

**BY ORDER OF THE COMMANDER
DYESS AIR FORCE BASE**

**DEPARTMENT AIR FORCE
INSTRUCTION 21-101**



**AIR FORCE GLOBAL STRIKE COMMAND
Supplement**

**DYESS AIR FORCE BASE
Supplement**

18 JULY 2024

Maintenance

**AIRCRAFT AND EQUIPMENT
MAINTENANCE MANAGEMENT**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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

RELEASABILITY: There are no releasability restrictions on this publication

OPR: 7MXG/QA

Certified by: 7MXG/CC
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Supersedes: AFI21-101_AFGSCSUP_DYESSAFBSUP,
11 July 2023

Pages: 32

This instruction supplements and extends the guidance of Department Air Force Instruction (DAFI) 21-101, *Aircraft and Equipment Maintenance Management*, dated 16 January 2020 and DAFI 21-101_AFGSCSUP, *Aircraft and Equipment Maintenance Management*, dated 11 July 2023. It is the basic Air Force directive for aircraft and equipment maintenance management. It provides the minimum essential guidance and procedures for safely and effectively maintaining, servicing and repairing aircraft and support equipment. It acknowledges the foundational contributions made to Agile Combat Support (ACS) capabilities of generating the mission, and supporting and sustaining the mission, forces and infrastructure. This supplement prescribes policies and procedures governing aerospace equipment maintenance management on Dyess Air Force Base (AFB). It applies to all 7th Maintenance Group (MXG) organizations and personnel that maintain aircraft, aircraft systems, equipment, support equipment and components regardless of Air Force Specialty Code (AFSC). This supplement also applies to all 317th Maintenance Group organizations but only as specifically identified. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program* and are disposed of IAW the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information

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SUMMARY OF CHANGES

Changes include numerous deletions of paragraphs and renumbering of paragraphs that are incorporated in the sections of DAFBI/MAN-21-206 to remove duplication. This instruction has been revised and should be reviewed in its entirety.

1.13.3. (**Added-Dyess**) 7th Maintenance Group personnel must utilize beacons, vehicle flashers, and wear a reflective belt or reflective vest within the aircraft parking apron and Control Movement Area from the period of sunset to sunrise (as published by 7 OSS Weather Flight).

1.14.2.1.1. (**Added-Dyess**) The 7 MXG/CC, 7 MXG/CD, and/or 7 MXG/SEL are the sole approval authorities for 12-hour shifts. This waiver authority will not be delegated.

1.14.2.2.2. (**Added-Dyess**) 7 MXG personnel will not be scheduled for nor work more than six days consecutively without a day off. The waiver authority is the 7 MXG/CC.

2.2.6.1.1. (**Added-Dyess**) Crashed, Damaged or Disabled Aircraft Recovery (CDDAR) responsibilities are in the Dyess AFB Force Protection Plan (FPP), Base Mishap Response Plan (BMRP), DAFBI 21-002, and **Chapter 11** of this supplement.

2.4.44.1. (**Added-Dyess**) On-equipment Repeat/Recur and Cannot Duplicate (CND) documentation:

2.4.44.1.1. (**Added-Dyess**) As required, affected work centers will complete a Repeat/Recur Worksheet provided by Debrief outlining the maintenance performed to correct discrepancies. An IMDS history will be ran for all jobs related to the Repeat/Recur. Repeat/Recur Worksheets are due to the Production Superintendent prior to the first morning maintenance meeting following the Repeat/Recur occurrence. A 7-level technician, authorized by the SCR, will inspect the action taken, initial the discrepancy symbol, and sign the "Inspected By" block of AFTO Form 781A. The 7 MXG/CC, 7 MXG/CD, and/or 7 MXG/SEL are the waiver authority for the 7-level requirement and that waiver authority will not be delegated.

2.4.44.1.2. (**Added-Dyess**) When technicians cannot duplicate a reported malfunction, they will actively pursue cross talk with applicable specialist sections and 7 MXG software analysis to obtain Centralized Integrated Test System (CITS) information on the system as well as component CND trends. Technicians will ensure all operational checks prescribed by technical data are accomplished. Technicians will clear CND malfunctions on the AFTO Form 781A by entering the operational check references completed and the words "CANNOT DUPLICATE DISCREPANCY" in the "Corrective Action" block. A 7-level, authorized by the SCR, will inspect the action taken, initial the discrepancy symbol and sign the "Inspected By" block. Per TO 00-20-2 Appendix E, IMDS entries will be made using action taken code "H;" How Malfunctioned Code "672," "799," "812," or "948" and in accordance with TO 00-20-1, Paragraph 5.7.1.3.16., the technician will document "CANNOT DUPLICATE MALFUNCTION" or "CND" in the corrective action block followed by operational check references. The 7 MXG/CC, 7 MXG/CD, and/or 7 MXG/SEL are the waiver authority for the 7-level requirement and that waiver authority will not be delegated.

2.4.44.2. (**Added-Dyess**) Off-Equipment CND documentation:

2.4.44.2.1. (**Added-Dyess**) A 7-level, authorized by the SCR, will inspect the action taken, initial the discrepancy symbol and sign the "Inspected By" block. The 7 MXG/CC, 7 MXG/CD and/or 7 MXG/SEL are the waiver authority for the 7-level requirement and that waiver authority will not be delegated.

2.4.44.2.2. **(Added-Dyess)** A 7-skill level, authorized by the SCR, will inspect the action taken. The inspector will clear the discrepancy in accordance with TO 00-20-1, by documenting “CANNOT DUPLICATE MALFUNCTION” or “CND” in the corrective action block of form followed by operational check references. In accordance with TO 00-20-2, Appendix E, IMDS entries will be made using action taken code “B”; How Malfunctioned Code “672,” “799,” “812,” or “948.” The 7 MXG/CC, 7 MXG/CD, and/or 7 MXG/SEL are the waiver authority for the 7-level requirement and that waiver authority will not be delegated.

2.4.49.1. **(Added-Dyess)** The 7 EMS/CC will act as the focal point for all matters relating to Transient Alert (TA). Maintenance Flight will provide personnel to cover TA support in the event of sequestration and/or contract lapses/termination. Services provided will be limited to emergency aircraft recovery. A Quality Assurance Evaluator (QAE) will be provided by Chief QAE/TA.

2.4.64.1. **(Added-Dyess)** QA positions require a minimum of six months on station. The waiver authority is the 7 MXG/CC, 7 MXG/CD, and/or 7 MXG/SEL.

2.10.22.1. **(Added-Dyess)** A list of Dedicated Crew Chiefs (DCC)/Assistant Dedicated Crew Chiefs (ADCC) and their assigned tail numbers will be published in the monthly Maintenance and Operations Plan. Bomber Generation Squadrons will ensure the list is updated and sent to the Maintenance Management Section monthly or as changes are made.

2.10.32. **(Added-Dyess)** Coordinate all contingency and temporary duty (TDY) spare kits requirements for Integrated Battle Station (IBS) parts and line replaceable units (LRUs) issued under the interim contract support program through the Wing Avionics Manager (WAM) no later than (NLT) 45 days prior to cargo shipment.

3.5.15. **(Added-Dyess)** Production Superintendents will review aircraft forms for all scheduled flyers at the beginning of their scheduled duty day.

3.5.16. **(Added-Dyess)** Bomber Generation Squadron Production Superintendents will coordinate with 7 CMS Production Superintendents for LRU software uploads that specialist avionics cannot accomplish and require avionics intermediate shop (AIS) to complete due to aircraft or manning constraints. Bomber Generation Squadron Production Superintendents will communicate software version/block required for LRU uploads to the 7 CMS Production Superintendent.

3.7.2.1. **(Added-Dyess)** Debrief Technicians will ensure all in-flight emergency, dropped objects, aborts, code 3 flight control malfunctions and engine malfunctions Debrief Technicians will also annotate the job control number and discrepancy in the mission aborts section of the debrief worksheet. Additionally, Debrief Technicians will ensure aircrew members complete the trend data report for all in-flight emergencies, air aborts and engine malfunctions. Wing Safety will pick up, process, and file the report. Debrief Technicians will provide the same information to the maintenance operations center for all aborts and partially mission capable conditions.

3.7.12. **(Added-Dyess)** When not in operational use, Central Integrated Test System (CITS) Cards, will be stored in the aircraft active forms binder.

3.7.12.1. **(Added-Dyess)** Proper accountability will be maintained through maintenance document/forms reviews (same as the aircraft fuel cards).

3.7.12.2. **(Added-Dyess)** Positive control of CITS cards will be included in the 30-day aircraft document/forms review checklist.

3.7.12.3. **(Added-Dyess)** After a sortie or attempted sortie, the aircraft forms and CITS card will be delivered to debrief by either maintenance personnel or the aircrew.

