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SPANGDAHLEM AIR BASE (USAFE)

AIR FORCE INSTRUCTION

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Supplement

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Maintenance

AIRCRAFT AND EQUIPMENT
MAINTENANCE MANAGEMENT

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Air Force Instruction (AFI) 21-101, *Aircraft and Equipment Maintenance Management*, 31 May 2018 is supplemented as follows: This publication implements Air Force Policy Directive (AFPD) 21-1, *Maintenance of Military Materiel;* and is consistent with AFPD 13-5, *Air Force Nuclear Enterprise.* It provides specifics for all weapon system and support equipment maintenance management guidance for the 52 FW. It provides specific guidance and procedures to safely and effectively maintain, service, and repair weapon systems and support equipment. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363_ USAFESUP, *Management of Records*, and disposed of in accordance with (IAW) the Air Force Records Disposition Schedule located at **https://www.y.af.mil/afrims/afrims/afrims/rds/rds_series.cfm**. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR_ using the AF 847, *Recommendation for Change of Publication*; route AF 847s from the field through the appropriate functional manager's chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1 for a description of the authorities associated with the Tier numbers. Submit requests for waivers

through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items.

SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed in its entirety. The use of the acronym "EMS" and "CMS" has been removed and replaced with "MXS." Other changes provide clarification for use of the AFTO Form 350 as a serviceability tag; instructions for data backups and use of FOD-free tools; guidance for cell phone use on the flightline; use of engine run anti-personnel screen during ice FOD conditions; authorized procedures during "Red Ball" maintenance; other minor administrative corrections were made to add clarity as appropriate.

1.13.3. **(Added)** Double hearing protection is defined as a combination of ear plugs and ear muffs. Single hearing protection will be worn when within 50 feet of an operating MJ-1/MHU-83 lift truck. Double hearing protection will be worn when within 50 feet of an A/M 32A-60A or 200 feet from all aircraft running engines.

1.15.1.1. **(Added)** The MXG/CC authorizes the use of personal electronic and communication devices in all maintenance industrial areas to include the flightline to conduct maintenance related business.

1.15.1.2. **(Added)** Personnel are prohibited from using their personal electronic and communications devices to take pictures or videos of any kind in all maintenance industrial areas to include the flightline.

1.18.3. **(Added)** 52 MXG/MXO will oversee all TA and Wash COR responsibilities.

1.18.3.1. **(Added)** TA and Wash COR alternates will reside in QA. TA COR duties should be limited to 2AXXX AFSC.

1.18.3.2. **(Added)** Hydrazine COR will reside in MXS/MXMCF.

2.4.2.1. **(Added)** Both the 52d Aircraft Maintenance Squadron (52 AMXS) and the 52d Maintenance Squadron (52 MXS) are appointed as Unit Environmental Coordinators (UEC) for the 52d Maintenance Group (52 MXG). Program reporting to the Installation Environmental Management System Coordinator will be conducted by each unit and UEC.

2.12.19. **(Added)** Aircraft -21 and AME covers will have aircraft tail number to quickly identify. All covers will be used when aircraft is down or stored in the dock box.

2.12.19.1. **(Added)** Procedures for Aircraft -21 Covers:

2.12.19.1.1. **(Added)** -21 equipment assigned to an aircraft will be identified by the tail number (Example: A0828).

3.7.1.1.1. **(Added)** Debrief will utilize F-16 Red X Criteria checklist (See QA SharePoint Page: F-16 Red X Criteria Listing).

3.7.6.2. **(Added)** Identifying BAD ACTOR/CND LRU

3.7.6.2.1. **(Added-Off-Equipment)** Potential BAD ACTOR will be identified pursuant T.O. 00-35D-54 **Paragraph 7.36** thru 7.3.6.3. The work center sending the item in for repair (identified on the AFTO Form 350) will be notified of the corrective action for all repeat/recur, or Potential BAD ACTOR items.

3.7.6.2.2. **(Added-Off-Equipment)** When a component or Line Replaceable Unit (LRU) associated with an aircraft CND bench checks good, the back shop production inspector will evaluate component history and maintenance actions to determine if further testing is required. Immediately notify the respective AMU that the component was a CND.

3.7.6.2.3. **(Added)** Repeat, Recur, and clearing procedures:

3.7.6.2.3.1. **(Added)** Only a technician authorized on the SCR by the Squadron MOO/SUPT may clear Repeat/Recur discrepancies: Course code 002111

3.7.6.2.3.2. **(Added)** Only a technician authorized on the SCR by the 52 MOO/SUPT may clear CND discrepancies: Course code 002110

3.9.4.4. **(Added)** Ensure the AFTO Form 95 is forwarded to the EM section for all engine(s)/related components received from supply in accordance with TO 00-20-1. Upon receipt of serially controlled components from supply, provide EM with the serviceability tags.

3.10.1.4.1. **(Added)** Load crew scheduling: By the second Friday of each month, the next month's schedule will be given to the Load Standardization Crew (LSC). Changes may be made up until the 1st day of the month without receiving a deviation from scheduling effectiveness, but changes must be kept to a minimum. Any changes occurring after the 1st of the month will be limited to personnel going on emergency leave, profiles, or last minute temporary duty (TDY). Any deviation outside of these areas may be reported against Scheduling Effectiveness during the monthly MSEP.

3.10.1.17.1. **(Added)** Ensure all uninstalled Alternate Mission Equipment/Normally Installed Equipment (AME/NIE) is tagged as serviceable or unserviceable IAW AFI23-101 *Materiel Management* and TO 00-20-2 *Maintenance Data Documentation.*

3.10.1.17.2. **(Added)** AFTO Form 350 tags may be used in lieu of colored serviceable tags.

3.10.1.17.3. **(Added)** AFTO Form 350 tag requirements for serviceable items include: Block 2, I.D. NO. (i.e. ALE-47, TER-9A); Block 9, Qty; Block 12, Serial Number; Block 14, Discrepancy (enter "serviceable").

3.10.1.17.4. **(Added)** For unserviceable items, follow guidance in TO 00-20-2 for completing the AFTO Form 350.

3.10.1.18.1. **(Added)** Ensure all items are tagged by using an AFTO Form 350 or appropriate colored condition tag. Like items may be bundled under the same tag & condition with an accurate quantity recorded.

3.10.1.30. **(Added)** Control access to impulse cartridge cabinet/locker with appointment letter. TC Max will be used to control access to cartridge cabinet/locker keys.

3.10.1.31. **(Added)** AME/NIE involved in possible hung bomb or inadvertent release must be turned into Armament Flight. Do not perform Basic Post Flight. Accessories cables in use during suspected malfunctions will accompany items for checkout.

3.10.1.32. **(Added)** Deployed location responsibilities.

3.10.1.32.1. **(Added)** Coordination with the Munitions Accountability Systems Officer (MASO) needs to happen as soon as possible to determine deployed management of munitions. MASO suspense to perform actions is 90 calendar days prior to OCONUS, IAW AFMAN 21-201.

3.10.2.5.1.1. **(Added)** See QA SharePoint Page for locally produced Form 2430.

3.10.2.6.2.1. **(Added)** See QA SharePoint Page for locally produced Form 2434.

3.10.2.6.2.1.1. **(Added)** Provide a completed AF Form 2434 to Munitions Control before next scheduled sorties or daily if only one line up is scheduled.

3.10.2.15. **(Added)** Ensure equipment scheduled for in-shop off-equipment inspections to Armament Flight is clean, basic post-flight inspection completed, dust caps installed, and contains all appropriate hardware.

3.10.2.15.1. **(Added)** AME/NIE is due in the last duty day of the week prior to its scheduled inspection.

3.10.2.15.2. **(Added)** The 3-day turnaround goal for gun systems respectively starts when the entire system is accepted by Armament Flight.

3.10.2.16. **(Added)** Ensure impulse cart installations/exemptions are:

3.10.2.16.1. **(Added)** DO NOT install impulse cartridges in MAU-12 racks when empty TER-9As are installed, when TER-9A is loaded with BDU-33s, when TER-9A is in a ferry configuration with LAU-118s and/or travel pods installed or when empty LAU-118s are installed.

3.10.2.16.2. **(Added)** Per T.O. 1F-16C-33-1-2 safety wire empty cartridge breech retainers as a means of certifying that impulse cartridges are not installed in the bomb rack breeches. Safety-wired breeches certify that cartridges are removed; certification is void when the safety wire is broken.

3.10.2.16.3. **(Added)** Install impulse cartridges in stations carrying Captive Air Training Missile (CATM)-88 missiles.

3.10.2.17. **(Added)** Ensure impulse cartridges removed from transient aircraft are stored in the 480th AMU cart locker and segregated from other impulse cartridges.

