

**BY ORDER OF THE COMMANDER
AIR FORCE GLOBAL STRIKE
COMMAND**



**AIR FORCE GLOBAL STRIKE
COMMAND INSTRUCTION 21-106**

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Maintenance

**LARGE MAINTENANCE VEHICLE
OPERATIONS**

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This instruction implements and extends guidance of AFI 21-202v1, *Missile Maintenance Management*. This instruction describes procedures for use in conjunction with the operations of ICBM transporter-erectors and payload transporters in the missile complex. This publication does not apply to Air National Guard, Air Force Reserve, or Civil Air Patrol units. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field units through the appropriate functional area unit's chain of command to HQ AFGSC/A4M, 841 Fairchild Ave., Building 5541, Suite 201, Barksdale AFB LA 71110. The authority to waive wing/unit level requirements in this publication is T-2. See AFI 33-360, *Publications and Forms Management*, Table 1.1 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority. Any supplements to this publication or stand-alone instructions that implement or augment the provisions of this instruction must be routed to the OPR of this publication for approval prior to publication. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. See Attachment 1 for a glossary of references and supporting information. Units have 90 days from

the date of publication to fully implement all procedures. Certification records completed prior to publication of this instruction do not need to be re-accomplished, implement forms directed in this publication during the annual recertification process.

SUMMARY OF CHANGES

This interim change revises AFGSCI 21-106 by (1) corrects the rank requirement for large vehicle safety observer, (2) corrects the requirements for lead vehicle safety observers, safety observers, large maintenance vehicle operators and Convoy Commander Training responsibilities. A margin bar (l) indicates newly revised material.

Chapter 1

GENERAL

1.1. Large Maintenance Vehicle Operations. A Large Maintenance Vehicle (LMV) operation is defined as a payload-transporter (PT) operating off-base (to/from site at Vandenberg AFB) in any condition (loaded with any Aerospace Vehicle Equipment (AVE) component or unloaded) or on base loaded with any AVE component, or any transporter-erector (TE) operation. A PT or TE tractor operating in a bobtail (tractor only) configuration is not an LMV operation.

1.1.1. A safety observer must be in the vehicle during LMV operations to provide supervisory oversight. As a minimum, the safety observer will:

1.1.1.1. DELETED

1.1.1.2. Be trained on lead vehicle requirements IAW the AFGSC Lead Vehicle Training Program. Training will be documented in IMDS.

1.1.1.3. Report all potential hazards along the route of travel. Hazards to be identified include, but are not limited to: wildlife, oncoming traffic, stationary vehicles, vehicle accidents, emergency vehicles, slow moving vehicles, farm implements/vehicles, road surface transitions, turns, blind spots and hills that will restrict observation of oncoming traffic.

1.1.1.4. Monitor, and correct as necessary, LMV road position. Ensure LMV road position is appropriate for obstacles and traffic. Direct use of spotters as required for negotiating obstacles.

1.2. Lead Vehicle Requirements.

1.2.1. LMVs traveling off-base (to/from site at Vandenberg AFB), in any condition (loaded or unloaded), will travel with a lead vehicle, with the following exceptions:

1.2.1.1. Re-entry systems (RS) will be transported IAW DoD S-5210.41-M-V1, *Nuclear Weapon Security Manual: The DoD Nuclear Weapon Security Program (U)*, and DoD S-5210.41_AFMAN31-108V3, *Nuclear Weapon Security Manual; Nuclear Weapon Specific Requirements (U)*. Provisions in RS movement procedures meet or exceed all requirements levied by this instruction for the lead vehicle program.

1.2.1.2. Downstage movements will be conducted under the direction of a maintenance officer/SNCO certified by the MXG or 576 FLTS CC. The officer/SNCO must be lead vehicle qualified.

1.2.2. All Lead Vehicles will have a safety observer to provide supervisory oversight for LMV operations. The lead vehicle safety observer will be an NCO, civilian equivalent, or higher. As a minimum, the lead vehicle safety observer will:

1.2.2.1. Be trained on lead vehicle requirements IAW the AFGSC Lead Vehicle Training Program. Training will be documented in IMDS.