3.7.12.4. **(Added-Dyess)** After the sortie or attempted sortie is debriefed and CITS card is downloaded, the CITS card must be placed back into the aircraft forms PRIOR to the aircraft forms being released back to maintenance.

3.7.12.5. **(Added-Dyess)** Replacement (not spare) CITS cards will be maintained and controlled by the debrief section. If a CITS card requires replacement, a replacement CITS card will be exchanged on a strict 1-for-1 basis. At no time will more than one CITS card be actively in-use.

3.7.12.6. **(Added-Dyess)** Debrief Technicians will account for all replacement CITS cards with a local tracking log. This log will be maintained in the debrief section and managed by the 7 AMXS sortie support flight chief.

3.7.13. **(Added-Dyess)** Bomber Generation Squadrons will maintain all compact flash cards and associated card adapters used/owned by maintenance. Each aircraft contains nine installed compact flash card adapters.

3.7.14. **(Added-Dyess)** Integrated Data Acquisition and Recorder System (IDARS) data transfer cartridges will remain with each assigned aircraft. Cartridges will be brought to the debrief section to facilitate data downloads and returned immediately to the assigned aircraft upon completion.

3.9.2.4. **(Added-Dyess)** Avionics Flight Software (AFS) and Communication/Navigation Mission Systems (CNMS) cards will be maintained and controlled by the avionics section.

3.11.3.2. **(Added-Dyess)** PS&D will maintain a standardized AF Form 2692, *Aircraft/Missile Equipment Transfer/Shipping Listing*, to be used during aircraft transfers in accordance with TO 1B-1B-21, *Aircraft Equipment List Master Guide B-1B Aircraft*.

4.2.4.1. **(Added-Dyess)** Only the LSC or WLC will perform munitions safing, unloading and arming procedures on transient aircraft other than B-1 aircraft. Impulse carts, chaff, flares, and other munitions removed will be stored in the munitions storage area as required.

4.4.3.1.4.2. **(Added-Dyess)** All off-equipment maintenance and inspection of egress assemblies and components containing explosives will be performed in the egress section maintenance area.

4.4.3.1.7. **(Added-Dyess)** Egress Time Change Monitor will:

4.4.3.1.7.1. **(Added-Dyess)** Attend all pre-depot departure meetings and/or notify owning PS&D of any time changes to be added to AFTO Form 103, *Aircraft/Missile Condition Data*.

4.4.3.1.7.2. **(Added-Dyess)** Track all Shielded Mild Detonating Cord/Shielded Propagated Cord (SMDC/SPC) using kit concept tracking tool.

4.4.4.1.5. **(Added-Dyess)** Weapons bay tank storage will be accomplished IAW applicable technical data with the following additions.

4.4.4.1.5.1. **(Added-Dyess)** To prevent foreign object damage (FOD), the vent probe, forward end plate fitting, fuel flex line, all cannon plugs and electrical connectors will be covered with plastic and/or caps. The fuel flex line will be secured to the mounting bracket at the end of the tank with bolts or plastic zip ties.

4.4.4.1.5.2. **(Added-Dyess)** A condition tag will be attached to the forward end of the tank.

4.4.4.1.5.3. **(Added-Dyess)** Weapons Bay Tanks do not need to be grounded when stored, parked or during periods when in-tank work is not being accomplished.

4.4.4.4. **(Added-Dyess)** Hangar 5105 is the primary fuel system repair hangar. Hangar 4315 and Hangar 4230 are alternate fuel system repair hangars.

4.4.4.5. **(Added-Dyess)** Ramp spots A-24 and A-25 are open repair areas and will only be utilized as a last resort. The fuel systems section chief and shift supervisor are approving officials for these spots for open repair area fuel system maintenance. Prior to initiating open repair area maintenance, the fuel systems section chief or shift supervisor will coordinate with the 7 CMS production superintendent and 7 AMXS production superintendent. They will also obtain permission from airfield management prior to initiating repair operations.

4.5.1.9. **(Added-Dyess)** Control all assigned bomb lifts, remote control units (RCU) and ram screw attachments. Fully mission capable bomb lifts on the AGE ready line not located on the flightline will be locked to ensure positive control. AGE flight will develop and maintain a process for issue, receipt, and control of these assets by using organizations.

4.5.1.10. **(Added-Dyess)** Support equipment maintained by the AGE flight without approved technical order guidance will be grouped under similar equipment for inspection purposes or have local inspection work cards written to cover all inspections. Support equipment maintained by the AGE flight listed in TO 35-1-271-1, TO 35-1-271-2, TO 35-1-271-3, TO 35-1-271-4, *Operational and Maintenance Instructions with Illustrated Parts Breakdown, Miscellaneous Support Equipment B-1B Aircraft*, Volumes 1-4, will be grouped under like equipment of having local inspection work cards established.

4.5.1.11. **(Added-Dyess)** Will coordinate on Master Aircraft Parking plan annually. Requests for changes should be sent to 7 OSS Airfield Management.

4.5.1.12. **(Added-Dyess)** Refilling, servicing, draining and disposal of any waste or over-serviced fluid is the responsibility of the user and/or using organization. Fluid servicing logs will be initiated and maintained by the using organization. Equipment requiring regular replacement of oxygen and nitrogen bottles as part of its normal operation are the responsibility of the 7 CMS electrical and environmental section.

4.5.1.13. **(Added-Dyess)** Bomber Generation Squadrons are responsible for emptying and control of their waste hydraulic and oil bowsers in their respective sub-pools. Over-serviced hydraulic test stands will be de-serviced by the using organization. The *Dyess AFB Waste Program Guide* governs the management of fuel bowsers, including procedures and responsibilities to ensure compliance with current laws and regulations. The attachment also outlines unit responsibilities within the fuel bower process.

4.8.2.7. **(Added-Dyess)** The wash rack supervisor will inventory, stock, and purchase approved aircraft soap, spray nozzles for foam proportioners and fire hoses. The 7 EMS Wash Rack Supervisor will only purchase flying-hour funded items. These items currently include 60 percent of soap costs, buckets, scrub brushes, push brooms, tape, scrub pads, barrier paper, poles, brushes, and sponges for cleaning specialized areas. Cleaning supplies must meet quality product listing (QPL) specifications to prevent damage to aircraft finishes and structures. All C-130 supplies/equipment will be purchased in accordance with the Host-Tenant Support Agreement, including the using unit-specific responsibilities and 40 percent of soap costs. Personal Protective Equipment (PPE), Consolidated Tool Kit (CTK) management and hazardous waste collection points are the responsibility of the using unit.

4.9.2.2. **(Added-Dyess)** The repair and reclamation section will ensure compliance with B-1B aircraft jacking procedures.

4.9.2.2.1. **(Added-Dyess)** B-1B fuel loads will be configured in accordance with TO 1B-1B-2-05JG-80-1, *Aircraft Ground Handling and Safety-Jacking*, and the wings will be positioned at 15 degrees (full forward). Owing squadrons are responsible for meeting aircraft configuration requirements.

4.9.2.2.2. **(Added-Dyess)** Maintenance actions, other than the specific maintenance that is required for aircraft jacking, will not be performed unless specifically authorized by the jack supervisor, production supervisor and the owning squadron maintenance supervision. Minor maintenance (i.e., controller replacement, light bulb replacement, egress final inspection, etc.) not affecting aircraft center of gravity, may be authorized.

4.9.5.16. **(Added-Dyess)** At a minimum, Base Operations and/or Command Post will notify the Transient Maintenance Site Manager and the Maintenance Operations Center of transient aircraft estimated time of arrival/departure.

4.9.5.17. **(Added-Dyess)**) When requested by transient maintenance, the maintenance operations center will:

4.9.5.17.1. **(Added-Dyess)** Request POL and AGE support, as required.

4.9.5.17.2. **(Added-Dyess)** Request crew chief and/or specialist support, if qualified on the weapon system.

4.9.5.17.3. **(Added-Dyess)** Dispatch a deicer with heated de-icing fluid and a driver. Transient alert maintenance personnel will de-ice transient aircraft.

4.9.5.17.4. **(Added-Dyess)** Request flightline maintenance personnel response during transient aircraft emergencies. Upon request, flightline maintenance personnel will respond with a tow vehicle and driver for large aircraft. Transient alert maintenance personnel will respond with a universal tow bar. For medium and small aircraft, transient alert maintenance personnel will respond with a tow vehicle and universal or applicable available aircraft tow bar.

4.11.1.4.1. **(Added-Dyess)** A quick-turn of removed engine will be considered the first option to return the engine back to service. A quick-turn is defined by the ability to repair and return the engine for install within 72-hours.

4.11.1.18. **(Added-Dyess)** Ensure the cannibalization (CANN) aircraft will be considered as a valid supply option to maximize quick-turn capability and allow readily available spare engines when the Dyess AFB F101 WRE level falls to four available.

4.11.1.19. **(Added-Dyess)** Make arrangements for engine pick-up and ensure engine records and shipping documents are brought to the engine management section upon notification of the receipt of an engine by the 7 LRS transportation management office.

