COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

This supplement implements and extends the guidance of AFI and AFRCSUP 21-101. It does not apply to the Air National Guard, however does apply to the Air Force Reserves. This publication applies to all personnel operationally assigned to the 307 Bomb Wing located at Barksdale AFB, LA.

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322 Communication and Information Records Management and Information Governance Program and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at https://www.my.af.mil/afrims/afrims/afrims/rims.cfm.

SUMMARY OF CHANGES

This document combines and supersedes numerous 307 BW and 307 MXG instructions and must be completely reviewed in its entirety.

1.7.2.1.2.6.1. **(ADDED)** Non-maintenance personnel complete the same training through ADLS.

1.7.2.1.2.6.2. **(ADDED)** Cyber Discipline training will include the following elements:

1.7.2.1.2.6.2.1. **(ADDED)** User explanation of Authorized vs Non Authorized uses:

1.7.2.1.2.6.2.2. **(ADDED)** Quarantine and turn-in for media, equipment, or computer suspected of having malware to appropriate work-center supervisor and/or Wing Avionics Manger (WAM) IAW T.O. 33-1-38.

1.7.2.1.2.6.2.3. **(ADDED)** Recent cyber incidents (if any) that have degraded or damaged weapons to include lessons learned.

1.7.3.4. **(ADDED)** The following requirements and controls are intended to fulfill requirements outlined in AFMAN 17-3101, Computer Security (COMPUSEC), without incurring requirement for waivers, AFI 21-101, Aircraft and Equipment Maintenance Management, and T.O. 33-1-38, Cybersecurity for Automatic Test System and Automatic Test Equipment in FSC. Additional information regarding information assurance requirements and training can be found at: https://cs2.eis.af.mil/sites/10060/default.aspx.

1.7.3.4.1. **(ADDED)** Only government equipment authorized by MDS or specialized equipment technical orders will be connected to Platform IT or other DoD IT via Universal Serial Bus (USB), card reader, cannon plug, Bluetooth, Infrared Red (IR), WiFi, or other connection method not yet developed.

1.7.3.4.2. **(ADDED)** Government personnel will install updates, security patches, and software as directed by Air Force Network Alerts on Air Force enterprise network enabled desktops, laptops, eTools, and other Personal Electronic Devices (PEDSs) while connected to the network and prior to using on the aircraft.

1.7.3.4.3. **(ADDED)** Government personnel will scan all removable media to include Automated Computer Program Identification Number System (ACPINS), software downloaded from government sites, e.g. Automated Weight & Balance System (AWBS), Electronic Software Distribution System (ESDS), etc., and flight data or faults from aircraft which facilitate data transfer across an "Air Gap".

1.7.3.4.4. **(ADDED)** If Malicious Code/Cyber Issues are suspected while using government information technologies equipment, personnel must immediately report these to the 307MXG/WAM, 307MXS Avionics Flight Chief, as well as take remedial actions IAW T.O> 33-1-38.

1.15.2.1. **(ADDED)** Personal electronic or communication devices (i.e., cell phones, beepers, pagers, portable music/video players, electronic games, etc.) are prohibited on the flight-line, munitions areas, hangars and/or other industrial work areas. This restriction does not apply to office, break, locker, ready room, and other common areas. **Exception:** Government and Contractor equipment items issued for the performance of official duties are exempt from this requirement. **(T3)**

2.7.13.1. (Added) EOR Procedures/ Ground Weapons Checks (GWC)

2.7.13.1.1. **(Added)** Actual weapons release: GWC are required for aircraft returning from flight with High Explosive (non-inert) or inert weapons, unless release of all weapons is confirmed by the aircrew IAW 11-2B-52 v3 para 6.5.8.

2.7.13.1.2. **(Added)** The primary location for all GWCs is the North or South (rollout) hammerhead.

2.7.13.1.3. **(Added)** Reception and parking. The APG Flight will ensure that a B-4/5 stand (flare only), chocks, 150 pound halon fire extinguisher, and two personnel are available on the appropriate hammerhead/taxiway prior to aircraft landing if necessary for hung/retained/unconfirmed hung munitions/flares. APG personnel will stop the aircraft on the hammerhead/taxiway. After communications are established with the aircrew, weapons EOR crew will inspect the aircraft to determine the status of munitions/flares.

2.7.15.2. **(Added)** Hung/Retained Ordance Procedures should be reviewed against Barksdale Air Force Base Instruction (BAFBI) 11-250, Airfield Operation and Base Flying Procedures.

2.7.15.2.1. **(Added)** If no attempt was made to expend flares and flares are retained and it is determined that the aircraft has no damage, no unsafe condition exists and that electrical power is or can be isolated from the flares, the aircraft will be released for normal taxi to its assigned spot and normal download procedures will apply.

2.7.15.2.1.1. **(Added)** External power and post flight inspections may proceed if flares are not to be down loaded immediately.

2.7.15.2.2. **(Added)** If an attempt was made to expend flares and all flares have not expended and it is determined that the aircraft has no damage, no unsafe condition exists and that electrical power is or can be isolated from the flares, the aircraft will be released for normal taxi to its assigned spot and normal download procedures will apply. DO NOT apply external power until the flares are downloaded.

2.7.15.2.3. **(Added)** If an attempt was made to expend flares and all flares have not expended and power cannot be isolated from the flares or any abnormalities exist contact MOC. MOC notifies Command Post, who will notify the EOD team for response to the aircraft. The APG Crew Chief will instruct the aircrew to shut down engines and will call for a tow crew. After engine shutdown, EOD/weapons EOR crew will remove the affected flare dispensing canister(s) and ensure the aircraft is safe to tow. The APG Flight will then tow the aircraft to its assigned spot. EOD will take possession of the affected canister(s).

2.7.15.2.4. **(Added)** Subject matter experts will coordinate with QA and the investigating authority (307 WG/SE and Safety Investigation Board) to identify malfunctions and determine the cause.

2.7.15.3. **(Added)** Hung/Retained Bomb Procedures.

2.7.15.3.1. **(Added)** Definitions:

2.7.15.3.1.1. **(Added)** HUNG ordnance (LIVE or INERT) is a weapon that does not separate from the aircraft after an attempted release and is considered an Unsafe Weapons Condition. An

attempted release occurs when the aircraft issues a release pulse in either automatic or manual mode with all switches positioned correctly.

2.7.15.3.1.2. **(Added)** RETAINED ordnance (LIVE or INERT) is a weapon(s) where the aircrew did not attempt to release and is considered a Safe Weapons Condition.

2.7.15.3.1.3. **(Added)** Unconfirmed Hung Weapon: A weapon without visual confirmation of release by external spot or crew visual inspection.

2.7.15.3.2. **(Added)** MOC will initiate notification checklist when a B-52 with hung bombs will be recovered at Barksdale. The Weapons Flight will dispatch an EOR crew to meet the aircraft.

2.7.15.3.2.1. **(Added)** Landing with Retained INERT or LIVE Ordnance: Aircraft landing with retained inert or LIVE ordnance will taxi to North or South Hammerhead to conduct Ground Weapons Check (GWC) by weapons EOR crew.

2.7.15.3.2.2. **(Added)** Landing with Hung/Unconfirmed hung INERT Ordnance: Aircraft landing with hung ordnance and/or unconfirmed hung inert ordnance will taxi to North or South Hammerhead to conduct GWC by weapons EOR crew.

2.7.15.3.2.3. **(Added)** Landing with Hung/Unconfirmed Hung LIVE Ordnance: Aircraft landing with hung/unconfirmed hung live ordnance will taxi to Bravo Taxiway to conduct GWC by weapons EOR crew.

2.7.15.3.2.4. **(Added)** Following visual confirmation that all ordnance is safe by weapons EOR crew, the aircraft will taxi to parking.

2.7.15.3.2.5. **(Added)** Following visual confirmation that LIVE ordnance is unsafe by weapons EOR personnel, taxi to primary hung ordnance area of Bravo taxiway or alternate hung ordnance area.

2.7.15.3.2.6. **(Added)** In the event multiple aircraft return with LIVE hung ordnance, the priority locations for GWCs are: 1. Bravo Taxiway, 2. North Hammerhead, and 3. South Hammerhead. The South Hammerhead will only be used if aircraft conducting GWC have not cleared Bravo Taxiway or the North Hammerhead.

2.7.15.3.2.7. **(Added)** Unsafe Ordnance.

2.7.15.3.2.7.1. **(Added)** If the GWC reveals a potential unsafe weapons condition, the following conditions apply. MOC will be notified of unsafe condition. Aircrew will be directed to shut down engines and egress the aircraft.

2.7.15.3.2.7.2. **(Added)** Live Internal Weapons: Bomb Bay doors will not be opened until weapons are safe/secured. If bomb fusing wires/lanyards have not pulled through fusing vanes, weapons crew will safe weapons and insure weapons are secured to prevent weapons from falling from aircraft. If bomb fusing wires/lanyards have pulled through fusing vanes EOD will be notified for weapons safe assessment, weapons EOR crew will follow EOD direction to safe/secure weapons. Once weapons are safe/secure the aircraft will be towed to parking for weapons down load as required.

2.7.15.3.2.7.3. **(Added)** Live External Weapons: If the weapons crew finds the ordnance has an armed fuse EOD will make the determination when the fuse is safe and if the ordnance is safe to remain on the aircraft or be down loaded before the aircraft is moved. If the weapons crew finds

the fuses are NOT armed they will attempt to install safety pin in the bomb rack. If the safety pin cannot be installed the ordnance will be downloaded before the aircraft is moved. Once weapons are down loaded or safe/secure the aircraft will be towed to parking as required.

2.7.15.3.2.8. **(Added)** Inert Ordnance

2.7.15.3.2.8.1. **(Added)** Inert internal ordnance: Bomb Bay doors will not be opened until weapons are verified secure by aircrew. Weapons crew will safe/secure weapon. Once weapons are safe/secure the aircraft can taxi to parking for weapon down load as required.

2.7.15.3.2.8.2. **(Added)** Inert external ordnance: Aircrew will leave engines running and weapons crew will safe/secure the weapons. After weapons are rendered safe by weapons crew personnel, the aircraft will taxi to parking for weapon down load as required.

2.7.15.3.3. **(Added)** Landing with Hung Ordnance: The primary hung weapons area for GWCs is the roll-out hammerhead, with preference to a RWY 33 approach to landing (conditions permitting) IAW AFMAN 91-201_AFGSCSUP_BARKSDALESUP_I, Explosives Safety Standards. Following visual confirmation that all ordnance is safe by GWC personnel, the aircraft will taxi to parking.

2.7.15.3.4. **(Added)** Landing with retained ordnance: Aircrew can confirm condition of internal/external loaded weapons. Aircraft landing with retained ordnance will enter the rollout hammerhead to conduct a GWC by weapons EOR crew. Following visual confirmation that all ordnance is safe by GWC personnel, the aircraft will taxi to parking.

2.7.15.3.5. **(Added)** Unsafe Ordnance.

2.7.15.3.5.1. (Added) If the GWC reveals a potential unsafe weapons condition, the following conditions apply.

2.7.15.3.5.2. **(Added)** Live Internal Weapons: MOC will be notified of unsafe condition. Aircrew will be directed to shut down engines and egress the aircraft. Bomb Bay doors will not be opened until weapons are safe/secured. If bomb fuzing wires/lanyards have not pulled through fuzing vanes, GWC personnel will safe weapons and insure weapons are secured to prevent weapons from falling from aircraft. If bomb fuzing wires/lanyards have pulled through fuzing vanes EOD will be notified for weapons safe assessment, GWC will follow EOD direction to safe/secure weapons. Once weapons are safe/secure the aircraft will be towed to parking for weapons down load as required.

2.7.15.3.5.3. **(Added)** External weapons: MOC will be notified of unsafe condition. Aircrew will leave engines running and GWC will safe/secure the weapons. After weapons are rendered safe by GWC personnel, the aircraft will taxi to parking for weapon download as required.

2.10.3.1.1. **(Added)** Supervision will ensure the MOC is notified immediately when an incident occurs. Provide MOC with initial cost estimate. Supervision will notify QA of final cost after work is completed.

3.2.6.1. **(Added)** Task Supervisor

3.2.6.1.1. **(Added)** Ensure compliance with all safety practices and procedures.

3.2.6.1.2. **(Added)** Ensure all explosive safety training is current and documented.

3.2.6.1.3. **(Added)** Notify the Maintenance Operation Center (MOC) of any firefighting symbol changes.

3.2.6.1.4. **(Added)** Adhere to all explosive safety standards.

3.2.6.1.5. **(Added)** Verify current training and qualifications prior to task start for all personnel involved in task.

3.2.6.1.6. **(Added)** Report unsafe conditions.

3.2.6.1.7. **(Added)** Ensure all equipment used for explosives has current documentation and is serviceable.

3.2.6.2. **(Added)** Maintenance Operation Center

3.2.6.2.1. **(Added)** Notify the Emergency Control Center (ECC) of any firefighting symbol changes.

3.2.6.3. **(Added)** Explosive Limits: MXU-4 A/A

3.2.6.3.1. **(Added)** Provide the maximum possible protection to personnel and property, both inside and outside the installation, from the damaging effects of potential accidents involving ammunition and explosives.

3.2.6.3.2. **(Added)** Expose the minimum number of people to the minimum amount of explosives for the minimum amount of time

3.2.6.3.3. **(Added)** Starter cartridge has a net weight of 8.00 lbs.

3.2.6.3.4. **(Added)** Has a hazard classification/division (HC/D) of 1.3.

3.2.6.3.5. **(Added)** Is in a Class C compatibility group.

3.2.6.4. **(Added)** Personnel Limits

3.2.6.4.1. **(Added)** Personnel used during the starter cartridge loading task will not exceed five total.

3.2.6.4.1.1 **(Added)** One Supervisor

3.2.6.4.1.2. **(Added)** Up to three workers

3.2.6.4.1.3. **(Added)** One Casual (Quality Assurance or Inspector)

3.2.6.5. **(Added)** All operations will stop if visitors or non-essentials are present in the immediate area.

3.2.6.6. **(Added)** Exact Location

3.2.6.6.1. **(Added)** MXU-4 A/A Starter cartridges are stored at the Munitions (MUNS) Storage Area of the 307 MXS.

3.2.6.6.1.1. **(Added)** The 307 AMXS will not store starter cartridges. **(T3)**

3.2.6.6.2. (Added) Starter cartridge loading operations will be conducted on an approved parking location within the B-52 parking apron. **(T3)**

3.2.6.7. **(Added)** Safety Requirements

3.2.6.7.1. **(Added)** All jewelry, watches and rings must be removed prior to working or handling any explosives and commencing with any maintenance activities.

3.2.6.7.2. **(Added)** Personnel must use the proper Personal Protective Equipment (PPE) and safety equipment.

3.2.6.7.2.1. **(Added)** Personnel will don leather gloves, wool inserts, and safety glasses while handling the starter cartridge.

3.2.6.7.2.2. **(Added)** Must have one serviceable 150 pound halon fire extinguishers accessible during loading/unloading operations.

3.2.6.8. **(Added)** Procedures

3.2.6.8.1. **(Added)** Transportation.

3.2.6.8.1.1 **(Added)** Starter cartridges will be delivered and picked up by the 307 MXS/MUNS. **(T3)**

3.2.6.8.1.2. **(Added)** It is permissible for qualified maintenance personnel to hand carry starter carts from one aircraft to another if deemed necessary.

3.2.6.8.1.2.1. **(Added)** In this event, items previously accomplished in this instruction require accomplishment along with the 307 MXG Form 1, *Explosive Operations Pre-Task Safety Briefing.*

3.2.6.8.1.2.2. **(Added)** Notify appropriate agencies and additional personnel of location change.

3.2.6.9. **(Added)** Refer to T.O. 1B-52H-2-2JG-4, *Ground Handling, Servicing, and Airframe Maintenance – Part IV,* for applicable task regarding loading or unloading cartridges.

3.2.6.10. **(Added)** AMXS Production Superintendent will:

3.2.6.10.1. **(Added)** Coordinate with their respective aircraft section chief and maintenance/flying squadron schedulers to ensure starter cartridge requirements are reflected in approved weekly flying schedules for upcoming sorties.

3.2.6.11. **(Added)** AMXS Flight-line Expeditor will:

3.2.6.11.1. **(Added)** Notify 307 MXS Munitions Control when starter cartridges are tasked to leave station for extended periods of time (i.e. deployments, off station exercises, etc.), if applicable.

3.2.6.11.2. **(Added)** Notify 307 MXS Munitions Control when starter cartridges return from deployment.

3.2.6.11.3. **(Added)** Maintain accountability of starter cartridge canisters for cartridges installed in aircraft engines.

3.2.6.11.4. **(Added)** Ensure all starter cartridges removed from aircraft engines and wheel wells are turned in at the end of the flying period. Under special circumstances, starter cartridges may be left on the aircraft when approved by the applicable AMXS Officer in Charge (OIC) or Superintendent. **Note:** All starter cartridges (expended or unexpended) must be accounted for

with the Flight-line Expeditor and Munitions Control within two hours after the last aircraft lands.

