. The program provides a maintenance program adequate to perform the work and an inspection program adequate to perform required inspections. These two organizations are separate.

CONTRACT/AGREEMENT MAINTENANCE refers to those functions of a contracting officer's representative or other designated maintenance representative in arranging for and administering contracts or agreements for providing aircraft maintenance services to the agency.

CONTROL LIMITS OR ALERT VALUES are maximum limits/values which when exceeded requires analysis for possible maintenance actions.

DISPATCH FOR MEL OPERATIONS dispatch occurs when the flightcrew releases the brakes to taxi for the purpose of flight.

ENGINE TIME CHANGES are those engines which reach maximum operating time between overhaul including engines replaced within 100 hours of maximum permitted operating time to allow replacement during scheduled inspection periods.

ENGINE FAILURE means any engine requiring unscheduled replacement due to unairworthy conditions which cannot be corrected by routine maintenance on the aircraft.

ENGINE CONVENIENCE REMOVAL applies to engines removed for update or modification which were operating satisfactorily at time of removal, or airworthy engines removed from aircraft in maintenance or storage for installation on another aircraft to expedite mission accomplishment, or engine replaced due to economic impact of maintenance required.

EXCHANGE AND REPAIR (E & R) A repairable item which, when unserviceable, is returned to the original vendor in exchange for a serviceable replacement.

FIELD MAINTENANCE means the performance of aircraft and avionic line maintenance at locations other than the <Your Agency> Hangar, <Location>.

FLIGHT TIME means the time from the moment the aircraft first moves under its own power for the purpose of flight until the moment it comes to rest at the next point of landing.

HARD-TIME means a primary maintenance process that requires an appliance or part be periodically overhaul in accordance with the Agency's maintenance manual or that it be removed from service.

HEAVY MAINTENANCE Any services that can not be performed in the <Your Agency> Hangar.

HOME BASE The <Your Agency> Hangar at <Location>.

LARGE AIRCRAFT means aircraft of more than 12,500 lbs. maximum certificated takeoff weight.

LINE MAINTENANCE includes daily servicing & maintenance, routine maintenance, bench checks, calibration, repairs accomplished in support of day-to-day aircraft operations and required to maintain the <Your Agency>s aircraft fleet in a mission-capable status.

LOCAL REPAIR ITEM. A repairable item which, when unserviceable, is repaired locally either by arrangements with a commercial vendor or in local base shops.

LINE SUPPORT The services required to support the <Your Agency> fleet and Hangar facility.

MAINTENANCE INSPECTIONS include daily/preflight, segment, safety, service, special, and numbered inspections. These inspections vary in scope and frequency of performance according to types of aircraft.

MAINTENANCE MANAGER - means the person within the specific organizational structure who is directly responsible for the maintenance program. In the <Your Agency>/<Aviation Title>.

MAJOR ALTERATIONS means an alteration not listed in the aircraft, or aircraft engine/propeller specifications that (1) might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or (2) is not done according to accepted practices, or cannot be done by elementary operations.

1.AIRCRAFT MAJOR Alterations Alterations of the following parts and alterations of the following types, when not listed in the aircraft specifications issued by the FAA, use airframe major alterations:

Wings.

Tail surfaces.

Fuselage.

Engine mounts.

Control system.

Landing gear.

Hull or floats.

Elements of an airframe including spars, ribs, fittings, shock absorbers, bracings, cowlings, fairings, and balance weights.

Hydraulic and electrical activating systems and components.

Rotor blades.

Changes to the empty weight and balance which result in an increase in maximum certificated weight or center of gravity limits of the aircraft.

Changes to the basic design of the fuel, oil cooling, heating, cabin pressurization, electrical, hydraulic, de-icing, or exhaust system.

Changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.

2.POWERPLANT MAJOR ALTERATIONS. The following alterations of a powerplant, when not listed in the engine specifications issued by the FAA, are powerplant major alterations:

Conversion of an aircraft engine from one approved model to another involving any changes in compression ratio, propeller reduction gear, impeller gear ratios, or the substitution of major engine parts which require extensive rework and testing of the engine.

Changes to the engine by replacing aircraft engine structural parts with parts not supplied by the original manufacturer or parts not specifically approved by the Administrator.

Installation of an accessory which is not approved for the engine.

Removal of accessories that are listed as required equipment on the aircraft or engine specification.

Installation of structural parts other than the type of parts approved for installation.

Conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.

3.PROPELLER MAJOR ALTERATIONS. The following alterations of a propeller when not authorized in the propeller specifications issued by the FAA are propeller major alterations:

Changes in blade design.

Changes in hub design.

Changes in the governor or control design.

Installation of a propeller governor or feathering system.

Installation of propeller de-icing system.

Installation of parts not approved for the propeller.

4.APPLIANCE MAJOR ALTERATIONS. Alterations of the basic design not made in accordance with recommendations of the appliance manufacturer or in accordance with an FAA Airworthiness Directive are appliance major alterations. In addition, changes in the basic design of radio communication and navigation equipment approved under type certification or a Technical Standard Order that have an effect on frequency stability, noise level, sensitivity, distortion, suprious radiation, AVC characteristics, or ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment are also major alterations.

MAJOR INSPECTION means the performance of a specific segment of the total overhaul requirement in a series of blocks at prescribed long-term intervals.

MAJOR MODIFICATION means a modification that (1) might appreciably affect weight, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities of airworthiness, or (2) is not done according to accepted practices or cannot be done by elementary operations.

MAJOR REPAIR means a repair that (1) if improperly done, might appreciably affect weight, balance, structural strength, performance, powerplant operations, flight characteristics, or other qualities of airworthiness; or (2) is not done according to accepted practices, or cannot be done by elementary operations.

1.AIRFRAME MAJOR REPAIRS. Repairs to the following parts of an airframe and repairs of the following types involving the strengthening, reinforcing, splicing, and manufacturing of primary structural members of their replacement, when replacement is by fabrication such as riveting or welding, are airframe major repairs:

Box beams.

Monocoque or semimonocoque wings or control surfaces.

Wing stringers or chord members.

Spars.

Spar flanges.

Members of truss-type beams.

Thin sheet webs of beams.

Wing main ribs and compression members.

Engine mounts.

Fuselage longerons.

Members of the side truss, horizontal truss, or bulkheads.

Main seat support braces and brackets.

Landing gear braces or struts.

Axles.

Wheels.

Parts of the control system such as control columns, pedals, shafts, brackets, or horns.

Repairs involving the substitution of material.

The repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction.

The splicing of skin sheets.

The repair of three or more adjacent wing or control surface ribs, or the leading edge of wings and control surfaces between adjacent ribs.

The repair of portions of skin sheets by making additional seams.

Repair of fabric covering involving an area greater than that required to repair two adjacent ribs.

Replacement of fabric on fabric-covered parts such as wings, fuselages, stabilizers, and control surfaces.

Repairing, including rebottoming, of removable or integral fuel tanks and oil tanks.

2.POWERPLANT MAJOR REPAIRS. Repairs of the following parts of an engine and repairs of the following types are powerplant major repairs:

Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with an integral supercharger.

Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with other than spur type propeller reduction gearing.

Special repairs to structural engine parts by welding, plating, metalizing, or other methods.

3.PROPELLER MAJOR REPAIRS. Repairs of the following types to a propeller are propeller major repairs:

Any repairs to, or straightening of, steel blades.

Repairing or machining of steel hubs.

Shortening of blades.

Repair of propeller governors.

Overhaul of controllable pitch propellers.

Repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminum blades.

The repair or replacement of internal elements of blades.

Repairs to composition blades.

4.APPLIANCE MAJOR REPAIRS. Repairs of the following types to appliances are appliance major repairs:

Calibration and repair of instruments.

Calibration of radio equipment.

Rewinding the field coil of an electrical accessory.

Complete disassembly of complex hydraulic power valves.

Overhaul of pressure type carburetors, and pressure type fuel, oil, and hydraulic pumps.

MINIMUM EQUIPMENT LIST (MEL) means a regulatory authorization to continue to operate an aircraft with inoperable instruments or equipment. The aircraft may be operated under all applicable conditions and limitations contained in the minimum equipment list.

MINOR MODIFICATION means a modification that (1) will not affect the quality of airworthiness, or (2) can be done in accordance with accepted practices, or can be done by elementary operations. Normally, a minor modification is a modification other than a major modification.

MINOR REPAIR means a repair that (1) will not affect the quality of airworthiness, or (2) can be done in accordance with accepted practices, or can be done by elementary operations. Normally, a minor repair is a repair other than a major repair.

MODIFICATION means a change or series of changes in a completed system to adapt it to another use, correct deficiencies, increase reliability, or improve its effectiveness.

NON-AIRWORTHINESS ITEMS. These are items other than inoperative instruments or equipment which do not affect the airworthiness of the aircraft.

ON CONDITION ITEM (OC) means an item of equipment that must be restricted to one on which a determination of continued airworthiness may be made by a visual check, measurement, test, or other means without a teardown inspection or overhaul.

OFF STATION SITES Locations which would require Contractor support in the event of

maintenance problems that preclude the aircraft being flown to its home base.

OPERATIONAL CHECK means an "in motion" or "power on" test for determining that an item of equipment will operate at a specified performance level.

OVERHAUL means the disassembly, cleaning, inspection, necessary replacement or repair of parts, reassembly, adjustment, and testing of an item or equipment in accordance with recommended procedures.

PERFORMANCE STANDARD means a performance measurement expressed numerically which represents an acceptable level of performance.

PREVENTIVE MAINTENANCE means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations. It is corrective action taken before it becomes necessary to make a major repair.

PROPELLER means a device for propelling an aircraft that has blades on an engine-driven shaft and that, when rotated, procedures by its action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of engines.

PUBLIC AIRCRAFT means aircraft used only in the service of a government or a political subdivision. It does not include any government-owned aircraft engaged in carrying persons or property for commercial purposes.

QUALITY CONTROL DESIGNEE means a certificated person having the required experience, judgment, and training to perform quality control functions usually in the absence of, or as a supplement to, a quality control organization.

RAMP CALIBRATION means the calibration of an aircraft-installed avionic-system.

RELIABILITY PROGRAM means a program which establishes time limitations or standards for determining time limitations for overhauls, inspections and checks of airframes, engines, propellers, appliances and emergency equipment.

REPAIR means the restoration of an item of equipment to a serviceable condition after fault detection.

REPARABLE ITEM. An item which, when becoming unserviceable, is usually repaired to reuse. The decision to repair an unserviceable item is based on the economics of discard and replacement versus repair. This includes Exchange and Repair Items, Repair and Return Items, Local Repair Items, and select E & R Equipment.

REMOVE AND REPLACE (R&R). A reparable item which, when becoming unserviceable, is removed for repair and subsequent return of the unit to serviceable stock.

REQUIRED INSPECTION ITEMS (RII) include those of maintenance and alterations which could result in a failure, malfunction, or defect endangering the safe operation of the airplane, if not performed properly, or if improper parts or material are used.

ROUTINE MAINTENANCE means the servicing of aircraft and the accomplishment of unscheduled and preventive maintenance between scheduled line maintenance inspections.

SELECT E & R EQUIPMENT. An avionic reparable which is specially controlled when unserviceable to ensure that its repair is performed by an FAA approved avionic shop.

SMALL AIRCRAFT means aircraft of 12,500 lbs, or less, maximum certificated take-off weight.

SPECIAL MAINTENANCE-INSPECTION DESIGNEE means a qualified person who is designated to (1) perform specific maintenance and inspection functions, (2) make specific airworthiness determinations, and (3) release specific items of maintenance to service.

SPECIAL INSPECTIONS include inspections to determine airworthiness following hard landings, flight through turbulent air, lightening strikes or one prescribed by an airworthiness directive, maintenance alert directive, or other instructions from the <Your Agency>/<Aviation Title>.

TIME CHANGE ITEM means an item of equipment which has an established overhaul time which is related to time in service.

TIME CONTROLLED COMPONENT means a part or component which has an established service life, at which time certain maintenance must be performed or the item scrapped. The service life may be based on operating hours, cycles, landings, calendar time, or combinations of these.

TIME IN SERVICE with respect to maintenance time records means the time from the moment an aircraft leaves the surface of the earth until it touches down at the next point of landing.

TROUBLE SHOOTING means (1) determining the probable cause of a malfunction through analysis of data flow logic and (2) employing efficient fault isolation procedures and prescribing or taking corrective action.

TURN-AROUND MAINTENANCE refers to aircraft maintenance performed by a facility of a higher category providing line maintenance services for an aircraft maintenance facility of a lower category.

<Your Agency> FLEET Aircraft operated by the <Your Agency> including aircraft under charter to the <Your Agency>.

VISUAL CHECK means checking an item of equipment for cleanliness, need for lubrication or painting, and deterioration of parts or materials.

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Supervisor of Maintenance - Date

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I. GENERAL

1. GENERAL MANUAL SYSTEM

A.BACKGROUND.

(1)The <Your Agency> has statutory responsibility to <mission statement>. (Ex.: U. S. Marshalls Service has statutory responsibility to transport Federal, and some State, prisoners throughout the United States and out of the country. They also provide support to the Federal Government in case of disasters and uprisings by moving U.S. Marshals to location, and in classified missions. They are on call 24-hours a day, 7-days a week. To accomplish timely, secure, and cost effective transportation a mixed fleet of aircraft are operated and maintained. Some are located at the primary maintenance base in Oklahoma City while others are strategically located throughout the U.S.)

(2)<Your Agency> aircraft maintenance activities will be conducted in compliance with applicable Federal Aviation Regulations, <Your Department>/<Your Agency> directives, policies, and procedures are stated in this manual.

(3)In the event of a conflict between a Federal Aviation Regulation and the General Maintenance Manual or other FAA supplied instructions, the Federal Aviation Regulation has precedence. In the application of a Regulation, directive, policy or procedure to a particular situation, safety of persons and property is paramount.

B.ORGANIZATIONAL MISSIONS

(1)The <Your Agency Aviation Title> is tasked with the responsibility to manage the <Your Agency> aircraft fleet. This management includes providing policy, delegating authority, establishing procedures, and assigning responsibility for operation and maintenance of <Your Agency> aircraft.

(2)The Maintenance Supervisor is responsible for the management of the <Your Agency> Aircraft Inspection and Maintenance Program. The Maintenance Supervisor shall provide technical support and ensure compliance with the approved aircraft inspection and maintenance programs contained within the system in accordance with the policy set forth in the General Maintenance Manual.

I. GENERAL MANUAL SYSTEM

C.DEVIATION AUTHORITY

Authority to approve short term emergency deviations from <Your Agency> policy requiring compliance with the GMM is granted to the Maintenance Supervisor. This authority is limited to those conditions that adversely affect the continued operation of the <Your Agency Aviation Title>, the security of personnel, and/or government property. Continued deviation from compliance beyond five days must be approved by the <Your Agency Aviation Chief> .

D.HOME BASE OPERATIONS

<Your Agency/Aviation Title> home base operations includes all activities <location and operational hours>.

(Example: U.S. Marshals Service/AOD home base operations includes all activities surrounding the Hangar located at 5900 Air Cargo Road, Will Rogers World Airport, Oklahoma City, OK, 73159. The maintenance support hours of operations are 24 hours a day, 7 days per week. Certain normal peak hours of operations are:

(1)Morning Aircraft Launch - Monday through Friday, excluding holidays, from 0530 hours through 0830 hours.

(2)Evening Aircraft Recovery - Monday through Friday, excluding holidays, from 1530 hours through 1830 hours.

(3)Evening Maintenance - Monday through Friday, from 1830 hours through 0200 hours.

Non-peak hours of operations include Saturdays, Sundays, and holidays. Various situations (weather, etc.) can cause these hours to vary.)

I. GENERAL MANUAL SYSTEM

2.GENERAL MAINTENANCE MANUAL (GMM).

A.PURPOSE.

The purpose of this manual is to provide <Your Agency> Aircraft Maintenance personnel with a management and procedures document that provides acceptable efficient methods for compliance with the appropriate parts of the Federal Aviation Regulations and <Your Agency> maintenance policy.

B.SCOPE.

This manual provides acceptable methods for the maintenance of assigned <Your Agency> aircraft. The scope includes: maintenance management responsibilities, personnel qualifications, inspection procedures, maintenance procedures, airworthiness approvals, and other pertinent information.

C.RESPONSIBILITIES.

All <Your Agency> and contractor aircraft maintenance personnel are required to comply with the duties/responsibilities, standards, policies, and procedures

contained in this manual.

D.INFORMATION DEFICIENCY..

Any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this GMM should be forwarded to the <Your Agency> Maintenance Supervisor.

E.DISTRIBUTION.

The Air Operations Division will assign this manual to all maintenance activities providing maintenance on <Your Agency> aircraft. Contractor personnel will maintain their copy of the manual and return it to the <Your Agency> when the contract is ended.

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I. GENERAL MANUAL SYSTEM

3.MANUAL STRUCTURE

A.GENERAL.

The <Your Agency> General Maintenance Manual (GMM) is issued in loose-leaf form, and is structured as follows:

(1)Record of Changes - Provides space for recording insertion of revisions.

