



**DEPARTMENT OF THE AIR FORCE**  
**HEADQUARTERS AIR FORCE GLOBAL STRIKE COMMAND**

AFI21-103\_AFGSCSUP\_ADD\_C\_AFGSCGM2016-01

26 July 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\_C, *Equipment Inventory, Status, and Utilization Reporting System/B-52 Minimum Essential Subsystem List*

1. By Order of the Commander, Air Force Global Strike Command, this AFGSC Guidance Memorandum immediately implements changes AFI21-103\_AFGSCSUP\_ADD\_C, *Equipment Inventory, Status, and Utilization Reporting System/B-52 Minimum Essential Subsystem List*. This Guidance Memorandum changes previously published guidance implemented under AFI 21-103 AFGSCSUP\_Addendum\_C dated 17 June 2015. The attachment to this memorandum is revised to reflect current Operational Plans and Designed Operational Capabilities statements; the following systems are added, 745 Litening Pod, 745N0 Multi-Function Color Display, 745P0 Integrated Track Handle, and 746 Sniper Pod. Additionally, two qualifying Notes were added; Note 30, "Required to be operational if (Litening Pod or Sniper Pod) is installed and Note 31 "Only if installed" both notes are required for added systems. This memorandum provides for continued use of the instruction until the revised AFI21-103\_AFGSCSUP-ADD\_C B-52 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\_C, 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

### Guidance Changes

**Table 1.1. B-52H AIRCRAFT SYSTEM MESL.**

| NO. | WUC                           | SYSTEM/SUBSYSTEM  | FSL | BSL   |      |       |         |
|-----|-------------------------------|---|-----|-------|------|-------|---------|
|     |                               |   |     | ASN   | ASC* | TNG** | TEST*** |
| 1.  | 11                            | Airframe  | X   | X     | X    | X     | X       |
| 2.  | 12A/B/D/F                     | Ejection/Control<br>Stowage/Crew Relief<br>Systems                          | X   | X1    | X    | X     | X       |
| 3.  | 12E/G/H/J<br>EXCEPT<br>12GA/K | Food Service/ Curtain/<br>Instructor Crew<br>Seat/Equip Stowage             | X   | X     | X2   | X     |         |
| 4.  | 12GA/K                        | Thermal Curtains/PLTZ<br>(aircraft system only)                             | X   | X     |      |       |         |
| 5.  | 13                            | Landing Gear  | X   | X     | X    | X     | X       |
| 6.  | 14                            | Flight Controls   | X   | X     | X    | X     | X       |
| 7.  | 23                            | Turbofan Engines  | X   | X     | X    | X     | X       |
| 8.  | 23KQJ                         | Cartridge Starter   | X   | X3    |      | X3    |         |
| 9.  | 41                            | Air Conditioning/<br>Pressurization/ Surface<br>Ice Control                 | X   | X4    | X4   | X     | X       |
| 10. | 42                            | Electrical Power Supply   | X   | X28   | X28  | X     | X       |
| 11. | 44A                           | Lighting System   | X   | X     | X    | X     | X       |
| 12. | 45                            | Hydraulic/ Pneumatic<br>Supply  | X   | X     | X    | X     | X       |
| 13. | 46                            | Fuel System   | X   | X     | X    | X     | X       |
| 14. | 47                            | Oxygen System   | X   | X     | X    | X     | X       |
| 15. | 49                            | Miscellaneous Utilities<br>Systems  | X   | X     | X    | X     | X       |
| 16. | 51A                           | Flight Instruments  | X   | X5    | X5   | X5    | X       |
| 17. | 51B                           | Fuel Quantity   | X   | X6    | X6   | X     | X6      |
| 18. | 51C/D/E                       | Miscellaneous<br>Instruments/ pitot static<br>system/ Engine<br>Instruments | X   | X24   | X24  | X24   | X       |
| 19. | 52                            | Autopilot   | X   |       |      | X     | X       |
| 20. | 60                            | MRT   | X   | X     |      | X     |         |
| 21. | 61                            | HF Communications   | X   | X7    | X7   | X7    | X       |
| 22. | 62                            | V/UHF Communications  | X   |       | X19  | X     | X       |
| 23. | 63                            | UHF Communications  | X   | X8,27 | X8   | X     | X       |
| 24. | 64                            | Interphone System   | X   | X29   | X29  | X     | X       |