3.2.6.11.5. **(Added)** Ensure that a maintenance technician, qualified in starter cartridge operations, is available to receive the starter cartridges from munitions personnel during starter cartridge delivery.

3.2.6.11.6. **(Added)** Notify the Pro Super, MOC and Munitions Control immediately after all misfires/partial fires.

3.2.6.11.7. **(Added)** Ensure that an AFTO Form 350, *Repairable Item Processing Tag*, is filled out for each misfire and that it contains the following information:

3.2.6.11.7.1. **(Added)** Aircraft tail number.

3.2.6.11.7.2. **(Added)** Date of failure.

3.2.6.11.7.3. **(Added)** Lot number.

3.2.6.11.7.4. **(Added)** Nature of the failure.

3.2.6.11.7.5. **(Added)** Name and contact info of aircraft crew chief that removed failed cart.

3.2.6.11.8. **(Added)** Ensure the starter cartridge quantity loaded, lot number, and quantity expended is communicated via the AF Form 2434 to 307 MXS Munitions Control.

3.2.6.11.9. **(Added)** Ensure aircraft forms reflect AF Form 2434 quantities.

3.2.6.11.10. **(Added)** Ensure used/unused starter cartridges are picked up from aircraft by personnel from the 307 MXS/MUNS.

3.2.6.12. **(Added)** Emergency Actions

3.2.6.12.1. **(Added)** In the case of a cartridge misfire or hang fire

3.2.6.12.1.1. **(Added)** Evacuate all non-essential personnel 300 feet.

3.2.6.12.1.2. **(Added)** Wait until all exhaust gasses have dissipated before attempting to remove the cartridge, with a minimum wait time of 5 minutes.

3.2.6.12.1.3. **(Added)** Cartridge is treated as a potential fire hazard for a period of 10 minutes after removal. Once the starter cartridge has been removed, take the explosive to the wing tip to be picked up by 307 MXS/MUNS.

3.2.6.12.2. **(Added)** In the event there is an abnormality / unknown condition present

3.2.6.12.2.1. **(Added)** Evacuate all personnel to 600 feet, and wait until Explosive Ordnance Disposal (EOD) properly removes and disposes of the cartridge.

3.2.6.12.2.2. **(Added)** Individuals involved will submit a material deficiency report to the 307 MXS/MUNS.

3.2.6.12.3. **(Added)** In the event of a fire

3.2.6.12.3.1. **(Added)** Evacuate all personnel 600 feet from the explosive.

3.2.6.12.3.2. **(Added)** Individuals must notify

3.2.6.12.3.2.1. **(Added)** MOC or 911 (radio channel one or Commercial 318-529-3217)

3.2.6.12.3.2.2. **(Added)** Flight line Expeditor (radio channel one or Commercial 318-272-1880)

3.2.6.12.3.3. **(Added)** Fight fire while such an act is still advantageous. If not, control the area, prevent the spread of fire and wait for emergency personnel to arrive.

3.2.6.12.4. **(Added)** Pre-Task Briefing

3.2.6.12.4.1. **(Added)** This instruction and the 307 MXG Form 1, will be reviewed and completed as a pre-task briefing prior to the loading/unloading of starter cartridges.

3.7.6.2. **(Added)** Utilize the AFTO 781A, mission data for data input requirements.

3.7.6.3. **(Added)** Launch base and recovery base codes from the AFTO 781A will be converted from International Civil Aviation Organization (IACO) codes utilizing the drop-down menu to Geographical Location (GEOLOC) codes. If location code is unavailable, contact MOC for assistance.

3.8.1.4. **(Added)** Submit a complete and accurate DD Form 2026, *Oil Analysis Request*, with all samples.

3.8.1.5. **(Added)** Ensure all cross-country mission OAP forms and samples are delivered to NDI lab upon return to home station.

3.8.1.6. **(Added)** Ensure drain and flush actions are coordinated with the NDI lab.

3.8.1.7. **(Added)** Sample all aircraft under surveillance or Red Cap at hourly intervals as determined by the Propulsion Flight (MXMPJ) in conjunction with the NDI lab.

3.8.1.8. **(Added)** Ensure aircraft under surveillance or Red Cap are only flown on local flights until reasons for special surveillance or Red Cap sampling are corrected.

3.8.1.9. **(Added)** Ensure all Red Cap samples are analyzed immediately after flight. Results are to be forwarded to the MXMPJ and Engine Management (EM) for engine trend analysis before aircraft can be released for flight or engine operation.

3.8.1.10. **(Added)** Ensure all engine changes are reported to the NDI lab and EM, to include removed and installed engine serial numbers as well as position number.

3.8.3. **(Added)** Ensure aerospace equipment documentation and MIS documentation is completed, accurate and accomplished IAW 00-20 series TOs. Ensure aircraft status is accurately reflected in both the maintenance form and the MIS.

4.8.4.1.2. **(Added)** Ensure the oil analysis is completed and reported prior to the start of the next flying period and before cross-country departure, notifying expediters and MOC with all OAP results. **(T3)**

4.8.4.1.3. **(Added)** Notify Propulsion Flight supervision, MOC and AMXS expediter whenever OAP results indicate an unsatisfactory condition. Propulsion Flight makes final determination of serviceability. **(T3)**

4.8.4.1.4. **(Added)** Notify MOC, Propulsion Flight and Fabrication Flight Chief whenever the spectrometer becomes inoperable and coordinate with 2nd Bomb Wing for use of 2nd OAP lab equipment.

4.8.4.1.5. **(Added)** Ensure DD Form 2026 is complete and correct.

4.8.4.1.5.1. **(Added)** Return incorrect DD Form 2026, along with samples to the AMXS

supervisor/MXMP for correction. AMXS supervisors and MXMP are responsible for returning corrected form and sample to NDI for analysis.

4.11.1.6.1. **(Added)** Ensure NDI is promptly notified of all inspection results, maintenance, and repair actions resulting from lab recommendations.

4.11.1.6.1.1. **(Added)** If required, enter the discrepancy in the Integrated Maintenance Data System (IMDS) and provide the event identification to MOC and the expediter.

4.11.1.6.2. **(Added)** Ensure drain and flush actions are coordinated with NDI.

4.11.1.6.3. **(Added)** Ensure all engine changes are reported to NDI and EM, to include removed and installed engine serial numbers as well as position number.

4.11.1.6.4. **(Added)** Ensure abnormal OAP trends are monitored and reported by NDI supervisor to the following agencies; MXMP, AMXS supervisors, EM, PS&D and MOC.

4.11.1.6.5. **(Added)** Submit complete and accurate DD Form 2026 with all samples.

5.2.1.8.2. **(Added)** MOC personnel will:

5.2.1.8.2.1. **(Added)** Verify with the Maintenance Pro Super's/Expediters twice daily (at the start and end of the duty day) the current status, ETIC and location of all aircraft assigned, both on- and off-station.

5.2.1.8.2.2. **(Added)** IMDS will be reviewed for correct status GEOLOC codes. Any changes to aircraft status will be confirmed and verified utilizing the MIS and will be updated in IMDS if confirmed. All changes not confirmed by the MIS will be immediately coordinated through the effected Pro Super or Expediter for corrections as necessary.

5.2.1.8.2.3. **(Added)** Transit aircraft status, location and maintenance priority will also be maintained for currency and posted IAW directives.

5.2.1.8.2.4. **(Added)** Verify with the Maintenance Phase Dock Chief twice daily (at the start and end of the duty day) the current status, ETICs and proper inspection support general work unit code for documentation of NMC time.

5.2.1.8.2.4.1. **(Added)** After the look phase is completed, ensure NMC driver time is changed using normal work unit code reporting for the pacing item. IMDS will be reviewed for proper WUC and status narratives.

5.2.1.8.2.4.2. **(Added)** Any changes to aircraft status will be confirmed and verified utilizing the MIS and will be updated in IMDS if confirmed. All changes not confirmed by the MIS will be immediately coordinated through the Maintenance Phase Dock Chief for corrections, as necessary.

5.2.1.12.1. **(Added)** Call signs. See Attachment 16 for approved LMR call signs.

5.2.2.1.16.7 **(Added)** The Maintenance Operations Center (MOC) supervisor will coordinate with each squadron for the development, standardization and review of all required Functional Checklists (FC) and QRCs used during unique events and emergencies. The MOC supervisor will develop a template to ensure standardization is maintained across the entire Maintenance Group.

5.2.2.1.16.7.1 **(Added)** All FCs and QRCs will be stored and maintained in MOC. The MXO Superintendent will approve all functional checklists before they are utilized and ensure they are reviewed every two years for accuracy. The MOC supervisor will develop QRCs by comparing all applicable FCs and using them as guides for ensuring critical actions are included in each QRC.

5.2.2.1.16.7.2. **(Added)** The MOC Supervisor will assist AMXS and MXS with development of the following FCs utilized by AMXS and MXS.

5.2.2.1.16.7.2.1. **(Added)** Red Ball Maintenance

5.2.2.1.16.7.2.2. **(Added)** Cannibalization

5.2.2.1.16.7.2.3. **(Added)** Severe Weather

5.2.2.1.16.7.2.4. **(Added)** In-Flight Emergency Quick Check

5.2.2.1.16.7.2.5. **(Added)** In-Flight Emergency

5.2.2.1.16.7.2.6. **(Added)** Ground Emergency

5.2.2.1.16.7.2.7. **(Added)** Impoundment

5.2.2.1.16.7.2.8. **(Added)** Fuel Spill

5.2.2.1.16.7.2.9. **(Added)** Lost Tool

5.2.2.1.16.7.2.10. **(Added)** Hot Brakes

5.2.2.1.16.7.2.11. **(Added)** Disaster Preparedness and Major Accident

5.2.2.1.16.7.2.12. **(Added)** Crash Recovery

5.2.2.1.16.7.2.13. **(Added)** AMXS Expediter Aircraft Evacuation

5.2.2.1.16.7.2.14. **(Added)** Welding

5.2.2.1.16.7.2.15. **(Added)** AMXS Mare – Taxi and Tow

5.2.2.1.16.7.3. **(Added)** AMXS and MXS will assist the MOC Supervisor with development of the following QRCs utilized by the MOC.

5.2.2.1.16.7.3.1. **(Added)** Air Abort / In-Flight Emergency / Ground Emergency / Hot Brake

5.2.2.1.16.7.3.2. **(Added)** Weapons Related In-Flight Emergency / Ground Emergency

5.2.2.1.16.7.3.3. **(Added)** Air Abort / In-Flight Emergency Flight Control Malfunction

5.2.2.1.16.7.3.4. **(Added)** Ground Abort

5.2.2.1.16.7.3.5. **(Added)** Aircraft Crash Recovery

5.2.2.1.16.7.3.6. **(Added)** Aircraft Theft / Hijacking Procedures

5.2.2.1.16.7.3.7. **(Added)** Bomb Threat Procedures

5.2.2.1.16.7.3.8. **(Added)** Contaminated Fuel or Oxygen

5.2.2.1.16.7.3.9. **(Added)** De-ice Procedures

5.2.2.1.16.7.3.10. **(Added)** Disaster Preparedness - 2000(CON) 2500(NUC) FT Cordon

5.2.2.1.16.7.3.11. **(Added)** Broken Arrow / Empty Quiver / Bent Spear - 2500 FT Cordon

5.2.2.1.16.7.3.12. **(Added)** MARE - 2000(CON) 2500(NUC) FT Cordon

5.2.2.1.16.7.3.13. **(Added)** Diverted Aircraft

5.2.2.1.16.7.3.14. **(Added)** Evacuation of Personnel, Equipment and/or MOC

5.2.2.1.16.7.3.15. **(Added)** Fire in a Maintenance Facility

5.2.2.1.16.7.3.16. **(Added)** Fire on the Flight-line

5.2.2.1.16.7.3.17. **(Added)** Flight-line Incident

5.2.2.1.16.7.3.18. **(Added)** FOD / Lost Tool / Bird strike

5.2.2.1.16.7.3.19. **(Added)** Dropped Object

5.2.2.1.16.7.3.20. **(Added)** Force Protection Procedures

5.2.2.1.16.7.3.21. **(Added)** Fuel, Oil or Hydraulic Spill

5.2.2.1.16.7.3.22. **(Added)** Grounding of Off-Station Aircraft

5.2.2.1.16.7.3.23. **(Added)** Off-Station Aircraft Damage Procedures

5.2.2.1.16.7.3.24. **(Added)** Security Incident

5.2.2.1.16.7.3.25. **(Added)** Covered Wagon

5.2.2.1.16.7.3.26. **(Added)** Impoundment

5.2.2.1.16.7.3.27. **(Added)** Incident (General)

5.2.2.1.16.7.3.28. **(Added)** Klaxon

5.2.2.1.16.7.3.29. **(Added)** Report-to-Aircraft (Alert Status)

5.2.2.1.16.7.3.30. **(Added)** Loss of Communication

5.2.2.1.16.7.3.31. **(Added)** Mass Weapons Upload

5.2.2.1.16.7.3.32. **(Added)** Munitions Movement

5.2.2.1.16.7.3.33. **(Added)** Personnel Injury or Death

5.2.2.1.16.7.3.34. **(Added)** Potential Dull Sword

5.2.2.1.16.7.3.35. **(Added)** Power Failure or Scheduled Outage

5.2.2.1.16.7.3.36. **(Added)** Quiet Hours Procedures

5.2.2.1.16.7.3.37. **(Added)** Runway Closure

5.2.2.1.16.7.3.38. **(Added)** Terrorist Activity

5.2.2.1.16.7.3.39. **(Added)** U.X.O. / Suspicious Item / Dropped Munition

5.2.2.1.16.7.3.40. **(Added)** MET Watch / Weather Warning

5.2.2.1.16.7.3.41. **(Added)** Aircraft Weapons Upload (General)

5.2.2.1.16.7.3.42. **(Added)** Aircraft Flares Upload

5.2.2.1.16.7.3.43. **(Added)** Aircraft Engine "Starter Cartridge" Launch

5.2.2.1.20.1. **(Added)** Verify status of each aircraft in EMOC with unsatisfactory OAP condition.

5.2.2.1.20.2. **(Added)** Review the daily scheduled maintenance preplan for B-52 sample requirements and verify status of samples with expediter and NDI.

5.2.5.1.9.1. (**Added**) All work center supervisors are responsible for:

5.2.5.1.9.1.1. (**Added**) Updating their section manpower availability worksheets located on the LAN no-later-than the last duty day of each month.

5.2.5.1.9.1.2. (**Added**) Identifying changes to the Maintenance Personnel Listing (MPLB1) and forwarding to Programs & Resource section within five workdays after the primary Unit Training Assembly (UTA).

5.2.5.1.9.1.3. (**Added**) Ensure newcomers arrive with top portion of the squadron in-processing checklist filled out to ensure data integrity while person's employee number is being processed.

5.2.5.1.9.2. (**Added**) Programs & Resource section will:

5.2.5.1.9.2.1. (**Added**) Populate IMDS personnel availability using the leave data from the manpower accounting worksheets.

5.2.5.1.9.2.2. (**Added**) The Maintenance Personnel Listing is distributed to all squadrons for review and applicable corrections monthly.

5.2.5.1.9.2.3. (**Added**) Work center transfers will require Programs & Resources coordination with MMA to ensure member's job permissions are loaded. This will be handled on a case-by-case basis.

5.2.5.1.11.4. (**Added**) See Attachment 15 for alpha numeric and mnemonic work centers assigned to the (B) unit in IMDS. All codes will be controlled by MMA.

5.2.5.1.11.5. (**Added**) All squadron work centers must coordinate with the MMA section for assignment, deletion or changes to any work center mnemonic code.

5.2.5.1.11.6. (**Added**) The organizational structure of IMDS must match the actual organizational structure of the UMD.

5.2.5.1.11.7. (**Added**) MMA will notify Programs and Resources when new alpha numeric and work center codes are assigned or deleted.

5.2.5.1.11.8. (**Added**) Newly Created Work center Mnemonics. The following will be provided to MMA for all newly created work center mnemonics.

5.2.5.1.11.8.1. (**Added**) ORG-ID of work center.

5.2.5.1.11.8.2. (**Added**) Branch mnemonic of work center.

5.2.5.1.11.8.3. (**Added**) Work center number (reference TO 00-20-2).

5.2.5.1.11.8.4. (**Added**) IMDS remote identifier.

5.2.5.1.11.8.5. (**Added**) Supply account code.

5.2.5.1.11.8.6. (**Added**) Organizational structure code, (reference local UMD).

5.2.5.1.11.8.7. (**Added**) Functional account code (reference local UMD).

5.2.5.1.11.8.8. (**Added)** Work center narrative.