(2)Foreword - Self explanatory.

(3)Master Table of Contents - A Master Table of Contents, located in the front of this manual, will list the chapter and section titles, and beginning page number and show change status of each chapter and section.

(4)Chapter Table of Contents - A Chapter Table of Contents, located in the front of each chapter, lists the major subjects, page number where located and change status of each page.

(5)Abbreviations - Located following the table of contents, provides a list of abbreviations used by <Your Agency>/Contractor personnel when completing maintenance forms.

(6)Chapters - Sequentially numbered, beginning with Roman numeral I (one).

(7)Sections - Sequentially numbered with Arabic numbers beginning with number 1 (one).

(8)Glossary of Terms - A Glossary of Terms, located following the alphabetical index, provides a definition of terms used throughout this manual.

I. GENERAL MANUAL SYSTEM

(10)Pages - Pages are sequentially numbered. Each page number begins with the chapter number followed by a decimal (.), section number followed by a decimal, and the page number. This number is located on the outer lower corner of each page: e.g., II.10.1.

(a)Date - Date of each page will be listed on the upper left corner of each page. This signifies the latest revision date for that page. The date format will be listed numerically as month/date/year, e.g., 5/30/92.

(b)Change number - A number will be shown in the upper right corner under <Your Agency> GMM indicating the latest revision of that page.

B.SUPPLEMENTS.

Supplements are issued to augment or change data in the basic manual without replacing the existing pages. Supplements are processed in the same manner as prescribed for basic manual changes.

(1)Supplements will be printed on green paper and will reflect the affected page, paragraph, figure, or illustration number, etc., of the information being added, changed, or deleted.

(2)Supplements will have the same titles as the basic chapter they supplement. Supplement paragraphs are numbered according to the basic manual style and format. The word "supplement" is printed on the top of each title page.

(3)Supplements will be inserted in the basic manual facing the page to which they apply. An identifying stamp ( ¦ ) will be placed in the outer margin of the affected page(s) adjacent to the affected material.

(4)Supplements will be controlled using a Supplement List of Effective Pages, printed on green paper, and filed behind the affected chapter Table of Contents.

I. GENERAL MANUAL SYSTEM

4.REVISION SYSTEM.

A.PURPOSE.

The revision system to <Your Agency> GMM provides a method to ensure new information can be incorporated into the approved manual.

B.MANUAL CHANGES..

(1)Changes to the basic manual will be issued as "page changes" ready for insertion. A Transmittal Page will accompany all changes issued, and is identified by a black rectangle located in the upper left hand corner with the word CHANGE contained therein. The Transmittal Page will identify the change number, show the effective date of change(s), provide a synopsis of the changes, and include a Page Control Chart to indicate the pages to be removed and/or inserted, as appropriate.

(2)The Transmittal Page will also contain a change acknowledgement requirement which will be completed and returned to the <Your Agency> Supervisor of Maintenance by the manual holder.

(3)A RECORD OF CHANGES page is included in the front of each manual to record the date the change was inserted into the manual. This page will provide a quick reference for determining the revision status of the specific manual.

(4)A vertical bar is added to the margin to indicate a change was made in the adjacent [ ¦ ] text. When the changes are too numerous for the bar to assist in locating changes, the bar will be omitted.

I. GENERAL MANUAL SYSTEM

C.RESPONSIBILITIES..

(1)The Supervisor of Maintenance is responsible for:

(a)Assuring the GMM and maintenance training programs meet regulatory compliance.

(b)Standardization of manual format.

(c)Control and changes for the GMM.

(d)Printing of the manual and changes.

(e)Distribution of the manual and changes.

(f)Soliciting comments and making necessary corrections.

(2)Users are responsible for:

(a)Forwarding suggested corrections, changes, and supplements to the Supervisor of Maintenance.

(b)Maintaining assigned manuals, including changes. Each person issued a copy of this manual is responsible for inserting all revisions and being familiar with its contents.

(c)Completing and returning the change received acknowledgements to the Supervisor of Maintenance.

D.CHANGES.

Suggested manual changes and supplements will be forwarded to the Supervisor of Maintenance through the employee's supervisor. Proposed manual changes and supplements will be reviewed for compliance with <Your Agency> policy and accomplish needed printing and distribution.

I. GENERAL MANUAL SYSTEM

Manual changes, Supplements, and Revisions ARE NOT AUTHORIZED without approval of the Supervisor of Maintenance, <Your Agency>.

(1)Types of Changes:

(a)Routine Changes

These changes require action to correct misspelled words, delete or revise steps to accomplish a task, or correct deficiencies which do not fall into emergency or urgent categories.

(b)Urgent Changes

These changes require action on manual deficiencies involving a hazardous condition which could, if not corrected, result in personnel injury, damage of equipment or property, reduce operational efficiency, or jeopardize the safety or success of mission accomplishment.

(c)Action Days

Action days for response time to revise the General Maintenance Manual are workdays, not calendar days.

ROUTINE . . . . . . .within 30 DAYS

URGENT . . . . . . . .within 15 DAYS

NOTE: Pen and ink changes to manual content are acceptable when authorized by a letter signed by the Supervisor of Maintenance.

I. GENERAL MANUAL SYSTEM

E.LIST OF EFFECTIVE PAGES.

Each Chapter Table of Contents contains change numbers and dates following the page number for each section. Directly behind the Chapter Table of Contents is a list of effective pages (LEP) for the chapter.

(1)The LEP is arranged in a multiple column format as follows:

(a)Revision Number (00, 01, 02, etc)

(b)Page(s) Revised

(c)Original Issue Date

(d)Revision Date

(2)As changes are made to the original manual, the Chapter Table of Contents is changed to reflect the latest change and date for each section and is shown in the "CHANGE" column.

I. GENERAL MANUAL SYSTEM

5.DISTRIBUTION.

A.GENERAL.

Each General Maintenance Manual is serialized and will be issued by the Maintenance Coordinator. Requests for inclusion on the distribution list, or to change copy requirements must be directed to the Supervisor of Maintenance. the manuals are issued and maintained on a need to know basis to individuals and organizations with the <Your Agency> and/or contractors when required.

B.LOCATION OF MANUALS. (Example as listed below)

SAMPLE REVISION NOTICE TRANSMITTAL LETTER

SUBJECT:<Your Agency> General Maintenance Manual, Revision Notice #1

FROM:Supervisor of Maintenance

TO:All Holders of <Your Agency> General Maintenance Manuals

Please certify that you have incorporated the attached revision(s) and list of effective pages into your copy of the <Your Agency> General Maintenance Manual by signing and dating this notice and returning a copy to my attention.

Revision NumberPurpose of RevisionDate of Revision

11. Update list of effective pages

2. List additional recipients of the manual

3. Adding new forms

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Holder of Manual - Print NameDate Inserted

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Signature of Manual Holder

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Supervisor of Maintenance - Date Signed

NOTE:File a copy of this notice after the Record of Change page in the front of your manual.

I. GENERAL MANUAL SYSTEM

6.TECHNICAL MANUALS.

A.GENERAL.

All aircraft, their major components, and ground support equipment in the <Your Agency> inventory shall be maintained in accordance with the original manufacturers technical manual as modified with FAA approved data. Exceptions to this policy shall require the approval of the Supervisor of Maintenance.

B.DEPARTMENT OF DEFENSE AIRCRAFT

All aircraft, their major components, and ground support equipment originally manufactured for the Department of Defense (DOD) and which do not have a certificate of airworthiness issued by the Federal Aviation Administration shall be maintained in accordance with DOD manuals and instructions.

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II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

1.FUNCTIONAL STATEMENTS

A.<Your Agency Title, Aviation Chief>

<Duties and responsibilities> (Ex.: The Chief, Air Operations Division, Unites States Marshals Service, Department of Justice, is responsible for the management and safety of the air transportation of prisoners. He serves as the final Department authority for the operational safety and airworthiness of all aircraft operated by the Air Operations Division.) In this role, the Chief establishes policy for the continued airworthiness of all aircraft and airborne equipment and has the authority to deviate from these policies and other accepted standards when critical missions dictate.

B.<Your Agency Title, Aviation Deputy Chief> (Ex.: DEPUTY CHIEF OF AIR OPERATIONS DIVISION.

<Duties and responsibilities> (Ex.: The Deputy Chief of Air Operations Division assists the Chief and serves as the Chief, Air Operations Division in his absence. He has the full authority to act in behalf of the Chief for all matters concerning aircraft maintenance.) The full authority includes the authority to deviate from the policies and other accepted standards when critical missions dictate.

C.<Your Agency Title, Maintenance Chief> (Ex.: MAINTENANCE SUPERVISOR).

<Duties and responsibilities> (Ex.: The Supervisor of Maintenance, Air Operations Division, U.S. Marshals Service, Department of Justice, is responsible for the airworthiness of all aircraft operated by the Air Operations Division. He establishes policy for the maintenance and support of aircraft, engines, components, and accessories used in the air transportation program. He is the lowest level in the organization that can authorize deviations from the General Maintenance Manual (GMM). The Maintenance Supervisor has the authority to countermand any decision arrived at by any aircraft maintenance personnel or avionics technician, including contractor's personnel.) The Maintenance Supervisor shall have the following qualifications:

(1)Hold a current mechanic certificate with both Airframe and Powerplant ratings, each of which is currently effective and has been in effect for at least ten (10) years.

II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

(2)Have at least ten years of diversified maintenance experience on the same category and class of aircraft used by the <Your Agency>. This experience may be with an air carrier, commercial operator, certified repair station, or other government agency.

(3)At least five (5) years experience as an aircraft maintenance inspector.

(4)At least five (5) years in the capacity of approving aircraft for return to service.

(5)At least one (1) year experience as a supervisor of aircraft maintenance.

(6)Possess a working knowledge of this manual, the Operations element of the <Your Agency Aviation Title> (Ex.: Air Operations Division) and the applicable maintenance provision of the Federal Aviation Regulations.

D.MAINTENANCE COORDINATOR(S).

<Duties and responsibilities> (Ex: The Maintenance Coordinator(s), Air Operations Division, U. S. Marshals Service, Department of Justice, are responsible for the management and quality assurance of the approved maintenance program for all aircraft operated by the Air Operations Division. They have the authority to approve the return to service, in accordance with existing policy and standards, of aircraft, engines, components, and accessories used in the air transportation program after any maintenance. The Maintenance Coordinator has the authority to countermand any decision arrived at by aircraft contractor maintenance personnel or avionics technician.

Maintenance Coordinator(s) provide technical direction and airworthiness approval authority in support of the Equipment Specialist

A Maintenance Coordinator shall have the following minimum qualifications:

(1)Hold a current mechanic certificate with Airframe and Powerplant rating, each of which is currently effective and has been in effect for at least five (5) years.

(2)Has had at least three years of diversified maintenance experience on the same category and class aircraft used by the <Your Agency>. This experience may be with an air carrier, commercial operator, certified repair station, or other government agency.

II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

(3)At least one year experience as an aircraft maintenance inspector.

(4)Possess a working knowledge of this manual and the applicable maintenance provision of the Federal Aviation Regulations.

(5)At least one year in the capacity of approving aircraft for return to service.

E.<Your Agency Title> (Ex.: EQUIPMENT SPECIALIST).

<Duties and responsibilities> (Ex.: The Equipment Specialist, Air Operations Division, U.S. Marshals Service, Department of Justice, is responsible for reviewing and approving of aircraft maintenance and repairs billed against contracts. Working within the authority delegated by the Contracting Officer, Department of Justice, the Equipment Specialist assures that all technical directions are understood, reports are delivered, and established policy and standards are followed. The Equipment Specialist provides all technical specifications for procurement of aircraft maintenance and support equipment. The Equipment Specialist relies on Maintenance Coordinators for determining the airworthiness of aircraft, engines, components, and accessories, if disputes arise.)

A Equipment Specialist shall have the following minimum qualifications:

(1)An extensive background in managing and coordinating a maintenance program that includes both large and small aircraft.

Must possess the interpersonal skills and aviation knowledge to communicate and work with contract management, production/project control, fiscal planning, and coordination at several levels within commercial and government organizations.

F.<Your Agency Title> (Ex.: MAINTENANCE PLANNER)

<Duties and responsibilities> (Ex.: The Maintenance Planner is responsible for tracking and scheduling maintenance, reviewing and maintaining the official aircraft records, and providing input to the trend analysis program. This person is also responsible for tracking warranty submissions and providing input to the commercial aircraft (i.e., Daniel, CAMP, CESCOM, etc.) programs. The Maintenance Planner will direct mechanics and technicians in all aspects of pre-planning and scheduling.)

II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

A Maintenance Planner shall have the following minimum qualifications:

(1)Hold a current mechanic certificate with Airframe and Powerplant rating, each of which is currently effective and has been in effect for at least three (3) years.

(2)Has had at least three (3) years of diversified maintenance experience on the same category and class of aircraft used by the <Your Agency>. This experience may be with an air carrier, commercial operator, certified repair station, or other government agency.

(3)At least one (1) year in the capacity of approving aircraft for return to service.

(4)Possess a working knowledge of this manual and the applicable maintenance provision of the Federal Aviation Regulations.

II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

2.ORGANIZATIONAL CHART

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II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

3.CONTRACT MONITORING RESPONSIBILITIES

A.GENERAL .

<Your Agency Title> (Ex.: The Equipment Specialist is the principal individual representing the Contracting Officer serving as the Contracting Officer's Technical Representative (COTR) and is responsible for the monitoring of all maintenance contracts.)

In the absence of the Equipment Specialist, a Maintenance Coordinator may be delegated the functions of the COTR with approval of the Contracting Officer.

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II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

4.FACILITY CAPABILITY REVIEW(S) AND AUDITS.

A.GENERAL

Determining the capability of facilities to provide acceptable levels of maintenance and servicing to the <Your Agency>/<Your Agency Aviation Title> is the responsibility of the Supervisor of Maintenance. Organizations providing maintenance and/or services to <Your Agency> aircraft shall meet minimum acceptable standards for the support provided.

Vendors providing engines, components, spare parts, or accessories to the <Your Agency> maintenance program shall possess an FAA approved system to trace all items to the original manufacturer or last organization to overhaul and return the item to service, if it is a reparable item. Expendable aeronautical supplies (nuts, bolts, rivets, sealants, etc.) shall be traceable to the original manufacturer who shall have proof of compliance with all applicable Federal Aviation Regulations.

Maintenance organizations providing heavy maintenance, modifications, major checks and inspections, shall possess an FAA Repair Station Certificate appropriate for the work being accomplished.

Organizations providing maintenance support, including those providing support to the prime contractors, may be audited for compliance with Federal Aviation Regulations and acceptable industry standards for the support being provided. The Supervisor of Maintenance is responsible for assuring the audits are conducted on a periodic basis. The frequency of these audits shall be determined by the amount and type support being provided.

Routinely, audits shall be performed annually and may be performed more often if indications of quality problems exist. Audits shall be conducted using this manual and other criteria identified in contractual and/or maintenance agreement documents. FAR 91 shall be used to establish continuity of records and audit record keeping procedures. Local FAA offices will be queried concerning the performance of any FAA certified facility.

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II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

5.POST ACCIDENT/INCIDENT REPORTING PROCEDURES.

A.GENERAL.

(1)These procedures are applicable to all maintenance personnel, both <Your Agency> and Contractor, and <Your Agency> owned, operated, leased, and rented aircraft and equipment.

(2)The Pilot In Command (PIC) or a representative shall be responsible for reporting an occurrence to the Chief Pilot and securing the scene as necessary.

(3)The Chief Pilot shall be responsible for reporting an accident or incident to the NTSB in accordance with NTSB Part 830, the Chief of the Air Operations Division, <Your Agency> and the Supervisor of Maintenance, <Your Agency>, and/or other offices or agencies as directed.

(4)For accident reporting NTSB Form 6120.1/2 shall be used.

(5)<Your Agency> personnel shall not discuss an occurrence or liability with the public or the media without the knowledge and consent of the Chief, Air Operations Division, <Your Agency>. All questions shall be referred to the Chief, Air Operations Division, <Your Agency>.

(6)The Supervisor of Maintenance shall be a member of the <Your Agency> accident and/or incident investigation team and is responsible for the release of any aircraft, engine, component, or accessory associated with an accident or incident. Efforts to move, repair, or in any way alter the condition of any

aircraft, engine, component, or accessory associated with an accident or incident shall not be made until released by the Supervisor of Maintenance.

B.DEFINITIONS

The following definitions apply to this Chapter:

(1)Aircraft Accident - means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

(2)Substantial Damage - means damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades,a damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this chapter

(3)Fatal Injury - is any injury which results in death within 30 days of the accident.

(4)Serious Injury - is any injury which results in:

(a)Hospitalization for more than 48 hours, commencing within 7 days from the date of the injury

(b)A fracture of any bone (except simple fractures of the nose, fingers, or toes)

(c)Severe hemorrhaging

(d)Nerve, muscle, tendon, or internal organ damage

(e)Second or third degree burns or any burns affecting more than 5 percent of the body surface.