| NO. | WUC                       | SYSTEM/SUBSYSTEM                             | FSL | BSL |            |            |            |
|-----|---------------------------|--|-----|-----|------------|------------|------------|
|     |                           |  |     | ASN | ASC*       | TNG**      | TEST***    |
| 25. | 65                        | Navigation System                            | X   | X9  | X9         | X          | X9         |
| 26. | 69                        | Secure Voice Communications                  | X   |     | X21        | X21        | X          |
| 27. | 71<br>EXCEPT<br>71E       | Radio Navigation/<br>HSI/ADI                 | X   | X10 | X10        | X          | X          |
| 28. | 72<br>EXCEPT<br>72A/B     | Radar Navigation                             | X   | X26 | X26        | X26        | X26        |
| 29. | 72A                       | Radar Navigation After<br>CONNECT (TCTO 900) | X   |     | X25        | X25        | X25        |
| 30. | 72B                       | Radar Navigation After<br>CONNECT (TCTO 900) | X   | X22 | X22,<br>23 | X22,<br>23 | X22,<br>23 |
| 31. | 73<br>EXCEPT<br>73G/L/U/V | Bombing Navigation<br>System/AHRS            | X   | X   | X          | X          | X          |
| 32. | 73G                       | Bomb Nav Misc Systems/<br>Equipment          | X   | X11 | X11        | X          | X11        |
| 33. | 73L                       | Bomb Nav Control<br>Display Set              | X   | X12 | X12        | X12        | X12        |
| 34. | 73U                       | AMI Modified Bomb Nav<br>Computers           | X   | X20 | X20        | X20        | X20        |
| 35. | 73V                       | AMI Modified INS                             | X   | X13 | X13        | X13        | X13        |
| 36. | 745<br>EXCEPT<br>N/P      | Litening Pod                                 | X   |     | X31        | X31        | X31        |
| 37. | 745N0                     | Multi-Function Color<br>Display              | X   |     | X30        | X30        | X30        |
| 38. | 745P0                     | Integrated Track Handle                      | X   |     | X30        | X30        | X30        |
| 39. | 746                       | Sniper Pod                                   | X   |     | X31        | X31        | X31        |
| 40. | 75                        | Weapons Delivery                             | X   | X   | X          | X          | X          |
| 41. | 76<br>EXCEPT<br>76M/P/R   | Electronic<br>Countermeasures System         | X   | X   | X          | X          | X          |
| 42. | 76M                       | ALT-16A                                      | X   | X   | X14        | X          | X          |
| 43. | 76P                       | ALT-32A(H)                                   | X   | X15 | X15        | X15        | X15        |
| 44. | 76R                       | ALQ-155                                      | X   | X16 | X16        | X          | X          |
| 45. | 77E                       | Forward Looking Infra-<br>Red (FLIR) System  | X   | X   |            | X          | X          |

| NO. | WUC | SYSTEM/SUBSYSTEM                 | FSL | BSL |      |       |         |
|-----|-----|----------------------------------|-----|-----|------|-------|---------|
|     |     |                                  |     | ASN | ASC* | TNG** | TEST*** |
| 46. | 77J | Data Presentation Group          | X   | X17 | X17  | X     | X17     |
| 47. | 77L | AVTR                             | X   |     |      | X18   | X18     |
| 48. | 79  | GPS                              | X   |     | X    | X     | X       |
| 49. | 93  | Drag Chute                       | X   | X   | X    | X     | X       |
| 50. | 95  | Airborne Cooperational Equipment | X   | X   | X    | X     | X       |
| 51. | 97  | Explosive Devices and Components | X   | X1  | X    | X     | X       |

\*\* - TNG BSL only applies to units possessing aircraft Possession Purpose Identifier (PPI) coded "TF."

