



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE GLOBAL STRIKE COMMAND

AFI21-103_AFGSCSUP_ADD_A_AFGSCGM2016-01

15 March 2016

MEMORANDUM FOR AFGSC Wings, MXGs
and Squadrons

FROM: HQ AFGSC A4
841 Fairchild Ave
Barksdale, LA 71111

SUBJECT: Air Force Global Strike Command Guidance Memorandum to AFI21-103_AFGSCSUP_ADD_A, *Equipment Inventory, Status, and Utilization Reporting System/B-2A Minimum Essential Subsystem List (MESL)*

1. By Order of the Commander, Air Force Global Strike Command, this AFGSC Guidance Memorandum immediately implements changes to AFI21-103_AFGSCSUP_ADD_A, *Equipment Inventory, Status, and Utilization Reporting System/B-2A Minimum Essential Subsystem List*. This Guidance Memorandum changes previously published guidance implemented under AFI21-103_AFGSCSUP_ADD_A, dated 17 June 2015. The attachment to this memorandum, removes qualifying note 10, Threat Emitter Locator System (TELS) antennas partially mission capable requirements and last note of Table 1, as written, qualifying notes degrade mission accomplishment. This memorandum provides for continued use of the instruction until the revised AFI21-103_AFGSCSUP-ADD_A (B-2 MESL) is published. Compliance with this memorandum is mandatory. To the extent its directions are inconsistent with AFGSC publications, the information herein prevails, IAW AFI 33-360, *Publications and Forms Management*.
2. In advance of a rewrite of AFI21-103_AFGSCSUP-ADD_A, the attachment to this memorandum provides guidance changes that are effective immediately.
3. This memorandum becomes void after one-year has elapsed from the date of this memorandum, or upon publication of an Interim Change or rewrite of the affected publication, whichever is earlier.

LAWRENCE S. KINGSLEY, SES, DAF
Director, Logistics, Engineering
and Force Protection

Attachment:
Guidance Changes

Attachment

(Added New) Table 1.

				BSL	
NO.	WUC	SYSTEM/SUBSYSTEM	FSL	ASN	ASC
1.	11	Airframe	X	X	X
2.	11	Low Observables	X	X1	X1
3.	12	Cockpit and Fuselage Compartments	X	X	X
4.	13	Landing Gear System	X	X	X
5.	14	Flight Controls	X	X	X
6.	16	Ejection System	X	X	X
7.	23	Propulsion	X	X	X
8.	23PB	Aft Tailpipe Assembly	X	X1	X1
9.	24	APU System	X	X2	X3
10.	24M	AMAD	X	X	X
11.	41	Air Conditioning and Pressurization	X	X	X
12.	42	Electrical Power Supply	X	X	X
13.	42HC	PLTZ	X	X	
14.	44A	Crew Compartment Lights	X	X5	X5
15.	44D	Exterior Lighting	X	X5	X5
16.	45	Hydraulic and Pneumatic Power Supply	X	X	X
17.	46	Fuel System	X	X	X
18.	46Q	Fuel Measurement/Management System	X	X	X
19.	47	Oxygen System	X	X	X

(Added New) Table 1.

				BSL	
NO.	WUC	SYSTEM/SUBSYSTEM	FSL	ASN	ASC
20.	49	Miscellaneous Utilities (Fire Warn & Ext.)	X	X	X
21.	51	Instruments	X	X5	X5
22.	51A	Controls and Displays	X	X6,7	X7
23.	51C	Pilot Alert System	X	X	X
24.	52	Flight Management	X	X	X
25.	55	Malfunction Analysis & Recording Equip	X	X	X
26.	55B	Flight Data Recorder/CSMU	X		
27.	61A	HF Radio	X	X	X
28.	63A	AIT Radios	X	X8	X
29.	63C	Adaptable Communications Suite (ACS)	X		X
30.	64A	Intercommunication System	X	X	X
31.	68A	MILSTAR	X	X	
32.	71A	ILS	X		
33.	71B	IFF	X	X	X
34.	71C	TACAN	X		
35.	71D	KU-Band	X		
36.	72A	Radar Altimeter Sub-System	X		
37.	72H	Radar Set	X	X	X
38.	73A	AINS	X	X	X9
39.	73B	INS	X	X	X9
40.	73D	GPS	X		X
41.	75	Weapons Delivery	X	X	X

(Added New) Table 1.

