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5TH BOMB WING

DEPARTMENT OF THE AIR FORCE
INSTRUCTION 21-101

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Supplement

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Maintenance

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MAINTENANCE MANAGEMENT

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(Colonel Jeffrey P. Anderson)

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This publication implements AFPD 21-1, *Maintenance of Military Materiel*, and supersedes AFI 21-101_AFGSCSUP_MINOTAFBSUP (3 April 2017). It provides the minimal essential guidance and procedures for safely and effectively maintaining, servicing, and repairing aircraft and support equipment. It applies to all Minot AFB units involved in aircraft and munitions maintenance or related activities. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Contact supporting records managers as required. Refer recommended changes and questions about this publication to the OPR listed above using the AF Form 847, Recommendation for Change of Publication; route AF Forms 847 from the field through the appropriate chain of command. This publication may not be supplemented or further implemented/extended.

1.15.2.1. **(Added)** Personal cell phones will be allowed on the flight line for maintenance leads or expediters in the rank of SSgt's or above as well as all SNCO's and above for work related functions only.

2.4.5.1. **(Added)** For 5 MXG adverse weather procedures, refer to checklists located on 5 MXG/QA SharePoint.

2.4.44.1. **(Added)** The 5 AMXS Production Superintendent will review all repeat discrepancy corrective actions for sufficiency. The responsible section will ensure all repeat and recur discrepancies are operationally checked by a qualified technician and receive an inspection by a qualified 7-level. The technician performing the operational check will sign the "Corrected by" block of the AFTO Form 781A. The 7-level will sign the "Inspected by" block and initial the symbol. This information will be subsequently entered into IMDS. The 5 AMXS AMU OIC/Superintendent must review CND corrective actions for repeat/recur discrepancies.

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

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

2.4.48. **(MINOTAFB)** For Ground Instructional Training Aircraft (GITA) policy, refer to 5 MXG OI 21-32 located on 5 MXG SharePoint.

2.4.61. **(MINOTAFB)** Production Superintendents will ensure the 5 MXG Aircraft Hangaring Checklist (located on 5 MXG/QA SharePoint) is completed in conjunction with towing an aircraft into or out of a hangar.

2.7.15. **(MINOTAFB)** Refer to Hung Ordinance Checklists located on 5 MXG/QA SharePoint.

2.9.1. **(MINOTAFB)** To ensure man-hours are properly documented, IMDS Labor Codes must be updated prior to a member going TDY, deploying, etc.…See Labor Designators in AFCSM 21-569 Vol 2.

2.9.1.1. **(Added)** Programs and Resources section should process all changes as part of out-processing prior to departure. Upon return, the member's labor code should reflect their return to home station.

2.10.20. **(MINOTAFB)** Refer to emergency action procedures located on 5 MXG/QA SharePoint.

3.2.2.1. **(Added)** Refer to MINOT AFBI 11-250 for hot brake response procedures located on 5 BW SharePoint, the Hot Brake Response Checklist located on 5 MXG/QA SharePoint, and T.O. 00-80C-1.

3.5.2.1. **(Added)** Prior to signing an Exceptional Release (ER), 5 AMXS Production Superintendents will direct the MOC to run an IMDS Screen 380 to validate that no open Red X conditions exist. Production Superintendents will notify MOC after completing all validations and signing off any exceptional release.

3.5.10.1.1. **(Added)** 5 AMXS Production Superintendents will inform MOC of B-52 transient aircraft status, ETIC, and provide updates as applicable.

3.6.3.1. **(Added)** See Disaster Preparedness Checklist located on 5 MXG/QA SharePoint.

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

3.6.6.2. **(Added)** 5 MOF Engine Management Section will schedule all routine, known Red Cap, and Continuous Red Cap OAP samples in IMDS.

3.6.6.3. **(Added)** 5 MOF PS&D will notify 5 MXS/MXMFN as soon as it is known that an aircraft is due to be transferred to another station, going temporary duty, or deploying out of or into the continental United States.

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

3.7.6.1.1. **(Added)** Debriefers will review the aircraft sortie recap prior to debriefing aircrews. 5 AMXS Production Superintendent, Debrief, and Specialist debriefers will determine if a discrepancy is a repeat or recur. The debriefer will then enter “REPEAT” or “RECUR” in bold red letters as appropriate in the AFTO Form 781A and IMDS. If the specialists determine later that the discrepancy is not a valid repeat or recur, they will contact 5 AMXS Production Superintendent as soon as possible for review. 5 AMXS Production Superintendent will inform MOC any change.

3.7.6.1.2. **(Added)** An IFOC will be requested by the system maintenance technician. The IFOC will be briefed to Aircrew prior to flight to ensure the goals of the check are accomplished. Maintenance actions leading to IFOC will be maintained in the aircraft forms.

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

3.9.5.3. **(Added)** Check adjustment of all switches when the bomb door system is rigged or when requested by the primary shop due to any malfunction.

3.9.7.1. **(Added)** CNMS Section will hold primary responsibility for all bomb door malfunctions occurring in the auto mode. R&R Section personnel will hold primary responsibility on all bomb door malfunctions occurring in the manual mode.

3.10.1.32. **(Added)** Nuclear Generation Planning:

3.10.1.32.1. **(Added)** Prior to the generation, a schedule will be made listing all required personnel for loading, support vehicle, code enabling switch courier, and supervisory post-load personnel. Initial validation of munitions certification, PRP status, and code enabling switch courier/handlers will be conducted at this time.

3.10.1.32.2. **(Added)** The Weapons Expediter, two supervisory post load personnel, and three code enabling switch couriers should be readily available on the flight line during generations.

3.10.1.32.3. **(Added)** The support vehicle should contain two personnel familiar with support operations.

3.10.1.32.4. **(Added)** Weapon Section will provide the Wing Weapons Manager or Weapons Standardization Superintendent the generation schedule prior to the Warning Order. Weapons standardization will review AF 2435s and provide the Weapons Section Chief with a signed Load Crew Status (LCS) prior to the Execution Order.

3.10.2.2.4. **(Added)** Review the load crew status report prior to dispatching load crews for conventional loading operations.

3.10.2.2.5. **(Added)** Monitor wind speeds using the following procedure to ensure that loading operations are stopped when Technical Order specified wind speed limits are exceeded.

3.10.2.2.5.1. **(Added)** Obtain a calibrated anemometer and remain present on the flightline to obtain and relay current wind speeds to load crew chiefs. Measurements will be taken as often as necessary to ensure safety limits are not exceeded. Deviations for emergencies are approved by 5 MXG/CC.

3.10.2.2.5.2. **(Added)** At any time during a loading operation if wind speeds become a concern and the TO limit has not been reached it is at the discretion of the load crew chief and expediter to determine when it is safe to proceed or stop loading operations.

3.10.3.4. **(Added)** Prior to every nuclear loading operation, the Weapon Section will provide the load crew a safety briefing, a two-person policy brief, the munitions requirement to be loaded/unloaded, and validate the load crew members against the signed LCS to ensure they are certified to load/download the tasked weapons.

3.10.3.5. **(Added)** All loaded aircraft will receive a supervisory post-load. Supervisory post-load of nuclear loaded aircraft will be performed by a two-person team.

3.11.3.1. **(MINOTAFB)** Identify the Dash 21 SPRAM account custodian in writing with name, grade, and telephone number and forward the letter to MOF PS&D no later than 1 week after a change of custodian. AMU Supervision will ensure that MOF PS&D receives a copy of the letter as required by AFI 21-103, Equipment Inventory, Status and Utilization Reporting.

4.3.5.1. **(Added)** Ensure the 5 MXG Aircraft Hangaring Checklist, located on 5 MXG/QA SharePoint, is completed in conjunction with towing an aircraft into or out of a hangar.

4.3.15.1. **(Added)** Directs the cannibalization of parts from the phase aircraft. All CANN actions will be coordinated through the Inspection Dock NCOIC and COSO.

4.3.15.2. **(Added)** Coordinate all phase engine CANN actions with Engine Management Section as appropriate.

4.4.3.1.4. **(MINOTAFB)** Refer to MXS OI 91-1 located on the 5 MXS SharePoint.

4.4.6. **(Added)** Electronic Warfare section will fall under Accessories flight.

4.6.1.4.1. **(Added)** Armament Equipment (SPRAM/-21) accountability will be maintained using AF Form 2691, Aircraft/Missile Equipment Property Record, and/or AF Form 2692, Aircraft/Missile Equipment Transfer/Shipping Listing, and/or AF Form 1297, Temporary Issue Receipt, as applicable.

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

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

4.8.4.1.2. **(Added)** Code "C" for three ground runs or equivalent will be issued when oil-wetted maintenance in any of the following situations occurs: changes of oil pumps, gears, bearings, or the Oil Pressure Release Valve and the oil is not changed.

4.8.4.1.3. **(Added)** Code "C" for three flights will be issued (ground runs will not count for a down grade on C); if 20 or more quarts of oil are changed, when engine conditioning is performed or when a new engine arrives on base without OAP history, to include transient aircraft.

4.8.4.1.4. **(Added)** A minimum history of three oil samples is required to create a trend analysis. If transient aircraft do not provide the OAP laboratory with a minimum of three oil samples, the OAP laboratory may recommend placing the engine on OAP code "C" to establish a trend.

4.8.4.1.5. **(Added)** Proper annotation of DD Form 2026, Oil Analysis Request, is essential to the OAP lab recommendation. If oil-wetted maintenance is performed, the DD Form 2026 must indicate what type of oil-wetted maintenance and if it is old oil or new oil. If the DD Form 2026 is not annotated properly it can be assumed that new oil has been added and the engine will be placed on "C" for three flights (ground runs will not count for a down grade on C).