1.2.2.2. Maintain communications with the safety observer in the LMV.

1.2.2.3. Maintain visual contact with the LMV (except as required for safety reasons).

1.2.2.4. Report all potential hazards along the route of travel to the safety observer in the LMV. Hazards to be identified include, but are not limited to: wildlife, oncoming traffic, stationary vehicles, vehicle accidents, emergency vehicles, slow moving vehicles, farm implements/vehicles, road surface transitions, turns, blind spots and hills that will restrict observation of oncoming traffic.

1.2.2.5. Monitor, and correct as necessary, LMV road position. Ensure LMV road position is appropriate for obstacles and traffic. Direct use of spotters as required for negotiating obstacles.

1.2.2.6. Ensure the lead vehicle maintains a minimum of 100 ft. separation with the LMV during daylight and 300 ft. separation during hours of darkness.

1.3. Mission Planning Factors. LMV operators and all levels of supervision must consider, as a minimum, the following factors when planning LMV movements:

1.3.1. Characteristics of the specific vehicle must be considered in relation to other mission factors.

1.3.2. Team composition. The pairing of LMV operator and safety observer must be evaluated to ensure the appropriate operator is designated in relation to travel/weather conditions and experience levels.

1.3.3. Intended route of travel. Routes must be reviewed for known hazards.

1.3.4. Risk management indicators for the designated LMV operator and safety observer.

1.3.5. Travel/weather conditions must be reviewed for the entire route.

1.3.6. LMV operators will complete the AFGSC Form 66, *AFGSC Large Maintenance Vehicle Pre-Release Briefing*, to ensure all required planning factors have been considered.

Chapter 2

ROLES AND RESPONSIBILITIES

2.1. AFGSC/A4M Responsibilities. AFGSC/A4M is responsible for providing detailed guidance for ICBM specific large maintenance vehicle (LMV) operations in the missile complex. AFGSC/A4M will maintain approved AFGSC Lead Vehicle training and Missile Movement briefings on the Air Force Nuclear Munitions Command and Control (NMC2) SharePoint site.

2.2. [N/A 576 FLTS] Wing Commander (Wing/CC) Responsibilities. The Wing/CC is the sole release authority for Category I convoys IAW DoD S-5210.41_AFMAN31-108V3_AFGSCSUP, *Nuclear Weapon Security Manual; Nuclear Weapon Specific Requirements*. The Wing/CC will:

2.2.1. Chair all RS convoy meetings.

2.2.2. Receive a pre-release briefing from the RS movement driver before each leg of any dispatch with an RS present.

2.3. [N/A 576 FLTS] Maintenance Group Commander (MXG/CC) Responsibilities. The MXG/CC is the release authority for off-base movement of a loaded payload transporter (PT) (non-Category 1) and all off-base transporter-erector (TE) movements. The MXG/CC will:

2.3.1. Chair all missile movement meetings.

2.3.2. Certify ICBM downstage convoy commanders (AFGSC Form 69, *AFGSC Downstage Convoy Commander Certification*).

2.3.3. Receive a pre-release briefing prior to each leg of off-base TE (loaded or unloaded) or off-base PT (loaded) movements.

2.3.4. Review LMV observation/evaluation reports.

2.3.5. Appoint a downstage convoy commander trainer.

2.4. Quality Assurance (QA) Responsibilities. QA is responsible for conducting evaluations on LMV operators, maintaining Evaluation/Observation reports, and conducting trend analysis for deficiencies noted by QA and/or work center supervision. QA will:

2.4.1. Analyze all evaluation and work center supervision observation forms for identification of trends. Any trends identified will be published in monthly and quarterly QA Summaries.

2.4.2. Maintain all Evaluation/Observation reports (AFGSC Form 67, *AFGSC Large Maintenance Vehicle Evaluation/Observation*) for a minimum of 12 months.

2.5. 576 Flight Test Squadron Commander (FLTS/CC) Responsibilities. The FLTS/CC is the release authority for all movements of loaded PTs or TEs. The FLTS/CC will:

2.5.1. Chair RS and missile movement meetings.

2.5.2. Certify ICBM downstage convoy commanders (AFGSC Form 69).

2.5.3. Receive a pre-release briefing prior to any loaded PT or TE movement.

2.5.4. Review LMV observation/evaluation reports.

2.5.5. Endorse LMV operator certification and annual recertification. Certification/annual recertification is not valid without commander endorsement.