3.10.2.18. **(Added)** Weapons Expediter will ensure an adequate number of bomblifts are immediately available on the flightline to meet readiness requirements.

3.10.4.2.2.1. **(Added)** Malfunctioned AME/NIE should be turned into Armament Flight within 24 hours of malfunction. Ensure malfunctioned AME/NIE are accompanied by an IMDS screen 122 and properly annotated tags are attached IAW TO 00-20-2.

4.2.8. **(Added)** 52 MXS Production Superintendent will send completed Can Not Duplicate (CND) and "Bad Actor" reports directly to the applicable AMU Production Superintendent within 24 hours of request. **https://usaf.dps.mil/sites/52mxg/MO/Analysis/Analysis/Forms/AllItems.aspx?viewid=2e83f073%2D096d%2D46d5%2D8564%2D153ca6f22f82&id=%2Fsites%2F52mxg%2FMO%2FAnalysis%2FAnalysis%2FDaily%20Database%2FFY21**

4.2.8.1. **(Added)** Analysis and QA office will review repeat/recur and CND to identify trends.

4.4.2.3.1. **(Added)** Prevent contamination of gaseous nitrogen carts utilized on F-16 aircraft. MXS will mark gaseous nitrogen carts with CAUTION EPU SYSTEM SERVICING ONLY. These carts will only be used to service or perform maintenance on the F-16 EPU System.

4.5.1.4.1. **(Added)** AGE will maintain the trailer and running gear portion of the carts. Cart status is tracked and maintained by the 52 MXS, Electrical/Environmental Section (MXMCA).

4.5.5. **(Added)** AGE Users.

4.5.5.1. **(Added)** Users will check AGE (visually) for serviceability prior to use. Discrepancies will be documented on AFTO Form 244, Industrial/Support Equipment Record. If a discrepancy renders the equipment unusable, the user will immediately report the discrepancy and field number to the AGE Flight via MOCC for repair or replacement. Users will notify the AGE driver or AGE Flight via MOCC of fuel levels below 1/4 tank or oil level below the low mark. Users will also notify MOCC of any AGE equipment not in use for pick-up.

4.5.5.2. **(Added)** AMUs are responsible for movement, certification and marshalling of load stores/tanks dollies when tanks are loaded for deployment.

4.5.5.3. **(Added)** Any servicing or sampling of oil from hydraulic carts and fuel bowsers will be accomplished/coordinated by the user. Exceptions to this rule will be coordinated through the 52 MXS Production Superintendent.

4.5.5.4. **(Added)** The using organization is responsible for the contents and the monitoring of fuel bowsers. Foreign substances such as oil, hydraulic fluids, chemicals, hardware, safety wire, or trash will not be placed in fuel bowsers. These contaminants will preclude the fuel from being recycled or reclaimed. AMU or users are responsible for the disposal of all non-recyclable petroleum products through the Hazardous Waste Facility.

4.5.5.5. **(Added)** The using organization is responsible for coordinating with AGE and POL to ensure empting of assigned fuel bowsers is accomplished.

4.5.5.6. **(Added)** Using organization will properly secure AGE when the unit is no longer required. Proper securing of equipment consists of: stowing and capping all hoses, ducts and electrical cables; closing and latching all doors and panels; installing and pinning hand rails on maintenance stands; properly positioning the equipment outside (i.e. ensure chocks are used, the item is grounded, wheel locks applied).

4.5.5.7. **(Added)** User is responsible for cleanup of areas where AGE equipment is used i.e. spills/leaks.

4.5.5.8. **(Added)** Damaged/abused equipment will be reported to user's Production Superintendent and the AGE Flight immediately upon discovery. The individual discovering damaged/abused equipment will enter the appropriate symbol and discrepancy on the equipment AFTO Form 244.

4.5.5.9. **(Added)** Bomblift users will:

4.5.5.9.1. **(Added)** 52 MXG personnel signing out bomblifts must be qualified in IMDS (course code 017190 for the MJ-1 Series bomblifts and course code 017257 for the MHU series bomblifts), TBA and have a valid competency card. TDY/Deployed personnel must provide proof of qualification and have a valid competency card. Operators and their supervision are required to ensure individuals are qualified to operate bomblifts. If the individual is not qualified in IMDS and/or proof of qualification cannot be provided, that person will not be allowed to sign out and take possession of the bomblift.

4.5.5.9.2. **(Added)** Bomblifts will be signed out on AF Form 1297 or a locally devised hand receipt issued by the AGE Flight (see **attachment 6**). Bomblifts will be returned to the AGE facility at 7-day intervals to ensure serviceability. Bomblifts will be signed out on an extended basis to the Munitions Flight only.

4.5.5.9.3. **(Added)** If a bomblift becomes inoperative during use, the operator will annotate the discrepancy on the AFTO 244 and notify the AGE driver or AGE Flight that bomblift is unserviceable and cannot be started or moved. AGE will remove non-drivable bomblifts.

4.5.5.9.4. **(Added)** Perform and document an operator's inspection on part II of the AFTO Form 244 prior to use IAW TO 00-20-1, Support Equipment inspection requirements.

4.5.5.9.5. **(Added)** Do no operate bomblift trucks on unapproved surfaces. Extreme caution must be observed when driving on rough roads/ramp areas due to the bomblifts extremely low clearance.

4.5.5.10. **(Added)** AGE does not maintain non powered MMHE, propulsion SE, vehicle SE, non-powered dock stands, and avionics SE.

4.5.5.10.1. **(Added)** Ensure AGE is used to support aircraft and/or flight line operations.

4.5.5.10.2. **(Added)** Organizations requiring temporary use of AGE for other than flight line use or Munitions Storage Area (MSA) will submit justification for their requirements to MXS Supervision and AGE Flight Chief and/or Superintendent at least 7 days prior. All equipment used off the flight line or outside of the MSA the using organization will coordinate the pick up and return of equipment to the AGE flight.

4.5.5.10.3. **(Added)** Equipment requiring fuel will be routed through the AGE Flight for servicing and inspection.

4.6.2.6. **(Added)** AME or 20mm Gun Systems undergoing maintenance will utilize methods to ensure segregation of hardware from other AME or gun systems in work. Armament Flight Chief will establish standardized practices for storage of hardware.

4.6.2.7. **(Added)** Armament Flight Maintenance Section Chief will update 20mm rounds fired into IMDS NLT 48 hours after last gun fire.

4.6.2.8. **(Added)** Equipment will be returned in the same configuration that it was received (i.e. Triple Ejector Rack (TER) & orifice configuration).

4.7.7.1. **(Added)** AIS technicians will bench check suspect Two-Level-Maintenance (2LM) Avionics LRUs identified as potential PQDR items by AMUs if the asset was received from supply and the discrepancy of the aircraft still exists. The AMU becomes the originator when they receive the asset from supply. They will notify the DR Originating Point (52 MXG/QA) with the results of the bench testing. In case of test failure, copies of the Intermediate-Level bench testing failure reports (specifying CPIN, control software version, test station serial number, test title and number, failed statement number, expected/measured results and probable cause of failure) and available automated historical records (i.e. RAMPOD) will be electronically sent to the DR Originating Point for inclusion with each draft Deficiency Report submittal. AIS Back shop will not be responsible for the PQDR. IAW T.O. 00-35D-34 **para 1.8.5** the originator is responsible for the PQDR.

4.7.7.2. **(Added)** AIS technicians will be responsible for drafting/submitting Product Quality Deficiency Reports only when the LRU has been identified as a Bad Actor IAW with T.O. 00-

35D-54 USAF DEFICIENCY REPORTING, INVESTIGATION, AND RESOLUTION and the local Bad Actor Program guidance.

4.7.7.3. **(Added)** AIS technicians will perform functional checks on locally approved listing.

4.7.7.3.1. **(Added)** Assets identified by the AIS Section that require a function check prior to issue. The AIS Section shall prepare a consolidated list of repair parts and forward it to the Maintenance Superintendent who will in turn send it to LRS. Criteria to be used in selecting items for inclusion in the functional check program include: a prior to use bench check, the failure history of the item, the need to "marry" components. When maintenance determines the item is unserviceable and performs no repair, process the TIN as unserviceable with a completed AFTO Form 350 and DD Form 1577-2.

4.8.4.7.1. **(Added)** Ensure MOC is notified prior to any X-ray operations and maintains communication with MOC until the operation is concluded. MOC will make a general announcement to notify personnel of the X-ray operation. NDI will notify MOC when the operation has concluded.

4.11.3.6.2.2.3. **(Added)** Ensure engine/module impound documentation is forwarded to the EM section when completed work packages are turned in for review.