C.IMMEDIATE NOTIFICATION

The PIC, or his representative, shall immediately, and by the most expeditious means available, notify the nearest National Transportation Safety Board field office and the <Your Agency> Chief Pilot when any of the following situations occur:

(1)Flight control system malfunction or failure

(2)Inability of any required flight crew member to perform his normal flight duties as a result of injury or illness

II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

(3)Failure of structural components of a turbine engine excluding compressor and turbine blades and vanes

(4)In-flight fire

(5)Aircraft collide in flight

(6)Damage to property, other than the aircraft, estimated to exceed $25,000 for repair (including materials and labor) or fair market value in the event of total loss, whichever is less.

(7)For large multi-engine aircraft (more than 12,500 pounds maximum certificated takeoff weight):

(a)In-flight failure of electrical systems which requires the sustained use of an emergency bus powered by a back-up source such as a battery, auxiliary power unit, or air-driven generator to retain flight control or essential instruments;

(b)In-flight failure of the hydraulic systems that results in sustained reliance on the sole remaining hydraulic or mechanical system for movement of flight control surfaces;

(c)Sustained loss of the power or thrust produced by two or more engines;

(d)Evacuation of an aircraft in which an emergency egress system is utilized.

D.WRITTEN REPORTS

The following situations require immediate notification to the Chief Pilot and Supervisor of Maintenance and a detailed written report to the Chief <Your Agency>

II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

(1)Aircraft departing and:

(a)Takeoff aborted due to mechanical failure

(b)Takeoff and immediate return due to mechanical failure

(c)Takeoff and diversion due to mechanical failure

E.ACCIDENT/INCIDENT SCENE SECURITY

The PIC or PIC representative shall:

(1)Request the assistance of local law enforcement agencies, Civil Air Patrol, and other government agencies for security of the accident/incident scene until released to the NTSB or FAA Investigator in charge.

(2)Ensure that aircraft wreckage, cargo, etc. is not moved or disturbed except to the extent necessary:

(a)to remove trapped or injured persons

(b)to protect equipment/material from further damage

(c)to protect the public from injury

(3)When it is necessary to move aircraft wreckage, cargo, etc., sketches, descriptive notes and photographs shall, to the extent possible, be used to document original positions and conditions of the wreckage and any significant impact marks.

(4)For aircraft owned or leased by the <Your Agency> where the <Your Agency> is responsible for the maintenance of such aircraft, the <Your Agency> Supervisor of Maintenance shall impound all maintenance records associated with the aircraft involved and retain these records along with reports, internal documents, and memoranda dealing with the accident or incident until authorized by the NTSB to the contrary. For rented or leased aircraft where maintenance is included in the rental or lease cost, the <Your Agency> Supervisor of Maintenance shall immediately notify the agency, company, or individual renting the aircraft and direct that all such records be impounded.

II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

F.OTHER OCCURRENCES

Other occurrences are those occurrences which are not reportable to NTSB but require notification to the Chief Pilot and/or Supervisor of Maintenance and higher headquarters and include but are not limited to:

(1)Ground Operations Occurrences

(a)Loss of life or serious injury which occur as a result of personnel present in or on an aircraft or in direct contact with the aircraft or with anything attached during ground operations with or without the engines

functioning without the intention of flight.

(b)Substantial damage to the aircraft sustained during ground operations with or without the engines functioning without the intention of flight.

(c)Servicing aircraft with improper fuel and/or other aviation fluids.

(2)In-flight Occurrences

(a)Rapid decompression requiring emergency action

(b)Failures requiring emergency action

(c)Accumulations of smoke or toxic fumes in occupied spaces

(d)Total electrical failures in multiengine aircraft (12,500 pounds of less maximum certificated takeoff weight)

(e)Total electrical failures in single-engine aircraft while operating in instrument meteorological conditions

(f)Unscheduled in-flight engine shutdown

(g)Damage from hail, bird strike, or turbulence

(h)Hard landings

II. ORGANIZATIONAL STRUCTURE AND RESPONSIBILITIES

G.GROUND ACCIDENT/INCIDENT SCENE SECURITY

Accidents and/or incidents sites involving maintenance personnel, <Your Agency> equipment, contractor equipment, or any other situation that results in damage of any nature to <Your Agency> facilities, GSE, aircraft, engines, components, and accessories, shall immediately be secured without altering the scene in any matter except as required to protect life and further damage to property. Emergency notification shall be given to the Supervisor of Maintenance, or his duly appointed representative.

Efforts to repair or alter damaged equipment described above shall not be attempted without official approval from the Supervisor of Maintenance.

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III. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

1.APPLICABLE FAR'S

A.GENERAL .

The Code of Federal Regulations (CFR) 14, Federal Aviation Regulations (FAR) Parts 1-199, Special Federal Aviation Regulations (SFAR), FAA advisory circulars, and Manufacturer's technical documents were used in the development of the maintenance requirements and procedures for all <Your Agency> aircraft operating within and/or outside the United States. All <Your Agency> aircraft must be maintained in a condition for safe operation and meet their respective type designs, or properly altered condition. It is essential that the continued airworthiness of <Your Agency> aircraft be consistent with the terms of the Airworthiness Certificate.

B.SPECIFIC FAR'S .

The basic FAR for the operation of the <Your Agency> fleet of turbine powered aircraft shall be Part 135. A maintenance program meeting the intent of Part 21, 43, 91and 135.415, 135.417 and 135.421 for aircraft that are type certificated for a passenger seating capacity , excluding any pilot seat, of nine seats or less. For aircraft that are type certificated for a passenger seating configuration, excluding any pilot seat, of ten seats or more, shall be maintained under a maintenance program as defined in FAR Part, 135.415, 135.423 through 135.443.

III. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

2.DESCRIPTION

A.CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM ELEMENTS

A continuous airworthiness maintenance program is a compilation of the individual maintenance and inspection functions utilized by an operator to fulfill its total maintenance needs. Authorization to use continuous airworthiness maintenance programs is documented by Operations Specifications - Aircraft Maintenance, approved by the Federal Aviation Administration, for each user as provided for by <FAR 125, FAR 135 or FAR 91, as appropriate>. These specifications prescribe the scope of the program, including limitations, and they reference manuals and other technical data as supplements to these specifications. Following are the basic elements of continuous airworthiness maintenance programs:

(1)Aircraft Inspection

This element deals with the routine inspections, servicing, and tests performed on the aircraft at prescribed intervals. It includes detailed instructions and standards (or references thereto) by work forms, job cards, etc., which also serve to control the activity, and to record and account for the tasks that comprise this element.

(2)Scheduled Maintenance

This element concerns maintenance tasks performed at prescribed intervals. Some are accomplished concurrently with inspection tasks that are part of the inspection element and may be included on the same form. Other tasks are accomplished independently. The scheduled tasks include replacement of life-limited items, components requiring replacement for periodic overhaul, special inspections such as X-rays, checks or tests for on-condition items, lubrications, etc. Special work forms can be provided for accomplishing these tasks or they can be specified by a work order or some other document. In any case, instructions and standards for accomplishing each task should be provided to ensure its proper accomplishment and that it is recorded and signed for.

III. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

(3)Unscheduled Maintenance

This element provides procedures, instructions, and standards for the accomplishment of maintenance tasks generated by the inspection and scheduled maintenance elements, pilot reports, failure analyses, or other indications of a need for maintenance. Procedures for reporting, recording, and processing inspection findings, operational malfunctions, or abnormal operations such as hard landings, are an essential part of this element. A continuous aircraft logbook can serve this purpose for occurrences and resultant corrective action between scheduled inspections. Inspections discrepancy forms are usually used for processing unscheduled maintenance tasks in conjunction with scheduled inspections. Instructions and standards for unscheduled maintenance are normally provided by the operator's technical manuals. The procedures to be followed in using these manuals and for recording and certifying unscheduled maintenance are included in the operator' procedural manual, its GMM.

(4)Engine, Propeller, and Appliance Repair and Overhaul

This element concerns shop operations which, although they encompass scheduled and unscheduled tasks, are remote from maintenance performed to the aircraft as a unit. As with the aircraft scheduled and unscheduled elements, instructions and standards should be provided along with means for certifying and recording the work. Appropriate life-limited parts replacement requirements are included in this element.

(5)Structural Inspection Program/Airframe Overhaul

This element concerns the structural inspections identified as the C and D check level by the manufacturer and/or airframe major overhaul. As with the aircraft inspection program detailed instructions and standards should be provided along with a work control and recording means. In addition to structural inspection, airframe major overhaul programs schedule extensive maintenance tasks.

III. CONTINUOUS AIRWORTHINESS MAINTENANCE PROGRAM (CAMP)

(6)Required Inspection Items (RII)

training programs for <your agency or contractor> personnel. The training must enable the employees to perform their duties at a competent level and comply with the provisions of FAR Part 135, Section 433. The most effective training organization is an entity separate from the maintenance organization.

B.<Your Agency or Contractor> TRAINING OFFICER

(1)The duties and responsibilities of <your agency or contractor> Training Officer are listed below and may be delegated to the extent necessary, except for item (a).

(a)Responsible for the overall training of aircraft maintenance personnel except the RII training.

(b)Ensure that all maintenance personnel are current and properly trained in accordance with this GMM.

(c)<Your agency or contractor> Training Officer will arrange and schedule all needed training. This may require checking and coordinating with various universities, industry, and the FAA Academy, etc., to determine availability of training.

(d)Courses obtained or developed will be evaluated by <your agency or contractor>Training Officer

(e)Ensure that all required training records for maintenance and inspection personnel are current and in proper files. The files will be maintained in the office of the <your agency or contractor> Training Officer.

**Note**:Required Inspection Item (RII) authorization records will be the responsibility of and located in the office of the <Quality Control Section Supervisor or other approved title>

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(f)Ensure the individuals training records reflect the number of hours of training, course completion date, and includes signed documents signifying satisfactory course completion.

(g)Ensure that all required training is conducted in a timely manner.

(h)Maintain a file listing OJT Instructors, and their qualifications.

C.EQUIVALENT TRAINING EXPERIENCE

(1)The Supervisor of Maintenance may accept in lieu of training, documents, certificates, and authorizations which reflect training associated with the job function an employee received during previous employment. This experience must have been exercised within the previous three years.

(2)The <your agency or contractor:> Training Officer will be presented with a copy of all training documents and will update the employee training records.

D.TYPES OF TRAINING

(1)<Your Agency or Contractor, as appropriate> training courses.

(a)Indoctrination Training

1 Each <your agency or contractor:> employee will receive familiarization training as soon as possible, but not to exceed 120 days after entering on duty. This training will include:

aFAA rules and regulations;

bSafety and fire control;

c<Your Agency> General Maintenance Manual;

d Technical Manuals;

e<Your Agency> policies and organization;

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(b)Directed Study Courses

1This type of training is not required but is recognized as being an integral part of an employee's career progression.

(c)Out of Agency Training

1This is classroom type training which is performed under the supervision of an out-of-agency training facility.

2Documents and Certificates presented to the employee upon satisfactory completion of a course will be entered in the employee's permanent training record file.

(d)Informal On-the-Job Training

1Informal on-the-job training is conducted at the work site by a supervisor, designated instructor, or manufacturer's representative. This type instruction is limited to the demonstration of a maintenance operation or the direct supervision of an employee performing maintenance. Course material is not required.

(e) Formal On-the-Job Training

1Formal on-the-job training may be conducted by the supervisor, designated instructor, or manufacturer representative as an integral part of an employee's normal work assignment.

2Maintenance OJT Instructors will be qualified by experience, job knowledge, schooling.

(f)Ground Operations of <Your Agency> Aircraft Training

1<Your agency or contractor> will establish and continue an on-the-job proficiency program to qualify and maintain currency of mechanics who require aircraft engine run-up and taxi authorization.

VI. AIRCRAFT MAINTENANCE AND INSPECTION TRAINING PROGRAM

2No person shall perform engine run-up or taxi of <your agency> aircraft until checked by a designated proficiency check examiner.

3Each person recommended for run-up authorization must hold a valid airframe and powerplant rating and be recommended by the Aircraft Maintenance Foreman.

4Tests will be revised and maintained in the Aircraft Maintenance Foreman's office.

5After meeting the requirements, a Taxi and Runup Authorization will be issued and placed in the persons training file.

6Designee Examiners for each make and model of aircraft, will be an aircraft mechanic leader or foreman and will be certified by a qualified flight engineer or a pilot.

7A written request to the Training Officer from the manager of the maintenance activity will be required when designated examiners are needed.

(g)Special Situation Training

Special training courses or instruction by Classroom Projection Systems may be developed, whenever the need arises, to improve the reliability or maintenance effectiveness of a system or item of equipment or when new products and equipment are initiated into the maintenance system.

(h)Management Training

Management training furnishes a systematic approach to the development of employees having the potential ability to manage. It provides a progressive departure from maintenance skills to the management skills.

VI. AIRCRAFT MAINTENANCE AND INSPECTION TRAINING PROGRAM

(i)Return to Service Training

Persons authorized to approve aircraft, airframes, aircraft engines, propellers, appliances, or component parts for return to service after maintenance, preventive maintenance, rebuilding, or alteration must have:

1Received training on the system(s) to be maintained by specific make and model airframe, powerplant, accessories, or avionics equipment; OR

2Previously performed satisfactorily under the direct supervision (OJT) of a mechanic, technician or supervisor.

3Received a thorough indoctrination in the use of current technical data reflecting the configuration of the aircraft, equipment, and associated hangar, line and test equipment.

4Have a working knowledge of the forms and procedures as outlined in Chapter III.25 of the General Maintenance Manual. Documentation of authorization will be in accordance with Chapter III.25.

(j)Required Inspection Item (RII) Training

1The <Quality Control Section Supervisor or other approved title> is responsible for administering the RII training program.

2Quality Control Contracting Officer Representatives (COR), have a wide range of experience and may be designated as RII Instructors.

3Personnel being considered as RII Inspectors must have the following qualifications acceptable to the <Quality Control Section Supervisor or other approved title>:

aA valid FAA Airframe and Powerplant (A&P) Mechanic certificate.

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bMust have completed the training requirements as shown in D.(1)(a).

cDemonstrate a thorough knowledge of the <Your Agency> General Maintenance Manual, aircraft maintenance manual system, aircraft logbook, and the completion of maintenance forms and aircraft work cards.

dA good working knowledge of FAA regulations, Airworthiness Directives, and Required Inspection Items.

(k)RII Designee Training Requirements

1A review of the General Maintenance Manual required Inspection Item list contained in Section III.21.1 and a description of the inspection procedures for each item.

2A full description of the duties and responsibilities of an RII designee and the accountability to the Quality Control Section.

3The procedures for re-inspection of work ("Buy back procedures").(See III.21.3)

4Procedures for inspection and calibration of precision tools, test equipment, and the proper use of this equipment. (See III.23.1)

5Procedures to ensure that required inspection at shift change or other work interruption are properly completed before the aircraft is released to service.

6Recurrent training of RII designees is required annually and will consist of reading General Maintenance Manual Section III.21. This review must be documented in the employee's training record.

7After satisfactory completion of the RII Training, a qualification test will be administered prior to certification.

8All training will be documented.

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(l)Nondestructive Test (NDT) Training

NDT training will be completed in accordance with NDT Test Standards, TI 4151.1 prior to certification.

(m)Recurrent Training

Additional training will be scheduled when a supervisor or manager determines the need, a deficiency is discovered through surveillance, and/or analysis of data from the reliability program reflects that such training would be beneficial to the aircraft maintenance program. Recurrent training will include at least the following:

1Review and upgrade of training given during both indoctrination and technical training.

2Input from maintenance bulletins and newsletters.

3Employees qualified for run-up and taxi, Required Inspection Items, and Non-destructive Testing will receive recurrent training annually through OJT, with documentation made to the training records.

E.TRAINING RECORDS

(1)The official records for formal training are maintained in the <Your Agency or Contractor> records.

(2)It is the responsibility of the <your agency or contractor>Training Officer to maintain the Individual Training Records in the proper files.

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5.ON-THE-JOB TRAINING OUTLINE

A.GENERAL

The following course outline has been developed as a guide for the maintenance instructor. A memorandum to the mechanic or technician's training file will be prepared by the instructor, certifying that the mechanic or technician has been trained on a particular system. The mechanic or technician will sign the memorandum to certify (s)he has received the training.

B.AIRCRAFT MECHANIC COURSE

(1)Objective - to provide the mechanic with a thorough understanding of the aircraft in the <your agency> fleet, the aircraft systems, and the maintenance thereof.

(2)Course Outline

(a)Ground Handling

(b)Engine Start and APU

(c)Taxiing

(d)Engine Run-up

(e)Electrical

(f)Flight Controls

(g)Fuel

(h)Power plants and Propellers

(i)Hydraulic system, landing gear, brakes, wheels and struts

(j)Environmental

(k)Anti-ice and de-ice

(l)Fire protection

(m)Oxygen

(n)Nickel Cadmium Battery

(o)Security

(p)Hazardous Materials

(3)Reference

Applicable aircraft maintenance, parts, and wiring diagram manuals as contained in the Technical Library.