2.5.6. Appoint a downstage convoy commander trainer.

2.6. Missile Maintenance Squadron/Maintenance Operations Squadron Commander Responsibilities. Squadron commanders will endorse LMV operator certification and annual recertification. Certification/annual recertification is not valid without commander endorsement.

2.7. Maintenance Operations Officer (MOO)/Superintendent Responsibilities. The MOO/Superintendent is the release authority for all off-base movements of empty PTs. The MOO/Superintendent will:

2.7.1. Receive a pre-release briefing prior to any off-base movement of an empty PT.

2.7.2. Review LMV observation/evaluation reports.

2.8. Flight Commander (CC)/Superintendent Responsibilities. The Flight CC/Superintendent is the certification authority for all LMV operators. The Flight CC/Superintendent will:

2.8.1. Certify LMV operators and forward certification packages to the Squadron CC for endorsement.

2.8.2. Recertify LMV operators annually. A face-to-face briefing is not required for annual recertification. Specific actions for recertification will be based on the results of the work center's annual observation report. Forward recertification to the Squadron CC for endorsement.

2.8.3. Monitor driver/safety observer pairings to ensure proper experience levels are present on each team operating LMVs.

2.8.4. Review LMV observation/evaluation reports.

2.9. Section Leader Responsibilities. The section OIC, NCOIC and ANCOIC are responsible for oversight of all LMV mission planning and execution. Section leadership will:

2.9.1. Ensure annual observation of LMV operators and forward to Flight CC/Supt for recertification.

2.9.2. Verify all mission planning factors (AFGSC Form 66) have been addressed prior to departure of any LMV.

2.9.3. Verify LMV operator and safety observer qualifications and driving experience.

2.9.4. Verify lead vehicle safety observer qualifications.

2.9.5. Align more experienced vehicle operators with those less experienced and weigh experience levels against mission needs, weather and other mitigating factors when assigning personnel to specific maintenance tasks.

2.9.6. Authorize on-base TE movements.

2.9.7. Track number of LMV operations for each operator (each leg of a dispatch is an operation or trip for purposes of this instruction).

2.10. Maintenance Team Chief (TC) Responsibilities. The maintenance TC is responsible for all aspects of mission planning and the safe execution of all maintenance tasks. The TC will:

- 2.10.1. Review LMV operator and safety observer qualifications and driving experience.
- 2.10.2. Review risk management process and identify/mitigate hazards.
- 2.10.3. Assist with development of pre-release briefing.

2.11. Lead Vehicle Safety Observer Responsibilities. The lead vehicle safety observer is responsible for the overall safety of large maintenance vehicle convoy operations under their control. The lead vehicle safety observer will comply with all requirements listed in paragraph [1.2.2](#)

2.12. Large Maintenance Vehicle Safety Observer Responsibilities. The LMV safety observer is responsible for all communications between the lead vehicle and the LMV operator. The LMV safety observer will:

- 2.12.1. Acknowledge receipt of all communications from lead vehicle safety observer, and report to lead vehicle when turns are complete or specific directions issued by the lead vehicle safety observer have been complied with.
- 2.12.2. Relay all communications to the LMV operator.
- 2.12.3. Be licensed and certified on the LMV they are performing safety observer duties in. Students may perform this role if a certified instructor is operating the LMV.
- 2.12.4. Maintain visual contact with the lead vehicle (except as required for safety reasons).
- 2.12.5. Ensure the vehicle operator maintains a minimum of 100-ft separation with the lead vehicle during daylight and 300-ft separation during hours of darkness.
- 2.12.6. Assist with pre-release briefing preparation.
- 2.12.7. Act as spotter for the LMV operator as required.

2.13. Large Maintenance Vehicle Operator Responsibilities. The LMV operator is ultimately responsible for safe vehicle operation. The LMV operator will:

- 2.13.1. Be licensed and certified on the LMV they are operating. Students may perform this role if a certified instructor is performing the role of LMV safety observer.
- 2.13.2. Maintain the center of the road on gravel except when directed by the lead vehicle for passing traffic or other obstacles.
- 2.13.3. With the exception of RS convoys, all LMVs operating on gravel roads may come to a complete stop, if directed by the lead vehicle safety observer or TE convoy commander, to allow oncoming traffic to pass or to allow traffic passing from behind. The vehicle operator will stop the vehicle while keeping the vehicle on the road and off the shoulder.
- 2.13.4. Prepare and deliver the pre-release briefing.

