BY ORDER OF THE COMMANDER,
MINOT AFB

AIR FORCE INSTRUCTION 21-101

MINOT AFB
Supplement

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Maintenance

AIRCRAFT AND EQUIPMENT
MAINTENANCE MANAGEMENT

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This instruction implements AFPD 21-1, *Air and Space Maintenance.* AFI21-101, 29 June 2006, and AFI21-101_CAFSUP1, 24 April 2007, is supplemented as follows. It establishes policy and assigns responsibility for the maintenance group (MXG) to develop and execute maintenance programs. This publication applies only to the 5th Bomb Wing in support of B-52 assigned operations. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*, route AF IMT 847s from the field through the Base Publishing Manager. Ensure records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123 (to be replaced by AFMAN 33-363), and are disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at **https://afrims.amc.af.mil**. Contact supporting records managers as required. 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.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed.

Many previously existing policy letters have been incorporated into and throughout this document. References to Core Automated Maintenance Systems (CAMS) have been updated to reflect Intermediate Maintenance Data System (IMDS). Chapter 8 shows follow-up procedures for Detected Safety Violations and Technical Data Violations, and document review procedures. Quality Assurance hiring procedures have been added to ensure experienced candidates are inter-viewed. Chapter 14 has minor changes in FOD procedures, and additional guidance for Dash 21 program management. The 5 MXG Self-Inspection Program previously covered by 5 MXG OI 21-100 has been added to Chapter 14. Attachments have been re-numbered to align with AFI. Attachment 13 has been changed to **Attachment 15 (Added)** and updated

with current CTK/WWID numbers. **Attachment 19 (Added)** has been deleted. **Attachment 20 (Added)** has been updated with new radio call signs. **Attachment 21 (Added)** has been added to reflect IMDS unit identifier codes. **Attachment 22 (Added)** has been deleted. **Attachment 25 (Added)** has been updated to reflect current Dash 21 inventory.

2.9.1. (Added) The following areas are the only approved cold weather warm-up locations for Minot AFB flight line vehicles.

2.9.1.1. (Added) Mass Parking Area; Vehicle parking area outside Sortie Generation buildings 831 and 832, the aircraft parts store building 830, Weapons Support building 835 and the Crew Chief vehicle parking area North East of dock five adjacent to the dock garage. Exception; Weapons loading can warm-up the Deuce 1.5 ton truck on the West side of the aircraft parts store if the vehicle is facing North or East towards the building. Chocks will be used on all vehicles.

2.9.1.2. (Added) Alternate Parking Area; Vehicle parking area on the Southeast side of the Alert facility building 1085 with the vehicle facing the building. Chocks will be used on all vehicles.

2.9.1.3. (Added) Overflow Parking Area; Vehicles are authorized to be chocked and idling on a case-by-case basis as determined by Bomber 1 and Mustang 1 due to maintenance activities in the overflow parking area. Consideration will be taken to ensure no aircraft or equipment is in the forward path of the vehicle.

2.9.2. (Added) During increased Force Protection Condition (FPCON) levels the only approved (alternate) vehicle cold weather warm-up locations will be on the South side of the aircraft parts store building 830 with the vehicle facing North. Chocks will be used on all vehicles. Any other deviations will be coordination by the Quality Assurance Office through the Airfield Manager and Wing Safety.

3.2.10.1. (Added) Crash Recovery Procedures: Implement AFPD 32-40, *Disaster Preparedness*, and establish policies, assign responsibilities, and provide guidance for notification of in-flight emergencies and removal of crashed or damaged aircraft on or in the areas of responsibility of Minot AFB. These procedures will be used in conjunction with MAFB FSTR Plan 10-2, Annex A, *Full Spectrum Threat Response Plan*, and 5th Bomb Wing OPLAN 91-204, *Aircraft Safety Investigation Plan.*

3.4.1.95.1. (Added) Crash Recovery Procedures: Implement AFPD 32-40, *Disaster Preparedness*, and establish policies, assign responsibilities, and provide guidance for notification of in-flight emergencies and removal of crashed or damaged aircraft on or in the areas of responsibility of Minot AFB. These procedures will be used in conjunction with MINOTAFBI 21-501, *Crash, Damaged or Disabled Aircraft Recovery Program*, MAFB FSTR plan 10-2, Annex A, *Full Spectrum Threat Response Plan, and 5th Bomb Wing* OPLAN 91-204, *Aircraft Safety Investigation Plan*.

3.4.1.96.1. (Added) Deployed Crash recovery procedures outlined in AFI 21-101, MAFB OPLAN 91-204, *Aircraft Safety Investigation Plan*, MAFB FSTR plan 10-2, *Full Spectrum Threat Response Plan,* and locally developed procedures will be implemented while deployed unless a host tenant agreement is in place. Repair and Reclamation will coordinate through ACC to reach back to home station for any tools required that have not been deployed such as, airbags and fin fold kit that are contained in the Crash Recovery trailer. A copy of the Crash Recovery continuity book, to include the training program on CD and a list of all required equipment will be included in the mobility trailer that is originally deployed.

3.8.50.1. (Added) Any aircraft part that has been replaced and is suspected to have caused a mishap will be deficiency reported. Engines or other large assemblies that were involved in a mishap will not have

affected sub-assemblies cannibalized from them. They will be deficiency reported prior to shipment to depot.

3.11.12.1. (Added) Ensure MOC is notified of all explosive hazard changes on the aircraft parking ramps. No fire symbols will be posted on the aircraft parking ramps.

4.7.10.1. (Added) Ensure that Continuous Red Cap OAP sample entries are entered on a Red dash (-) and carried forward in the AFTO Form 781A, *Maintenance Discrepancy and Work Document*. These entries will only be signed off when MOC is informed by the OAP Lab of the status code.

4.7.10.1.1. (Added) When low pressure (fluctuating or zero oil pressure) caused by an actual loss of oil is reported, initiate an "OAP sample required" discrepancy in Integrated Maintenance Data Systems (IMDS).

4.7.10.1.2. (Added) Assigned B-52 aircraft engine OAP samples do not require the "hour since oil change" entry on the DD Form 2026, *Oil Analysis Request*. All other aircraft, to include transient aircraft require "hour since oil change" entries.

4.7.10.2. (Added) 5 MOS PS&D will:

4.7.10.2.1. (Added) Schedule all routine, known Red Cap, and Continuous Red Cap OAP samples in IMDS.

4.7.10.2.2. (Added) Notify 5 MXS/MXMFN as soon as it is known that an aircraft is due to be transferred to another station, going temporary duty, or deploying out of or into the continental United States.

4.7.10.2.3. (Added) 5 MOS PS&D will prepare a message to the losing organization requesting any missing OAP records for newly assigned aircraft. A copy of this message will be forwarded to the OAP Lab.

4.7.10.3. (Added) 5 MXS/MXMFN will ensure all oil servicing carts are sampled IAW TO 33-1-37-1, to include the following:

4.7.10.3.1. (Added) Once every 15 days.

4.7.10.3.2. (Added) Whenever contamination is suspected.

4.7.10.3.3. (Added) After completion of oil servicing cart maintenance.

4.7.10.3.4. (Added) Bulk container (55 gallon drums or other) are sampled prior to transfer to oil carts.

4.7.10.3.5. (Added) Whenever contamination is suspected in an aircraft engine sample.

4.8.3.1. (Added) Notify EM of Operational Utilization Update corrections by 0900 the first duty day following the occurrence to ensure proper updates to engine time and cycle data.

4.8.3.2. (Added) Debriefing Section will contact 5 MOS PS&D Section after debriefing new aircraft; providing aircraft take off time, land time, date arrived, and current aircraft hours. 5 MOS PS&D will notify 5 AMXS Debriefing after aircraft inventory and possession reporting is accomplished to load the aircraft sortie in IMDS, IAW AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting.*

4.8.3.3. (Added) 5 AMXS: Flight crew debriefing is not normally conducted in cases of a ground abort. However, the responsibility to input any discrepancies identified during the launch process lies with MOC. 5 AMXS Production Supervisor will ensure the AFTO Forms 781, *Arms Aircrew/Mission Flight Data Document* (aircraft forms), are supplied to debriefing immediately after the termination of aircraft abort procedures.

4.8.7.1. (Added) Provide to the 5 AMXS Operations Officer or Superintendent a copy of the Automated Debriefing Sortie Recap on all documented Abort/In Flight Emergency deviations and a copy of the Maintenance Snapshot Inquiry or appropriate data on all repeat/recur discrepancies. IMDS entry, or ACC Form 122 when IMDS is unavailable, will be completed by the aircrew (with Debrief assistance) for all Abort/In Flight Emergencies, along with any applicable Debrief checklists.

4.8.9. Specialist debriefers will review the aircraft sortie recap prior to debriefing aircrews. 5 AMXS Debrief and specialist debriefers will determine if a discrepancy is a repeat or recur. The debriefer will then enter "REPEAT" or "RECUR" in bold red letters as appropriate in the AFTO Form 781A, *Maintenance Discrepancy and Work Document*, and IMDS. If the specialists determine at a later time that the discrepancy is not a valid repeat or recur, they will contact 5 AMXS Production Supervisor as soon as possible for review. 5 AMXS Production Supervisor will take all the necessary actions to review the repeat or recur and instruct debrief to remove the discrepancy in IMDS and inform MOC of the change.

4.10.2. Propulsion Section specialists will:

4.10.2.1. Assist Engine Management (EM) Section (see MAFBSUP1 21-101 Chapter 6) with engine shipment preparations, e.g. pack and wrap, as required and when necessary.

4.11.1.15.1. (Added) Weapons section will exercise control of AME in their possession (including weapons system related NIE). The weapons section will return suspension equipment properly cleaned, tagged and capped with all necessary safety pins and hardware to the Armament Flight as applicable. If necessary, lost tool documentation (CAF IMT 145, *Lost Tool/Object Report*) for missing hardware will be accomplished and routed for items that can not be located. In the event an item is being turned in for unscheduled maintenance, an IMDS screen 122 (Maintenance Snapshot Inquiry) will be required to accompany the equipment.

4.11.1.15.2. (Added) In the event NCE equipment is damaged or malfunctions while in possession of AMXS personnel, they will route a Dull Sword worksheet(s) as necessary and ensure an event is created in IMDS. A copy of the Dull Sword will be sent to the Armament Flight either prior to or with equipment during turn-in. Upon turn in, an IMDS screen 122 (Maintenance Snapshot Inquiry) will be required to accompany the equipment.

4.11.1.15.3. (Added) Deliver equipment scheduled for inspection to the Armament Flight no later than the Friday prior to the scheduled date unless coordinated otherwise with the Armament Flight.

4.11.1.15.4. (Added) For equipment tracking purposes AMXS Weapons Section will furnish the Armament Flight with a current and accurate AF Form 2434, *Munitions Configuration and Expenditure Document*, or locally developed configuration sheet prior to aircraft departure for contingency deployment or TDY.

4.11.5.5.1.1. (Added) Expenditure sheets delivered to the Armament Flight will indicate which MAU-12 bomb rack stations were fired to facilitate tracking 100-fire inspection requirements.

4.15.5.1. (Added) Unit written Hazard Communication Program will be standardized by Unit Environmental Coordinator to ensure information contained in program is consistent with all existing hazards.

5.6.3.1.1. 5 MXS (204 Fighter Rd) room 138B is the authorized maintenance area for egress systems (e.g., ejection seats, hatches and components). Ejection seats and other explosive components will not be left unattended overnight or on weekends in the maintenance area. These items will be returned to the explosive room 138C for storage.

5.6.3.1.2. Prior to allowing explosives maintenance operations, the team chief will administer a safety briefing as outlined in **Attachment 18 (Added)**.

5.6.3.1.3. (Added) The Egress Section Chief will coordinate through the 5 MXS Vehicle Control Officer to ensure a backup vehicle, which meets the requirements of AFMAN 91-201, *Explosive Safety Standards*, is available when transporting explosives. All assigned egress maintenance personnel will have annual explosive safety training documented in IMDS.

5.8.1.1. (Added) Aircraft discrepancies discovered by Armament personnel during the weapons portion of an aircraft phase inspection that have not been repaired/corrected due to supply parts back-order by A/C "buy back" time and/or dock roll out become the responsibility of the AMXS Weapons Section. IMDS jobs control numbers will be subsequently transferred from XWRM to AXAAW for completion/correction.

5.8.3.4.1. (Added) Armament Equipment (SPRAM/-21) accountability will be maintained through the use of AF Form 2691, *Aircraft/Missile Equipment Property Record***,** and/or AF Form 2692, *Aircraft/Missile Equipment Transfer/Shipping Listing***,** and/or AF Form 1297, *Temporary Issue Receipt.*

5.8.3.4.2. (Added) Armament Flight will store and maintain physical control of assigned alternate mission equipment AME (not to include NIE) not signed out to using organizations. Equipment will be tracked using locally developed AME status sheets, and AME sign-in/sign-out log.

5.8.3.4.3. (Added) Armament personnel will ensure equipment items are logged in/out of the Armament Flight by AMXS/WS personnel using the AME sign-in/sign-out log. Upon return, items will be inspected for missing tags/caps/hardware. Equipment will not be accepted until missing item(s) are located and replaced. When necessary, lost tool documentation (CAF IMT 145, *Lost Tool/Object Report*) for missing hardware will be accomplished and routed. AME log and status sheets will be kept current by accomplishing a weekly equipment inventory of assigned AME.

5.10.4. (Added) Survival Equipment Section is no longer assigned to 5 MXS. This section has merged with Life Support and assigned to 5 OSS.

5.10.6.1. (Added) When engines are placed on code D, the OAP lab will notify MOC, Bomber 1, Maintenance 1 and the respective OAP monitor and request the required information to correct the documentation error.

5.10.6.2. (Added) Provide flying squadron's supervision a copy of all OAP documentation discrepancies at least monthly or more often if requested.

5.11.2. Repair and Reclamation (R&R) Section is responsible for all component and structural maintenance listed below.

5.11.2.1. Responsibilities for clearing flight control malfunctions:

5.11.2.1.1.1. (Added) Debriefing: Upon notification of a flight control malfunction, debriefing personnel will request R&R, E&E, Hydraulics, and IFC specialists to attend debriefing. R&R Section will be the primary section for all flight control associated malfunctions unless it is specifically an autopilot malfunction, which will be turned over to IFC Section.

5.11.2.1.1.2. (Added) The primary section will research the history of the aircraft and its malfunctions and will direct troubleshooting and maintenance to the final operational check. Each item that is troubleshot, inspected, adjusted, or replaced will be entered into the aircraft forms as a separate entry.

5.11.2.1.1.3. (Added) 5 MXS R&R Section will rig all flight control systems for manual malfunctions and assist IFC Section when requested in an autopilot associated malfunction.

5.11.2.1.1.4. (Added) General procedures:

5.11.2.1.1.4.1. (Added) The shop that corrects the malfunction will clear the original discrepancy.

5.11.2.1.1.4.2. (Added) If the discrepancy cannot be duplicated, the primary shop will clear the original as a "Cannot Duplicate," in accordance with MAFBSUP1 21-101, paragraph 14.20.2.1, *Repeat, Recurring, and Cannot Duplicate Discrepancies.*

5.11.2.1.1.4.3. (Added) For aircraft that experience repeat/recurring flight control malfunctions, the 5 AMXS Production Supervisor and R&R Section will refer to MAFBSUP1 21-101, paragraph **14.20.2.2.1. (Added)**.

5.11.2.1.1.4.4. (Added) Removal/replacement and/or rig all doors and hatches as listed below:

5.11.2.1.1.4.5. (Added) Removing and re-installing (or replacing) B-52H aircraft in-flight refueling doors following any damage evaluation conducted by sheet metal personnel.

5.11.2.1.1.4.6. (Added) Adjustment of B-52H main entry hatch.

5.11.2.1.1.4.7. (Added) Removal and replacement of the 47 section lower access door.

5.11.2.1.1.4.8. (Added) Removal and replacement of all main landing gear/tip gear wheel well door assemblies.

5.11.2.1.1.5. (Added) Removal, replacement, rigging, and/or operational checks of all main and wing tip landing gear assemblies.

5.11.2.1.1.5.1. (Added) Responsibilities for clearing landing gear malfunctions:

5.11.2.1.1.5.2. (Added) Debriefing: Upon notification of a landing gear malfunction, debriefing personnel will request R&R, E&E, and hydraulic specialists to attend debriefing. The debriefer will ensure the landing gear malfunction checklist is accomplished.