4.8.4.2.1. **(Added)** When engines are placed on code D, the OAP lab will notify MOC, 5 MXS/AMXS Production Superintendents, and the respective OAP monitors and request the required information to correct the documentation error.

4.8.4.2.2. **(Added)** OAP code factors not listed in this instruction will be based on recommendations from the OAP laboratory.

4.9.2.2. **(Added)** Removal/replacement and/or rig the doors and hatches as listed below:

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

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

4.9.2.3. **(Added)** Determination procedures:

4.9.2.3.1. **(Added)** Jacking requires a qualified technician to slip the fuel load in accordance with T.O. 1B-52H-2-2JG-4, Job Guide -- Ground Handling, Servicing, and Airframe Maintenance -- Part IV -- (Boeing) and provide the crew chief with a fuel prep sheet for transferring fuel to the required jacking configuration.

4.9.2.4. **(Added)** Aircraft Jacking Operations:

4.9.2.4.1. **(Added)** Docks 1, 2, 3, 4, 5, 7, and 8 will be used for jacking operations. Dock 5 is restricted to 90,000 lbs. fuel load for full jacking operations; axle jacking and stabilization are unrestricted. Dock 6 will not be used because the aircraft jack pads would be positioned over the floor drain grates, making the floor unable to bear the weight of the aircraft. As a contingency measure, full aircraft jacking may be performed outside if the jacking criteria contained in TO 1B-52H-2-2JG-4/5 are met.

4.9.2.5. **(Added)** The jacking supervisor will:

4.9.2.5.1. **(Added)** Notify the MOC when aircraft are jacked or down jacked.

4.9.2.6. **(Added)** Responsibilities for bomb door malfunctions:

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

4.9.2.7. **(Added)** R&R Section:

4.9.2.7.1. **(Added)** Will rig all bomb doors for manual malfunctions and assist CNMS Section when requested for any problems in the auto mode. R&R will not rig any cables in the weapon release system or manual door release.

5.2.1.8.2. **(Added)** The AEF Subsystem is not limited to AEFs. Per AFCSM21-757v2 para 1.4 c, "…Within the AEF Subsystem inputs are not limited to just AEFs. The AEF subsystem can also be used to track deployments such as "RED FLAG," "CAPE THUNDER," etc.

5.2.1.12. **(MINOTAFB)** For applicable radio call signs, see **Attachment 22**, Minot AFB non-tactical radio call signs list located on 5 MXG SharePoint.

5.2.2.1.10.1. **(Added)** This validation will be documented on the MOC Production Flying Tab.

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

5.2.2.1.16.1. **(MINOTAFB)** Severe Weather Operations, refer to Minot AFB OI 15-101, **Table A6.2** located on 5 BW SharePoint. Cold Weather Operations, refer to AFI 48-151, located on 5 BW SharePoint. For all MXG emergency action checklists, refer to 5 MXG/QA SharePoint.

5.2.2.2.4. **(MINOTAFB)** Refer to checklist located on 5 MXG/QA SharePoint.

5.2.5.1.10.3. **(Added)** When IMDS is unavailable, the DBM, subsystem managers, and squadron personnel will implement manual backup procedures for accumulating IMDS data. The data will be updated in IMDS when the system becomes available. Manual procedures include documentation on paper copies of IMDS screens; AFTO Forms 349, Maintenance Data Collection Record; and Sortie Maintenance Debriefing documents. The MDSA will maintain a work center code listing on file. The file will be updated and verified through Programs and Resources Flight prior to completing listing changes.

5.2.5.3.3.1. **(Added)** A DD Form 2875, System Authorization Access Request (SAAR), is required to obtain access to IMDS and must be submitted to the Host DBM electronically.

5.2.5.3.3.2. **(Added)** Access to ELC 5385 will require a MFR from the requester's Host IMDS DBM to ensure the individual(s) has/have a valid DD Form 2875 on file. Privileges within the ELC require an additional request letter.

5.2.5.3.3.3. **(Added)** TRIC, Profile, or any other additional privilege requests (EX: JDD-Authorized, Green Screen, etc.…) must have an authorization letter on file with the Host DBM which will be routed through the applicable sub-system manager for approval. The IMDS DBM will be the final approving authority and can deny requests based on previous misuse and/or system security and integrity. To receive access, the affected user's Section Chief (or above) must submit a request letter to the Host IMDS DBM office electronically. At a minimum, the request letter must contain the following: User's name (Last, First M.I.), Rank, IMDS Work Center, Duty Title, IMDS User-id, Employee Number, Contact Information (DSN & Email), Privilege(s) requested (TRIC(s)/Screen(s) Profile(s), etc.…). There must be detailed justification as to why the additional access is needed (Note: "To do my job" or "To accomplish the mission" is not considered adequate justification).

5.2.5.3.3.4. **(Added)** If at any time it is found that the privilege(s) has/have been improperly utilized, the privilege(s) will be immediately revoked until deemed appropriate by the Section Chief, MMA.

5.2.5.3.6.5.3.4. **(Added)** Track the Initial Error rate, Corrected Error, rate and Participation rate by work center. Brief these monthly at the HOF briefing against the following standards: Initial Error rate standard: 3%, Corrected Error rate standard: 0%, Participation rate standard: 95%.

6.2. (MINOTAFB) QA will ensure that all maintenance deviations and/or decisions on technical order intent is made at appropriate commander level and/or vetted through engineering authority. Nuclear weapons require special consideration because of their political and military importance, destructive power, cost and potential consequences of an accident or unauthorized act. Conserving nuclear weapons as national resources and ensuring the safety of the public, operating personnel, and property are most important during maintenance, storage, handling and logistics movement, and operational employment of nuclear weapons.

6.3.10.1. **(Added)** Squadron's will initiate/route changes. Each flight must review IPI listing for edits. Changes must be approved by squadron superintendent as well as, for Weapons-related inspections, the Wing Weapon's Manager (WWM). QA will coordinate finalization of IPI through each squadron and WWM prior to final review/approval by MXG/CC.

6.7.6.1.3.1. **(MINOTAFB)** QA will provide an overdue list to squadrons at least monthly; squadron training managers will update MIS upon PE completion.

6.10.1.1.1. **(Added)** TODO will retain the TCTO review cover letter.

7.2.1.1.1. **(Added)** 5 MXG Impoundment and Un-impoundment Checklist located on 5 MXG/QA SharePoint.

7.5.2. **(MINOTAFB)** Upon recommendation of BW/SE Chief of Safety, or as directed by the Interim Safety Board (ISB), Safety Investigation Board (SIB), or Single Investigating Officer (SIO).

8.2.1. **(MINOTAFB)** Each Support Section will maintain a continuity book listing the following at a minimum (may be in multiple binders as required, labeled 1 of X, 2 of X, etc.…):

8.2.1.2. **(Added)** Tab A - Letter(s) designating primary and alternate CTK custodians.

8.2.1.3. **(Added)** Tab B - List of all CTK EIDs assigned.

8.2.1.4. **(Added)** Tab C - Biennial Review of Locally Manufactured Tools

8.2.1.5. **(Added)** Tab D - Documentation of the annual tool and equipment inventories.

8.2.1.6. **(Added)** Tab E - Completed lost tool reports (AFGSC Form 145) maintained for 1 year.

8.2.1.7. **(Added)** Tab F - Copies of all current AF Form 1297, for equipment issued to outside agencies unless tracked in TCMax.

8.2.1.8. **(Added)** Tab G - Spare Tool/Broken Tool Inventory unless maintained in TCMax.

8.2.1.9. **(Added)** Tab H - For single tool room support sections that service multiple AMUs/work centers, a listing of the custodial equipment assigned by work center/AMU if not readily identifiable on the CTK Equipment Listing.

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

8.2.3.1.2. **(Added)** Warranty tools are procured from any vendor designated as a warranty tool supplier, except for specialized tools which the vendor does not manufacture. Broken warranty tools will be retained for return to the vendor for replacement. CTK monitors are responsible for notifying the vendors of broken tools under warranty. Warranty procedures for E-Tools are listed on the 5 MXG SharePoint, 5MXG-ETOOL-1.

8.2.3.1.3. **(Added)** Tools removed from service will be de-etched unless it would void the manufactures warranty. Broken tools will be stored with control procedures for accountability, such as locked bins, control logs, etc.

8.2.4. **(MINOTAFB)** Any expendable or consumable hand tools, HAZMATs, and other items contained in CTKs will be marked as consumable on the TCMax Master Inventory List (MIL).

8.2.5.1.1. **(Added)** When mission dictates that work should continue uninterrupted, CTKs may be transferred at job site with the Production Superintendent's/Unit Designee's approval. To ensure tool accountability and control is maintained, both the losing and gaining custodians will jointly perform a complete inventory to account for all transferred tools using a TCMax printout. Once the inventory is complete both custodians will print their first and last names, employee number as well as sign the TCMax rip. The Support Section will be given the signed TCMax printout and reassign possession to the gaining individual in TCMax. The transfer of tools/CTKs at the job site (on-site transfers) will not be normal operations and shall be by exception only and not become common practice.

8.2.7. **(MINOTAFB)** For 5 MXG assigned CTK/WWID numbers, refer to **Attachment 20**.

8.2.8. **(MINOTAFB)** All personal PPE will be marked with the: First Initial, Last Name, Employee-Number (e.g., J. Smith 12345).