VI. AIRCRAFT MAINTENANCE AND INSPECTION TRAINING PROGRAM

(4)OJT Course Detail Outline

(a) Ground Handling

1Basic procedures for working around aircraft

aProper procedures for pushing, pulling, towing and parking aircraft

bAircraft tie downs

cProper procedures for shutting and locking doors

dCleaning aircraft

eSafety – work stands, ladders, oil spills

2Cowling

aRemoval

bInspection

cRepairs

dCleaning

eInstallation

3Jacking

aProper selection of jacks

bUse of ballast

cSafety pins

dRemoving aircraft from jacks

eStrut deflation and inflation

4Lubrication

aTypes of lubricants to use

bHow often to lubricate

cLocation of lubrication points

(b)Engine Start and APU

1Pre-flight inspection (oil, tires, shocks, obstructions)

2Use of checklist

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3Cockpit familiarity with controls, and switches

4Use of starters

5Instrument readings

6Engine monitoring

(c)Taxiing

1Engine monitoring before taxiing

2Lights, use of radio

3Brakes

4Use of power to aid turning

5Judgement of speed

6Stopping - nose gear steering, use of brakes

(d)Engine Run-up

1Normal

aUse of checklist

bWhat to look for

cMonitoring engines

dEmergency shut-down

eProper cool down

2Max Power

aClearance from other aircraft or obstructions

bNose gear

cUse of brakes

dMaximum time period of run-up

eSteady reduction of power

fProper Shut-down

(e)Electrical Systems

1Battery - location, removal, inspection, servicing, installation battery box, use of auxiliary power

2Primary Buss System - solenoids, lights, starter system, cables

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3Electrical motors - flaps, heaters, fuel pumps, boost pumps, landing gear

4Starter-Generators

5Lights and auxiliary system

6Switches and circuit breakers

7Indicating and monitoring systems

8Troubleshooting and repair

(f)Flight Controls and Steering

1Principals of operation

2Removal and installation

3Inspection

4Repairs

5Rigging

(g)Fuel Systems

1Fuel tanks - type, inspection, servicing, installation

2Valves, Pumps, Controls - inspection servicing, removal, installation, rigging, trouble-shooting, repairs

3Plumbing - inspection and repair, manufacturing, assembling and installation of lines

4Fuel gauges - inspection, removal, installation, troubleshooting, calibration

(h)Power Plants and Propellers

1General inspection and servicing

aEngine

bPropeller and governor

cIgnition system

dFuel system

eLubrication system

fAir induction

gAccessories

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2Removal, installation, rigging, adjustment

aEngines

bPropellers and governors

cFuel system

dIgnition

eEngine oil

fInduction

(i)Hydraulic System, landing gear, brakes, wheels, and struts

1Description and principals of operation

2Inspection

3Servicing

4Rigging

5Troubleshooting

6Removal, repair, and installation of components

(j)Environmental System

1Heating

aPrincipals of operation

bInspection

cServicing

dRigging

eTroubleshooting

fRemoval, repair, and installation of components

2Air Conditioning

aPrincipals of operation

bInspection

cServicing

dRigging

eTroubleshooting

fRemoval, repair, and installation of components

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(k)Anti-Ice and Deice System

1Propellers

aPrincipals of operation

bInspection

cServicing

dRigging

eTroubleshooting

fRemoval, repair,and replacement of components

2Windshields, Pitot, and stall warning detectors

aPrincipals of operation

bInspection

cServicing

dRigging

eTroubleshooting

fRemoval, repair,and replacement of components

3Pneumatic Systems

aPrincipals of operation

bInspection

cServicing

dRigging

eTroubleshooting

fRemoval, repair, and replacement of components

(l)Fire Protection

1Fire Detection

aPrincipals of operation

bInspection

cTesting

eTroubleshooting

fServicing

gRemoval, repair and replacement of components

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2Fire Extinguisher (engine)

aPrincipals of operation

bInspection

cTesting

eTroubleshooting

fRemoval, repair, and replacement of components

(m)Oxygen

1Principals of operation

2Inspection

3Testing

4Troubleshooting

5Removal, repair, and replacement of components

(n)Nickel Cadmium Batteries

1Theory of operation

2Installation and removal

3Preventive maintenance

4Battery repair

5Charging

6Troubleshooting

(o)Security

1See Chapter IX, page 1.1

(p)Hazardous Materials

1OSHA-Material Safety Data Sheets

2HMR 175-Transportation of Hazardous Materials aboard aircraft

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C.AVIONICS MAINTENANCE COURSE

(1)Objective: To provide the Avionics Technician with a thorough understanding of the avionics systems on the aircraft in the <your agency> fleet and the maintenance thereof.

(2)Course Outline:

(a)DATA INSTRUMENTS

Description and Operation

1 Air Data Computer

2Airspeed Indication

3Altimeter

4Mach/Airspeed

5True Airspeed

6Vertical Speed

(b)TEMPERATURE INDICATION

Description and Operation

1Total Air Temperature

2Total Air Temperature Probe

(c)AIRSPEED WARNING

Description and Operation

1Warning Horns

2Warning Switches

(c)ATTITUDE REFERENCE

Description and Operation

1Flight Director Indicator

2Horizontal Situation Indicator

3Roll and Pitch Servos and Amplifiers

4Vertical Gyro

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(d)AUTOMATIC DIRECTION FINDER

Description and Operation

1ADF Controls

2ADF Antennas

3ADF Receivers and Coupler

(e)LORAN SYSTEM

Description and Operation

1Control Panel

2Antenna and Coupler

3Indicator

4Receiver

(f)RADAR NAVIGATION AND WEATHER RADAR

Description and Operation

1Indicator

2Transmitter-Receiver

3Antenna and Wave Guide

4Accessory Unit

5Controls

(g)DME

Description and Operation

1Indicators

2Control Panel

3Antenna

4Interrogators

(h)RADIO NAVIGATION AND VOR/NAVIGATION

Description and Operation

1Attitude Director Indicator

2Control Panel

3Glide Slope

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4Horizontal Situation Indicator

5Navigation Unit

(i)POSITION COMPUTING AND FLIGHT DIRECTOR

Description and Operation

1Altitude Sensor

2Course Deviation Indicator

3Flight Director Computer

4Flight Director Indicator

5Flight Director Control Panel

(j)DOPPLER NAVIGATION

Description and Operation

(k)RADAR ALTIMETER

Description and Operation

1Indicator

2Receiver-Transmitter

3Antenna

4Controls

(l)TURN AND BANK

Description and Operation

(m)FLIGHT DIRECTOR

Description and Operation

1Course Deviation Indicator(CDI, RDI, PDI)

2Flight Director Control

3Flight Director Indicator (FDI, ADI, HDI)

4Instrument Amplifiers

5Progress Display Annunciator

6Servo-Amplifier - ILS Rack

7Steering Computer

8Vertical Gyro Switching

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D.SAMPLE TEST.

1. General Information Written Test. True or False - Circle the correct answer.

**T F (1)Chocks should be utilized for all engine starts unless aircraft is to be taxied.**

**T F (2)A fireguard is mandatory prior to engine starts.**

**T F (3)All landing gear safety pins should be removed prior to starting engines.**

**T F (4)Engine run-ups may be performed in any location.**

**T F (5)The minimum crew required to tow a multi-engine aircraft in a clear area is one person**

**T F (6)A flashing green light from the tower means to hold present position.**

**T F (7)A steady red light from the control tower means to stop and then return to starting position.**

**T F (8)Ground control should be called for any aircraft movement.**

**T F (9)Aircraft should be taxied fast due to better engine cooling.**

**T F (10)It is possible to over boost an engine on the ground.**

**T F (11)The person in the pilot's seat of the aircraft is in charge during towing operations.**

**T F (12)During night taxi and run-up operations the exterior lights should not be on unless the aircraft is on a designated taxiway.**

**T F (13)The ground APU must have the brakes set when parked near an aircraft**

**T F (14)Aircraft brakes need not be set for starting engines because the aircraft is difficult to start moving.**

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Supervisor of Maintenance - Date

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

1.FUELING PROCEDURES.

A.GENERAL.

The following standard practices and procedures shall be used in conjunction with the instructions contained in the aircraft maintenance manual for each specific type aircraft to be serviced.

(1)When aircraft are located and serviced at the <Your Agency> maintenance facility, an A&P certificated mechanic will be assigned to the servicing operation. For servicing away from the <Your Agency> maintenance facility and when an A&P certificated mechanic is not available, the pilot in command will have responsibility for servicing operations.

B.POSITIONING OF AIRCRAFT FUEL SERVICING VEHICLES.

(1)Position the servicing vehicle so that a path of egress from the aircraft is maintained. The fuel servicing vehicles shall not be positioned under the wing of the aircraft during over wing fueling. Fuel servicing vehicles shall not be positioned within a 10-foot radius of aircraft fuel system vent openings. Minimum distance between aircraft being serviced and other aircraft shall be as follow: For large aircraft such as Sabreliners, B727, etc., 20 feet; for small aircraft such as Cessna 310, Cessna 210, Cessna 185, Cessna Citation, etc., 10 feet.

(2)When approaching an aircraft to be fueled, the tank truck driver should approach the aircraft parallel to the wings, unless single point locations on the aircraft require a different approach.

NOTE: The servicing vehicle shall not be driven or parked under any portion of the aircraft.

(3)Position mobile fueling equipment so it can either be rapidly driven or towed away from the aircraft in the event of an emergency. Do not park ramp equipment where it will obstruct the movement of the fuel truck.

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C.BONDING.

(1)Prior to making any fueling connection to the aircraft, the fueling equipment shall be bonded to the aircraft by use of a cable, thus providing a conductive path to equalize electrical potential between the fueling equipment and aircraft. The bond shall be maintained until fueling connections have been removed.

(2)In addition to the above, when fueling over wing, the nozzle shall be bonded to a metallic component of the aircraft that is metallically connected to the tank filler port. The bond connection shall be made before the filler cap is removed. If there is no plug receptacle or means for attaching a clip, the operator shall touch the filler cap with the nozzle spout before removing the cap so as to equalize the electrical potential between the nozzle and the filler port. The spout shall be kept in contact with the filler neck until the fueling is completed.

(3)Bonding and fueling connections shall be disconnected in the reverse order of connection.

D.FIRE EXTINGUISHER.

(1)Position two dry chemical or CO2 fire extinguishes so they will be available in case of a fuel spill, or fire.

(2)Each aircraft fuel servicing vehicle shall have at least two fire extinguishes, each having a rating of 20B, one mounted on each side of the vehicle.

E.OPERATION OF APU WHILE FUELING AIRCRAFT.

(1)The APU can be operated during fueling of the B727 if the following precautions are taken.

(2)A minimum of one crewmember or properly trained maintenance personnel must be in the cockpit.

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NOTE: Except for aircraft equipped with an external APU control panel with APU shutdown controls.

(3)The APU shall be shut down immediately and fueling discontinued in the event of fuel spill, APU malfunction, and/or APU fire.

F.PREVENTION AND CONTROL OF SPILLS.

(1)Fuel servicing equipment will be maintained in safe operating condition. Leaking or malfunctioning equipment shall be removed from service.

(a)Fuel nozzles shall not be dragged along the ground.

(b)Pouring or gravity flow shall not be permitted from a container with a capacity of more than five gallons.

(c)When a spill is observed, the fuel servicing shall be stopped immediately by release of the dead man controls. In the event that a spill continues, the equipment emergency fuel shutoff shall be actuated. The supervisor shall be notified at once and the operation shall not be continued until the spill has been cleared and it is determined to be safe.

(d)The aircraft fire crew shall be notified if a spill is over 10 feet in any dimension or over 50 square feet in area, continues to flow, or is otherwise a hazard to persons or property. This spill shall be investigated to determine the cause, whether emergency procedures were properly carried out, and what corrective measures are required.

G.EMERGENCY FUEL SHUTOFF.

(1)Access to emergency fuel shutoff control shall be kept clear at all times.

(2)Emergency fuel shutoff devices shall be operationally check at least every 3 months.

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H.OPERATION OF AIRCRAFT ENGINES AND HEATERS.

(1)Fuel servicing shall not be done on an aircraft while the aircraft engines are operating.

Exception: In an emergency resulting from the failure of an onboard auxiliary power unit on a jet aircraft and in the absence of a suitable ground support equipment, a jet engine mounted at the rear of the aircraft or on the wing on the side opposite from the fueling point may be operated during fueling to provide power.

(2)Combustion heaters on aircraft (e.g., wing and tail surface heaters, integral cabin heaters) shall not be operated during fueling operations.

I.EQUIPMENT AROUND AIRCRAFT.

(1)Internal combustion engine powered equipment, other than those performing aircraft servicing functions, shall not be permitted within 50 feet of aircraft during fuel servicing operations.

(2)Equipment performing aircraft servicing functions shall not be positioned within a 10-foot radius of aircraft fuel system vent openings.

(3)During over wing aircraft fuel servicing where aircraft fuel system vents are located on the upper wing surface, equipment shall not be positioned under the trailing edge of the wing.

J.ELECTRICAL EQUIPMENT USED ON AIRCRAFT SERVICING RAMPS.

(1)Battery chargers shall not be connected, operated, or disconnected while fuel servicing is being done on the aircraft.

(2)Aircraft ground-power generators or other electrical ground-power supplies shall not be connected or disconnected while fuel servicing is being done on the aircraft.

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(3)Electric tools or similar tools likely to produce sparks or arcs shall not be used while fuel servicing is done on the aircraft.

(a)Photographic equipment shall not be used within 10 feet of fueling equipment or of the fill or vent points of aircraft fuel systems.

(b)Battery-powered vehicle equipment shall not be operated within 10 feet of fueling equipment or spills.

(c)Communication equipment used during aircraft fuel servicing operations within 10 feet of fueling equipment or of the fill or vent points of aircraft fuel systems shall be intrinsically safe (see ANSI/UL 913-1988).

K.OPEN FLAMES ON AIRCRAFT FUEL SERVICING RAMPS.

(1)Open flames on aircraft fuel servicing ramps or aprons within 50 feet of any aircraft fuel servicing operation or fueling equipment shall be prohibited.

(2)The category of open flames and lighted open-flame devices shall include, but not be limited to, the following:

(a)Lighted cigarettes, cigars, pipes.

(b)Exposed flame heaters, liquid, solid or gaseous devices, including portable and wheeled gasoline or kerosene heaters.

(c)Heat-producing, welding or cutting devices and blowtorches.

(3)Personnel shall not carry lighters or matches on their person while engaged in fuel servicing operations.

(4)Lighters or matches are prohibited on or in fueling equipment.

L.LIGHTNING PRECAUTIONS.

Fuel servicing operations shall be suspended when there are lightning flashes in the immediate vicinity of the airport.

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M.DEADMAN CONTROL MONITORING.

(1)The fueling operator shall monitor the panel of the fueling equipment and the aircraft control panel during pressure fueling or shall monitor the fill port during over wing fueling.

(2)Fuel flow shall be controlled by use of a dead man control device.

N.FUELING.

(1)Prior to starting fueling operations, a check will be made to ensure that the fuel in the tanker is the correct grade for the aircraft. Also verify that adequate procedures have been used to prevent water in the tanker from being serviced into the aircraft fuel system.

(a)Contamination Prevention

Contamination normally occurs when the aircraft is serviced with the wrong fuel. The following procedures will help eliminate this hazard. Always ascertain that the fuel delivered is the type recommended for the aircraft. If uncertain as to the type of fuel, take a sample of fuel from the refueling truck or station before refueling is started and compare with colors listed below. After refueling is complete, take another sample from the refueling source. Repeat the color check. Use a transparent plastic container that is impervious to fuel.

**CAUTION: DO NOT USE GLASS**

(b)Some aviation fuels can be identified by color. The following color list will be of value in monitoring fuel delivery.

(1)100LL-blue

(2)Jet fuels-wide range from water-white to amber.

NOTE: The color test is nullified whenever any two of the above are mixed, since the resultant mixture could be water-clear.

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(c)Reduce the rate of fuel flow as fuel nears the top of the tank to prevent fuel spill.

(2)When single point fueling, check fuel vents for obstructions, and that air is escaping when fuel is being pumped.

O.FUEL SPILLS.

The following actions are appropriate in the event of a fuel spill, although each spill will have to be treated individually because of such variables as: size of the spill, type of flammable or combustible liquid involved, wind and weather conditions, equipment arrangement, aircraft occupancy, emergency equipment, and personnel available. Refer to National Fire Protection Association (NFPA) 407 Standard for Aircraft Fuel Servicing for a thorough discussion of fuel spills.

(1)Terminate the fueling operation; stop the flow of fuel if possible.

(2)Halt any operations in progress until a determination is made they may be continued safely.

(3)Evaluate the aircraft if the spill is such as to pose a fire threat.

(4)Mobile fueling equipment and other mobile equipment should be withdrawn or left as is until the fuel spill is removed or made safe.

(5)Notify supervisory personnel and the airport fire crew if the spill presents a fire hazard.