4.11.1.20. **(Added-Dyess)** Provide IMDS removal or installation documentation for engines and/or engine line replaceable unit/shop replaceable units (LRU/SRU), including serial numbers and/or part numbers for the comprehensive engine management system (CEMS).

5.2.2.1.23. **(Added-Dyess)** Notify fire department of all munitions-loaded or unloaded aircraft, including transient aircraft.

5.2.2.1.24. **(Added-Dyess)** The maintenance operations center will complete locally produced munitions loading tracking sheet (**Attachment 22**) and notify all required agencies.

5.2.2.1.25. **(Added-Dyess)** For Class A 1.1. hazard movements outside of the Munitions Storage Area (MSA), munitions control will contact the maintenance operations center, the fire department and security forces. Information provided will include the type of munition(s), fire symbol(s) and quantity. All information will be provided prior to deliveries departing the munitions storage area.

5.2.2.2.6. **(Added-Dyess)** Units are assigned the radio call signs listed in **Table 5.1**.

Table 5.1. (Added-Dyess) 7th Bomb Wing Radio Call Signs.

<u>7th Maintenance Group</u>			
Rambo 4	7 MXG/CC	MOC	MOC
Delta 2	7 MXG/CD	Toad 1-3	Weapons Standardization
Delta 3	7 MXG Civilian CD	WAM	Wing Avionics Manager
Delta Chief	7 MXG SEL	Weapons 1	Wing Weapons Manager
Magnum	Weapons Load Manager	Weapons 2	Weapons Superintendent
QA 1	QA OIC / Chief	Weapons 3	Load Standardization Crew
QA 2	QA Superintendent	Weapons 4-6	Weapons Load Crew
QA 3-8	QA Inspectors	Scorpion CFT	CFT Team
<u>9th Bomber Generation Squadron</u>			
Bat 1	9 BGS/CC	Bat 10	9 BGS APG Lead
Bat 2	9 BGS/DO	Bat 12	9 BGS Specialist Lead
Bat Chief	9 BGS/SEL	Bat 14	9 BGS Tow Team
Bat 4	9 BGS Sortie Gen Flt CC/Chief	Bat 15	9 BGS Weapons Expediter
Bat 5	9 BGS Sortie Spt Flt CC/Chief	Bat 16	9 BGS Weapons Expediter
Bat 6	9 BGS Lead Pro Super	Bat Support	9 BGS Support Section

Bat 7	9 BGS Pro Super	Bat DMS	9 BGS DMS
Bat 8	9 BGS APG Expediter	Bat Debrief	9 BGS Debrief
Bat 9	9 BGS Specialist Expediter		
<u>28th Bomber Generation Squadron</u>			
Hawk 1	28 BGS/CC	Bat 10	9 BGS APG Lead
Hawk 2	28 BGS/DO	Bat 12	9 BGS Specialist Lead
Hawk Chief	28 BGS/SEL	Bat 14	9 BGS Tow Team
Hawk 4	28 BGS Sortie Gen Flt CC/Chief	Bat 15	9 BGS Weapons Expediter
Hawk 5	28 BGS Sortie Spt Flt CC/Chief	Bat 16	9 BGS Weapons Expediter
Hawk 6	28 BGS Lead Pro Super	Bat Support	9 BGS Support Section
Hawk 7	28 BGS Pro Super	Bat DMS	9 BGS DMS
Hawk 8	28 BGS APG Expediter	Bat Debrief	9 BGS Debrief
Hawk 9	28 BGS Specialist Expediter		
<u>337th Test and Evaluation Squadron</u>			
Slayer	Slayer Maintenance		
<u>7th Component Maintenance Squadron</u>			
Raptor 1	7 CMS/CC	Raptor 7	7 CMS Pro Super
Raptor 2	7 CMS/DO	Raptor 9	Fuels Truck #1
Raptor Chief	7 CMS/SEL	Raptor 10	Fuels Truck #2
Raptor 4	Mobility/UCC	Raptor 12	Electrical-Environmental
Raptor 5	Mobility Runner	Raptor 13	Egress
Raptor 6	Avionics	Raptor 16	CRF
<u>7th Equipment Maintenance Squadron</u>			
Cobra Commander	7 EMS/CC	Structures 2	Structural Maintenance Dispatch
Venom	7 EMS/DO	Metals Tech Lead	Metals Tech Lead
Cobra Chief	7 EMS/SEL	Metals Tech 1	Metals Tech Dispatch
Cobra 7	7 EMS Pro Super	NDI Lead	NDI Lead

A/R 1	Aero-Repair	NDI 1	NDI NCOIC
A/R Base	Aero-Dispatch	Corrosion Lead	Corrosion Lead
Phase Base	Phase Dispatch	Corrosion 1	Corrosion Dispatch
Phase 1	Phase Backline Crew	Structures Lead	Structures Pro Super
Ranger 2	AGE Supervision	Hawk/Bat 60/61	B-1 Servicing/Delivery
Ranger AGE	B-1 Servicing/Delivery	Wildcat AGE	C-130 Servicing/Delivery
Structures 1	Structural Maintenance Dispatch		
<u>7th Munitions Squadron</u>			
MUNS 1	7 MUNS/CC	Sherlock 2	Munitions Inspection Supervisor
MUNS Lead	7 MUNS/DO	Sherlock 3	Senior Munitions Inspector
AMMO Chief	7 MUNS/SEL	Sherlock 4-10	Munitions Inspectors
Pro Lead	Production OIC	Stacker 1	NCOIC, Storage
Pro Super	Production Flight Chief	Stacker 2	Storage Supervisor
Mat Super	Materiel Flight Chief	Stacker 3-90	Storage Crew Members
Mat Lead	Materiel Flight OIC	Iron 1	NCOIC, Conventional MX
Systems Lead	Systems Flight OIC	Iron 2	Conventional MX Supervisor
Badger	Systems Flight Chief	Iron 3-55	Conventional MX Members
Ares Lead	Armament Flight OIC	Vapor 1	Senior Planner/Scheduler
Ares Super	Armament Flight Chief	Vapor 2-5	MUNS Schedulers
Ares 2	Armament NCOIC	Reaper 1	NCOIC, Line Delivery
Ares 3-50	Armament Technicians	Reaper 2	Line Delivery Supervisor
MASO	MASO	Reaper 3-5	Line Delivery Expeditors
Smokey	Munitions Control	Reaper 6-30	Line Delivery Drivers
Smokey 1	Control NCOIC	Reaper Base	Line Delivery Dispatch
Smokey 2	Senior Controller	Ratchet 1	NCOIC, Support Equipment
Smokey 3-15	Munitions Controllers	Ratchet 2	Support Equipment Supervisor
Bandit	Alternate Control	Ratchet 3-15	Support Equipment Members
Gollum 1	Operations NCOIC	AMMO Bus	MSA Bus Drivers

Gollum 2	Munitions Supervisor	Gate Guard	MSA Gate Guard
Gollum 3-10	Operations Members	Jedi 1	Senior Munitions Instructor
Sherlock 1	Inspection NCOIC	Jedi 2-5	Munitions Instructors
<u>7th Logistics Readiness Squadron</u>			
Control	Fuels Control Center	POL 2	Line Expediter Alternate
Frosty	Cryogenics	POL 3	Laboratory
POL Super	Fuels Manager	POL 4	Supervision
POL 1	Line Expediter	POL 5	Hydrants

5.2.5.1.11.4. **(Added-Dyess)** New work centers and changes to codes must comply with TO 00-20-2, *Maintenance Data Documentation*, Appendix A, and AFCSM 21-569, *Integrated Maintenance Data System Personnel Management*. All requests for additions, changes, or removals must be routed through applicable flight chief and maintenance management analysis.

5.2.5.3.6.2.2. **(Added-Dyess)** All DIT numbers for the previous month are required to be inputted into the DIT database not later than the fifth calendar day of each month, unless otherwise directed.

5.4.3.1. **(Added-Dyess)** Maintain a current copy of each squadron's Unit Manpower Personnel Roster (UMPR), Unit Manning Document (UMD), MMR, or equivalent. Post approved changes to the latest copy of these documents.

6.10.4.1.1. **(Added-Dyess)** The Technical Order Distribution Office (TODO) is the OPR for Locally Prepared Documents (LPDs). All LPDs must be coordinated through the OPR for verification. Additionally, any changes in an existing LPD must be reported to the OPR within seven workdays for review/update. The TODO will assign a control number to all LPDs after the initial evaluation is completed.

6.10.4.2.1. **(Added-Dyess)** All LPDs will be reviewed every two-years or when a change is made to a source document. TODO will submit the LPD to the appropriate evaluator to ensure accuracy, applicability, and safety. If an LPD needs to be deleted or changed, the same evaluation process described for new LPDs applies. The 7 MXG/CC, 7 MXG/CD, or 7 MXG/SEL must approve changes.

