DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 509TH BOMB WING (AFGSC)
WHITEMAN AIR FORCE BASE, MISSOURI

DAFI21-101_AFGSCSUP_WHITEMANAFBSUPGM2026-01

5 March 2026

MEMORANDUM FOR 509 MXG, 131 MXG, 72 TES/MX ALL PERSONNEL

FROM: 509MXG/CC

SUBJECT: 509MXG Guidance Memorandum to DAFI 21-101_AFGSCSUP_ WHITEMANAFBSUP_GM2026-01

By order of the Commander, 509th Maintenance Group, this Guidance Memorandum immediately implements changes to DAFI 21-101_AFGSCSUP_WHITEMANAFBSUP, *Aircraft and Equipment Maintenance Management*. Compliance with this memorandum is mandatory. To the extent its directions are inconsistent with other publications, the information herein prevails.

1.4.1. **(Added-Whiteman AFB)** Maintenance Tactics (MXK). MXK is responsible for providing continuous technical and logistical advice to senior maintenance leaders for executing, sustaining, and advancing tactical-level mission execution. Specifically, MXK will provide the following functions

1.4.1.1. **(Added-Whiteman AFB)** Serve as MXG OPR for Agile Combat Employment (ACE)/Mission Ready Airmen (MRA) initiatives. This includes standardizing ACE/MRA concepts internal to the MXG and ensuring units are aligned with MAJCOM and HAF guidance. When requested, MXK will provide briefings senior maintenance leaders on concepts being implemented/tested at the local level.

1.4.1.2. **(Added-Whiteman AFB)** Serve as MXG OPR for Wing/MAJCOM exercises and inspections. This includes but is not limited to Spirit Vigilance (SV), Spirit Warrior (SW), Global Thunder (GT), Bomber Task Force (BTF), Nuclear Surety Inspections (NSI), and Nuclear Surety Evaluations (NSE). Their role is to assist and advise, and they do not take the place of or assume responsibilities of Squadron Director of Operations.

1.4.1.2.1. **(Added-Whiteman AFB)** Collect, standardize, and implement Desired Learning Objectives (DLOs) to shape future exercise scenarios, including assisting with aircraft, personnel, equipment, and facility requirements.

1.4.1.3. **(Added-Whiteman AFB)** Responsible for the MXG Academics program, which is designed for Officers and SNCOs in sortie production and support roles. This includes generating a monthly unit rotation schedule, coordinates briefing dates and times, and guiding Airmen through development and delivery of lesson material. These academic sessions should target observed process shortfalls or be a precursor for upcoming major events.

1.4.1.4. **(Added-Whiteman AFB)** Serve as MXG OPR for deployment generation planning and tactics. In coordination with MXG squadrons, MXK will sustain "off the shelf" Generation Flow Plans (GFP) supporting associated Designed Operational Capability (DOC) and/or Mission Essential Task (MET) requirements.

1.4.1.5. **(Added-Whiteman AFB)** Serves as liaison to the 509th Operations Group Weapons and Tactics section (509 OG/OSK) in developing procedures to best meet mission requirements.

1.4.1.6. **(Added-Whiteman AFB)** Assists in developing the annual Flying Hour Program (FHP) and attends quarterly, monthly, and weekly scheduling meetings. Their role is to assist and advise, if/as needed, and they do not take the place of or assume responsibilities of Squadron Director of Operations.

1.4.1.7. **(Added-Whiteman AFB)** Develop and revise local TTPs supporting maintenance on assigned aircraft and equipment.

1.4.1.7.1. **(Added-Whiteman AFB)** Serves as the MXG/CC's link to AMMOS during AFTTP 3-4 rewrite cycles.

1.4.1.7.2. **(Added-Whiteman AFB)** Responsible for implementing and following the guidelines in AFMAN 21-111, *Advanced Maintenance and Munitions Operations School*.

1.4.1.8. **(Added-Whiteman AFB)** Organize and implement a Mission Verification brief, if/as requested by the MXG/CC. The MXG/CC will concur on the participants and scenario before the event starts. The intent of Verification is to validate the MXG's capability to perform the desired mission set being evaluated during the event.

1.4.1.9. **(Added-Whiteman AFB)** MXK should be an AMMOS graduate. Non-AMMOS graduates may be assigned to MXK with discretion of the MXG/CC. Personnel assigned to MXK will report directly to the MXG/CC. (T-1). MXK roles fulfill the Tier I requirements outlined in AFMAN 21-111, *Advanced Maintenance and Munitions Operations School*.

1.4.1.9.2. **(Added-Whiteman AFB)** Serves as OPR for vetting packages of potential AMMOS candidates from the MXG. They may host package board and provide feedback to all boarded candidates on selection and weighted factors. The board may determine which packages are submitted and in what order of merit. Recommended attendees include Sq/CCs, SELs, AMMOS Graduates, the MXG/CD, and the MXG/CC.

1.13.3. **(Added-Whiteman AFB)** 509 MXG/131 MXG personnel must utilize beacons, vehicle flashers, and wear a reflective belt or reflective vest within the aircraft parking apron and Controlled/Restricted Movement Area from the period of sunset to sunrise (as published by 509 OSS/OSW (Weather Flight)).

1.14.2.1.1. **(Added-Whiteman AFB)** The 509 MXG/CC, 131 MXG/CC, 509 MXG/CD, and/or 509 MXG/SEL are the sole approving authorities for shifts exceeding 10-hours. This waiver authority will not be delegated.

1.14.2.2.2. **(Added-Whiteman AFB)** 509 MXG personnel will not be scheduled for nor work more than six days consecutively without a day off. The waiver authority is the 509 MXG/CC.

2.4.44.1 (**Whiteman AFB**) DELETED.

3.13.1.1.1. (**Changed-Whiteman AFB**) All 509th Maintenance Group personnel and contractors performing aircraft power-ups or engine runs during the completion of scheduled maintenance will bring the Maintenance Write Cartridge to the 393 BGS On-Board Test System (OBTS) Ground Processor (OGP) section after task completion for downloading and analysis.

3.13.1.1.2 (**Added-Whiteman AFB**) For aircraft printed in the weekly flying schedule, including spare aircraft, 509th Maintenance Group personnel are required to perform download and analysis of the Maintenance Write Cartridge no later than the end of the fly week. For aircraft placed on alert, Technical Order-specified alert procedures take precedence.

