



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

AFGSCI21-106_AFGSCGM2026-01
14 April 2026

MEMORANDUM FOR 90 MW/CC
91 MW/CC
341 MW/CC
377 TEG/CC

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

SUBJECT: Air Force Global Strike Command Guidance Memorandum to Air Force Global Strike Command Instruction 21-106, *Large Maintenance Vehicle Operations*.

By Order of the Commander Air Force Global Strike Command (AFGSC), this Guidance Memorandum immediately implements changes to Air Force Global Strike Command Instruction (AFGSCI) 21-106, *Large Maintenance Vehicle Operations*. Compliance with this memorandum is mandatory. To the extent its directions are inconsistent with other AFGSC publications, the information herein prevails, in accordance with (IAW) Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*.

This Memorandum supersedes AFGSCI21-106_AFGSCGM2025-02 dated 10 July 2025. Changes include updates to defense access road waiver authority and the requirements, clarification of previously certified driver documentation, and validation process for Transporter Erector Replacement Program (TERP) to Transport Erector (TE) certification. Due to TERP structural issues, TE is being redeployed, but expired driver certifications at some Missile Wings prevent its redeployment. Current guidance requires evaluations from currently certified personnel for recertification, necessitating costly TDYs to recertify drivers. This guidance memorandum defines a path to recertify TE drivers. Please see Attachment 1 for the change.

This memorandum becomes void after one year has elapsed from the date of this memorandum, or upon publishing of an interim change or rewrite of AFGSCI 21-106, whichever is earlier.

JAMES M. MILLER, GS-15, DAF
Executive Director, Logistics and
Engineering

Attachment:
Guidance Changes

1.3.4. **(Replace)** LMV operation routes of travel shall be conducted on pre-approved defense access road (DAR) routes only. **(T-2)** Requests to revise DAR routes shall be submitted to the Base Civil Engineering Commander and will be analyzed by AFGSC/A4C and AFNWC/NMH.

3.2.10. **(Added)** [TERP to TE] Personnel with current TERP certification who were previously certified on the TE do not require additional training when recertifying on the TE.

5.2.1. **(Replace)** At the completion of training and licensing, QA will perform a road evaluation of all LMV operators IAW **paragraph 4.1**. QA evaluations will be documented using AFGSC Form 67. [PTR/TERP] Instructors and Evaluators, certified on PT/TE, will write an MFR documenting initial training. The MFR will be retained in place of AFGSC Form 67.

5.2.7. **(Added)** [TERP to TE] Initial evaluations are not required for personnel with current TERP certification who were previously certified on the TE. Document previous TE and current TERP certification dates on an MFR in place of AFGSC Form 67 if the original Form 67 is unavailable. AFGSC Form 68 interviews, recommendations, and certifications are still required.

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

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



2 MAY 2024

Maintenance

**LARGE MAINTENANCE VEHICLE
OPERATIONS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Mr. Daryle Fry)

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This instruction implements and extends guidance of DAFPD 21-1, *Maintenance of Military Material*. This instruction describes procedures for use in conjunction with the operations of ICBM transporter-erectors and payload transporters in the missile complex. The authorities to waive wing/unit requirements in this publication are identified with a tier (“T-0, or T-3”) number following the compliance statement. Submit requests for waivers through the chain of command to the appropriate tier waiver approval authority through this OPR, or alternately, to the publication OPR for non-tiered compliance items. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the tier numbers. This publication applies to all Air Force Global Strike Command (AFGSC) civilian employees and uniformed members of the Regular Air Force, the Air Force Reserve, the Air National Guard, and those who are contractually obligated to comply with Department of the Air Force publications. This publication does not apply to the United States Space Force. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Information Management System Record Disposition Schedule. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF 847 from the field through the appropriate functional chain of command to AFGSC Policy Branch, HQ AFGSC/A4BP (AFGSC.A4MI.workflow@us.af.mil), 841 Fairchild Ave., Building 5541, Suite 201, Barksdale AFB LA 71110. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval.

SUMMARY OF CHANGES

This document has been revised along with minor editing updates and must be completely reviewed. Some of the major changes are listed in **Chapter 3** to incorporate **paragraph 3.1.1.5**, which specifies training requirements for unit instructors and evaluators on the Payload Transporter Replacement (PTR).