				BSL	
NO.	WUC	SYSTEM/SUBSYSTEM	FSL	ASN	ASC
42.	76G	Threat Emitter Locator System (TELS) (ZSR-63)	X	X	X
43.	76N	Defense Management Processors (ZSR-61)	X	X	X
44.	97	Explosive Devices and Components	X	X	X
QUALIFYING NOTES:					
1. Aircraft status (FMC, PMC) will be reflected by IMS modeling. Aircraft with a degraded LO system will be evaluated by Signature Diagnostics/Survivability Flight for operational condition and status will reflect results (FMC, PMC). For LO discrepancies not modeled by IMS, applicable technical orders and/or guidance provided by appropriate engineering authority will be followed.					
2. Right APU Required					
3. One Fully Operational APU Required.					
4. Deleted					
5. As Required by AFI 11-202V3, <i>General Flight Rules</i> .					
6. Three Operational MDUs per Crew Position Required for PMC					
7. CIDS Display Required.					
8. One Operational AIT Radio Required for PMC.					
9. Either AINS or INS Must Be Operational					

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



**AIR FORCE INSTRUCTION 21-103
AIR FORCE GLOBAL STRIKE COMMAND
Supplement**

17 JUNE 2015

Maintenance

**EQUIPMENT INVENTORY, STATUS, AND
UTILIZATION REPORTING SYSTEM/B-2A
MINIMUM ESSENTIAL SUBSYSTEM LIST
(MESL)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at <http://www.e-Publishing.af.mil/> for downloading or ordering

RELEASABILITY: There are no releasability restrictions on this publication.

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(Steven P. Brunts, GS-15)

Pages: 6

Supersedes: AFI21-
103_AFGSCSUP_ADD_A,
15 May 2013

This MESL compliments AFI21-103, *Equipment Inventory, Status, and Utilization Reporting*. This addendum applies to all B-2A Air Force Global Strike Command (AFGSC) and Air National Guard (ANG) units. This addendum does not apply to the Air Force Reserve Command (AFRC). This publication will not be supplemented or further implemented or extended. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“Tier-0, Tier-1, Tier-2, Tier-3”) number following the compliance statement. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, *Management of Records*, and disposed of in accordance with (IAW) Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Send recommended changes or comments on AF Form 847, *Recommendation for Change of Publication*, to AFGSC/A4MX, 841 Fairchild Ave., Barksdale AFB LA 71110, email address, AFGSC.A4MX.workflow@us.af.mil and send information copies to the applicable OCR.

SUMMARY OF CHANGES

This publication changed qualifying note 1 to reflect LO aircraft (FMC or PMC) status by using Inspection Management System. Changed qualifying note 10 to include cable compensation unit and aft junction box as a requirement for required for PMC. This document is revised to reflect tiered waiver authority IAW AFI 33-360.

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 availability. 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 (SORTS) reporting only and denotes Mission Capable (MC) aircraft capable of being configured for a contingency mission in accordance with AFGSC/CC OMNIBUS Plan.

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

1.2. Aircraft status for generation and deployment: The goal is to generate or deploy FMC aircraft, recognizing status actually achieved may be less than FMC. A Non 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. All AFGSC and ANG units will generate, or deploy and regenerate, using AFGSC 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. **(T-2)**.

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 AFGSC assigned aircraft and therefore it is important to compare only those columns listed in the MESL which are applicable to the unit's assigned aircraft. For example, units with CC (wartime) coded aircraft would determine and report status using only the FSL and BSL columns related to their DOC statement. Units with multiple coded aircraft will ensure status is reported using the MESL columns appropriate to the individual aircraft assignment code. **See Table 1 B-2A MESL. (T-2)**.

Table 1. B-2A MESL.