5.2.5.1.11.8.9. (**Added)** Work center Maintenance Data Collection (MDC) Reportable, Yes or No (if shop documents IMDS data).

5.2.5.1.11.9 (**Added)** Deletion of Work center Mnemonic. OWC must accomplish the following before a work center mnemonic can be deleted.

5.2.5.1.11.9.1. (**Added)** All event IDs must be completed or transferred to another work center.

5.2.5.1.11.9.2. (**Added)** All JSTs containing the affected work center must be deleted or changed in the JST package.

5.2.5.1.11.9.3. (**Added)** All equipment or personnel assigned to the work center must be transferred or deleted.

5.2.5.1.15. (**Added)** Creation of Manual JCNs.

5.2.5.1.15.1. (**Added)** Manual JCNs will only be utilized during IMDS downtime and unit deployments where IMDS is unavailable.

5.2.5.1.15.2. (**Added)** Manual JCNs will be input into IMDS as soon as possible after the system is returned to normal operation.

5.2.5.1.15.3. (**Added)** The JCNs for periodic inspections are of unique construction. The first five positions consist of the year and Julian date. The sixth position designates the periodic inspection being performed (A or B equals a number 1 or 2 phase). Example: 98031A100 would indicate a number 1 phase started on 31 Jan 98.

5.2.5.1.15.4. (**Added)** HPO JCNs are constructed in the same manner as periodic inspections, except the sixth position will be "D." JCNs for B-52 aircraft are: 001 – 500.

5.2.5.1.15.5. (**Added)** JCNs for powered and non-powered AGE, including trailers and missile test equipment are the same as aircraft periodic inspections except the sixth position will be "G."

Table 5.1 (**Added)**

JCN	WORKCENTER
001–250	Powered AGE
251–500	Non-powered AGE
501–600	Munitions Trailers
601–700	Engine Trailers
701–999	Missile Test Equipment

5.2.5.1.15.6. (**Added)** The following JCNs will be manually assigned as needed for each organization or activity.

Table 5.2 (**Added**)

JCN	WORKCENTER
8000–8099	Discrepancies (ground found) AMXS
8100–8199	Discrepancies (ground found) MXS
8200–8299	Debriefing (In-flight write ups)
8300–8399	Scheduled Special Inspections
8400–8499	Cannibalization Actions
8500–8599	Time Compliance Technical Orders
8600–8699	Time Change Items
8700–8800	Held for Future Use

5.2.5.1.15.7. (**Added**) MOC will assign manual JCN's for Red X ground found discrepancies for aircraft on the daily flying schedule. MOC will input these discrepancies when IMDS becomes available.

5.2.5.1.15.8. (**Added**) The Debrief section will assign manual JCN's associated with in-flight discrepancies and aborts and input these discrepancies when IMDS becomes available.

5.2.5.3.4.14. (Added) MMA will notify the MOC and maintenance supervision to institute manual back-up procedures when extended IMDS downtime is anticipated.

5.2.5.3.4.14.1. (**Added**) The following procedures will be used to update manual products in the event the IMDS is not available for an extended period of time (more than 48 hours).

5.2.5.3.4.14.1.1. (**Added**) The PS&D section will:

5.2.5.3.4.14.1.2. (**Added**) Save the most current Planning Requirement Report (PRA) for inspections and time change items, as well a TCTO Summary Report.

5.2.5.3.4.14.1.3. (**Added**) Any changes to the reports will be accomplished manually and annotated in red by Plans, Scheduling and Documentation (PS&D). All products will be retained for at least one week after IMDS becomes available and all changes have been verified for accuracy.

5.2.5.3.4.14.1.4. (**Added**) Send the most current AGE Inquiry report from the Maintenance Scheduling Module (MSM) to all OWC.

5.2.5.3.4.14.2. (**Added**) Any changes to the reports will be accomplished manually and annotated in red by the owning work center. All products will be retained for at least one week after IMDS becomes available and all changes have been verified for accuracy.

5.2.5.3.4.14.3. (**Added**) All maintenance JDDs will be tracked on AFTO Form 349, *Maintenance Data Collection Record* and all operational event debriefing documents will be updated using blank screen printouts or locally developed forms as needed. All data requiring input into IMDS will be loaded by all applicable work centers when IMDS becomes available.

5.2.5.3.4.14.3.1. (**Added**) The following priorities should be used for inputting data into IMDS after an extended downtime/restore.

5.2.5.3.4.14.3.1.1. (**Added**) Priority 1- Aircraft status and cannibalization discrepancies.

5.2.5.3.4.14.3.1.2. (**Added**) Priority 2- Aircraft sorties and flying hours.

5.2.5.3.4.14.3.1.3. (**Added**) Priority 3- Weapons system job data documentation.

5.2.5.3.4.14.3.1.4. (**Added**) Priority 4- Engine tracking.

5.2.5.3.4.14.3.1.5. (**Added**) Priority 5- All others.

5.2.5.3.5.11. (**Added**) MMA section will:

5.2.5.3.6.3.1. (**Added**) A monthly Data Integrity meeting will be held on the 3rd Thursday of each month.

5.2.5.3.6.5.8. (**Added**) The AMXS DIT leader will select an aircraft each week for the aircraft forms and MIS review. All forms and MIS entries will be compared for the previous week. A minimum of one aircraft per week will be checked and tail numbers will be rotated to ensure all aircraft forms are reviewed at least once each year. The AMXS will report errors to the responsible agency and establish a five day suspense for correction. The results of these audits will be recorded on the AMXS DIT template upon expiration of the five days.

5.2.5.3.6.5.9. (**Added**) The Nextgen Auto-Dit (NGAT) database will be used for tracking the number of errors by work center and squadron. Each work center will analyze and update the reports by JCN / WCE and verify the accuracy of corrective actions, action taken codes and WUC. MMA will provide tracking spreadsheets to all work centers if NGAT is not available. All applicable work center DIT monitors will run an IMDS screen 100 (QDR) after each shift and review for data integrity errors. Errors will be identified and corrected within a 10 day suspense period and returned to MMA for verification.

5.2.5.4. (**Added**) CEMS and MIS Contingency Plan.

5.2.5.4.1. (**Added**) EM will be responsible to ensure all required documentation is collected and updated through coordination with the 307 AMXS and 307 MXS Sections.

5.2.5.4.2. (**Added**) The following procedures will be in two categories; Engine Time, Temperature, Cycle (TTC) Updates and Maintenance Documentation.

5.2.5.4.2.1. (**Added**) EM will accomplish the following for B-52 TTC Updates:

5.2.5.4.2.1.1. (**Added**) In the event that IMDS is unavailable, coordinate with debriefing section to collect the hours flown (CAT 11) and cycles (CAT 7). Enter the engine data into CEMS by the date sequence. Also request through debriefing section to get the In Flight Data Sheets (IFDS) and enter into Comprehensive Engine Trending and Diagnostics (CETADS). Update IMDS

when it becomes available by processing the times and cycles by date sequence. Keep the printed updates in date sequence to ensure that order of occurrence is maintained.

5.2.5.4.2.1.2. (**Added**) In the event that CEMS is unavailable, process the data normally in IMDS. Update CEMS when it becomes available by processing the hours flown and cycles in Integrated Base Engine Management Systems (IBEMS) for CEMS only by date sequence. Keep the printed updates in date sequence to ensure that order of occurrence is maintained.

5.2.5.4.2.1.3. (**Added**) In the event that both systems are unavailable, coordinate with debriefing section to collect the hours flown (CAT 11) and the cycles (CAT 7) accumulated. Update both systems normally when they become available. Keep the printed updates in date and time sequence to ensure that order of occurrence is maintained at home station and deployed locations.

5.2.5.4.3. (**Added**) The AMXS and MXS Maintenance Sections will accomplish the following for engine related maintenance actions when IMDS is unavailable:

5.2.5.4.3.1. (**Added**) Contact MOC for manual job control numbers and fill in all required information on AFTO Form 349 IAW TO00-20-2. Copies of all AFTO Forms 349 will be returned to EM for CEMS/IMDS review and update.

5.2.5.4.4. (**Added**) The AMXS Debriefing Section will update the flight hours (CAT 11) and cycles (CAT7) when IMDS becomes available.

5.2.5.5. (**Added**) Deployment Procedures.

5.2.5.5.1. (**Added**) Deployment coordinators will provide names of personnel requiring network access to the communications squadron at the deployed location.

5.2.5.5.2. (**Added**) The supply representative will coordinate with base supply at the deployed location and establish an account fund site.

5.2.5.5.3. (**Added**) If network access cannot be achieved at the deployed location:

5.2.5.5.3.1. (**Added**) Maintenance Dispatch/Debrief will use preprinted worksheets such as screen printouts, AFTO Forms 349 and applicable 781 series forms to document all maintenance and operational events accomplished and route to maintenance personnel.

5.2.5.5.3.2. (**Added**) Maintenance personnel will complete applicable 781 series forms and AFTO Forms 349 for all maintenance events.

5.2.5.5.3.3. (**Added**) PS&D will provide preprinted work order printouts for all aircraft scheduled maintenance events (i.e. TCTO's, TCIs, Sis, etc.).

5.2.5.5.3.3.1. (**Added**) As required and determined locally, PS&D will maintain work orders for all aircraft completed maintenance events.

5.2.5.5.4. (**Added**) All completed JDD and operational events information will be forwarded to home station for input into IMDS. Supervisors at home station will ensure all received information is verified for accuracy in IMDS the following day.

5.2.5.5.5 (**Added**) MMA will coordinate with Programs and Resources to transfer deployed personnel to "DPLY" work center and the reportable indicator will be "Yes".

5.2.5.6. (**Added**) IMDS User Account Creation.

5.2.5.6.1. (**Added**) Personnel must submit a digital DD Form 2875, *System Authorization Access Request (SAAR)*. This form will remain on file with MMA office.

5.2.5.6.1.1. (**Added**) New user requests must check the initial box under "Type of Request" on the form.

5.2.5.6.1.2 (**Added**) The form will be signed and submitted electronically to the supervisor, security manager, then to the MMA office.

5.2.5.6.2. (**Added**) Programs and Resources will provide the new User-Identification (ID) and Employee Number to the requestor.

6.12.2.1.2. (Added) Unless otherwise specified, 307 MXG/QA will act as the sole point of contact where FCF/OCF related matters are concerned. **(T3)**

6.12.2.1.3. (Added) When B-52 aircraft require an FCF/OCF, the OG Commander or their Designated Representative (DR), issues written certification designating a qualified crew. **(T3)**

6.12.2.1.3.1. (Added) Delegation of authority for completing FCF/OCF is only valid during the OG and/or MXG commander's absence. Certification and delegation letters will be filed in the 307 BW FCF/OCF book located in the 307 MXG/QA office. **(T3)**

6.12.3.1.1. (**Added**) MXG and OG Commanders or their designated representative(s) along with QA ensures crews are thoroughly briefed on specific FCF/OCF requirements and procedures. **(T3)**

6.12.7. (Added) 307 AMXS procedures **(T3)**

6.12.7.1. (**Added**) Notifies QA when an FCF/OCF is required.

6.12.7.2. (**Added**) Delivers completed aircraft forms, with exceptional release signed, to QA a minimum of three hours prior to FCF/OCF.

6.12.7.3. (**Added**) For aircraft coming out of Phase Inspection, aircraft forms package will be delivered to QA at least two days prior to a scheduled FCF, if required by maintenance.

6.12.7.4. (**Added**) Coordinates with QA prior to FCF/OCF/HST, to ensure all necessary weight and balance calculations are completed.

6.12.7.5. (**Added**) Coordinates with Production/Maintenance Superintendent to ensure the aircraft maintenance preflight has been accomplished and that the exceptional release has been signed.

6.12.7.6. (**Added**) Coordinates with the Supervisor of Flying (SOF) to verify crew availability and provides aircraft tail number, reason for FCF/OCF and anticipated takeoff time.

6.12.7.7. (**Added**) Aircraft configuration will be with no weapons and a standard fuel load.

6.12.8. (Added) 307 MXG Quality Assurance **(T3)**

6.12.8.1. **(Added)** Before flight/taxi procedures.

6.12.8.1.1. **(Added)** Reviews aircraft forms to verify that FCF/OCF requirements exist and corrective actions have been completed.

6.12.8.1.2. **(Added)** Confirms aircraft configuration is consistent with the FCF/OCF/HST profile, and Weight & Balance data is within FCF/OCF parameters.

6.12.8.1.3. **(Added)** Briefs the designated FCF/OCF crew IAW the appropriate 307 MXG Certification/Briefing form.

6.12.8.1.4. **(Added)** Ensures the FCF/OCF crew member(s) have a current 1B-52H-6CL-1, *Abbreviated In-flight Systems Operational Check Flight Checklist* or 1B-52H-6CF-1, *Acceptance and/or Functional Check Flight Procedures*, as applicable.

6.12.8.2. **(Added)** After flight/taxi procedures.

6.12.8.2.1. **(Added)** Debriefs the crew with the appropriate debrief function.

6.12.8.2.2. **(Added)** Reviews the AFTO Form 781A, and the applicable 307 MXG Form 4, *307 MXG Functional Check Flight (FCF) Certification/Briefing* or 307 MXG Form 5, *307 MXG Operational Check Flight (OCF) Certification/Briefing*, to ensure all requirements have been accomplished prior to the form being filed by PS&D.

6.12.8.2.3. **(Added)** Documents FCF/OCF in Quality Assurance Tracking and Trend Analysis System (QANTTAS) or Logistics Evaluation Assurance Program (LEAP) database. If off station or current QA database is unavailable, completes AF Form 2400, *Functional Check Flight Log,* for both FCF and OCF. FCF/OCF entered onto AF Form 2400 will be entered into QANTTAS or LEAP database at next available opportunity.

6.12.9. (Added) B-52 Crew Requirements **(T3)**

6.12.9.1. **(Added)** Before flight/taxi procedures.

6.12.9.1.1. **(Added)** Receive a comprehensive crew briefing by QA on specific FCF/OCF/HST requirements and procedures. As a minimum the crew briefing will consist of:

6.12.9.1.2. **(Added)** Review of this supplement.

6.12.9.1.3. **(Added)** Review of TO 1-1-300.

6.12.9.1.4. **(Added)** Review of TO and AFRCSUP, 00-20-1.

6.12.9.1.5. **(Added)** Review of TO 1B-52H-6CL-1.

6.12.9.1.6. **(Added)** Review of TO 1B-52H-6CF-1.

6.12.9.1.7. **(Added)** Review of AFTO Form 781.

6.12.9.1.8. **(Added)** Review of 307 MXG Forms 4 and 5.

6.12.10. **(Added)** Aircraft Commander before flight/taxi procedures for FCF/OCF/HST.

6.12.10.1. **(Added)** Signs the local clearance forms (i.e., 307 MXG Forms 4 and 5) and receives a SOF briefing IAW 307 OG procedures.

6.12.11. **(Added)** Crew after flight/taxi procedures.

6.12.11.1. **(Added)** Ensures that all discrepancies are fully and completely debriefed with QA, and any applicable specialists.

6.12.11.2. **(Added)** Ensures all applicable portions of the AFTO Form 781 are complete.

6.14. MXG/QA will manage the HST program. In accordance with the Wing Commander's policy of quality verification and aircraft standardization, FCFs are preferred to HSTs. When circumstances are such that a maintenance ground operation check requires the aircraft to be moving at a higher than normal taxi speed, HST procedures apply. If a speed higher than 100 knots is required, HST procedures do NOT apply. All FCF/OCF procedures will be followed for HST. **(T3)**

6.14.4 (Added) When B-52 aircraft require a HST, the OG Commander or their designated representative, issues temporary written certification designating a qualified crew. **(T3)**

6.14.4.1. (Added) Delegation of authority for completing HST is only valid during the OG and/or MXG commander's absence. Certification and delegation letters will be filed in the 307 BW FCF/OCF/HST book located in the MXG/QA office. **(T3)**

6.14.4.1.1. (Added) MXG and OG Commanders or their designated representative(s) along with QA ensures crews are thoroughly briefed on specific FCF/OCF/HST requirements and procedures. **(T3)**

6.14.4.2. (Added) 307 AMXS procedures. **(T3)**

6.14.4.2.1. **(Added)** Notifies QA when an HST is required.

6.14.4.2.2. **(Added)** Delivers completed aircraft forms, with exceptional release signed, to QA a minimum of three hours prior to HST.

6.14.4.2.3. **(Added)** For aircraft coming out of Phase Inspection, aircraft forms package will be delivered to QA at least two days prior to a scheduled HST, if required by maintenance.

6.14.4.2.4. **(Added)** Coordinates with QA prior to HST, to ensure all necessary weight and balance calculations are completed.

6.14.4.2.5. **(Added)** Coordinates with Production/Maintenance Superintendent to ensure the aircraft maintenance preflight has been accomplished and that the exceptional release has been signed.

6.14.4.2.6. **(Added)** Coordinates with the SOF to verify crew availability and provides aircraft tail number, reason for HST and anticipated takeoff time.