\*\*\* - TEST BSL only applies to units possessing aircraft PPI coded "CB." NOTE: When installations of specific test equipment requires removal.

**QUALIFYING NOTES:**

1. Gunner's seat not required to be operational for PMC.
2. Aisle curtain required for NVG use. All other equipment not required or may be INOP.
3. Cartridge starters on engines 4 and 5 must be operational for PMC.
4. Normal or alternate pressurization, temperature control, all window heat/defog, and engine anti-ice must be operational for PMC.
5. Clock and accelerometer not required to be operational. MC-1 Gyro not required to be operational if MD-1, AHRS and standby attitude indicator are operational.
6. CG/FLAS not required to be operational..
7. HF radio must be operational when oceanic air traffic control/navigation is required.
8. AN/ARC-164 radio must be operational. If inoperative NMC.
9. IFF Test Set 1843 not required to be operational for FMC.
10. HSI and ADI at pilot and co-pilot stations must be operational. Other subsystems in this WUC not required.
11. 73GAO tone scoring not required to be operational.
12. ASQ-175 video recorder (RVR) not required to be operational. Only 1 Radar Presentation Panel (RPP) required for PMC.
13. One INU must be operational for PMC.
14. System 9 must be operational for PMC.
15. Either system 11 or system 12 must be operational for PMC.
16. Systems 1, 2, 3, and 13 must be operational, and either system 5 or 8 must be operational, and either system 4 or 6 must be operational, and either system 7 or 14 must be operational for PMC. If a PMC condition exists, it will apply to both ASN and ASC. The degraded system is still capable of fulfilling part of assigned mission.
17. Pilot's, Co-Pilot's and Radar Navigator's systems must be operational for PMC (Non-CONNECT equipped).
18. AVTR wiring must be functional for "CB" coded aircraft. Must be functional for "TF" coded aircraft with Airborne Test Instrumentation Data System (ATIDS).
19. Minimum of one V/UHF radio must be operational (when CONNECT equipped).

|            |            |                         |            | <b>BSL</b> |             |              |  |
|------------|------------|-------------------------|------------|------------|-------------|--------------|--|
| <b>NO.</b> | <b>WUC</b> | <b>SYSTEM/SUBSYSTEM</b> | <b>FSL</b> | <b>ASN</b> | <b>ASC*</b> | <b>TNG**</b> | <b>TEST***</b>   |
| 20.        |            |                         |            |            |             |              | A minimum of one AMI processor and one Data Transfer Receptacle (DTR) must be operational for PMC.   |
| 21.        |            |                         |            |            |             |              | Intelligence Broadcast Receiver (IBR) not required when CONECT equipped,   |
| 22.        |            |                         |            |            |             |              | Pilot's, Co-Pilot's, Radar Navigator's, and at least one EWO MFCD must be operational for PMC. (When CONECT equipped).   |
| 23.        |            |                         |            |            |             |              | Minimum of three Crew Work station (CW) between Pilot and Copilot, Radar Navigator, and Navigator must be operational for PMC. One operational Multi-Function Display Set (MFDS) must be operational at EWO station for PMC.           |
| 24.        |            |                         |            |            |             |              | Total fuel flow gage not required to be operational.   |
| 25.        |            |                         |            |            |             |              | One Central Information Management System (CIMS) required to be operational. (When CONECT equipped). USB and Ethernet support panels not required to be operational.   |
| 26.        |            |                         |            |            |             |              | APN-69 system deactivated  |
| 27.        |            |                         |            |            |             |              | AN/ARC-171 with full AFSATCOM capability required for ASN  |
| 28.        |            |                         |            |            |             |              | Minimum of three generators on central bus tie, and one generator powering own bus for PMC. If a PMC condition exists, it will apply to both ASN and ASC. The degraded system is still capable of fulfilling part of assigned mission. |
| 29.        |            |                         |            |            |             |              | All manned crew stations must be operational. Minimum of one ground station must be operational  |
| 30.        |            |                         |            |            |             |              | Required to be operational if number 36 (LITENING Pod, or number 39 (SNIPER POD) is installed.   |
| 31.        |            |                         |            |            |             |              | Only if installed  |