4.11.3.6.2.3.1. **(Added)** Any components found removed during the receiving inspection will be annotated on the part number/serial number verification sheet prior to the work package being reviewed by the EM section.

4.11.3.6.2.11.2. **(Added)** Ensure engine work packages are completed and reviewed by all respective section, EM section will review the package prior to Quality Verification Inspection (QVI).

4.11.3.9. **(Added)** Coordinate with EM for verification of serviceability for engine and component CANN actions prior to removal installation of component(s)/engine(s). EM will verify and document remaining life of item with minimum signature and employee number on CANN paperwork.

4.11.4.5.1. **(Added)** If hush house fire suppression system is inoperative, the fire department will be notified prior to all aircraft or engine starts.

4.11.4.6. **(Added)** Hush house operators will be trained and qualified on hush house and hangar door operations prior to operating an aircraft in the hush house.

4.11.4.7. **(Added)** All hush house users will ensure occupation periods are kept to a minimum. Maintenance will not be performed in hush houses unless approved by Test Cell supervision.

4.11.4.8. **(Added)** Maintenance Operations Center (MOC) will:

4.11.4.8.1. **(Added)** Act as the focal point for all aircraft Hush house run requirements and will coordinate priority as necessary with AMU/MXS Production Superintendents.

4.11.4.8.2. **(Added)** Coordinate with the 52 MXS Production Superintendent a minimum of 1 hour (when possible) in advance of projected aircraft requirements for the hush houses.

4.11.4.8.3. **(Added)** Prior to authorizing aircraft runs, verify that the hush house control room operator is qualified in Integrated Maintenance Data System (IMDS) and maintenance personnel operating aircraft are qualified in IMDS to run aircraft.

4.11.4.9. **(Added)** AMU(s) will:

4.11.4.9.1. **(Added)** AMU Production Superintendent will coordinate with the MOC and 52 MXS Production Superintendent a minimum of 1 hour (when possible) in advance of projected aircraft requirements. Ensure aircraft is prepared for hush house operation in accordance with this instruction and 52 MXG Local Check List 32 (LCL-52MXG-32), *Aircraft Preparation and Engine Run Operation in the Hush House.*

5.2.1.7.1. **(Added)** The MOC will verify the Geographical Location (GEOLOC) is loaded using the GEOLOC reference table in the MIS. If the GEOLOC is not loaded, MOC will forward the required GEOLOC and location name to the MMA. The IMDS Database Manager (DBM) will notify MOC when the GEOLOC is loaded in Reliability and Maintainability Information System (REMIS) and pushed to IMDS.

5.2.1.11.1. **(Added)** The munitions-loaded and unloaded checklists are maintained in the MOC.

5.2.2.2.1.2. **(Added)** Assign a MOC PWCS Manager to coordinate requests for specific radio equipment. The manager will submit a Revalidation MFR to 52CS/SCOT (Equipment Control Officer (ECO)) annually for both equipment in-use and ready for turn-in and submit a Work Order Management System (WOMS) request to 52 FW/XP (Plans & Implementation) to request new equipment.

5.2.2.2.5.1. **(Added)** Document initial radio operating training in the individual's TBA.

5.2.2.2.6. **(Added)** MOC alternate location operations. Prior to evacuating the work center, MOC will secure classified material(s) and hand carry at least two assigned mobile devices and laptop to its alternate duty location. Once in place, take/report accountability, re-establish communication with the appropriate agencies, and resume tracking aircraft statuses. If all communication lines are down, MOC will send a runner to notify the appropriate agencies.

5.2.2.6. **(Added)** Noise Abatement.

5.2.2.6.1. **(Added)** The Status of Forces Agreement governs 52 FW assigned aircraft for noise abatement. 52 FW assigned aircraft quiet hours are anytime outside the published airfield operation hours Mon-Fri 0600-2200 (or last landing time during approved night flying exceptions), Sat 0800-2200, Sun/German Holidays 1200-2000. The Air Traffic Act Permit (ATAP) applicable units (i.e. 726th Air Mobility Squadron (726 AMS)) quiet hours are from 1900 until 0700 hours local time Monday through Friday, all day weekends and German holidays. Exceptions to this policy require the approval of the 52 MXG/CC/Deputy Commander (CD).

5.2.2.6.2. **(Added)** The 52 MXG/CC/CD is the designated 52 FW authority for approving and tracking all Non-Standard Engine Runs on Spangdahlem Air Base (AB). Mission essential (imperatively required) is defined as any aircraft scheduled on the next fly day for mission training in preparation for units wartime tasking and/or participation of wartime/crisis tasking or mission. Additionally, MOC will report installed and uninstalled engine runs for ATAP applicable unit(s) between 2300 and 0700 with aircraft type, time, duration, power setting, location and reason stating the mission essentially. A Non-Standard Engine Run is defined as:

5.2.2.6.2.1. **(Added)** Any outdoor maintenance engine run past applicable quiet hours stated in **Para 5.2.2.6.1**.

5.2.2.6.2.2. **(Added)** Any outdoor maintenance engine runs occurring on the weekend or German Holiday.

5.2.2.6.2.3. **(Added)** Any T9 or hush house runs after quiet hours.

5.2.2.6.3. **(Added)** 52 FW Assigned Installed/Uninstalled Aircraft Engine Run Rules:

5.2.2.6.3.1. **(Added)** Idle and above idle engine test runs are authorized during published airfield operating hours:

5.2.2.6.3.1.3. **(Added)** Hush house/T9 Engine Runs: All aircraft and uninstalled engines can be run inside a hush house at any time during published airfield operating hours. Hush house 1, 2, and 3 can be used for F-16 aircraft. For all other aircraft, the Propulsion Flight's Test Cell section will determine if the hush house can support engine run(s). Due to the proximity of hush house 2 and the T-9 hush house to the local community, use of hush house 2 and the T9 engine test facility during weekends starting Friday 2200 hours through Monday and German holidays is unauthorized during airfield operating hours with exceptions limited to mission essential engine maintenance as determined by definition in **Para 5.2.2.4.2** and the 52 MXG/CC/CD.

5.2.2.6.3.2. **(Added)** Idle engine runs during quiet hours will be authorized when deemed mission essential and approved by Squadron Maintenance Operations Officer/Superintendent

5.2.2.6.3.3. **(Added)** Above idle engine runs during quiet hours will be run inside the hush house when the run is deemed mission essential and approved by Squadron Maintenance Operations Officer/Superintendent.

5.2.5.1.8.1.1. **(Added)** The work centers will submit additions, deletions, or changes to work center mnemonics in writing to the 52 MXG/IMDS organization mailbox. Updates to organizations tables will be restricted to the MMA section.

5.2.5.1.10.1. **(Added)** In the event that IMDS is unavailable, units should maintain AFTO Form 349, Maintenance Data Collection Record, and IMDS screenshot until IMDS becomes available. Data will be input into IMDs by the unit when it becomes available.

5.2.5.2.1.2.1. **(Added)** Document familiarization training in the individual's TBA.

5.2.5.3.1.3. **(Added)** IMDS Database Management section is responsible for maintaining all IMDS user identifications (ID). Personnel requiring a user ID must complete and submit a DD Form 2875, System Authorization Access Request to 52 MXG/IMDS organizational mailbox.

5.2.5.3.1.3.1. **(Added)** All DBM User ID requests/trouble-tickets have up to 72-hour turnaround suspense. All requests will be e-mailed to the 52 MXG/IMDS organizational mailbox.

5.2.5.3.1.3.2. **(Added)** DBM will control and distribute local unit IMDS-CDB products.

5.2.5.3.1.3.3. **(Added)** Background privileges will be granted on an as-needed basis.

5.2.5.3.1.3.4. **(Added)** The MMA section will not print any background reports for the units.

5.2.5.3.3.11.2. **(Added)** TRIC access letters will be submitted through the appropriate IMDS subsystem manager for approval and forwarded to 52 MXG/IMDS organizational mailbox. Letters must include: name, employee number, individual user ID, and signature of DBM and subsystem manager. Access will be granted on a case by case basis at the discretion of the subsystem manager.

5.2.5.3.5.5.1.1. **(Added)** Section's DIT monitors are responsible for changing erroneous Job Data Documentation in IMDS by utilizing screen 907. The DBM will coordinate changes that cannot be made at the base level.

5.2.5.3.5.5.1.2. **(Added)** Some IMDS entries are not correctable; therefore, units can put an "ER" in the Data Discrepancy Report activity identifier block.

6.2.2.1. **(Added)** Any incidents involving aircraft or equipment, must be reported to the MOC immediately, not to exceed 1 hour of when the incident occurred. MOC will then follow the 52 MXG Procedural Checklist, LCL-52MXG-201.