6.10.5.2.3. **(Added-Dyess)** All LPDs will be marked with the 7 MXG/TODO stamp.

6.12.1.1.1. **(Added-Dyess)** Operational Check Flights (OCF) are required under the following circumstances. OCFs may also be directed by the 7 MXG/CC or by the 7 MXG/CD for situations not meeting these criteria.

6.12.1.1.2. **(Added-Dyess)** After cannibalization rebuild if the aircraft has not flown in 30-days or more.

6.12.1.1.3. **(Added-Dyess)** Following three-time Code 3 repeat pilot reported discrepancies.

6.12.1.1.4. **(Added-Dyess)** First flight after an aircraft reaches CAT II or CAT III Hangar Queen status, as applicable and/or determined by the 7 MXG/CC and/or 7 MXG/CD.

6.12.1.2. **(Added-Dyess)** Coordinate proposed flight date and time with the appropriate bomb squadron DO, ADO and/or operations scheduler.

6.12.1.2.1. **(Added-Dyess)** Aircraft configuration:

6.12.1.2.2. **(Added-Dyess)** No munitions will be loaded unless munitions are required to complete the OCF.

6.12.1.3. **(Added-Dyess)** The following actions are required prior to flight:

6.12.1.3.1. **(Added-Dyess)** 7 MXG/CC, 7 MXG/CD, or 7 MXG/SEL approval.

6.12.1.3.2. **(Added-Dyess)** 7 MXG/QA must complete an aircraft forms review.

6.12.1.3.3. **(Added-Dyess)** Documentation requirement: An appropriate statement to indicate the reason for the OCF will be entered in the discrepancy block of the AFTO Form 781A. After completion of a successful OCF, enter the following statement in the CORRECTIVE ACTION block: "OCF completed IAW DAFI21-101_AFGSCSUP_DYESSAFBSUP".

6.12.1.3.4. **(Added-Dyess)** The pilot who accomplished the OCF will then initial over the symbol and sign the INSPECTED BY block IAW TO 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies and Procedures*.

6.12.2.1.2. **(Added-Dyess)** If an aircraft requires an FCF, the 7 MXG/CC and 7 OG/CC will coordinate with 10 FLTS at Tinker AFB for qualified aircrew to conduct the FCF.

6.12.6.1. **(Added-Dyess)** Transient aircraft FCF/OCF procedures.

6.12.6.2. **(Added-Dyess)** Transient aircraft requiring an FCF or OCF after maintenance has been performed by 7 MXG personnel will follow procedures outlined in DAFI 21-101 and applicable supplements. The owning unit will be responsible for keeping 7 MXG/QA informed of aircraft status if an FCF or OCF is required.

6.12.6.3. **(Added-Dyess)** Transient aircraft under the control of the owning unit (i.e., personnel TDY to Dyess AFB and performing all maintenance actions) will coordinate FCF/OCF requirements with their unit's leadership. 7 MXG/QA will assist transient units, as needed, but hold no official role or responsibility within the owning unit's process.

6.15.1.2. **(Added-Dyess)** Only the Weight & Balance Program Manager will attend the in-residence Weight & Balance Course. All others are waived and will attend at the discretion of the 7 MXG/CC.

6.16. (Added-Dyess) 7 MXG/QA will: Perform the following procedures apply when chafing is discovered on wires, harnesses, or metal lines/tubes.

6.16.1. **(Added-Dyess)** Record pertinent information and take pictures, as required, to facilitate entry into the maintenance information database.

6.16.2. **(Added-Dyess)** Generate and distribute a chafing report.

6.16.3. **(Added-Dyess)** The 7 MXG/QA Superintendent will determine if a 10 percent inspection is recommended if the affected aircraft indicates a chafing problem that has potential to affect operational safety or harm to personnel.

6.16.4. **(Added-Dyess)** The 7 MXG/CC or 7 MXG/CD will determine if a One-Time Inspection is necessary if the 10 percent inspection indicates a chafing problem or the detected chafing is an operational safety hazard.

7.2.1.3. **(Added-Dyess)** The 7 MXG/QA Superintendent will designate, in writing, Primary and Alternate Impoundment Program Managers.

7.2.1.4. **(Added-Dyess)** 7 MXG/QA will provide Impound Officials with a standardized impound official guide containing appropriate checklists and guides to aid the investigation.

7.2.1.5. **(Added-Dyess)** 7 MXG/QA will perform a final document review prior to the Impoundment Release Authority briefing. The document review will consist of a review of aircraft/equipment/engine work package forms and impoundment release worksheet.

7.2.2.2. **(Added-Dyess)** 7 MXG/QA will be present during the Impoundment Release Authority briefing.

7.6.2.1. **(Added-Dyess)** The MOC will:

7.6.2.1.1. **(Added-Dyess)** Notify the 7 MXG/CC or 7 MXG/CD of the aircraft malfunction or damage. For transient aircraft/equipment, the MOC will contact the owning wing MOC and/or command post with location, status, and reason for impoundment.

7.6.2.1.2. **(Added-Dyess)** Notify 7 MXG/QA, 7 BW/SE, and the 7 MXG/CDF (as required). 7 MXG/QA will take photos of the aircraft and/or equipment, if requested by the impound official or 7 BW/SE.

7.6.2.1.3. **(Added-Dyess)** Enter the impound into IMDS and notify the Impound Official of the job control number.

7.6.3.6. **(Added-Dyess)** Maintain a historical file of final reports.

7.6.3.6.1. **(Added-Dyess)** Document aircraft/equipment forms as follows:

7.6.3.6.2. **(Added-Dyess)** RED X: "Aircraft/Equipment Impounded for discrepancy on page_, block _. Impound Authority: (Rank/Last Name); Impound Official: (Rank/Last Name); Duty Phone; Home/Cell Phone." For engine impoundments, enter the aircraft the engine came from. Refer this job to the initial write-up. The impound will be cleared in accordance with TO 00-20-1.

7.6.3.6.3. **(Added-Dyess)** RED DASH: "QA document review required prior to impoundment release" this will include a review of the aircraft/equipment forms (AFTO Form 781, AFTO Form 244/245 entries), engine work packages and the final Impound Release Report. Refer this write-up to the original impoundment discrepancy.

7.6.3.7. **(Added-Dyess)** Review aircraft/equipment jacket file and IMDS.

7.6.3.8. **(Added-Dyess)** Ensure aircraft forms are not transcribed for the duration of the impoundment.

7.6.3.9. **(Added-Dyess)** Sign out the impoundment package from 7 MXG/QA and return it to 7 MXG/QA upon release from impoundment. Only those on the SCR may sign out an impoundment package.

7.6.3.9.1. **(Added Dyess)** 7 MXG/QA will ensure a report number is assigned at the time the impoundment package is signed out. The report number will be based on the aircraft, engine, or equipment, followed by the last two digits of the current year, ending with the next numeric order (i.e., B121-01, ENG21-01, or EQUIP21-01).

7.6.3.10. **(Added-Dyess)** Take fluid samples as required.

7.6.3.11. **(Added-Dyess)** Brief impoundment status daily.

7.6.3.12. **(Added-Dyess)** Contact 7 MXG/QA for final forms and document review.

7.6.3.12.1. **(Added-Dyess)** 7 MXG/QA will input comments in block 24. “QA Comments and Findings” of the AFGSC Form 147.

7.6.4.2.1. **(Added-Dyess)** The Impound Official is the approval authority for the removal of any component(s) from the impounded asset. If components are removed as part of an investigation, they will be placed in a secure area for control purposes and clearly identified as impoundment parts.

7.6.4.2.2. **(Added-Dyess)** The Impound Official will maintain an impound log (use daily maintenance summary sheet for in-shop engines) to provide a detailed account of all maintenance actions and the sequence of all events. Impound log entries do not relieve maintenance personnel of proper forms documentation. Final reports should follow requirements in the impound guide provided by 7 MXG/QA.

7.6.5.2. **(Added-Dyess)** If a flight control discrepancy is the reason for the impoundment, a flight control maintenance team will be established by the Impound Official.

7.6.6.1. **(Added-Dyess)** If an Impound Official concludes that the cause of an impound is attributed to equipment that can be removed from aircraft (i.e., impounded for engine failure and the malfunction/failure for the equipment is still unknown), the 7 MXG/CC, 7 MXG/CD, 7 MXG/SEL, or Impound Authority may authorize equipment removal to clear the impound. If this occurs, the original impound must be cleared and a new impound must be initiated on the removed item.

7.6.10.2. **(Added-Dyess)** If impounded equipment/engines are not located at home station at the time of impoundment and must be returned to home station for repair, the deployed impound official will ensure all forms, including required impoundment jobs, are shipped with the item. The impound official will also ensure the impounded asset has the word “impounded” clearly visible on the exterior.