6.14.4.2.7. **(Added)** Aircraft configuration will be with no weapons and a standard fuel load.

6.14.4.3. (Added) 307 MXG Quality Assurance **(T3)**

6.14.4.3.1. **(Added)** Before flight/taxi procedures.

6.14.4.3.1.1. **(Added)** Reviews aircraft forms to verify that HST requirements exist and corrective actions have been completed.

6.14.4.3.1.2. **(Added)** Confirms aircraft configuration is consistent with the FCF/OCF/HST profile, and Weight & Balance data is within HST parameters.

6.14.4.3.1.3. **(Added)** Briefs the designated HST crew IAW 307 MXG Form 6, *307 MXG High Speed Taxi (HST) Certification/Briefing*.

6.14.4.3.1.4. **(Added)** Ensures the HST crew member(s) have a current 1B-52H-6CL-1, or 1B-52H-6CF-1, as applicable.

6.14.4.3.2. **(Added)** After flight/taxi procedures.

6.14.4.3.2.1. **(Added)** Debriefs the crew with the appropriate debrief function.

6.14.4.3.2.2. **(Added)** Reviews the AFTO Form 781A, and the 307 MXG Form 6, to ensure all requirements have been accomplished prior to the form being filed by PS&D.

6.14.4.3.2.3. **(Added)** Documents HST in QANTTAS or LEAP database. If off station or current QA database is unavailable, completes AF Form 2400, *Functional Check Flight Log,* for HST. HST entered onto AF Form 2400 will be entered into QANTTAS or LEAP database at next available opportunity.

6.14.4.4. (Added) B-52 Crew Requirements **(T3)**

6.14.4.4.1. **(Added)** Before flight/taxi procedures.

6.14.4.4.1.1. **(Added)** Receive a comprehensive crew briefing by QA on specific HST requirements and procedures. As a minimum the crew briefing will consist of:

6.14.4.4.1.2. **(Added)** Review of this supplement.

6.14.4.4.1.3. **(Added)** Review of TO 1-1-300.

6.14.4.4.1.4. **(Added)** Review of TO and AFRCSUP, 00-20-1.

6.14.4.4.1.5. **(Added)** Review of TO 1B-52H-6CL-1.

6.14.4.4.1.6. **(Added)** Review of TO 1B-52H-6CF-1.

6.14.4.4.1.7. **(Added)** Review of AFTO Form 781.

6.14.4.4.1.8. **(Added)** Review 307 MXG Form 6.

6.14.4.5. **(Added)** Aircraft Commander before flight/taxi procedures for HST.

6.14.4.5.1. **(Added)** Signs the local clearance forms (i.e., 307 MXG Form 6) and receives a SOF briefing IAW 307 OG procedures.

6.14.4.6. **(Added)** Crew after flight/taxi procedures.

6.14.4.6.1. **(Added)** Ensures that all discrepancies are fully and completely debriefed with QA, and any applicable specialists.

6.14.4.6.2. **(Added)** Ensures all applicable portions of the AFTO Form 781 are complete.

7.2.5. **(Added)** When an aircraft component fails (i.e. engine) leading to aircraft impoundment and damage is contained to that one component, the MXG/CC may direct the impoundment be moved to that component allowing release of the aircraft. QA will coordinate with the investigating authority prior to impoundment release.

7.2.5.1. **(Added)** Upon moving the impoundment to the component, a new Impoundment Official will be named (if required). That individual will request a new impoundment binder from QA.

7.5.12. **(Added)** Aircraft Hung Stores.

7.5.12.1. **(Added)** After careful consideration of the reported malfunction along with the aircraft's recent maintenance history and weapons system events, Wing Weapons Manager in coordination with the Impoundment Authority will determine if impoundment is warranted.

7.6.2.1. **(Added)** The Impoundment Authority will notify MOC who will be responsible for notifying the affected work centers to include PS&D and QA.

7.6.3.1.1. **(Added)** Request an impoundment binder from QA. The binder will contain a sufficient number of 307 MXG Form 11, *307 MXG Impoundment Control Log*, a 307 MXG Form 20, *307 MXG Impoundment Sequence.* The impoundment binder will remain with the aircraft/equipment until released by authority.

7.6.3.5.1. **(Added)** An Entry Control Point (ECP) will be established.

7.6.6.1. **(Added)** When the Impoundment Official determines the aircraft/equipment is ready to be released from impoundment he/she will ensure the impoundment form has been completed and return the impoundment binder, forms and any other documentation to QA for review.

7.6.6.2. **(Added)** The Impoundment Official and a representative from QA will brief the Impoundment Release Authority on findings, actions taken and request release of the aircraft/equipment from impoundment.

7.6.6.3. **(Added)** The Impoundment Official will

7.6.6.3.1. **(Added)** Complete 307 MXG Form 3, *Impoundment Summary*, documenting the investigation findings.

7.6.6.3.2. **(Added)** Notify MOC of aircraft/equipment release from impoundment.

7.6.6.4. **(Added)** File all documents related to the impoundment with QA.

7.8. **(Added)** Mishap Procedures

7.8.1. **(Added)** In the event of a mishap the following agencies will complete the assigned actions:

7.8.2. **(Added)** MOC will inform the following agencies to secure the affected aircraft, equipment and applicable records as required.

7.8.2.1. **(Added)** MMA

7.8.2.2. **(Added)** PS&D

7.8.2.3. **(Added)** Unit Training Manager

7.8.2.4. **(Added)** QA

7.8.2.5. **(Added)** Maintenance Management Analysis will:

7.8.2.5.1. **(Added)** Coordinate with host data base manager or place the IMDS in FUD.

7.8.2.5.2. **(Added)** Process IMDS screen #986 to immediately capture and isolate historical data for the mishap weapon system and save copies to a compact disc and deliver to PS&D for filing in the aircraft jacket file.

7.8.2.6. **(Added)** PS&D will:

7.8.2.6.1. **(Added)** Inform the following agencies to secure the affected aircraft and/or equipment records and deliver to PS&D immediately:

7.8.2.6.1.1. **(Added)** Production Supervisor – 781 series forms binder and any transcribed forms.

7.8.2.6.1.2. **(Added)** Engine Management – Engine records.

7.8.2.6.1.3. **(Added)** NDI – X-Rays and Joint Oil Analysis Program (JOAP) records and DD Form 2026.

7.8.2.6.1.4. **(Added)** Fuels – Fuel cell AFTO Form 95, and AFTO Form 427, *Aircraft Integral Fuel Tank Repair Historical Record*.

7.8.2.6.1.5. **(Added)** Aircrew Flight Equipment – AFTO Form 392, *Parachute Repack Inspection and Component Record* and AFTO Form 338, *Survival Kit Record*.

7.8.2.6.1.6. **(Added)** Armament – AFTO Forms 244, for pylon racks or other equipment associated with the incident (if applicable).

7.8.2.6.1.7. **(Added)** AGE – AFTO Forms 244 for equipment associated with the incident (if applicable).

7.8.2.7. **(Added)** Contact Chief of QA when all required aircraft records are assembled and the jacket file is ready for pickup. QA will sign for the aircraft jacket file using the AF Form 614, *Charge Out Record*.

7.8.2.8. **(Added)** Ensure flying hours are entered into IMDS before accomplishing an aircraft inventory status change as directed by HHQ.

7.8.2.9. **(Added)** Unit Training Manager will:

7.8.2.9.1. **(Added)** Class A mishap only:

7.8.2.9.1.1. **(Added)** Verify the names of all involved personnel and retrieve copies of individual training records from TBA, or applicable training records management system, and save to a compact disc and forward the disc to QA.

7.8.2.9.1.2. **(Added)** Contact the TBA Field Assistance Service (FAS) to open a remedy ticket requesting individual users or a whole organization to be "locked" from accessing TBA.

7.8.2.9.1.3. **(Added)** Coordinate release of training records after mishap incident is cleared.

7.8.2.10. **(Added)** Quality Assurance will:

7.8.2.10.1. **(Added)** Sign for and secure all records from PS&D when notified.

7.8.2.10.2. **(Added)** Coordinate with applicable work centers to secure all eTools involved in the mishap.

7.8.2.10.3. **(Added)** Class A mishap only: Retrieve and secure hard copy and digital training record files from unit training managers.

8.2.1.3 **(Added)** All vehicles/trailers that permanently store tools, equipment, and/or technical data will have an inventory list in the vehicle/trailer at all times and will comply with all directives pertaining to tool control. A copy of the Master Inventory List (MIL) will be filed in

the owning work center Master Continuity Binder, Tab 4 and approved by the Flight/Section Chief. **(T3)**

8.2.1.4. (Added) Aircrew/Life Support Personnel. The Life Support Supervisor ensures only authorized tools and equipment is dispatched to the flight line and is controlled IAW this instruction. **(T3)**

8.2.1.5. (Added) Laminated Warning Tags. All laminated warning tags must be tracked in Tool Control Multi Industry Asset Management (TCMax). Tags will be inventoried/signed out of TCMax prior to installation on the aircraft and inventoried/signed back into TCMax after removal from the aircraft. **(T3)**

8.2.1.8 **New requirement for FOD container/pouch requirement for dispatchable CTKs.

8.2.2.2. (Added) The inventory date will be tracked in TCMax. **(T3)**

8.2.2.3. **(Added)** The annual inventory will be documented on the MIL by either:

8.2.2.3.1. **(Added)** Reproducing the MIL with the applicable CTK custodian and section supervisor or flight chief signature.

8.2.2.3.2. **(Added)** The CTK custodian will document "Annual Inventory C/W", sign and date below the original CTK inventory.

8.2.2.3.3. **(Added)** The annual inventory will account for each tool on the MIL (to include those contained in individual tool kits within the CTK), cross-check contents against the MIL, ensure tool serviceability verify tool etchings/markings and accurate MIL documentation (nomenclatures, consumables, quantities, etc.)

8.2.2.3.4. **(Added)** Each CTK MIL will be reproduced at a minimum of every 2 years.

8.2.2.4. **(Added)** Each tool room/work center will develop a Master Tool Room and Cabinet Diagram/Plan indicating all locations of CTKs/Tool Kits (TK). A copy of this diagram/plan will be filed in the Master Continuity Binder Tab 3.

8.2.2.5. **(Added)** Each tool room/work center will develop a Master Continuity Binder(s) containing the following tabs:

8.2.2.5.1. **(Added)** Tab 1 – Memorandum letters.

8.2.2.5.2. **(Added)** A. CTK Custodian(s)

8.2.2.5.3. **(Added)** B. TCMax Authorized User(s) & Personnel Authorized Tool Room Unescorted Access

8.2.2.5.4. **(Added)** C. Replacement Tool Authorized Procurer(s)

8.2.2.5.5. **(Added)** Tab 2 – Master Tool Room and Cabinet Diagram/Plan

8.2.2.5.6. **(Added)** Tab 3 – Vehicle/Trailer Inventory (if applicable)

8.2.2.5.7. **(Added)** Tab 4 – Warranted Tools

8.2.2.5.8. **(Added)** Tab 5 – Spare tools

8.2.2.5.9. **(Added)** A. Spare Tool Authorization Letter

8.2.2.5.9.1. **(Added)** B. Spare Tool MIL

8.2.2.5.9.2. **(Added)** C. Spare Tool Inventory Replacement Log

8.2.2.5.9.3. **(Added)** Tab 6 – Completed Lost Tool Reports

8.2.2.5.10. **(Added)** A. Lost items

8.2.2.6. **(Added)** Blue dye will be kept in the chemical lockers, marked as "restricted" in TCMax and issued only through TCMax.

8.2.3.3. (Added) Warranted info on the tools will be kept on file in the Master Continuity Binder, Tab 4. **(T3)**

8.2.3.4. **(Added)** Unserviceable warranty tools will be segregated from non-warranty tools and placed in a secured and locked container until the item is returned to the manufacture.

8.2.4.2. (Added) Replacement tools will not be issued until all pieces of the broken tool have been turned in to the tool room or upon filing of a completed AFRC Form 174, *Lost Tool/Object Report*. **(T3)**

8.2.4.2.1. **(Added)** Replacement tools are divided into three categories; spare tools, expendable tools and consumable tools. Spare tools are screwdrivers, wrenches, sockets etc. Expendable tools are drill bits; saw blades, apexes, etc. Consumable tools are safety wire, solder, file cleaners etc.

8.2.4.2.2. **(Added)** Spare and Expendable Tools. Limited quantities of spare and expendable tools may be maintained in tool rooms or work centers. Flight Chiefs will authorize in writing, the types of tools and quantities maintained. This letter will be filed in Tab 5 of the Master Continuity Binder. See Attachment 17 for letter format.

8.2.4.2.2.1. **(Added)** All spare and expendable tools will be stored in a secured cabinet/bin and will be tracked in TCMax. The spare and expendable tool quarterly inventory will be documented in TCMax and on the Spare Tool MIL in Tab 5 of master continuity binder.

8.2.4.2.2.2. **(Added)** Spare Tool Inventory Replacement Log. An AFRC Form 177, *Consolidated Tool Kit Inventory and Control Log,* will be used to document spare/expendable tools replacement and filed in Tab 5 of the Master Continuity Binder.

8.2.4.2.3. **(Added)** Consumable tools (safety wire, solder) may be stored on bench/shop stock. However, these items will be closely monitored. These items will be replaced on a one-for-one basis and marked/etched appropriately when placed in a CTK. All Hazardous Materials (HAZMAT) and supply procedures need to be followed.

8.2.5.4. (Added) CTK/tool transfers at the job site are prohibited unless authorized by the Production Superintendent (Pro-Super)/Flight Chief. If authorized, on site transfers will be documented using an AF 1297, *Temporary Issue Receipt.* The Pro-Super/Flight Chief will contact the tool room and inform them of the authorization for the on-site transfer. The AFRC Form 177 maintained in each dispatchable CTK will only be used when tools are taken from one job site to another. Each aircraft is a separate job site. **(T3)**

8.2.5.4.1. **(Added)** On-coming individual will:

8.2.5.4.1.1. **(Added)** Bring a blank AF Form 1297/TCMax generated AF Form 1297 printout (preferred) of items signed out by out-going technician to the job site and conduct a joint and complete inventory of CTK/tools to be transferred.

8.2.5.4.1.2. **(Added)** Any tool not being transferred on the TCMax-generated AF Form 1297 will be lined through and initialed by both parties.

8.2.5.4.2. **(Added)** Out-going individual will:

8.2.5.4.2.1. **(Added)** Conduct a joint and complete inventory of CTK/tools to be transferred.

8.2.5.4.2.2. **(Added)** Sign "Issued by" block of AF Form 1297.

8.2.5.4.2.3. **(Added)** Take completed TCMax generated AF Form 1297 to the tool room for transfer in TCMax.

8.2.5.4.2.4. **(Added)** Out-going technician will not leave the tool room under any circumstances until all items have been transferred/turned in.

8.2.5.4.3. **(Added)** Tool Room attendant will notify the Pro-Super/Flight Chief upon completion of the TCMax transfer.

8.2.6.2. **(Added)** If an item/tool is not found after an initial search (within 30 minutes), an AFRC Form 174 will be initiated.

8.2.6.3. **(Added)** The MOC will provide the Expediter/Pro-Super with a job control number(s) for all affected equipment identified and notify all appropriate agencies. Impoundment Authorities will determine if impoundment is required on a case by case basis.

8.2.6.4. **(Added)** Initiate a thorough search for the lost item/tool.

8.2.6.5. **(Added)** If the item/tool is not found after a thorough search, the red X can only be cleared by the appropriate maintenance superintendent or above, authorized on the Special Certification Roster (SCR).

8.2.6.6. **(Added)** If the item/tool is not found, hard copy of the AFRC Form 174 will be filed with the CTK custodian in Tab 7 of the Master Continuity Binder and QA for input into the QANTTAS or LEAP database.

8.2.6.7. **(Added)** If an item/tool is discovered missing after an aircraft has taxied, the Expediter/Pro-Super will immediately contact the Supervisor of Flying (SOF) and MOC. The SOF will take immediate action to stop the aircraft and direct the pilot to return the aircraft to parking.

8.2.6.8. **(Added)** If an item/tool is discovered missing after an aircraft has taken off, the Production Supervisor/Superintendent, after notifying the MOC, will assess the risk of the situation based on the last known location of the item/tool. This assessment and recommended course of action will be passed on to the Aircraft Commander (AC) through the SOF/ Command Post. The AC will determine whether the aircraft will continue or abort the mission.

8.2.7.1. (Added) See Attachment 18 for section-level TCMax Identification Numbers. **(T3)**

8.2.7.2. **(Added)** Tools within a tool box will have at a minimum a six digit marking consisting of the first four characters combined with the last two characters of the nine digit universal marking established for that individual tool box.

8.2.7.3. **(Added)** Tools and equipment that are not in a designated container will have all nine characters of the universal markings.