2.14. TE Convoy Commander Responsibilities. Convoy Commanders are responsible for the overall safe conduct of missile movement operations. TE Convoy Commanders will comply with the requirements listed in Chapter 7.

Chapter 3

TRAINING

3.1. General Requirements. All ICBM MXG and 576 FLTS LMV operators will attend the general tractor-trailer course IAW AFI 21-202v1, *Missile Maintenance Management* and AFI 24-301, *Vehicle Operations*.

3.1.1. Basic tractor-trailer training will be conducted IAW AFIs 21-202V1 and 24-301.

3.1.1.1. [N/A 576 FLTS] Training at operational units will include a minimum of 125 miles off-base missile complex operations, to include a minimum of 25 miles of gravel road operation.

3.1.1.2. [576 FLTS ONLY] 576 FLTS training will consist of 100 miles, paved roads, on-base only.

3.1.1.3. Training will include hands-on driver proficiency and emergency contingencies.

3.1.1.4. Training will include unit-unique provisions for operations in confined areas (e.g. entering and exiting site, entering and exiting the Weapons Storage Area, etc.).

3.1.2. All LMV operators will be tested (written and over-the-road) and licensed by the Logistics Readiness Squadron IAW AFI 24-301.

3.1.3. TE Training.

3.1.3.1. Basic tractor-trailer training must be accomplished prior to TE training.

3.1.3.2. A TE is considered loaded when it contains an operational or Ground Training Missile (GTM).

3.1.3.3. [N/A 576 FLTS] Unloaded TE training will include a minimum of 150 miles off base missile complex operations to include a minimum of 25 miles of gravel road operations.

3.1.3.4. [N/A 576 FLTS] Loaded TE training will include a minimum of 50 miles off base missile complex operations.

3.1.3.5. [576 FLTS ONLY] Unloaded TE training will include a minimum of 100 miles, paved roads only.

3.1.3.6. [576 FLTS ONLY] Loaded TE training will include a minimum of 50 miles, paved roads only.

Chapter 4

EVALUATION

4.1. Evaluation requirements. After the completion of training/licensing and prior to certification, a certified QA evaluator will evaluate each LMV operator. All evaluations will be conducted IAW proficiency evaluation guidelines set forth in AFI 21-200, *Munitions and Missile Maintenance Management*.

4.1.1. [N/A 576 FLTS] Initial evaluations at operational units will include a minimum of 30 miles, with at least 5 miles on gravel.

4.1.2. [576 FLTS ONLY] Evaluations at Vandenberg AFB will be conducted on paved roads only and will include a minimum of one trip to and from an LF.

4.1.3. Initial evaluations will be focused on the operator and will be conducted with the evaluator in the cab of the LMV acting as the safety observer.

Chapter 5

CERTIFICATION

5.1. Certification Requirements.

5.1.1. [N/A 576 FLTS] LMV operators will be certified prior to operating a loaded LMV on-base or any LMV off-base without a certified instructor or evaluator in the vehicle. LMV certification is not valid until the entire certification process is complete and the squadron commander formally endorses the certification. LMV operators will be recertified annually.

5.1.2. [576 FLTS Only] LMV operators will be certified prior to operating a loaded LMV or performing any LMV operations to/from site without a certified instructor or evaluator in the vehicle. LMV certification is not valid until the entire certification process is complete and the squadron commander formally endorses the certification. LMV operators will be recertified annually.

5.2. Initial Certification.

5.2.1. 1 At the completion of training and licensing, QA will perform a road evaluation of all LMV operators IAW paragraph 4.1 QA evaluations will be documented using AFGSC Form 67.

5.2.2. When QA has rated the LMV operator “Satisfactory”, work center supervision (OIC, NCOIC, or ANCOIC) will recommend a LMV operator for certification using AFGSC Form 68, *AFGSC Large Maintenance Vehicle Certification*.

5.2.3. The Flight Commander/Superintendent will certify LMV operators using a face-to-face briefing covering operator requirements, vehicle characteristics and leadership expectations. Certification will be documented on AFGSC Form 68. At a minimum, certification briefings will include:

5.2.3.1. Vehicle characteristics: Tailor the briefing to the specific vehicle(s) the operator(s) are licensed to operate.