7.6.10.2.1. **(Added-Dyess)** The deployed Impound Official will notify 7 MXG/QA when shipping impounded assets is necessary. A home station Impound Official will be assigned and an impoundment package will be issued to the home station impound official.

7.6.10.2.2. **(Added-Dyess)** The home station Impound Official will enter their name in place of the deployed Impound Official in the forms. Once complete, the deployed Impound Official is relieved of impound responsibilities.

7.7.1.3.1. **(Added-Dyess)** Approved areas for de-arm are the north end and south end of the runway within the hammer head area.

8.3.1.2. **(Added-Dyess)** Flights and/or sections without a dedicated support section or tool room must still adhere to tool and equipment management directives outlined in DAFI 21-101 and applicable supplements. Additionally, they will develop local procedures for tool control, inventories, issue, and turn-in procedures and those procedures will be approved by 7 MXG/QA.

8.3.11.1.2. **(Added-Dyess)** Unless stored in individual equipment lockers, individually issued items will be controlled by the individual, checked prior to use for serviceability, accounted for before and after each task and reported when lost. If an individual does not have an employee number, use first initial, last name and last four of Defense Switched Network (DSN) (i.e., J. Doe, 1234).

8.3.14. **(Added-Dyess)** A warranty tools program manager (primary and alternate) will be designated in writing for each support section and/or tool room. The warranty tool program manager will track tool replacements and ensure all broken warranty tools are isolated from non-warranty broken tools.

8.3.15. **(Added-Dyess)** Squadron production superintendents are the first level of supervision authorized to perform on-site transfer/turnover of CTKs at job sites. The individual giving up control and the individual gaining control will perform a joint inventory. All CTKs will be transferred in TCMax. If TCMax is not available, the person giving up control will complete an AFGSC Form 140 and deliver it to the support section for tracking and accountability.

8.3.16. **(Added-Dyess)** TCMax is the standard tool accountability system unless officially replaced by higher headquarters. Refer to [Table 8.2](#) which identifies 7 BW and 7 BW tenant unit's CTK WWID prefix designators for marking/identifying tools.

Table 8.2. (Added-Dyess) Authorized TCMax Designators.

<u>UNIT</u>	<u>FLIGHT</u>	<u>SECTION</u>	<u>TCMax DESIGNATION</u>
9/28 BGS	9 BGS	Support	DWAB
	28 BGS	Support	DWAH
7 CMS	Accessories	Support	DWMW
		E/E	DWCI
		Fuel Cell	DWCF
		Hydraulics (if applicable)	DWCH
		Egress	DWCE
	Avionics	Support	DWCS
		Support (DAV, REW)	DWCA
	TMDE	PMEL	DWCL
Propulsion	All Sections	DWEB	
7 EMS	Fabrication	Sheet Metal	DWEF
		NDI	DWEN
		Metals Tech	DWEM
	AGE	All Sections	DWEG
	Maintenance	Support/Aero-Repair Phase /Wheel and Tire	DWET
7 MUNS	Armament	Backshop	DWMR
		Conventional	DWMC
		Support Equipment	DWME
	Materiel	Inspection	DWMI
		Storage	DWMS
	Production	Flightline Delivery	DWML
		Conventional	DWMC
Systems	Munitions Training	DWMT	
7 MXG	Quality Assurance	Quality Assurance	DWQA
	Weapons Standardization	Weapons Standardization	DWWS
337 TES	337 TES	Support	DWTE
372 TRS	Detachment 20	CCQ	DWD2

8.5.6. **(Added-Dyess)** Rags are considered tools and will be controlled and accounted for in TCMax.

8.5.6.1. **(Added-Dyess)** Rags issued in CTKs will be in quantities of 10.

8.5.6.2. **(Added-Dyess)** Rags issued in pre-packaged containers will be in quantities of 10.

8.5.7. **(Added-Dyess)** CTK custodians and Government Purchase Card (GPC) Cardholders are the only personnel authorized to procure tools.

8.6.8. **(Added-Dyess)** Blade blending blue dye items will be controlled, secured, and accounted for in TCMax. Authorized use of these items will be restricted in TCMax personnel listed on the special certification roster.

8.7.4. **(Added-Dyess)** Locally manufactured tools and/or support equipment will be controlled with equipment identification (EID) code etchings/markings and will be tracked in TCMax.

8.8.3. **(Added-Dyess)** Access to a support flight/section or tool room will be limited to the minimum number of personnel necessary to accomplish required duties. Personnel authorized to access support flights/sections or tool rooms will be identified in writing by flight/section chief. All other individuals must be escorted by an authorized individual. Access authorization letters must be posted at entry of support flight/section or tool room.

8.8.4. **(Added-Dyess)** When two or more work centers operate from a single support flight/section, tool room, or decentralized location, a primary work center will be identified. The primary work center will maintain responsibility for the management of the program. Each work center will still maintain custodial responsibility for their assigned equipment.

8.8.5. **(Added-Dyess)** Production Superintendents will perform tool sign-in procedures during single-person support flights/section operations.

8.9.2.1.1.2. **(Added-Dyess)** All lost tools/items will be reported to the Production Superintendent. Units have one-hour to search for the lost tool/item, at which time, an AFGSC Form 145, *Lost Tool/Object Report*, and associated reporting will be initiated.

8.9.2.1.1.3. **(Added-Dyess)** If the production superintendent believes a lost tool/item could be within an aircraft that has taxied or is airborne, they will immediately notify the Squadron Director of Operations (DO) (or equivalent). In the event a lost tool/item involves a backshop function, the backshop Production Superintendent will immediately notify flightline the Production Superintendent. The BGS/DO will notify the appropriate flying squadron and the 7 MXG/CC, 7 MXG/CD, and/or 7 MXG/SEL. The 7 MXG/CC, 7 MXG/CD, and/or 7 MXG/SEL will contact the 7 OG/CC or 7 OG/CD to determine if the aircraft should be recalled.

8.9.2.1.2. **(Added-Dyess)** The AFGSC Form 145 will be initiated by the individual who lost the tool/item. The individual's supervision is responsible for ensuring the report is completed (except Block 6). The completed original must be turned in to 7 MXG/QA within 5 duty days, for filing. A completed copy, with all signatures, will be given to the unit's CTK custodian.

8.9.2.1.3. **(Added-Dyess)** 7 MXG/QA will issue a control number and the unit will annotate it on the top of the AFGSC Form 145. The unit will then document the Lost Tool Log with the control number.

8.9.2.5.2. **(Added-Dyess)** If an item is found, all appropriate agencies will be notified so the report can be closed out.

8.9.2.7. **(Added-Dyess)** Aircraft/Equipment thought to contain a lost tool/item during programmed depot maintenance will be documented by initiating a work control document and transferred to the aircraft forms as a Red X discrepancy at the point when the AFTO Form 781 or equipment forms are re-initiated.

9.17.3. **(Added Dyess)** The Dyess AFB Form 8130, *Local Manufacture Worksheet*, will be used for approval, routing, and to determine the bits and pieces required to locally manufacture an item.

9.17.4. **(Added-Dyess)** Local manufacture items, as it applies to this paragraph, generally fall into one of three basic categories: (1) aircraft parts that are SMR-coded as procurable but are not available through the supply system and require MXG/CC (or designated representative) approval for manufacture, (2) aircraft parts that are SMR-coded for local manufacture, (i.e., MOxxx and MFxxx), (3) Aircraft parts that are SMR-coded for depot manufacture (i.e., MDxxx) and require an engineering technical assistance request (ETAR) for approval IAW TO 00-25-195, *AF Technical Order System Source, Maintenance and Recoverability coding of Air Force Weapons, Systems and Equipment*.

9.17.5. **(Added-Dyess)** Approval authority for local manufacture requests not SMR-coded as local manufacture per applicable technical data will be approved through an ETAR.

9.17.6. **(Added-Dyess)** The applicable support section will be the focal point for coordination of aircraft part requests for local manufacture processing. Maintenance activities will submit their requirements to the applicable support section and the support section will validate the requirement and electronically forward the information to the applicable fabrication shop and the 7 LRS Local Manufacture Monitor in the 7 LRS Flight Service Center (FSC). The requestor (maintenance activity) is required to provide the Dyess AFB Form 8130, *Local Manufacture Worksheet*, AFTO Form 350, and a sample/reparable part to the appropriate fabrication activity. The FSC will ensure the appropriate enterprise solution-supply (ES-S) processing is accomplished (load stock number, if necessary) and notify the appropriate support section. (**NOTE:** for after-hours and weekend support, the applicable support section will coordinate with the 7 LRS aircraft parts store to have the stock number loaded. The fabrication activity will notify the requestor when the part is ready for pickup and notify the FSC and the support section that the part was picked up. The FSC will process the appropriate ES-S inputs to receive and due-out release the part to the customer. The applicable support section will sign for the part to complete the supply process).