8.2.9.2.1. **(Added)** To ensure standardization, rags will be of identical type material and size and will be issued in a prepackaged container with the number of rags marked on the container.

8.2.10.1. **(Added)** Only CTK custodians (or designated representatives) or Government Purchase Card holders with CTK custodian approvals are authorized to procure tools. Replacement tools will be secured to prevent pilferage. Only CTK custodians can access replenishment tool stocks. A complete and current inventory listing of replacement tools will be maintained in the TCMax (or equivalent AFGSC-approved database) at all times.

8.2.12.1. **(Added)** Depot teams, factory representatives, CFTs that use 5 MXG assigned tools/equipment will comply with all requirements of this Instruction. When issuing tools out TCMax or AF Form 1297 will be used. The AF Form 1297 will only be used if TCMax is not available.

8.2.12.2. **(Added)** Depot teams, factory representatives, CFTs that bring their own tools/equipment will comply with the requirements listed within the statement of work and contract. Additionally, they will perform a 100% tool inventory prior to entering the flightline or industrial area and a 100% tool inventory prior to leaving the aircraft, hangar, or workstation. In the case of a lost item or inventory discrepancy follow the lost tool procedures in **Chapter 8** of this instruction.

8.2.13.1. **(MINOTAFB)** When two or more work centers operate from a single tool room, support section, or decentralized location, a primary work center will be identified. The primary work center is responsible for the management of the programs. Each work center will still maintain custodial responsibility for their assigned equipment.

8.2.15.2. **(Added)** In the event of only one person in the work center to sign a tool kit in or out, the individual will request a second party noncommissioned officer (NCO), Production Supervisor, or shift supervisor to perform inventory/sign in the CTK on an AFGSC Form 140 or through TCMax (or equivalent AFGSC-approved database).

8.2.16.1. **(Added)** Only those personnel designated in writing will have access to the tool room. Each tool room will be secured when left unattended.

8.2.17. **(Added)** Tools and equipment used by 5 OSS/AFE and all aircrew personnel that dispatch to the flight line will be controlled and inventoried IAW this instruction. Aircrew members must account for all equipment and personal items after each flight. Additionally, they must ensure that any item lost during flight is documented on the AFTO Form 781A for that aircraft and that the maintenance production superintendent is notified immediately. Aircrew members will assist maintenance personnel in searching for lost items.

8.5. (MINOTAFB) Both parties will jointly perform a complete inventory to account for all transferred tools. Each individual is responsible for ensuring their man number is clear of all tools or transferred to another person at the end of their shift. All items that require an extended checkout past the end of a given shift must be issued in Long Term status. Long term status will not exceed continuous 7-day period. At the end of the issue period the tool/equipment must be physically brought back to the support section or the CTK custodian and the person with custodial responsibility (in TCMax) must physically validate it at the long-term location. If an extension is needed the item will be reissued. Exception: Vehicles issued for shop use.

8.6.1.3.1. **(Added)** For 5 MXG assigned CTK/WWID numbers, see **Attachment 20**.

8.6.1.4.5. **(MINOTAFB)** Items NOT included in a container (e.g., multi-meter) with attachments that are commonly disassembled WILL have those attachments etched (e.g., multi-meter leads).

8.6.8. **(Added)** Vehicle marking and accountability:

8.6.8.1. **(Added)** Vehicle key rings will have an identification tag attached, marked with the WWID or vehicle registration number, total number of pieces (the FOD picker can serve as the ID tag).

8.6.8.2. **(Added)** Page 3 (back-side) of the vehicle's AF Form 1800 will be used to list items (Chocks, FOD Cans, etc.) added to the vehicle's inventory requiring the operator's inspection. For accountability purposes these items will be marked with WWID or vehicle registration number.

8.7.2.1. **(Added)** The owning work center will initiate an MFR stating that they have reviewed and ensured MXG/CC approval for all local manufactured tools assigned to their work center. After the MFR is signed by the owning work centers section chief, the MFR will be forwarded to the local tool manager located at the Quality Assurance office for inclusion in work centers local manufactured tool file.

8.9.2.1.1. **(MINOTAFB)** 5 BW FOD/DOP Monitor will issue lost tool control number to the MOC.

8.9.2.3. **(MINOTAFB)** 5 MUNS/705 MUNS: Also notify the applicable Munition Control who will notify MUNS Maintenance Supervision, MOC, QA, and the 5 BW FOD/DOP Monitor of the lost tool.

8.9.2.5.2. **(Added)** When a lost tool is found by other than the owning organization and after a AFGSC Form IMT 145 has been initiated, return the tool to the 5 BW FOD/DOP Monitor.

8.9.2.6.1. **(MINOTAFB)** MOC will notify QA and the 5 BW FOD/DOP Monitor.

8.9.2.6.2.2. **(Added)** Completed reports will be emailed to the 5 BW FOD/DOP Monitor and retain copy(s) for 1 year.

9.17.1. **(MINOTAFB)** All locally manufactured equipment/parts requests will be processed in accordance with MAFBI 21-106, Local Manufacture, and submitted on 5 MXG Form 106, Local Manufacture Request Form, both located on 5 MXG/QA SharePoint.

9.27. (Added) MMA will support the Repair Network Enhancement Program (RNEP) briefing by providing CANN drivers and NRTS rates but will not be the main OPR.

10.3.2.1. **(Added)** 5 MXG Weapons Standardization (WS) will exercise control of AME equipment in their possession. Weapons Standardization will coordinate with 5 AMXS for return of suspension equipment to the 5 MUNS Armament Flight as applicable and ensure items are properly cleaned, tagged, and capped with all necessary safety pins and hardware. If necessary, lost tool documentation (AFGSC Form IMT 145, Lost Tool/Object Report) for missing hardware will be accomplished and routed for items that cannot be located. In the event an item is being turned in for unscheduled maintenance, an IMDS screen 122 (Maintenance Snap-shot Inquiry) will be required to accompany the equipment.

10.3.2.2. **(Added)** In the event NCE equipment is damaged or malfunctions during weapons load training, WS personnel will route Potential Dull Sword (PDS) worksheet, as necessary. A copy of the PDS will be sent to the owning work center either prior to or with equipment during turn-in. Upon turn in, an IMDS screen 122 (Maintenance Snapshot Inquiry) will be required to accompany any AME.

10.3.3.3.4. **(Added)** The Weapons Standardization Superintendent and weapons flight scheduler will provide the Wing Weapons Manager load training schedule by the 15th of the month.

11.6.1.1. **(Added)** Applicable Production Superintendents or expediters will relay specific information about the aircraft Redball discrepancy to MOC. MOC will load the job control number using IMDS screen 161 to ensure it is identified as a PRD.

11.6.1.2. **(Added)** Individuals who accomplish Redball maintenance will properly annotate all maintenance actions on the AFTO Form 781A and in IMDS prior to the Production Superintendent signing an Exceptional Release.

11.6.1.3. **(Added)** This data will be used for statistical analysis and proper REP/REC identification if applicable.

11.6.5.2. **(Added)** In the event MIS is down, MOC will ensure all Redball maintenance jobs are manually written on a locally generated product.

11.8.3.2.4. **(Added)** Technicians will install intake plugs, or tape and barrier paper (as required by technical data) prior to performing maintenance in or around engine intakes.

11.8.3.3. **(MINOTAFB)** Covers and plugs (e.g., engine inlet(s), pitot tube(s), and protective covers) will remain on if maintenance is not being performed within 1 hour.

11.8.3.4.1. **(Added)** Prior to engine rotation (motor, mx engine run or launch) a Red X FO inspection will be accomplished and documented in the AFTO Form 781A.

11.8.3.4.2. **(Added)** After a motor, mx engine run or recovery a Red X Inlet and Exhaust inspection will be accomplished and documented in the AFTO Form 781A.

11.8.3.6.6. **(Added)** To prevent a FOD hazard to aircraft engines, only cold weather caps/hats will be worn while on the flight line or other aircraft operating areas (i.e., taxiway, runway, hardstands, aircraft maintenance hangars, etc.). All caps/hats will be removed prior to entering TO specified engine intake danger zones with engines operating. Personnel displaying badges and passes will secure by a secondary means. Badges/Passes must be removed prior to performing engine intake maintenance or when within 50 feet of TO specified engine intake danger zones with engines running.

11.8.3.6.7. **(Added)** Security Forces may wear standard berets while performing official duties; however, the metal insignia will be removed while on the flight line. Berets will be removed and secured within 50 feet of operating engines.

11.8.3.7.2. **(Added)** When vehicle pintle hooks are not being utilized, the pintle hooks will be in the closed position with the pin installed at all times. The pin will be secured to the vehicle by a lanyard.

11.8.3.7.3. **(Added)** Metal stem caps will be removed from all GOV tires entering the flight line. Plastic caps or no caps may be used.

11.8.3.7.4. **(Added)** Glass containers are not authorized on the flight line.

11.8.3.8. **(MINOTAFB)** All hardware, bench stock and work order residue will be controlled and accounted for. Support Sections/Tool Rooms will establish procedures to issue hardware.

11.8.3.8.1. **(MINOTAFB)** Follow Inlet maintenance checklist located on 5 MXG/QA SharePoint for aircraft intake maintenance repairs/rivet replacement.

11.8.3.10.2. **(Added)** Production Superintendents will ensure the FOD walk is performed prior to the first sortie of the day. Daily FOD walks will consist of walking the route of aircraft travel from the parking location to main taxiway. Production Superintendents will call in completion of daily FOD walks into MOC. A daily log will be maintained by MOC and forwarded to 5 BW FOD/DOP Monitor weekly.