**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-52H  
MINIMUM ESSENTIAL SUBSYSTEM LIST  
(MESL)**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: HQ AFGSC/A4MX

Certified by: HQ AFGSC/A4V (Steven P.  
Bruns, GS-15)

Pages: 8

Supersedes: AFI21-  
103\_AFGSCSUP\_ADD\_C,  
15 May 2013

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**This MESL complements AFI21-103, *Equipment Inventory, Status and Utilization Reporting*.** This addendum applies to B-52H Air Force Global Strike Command (AFGSC) units and Air Force Reserve Command (AFRC) units. This supplement does not apply to the Air National Guard (ANG). 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 (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with 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](mailto:AFGSC.A4MX.workflow@us.af.mil) and send information copies to the applicable OCR.

### ***SUMMARY OF CHANGES***

This document is revised to reflect tiered waiver authority IAW AFI 33-360. Added systems 72A & 72B “Radar Navigation after CONECT” Added notes 27, 28, and 29. AFSATCOM capability required for ASN; generator requirements for PMC/FMC; ground interphone requirement for ASC and TNG. Changed/adjusted verbiage to notes 6, 7, 8, 9, 12, 13, 16, 17,19, 20, 21, 22, 23, 25 and 26. Please review entire document.

**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 reporting only and denotes mission capable (MC) aircraft capable of being configured for a contingency mission IAW COMAFGSC OMNIBUS Plan.

1.1. Qualifying notes are used to define aircraft exceptions and help explain complex degraded mission systems such as Electronic Countermeasures Systems.

1.2. 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. All AFGSC, and AFRC units will generate, or deploy and regenerate, using AFGSC MESLs. Major Command (MAJCOM) differences in MESLs are acknowledged. Upon actual deployment in support of a Geographic Combatant Commander, the DEPOD or OPORD will specify whether the supported Combatant Commander is responsible for resourcing any differences in support/mission equipment. Unless specified otherwise, AFGSC remains responsible for all logistics support. **(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. This aircraft MESL incorporates all AFGSC assigned aircraft and is important to compare only those columns listed 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 Full System Listing (FSL) and Basic System Listing (BSL) columns related to their DOC statement. Units with TF (training) coded aircraft would determine and report status using only the FSL and Training (TNG) columns, and units with CB (test) coded aircraft would determine and report status using only the FSL and TEST columns. Units with multiple coded aircraft will ensure status is reported using the MESL columns appropriate to the individual aircraft assignment code. **See Table 1.1 B-52H MESL. (T-2).**

**Table 1.1. B-52H AIRCRAFT SYSTEM MESL.**

| NO. | WUC | SYSTEM/SUBSYSTEM | FSL | BSL |      |       |         |
|-----|-----|------------------|-----|-----|------|-------|---------|
|     |     |                  |     | ASN | ASC* | TNG** | TEST*** |
| 1.  | 11  | Airframe         | X   | X   | X    | X     | X       |