6.3.15.1. **(Added)** Ensure personnel should be assigned to QA staff for a 18-24 month period.

6.4.15. **(Added)** Personnel receiving specialized training (e.g., W&B) should be assigned for 36 months to ensure program continuity.

6.6.3.3. **(Added)** The QA Office may request inspector augmentation during periods of manning shortages to conduct KTL inspections.

6.6.3.3.1. **(Added)** QA Superintendent/Chief Inspector may identify inspectors to perform KTLs outside of their AFSC as needed.

6.6.3.3.2. **(Added)** All KTL's will be called in through the MOC and relayed to the Quality Assurance (QA) Office.

6.7.6.1.3.1. **(Added)** Ensure a Personnel Evaluation (PE) is accomplished on all technicians that perform maintenance to include MTS instructors who sign off tasks, not to exceed 12 months from the time the individual performed their last PE. Do not reset date upon PCS (unless coming from a different airframe); if coming from a different airframe, accomplish PE within 6 months of the arrival and every 12 months after that. If a new individual arrives from a base that didn't track PEs, accomplish PE within 6 months of arrival and every 12 months after that.

6.16.3.1.1. **(Added)** Weight and Balance program managers will perform at a minimum one inspection annually to maintain proficiency.

6.16.3.8. **(Added)** When an aircraft is declassified or reclassified for transfer, a chart "A" inspection is completed.

6.16.3.9. **(Added)** When items weighing more than 2 pounds for the F-16 aircraft are removed and not reinstalled or replaced before the next flight, QA will be notified. Recalculation of the affected aircraft's W&B condition must be re-accomplished. This does not include external items such as fuel tanks, munitions, pylons, pods, chaff/flare and/or ammo.

6.16.3.10. **(Added)** For TCTO affecting aircraft W&B, route completed TCTO and modification information for updating W&B records to QA FCF/W&B manager for recalculation.

7.2.5. **(Added)** MXG/CC or CD will be informed prior to impound.

7.2.6. **(Added)** Utilize the IO checklist located on the QA SharePoint site for all impoundments.

7.2.7. **(Added)** QA will insert a red placard in front of the aircraft forms binder or equipment forms and initiate a Form 147, Quality Assurance Impoundment Record.

7.2.8. **(Added)** For off-equipment impounds, utilize applicable IMDS/Log books/local file or other source documents as impoundment record.

7.2.9. **(Added)** If approved, the Impoundment Release Authority will clear the forms by entering "Investigation Complete, All corrective actions have been reviewed, aircraft or equipment

released" referring to original discrepancy in the "corrective action" block, signing the "inspected by" block and initialing over the Red X symbol.

7.2.10. **(Added)** Impoundments transferred from an aircraft to an equipment item will be treated as a separate impound.

7.2.11. **(Added)** Impoundment records will be kept through the calendar year in the Impound Monitor's book. At the beginning of the new calendar year, previous records will be digitally stored in the QA share point. **https://portal.usafe.af.mil/sites/52MXG/mxqa/Impound%20Letters/Forms/AllItems.aspx?RootFolder=%2Fsites%2F52MXG%2Fmxqa%2FImpound%20Letters%2F52d%20MXG%20Impoundment%20Program%2FTAB%20F%20OPEN%20FORM%20147%27S%5FPLACARDS%5FCOMPLETED%20CHECKLISTS%2FCompleted%20Impound%20Checklists&FolderCTID=0x012000E27F83B51CF2EE428133D43D48B53518&View=%7B00799795%2DE601%2D407F%2D95BF%2D27FA72212B63%7D**

7.5.4.1. **(Added)** AMU Debrief will: Ensure the aircrew fills out the F-16 Dual Flight Control Failure–Un-Commanded Flight Control Debriefing Checklist and the F-16 SPO Un-Commanded Flight Control Procedures Checklist located on the QA Share Point. Completed checklist will be given to the Impound Official.

7.5.5.1. **(Added)** For Inadvertent/Multiple Release, aircraft will be automatically impounded and armament shop/munitions control will be notified. After notification allow Armament Flight and munitions personnel to evaluate equipment prior to removal.

7.5.5.2. **(Added)** Racks, pylons, or launchers will not be disconnected or removed until directed by the impoundment authority. Once rack, pylon, or launcher is identified as faulty and authorized to be removed from the aircraft, the impoundment will be transferred from the aircraft to that piece of equipment, and impound official duties will be assumed by 52 MXS personnel identified as IOs.

7.5.7.2.1. **(Added)** AMU Debrief will: Ensure the aircrew fills out the Engine Loss of Thrust or Flameout and Operator Debrief Checklist located: **https://portal.usafe.af.mil/sites/52MXG/mxqa/Checklist/Forms/AllItems.aspx?RootFolder=%2Fsites%2F52MXG%2Fmxqa%2FChecklist%2FSpecs&FolderCTID=0x0120003AE2D1A2ECFAC84EA71BA3EAF1E9BBF8&View=%7B8BEDAC1E%2D6732%2D4B18%2DB878%2DFFC4A9B144FA%7D&InitialTabId=Ribbon%2ERead&VisibilityContext=WSSTabPersistence**. Completed checklist will be given to the Impound Official.

7.5.7.5.1. **(Added)** AMU Debrief will: Ensure the aircrew fills out the Engine Loss of Thrust or Flameout and Operator Debrief Checklist located on the QA Share Point. Completed checklist will be given to the Impound Official.

7.5.12. **(Added)** Foreign Object (FO) related impoundments:

7.5.12.1. **(Added)** Ensure all aircraft impoundments for FO i.e., lost or missing items or tools have a separate 5 and 7-level FO inspection accomplished and documented in the aircraft's AFTO Form 781A prior to release. Both 5 and 7 level inspections will be documented as a red dash discrepancy.

7.6.1.1. **(Added)** QA will insert a red placard in front of the aircraft forms binder or equipment forms and initiates a 52 MXG Form 147, Quality Assurance Impoundment Record.

7.6.1.2. **(Added)** For paperless phase process, attach red placard to condition board.

7.6.3.5.6. **(Added)** Utilize the IO checklist located on the QA SharePoint site for all impoundments.

7.6.3.5.7. **(Added)** Treat impoundments transferred from an aircraft to an equipment item as a separate impound.

7.6.4.2.1. **(Added)** To the max extent possible, all parts suspected to be causal to the impound will be routed through the applicable back shop (i.e. AIS, AFREP, Armament) for diagnostic testing. Suspect parts removed and routed through the back shop for testing will have a red bordered AFTO 350 tag attached signifying the equipment is related to an impound. If the parts are verified as faulty/not repairable, the applicable DR will be initiated by the owning work center.

7.6.8.1. **(Added)** If approved, the Impoundment Release Authority will clear the forms by entering "Investigation Complete, All corrective actions have been reviewed, aircraft or equipment released" referring to original discrepancy in the "corrective action" block, signing the "inspected by" block and initialing over the Red X symbol.

7.6.8.2. **(Added)** QA will only review the portion of forms directly related to the aircraft impound. The aircraft forms review will be a rated inspection and inputted into LEAP.

7.7.3.1. **(Added)** The weapons section chief will ensure: Impulse carts are isolated until the cause of the malfunction is determined. Malfunctioned munitions items or suspension equipment and cables have an AFTO Form 350 tag and an IMDS 122 printout attached. If the equipment is impounded the AFTO 350 tag will have a red border to signify the impoundment and suspect item returned to the Munitions Storage Area/Armament Flight for investigation and possible deficiency reporting.

7.7.4.2. **(Added)** Weapons Section Chiefs/Armament supervision will track suspected bad equipment. They will determine the final problem and submit a DR and USAFE Base Form 40, Dull Sword Worksheet (for nuclear certified pieces of equipment) as required.

8.2.1. **(Added)** Regardless of work center, all individual issued items will be marked with First Initial, Last Name and Employee Number.

8.2.1.1. **(Added)** To ensure positive rag control work centers will track all clean and dirty rags not in service on in-shop logs. Rags will be issued in bundles/bags of 5 for daily use through TCMAX.

8.2.2.1. **(Added)** Units will accomplish, at a minimum, 180 day inspections on all dispatchable CTKs and equipment. I Individual checkout tools and kits do not require inspection, unless directed by manufacturer guidance.

8.2.2.2. **(Added)** Blade blending tools and engine borescopes will be loaded and tracked in TCMax as a restricted item. Using work centers will track authorized personnel and provide current list to support sections.

8.2.3.2. **(Added)** All warranty tools will be tracked and accounted for (in either paper or electronic format). Warranty tools, when unserviceable, will be tagged appropriately and segregated from non-warranty tools until replaced by vendor.