8.2.8.2.1. (Added) Government issued equipment, i.e., ear defenders, whistles, reflective belts, safety glasses, etc., issued to individuals for use must be strictly controlled to ensure they pose no foreign object damage potential. **(T3)**

8.2.8.2.2. **(Added)** PPE will be maintained in personal lockers/storage facilities.

8.2.8.2.3. **(Added)** PPE items will be issued in TCMax and marked with the assigned World Wide Identification (WWID) and the individual's employee number.

8.2.8.2.4. **(Added)** Equipment will be issued long term with a recurring annual return date. Upon each recurring return date the employee will present all items to the respective flight/section chief for inventory/review purposes. Flight/section chief will ensure TCMax is updated to reflect the next annual return date.

8.2.9.4. **(Added)** All shops will monitor/control all rags/shop towels/cheesecloth at all times in the same manner as tools and equipment.

8.2.9.4.1. **(Added)** Lost rags/shop towels/cheesecloth will be treated in the same manner as a lost tool.

8.2.9.4.2. **(Added)** All unserviceable rags/shop towels/cheesecloth will be removed from use by the tool room/CTK custodian after they are accounted for.

8.2.10.1. **(Added)** The Squadron Maintenance Officer/Superintendent will designate in writing, the individuals who are authorized to procure tools. **(T3)**

8.2.11.1. **(Added)** All locally manufactured tools/equipment will be reviewed every 24 months for applicability and necessity. See para 9.20 for additional procedures.

8.2.12.1. **(Added)** All Field Teams will receive a QA briefing addressing compliance with all technical data, maintenance operating instructions/local procedures. This briefing will be documented and kept on file in QA until the team leaves. **(T3)**

8.2.13.2. **(Added)** Decentralized CTK's outside tool room/support section. An AFRC Form 177 will be maintained in each CTK (including vehicle, trailer mounted CTKs), and is used to record CTK/tool transactions. The person signing out/assuming responsibility for the CTK/equipment/tool annotates the "out" time/signature block. The "in" block is annotated when the user returns the CTK/equipment. The person annotating the "out" block is not the same person annotating the "in" block.

8.2.15.2. **(Added)** Second Party Inspection. In the event that only one person is assigned to a shift, work center, or tool room, an employee from any work center (preferably within the same flight) must comply with sign-in/out procedures for tool control. All supervisors will be granted TCMax "Turn In" access. The TCMax shift inventory will be accomplished. **(T3)**

8.2.16.1. **(Added)** When not occupied, tool room areas will be secured at all times. The Flight Chief will designate in writing all personnel authorized to use TCMax and unescorted access to

the tool room. This listing will be maintained in the Master Continuity Book, Tab 1. Work centers that do not have tool rooms will provide a means to restrict access to tools to prevent unauthorized access. Lockable bins and securing cables are acceptable. **(T3)**

8.2.17.1. (Added). Personal electronic or communication devices (e.g., cell phones, beepers, pagers, portable music/video players, electronic games, etc.) are prohibited on the flight-line, munitions areas, hangars and/or other industrial work areas. This restriction does not apply to office, break, locker or ready room. **Exception:** Government and Contractor equipment items issued for the performance of official duties are exempt from this requirement. **(T3)**

8.2.17.2. **(Added)** eTools. All dispatchable eTools will be tracked in TCMax. Missing, removed and/or broken plugs/cover/doors when broken, do not require replacement unless deemed necessary by the CTK custodian. Broken pieces will be accounted for, documented in TCMax and then disposed of. The remaining broken edge will be colored with permanent marker so future breakage can be easily detected. All broken/removed items will be documented in TCMax.

8.3.2.1. **(Added)** Flight/Section Chiefs approve each MIL.

8.3.5.2. **(Added)** Kits. There are two types of kits; tool kits and equipment kits.

8.3.5.2.1. **(Added)** Tool Kits will have the items shadowed, silhouetted or inlayed and the sign in/out inventory will be conducted by means of a visual inspection.

8.3.5.2.2. **(Added)** Equipment kits do not have to have the items shadowed, silhouetted or inlayed. Therefore, sign in/out inventory will be accomplished by verifying the contents against the MIL.

8.3.5.2.3. **(Added)** If equipment and tools are commingled in a CTK, the contents must be shadowed, silhouetted or inlayed as a tool kit.

8.3.6.4.3. **(Added)** Lock(s), key(s), and tie down strap(s), if not permanently attached will be marked/etched with the appropriate CTK number. All items are listed on the MIL.

8.3.6.7.1.3. (Added) All bits and pieces of broken tools must be turned in and accounted for. Broken tools not accounted for in their entirety, will be considered lost tools. CTK custodians must obliterate the CTK etching and a marking on unserviceable tools prior to securing in a locked container until the item is properly disposed of. **(T3)**

8.3.6.7.1.4. **(Added)** All broken tools/items will be removed from the CTK. Plastic safety wire spools, when broken, do not require replacement unless deemed necessary by the CTK custodian. Broken pieces will be accounted for and then disposed of. The remaining broken edge on the spool will be colored with permanent marker so future breakage can be easily detected.

8.3.6.7.1.5. **(Added)** Removed broken tools documented on the AFRC Form 175, should be replaced as soon as possible.

8.3.6.7.1.6. **(Added)** A CTK will not be deployed with a broken/removed tool. If a replacement tool cannot be obtained using normal replacement procedures, the tool will be cannibalized from a non-deploying CTK.

8.3.6.7.1.7. **(Added)** Permanently removed tools:

8.3.6.7.1.7.1. **(Added)** The empty shadow, silhouette, or inlay in the CTK will be filled in and an updated MIL will be reproduced and approved prior to the CTK being issued.

8.3.13.1. **(Added)** Container/pouch will be emptied prior to turn in to tool room/support section.

9.17.2.2.1. **(Added)** MXG/QA Superintendent is the Maintenance Group Commander's (MXG/CC) designated representative for approval.

9.17.2.6. **(Added)** Supervisors will ensure all locally manufactured/modified equipment/tools or aerospace parts are approved IAW this instruction prior to manufacture/use.

9.17.3. **(Added)** Local manufacture of equipment/parts/tools that are not procurable or available is restricted to items that are critical to the unit's mission. The requester will complete the 307 MXG Form 12, *307 MXG Local Manufacture Request.* The form must be obtained from the QA office or QA SharePoint at https://cs1.eis.af.mil/sites/barksdale/307bw/307MXG/QA/Local%20Forms/Forms/AllItems.aspx.

9.17.3.1. **(Added)** The following items require approval:

9.17.3.1.1. **(Added)** Local manufacturing/modification of an equipment/tool item that has been determined by a TO.

9.17.3.1.2. **(Added)** A tool or piece of equipment requires modification beyond the scope of the TO.

9.17.3.1.3. **(Added)** A tool or piece of equipment is required, however is not specified by any TO, (i.e., drawings, technical specifications, etc.).

9.17.3.1.4. **(Added)** Local manufacture of aerospace parts. Parts for aerospace equipment will be T.O. directed.

9.17.3.2. **(Added)** All locally manufactured tools/equipment will be tracked in TCMax.

9.17.3.3. **(Added)** Work centers and/or tool rooms will maintain an approved hard copy of their locally manufactured/modified equipment or tools. Locally manufactured parts hard copy do not have to be filed in the work center local manufactured file, however may be kept in the file for reference use.

9.17.3.4. **(Added)** Work centers will complete 307 MXG Form 2, *307 MXG Local Manufacture Biennial Review,* reviewing items and requirements every two years for applicability and current configuration. Coordinate with QA for final approval.

9.17.3.5. **(Added)** MMHE: All Locally manufactured, developed or modified tools and equipment for Weapons Loading, Maintenance and the Armament Systems Flight or any LME must be coordinated through the 307 Bomb Wing Weapons Manager (WWM) before routing to QA.

9.17.3.6 **(Added)** Procedures

9.17.3.6.1. **(Added)** Requester will:

9.17.3.6.1.1. **(Added)** If item is MMHE or LME, coordinate with the WWM before routing the 307 MXG Form 12 to QA.

9.17.3.6.1.2. **(Added)** Furnish to the QA office drawings, specifications, blueprints, pictures, or a sample of the item. If available, copies from the applicable TO, or other documentation.

9.17.3.6.1.3. **(Added)** Route the 307 MXG Form 12 through the approval and review process outlined on the form.

9.17.3.6.1.4. **(Added)** Establish an Event Identification (ID) / JCN in IMDS.

9.17.3.6.1.5. **(Added)** Provide specifications/requirements to manufacturing shop to order materials.

9.17.3.6.1.6. **(Added)** Deliver all required parts, drawings, etc. to manufacturing shop for manufacture.

9.17.3.6.1.7. **(Added)** Ensure equipment items requiring inspection, periodic maintenance and operating procedures criteria has been established IAW TO 34-1-3, and TO and AFRCSUP 00-5-1, if not already in applicable TO.

9.17.3.6.1.8. **(Added)** Contact QA for final inspection of equipment, tools or parts before use.

9.17.3.6.1.9. **(Added)** Ensure all work center JCN/IDs are completed in IMDS.

9.17.3.6.2. **(Added)** Manufacturing shop will:

9.17.3.6.2.1. **(Added)** Approve the manufacture of equipment, tools or parts on the 307 MXG Form 12.

9.17.3.6.2.2. **(Added)** Manufacture the equipment, tools or parts.

9.17.3.6.2.3. **(Added)** Complete any applicable IMDS Event IDs assigned to manufacturing shop.

9.17.3.6.3. **(Added)** 307 WWM will:

9.17.3.6.3.1. **(Added)** Approve local manufacture of MMHE or LME item IAW AFI 21-101 and MMHE focal point website.

9.17.3.6.4. **(Added)** QA will:

9.17.3.6.4.1. **(Added)** Verify completion of 307 MXG Form 12. (Equipment/tools contained in a TO only require coordination thru QA, not approval by QA) prior to manufacture.

9.17.3.6.4.2. **(Added)** Complete final inspection of equipment, tools or parts before use.

9.17.3.6.4.3. **(Added)** QA will maintain an approved hard copy of locally manufactured/modified equipment or tools.

11.2.4. **(Added)** The LMR network will only be used for official communication.

11.2.5. **(Added)** Upon loss of communication via telephone, Land Mobile Radios or both the MOC procedural checklist will be utilized to provide a reliable flow of information between the Flight-line and the MOC.

11.2.6. **(Added)** Training. Personal Wireless System Managers must receive initial training before assuming duties involving radio operation IAW AFI 33-590.

11.2.7. **(Added)** Monthly Inspection. At a minimum, each radio/battery will be visually inspected monthly to verify no exposed metal in the antenna or cracks in the case. All will be tracked in Tool Control Multi-Industry Asset Management (TCMax). All radios with any of the

above discrepancies will be removed from service immediately and turned in for repairs.

11.2.8. **(Added)** Call signs. See Attachment 16 for approved LMR call signs.

11.6.6. **(Added)** Red Ball maintenance procedures may be used two hours prior to flight or the aircrew releases the aircraft back to maintenance. All maintenance safety practices and technical data requirements will be adhered to.

11.6.6.1. **(Added)** The Pro Super/DR will only call a Red Ball action if an immediate response is required within two hours before aircraft launch. At this time the Pro Super/DR or MOC will notify the required shop by telephone, or two-way radio and the shop will immediately proceed to the aircraft without a job control number.

11.6.6.2. **(Added)** While the shop is in route to the aircraft, Debrief or MOC will load the discrepancy into IMDS and give the JCN to the Pro Super/DR, who in turn, will ensure discrepancy is entered into the aircraft forms.

11.6.6.3. **(Added)** When a replacement part is required, a supply requisition will be submitted through IMDS or COSO.

11.6.6.3.1. **(Added)** The Pro Super/DR may elect to either initiate normal cannibalization/MC CANN procedures or wait for the part to be delivered.

11.6.6.4. **(Added)** All work order and CANN documentation prepared at the time of action require a follow-up by the Pro Super, Flight-line Expeditor, and/or involved shops to ensure completion.

11.6.6.5. **(Added)** Safety must not be compromised. Engine problems, flight control problems, and other similar malfunctions will be handled carefully. If engine(s) are operating, ground observers will maintain communication with the pilot and visual contact with technicians working on the aircraft.

11.6.6.6. **(Added)** If maintenance includes replacement of any aircraft part(s) or any other action which generates follow-on maintenance the required follow-on maintenance must be performed prior to aircraft launch. All maintenance actions will be properly documented in the active forms and an exceptional release will be re-accomplished prior to flight.

11.6.6.7. **(Added)** Every effort will be made to ensure Red X's are cleared in IMDS prior to flight. Red diagonal discrepancies will be cleared as soon as possible.

11.6.6.8. **(Added)** In the event that IMDS is not operational, the technician will document all maintenance actions taken on an AFTO Form 349. The AFTO Form 349 will be taken to their applicable work center for input into IMDS once it becomes operational.

11.8.3.3.1. **(Added)** Anytime an aircraft is not being readied for flight, engines are not being operated, or an engine is removed from an aircraft, i.e. FOM, transporting, storage, troubleshooting, etc. the intake(s), exhaust(s), electrical connections, fuel lines, hydraulic lines, oil lines, and port openings will be covered to prevent inadvertent FO ingestion.

11.8.3.6.6. **(Added)** Wing Inspection Team (WIT) badges will be secured with a subdued non-metallic cord and clipped to the right collar when worn on the flight-line. Badges will be removed when entering intakes and/or exhausts or when within the danger areas of running engines. **(T3)**

11.8.3.10.2. **(Added)** Supervisors will ensure all available Maintenance Group personnel participate in FOD walks. FOD walks may be increased as deemed necessary by maintenance supervision or the wing FOD monitor.

11.8.3.10.2.1. **(Added)** 307 AMXS

11.8.3.10.2.1.1. **(Added)** Supervision will ensure that FOD Bosses are used as required on assigned sections of flight-line.

11.8.3.10.2.1.2. **(Added)** The Superintendent/Expeditors are responsible for all AMXS facilities and the B-52 aircraft flight-line parking areas for the 307th Bomb Wing (BW) assigned aircraft. The current flight-line FOD walk areas of responsibility are as follows: (see Attachment 19) from the taxiway centerline between U and V row all the way to Z row. Areas of responsibility will also include Hangar 1 and Building 6601, Weapons Storage Building and Parking Pad.

11.8.3.10.2.1.3. **(Added)** The Production Supervisor or Flight-line Expediter will contact MOC if a requirement for ramp sweeping exists. Ramp sweepers are scheduled to sweep the 307 BW aircraft parking ramp on Thursdays. If sweepers are not observed, contact MOC. MOC will then contact necessary base personnel to schedule a sweeper.

11.8.3.10.2.1.4. **(Added)** Flight-line supervisors will monitor and ensure grounding points are vacuumed as required.

11.8.3.10.2.1.5. **(Added)** Maintenance technicians will conduct a FOD inspections prior to aircraft taxi and before aircraft recovery.

11.8.3.10.2.2. **(Added)** 307 MXS

11.8.3.10.2.2.1. **(Added)** The Superintendent is responsible for all 307 MXS shops. FOD walks will be conducted daily in all MXS work bay facilities.

11.8.3.10.2.3. **(Added)** If a vehicle has driven off the paved surface or over damaged areas of the ramp, a FOD check of tires must be accomplished immediately upon returning to the paved surface.

11.8.3.12.4. **(Added)** Crew compartment areas are to be considered FOD critical areas. Before entering the crew compartment, maintenance personnel must account for all items being taken into this area. Only the items necessary to complete the maintenance action should be taken into the crew compartment area. Upon completion, the technician performing the task must complete a FOD check of the crew compartment area and ensure all tools, equipment, and hardware (safety wire, nuts, washers, etc.) are accounted for Maintenance personnel will ensure that aircraft crew stations are FOD free prior to aircrew arrival.

11.8.3.15.1. **(Added)** All vehicles entering the controlled area from Flight-line Road are authorized to exit the roadway, enter the ECP, and perform a roll-over tire FOD check (See Figure 19.1). FOD checks will be performed on all vehicles and support equipment inside the ECP or prior to crossing a taxiway from anywhere outside the parking ramp. This includes vehicles in route to RED BALL maintenance. **(T3)**

Figure 11.1 **(Added)** FOD Checks
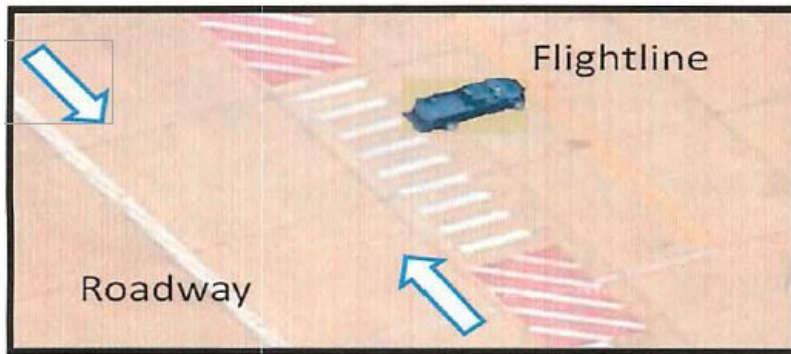
11.8.3.21. **(Added)** Pintle hooks will be closed with lock pin installed when not in use. Pins will be secured to vehicle or support equipment by means of a chain or wire rope IAW Technical Order (TO) 1-1A-15, *General Maintenance Instructions for Support Equipment (SE),* and TO 36-1-121, *Standardization of Lunette and Pintle Hook (Type 1, Class 1 & 2) Towing Attachments.*

11.8.3.22. **(Added)** A red X for a FOD inspection will be entered in the AFTO 781A and in IMDS when engine intakes or exhausts are entered for maintenance related processes.