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

11.8.3.10.4. **(Added)** Units will FOD walk all areas not covered by the daily FOD walks at minimum once a week. Unit FOD monitors will ensure squadron FOD walks are conducted in an organized manner with support from squadron commander, maintenance officer and superintendent. Unit FOD monitors will conduct and document weekly spot inspections and report to the 5 BW FOD Monitor. The 5 BW FOD/DOP Manager will ensure unit spot inspections are completed.

11.8.3.10.5. **(Added)** TA will perform a FOD check prior to launch/recovery operations on Skid Row, Sierra, hot cargo/missile turnaround pad, and any other location they may be directed to park transient aircraft. All FO will be picked up and properly disposed. If excessive FO is present, sweeper services will be requested through 5 OSS Base Operations.

11.8.3.10.6. **(Added)** 5 AMXS will perform FOD walk of MPA, (APA/OPA when operational aircraft are present).

11.8.3.10.7. **(Added)** 5 MXS will perform FOD walk of docks 1, 2, 3, 4, 5, 6 and 8 to include the exterior nose dock area of Docks 1, 3, 5, 6 and 8.

11.8.3.10.8. **(Added)** 5 MXG/MXL will perform FOD walks of Dock 7, Montana 1 and 10A.

11.8.3.10.9. **(Added)** 54 HF will perform FOD walk of Helicopter Pad.

11.8.3.10.10. **(Added)** 705 MUNS will perform FOD walk of convoy routes from WSA to generation areas during generations.

11.8.3.10.11. **(Added)** All FO will be picked up. Any unique or unusual objects will be given to the squadron/unit FOD representatives to be turned into the 5 BW FOD monitor. All other objects will be discarded at the termination of the walk. Shops and maintenance areas where equipment or components are worked on and entry points to the flight line will be kept free of debris, stones hardware etc.

11.8.3.12.2.1. **(Added)** Aircrew will ensure cleanliness of the aircraft prior to accepting the aircraft as crew ready. All discrepancies will be corrected by maintenance personnel prior to crew accepting the aircraft. The aircrew is responsible for all trash accumulated from the time of acceptance through release of the aircraft back to maintenance. Maintenance will ensure cleanliness of the aircraft prior to accepting the aircraft back from aircrew. All discrepancies will be corrected by Aircrew prior to maintenance accepting the aircraft.

11.8.3.12.2.2. **(Added)** Aircrew members must account for all equipment and personal items after each flight. If items are identified as missing, aircrew will conduct an immediate search of flight deck. If the item is not recovered, the aircrew must ensure that the proper documentation is annotated in the aircraft Air Force Technical Order (AFTO) IMT 781A, Maintenance Discrepancy and Work Documentation, Policy and Procedures and notify the maintenance production supervisor. When an item is lost on or in the vicinity of the aircraft or equipment, lost item/tool procedures in **Chapter 8** will be followed.

11.8.3.12.2.3. **(Added)** When practical, flight crew personal items will be marked with the individual's first name initial, last name and squadron, thus ensuring accountability and expeditious return of equipment.

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

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

11.8.3.15.3. **(Added)** The Supervisor of Flying (SOF) will ensure runway and taxiway sweeps are accomplished prior to first 5 BW flight of the day. 5 OSS Airfield Operations is responsible for all subsequent flight line checks and will coordinate for additional sweeping. When excessive FO is encountered on the flight line, Production Superintendents will be notified, and they will ensure that the FO is immediately removed.

11.8.3.15.4. **(Added)** Maintainers will ensure work areas are free of foreign objects (FO), account for all tools and equipment prior to breaks in maintenance and complete a tool inventory/foreign object inspection after completing the discrepancy. Store all hardware in parts bags when working on the aircraft. Small parts and hardware removed from the aircraft will be placed in properly labeled parts/screw bags and attached to panels or components during breaks in maintenance.

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

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

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

11.8.3.18.1. **(Added)** All vehicles having frequent access to the flight line must be equipped with a FOD picker.

11.8.5.3. **(MINOTAFB)** Ensure process is in place to notify FOD Manager upon identification of FOD. Will supervise investigations, ensure accurate reporting, advise, and assist in implementing corrective actions when necessary. Coordinate closely with 5 BW/SE to provide required information IAW AFI 91-204, Safety Investigations and Reports.

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

11.8.5.7.1. **(Added)** At a minimum, squadron/unit FOD Monitors will:

11.8.5.7.1.1. **(Added)** Attend all wing FOD meetings.

11.8.5.7.1.2. **(Added)** Inform sections within unit of potential FO/DO hazards, trends, and prevention practices.

11.8.5.7.1.3. **(Added)** Ensure the 5 BW FOD Monitor contact poster is prominently displayed on all FOD or safety boards to include electronic versions.

11.8.5.7.1.4. **(Added)** Assist the 5 BW FOD Monitor in investigations as requested.

11.8.7.2.13.1. **(Added)** Wing FOD Awards Program. The purpose of the Wing FOD Awards program is to promote FOD awareness and to enhance the effectiveness of the FOD prevention effort.

11.8.7.2.13.2. **(Added)** The wing has four FOD award categories:

11.8.7.2.13.2.1. **(Added)** The Golden Bolt Award promotes FOD awareness and attention to detail to identify and eliminate potential sources of FOD. The Golden Bolt is placed in various places including high traffic areas, phase docks, maintenance shops and vehicles. The Golden Bolt is never placed in an area where it could become a FOD hazard. The 5 BW FOD/DOP Manager or Quality Assurance personnel will place the object and ensure it is found or removed. The award is a certificate and a 1-day pass from the 5 BW/CV. The 5 BW FOD/DOP Manager will ensure the Golden Bolt is placed in these areas at least twice per month.

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

11.8.7.2.13.2.3. **(Added)** The FOD Eliminator Award provides squadrons the opportunity to recognize individuals who display outstanding support for the FOD prevention program. Individuals may be recognized for their continued vigilance and proactive FOD prevention efforts or for a specific achievement during the month. Supervisors nominate individual via an e- mail to the 5 BW FOD/DOP Manager describing the member's contributions to the FOD prevention effort. After coordination, a package is generated and forwarded to the 5 BW/CV for his approval. The award is a certificate signed by the 5 BW/CV and a one-day pass.

11.8.7.2.13.2.4. **(Added)** The FOD Slogan Award promotes FOD awareness and prevention by soliciting 5 BW members to submit a short slogan. The slogan submissions forwarded for voting to the 5 BW Chiefs or another e-mail grouping within the wing. The award is a certificate and a 1-day pass from the 5 BW/CV.

11.9.2. **(MINOTAFB)** DOP incidents will be reported to MOC, who will then notify QA, Wing Safety, and the 5 BW FOD/DOP Monitor to perform an investigation.

11.10.4.2. **(MINOTAFB)** ASIP managers should be selected from 5 AMXS sortie support debrief section.

11.13.7.2. **(Added)** Parts will not be cannibalized from serviceable spare engines without coordination through EM and approval from 5 MXG/CD or 5 MXG/CCC. Production will notify the EM of all approved CANN actions. 5 MXG/MXQ will inspect the CANN'd part and stamp the engine work package prior to the engine being returned to spare status.

11.13.7.3. **(Added)** Jet engine specialist personnel will coordinate cannibalization of engine starters through EM for continued warranty control. Defective starters under warranty will be reported IAW TO 00-35D-54.

11.13.8.5. **(Added)** All parts to be cannibalized off the phase aircraft will be coordinated through the 5 MXS Production Superintendent. Items which would preclude the scheduled backline from occurring on time will be canned from the phase aircraft only as a last resort.

11.28.2.4.2. **(MINOTAFB)** Crash Recovery Procedures: Implement AFPD 32-40, Disaster Preparedness, and establish policies, assign responsibilities, and provide guidance for notification of in-flight emergencies and removal of crashed or damaged aircraft on or in the areas of responsibility of Minot AFB. Refer to MINOT AFBI 21-501 (Crashed, Damaged or Disabled Aircraft Recovery Program) located on E-Publishing, IEMP 10-2 located on Readiness and Emergency Management SharePoint, and 5th Bomb Wing OPLAN 91-204, Aircraft Safety Investigation Plan on Bomb Wing Safety SharePoint.

14.1.2.4.2.1. **(Added)** On weeks where Friday is identified as a BW "Down" Day, MAJCOM designated family day, federal holiday, or wing UTE Day, the last normal duty day prior will be used to coordinate AF Form 2407 pen-and-ink changes.

14.1.2.4.2.2. **(Added)** All changes to the printed weekly schedule will require an AF Form 2407.

14.1.2.4.2.3. **(Added)** Changes will be coordinated by telephone, radio, or email with all affected agencies.

14.1.2.4.2.4. **(Added)** Refer to Table A17.1 for AF FORM 2407 Routing Coordination Matrix (582 HG).

14.1.2.4.2.5. **(Added)** BS scheduling offices will coordinate with AMU OIC/NCOIC and AMXS supervision prior to obtaining approval from the OG/CC or designated representative for all Operations-initiated AF Form 2407 change requests that require OG and MXG approval. BS scheduling offices will continue the coordination process with all other required/affected agencies. Once coordinated through all applicable agencies, BS scheduling will submit AF Form 2407 to MOC to obtain approval from MXG/CC or designated representative, if needed. MOC will forward a copy of the approved AF Form 2407 electronically to all affected agencies. Electronic distribution of an approved AF Form 2407 is acceptable provided receipt is acknowledged and the sender ensures the name of the person(s) notified/coordinated and the date/time is annotated on the AF Form 2407.