Chapter 1

GENERAL

1.1. Large Maintenance Vehicle (LMV) Operations. LMV Operations as referenced in this instruction include the on- or off-base operation of the payload transporter (PT), payload transporter replacement (PTR), transporter erector (TE), or transporter erector replacement program (TERP) whether they are loaded or not. A PT, PTR, TE, or TERP tractor operating in a bobtail configuration (tractor only) is not an LMV operation. All personnel will meet requirements listed in AFGSCI 91- 210, *Vehicle Safety for Missile Field Operations*, before entering LMV training. TERP and PTR will follow all guidance for TE and PT, respectively, unless otherwise identified in this document. A safety observer must be in the vehicle during LMV operations to provide safety oversight. As a minimum, the safety observer will:

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

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

1.1.3. Monitor, and correct as necessary, LMV road position and speed for current conditions. Ensure LMV road position and speed is appropriate for obstacles, traffic and weather. Direct use of spotters as required for negotiating obstacles.

1.2. Lead Vehicle Requirements.

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

1.2.1.1. Re-entry systems (RS) will be transported IAW DoDI 4540.5, *DoD Transportation of U.S. Nuclear Weapons*, DoDM S-5210.41, *The Air Force Nuclear Weapon Security Manual*, DoDM S-5210.41_AFMAN 31-108V1_AFGSCSUP, *Nuclear Weapon Security Manual: Air Force Weapon Security Manual (U)*, DoDM S-5210.41_AFMAN 31-108V2_AFGSCSUP *Nuclear Weapon Security Manual: General Nuclear Weapon Procedures (U)*, and DoDM S-5210.41_AFMAN 31-108V3_AFGSCSUP *Nuclear Weapon Security Manual: Nuclear Weapon Environment-Specific Requirements (U)*. Provisions in RS movement procedures meet or exceed all requirements levied by this instruction for the lead vehicle program.

1.2.1.2. Downstage movements will be conducted under the direction of a maintenance officer/SNCO certified by the MXG or 377 TEG CC. may certify selected 7-skill level personnel, in the rank of TSgt, for downstage movements to facilitate the production effort. Individuals must be lead vehicle qualified.

1.2.2. All Lead Vehicles will have a safety observer to provide safety oversight for LMV operations. The lead vehicle safety observer will be an NCO, GS-5 civilian, or higher. As a minimum, the lead vehicle safety observer will:

1.2.2.1. Be trained on lead vehicle requirements IAW the AFGSC Lead Vehicle Training Program. Training will be documented in IMDS. (T-3)

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

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

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

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

1.2.2.6. Ensure the lead vehicle maintains a minimum of 100-ft separation with the LMV during daylight and 300-ft separation during hours of darkness or when inclement weather or road conditions are present.

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

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

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

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

1.3.4. LMV operation routes of travel shall be conducted on pre-approved defense access road (DAR) routes only. Requests to revise DAR routes shall be submitted to the Missile Engineering Flight Commander in the Civil Engineering Squadron and will be analyzed by AFGSC/A4C and AFNWC/NMH.

1.3.5. Missile stage movement routes (TE only) must be approved and reviewed for known hazards prior to any missile movement. The route survey will be conducted as a joint team consisting of the following personnel: Convoy commander, Civil Engineering DAR manager or representative, and certified transport driver assigned to the scheduled movement and will be documented on the AFGSC Form 65.

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

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

Chapter 2

ROLES AND RESPONSIBILITIES

2.1. AFGSC/A4B Responsibilities. AFGSC/A4B is responsible for providing detailed guidance for ICBM specific large maintenance vehicle (LMV) operations in the missile complex.