| NO. | WUC                           | SYSTEM/SUBSYSTEM  | FSL | BSL   |      |       |         |
|-----|-------------------------------|---|-----|-------|------|-------|---------|
|     |                               |   |     | ASN   | ASC* | TNG** | TEST*** |
| 2.  | 12A/B/D/F                     | Ejection/Control<br>Stowage/Crew Relief<br>Systems                          | X   | X1    | X    | X     | X       |
| 3.  | 12E/G/H/J<br>EXCEPT<br>12GA/K | Food Service/ Curtain/<br>Instructor Crew<br>Seat/Equip Stowage             | X   | X     | X2   | X     |         |
| 4.  | 12GA/K                        | Thermal Curtains/PLTZ<br>(aircraft system only)                             | X   | X     |      |       |         |
| 5.  | 13                            | Landing Gear  | X   | X     | X    | X     | X       |
| 6.  | 14                            | Flight Controls   | X   | X     | X    | X     | X       |
| 7.  | 23                            | Turbofan Engines  | X   | X     | X    | X     | X       |
| 8.  | 23KQJ                         | Cartridge Starter   | X   | X3    |      | X3    |         |
| 9.  | 41                            | Air Conditioning/<br>Pressurization/ Surface<br>Ice Control                 | X   | X4    | X4   | X     | X       |
| 10. | 42                            | Electrical Power Supply   | X   | X28   | X28  | X     | X       |
| 11. | 44A                           | Lighting System   | X   | X     | X    | X     | X       |
| 12. | 45                            | Hydraulic/ Pneumatic<br>Supply  | X   | X     | X    | X     | X       |
| 13. | 46                            | Fuel System   | X   | X     | X    | X     | X       |
| 14. | 47                            | Oxygen System   | X   | X     | X    | X     | X       |
| 15. | 49                            | Miscellaneous Utilities<br>Systems  | X   | X     | X    | X     | X       |
| 16. | 51A                           | Flight Instruments  | X   | X5    | X5   | X5    | X       |
| 17. | 51B                           | Fuel Quantity   | X   | X6    | X6   | X     | X6      |
| 18. | 51C/D/E                       | Miscellaneous<br>Instruments/ pitot static<br>system/ Engine<br>Instruments | X   | X24   | X24  | X24   | X       |
| 19. | 52                            | Autopilot   | X   |       |      | X     | X       |
| 20. | 60                            | MRT   | X   | X     |      | X     |         |
| 21. | 61                            | HF Communications   | X   | X7    | X7   | X7    | X       |
| 22. | 62                            | V/UHF Communications  | X   |       | X19  | X     | X       |
| 23. | 63                            | UHF Communications  | X   | X8,27 | X8   | X     | X       |
| 24. | 64                            | Interphone System   | X   | X29   | X29  | X     | X       |
| 25. | 65                            | Navigation System   | X   | X9    | X9   | X     | X9      |
| 26. | 69                            | Secure Voice<br>Communications  | X   |       | X21  | X21   | X       |
| 27. | 71<br>EXCEPT<br>71E           | Radio Navigation/<br>HSI/ADI  | X   | X10   | X10  | X     | X       |
| 28. | 72<br>EXCEPT                  | Radar Navigation  | X   | X26   | X26  | X26   | X26     |