14.1.2.4.2.6. **(Added)** MOC will coordinate with BS scheduling offices prior to obtaining approval from the MXG/CC or designated representative for all maintenance-initiated AF Form 2407 change requests that require OG and MXG approval. MOC will continue the coordination process with all other required/affected agencies. Once coordinated through all applicable agencies, MOC will submit AF Form 2407 to BS scheduling offices to obtain approval from OG/CC or designated representative, if needed. BS scheduling offices will forward a copy of the approved AF Form 2407 electronically to all affected agencies. Electronic distribution of an approved AF Form 2407 is acceptable provided receipt is acknowledged and the sender ensures the name of the person(s) notified/coordinated and the date/time is annotated on the AF Form 2407.

14.1.2.4.2.7. **(Added)** The applicable BS scheduling office should be the central point to validate correct coordination/distribution on any OG initiated 2407s. MOC will be the central point to validate correct coordination/distribution on any MXG initiated 2407s. Both offices, within their respective groups, have the oversight authority to require corrections to 2407s if the initiator did not properly coordinate the 2407 or the information on the 2407 is inaccurate.

14.1.2.4.2.8. **(Added)** The designated approval authorities for all AF Form 2407s for the OG/CC are as follows: OG/CD or respective BS/CC.

14.1.2.4.2.9. **(Added)** The designated approval authorities for all AF Form 2407s for the MXG/CC are as follows: MXG/CD or MXG/CCC.

14.1.2.4.2.10. **(Added)** The designated approval authorities for all AF Form 2407s for the AMXS/CC are as follows: AMXS Operations Officer or AMXS Superintendent.

14.1.2.4.2.11. **(Added)** AF Form 2407s will be identified and tracked through the routing/approval process using the following naming protocol: DD MMM/#, (i.e., 14 Sep/1, 14 Sep/2, 04 Apr/4, etc.)

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

14.1.3.2.2. **(Added)** Refer to **Attachment 25** for list of assigned manual event numbers for use by applicable 5 BW units under IMDS "A" unit.

14.2.1.2.2. **(Added)** Performing work centers will annotate all significant histories in IMDS Automated History Event (AHE) NLT 2 duty days after event(s) take place using screen 392.

14.2.2.2.3. **(Added)** MOF PS&D will:

14.2.2.2.3.1. **(Added)** Perform decentralized records reviews for all aircraft at one time annually to prevent numerous visits to outside agencies and better use of resources.

14.2.2.2.3.2. **(Added)** Document all decentralized records reviews on AF2411.

14.2.2.2.3.3. **(Added)** Save a copy of the decentralized records checklist and AF2411 in specific aircraft automated jacket file folder.

14.2.3.3.1.1. **(Added)** As a minimum, the verification will be accomplished by the Dedicated Crew Chief, AMU COSO, AMU Section Chief, AMU Officer in Charge (OIC) /Superintendent, EM, Nondestructive Inspection Section (NDI). Document reviews will be documented on an AFTO 781A, Maintenance Discrepancy and Work Document, in the respective aircraft forms by the crew chief.

14.2.3.4.1. **(MINOTAFB)** ADRs will be performed using 5 MOF ADR checklists, located on 5 MXG/QA SharePoint.

14.2.4.1. **(MINOTAFB)** Thirty days prior to phase input, review and list all known aircraft and equipment TCTO, TCI, SI, and other major requirements to be accomplished during the inspection on the AF IMT 2410, or locally developed product.

14.2.4.2.1.1. **(MINOTAFB)** As a minimum, attendees will include the inspection dock chief, DCC or alternate DCC, AMU production superintendent, MXS production superintendent, EM, PS&D, Armament, AFE and Egress.

14.2.4.3.4.1. **(MINOTAFB)** During the pre-dock meeting, a part/serial number verification sheet will be given to the inspection section dock chief to verify part number and serial numbers of listed items.

14.2.5.1.3.1. **(Added)** Ensure the phase inspection GIG sheets, & part/serial number verification sheet are given to MOF PS&D at the post-dock meeting.

14.2.5.1.3.2. **(Added)** The verification sheet will be filled in with verified data during the aircraft phase inspection. This data will then be given to PS&D during the aircraft post dock meeting with all errors identified in red. Corrections will be made in IMDS by applicable flights prior to the post dock meeting. PS&D will verify the data was corrected in IMDS and then scan/save a copy of the verification sheet in the appropriate automated aircraft jacket file.

14.2.5.1.3.3. **(Added)** Review the completed phase package in IMDS to ensure all work center events are signed off and all scheduled maintenance added during the phase pre-dock and annotated on the AF IMT 2410 is complete. In the event of open work center events, ensures job control numbers are valid, scheduled and appropriately deferred.

14.2.5.1.8.1. **(Added)** Run an IMDS screen 123 from the first to the last day of the phase and save a copy in the appropriate automated aircraft jacket file phase inspection folder located in the MXOOP folder.

14.2.5.1.8.2. **(Added)** Scan/save the AF IMT 2410, GIG sheets and part/serial number verification sheet in the appropriate automated aircraft jacket file phase inspection folder located in the MXOOP folder.

14.2.7.1. **(MINOTAFB)** For impoundment/mishap procedures, use 5 MOF P&SD Impoundment Checklist and Mishap Checklist, located on 5 MXG/QA SharePoint.

14.3.1.1.2. **(MINOTAFB)** Suspense Validation Responsibilities:

14.3.1.1.2.1. **(Added)** Egress will make all time change data entries in IMDS, to include clearing suspenses after hours and during weekend duty when delegated in writing by the MOF PS&D.

14.3.1.1.2.2. **(Added)** MOC will have suspense processing capabilities when delegated in writing the MOF PS&D to process suspense's after hours and during weekend duty.

14.3.1.1.2.3. **(Added)** If MSM is unavailable, the inspection and time change matrix located in the MXOS folder will be used to verify that the correct number of inspections/time changes is loaded to each aircraft Inspection & Time Change Matrix.

14.3.4.3.1.1. **(MINOTAFB)** These procedures apply to both home station and deployed locations. Egress, Aircrew Flight Equipment, Crew Chief and Weapons sections will:

14.3.4.3.1.1.1. **(Added)** Inform MOF PS&D of all out-of-cycle TCI removals and installations. Ensure all scheduled or unscheduled TCI removals and installations are documented in IMDS. Load replacement time change data into IMDS via screen 42. Accurate documentation of the date of manufacture and lot number is essential to ensuring correct replacement date. Assist MOF PS&D in assuring the accuracy of the IMDS TCI database with periodic reviews. Ensure the proper installed-on-chain relationship between part/serial numbers and the next higher assembly in IMDS is correct. Order, manage and dispose of HAZMAT items for applicable time changes. Process IMDS screen 372 (load job standard) if applicable for all Special Inspections (SI) and TCI items (except egress/Aircrew Flight Equipment (AFE) items).

14.3.4.3.1.1.2. **(Added)** Egress/aircrew flight equipment will:

14.3.4.3.1.1.2.1. **(Added)** Load, delete, install, and remove parts and establish the job standard for all applicable egress/aircrew flight equipment special inspections and time changes in IMDS. Straight-line removals and installations will not be approved.

14.3.5.2.1. **(Added)** Once the checklist is completed and the Production Supervisor has approved, it will be given to AFETS. AFETS will review all available information concerning the problem to ensure all sources of organic repair are exhausted.

14.3.5.2.2. **(Added)** Once depot-level assistance requirements are confirmed by QA and approved by the 5 MXG, AFETS will be the primary method to contact the appropriate SM/IM ALC and route the ETAR, when required the affected maintenance organization may also contact them. The request will include the information required in TO 00-25-107, Section 7.

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

14.3.5.2.4. **(Added)** If initial contact with the ALC is made by telephone, obtain ALC's instructions in writing for repair procedures and the information provided.

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

14.3.6.3.1. **(Added)** For PDM inputs, use 5 MOF PDM prep checklist located on 5 MXG/QA SharePoint.

14.3.7.1. **(Added)** For PDM returns, use 5 MOF PDM return checklist located on 5 MXG/QA SharePoint.

14.4.1.2.1.1. **(Added)** Engine trending and diagnostics (ET&D) monitor will perform regular aircraft engine performance parameter evaluations. Given the past and present engine performance, the ET&D monitor will determine if there is a negative trend that will require further evaluation at the maintenance level. The ET&D monitor will input their findings into the aircraft and/or engine's IMDS and notify the owning AMU of the write up. The assigned organization of the IMDS ET&D discrepancy will troubleshoot the trend for potential failures or causes that could have led to the trend even if the trend limit is still within tech data limits/parameters.

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

14.4.1.2.20.2. **(Added)** In the event that CEMS and/or the MIS is/are down for an extended period (more than 48 hours). EM will manually document all applicable significant information/event in the saved/filed engine history in date-time format. Upon return of CEMS and/or MIS, EM will update/forward/enter all applicable in the applicable MIS.

14.4.1.2.23. **(Added)** Engine Management Section will perform engine receiving inspections and/or acceptance inspections with assistance (as required) from propulsion specialists assigned to AMXS and/or MXS. If any assistance is required, Engine Management personnel will coordinate completion of the maintenance through MXS and/or AMXS Production Supers.

15.4.1.2.24. **(Added)** The organization that removed the engine from the aircraft will perform all engine shipping preparations.

14.4.1.3.4.2. **(MINOTAFB)** To ensure all applicable engine, module, and component data are reported IAW the timelines identified in this instruction, all applicable engine maintenance actions/events will be documented IAW 00-20-series TOs and all applicable AFIs.