NO.	WUC	SYSTEM/SUBSYSTEM	FSL	BSL	
				ASN	ASC
1.	11	Airframe	X	X	X
2.	11	Low Observables	X	X1	X1
3.	12	Cockpit and Fuselage Compartments	X	X	X

NO.	WUC	SYSTEM/SUBSYSTEM	FSL	BSL	
				ASN	ASC
4.	13	Landing Gear System	X	X	X
5.	14	Flight Controls	X	X	X
6.	16	Ejection System	X	X	X
7.	23	Propulsion	X	X	X
8.	23PB	Aft Tailpipe Assembly	X	X1	X1
9.	24	APU System	X	X2	X3
10.	24M	AMAD	X	X	X
11.	41	Air Conditioning and Pressurization	X	X	X
12.	42	Electrical Power Supply	X	X	X
13.	42HC	PLTZ	X	X	
14.	44A	Crew Compartment Lights	X	X5	X5
15.	44D	Exterior Lighting	X	X5	X5
16.	45	Hydraulic and Pneumatic Power Supply	X	X	X
17.	46	Fuel System	X	X	X
18.	46Q	Fuel Measurement/Management System	X	X	X
19.	47	Oxygen System	X	X	X
20.	49	Miscellaneous Utilities (Fire Warn & Ext.)	X	X	X
21.	51	Instruments	X	X5	X5
22.	51A	Controls and Displays	X	X6,7	X7
23.	51C	Pilot Alert System	X	X	X
24.	52	Flight Management	X	X	X
25.	55	Malfunction Analysis & Recording Equip	X	X	X

NO.	WUC	SYSTEM/SUBSYSTEM	FSL	BSL	
				ASN	ASC
26.	55B	Flight Data Recorder/CSMU	X		
27.	61A	HF Radio	X	X	X
28.	63A	AIT Radios	X	X8	X
29.	63C	Adaptable Communications Suite (ACS)	X		X
30.	64A	Intercommunication System	X	X	X
31.	68A	MILSTAR	X	X	
32.	71A	ILS	X		
33.	71B	IFF	X	X	X
34.	71C	TACAN	X		
35.	71D	KU-Band	X		
36.	72A	Radar Altimeter Sub-System	X		
37.	72H	Radar Set	X	X	X
38.	73A	AINS	X	X	X9
39.	73B	INS	X	X	X9
40.	73D	GPS	X		X
41.	75	Weapons Delivery	X	X	X
42.	76G	Threat Emitter Locator System (TELS) (ZSR-63)	X	X10	X10
43.	76N	Defense Management Processors (ZSR-61)	X	X	X
44.	97	Explosive Devices and Components	X	X	X

QUALIFYING NOTES:

1. Aircraft status (FMC, PMC) will be reflected by IMS modeling. Aircraft with a degraded LO system will be evaluated by Signature Diagnostics/Survivability Flight for operational condition and status will reflect results (FMC, PMC). For LO discrepancies not modeled by IMS, applicable technical orders and/or guidance provided by appropriate engineering authority will be followed.

				BSL	
NO.	WUC	SYSTEM/SUBSYSTEM	FSL	ASN	ASC
2. Right APU Required					
3. One Fully Operational APU Required.					
4. Deleted					
5. As Required by AFI 11-202V3, <i>General Flight Rules</i> .					
6. Three Operational MDUs per Crew Position Required for PMC					
7. CIDS Display Required.					
8. One Operational AIT Radio Required for PMC.					
9. Either AINS or INS Must Be Operational					
10. Operational TELS antennas, receivers, preamplifiers, cable compensation unit, aft junction box, and the preprocessor are required for PMC.					
<p>NOTE: Aircraft modified for testing purposes will be coded PMC if the aircraft can meet required DOC generation timing requirements. For example, installation of instrumented Crew Entry Door/Periodic Radar Surveillance Mission DMS Door for range/test sorties, etc.</p>					

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 Support

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

AFI 11-202V3, *General Flight Rules*, 5 April 2006

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

Prescribed Forms

No forms are prescribed by this addendum

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AIT—Airborne Integrated Terminal

ASC—Air to Surface, Conventional

ASN—Air to Surface, Nuclear

BSL—Basic System Lists

CSMU—Crash Survival Memory Unit

DOC—Design Operational Capability

FSL—Full System List

FMC—Full Capable

IAW—In Accordance With

IMS—Inspection Management System

MC—Mission Capable

MILSTAR—Military Strategic Tactical Relay

MRA—Mission Ready Available

NMC—Non Mission Capable

PMC—Partial Capable

SORTS—Status of Resources and Training System

TST—Test

TNT—Training