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2.DEFUELING PROCEDURES

A.GENERAL.

The following practices and procedures shall be used in conjunction with the instructions set out in the maintenance manual for each specific type aircraft to be serviced. It will be the responsibility of the person in charge to see the following safety practices are complied with.

B.POSITIONING DEFUEL TRUCK.

(1)When positioning an aircraft to be de-fueled, due consideration should be given to the wind to prevent fuel vapor from being carried downwind toward a course of ignition. Aircraft being de-fueled shall be positioned at least 25 feet from other aircraft and buildings.

(2)The tank truck driver will approach the aircraft parallel to the wings, unless single point locations on the aircraft require a different approach.

NOTE: Unless absolutely necessary, because of the type of aircraft involved, the servicing vehicle shall not be driven or parked under any portion of the aircraft.

(3)Position the de-fuel truck so it can either be driven or towed away from the aircraft in the event of an emergency. Do not park ramp equipment where it will obstruct the movement of the tank truck.

C.BONDING.

(1)Always make the correct bonding connections before de-fueling.

(2)Connect a bonding cable from the fuel tanker to the aircraft. Do not attach cable to propellers or radio antenna.

(3)Before removing any aircraft fuel tank filler cap, connect the bonding cable attached to the fuel hose nozzle to a metallic component of the aircraft.

(4)All containers used in de-fueling of aircraft will be grounded.

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D.FIRE EXTINGUISHER.

Portable fire extinguishes (dry chemical or CO2) shall be available on the ramp or apron in case of a fuel spill or fire to provide an immediate means of fire protection. The prominent and strategic positioning of fire extinguishes is essential so they may be of maximum value in the event of an emergency. In some situations it may be desirable to position an extinguisher near an aircraft. In this situation, locate the extinguisher upwind within 50 feet of the aircraft.

E.OPERATION OF APU WHILE DEFUELING AIRCRAFT.

The APU can be operated during single point de-fueling of the B727 to transfer fuel, if the following restrictions are taken.

(1)The APU shall not be operated if the wind velocity is less than 5 knots. This is to reduce any chance of vapor accumulation in the event of a fuel spill.

(2)One-crewmember or maintenance personnel must be in the cockpit.

NOTE: Except when the aircraft is equipped with an external APU control panel with APU shutdown controls.

(3)The APU shall be immediately shut down and de-fueling discontinued in the event of fuel spill, APU malfunction, and/or APU fire.

F.USE OF GROUND UNITS.

(1)Position ground power units upwind from the de-fueling operation as far distant as possible.

(2)Do not obstruct the path of the de-fuel truck.

G.DEFUELING.

(1)Prior to starting de-fueling operations, a check will be made to ensure that the fuel in the aircraft is the same grade as in the de-fuel truck.

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(2)Make certain storage tank, compartment, receptacle, etc., are clean and of sufficient capacity to hold the amount of fuel to be drained.

(a)Reduce rate of de-fueling as fuel nears top of storage container, to prevent overflow and subsequent hazardous fuel spillage.

(b)A second man will be required at the fuel truck to monitor tank level during de-fueling to prevent spillage.

(3)When single point de-fueling, check fuel vents for obstructions.

H.FUEL SPILLS.

The following actions are appropriate in the event of a fuel spill, although each spill will have to be treated individually because of such variables as: size of the spill, the flammable or combustible liquid involved, wind and weather conditions, equipment arrangement, aircraft occupancy, emergency equipment, and personnel available. Refer to National Fire Protection Association (NFPA) 407 Standard for Aircraft Fuel Servicing for a thorough discussion of fuel spills.

(1)Terminate the fueling operation; stop the flow of fuel if possible.

(2)Halt any operations in progress until a determination is made they may be continued safely.

(3)Evaluate the aircraft if the spill is such as to pose a fire threat.

(4)Mobile fueling equipment and other mobile equipment should be withdrawn or left as is until the fuel spill is removed or made safe.

(5)Notify supervisory personnel and the airport fire crew if the spill presents a fire hazard.

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3.FUEL TANK PURGING.

A.GENERAL.

The fuel tank purging procedures given in the various maintenance manuals all concur on several items:

(a)Safety precautions must not be compromised.

(b)During fuel tank purging, fuel vapor can be explosive.

(c)The use of warm air or cooling air is strictly for the comfort of personnel working inside the fuel tank, NOT a function of the purging operation.

B.SAFETY PRECAUTIONS.

There are several basic steps that will be taken in preparation for opening a fuel tank. Always refer to the specific aircraft maintenance manual for detail instructions.

(a)Adequately ground the airplane.

(b)No electrical power is allowed on the airplane when a fuel tank is open. Disconnect and tag the aircraft's battery. Do not restore power until the fuel tank is closed.

(c)Rope off the aircraft and post signs "DANGER - OPEN FUEL TANKS" in a clear and visible area. More than one sign should be used. Place signs in pathways where non-maintenance personnel are likely to approach the area.

(d)Purge tank using a venturi and compressed air. Position air compressor at least 100 feet from open fuel tank unless the air compressor is explosion proof.

**WARNING:FUEL VAPOR IN TANKS MAY BE TOO RICH TO IGNITE WHEN TANKS ARE INITIALLY OPENED. HOWEVER, THE VAPOR CONCENTRATION WILL PASS THROUGH AN EXPLOSIVE MIXTURE LEVEL DURING TANK VENTILATION. VAPOR MIXTURES TOO LEAN TO IGNITE, IF ALLOWED TO ACCUMULATE IN AN UNVENTILATED SPACE CAN FORM AN EXPLOSIVE MIXTURE.**

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4.AIRCRAFT FUEL CONTAMINATION CONTROL

A.GENERAL.

Aircraft fuel, especially turbine fuel, is susceptible to water contamination. Under certain conditions any water remaining in the tanks can freeze and clog the fuel screen(s). The presence of water also supports bacterial growth which can clog fuel system components and cause corrosion. The following procedures are provided to minimize problems in this area. Depending on geographic location some activities will have more water contamination problems and require additional precautions to minimize contamination from water.

B.WHEN TO TEST FOR WATER - WHAT METHOD TO USE.

Aircraft fuel sumps are to be drained during Daily and Preflight Inspections.

(1)The fuel sample drain should total at least one quart and must be inspected for contaminants.

NOTE: BECAUSE WATER SETTLES MORE SLOWLY THROUGH TURBINE FUEL THAN THROUGH GASOLINE, AFTER REFUELING IT IS DESIRABLE TO ALLOW TIME FOR ANY FREE WATER WHICH MAY BE PRESENT TO SETTLE TO THE SUMP(S) BEFORE TAKING FUEL SAMPLE. A 15-MINUTE WAIT IS ADEQUATE, BUT A LONGER SETTLING PERIOD IS BETTER WHEN TIME PERMITS. THE DRAINED FUEL SAMPLE SHALL NOT BE RETURNED TO THE FUEL TANKS.

(2)Either of the two visual inspection check methods described in this chapter may be used after refueling. The Hydrokit check described in this text shall be performed on a fuel sample from the refueling hose when it is not practical to wait 15 minutes after refueling for water to settle. Also, the Hydrokit should be used (1) for "go, no-go" test if there is a question about the condition of the fuel after a visual check has been made; and (2) whenever an aircraft is away from its home base and being fueled by a fixed base operator whose fuel storage practices are not known, or when there is any question or doubt about the contamination of fuel being serviced.

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C.VISUAL CHECK FOR CONTAMINATION.

Visually examine the sample in a clean container, preferably in sunlight. Look for visible water (cloudy, droplets, emulsion, or separate layer). Also, swirl the fuel to create a large vortex in the center. If any free water or other foreign matter is present, it will tend to collect at the center of the vortex and at the bottom of the container. If water is detected, drain sufficient fuel from the tank sumps until visual check reveals no water contamination.

(1)Visual check, using red dye

This dye check can be used only with fuel which does not contain the Phillips

Additive PFA-55MB.

(a)This check is performed the same as the visual check, except that several drops of dye coloring are added to the drained fuel sample.

NOTE: Use regular liquid household red food dye that is used to color cake icing, (McCormick, or equivalent).

(b)Swirl the fuel sample to form a vortex and examine it for foreign matter. When the swirling stops, add several drops of dye; the drops will form into balls and fall to the bottom if no water is present. If water is present, the dye will dissolve and color the fuel sample bright red.

(c)If water is found, drain sufficient fuel from the tank sumps to eliminate the water and recheck.

(2)Hydrokit Check

This is a more precise fuel check, which provides a capability for testing the fuel contamination in the fueling truck and the aircraft.

WARNING: THE POWDER USED IN THE HYDROKIT MAY BE FATAL IF SWALLOWED: THEREFORE, EXTRA CARE SHOULD BE TAKEN IN THE DISPOSAL OF SAMPLES SO THAT THERE IS NO POSSIBILITY OF HANDLING AND INGESTING THE POWDER OF THE POWDER- FUEL MIXTURE INTO THE STOMACH FROM HANDS.

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(1)All organizations which are directly responsible for maintaining turbine-powered aircraft should stock an appropriate supply of the Hydrokits.

(2)The fuel-sampling test should be accomplished before and after fueling operations to ensure that a representative test is accomplished.

NOTE: Before Hydrokit test is performed, check the condition of the granular material (desiccant) in the bottom of the container containing Hydrokit capsules. The desiccant should be blue in color. If color is violet, pink, or white, or if the material inside the capsule has changed from grayish-white to pink or purple color, the capsule should be discarded safely.

(3)Checking procedures

(a)The fuel sample should be drawn from the aircraft side of the final filter/separator, from the piping on the fueling vehicle, or from the fueling nozzle itself.

(b)The fuel sample should be drawn about one-half minute after fuel flow into aircraft starts. If a fuel test is requested before the fueling is started or after the tanks are serviced, it should be run in addition to, not as a part of the test as described in (c)(1).

(c)Only the containers (jars) supplied with Hydrokit should be used for taking samples and testing. If dust or dirt is present, the container should be wiped out with a clean dry cloth.

(d)After a container has been used, it may be prepared for reuse. This should be done as soon as possible after test is completed.

NOTE: The Hydrokit is very sensitive to moisture and can be easily contaminated. Avoid uncapping the container in rain or with wet hands.

Fill a clean and dry sample container to the graduation mark (100cc - approximately three fluid ounces) with fuel.

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(f)Empty contents of one capsule into fuel sample. Close container tightly.

(g)Shake the sample approximately 10 seconds. Examine powder for evidence of color change.

(1)Results

(a)Color changes

If powder changes color - to purple - or if colored spots appear anywhere inside the jar within two-minutes, the sample "fails". Water concentration is 30 ppm or more of free water.

(b)No color change

If no color change is observed within the two-minute period, the sample "passes". the fuel sample is essentially dry, containing less than 30 ppm of free water.

NOTE: Ignore any color change which occurs after two minutes, and safely dispose of sample. No effort should be made to determine the amount of free water by degree of color change. Such a determination is meaningless and could be misleading.

(2)Action to be taken if test fails

(a)Cease fueling operation.

(b)Advise the appropriate supervisor or lead person.

(c)Check filter/separator sump for water accumulation.

Take additional action as indicated by the situation after informing the appropriate supervisor. This should normally include repetition of test before resuming fueling to check if the procedure during the test was at fault.

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(e)Report the incident to the immediate supervisor, with all pertinent details.

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5.AIRCRAFT GROUND HANDLING SAFETY.

A.GENERAL.

This chapter establishes safety practices for taxiing, towing, application of external electrical power, and engine run-up. Where the safety requirements of this section cannot be met, a waiver shall be secured from the division manager or facility manager, specifically stating the waiver conditions which exist within the facility that causes a need for a waiver to be issued.

B.RESPONSIBILITY.

Activities operating and/or maintaining <Your Agency> aircraft will adhere to the provisions of this chapter.

(1)Taxiing of aircraft should be held to a minimum.

(2)Extra caution should be observed when movement of aircraft is necessary during darkness and/or inclement weather. Marshallers shall use illuminated wands when guiding aircraft at night.

(3)Except in emergencies, aircraft will not be moved or operated unless the minimum approved ground crew, as specified in this chapter, is available and utilized.

C.FIREGUARD.

A properly trained individual will be stationed near the aircraft prior to engine starting. The individual will serve as fireguard and shall stand by until all engines are operating and the danger of fire during start no longer exists.

D.COCKPIT.

The appropriate cockpit checklist shall be used for starting, operating, and trouble shooting of aircraft engines. The outlined procedures shall be followed before, during, and after the operation.

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E.EXTERNAL GROUND POWER UNITS.

Ground Power Units, electrical heating, and air-conditioning units shall be located as far as practical from refueling facilities, fuel tank vents, and drains. Only properly qualified personnel shall start, operate ground power and auxiliary power units.

F.ENGINE RUN-UP.

When performing maintenance with engines running, personnel must exercise extreme caution. When making engine adjustments with cowling opened or removed. There must be direct communications between the person at the controls and the person making the adjustments. Preoccupation with the maintenance task may distract attention from spinning propellers, or intake and exhaust hazards.

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CHAPTER VII.TRAINING AND SERVICING

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6.APPROVED MARSHALLING HAND SIGNALS.

A.ASSUMING GUIDANCE OF AIRCRAFT.

The marshall person indicates "I am your marshall - am properly positioned and assuming guidance of the aircraft." Both arms are raised vertically to full length.

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B.COME AHEAD SIGNAL

The marshall person indicates the aircraft should proceed straight ahead. Both hands slightly above eye level, elbows at shoulder level. Motion with the forearms upward through the vertical position for the aircraft to come ahead. The signal will be repeated until the aircraft approaches the stop position.

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C.RIGHT TURN

The marshall person points their left arm at the right wheel of the aircraft around which it is to pivot while continuing the "Come Ahead" signal. The sharpness of the turn may be varied by increasing or decreasing the rapidity of the come ahead motion.

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D.LEFT TURN

The marshall person points their right arm at the left wheel of the aircraft around which it is to pivot while continuing the "Come Ahead" signal. The sharpness of the turn may be varied by increasing or decreasing the rapidity of the come ahead motion.

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E.SLOW DOWN.

The marshall person requests a decrease in taxi speed by extending the arms out sideways from the body, hands and wand pointing downward. With elbows slightly bent he makes a downward repetitive motion.

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F.STOP SIGNAL - BRAKES ON.

(1)Under normal conditions the "stop" signal should flow naturally from either the "Come Ahead" or "Slow Down" signals. Beginning with arms extended horizontally, sideways, the marshall person modulates the closure rate of the aircraft to the parking spot by raising arms toward the vertical. The nose wheel should stop on the spot as the wands cross. The "Stop" signal will be used when necessary to hold the aircraft away from the normal parking position.

(2)Engine(s) will not be shut down until the "Cut Engine(s)" signal is given.

(3)The brakes will be held "ON" until the "Chocks IN" signal is given.

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G.CUT ENGINE(S).

Engine(s) will not be shut down until this signal is given. The marshall person draws on hand and wand horizontally across the neck in cutting motion. If only one engine is to be cut, the marshall person will point other hand at the engine to be shut down.

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H.CHOCKS INSERTED - BRAKES OFF.

(1)<Your Agency> operations require the operator to hold pressure on the foot brakes until chocks have been inserted. This signal advises the operator that chocks are in and they may resume their other duties. Hands are held aside and outward from the body with wands pointed across the body. A downward motion is made bringing the tips of the wand together.

(2)The operator will acknowledge by showing marshall person both fists, thumbs extended toward each other.

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I.SET BRAKES.

The marshall person requests the parking brakes be set by pointing both arms held shoulder high at the aircraft with wands pointed toward each other, tips touching. Slight up and down motion with the arms may be used to attract operator's attention.

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J.CHOCKS REMOVED

The marshall person advises the operator that chocks have been removed by reversing "Chocks Inserted" motion. Hands are held straight down with wands pointed outward. A sweeping motion upward and outward is made to shoulder level.

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K.START ENGINES

Engine starting by hand signal will be used if headset is unavailable. the marshall person will point the engine to be started while extending the other shoulder level and rotating forearm, hand and wand.

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7.TAXIING AIRCRAFT.

A.GENERAL.

Only personnel trained and authorized by the <Your Agency> Supervisor of Maintenance or rated pilots shall be permitted to taxi <Your Agency> aircraft. Taxiing operations shall be performed in accordance with all applicable <Your Agency> and local directives and requires at least one marshaller. A person authorized to taxi aircraft shall be familiar with approved radio communications procedures and airport control tower or ground control frequencies.

(1)The person in charge of taxiing is responsible to ascertain that all existing procedures, regulations, and standards are complied with.

(2)Brakes shall be checked immediately for proper operation and hydraulic pressures will be constantly monitored.

(3)Reverse thrust shall not be used for backward movement of the aircraft.

(4)Weather, wind, and ramp conditions shall be considered at all times and good judgment exercised before taxiing any aircraft. Light twin aircraft will not be taxied by maintenance personnel when surface winds are above 25 MPH. When wind conditions are above 25 MPH, taxi test should be delayed or performed by pilot personnel.