5.11.2.1.1.5.3. (Added) R&R Section will hold primary responsibility for all landing gear associated malfunctions except when it is determined that a landing gear control valve is the cause of the malfunction. The job will then be turned over to Hydraulics Section to complete and operationally check with a dummy retraction.

5.11.2.1.1.5.4. (Added) R&R Section will perform jacking operations with assistance as needed.

5.11.2.1.1.5.5. (Added) The primary section will research the history of the aircraft and its malfunctions and will direct troubleshooting and maintenance to the final operational check. Each item that is troubleshot, inspected, adjusted, or replaced will be entered into the aircraft forms as a separate entry.

5.11.2.1.1.5.6. (Added) R&R Section will rig all landing gear systems.

5.11.2.1.1.5.7. (Added) Upon completion of all/any maintenance actions determined to fix the discrepancy, R&R Section will perform a landing gear operational checkout (when directed by applicable technical data) and clear the applicable operational check discrepancy only. The shop that performed maintenance that corrected the original malfunction will be responsible to properly document and clear the original discrepancy. The only exception to this rule is troubleshooting faulty landing gear control valves.

5.11.2.1.1.5.8. (Added) If the discrepancy cannot be duplicated, the primary shop will clear the original as a "Cannot Duplicate" IAW MAFBSUP1 21-101, paragraph **14.20.1.1. (Added)**, *Repeat, Recurring, and Cannot Duplicate Discrepancies.*

5.11.2.1.1.5.9. (Added) Supervisors involved in gear handle movement operations will ensure all personnel involved in the operation are special certification qualified.

5.11.2.1.1.6. (Added) Removal, replacement, or folding of vertical fin assemblies.

5.11.2.1.1.6.1. (Added) Removal, replacement and operational checks of all stab trim jack screw assemblies.

5.11.2.1.1.6.2. (Added) Stabilizing B-52H aircraft for sheet metal or structural repairs performed by Sheet Metal or depot field teams which are not specifically addressed in available technical data. The R&R Supervisor will coordinate stabilization requirements with depot personnel to establish procedures.

5.11.2.1.1.7. (Added) Perform all aircraft tripod-jacking operations.

5.11.2.1.1.7.1. (Added) Determination procedures: Once a specialist determines that an aircraft must be jacked, they will coordinate with the 5 AMXS and 5 MXS Production Supervisors. The jacking fuel load will be determined at this time using **Attachment 17 (Added)** of this Supplement for a standard fuel load or using non-standard landing fuel load with the approval of the R&R Section.

5.11.2.1.1.7.2. (Added) Fuel load determination: Aircraft to be jacked with a non-standard landing fuel load will require qualified R&R technicians to slip the fuel load in accordance with Technical Order (TO) 1B-52H-2-2JG-4, Job Guide -- *Ground Handling, Servicing, and Airframe Maint -- Part IV -- (Boeing)*, and provide the crew chief with a fuel sheet for transferring fuel to the required jacking configuration. Aircraft will be jacked with a fuel load not to exceed 120,000 lbs of fuel. The only exception is jacking performed on the phase aircraft. Due to the fuel loading requirements, it is the only aircraft that may be jacked with over 120,000 lbs of fuel. No aircraft will be jacked with more than a 140,000 lbs fuel load.

5.11.2.1.1.7.3. (Added) Aircraft Jacking Operations: Docks 1, 2, 3, 4, and 5 will be used for jacking operations. Dock 5 is restricted to 90,000 lb fuel load for full jacking operations; axle jacking and stabilization is unrestricted. Dock 6 will not be used because the aircraft jack pads would be positioned over the floor drain grates, making the floor unable to bear the weight of the aircraft. Dock 7 will be used only if absolutely necessary and no other docks are available. As a contingency measure, full aircraft jacking may be performed outside a dock if weather conditions meet the jacking criteria contained in TO 1B-52H-2-2JG-4, tasks 4-5, 4-5-1, 4-17, and 4-18.

5.11.2.1.1.7.4. (Added) Responsibilities of 5 AMXS and 5 MXS: Coordination between the jacking supervisor and 5 AMXS and 5 MXS Production Supervisors will determine the location of the jacking operations.

5.11.2.1.1.7.5. (Added) The jacking supervisor will:

5.11.2.1.1.7.5.1. (Added) Verify with the crew chief that the fuel load and configuration are proper for jacking prior to towing the aircraft into the dock (see **Attachment 17 (Added)**).

5.11.2.1.1.7.5.2. (Added) Verify aircraft weight and balance.

5.11.2.1.1.7.5.3. (Added) Stop the jacking operation if any malfunction or unknown condition develops and immediately notify the R&R Section Chief, Mx Flight Chief, and 5 MXS Production Supervisor.

5.11.2.1.1.7.5.4. (Added) Notify the MOC when aircraft are jacked or down-jacked.

5.11.2.1.1.8. (Added) Responsibilities for bomb door malfunctions:

5.11.2.1.1.8.1. (Added) Debriefing: Upon notification of a bomb door malfunction, debriefing personnel will request Communication/Navigation/Missions Systems (CNMS), R&R, E&E, and hydraulic specialists to attend debriefing. The debriefer will ensure that the bomb door checklist is filled out. CNMS Section will hold primary responsibility for all bomb door malfunctions occurring in the auto mode. R&R Section personnel will hold primary responsibility on all bomb door malfunctions occurring in the manual mode.

5.11.2.1.1.8.2. (Added) The primary section will investigate the history of the aircraft and its malfunctions and will direct troubleshooting and maintenance from the preliminary investigation to the final operational check. Each item that is troubleshot, inspected, adjusted, or replaced will be entered into the aircraft forms as a separate entry.

5.11.2.1.1.8.3. (Added) 5 AMXS E&E Section: Will check adjustment of all switches when the bomb door system is rigged or when requested by the primary shop due to any malfunction.

5.11.2.1.1.8.4. (Added) R&R Section: Will rig all bomb doors for manual malfunctions and assist CNMS Section when requested for any problems in the auto mode.

5.11.2.1.1.8.5. (Added) If the discrepancy cannot be duplicated, the primary shop will clear the original as a "Cannot Duplicate" IAW MAFBSUP1 21-101, paragraph **14.20.1.1. (Added)**.

5.11.2.1.1.8.6. (Added) The primary work center will clear the original discrepancy after all other work center events (WCEs) for the discrepancy have been cleared.

5.11.2.1.1.8.7. (Added) For aircraft that experience repeat or recurring bomb door malfunctions, the 5 AMXS Production Superintendent and 5 MXS Production Supervisor will refer to MAFBSUP1 21-101, paragraph **14.20.2.2.1. (Added)**, for further guidance on assigning a dedicated team of specialists to troubleshoot and repair the aircraft.

5.11.3.1.1. (Added) B-52H aircraft will be fueled to 140,000 lbs configuration for pre-phase checks and post-phase engine runs unless prior arrangements have been made between Phase Inspection Section Dock Chief and 5 AMXS Production Supervisor.

5.11.3.1.2. (Added) The aircraft will be positioned in the wash rack by the scheduled time for aircraft washing. The 5 MXS Inspection Section is responsible for the wash. During winter months, aircraft must be in the wash rack for at least 8 hours prior to scheduled wash to allow for sufficient skin warm-up, and remain afterwards until thoroughly dry.

5.11.3.1.3. (Added) The pre-dock meeting will be accomplished prior to the start of pre-phase checks. Pre-dock representatives will coordinate on AF Form 2410**,** *Inspection/TCTO Planning Checklist*, identifying all open and delayed maintenance TCTOs to be accomplished during and after phase. If the aircraft is flying, the pre-dock meeting will be the day of the pre-phase checks.

5.11.3.1.4. (Added) 5 MXS Maintenance Flight will accept the aircraft after reviewing aircraft forms and before starting pre-phase checks. Any discrepancies will be addressed to the 5 AMXS Production Supervisor and Inspection Section NCOIC.

5.11.3.5.1. (Added) Aircraft Phase Schedule of Events: The schedule includes 2-day pre-phase, wash, 12-day phase inspection, and post-phase requirements.

5.11.3.5.1.1. (Added) Prior to phase inspection pre-phase checks to include; boost pump checks, audible ignition checks, and service engines. **NOTE:** One additional day may be added to the Phase flow, dependent on external tank mount bushing inspections.

5.11.3.5.1.2. (Added) Phase inspection sequence as follows:

5.11.3.5.1.3. (Added) Day 1 to 4 - Look phase. The Inspection Dock NCOIC or designated representative will:

5.11.3.5.1.4. (Added) Ensure all parts on order are back-ordered properly and respective Production Supervisors are notified.

5.11.3.5.1.5. (Added) Coordinate through 5 MXS Production Supervisor and COSO for cannibalization actions against phase aircraft.

5.11.3.5.1.6. (Added) Keep 5 MXS Production Supervisor informed on current aircraft mission capable status any time aircraft status changes (e.g., engine drop, no tow condition, aircraft outside of 2-hour repair window).

5.11.3.5.1.7. (Added) Day 5 to 8 - QA KTL inspection, fix phase performed. Upon request of Inspection Section NCOIC and approval of the QA Chief Inspector, delay of KTL is permitted. **NOTE:** One additional day may be added to the phase flow for every engine over three removed.

5.11.3.5.1.8. (Added) Day 9 to 12 - Tow aircraft to flight line and perform backline checks. Install cowling, transcribe forms and contact 5 AMXS Production Supervisor for acceptance.

5.11.3.7.1. (Added) Post Phase Procedures. The Inspection Dock NCOIC or designated representative will ensure:

5.11.3.7.1.1. (Added) Aircraft forms are transcribed for acceptance and reflect the same information in IMDS.

5.11.3.10.1. (Added) 5 AMXS Production Supervisor accepts the aircraft when all phase related maintenance actions are completed or the aircraft is awaiting parts with verified document numbers.

5.11.3.10.2. (Added) 5 AMXS Production Supervisor directs the cannibalization of parts to the phase aircraft. All CANN actions will be coordinated through the Inspection Dock NCOIC and COSO.

5.11.3.10.3. (Added) 5 AMXS Production Supervisor will notify the MOC that the aircraft has been accepted. Note: Acceptance is defined by completion of all items in Post-phase Procedures.

5.11.5.15. (Added) Propulsion specialists assigned to Maintenance Flight will assist Engine Management Section (see MAFBSUP1 21-101, Chapter 6) with engine receiving, acceptance inspections, 7-level requirements, shipment preparations; e.g., pack and wrap, blade blending, borescopes, and trailer maintenance as required and when necessary.

5.11.5.15.1. (Added) Coordinate all phase engine CANN actions with MXS Production Superintendent and Engine Management Section as appropriate.

5.13.1. Propulsion Flight at Minot AFB is shutdown. The TF33 engine line is under the RE21 centralized maintenance concept. All back shop engine maintenance and test cell will be performed by depot.

5.13.1.2. In the absence of the Propulsion Flight Chief, the MXS Superintendent will act as the wing 2A6X1 AFSC functional manager.

5.13.1.4.1. (Added) The 5 MXS Maintenance Flight will coordinate with the engine manager to ensure accurate engine status reporting.

5.13.1.9.1. (Added) CANN actions will be the responsibility of the 5 MXS Maintenance Flight Chief, or designated representative, to ensure CANN actions for phase, flight line and deployed locations are accomplished. Approval for CANN actions on spare engines will only be authorized by the 5 MXG/CC or 5 MXG/CD.

5.13.1.9.2. (Added) The responsibilities to pack/wrap/ship spare engines will be initiated by the squadron who has removed the engine from service.

5.13.4.11. (Added) Jet Engine specialists will be designated in writing to function as engine monitors both on station and from deployed locations. Monitors will receive training annually, and prior to deployment. Engine monitors will report engine status changes to EM no later than the end of each duty day.

5.13.4.12. (Added) Engine shipping documents received from EM will be used to adjust Custodian Authorization/Custodian Receipt List inventory as engine spare levels change.

5.13.4.13. (Added) Minot Engine Manager NCOIC and assistant (2A671A/2A651A) will ensure and perform engine receiving, acceptance inspection, 7-level requirements, monitor engine spares, monitor all CANN actions and coordinate CANN actions with AMXS/MXS production supervision as appropriate. Additionally, the Engine Manager NCOIC and assistant will monitor the shipment preparations; i.e., pack and wrap, and maintain engine trailers for MXG. 5 MOS/MXOOE will provide advice to the MXG/CC's ET&D program, as required.

5.13.4.14. (Added) The Engine Manager NCOIC or assistant will contact MXS Production Superintendent and AMXS Production Superintendent for engine maintenance assistance as necessary.

5.13.4.15. (Added) The Engine Manager NCOIC or assistant will ensure, procure, update, and maintain all support equipment and programs required to include (but not limited to); applicable technical orders, tools, a Tool Accountability System, security, safety, and training.

6.3.2.2.1. (Added) For applicable radio call signs see **Attachment 20 (Added)** of this supplement.

6.3.2.3.1. (Added) 5 AMXS Production Supervisor will inform MOC of B-52 transit aircraft status, ETIC, and provide updates as applicable. All other transit aircraft status updates/ETICs will be provided to MOC by the 5 MXS Production Supervisor.

6.3.2.10.1.1. (Added) MOC will notify the fire department of weapons fire symbol or line number for all weapons loaded aircraft.

6.3.2.12.1. (Added) The MOC will record early and late takeoffs and landings, interchanges, ground aborts, and the use of spare aircraft in IMDS as deviations occur in the flying schedule. MOC will enter all red ball discrepancies during launch.

6.3.2.19.1. (Added) Ensures the 5 MXG/CC and applicable squadron commanders are notified of mishaps involving FOD, aircraft damage, or injuries resulting from aircraft maintenance.

6.3.3.4.1. (Added) Under the Regionalized Maintenance Concept (RE21) TCI information will be provided to Phase and AMU personnel performing CANN actions on Minot AFB engine components.

6.3.3.8. Under the Regionalized Maintenance Concept (RE21) all TCI items are tracked by EM personnel, but all parts are ordered by the depot upon notification that the engine is being shipped.

6.3.3.8.1.1. (Added) Under the Regionalized Maintenance Concept (RE21) no Time Change Items are ordered at the base level and therefore there is no need to attend the monthly reconciliation meeting.

6.3.3.9.3.1. (Added) Under the Regionalized Maintenance Concept (RE21) there will be no test Cell rejects as the Test Cell at Minot AFB is no longer operational.

6.3.3.12.1. (Added) Under the Regionalized Maintenance Concept (RE21) the 6-month forecast process will remain the same except that all coordination will take place between EM and the RE21 engine manager and not the propulsion flight.

6.3.6.15.3. (Added) The list of manual event numbers for use by 5 BW units for “A” unit are located in paragraph 7.3.7.12.

6.3.6.15.4. (Added) IMDS/SBSS Interface Contingency Procedures:

6.3.6.15.4.1. (Added) The IMDS/SBSS Interface is a unique subsystem that requires special contingency procedures. The interface has three separate working parts: IMDS, SBSS, and the Interactive Communications Interface (ICI). If any of these are down, Supply Post-Post procedures may be implemented.

6.3.6.15.4.2. (Added) If necessary, call Decentralized Supply Support (DSS)/5 LRS Customer Service to order parts. Provide the following data in addition to normal information required to order parts:

6.3.6.15.4.3. (Added) Event ID (Job number) (i.e. A902960025)

6.3.6.15.4.4. (Added) Work center event (WCE) number (e.g., 001). The WCE must be scheduled, opened, or deferred. It cannot be completed.

6.3.6.15.5. (Added) When IMDS is unavailable, the DBM, subsystem managers, and squadron personnel will implement manual backup procedures for accumulating IMDS data. The data will be updated in IMDS when the system becomes available. Manual procedures include documentation on paper copies of IMDS screens; AFTO Forms 349, *Maintenance Data Collection Record*; and Sortie Maintenance Debriefing documents.

6.3.6.15.5.1. (Added) When IMDS is down, the IMDS DBM Section will:

6.3.6.15.5.2. (Added) Coordinate with the Base Network Control Center (BNCC) and Defense Enterprise Computing Center (DECC), as needed, to determine the cause and projected length of downtime.

6.3.6.15.5.3. (Added) Provide information and impact of the estimated downtime to all affected users as appropriate. Normal scheduled downtime (e.g., dumps and Preventive Maintenance (PM)) do not require the DBM to coordinate with DECC or system users each time it occurs. These downtimes are provided to each IMDS user on the opening screen of IMDS, as they occur.