9.17.7. **(Added-Dyess)** Phase local manufacture requirement. The Phase Dock Chief will prepare all DD Form 1348-6, *Single Line-Item Requisition System Document*, requests for local manufacture. Phase request (e.g., titanium lines, milled brackets and/or manufacture of complete panels) will be ordered using the owning organization account.

9.17.8. **(Added-Dyess)** All bits and pieces directly supporting fabrication will be requisitioned using the facilitating agencies delivery destination.

9.17.9. **(Added-Dyess)** Determining unit price of local manufacture items. The unit price of the local manufacture item will be determined in accordance with AFI 23-101 or most current reference.

9.17.10. **(Added-Dyess)** All local manufacture requirements for end items assigned a standard reporting designator (SRD) or for accountable equipment items, will be processed through the 7 LRS equipment accountability element.

9.22.1. **(Added-Dyess)** Use a locally generated log to help control the flow/transfer of repair cycle assets throughout the maintenance repair cycle.

10.3.3.1.3. **(Added-Dyess)** Due to repetitious daily use of training cartridges (INERT ARD 400-1 and 800-1), they become damaged to the point of being unserviceable, making cartridge inspection unrealistic. The use of locally manufactured impulse cartridge slugs allows for realistic cartridge inspection during load training without excessive wear of the training asset. The training asset will be used solely for impulse cartridge inspection and the cartridge slugs will be installed in ejector racks during the loading operation.

10.9.4. **(Added-Dyess)** Prior to initial certification, all weapons load crew members will complete the 2W1X1 practical/qualification training prerequisites checklist. Any deviations will be approved by WWM. The WWM may delegate deviation authority to the weapons superintendent.

11.5.2. **(Added-Dyess)** The 317 MXG/QA will be the wing point of contact (POC) for the ramp inspection program.

11.6.6. **(Added-Dyess)** The 7 MXG MOC will load Red Ball discrepancies into IMDS when notified by Squadron Production Superintendents or Expeditors.

11.6.6.1. **(Added-Dyess)** In the event MOC is not able to load Red Ball discrepancies into IMDS, this responsibility can be delegated to the Debrief Section.

11.6.6.2. **(Added-Dyess)** Maintenance personnel will comply with all flightline speed limits, flow plans, safety, and maintenance procedures. All required technical data and equipment will be used for Red Ball troubleshooting and repair.

11.6.6.3. **(Added-Dyess)** The production superintendent will ensure proper aircraft forms documentation was accomplished and re-accomplish the exceptional release, as required.

11.7.1.1.2. **(Added-Dyess)** Maintenance recovery team (MRT) equipment will be requested through the applicable supporting squadron. Applicable equipment custodians will prepare a deployed equipment letter and deliver to the 7 LRS equipment accountability element as soon as possible. Squadron unit deployment managers (UDMs) will be contacted to prepare and certify hazardous cargo documentation. Support/priority for 317 MXG MRTs will be determined by HQ AMC/XOCL and the on-duty 317 AMXS production superintendent.

11.8.3.5.2. **(Added-Dyess)** Structural maintenance intake maintenance checklists will be maintained for one-year from initiation.

11.8.3.6.6. **(Added-Dyess)** During inclement weather conditions, the wear of a winter hat, "beanie" (skull cap), balaclavas, and face warmers are authorized on the airfield. Colors approved are black, coyote brown, OCP, or as otherwise approved in DAFI 36-2903. Boonie hats (with chin straps secured) are authorized on the airfield. Boonie hats must be OCP. None of these items will be worn within 25 feet of operating aircraft engines.

11.8.3.6.7. **(Added-Dyess)** Hardhats required to be worn in flightline construction areas will be secured by a strap or cord.

11.8.3.12.4. **(Added-Dyess)** All aircrew and AFE personal issued items or equipment, including tools, will be etched, or permanently marked for accountability purposes. Items will be marked with the individual's first initial, last name and last four digits of DSN. Aircrew and AFE personnel will ensure all personal and/or issued items are always accounted for and assist in searching for all missing items.

11.9.4.1.1. **(Added-Dyess)** The 7 BW DOP manager will maintain a log of all dropped objects and keep flying units advised quarterly of high-interest items and recent dropped objects.

11.9.4.6. **(Added-Dyess)** 7 AMXS and tenant maintenance units will appoint a DOP representative, normally the FOD representative, to serve as the central point of contact for any investigations involving the squadron. The DOP representative will attend FOD/DOP briefings.

11.9.4.7. **(Added-Dyess)** Anyone receiving information concerning a DOP or potential DOP will notify the wing FOD/DOP monitor, either by telephone or through the maintenance operations center, immediately after discovery.

11.9.4.8. **(Added-Dyess)** Squadron and flight FOD/DOP representatives will assist the wing FOD/DOP manager in all FOD/DOP investigations.

11.10.1.1. **(Added-Dyess)** The Aircraft Structural Integrity Program (ASIP) Manager is the focal point for all data collected and will ensure processed data has been received by AFLCMC ASIMIS office. They will review monthly reports to identify and report negative trends. Quarterly reports will be submitted to appropriate agencies not later than 5 duty days after each quarter.

11.10.1.2. **(Added-Dyess)** The ASIP Manager will assign ASIP Monitors from debrief, avionics, and QA and provide adequate ASIP-related training.

11.10.1.3. **(Added-Dyess)** The ASIP manager will appoint and train ASIP monitors from debrief, avionics, and QA to oversee work center requirements during contingencies, deployments and TDYs.

11.10.5. **(Added-Dyess)** Maintenance Managers will:

11.10.5.1. **(Added-Dyess)** Clearly mark aircraft jacket files to show IDARS equipment is installed.

11.10.5.2. **(Added-Dyess)** Schedule IDARS downloads for aircraft requiring weekly/monthly scheduled downloads, off-station sorties, and cannibalization actions in accordance with TO 1B-1B-6, *Scheduled Inspection and Maintenance Requirements*. Job Standard (JST) profiles will be loaded into IMDS based on mission requirements.

11.10.6. **(Added-Dyess)** Flightline avionics technicians will remove the IDARS DTC from required aircraft and enter the appropriate discrepancies in the AF Form 781A to ensure a DTC is reinstalled prior to the next flight in accordance with TO 1B-1B-38, *Aircraft Structural Integrity Program B-1B Aircraft*.

11.10.7. **(Added-Dyess)** The Debrief Section will:

11.10.7.1. **(Added-Dyess)** Maintain accountability of IDARS Data Transfer Cartridges (DTC) not installed on aircraft, including spare components.

11.10.7.2. **(Added-Dyess)** Extract data from the DTC as directed and/or in accordance with mission requirements.

11.10.7.3. **(Added-Dyess)** Upload data into aircraft data acquisition distribution system (ADADS) not later than three duty days for weekly downloads and not later than five duty days for monthly downloads. Weekly and monthly IAT reports will be sent to ASIP managers not later than five duty days after data is processed.

11.10.7.4. **(Added-Dyess)** Maintain an ASIP binder to log DTC downloads, ADADS uploads, and discrepancies with IDARS data. The ASIP binder will also contain specific procedures on DTC downloads and ADADS uploads.

11.10.7.5. **(Added-Dyess)** Review CDDS and DTC download data for discrepancies. Any priority 1 CITS maintenance codes (CMC) and/or DTC download data discrepancies will be flagged and identified to the production superintendent. Discrepancies will be entered and coded appropriately into the AF Form 781A and IMDS, as required.

11.10.7.5.1. **(Added-Dyess)** CDDS will be used to identify any over-G occurrences and specific parameters associated with priority 1 CITS maintenance codes (CMC) 31321, 31322, 31323, 31324, 31325, and 31326.

11.10.7.5.2. **(Added-Dyess)** CDDS will be used to identify any degraded IDARS discrepancies and the specific parameters associated with Priority 1 CMCs 31308, 31309, 3130C, 3130D and 3130E.

11.10.8. **(Added-Dyess)** Flightline avionics technicians will:

11.10.8.1. **(Added-Dyess)** Perform applicable over-G inspection requirements in accordance with applicable technical orders.

11.10.8.2. **(Added-Dyess)** Maintain IDARS equipment installed on the aircraft and delivering DTC downloads for on-station and off-station sorties to debrief.

11.10.8.3. **(Added-Dyess)** Download DTC and Crash Protected Memory (CPM) prior to installing software in IDARS. In the event a DTC must be moved from one aircraft to another aircraft, flightline avionics technicians will deliver the DTC to debrief for data processing and cartridge reinitializing based on new aircraft parameters.

11.10.8.4. **(Added-Dyess)** Maintain a log of DTC removal and installation actions.

11.10.8.5. **(Added-Dyess)** The Production Superintendent will notify the plans, scheduling and documentation section prior to cannibalizing IDARS hardware to ensure aircraft jacket files are updated accordingly. DTCs will be downloaded and processed by debrief technicians prior to installation on another aircraft.