2.2. Wing Commander (Wing/CC) Responsibilities [N/A for 377 TEG]. The wing/CC or designated representative is the release authority for PL (Protection Level)-1 convoys IAW DoD S-5210.41_AFMAN 31- 108V3_AFGSCSUP. The wing/CC or designated representative will:

2.2.1. Chair all RS convoy meetings.

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

2.3. Maintenance Group Commander (MXG/CC) Responsibilities [N/A for 377 TEG]. The MXG/CC or designated representative is the release authority for off-base movement of an operationally loaded (non-PL-1) payload transporter (PT) and all off-base transporter-erector (TE) movements. The MXG/CC or designated representative will:

2.3.1. Chair all missile movement meetings.

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

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

2.3.4. Review LMV observation/evaluation reports.

2.3.5. Appoint a downstage convoy commander trainer.

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

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

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

2.4.3. Include trend analysis of FTD evaluations for the MXG/CC.

2.5. 377th Test Evaluation Group Commander (377 TEG/CC) Responsibilities. The 377 TEG/CC is the release authority for all movements of loaded PTs or TEs at Vandenberg SFB. The 377 TEG/CC will:

2.5.1. Chair RS and missile movement meetings.

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

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

2.5.4. Review LMV observation/evaluation reports.

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

2.5.6. Appoint a downstage convoy commander trainer.

2.6. Missile Maintenance Squadron/Maintenance Squadron Commander Responsibilities. Squadron commanders will endorse LMV operator certification and annual recertification.

2.6.1. Certification/annual recertification is not valid without commander endorsement.

2.6.2. Host unit MMXS/CC will endorse AETC FTD LMV operators.

2.7. Maintenance Operations Officer (MOO)/Superintendent Responsibilities. The MOO/Superintendent is the release authority for all off-base movements of empty PTs or PTs loaded only with Class I or II training assets. The MOO/Superintendent will:

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

2.7.2. Review LMV observation/evaluation reports.

2.7.3. Host unit MMXS MOO/Superintendent is the FTD release authority for all off-base movements of empty PTs or PTs loaded only with Class I or II training assets.

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

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

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

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

2.8.4. Review LMV observation/evaluation reports.

2.9. Section Leader Responsibilities. The section OIC, NCOIC in coordination with the Production Superintendent are responsible for oversight of all LMV mission planning and execution. Section leadership will:

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

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

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

2.9.4. Verify lead vehicle safety observer qualifications.

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

2.9.6. [N/A 377 TEG]. Authorize on-base TE movements.

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

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

2.10.1. Review LMV operator and safety observer qualifications and driving experience.

2.10.2. Review risk management process and identify/mitigate hazards.

2.10.3. Assist with development of pre-release briefing.

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

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

2.12.1. Acknowledge receipt of all communications from lead vehicle safety observer, and report to lead vehicle when turns are complete or specific directions issued by the lead vehicle safety observer have been complied with.

2.12.2. Relay all communications to the LMV operator.

2.12.3. Be licensed and certified on the LMV they are performing safety observer duties in. Students may perform this role if a certified instructor is operating the LMV.

2.12.4. Maintain visual contact with the lead vehicle (except as required for safety reasons).

2.12.5. Ensure the vehicle operator maintains a minimum of 100-ft separation with the lead vehicle during daylight and 300-ft separation during hours of darkness. Ensure lead vehicle position is appropriate for obstacles, weather, and traffic.

2.12.6. Assist with pre-release briefing preparation.

2.12.7. Act as spotter for the LMV operator as required.

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

2.13.1. Be licensed and certified on the LMV they are operating. Students may perform this role if a certified instructor is performing the role of LMV safety observer.

2.13.2. Maintain the center of the road on gravel except when directed by the lead vehicle for passing traffic or other obstacles.

2.13.3. With the exception of RS convoys, all LMVs operating on gravel roads will come to a complete stop, if directed by the lead vehicle safety observer or TE convoy commander, to

allow oncoming traffic to pass or to allow traffic passing from behind. The vehicle operator will stop the vehicle while keeping the vehicle on the road and off the shoulder.

2.13.4. Prepare and deliver the AFGSC Form 66, AFGSC *Large Maintenance Vehicle Pre-Release Briefing*.

2.14. TE Convoy Commander Responsibilities. Convoy Commanders are responsible for the overall safe conduct of missile movement operations. TE Convoy Commanders will comply with the requirements listed in [Chapter 6](#).