6.3.6.15.5.4. (Added) For unscheduled downtimes or immediate outages exceeding 10 minutes, send an e-mail message to the subsystem managers to advise users of the estimated downtime and impact.

6.3.6.15.6. (Added) IMDS systems users operations during downtime:

6.3.6.15.6.1. (Added) Wait 10 minutes before contacting the IMDS DBM Section.

6.3.6.15.6.2. (Added) All manual document numbers issued during the Supply Post-Post procedures must start with 'J', have a serial number of 8000 or above for DSS documents and 0001-0499 for 5 LRS Customer Service documents, and be loaded to a valid job control number. The 5 LRS Customer Service/DSS Section will issue a manual document number consisting of:

6.3.6.15.6.3. (Added) The Activity Code.

6.3.6.15.6.4. (Added) The Org Shop code.

6.3.6.15.6.5. (Added) The Julian date.

6.3.6.15.6.6. (Added) An 8000 serial number: e.g., '8001'.

6.3.6.15.6.7. (Added) The DSS/5 LRS Customer Service Section loads all information into SBSS. This allows the part to be issued or backordered. If SBSS is down, DSS/ 5 LRS Customer Service uses manual Post-Post procedures to issue or backorder the part(s).

6.3.6.15.6.8. (Added) The following additional steps are needed if IMDS down time causes the implementation of Post-Post procedures:

6.3.6.15.6.8.1. (Added) Manual numbers must be loaded into IMDS before the interface is re-established.

6.3.6.15.6.9. (Added) The IMDS DBM section must ensure the interface switch is turned off for both IMDS and SBSS to give users the opportunity to load all manual job numbers into IMDS.

6.3.6.15.6.10. (Added) The interface is re-established approximately 30 minutes after initial notification that IMDS is up and ICI is ready.

6.3.6.15.6.11. (Added) If the data from SBSS does not automatically update in IMDS the shop must use screen 499 to manually load the document number.

6.3.6.15.6.12. The MDSA will maintain a work center code listing on file. The file will be updated and verified through Programs and Resources Flight prior to completing listing changes. Requests for work center additions, changes, and/or deletions will be routed for processing in memorandum format through MDSA and the respective group's Program Management Office.

6.3.6.15.6.13. (Added) The DSS/5 LRS Customer Service Section loads all the information into their SBSS terminal. This allows the part to be issued or backordered. If SBSS is down, DSS/ 5 LRS Customer Service uses their manual Post-Post procedures to issue or backorder the part(s).

6.3.6.15.6.14. (Added) The following additional steps are needed if IMDS downtime causes the implementation of Post-Post procedures:

6.3.6.15.6.14.1. (Added) The interface is re-established approximately 30 minutes after initial notification that IMDS is up and ICI is ready.

6.3.6.15.6.14.2. (Added) If the data from SBSS does not automatically update in IMDS, the shop must use screen 499 to manually load the document number.

7.3.5.2.1. (Added) The following paragraphs establish flying hour verification, accounting, and reporting procedures. (Note: original AFTO Forms 781 are the source documents for utilization data and will be used to resolve discrepancies).

7.3.5.2.1.1. (Added) AMXS Debrief will:

7.3.5.2.1.2. (Added) Load flying time into IMDS.

7.3.5.2.1.3. (Added) Assist 5 MOS PS&D in correcting discrepancies discovered during the verification process.

7.3.5.2.2. (Added) 5 MOS IMDS Data Base Manager (DBM) will:

7.3.5.2.2.1. (Added) Run a IMDS Aircraft Utilization Report (AUR), format 'B' daily. Ensure the report is run in Zulu time, accomplishment only, and is cumulative for the given month (e.g., 1-13 for a report run on the 13th). Distribute electronically to PS&D, MOC and 5 OSS flight records.

7.3.5.2.2.2. (Added) On the first duty day of each month, run a cumulative AUR 'B' and an AUR 'C' for the previous month and distribute electronically to PS&D, MOC and 5 OSS flight records and 5 AMXS Debrief.

7.3.5.2.2.3. (Added) Run additional AURs as requested by 5 MOS PS&D.

7.3.5.2.2.4. (Added) MOS PS&D will:

7.3.5.2.2.5. (Added) Reconcile AUR 'B' daily with previous day's published flying schedule, ensuring accountability for all scheduled sorties. Sorties scheduled but not loaded into IMDS should be followed up to ensure 100 percent reporting accuracy. Sources are 5 AMXS Debrief (x2726) or MOC (x3421).

7.3.5.2.2.6. (Added) After determining all sorties are accounted for, tally previous day's sorties and hours and enter in applicable spreadsheet.

7.3.5.2.2.7. (Added) Provide flying hour data to other agencies upon request.

7.3.5.2.2.8. (Added) OSS Flight Records will:

7.3.5.2.2.9. (Added) Daily, reconcile original AFTO Forms 781 with the current AUR 'B.' Report all discrepancies to 5 MOS PS&D for correction.

7.3.5.2.2.10. (Added) Not later than the 4th duty day of each month, perform a complete reconciliation of the previous month's AUR 'B' using original AFTO Forms 781. Report any discrepancies to the 5 MOS PS&D for correction.

7.3.5.2.2.11. (Added) Not later than the 7th duty day of the month, report the previous month's final totals to HQ ACC/DOTBB in the appropriate format.

7.3.5.2.2.12. (Added) Prepare weekly flying hour slide presentations and brief BW,OG, and, MXG, Commanders as required.

7.3.5.2.2.13. (Added) Maintain overall responsibility for verification, accounting, and reporting of flying hours.

7.3.5.6.1. (Added) Dash 21 accountability has been decentralized to the AMU Support Section (Dash 21 custodian)

7.3.7.1.1. (Added) Sections will comply with documentation requirements IAW TO 00-20-1, Chapter 10.

7.3.7.2.1. (Added) All aircraft jacket files are located in the centralized PS&D office.

7.3.7.3.1. (Added) MOS PS&D will review pulled 781 forms for missing pages, incorrect numbering, and to ensure the "From" date matches the "To" date on the previous form. If forms are missing, PS&D will provide the missing AFTO Form letter to the appropriate section chief with a five duty day suspense. After 5 duty days, if the missing forms cannot be found, the missing form letter will be endorsed by the AMU superintendent or OIC and placed into the jacket file for historical purposes.

7.3.7.4.1.1. (Added) The 5 MOS PS&D will:

7.3.7.4.1.1.1. (Added) Prior to the pre-dock, incorporate all known requirements against the aircraft into a work package and set up the meeting.

7.3.7.4.1.1.2. (Added) Use AF IMT 2410, *Inspection/TCTO Planning Check Sheet*, for planning and conducting the pre-dock meeting. Include the agencies attending, required time changes, inspections and TCTOs, deferred discrepancies, any limiting factors, and any discussion items to be presented.

7.3.7.4.1.1.3. (Added) Give a copy of AF IMT 2410, once it has been signed by attendees, to the dock chief. The original is maintained as a suspense and is used as an aid when conducting the post-dock meeting.

7.3.7.4.1.1.4. (Added) During the post-dock meeting, use the original AF IMT 2410 to check off, verifying each item agreed to at the pre-dock meeting was accomplished. Review any significant factors which affected the inspection and prevented compliance with any agreed upon actions.

7.3.7.4.1.1.5. (Added) Ensure any discrepancies identified during the inspection, which required parts, have a valid document number.

7.3.7.4.1.1.6. (Added) Keep the completed work package, the computer printed on-line work orders, and AF IMT 2410 on file.

7.3.7.4.1.2. (Added) The 5 MXS Phase Dock Chief or designated representative will:

7.3.7.4.1.2.1. (Added) Attend the pre-dock inspection meeting and discuss known factors that might affect the completion of any planned items listed on the AF IMT 2410. Once signed, the AF IMT 2410 becomes a contract between the 5 AMXS and the 5 MXS.

7.3.7.4.1.2.2. (Added) Attend the post-dock meeting and discuss any open discrepancies.

7.3.7.4.1.2.3. (Added) Verify completion of all inspections, TCTO and time change requirements and ensure all on-line work orders are complete or awaiting parts.

7.3.7.7.1. (Added) Under the centralized scheduling concept, MOS PS&D consolidates all requirements for the maintenance schedule. MOS PS&D maintains the master TCTO folder in their section. Engine management will mirror master TCTO folder as required.

7.3.7.8.1. (Added) 5 MOS/MXOOM (MOC) will:

7.3.7.8.1.1. (Added) Notify the Analysis Section and 5 MOS PS&D to freeze and consolidate aircraft records.

7.3.7.8.1.2. (Added) The IMDS manager will run a save, place in File Update Mode (FUD) and run required reports. Process IMDS screen 931 to freeze aircraft records in REMIS. After reports are run, bring IMDS back on-line.

7.3.7.8.2. (Added) 5 MOS PS&D will:

7.3.7.8.2.1. (Added) Recall and consolidate records from the Crew Chief Section, Engine Management, Fuel Cell and NDI with aircraft jacket file.

7.3.7.8.2.2. (Added) Deliver complete aircraft jacket file to QA, 5 BW/SE, or investigation team as required.

7.3.7.8.3. (Added) 5 BW/SE and/or QA will ensure security of aircraft records and return when no longer required.

7.3.7.9.1. (Added) 5 MOS PS&D will:

7.3.7.9.1.1. (Added) Conduct a transfer pre-dock meeting one day prior to the start of the aircraft transfer inspection. Provide an AF IMT 2410 and transfer inspection checklist to the Production Superintendent.

7.3.7.9.2. (Added) Appropriate work centers will sign and date checklist and return completed copy to 5 MOS PS&D at transfer post-dock meeting held 1 duty-day prior to aircraft's scheduled departure from Minot AFB.

7.3.7.9.3. (Added) The AF IMT 2410 and checklist will be filed in the appropriate aircraft jacket file.

7.3.7.9.4. (Added) Aircraft jacket files will accompany aircraft only in the following instances: PDM or modification at Tinker ALC, Tinker AFB, OK; extended loan (over 30 days).

7.3.7.10.1. Aircraft Document Reviews (ADR) will be scheduled by 5 MOS PS&D under the following conditions:

7.3.7.10.1.1. (Added) 5 MOS PS&D will print applicable days' ADR packages.

7.3.7.10.1.2. (Added) Crew Chief (CC) will contact NDI for their compliance of the ADR.

7.3.7.10.1.3. (Added) CC will route forms/packages through COSO, APG Flight Chief, and PS&D.

7.3.7.10.1.4. (Added) PS&D will verify Forms 781J.

7.3.7.12.1. (Added) The manual event number will consist of nine digits. The first and second digit will be current year; the next three will be current Julian date; and the last four will be one of a block of numbers assigned (example 960010001). It will be the responsibility of every shop to maintain a log of manual event numbers and to ensure all manual job control numbers, discrepancies, and corrective actions are loaded into IMDS no later than 72 hours after system comes on-line. The following is a list of manual event numbers for use by 5 BW units and is for IMDS "A" unit:

7.3.7.12.2. (Added) Description Event Numbers

7.3.7.12.2.1. (Added) Not assigned (IMDS use only) 0001 – 3999

7.3.7.12.2.2. (Added) MOC, Unscheduled Discrepancies 8400 – 8499

7.3.7.12.2.3. (Added) 5 AMXS – Aircraft Section 4451 – 4650

7.3.7.12.2.4. (Added) 5 AMXS – Weapons Section 4651 – 4850

7.3.7.12.2.5. (Added) 5 AMXS – Specialist Section 4851 – 5150

7.3.7.12.2.6. (Added) 5 AMXS – Support Flight 5151 – 5350

7.3.7.12.2.7. (Added) 5 AMXS – Debriefing 5351 – 5550

7.3.7.12.2.8. (Added) 5 MXS – Bomber P.E. (Insp)(A,B,C 002-500 Fix Phase) 5551 – 5950

7.3.7.12.2.9. (Added) 5 MXS – Corrosion Control (Phase) 5951 – 6200

7.3.7.12.2.10. (Added) 5 MXS – Local Manufacture (5 BW) 6451 – 6650

7.3.7.12.2.11. (Added) 5 MXS – Local Manufacture (other) 6651 – 6800

7.3.7.12.2.12. (Added) 5 MXS – AGE 6801 – 7150

7.3.7.12.2.13. (Added) 5 MOS Engine Management 7151 – 7350

7.3.7.12.2.14. (Added) 5 MOS Plans and Scheduling (AMU Scheduling) 4151 – 4300

7.3.7.12.2.15. (Added) 5 MOS Plans and Scheduling (Not Assigned) 4301 – 4450

7.3.7.12.2.16. (Added) 5 MOS Plans and Scheduling (Other) 6201 – 6450

7.3.7.12.2.17. (Added) 5 MXS Maintenance 7351 – 7600

7.3.7.12.2.18. (Added) Quality Assurance 7601 – 7750

7.3.7.12.2.19. (Added) Transient Alert 7751 – 7950

7.3.7.12.2.20. (Added) 5 MUNS 7951 – 8200

7.3.7.12.2.21. (Added) 5 AMXS (Off Station Sorties) 8700 – 8799

7.3.7.12.2.22. (Added) Not Assigned (Plans and Documentation) 8201 – 8799

7.3.7.12.2.23. (Added) Not Used 8901 – 9999

7.10.2.1. (Added) Not earlier than 24 hours prior to aircraft departure, assemble ADR package (IMDS screens 701, 380, 713, 525) for inclusion in the aircraft forms.

7.11.4.1. (Added) During the pre dock meeting, one day prior to the phase start date, a copy of IMDS inquiry screen 810 and a part number, serial number verification sheet will be given to the inspection section dock chief. The verification sheet/810 inquiry will be filled in with verified data during the aircraft phase inspection. This data will then be presented to PS&D during the aircraft post dock meeting with all errors identified in red. Corrections will be made by PS&D and the verified data sheets will be filed in the aircraft jacket file in the appropriate phase inspection.

7.18.2. (Added) 5 MOS PS&D will comply with AMU PS&D requirements.

8.2.10.1. (Added) A copy of all locally developed maintenance forms, publications, operating instructions, maintenance checklists, etc., will be reviewed by QA and OPR annually for accuracy, intent, and necessity. Completion of review will be documented by a standard MFR, dated and signed verifying review. Either electronic or paper copies of locally developed maintenance forms, publications, operating instructions, maintenance checklists, etc., will be maintained on file with the QA office.

8.3.17.1. (Added) Any maintenance section experiencing a technical problem which cannot be solved at unit level using approved technical data will contact AFETS. AFETS will review all available information concerning the problem to ensure all sources of organic repair are exhausted. Once depot-level assistance requirements are confirmed, the applicable maintenance organization or AFETS will draft a depot-level assistance request IAW TO 00-25-107, *Maintenance Assistance*, and coordinate with 5 MXG/CC, PS&D, QA, all applicable maintenance organizations, and the MAJCOM Functional Manager.

8.3.17.2. (Added) Once depot-level assistance requirements are confirmed by QA and approved by the 5 MXG/CC, the affected maintenance organization or AFETS will contact the appropriate SM/IM ALC. The request will include the information required in TO 00-25-107, Section 7.

8.3.17.3. (Added) Requests for assistance can be made by message, e-mail, or telephone. Copies of the approved requests/response must be sent to QA, MOS PS&D, 5 MXG/CC, 5 MXG/CD, and to the controlling manager at HQ ACC if the problem involves aircraft. For engine-related requests, include copies of request/response to 5 MOS/MXOOE.

8.3.17.3.1. (Added) If initial contact with the ALC is made by telephone, obtain ALC's instructions in writing if they include repair procedures or the amount of information provided is extensive.

8.3.17.3.2. (Added) If e-mail is used, refer to the guidance in AFI 33-119, *Air Force Messaging*, and comply with the following:

8.3.17.3.2.1. (Added) Requests for assistance should be sent to organizational e-mail accounts, if possible, not to individual accounts.

8.3.17.3.2.2. (Added) Include "//SIGNED//" in upper case letters above the signature block.

8.3.17.3.2.3. (Added) Include a formal signature block.

8.3.17.3.2.4. (Added) Phrase requests using an official tone. Do not use informal language.

8.3.17.4. (Added) 5 MOS PS&D will review TO 00-25-107 requests, if applicable, for AFI 21-103, *Equipment Inventory, Status and Utilization Reporting*.

8.5.7.1. (Added) QA Dedicated Inspectors will be hired using the following guidelines:

8.5.7.1.1. (Added) At least two candidates will interview for each position.