| NO.  | WUC                       | SYSTEM/SUBSYSTEM                         | FSL | BSL |         |         |         |
|--|---------------------------|--|-----|-----|---------|---------|---------|
|  |                           |  |     | ASN | ASC*    | TNG**   | TEST*** |
|  | 72A/B                     |  |     |     |         |         |         |
| 29.  | 72A                       | Radar Navigation After CONECT (TCTO 900) | X   |     | X25     | X25     | X25     |
| 30.  | 72B                       | Radar Navigation After CONECT (TCTO 900) | X   | X22 | X22, 23 | X22, 23 | X22, 23 |
| 31.  | 73<br>EXCEPT<br>73G/L/U/V | Bombing Navigation System/AHRS           | X   | X   | X       | X       | X       |
| 32.  | 73G                       | Bomb Nav Misc Systems/ Equipment         | X   | X11 | X11     | X       | X11     |
| 33.  | 73L                       | Bomb Nav Control Display Set             | X   | X12 | X12     | X12     | X12     |
| 34.  | 73U                       | AMI Modified Bomb Nav Computers          | X   | X20 | X20     | X20     | X20     |
| 35.  | 73V                       | AMI Modified INS                         | X   | X13 | X13     | X13     | X13     |
| 36.  | 75                        | Weapons Delivery                         | X   | X   | X       | X       | X       |
| 37.  | 76<br>EXCEPT<br>76M/P/R   | Electronic Countermeasures System        | X   | X   | X       | X       | X       |
| 38.  | 76M                       | ALT-16A                                  | X   | X   | X14     | X       | X       |
| 39.  | 76P                       | ALT-32A(H)                               | X   | X15 | X15     | X15     | X15     |
| 40.  | 76R                       | ALQ-155                                  | X   | X16 | X16     | X       | X       |
| 41.  | 77E                       | Forward Looking Infra-Red (FLIR) System  | X   | X   |         | X       | X       |
| 42.  | 77J                       | Data Presentation Group                  | X   | X17 | X17     | X       | X17     |
| 43.  | 77L                       | AVTR                                     | X   |     |         | X18     | X18     |
| 44.  | 79                        | GPS                                      | X   |     | X       | X       | X       |
| 45.  | 93                        | Drag Chute                               | X   | X   | X       | X       | X       |
| 46.  | 95                        | Airborne Cooperational Equipment         | X   | X   | X       | X       | X       |
| 47.  | 97                        | Explosive Devices and Components         | X   | X1  | X       | X       | X       |
| ** - TNG BSL only applies to units possessing aircraft Possession Purpose Identifier (PPI) coded "TF."   |                           |  |     |     |         |         |         |
| *** - TEST BSL only applies to units possessing aircraft PPI coded "CB." NOTE: When installations of specific test equipment requires removal. |                           |  |     |     |         |         |         |
| <b>QUALIFYING NOTES:</b>   |                           |  |     |     |         |         |         |
| 1. Gunner's seat not required to be operational for PMC.   |                           |  |     |     |         |         |         |
| 2. Aisle curtain required for NVG use. All other equipment not required or may be INOP.  |                           |  |     |     |         |         |         |
| 3. Cartridge starters on engines 4 and 5 must be operational for PMC.  |                           |  |     |     |         |         |         |