3.13.1.1.3 (**Added-Whiteman AFB**) For aircraft off-station, 509th Maintenance Group personnel are required to perform download and analysis of the Maintenance Write Cartridge no later than the end of the fly week if a weekly schedule is used. If no weekly schedule is used, download and analysis of the Maintenance Write Cartridge will occur no later than seven calendar days from the last occurrence. For aircraft placed on alert, Technical Order-specified alert procedures take precedence.

3.13.1.5.1. (**Changed-Whiteman AFB**) Provide Comprehensive Engine Testing & Diagnostics Systems
(CETADS) data downloads to 509 MXS Engine Management Section at the end of the fly week.

8.2.5.1.2. **(Changed-Whiteman AFB)** Squadron Production Superintendents are the first level of supervision authorized to perform on-site transfer/turnover of CTKs/tools/equipment at job sites. The individual giving up control and the individual gaining control will perform a joint inventory. All CTKs/tools/equipment will be transferred to the gaining individual in TCMax. If TCMax is not available, the individual giving up control will complete a 509 MXG Form 94 and deliver it to the Support Section for tracking and accountability. On-site transfer/turnover of CTKs will not extend beyond or exceed seven continuous days and, at the beginning of the eight day, the CTKs/tools/equipment must be turned into the Support Section. The waiver authority is the 509 MXG/CC.

11.8.3.3. **(Added-Whiteman AFB)** Use of B-2 inlet/exhaust plugs will follow guidelines outlined in B-2 Technical Order guidance.

14.5.6.3.8. **(Changed-Whiteman AFB)** Changes to the Weekly Operations and Maintenance Schedule will utilize an AF Form 2407 or locally developed version maintained by 509 MXG/MXOS. In accordance with DAFI 21-101_AFGSCSUP_AFGSCGM2024-01, pen-and-ink changes to Weekly Operations and Maintenance Schedules are authorized during UTA/Drill Weekends and must be completed not later than two (2) hours after the last landing on the last scheduled flying day.

2. This letter supersedes all previous letters of the same subject. Please direct questions to the 509 MXG/CC, 509 MXG/CD, or 509 MXG/SEL at (660) 687-1211 or at DSN 975-1211.

JOSHUA M. POPE, Colonel, USAF
Commander

BY ORDER OF THE COMMANDER
WHITEMAN AIR FORCE BASE

AIR FORCE INSTRUCTION 21-101

AIR FORCE GLOBAL STRIKE COMMAND
Supplement

WHITEMAN AIR FORCE BASE
Supplement

10 JANUARY 2022

Maintenance

AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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

RELEASABILITY: There are no releasability restrictions on this publication

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OPR: 509 MXG/MXQ

Certified by: 509 MXG/CC
(Col Jeffrey G. Holland)

Supersedes: AFI21-101_AFGSCSUP_
WHITEMANAFBSUP,
25 JULY 2019

Pages: 35

This instruction supplements Air Force Instruction (AFI) 21-101, Air Force Global Strike Command (AFGSC) Supplement, *Aircraft and Equipment Maintenance Management* (AFI 21-101_AFGSCSUP) and prescribes policies and procedures for governing aircraft maintenance management at Whiteman Air Force Base to include Air National Guard (ANG) and Air Force Reserve Command (AFRC). The 442d Maintenance Group (442 MXG) will operate under its existing Major Command (MAJCOM) guidance, AFI 21-101_AFRCSUP, *Aircraft and Equipment Maintenance Management*, its corresponding 442nd Fighter Wing (442 FW) instructions, and AFI 21-101_AFRCSUP_442FWSUP, Aircraft and Equipment Maintenance Management unless the 442 FW shares resources/services with the 509th Bomb Wing (509 BW) (e.g. fueling). Under those circumstances, 442 FW will ensure adherence to the policies set by this supplement. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change*

of Publication; route AF Forms 847 from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed in its entirety. It has been revised in an effort to be more directive in nature providing the user a clear picture of responsibilities.

2.4.30. **(WHITEMANAFB)** All local manufactured items will be will coordinated using the 509 MXG Form 85 *Tool and Equipment Local Manufacture Sheet*. A copy of the approved Form 85 will be kept on file with QA and the owning CTK.

2.4.44.1. **(WHITEMANAFB)** A "Repeat" discrepancy is a pilot reported discrepancy (PRD) or a discrepancy established by the on-board test system ground processor (OGP) that occurs on the same system or subsystem on the first sortie or attempted sortie after the discrepancy has been signed off. The discrepancy must indicate the same malfunction/reference designation indicator (RDI) as the original. A "Recur" discrepancy occurs on the second through fourth sortie or attempted sortie after the PRD or OGP discrepancy has been signed off and the system and sub-system is used. The discrepancy must indicate the same malfunction/RDI as the original.

2.4.44.2. **(WHITEMANAFB)** The authorization to clear "Repeat", "Recur" and "CND" will be no lower than a system qualified 7-level. All "Repeat", "Recur" and "CND" discrepancies will be reviewed and presented by the Aircraft Maintenance Unit (AMU) at the next daily 509th Maintenance Group (509 MXG) Maintenance Stand-Up briefing.

2.4.44.3. **(WHITEMANAFB)** It is not a CND if maintenance personnel fix the malfunction with reboot and/or reload of software or power cycle per TO guidance. Document using Action Taken L and How Malfunction code 949 to separate the CNDs from the duplicate discrepancies.

2.4.52. **(WHITEMANAFB)** The 509 MXG Technical Order Distribution Office (TODO) will maintain communication with the maintenance complex to ensure all units have sufficient eTools. If eTools quantities require adjustment, the TODO will coordinate with lead command to ensure needs are met.

2.4.53. **(WHITEMANAFB)** All maintenance actions must be documented. Integrated Maintenance Data System (IMDS) and aircraft forms entries will be completed by the end of each shift. Section supervisors and production expeditors will review newly added and/or completed aircraft and equipment forms entries during assigned shifts to ensure accuracy and documentation completion.

2.4.53.1. **(WHITEMANAFB)** The Aircraft Maintenance Squadron (AMXS) and/or Maintenance Squadron (MXS) Production Flights will validate aircraft/equipment status at the beginning and end of each shift. All status changes will be coordinated with the Maintenance Operations Center (MOC).

2.4.53.2. **(WHITEMANAFB)** The respective AMXS production section will develop independent recovery plans for aircraft under extensive maintenance events/down time. This plan will be briefed upon request at the 509 MXG Maintenance Stand-Up briefing. Additionally a Document Review and QA follow up will be performed prior to the aircraft's first flight.