5.2.3.2. Lead vehicle safety observer responsibilities IAW paragraph 2.11

5.2.3.3. Safety observer responsibilities IAW paragraph 2.12

5.2.3.4. Operator responsibilities IAW paragraph 2.13

5.2.4. The Squadron Commander will endorse initial certifications on the AFGSC Form 68.

5.2.5. [N/A 576 FLTS] Certifications will be considered overdue at the end of the due month. LMV operators who are overdue for annual recertification will not operate loaded LMVs on-base and will not conduct any off-base LMV operations.

5.2.6. [576 FLTS Only] Certifications will be considered overdue at the end of the due month. LMV operators who are overdue for annual recertification will not operate loaded LMVs and will not conduct any LMV operations to/from site.

5.3. Annual Recertification.

5.3.1. Work center supervision will assign a knowledgeable task supervisor (e.g. MMT site supervisor for PT operations or MHT supervisor for TE operations) to conduct an annual over-the-road observation of all LMV operators.

5.3.1.1. The supervisor will be in a radio equipped vehicle or use a hand held radio on the same channel as the convoy. The supervisor must be able to see all aspects of the convoy movement.

5.3.1.2. Annual observations will include at least one full leg of a LMV movement to/from the missile complex and will be documented on AFGSC Form 67.

5.3.1.3. All observation forms will be forwarded to Quality Assurance for trend analysis.

5.3.2. Based on the observer's recommendation, work center supervision (OIC, NCOIC, or ANCOIC) will conduct a face-to-face interview with LMV operators. Recertification will be documented on AFGSC Form 68. The recertification interview will include:

5.3.2.1. Vehicle characteristics: Tailor the briefing to the specific vehicle(s) the operator(s) are licensed to operate.

5.3.2.2. Lead vehicle safety observer responsibilities IAW paragraph [2.11](#)

5.3.2.3. Safety observer responsibilities IAW paragraph [2.12](#)

5.3.2.4. Operator responsibilities IAW paragraph [2.13](#)

5.3.3. The Squadron Commander will endorse the recertification on AFGSC Form 68.

5.4. Previously certified LMV operators who are overdue annual recertification require initial certification IAW paragraph 5. 2.

5.5. Operator Observations. If a LMV operator is certified on multiple vehicles, an annual observation must be conducted on each vehicle type the operator is certified on.

5.6. Work Center Records. The LMV operator's owning work center will maintain all certification documentation.

5.7. LMV PCA Recertification. If an LMV operator PCAs from one work center to another, recertification based solely on the PCA action is not required.

5.8. LMV PCS Recertification. LMV operators that PCS from an operational unit do not require retraining. LMV operators trained and licensed at Vandenberg AFB require gravel road training by a certified instructor. All other certification requirements are mandatory.

Chapter 6

DOWNSTAGE CONVOY REQUIREMENTS

6.1. Minimum Qualifications. Downstage convoy commanders will comply with the minimum qualifications listed below prior to certification by the MXG or 576 FLTS commander.

- 6.1.1. Convoy Commanders will have a minimum 6 months experience in the ICBM career field.
- 6.1.2. Initial Convoy Commander Training (See paragraph 6.2) with a minimum 80% score on the written test.
- 6.1.3. Explosive Safety Training.
- 6.1.4. Fire Extinguisher Training.
- 6.1.5. Lead Vehicle Safety Observer Training.
- 6.1.6. Missile Safety Training.
- 6.1.7. [N/A 576 FLTS] Nuclear Surety Training.
- 6.1.8. [N/A 576 FLTS] Security Phase I Training.
- 6.1.9. [N/A 576 FLTS] Security Phase II Training.
- 6.1.10. Complete two check rides with a qualified convoy commander. Check rides will include the route survey, convoy brief to the MXG or 576 FLTS commander, and convoy duties.