| NO. | WUC | SYSTEM/SUBSYSTEM | FSL | BSL |      |       |         |  |
|-----|-----|------------------|-----|-----|------|-------|---------|--|
|     |     |                  |     | ASN | ASC* | TNG** | TEST*** |  |
| 4.  |     |                  |     |     |      |       |         | Normal or alternate pressurization, temperature control, all window heat/defog, and engine anti-ice must be operational for PMC.   |
| 5.  |     |                  |     |     |      |       |         | Clock and accelerometer not required to be operational. MC-1 Gyro not required to be operational if MD-1, AHRS and standby attitude indicator are operational.   |
| 6.  |     |                  |     |     |      |       |         | CG/FLAS not required to be operational..   |
| 7.  |     |                  |     |     |      |       |         | HF radio must be operational when oceanic air traffic control/navigation is required.  |
| 8.  |     |                  |     |     |      |       |         | AN/ARC-164 radio must be operational. If inoperative NMC.  |
| 9.  |     |                  |     |     |      |       |         | IFF Test Set 1843 not required to be operational for FMC.  |
| 10. |     |                  |     |     |      |       |         | HSI and ADI at pilot and co-pilot stations must be operational. Other subsystems in this WUC not required.   |
| 11. |     |                  |     |     |      |       |         | 73GAO tone scoring not required to be operational.   |
| 12. |     |                  |     |     |      |       |         | ASQ-175 video recorder (RVR) not required to be operational. Only 1 Radar Presentation Panel (RPP) required for PMC.   |
| 13. |     |                  |     |     |      |       |         | One INU must be operational for PMC.   |
| 14. |     |                  |     |     |      |       |         | System 9 must be operational for PMC.  |
| 15. |     |                  |     |     |      |       |         | Either system 11 or system 12 must be operational for PMC.   |
| 16. |     |                  |     |     |      |       |         | Systems 1, 2, 3, and 13 must be operational, and either system 5 or 8 must be operational, and either system 4 or 6 must be operational, and either system 7 or 14 must be operational for PMC. If a PMC condition exists, it will apply to both ASN and ASC. The degraded system is still capable of fulfilling part of assigned mission. |
| 17. |     |                  |     |     |      |       |         | Pilot's, Co-Pilot's and Radar Navigator's systems must be operational for PMC (Non-CONNECT equipped).  |
| 18. |     |                  |     |     |      |       |         | AVTR wiring must be functional for "CB" coded aircraft. Must be functional for "TF" coded aircraft with Airborne Test Instrumentation Data System (ATIDS).   |
| 19. |     |                  |     |     |      |       |         | Minimum of one V/UHF radio must be operational (when CONNECT equipped).  |
| 20. |     |                  |     |     |      |       |         | A minimum of one AMI processor and one Data Transfer Receptacle (DTR) must be operational for PMC.   |
| 21. |     |                  |     |     |      |       |         | Intelligence Broadcast Receiver (IBR) not required when CONNECT equipped,  |
| 22. |     |                  |     |     |      |       |         | Pilot's, Co-Pilot's, Radar Navigator's, and at least one EWO MFCD must be operational for PMC. (When CONNECT equipped).  |
| 23. |     |                  |     |     |      |       |         | Minimum of three Crew Work station (CW) between Pilot and Copilot, Radar Navigator, and Navigator must be operational for PMC. One operational Multi-Function Display Set (MFDS) must be operational at EWO station for PMC.   |
| 24. |     |                  |     |     |      |       |         | Total fuel flow gage not required to be operational.   |
| 25. |     |                  |     |     |      |       |         | One Central Information Management System (CIMS) required to be operational. (When CONNECT equipped). USB and Ethernet support panels not required to be operational.  |
| 26. |     |                  |     |     |      |       |         | APN-69 system deactivated  |
| 27. |     |                  |     |     |      |       |         | AN/ARC-171 with full AFSATCOM capability required for ASN  |
| 28. |     |                  |     |     |      |       |         | Minimum of three generators on central bus tie, and one generator powering own bus for PMC. If a PMC condition exists, it will apply to both ASN and ASC. The degraded system is still capable of fulfilling part of assigned mission.   |
| 29. |     |                  |     |     |      |       |         | All manned crew stations must be operational. Minimum of one ground station must be operational  |

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

AFMAN 33-363, *Management of Records*, 01 March 2008

***Prescribed Forms***

No forms are prescribed by this addendum

***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**ADI**—Attitude Director Indicator

**AHRS**—Attitude and Heading Reference System

**AMI**—Avionics Midlife Improvement

**ASC**—Air to Surface Conventional

**ASN**—Air to Surface Nuclear

**ATIDS**—Airborne Test Instrumentation Data System

**AVTR**—Airborne Video Tape Recorder

**BSL**—Basic System Lists

**CB**—Combat Tactics Development and Equipment Evaluation

**CC**—Combat Capable Purpose Possession Identifier Code

**CG**—Center of Gravity

**CONNECT**—Combat Network Communications Technology

**DOC**—Design Operational Capability

**DEPORD**—Deployment Order

**FLAS**—Fuel Level Advisory System

**FMC**—Fully Mission Capable

**FSL**—Full System List

**GPS**—Global Positioning System

**HF**—High Frequency

**HSI**—Horizontal Situational Indicator

**IFF**—Identify Friend or Foe system

**INS**—Inertial Navigation System

**MRA**—Mission Ready Available

**MRT**—Miniature Receive Terminal  
**NMC**—Not Mission Capable  
**NVG**—Night Vision Goggles  
**OPORD**—Operational Order  
**PLTZ**—Polarized Lead, Titanate and Zirconate  
**PMC**—Partial Mission Capable  
**TF**—Training Purpose Possession Identifier Code  
**TNG**—Training  
**UHF**—Ultra-High Frequency  
**VHF**—Very-High Frequency  
**WUC**—Work Unit Code