2.4.53.2.1. **(WHITEMANAFB)** All aircraft document reviews will utilize a local 509 MXG Form 5, *Document Review Checklist*, found on the Quality Assurance (QA) SharePoint.

2.4.53.3. **(WHITEMANAFB)** Functional Check Flight (FCF) requirements will be IAW Technical Order (TO) 1B- 2A-6, *Scheduled Inspection and Maintenance Requirements*, or specific technical guidance. Operational Check Flight (OCF) requirements will be IAW TO 1-1-300, *Maintenance Operational Checks and Check Flights*, or specific program guidance.

2.4.64. **(WHITEMANAFB)** Personnel selected for QA positions must have a minimum of one month time on station/MDS experience.

3.7.6.1. **(WHITEMANAFB)** Stamp or write “REPEAT” or “RECUR” in red in the discrepancy block and enter “REPEAT” or “RECUR” at the beginning of the IMDS entry.

3.7.6.1.1. **(WHITEMANAFB)** If discrepancy is identified as repeat/recur more than once, the appropriate number will be entered after the word “REPEAT” or “RECUR”.

3.7.7.1. **(WHITEMANAFB)** Code 5 on Table 3.2 will be utilized to capture all “Red Balls” on the sortie recap (screen 174).

3.9. (WHITEMANAFB) Specialist Section will gain qualifications needed to perform operational checks related to their assigned systems.

3.9.2.4. **(WHITEMANAFB)** Implement procedures for reporting B-2 fleet Multiplex Data Bus. Reports will be sent to the Maintenance Operations Center and applicable agencies.

3.10. (WHITEMANAFB) Weapons Section will support aircraft ground handling, servicing, cleaning, and launch/recovery of aircraft. Weapons Section will gain qualifications needed to perform troubleshooting and adjustment, on-equipment repairs/operational checks and component removal/replacement related to their assigned systems.

3.10.2.7.1. **(WHITEMANAFB)** Cross-loading will not occur without prior coordination with the Munitions Control.

3.10.2.7.2. **(WHITEMANAFB)** Fills out Air Force Technical Order (AFTO) Form 350, *Repairable Item Processing Tag*, attaches to downloaded unserviceable munitions, and notifies 509th Munitions Squadron (509 MUNS) Munitions Control. Ensures each form reflects the date, aircraft tail number, lot number/serial number (if applicable), Weapon Stock Number, noted discrepancies, quantity downloaded, rack serial number, position number and employee/crew number.

3.11. (WHITEMANAFB) Personnel will be assigned to the Support Section for an appropriate time to ensure continuity within the section and primary duties.

3.11.4.1. **(WHITEMANAFB)** Appoint Test Measuring/Diagnostic Equipment (TMDE)/Precision Measuring Equipment Laboratory (PMEL) Manager.

3.13.1.1.1. **(WHITEMANAFB)** All 509th Maintenance Group personnel and contractors performing any aircraft power-ups or engine runs will bring the Maintenance Write Cartridge to 509 AMXS On-Board Test System (OBTS) Ground Processor (OGP) section after task completion for downloading and analysis.

3.13.1.3.1. **(WHITEMANAFB)** Notify the OGP Lab at Tinker Air Force Base (AFB), OK of any OGP software deficiencies.

3.13.1.5.1. **(WHITEMANAFB)** Provide Comprehensive Engine Testing & Diagnostics Systems (CETADS) data downloads to 509 MXS Engine Management Section after each flying day.

3.13.1.5.2. **(WHITEMANAFB)** S ubmit Aircraft Structural Integrity Program (ASIP) data to Oklahoma City Air Logistics Complex (OC-ALC) on the first duty day of the month or as requested.

3.13.1.5.3. **(WHITEMANAFB)** Download and transmit OBTS data to OC ALC Tinker AFB, OK when required.

3.13.1.5.4. **(WHITEMANAFB)** Flight Operational Quality Assurance (FOQA), Reliability Centered Maintenance (RCM) and ASIP programs will acquire data as required from OC-ALC.

3.13.1.5.5. **(WHITEMANAFB)** Supply data to mishap investigations on media upon request.

4.4. (WHITEMANAFB) Accessories Flight will support aircraft ground handling, servicing, cleaning, and launch/recovery of aircraft.

4.4.2.3. **(WHITEMANAFB)** Using organizations are responsible to inspect gaseous and cryogenic servicing carts prior to use. Also, users are responsible to ensure the quantity of the Liquid Oxygen (LOX) or Liquid Nitrogen (LN2) in the aircraft servicing cart is not and does not fall below minimum levels, IAW applicable equipment TO's prior to, and during servicing.

4.5.1.2.1. **(WHITEMANAFB)** Aerospace Ground Equipment (AGE) will maintain oil carts to support AMXS and Transient Alert requirements. These carts will be signed out by the using organization as required. When signed out, the user will service oil as required and both tanks will be emptied prior to returning the cart to AGE for storage. They will be returned to the AGE flight when no longer required by the user or whenever maintenance is required.

4.6.3.4. **(WHITEMANAFB)** Equipment issue/storage procedures.

4.6.3.4.1. **(WHITEMANAFB)** The Armament Flight will notify the using units when equipment is scheduled for inspection. Equipment will be returned to the Armament Flight no later than Friday prior to the week it is scheduled. The Armament schedule will be sent to 509 MUNS Plans Scheduling and Development (PS&D) and is published in the flying schedule.

4.9. (WHITEMANAFB) Maintenance Flight will. Support aircraft ground handling, servicing, cleaning, launch/recovery of aircraft, and gain qualifications needed to perform operational checks related to their assigned systems.

4.9.4.9. **(WHITEMANAFB)** Ensure all Phase Inspection work is identified in IMDS by entering "PI" into the Activity Identifier (AI) field of the associated screen. Crew size documentation should be limited to maintenance personnel directly contributing to the work involved (hands-on). Do not use "PI" code for non-Phase related work. (i.e. cannibalization (CANN) actions). However, maintenance to facilitate Phase maintenance should be identified with the "PI" code.

4.13. (WHITEMANAFB) The Signature Diagnostics (SD) Section. Acts as the wing focal point to analyze, diagnose and provide repair recommendations to enhance the signature health of the B-2 fleet. They perform an objective analysis of Periodic RCS Surveillance Mission (PRSM) and locally collected radar signature data and interact with the 509 OSS Survivability Flight operators to determine aircraft wartime survivability. SD section personnel perform TO driven scheduled on-aircraft inspections as well as unscheduled special inspections to pinpoint low observable material failures and prioritize defects based on signature impact.