11.8.3.23. **(Added)** Parts/screw bags will be used and attached to any part or panel removed from an aircraft. Loose hardware will be accurately annotated on the parts bag tag, along with the aircraft tail number. Hinged panels will be inspected to ensure all fasteners are accounted for.

11.8.3.24. **(Added)** All Foreign Objects (FO) found on aircraft returning from depot maintenance will be reported to QA to photograph prior to removal from the aircraft. FO will be turned over to QA, and reported in the JDRS as an aircraft acceptance deficiency.

11.8.3.25. (Added) Hats may be worn on the 307th Ramp (see Attachment 19). Hats must be free of all metal and/or removable objects. Hats will be removed and secured within 50 feet of operating engines as outlined in applicable MDS Technical Orders. Exceptions: Cold weather headgear that snap, button or Velcro can be worn as long as it is securely fastened. **(T3)**

11.8.4.1.2. **(Added)** See 307 MXGVA 21-124 for current 307 BW FOD Monitors.

11.8.4.1.3. **(Added)** The MXS Commander and AMXS Commander will appoint a full time NCO as the FOD monitor for their respective squadron. The minimum responsibilities of the squadron FOD monitor are as follows **(T3)**:

11.8.4.1.3.1. **(Added)** Ensure FOD containers are available and used in all maintenance production areas.

11.8.4.1.3.2. **(Added)** Ensure FOD containers are installed and clearly marked on all vehicles operated on the flight line.

11.8.4.1.3.3. **(Added)** Disseminate FOD awareness and information throughout areas of responsibility.

11.8.4.1.3.4. **(Added)** Assist (as required) the wing FOD monitor in all FOD/DOP

investigations.

11.8.6.1.2. **(Added)** All lost or dropped tools/objects will be reported to MOC and QA if items are not recovered within 30 minutes from the time the item was discovered missing. If the potential exists that a lost item is on an aircraft that is about to fly or is already flying, MOC, QA and SOF will be notified immediately upon discovery of the missing item. See lost tool procedures in this supplement.

11.8.6.1.3. **(Added)** When a suspected or confirmed wildlife strike is discovered, enter the appropriate red symbol in the aircraft AFTO Form 781A, and contact MOC.

11.8.6.1.3.1. **(Added)** Aircrew discovered strike. Complete the 307 MXG Form 125, *307BW Aircrew Wildlife Strike Worksheet*, and fax it to the 307BW Safety Office.

11.8.6.1.3.2. **(Added)** Maintenance discovered strike. Bird/wildlife pieces/parts will be retained in a zip lock bag by appropriate maintenance work center and turned over to 307 MXG/QA by Close of Business (COB) along with the 307 MXG Form 124, *307 BW Maintenance Discovered Wildlife Strike Worksheet*.

11.8.6.2.4. **(Added)** Any engine which experiences internal FOD damage will be reported to Wing Safety and QA. If the engine is installed on an aircraft at the time the damage is discovered, the aircraft will be impounded immediately. If the engine is not installed at the time the damage is discovered, only the engine will be impounded. Impoundment of the aircraft from which the uninstalled engine was removed will be at the discretion of MXG/CC. When an engine is removed due to FOD damage caused by an internal failure a Product Quality Deficiency Report (PQDR) will be submitted through the JDRS. The PQDR will be initiated by the work center finding the damage and will be forwarded to QA for inclusion in the FOD report.

11.8.7.1.2. **(Added)** FOD Meetings will be conducted semi-annually as a minimum. Whenever the unit exceeds the MAJCOM standard, monthly meetings will be conducted IAW AFI 21-101 AFRC SUP_1. The 307 WG/CV or MXG/CC may increase FOD meeting intervals when deemed necessary to increase FOD awareness.

11.8.7.2.13.1. **(Added)** Supervisors shall nominate individuals who have demonstrated sound leadership in the area of FOD prevention. Nominations are to be submitted to the Wing FOD monitor located in the QA office the Friday prior to the Quarterly FOD Meeting.

11.8.7.2.13.2. **(Added)** As a minimum the following criteria will be used to select award winners:

11.8.7.2.13.2.1. **(Added)** Maximum participation in FOD walks.

11.8.7.2.13.2.2. **(Added)** Identifications of potential FOD hazard(s) and submission of recommended corrective action(s).

11.9.4.1. Maintenance personnel will ensure aircraft doors, cowlings, and panels fit properly with special emphasis on the condition and serviceability of all fasteners, nut-plates, and latching devices. Special attention must be given to "last-minute" maintenance actions. This will be accomplished by performing a panel inspection with the criteria identified in LWC-307MXG-10-4, *B52H Dropped Object Prevention Inspection.* **(T3)**

11.9.4.1.1. (Added) All dropped objects will be documented on the aircraft AFTO Form 781A and in IMDS with the appropriate red symbol. **(T3)**

11.9.4.1.2. **(Added)** Upon discovery of a dropped object, by aircrew or maintenance personnel, report findings to MOC. MOC will then notify wing safety and QA to have a DO report initiated. MOC and QA must be notified in the event that the dropped object is recovered.

11.9.4.1.3. **(Added)** Supervisors and the Wing DOPP Monitor will investigate each dropped object to determine the precise cause to ensure a positive corrective action is accomplished.

11.13.3.3. **(Added)** The squadron Commander/Superintendent manages the squadron cannibalization program and ensures compliance with these procedures.

11.13.10. **(Added)** Flight-line (Aircraft to Aircraft)

11.13.10.1. **(Added)** Work center

11.13.10.1.1. **(Added)** Determines after trouble shooting that a requirement exists for a specific part.

11.13.10.1.2. **(Added)** Orders the specific part through IMDS, or COSO using the WUC specific to the part and verifies that there is a zero balance. Inform Production Superintendent (Pro Super) or DR that there is a zero balance.

11.13.10.1.3. **(Added)** Obtains the CANN JCN from the Pro Super/DR and enters it in the aircraft 781A section of the forms binder.

11.13.10.1.4. **(Added)** Performs the maintenance "T" action, notifies the Pro Super/DR of updated status and completes the associated forms and IMDS.

11.13.10.2. **(Added)** Pro Super or Designated Representative.

11.13.10.2.1. **(Added)** Verifies the part requirement and the supply status. Determines the CANN is feasible and will enable the affected aircraft to meet its next scheduled mission. The Pro Super/DR will make every effort to minimize the number of CANN actions.

11.13.10.2.2. **(Added)** Coordinates CANN actions involving the phase aircraft. Actions will be coordinated with the Maintenance Flight Chief prior to requesting the CANN through the MOC. At a point determined by the MXS Superintendent, all CANN actions will be approved by the MXS Superintendent or Maintenance Squadron Commander (MXS/CC).

11.13.10.2.3. **(Added)** Request a JCN through MOC and ensures that forms documentation, "T" maintenance action, and IMDS actions are completed.

11.13.10.2.4. **(Added)** Ensure correct status reporting is accomplished through MOC.

11.13.10.2.5. **(Added)** Upon notification of receipt of MICAP part, update status change through the MOC and schedule the "U" action for completion.

11.13.10.3. **(Added)** MOC

11.13.10.3.1. **(Added)** At the request of the Pro Super/DR, loads the CANN action into IMDS and updates the correct status in IMDS.

11.13.10.3.2. **(Added)** Relays the JCN to the Pro Super/DR.

11.13.10.3.3. **(Added)** Informs COSO of the actions.

11.13.10.3.4. **(Added)** Establishes and maintains a Cannibalization Log.

11.13.10.4. **(Added)** COSO.

11.13.10.4.1. **(Added)** Updates the supply data in IMDS to reflect a MICAP requirement for WCE 002 work order.

11.13.10.4.2. **(Added)** Notifies the Pro Super/DR, Maintenance Flight Chief and MOC when the MICAP part issues for the "U" action of the CANN. Updates the supply data in IMDS.

11.13.10.5. **(Added)** In-shop to Aircraft. The Pro Super/DR will coordinate with the Propulsion Flight Chief/Section Supervisor for all engine CANN actions.

11.13.10.5.1. **(Added)** The Propulsion Flight/Section Supervisor will verify the CANN authorization with MOC.

11.13.10.5.2. **(Added)** Coordination with Engine Management is required to ensure sufficient time is remaining on the part and proper engine configuration.

11.13.10.5.3. **(Added)** All CANN actions against Ready for Install (RFI) spare engines must be approved by the MXG/CC.

NOTE: The defective part will be delivered to the Propulsion Flight for turn-in with the completed AFTO 350 and the proper DD Form completed.

11.13.10.6. **(Added)** MXS Back shops. The *applicable* MXS Flight Chief is the CANN authority for all non-aircraft/off-equipment cannibalization actions.

11.13.10.7. **(Added)** Deployed Aircraft. The MXG/CC or DR must approve all CANN actions from an aircraft at home station for an aircraft that is deployed. If approved, all parts must be signed for to ensure accountability of assets.

11.13.10.8. **(Added)** Maintenance Convenience (MC) CANN. The Pro Super may authorize the CANN of a part from another aircraft prior to placing a demand on the supply system. This action may be used when:

11.13.10.8.1. **(Added)** The part can be repaired locally.

NOTE: If Phase aircraft is involved, ensure MC CANN is authorized by the Maintenance Flight Chief prior to loading MC CANN in IMDS.

11.13.10.8.2. **(Added)** When authorized, the Pro Super/DR will request a JCN from MOC, stating what part has been removed and to what aircraft (e.g. "MC CANN #3 engine oil pressure transmitter removed to aircraft 61-032"). The discrepancy will be placed on a Red X.

11.31.3.2. **(Added)** The Munitions Flight Chief, Production Superintendent and Conventional Maintenance Element Supervisor will ensure compliance with the provisions of this instruction.

11.31.3.2.1. **(Added)** This covers all aspects of ALA-17 flare operations to include peacetime, wartime or contingency build-up operations, accountability and expenditures.

11.31.3.3. **(Added)** ALA-17 Flare Build-Up and Rack Checkout Procedures

11.31.3.3.1. **(Added)** Explosive limits

11.31.3.3.1.1. **(Added)** Class 1.3C

11.31.3.4. **(Added)** Personnel limits

11.31.3.4.1. **(Added)** Minimum: One crew chief and one crewmember.

11.31.3.4.2. **(Added)** Maximum: Two crew chiefs, eighteen crew members and four casuals.

11.31.3.5. **(Added)** Equipment requirements

11.31.3.5.1. **(Added)** ALA-17 flare assembly/maintenance trailer.

11.31.3.5.2. **(Added)** Two Class 2A-10BC fire extinguishers.

11.31.3.5.3. **(Added)** Hand tools as required.

11.31.3.5.4. **(Added)** Area cordon rope and stands for setup of clear zone IAW TO 11A16-7-7, *Specialized Storage and Maintenance Procedure Flare Set ALA-17A and Flare Cartridges ALA-17, ALA-17A and ALA-17B Flare Cartridge, ALA-17C.*

11.31.3.5.5. **(Added)** Explosive operations signs.

11.31.3.5.6. **(Added)** Amptec C620 Igniter Circuit Tester.

11.31.3.5.7. **(Added)** PPE: Refer to item TO/checklist for PPE or special equipment.

11.31.3.6. **(Added)** Location for operations.

11.31.3.6.1. **(Added)** Building 7574

11.31.3.7. **(Added)** Safety precautions.

11.31.3.7.1. **(Added)** All safety precautions outlined in AFMAN 91-201, AFRCSUP_1, AFGSCSUP_BARKSDALEAFB, and AFI 91-203, will be strictly complied with.

11.31.3.7.2. **(Added)** All safety precautions for explosives handling concerning hand tools will be strictly complied with.

11.31.3.7.3. **(Added)** At no time will personnel stand directly in front of flare test and maintenance stand while operations are in progress.

11.31.3.7.4. **(Added)** Racks with loaded flares will be handled with both hands at all times. At no time will personnel cross cordon rope while operations are in progress.

11.31.3.7.5. **(Added)** Two each 2A-10BC fire extinguishers are required to be present during assembly, testing, and handling operations.

11.31.3.8. **(Added)** Emergency procedures.

11.31.3.8.1. **(Added)** In case of fire.

11.31.3.8.1.1. **(Added)** Activate/sound the fire alarm and notify Munitions Control immediately by most expeditious means.

11.31.3.8.1.2. **(Added)** Attempt to extinguish the fire as long as munitions are not engulfed in flames.

11.31.3.8.1.3. **(Added)** Evacuate all non-essential personnel from the area to predetermined withdrawal distance for operation.

11.31.3.8.1.4. **(Added)** When fire fighters arrive, advise them if any munitions have become engulfed in flames and if so, time elapsed.

11.31.3.8.1.5. **(Added)** Do not resume operations until advised by competent authority that all hazards have been eliminated and it is safe to continue.

11.31.3.9. **(Added)** In case of an abnormal condition, accident or incident.

11.31.3.9.1. **(Added)** Shutdown all operations in the immediate vicinity.

11.31.3.9.2. **(Added)** Evacuate all non-essential personnel from the area to predetermined withdrawal distance for operation.

11.31.3.9.3. **(Added)** Notify Munitions Control and senior supervision by the most expeditious means available.

11.31.3.9.4. **(Added)** Munitions Control will notify all appropriate agencies.

11.31.3.9.5. **(Added)** Do not resume operations until advised by competent authority that all hazards have been eliminated and it is safe to continue.

11.31.3.10. **(Added)** Sequence of Operations

11.31.3.10.1. **(Added)** The crew chief of the operation will prepare crew brief, 307 MXG Form 7, *307 MXG Munitions Operations Pre-Operational Briefing,* and conduct pre-task briefing, 307 MXG Form 10, *307 MXG Operational Safety Briefing,* for all personnel on specific duties, safety precautions, and emergency procedures prior to starting the operations.

11.31.3.10.2. **(Added)** The crew chief of the operations will call Munitions Control for operation start time and give them the following information:

11.31.3.10.2.1. **(Added)** Number of personnel involved.

11.31.3.10.2.2. **(Added)** Number of racks being assembled and tested.

11.31.3.10.3. **(Added)** As flare cartridges are removed from containers, they will be inspected and the condition code will be changed to "C".

11.31.3.10.4. **(Added)** As flare racks are selected for use, they will be inspected.

11.31.3.10.5. **(Added)** Load and test flare racks.

11.31.3.10.6. **(Added)** Mark flare racks with data.

11.31.3.10.7. **(Added)** Place loaded racks into suitable containers for delivery or storage (preferably M-548 cans).

11.31.3.10.8. **(Added)** Create a Weapon Stock Number (WSN) utilizing the complete round build-up module in Combat Ammunitions System (CAS); process movement of flare into designated rack in CAS.

11.31.3.10.9. **(Added)** Mark M-548 cans with WSN flare lot number, the date loaded, and date of electrical check.

11.31.3.10.10. **(Added)** Service life must be tracked on racks and containers on condition code "C" assets.

11.31.3.10.10.1. **(Added)** Service life will be tracked on the containers for all assembled flare, except condition code "B" flare assets.

11.31.3.10.11. **(Added)** At the conclusion of the operation, the crew chief will notify Munitions Control of the operation stop time and give them the quantity of racks assembled and applicable WSN information. Complete Munitions Control 2000 (MC2) work order.

11.31.3.10.12. **(Added)** Assembled racks will then be stored in an approved location or delivered to the waiting aircraft.

11.31.3.11. **(Added)** ALA-17 Expenditure Flare Processing

11.31.3.11.1. **(Added)** All ALA-17 flares downloaded from aircraft will be transported to building 7574 for expenditure verification.

11.31.3.11.2. **(Added)** Conventional munitions personnel will verify expenditure and route expenditure documentation to Munitions Operations/Accountability. Refer to Operating Instruction 307MXGI 21-212, *Document Flow Procedures,* for routing guidance.

11.31.3.11.3. **(Added)** Unexpended flares will be reloaded and tested or repacked, according to mission requirements.

11.42.7. **(Added)** Procedures for Repeat/Recurring Discrepancies

11.42.7.1. **(Added)** First repeat/recurring discrepancy.

11.42.7.1.2. **(Added)** For the first repeat/recurring discrepancy the Flight Chief of the applicable system and the Production Supervisor will verify whether appropriate repairs have been made to prevent recurrence and authorize clearing of the first repeat or recurring discrepancy.

11.42.7.1.3. **(Added)** Second or subsequent repeat/recurring discrepancy.

11.42.7.1.4 **(Added)** If a discrepancy is repeated, the Maintenance Officer or Superintendent will be briefed on actions taken. Participation in the briefing will include technicians involved with work on the affected systems, the Flight Chief and a representative from MXG/QA.

11.42.7.2. **(Added)** If no further maintenance action is directed, the technician(s) will clear the discrepancy in accordance with TO 00-20-1 and AFRCSUP. The Maintenance Superintendent or Production Supervisor will then enter the statement "REVIEWED CORRECTIVE ACTION" in the CORRECTIVE ACTION block and place his/her initials next to the statement.

11.42.7.2.1. **(Added)** Impoundment of aircraft due to multiple repeat occurrences is at the discretion of the Maintenance Superintendent or Commander.

11.42.7.3. **(Added)** Procedures for CND Discrepancies.

11.42.7.3.1. **(Added)** Red X CND discrepancies.

11.42.7.3.1.1. **(Added)** All "Red X" CND discrepancies which cannot be duplicated will be cleared using the following procedures:

11.42.7.3.1.2. **(Added)** When the system technician cannot duplicate a discrepancy, the work center/section supervisor, Flight Chief or Production Superintendent will ensure that the discrepancy has been thoroughly investigated. At the conclusion of the investigation, if no further maintenance actions are required, the discrepancy will be cleared as described in para 11.42.7.2.

11.42.7.3.1.3. **(Added)** The discrepancy will be cleared by writing the statement "CANNOT DUPLICATE MALFUNCTION" in the corrective action block. A certified Red X inspector will

enter in the CORRECTIVE ACTION block the tech data used to troubleshoot the discrepancy and enter minimum signature in the CORRECTED BY block. The work center/section supervisor or Flight Chief on the SCR for CND will clear the discrepancy by entering minimum signature in the INSPECTED BY block and initialing over the symbol.

11.42.7.3.2. **(Added)** Red Diagonal discrepancies.

11.42.7.3.2.1. **(Added)** All "Red Diagonal" discrepancies which cannot be duplicated will be cleared using the following procedures:

11.42.7.3.2.1.1. **(Added)** When the system technician cannot duplicate a discrepancy, he/she will brief the Expediter and work center supervisor on actions taken and tech data used to troubleshoot the discrepancy. If the work center supervisor chooses not to direct further maintenance actions, the technician will enter the statement "CANNOT DUPLICATE MALFUNCTION" in the CORRECTIVE ACTION block followed by "BRIEFING C/W" and enter minimum signature in the CORRECTED BY block. The Expeditor will initial next to "BRIEFING C/W."

11.42.7.3.2.2 **(Added)** Document CNDs in IMDS using ACTION TAKEN code "H" and the appropriate no defect HOW MAL code.

14.1.3.4. **(Added)** Schedule OAP samples for B-52 aircraft at 150 flight-hour intervals.

14.1.3.5. **(Added)** Annotate all B-52 OAP sample requirements on the daily scheduled maintenance preplan.

14.2.1.4. **(Added)** Owning work centers are responsible for all historical documentation entries in IMDS. All entries for items listed in the aircraft Dash 6 TO such as the landing gear, fuel cell, Dash 21 and SE will be entered using the part number and serial number. Historical entries for airframe, engines and flight controls will be entered using the equipment serial number.

14.2.1.4.1. **(Added)** PS&D is responsible for all aircraft IMDS historical documentation entries associated with PDM, CFT, TO 00-25-107 requests and TCTO events.

14.2.1.5. **(Added)** Inspection requirements for historical documents at all decentralized scheduling activities.

14.2.1.5.1. **(Added)** Aircraft, SE and Dash 21 equipment historical documents will be decentralized and maintained by the owning work center, (i.e. EM, AGE, Munitions Control, and Armament Section).

14.2.1.5.1.1. **(Added)** AGE historical records may be consolidated by equipment type, serial number or by equipment field number. Each file will contain the most current historical AFTO Form 244.

14.2.1.5.1.2. **(Added)** A copy of the IMDS Automated History (AHE) must be downloaded on a compact disc annually and be available at all times. Automated History may be grouped by equipment designator or by field numbers.

14.2.1.5.2. **(Added)** PS&D will inspect the historical records maintained within the owning work center quarterly to ensure compliance.

14.2.1.5.2.1. **(Added)** PS&D will use the 307 MXG Form 27, *Decentralized Scheduling Activities Inspection*, to perform the inspection.

14.2.1.5.2.2. **(Added)** PS&D will provide formal written reports of the inspections with the results and send an electronic copy to the Maintenance Operations Superintendent and applicable section Flight Chief.

14.2.2.5. **(Added)** B-52 aircraft jacket files will include the following documentation.

14.2.2.5.1. **(Added)** 307 MXG Form 25, *307 MXG Standard Jacket File Review*.

14.2.2.5.2. **(Added)** Oil Analysis records are decentralized to the NDI section. PS&D will verify these records during the annual jacket file review.

14.2.2.5.3. **(Added)** Engine records are decentralized to the Engine Management section. PS&D will verify these records during the annual jacket file review.

14.2.2.5.4. **(Added)** Fuel Cell records are decentralized to the Fuel Cell section. PS&D will verify these records during the annual jacket file review.

14.2.2.5.5. **(Added)** X-Ray Films and NDI records are decentralized to the NDI section. PS&D will verify these records during the annual jacket file review.

14.2.2.5.6. **(Added)** Aircraft automated history and applicable AFTO Form 95.

14.2.2.5.7. **(Added)** Landing gear automated history and applicable AFTO Form 95.

14.2.2.5.8. **(Added)** Automated products: Transfer of Equipment (TRE), Significant Historical Data (SHD), PRA and AHE.

14.2.2.5.9. **(Added)** AFTO Forms 781A, 781H, 781J, 781K.

14.2.2.5.10. **(Added)** The two most current aircraft document reviews.

14.2.2.5.11. **(Added)** TCTO records.

14.2.2.5.12. **(Added)** Weight and Balance records are decentralized to the MXG/QA section.

14.2.2.5.13. **(Added)** AF Form 1067.

14.2.2.5.14. **(Added)** Deviations and waiver documents.

14.2.2.5.15. **(Added)** The most current #1 and #2 Phase inspection work packages to include completed serially controlled items listing.

14.2.2.5.16. **(Added)** Time change records.

14.2.2.5.17. **(Added)** AFTO Form 290, *Aerospace Vehicle Delivery Receipt*.

14.2.2.5.18. **(Added)** AF Form 2692, *Aircraft/Missile Equipment Transfer/Shipping List,* for weapons and flight line support.

14.2.2.5.19. **(Added)** Previous and current PDM package.

14.2.2.5.20. **(Added)** Ensure last Functional Check Flight (FCF) package is on file.

14.2.2.5.21. **(Added)** Contract Field Team work packages.

14.2.2.5.22. **(Added)** Miscellaneous Records.

14.2.3.4.6. **(Added)** PS&D will initiate the ADR by generating an ID in IMDS and will publish the scheduled date for the ADR to occur in the weekly scheduled maintenance preplan.

14.2.3.4.7. **(Added)** Each squadron will appoint a member in every owning work center to manage the JML. The PS&D section will provide JML training and forward a request to the MMA section for individuals to be given appropriate IMDS permissions. The PS&D section will maintain a consolidated list of all members appointed to this function and the date they received training.

14.2.3.4.8. **(Added)** Each work center supervisor is responsible for maintaining the JML for all off-equipment assigned to the owning work center.

14.2.3.4.9. **(Added)** Each owning work center will download a JML using IMDS screen #762, Job Standard Report, and develop a JST matrix depicting the total number of items loaded to each JST and profile JST on the JML.

14.2.3.4.10. **(Added)** Each owning work center will develop and manage all event driven profile job standards. All event driven profile job standards will be approved by QA.

14.2.3.4.10.1. **(Added)** Owning work centers are responsible for scheduling profile Event IDs and/or adding WCE in IMDS.

14.2.3.4.10.2. **(Added)** The owning work center is responsible for ensuring the 781 Forms are updated immediately after a profile JST is scheduled in IMDS. Owning work centers will not suppress profile JST discrepancies in IMDS.

14.2.3.4.11. **(Added)** The reviewing agencies include PS&D, Engine Management, COSO, NDI JOAP lab and the Crew Chief.

14.2.3.4.12. **(Added)** The Crew Chief will initiate the ADR process on the date scheduled in the maintenance preplan using the locally developed 307 MXG Form 24, *Document Review*.

14.2.3.4.13. **(Added)** Deployed Aircraft Document Reviews.

14.2.3.4.13.1. **(Added)** The ADR will be accomplished using the same procedures listed above if representatives from all agencies are available, IMDS and CEMS capabilities exist and the aircraft and engine jacket files are at the deployed location.

14.2.3.4.13.2. **(Added)** When maintenance management agencies are not at the deployed location the complete copies of the following items will be sent to home station where an AMXS representative will coordinate all ADR actions.

14.2.3.4.13.2.1. **(Added)** AFTO 781 series forms

14.2.3.4.13.2.2. **(Added)** Host base oil analysis results from the date of last ADR.

14.2.3.4.13.2.3. **(Added)** Host base Propulsion Flight electronic files downloaded from the Turbine Engine Monitoring System (TEMS) along with any borescope findings and historical files documentation from the date of the last ADR.

14.2.3.4.14. **(Added)** Special Inspection ADRs.

14.2.3.4.14.1. **(Added)** The ADR will be accomplished using the same procedures listed above before and after special inspections (Phase or Isochronal).

14.2.8. **(Added)** Procedures for records taken to deployed locations.

14.2.8.1. **(Added)** The 781 series forms binder will accompany all aircraft departing on a cross country sortie. The Production Superintendent will also ensure sufficient OAP forms are prepared by the OAP lab at least two days in advance of the departure date.

14.2.8.2. **(Added)** The aircraft jacket file will accompany aircraft deploying for more than 30 days including aircraft operating at Air National Guard Air Force Reserve Test Center (AATC).

14.2.8.3. **(Added)** The deployed PS&D technician will secure and manage the jacket files using the home station jacket file review. The deployed Production Superintendent is responsible for management and security of all deployed records if a PS&D technician is not deployed.

14.2.8.4. **(Added)** Records taken to AEF bases will be managed by the host wing contingency procedures.

14.2.8.5. **(Added)** PS&D will schedule all events in IMDS that come due while aircraft are deployed. IMDS will be cleared by deployed location maintainers. In the event that the deployed location has no IMDS access, PS&D will email, or fax copies of manual weekly maintenance preplan to the deployed location.

14.2.8.6. **(Added)** AFTO Form 244 documentation.

14.2.8.6.1. **(Added)** AFTO Form 244 will match info in the Maintenance Information System (MIS).

14.2.8.6.2. **(Added)** Symbols/initials once entered in the AFTO Form 244 will never be erased.

14.2.8.6.3. **(Added)** AFTO Forms 244 will be included in the work center file plan.

14.3.2.6. **(Added)** Egress

14.3.2.6.1. **(Added)** Egress personnel will reconcile the data listed on their verification worksheet (extracted from the installed components) with the data listed on the existing PRA. The minimum data requiring verification include the component part and serial number, lot number, position installed, date of manufacture, date of installation, date of expiration, egress indicator, and time change frequency listed in applicable TO

14.3.2.7. **(Added)** B-52 Wheel and Tire Changes.

14.3.2.7.1. **(Added)** The crew chief will:

14.3.2.7.1.1. **(Added)** Verify accuracy of part/serial number and Removal Due Date (RDD) data before installing the new wheel and tire on the aircraft. Create initial load for newly installed wheel and tire on IMDS Screen #42, Part/Serial Number Record Update.

14.3.2.7.1.2. **(Added)** Complete the 307 MXG Form 26, *307 MXG Landing Gear Wheel Verification Sheet,* and submit to PS&D after every tire change, during aircraft hourly post flight, and phase inspections within 24 hours of completion.

14.3.2.8. **(Added)** The PS&D will:

14.3.2.8.1. **(Added)** Perform an IMDS comparison of all installed wheels and tires using the 307 MXG Form 26 submitted. All errors will be captured electronically using IMDS screen #80, *Change Original Date of Installation, and screen* #810, *Parts Tracked Inquiry,* and forward to applicable work center.

14.3.2.9. **(Added)** Phase Inspection.

14.3.2.9.1. **(Added)** The phase inspection pre-dock meeting will be conducted approximately one O&M day prior to the aircraft phase prep start date. PS&D will brief all items coming due within the next three months. All mandatory items to be accomplished will be annotated on the AF Form 2410, *Inspection/TCTO Planning Checklist.* The Dock Chief, AMXS Specialist Flight Chief, Engine Management, Maintenance Flight Chief, AMXS Flight Chief, Crew Chief, QA and the Production Superintendent will attend the meeting.

14.3.2.9.2. **(Added)** PS&D will provide the Dock Chief with a listing of all missing serially controlled items as shown in IMDS during the pre-dock meeting. This listing will be used for verification and correction of all configuration items.

14.3.2.9.3. **(Added)** The Dock Chief will create a single Event ID in IMDS using 07000 WUC and assign a single WCE to each shop with missing items. All shops identified with configuration items will ensure selected serially controlled and/or Time Change Items are properly loaded to the IMDS database.

14.3.2.9.4. **(Added)** All IMDS part/serial number data will be corrected by the shop responsible for removal/installation of each item to include AFE. Each shop will provide the Dock Chief with a new IMDS 810 screen printout showing the corrected data, with man number, signature and date of completion.

14.3.2.9.5. **(Added)** The Dock Chief will validate corrections and annotate the updated part/serial number information on the missing serially controlled items listing.

14.3.2.9.6. **(Added)** Post-dock meetings will be scheduled by the Dock Chief. As a minimum, the following representatives will attend the post dock meeting: PS&D, Phase Dock Supervisor, Production Superintendent and the Crew Chief.

14.3.2.9.7. **(Added)** The Dock Chief will provide PS&D with the completed phase work package using the IMDS Detailed Phase Package (DPP) report screen 148 as well as a completed missing

serially controlled item listing with man number, signature and date of completion and all validated IMDS 810 screen printouts for filing in the aircraft jacket file.

14.3.3.3.2.2.4. **(Added)** Once completed, load the OTI, TCTO, or field level modification into IMDS and create a JCN assigning requirements against associated performing work center(s).

14.3.3.3.2.2.5. **(Added)** If parts are required, complete the AF Form 2001 and forward to COSO for processing.

14.3.3.3.2.2.6. **(Added)** Coordinate completion of OTI, TCTO, or field level modifications with QA.

14.3.3.3.2.3.1.1. **(Added)** Part 1 will contain the basic TCTO and all supplements.

14.3.3.3.2.3.1.2. **(Added)** Part 2 will contain a TCTO Data Code Inquiry (IMDS Screen #525) with current status code.

14.3.3.3.2.3.1.3. **(Added)** Part 3 will contain the memorandum for record.

14.3.3.3.2.3.1.4. **(Added)** Part 4 will contain the AF Form 2001.

14.3.3.3.2.3.1.5. **(Added)** Part 5 will contain miscellaneous information such as relevant supply documents or messages.

14.3.3.3.2.3.1.6. **(Added)** Part 6 will contain the AF Form 2410.

14.3.3.3.3. **(Added)** Performing Work Center(s) will:

14.3.3.3.3.1. **(Added)** Attend all TCTO planning meetings if applicable.

14.3.3.3.3.2. **(Added)** Review the TCTO prior to the meeting if applicable/required. Report all deficiencies in technical instructions and applicability to QA prior to the meeting.

14.3.3.3.3.3. **(Added)** Complete all OTI, TCTO, and field level modifications within the specified time period as detailed in the requirements section of the inspection or modification and document results or findings in IMDS.

14.3.3.3.3.4. **(Added)** If a inspection TCTO generates a requirement for parts, the performing work center creates a new JCN and enters the discrepancy in the AFTO Form 781A, or applicable equipment record and orders the required parts.

14.3.3.3.3.5. **(Added)** Notify QA Weight and Balance program manager(s) of all aircraft components removed/replaced or installed during TCTO or field level modification(s).

14.3.4.3.1.2. (Added) To maintain system data integrity, AFE will continue to validate and process Job Data Documentation (JDD) for SIs & verify DOM/DOI for TCIs maintenance events in IMDS.

STEVEN W. KIRKPATRICK, Colonel, USAF
Commander, 307 Bomb Wing

Attachment 1 (Added)

GLOSSARY OF REFERENCES AND SUPORTING INFORMATION

References

(Added) AFMAN 91-201_AFGSCSUP_1, *Explosive Safety Standards*, 20 October 2011

(Added) AFMAN 91-201_AFGSCSUP_BARKSDALEAFB, *Explosives Safety Standards*, 22 May 2014

(Added) BAFBI 11-250, *Airfield Operations and Base Flying Procedures*, 25 November 2013

(Added) LWC-307MXG-10-4, *B-52H Dropped Object Prevention Inspection,* 6 October 2016

(Added) TO 00-20-1 AFRC SUP 1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures*, 30 May 2014

(Added) TO 00-5-1-AFRCSUP, *AF Technical Order System*, 22 July 2015

(Added) TO 1-1A-15, *General Maintenance Instructions for Support Equipment (SE)*, 21 October 2015

(Added) TO 11A16-7-7, *Specialized Storage and Maintenance Procedures--Flare Set ALA-17A and Flare Cartridges ALA-17, ALA-17A and ALA-17B Flare Cartridge, ALA-17C*, 2 September 2014

(Added) TO 1B-52H-2-2JG-4, *Ground Handling, Servicing, and Airframe Maintenance – Part IV*, 15 February 2016

(Added) TO 1B-52H-6CF-1, *Acceptance and/or Functional Check Flight Procedures*, 1 November 2010

(Added) TO 1B-52H-6CL-1, *Abbreviated Inflight Systems Operational Check Flight Checklist*, 1 November 2010

(Added) TO 36-1-121, *Standardization of Lunette and Pintle Hook (Type 1, Class 1 & 2) Towing Attachments*, 24 August 2007

Prescribed Forms

(Added) 307 MXG Form 1, *307 MXG Explosive Operations Pre-Task Safety Briefing*

(Added) 307 MXG Form 2, *307 MXG Local Manufacture Biennial Review*

(Added) 307 MXG Form 3, *307 MXG Impoundment Summary*

(Added) 307 MXG Form 4, *307 MXG Functional Check Flight (FCF) Certification/Briefing*

(Added) 307 MXG Form 5, *307 MXG Operational Check Flight* (*OCF) Certification/Briefing*

(Added) 307 MXG Form 6, *307 MXG High Speed Taxi (HST) Certification/Briefing*

(Added) 307 MXG Form 7*, 307 MXG Munitions Operations Pre-Operational Procedures*

(Added) 307 MXG Form 9, *307 MXG Weight & Balance Program B-52 Acceptance Inventory*

(Added) 307 MXG Form 10, *307 MXG Operational Safety Briefing*

(Added) 307 MXG Form 11, *307 MXG Impoundment Control Log*

(Added) 307 MXG Form 12, *307 MXG Local Manufacture Request*

(Added) 307 MXG Form 20, *307 MXG Impoundment Form*

(Added) 307 MXG Form 22, *307 MXG 107 Form*

(Added) 307 MXG Form 24, *307 MXG Document Review*

(Added) 307 MXG Form 25, *307 MXG Standard Jacket File Review*

(Added) 307 MXG Form 26, *307 MXG Landing Gear Wheel Verification Sheet*

(Added) 307 MXG Form 27, *307 MXG Decentralized Activity Inspection*

(Added) 307 MXG Form 33, *307 MXG TF33 Data Sheets*

(Added) 307 MXGVA 21-124, *307 BW FOD Monitors Poster*

(Added) 307 MXG Form 124, *307BW Maintenance Discovered Wildlife Strike*

(Added) 307 MXG Form 125, *307BW Aircrew Wildlife Strike Worksheet*

Adopted Forms

(Added) ACC Form 264, *B-52H In-Flight Data (IFD)*

(Added) AF Form 614, Charge Out Record

(Added) AFTO Form 338, Survival Kit Record

(Added) AFTO Form 350, Repairable Item Processing Tag

(Added) AFTO Form 392, Parachute Repack Inspection and Component Record

(Added) AFTO Form 427, Aircraft Integral Fuel Tank Repair Historical Record

(Added) DD Form 2026, Oil Analysis Request

(Added) DD Form 2875, System Authorization Access Request (SAAR)

Abbreviations

(Added) AFCSM—Air Force Computer Systems Manual

(Added) AFGSCSUP—Air Force Global Strike Command Supplement

(Added) AFRCSUP—Air Force Reserve Command Supplement

(Added) AUR—Accomplishment Utilization Report

(Added) AUTODIT—Automated Data Integrity

(Added) BW—Bomb Wing

(Added) CETADS—Comprehensive Engine Trending and Diagnostics

(Added) COB—Close of Business

(Added) COM—Commercial

(Added) COSO— Combat Oriented Supply Operations

(Added) DCR—TCTO Data Code Report

(Added) DO—Dropped Object

(Added) DOPP—Dropped Object Prevention Program

(Added) DR—Designated Representative

(Added) ECC—Emergency Control Center

(Added) ECP—Entry Control Point

(Added) ELT—Equipment Listing

(Added) FAS—Field Assistance Service

(Added) FC—Functional Checklist

(Added) GIMMS—Global Integrated Maintenance Management System

(Added) GTM1—Master ID/Inspection Schedule Report

(Added) GWC—Ground Weapons Check

(Added) HSAP—Heavy Stores Adapter Beam

(Added) ICAO—International Civil Aviation Organization

(Added) IFDS—In Flight Data Sheets

(Added) JOAP—Joint Oil Analysis Program

(Added) LEAP—Logistics Evaluation Assurance Program

(Added) MC2—Munitions Control 2000

(Added) MC—Maintenance Convenience

(Added) MDC—Maintenance Data Collection

(Added) MPLB1—Maintenance Personnel Listing

(Added) MTE—Multiple Tracked Equipment

(Added) MUNS—Munitions

(Added) MXQ—Maintenance Quality Assurance

(Added) PQDR—Product Quality Deficiency Report

(Added) PRA—Planning Requirement Report

(Added) PRO SUPER—Production Superintendent

(Added) QANTTAS—Quality Assurance Tracking and Trend Analysis System

(Added) RDS—Records Disposition Schedule

(Added) RFI—Ready for Install

(Added) SFDR—Standard Flight Data Recorder

(Added) SOF—Supervisor of Flying

 (Added) TCMax–Tool Control Multi-Industry Asset Management

(Added) TEF—Time Change and Special Inspection Forecast

(Added) TSS—TCTO Status Summary

(Added) TTC—Engine Time, Temperature, Cycle

(Added) WIT—Wing Inspection Team

(Added) WSN—Weapons Stock Number

Terms

(Added) Combat Ammunition Systems (CAS)—Air Force's single system of record for the management of conventional munitions. Provide a global view of assets under the physical control of the Air Force.

(Added) Production Superintendent (Pro Super)—Senior NCO responsible for squadron maintenance production. Directs the maintenance repair effort.

(Added) Red Cap—Non Destructive Inspection Lab resample request of oil that needs additional evaluation.

(Added) Starter Cartridge—An explosive device that provides massive air movement to the starter during engine starting procedures.

(Added) Weapon Stock Number (WSN)—14 digit unique number generated by CAS. It is comprised of the 5-digit CRWC, 4-digit Base DoDAAC and a 5-digit S/N. It is the NSN equivalent for a complete round. EXAMPLE: BL2CM484600001.

Attachment 15 (Added)

ALPHA NUMERIC AND MNEMONIC WORKCENTERS

ORG - 0MBM	307th Maintenance Squadron
SUPV	*MXS Flight Supervision*
MSSQ	Maintenance Supervision
MAINT	*Maintenance Flight*
INSP	Bomber Phase Inspection
RREC	Repair and Reclamation
PROP	*Propulsion Flight*
BPRO	Bomber Propulsion Shop
EMGR	Engine Suspense Validation
FAB	*Fabrication Flight*
FABR	Combined Fabrication Supervisors
MACH	Machine Shop
STRL	Structural Repair Shop
NDIS	Non Destructive Inspection
AGE	*Aerospace Ground Equipment Flight*
PAGE	AGE Shop
ARM	*Armament Flight*
ARMB	Armament Shop
ACCY	*Accessories Flight*
ACCY	Accessories Supervisors
EGRS	Egress Shop
FUEL	Fuel Shop
PNEU	Pneudraulic Shop
ELEC	Electro Environmental Shop
AVIONICS	*Avionics Flight*
NAVB	Mission Systems
ECMB	Electronic Countermeasures Back Shop
MUNS	*Munitions Flight*

MPAS	Munitions Plans & Scheduling
CPTM	Combat Plans/Training/Mobility
CTRL	Munitions Control
CONV	Conventional Maintenance
MINS	Munitions Inspection
MACC	Munitions Accountability
MATE	Munitions Material
MFLT	Munitions Flight Supervision
STOR	Bomb Dumps
EQUI	Munitions Equipment Maintenance
LINE	Munitions Line Delivery
PGMS	Precision Guided Munitions
MTFI	Munitions Total Force Integration (TFI)
SYST	Bomb Systems
PROD	Bomb Production
ORG - 0MLS	**Maintenance Group Staff**
CMDR	MXG Commander
QUAL	MXG Quality Assurance
MXO	*Maintenance Operations*
SUPV	Maintenance Operations Supervision
BJON	Dummy Work center for Job Following
TRNG	Maintenance Training
PMOB	Programs & Resources
EDOC	Engine Management
DOCS	Plans, Scheduling & Documentation
ANLY	Maintenance Management Analysis
MCTL	Maintenance Operation Center
ADMN	Orderly Room
DPLY	Deployed Personnel

RNGE	Range IMDS Personnel
ORG - 0MBA	**307th AMXS Squadron**
SPECS	*Specialist Flight*
BCMS	Mission Systems
BGUC	Guidance & Control
BELV	Electro/Environmental
BAPN	Pneudraulic
BECM	Electro Countermeasures
BAEN	Engines
MUNS	*Munitions Flight*
BWPN	Weapons Loading Shop
SUPR	*AMXS Supervision*
BSUV	Flight Line Supervisors
SUPPORT	*Support Flight*
BTOO	Tool Room
BSEB	Support Equipment
FLT LINE	*Flight Line*
BAMU	Crew Chiefs

Attachment 16 (Added)
APPROVED LMR CALL SIGNS

307th MXG CALL SIGNS

POSITION	CALL SIGN	POS-CHANNEL
MXG Commander	Checkmate	C-1
MXG Deputy Commander	Checkmate 2	C-1
QA Chief	QA Chief	C-1
QA Inspectors	QA 1, 2, 3, 4	C-1, 6
Maintenance Operations Center	MOC	C-1

307th AMXS CALL SIGNS

POSITION	CALL SIGN	POS-CHANNEL
Commander	Medicine Man	C-1
Maintenance Officer	Falcon	C-1
Maintenance Superintendent	Indian Chief	C-1
Production Supervisor	Indian Super	C-1
Flight Line Expeditor	Indian 1, 2	C-1
Debrief/Dispatch	Debrief/dispatch	C-1
APG A Flight Chief	Brave 1	C-1
APG A Flight Assistant Chief	Brave 2	C-1
APG B Flight Chief	Outlaw 1	C-1
APG B Flight Assistant Chief	Outlaw 2	C-1
APG EXPEDITOR	Indian 3	C-1
Tool Room	Teepee	C-1
SPEC Flight chief	Warrior	C-1
CNMS Supervisor	Warrior 1	C-1
Systems Flight Chief	Warrior 2	C-1
ECM Flight Chief	Warrior 3	C-1
GUCT Section Chief	Warrior 5	C-1
BCMS	Apache 1	C-1
Guidance & Control	Apache 2	C-1
ECM	Apache 3	C-1
Hydraulics	Tomahawk 1	C-1
Electronics	Tomahawk 2	C-1
Jets	Tomahawk 3	C-1
Weapons Flight Chief	Viper	C-1
Weapons Super	Rattler	C-1

Weapons Expeditor	Burro	C-1
Load Crews	Weapons 1, 2, 3, 4, 5, 6	C-1

307th MXS CALL SIGNS		
POSITION	**CALL SIGN**	**POS-CHANNEL**
Commander	Maintenance One	C-1
Superintendent	Maintenance Chief	C-1
Accessories Flight Chief	Accessory Flight	C-1
ELECT/ENVI Super	Backshop ELECS Super	C-1
ELECT/ENVI	Backshop ELECS 1, 2	C-1
Fuels Supervisor	Fuels Super	C-1
Fuels	Fuel 1, 2	C-1
Egress Supervisor	Egress Super	C-1
Egress	Egress 1, 2	C-1
HYD Supervisor	HYD Backshop Super	C-1
HYDRAULICS	HYDRAULICS BACKSHOP	C-1
FAB Flight Chief	FAB Super	C-1
NDI	NDI 1, 2	C-1
Structural Supervisors	Structural Super 1, 2	C-1
Machine	Machine 1, 2	C-1
Structural	Sheet Metal 1, 2, 3, 4	C-1
AGE Flight Chief	AGE Flight	C-1
AGE Dispatch	KILO 1, 2, 3, 4, 5, 6	C-1
AGE Supervisors	KILO Super	C-1
Production	Maintenance Super	C-1
Maintenance Flight Chief	Maintenance Flight	C-1
B-52 Phase Super	Geronimo	C-1
B-52 Phase	Phase	C-1
R&R Super	R&R Super	C-1
R&R	R&R 1, 2	C-1
Jet Flight Chief	Jet Super	C-1
Jet TF33 Supervisor	JET 1	C-1
Armament Flight Chief	ARM Super	C-1
Armament	ARM 1, 2	C-1
Avionics Flight Chief	Avionics Super	C-1
ECM/Mission Supervisor	Raven	C-1
ECM/Mission Systems	ECM/Mission Backshop	C-1
Sensors	Sensors	C-1

307th MUNITIONS CALL SIGNS		
POSITION	**CALL SIGN**	**POS-CHANNEL**
Ammo One (OIC)	Baron	C-6
Ammo Flight Chief	Marshall	C-6
TFI Super	Blackjack	C-6
MUNS Production Super	Rancher	C-6
MUNS Material Super	Rustler	C-6
MUNS System Super	Roper	C-6
MUNS Storage Super	Sierra	C-6
MUNS Line Delivery Super	Cowboy	C-6
MUNS PGM Super	Maverick	C-6
MUNS Conventional Super	Iron	C-6
MUNS Equipment Maintenance Super	Tango	C-6
MUNS Control	Wrangler	C-6
MUNS Accountability Super	Bullet	C-6
MUNS Training Super	Trader	C-6
MUNS MASO	Varmint	C-6
MUNS Inspection	Bandit	C-6
MUNS Programs & Scheduling	Mustang	C-6

Attachment 17 (Added)

SPARE AND EXPENDABLE TOOLS LIMITED QUANTITIES SAMPLE LETTER

DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE COMMAND

31 October 2016

MEMORANDUM FOR 307th MXS/MXMG PERSONNEL

FROM: 307 MXS/MXMG

SUBJECT: Quality Assurance Spare Tool Authorization

1. The following tools and quantities are authorized as spares.

NSN/Part#	Name	QTY
1234-05-678-9100	Common screwdriver, 8 inch	3
MS25987	Socket, 8 point, 3/8 drive, size 9/16	3

2. This letter supersedes all previous letters same subject.

JOHN W. SMITH, SMSgt, USAF
AGE Flight Chief

Attachment 18 (Added)
ASSIGNMENT OF EQUIPMENT IDENTIFICATION DESIGNATOR (EID)

FIRST 4 DIGITS FOR THE TCMAX TOOL & EQUIPMENT MARKING BY SHOP		
SHOP	**OFFICE**	**4 DIGITS**
307 BW		
Wing Safety	SE	U6SE
307 OSF		
B-52 Life Support	OSLB	U6BD
Parachute Shop	OSLS	U6MK
307 MXG		
QA	MXQ	U6LG
307 AMXS		
Tool Room	MXAF	U6BS
Crew Chiefs	MXAA/MXAB	U6BA
Electronic Counter Measures	MXASD	U6BM
Guidance and Control	MXASAC	U6BG
COMM NAV Mission Systems	MXASAA	U6BC
Hydraulics	MXASB	U6BH
Engine	MXASB	U6BP
Electro Environmental	MXASB	U6BE
Weapons Loading	MXAW	U6BW

307 MXS		
Electro Environmental Backshop	MXMCE	U6BZ
Fuel Shop	MXMCF	U6BF
Egress	MXMCG	U6BJ
Pneudraulic Shop	MXMCP	U6BN
NDI	MXMFN	U6BX
Structural Repair	MXMFS	U6B8
Metals Technology	MXMFM	U6BT
Engine Shop	MXMPJ	U6MJ
B-52 Phase	MXMTA	U6MU
Repair & Reclamation	MXMTR	U6BY
Armament Shop	MXMRB	U6BR
AGE	MXMG	U6MA
Bomb NAV Backshop	MXMVB	U6MB
ECM Backshop	MXMVE	U6MC
Munitions	MXMW	U6MW
Munitions	MXMW	U6ML

Attachment 19 (Added)
FOD AREAS OF RESPONSIBILITY

Figure A19.1.