(5)Position the flight controls to compensate for existing wind and/or terrain as specified in the appropriate Aircraft Flight Manual or Pilots Operating Handbook.

(6)Wing marshallers shall be utilized in congested areas. Minimum power should be used to prevent damage to surrounding aircraft and equipment. Wing marshallers are responsible for stopping all vehicle and/or foot traffic in the vicinity of an aircraft taxiing or preparing to taxi.

Prior to any movement of aircraft across runways or taxiways, clearance must be obtained from the airport Air Traffic Control or determined visually on airports without radio control facilities. Airport ground traffic frequencies shall be monitored at all times during taxi and runup operations. The receiver volume shall be adjusted high enough to be heard above the sound of the engines.

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(8)When taxiing at night, turn position lights, landing lights, and anti-collision light ON, strobe lights should be turned OFF.

(9)Taxi speed shall be held to minimum, especially when utilizing wing walkers or taxiing in congested areas. Taxiing speed shall not exceed a person's normal walking pace, approximately 4 miles per hour.

B.STANDARD TAXI LIGHT SIGNALS.

LIGHTSMEANING

Flashing GreenCleared to Taxi

Steady RedStop

Flashing RedTaxi clear of runway in use

Flashing WhiteReturn to starting point on airport

Alternating Red and GreenExercise extreme caution

C.PARKING OF AIRCRAFT.

(1)Aircraft shall be parked in designated parking areas as specified in the local authorized parking plan.

(2)Transient aircraft will be directed to a suitable parking area with voice communication when radio facilities are available and in use, at other times hand signals or follow-me vehicle will be used.

(3)Aircraft parked in hangars will be positioned clear of hangar doors at all times during severe weather. During normal weather conditions, the following criteria will be adhered to when there is a requirement to park an aircraft across the threshold of hangar doors.

(a)The aircraft will be securely chocked in position to secure minimum sway motion.

(b)Adequate clearance will be given between hangar doors and aircraft to allow maximum sway motion of aircraft and still not contact the hangar doors.

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(c)Hangar door position will be secured by locking the control switches of power-operated doors and chocking the rollers on manually-operated doors.

(4)Designated parking areas are to be utilized for the purpose of performing engine test/run operations. When engine speeds are to be higher than idle, the person performing the engine run will ensure that the aircraft is parked in an area that is safe for all engine speeds.

(5)Wheel chocks shall be placed fore and aft of main landing gear or nose wheels, as applicable.

(6)Internal or external control locks shall be engaged.

(7)Landing gear down lock safety pins shall be installed, if applicable.

(8)Pitot tubes shall have cover protector installed.

(9)Aircraft parked in a hangar shall be statically grounded.

(10)Engine (intake and exhaust) plugs shall be installed in turbine powered aircraft.

(11)Maintenance equipment utilized in parking areas shall be removed and secured clear of the area after use.

D.<Your Agency> HANGAR AND RAMP SAFETY.

Taxiing, engine operations, and movement of aircraft present a condition where accidents can easily occur. Every person involved in aircraft maintenance has a responsibility to promote safety. Some events to be aware of are:

(1)Vehicle movements, including tugs, etc., in the area of aircraft taxiing or ready to taxi. Marshallers shall direct all moving vehicles clear of the aircraft.

(2)Personnel walking in the area of operating aircraft engines, both propeller and gas turbine engines. Aircraft rotating beacons shall be on when the engines are operating.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

8.AIRCRAFT TOWING/REPOSITIONING.

A.GENERAL.

Aircraft ground handling personnel shall be thoroughly familiar with all procedures pertaining to the type of aircraft being towed, repositioned and the local operating procedures regarding the ground movement of aircraft. Newly assigned personnel will complete an adequate on-the-job training program before being assigned to ground handling of aircraft.

(1)During normal duty hours a minimum of four personnel shall be utilized when towing aircraft in a congested area. The tow vehicle operator will be in charge of the operation. The person in charge shall ensure that members of the towing crew are familiar with their assignments. The wing and tail marshalling may be dispensed with when the aircraft is being moved in an area where no contact with objects is probable, including vehicle movement areas.

(2)A tail marshaller shall be assigned when moving large aircraft with high vertical stabilizers into or out of hangers. A tail marshaller shall be utilized whenever clearances are close and the possibility of contact with objects exist.

(3)The towing vehicle operator shall be responsible for operating his/her vehicle in a safe manner and shall obey emergency stop instructions given by any team member. When operating a government vehicle the operator shall be a qualified driver. Contractor personnel shall be authorized by letter from the COTR to operate U.S. Government vehicles.

(4)Each member of the towing team must be aware of who is in charge and the wing and/or tail marshaller shall be prepared to relay clearances and guidance signals to him/her.

(5)The operator of the towing vehicle is responsible for using the services of a guideman whenever vision is restricted or the aircraft is being positioned into a close or congested area. The operator must take hand signals from ONE GUIDEMAN.

VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

(6)Only one person, the GUIDEMAN, shall relay signals to the operator of the tow vehicle. Because verbal signals are easily misunderstood, the marshaller shall avoid using them. All hand signals shall be standard and given with both arms. One-handed signals shall not be used. Hand signals may be supplemented with a shrill police type whistle.

(7)A qualified person shall be utilized in the pilot's seat of the aircraft being towed to observe and operate the brakes as required by the towing team. When necessary, another person shall be stationed to watch and maintain hydraulic pressure if the person in the pilot's seat is unable to do so. All persons shall be familiar with normal and emergency braking procedure.

(8)Operating or towing of aircraft on taxiways or runways requires radio communication be established between the tow vehicle or a lead vehicle and the airport tower or ground control and maintained until terminated by tower or ground control personnel.

(a)The aircraft brakeman in the cockpit may utilize the aircraft radio for tower or ground control communications provided they also have two-way communication with the driver of the tow vehicle via interphone or hand held radio.

(b)Towing of an aircraft with inoperable radios is permissible by utilizing a lead vehicle that has two way radio communication with tower or ground control personnel.

(9)The person in charge of the towing operation shall verify that the nose gear torque link or rudder lock are disengaged when applicable prior to towing the aircraft. Rudder lock and/or torque links shall be reengaged after towing.

(10)Under no circumstances shall personnel walk between the nose wheel of a moving aircraft and the towing vehicle nor ride on the outside of a moving aircraft. To avoid personal injury, no person (except in an emergency situation) shall attempt to board or leave a moving aircraft or towing vehicle. All personnel shall be seated on installed seats during towing operations.

(11)The towing speed of the aircraft shall not exceed that of the walking team members. The aircraft engine shall not be operated at any time the aircraft is being towed into position.

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(12)If necessary, the aircraft brake systems shall be charged before each towing operation. When towing aircraft with faulty brakes, personnel must be located by each main gear with chocks in hand for emergency use. Chocks shall be readily available in case of emergency during any towing operation. Aircraft brakes should be operationally checked prior to towing operations.

(13)To avoid possible injury and aircraft damage during towing operations, entrance ladders shall be retracted and gear down locks installed, if applicable.

(14)Prior to towing any aircraft, towing team members shall check all tires and landing gear struts for proper inflation.

(15)When towing aircraft, the vehicle operator should not jerk the aircraft or start and stop suddenly. Cockpit personnel shall not apply aircraft brakes during towing operations unless an emergency exists. Upon completion of the towing operation the tug driver shall notify the brakeman to set brakes if applicable.

(16)Aircraft shall be parked in specified areas only. Generally, the distance between rows of parked aircraft shall be enough to allow immediate access of emergency vehicles in case of fire and also permit free movement of equipment and materials.

(17)Prior to any movement of aircraft across runways or taxiways, contact shall be made with the airport control tower or ground control for clearance to proceed.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

9.AIRCRAFT DEICING AND COLD WEATHER GROUND OPERATIONS.

Maintenance personnel should be familiar with Advisory Circular (AC) 20-117 in addition to the instructions contained in this section.

A.GENERAL.

This section details procedures necessary to assure safe movement and servicing of aircraft on the ground during cold weather operations. Approved methods and equipment for removing snow, ice, frost, and slush are detailed in this section.

NOTE: The presence of ice, frost or snow anywhere on the surfaces can seriously impair the performance characteristics of the aircraft and utmost care must be taken to clear the surfaces of any discernable hazard.

B.PRECAUTIONS.

The procedures listed below and the instructions in the aircraft maintenance manual will be adhered to:

(1)If freezing conditions exits or are forecast, the aircraft will be stored in a hangar if possible. When the aircraft cannot be hangared, and accumulate moisture freezes, in any form, deicing will be accomplished as required, per paragraph C of this section.

(2)When towing aircraft on snow or ice, extreme caution should be used due to the peculiar handling reactions of towed aircraft on slippery surfaces.

(3)Any towing vehicle used on snow or ice to move aircraft will be outfitted with chains on the drive wheels, unless waived in writing by the Supervisor of Maintenance.

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C.DEICE PROCEDURES.

Deicing will be accomplished using the <Your Agency> truck mounted de-icing equipment following these operational and safety guidelines.

(1)Two men will be stationed in the basket to provide safe and efficient deicing. One will operate the boom and the other will control the spray nozzle. Contact with the driver will be maintained at all times by use of headsets and mike in the basket and the truck cab. Dual controls are provided, but the basket operator is the key controller of the boom in regard to close tolerance of basket.

(2)A minimum clearance of 10 feet is to be maintained between the deicer vehicle and the aircraft at all times.

(3)At no time will the vehicle pass under any part of the aircraft during the deicing operation.

(4)The combustion heater on the aircraft deicing unit is not to be operated if the vehicle is within 50 feet of an aircraft of hangar, or the aircraft or vehicle is being refueled.

(5)All personnel operating the deicing equipment will be properly trained and an appropriate notation filed in their employment record.

(6)There are to be no occupants in the basket during transport of the vehicle to and from deicing operations.

(7)Do not walk or stand on the aircraft after deice fluid has been applied.

(8)When servicing the deicing vehicle, leave space for heat expansion of the fluid.

(9)Wear goggles or face shield while performing deicing operations.

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**CAUTION:** IF THE VEHICLE ENGINE STOPS AND CANNOT BE RESTARTED, THIS WILL STRAND THE OCCUPANTS OF THE BASKET. IN THIS CASE, THE BOOM MUST BE LOWERED BY REMOVING THE REAR CENTER PANEL OF THE VEHICLE AND SLOWLY SCREWING THE ADJUSTING BOLT ON THE BOOM ACTUATING CYLINDER WHILE PUSHING FIRMLY ON THE SOLENOID BUTTON UNTIL THE BOOM STARTS TO SLOWLY FREE FALL. BE SURE THE VEHICLE IS CLEAR OF THE AIRCRAFT WHEN LOWERING THE BOOM IN THIS MANNER.

D.FLUID APPLICATION

(1)Assure that all aircraft doors and windows are closed before and during fluid applications.

(2)Lower wing flaps fully to assure removal of all ice that may have accumulated in flap well areas during aircraft operations.

(3)Do not spray fluid directly into air scoops, engine inlets, or on hot exhausts. Snow accumulations of one inch or more should be removed before any fluid application.

(4)Apply only enough fluid to remove the ice or snow and leave a light film of deicing fluid on the aircraft.

(5)When an aircraft is hangared to accomplish deicing, all hinges for the elevator, aileron, rudder and tabs should be hand-sprayed with undiluted ethylene glycol after all melted ice or snow has drained off the aircraft.

(6)All landing gear components and the lower wing surface in the landing gear area should be sprayed to remove all accumulated slush.

VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

E.APPROVED AIRCRAFT DEICING FLUIDS

Only approved deicing fluids will be used. The following approved fluids are not harmful to natural or artificial rubber, plastics, bearings or the airframe structure. The flash point is high enough to be safe for use around aircraft.

(1)MIL-A-8243A Fluid, Federal Stock Number 6850-00-558-1248.

(2)Union Carbide Aircraft Deicing Fluid C

(3)Dow Chemical Aircraft Deicing Fluid No. 146

(4)Any commercial brand of ethylene glycol permanent antifreeze is acceptable in an emergency.

NOTE: Deicing fluid is to be mixed using the individual manufacturer specifications for the particular fluid being used and the approved aircraft maintenance manual.

CAUTION: When using deicing/anti-icing fluids on aircraft as anti-icing compounds (i.e., glycol-based fluids applied concentrated and cold to aircraft to prevent ice, snow and frost from adhering to the treated surfaces), the following precautions should be used:

(a)On type I fluids (glycol-base with corrosion inhibitor usually used as dicing fluids), do not use in temperatures below -30 degrees F.

(b)On type II fluids (glycol-base with corrosion inhibitors and thickeners), do not use in temperatures below +15 degrees F.

F.PERSONAL PROTECTION

Certain precautions must be taken during cold weather to prevent injury to personnel while exposed to the elements.

(1)Clothing adequate to supply protection should be worn.

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(2)Extra caution should be used during lifting, pulling, and bending due to the increased risk of muscle pull in cold temperatures.

(3)The time spent exposed to low wind chill conditions should be carefully monitored and periods of relief provided to lower the risk of frost bite.

G.POTABLE WATER TANKS

Potable water tanks will be drained during freezing weather and serviced only when mission requirements mandate a need for potable water. After completion of the last flight of the day, tanks will be drained. When tanks are drained, information stickers will be applied where anyone needing to know may read and be advised of empty tanks.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

10.TIRES.

A.GENERAL.

(1)This procedure establishes policy for all tires used on <Your Agency> aircraft.

(2)The only re-treaded tires approved for use on <Your Agency> aircraft are the main tires on the Boeing 727's. The re-treading is to be accomplished by an approved facility.

(3)Boeing 727 main tires are limited to six (6) retread operations.

B.SERVICING.

(1)Aircraft manufacturer's recommendations will be used when available for maintaining all aircraft tires. When manufacturer's recommendations are not available Advisory Circular 145-4 may be used as a guide in determining serviceability of tires.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

11.CHEMICAL TOILETS.

A.GENERAL.

Chemical toilets will be serviced following procedures given in the aircraft maintenance manual applicable to the aircraft being serviced. Safety measures shall be followed carefully during this procedure.

WARNING:CHEMICAL CONCENTRATE USED IN TOILETS MAY CAUSE IRRITATION IF IT CONTACTS EYES OR SKIN. IF CONCENTRATE CONTACTS EYES OR SKIN, FLUSH WITH CLEAN WATER. IF IRRITATION PERSISTS, SEEK MEDICAL AID.

(1)The following materials and equipment will be utilized to accomplish servicing efficiently and safely. Chemical toilets will be serviced with a mixture of 75% propylene glycol and 25% water, in lieu of straight water, during temperatures below freezing. This is in addition to all other requirements that may be specified in the aircraft maintenance manual.

(a)Approved toilet servicing unit

(b)Neoprene or natural rubber gloves

(c)Face shield and water proof apron

(d)Approved deodorant/disinfectant chemical

(2)Aircraft being operated in temperatures below freezing will be serviced in accordance with the requirements stated in the aircraft maintenance manual.

(3)Care should be taken to prevent any spills on the ramp area or hanger floor.

(4)All waste will be disposed of in an approved waste disposal receptacle in accordance with local, city, and state requirements.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

12.AIR CONDITIONING UNITS

A.GENERAL.

Each aircraft requires different servicing procedures and system components will be located at different points on the aircraft. The appropriate approved aircraft manufacturer maintenance manual will be referenced for servicing instructions.

B.SAFETY MEASURES

The following safety measures shall be adhered to:

WARNING:CHARGED FREON SYSTEMS ARE UNDER HIGH PRESSURE. THE UNEXPECTED RELEASE OF FREON MAY CAUSE PERSONAL INJURY. EXERCISE CAUTION WHEN CHECKING FOR LEAKS AND/OR MAKING REPAIRS WHEN THE SYSTEM IS CHARGES.

(1)A face shield will be worn by all personnel in the immediate areas when freon systems are being serviced.

(2)When it is necessary to remove or replace any component in a freon system which requires the depletion of the freon charge, an approved freon reclamation unit will be utilized. This will prevent the loss of freon into the atmosphere.

CAUTION:REMAIN CLEAR OF ANY COMPONENT THAT MAY BE INADVERTENTLY OR UNEXPECTEDLY ACTIVATED DURING THE SERVICING OF ELECTRICALLY OPERATED AIR CONDITIONING SYSTEM..

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

13.HYDRAULIC AND OIL SERVICING.

A.GENERAL

In addition to the requirements outlined in the aircraft/equipment maintenance manuals the following shall apply to hydraulic and oil servicing of aircraft, engines, and APU.

B.SERVICING EQUIPMENT

(1)Avoid spilling oil or hydraulic fluid on aircraft surfaces or maintenance stands.

(2)Ground aircraft and servicing vehicles prior to making servicing connections. Hand operated hydraulic and oil servicing carts need not be grounded during servicing operations.

(3)Position servicing equipment as far from any portion of the aircraft as cables/hoses will allow. Maintenance stands shall be properly positioned to obtain easy access to filler caps.