5.5. (WHITEMANAFB) Additional section assigned to Maintenance Operations (MO) is Research and Engineering (RE).

6.2.9. **(WHITEMANAFB)** QA will review all maintenance group Operating Instructions (OI). The OPR will ensure proper routing through each applicable squadron as well as the 509 MXG/CCC, CD and CC per AFI 33-360, *Publications and Forms Management*. All OIs must be routed through the 509 BW safety office. The OPR will ensure electronic or hardcopy of OI is available at all times.

6.3.18. **(WHITEMANAFB)** QA will monitor the ASIP and review it annually. This will be accomplished through visits to the 509 AMXS OGP section to ensure data is being sent in a timely manner and through discussion with OC-ALC personnel involved with ASIP. Adjustments to the ASIP program will be made as necessary by the ASIP project officer and the ASIP program administrator at OC- ALC.

6.9.4.1. **(WHITEMANAFB)** Configuration Management Program Responsibilities.

6.9.4.1.1. **(WHITEMANAFB)** Initiating Work center will:

6.9.4.1.1.1. **(WHITEMANAFB)** Provide complete description of proposed modification on AF Form 1067, *Modification Proposal*. Indicate type of modification to be assigned (i.e. T-1, T- 2, or Permanent).

6.9.4.1.1.2. **(WHITEMANAFB)** With assistance from 509 MXG Product Improvement (PIM), 509 MXG AFREP and 509 MXG Air Force Engineering and Technical Service (AFETS) Contractor Engineering and Technical Services (CETS), complete modification directives on how work is to be accomplished.

6.9.4.1.1.3. **(WHITEMANAFB)** Present proposals to their respective supervision for concurrence.

6.9.4.1.1.4. **(WHITEMANAFB)** Submit proposal to 509 MXG PIM after review by their respective supervision.

6.9.4.1.2. **(WHITEMANAFB)** 509MXG PIM, Quality Assurance will:

6.9.4.1.2.1. **(WHITEMANAFB)** Evaluate and assist the originator with preparation of package and modification directives as required.

6.9.4.1.2.2. **(WHITEMANAFB)** Assign a unit tracking number to all proposals prior to routing.

6.9.4.1.2.3. **(WHITEMANAFB)** Coordinate all proposals through 509 MXG AFREP, 509 MXG/AFETS/CETS, 509 BW Safety, 509 MXS Metals Technology, 509 MUNS Munitions Superintendent, 509 AMXS Maintenance Operations Officer, 509 MXG/CC and 509 MXG/CD. For local modifications, obtain signature of approval from 509 MXG/CC (Block 21 AF Form 1067).

6.9.4.1.2.4. **(WHITEMANAFB)** Submit modification proposal package to HQ AFGSC Modification Manager and provide status to originator.

6.9.4.1.2.5. **(WHITEMANAFB)** Receive T-1/ T-2 Modification Directives from Headquarters Air Force Global Strike Command (HQ AFGSC) and distribute these to applicable originator, 509 MXG/MXOR and 509 MXG/MXOP.

6.9.4.1.3. **(WHITEMANAFB)** 509MXG/AFETS-CETS, Technical Support will:

6.9.4.1.3.1. **(WHITEMANAFB)** Provide technical guidance to originator and/or 509 MXG/MXQP in the initial preparation of package.

6.9.4.1.3.2. **(WHITEMANAFB)** Review modification proposal packages for technical content.

6.9.4.1.3.3. **(WHITEMANAFB)** Provide recommendations to 509 MXG/MXOR on proposals that may affect structural and or operational issues.

6.12.1.1. **(WHITEMANAFB)** Local OCF Procedures:

6.12.1.1.1. **(WHITEMANAFB)** 509MXG/MXQI FCF Manager or representative will initiate the OCF program checklist upon notification of an OCF.

6.12.3.3.2. **(WHITEMANAFB)** The T-38 contractor will maintain FCF checklists.

6.12.6.1. **(WHITEMANAFB)** For B-2 FCFs off-station, the 509 MXG/MXQI representative or Maintenance Superintendent will notify Whiteman AFB QA.

6.12.6.2. **(WHITEMANAFB)** The 509 MXG QA FCF Manager at Whiteman will fax or e-mail the required 509 MXG Form 7, *Functional check flight Checklist*, located on the QA SharePoint, and 509 OG Stan Eval aircrew temporary certification letter.

6.12.6.3. **(WHITEMANAFB)** After the FCF is complete; the off-station QA representative will inform the Whiteman FCF Manager with the results. The FCF Manager will update the AF2400, *Functional Check Flight Log*, at that time. The off-station QA representative will hand carry all paperwork and checklists back to home-station.

6.15.3.3. **(WHITEMANAFB)** When TCTO modifications affect weight and balance, PIM will coordinate with MO PS&D to enter a Work Center Event (WCE) in IMDS against LGQI stating "Weight and balance book requires update due to weight and balance change."

6.15.7. **(Added-WHITEMANAFB)** Personnel will provide a completed 509 MXG Form 2, *TDY Checklist*, 509 MXG Form 3, *AIS III Weight and Balance Data Reporting*, or 509 MXG Form 48, *ACS 3.2 Weight and Balance Data Reporting*, all located on the QA SharePoint, to QA whenever equipment is added to or removed from the aircraft. Additionally, QA will be notified when aircraft parts are removed from aircraft and will not be installed before next aircraft movement or operation which is affected by weight and balance.

6.16. (WHITEMANAFB) Chafing Awareness Program. QA will monitor and track instances of wire, harness and metal line/tube chafing. MXG/CC will approve a sample of assigned aircraft when notified of a potential chafing problem.

6.16.1. **(WHITEMANAFB)** The chief inspector shall recommend initiating a One Time Inspection (OTI) if the sampled aircraft indicates a chafing problem or the detected chafing is an operational safety hazard.

6.16.2. **(WHITEMANAFB)** QA shall develop local chafing inspection work cards if there are no requirements in the Dash -6 TOs, for periodic, pre-flight, thru-flight and basic post-flight inspections. Ensure local work cards cover at least 50 percent of accessible areas, focusing on known chafing areas. An Enhanced Technical Information Management System (ETIMS) Recommendation Change (RC), will be submitted when reoccurrences of chaffing conditions occur.

6.16.3. **(WHITEMANAFB)** All Key Task Listing (KTL) and follow up assessment inspections will include a chafing inspection if applicable. QA inspectors will document the chafing inspection completion in the corrective action block of the KTL. The corrective action block will include all IMDS job control numbers of chafing discrepancies.