8.2.4.1. **(Added)** A stock of spare tools is authorized. These tools are used to replace broken, worn, or missing tools to prevent unnecessary work delays. Spare and consumable tools are high

pilferage items, and pose a significant potential for fraud, waste, and abuse. CTK custodians will authorize the tools and quantities to be maintained. Perform and document inventory replacement tool stocks quarterly. During the quarterly inventory, the CTK custodian will validate the quantity of tools/items within each bin. Control and inventory each tool/item separately by type and size. Access to spare tools will be limited to CTK custodians and shift leads. (Flight Commander, Flight Chief, Support NCOIC included for MUNSS)

8.2.5.2. **(Added)** CTK Dispersal Inventory Procedures may be authorized by MXG/CC or designated authority.

8.2.5.3. **(Added)** Dispersed CTKs will be inventoried and documented on Form 140, CTK Inventory and Control Log at each shift change. AMU support or Cell Chief will maintain a record of the location of dispersed CTKs. AMU support or Cell Chief will perform inventories once per every 24 hours. CTKs will require a 100 percent inventory upon redeployment or End of Exercise.

8.2.5.4. **(Added)** When mission needs require, Maintenance OIC/Superintendent will approve and coordinate with the support section (as applicable) to transfer CTKs and equipment at the job site.

8.2.10.1. **(Added)** Assigned CTK Management/Spare Tools Program managers will be responsible for tool procurement and warranty tool replacement.

8.2.12.1. **(Added)** When DFT/CFTs are working on equipment the use of host unit tools and equipment will be vetted through the AMXS MOO/Superintendent before authorization is granted.

8.2.15.2. **(Added)** For occasions when there is a single-person support, a second party will inspect the CTK or CTK item upon turn-in and document appropriately.

8.3.6.7.1.1.1. **(Added)** Units will use TCMAX and the hard copy MIL to document missing/broken/removed tools. Tools/items that show normal deterioration that do not change the intended purpose/design of the tool/item will not require documentation.

8.3.6.7.4.1. **(Added)** Ensure that interchanged, “like” items have their item ID updated on the MIL.

8.3.10.2. Added) Inspection mirrors, magnetic pick-up tools, adjustable pliers, ratchets and ratcheting head torque wrenches, and any other tools held together with screws will have adhesive or sealant applied on the screw to eliminate Foreign Object Damage (FOD) potential.

8.3.10.2.1. **(Added)** “FOD-Free” ratchets with riveted heads are exempt from the sealant requirement.

8.5.1.1.2. **(Added)** TCMAX database backups will be kept on approved removable media such as external hard drives, flash media, CD/DVD ROM, etc. Units will not store backups on local or shared drives.

8.5.1.1.3. **(Added)** Monthly backups will not exceed 31 days between saves.

8.5.2.1.1. **(Added)** Units will use the approved TCMAX to document shift inventories and take accountability/ownership of the support section.

8.5.2.1.1.1. **(Added)** If the TCMAX is unavailable due to computer/network issues, units will accomplish a paper inventory. TCMAX will be updated using paper inventory when computer/network becomes available.

8.6.1.2.1. **(Added)** Units will use Attachment **8, 52** MXG World Wide Identification (WWID) Listing, to obtain the first four of their respective WWID code for CTKs, non-Custodian Authorization/Custody Receipt Listing Equipment, and Assignment of CTK Numbers for Tools.

8.6.6.1. **(Added)** For items permanently removed from CTKs, fill shadows or silhouettes with foam or similar material and/or label the space as not used.

8.6.6.2. **(Added)** Small tool sets and/or items that cannot be marked such as (drill bits, allen wrenches in sets, apexes) will be maintained in a container marked with the EID and an identifying character(s) that ties the tool back to the CTK along with the number of tools contained.

8.9.2.1.2. **(Added)** When an items or tool that was used on or around an aircraft is discovered missing after an aircraft has taxied, Production Supervision will notify MOC and the FS Top-3 who in turn will contact the pilot and recall the aircraft if airborne.

9.20.1.1. **(Added)** Users will inform/update QA LME monitor of any approved LME item quantity changes.

9.20.2.1.1. **(Added)** 52d Logistics Readiness Squadron Flight Service Center (FSC) is responsible for ensuring that this maintenance capability is not abused.

9.20.2.1.2. **(Added)** LME approval authorities are responsible for ensuring that this maintenance capability is not abused.

9.20.2.2.1. **(Added)** By designation of the 52 MXG/CC or 52 MMG/CC (MUNSS) the QA Supervisor/Superintendent will be the approval authority for locally designed tools and equipment not specified by engineering order, TCTO or TO. The 52 MXS Fabrication Flight Commander/Chief will be the approval authority for non-aeronautical or non-load bearing items that do not interface with aircraft or support equipment.

9.20.2.3.1.2. **(Added)** Aircraft parts or equipment that do not have Source of Maintenance and Recoverability (SMR) codes contained in TOs require the requestor to contact one of the following to authorize manufacture: Item Manager, System Program Office or engineering approval. Authorization must be in written form, (e.g. memo for record, 202 or 107 approval, etc.).

9.20.2.3.1.3. **(Added)** Drawings can be obtained through the Engineering Data Services Center operated by Air Force Engineering and Technical Service.

9.20.2.4.2. **(Added)** Requesting activity will initiate local man paperwork through the FSC.

9.20.2.5.1. **(Added)** Requestors will provide appropriate documentation to fabricating authority (AFTO 350, 52 MXG Form 869, *Local Manufacture Request*, if applicable for procurable items requiring Local Manufacturing, DD Form 1348-6, *DOD Single Line Item Requisition System Document* (if applicable), IMDS screen 122 snapshot, and technical drawings.

11.6.1.1. **(Added)** Does not apply to cryptographic keys or engine downloads.

11.6.5.1.1. **(Added)** Only maintenance in which all steps and follow-on maintenance can be accomplished in the aircraft parking spot or at end of runway (EOR) IAW applicable Technical Order (TO) is authorized as “Red Ball” maintenance.

11.6.5.1.2. **(Added)** Perform exterior safe for maintenance IAW 1F-16CJ-2-10JG-00-1 and 1F-16CJ-6WC-1-11. If aircraft engine is to remain running during the Red Ball maintenance, the input

condition of "aircraft fully recovered" IAW 1F-16CJ-2-10JG-00-1 (10-30-1) will be omitted. Nose landing gear pin and arresting gear pin will not be installed while engine is operating.

11.6.5.1.3. **(Added)** The following procedure will be used for all cryptographic variable key loading during aircraft launch or recovery with engine operating. Personnel will maintain visual or audio communication with the pilot, chock the aircraft, and attach a grounding cord.

11.6.5.1.4. **(Added)** "Red Ball" maintenance actions will be entered into the IMDS by the appointed Aircraft Maintenance Unit representative and cleared in the same manner as all other repair actions IAW applicable guidance. Maintenance actions must be cleared in IMDS as soon as possible. In the event that IMDS is down, maintenance actions will be cleared within 24 hours of IMDS becoming operational.

11.8.3.2.1. **(Added)** Aircraft engine run screen installation during engine maintenance operations that are 85% or less in thrust is not required.

11.8.3.2.2. **(Added)** The engine antipersonnel screen will not be installed during ice FOD alert or icing conditions before engine operation.

11.8.3.2.3. **(Added)** For engine operations conducted during probable icing conditions, the inlet shall be closely monitored throughout the operation for ice accumulation. All personnel involved in engine operations will be familiar with safety conditions and emergency procedures and are qualified and briefed on their positions, responsibilities, and use of authorized signals.

11.8.3.2.4. **(Added)** Antipersonnel screens will be utilized when engine operation above 85% is conducted in Hush House facilities.

11.8.3.2.5. **(Added)** During installed engine maintenance operations that are 85% or less in thrust, the engine run screen will not be required to be installed.

11.8.3.2.6. **(Added)** The Crew Chief or Specialist in the crew station or performing ground operations will be trained yearly through the Military Training Flight (MTF) on additional requirements and will have their qualification documented in the Intergraded Maintenance Data System (IMDS). Additionally the MTF will highlight during initial maintenance orientation our local maintenance run procedures and highlight aircraft danger areas to newly assigned Airmen.

11.8.3.2.7. **(Added)** Communications between the ground personnel and crew station and heightened awareness of surroundings of all involved while the aircraft is operating is of upmost importance. If communication is lost or perimeter incursion is observed, the personnel in the crew station will perform emergency shutdown procedures.

11.8.3.6.1.1. **(Added)** Cords will be break-away type for personnel safety.

11.13.6.2. **(Added)** Propulsion flight CANN procedures for serially tracked engine parts/components between uninstalled engines. Note: Swapping life-limited components between uninstalled engines to align component time remaining is not considered a CANN action.