6.2. Convoy Commander Initial Training. Units will maintain a Convoy Commander lesson plan for initial training. Initial training will be conducted prior to check rides and will address the following topics at a minimum:

- 6.2.1. Review of the unit's Missile Movement Plan.
- 6.2.2. TE characteristics.
- 6.2.3. Wind restrictions.
- 6.2.4. Lightning hazards.
- 6.2.5. Convoy identification requirements (e.g. placards, wide load signs, light bars, etc.).
- 6.2.6. Convoy composition (e.g. required vehicles and order of travel).
- 6.2.7. Communications between vehicles.
- 6.2.8. 100 mile checks.
- 6.2.9. Parking requirements.
- 6.2.10. Refueling requirements.
- 6.2.11. Emergency procedures.
- 6.2.12. TE operation checklist.

6.3. Certification. Downstage convoy commanders must be certified by the MXG or 576 FLTS commander prior to performing duties unsupervised. The minimum certification requirements are listed below:

6.3.1. The downstage convoy commander trainer validates completion of all mandatory training, completes the *Training Requirements* section of the AFGSC Form 69, and forwards the form to the squadron MOO/Superintendent.

6.3.2. The MOO/Superintendent annotates any comments they wish to be part of the certification record on the AFGSC Form 69 and forwards the form to the squadron commander.

6.3.3. The squadron commander recommends the individual to the MXG or 576 FLTS commander by annotating any comments they wish to be part of the certification record and signing the form.

6.3.4. The MXG or 576 FLTS commander completes the certification process by annotating any comments and signing the AFGSC Form 69.

6.3.5. The signed AFGSC Form 69 will be maintained by the convoy commander trainer.

6.4. ICBM Downstage Convoy Commander Duties.

6.4.1. Participate in route surveys prior to dispatch. Ensure route surveys are conducted and documented IAW AFGSCI 32-1005, *Intercontinental Ballistic Missile (ICBM) Real Property/Real Property Installed Equipment (RP/RPIE) Responsibilities*.

6.4.2. Conduct missile convoy operations IAW the unit's Missile Movement Plan.

6.4.3. Ensure communication devices are available and used during convoy operations.

6.4.4. Use the road survey data sheet to communicate known/discovered road hazards.

6.5. ICBM Downstage Movement Briefing. A pre-mission brief to the MXG/CC is required prior to any downstage movement. Briefings may be conducted up to 72 hrs. prior to the movement. Briefings will be developed using the AFGSC Missile Movement Template located on the AFGSC AFNM3 page. At a minimum, briefings will include:

6.5.1. Weather forecast for the projected movement date.

6.5.2. Anticipated route of travel and any alternates routes included in the route survey.

6.5.3. Any known hazards on the surveyed route.

6.5.4. Road conditions, to include any known issues from the road hazard data file.

6.5.5. Anticipated risk assessment for the TE operator and safety observer.

6.5.6. Force protection levels.

6.5.7. Current CSD(M) coding.

6.5.8. Team composition, to include experience levels of the TE operator and safety observer.

6.5.9. Safety parameters, to include vehicle spacing requirements, wind limitations, and temperature restrictions.

6.5.10. As a minimum, ICBM Downstage Movement Briefings will be attended by:

- 6.5.10.1. MXG/CC or designated representative
- 6.5.10.2. MMXS senior leadership (squadron commander, MOO, or Supt)
- 6.5.10.3. MOS senior leadership (squadron commander, MOO, or Supt)
- 6.5.10.4. Applicable flight commander or superintendent
- 6.5.10.5. MHT OIC or NCOIC
- 6.5.10.6. Convoy Commander
- 6.5.10.7. CE
- 6.5.10.8. Wing Safety (USR at 576 FLTS)
- 6.5.10.9. Base weather (or other agency designated to brief weather forecast)
- 6.5.10.10. Maintenance Plans and Scheduling

Chapter 7

RS MOVEMENT BRIEFING

7.1. RS Mission Brief. A pre-mission brief to the Wing/CC is required prior to any Category 1 RS movement. Briefings may be conducted up to 72 hrs. prior to the movement. Units will develop a wing RS Movement Briefing. The 576 FLTS will use the ICBM Downstage Movement Briefing for non-Category 1 RS movements. At a minimum, briefings will include:

7.1. 1. Weather forecast for the projected movement date.