6.16.4. **(WHITEMANAFB)** QA must utilize a database for the purpose of tracking wire and harness chafing problems identified through OTIs and maintenance cross-tell reports. Consult the database before expending man-hours performing inspections.

6.16.5. **(WHITEMANAFB)** Chafing Awareness training will be conducted by the Military Training Flight (MTF) during initial and annual block training.

7.2.1.1. **(WHITEMANAFB)** The Impound Official will use MXG Form 98, *Impoundment Official Checklist.*

7.2.1.2. **(WHITEMANAFB)** The Impound Official training course is taught by the MTF and is a part of the B-2 Familiarization Course.

7.4.3. **(WHITEMANAFB)** Impoundment Officials will use the 509 MXG Form 50, *Impound Access Control Log*, located on the QA SharePoint, to track personnel accessing impounded aircraft/equipment.

8.2.1.2. **(WHITEMANAFB)** Units may use a barcode system or manually annotate the AFGSC Form 140, Composite Tool Kit (CTK) Inventory and Control Log. Refer to WHITEMANAFBI 91-462, *B-2 Nuclear Procedures*, for security, control, and accountability of Tamper Detection Indicators (TDI). Only qualified/certified personnel can obtain engine borescope, blade blending equipment, and layout/blue dye for marking damaged fan/compressor blades or marking dented tubing. AMXS Specialist Section NCOIC and MXS Propulsion Flight Chief are responsible for providing an authorized personnel letter to the respective support section. Letters will be reviewed for currency semi-annually.

8.2.3.1. **(WHITEMANAFB)** Warrantied tools that are broken will be de-etched and removed from service. CTK sections will maintain a contact information and order tracking log. CTK sections will contact the contractor representative to coordinate the tool order and exchange. Once the new tool has been received it will be returned to service with any necessary etchings or markings annotated on the tool. Annotate as required.

8.2.4.1. **(WHITEMANAFB)** Razor blades will be etched if they are a high use item (tool room replaces more than 10 a day); they may be pre-etched with first four of TCMax Worldwide Identification (WWID) and stored with spare tools. A running inventory does not need to be kept.

8.2.5.1. **(WHITEMANAFB)** For on-site transfers, a CTK/or support equipment inventory must be accomplished at the beginning and end of each shift. Utilizing 509 MXG Form 94, *Tool Cross Chit Authorization*, located on the QA SharePoint. Support section personnel will inventory items upon expiration of the 24 hour period.

8.2.5.1.1. **(WHITEMANAFB)** During aircraft generations/contingencies the 24 hour Support Section verification will be completed by the dock monitor or production personnel.

8.2.8. **(WHITEMANAFB)** Individually issued items (i.e.: reflective belts, hearing protectors, headsets) will be marked with first initial, full last name and employee number.

8.2.10. **(WHITEMANAFB)** Section leaders will validate tool purchases prior to funds obligation.

8.2.12. **(WHITEMANAFB)** Contractors permanently assigned and utilizing tools on the flight line will adhere to the tool control procedures outlined in AFI 21-101 and this supplement. Wing FOD NCO representative will brief depot teams, factory representatives, and contract field teams on tool control and FOD prevention.

8.2.12.1. **(WHITEMANAFB)** Contractors assigned temporarily to work on 509 BW aircraft or aircraft equipment will provide QA with their own tool position designator or with an inventory list of all contractor owned tools/equipment that the contractor will bring into the maintenance environment for the required maintenance.

8.2.15. **(WHITEMANAFB)** When only one individual is assigned to a shift or work center, a second party of equal or higher grade will inspect the tool kit.

8.3.7. **(WHITEMANAFB)** Designated equipment for docks 1 through 14 (e.g., cones and ladders) will be marked with the dock number and stored in its designated storage location when not in use. This equipment must remain within the assigned dock.

8.5.4.4. **(WHITEMANAFB)** Units will identify CTK serviceability inspection intervals in TCMax IAW frequency of use and susceptibility to damage/corrosion.

8.6.1.2. **(WHITEMANAFB)** WWID code. See **Attachment 2** for the first four characters.

8.6.8. **(WHITEMANAFB)** Mark all sides of dispatchable CTKs with a 2" X 2" piece of reflective tape to provide adequate visibility. The bottom of the CTK does not need to be marked.

9.17.2.2. **(WHITEMANAFB)** The 509 MXS Operations Officer/Maintenance Superintendent are designated as approval authorities for local manufacture request of aircraft parts. 509 MXS Production Supervisors are delegated approval authority for items identified as local manufacture in applicable TO's.

9.11. (WHITEMANAFB) Shelf-Life Items. Includes hazardous material items.

9.17.2. **(WHITEMANAFB)** The requesting work center will:

9.17.3.1. **(WHITEMANAFB)** Determine the item's Source, Maintenance, and Recoverability (SMR) code requirements identified by the TO Illustrated Parts Breakdown (IPB) and include a copy of that page in the request.

9.17.3.1.1. **(WHITEMANAFB)** If applicable TO SMR code does not authorize the local manufacture of an item and the unit has repair/manufacture capability, submit a RC in ETIMS IAW TO 00-25-195, *AF Technical Order System Source maintenance and recoverability coding of the U.S. Air Force Weapons, Systems, And Equipment's*, and TO 00-5-1, *AF Technical Order System*.

9.17.3.2. **(WHITEMANAFB)** Ensure proper documentation in applicable aircraft and equipment forms and coordinate manufacture request with all applicable personnel on local manufacture request worksheet to include DMS, Fabricating Section Chiefs, QA, and the designated approval authority.

9.17.3.2.1. **(WHITEMANAFB)** ETIMS RC shall be included in parts Local Manufacture request.

9.17.3.2.2. **(WHITEMANAFB)** Approved local manufacture request worksheet shall be maintained until the ETIMS RC outcome is resolved if disapproved local manufacture request will stay on file with applicable disapproval.

9.17.3.3. **(WHITEMANAFB)** Ensure necessary drawing, specification, and any parts/hardware not normally stocked by primary work centers are provided along with completed AFTO Form 350.

9.17.3.4. **(WHITEMANAFB)** The repair and or manufacturing work center will:

9.17.3.4.1. **(WHITEMANAFB)** Evaluate local manufacture request and determine repair capabilities and restrictions. If applicable TO SMR code authorizes the local manufacture of the item and the unit does not have repair capability, submit a SMR code change request or waiver for T.O. repair restrictions IAW TO 00-25-195.