8.5.7.1.2. (Added) Prior to interviewing candidates, QA will screen PIFs and UPRGs for any potentially disqualifying information. If the candidate's records contain any derogatory information, QA reserves the right to not interview. In such instances, the squadron will be required to submit another candidate. If a resolution cannot be made between the losing squadron and QA, the MXG/CC reserves the right to choose a person at large to fill the position.

8.10.4.7.3.1. (Added) Engine bay KTL inspections will not be performed on engines installed in air launched cruise missiles (ALCM).

8.10.4.7.4.1. (Added) Engine KTL inspections will not be performed on engines installed in ALCMs.

8.10.7.2.1.1.1. (Added) 5 MXG/MXQ will use a two-tier scale for personal evaluation pass ratings.

8.10.7.2.1.1.2. (Added) Excellent. Number of discrepancies detected does not exceed 25 percent of the AQL and the technician displays an exceptional level of knowledge on task being performed.

8.10.7.2.1.1.3. (Added) Satisfactory. Number of discrepancies detected is over 25 percent but not over the AQL and the technician displays an acceptable level of knowledge on task being performed.

8.10.11.2.1. (Added) 5th Maintenance Group Safety and Technical Violation Follow-Up Procedures:

8.10.11.2.1.1. (Added) After a DSV or TDV is discovered, 5 MXG/CC will convene an Evaluation Review Board (ERB) to determine the cause of the specific incident, and to prevent recurrence. The unit with the DSV/TDV has 3 duty days to set up the ERB with the 5 MXG/CC.

8.10.11.2.1.2. (Added) The ERB composition will consist of, at a minimum:

8.10.11.2.1.2.1. (Added) Individual and supervisor or section chief responsible.

8.10.11.2.1.2.2. (Added) Flight Commander/Flight Chief or AMU OIC/Superintendent responsible.

8.10.11.2.1.2.3. (Added) Unit Commander and/or Maintenance Operations Officer/Superintendent.

8.10.11.2.1.2.4. (Added) QA Chief Inspector and inspector assessing the deviation.

8.10.11.2.1.2.5. (Added) 5 MXG/CC and 5 MXG/CD.

8.10.12.3. (Added) The MOC will advise 5 MOS PS&D of the arrival of all assigned PDM returning aircraft. After normal duty hours, the MOC will notify PS&D NLT 0800 the next duty day.

8.10.12.4. (Added) Upon arrival of aircraft, 5 MOS PS&D will schedule, through IMDS, all applicable scheduled maintenance.

8.10.12.5. (Added) QA will accomplish weight and balance documentation as required.

8.12.15. (Added) QA will ensure squadron's maintenance supervision have copies of failed evaluations weekly.

8.14.1. (Added) The QA Honor Roll Program is designed to recognize individuals for excellence in all areas for maintenance. QA Honor Roll winners are nominated by QA inspectors, selected by QA supervision, given a 3-day pass from 5 MXG/CC, and a certificate signed by the QA Superintendent and the wing commander.

8.14.2. (Added) Each QA inspector has the option to nominate one person, per squadron, per quarter. More than one individual from each squadron can be nominated per quarter.

8.14.3. (Added) QA inspectors should consult with the nominee's work center supervisor to determine if the individual deserves the award.

8.14.4. (Added) Inspectors will use the QA quarterly honor roll checklist to determine if the nominee is eligible for the award. Attach QVI and PE documents for the quarter and a paragraph explaining why the individual was selected. Forward completed packages to the Chief QA Inspector.

8.14.5. (Added) If more than one individual from a squadron is nominated, QA Supervision will choose the Wing Honor Roll Winner. Each squadron can have only one quarterly winner.

8.14.6. (Added) After all nominee names have been decided, a Chief QA Inspector will have the Honor Roll certificates made.

8.14.7. (Added) All Honor Roll certificates will be given to the QA Superintendent within 5 days after the quarter ends.

8.14.8. (Added) The Chief Inspectors will provide Honor Roll names to the MSEP manager for the quarterly slide presentation.

8.14.9. (Added) Wing Honor Roll Winner certificates will be forwarded to the wing commander for signature.

8.15.2.1.1.1. (Added) Prior to turning an exhibit into Flight Service Center, bring two DD Forms 1577, *Unserviceable (Condemned) Tag - Materiel*, (red) or DD Forms 1577-2, *Unserviceable (Repairable) Tag - Materiel*, (green) tags, whichever is appropriate, and the DD Form 1574, *Serviceable Tag - Materiel*, (yellow) tag that accompanied the property, if available, to QA Product Improvement to exchange for two DD Forms 2332, *Product Quality Deficiency Report Exhibit*, and four copies of the final report.

8.16.1.1. (Added) As a minimum, QA will inspect the first modification, last modification and 10 percent of the total.

8.16.1.2. (Added) The designated QA inspector:

8.16.1.2.1. (Added) Will review TCTO when received from PIM.

8.16.1.2.2. (Added) Will attend TCTO meeting when scheduled.

8.16.1.2.3. (Added) Will up-channel any problems with TCTO compliance to the PIM office for action.

8.17.7.1. (Added) All maintenance TODOs will forward their receipt list to the PIM no later than 1500 Wednesday of each week.

8.19.1.1. (Added) 5 OG/CC will make the final decision on Functional Check Flight (FCF) requirements. Coordination with 23d Bomb Squadron Operations Supervision, 5 OG/OGV, 23 BS scheduling, MOC, QA, and 5 MOS Scheduling will be accomplished prior to setting up the FCF.

8.19.2.5.1. (Added) Contact FCF designated flight crew (through the 23 BS Operations Officer) to make arrangements for a pre-mission briefing on FCF requirements.

8.19.2.7.1. (Added) Furnish the FCF flight crews with an appropriate FCF checklist.

8.19.3.6.6. (Added) 5 MOS PS&D:

8.19.3.6.6.1. (Added) Notify QA FCF Monitor, MOC, and 5 MOS Maintenance Analysis when a FCF is required.

8.19.3.6.6.2. (Added) Coordinate with 5 OG/CC, Aircrew Scheduling, Support, and 23 BS/DO for FCF scheduling and mission requirements.

8.19.3.6.6.3. (Added) Will ensure all aircraft requiring an FCF are identified in the flying schedule.

8.19.4.2.1.3.1. (Added) Advise MOC if the aircraft has or has not been released for unrestricted flight.

8.19.4.4. (Added) Unit procedures: As a minimum, the following will be the 5th Operations Group local procedures as directed by the 5 OG/CC and FCF Officer in Charge:

8.19.4.4.1. (Added) Assigned personnel are not qualified to perform FCF on transit aircraft (except B52) and will coordinate with transit maintenance, home base FCF function, and owning organization on FCF requirements.

8.19.4.4.2. (Added) Configuration: As required by FCF sortie.

8.19.4.4.3. (Added) Fuel load: As required for the FCF sortie.

8.19.4.4.4. (Added) Debriefing procedures: Normal maintenance specialists present.

8.19.4.4.5. (Added) Based on unknown maintenance conditions and off-station capabilities, all off-station FCF requirements will be coordinated with off-station transit maintenance, home base FCF function, and owning organization on FCF requirements.

8.19.5. (Added) FCF Designated Flight Crew:

8.19.5.1. (Added) Currency: The FCF aircrew will be current and fully understand the FCF profile.

8.19.5.2. (Added) Attend a pre-mission briefing at the time and place agreed upon by the FCF flight crew and QA (FCF monitor).

8.19.5.3. (Added) Expanded preflight check by the aircrew, if required: Determined by the maintenance specialist shop responsible for the maintenance on the system requiring the FCF.

8.19.5.4. (Added) Schedule a bus time to report to the aircraft for Dash 1 preflight in sufficient time to accomplish any additional FCF ground checks.

8.19.5.5. (Added) Ground procedures: Per TO unless otherwise required for the FCF.

8.19.5.6. (Added) Accomplish the FCF IAW appropriate FCF - 1 checklists.

8.19.5.7. (Added) Radio procedures: Normal Air Traffic Control radio procedures. Ensure at least one radio is set for Air Traffic Control, while the other radio is on the Command Post frequency with the appropriate maintenance specialists available in the Command Post for consultation.

8.19.5.8. (Added) Radar control procedures: The FCF will be flown on an Instrument Flight Rules flight plan with the flight flown under radar control to the maximum extent possible.

8.19.5.9. (Added) Procedures to enter test area:

8.19.5.9.1. (Added) The test area used by 5 BW aircrews should remain within the local flying area (within 50 nm). Aircrews should coordinate with Minot AFB Radar Approach Control and Minneapolis ARTCC for airspace. Areas recommended for FCFs include the Dickinson/Burke orbit areas/ATCAAs, as well as the Tiger MOA (North and South) and Tiger ATCAA.

8.19.5.10. (Added) Control bailout area: as directed by MAFBI 11-250, *Airfield Operations*.

8.19.5.11. (Added) Control jettison area: as directed by MAFBI 11-250, *Airfield Operations*.

8.19.5.12. (Added) Emergency landing base: primary base will be Minot AFB.

8.20.1. (Added) At the discretion of the 5 MXG/CC, aircraft removed from extended downtime will be considered for an OCF upon first flight. For the first flight out of extended downtime the aircraft will fly a day time sortie unless exempted by the 5 MXG/CC.

8.20.2. (Added) 5 MOS PS&D Section will ensure all aircraft requiring an OCF are identified as such in the Aircrew Flying, Aircraft Utilization & Maintenance Schedule.

8.20.2.1. (Added) QA will review the AFTO Form 781 series to ensure all major discrepancies are cleared and all proper entries are made.

8.20.2.2. (Added) QA will brief the OCF aircrew on the following:

8.20.2.2.1. (Added) Purpose of the OCF.

8.20.2.2.2. (Added) Previous maintenance problems and discrepancies relating to the OCF.

8.20.2.2.3. (Added) Documentation requirements for the AFTO Form 781 series and the OCF checklist, as applicable.

8.20.3. (Added) Aircrew will comply with all OCF requirements as outlined in TO 1-B52H-6CL-1, *Abbreviated Inflight Systems Operational Check Flight Checklist*.

8.23.1.5.1. (Added) Furnish 5 AMXS with a working copy of AWBS, Chart-A Basic Weight and Balance Record, and cover sheet with a verification list.

8.23.1.5.2. (Added) Furnish correct weight and balance data for B-52H aircraft to 5 BW/CP and 23 BS/DO.

8.23.2. (Added) 5 MOS PS&D Aerospace Vehicle Distribution Officer will notify the MOC and Quality Assurance of impending aircraft and assignment changes, including TDYs.

8.23.3. (Added) 5 MOS PS&D will schedule all acceptance/departure checks (Chart-A Inventories) to be completed no earlier/later than 5 working days before/after aircraft arrival/departure.

8.23.4. (Added) 5 AMXS Specialists will review all Chart-As to ensure all components have been inventoried. When this has been verified, sign the check sheet accompanying the Chart-A Basic Weight and Balance Record.

8.23.5. (Added) 5 AMXS will:

8.23.5.1. (Added) Ensure applicable –21 and required equipment is on board the aircraft and properly secured.

8.23.5.2. (Added) Provide Quality Assurance with an itemized listing of equipment installed or removed from the aircraft to facilitate updating the aircraft Weight and Balance Book.

9.2.1. (Added) Additional References: MAFB OPLAN 91-204, Safety/Accident Investigation Plan.

9.2.1.1. (Added) QA will assign the appropriate inspector to coordinate or follow-up impoundments.

9.2.2. (Added) 5 AMXS/MXS (aircraft/engine impoundments only):

9.2.2.1. (Added) Place impoundment placard in aircraft forms and/or engine work package as determined by **Attachment 16 (Added)**a and/or **Attachment 16 (Added)**b of this supplement and impoundment official.

9.2.2.2. (Added) Place impoundment placard on main entry hatch stairs or cordon engine off and place impoundment placard as determined by **Attachment 16 (Added)**a and/or **Attachment 16 (Added)**b of this supplement and impoundment official.

9.2.2.3. (Added) Release of Information: The 5 BW/CC, 5 MXG/CC, and Wing Safety are the only individuals authorized to disclose information concerning impounded aircraft or equipment.

9.2.2.4. (Added) Obtain a JCN for impounded aircraft or equipment from the MOC and annotate the first open discrepancy block of the AFTO Form 781A or AFTO Form 244, *Industrial/Support Equipment Record*, as appropriate with the following statement, "Aircraft or equipment impounded for or by direction of the 5 MXG/CC. See page __ Block __." In the next two available discrepancy blocks add two separate Informational Notes, one that reads, "Appointed Impoundment Official is: _____." and another that reads, "Aircraft or equipment forms to be reviewed by Quality Assurance prior to aircraft or equipment being released from impoundment."

9.2.3. MOC will:

9.2.3.1. (Added) Advise 5 MXG/CC, Wing Safety, and QA of the condition which may require impoundment.

9.2.3.2. (Added) Notify 5 AMXS Supervision, 5 MXS Supervision, 5 MUNS Supervision, 5 AMXS Production Supervisor, 5 MXS Production Supervisor, and 5 MOS Scheduling, of aircraft or equipment impounded by 5 MXG/CC.

9.2.3.3. (Added) The impoundment official will use **Attachment 16 (Added)**a and/or **Attachment 16 (Added)**b of this supplement.

9.2.4. (Added) For equipment impoundments, obtain AFTO Form 244 and AFTO Form 95, *Historical Documents*, and any other pertinent data. For aircraft impoundments, establish a file to include impoundment log and impoundment official's checklist (**Attachment 16 (Added)**a, **Attachment 16 (Added)**b, and **Attachment 16 (Added)**c). For aircraft impoundments due to lost tools, use **Attachment 16 (Added)**d this supplement.

9.2.5. (Added) Procedures for release from impoundment:

9.2.5.1. (Added) The impoundment official will turn the impoundment log and impoundment official's checklist over to QA (see **Attachment 16 (Added)**a, **Attachment 16 (Added)**b, and **Attachment 16**

(Added)c) to review the adequacy of the fix and proper documentation before the release authority is briefed.

9.2.5.2. (Added) QA representative will review and document aircraft or equipment forms by lining through the "NOTE" and stamping with inspector's stamp.

9.2.5.3. (Added) The production supervisor will notify MOC who will notify all affected agencies that the aircraft or equipment is released from impoundment and resume normal dispatch of personnel to the aircraft or equipment.

9.2.5.4. (Added) The owning unit will remove ropes, placards and/or signs from the aircraft or equipment and notify MOC the aircraft/equipment are returned to service.

9.2.5.5. (Added) Return all completed checklists to QA.

10.2.1.1.1. (Added) Vehicle keys along with any additional attachments (fuel key, FOD picker, etc.) will be kept on a key ring and controlled by the section's Tool Room and issued through TAS or with a key log if TAS and Tool Room are not available.

10.2.1.1.2. (Added) The key ring will have an identification tag (chit, dog tag, etc.) attached and will be issued as a set. The ID tag will be marked with the WWID and will be marked as total pieces (the FOD picker can serve as the ID tag).

10.2.1.1.3. (Added) Page 1 (back-side) of the vehicles AF Form 1800 will be used to list additional items belonging to the vehicle (chocks, FOD can, etc.). Items will be marked with the vehicle registration number. Chocks will be listed as a set, the FOD Can will be listed as an each item, multiple items (magnetic signs) will be listed as an each item and total items (magnetic signs – 2 ea). The FOD picker and fuel key do not have to be listed on the 1800 since they are accounted for with the key ring.

10.2.1.1.4. (Added) When vehicles are turned in for maintenance, items will be removed and secured in the section Tool Room (or office if not available). If a loaner vehicle is procured, the turn-in vehicle items will be transferred to the loaner vehicle. The items do not need to be marked with the loaner vehicle's registration number or annotated on the loaner vehicle's 1800.

10.2.1.3.1. (Added) Warranty tools are procured from any vendor designated as a warranty tool supplier, except for specialized tools which the vendor does not manufacture. Broken warranty tools will be retained for return to the vendor for replacement. CTK monitors are responsible for notifying the vendors of broken tools under warranty.

10.2.1.3.2. (Added) A record of tool transactions will be kept in each section's warranted tool folder.

10.2.1.4.1.1. (Added) Any tools identified as excess will be distributed to other work centers in the wing with a valid requirement or secured for turn-in to DRMO. Broken unserviceable tools will have CTK markings removed and be secured for turn-in to DRMO.

