

**BY ORDER OF THE COMMANDER
AIR COMBAT COMMAND**



**AIR FORCE INSTRUCTION 21-103
AIR COMBAT COMMAND Supplement
ADDENDUM Z
23 JULY 2013
CERTIFIED CURRENT, 23 APRIL 2024
Maintenance
EQUIPMENT INVENTORY, STATUS,
AND UTILIZATION REPORTING
SYSTEM T-38A/AT-38B MINIMUM
ESSENTIAL SUBSYSTEM LIST (MESL)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This MESL compliments AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*. It applies to all T-38A/AT-38B ACC units. This Addendum does not apply to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units and members. Ensure that all records created as a result of processes prescribed in this document are maintained in accordance with (IAW) AFMAN 33-363, *Management of Records*, and are disposed of IAW the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Contact supporting records managers as required. Send recommended changes or comments on AF Form 847, *Recommendation for Change of Publication*, to HQ ACC AMIC/PMAM, 130 Douglas St., Suite 210, Langley AFB VA 23665- 2791, and send information copies to the applicable OCR. OCR: HQ ACC/A4Q (Col Neal Robinson)

1. General. The MESL is the basis of status reporting IAW AFI 21-103. MESLs lay the ground work for reporting the status of aircraft capability. They list the minimum essential systems and subsystems that must work on an aircraft for it to perform specifically assigned unit wartime, training, test or other missions. Mission Ready Available (MRA) is used in readiness Status of

Resources and Training System reporting only and denotes Mission Capable (MC) aircraft capable of being configured for a contingency mission in accordance with COMACC OMNIBUS Plan.

1.1. Notes. Qualifying notes are used to define aircraft exceptions and help explain complex degraded mission systems such as suspension equipment.

1.2. Status. Aircraft status for generation and deployment: The goal is to generate or deploy Fully Mission Capable (FMC) aircraft, recognizing status actually achieved may be less than FMC. A Not Mission Capable (NMC) aircraft may be deployed provided it is safe for flight and can be configured and generated to MRA status at an employment site.

1.3. Generation. All ACC units will generate, or deploy and regenerate, using ACC MESLs. Major Command differences in MESLs are acknowledged. Upon actual deployment to another MAJCOM theater, the gaining MAJCOM has the responsibility to resource and specify the unit's requirements and resource the differences in support/mission equipment.

1.4. Reading the MESL. A MESL is read by comparing the systems stated by work unit code (WUC) against the Full Systems List (FSL) and all applicable Basic Systems List (BSL) across the page. Each unit's Design Operational Capability (DOC) statement determines applicability of BSL columns. The aircraft MESLs incorporate all ACC assigned aircraft; therefore, it is important to compare only those columns listed in the MESL that are applicable to the unit's assigned aircraft. For example, units with CC (combat) coded aircraft would determine and report status using only the FSL and BSL columns related to their DOC statement. Units with TF (training) coded aircraft would determine and report status using only the FSL and TNG columns, and units with CB (test) coded aircraft would determine and report status using only the FSL and TST columns. Units with multiple coded aircraft will ensure status is reported using the MESL columns appropriate to the individual aircraft assignment code. For T-38A coding refer to [Table 1](#).

Table 1. T-38A/AT-38B AIRCRAFT SYSTEMS MESL.

			FSL	BSL
No.	WUC	SYSTEM/SUB-SYSTEM		CTP
1.	11	Airframe	X	X
2.	11	Windshield/Canopy	X	X6
3.	1152	Pylon	X5	
4.	12	Cockpit/Fuselage	X	X
5.	13	Landing Gear	X	X
6.	14	Flight Controls	X	X
7.	23	Power Plant	X	X
8.	41	AC/Press/Surface Ice Control	X	X7
9.	42	Electrical Power Supply	X	X
10.	44	Lighting System	X	X1
11.	45	Hydraulic/Pneumatic System	X	X
12.	46	Fuel System	X	X
13.	47	Oxygen System	X	X6
14.	49	Miscellaneous Utilities	X	X
15.	51	Instruments	X	X6
16.	511	Accelerometer	X	X2
17.	512	Clock	X	X3
18.	513	AOA	X	X6
19.	63B	Radio Set (AN/ARC-164)	X	X3
20.	64B	AN/AIC18	X	X4
21.	65C	AIMS (AN/APX-64)	X	X
22.	71B	Localizer	X	X6
23.	71D	ILS	X	X6
24.	71Z	TACAN	X	X6
25.	97	Egress	X	X

NOTES:

1. As Required by AFI 11-218, *Aircraft Operations and Movement on the Ground*.
2. Minimum of One (1) "G" Meter (FCP)
3. Minimum of One (1) Operable (FCP)
4. Required if Co-Pilot is in Rear Cockpit
5. AT-38B only when required.
6. Status is FMC if a discrepancy affects rear cockpit only and aircraft is flying with a solo pilot (including rear canopy visual distortion, discoloration, or crazing within technical order limits (rated pilot decision) and inoperative interphone).
7. Air conditioning manual mode required if auto mode is inoperative.

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Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 Oct 2011

AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 26 Jan 2012

Prescribed Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

ACC—Air Combat Command

AFRC—Air Force Reserve Command

BSL—Basic System Lists

CTP—Companion Trainer Program

DOC—Design Operational Capability

FCP—Front Cockpit

FMC—Fully Mission Capable

FSL—Full System List

HQ—Headquarters

IAW—In Accordance With

ILS—Instrument Landing System

MAJCOM—Major Command

MESLs—Minimum Essential Systems Lists

MRA—Mission Ready Available

NGB—National Guard Bureau

NMC—Not Mission Capable

OCR—Office of Collateral Responsibility

TACAN—Tactical Airborne Navigation

WUC—Work Unit Code