CAUTION:SOME <Your Agency> AIRCRAFT USE A COMMERCIAL HYDRAULIC FLUID WHICH IS NOT COMPATIBLE WITH STANDARD RED MIL-H-5606. MAKE SURE THAT THE AIRCRAFT MAINTENANCE MANUAL REQUIREMENTS ARE FOLLOWED TO PREVENT CONTAMINATION.

C.SERVICING CONTAINERS

(1)When servicing from cans or drums, ensure that cleanliness and product integrity are maintained.

(2)Keep each product segregated and properly identified.

(3)Carefully read the label before dispensing oil and hydraulic products to ensure the correct product is being used.

VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

(4)Fluids and containers carried aboard aircraft shall meet the provisions of CFR 49, Part 175, in relation to transportation of dangerous fluids.

(5)Personnel will not use fluids obtained from permanent or temporary storage containers which are not properly identified.

**CAUTION:SKYDROL HYDRAULIC FLUID CAN CAUSE INJURIES TO PERSONNEL AND EQUIPMENT. IMMEDIATELY FOLLOWING THE SERVICING OF EQUIPMENT WITH SKYDROL PERSONNEL SHOULD CLEANSE THEIR HANDS. ANY FLUID SPILLED DURING SERVICING SHALL IMMEDIATELY BE CLEANED UP AND THE CLEANING MATERIALS DISCARDED.**

VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

14.HIGH PRESSURE GAS CYLINDER SERVICING PROCEDURES.

A.GENERAL.

The following procedures are provided to reduce the inherent danger of servicing high pressure gas cylinders.

B.RECHARGING PROCEDURES FOR HIGH PRESSURE CYLINDERS.

(1)Insure that the cylinder to be serviced is well anchored and secured against any motion due to failure of regulator.

(2)Remove cover plate from the valve of the cylinder to be charged. Rotate cam so that valve is in the open position.

(3)Connect the hose from the supply cylinder to a pressure gauge and then to the cylinder to be charged. Charge cylinder to the pressure recommended in the specific manual.

(4)Open valve on supply cylinder slowly, charge slowly to prevent receiving cylinder from getting too hot.

(5)Close valve on the cylinder being charged by turning cam to closed position. Close valve on the supply cylinder. Remove cylinder from the hose and gauge.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

15.HAZARDOUS MATERIALS.

A.GENERAL.

The <Your Agency Aviation Title> conducts missions requiring the carrying of hazardous materials, maintains a battery shop for the maintenance of aircraft batteries, transports equipment that may contain flammable fluids, and performs other functions requiring the use of fluids and materials classified as hazardous. The <Your Agency Aviation Title>, Supervisor of Maintenance, shall make available to all <Your Agency> maintenance personnel a current copy of the Code of Federal Regulations (CFR), Title 49, Parts 100-177, as a reference for Hazardous Materials.

B.DEFINITION OF HAZARDOUS MATERIAL.

Hazardous materials means a substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported by air transportation and which has been so designated in CFR Title 49 Parts 100-177. <Your Agency> mission related items and equipment may also be considered hazardous materials.

C.AUTHORITY TO TRANSPORT.

The <Your Agency> shall not accept for shipment aboard any aircraft hazardous materials except those exempted by CFR Title 49, Part 175.10 without a special release from the Chief, Air Operations Division. Some of the exempted substances and materials are:

(1)The <Your Agency> will accept shipments (cargo) containing carbon dioxide, solid (dry ice) provided the package is clearly marked with the name of the contents being cooled, the net weight of the dry ice or an indication that the net weight is 5 pounds or less, and also marked "Carbon Dioxide, Solid" or "Dry Ice".

(2)The <Your Agency> will permit packages containing dry ice in quantities not exceeding 4 pounds per passenger when used to pack perishables in carry on baggage.

(3)Packages containing dry ice must be designed to prevent a build up of pressure that could rupture the packaging.

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(4)Current copies of CFR, Title 49, Parts 100-177 are available for reference.

(5)<Your Agency> personnel are responsible for screening of all shipments, cargo, freight, etc., to prevent the carriage of hazardous materials as specified in CFR, Title 49.

D.EXAMPLES OF HAZARDOUS MATERIALS.

The following list of hazardous materials are meant to be a guide only. Nothing can replace good judgement when transporting any substance or material that can either explode or contribute to an in-flight emergency or after accident fire. For example, transporting small emergency power generating units can be hazardous if their fuel systems have not been properly drained and purged. Therefore, this list is a guide only:

(1)Paints

(2)Lighter fluids

(3)Lighters with flammable liquid reservoirs

(4)Fireworks

(5)Tear gas/Mace

(6)Ammunition and explosive devices

(7)Radio pharmaceuticals

(8)Fish meal

(9)Celluloid film

(10)Batteries

(11)Compressed gas

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E.SPECIAL AUTHORITY TO TRANSPORT HAZARDOUS MATERIALS.

In the performance of special missions, the <Your Agency> may be required to transport certain substances, material, and devices that are considered hazardous materials. These situations require special authorization by the Chief, <Your Agency Aviation Title>. A complete list of the hazardous materials being transported by air shall be provided the Chief, <Your Agency Aviation Title>, for his approval. This information will be provided to the Chief Pilot and Supervisor of Maintenance and will be retained until completion of the mission and provided to appropriate personnel in case of an accident or incident involving the aircraft. Notice of the presence of hazardous material, not necessarily the type of materials, on board the aircraft shall be given to maintenance personnel required to service the aircraft during and after the mission to alert them to the possibility of residual materials being present.

F.RELEASE TO MAINTENANCE AFTER SPECIAL MISSIONS.

Special missions or situations where hazardous materials have been carried shall require a special search by <Your Agency> tactical/flight personnel prior to the aircraft being released to maintenance. Following missions or situations where hazardous materials have been carried the following procedure will be used:

(1)Aircraft shall be parked and the tires chocked.

(2)Maintenance personnel shall assist the <Your Agency> tactical/flight personnel in opening the doors and cargo compartments.

(3)Maintenance personnel shall not begin any servicing or maintenance on the aircraft until it has been released by the Supervisor of Maintenance or his designee.

G.SPECIAL

Following missions or situations where hazardous materials have been carried the <Your Agency> shall perform a special search of the aircraft to assure that all hazardous materials (ammunition, weapons, mace, explosives, etc.) have been removed prior to releasing the aircraft to maintenance.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

16.AIRCRAFT CLEANING - SPECIAL HEALTH PRECAUTIONS.

A.INTERIOR.

<Your Agency> aircraft interiors represent a special cleaning requirement. Personnel being transported from vastly different backgrounds, under potentially dangerous circumstances, often spill body fluids/waste and blood on seats, floors, and other furnishings inside the aircraft. These fluids have been known to carry several blood borne pathogens such as hepatitis B, AIDS, etc. During inspections of aircraft interiors maintenance personnel shall visually inspect for possible areas of blood and/or body fluid spills.

(1)Routine Cleaning of Aircraft Interiors Used to Transport Prisoners

All personnel assigned to cleaning the aircraft interior shall take special precautions to protect themselves from contaminates of this nature. They will take the following precautions:

(a)Wear vinyl or latex gloves.

(b)Wear disposable gowns, coveralls, or a wrap around apron with a chest bib that extends to the knees.

(c)Immediately wash with soap and water any skin surfaces contaminated by blood or body fluids. Use waterless antiseptic hand cleaner or antiseptic towelettes in the absence of soap and water until soap and water is available.

(d)After completing the cleaning of the interior, remove gloves and place in a biohazard-labelled bag. Wash hands thoroughly with soap and water, if available, or use a waterless antiseptic hand cleaner or antiseptic towelette until soap and water is available. Remove and dispose of gowns, coveralls, and/or aprons worn during the cleaning.

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(2)Procedures for Cleaning Known Blood and/or Body Fluid Spills

Special precautions shall be taken when cleaning areas where known blood and/or body fluid spills have occurred. The following procedures shall be used:

(a)If personnel have accidentally come into contact with blood and/or body fluids during the inspection process they shall immediately wash with soap and water any skin surfaces contaminated by blood or body fluids. Use a waterless antiseptic hand cleaner or antiseptic towelettes in the absence of soap and water until soap and water is available.

(b)Wear vinyl or latex gloves and disposable gowns, coveralls, or a wrap around apron with a chest bib that extends to the knees.

(c)Cordon off area of the spill to prevent the accidental spread of body fluids.

(d)Remove any large pieces of glass or other solid material, if present. Do not pick up material with hands. Use a plastic scoop to remove this matter. Place solid material in a puncture-resistant container. The scoop must dis-infected after use and placed in a clean place or if disposable is placed in a biohazard-labelled bag.

(e)Carefully remove the body fluids from the spill surface with disposable wipes. When the wipe is saturated, replace it with a new one. Do not wring out fluids. All soiled wipes are to be placed in the puncture-resistant container.

(f)Decontaminate the area with a bleach solution\* or a commercially prepared, Environmental Protection Agency approved solution specifically intended for clean up of blood and body fluid spills. This is done by starting 2 inches outside the spill and moving into the center of the spill by making a series of overlapping concentric circles with a wipe. The area is allowed to dry and the process is repeated. The soiled wipes are placed into the puncture-resistant container.

VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

(g)Place all puncture resistant containers and material used in the cleanup in a biohazard-labelled bag until disposal occurs.

(h)Remove gloves and place in a biohazard-labelled bag. Wash hands thoroughly with soap and water, if available, or use a waterless antiseptic hand cleaner or antiseptic towelette until soap and water is available.

(i)Dispose of material in the waste container in accordance with applicable regulations.

**\***NOTE:The appropriate cleansing agent is a bleach and water mixture. Add 1/4 cup of bleach to 1 gallon of water. Do not mix ahead of time and store; the solution loses strength over time. Separate containers of bleach and water should be available for mixing at the time needed.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

17.FOREIGN OBJECT DAMAGE (FOD) PROGRAM.

A.GENERAL.

FOD inspections are a continuing process. Containers painted red and marked "FOD" shall be placed throughout the hangar and outside adjacent to pedestrian doorways. Maintenance personnel shall be constantly on lookout for material that could be ingested into engines, struck by propeller blades, and/or blown by the exhaust of engines or propellers causing injury to personnel and/or damage to aircraft.

B.RAMP INSPECTIONS

Maintenance personnel shall be assigned to perform a general inspection of hangar and ramp areas the first workday of each week to ensure all ramp areas used by the <Your Agency> are clean.

C.AIRCRAFT PROTECTION.

All aircraft in storage, including short term storage, or maintenance shall have openings covered with protective devices to ensure that FOD cannot enter these areas. Care will be taken to ensure all non-covered areas are also free of FOD. All covered areas shall be obviously marked to reduce the chance of aircraft operations with covers installed.

D.FOD AUDIT.

Facility FOD audits shall be conducted bi-weekly, or more often as conditions warrant, to ensure the hangars and equipment are maintained in an orderly fashion and free of FOD. Discrepancies (i.e., excessive nuts, bolts, lockwire, tools, cleaning materials, rocks, etc.) noted during these audits shall be documented in writing and given to the Supervisor of Maintenance for action.

NOTE: During winter months particular attention shall be paid to accumulations of ice/frozen moisture removed from the ramp area. Engine exhaust and propeller blasts can cause these to become airborne and injure personnel and/or damage aircraft.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

18.STORED AIRCRAFT PROGRAM.

A.GENERAL.

Stored aircraft shall be serviced and maintained in accordance with the following instructions and good maintenance practices:

(1)Clean aircraft and prepare it for storage.

(2)Wheel chocks shall be provided and installed.

(3)Control surface locks shall be installed.

(4)Landing gear lock pins shall be installed.

(5)Batteries shall be removed and stored in a charged condition.

(6)All toilet holding and water tanks shall be drained.

(7)Tires shall be inspected for condition and inflated to manufacturer's specifications on a weekly basis.

(8)Aircraft shall be de-fueled and the fuel system inspected.

(9)All fluid leads shall be contained with absorbent and/or drip pans.

(10)Preservation services accomplished in accordance with the manufacturer's procedures.

(11)Engines operated and aircraft taxied on a weekly basis.

(12)Aircraft logbooks shall be maintained and/or reconstructed.

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

19.FLY AWAY KITS.

Fly away kits may or may not be required. This decision is left to the aircraft commander and/or Supervisor of Maintenance. Special missions may require adding or deleting items from this list. Maintenance should anticipate the need for the following items being in the fly away kit:

Example:

A.BOEING 727

QTYITEM DESCRIPTIONTYPICAL P/N's

1Constant Speed Drive700842A

1Starter383152-1-2

1Generator (30-40 kva)10-61224-1

1Starter Valve392234-1-1, 392688-1-1, or 1060706-1

2Nose Tires3-1070

1Main Tire260456-1

2 casesSkydrol

3 casesEngine Oil

1ADI Indicator2587909-903

1HSI Indicator1783993-316

1RMI Indicator4147H-BW3-A-2-A

1AltimeterA41869-100-15

1EGT Indicator152BL702DLH

1Fuel Flow Indicator8DJ81LWX

VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

Example: (contd.)

QTYITEM DESCRIPTIONTYPICAL P/N's

1N1 Indicator8DJ81LWM2

1N2 Indicator8DJ81LWN2

1Nav Unit2067593-2649

1Comm Unit522-4088-203

1F/F Power Supply8TJ80GAA1

1#1 INU

1#2 INU

1Ignition Unit42074

1Taxi Light Lamp4551

2Landing Light LampQ4559

2Turn Light Lamp4594

1Tach Generator2-2CM9ABY7

1ADF ReceiverDFA-73A-1

1EPR Transmitter10-60737-1

1Anti Ice Valve320115

1ATC ControlG 2137A

1Hydraulic Pump371380

Hose Kit

VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

Example: (contd.)

QTYITEM DESCRIPTIONTYPICAL P/N's

1Brake2601182-5

1CSD Service Cart

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VII. AIRCRAFT AND GROUND EQUIPMENT SERVICING

20.HANGAR MAINTENANCE.

**RESERVED**

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1.APPROVED PARTS CONTROL PROGRAM.

A.GENERAL.

Organizations providing maintenance support to the <Your Agency> shall have a procurement program to prevent purchasing unapproved parts and material in type certificated products. (Reference FAA Advisory Circular 21-29A, Detecting and Reporting Suspected Unapproved Parts) Their approved parts program shall include the following as a minimum:

(1)Methods to establish qualified suppliers who are authorized to manufacture or distribute parts they supply.

(2)Criteria to identify and screen potential unapproved parts suppliers. The criteria should include the following considerations:

(a)The quoted price or the price advertised in trade magazines is significantly lower than the price quoted by other suppliers of the same part.

(b)A delivery schedule that is significantly shorter than that of other suppliers of the same part when existing stocks are exhausted.

(c)The inability of a supplier to provide drawings, specifications, overhaul manuals, or substantiating data demonstrating the conformity of the part or parts repair/overhaul.

(d)The inability of a supplier or repair station (in the case of a repair or overhaul) to provide evidence of FAA approval for the part or repair station.

(e)Sales quotes or discussions that create the perception that an unlimited supply of parts, components, or material are available to the end user.

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(3)Procedures shall screen and identify suppliers of unapproved parts and prevent their acceptance. These procedures should include the following indicators:

(a)A procedure for receiving inspection activities that would help to detect unapproved parts. This procedure should include the following indicators:

(1)A visual inspection to determine if the product container is marked with another supplier's name, is unmarked, or damaged.

(2)A cross check of the purchase order with the delivery receipt for proper part number or component history card.

(3)A means of ensuring the shelf life has not expired.

(4)A means of verifying that part identification requirements have been met (e.g. serial number stamped over, label is improper or missing, vibro-etch or serial numbers located at other than the normal location).

(5)A means of determining evidence of visual defects or abnormalities ( e.g. altered or unusual surface, absence of required plating, evidence of prior usage, scratches, new paint over old, attempted exterior repair, pitting or corrosion).

(6)A sampling plan that is adjusted (tightened or loosened) to match individual part types and quantities, i.e., bolts, nuts, or other standard hardware packaged in large quantities in a single container.

(b)Supplier audit procedures shall be established to conduct audits or suppliers on a scheduled basis, to ensure that suppliers have established and continue to maintain the quality system specified in purchase orders. The following are examples of subsystems that should be included in an audit program:

(1)Design Data Control, to include latest revision, if applicable.

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(2)Supplier Control.

(3)Manufacturing/Assembly Control.

(4)Tool and Gauge Control.

(5)Tests and Inspections.

(6)Records.

NOTE:Additional information and guidance on supplier audits may be obtained from Advisory Circular (AC) 21-20, Supplier Surveillance Procedures.

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2.ACQUISITION OF AIRCRAFT PARTS.

A.GENERAL.

(1)All <Your Agency> aircraft must be maintained in a condition for safe operation and meet their respective type certificate and/or properly altered condition.

(2)FAR, Part 43, section 43.13(b) specifies, "Each person maintaining or altering, or performing preventive maintenance shall do that work in such a manner, and use materials of such quality that the condition of the product or appliance worked on will be at least equal to its original or properly altered condition.