11.13.6.2.1. **(Added)** When deployed/TDY, MXS Production Superintendent (or AMXS Production Superintendent when MXS Production Superintendent is not available), will be responsible for all CANN/MX actions involving spare engines from Spangdahlem in the deployed/TDY location.

11.13.6.2.2. **(Added)** All CANN actions will be annotated in the engine work package.

11.13.7.2. **(Added)** If CANN action is from an engine installed in an aircraft, AMU will return completed Engine Cannibalization Worksheet (5-Eng-CANN) to JEIM.

11.14.2.2.2. **(Added)** When aircraft become a Category 2 Hanger Queen (60+ Days), a KTL BPO/preflight QVI will be required prior to aircraft first flight.

11.17.5.3.8. **(Added)** Personnel failing the practical demonstration with a certifier will receive additional instruction before being re-tested.

11.17.5.3.9. **(Added)** After a second failure of the practical demonstration with a certifier, the Maintenance Operations Officer/Maintenance Superintendent will determine if personnel may retest and continue with the program.

11.23.2.1. **(Added)** All aircraft must be illuminated during the hours of darkness for the entire unsheltered period. Operational illumination required: a minimum of (1) operating eyebrow light (per each side) equaling a minimum of two operating lights for the PAS hardstand.

11.23.12. **(Added)** Tail Walker. A tail walker shall be used when the aircraft is turned sharply or backed into position. Qualified towing supervisors will provide a thorough brief on position responsibilities which will qualify any personnel to be a tail walker. The tow team supervisor will assign a tail walker when moving/backing aircraft into any indoor facility regardless of facility size.

11.37.3. **(Added)** Personnel assigned to the Maintenance Training Section with an aircraft maintenance AFSC will be the appointed instructors and ensure the following certification and proficiency requirements are tracked in the MIS by course code:

14.5.6.2.14. **(Added)** Standard turn times should be no less than 2.5 hours.

14.5.6.2.15. **(Added)** Hot pit turn time should be no less than 1 hour.

14.5.6.2.16. **(Added)** Hot pits should be scheduled no more than 3 days a week with the exception of surge operations.

14.5.6.2.17. **(Added)** Schedulers will work to maximize one-go Fridays.

14.5.6.3. **(Added)** Home and TDY units will publish a weekly schedule, which includes the following: Sortie Sequence numbers and aircraft tail numbers (primary and spares). TDY units will send their weekly schedule back to home station to be incorporated in the Wing weekly schedule.

14.5.6.3.1. **(Added)** Primary and spare aircraft will be annotated on the weekly checkerboard.

14.5.6.4. **(Added)** AMU Production Superintendent will coordinate with Ops Scheduling to produce a line up using the aircraft annotated on the weekly checkerboard.

14.5.6.1. **(Added)** On non-pit days, NLT 2 hours prior to the first scheduled takeoff, the Pro Super will give the 1st-go lineup to MOC for tracking purposes and the AMU schedulers will load the lineup in IMDS. The 2nd-go lineup will be given to MOC & AMU scheduling NLT 1-hour after the last aircraft is down from the previous go. AMU scheduling will then load the line up into IMDS prior to the 2nd-go takeoff. PS&D will load first, second and third go line up in IMDS NLT 2 hours prior. The MOC will document all Tail Swaps in IMDS. MOC will be responsible for loading lines into IMDS during the hours PS&D is not available

14.5.6.2. **(Added)** On pit days, NLT 2 hours prior to the 1st-go, the Pro Super will give the 1st- and 2nd-go lineup to MOC for tracking purposes and the AMU schedulers will load in IMDS. . The 3rd-go lineup will be given to MOC & AMU scheduling NLT 1-hour after the last aircraft is down from the previous go. AMU scheduling will then load the line up into IMDS prior to the 3rd-go takeoff. PS&D will load first, second and third go line up in IMDS NLT 2 hours prior. The MOC will document all Tail Swaps in IMDS. MOC will be responsible for loading lines into IMDS during the hours PS&D is not available

14.5.6.1.4. **(Added)** Line Numbers:

Figure 14.1. (Added) Line Numbers.

FCF/OCF:	151-175
LOCAL:	401-450
DEPLOYED:	451-499
ALERT/STRIKE:	751-765
EXERCISE:	601-650
XCR:	001-025

14.5.6.1.5. **(Added)** Monday: Long Range and Shared Resources meeting will be at 1030L (times subject to change during night flying, down days, family days).

14.5.6.1.6. **(Added)** Tuesday: The AMU scheduling meeting will be held at 1030L (times subject to change during night flying).

14.5.6.1.7. **(Added)** Wednesday: NLT 1530L: P&S builds scheduling meeting slides (based on PEX/FHP) for Thursday morning 0900L MXG review.

14.5.6.1.8. **(Added)** OSS/480 FS scheduling slides will be updated NLT 1000L on Thursdays.

14.5.6.1.9. **(Added)** Thursday: NLT 1200L: P&S builds slides for the 1430L OG/MXG scheduling meeting.

14.5.6.1.10. **(Added)** If significant changes are required prior to the 1430L OG/MXG meeting, parties should notify key personnel/leadership prior to the meeting. If able, P&S will modify the schedule and slides for 1430L OG/MXG scheduling meeting.

14.5.6.1.11. **(Added)** If significant changes are required after the OG/MXG scheduling meeting, P&S will recommend (based on the type and complexity of the change) to leadership at the meeting to either delay approval of the schedule or approve the schedule and execute the changes via the Pen & Ink process.

14.5.6.1.12. **(Added)** Airspace and Tanker Scheduling: OSS schedules airspace and tanker support 1 month in advance. OSS typically receives confirmation from German Ministry of Defense (MoD) Wednesday afternoon or Thursday on airspace and tanker and tanker status for the following week.

14.3.4.3.5. **(ADDED)** PS&D will hold monthly reconciliation meetings. Minimum attendees will include: Wing TCI Monitor. AFE. AFK, LRS (Non-CAD/PAD), and Egress.

JAMES T. VINSON, Colonel, USAF
Commander, 52d Maintenance Group

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFMAN17-1301, *COMPUTER SECURITY (COMPUSEC), 10 Feb 2017*