9.17.3.4.1.1. **(WHITEMANAFB)** Ensure proper documentation in applicable aircraft/equipment forms; furthermore, ensure information, sample/drawings, and supplies are provided by requester prior to starting work order.

9.17.3.5. **(WHITEMANAFB)** Applicable Fabrication Flight Supply or DMS will:

9.17.3.5.1. **(WHITEMANAFB)** Ensure all necessary signatures are on the Local Manufacture Request worksheet and the DD Form 1348-6, DoD Single Line Item Requisition System Document is correctly filled out prior to accepting.

9.17.3.5.2. **(WHITEMANAFB)** Process locally manufactured equipment as L-number or P-number items through the Customer Support Liaison Element.

9.17.3.5.3. **(WHITEMANAFB)** Assign a local national stock number if applicable.

9.17.3.5.4. **(WHITEMANAFB)** Assign a control number and process the DD Form 1348-6 and AF Form 2005, Issue/Turn-In Request. Maintain a file of all information submitted.

9.17.3.5.5. **(WHITEMANAFB)** If item or part is needed to satisfy an internal maintenance requirement no demand may be place on Logistics Readiness Squadron (LRS)/Material Management Activity, for such request 509 MXG/CC is approval authority.

9.19.6. **(WHITEMANAFB)** When panels, doors, cowling, etc. Are removed or opened for maintenance, use a parts bag or applicable container to contain hardware (i.e., screws, bolts, nuts, etc.). The parts bag or container will include aircraft tail number, component, panel or component number, and total number of hardware/pieces.

11.5. (WHITEMANAFB) MOC will provide a manual Red Ball job control number for expeditious repair. The Job Control Number (JCN) will immediately be entered into IMDS. In the event IMDS is down MOC will record the event and document the Red Ball actions immediately when the system becomes available.

11.6.6. **(WHITEMANAFB)** A Red Ball to assess, inspect, or determine if a repair is required will not normally require the installation of blade seal protectors.

11.6.7. **(WHITEMANAFB)** If the decision is made to perform maintenance, blade seal covers are required for the affected area. Maintenance requiring installation of protective floor covers must have sufficient flooring in place to protect the aircraft.

11.6.8. **(WHITEMANAFB)** Since T-38 aircraft require engine shut down for maintenance, the aircraft commander will return the aircraft to the point of origin (parking ramp). The aircraft commander will contact the Supervisor of Flying using ground communications channels should a no-go condition be discovered after taxi.

11.8.3.10. **(WHITEMANAFB)** The 509 BW guidance for FOD walks is located in WHITEMANAFBI21-1021 Foreign Object Damage Prevention.

11.8.3.14.1. **(WHITEMANAFB)** -21 equipment assigned to aircraft will be marked with applicable tail number.

11.8.6.9.2.3. **(WHITEMANAFB)** The Quality Assurance representative attached to B-2 aircraft deployments will be the acting FOD/DOP representative at the deployed location and will work closely with all investigation authorities involved to determine the root cause of the incident. Upon initial discovery of a FOD or DOP incident, the deployed FOD/DOP Monitor will be notified immediately and in turn will immediately notify home station.

11.8.8.1. **(WHITEMANAFB)** Bird Strike Procedures.

11.8.8.1.1. **(WHITEMANAFB)** Individual identifying bird strike will:

11.8.8.1.2. **(WHITEMANAFB)** Make a Red "-" entry on AFTO Form 781A identifying the bird strike.

11.8.8.1.3. **(WHITEMANAFB)** Notify the Production Superintendent of the bird strike.

11.8.8.2. **(WHITEMANAFB)** Production Superintendent will:

11.8.8.2.1. **(WHITEMANAFB)** Notify MOC of bird strike.

11.8.8.2.2. **(WHITEMANAFB)** Contact structures personnel to evaluate the bird strike.

11.8.8.2.2.1. **(WHITEMANAFB)** Structures personnel will perform an assessment of the bird strike to determine airworthiness of any damage IAW applicable TOs. If the aircraft is airworthy:

11.8.8.2.2.2. **(WHITEMANAFB)** Sign off the original write-up by stating, "Area inspected, No Defect Noted" in the corrective action block and annotating the inspected by block.

11.8.8.2.2.3. **(WHITEMANAFB)** If required, make a Red Dash entry in the next available block on AFTO Form 781A stating, "Bird strike, located (enter location of bird strike), due re-inspection by structures after last flight of the week."

11.8.8.3. **(WHITEMANAFB)** Debrief personnel will ensure that flight crews fill out Bird Strike report.

11.8.8.4. **(WHITEMANAFB)** MOC will:

11.8.8.4.1. **(WHITEMANAFB)** Notify Fire & Emergency Services (FES) if personnel are injured.

11.8.8.4.2. **(WHITEMANAFB)** Notify the Command Post.

11.8.8.4.3. **(WHITEMANAFB)** Notify Wing Safety. If Wing Safety needs a photographer, route request through Command Post.

11.8.8.4.4. **(WHITEMANAFB)** Notify QA, Wing FOD NCO, and Jet Engine Intermediate Maintenance (JEIM) Production Superintendent if engine damage is found.

11.8.8.4.5. **(WHITEMANAFB)** Notify 509 MXG/CD or designated representative.

11.8.8.5. **(WHITEMANAFB)** Wing Safety will:

11.8.8.5.1. **(WHITEMANAFB)** Serve as the focal point for the Bird Aircraft Strike Hazard (BASH) program.

11.8.8.5.2. **(WHITEMANAFB)** Comply with AF Form 853, *Air Force Bird Strike Report*, and all requirements of AFI 91-202, *The US Air Force Mishap Prevention Program*, and AFGSC Supplement, AFI 91-204, *Safety Investigations and Reports*, and AFGSC supplement, AFI 91-212, *Bird Aircraft Strike Hazard Management Techniques*, and 509 BW Plan 91-15, *Bird Aircraft Strike Hazard Reduction Program*, as they apply to bird strikes.

11.8.8.5.3. **(WHITEMANAFB)** Serve as the collection point for non-fleshy bird remains/swabs.

11.8.8.6. **(WHITEMANAFB)** QA will:

11.8.8.6.1. **(WHITEMANAFB)** Hold bird remains during non-duty hours for Wing Safety.

11.8.8.6.2. **(WHITEMANAFB)** QA will remove and retain all non-fleshy bird remains (i.e., feathers, beaks, etc.) if possible. If no non-fleshy remains are present, wet the strike area with alcohol and swab with cotton cloth. Place the cotton cloth in a zip-lock bag and retain in QA office for Wing Safety.

11.9.2. **(WHITEMANAFB)** When a dropped object is discovered, notify MOC immediately. MOC will notify QA, Wing Safety, and the Wing DOP monitor. Reports will be completed for missing aft deck tiles but not for general LO materials. Obtain DOP Mishap Investigation Worksheet from the QA SharePoint site. Wing DOP monitor will recommend corrective measures to reduce future DOP incidents.

11.13.9. **(WHITEMANAFB)** Additional authorization levels for cannibalization of parts:

11.13.9.1. **(WHITEMANAFB)** From Phase aircraft 509 MXS/MXM or designated representative.

11.17.1.4.2.4. **(WHITEMANAFB)** Formal Pre-Run testing. This is accomplished prior to requesting an engine run class. If an individual does not receive a passing score, they may retest within five days. A second-time fail will result in restarting EPRT or removal.

11.17.1.4.2.5. **(WHITEMANAFB)** After successful completion of the MTS pre-run test, the section NCOIC will submit the individual for engine run class utilizing the training scheduling process.

11.17.5.3. **(WHITEMANAFB)** Individual will then complete Phase 1 and 2 training. Certification (Phase 3) must be completed within 30 days of completion of Phase 2.

11.17.10.8. **(WHITEMANAFB)** Have six months experience on the B-2 aircraft.

11.17.12. **(WHITEMANAFB)** APU operators (only), must take an annual written test administered by the MTS, and perform an annual emergency procedure evaluation in the simulator.

11.17.16.6. **(WHITEMANAFB)** Idle to 85 Core Engine Speed (N2) percent power-setting runs may be accomplished in normal aircraft parking spots, docks and taxiways, provided a safety check of the blast area has been accomplished and the exhaust is not directed at the dock.

11.17.16.7. **(WHITEMANAFB)** The only authorized full power run-up areas are Hardstands 4 and 5 (facing east), Romeo spots 1 and 2, Alpha and Delta taxiways North and South of the maintenance docks, and the Hot Cargo Pad. Hard stands 4 and 5 (facing East), and the Hot Cargo Pad are the only authorized full power run spots for explosive loaded aircraft.

11.17.16.8. **(WHITEMANAFB)** Maintenance technicians are required to perform an inlet inspection IAW T.O. 1B-2A-2-70JG-10-1, task 70-11-05 after aircraft engine run time limits (ERTs) have been exceeded, an icing advisory is present or reported by aircrew, or actual icing greater than light is observed.

11.17.16.8.1. **(WHITEMANAFB)** IAW T.O. 1B-2A-6WC-1, when inspecting inlets due to an icing advisory the aircraft shall be grounded in two locations and all landing gear safety pins shall be installed. Technicians will utilize the same safeing requirements when inspecting inlets due to exceeded ERTs or when ice accumulation has been observed.

11.17.16.9. **(WHITEMANAFB)** Request MXG/CC approval for maintenance engine runs on explosive loaded aircraft as defined in TO 11A-1-33.

11.17.16.9.1. **(WHITEMANAFB)** Prior to a maintenance engine operation on explosive loaded aircraft (Conventional munitions only) ensure that the weapons are placed in pre-maintenance status.

11.17.16.10. **(WHITEMANAFB)** Notify the MOC of engine run and conditions pertaining to the engine run, its location, what engines will be run and what percentage of engine power. In addition, provide MOC with employee number and name of certified engine run individual for run clearance purposes.

11.25.4. **(WHITEMANAFB)** Maintain a master hot pit refueling checklist for the refueling or pad supervisor to use during single or multiple aircraft simultaneous hot pit refueling.

11.25.4.1. **(WHITEMANAFB)** Maintain a wing hot pit refuel manager continuity book with the following guidelines: TAB A – Hot pit Manager/Evaluator appointment letter, TAB B - Listing of hot pit refueling IMDS course codes required for unit personnel, TAB C – Site certification info, TAB D - General Information. Note: All appointment letters will be forwarded to QA. All continuity books will contain as a minimum the above information, but are not limited to Tabs A-D.

11.25.5.1. **(WHITEMANAFB)** AMXS Operations Officer/Maintenance Superintendent will:

11.25.5.2. **(WHITEMANAFB)** The AMXS Production Superintendent will:

11.25.5.2.1. **(WHITEMANAFB)** Ensure hot pits are manned prior to first scheduled land to allow time for set up of hot pit refueling area, ensure safety briefing and all equipment is inspected.

11.25.8.6. **(WHITEMANAFB)** Squadron Hot Pit Refuel Certifier(s) will:

11.25.8.6.1. **(WHITEMANAFB)** Possess a 7-level or higher qualification in an aircraft maintenance AFSC and 1 year B-2 aircraft maintenance experience.

11.25.8.6.2. **(WHITEMANAFB)** Certify pad supervisor, refuel team members (A, B & D positions only) and annual recertification of personnel as required by applicable directives.

11.25.12. **(WHITEMANAFB)** Annual re-certification requires successful completion of Phase 2 test prior to practical re-certification evaluation. Not applicable to 509 LRS.

11.41.5. **(WHITEMANAFB)** Cold weather limitations are found in WHITEMANAFBI91-109, *Whiteman Air Force Base B-2 Dock Operating Instruction*.

11.44. (WHITEMANAFB) Establish Radiation Protection Program. Radio Frequency (RF) hazard zone recognition is the most important step in avoiding overexposure. Supervisors will ensure all personnel are familiar and comply with procedures outlined in this supplement and applicable instructions for Radio Frequency Radiation (RFR) Safety Program.

11.44.1. **(WHITEMANAFB)** Specialists will:

11.44.1.1. **(WHITEMANAFB)** When radiating Offensive Radar or High Frequency (HF) radio in the maintenance docks or hangars the fire suppression system will be deactivated during system operation.

11.44.1.2. **(WHITEMANAFB)** Coordinate with the production superintendent and MOC to establish the Aircraft radar RF hazard zone.

11.44.1.3. **(WHITEMANAFB)** MOC: Monitor RF operations, assist the Production Superintendent with personnel notification and any other coordination as required.

11.44.2. **(WHITEMANAFB)** Suspected Overexposures.

11.44.2.1. **(WHITEMANAFB)** When personnel suspect they have been overexposed to radiation, the production superintendent will immediately notify MOC and ensure individual is transported to the Whiteman AFB Medical Clinic for Flight Medicine evaluation

11.44.2.2. **(WHITEMANAFB)** MOC will notify maintenance supervision, QA and the squadron safety officer/NCO of any suspected overexposure to RF radiation.