(3)To meet requirements (1) and (2) above, all aircraft parts and materials ordered and received must:

(a)Be the part or material as specified by the aircraft's manufacturer's illustrated parts listing or FAA approved equivalent.

(b)Be an FAA approved Aeronautical part or material.

(c)Be procured from reliable sources and have proper documentation of their source of origin.

(d)Have an incoming receiving inspection performed.

B.DEFINITIONS.

(1)Blanket Purchase Agreement (BPA): A negotiated agreement between a manufacturer or supplier and the <Your Agency> for the acquisition or unit exchange of parts/material.

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(2)<Your Agency> controlled stock items are the sole responsibility and accountability of the <Your Agency> for these item's serviceability, stocking requirements, and their control management.

C.OBTAINING CORRECT PARTS.

To aid in obtaining the correct part in a timely and efficient manner, maintenance facilities/organizations when ordering aeronautical parts, material, or equipment shall:

(1)Order either the manufacturer's preferred part number or an approved alternate part number that is listed in the manufacturer's Illustrated Parts Manual.

(2)Provide the complete nomenclature of the item as shown in the parts catalog (do not abbreviate).

(3)Identify the manufacturer(s) name, vendor code(s), specific manual, chapter, page number, figure and index reference number, and any other information that may be pertinent.

(4)Specify special handling or packaging requirements. This information is especially important when ordering items such as charged nitrogen, fire bottles, explosives, corrosive items, or extremely sensitive equipment. Hazardous material should be properly marked and labeled for identification.

(5)Provide the National Stock Number (NSN) when applicable. If NSN includes more part numbers than the acceptable part number(s) in its listing, order shall state "no substitute part number(s) acceptable".

D.ORDERING PROCEDURES.

(1)During normal usage hours orders will be processed according to <Your Agency> policies and procedures.

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(2)During other than normal usage hours, ordering may be done telephonically directly to the supplier if a priority exists to return the equipment to service. Only high priority parts/material will be ordered in this manner.

(3)Blanket Purchase Agreements (BPA) with suppliers will be the responsibility of the <Your Agency> for the administration of each agreement in the acquisition of parts/material when it is used.

(4)Maintenance facilities/organizations that have authorization to buy parts and supplies for the maintenance of <Your Agency> aircraft will be responsible to see that all purchases are made in accordance with applicable laws and regulations.

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3.RECEIVING INSPECTIONS.

A.DEFINITION OF TERMS.

(1)**Stock Material:** New and/or overhauled serviceable aircraft parts and materials that are delivered to the <Your Agency> Hangar for storage.

(2)**Direct Shipped:** Parts, materials, and components from vendors/suppliers that are direct shipped to the maintenance organization that ordered them.

(3)**Telephonic Orders:** All parts, materials, and components ordered by <Your Agency> maintenance personnel from commercial vendors when not in stock and delivered for use.

(4)**Technical Inspection:** Items received from vendors/suppliers that require an operational or bench check before they are placed into serviceable stock.

(5)**New:** Unused aircraft parts, materials, and components that are manufactured under an FAA approved production system are as follows:

(a)Type Certificate - Parts, components, and material produced under an Approved Production Inspection System (APIS).

(b)Production Certificate - Parts, components, and material produced under an Approved Quality Control System.

(c)Technical Standard Order - Parts and appliances produced under an Approved Quality Control System.

(d)Parts Manufacturer Approval - Parts produced under an approved fabrication inspection system.

(6)**Repaired/Overhauled:** A used or out-of-shelf-life part or component returned to a serviceable condition.

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B.CERTIFICATION DOCUMENTATION

Documentation must be provided by the prime manufacturer or an authorized supplier of the prime manufacturer (vendor/supplier), to show traceability to the prime manufacturer and/or to the certificated repair station that repaired the item. This documentation must be in the form and content described below:

(1)All repaired/overhauled parts or components received from any source must have one of the following:

(a)A properly executed FAA Form 337, Major Repair or Alteration Data, or

(b)A certificated repair station's return for service tag, signed by an authorized individual identifying the part; and

(c)A work order document identifying the part/component, and a description of work accomplished.

(2)New material, parts, or components acquired from the prime manufacturer or authorized supplier of the prime manufacturer must have one of the following documents:

(a)A shipping invoice from the prime manufacturer to the FAA that identifies the item, or

(b)The manufacturer's serviceable parts tag, or

(c)A certificate of conformance signed by an authorized representative of the prime manufacturer, or

(d)A copy of the authorization from the prime manufacturer authorizing direct ship to the end user, or

(e)A properly executed Maintenance Release, or

(f)Any other document reflecting traceability of the item to the prime manufacturer.

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(3)New material, parts, or components acquired from a vendor/supplier other than the prime manufacturer, must have one of the following:

(a)The prime manufacturer's serviceable parts tag, or

(b)A copy of the original shipping invoice from the prime manufacturer to the vendor/ supplier and a copy of the vendor/supplier shipping invoice to the <Your Agency>, or

(c)A certificate of conformance signed by an authorized representative of the prime manufacturer and a copy of the vendor/supplier shipping invoice to the <Your Agency>.

**NOTE:** Certificate of conformance signed by a vendor/supplier is not acceptable.

(4)New parts acquired from active military stock must have the same documentation required by paragraphs B.(2) or B.(3). If this documentation is not available, the part must be processed through a certificated repair station to establish conformance to type design, and compliance to all current airworthiness directives or returned to the source of purchase.

(5)New surplus parts from a commercial source may be accepted provided interchangeability, applicable airworthiness directive compliance, storage times and conditions, and shelf life can be established. Documentation criteria will be the same as that required for new parts.

(6)All common hardware (AN, MS, NAS, etc.), gaskets, "O" rings, clamps, hoses, and other similar expendable materials acquired from known reliable vendors/suppliers may be accepted, without documents traceable to the original manufacturer, provided they are properly identified by markings on the item or on the packaging. The vendor's invoice or packing slip may be used as the documentation for these items.

**NOTE:** Expendable items mentioned, acquired from military stock, are acceptable if they are properly identified by part number and packaged. Documentation will be the DOD/DLA shipping invoice. Identification by Federal Stock Number only is not acceptable.

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(7)All parts materials and appliances received, which are manufactured in a foreign country with which the U.S. has a bilateral agreement, must have an export airworthiness approval issued by the country of manufacture (Ref. FAR 21.501), attached to the part, material, or appliance.

(8)Used aircraft parts, components, or materials will not be accepted into serviceable stock, unless serviceability/airworthiness, and useful time remaining can be established.

C.INCOMING RECEIVING INSPECTION PROCEDURES.

(1)All incoming serviceable aircraft material, parts, or components will be placed in a secured area and inspected by a Quality Assurance Inspector (QAI) or designee.

(2)The QAI/Designee will perform and accomplish the following:

(a)Ensure the part number ordered matches the part received.

**NOTE:** If part received is not the same part number as ordered, justification must be received with the part to substantiate the substituted part number received.

(b)Ensure the part or material is in good condition and conforms to specifications and standards.

(c)Ensure the state of preservation, cure date, or storage limitations of items with a limited shelf or storage life are within limits.

(d)Ensure certification paperwork or data is correct for applicability and acceptance requirements as stated in paragraph E.(4).

**NOTE:** The QAI/Designee will not make determinations of compliance with Purchase Order clauses, other than those relative to airworthiness certification.

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(3)Rejected items will have discrepancies noted and attached to the items packing slip, and a rejection stamp placed on the incoming invoice. This stamp will contain the name of the person rejecting the item, date, and reason. These parts will be placed in the "Rejected Parts" storage area until serviceability is established.

(4)Accepted items will be indicated by the QAI stamp on the appropriate documents (maintenance release, work order, packing slip, etc.).

(5)The documents identified in item (4) above will be maintained as a permanent record of serviceable stock material inspection and will be filed after computer input (stock material program) by Stores personnel.

(6)All parts and materials which are, "Direct Shipped" to using activities will not have undergone the receiving inspection procedures described above. It is the responsibility of the using activity to perform the receiving inspection on all direct shipped parts. The inspection will consist of all requirements stated in C.(2).

D.INCOMPLETE OR MISSING DOCUMENTATION.

(1)On occasion components are received by the using activity with the serviceability documentation missing. When such parts or components are received and the aircraft is out of service "Aircraft on Ground" (AOG) the following procedures may be applied to preclude further flight delays.

(a)The Supervisor of Maintenance is responsible to contact the vendor of the part or component in question. This telephonic contact will be for the purpose of ascertaining availability of documentation to verify serviceability of the component.

(b)If serviceability can be verified and the necessary documentation either replaced or duplicated, the component may be installed and the aircraft returned to service pending arrival of the documentation.

(c)The Supervisor of Maintenance will document availability of the parts documentation on memo or "Record of Conversation", and provide a copy to maintenance personnel as approval for return to service.

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(d)Maintenance personnel may install the component and approve the aircraft for return to service.

(e)The aircraft may be operated for a period of time not to exceed five calendar days or 25 operating hours from the time the component was installed.

(f)If documentation has not been provided at completion of the NTE time frame, the component must be removed from service. The approving authority as shown in (c) above is responsible to ensure that the part or component is not operated beyond the NTE time without the proper documentation.

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4.STOCK LEVELS.

A.GENERAL.

The <Your Agency> requires a minimum level of certain items to maintain aircraft in serviceable condition. The items shall be stocked at the level indicated at all times. **(ICAP Comment: This is important to ensure that contractor has items on hand. This should be part of the "Statement of Work." Too much ground time results from contractor or in-house maintenance not having adequate stores program. Do not let contractor drive your agency; you drive the contractor.)**

B.MINIMUM STOCK LEVELS (Example)

(1)Tires(1)Tires(1)Tires

Boeing 727 Nose Tires-4 each

Boeing 727 Main Tires-8 each

Sabreliner Main Tires-16 each

Sabreliner Nose Tires-8 each

(2)Brakes

Boeing 727-6

Sabreliner-10

(3)Lights(3)Lights

Boeing 727, # 4551, Taxi Lamps-10 each

Boeing 727, # Q4557, Inboard Landing Lamps-10 each

Boeing 727, # Q4559, Outboard Landing Lamps-10 each

Sabreliner, # 4581, Landing Lamps-15 each

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5.GOVERNMENT FURNISHED PARTS (GFP)

A.GENERAL.

Transfer of aircraft within the U.S. Government is frequently accompanied with the transfer of spare parts and component inventories. These can represent significant investments. Additionally, Government aircraft utilize the same repair facilities and contractors to conserve funds and reduce inventory requirements.

Government furnished parts shall be used when available provided they are properly identified or the <Your Agency> Supervisor of Maintenance has concluded that the parts meet the criteria established in this Chapter and Chapter/Section III.8.F.

B.DEVIATIONS

The <Your Agency> mission requirements may dictate that parts be used where full documentation of GFP is not readily available or the part cannot be traced to it's original manufacturer. In these cases, the <Your Agency> Supervisor of Maintenance will follow the procedures established in Chapter/Section VIII.3.D of this manual.

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IX. SECURITY PROGRAMS

1.MAINTENANCE SECURITY PROGRAMS

A.GENERAL

Security is an essential element of the <Your Agency> Maintenance Program. Government property often becomes the target of sabotage for numerous reasons. At times government property presents a target of opportunity for groups attempting to gain visibility for their movement. Operations and servicing of its aircraft throughout the U.S. and foreign territories exposes <Your Agency> aircraft to environments that have varying degrees of security. Personnel performing maintenance on the <Your Agency> aircraft shall be aware of and look for any unusual conditions. If such conditions are found they should be reported immediately to the <Your Agency> Supervisor of Maintenance. Unusual conditions may be suspicious looking objects, signs of tampering, or intentionally inflicted damage to areas such as pitot static heads, primary structures, engine inlet or exhaust area, and damage to windows, as examples. **(ICAP COMMENT: Law Enforcement agencies may need to add additional guidelines due to additional requirements in this area.)**

B.<Your Agency> HANGAR SECURITY.

Routine security measures are imposed on personnel entering the <Your Agency> Hangar from the main entrance. Maintenance personnel should be vigilant to unauthorized vehicle or pedestrian traffic and aircraft movements on the <Your Agency> Hangar Ramp. Any unusual movements should be immediately reported to the <Your Agency> Supervisor of Maintenance.

C.MAINTENANCE ON <Your Agency> EQUIPMENT AWAY FROM HOME BASE.

Personnel, including contractors, performing servicing and maintenance on <Your Agency> aircraft away from the <Your Agency> Hangar are expected to provide the same level of security for aircraft and equipment (see Section A, General, above) as is provided at the <Your Agency> Hangar in <Location>.

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IX. SECURITY PROGRAMS

2.BOMB THREATS

A.GENERAL

Any employee receiving or learning of a bomb threat or other sabotage threat to an aircraft, hangar, ramp, ground support equipment, or any property belonging to the <Your Agency> will immediately notify their supervisor who will advise the Chief, Air Operations Division, giving complete information as to the threat. The supervisor will then advise all personnel of the threat and any action directed by the <Your Agency Aviation Title>.

If the threat concerns a specific aircraft or flight, the supervisor, upon approval by the <Your Agency Aviation Title>, will notify the Air Traffic Control Tower of the threat.

B.POLICY.

<Your Agency> maintenance employees, including contractors providing maintenance support to the <Your Agency>, shall cooperate fully with the FBI (which is responsible for investigating bomb threats), the local police, and the FAA.

<Your Agency> will assist in any way possible in the prosecution of violators of federal laws, by cooperating with the federal authorities to the fullest. Contractors, too, are expected to cooperate fully with the investigation and prosecution of these violators.

C.EMPLOYEE PROCEDURES.

If a <Your Agency> employee, or employee of a <Your Agency> maintenance contractor, receives a telephone call regarding a bomb being aboard or threatened to be placed aboard an aircraft, or in the vicinity of any <Your Agency> aircraft, hangar, ramp, ground support equipment, or any property belonging to the <Your Agency> they will:

(1)Signal another person in the office to call the telephone company to have the call traced.

(2)Question the caller, using a number of questions that have been designed by AOD Security to aid in prolonging any threat call in an attempt to trace the call, identify the caller, and to determine valuable response information for us by authorities. (Reference Chapter/Section IV.2.I, form <Your Agency> GMM BTQ)

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(3)Obtain as much information as possible and take exact notes. Be alert for accents, background noises and any indication that the caller is a juvenile, intoxicated, mentally disturbed, or unusually familiar with the operation and schedule of the <Your Agency Aviation Title>.

(4)Immediately notify their supervisor who will advise the Chief, AOD, giving complete information as to the threat received and action taken to this point.

(5)Immediately report their actions in a written statement, including all statements made by the caller verbatim, if possible. This report should be forwarded to the Chief, <Your Agency Aviation Title>, through proper channels as soon as possible.

Questionnaires should be available for ready use in each office where calls are received from the public.

Questions should be spaced so as to enable the caller's responses to be written in the appropriate area. Supervisors are responsible for maintaining the questionnaire in sufficient quantity to satisfy local needs.

D.BOMB THREAT SEARCH AND INSPECTION.

When a bomb threat search is to be conducted on any aircraft, hangar, ramp, ground support equipment, or any property belonging to the <Your Agency>, maintenance personnel will assist when requested by the <Your Agency> person in charge. The search will normally be conducted in accordance with the following procedures:

(1)Appropriate measures will be taken to clear the danger area of personnel. The passengers will be evacuated from the aircraft. All personnel in the vicinity of the Hangar or equipment being threatened will be evacuated. If the aircraft is in the <Your Agency> Hangar the passengers and other personnel will be removed from the Hangar. If the aircraft is airborne the passengers will be deplaned at the direction of the Pilot-in-Command . If the aircraft is taxiing but not airborne, the Pilot-in-Command will issue instructions for evacuating the aircraft, which may involve emergency evacuation and the removal of any onboard personal items.

(2)The local FBI, FAA, and Airport Manager will be notified by the most expeditious means. When direct contact with these individuals is not possible, the Pilot-in-Command will advise Air Traffic Control and ask their assistance.

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(3)The aircraft or ground equipment will be located to a remote area as directed by the Airport Manager or <Your Agency> person in charge.

(4)If passengers are involved they may be moved to a search area.

(5)Cargo aboard the aircraft may be removed.

(6)A complete search of the aircraft threatened will be conducted. Assistance from experts will be requested to handle and dispose of any bomb or suspected bomb found.

**UNDER NO CIRCUMSTANCES WILL ANY SUSPICIOUS OBJECT OR BOMB BE TOUCHED, HANDLED, OR DISTURBED IN ANY MANNER BY ANY MAINTENANCE EMPLOYEE, CONTRACTOR OR OTHERWISE.**

(7)If no bomb is found in the luggage, cargo, or any other area and circumstances are such that a bomb could have been hidden within the aircraft itself, a maintenance inspection may be performed in accordance with the Bomb Threat Inspection form (Reference Chapter/Section IV.2.J, form <Your Agency> GMM BTI). The <Your Agency> person in charge will direct maintenance to perform the inspection, if required.

Maintenance personnel will provide support to the bomb threat inspection team as directed by the <Your Agency> person in charge.

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