AFMAN 91-201, *Explosive Safety Standards, 21 Mar 2017*

52 MXG Local Check List 32 (LCL-52MXG-32), *Aircraft Preparation and Engine Run Operation in the Hush House*

Prescribed Forms

52 MXG Form 146*, Broken, Removed, and Missing Tool Log*

52 MXG Form 147, *Quality Assurance Impoundment Record*

52 MXG Form 869, *Local Manufacture Request*

52 MXG Form 2430, *480th F-16 Weapons Dispatch Log*

52 MXG Form 2434, *F-16 Munitions Configuration and Expenditure Document*

Abbreviations and Acronyms

DRILS—Defense Repair Information Logistics System

EPU—Emergency Power Unit

FS—Fighter Squadron

HAS—Hardened Aircraft Shelter

MHU—Munitions Handling Unit

MTS—Maintenance Training Section

PQDR—Product Quality Deficiency Report

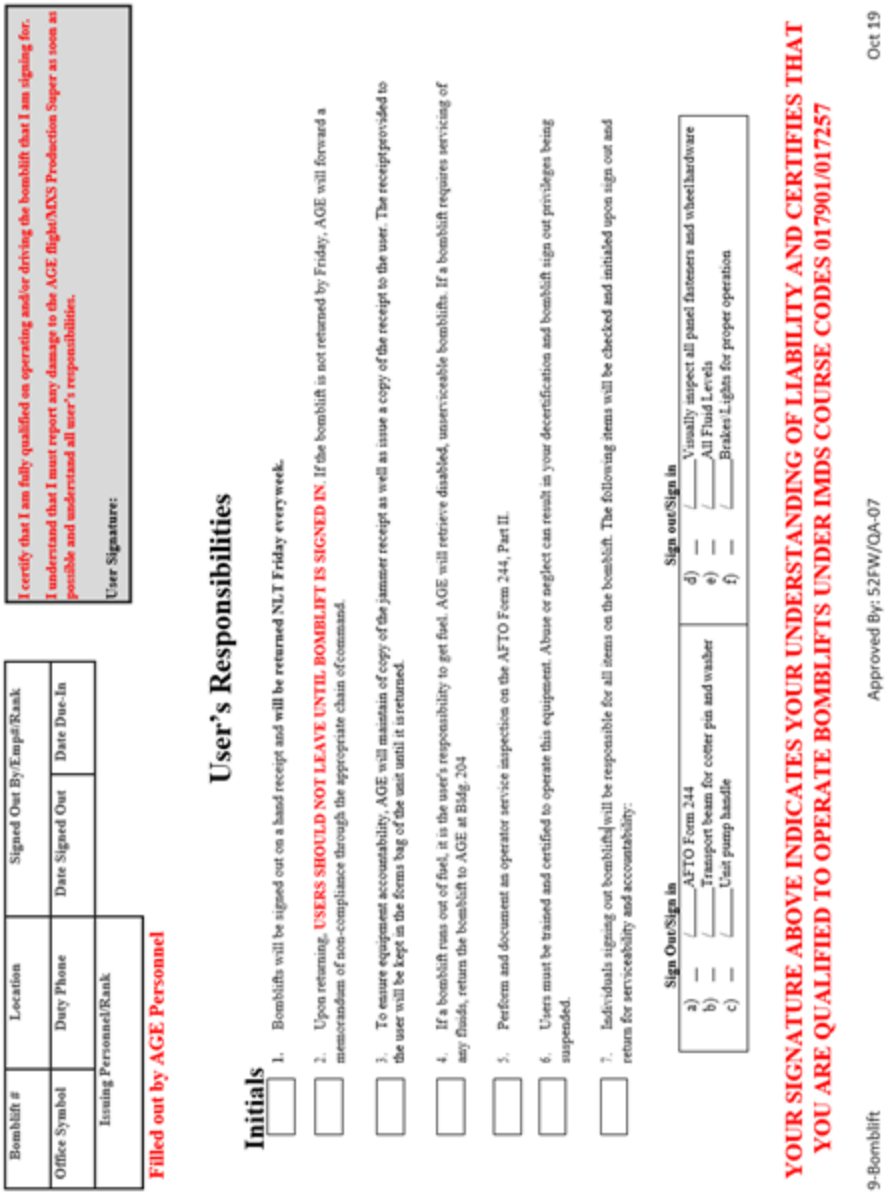
RPM—Revolutions Per Minute

WOMS—Work Order Management System

Attachment 6 (Added)

BOMBLIFT HAND RECEIPT

Figure A6.1. (Added) Bomblift Hand Receipt.



Bomblift Hand-Receipt

Bomblift #	Location	Signed Out By/Empl/Rank	
Office Symbol	Duty Phone	Date Signed Out	Date Due-In
Issuing Personnel/Rank			

Filled out by AGE Personnel

I certify that I am fully qualified on operating and/or driving the bomblift that I am signing for. I understand that I must report any damage to the AGE flight/AMXS Production Super as soon as possible and understand all user's responsibilities.

User Signature:

User's Responsibilities

Initials

1. Bomblifts will be signed out on a hand receipt and will be returned NLT Friday every week.
2. Upon returning, **USERS SHOULD NOT LEAVE UNTIL BOMBLIFT IS SIGNED IN**. If the bomblift is not returned by Friday, AGE will forward a memorandum of non-compliance through the appropriate chain of command.
3. To ensure equipment accountability, AGE will maintain of copy of the jammer receipt as well as issue a copy of the receipt to the user. The receipt provided to the user will be kept in the forms bag of the unit until it is returned.
4. If a bomblift runs out of fuel, it is the user's responsibility to get fuel. AGE will retrieve disabled, unserviceable bomblifts. If a bomblift requires servicing of any funds, return the bomblift to AGE at Bldg 204
5. Perform and document an operator service inspection on the AFTO Form 244, Part II.
6. Users must be trained and certified to operate this equipment. Abuse or neglect can result in your decertification and bomblift sign out privileges being suspended.
7. Individuals signing out bomblifts will be responsible for all items on the bomblift. The following items will be checked and initialed upon sign out and return for serviceability and accountability:

Sign Out/Sign in		Sign out/Sign in	
a) — /____	AFTO Form 244	d) — /____	Visually inspect all panel fasteners and wheel hardware
b) — /____	Transport beam for cotter pin and washer	e) — /____	All Fluid Levels
c) — /____	Unit pump handle	f) — /____	Brakes Lights for proper operation

YOUR SIGNATURE ABOVE INDICATES YOUR UNDERSTANDING OF LIABILITY AND CERTIFIES THAT YOU ARE QUALIFIED TO OPERATE BOMBLIFTS UNDER IMDS COURSE CODES 017901/017257

9-Bomblift Approved By: 52FW/QA-07 Oct 19

Attachment 7 (Added)

P&S WILL FOLLOW ATO SCHEDULING PRACTICE

Attachment 8 (Added)

WORLD WIDE IDENTIFICATION (WWID) LISTING

Table A.8.1. 52 MXG World Wide Identification (WWID) Listing

Organization	*CTK ID*	*Organization*	*CTK ID*
480 AMU	ST22	NDI Lab	STEN
AIS	STCA	Corrosion/Wash Rack	STEP
Egress	STCE	Equipment Maintenance	STEQ
Fuels Systems	STCF	Armament	STER
Hydraulics	STCH	Sheet Metal/Metals Tech	STES
Electrics	STCL	Wheel & Tire	STET
Propulsion	STCP	Weapons Standardization	STWS
Test Cell	STCT	Conventional Maintenance	STEW
Electronic Warfare	STCV	PGM	STEX
AGE	STEA	Munitions Control	STEY
Munitions Storage	STEB	Munitions Inspection	STEZ
Crash/Recovery	STEC	Detachment 17	STFT
Missile Maintenance	STED	AFREP	STGF
AFE	STEF	726 AMS	STLG
Phase	STEI	Transient Alert	STLT
Quality Assurance	STQA	ACE	STAC

Attachment 12 (Added)

PROTECTIVE SHELTER LAYOUT

Figure A12.1. F-16 Protective Shelter Layout.

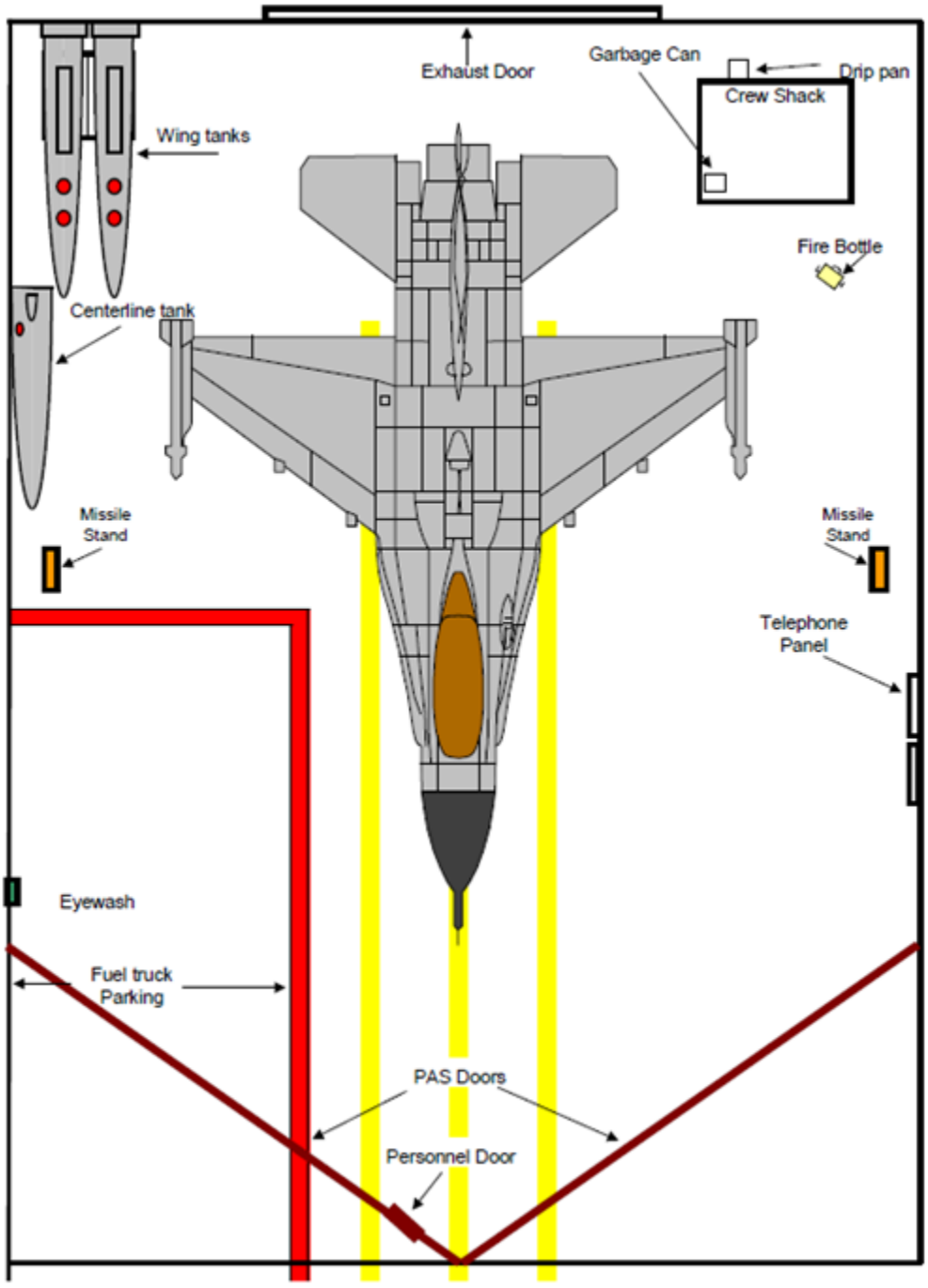


Figure A12.2. (Added) New Gen Pas Layout.