11.16.1. **(Added-Dyess)** Technicians certified for installed/uninstalled engine runs and/or engine intake/inlet/exhaust are required to be recertified annually by a qualified Certifier.

11.18.3.5. **(Added-Dyess)**) The 372d Training Squadron (TRS), Field Training Detachment 20 (Det 20), will provide qualified instructors to teach the engine blade blending course.

11.19.1.2. **(Added-Dyess)** The 372 TRS, Det 20 will provide qualified instructions to teach the borescope inspection training and certification program.

11.25.1.1. **(Added-Dyess)** Refer to LCL-7BW-1B-1B-CL-42, *B-1B Hot Pit Refueling Checklist* for B-1B hot refueling procedures.

11.37.3.3. **(Added-Dyess)** The Maintenance Training Section is appointed as Calibration Limited Approval Authority instructors.

11.44.2.2.1. **(Added-Dyess)** Mandatory training will be conducted as a part of maintenance orientation and maintenance orientation refresher courses taught by the maintenance training section.

11.44.4.1. **(Added-Dyess)** When temperatures are forecasted to be at or below freezing all hangar doors will remain closed except when needed to be opened for aircraft, equipment, or personnel movement to adequately prevent fire suppression systems from freezing.

11.46. (Added-Dyess) Local engine run procedures.

11.46.1. **(Added-Dyess)** The Production Superintendent and/or Flightline Expediter will notify the Maintenance Operations Center prior to any engine run and provide the aircraft location, aircraft MDS, tail number, employee number of the run supervisor and the purpose of the run. Maintenance Operations Center personnel will validate SCR qualification prior to granting engine run clearance.

11.46.2. **(Added-Dyess)** Maintenance Operations Center personnel will notify the aircraft control tower of the pending engine run. Engine run personnel will contact the aircraft control tower in accordance with aircraft technical order procedures and provide the aircraft MDS, tail number, location, and the purpose of the run.

11.46.3. **(Added-Dyess)** Weapons Bay Doors will be closed during all maintenance engine runs unless troubleshooting or operational checkouts require doors to be open. If Weapons Bay Doors are to be open during engine run, a FOD inspection must be performed prior to engine start.

11.46.4. **(Added-Dyess)** If munitions are loaded, the 50-degree handle will be placed in the 50-degree position with the cam-loc fastener locked. If these requirements cannot be met, munitions will be downloaded prior to the engine run.

14.1.3.2.1. **(Added-Dyess)** All manual JCNs will consist of 12 digits. The first two digits will be the current year, the next three digits are the Julian date and the next four digits will be numbers assigned by the controlling agency. For manual JCN assignment see **Table 14.1**.

Table 14.1. (Added-Dyess) Scheduled Maintenance Manual JCNs.

FIRST DIGIT	SECOND-FOURTH DIGIT	ORGANIZATION
PS&D	001	7 EMS/MXMT
E = HSC	002-011	7 AMXS
Unassigned	012-019	7 MXG Staff
F = Support Equip PE	020-070	7 EMS/MXMG
Unassigned	071-199	7 MXG Staff

14.1.3.2.1. **(Added-Dyess)** The blocks of numbers in **Table 14.2** are assigned to the controlling agencies identified. Listed agencies are responsible for controlling, recording, and tracking manual JCNs. They are also responsible for inputting job data documentation (JDD) when IMDS is restored.

Table 14.2. (Added-Dyess) 7th Bomb Wing Manual JCNs.

Maintenance Operations Center			
2000 – 2199	Transient Maintenance	2200 – 2599	7 AMXS Unscheduled Maintenance
7th Aircraft Maintenance Squadron			
5000 – 5099	28 AMU Debrief: Red Ball	5100 – 5199	9 AMU Debrief: Red Ball
5300 – 5349	28 AMU Debrief: In-Flight	5350 – 5359	9 AMU Debrief: In-Flight
5400 – 5499	Aircrew Flight Equipment	5500 – 5599	Support Flight
5600 – 5899	Exercise/Deployment Use	5900 – 5999	Cannibalization
7th Maintenance Group			
6000 – 6099	CEMS, TCTOs, TCIs, SIs	6100 – 6199	AFREP
7700 – 7999	PS&D, TCTOs TCIs, SIs		
7th Component Maintenance Squadron			
7000 – 7199	Avionics Flight	7200 – 7299	Propulsion Flight
7400 – 7599	Accessory Flight		
7th Munitions Squadron			
6400 – 6499	Munitions	6500 – 6599	Armament
7th Equipment Maintenance Squadron			
6200 – 6299	Maintenance Flight	6300 – 6399	B-1 Phase Dock
6600 – 6649	B-1 Team 1	6650 – 6699	B-1 Team 2
6700 – 6749	AGE Trailers	6750 – 6799	C-130 Team
6800 – 6849	AGE Support	6850 – 6899	AGE Flight
6900 – 6999	Fabrication Flight		
372nd Training Squadron / Detachment 20			
4000 – 4199	Maintenance Flight		
Unassigned			
0001 – 1999	Unassigned	2600 – 2999	Unassigned
3000 – 3999	Unassigned	4200 – 4999	Unassigned
5200 – 5299	Unassigned	7300 – 7399	Unassigned
8000 – 9999	Unassigned		

14.2.2.4.2. **(Added-Dyess)** The current AFTO Form 781 series and the entire aircraft jacket file will accompany the aircraft in cases of aircraft loans or transfers involving changes in aircraft possession.

14.2.2.4.3. **(Added-Dyess)** When the aircraft jacket file does not accompany an aircraft movement, all pulled AFTO forms will be returned to home station.

Table 14.3. (Added-Dyess) 7th Bomb Wing Unique Sortie Sequence Numbers.

345 BS	CROOK
150–164	Exercise/Deployment Use
165–174	Local Lines
175–184	Local Adds
185–194	Cross-Country/TDY Lines
195–200	FCF/OCF Lines
377 TES	SLAYER
201–300	Exercise/Deployment Use
301–360	Local Lines
361–380	Local Adds
381–390	Cross-Country/TDY Lines
391–399	FCF/OCF Lines
77 WPS	SLAM
400–500	Exercise/Deployment Use
501–560	Local Lines
561–580	Local Adds
581–590	Cross-Country/TDY Lines
591–599	FCF/OCF Lines
9 BS	DARK
600–700	Exercise/Deployment Use
701–760	Local Lines
761–770	Local Adds
771–780	Cross-Country/TDY Lines
781–799	FCF/OCF Lines
28 BS	HAWK/PUMA
800–900	Exercise/Deployment Use
901–960	Local Lines
961–970	Local Adds
971–980	Cross-Country/TDY Lines
981–989	FCF/OCF Lines
7 MXG	TRACKING NON-7 BW SORTIES
990–999	Neutral Crew

14.2.3.5. (Added-Dyess) Local procedures for management of records to support deployments are as follows:

14.2.3.5.1. (Added-Dyess) Deployments of more than 30-days or in the case of contingencies where the length of the deployment is unknown: the current AFTO Form 781 series and current 180-day inspection and time change planning requirements will accompany the aircraft unless location has established IMDS access.

14.2.4.2.7.2. (**Added-Dyess**) The PS&D section will print and validate IMDS for out-of-configuration items. Enter unresolved configuration items as a discrepancy work center event (WCE) in IMDS.

14.2.4.3.2.1. (**Added-Dyess**) Configuration items will be verified at each phase inspection and returned to the PS&D section at the end of each inspection.

14.2.5.1.3.1. (**Added-Dyess**) The serial number verification worksheet will contain information on the following: 4 PTO shafts, 4 nacelle and 4 overwing fairing (OWF) fire extinguisher bottles, 16 squibs, 1 back oxygen bottle and the forward and aft aircraft batteries.

14.2.5.1.8.1. (**Added-Dyess**) The PS&D section will ensure the completed phase package is filed in the aircraft jacket file. The package will include completed AF Form 2410, IMDS profile package with all WCEs, phase check/panel/gig sheets, aircraft configuration report and serial number check sheets.

14.3.6.1.3.1. (**Added-Dyess**) When required, schedule a transfer inspection meeting no later than (NLT) one week before start of transfer inspection. Annotate all maintenance to be performed on AF Form 2410.

14.3.6.1.6. (**Added-Dyess**) Insert transfer inspection checklists into the aircraft jacket files. Complete all items on transfer inspection checklist, AF Form 2410 and IMDS.