14.4.1.3.4.3. **(MINOTAFB)** Unit engine monitors are responsible for transporting engines to and from 5 LRS.

14.4.1.3.6. **(MINOTAFB)** Individual squadrons will appoint deployed engine monitors in writing. The EM section will provide engine monitor training annually or as engine reporting requirements change. Assigned engine monitors will report all engine status changes to the EM section.

14.4.1.3.11.2. **(Added)** The responsibility to pack/wrap/ship spare engines will be completed by the squadron who has removed the engine from service.

14.5.1.6.1. **(Added)** B-52 flying window should not exceed the standard 12-hour fly window measured from the first scheduled take-off to the last scheduled landing for all flights originating and terminating at MAFB. Due to limited aircraft availability, all attempts should be made to ensure there is a minimum of 12 hours from the termination of one fly window to the beginning of the next fly window to allow aircraft regeneration for the next flying period. The timeframe in between fly windows is designed to enable maintenance sufficient time to repair aircraft. When there is a requirement to exceed the 12-hour fly window, coordination will occur between the OG/CC and the MXG/CC. Night and day flying weeks will be identified on the MOP and every effort should be made to place multiple night weeks together to minimize disruptions to operator and maintainer circadian rhythms.

14.5.1.6.2. **(Added)** For local training sorties, the planning standard turn pattern is three front lines per BS per an O&M day.

14.5.1.6.3. **(Added)** Local training sorties should normally take-off after 0900L, and the last land should be prior to 2100L to preserve the 12-hour maintenance fix window.

14.5.1.6.3.1. **(Added)** When the last fly day of the week is Friday or later: scheduling land times after 1400L for the last fly day of the week requires OG/CC-to-MXG/CC coordination.

14.5.1.6.4. **(Added)** Winter operations apply during the period of 1 November – 31 March and the OG/CC and MXG/CC will coordinate the delayed start or early release from winter operations pending current weather projections.

14.5.1.6.5. **(Added)** Engines will be heated no less than 6 hours prior to crew show or as directed by production supervision.

14.5.1.6.6. **(Added)** Planning factors used to maximize sortie production. Planners will use the following minimum turn times (from Landing to Takeoff): ERCC Sortie = 1.5 hours, Quick Turn Sortie = 3 hours. The recovery time between fly days = 12 hours. ERCCs and Quick Turns will be scheduled as necessary to maximize crew training while optimizing aircraft usage. The schedule should be built to maximize the frontline aircraft available to turn. If a shorter turn time is required, the BS section or operations supervisor (Top 3) must coordinate with AMU OIC/NCOIC.

14.5.1.6.7. **(Added)** Standardized Aircraft Configurations: required aircraft configurations will be annotated in the weekly flying schedule and agreed upon NLT the Tuesday AMU/BS Weekly Scheduling meeting (or the designated day of the Weekly AMU/BA Scheduling meeting due to a shorter week). All configurations include HSABs, yokes, bomb bay configurations, required fuel loads, munitions, pods, ECM equipment, starter carts, etc. To improve aircraft availability, BS scheduling sections should plan sorties to maintain similar configurations each day for duration of fly week. A Monday/Wednesday and Tuesday/Thursday pattern should be used when dedicating

aircraft to similar missions. During a normal Monday-Friday flying week all fuel loads, mission/aircraft priorities, configurations, take off/land times, call signs, loads and aircraft tail numbers will be finalized NLT 1000L Thursday; prior to the Wing Stand Up meeting. All changes requested after 1000L will require a pen and ink 2407 to be routed. During shortened flying weeks all fuel loads, mission/aircraft priorities, configurations, take off/land times, call signs, loads and aircraft tail numbers will be finalized by 1000L prior to the Wing Stand Up meeting. All changes requested after 1000L will require a Pen and Ink 2407 to be routed.

14.5.1.6.8. **(Added)** AMU Production Superintendent will call MOC. MOC will call Operations Supervision as each aircraft is crew ready, no later than one hour prior to crew show.

14.5.1.6.9. **(Added)** Standard aircrew arrival times at aircraft are NLT 1 hour 35 minutes prior to scheduled take-off in summer months (April-October) and 1 hour 50 minutes prior to scheduled take-off in winter months (November-March).

14.5.1.6.10. **(Added)** Engine start times are NLT 60 minutes prior to scheduled take-off.

14.5.1.6.11. **(Added)** Taxi times are NLT 15 minutes prior to scheduled take-off.

14.5.1.6.12. **(Added)** The wing should plan for no more than one air show per month per BS/AMU. Air shows should not be scheduled one week before or after another exercise or on two consecutive weekends. Air shows should also not be planned during exercises, WSEP, or TDYs (i.e., RED FLAG) to limit number of maintenance priorities and focus on key training objectives. If a HHQ directed air show is forecasted, the OG/CC will inform the MXG/CC as soon as possible so potential LIMFACS can be identified early and up channeled to the air show OPR.

14.5.1.6.13. **(Added)** Static displays should be scheduled on the Maintenance Monthly Schedule and should be limited to two per month, on the second and fourth Fridays. Requests for aircraft and munitions static displays must be sent to and coordinated with the 5 MXG Tasker Workflow: **5MXG.TASKERWORKFLOW@us.af.mil** for distribution to the appropriate agencies. All requests must be submitted no later than two weeks prior to scheduled event. Due to aircraft availability, all last-minute requests will require MXG/CC approval.

14.5.1.6.14. **(Added)** One aircraft per week will be dedicated as a training aircraft to support FTD courses and upgrade training requirements as needed.

14.5.1.6.15. **(Added)** All requests for MTS/FTD aircraft training will be coordinated through MO PS&D prior to the monthly plan being published. Requirements must be as specific as possible to include whether aircraft will require power-on capability, special locations, and the POC requesting the aircraft. Training requirements must be requested by the first weekly scheduling meeting of the month for the following month to ensure aircraft availability. The monthly training plan will be broken down into weekly segments to be used in the published weekly schedule. MO PS&D will plan to utilize the training aircraft (61-0032) for WLT, provided the aircraft meets the requested requirement and is not being utilized for other training.

14.5.1.9. **(MINOTAFB)** Sortie surges should not be scheduled Friday through Sunday. Prior coordination through OG/CC and MXG/CC is required.

14.5.3.1.4. **(MINOTAFB)** All reflow of hours and sorties for the year's flying hour program will be coordinated with AMXS, MO PS&D, OSS, BSs and OG/MXG CCs before any changes are made and finalized. Any proposed changes will be briefed and discussed at the nearest Wing Stand-Up meeting prior to submission to OG/MXG CCs for approval.

14.5.5.3.1.1.1. **(Added)** All munitions must be forecasted in accordance with the Quarterly MOP. The monthly MOP will refine the quarterly predicted expenditures and allow sufficient time for 5 MUNS to forecast scheduled munitions builds. 5 MUNS normally requires a 2-week notification minimum to successfully complete all builds without negatively impacting scheduled maintenance for component and aircraft fleet health. The Wing Weapons Officer or BS designated representative coordinates next month's ordnance requirements with MO PS&D, 5 MUNS Supervision, 5 MUNS Production Flight, 5 MUNS Materiel Flight, 5 MUNS control, AMXS/MXA and AMU OIC/NCOIC NLT the first weekly scheduling meeting of the month. Remaining training allocation questions can be directed to Munitions Control by emailing **5MUNS.MXWKA@us.af.mil**. If allocations need to be transferred between Bomb Squadrons, contact the 5 MUNS MASO by emailing **MINOT.FV4528@us.af.mil**.

14.5.5.3.1.1.2. **(Added)** Any changes to the munitions expenditure plan forecast on the Weapons tab located in the Monthly MOP must be coordinated between the affected BS/CC and the MUNS/CC or their designated representatives and approved by the OG/MXG/CCs or their designated representatives. Out of Cycle Requests (OOCRs) for end of FY allocation expenditures should be coordinated by 5 MUNS to provide weapon loaded spares. Bomb Squadrons will not expend more than their FY allocation.

14.5.6.3.8.1.1.2. **(Added)** Weekly schedule inputs for meetings are due to MO PS&D as follows: the Wing Stand-Up meeting: by 1000L on Wednesdays, and the Wing Stand-Up meeting by 1000L on Thursdays.

14.5.6.3.8.1.1.3. **(Added)** During a Monday - Friday work week, PEX flying pages (for the next week) will be considered final at 1000L on Thursday in preparation for the Wing Stand-Up meeting. MO PS&D will update the weekly maintenance and flying schedule with updated PEX flying pages. A copy of the most current schedule will be sent to AMXS supervision, MXS production, AMU production, AMU supervision, 5 MUNS control, and BS scheduling shops by 1200L on Thursdays. MO PS&D will provide the BW/CC with a hard or digital copy of the schedule for review and signature at the Wing Stand-Up meeting. FSE is calculated against the published weekly schedule located on the MO PS&D SharePoint site, which includes pen-and-ink changes, if submitted.

14.5.6.3.8.1.1.4. **(Added)** All agencies will submit their monthly plan inputs to MO PS&D NLT 1000L the day prior to the Wing Stand-Up in which the monthly plan is being briefed.

14.5.6.3.8.1.1.5. **(Added)** A complete hard or digital copy of the monthly plan will be approved and signed by the BW/CC, OG/CC and MXG/CC or their designated representatives at the Wing Stand-Up meeting. MO PS&D will publish the monthly plan to their SharePoint site NLT 5 duty-days prior to the effective month.

14.5.6.3.8.1.1.6. **(Added)** The OG goal should be to preserve two Fridays each month, one for each bomb squadron, for ground training only. Mission and flying training requirements will affect this ground training goal.

14.5.6.3.8.1.1.7. **(Added)** Every other month will have a scheduled Monday Maintenance Training Day. The training day will reflect on the MOP, monthly and quarterly schedules. Every attempt should be made to schedule the Maintenance Training Day on the first non-holiday Monday of the month.

14.5.6.3.8.1.1.8. **(Added)** For successful long-range planning, each AMU scheduling section will provide the AMU OIC/NCOIC and Lead Production Superintendent the next month's projected monthly maintenance plan NLT 2 weeks prior to the beginning of the next month.

14.5.6.3.8.1.1.9. **(Added)** Mandatory attendees for the OPS/AMU weekly scheduling meeting are as follow: BS DO/ADO, BS Scheduling sections, OSS/OSO, AMXS Operations Officer, AMU OIC/NCOIC/Lead Production Superintendent, MXS Lead Production Superintendent, Weapons Section Chief, AFE Section Chief, MO PS&D, 5 MUNS Control and Egress Section representative.

14.5.6.3.8.1.1.10. **(Added)** In the absence of the BW/CC, OG/CC or MXG/CC, the designated representatives for OG/CC are: OG/CD, OSS/CC, then senior BS/CC. The designated representatives for MXG/CC are: MXG/CD, MXG/CCC, and AMXS/CC. The designated representatives for the BW/CC are: BW/CV, BW/CCC, OG/CC, and MXG/CC.

14.5.6.3.8.1.1.11. **(Added)** Sortie line number assignment. The following line numbers are assigned for use by each AMU/BS for wing flying operations:

14.5.6.3.8.1.1.12. **(Added)** Local Lines: 23 BS 101-150; 69 BS 151-199

14.5.6.3.8.1.1.13. **(Added)** Deployed Lines: 23 BS 200-250; 69 BS 251-299

14.5.6.3.8.1.1.14. **(Added)** FCF/OCF Lines: 23 BS 301-350; 69 BS 401-450

14.5.6.3.8.1.1.15. **(Added)** Exercise Lines/HHDs: 23 BS 501-550; 69 BS 601-650

14.5.6.3.8.1.1.16. **(Added)** Cross Country Return (XCR) Lines: 23 BS 701-750; 69 BS 801-850

14.5.6.3.8.1.1.17. **(Added)** Cross-country missions originating from MAFB will be flown out using local line numbers. Take off times, land times, and fuel requirements will be printed in the weekly flying schedule.

14.5.6.3.8.1.1.18. **(Added)** Missions executed while away from MAFB will use the most accurate line number as represented in Table 14.5.6.3.3.

14.5.6.3.8.1.1.19. **(Added)** Deployed sorties are defined as any sortie launched and recovered from any base other than MAFB.

14.5.6.3.8.1.1.20. **(Added)** Cross country return sorties will be flown to MAFB using cross country return line numbers. These lines will be printed on the flying page. Take off and land times will be as required for mission execution.

14.5.6.3.8.1.1.21. **(Added)** Exercise sorties are sorties flown at home-station for local and HHQ exercises.

14.5.6.3.8.1.1.22. **(Added)** All sorties required to make an unscheduled divert while flying back to home-station or a deployed location will use cross country return line numbers for the next scheduled sortie.

DANIEL S. HOADLEY, Colonel, USAF
Commander, 5th Bomb Wing

Attachment 1 (MINOTAFB)

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

(MINOTAFB) AFMAN 33-322, Records Management and Information Governance Program, 23 March 2020

(MINOTAFB) IEMP 10-2, Installation Emergency Management Plan, 28 May 2015

(MINOTAFB) AFI 21-103, Equipment Inventory, Status and Utilization Reporting, 26 January 2012, Incorporating Change 1, 10 September 2014

(MINOTAFB) AFI 21-101 AFGSC Supplement, Aircraft and Equipment Maintenance Management, 19 January 2021

(MINOTAFB) AFI 21-101 Aircraft and Equipment Maintenance Management, 16 January 2020

(MINOTAFB) MAFBI 11-250, Flying Operations, 09 January 2014

(MINOTAFB) MAFBI 15-101, Weather, 1 March 2013

(MINOTAFB) MAFBI 21-106, Local Manufacture, 29 January 2006

(MINOTAFB) MAFBI 91-204, Minot AFB Safety Investigation Plan for Aircraft, Weapons, and Ground Mishaps, 28 January 2013

(MINOTAFB) T.O. 00-20-1, Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedure, 27 October 2015

(MINOTAFB) T.O. 00-25-107, Maintenance Assistance, 14 October 2015

(MINOTAFB) T.O. 00-35D-54, USAF Deficiency Reporting, Investigation, and Resolution, 3 October 2015

(MINOTAFB) T.O. 1-1-300, Maintenance Operational Checks and Check Flights, 15 March 2012

(MINOTAFB) T.O. 1B-52H-2-2GA-1, Ground Handling, Servicing, and Airframe Maintenance, 01 December 2015

(MINOTAFB) T.O. 1B-52H-2-2JG-2, Ground Handling, Servicing, and Airframe Maintenance Part II, 15 September 2015

(MINOTAFB) T.O. 1B-52H-2-2JG-4, Ground Handling, Servicing, and Airframe Maintenance - Part IV, 15 February 2016

(MINOTAFB) T.O. 1B-52H-6CF-1, Acceptance and/or Functional Check Flight Procedure, 01 November 2010, Change 1 - 1 October 2014

Adopted Forms

(MINOTAFB) AF Form 2410, Inspection/TCTO Planning Checklist AFTO Forms 349, Maintenance Data Collection Record AF2411, Inspection Document

(MINOTAFB) AF Form 673, Air Force Publication/Form Action Request

(MINOTAFB) AF1297, Temporary Issue Receipt

(MINOTAFB) AF1768, Staff Summary Sheet

(MINOTAFB) AF1800, Operators Inspection Guide and Trouble Report (General Purpose Vehicles)

(MINOTAFB) AF2430, Specialist Dispatch Control Log

(MINOTAFB) AF2435, Load Training and Certification Document

(MINOTAFB) AF2691, Aircraft/Missile Equipment Property Record

(MINOTAFB) AF2692, Aircraft/Missile Equipment Transfer/Shipping Listing

(MINOTAFB) AFGSC 145, Lost Tool/Object Report

(MINOTAFB) AFGSC140, CTK Inventory and Control Log

(MINOTAFB) AFTO Form781, AFORMS Aircrew/Mission Flight Data Document

(MINOTAFB) DD Form 2026, Oil Analysis Request

(MINOTAFB) DD Forms 1577, Unserviceable (Condemned) Tag

(MINOTAFB) DD Forms 1577-2, Unserviceable (Repairable) Tag

(MINOTAFB) DD Form 1574, Serviceable Tag - Materiel

(MINOTAFB) DD Forms 2332, Product Quality Deficiency Report Exhibit

(MINOTAFB) Form 106, Local Manufacture Request Form

Attachment 20 (MINOTAFB)

ASSIGNED CTK / WWID NUMBERS

Table A20.1. Assigned CTK / WWID Numbers.

WWID	SQUADRON/SECTION
5th Maintenance Squadron	
MPXS	5 MXS Supervision
Accessories Flight	
MPXA	Elect/Environ Section
MPXB	Egress Section
MPXC	Fuels System Section
MPXD	Hydraulics Section
AGE Flight	
MPXE	Main AGE
MPXF	Munitions AGE Section
MPXG	AGE Dispatch Section
MPXH	AGE Mobility
Fabrication Flight	
MPXI	Structural Maintenance
MPXJ	Metals Technology
MPXL	Non-Destructive Inspection (NDI)
Maintenance Flight	
MPXV	ECM Backshop
MPXM	Repair and Recovery
MPXX	CDDAR
MPXN	Wheel and Tire
MPXO	Transient Alert
MPXP	Phase

5th Maintenance Operations	
MXOOE	Engine Management
MPXR	Material Support Tools for Trailers
5th Aircraft Maintenance Squadron	
MPAS	Support Section
MPAV	Vehicle Support
5th Munitions Squadron	
MPUBA, MPUBB, MPUBC, MPUBD, MPUBE, MPUBF, MPUBG	Conventional Maintenance
MPUDA, MPUDB, MPUDC	Storage
MPUCA, MPUCB, MPUCC, MPUCD	Inspection
MPUA	Armament Systems Flight
MPUEA, MPUEB, MPUEC, MPUEP, MPUESH	MSEM
MPUK	MUNS Training Section
705th Munitions Squadron	
MPUHA	Missile Maintenance
MPUHC	Nuclear Maintenance
MPUHE	VACE
MPUI	PLA Maintenance
MPUG5	RS/RV Maintenance
MPUHE	Weapons Support
MPUHD	BSART
MPUHF	Missile Maintenance TCTO kits
MPUH	IMF
MPUG	RS/RV
MPUI	PLA Maintenance

MXG STAFF	
MPMQA	Quality Assurance
MPMF	AFREP
MPMWW	Weapons Standardization Section
OTHER PERTINENT WING AGENCIES	
FTD 1	372 TNG SQ (FTD)
MP2LS	23d Bomb Squadron/Life Support

Attachment 22 (MINOTAFB)

MINOT AFB NON-TACTICAL RADIO CALL SIGNS

A22.1. 5AMXS will use "23AMXS" and "69AMXS" nets for the 23AMU and 69AMU respectively. "MXS" net will be used by 5 MXS and Transient Alert. 5 MUNS will use "5MUNSA" and "5MUNSB" nets. 705MUNS will use "705MUNSA" and "705MUNSB" nets. Each respective squadron net will serve as a backup for the other should one net become inoperative. Should "MXS" net become inoperative, 5MXS will use "23AMXS" net as a backup. "RAMP" net will be used for runway and active taxiway crossing approval. See this attachment for appropriate radio call signs.