Chapter 3

TRAINING

3.1. General Requirements. All ICBM MXG, FTD and 377 TEG LMV operators will attend the general tractor-trailer course IAW AFI 24-301, *Vehicle Operations*, AFMAN 21-202, *Missile Maintenance Management*, and AFGSCI 91-210, *Vehicle Safety for Missile Field Operations*.

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

3.1.1.1. [N/A 377 TEG]. FTD training at operational units will include a minimum of 75 miles off-base missile complex operations, to include a minimum of 25 miles of gravel road operation.

3.1.1.2. [377 TEG ONLY]. 377 TEG training will consist of 50 miles, paved roads, and on base only.

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

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

3.1.1.5. [PTR]. If certified on PT, unit Instructors and Evaluators will receive training on basic maneuvering and general familiarization to operate the PTR. Once completed the unit Instructors and Evaluators are considered trained to operate the PTR.

3.1.1.6. [PTR]. Technicians and Team Chiefs, certified on PT, will complete all PT training requirements for PTR training.

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

3.2. TE Training.

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

3.2.2. Unloaded and loaded training will be completed prior to certification of a TE driver. **(T-3)** Unloaded TE training will be completed before operating a loaded TE.

3.2.3. [N/A 377 TEG]. Loaded TE training will include minimum 50 miles off-base missile complex operations to include a minimum of 10 miles of gravel road operations.

3.2.4. [N/A 377 TEG]. Unloaded TE training will include a minimum of 100 miles off-base missile complex operations to include a minimum of 25 miles of gravel road operations.

3.2.5. [377 TEG ONLY]. Unloaded TE training will include a minimum of 50 miles on-base operations, paved roads only.

3.2.6. A TE is considered loaded when it contains an operational or Ground Training Missile (GTM). Loaded training will be conducted using only a GTM. **(T-3)**

3.2.7. [377 TEG ONLY]. Loaded TE training will include minimum 50 miles on-base operations, paved roads only.

3.2.8. [TERP]. If certified on TE, unit Instructors and Evaluators will receive training on basic maneuvering and general familiarization to operate the TERP. Once completed the unit Instructors and Evaluators are considered trained to operate the TERP.

3.2.9. [TERP]. Technicians and Team Chiefs, certified on TE, will complete all unloaded TE training requirements for TERP training. Loaded training may be omitted.

Chapter 4

EVALUATION

4.1. Evaluation requirements. After the completion of training/licensing and prior to certification, a certified QA evaluator will evaluate each LMV operator. All evaluations will be conducted IAW proficiency evaluation guidelines set forth in AFMAN 21-200, *Munitions and Missile Maintenance Management*. The AFGSC Form 67 is the evaluation form. Upon completion, upload to members profile in applicable QA database. A separate evaluation report does not need to be completed.

4.1.1. [N/A 377 TEG]. Initial evaluations at operational units will include a minimum of 30 miles, with at least 5 miles on gravel.

4.1.2. [377 TEG ONLY]. Evaluations at Vandenberg AFB will be conducted on paved roads only and will include a minimum of one trip to and from an LF.

4.1.3. Initial evaluations will be focused on the operator and will be conducted with the evaluator in the cab of the LMV acting as the safety observer. AETC FTD LMV operators require an evaluation by host unit qualified MXG QA evaluators prior to certification.

4.1.4. [PTR/TERP]. Initial evaluation for unit Instructors and Evaluators is not required, if certified on PT/TE. Complete MFR to document initial training and retain the same as the AFGSC Form 67.

Chapter 5

CERTIFICATION

5.1. Certification Requirements.

5.1.1. [N/A 377 TEG]. LMV operators will be certified prior to operating a loaded LMV on base or any LMV off base without a certified instructor or evaluator in the vehicle. LMV certification is not valid until the entire certification process is complete and the squadron commander formally endorses the certification. LMV operators will be recertified annually.

5.1.2. [377 TEG Only]. LMV operators will be certified prior to operating a loaded LMV or performing any LMV operations to/from site without a certified instructor or evaluator in the vehicle. LMV certification is not valid until the entire certification process is complete and the squadron commander formally endorses the certification. LMV operators will be recertified annually.

5.2. Initial Certification.

5.2.1. At the completion of training and licensing, QA will perform a road evaluation of all LMV operators IAW [paragraph 4.1](#). QA evaluations will be documented using AFGSC Form 67. [PTR/TERP]. Instructors and Evaluators, certified on PT/TE, an MFR documenting initial training will take place on the AFGSC Form 67 for the initial evaluation.

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

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

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

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

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

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

5.2.4. The MMXS/377 TEG/CC will endorse initial certifications on the AFGSC Form 68.

5.2.5. [N/A 377 TEG]. Certifications will be considered overdue at the end of the due month that AFGSC Form 68 was endorsed. LMV operators who are overdue for annual recertification will not operate loaded LMVs on base and will not conduct any off-base LMV operations.

5.2.6. [377 TEG Only]. Certifications will be considered overdue at the end of the due month that AFGSC Form 68 was endorsed. LMV operators who are overdue for annual recertification will not operate loaded LMVs and will not conduct any LMV operations to/from site.

5.3. Annual Recertification.

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

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

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

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

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

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

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

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

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

5.3.3. Operators that go overdue on annual observation must have QA perform a road evaluation IAW [paragraph 4.1](#). QA evaluations will be documented using AFGSC Form 67.

5.3.4. The squadron Commander or designated representative will endorse the recertification on AFGSC Form 68.

5.3.4.1. Previously certified LMV operators who fail to get the AFGSC Form 68 endorsed with squadron Commander or designated representative, before the end of last endorsed month will not operate loaded LMVs on base and will not conduct any off-base LMV operations until the certification is endorsed.

5.3.4.2. The host MMXS Squadron Commander will endorse AFGSC Form 68 for FTD assigned personnel.

5.4. Operator Observations. If an LMV operator is certified on multiple vehicles, an annual observation must be conducted on each vehicle type the operator is certified on. **(T-3)**

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

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

5.7. LMV PCS Recertification. LMV operators that PCS from an operational unit do not require recertification. LMV operators trained and certified at Vandenberg AFB that PCS to an operational unit only require gravel road driving accompanied by a certified instructor.

Chapter 6

DOWNSTAGE CONVOY REQUIREMENTS

6.1. Downstage Convoy and Convoy Commander Requirements.

- 6.1.1. Missile downstage convoy commanders will be in the officer or SNCO grade. MXG or 377 TEG CC may certify selected 7-skill level personnel, in the rank of TSgt, for downstage movements to facilitate the production effort.
- 6.1.2. Convoy Commanders will be selected from an ICBM career field.
- 6.1.3. Complete Initial Convoy Commander Training (see [paragraph 6.2](#)) with a minimum 80% score on the written test.
- 6.1.4. Explosive Safety Training.
- 6.1.5. Fire Extinguisher Training.
- 6.1.6. Lead Vehicle Safety Observer Training.
- 6.1.7. Missile Safety Training.
- 6.1.8. [N/A 377 TEG] Nuclear Surety Training.
- 6.1.9. [N/A 377 TEG] Security Phase I Training.
- 6.1.10. [N/A 377 TEG] Security Phase II Training.
- 6.1.11. Complete two check rides with a qualified convoy commander. Check rides will include the route survey, convoy brief to the MXG or 377 TEG commander, and convoy duties.

6.2. Convoy Commander Initial Training. Units will maintain a Convoy Commander lesson plan for initial training. Initial training will be conducted by currently certified convoy commanders or MMXS/CC designated representative. Check rides will address the following topics at a minimum:

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

6.3. Certification. Downstage convoy commanders must be certified by the MXG or 377 TEG commander prior to performing duties unsupervised. The minimum certification requirements are listed below:

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

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

6.3.3. The squadron commander recommends the individual to the MXG or 377 TEG commander by annotating any comments they wish to be part of the certification record and signing the form.

6.3.4. The MXG or 377 TEG commander completes the certification process by annotating any comments and signing the AFGSC Form 69.

6.3.5. The signed AFGSC Form 69 will be maintained by the convoy commander trainer. **(T-3)**

6.4. ICBM Downstage Convoy Commander Duties.

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

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

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

6.4.4. Use the road survey data sheet (AFGSC Form 65) to communicate known/discovered road hazards.

6.5. ICBM Downstage Movement Briefing. A pre-mission brief to the MXG/CC, 377 TEG/CC or designated representative is required prior to any downstage movement. Briefings may be conducted up to 72 hours prior to the movement. At a minimum, briefings will include: **(T-3)**

6.5.1. Weather forecast for the projected movement date.

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

6.5.3. Any known hazards on the surveyed route.

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

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

6.5.6. Force protection levels.

6.5.7. Current Command Signal Decoder Missile CSD(M) coding.

6.5.8. Team composition, to include experience levels of the TE operator and safety observer. This should also include an accurate estimated timeline for mission completion.

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

6.5.10. As a minimum, ICBM Downstage Movement Briefings will be attended by: (T-3)

6.5.10.1. MXG/CC, 377 TEG/CC, or designated representative.

6.5.10.2. MMXS senior leadership (squadron commander, MOO, or Superintendent).

6.5.10.3. Applicable flight commander or superintendent.

6.5.10.4. MHT OIC or NCOIC.

6.5.10.5. Convoy Commander.

6.5.10.6. CE.

6.5.10.7. Wing Safety Representative

6.5.10.8. Base weather (or other agency designated to brief weather forecast). 377 TEG may receive the information from the 30 SLD Weather Office and have the Convoy CC brief it.

6.5.10.9. Maintenance Plans and Scheduling.

Chapter 7

RS MOVEMENT BRIEFING

7.1. RS Mission Brief. A pre-mission brief to the wing/CC or designated representative is required prior to any PL-1 RS movement. Briefings may be conducted up to 72 hours prior to the movement. Units will develop a wing RS Movement Briefing. The 377 TEG will use the ICBM Downstage Movement Briefing for non-PL-1 RS movements. This requirement is for all AFGSC and FTD. Briefings will include:

- 7.1.1. Weather forecast for the projected movement date.
- 7.1.2. Anticipated route of travel and any alternate routes included in the route survey.
- 7.1.3. Any known hazards on the surveyed route.
- 7.1.4. Road conditions, to include any known issues from the road hazard data file.
- 7.1.5. Anticipated risk assessment for the PT operator and safety observer.
- 7.1.6. Force protection levels.
- 7.1.7. Current CSD(M) coding.
- 7.1.8. Team composition, to include experience levels of the PT operator and safety observer (e.g. number of RS movements completed).
- 7.1.9. RS Configuration verification.
- 7.1.10. Safety parameters, to include wind limitations, speed limit, and temperature restrictions.
- 7.1.11. Potential maintenance impacts to the mission.

7.2. RS Briefing Defined. RS Movement Briefings will be attended by:

- 7.2.1. Wing/CC or designated representative.
- 7.2.2. MXG/CC or designated representative
- 7.2.3. SFG/CC or designated representative.
- 7.2.4. OG/CC or designated representative.
- 7.2.5. MMXS senior leadership (squadron commander, MOO, or Supt).
- 7.2.6. MUNS senior leadership (squadron commander, MOO, or Supt).
- 7.2.7. Generation flight commander or superintendent.
- 7.2.8. MMT OIC, NCOIC or Production Superintendent.
- 7.2.9. MXG Plans and Scheduling.
- 7.2.10. SF Convoy Commander.
- 7.2.11. Wing Safety.
- 7.2.12. Base weather (or other agency designated to brief weather forecast).
- 7.2.13. CE, as required to discuss road conditions.

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

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Executive Director, Logistics and Engineering

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

DoDI 4540.5, *DoD Transportation of U.S. Nuclear Weapons*, 23 July 2011

DoDM S-5210.41, *Nuclear Weapon Security Manual* 04 May 2022

DoDM S-5210.41_AFMAN31-108V1_AFGSCSUP, *Nuclear Weapon Security Manual: The Air Force Nuclear Weapon Security Manual*, 08 December 2019

DoDM S-5210.41_AFMAN31-108V2_AFGSCSUP, *Nuclear Weapon Security Manual: General Nuclear Weapon Procedures*, 08 December 2019

DoDM S-5210.41_AFMAN31-108V3_AFGSCSUP, *Nuclear Weapon Security Manual: Nuclear Weapon Environment-Specific Requirements*, 08 December 2019

DAFPD 21-1, *Maintenance of Military Material*, 20 February 2024

DAFMAN 90-161, *Publishing Processes and Procedures*, 17 October 2023

AFMAN 21-202, *Missile Maintenance Management*, 28 August 2019

AFI 24-301, *Vehicle Operations*, 22 October 2019

AFI 33-322, *Records Management and Information Governance Program*, 22 March 2020

AFMAN 21-200, *Munitions and Missile Maintenance Management*, 08 May 2022

AFGSCI 32-1005, *Intercontinental Ballistic Missile (ICBM) Real Property/Real Property Installed Equipment (RP/RPIE) Responsibilities*, 19 February 2019

AFGSCI 91-210, *Vehicle Safety for Missile Field Operations*, 2 March 2018

Prescribed Forms

AFGSC Form 65, *AFGSC Transporter-Erector Pre-movement Route Survey*

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

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

AFGSC Form 68, *AFGSC Large Maintenance Vehicle Certification*

AFGSC Form 69, *AFGSC Downstage Convoy Commander Certification*

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AETC—Air Education and Training Command

AFB—Air Force Base

AFGSC—Air Force Global Strike Command

AFGSCI—Air Force Global Strike Command Instruction
AFGSCSUP—Air Force Global Strike Command Supplement
AFI—Air Force Instruction
AFMAN—Air Force Manual
AFNM3—Air Force Nuclear Munitions and Missile Maintenance
AFNWC—Air Force Nuclear Weapons System
CC—Commander
CE—Civil Engineering
CSD(M)—Command Signal Decoder (Missile)
DAF—Department of The Air Force
DAFI—Department of The Air Force Instruction
DAFMAN—Department of The Air Force Manual
DAR—Defense Access Roads
EWO—Emergency War Order
FLTS—Flight Test Squadron
FTD—Field Training Detachment
GS—General Schedule
GTM—Ground Training Missile
HQ—Headquarter
IAW—In Accordance With
ICBM—Intercontinental Ballistic Missile
IMDS—Integrated Maintenance Data System
LF—Launch Facility
LMV—Large Maintenance Vehicle
MFR—Memorandum for Record
MHT—Missile Handling Team
MMT—Missile Maintenance Team
MMXS—Missile Maintenance Squadron
MOO—Maintenance Operations Officer
MUNS—Munitions
MXG—Maintenance Group
NCOIC—Non-commissioned Officer in Charge

NCO—Non-commissioned Officer
NMH—ICBM Infrastructure & Equipment division
OG—Operations Group
OIC—Officer In Charge
OPR—Office of Primary Responsibility
OSB—Codes Section
OSI—Office of Special Investigation
OSS—Operations Support Squadron
PCA—Permanent Change of Assignment
PCS—Permanent Change of Station
PL—Protection Level
PT—Payload Transporter
PTR—Payload Transporter Replacement
QA—Quality Assurance
RP—Real Property
RPIE—Real Property Installed Equipment
RS—Re-entry System
SF—Security Forces
SFB—Space Force Base
SFG—Security Forces Group
SLD—Space Launch Delta
SNCO—Senior Non-Commission Officer
Supt—Superintendent
TC—Team Chief
TEG—Testing and Evaluation Group
TERP—Transporter Erector Replacement Program
TE—Transporter Erector

Office Symbols

AFGSC/A4B—Air Force Global Strike Command, ICBM & Helicopter Maintenance Division
AFGSC/A4BP—Air Force Global Strike Command, Training and Policy Branch
AFGSC/A4C—Air Force Global Strike Command, Engineering Division

AFNWC/NMH—Air Force Nuclear Weapon Systems, ICBM Infrastructure & Equipment division

MMXS/CC—Missile Maintenance Squadron Commander

MXG/CC—Maintenance Group Commander

OG/CC—Operations Group Commander

OSS/EWO—Operational Support Squadron / Emergency War Order

OSS/OSB—Operational Support Squadron / Codes Section

SFG/CC—Security Forces Group Commander

TEG/CC—Test and Evaluation Group Commander