SAMUEL A. FRIEND, Colonel, USAF
Deputy Commander, 7th Bomb Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DAFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020

DAFI 21-101_AFGSCSUP, *Aircraft and Equipment Maintenance Management*, 11 July 2023

(Added-Dyess) BMRP 91-202, *Base Mishap Response Plan*, 2 December 2021

(Added-Dyess) *Dyess AFB Integrated Defense Plan*, September 2021

(Added-Dyess) *Dyess AFB Waste Program Guide*, December 2012

(Added-Dyess) TO 1B-1B-2-05JG-20-1, *Aircraft Ground Handling and Safety-Safety and Protective Devices*, 15 May 2022

(Added-Dyess) TO 1B-1B-2-05JG-80-1, *Aircraft Ground Handling and Safety-Jacking*, 15 October 2019

(Added-Dyess) TO 1B-1B-21, *Aircraft Equipment Inventory List Master Guide B-1B Aircraft*, 15 November 2020

(Added-Dyess) TO 1B-1B-38, *Aircraft Structural Integrity Program B-1B Aircraft*, 01 February 2022

(Added-Dyess) TO 35-1-271-1, *Operational and Maintenance Instructions with Illustrated Parts Breakdown, Miscellaneous Support Equipment B-1B Aircraft National Stock Class 1730EK, 7930TP, 4920EK, 4920NT, 4920TP, 4930TP, 5120EK and 5330TP Oklahoma City Air Logistics Center*, 25 April 2013

(Added-Dyess) TO 35-1-271-2, *Operational and Maintenance Instructions with Illustrated Parts Breakdown, Miscellaneous Support Equipment B-1B Aircraft National Stock Class 3950, 4920GG, 4920YM, 4933, 5120, 5130, 5180, 5220, 5247YE and 5280 Warner Robins Air Logistics C*, 16 September 2022

(Added-Dyess) TO 35-1-271-3, *Operational and Maintenance Instructions with Illustrated Parts Breakdown, Miscellaneous Support Equipment B-1B Aircraft National Stock Class 1730, 1740, 4720, 4730, 4910, 4920, 4930, 4940, 5210AX, 5340, 5995YA, 6150AX, 6150YA, 6625, 6635, 6685 and 6695 Warner Robins Air Logistics Complex*, 15 Sep 1997

(Added-Dyess) TO 35-1-271-4, *Operational and Maintenance Instructions with Illustrated Parts Breakdown, Miscellaneous Support Equipment B-1B Aircraft National Stock Class 1730UH, 5995, 6110, 6130, 6145 and 6150 Sacramento Air Logistics Center*, 15 August 1997

Prescribed Forms

AF Form 2410, *Inspection/TCTO Planning Checklist*

AFGSC Form 145, *Lost Tool/Object Report*

Adopted Forms

AF Form 1534, *CEM CDB Report*

AF Form 1800, *Operator's Inspection Guide and Trouble Report*

AF Form 2005, *Issue/Turn-In Request*

AF Form 2692, *Aircraft/Missile Equipment Transfer/Shipping Listing*

DD Form 1574, *Serviceable Tag*

Abbreviations and Acronyms

ADADS—Aircraft Data Acquisition Distribution System

ACS—Agile Combat Support

ADCC—Alternate Dedicated Crew Chief

AFS—Avionics Flight Software

AGCP—Armament Ground Control Panel

AUTODIT—Automated Data Integrity Team

BMRP—Base Mishap Response Plan

CDDS—CITS Deployable Diagnostic System

CITS—Central Integrated Test System

DEM—Deployed Engine Monitor

EAE—Equipment Accountability Element

ERF—Ejector Rack Fixture

ES-S—Enterprise Solution-Supply

ETAR—Engineering Technical Assistance Request

FSC—Flight Service Center

FSID—Functional Systems Integrated Database

GPC—Government Purchase Card

GSA—General Services Administration

IDARS—Integrated Data Acquisition and Recorder System

MODs—Modules

MRT—Maintenance Recovery Team

PAD—Propellant-Actuated Devices

POL—Petroleum, Oil, and Lubricant

PRD—Pilot Reported Discrepancy

QAE—Quality Assurance Evaluator

QPL—Quality Product Listing

QRC—Quick Reaction Checklist

R&R—Repair and Reclamation

SMDC—Shielded Mild Detonating Cord

SPC—Shielded Propagated Cord

SRD—Standard Reporting Designator

WBT—Weapons Bay Tank

Attachment 20 (Added)

STANDARDIZED MISSING FORMS LETTER

Table A20.1. Standardized Missing Forms Letter.

From: 7 MXG/PS&D (Scheduling) 6-5007/1376 Date
 Subject: Missing AFTO 781 Series Forms
 To: 7 AMXS/APG Aircraft:
Section I

1. A review of the 781 series forms revealed that the following set(s) of forms are not on file as required by

Month: Year:

DATE RANGE		LOCATED	
FROM	TO	YES	NO

2. If you are unable to locate any or all of the above listed forms, please complete section II of the form and return it to Scheduling. It will be maintained in the Jacket File in place of the missing forms.

Please bring missing 781's or return this form to Scheduling within 5-Duty days.

Return by:

Section II

1. An extensive search was conducted, and the above mentioned AFTO 781 Forms could not be located.

DEDICATED CREW CHIEF

Print Name & Grade:
Signature

APG FLIGHT CHIEF

Print Name & Grade:
Signature

SUPERVISION

Print Name & Grade:
Signature

Attachment 24 (Added)**DEPLOYED ENGINE MONITOR RESPONSIBILITIES****A24.1. (Dyess) Aircraft Maintenance Units deploying on temporary duty (TDY) assignments requiring B-1B engine support will appoint an individual(s) as a DEM.**

A24.1.1. **(Dyess)** Prior to the departure date, NLT one week, the designated individual will report to Propulsion Flight to receive the DEM responsibilities briefing listed in this attachment from the SRAN engine manager or EM Section Chief. The EM Section will provide a list of all aircraft tail numbers with installed and serviceable spares engines serial numbers with the E407, *Automated History Reports*, and a copy of this signed responsibility brief.

A24.2. (Dyess) DEM Responsibilities.

A24.2.1. **(Dyess)** Verify serviceability of spare engines upon receipt or arrival at deployed/TDY location.

A24.2.1.1. **(Dyess)** Hand-receipt F101 engine transportation bag (top and bottom) from Propulsion Flight.

A24.2.2. **(Dyess)** Provide home station EM with DEM contact information such as physical and email addresses and duty phone numbers.

A24.2.3. **(Dyess)** Report all engine/component changes, time change replacements, cannibalizations, borescopes, blade blending actions, and other significant events to home station EM NLT the close of business the first duty day after the event occurs and prior to the next scheduled flight. When possible, notify EM prior to any cannibalization actions.

A24.2.3.1. **(Dyess)** Information to be reported to home station EM for coordination and processing in IMDS/CEMS include:

A24.2.3.1.1. **(Dyess)** Job Control Number, date and time of engine/component removal or installation.

A24.2.3.1.2. **(Dyess)** Aircraft tail number, engine serial number, and position number; or component and serial numbers (for both removed and replaced engines/components).

A24.2.3.1.3. **(Dyess)** Reason for removal (discrepancy) and how malfunction code.

A24.2.4. **(Dyess)** Upon mission completion, it is the responsibility of the appointed DEMs to ensure engines are properly wrapped and shipped in accordance with T.O. 2J-1-18, *Preparation of Shipment and Storage of Gas Turbine Engines*, and T.O. 00-85-20, *Engine Shipping Instructions*. Coordinate with the local transportation to ensure engines are shipped properly and promptly.

A24.2.4.1. **(Dyess)** Coordinate with home station EM prior to shipping unserviceable engines to receive disposition instructions, a transportation control number (TCN), and a DD Form 1348-1 shipping document.

A24.2.4.2. **(Dyess)** When shipping serviceable engines back to home station (when not shipped as a bulk shipment), the ship to address is: 7 LRS/LGRDDC/TMO Cargo, 110 3d Street/Bldg 7004, Dyess AFB TX 79607.

A24.2.4.3. **(Dyess)** Notify home station EM when engines leave or are scheduled to leave the base. Provide EM the local point of contact names, phone numbers, and addresses if you depart before the engines physically leave the base as soon as possible.

A24.2.5. **(Dyess)** Provide aircraft engine downloads within 12 hours of the last flight of the day and prior to the next scheduled flight. If an aircraft condition prevents downloading, inform the EM section of the condition within the time frame mentioned above. Email downloaded CITS and Digital Electronic Control (DEC) files to the EM section by 0800 on normal duty days.

A24.2.6. **(Dyess)** Ensure all engines (with all parts installed), trailers, and adapters are returned to home station when the mission is complete.

A24.2.7. **(Dyess)** All significant maintenance events will be reported to EM for appropriate documentation in IMDS/CEMS during and after the deployment/TDY. B-1B Engine Management contact information is: 7 MXG/MXOM ENGINE MANAGEMENT; org box email address is: 7.MXG.MXOM.EngineMgmtDistro@us.af.mil; DSN: 461-1772/4545; Comm: 325-696-1772/4545.

A24.2.7.1. Date Briefed:

A24.2.7.2. DEM Printed Name:

A24.2.7.3. DEM Signature:

A24.2.7.4. EM Printed Name:

A24.2.7.5. EM Signature: