MECHANICS, the aviation support battalion (ASB) can’t read your mind. So they might sing “Return to Sender” if you don’t fill out the condition code tags correctly!

To prevent delays in repair or replacement, take time to carefully and legibly fill out the right tag with the correct information for turned-in components. Don’t just write INOP in the REMARKS block. The ASB and depot need to know what you already have done to troubleshoot the component. Failure to provide the ASB with specific faults leaves them with two options: waste time and effort troubleshooting or return the item without repairs. Either choice delays turn-around time.

You can also speed up turn-around time at the ASB if the components you turn in are clean.

Keep in mind that your blue tag is only used when a component needs a non-destructive test/inspection (NDI). Don’t use a blue tag to have something tested just to avoid doing your PMCS.

When parts are going to depot for repair, time and cost also go up if the tags are incomplete. But depots won’t return items that don’t have complete tags. They will spend the extra money and time to rebuild the component when it may only have needed a repair for a certain fault. Can you hear that sound? It’s the sound of wasted maintenance dollars in a day of shrinking budgets.

Save yourself some headaches. If you need help in filling out green, red or blue tags, consult DA PAM 738-751, The Army Maintenance Management System-Aviation (TAMMS-A). It is the bible on DA forms and records.

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