Table A22.1. Minot AFB Non-Tactical Radio Call Signs.

5th Bomb Wing & Special Staff			
5 BW/CC	Warbird	5 BW/DS	Sierra
5 BW/DO	Warbird 2	5 BW/XP	Xray
5 BW/CCE	XO	5 BW/CP	Ice Palace
5 BW/IG	India	5 BW/CCT	Start 1
		Safety	Safety
5th Operations Group			
5 OG/CC	Charlie	23 BS/CC	Baron
5 OG/CD	Charlie 2	23 BS/DO	Baron 2
Duty IP	Ice Man	69 BS/CC	Knighthawk
SOF	Foxtrot	69 BS/DO	Knighthawk 2
5th Operations Support Squadron			
Commander	Ironman	Weapons Officer	Neutron
DO	Ironman 2		

5th Maintenance Group			
5 MXG/CC	Delta	WSS Super / WWM	Iron Chief
5 MXG/CD	Delta 2	Load Standardization Crew	Iron Fist
5 MXG/CCC	Delta Chief	AF Engineering Technical	AFETS
QA Superintendent	Eagle Eye Lead	FTD	FTD 1-3
Quality Assurance	Eagle Eye		
5th Maintenance Operations Flight			
Commander	Shadow	MOC	Fortress
MOC Section Chief	Fortress Super	MOC CAT Representative	Linebacker

5th Aircraft Maintenance Squadron			
Commander	Bull	Squadron SEL	Bull Chief
Deputy of Operations	Bull Lead	AMXS Production Super	Bull Super
Weapons Sections			

Weapons Expediter	Iron 1	Weapons Section	Iron Super
Weapons Support	Iron 2	Weapons Load Crews	Iron 3-30
23rd Aircraft Maintenance Unit			
AMU OIC	Bomber Lead	Aircraft Section	Bomber APG Super
AMU Chief	Bomber Chief	Specialists Section	Bomber Spec Super
AMU Lead Production Super	Bomber 1	Hydraulics	Bomber 11
Expediter	Bomber 2	Electro/Environmental	Bomber 12
Specialists Expediter	Bomber 3	Tow Vehicle	Dragon 1-5
Avionics	Bomber 4-6	Deicer	Frosty 1-5
Propulsion	Bomber 7	Crane	Bomber Lift
Crew Chief	Bomber 8-10		
69th Aircraft Maintenance Unit			
AMU OIC	Hawk Lead	Aircraft Section	Hawk APG Super
AMU Chief	Hawk Chief	Specialist Section	Hawk Spec Super
AMU Lead Production Super	Hawk 1	Hydraulics	Hawk 11
Expediter	Hawk 2	Electro/Environmental	Hawk 12
Specialist Expediter	Hawk 3	Tow Vehicle	Dragon 6-10
Avionics	Hawk 4-6	Deicer	Frosty 6-10
Propulsion	Hawk 7	Crane	Hawk Lift
Crew Chiefs	Hawk 8-10		
Non-Specific AMU Call Signs			
Generation Supervision	War Wagon	Gopher Vehicle	Shuttle 1-5
Alert Expediter	Ready 1-5	Support Flight Chief	Camp Super
Cell Chiefs	Cell (1-7)	Support Tool Crib	Camp 1
Debrief	Debrief	Support Vehicle Section	Camp 2
COSO	COSO	Dispatch	Dispatch
5th Maintenance Squadron			
Commander	Wrenchman	Production Superintendent	Maintenance 1-2
Maintenance Supervision	Maintenance Lead	Unit Control Center	Enterprise
Squadron SEL	Maintenance Chief		
Maintenance Flight			
Aero Repair Vehicle 1	Mech 7	Phase Response Vehicle	Mech 11
Aero Repair Vehicle 2	Mech 8	Crash Recovery	Mech 12
Phase Insp Shop (Dock 4)	Mech 11 Base	Transient Alert	Mech 13
Aerospace Ground Equipment Flight			

Main AGE MPA Driver	Heat 1	Main AGE Lead	Heat Lead
Main AGE APA Driver	Heat 2	Trailer AGE	Fall Out 1-3
Main AGE Rover Driver	Heat 3	Trailer AGE Base	Ground Zero
Main AGE Base	Heat Base		
Accessory Flight Chief			
Fuel Cell	Mech 6	Pneudraulics	Mech I5
Egress	Mech 5	FM Sweep Teams	Mars 1-3
Electro-Environmental	Mech 14		
Fabrication Flight			
Structural Maintenance	Mech 3-4	NDI	Mech 10
Metals Tech	Mech 9		

705th Munitions Squadron			
Commander	Shockwave	WSASuper	WSASuper
Operations Officer	Shockwave 1	Tow Teams	Boxcar 11-XX
Squadron SEL	Shockwave Chief	Retrieval Teams	Boxcar 28-29
Technical Advisor	TA	Wrap Teams	Tumbler31-39
Expediter	Expediter	MMBTeams	Lego 1-2
IMF Super	IMF Super	Key Teams	Ranger 41-XX
Breakout Super	Breakout Super		
Materiel Flight (705 MUNS)			
Flight Chief	Materiel Super	Munitions Inspection	Gadget 1-15
Munitions Storage NCOIC	Stacker 1-2	Munitions Operations	Hammerhead 1-12
Munitions Storage Crews	Stacker 3-64		
Systems Flight (705 MUNS)			
Systems Flight Chief	Systems Super	Remote Munitions Control	Remote 1
Munitions Control	Titan	Munitions Training	Einstein 1-7

5th Munitions Squadron			
Commander	Phoenix	Squadron SEL	Phoenix Chief
Maintenance Operations	Phoenix 2		
Armament Flight			
Armament Flight Chief	Relic Lead	Armament Maintenance	Relic
Production Flight (5 MUNS)			

Flight Chief	Prowler 1	Line Delivery	Rebel Base
Conventional Mx NCOIC	Thunder 1-2	Line Delivery NCOIC	Rebel 1-2
Conventional Mx Crews	Thunder 3-48	Line Delivery Crews	Rebel 1-72
Trailer Maintenance	Ratchet 1-14		

Attachment 23 (MINOTAFB)

IMDS UNIT IDENTIFIER CODES

Figure A23.1. IMDS Unit Identifier Codes.

UNIT ID	UNIT DESIGNATION	BASE/STATION
A	5th Bomb Wing	Minot AFB, ND
D	54th Helicopter Flight	Minot AFB, ND
F	5th Communication Squadron	Minot AFB, ND

Attachment 24 (MINOTAFB)

MAINTENANCE/FUEL SERVICING PRIORITIES

Figure A24.1. Maintenance/Fuel Servicing Priorities.

PRIORITY 1

1. PNAF/ROSS aircraft
2. STRATCOM/ACC Airborne Command Post type aircraft on alert
3. B-52 aircraft on alert
4. H-1 supporting line 100 missions
5. B-52/H-1 aircraft assigned HHQ-directed mission

PRIORITY 2

6. B-52 within 8 hours after landing or within 6 hours of a scheduled launch, alert, or simulated generation/ORI
7. H-1 within 8 hours after landing or within 6 hours of a scheduled launch
8. Air evacuation aircraft
9. Transient support and FAA aircraft

PRIORITY 3

10. B-52 aircraft in scheduled/unscheduled maintenance
11. H-1 aircraft in scheduled/unscheduled maintenance.

Attachment 25 (MINOTAFB)

ASSIGNED IMDS MANUAL EVENT NUMBERS

Table A25.1. Assigned IMDS Manual Event Numbers.

UNIT/WORKCENTER	ASSIGNED
Not assigned (IMDS use only)	0001 – 3999
5 MOF Plans & Scheduling (Scheduling)	4001 – 4150
5 MOF Plans & Scheduling (Documentation)	4151 – 4300
5 MOF Plans & Scheduling (Other)	4301 – 4450
5 MOF Maintenance Operations Control	4451 – 4700
5 MOF Engine Management	4701 – 4850
5 AMXS/23 AMU APG Section	4851 – 5000
5 AMXS/23 AMU Weapons Section	5001 – 5150
5 AMXS/23 AMU Specialist Section	5151 – 5300
5 AMXS/23 AMU Support Section	5301 – 5450
5 AMXS/69 AMU APG Section	5451 – 5600
5 AMXS/69 AMU Weapons Section	5601 – 5750
5 AMXS/69 AMU Specialist Section	5751 – 5850
5 AMXS/69 AMU Support Section	5851 – 6000
5 AMXS Debrief Section	6001 – 6150
5 AMXS (Off Station Sorties)	6151 – 6300
5 MXS Bomber Phase (Insp) (A, B, C 002-500 Fix Phase)	6301 – 6450
5 MXS Corrosion Control	6451 – 6600
5 MXS Local Manufacture	6601 – 6750
5 MXS Local Manufacture	6751 – 6900
5 MXS AGE	6901 – 7050
5 MXS Maintenance	7051 – 7200
5 MUNS	7201 – 7450
5 MXG Quality Assurance	7451 – 7600
Transient Alert	7601 – 7750
FTD Det 22	7751 – 7800
705 MUNS	7800 – 8399
Not Used	8400 – 9999