10.2.1.4.2.2. (Added) Tools removed from service will be de-etched by the end of the shift unless strict control procedures are maintained for accountability; such as, locked bins, control logs, etc.

10.2.1.5.1. (Added) The following procedures will be used when a CTK is transferred on the flight line or at the job site (cannot be returned to Support Section):

10.2.1.5.2. (Added) If CTK is dispatched for contingency or exercise operations and will be transferred from one individual to another at other than tool room location, an additional CAF Form 140 should accompany the box. The following must be accomplished:

10.2.1.5.3. (Added) Together, the departing person and the person assuming responsibility perform a complete inventory account for all transferred tools.

10.2.1.5.4. (Added) The assuming person signs the "IN" block of the CAF Form 140, *CTK Inventory and Control Log*, then signs the "OUT" block on the next line of the CAF Form 140.

10.2.1.5.5. (Added) The person coming on-shift reports to the Support Section and swaps the employee numbers in the Tool Accountability System (TAS) or chits as required. (Exception: During exercises or contingency operations, CTKs will be hand receipted in the (TAS) upon issue, and a new CAF Form 140 given to the person coming on shift).

10.2.1.5.6. (Added) The CTK will be inspected and signed out and in every shift. The original CAF Form 140 (if used) will be maintained in the applicable Support Section, or work center until the CTK is returned.

10.2.1.7.1. (Added) Assigned CTK/EID Numbers (see **Attachment 15 (Added)**).

10.2.1.9.1.3.1. (Added) Rags will be issued in increments of 5, except for phase, who will issue rags in increments of 10. 5 MXS AGE flights will issue out buckets containing 20 each rags. 5 MUNS will issue rags on an individual need basis.

10.2.1.9.1.3.2. (Added) Returned rags will be examined and counted by issuing personnel and separated into dirty and clean rag bins. Rags with excess removable contaminates will be scraped or cleaned, as much as possible by the user, using approved methods which meet EPA standards 40 CFR 261-30 through 266, before being turned back to the CTK Monitors.

10.2.1.15.1. (Added) In the event where there is only one person on shift, contact the production supervisor to inventory the CTK and sign the "in" block on CAF Form 140. At no time will the same person annotate both the "in" and "out" blocks on the CAF Form 140.

10.3.2.1.1. (Added) Each CTK custodian will maintain a continuity book of all CTKs assigned to their sections. Continuity books at a minimum must contain:

10.3.2.1.2. (Added) A letter designating primary and alternate CTK custodians.

10.3.2.1.3. (Added) Flight Chief approval of type, size, and number of CTKs and a signed, dated MIL marked "Master" for each CTK, IIB and Tool Room.

10.3.2.1.4. (Added) Completed lost tool reports.

10.3.4.1.1. (Added) Flight line dispatchable CTKs not equipped with an integrated lock will have a padlock with chain/lanyard secured to the CTK. All items will be etched with the CTK ID and listed on the MIL.

10.3.4.3.1. (Added) Foreign objects (FO) are unacceptable in CTKs unless placed in an approved container. Containers within CTKs will be listed on the MIL and emptied prior to turn-in.

10.3.8.1. (Added) Personal tools and equipment are not authorized and will not be worn or carried while on duty. Control of issued equipment will be marked IAW CAF Sup 21-101, para 10.3.8 to include unit assigned (e.g., 5 MXS, 5 AMXS).

10.4.1.3. (Added) Tools used by depot or other contract teams will be controlled by use of an AF IMT 1297, *Temporary Issue Receipt*, which will be kept on file by the owning organization until the items are returned.

10.5.1.2.1. (Added) See **Attachment 15 (Added)** for CTK/WWID numbers.

10.5.5.1. Items not included in a container (e.g., multimeter) with attachments that are commonly disassembled will have those attachments etched, (e.g., multimeter leads).

10.6.1. (Added) Locally Manufactured or Developed Tools and Equipment. Owning work centers (the user) will forward a copy of biennial review to QA for inclusion in owning work centers locally designed tools records.

10.8.1.1.1. (Added) If a tool cannot be accounted for after an aircraft has taxied, the 5 AMXS Production Supervisor and the MOC will be notified. The 5 AMXS Production Supervisor, in consultation with 5 MXG/CC, will determine if any aircraft should be recalled and will notify the MOC to complete the notification checklist.

10.8.1.1.2. (Added) Production Supervisor will determine necessity of a maintenance "Quick Freeze" based on possible locations of missing tool/item. All actions will be coordinated through MOC. Production Supervisor will determine whether Aircraft Taxi and Engine Run Operations may start or continue.

10.8.1.3.1. (Added) The MOC will notify QA and the 5 BW FOD/DOP Manager.

10.8.1.5.1. (Added) The completed CAF Form 145 will be forwarded to the CTK Custodian and the 5 BW FOD/DOP Manager. Both must retain a copy on suspense until the tool is found or for 1 year.

10.8.1.5.2. (Added) 5th Munitions Squadron: Also notify the Munitions Control who will notify 5 MUNS Maintenance Supervision, MOC, and 5 BW FOD/DOP Manager of the lost tool.

10.8.1.6.1. (Added) When a lost tool is found by other than the owning organization and after an CAF Form 145 has been initiated, return the tool to the 5 BW FOD/DOP Manager. The 5 BW FOD/DOP Manager will return the tool to the owning organization.

11.19.5. (Added) All locally manufactured equipment requests will be processed in accordance with MAFBI 21-106, *Local Manufacture*, and will be submitted on Minot Form 106**,** *Local Manufacture Request Form*.

12.2.2.2.1. (Added) Weapons Standardization will exercise control of AME equipment in their possession. Weapons Standardization will coordinate with AMXS for return of suspension equipment to the Armament Flight as applicable and ensure items are properly cleaned, tagged and capped with all necessary safety pins and hardware. If necessary, lost tool documentation (CAF IMT 145 Lost Tool/Object Report) for missing hardware will be accomplished and routed for items that can not be located. In the event an item is being turned in for unscheduled maintenance, an IMDS screen 122 (Maintenance Snapshot Inquiry) will be required to accompany the equipment.

12.2.2.2.2. (Added) In the event NCE equipment is damaged or malfunctions during weapons load training, WS personnel will route Dull Sword worksheet(s) as necessary and ensure an event is created in IMDS. A copy of the Dull Sword will be sent to the Armament Flight either prior to or with equipment during turn-in. Upon turn in an IMDS screen 122 (Maintenance Snapshot Inquiry) will be required to accompany the equipment.

14.8.4.1. (Added) Parts will not be cannibalized from serviceable spare engines without prior approval from 5 MOS Supervision and 5 MXG/CC. 5 MXG/MXQ will inspect the CANNED part and stamp the engine work package prior to the engine being returned to spare status.

14.8.4.2. (Added) The 5 AMXS Production Supervisor will determine the cannibalization source, taking into consideration all wing resources. The MOC will advise the 5 AMXS Production Supervisor of all available resources and coordinate the necessary actions for cannibalization.

14.8.4.3. (Added) All parts to be cannibalized off the phase aircraft will be coordinated through the Phase Dock Chief or 5 MXS Production Supervisor and the 5 AMXS Production Superintendent. Items which would preclude the scheduled backline from occurring on time will be canned from the phase aircraft only as a last resort.

14.8.4.4. (Added) Jet engine specialist personnel will coordinate cannibalization of engine starters through EM for continued warranty control. Defective starters under warranty will be reported IAW TO 00-35D-54 and AFCSM 21-578, *PQDR Reporting*.

14.10.8.1. (Added) Transient crash procedures: if other than a B-52, the home station of the crash or disabled aircraft will be notified. Capabilities and recovery equipment availability will be faxed to home station. A MDS qualified Crash Recovery team will be dispatched from home station or other air base with same MDS. The Minot AFB crash and recovery team will assist and augment as requested from Lead Team Chief of the crashed aircraft.

14.10.8.2. (Added) A Lead Team Chief will oversee all crash recovery operations, four Area Technicians (one per area) and two flight line crew chiefs to monitor forms and assist with de-fuel actions. Augmentees will be utilized as required based on type of recovery operations IAW 1B-52H-3 procedures.

14.10.8.3. (Added) R&R/Crash Recovery Team will consist of 5 MXS Maintenance Flight Chief, NCOIC, R&R/ranking individual available and all available R&R personnel.

14.10.8.4. (Added) Additional personnel may be requested from the 5 AMXS. The 5 MXS Supervisor or Superintendent will coordinate requirements through the MOC. All additional personnel will work directly for and receive all direction from the Crash Recovery Team Chief. Ensure all personnel have the required tools and technical data to identify, reclaim, save, or secure components in their respective systems. The personnel required to identify, reclaim, and save all radio, radar, explosive and classified equipment are: 2A5X3A CNMS System Specialist, 2A6X3 Egress Specialist, and 2A5X3C Electronic Warfare System Specialist.

14.10.8.5. (Added) For Minot AFB assigned B-52 aircraft, 5 AMXS will assign a 7-level crew chief. The crew chief will control aircraft forms entries and coordinate servicing/tow requirements as directed by the Crash Recovery Team Chief.

14.10.8.6. (Added) Personnel will coordinate all actions with the on-scene commander (OSC) or the Crash Recovery Team Chief.

14.10.8.7. (Added) Requirements for Fire Department, Security Forces, POL, EOD, and other agencies will be coordinated through the on-scene commander or the Crash Recovery Team Chief.

14.10.8.8. (Added) As a minimum, the following 5 CES personnel may be required to operate heavy equipment: dozer, grader, heavy crane.

14.10.8.9. (Added) The Crash Recovery Team Chief through the MOC will coordinate these personnel and equipment.

14.10.8.10. (Added) The 5th Maintenance Squadron Commander or designated representative will:

14.10.8.10.1. (Added) When notified by the Maintenance Group Representative on the Emergency Operation Center (EOC), immediately proceed to the crash site entry control point with the R&R Section NCOIC or the ranking individual on duty.

14.10.8.10.2. (Added) Contact the OSC and coordinate all required actions with the OSC and EOC.

14.10.8.10.3. (Added) After coordination with the OSC, EOC, and Safety Investigation Board president, evaluate the mishap and determine the most safe and expedient method of aircraft removal. Care must be taken to ensure the integrity of all evidence is maintained.

14.10.8.11. (Added) The MOC will:

14.10.8.11.1. (Added) Notify the 5 MXS Supervision, Maintenance Flight Chief, and R&R Section of all in-flight and ground emergencies.

14.10.8.11.2. (Added) 5 MXS Supervision will activate the squadron UCC as a 24-hour point of contact.

14.10.8.11.3. (Added) Notify the 5 MXS Supervision, Maintenance Flight Chief, and R&R Section Chief at quarters during non-duty hours of all actual incidents.

14.10.8.11.4. (Added) Notify the 5 MXS Supervision, Maintenance Flight Chief, and R&R Section of mishap location, grid coordinates, and entry control point (ECP).

14.10.8.11.5. (Added) Notify R&R Section personnel to stand by with designated crash recovery vehicles if the situation warrants, or as directed by the 5th Maintenance Group Commander.

14.10.8.11.6. (Added) Notify the 5 AMXS Production Supervisor to dispatch any specialists as required by the Crash Recovery Team Chief.

14.10.8.11.7. (Added) Coordinate any additional personnel requirements as directed by the on-scene commander or the Crash Recovery Team Chief.

14.10.8.11.8. (Added) Immediately contact Explosive Ordnance Disposal (EOD) personnel and have them standby at the crash site ECP.

14.10.8.11.9. (Added) Notify Quality Assurance.

14.10.8.11.10. (Added) If the incident is off base, notify transportation to dispatch a bus to transport the crash team and a tractor-trailer tow vehicle to transport crash recovery equipment trailer to incident site. If the incident occurs on base, only a tractor-trailer tow vehicle will be required.

14.10.8.11.11. (Added) Notify Aerospace Ground Equipment (AGE) Flight to dispatch four light carts and other required AGE to the loading ramp at Main AGE shop (building 748), and request a semi and 40-ft trailer from 5 MUNS to transport AGE as needed.

14.10.8.12. (Added) Once the recovery process begins, the Crash Recovery Team Chief will direct all actions and is the final approval authority for aircraft salvage and removal operations.

14.10.8.13. (Added) When notified by the MOC, the Crash Recovery Team Chief or ranking individual on-duty in the R&R Section will:

14.10.8.13.1. (Added) Recall all R&R personnel and activate 24-hour shift coverage operation as directed by the section chief.

14.10.8.13.2. (Added) Ensure all personnel are assembled at Dock 3 or at the site Entry Control Point (ECP).

14.10.8.13.3. (Added) Ensure that all specialist personnel have the required tools and technical data to identify, reclaim, save, or secure components in their respective systems.

14.10.8.13.4. (Added) Notify the MOC when the crash recovery team is assembled and ready for dispatch.

14.10.8.13.5. (Added) Ensure the radio-equipped vehicles are available for the crash team.

14.10.8.13.6. (Added) Ensure that the crash trailer is stocked with fuels and oils not normally kept in the trailer.

14.11.1.5.1.1. (Added) DOP Incidents. DOP incidents will be reported to the MOC, who will then notify QA, Wing Safety, and the 5 BW FOD/DOP Manager to perform an investigation.

14.19.2.5.1. (Added) Suits will be completely donned and openings secured when an intake is entered. The words "For Intake Only" will be printed on back of suits. Intake suits are for intake inspections and intake maintenance only. Intake suit serviceability will be maintained by owning organization.

14.19.2.5.2. (Added) Physical entry defined: When an individual's body weight is supported by any portion of the inlet/exhaust area, it will be considered physical entry. If body weight is primarily supported by a maintenance platform (ladder/stand) it will not be considered physical entry.

14.19.2.5.3. (Added) Prior to donning of an intake suit, all items will be removed from pockets. All buttons on clothing will be accounted for before entering and after exiting any intake or exhaust.

14.19.2.7. FOD clothing policies identified in AFOSH STD 91-100, *Aircraft Flight Line Ground Operations and Activities*, will be adhered to during flight line operations. Maintenance, security forces and aircrew personnel will secure any loose garments or objects working on or near running jet engines.

14.19.2.7.3.1. (Added) Distinguished visitors and their escorts will not be required to remove metal insignia prior to entering the ramp, but will comply with the rules when within 50 feet of operating engines.

14.19.2.7.4. (Added) Battle Dress Uniform (BDU) caps, organizational baseball caps, and flight caps are not authorized for wear on the flight line.

14.19.2.7.5. (Added) Cold weather gear authorized by AFI 36- 2903, *Dress And Personal Appearance of Air Force Personnel*, is authorized for wear on the flight line from 1 October to 30 June or as directed by the 5 MXG/CC.

14.19.2.9.1. (Added) Vehicle operators will ensure that all loose items are secured and debris and trash disposed of to prevent accidental exit from the vehicle.

14.19.2.12.1. (Added) FOD walks will be accomplished daily by 5 AMXS on all parking spots containing scheduled flyers including spares prior to the first sortie of the day.

14.19.2.12.2. (Added) In accordance with Transient Alert (TA) contract and operating instructions, TA will, at the beginning of each shift, perform a FOD check on Skid Row, the hot cargo/missile turnaround pad, and any other location they may be directed to park transient aircraft. All FO will be picked up and properly disposed. If excessive FO is present, sweeper services will be requested through 5 OSS Base Operations.

14.19.2.12.3. (Added) Weekly FOD walks will be accomplished as shown below:

14.19.2.12.3.1. (Added) 5 AMXS: MPA, Docks 5 and 6 (APA/OPA when operational aircraft are present).

14.19.2.12.3.2. (Added) 5 MXS: Docks 1,2, 3 and 4 to include the exterior nose dock area of Docks 1 and 3.

14.19.2.12.3.3. (Added) Transient Alert: Skid Row, Sierra, and Hot Cargo Pad.

14.19.2.12.3.4. (Added) 5 MXG/MXL: Dock 7, Montana 1, and 10A

14.19.2.12.3.5. (Added) 54 HF: Helicopter Pad.

14.19.2.12.3.6. (Added) 5 MUNS: Convoy routes from WSA to generation areas during generations.

14.19.2.19. Roll over tire checks of all vehicles including Privately Owned Vehicles (POV) will be accomplished at all entry points to the flight line and taxiways.

14.19.2.19.1. (Added) During winter weather conditions, FOD checks at the main ECP will be conducted upon reaching the top of the incline, just west of bldg 830.

14.19.2.19.2. (Added) While on the flight line or taxiways if the vehicle leaves the hard surface, the operator will stop and conduct roll over tire checks upon re-entry onto the hard surface.

14.19.2.19.3. (Added) FOD check signs will be posted at all entrances to the flight line.

14.19.2.19.4. (Added) The sweeper operator will contact the Airfield Manager at Base Operations each morning prior to beginning sweeper activity. Requests for additional sweepers can be made by contacting the MOC or Base Operations.

14.19.2.19.5. (Added) The Supervisor of Flying (SOF) will perform runway and taxiway sweeps prior to first 5 BW flight of the day. 5 OSS Airfield Operations is responsible for all subsequent flight line checks and will coordinate for additional sweeping.

14.19.2.19.6. (Added) When excessive FO is encountered on the flight line, Production Supervisors will be notified and they will ensure that it is immediately removed.

14.19.2.19.7. (Added) The Production Supervisor or Expediter ensures routes are cleared of obstructions and debris prior to towing any aircraft. Base Operations will be notified if additional sweeping is required.

14.19.2.20. (Added) Prior to leaving the work area, all maintenance technicians will inspect the aircraft or equipment and the immediate work area for FO.

14.19.2.21. (Added) During the performance of maintenance repairs of any aircraft or aerospace ground equipment (AGE) equipment, a thorough FO check of any areas that are normally inaccessible will be accomplished prior to closure.

14.19.2.22. (Added) Screw bags/containers will be used to secure and control screws and hardware removed from aircraft panels. When panels are tacked in place, screw bags will be attached to the outside of the panels. When panels are stored in alternate locations, screw bags/containers will accompany the panel and be marked with aircraft tail number, panel number, and quantity. Screw bags/containers will not be stowed in aircraft cavities or behind temporarily attached panels.

14.19.2.23. (Added) Glass drink containers are prohibited on the flight line except upon approval by 5 BW/CV and 5 BW FOD/DOP Manager.

14.19.2.24. (Added) Maintenance technicians will perform an FO check of the parking spot prior to engine starts, prior to parking an aircraft, and after any aircraft taxis from a parking spot.

14.19.4. Magnetic bars will be installed on designated 5 AMXS vehicles from April through October of each year. During periods of inclement weather, the 5 AMXS Production Supervisor can direct removal of magnetic bars until conditions no longer present a hazard.

14.19.4.1. (Added) All vehicles having frequent access to the flight line must be equipped with a "FOD picker" device provided by the units VCNCO to facilitate FO removal from tires. FOD picker will be etched with the vehicle registration number.

14.19.8.5.1. (Added) The Airfield Manager ensures that the runway, taxiways, and adjacent roads are inspected daily for obstructions, debris, and foreign objects and determines sweeper priority for all areas of the airfield.

14.19.8.8. (Added) All organizations having personnel who work or drive on the flight line will appoint a primary and alternate FOD/DOP Monitor. A current copy of each unit's appointment letter will be forwarded to 5 BW FOD/DOP Monitor. Unit FOD/DOP Monitor will attend all wing FOD meetings.

14.19.9.1.2. (Added) MOC will also report FOD incidents to 5 BW FOD/DOP Monitor and Wing Safety.

14.19.9.1.3. (Added) 5 BW FOD/DOP Monitor will perform FOD investigation with the assistance of QA.

14.19.10.2. (Added) Wing FOD Awards Program. The purpose of the Wing FOD Awards program is to promote FOD awareness and to enhance the effectiveness of the FOD prevention effort. The wing has four FOD award categories: the Golden Bolt, FOD Poster, FOD Eliminator, and FOD Slogan.

14.19.10.3. (Added) The Golden Bolt Award promotes FOD awareness and attention to detail to identify and eliminate potential sources of FOD. The Golden Bolt is a small purple sticker with a picture of a bolt, a phone number contact, and a serial number printed on it. It is placed in various places including high traffic areas, phase docks, maintenance shops and vehicles. The sticker is never placed in an area where it could become a FOD hazard. The 5 BW FOD/DOP Manager or Wing Quality Assurance personnel will place the object and ensure it is found or removed. The award is a certificate and a 1-day pass from the 5 BW/CV.

14.19.10.4. (Added) The FOD Poster Award promotes FOD awareness. The FOD poster that best depicts FOD prevention and awareness will be selected as the quarterly winner. Poster submissions may be hand drawn or computer generated and will be judged on originality and impact. The posters will be mass-produced and distributed for display throughout the aircraft maintenance areas. The award is a certificate and a 1-day pass from the 5 BW/CV.

14.19.10.5. (Added) The FOD Eliminator Award provides squadrons the opportunity to recognize individuals who display outstanding support for the FOD prevention program. Individuals may be recognized for their continued vigilance and proactive FOD prevention efforts or for a specific achievement during the month. Supervisors provide a nomination letter or e-mail to the 5 BW FOD/DOP Manager describing the member's contributions to the FOD prevention effort. After coordination, a package is generated and forwarded to the 5 BW/CV for his approval. The award is a certificate signed by the 5 BW/CV and an incentive flight on a helicopter after coordination with the 54 HF.

14.19.10.6. (Added) The FOD Slogan Award promotes FOD awareness and prevention by soliciting 5 BW members to submit a short slogan that will be published in the base newspaper. The slogan submissions are forwarded for voting to the 5 BW Chiefs or another e-mail grouping within the wing. The best slogan will be published in the base newspaper at the beginning of the new quarter. The award is a certificate and a 1-day pass from the 5 BW/CV.

14.20.1.1. (Added) The 5 AMXS Production Supervisor will review all corrective actions for repeat discrepancies for sufficiency. The responsible section chief will ensure all repeat and recur discrepancies are operationally checked by a qualified technician and receive an inspection by a qualified 7-level. The technician performing the operational check will sign the "Corrected by" block of the AFTO Form 781A. The 7-level will sign the "Inspected by" block and initial the symbol. This information will be subsequently entered into IMDS. The 5 AMXS AMU OIC/NCOIC must approve CND corrective actions for repeat/recur discrepancies. They will decide if additional troubleshooting is required before releasing the aircraft for flight.

14.20.2.1.1. (Added) If a discrepancy cannot be duplicated, the 5 AMXS Production Supervisor will be notified. CND discrepancies must be operationally checked by a qualified technician and receive an inspection by a qualified 7-level. The technician performing the operational check will sign the "Corrected by" block of the AFTO Form 781A. The 7-level will sign the "Inspected by" block and initial the symbol. This information will be subsequently entered into IMDS. CND corrective actions for repeat/recurring discrepancies must be approved by AMU OIC/NCOIC as referenced in paragraph **14.20.1.1. (Added)** above.

14.20.2.2.1. (Added) The 5 AMXS Debriefing Section will provide the 5 AMXS Production Supervisor a IMDS screen 122, Maintenance Snapshot Inquiry, for each repeat and recur discrepancy found during debrief. If the discrepancy falls under 5th MXS responsibility, both squadron maintenance supervisions will jointly develop and implement corrective actions in accordance with this instruction.

14.22.6.1. (Added) The determination for the requirement of an OCF on all Category 1 & 2 aircraft will be based on the decisions made by the 5 AMXS/MXA and 5 MXG/MXQ with 5 MXG/CC approval. The need for OCF will be based on the type of maintenance performed on the aircraft and on the magnitude of cannibalizations.

14.22.6.2. (Added) After the OCF has been completed, the aircraft may continue to be flown for a training sortie during the same flight.

14.22.6.3. (Added) 5 MXG/MXQ FCF/OCF monitors will follow procedures in TO 1-1-300, 00-20-5, 1B-52H- 6CF-1, Acceptance and/or Functional Check Flight Procedures -- (Boeing), appropriate –6 checklist, established procedures in this supplement, and the FCF/OCF program book to conduct OCF checks.

14.32.2.2.1. (Added) The safety observer will ensure the aircraft is chocked before initiating any maintenance and maintain interphone communication with the aircrew at all times. Personnel must be familiar with restrictions placed on line replaceable unit removal from aircraft with weapons loaded. Close coordination with weapons expediter must be accomplished to ensure safety precautions are adhered to and weapons are safed IAW with TO requirements.

14.32.2.2.2. (Added) Vehicles responding to aircraft red ball maintenance are not considered emergency vehicles. They will follow established driving patterns and not exceed established speed limits.

14.32.2.2.3. (Added) Minimum support equipment required for aircraft red ball maintenance will include, but is not limited to: two chocks, one fire bottle, and one headset with ground cord.

14.32.2.2.4. (Added) Applicable Production Supervisors or expediters will relay specific information about the aircraft red ball discrepancy to the MOC. MOC will load the job control number. Information will include aircraft tail number, discrepancy, parts required/received, and the job control number. The MOC, in coordination with 5 MXS Production Supervisor, will dispatch any specialists from the 5 MXS,

as needed. The appropriate shop will respond immediately to red ball situations. When requested by Pro-Super/Expediter, MOC will load a job control number to "Perform a red ball follow-up after flight of _____ (maintenance performed)."

14.32.2.2.5. (Added) The Quick Reference List will be used to order parts through COSO for all red ball part requirements.

14.32.2.2.6. (Added) The 5 LRS and Combat Operations Support Flight will work aircraft red ball maintenance support as their highest priority.

14.32.2.2.7. (Added) The respective shop will properly annotate all maintenance actions on the AFTO Form 781A. Personnel will ensure all forms are completed. Red X and In-Process Inspection entries will be cleared by a qualified technician and an exceptional release will be re-accomplished by a certified individual upon completion of aircraft red ball maintenance (circuit breaker/switch positioning is not considered maintenance) before the aircraft is released for flight. All aircraft red ball maintenance actions will be entered into IMDS as soon as possible after completing the maintenance actions.

14.34.4. (Added) Self Inspection Program 5 MXG:

14.34.4.1. (Added) Responsibilities.

14.34.4.1.1. (Added) MXG/CC will appoint a primary and alternate group self-inspection program manager (usually the 5 MXG/CD and 5 MXG/CCC) in writing. The 5 MXG/CC is the approving authority for closing out any open critical findings.

14.34.4.1.2. (Added) MXG/CD and/or MXG/CCC is the 5th Maintenance Group Self-Inspection Program Manager and is responsible to the 5 MXG/CC for the overall management of the group's self-inspection process. The Program Manager will maintain the Group Self-Inspection program book. He/she will maintain a list of squadron appointed primary and alternate unit self-inspection monitors within the group. The Group Program Manager will track and maintain a copy of all critical open findings found during self-inspections or higher headquarters (HHQ) inspections and visits within the group complex. He/she will chair monthly self-inspection meetings with squadron appointed unit self-inspection monitors. Meetings will consist of briefing updates on all critical open findings. The Group Program Manager also will ensure self-inspections are conducted at the group level using, at a minimum, the functional area Compliance and Standardization Requirements Lists (C&SRLs) and any applicable Quality Assurance Activity Inspection Checklists. The Program Manager will assign tracking numbers to each discrepancy open item discovered during the group inspection and initiate a follow-up every 30 days until the item is closed out. All open findings will be recorded on the self-inspection open finding form (**Attachment 27 (Added)**) and tracked on the self-inspection open finding tracking sheet (**Attachment 26 (Added)**).

14.34.4.1.3. (Added) Squadron Commanders will appoint in writing a primary and alternate unit self inspection manager and provide a copy of the appointment letter to the Group Self-Inspection Program Manager. Squadron commanders will also ensure formal programs are established at flight/AMU level . Squadron Commanders will ensure self-inspections are conducted within their squadron using functional area Compliance and Standardization Requirements Lists (C&SRLs) along with the Quality Assurance Activity Inspection Checklists that apply to their area of responsibility. Squadron Commanders, along with their appointed squadron self-inspection manager, will ensure all critical open items found during their unit's self-inspection and all HHQ inspections and visits are forwarded to the Group Self-Inspection Program Manager on separate self-inspection open finding forms (**Attachment 27 (Added)**). They will also ensure open non-critical discrepancies are aggressively tracked and managed within their unit for

timely solutions. Squadron Commanders are the approving authority for closing out Non-Critical Findings within their unit.

14.34.4.1.4. (Added) Unit Self-Inspection Managers act as agents of the commander with authority and responsibility to complete appropriate self inspection duties (historically the Maintenance Operations Officer/Maintenance Superintendent). The unit manager will maintain a list of all appointed primary and alternate self-inspection monitors within their unit. The unit self inspection manager will maintain a master squadron self-inspection program book, assign tracking numbers and track each open discrepancy, both critical and non-critical, within their unit (see **Attachment 26 (Added)**). He/she will compile and send to the Group Self-Inspection Program Manager critical open discrepancies and will provide monthly updates to any critical open discrepancy. He/she will attend group self-inspection program review meetings.

14.34.4.1.5. (Added) Tracking numbers will consist of unit designator, 4 digit date reflecting year and month, and 3 digit sequential number. For example, the 12th finding 5 MUNS discovers during their Sep 06 semiannual inspection would receive tracking # 5 MUNS-0609-012. Similarly, if DNSI deficiency in para 1a5 was QA's fifth for the month of July the tracking number would be 5 MXG-0607-005.

14.34.4.1.6. (Added) Self-inspection monitors will be responsible to their functional flight/AMU supervision for the overall management of their functional area self-inspection program. The self-inspection monitor will maintain a self-inspection program book. The self-inspection monitor will ensure, that at a minimum, all C&SRLs along with the Quality Assurance Activity Inspection Checklists that apply to their area of responsibility are used to thoroughly inspect their areas. Additionally, the self-inspection monitor will ensure local checklists are developed to address primary and ancillary duties to fill gaps discovered in C&SRLs and QA Activity Inspection Checklists. Local checklists will include the appropriate TO or regulatory references for each question. All open discrepancies will be forwarded to the Unit Self-Inspection Manager who will assign a tracking number to them. Self-inspection monitors are responsible for providing monthly updates to any open discrepancy within their area of responsibility to their Unit Self-Inspection Monitor.

14.34.5. (Added) **Self-inspection Process.**

14.34.5.1. (Added) Self-Inspections will be completed semi-annually by the last duty day of September and March. Commanders, Operation Officers, Maintenance Superintendents, and Flight Commanders/Chiefs will complete a self-inspection within 45 days of assignment to a new duty position. As a minimum, all C&SRLs and Quality Assurance Activity Inspection Checklists that apply to your area of responsibility will be used to conduct the self-inspection. Locally-developed checklists from Air Force technical orders, Air Force and MAJCOM guidance, and local policies are highly encouraged.

14.34.5.1.1. (Added) To be in compliance with a C&SRL and or a Quality Assurance Activity Inspection checklist item, you must be able to answer the following three basic questions:

14.34.5.1.2. (Added) Do we comply?

14.34.5.1.3. (Added) How do we comply?

14.34.5.1.4. (Added) How do we show/document compliance?

14.34.5.1.5. (Added) Open findings (items not in compliance) will be documented on self-inspection open finding forms (**Attachment 27 (Added)**). When documenting open items, ensure the following are addressed:

14.34.5.1.6. (Added) C&SRL functional area/QA Activity Inspection Checklist functional area, para or item number and item text.

14.34.5.1.7. (Added) Exactly what you are not in compliance with.

14.34.5.1.8. (Added) What you are doing to fix the problem.

14.34.5.1.9. (Added) Estimated completion date or time line for complex incremental fixes.

14.34.5.1.10. (Added) OPR needs to update on progress of fix..

14.34.5.2. (Added) Send all open findings to the appropriate unit manager by the last day of the month of inspection (Mar or Sep). Unit managers will assign a tracking number (**Attachment 26 (Added)**). Unit managers will forward open critical findings to Group Program Manager by the end of the first week of the month following the inspection month. Open findings will only be closed after all actions have been taken to correct the finding and the finding is no longer out of compliance and is signed off by the appropriate authority (group Commander for critical findings, squadron CC for non-critical findings).

14.34.6. (Added) Self-Inspection Program Books

14.34.6.1. (Added) Group Self-Inspection Manager, Unit Self-Inspection Managers and Self-Inspection Monitors will maintain a self-inspection program book. As a minimum, these books will contain an appointment letter, self-inspection governing directive, copy of immediate functional area C&SRLs along with any Quality Assurance Activity Inspection Checklists that may apply, current self-inspection open findings tracking sheet and self-inspection open finding forms. Also include findings from last major inspection that pertain to their area of responsibility and a copy of current Special Interest Items that pertain to their area of responsibility.

14.34.6.2. (Added) All Self-Inspection Program Books will be set up as shown in Atch 28.

14.57. (Added) Aircraft “HOT BRAKES”

14.57.1. (Added) General. This section establishes procedures for “HOT BRAKES.”

14.57.1.1. (Added) When aircraft declares “HOT BRAKES,” the aircraft will taxi from active runway to the designated “HOT BRAKE” areas as directed in MAFBI 11-250 (East and West hammerheads or Alpha and Delta taxiways). One forward gear will be chocked by 5 AMXS personnel. The aircrew will egress the aircraft and the aircraft will remain under observation by fire department personnel for a minimum of 30 minutes or until hot brakes maintenance personnel have declared condition safe.

14.57.1.2. (Added) Aircraft parking brake will NOT be set.

14.57.1.3. (Added) Whenever evidence of overheated brakes is present, immediate fire precautions should be taken and the area on both sides of the heated wheels should be cleared of personnel and equipment for 300 feet.

14.58. (Added) Dash 21 PROGRAM MANAGEMENT

14.58.1. (Added) ROLES AND RESPONSIBILITIES.

14.58.1.1. (Added) 5 MOS/MXOOP will coordinate Annual Dash 21 inventory results report between 5 AMXS and 5 MXG/CC. The 5 MXG/CC will forward report to appropriate HQ ACC weapons system managers NLT 30 Sep annually.

14.58.1.2. (Added) QA will provide oversight and coordinate standardized configurations ensuring adequate equipment is on aircraft for required mission (home station, deployment, exercise, PDM, CFT, loan,

etc.). Ensure the following Dash 4 (IPB) items are tracked as Dash 21 equipment (per aircraft). See **Attachment 25 (Added)**.

14.58.1.3. (Added) APG will conduct visual inventories during Pre-Flight inspections.

14.58.1.4. (Added) Equipment not documented as removed on AFTO Form 781A or locally assigned form will be treated as a lost tool/item.

14.58.1.5. (Added) Annual/Custodian change inventories will be conducted by the Support Section. All inventories will be documented on MFR. The annual inventory requires an MFR to be routed to 5 MOS/MXOOP PS&D Section and ACC NLT 1 Sep.

14.58.1.6. (Added) Wing Weapons Manager provides Dash 21 inventory information to 5 AMXS Dash 21 custodian NLT 15 Aug annually.

14.58.2. (Added) 5 AMXS

14.58.2.1. (Added) Support Section will:

14.58.2.1.1. (Added) Maintain balance of required equipment in storage.

14.58.2.1.2. (Added) Provide or remove equipment as needed for aircraft optional configurations.

14.58.2.1.3. (Added) Conduct and update inventories and maintain required documentation.

14.58.2.1.4. (Added) Handle replacement of all Dash 21 equipment (e.g., ordering, scheduling, and repair).

14.58.2.1.5. (Added) Provide updated inventory to 5 MOS/MXOOP NLT 1 Sep annually.

14.58.2.2. (Added) Aircraft DCCs will:

14.58.2.2.1. (Added) Sign for standard configuration MSPE/CSPE inventory in TAS.

14.58.2.2.2. (Added) Assist Support Section with aircraft Dash 21 inventory during scheduled maintenance.

14.58.2.3. (Added) ECM will:

14.58.2.3.1. (Added) Maintain and inventory AME in ECM Backshop.

14.58.2.3.2. (Added) Provide inventory information to 5 AMXS Support Section NLT 15 Aug annually.

14.58.3. (Added) Crew/Passenger Equipment and Maintenance Safety/Protective Equipment Procedures.

14.58.3.1. (Added) Inventories.

14.58.3.1.1. (Added) Aircraft inventories will be documented on a locally assigned form in the AFTO Form 781 binder.

14.58.3.1.2. (Added) Support Section in conjunction with the aircraft DCC/ADCC will conduct inventories on all aircraft every 30 days. EDT aircraft inventories will be conducted by crew chiefs assigned to 5 AMXS/MXAA, not DCC/ADCCs, every 90 days due to manning constraints and aircraft being assigned to EDT status.

14.58.3.1.3. (Added) All equipment will be replaced on a “one for one” basis. Equipment removed from assigned aircraft will be documented in the 781A with appropriate symbol.

Attachment 15 (Added)

ASSIGNED CTK / WWID NUMBERS

WWID	Squadron / Section
	5th Maintenance Squadron CTK Numbers
	Accessories Flight
MPXA	Elect/Environ Section
MPXB	Egress Section
MPXC	Fuels Sys Section
MPXD	Hydraulics Section
	AGE Flight
MPXE	AGE Inspection Repair Section
MPXF	Munitions AGE Section
MPXG	AGE Dispatch Section
MPXH	AGE Mobility
	Fabrication Flight
MPXI	Structural Maintenance
MPXJ	Metals Technology
MPXK	Survival Equipment
MPXL	Non Destructive Inspection (NDI)
	Maintenance Flight
MPXM	Repair and Rec
MPXN	Wheel and Tire
MPXO	Transient Alert
MPXP	Phase
	5 Maintenance Operations Squadron
	MXOOE Engine Management
MPXQ	Jets /JEIM
MPXR	Material Support Tools for Trailers
WWID	Squadron / Section

	5th Aircraft Maintenance Squadron
MPAS	Support Section
MPAC	Com Nav Mission Support Backshop
MPAE	ECM Backshop
MPAV	Vehicle Support
	5th Munitions Squadron CTK Numbers
MPUHA	Missile Maint
MPUHC	Nuclear Maint
MPUHE	VACE
MPUBA, MPUBB, MPUBC, MPUBD, MPUBE, MPUBF, MPUBG	Conventional Maint
MPUI	Handling
MPUDA, MPUDB	Storage
MPUCA, MPUCB, MPUCC, MPUCD	Inspection
MPUG5	RS/RV Maintenance
MPUHE	Weapons Support
MPUA0	Armament Systems Flight
MPUEA, MPUEB, MPUEC, MPUEP	MSEM
MPUHD	BSART
MPUHF	Missile Maintenance TCTO kits
MPUK	MUNS Training Section
MPMQA	**5 MXG/MXG, Quality Assurance**
MPMF	5 MXG/AFREP
MPMWW	**5 MXG/MXL Weapons Standardization Section**
FTD 1	**372 TRNG SQ (FTD)**
MP2LS	23d Bomb Squadron/Life Support

Attachment 16 (Added)

IMPOUNDMENT OFFICIAL CHECKLIST

(TO BE COMPLETED ON ALL IMPOUNDMENT'S)

A16.1. Ensure aircraft or equipment is properly safed or secured. Aircraft or equipment will be cordoned with ropes, cones, or placards as required/deemed necessary by the impoundment official.	_____
A16.2. Ensure no maintenance is performed (other than installing safety equipment) until the cause of the malfunction has been found and measures taken to ensure safe operation of the affected aircraft or equipment.	_____
A16.3. Ensure that no troubleshooting data is lost.	_____
A16.4. Interview pilot or equipment operator and other personnel as appropriate to determine specific facts and circumstances surrounding the incident.	_____
A16.5. Notify Wing Safety if situation warrants; i.e., the situation involves flight, ground, or Weapons Safety.	_____
A16.6. Ensure impoundment is entered in AFTO Form 781A or 244 series equipment maintenance. Record IAW AFI 21-101, MAFBSUP1, and review aircraft or equipment forms.	_____
A16.7. Review aircraft or equipment history to determine if problem is recurring (Aircraft Document files, debrief forms, work center logs, IMDS, and Form 95, etc.). Analysis may be used for assistance. (Note: If Mishap/FOD is engine contained or engine related only stop this checklist and refer to the engine impoundment checklist of this supplement.	_____
A16.8. When required, assemble impoundment work crew and brief them on what maintenance will be performed.	_____
A16.9. Ensure proper documentation of all forms and maintenance actions as required.	_____
A16.10. Impoundment Official authorizes maintenance on aircraft or equipment as required.	_____
A16.11. Maintain up-to-date status and brief designated release authority as required on problem areas estimated time in commission and work progress.	_____
A16.12. Ensure all parts, known or suspected, that may have caused the incident are documented and processed in a timely manner, and are given serious consideration for Material Deficiency Report, Quality Deficiency Report or warranty claim consideration.	_____
A16.13. Have all forms and associated documentation reviewed by QA prior to recommending impoundment release.	_____

A16.14. Prepare a briefing for the designated impoundment release authority on findings, problem encountered, and recommendations to prevent possible recurrence.	_____
A16.15. Report findings to Wing Safety when appropriate.	_____

* IMPOUNDMENT OFFICIAL MUST COMPLY WITH AND INITIAL ITEMS A.16.1 THROUGH A.16.11 PRIOR TO RELEASING THE AIRCRAFT/EQUIPMENT FOR IMPOUNDMENT MAINTENANCE.

Attachment 16b (Added)

IMPOUNDMENT OFFICIAL CHECKLIST

(TO BE COMPLETED ON ALL ENGINE IMPOUNDMENT'S)

This attachment will be used to identify, secure, and expedite engine mishap reporting procedures in the case of aircraft engine F.O.D or significant mishap. The attachment provides direction for the impoundment official, the engine technical specialist, the 5 BW FOD/DOP Manager and 5 MXG Quality Assurance Inspector.

B16.1. Impoundment Official (5 AMXS/MXS Production Supervisor)

Rank/Name _____Duty Phone _____

B16.2. Ensure engine is properly secured. If damage is suspected beyond 4th stage compressor, impound engine. Ensure write-up is entered in aircraft 781A forms as follows; "#_ engine impounded, cannibalization of parts not authorized." This is a Red X condition.

B16.3. Ensure no maintenance is performed or parts are removed from the engine until the cause of the mishap/FOD has been found and authorization has been received from 5 MXG/CC and OC/ALC for cannibalization.

B16.4. Ensure that no troubleshooting data is lost.

B16.5. Interview pilot or equipment operator and other personnel as appropriate to determine specific facts and circumstances surrounding the incident.

B16.6. Notify MOC to contact QA and 5 BW FOD/DOP Manager.

B16.7. Engine Technician: Rank/Name _____Duty Phone _____ NOTE: Record all defects in the space provided below.

B16.7.1. Visually inspect Engine inlet for damage:

B16.7.2. Visually inspect engine bleed valve exit screen for foreign objects:

B16.7.3. Visually inspect engine exhaust for evidence of FOD. damage:

B16.8. Upon direction of 5 BW FOD/DOP Manager/QA Office, borescope engine. (Digitally photograph damage)

B16.8.1. 9th and 10th stage compressor: (record defects).

B16.8.2. 16th stage compressor: (record defects).

B16.8.3. Other significant damage.

B16.9. If engine is damaged beyond limits, engine is removed from the aircraft and the impoundment transferred to the engine. POC will be the 5 MXS Impoundment Official. Obtain mishap number from the 5 BW FOD/DOP Manager or Flight Safety.

Mishap Number: _____.

B16.10. Obtain the following engine information located in the 5 MOS Engine Management Section.

Engine Time Remaining:_____, Engine Cycles:_____, Total Time_____

B16.11. Oil Analysis records and engine damage will be reviewed by 5 BW FOD/DOP Manager, Quality Assurance Inspector and 5 MXS Superintendent to determine if further investigation is required.

5 MXS Superintendent: Rank/Name _____Duty Phone _____

B16.12. Obtain cannibalization authorization from OC/ALC to remove/CANN parts "Not" associated with the engine mishap.

B16.13. Submit a QDR (MDR/TDR) on damaged engine. (OPR: Engine Technician)

DR #: _____

B16.14. 5 MXS Superintendent will review Impoundment Checklist and release engine from safety investigation.

5 MXS Superintendent:_____Date: _____

B16.15. 5 BW FOD/DOP Manager will review Impoundment Checklist and release engine from FOD investigation (if required).

FOD Manager: _____Date:_____

B16.16. 5 MXG Quality Assurance will review Impoundment Checklist prior to release of engine from impoundment.

QA Rep:_____Date:_____

B16.17. 5 MXS Superintendent and/or Propulsion Flight Chief impoundment authority prepares a brief for the designated impoundment release authority on findings, problems encountered and recommends release of engine from impoundment for shipment to depot.

NOTE: All items will be completed and initialed prior to recommending impoundment release to designated impoundment authority.

B16.18 Accident/FOD investigation complete. Engine S/N PW6_____, is released from impoundment for shipment to applicable depot.

Impoundment Release Authority_____ Date _____

Attachment 16c (Added)

IMPOUNDMENT LOG

ALL PURPOSE CHECKLIST		**Page of pages**		
TITLE/SUBJECTACTIVITY/FUNCTIONAL AREA **IMPOUNDMENT LOG**		**OPR**	**DATE**	
NO.	**ITEM**			
	IMPOUNDMENT OFFICIAL:			
	INVESTIGATION OFFICIAL:			
	QA REPRESENTATIVE:			
	PILOT/OPERATOR'S NAME:			
	AIRCRAFT MDS/TAIL #/EQUIPMENT ID#/TYPE:			
	JOB CONTROL #:			
	*CAT IMPOUNDMENT:			
	DISCREPANCY (AS WRITTEN IN 781A OR 244): _____ _____ _____ _____ _____			
	*CATEGORY OF IMPOUNDMENT FOD: FOREIGN OBJECT DAMAGE PYS: PHYSIOLOGICAL FCS: FLIGHT CONTROL SYSTEM VAN: VANDALISM/SABATOAGE GBA: GEAR/BRAKES/ANTI-SKID MIR: MUNITIONS INADVERTENET RELEASE VIB: VIBRATION/NOISES RPT: REPEAT/RECUR DO: DROPPED OBJECT FIR: FIRE ELE: ELECTRICAL ENG: ENGINE			
	HISTORY: _____ _____ _____ _____ _____			

ALL PURPOSE CHECKLIST		Page of pages		
TITLE/SUBJECTACTIVITY/FUNCTIONAL AREA IMPOUNDMENT LOG	OPR	DATE		
NO.	**ITEM**			
	CORRECTIVE ACTION (AS WRITTEN IN 781A OR 244): _____ _____ _____ _____ _____			
	CORRECTED BY: _____ EMP#_____			
	INSPECTED BY: _____ EMP#_____			
	MAINT SUPERVISOR/SUPERINTENDENT: _____			
	TOTAL DIRECT MAN HOURS EXPENDED: _____			
	QA REVIEW BY: _____ EMP#_____			
	IMPOUNDMENT RELEASED BY: _____ DATE: _____			

Attachment 16d (Added)

IMPOUNDMENT FOR LOST TOOLS

ALL PURPOSE CHECKLIST			**Page of pages**	
TITLE/SUBJECTACTIVITY/FUNCTIONAL AREA **IMPOUNDMENT FOR LOST TOOLS**		**OPR**	**DATE**	
NO.	**ITEM**	**Date**	**Time**	**Init**
1.	WAS THE TOOL/ITEM LOST DURING AIRCRAFT MAINTENANCE? YES/NO:			
2.	IF YES, LIST THE TAIL NUMBER_____.			
3.	ENTER A RED "X" IN THE AFTO FORM 781A FOR ALL AFFECTED AIRCRAFT. ENTER DISCREPANCY IAW AFI21-101, MAFB SUP1.			
4.	WAS THE TOOL/ITEM FOUND? YES/NO			
5.	IF NO, IMPOUND AIRCRAFT IAW, AFI21-101.			
6.	ENSURE CTK CUSTODIAN INITIATES ACC FORM 145 (LOST TOOL REPORT).			

Attachment 17 (Added)

STANDARD B-52H JACKING FUEL LOAD

Standard 120,000 lbs. Jack load

WING TANK #1	16,000 lbs
WING TANK #2	17,000 lbs
WING TANK #3	17,000 lbs
WING TANK #4	16,000 lbs
FORWARD TANK	0 lbs
CENTER TANK	3,000 lbs
AFT BODY	8,000 lbs
MID BODY	37,000 lbs
LEFT OTBD	2,000 lbs
LEFT EXTERNAL	1,000 lbs
RIGHT OTBD	2,000 lbs
RIGHT EXTERNAL	1,000 lbs
[redacted]	
TOTAL FUEL	120,000 lbs

Attachment 18 (Added)

EGRESS SYSTEMS
PRE-OPERATION/EMERGENCY PROCEDURES BRIEFING

A18.1. Prior to the start of any operation brief the following:

A18.1.1. A description and location (IAW AFMAN 91-201, paragraph 2.4.3.) of the operation to be performed:

_____

_____

_____

_____

A18.1.2. Explosives involved 1.4 Class/Division - Withdrawal Distance 300 ft.