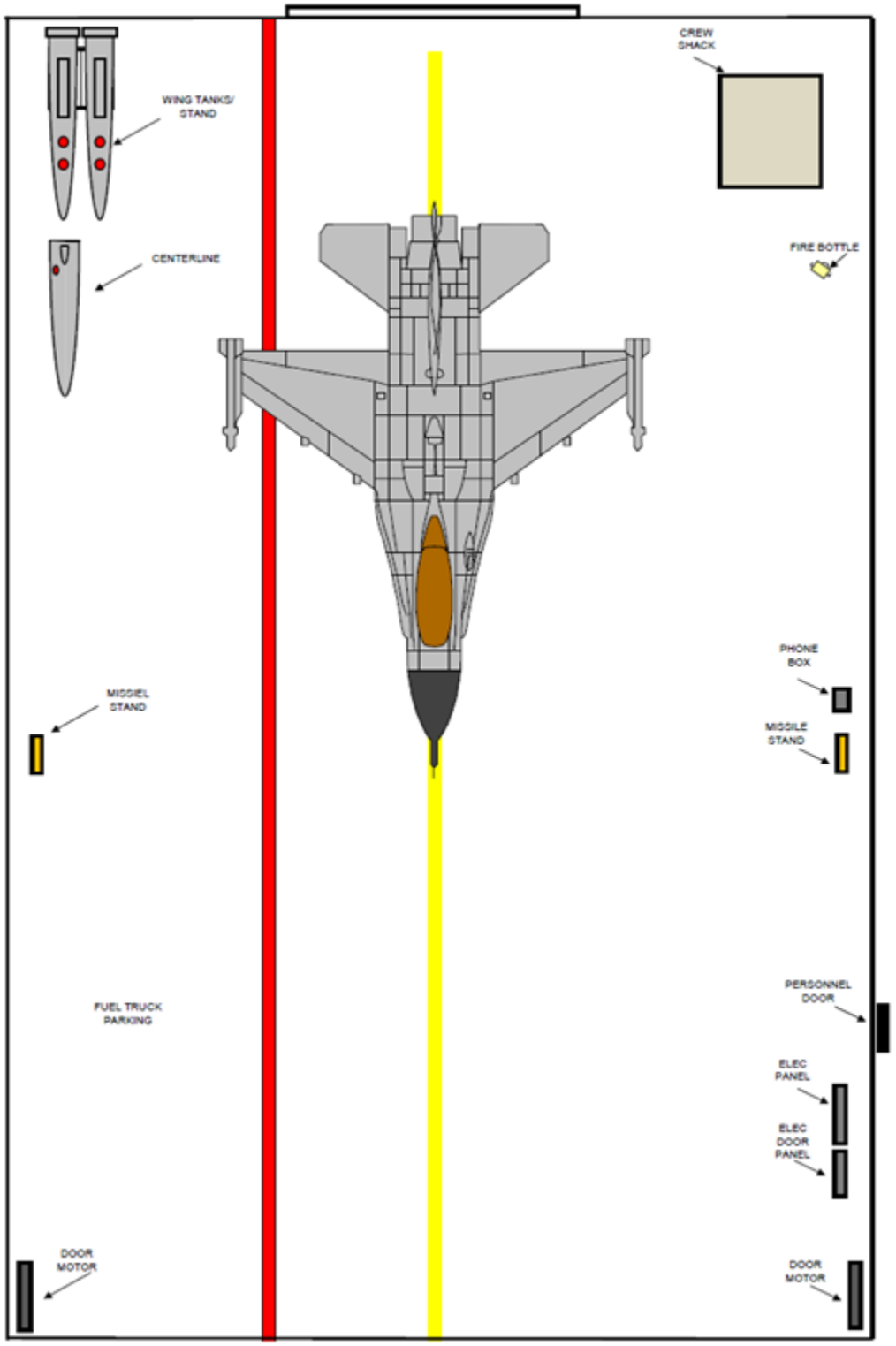


Figure A12.3. (Added) New Gen Pas Layout.

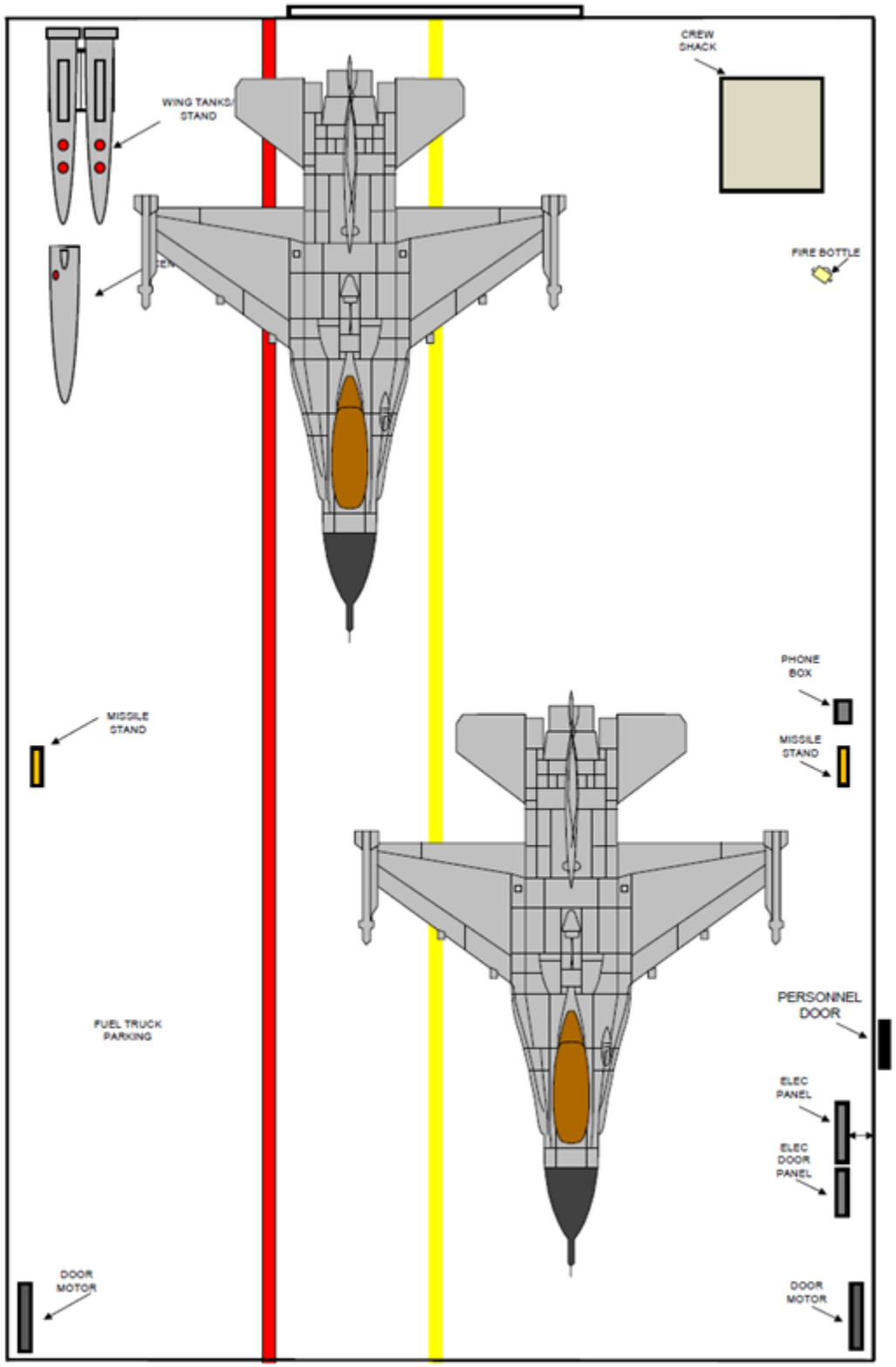


Figure A12.4. (Added) New Gen Pas Layout.