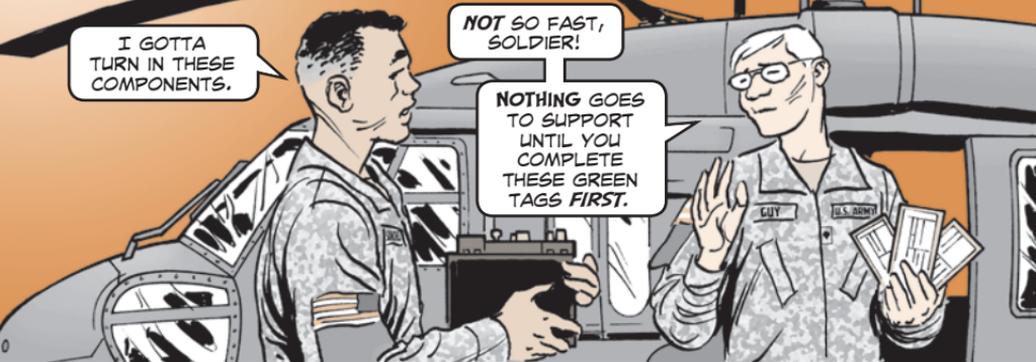


CONDITION CODE TAGS NEED INFORMATION



The support shop hates singing the song, “Return to Sender” but that’s what happens to aircraft components, if you don’t do your part.

You can write your component’s ticket to repair or replacement success by making sure you attach the correct condition code tag. Make sure it’s filled out correctly and completely. If you don’t, the only thing you’ll be dealing with is delays in repair or replacement of turned-in components.

The green tag, DA Form 1577-2 or DA Form 1577-3 (LABEL), is where most problems lie. Your support shop can’t wave a magic wand and tell you what’s wrong if there is not enough information on the tag describing the problem you are having.

And turn-around time for getting repaired components back depends on your making sure the green tag blocks have correct, current, complete and legible information. In the reason for repairable condition block, do not just write INOP. That says nada to the support folks, leaving them scratching their heads and kicking your unrepaired part right back to you. Instead, describe in exact detail what’s going on with the component. Follow DA PAM 738-751 and local SOP for use of the remarks block for any required information.

NSN PART NO. AND ITEM DESCRIPTION		UNSERVICEABLE (REPARABLE) TAG-MATERIEL	
		INSPECTION ACTIVITY	CONDITION CODE
		REASON OR AUTHORITY	
SERIAL NO. / LOT NO.	UNIT OF ISSUE	REMOVED FROM	
<div style="border: 1px solid black; padding: 5px; width: fit-content;"> Follow SOP and DA PAM 738-751 to complete green tag </div>	QUANTITY	INSPECTOR'S NAME OR STAMP AND DATE	

OF 1577-2 (18 USC 1361)

DD FORM 1577-2