A18.1.3. Brief all principle hazards, warnings, notes and applicable cautions from item TO

A18.1.4. Personnel Limits:

Supervisors_____

Team Members_____

Visitors_____

A18.1.5. Remove all hand and wrist jewelry.

A18.1.6. Check all fire extinguishers for serviceability.

A18.1.7. Who will sound the alarm _____.

If that individual is injured, then _____.

Who will sound the alarm. _____

Who will direct emergency vehicles to the scene. _____

Who will direct fire fighting efforts until the fire department arrives, unless such actions are determined to be too dangerous.

All non-essential personnel will evacuate to _____.

A18.2. Immediately notify the fire department of the incident to include the type, quantity, fire symbol, location and the number of personnel requiring first aid and/or rescue.

A18.3. Notify the Maintenance Operations Center. Include information on any personnel injuries. They will notify the hospital and the Weapons Safety Officer.

A18.4. Evacuate the area upwind to the appropriate withdrawal distance for the Class/Division of the munitions involved.

A18.5. Immediately perform a roll call to ensure all personnel are present or accounted for.

A18.6. Do not return to the scene of the incident unless directed by competent authority.

A18.7. If an abnormal condition exists, stop the operation until technical guidance can be obtained to correct the condition.

Attachment 19 (Added)

MINOT AFB NON-TACTICAL RADIO CALL SIGNS

Maintenance Net "A" will be used by the 5 AMXS, 5 MXS and QA. The "B" Net will be used by Transient Alert and the Tower for runway and active taxiway crossing approval. “B” Net will be used when “A” Net is inoperative and during exercise actions by 5AMXS, 5 MXS. Generation monitors (cell chiefs) will use the maintenance “C” Net during generations. Only personnel assigned to the 5 MUNS will use “D” Net. AGE will use appropriate radio net per squadron assigned. The respective production supervisor controls these. See this attachment for appropriate radio call sign.

5 BW & Special Staff	
5 BW/CC	Warbird
5 BW/CV	Warbird 2
5 BW/CCE	XO
5 BW/IG	India
5 BW/DS	Sierra
5 BW/XP	Xray
5 BW/CP	Ice Palace
5 BW/CCT	Start 1
Safety	Safety
5th Operations Group	
5 OG/CC	Charlie
5 OG/CD	Charlie 2
5 OG/CM	Charlie 3
SOF	Foxtrot
5th Operations Support Squadron	
Commander	Ironman
DO	Ironman 2
Weapons Officer	Neutron
23d Bomb Squadron	
Commander	Baron
DO	Baron 2
Bomber life support	Baron Support
5th Maintenance Group	
5 MXG/CC	Delta

5th Aircraft Maintenance Squadron	
Commander	Bull
AMXS Maint Ops Officer	Bull 2
AMXS Chief	Bomber Chief
AMU OIC	Bomber Lead
AMU Chief	Bomber Super
Bomber Debrief	Ragin 3
Bomber Dispatch	Ragin 4
Cell Chiefs	Cell 1-7
Aircraft Section	Dawg Super
Specialist Section	Ragin 1
Weapons Section	Iron Super
Support Flight Chief	Scout
Support/ tool crib	Camp 1
Vehicle Section	Camp 2
COSO	Camp 3
Bomber mobility	Stampede
Production Super	Bomber 1
Production Expediter (Red)	Bomber 2
Production Expediter (Gold)	Bomber 3
Guidance and Control	Bomber 4
Bomb Nav/Comm Nav	Bomber 5
Propulsion	Bomber 6
ECM	Bomber 7
Crew Chiefs	Bomber 8

5 MXG/CD	Delta 2
QA Superintendent	Eagle Eye Chief
QA Assurance Trucks	Eagle Eye 1-5
WSS Super / WWM	Iron Chief
Load Standardization Crew	Iron Fist
AF Engineering Technical Serv	AFETS
FTD	FTD 1-3
5th Maintenance Operations Squadron	
Commander	Shadow
MOC Superintendent	Fortress Super
Maintenance Operations Center	Fortress
5th Maintenance Squadron	
Commander	Mustang
Maintenance Supervision	Mustang Lead
Maintenance Superintendent	Mustang Chief
Production Superintendent	Mustang 1-2
Mobility	
Unit Control Center	Enterprise
AGE Flight	
AGE Flight Chief	
AGE Superintendent	Ranger 1
Age Dispatch	Blue 1-5
Munitions AGE	Gold 1-2
Munitions AGE Base	Fort Knox
Fabrication Flight	
Fabrication Flight Chief	
Structural Maintenance TtTtruShop	Mustang 3
Structural Maintenance Trucks	Mustang 4
Metals Tech	Mustang 9
NDI	Mustang 10

Crew Chiefs	Bomber 9
Crew Chiefs	Bomber 10
Pneudraulics	Bomber 11
Electro/Environmental	Bomber 12
Weapons Expediter	Iron 1
Weapons Load Crews	Iron 20-31
Tow vehicles	Dragon 1-5
Deicers trucks	Frosty 1-5
Crane	Lift
Alert Expediter	Ready 1
Gopher Vehicle	Shuttle
5th Munitions Squadron	
Commander	Phoenix
Maintenance Operations	Phoenix 2
Maintenance Superintendent	Phoenix Chief
Armament Flight	
Armament Systems Flight	Relic
Munitions Control	
Munitions Control	Yankee
Remote Munitions Control	Remote 1
Production Flight	
Flight Commander	Prowler
Flight Chief	Prowler 1
Conventional Mx NCOIC	Thunder 1-2
Conventional Mx Dispatch	Thunder 3
Conventional Mx Flare Crew	Lightning
Conventional Mx Crew Chiefs	Thunder 4-10
Conventional Mx Crews	Thunder 31-99
Trailer Maintenance	Ratchet
Materiel Flight	

Propulsion Shop vehicle	Mustang 16
Test cell vehicle	Mustang 17
Maintenance Flight	
Maintenance Flight Chief	
Aero Repair Shop (Dock 3)	
Aero Repair vehicle 1	Mustang 7
Aero Repair vehicle 2	Mustang 8
Phase Insp Shop (Dock 4)	
Phase response vehicle	Mustang 11
Crash Recovery	Mustang 12
Transient Alert	Mustang 13
Accessory Flight Chief	
Fuel Cell	Mustang 6
Egress	Mustang 5
Electro-Environmental	Mustang 14
Pneudraulics	Mustang 15
FM Sweep Teams	Mars 1-3

Flight Commander	Badger
Flight Chief	Badger 1
Inspection	Gadget 1-5
Storage	Stacker 1-5
Accountability	Hammerhead 1-5
Strategic Maintenance (SWM)	
Flight Commander	SWM 1
Flight Chief	SWM 2
Flight Production Super	SWM 3
ALM Maintenance Crews	Cruise 1-5
Weapons Maintenance Crews	Peacekeeper 1-5
Handling Dispatch	Roadrunner 1
Handling Crews	Roadrunner 2-29
RV Maintenance Crews	Titan 1-3
Support Section	Hawk 1-2
MASO	Falcon 1
NOCM NCOIC	Falcon 2

Attachment 20 (Added)

IMDS UNIT IDENTIFIER CODES

UNIT ID	UNIT DESIGNATION	BASE/STATION
A	5 BW	Minot AFB, ND
D	54th Helicopter Flight	Minot AFB, ND
F	5 COMM SQ	Minot AFB, ND
N	23 BS	Minot AFB, ND

Attachment 21 (Added)

AIRCRAFT MAINTENANCE/FUEL SERVICING PRIORITIES

Priority 1	1. PNAF/ROSS aircraft
	2. STRATCOM/ACC Airborne Command Post type aircraft on alert
	3. B-52 aircraft on alert
	4. H-1 supporting line 100 mission
	5. B-52/H-1 aircraft assigned HHQ directed mission
Priority 2	6. B-52 within 8 hours after landing or within 6 hours of a scheduled launch, alert, or simulated generation/ORI
	7. H-1 within 8 hours after landing or within 6 hours of a scheduled launch
	8. Air evacuation aircraft
	9. Transient support and FAA aircraft
Priority 3	10. B-52 aircraft in scheduled/unscheduled maintenance
	11. H-1 aircraft in scheduled/unscheduled maintenance

Attachment 22 (Added)

EXAMPLE OF STANDARD AIRCRAFT JACKET FILE INDEX FOR B-52

60-0005

AIRCRAFT JACKET FILE INDEX FOR B-52

BASIC AIRCRAFT 95
LANDING GEAR 95
ENGINE 95'S & 44'S (ENGINES #1 & #2)
ENGINE 95'S & 44'S (ENGINES #3 & #4)
ENGINE 95'S & 44'S (ENGINES #5 & #6)
ENGINE 95'S & 44'S (ENGINES #7 & #8)
ACFT/ENG ECMP DATA
781 FORMS = JAN/MAY/SEP
781 FORMS = FEB/JUN/OCT
781 FORMS = MAR/JUL/NOV
781 FORMS = APR/AUG/DEC
12/13. #1 PHASE INSP PACKAGE
14/15. #2PHASE INSP PACKAGE
16/17. #3PHASE INSP PACKAGE
18. TCTO RECORDS
19. JOAP RECORDS
20. FCF CHECKLIST
21. FUEL CELL RECORDS 427
22. PDM/EAR
23. 107 / WAIVER/EXTENSION LETTER
24. MISCELLANEOUS
25. DOCUMENT REVIEW
26. AF FORM 2411 / FILE REVIEW CHECKLIST
27/28. AFTO Form 350 Tags
29. Weight and Balance – Chart "C"

Attachment 23 (Added)
DASH 21 EQUIPMENT REQUIREMENTS PER AIRCRAFT

ACFT -21 EQUIPMENT, AME, and MSPE INVENTORY RECORD	**Date From:**				**Date To**:		
	Aircraft Serial Number:				**Type:**		
	Base: Minot AFB				**Aircraft Type:**	B-52H	
Equipment Nomenclature:	**Location**	**Auth Qty**	**Initial Check**	**1**	**2**	**3**	**4**
Life Raft Deflation Case/Tool		2	SJP				
Cylinder Type A-6		6	SJP				
Regulator Type A-2		6	SJP				
Axe-Fireman's Small Hand Emergency		1	SJP				
Signal Light		1	SJP				
Seat Cushion		12	SJP				
Mattress		1	SJP				
Extinguisher, Fire Type Halon 1311		2	SJP				
Lock Assy Switch Stab Trim Circuit		1	SJP				
Drag Chute Assy		1	SJP				
Pilot Chute Assy w/Canister		1	SJP				
Shield Assy Engine Air Intake		8	SJP				
Gloves, Fire Fighting		2	SJP				
Hand Crank, Drag Chute		1	SJP				
Adapter, Drag Chute		1	SJP				
AERP Hose		2	SJP				
AERP Hose Clamp		2	SJP				
Oven-Warming Electric		1	SJP				
Kit-First Aid		3	SJP				
Main Landing Gear Safety Pin		4	SJP				
Tip Gear Safety Pin		2	SJP				
MLG Steering By-pass Key		2	SJP				
Flare Door Safety Streamer		1	SJP				
#1 Seat Safety Pin		10	SJP				
#2 Seat Safety Pin		4	SJP				
#3 Seat Safety Pin		6	SJP				
#4 Seat Safety Pin		2	SJP				
#5 Seat Safety Pin		6	SJP				
#6 Seat Safety Pin		2	SJP				
Bomb Door Lock		2	SJP				
Pitot Tube Cover		6	SJP				
**********	Last *****	Item	******	*******	******	*******	*****
Initial Check Signature						Date	Time

MXG0048, 20060122, OPR: 5 AMXS/MXAAF, Ref: AFI21-101_ACCSUP1_MINOTAFBSUP1 6 November 2007

Attachment 24 (Added)

SELF-INSPECTION OPEN FINDING TRACKING SHEET

TRACKING #	FUNCTIONAL AREA	C&SRL# Checklist #	EST. COMP DATE	OPR	CLOSE OUT DATE
Brief Description of Finding					

Attachment 25 (Added)

SELF-INSPECTION OPEN FINDING FORM

Self-Inspection Open Finding Form				
C&SRL/QA Checklist number or Major Inspection Finding	**TYPE OF INSPECTION/DATE DISCOVERED:**			
TRACKING #: see 1.4.1 of policy	**ECD (ESTIMATED COMPLETION DATE):**			
OPR/ MONITOR:	**CCO** ☐	**CCI** ☐	**GCI** ☐	**NOT C&SRL** ☐
COMPLETE ITEM TEXT (C&SRL/checklist/report reference)				
DEFICIENCY DESCRIPTION: Explain what is not in compliance				
CORRECTIVE ACTION: Explain what is being done to correct the problem	**DATE:**			
	ECD/DATE CLOSED:			
CORRECTIVE ACTION STATUS UPDATE:	**DATE:**			
	ECD/DATE CLOSED:			
CORRECTIVE ACTION STATUS UPDATE:	**DATE:**			
	ECD / DATE CLOSED:			
CORRECTIVE ACTION STATUS UPDATE:	**DATE:**			
	ECD/ DATE CLOSED			

Close Out Approving Authority Signature/Date

Attachment 26 (Added)

SELF-INSPECTION BOOK TABLE OF CONTENTS

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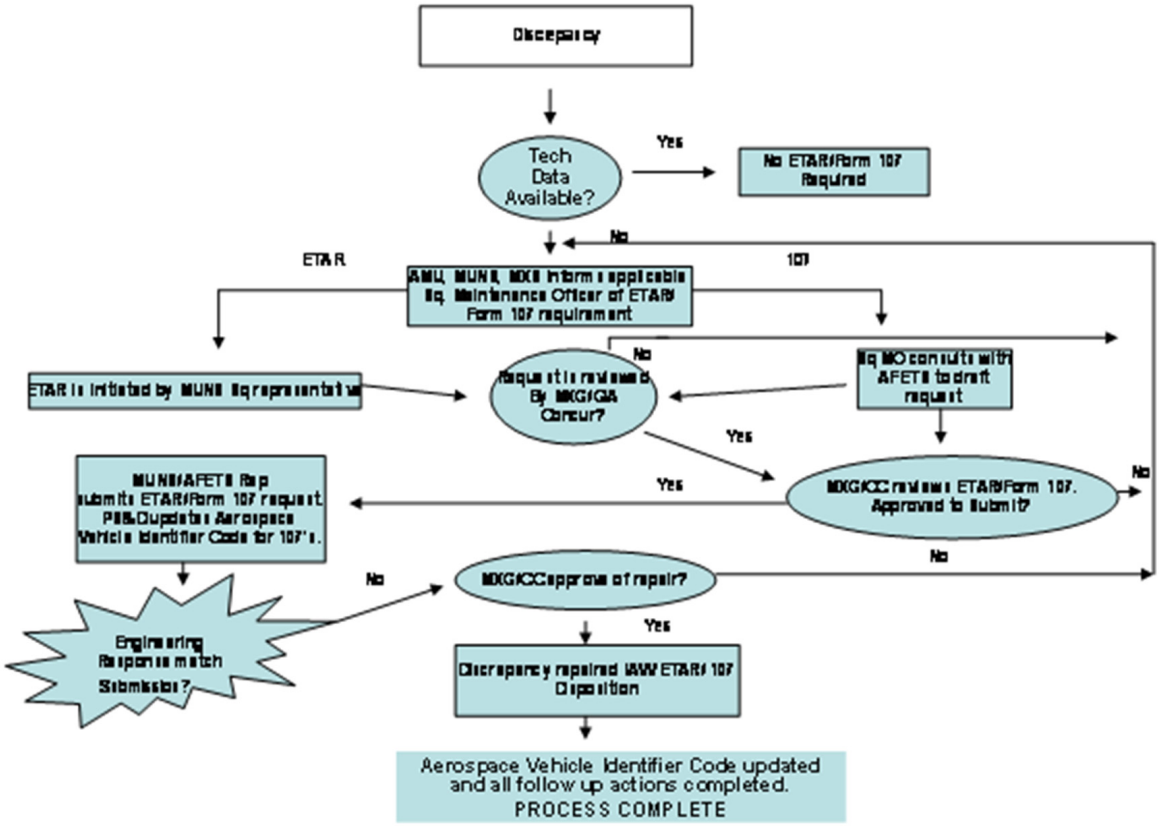
Attachment 27 (Added)

ETAR/FORM 107 REQUEST PROCESS

Figure A27.1. ETAR/Form 107 Request Process



JOEL S. WESTA, Colonel, USAF
Commander, 5th Bomb Wing