7.1.2. Anticipated route of travel and any alternates routes included in the route survey.

7.1.3. Any known hazards on the surveyed route.

7.1.4. Road conditions, to include any known issues from the road hazard data file.

7.1.5. Anticipated risk assessment for the PT operator and safety observer.

7.1.6. Force protection levels.

7.1.7. Current CSD(M) coding.

7.1.8. Team composition, to include experience levels of the PT operator and safety observer.

7.1.9. RS Configuration/Joint Planning Interim Change (JPIC) verification.

7.1.10. Number of RS movements completed by PT operator and safety observer.

7.1.11. Safety parameters, to include wind limitations, and temperature restrictions.

7.2. RS Briefing Defined. As a minimum, RS Movement Briefings will be attended by:

7.2.1. Wing/CC or designated representative.

7.2.2. MXG/CC or designated representative

7.2.3. SFG/CC or designated representative.

7.2.4. OG/CC or designated representative.

7.2.5. MMXS senior leadership (squadron commander, MOO, or Supt)

7.2.6. MOS senior leadership (squadron commander, MOO, or Supt)

7.2.7. MUNS senior leadership (squadron commander, MOO, or Supt)

7.2.8. Generation flight commander or superintendent

7.2.9. MMT OIC, NCOIC or ANCOIC

7.2.10. MXG Plans and Scheduling

7.2.11. SF Convoy Commander

7.2.12. Wing Safety

7.2.13. Base weather (or other agency designated to brief weather forecast)

7.2.14. CE, as required to discuss road conditions.

- 7.2.15. OSS/OSB
- 7.2.16. OSS/EWO Plans
- 7.2.17. Helicopter Operations
- 7.2.18. Office of Special Investigations (OSI)

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Support

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

AFI 21-200, *Munitions and Missile Maintenance Management*, 2 January 2014

AFI 21-202V1, *Missile Maintenance Management*, 17 September 2014

AFI 24-301, *Vehicle Operations*, 1 November 2008

AFGSCI 32-1005, *Intercontinental Ballistic Missile (ICBM) Real Property/Real Property Installed Equipment (RP/RPIE) Responsibilities*, 25 August 2010

DoD S-5210.41_AFMAN31-108V3, *Nuclear Weapon Security Manual; Nuclear Weapon Specific Requirements*, 7 March 2013

DoD S-5210.41_AFMAN31-108V3_AFGSCSUP, *Nuclear Weapon Security Manual; Nuclear Weapon Specific Requirements*, 21 February 2014

AFMAN 33-363, *Management of Records*, 1 March 2008

DoD S-5210.41-M-V1, *Nuclear Weapon Security Manual: The DoD Nuclear Weapon Security Program (U)*, 13 July 2009

Prescribed Forms

AFGSC Form 66, *AFGSC Large Maintenance Vehicle Pre-Release Briefing*

AFGSC Form 67, *AFGSC Large Maintenance Vehicle Evaluation/Observation*

AFGSC Form 68, *AFGSC Large Maintenance Vehicle Certification*

AFGSC Form 69, *AFGSC Downstage Convoy Commander Certification*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFNM3—Air Force Nuclear Munitions and Missile Maintenance

ANCOIC – **Assistant Non-commissioned Officer in Charge**—**AVE**—Aerospace Vehicle Equipment

CC—Commander

CE—Civil Engineering

CSD(M)—Command Signal Decoder (Missile)

EW0—Emergency War Order

FLTS—Flight Test Squadron

IAW—In Accordance With

ICBM—Intercontinental Ballistic Missile
IMDS—Integrated Maintenance Data System
JPIC—Joint Planning Interim Change
LF—Launch Facility
LMV—Large Maintenance Vehicle
MHT—Missile Handling Team
MMT—Missile Maintenance Team
MMXS—Missile Maintenance Squadron
MOO—Maintenance Operations Officer
MOS—Maintenance Operations Squadron
MXG—Maintenance Group
NCO—Non-commissioned Officer
NCOIC—Non-commissioned Officer in Charge
OG—Operations Group
OIC—Officer In Charge
OSB—Codes Section
OSI—Office of Special Investigation
OSS—Operations Support Squadron
PCA—Permanent Change of Assignment
PCS—Permanent Change of Station
PT—Payload Transporter
QA—Quality Assurance
RS—Re-entry System
SFG—Security Forces Group
Supt—Superintendent
TC—Team Chief
TE—Transporter Erector
USR—Unit Safety Representative