11.44.2.3. **(WHITEMANAFB)** Report all suspected overexposure to RF radiation to the Installation Radiation Safety Officer (IRSO), typically the senior Bioenvironmental Engineer (BE), for investigation and documentation. Public Health will also document the results of the investigation.

11.44.3. **(WHITEMANAFB)** Astro-inertial Instrument (AI) handling.

11.44.3.1. **(WHITEMANAFB)** AI contains radioactive isotope Carbon-14. Personnel will not intentionally break sealed integrity of the unit. If AI unit seal is inadvertently broken, take the following actions:

11.44.3.2. **(WHITEMANAFB)** Close off area to ensure control.

11.44.3.3. **(WHITEMANAFB)** Notify Unit's Permit radiation protection officer (PRSO), Installation RSO (IRSO), Bioenvironmental Engineering, and Base CES Readiness and Emergency Management Flight (CEX) at DSN: 975-6142

11.44.3.4. **(WHITEMANAFB)** The permit RSO, appointed by the AMXS/CC, will coordinate with the IRSO and Bioenvironmental Engineering to perform swipe sampling within the area to verify the presence/absence of contamination. If source is not exposed, enclose AI unit in plastic and return it to the manufacturer. If the source is exposed, an accident/incident will be presumed and take action IAW AFMAN 40-201, Radioactive Materials (RAM) Management.

11.44.4. **(WHITEMANAFB)** AMXS will:

11.44.4.1. **(WHITEMANAFB)** Appoint a custodian for the Squadron Radiation Protection Program.

11.44.4.2. **(WHITEMANAFB)** Control and account for all AI's physically installed on assigned aircraft and during transport to and from the aircraft.

11.44.4.3. **(WHITEMANAFB)** Provide 509 LRS a roster of personnel authorized to sign for, receive, and turn-in AI assets.

11.44.4.4. **(WHITEMANAFB)** Report any and all incidents and/or accountability discrepancies to Base RSO and CES/CEX.

11.44.4.5. **(WHITEMANAFB)** Provide technical support to the Installation RSO and Bioenvironmental Engineering personnel, as required, to investigate suspected or alleged incidents involving the AI.

11.44.5. **(WHITEMANAFB)** 509LRS will:

11.44.5.1. **(WHITEMANAFB)** Assign a warehouse location for serviceable AI peace operating stock in the Aircraft Parts Store.

11.44.5.2. **(WHITEMANAFB)** Physically inspect outgoing property to verify part and serial numbers for unserviceable shipments.

11.44.5.3. **(WHITEMANAFB)** Report any and all incidents and/or accountability discrepancies to the Permit RSO and the Installation RSO

11.44.5.4. **(WHITEMANAFB)** Flight Service Center will ensure supply documentation and property are "married" prior to delivery to Traffic Management Office (TMO) for carrier receipt.

11.44.5.5. **(WHITEMANAFB)** Provide copies of documentation to Northrop Grumman Interim Contractor Support personnel for outgoing unserviceable assets to ensure they are properly tracked through the contractor's repair system.

11.45. (WHITEMANAFB) Engine oil consumption and oil analysis procedures.

11.45.1. **(WHITEMANAFB)** For B-2 and T-38 document reviews, the AFTO Form 781J may be emailed to the OAP lab. If discrepancies are noted hand carry the AFTO Form 781 binder to the OAP lab.

11.45.2. **(WHITEMANAFB)** Ensure a copy of the Oil Analysis Record or suitable automated form, accompanies all deployed engines.

11.45.3. **(WHITEMANAFB)** Ensure DD Form 2026, indicating oil wetted maintenance is identified with a red border IAW TO 33-1-37-1, Joint Oil Analysis Program Laboratory Manual, Vol I.

11.45.4. **(WHITEMANAFB)** Deliver "Red Cap" samples taken after OAP lab duty hours through the 509 MXS Production Superintendent. Standby personnel will be called. Standby will not be called for routine samples.

11.45.5. **(WHITEMANAFB)** B-2 aircraft "Red Cap" sample response time shall not exceed 3 hours and T- 38 "Red Cap" response time shall not exceed 90 minutes.

11.45.6. **(WHITEMANAFB)** A properly filled out DD Form 2026 will accompany all transient aircraft samples.

11.46. (WHITEMANAFB) Aircraft Servicing Documentation.

11.46.1. **(WHITEMANAFB)** Aircraft Servicing Documentation. Hydraulic, oil, oxygen, EGW, and Coolanol servicing units (servicing carts, de-aeration) and nitrogen servicing will be documented in the aircraft forms as follows; each time servicing is performed an INFO/NOTE will be placed in the AFTO Form 781A stating what component was serviced with the servicing cart number. In addition, units will fill out the MXG Form 1, *Servicing Log,* on the equipment that was used to service the aircraft.

11.47. (WHITEMANAFB) B-2 Aircraft tow training.

11.47.1. **(WHITEMANAFB)** As a minimum, trainee(s) will complete the following: On-the-Job Training for the position being qualified, successful completion of towing test given by MTF and certification by qualified personnel (if applicable). All tow team members will complete annual refresher training to include the tow test at the MTF.

11.48. (WHITEMANAFB) Establish Engineering Data Service Center (EDSC) Program, if required. The B-2 EDSC (Research Engineering Flight) will:

11.48.1. **(WHITEMANAFB)** Interface with maintenance personnel and act as a technical service agency primarily for 509 MXG and 509 OG units or any Whiteman AFB organization as requested.

11.48.2. **(WHITEMANAFB)** Review all 509 MXG local manufacture requests, make recommendations, and provide engineering support for the realization of the locally manufactured item(s) not cover by technical data.

11.48.3. **(WHITEMANAFB)** Support local review of aircraft-related suggestions requiring technical evaluations or feasibility studies.

14.1.2.4. **(WHITEMANAFB)** All AF Form 2407s will be processed IAW with the 509th Bomb Wing 2407 Routing Matrix which can be found on the QA SharePoint **https://usaf.dps.mil/sites/Whiteman/509BW/MXG/CSS/QA/SitePages/Home.aspx**.

14.1.2.1.4.2. **(WHITEMANAFB)** MXG approval for AF Form 2407s has been delegated to; 509th Maintenance Group Deputy Commander (509 MXG/CD), 509th Maintenance Group Chief Enlisted Manager (509 MXG/CEM), 131st Maintenance Group Commander (131 MXG/CC), 131st Maintenance Group Deputy Commander (131 MXG/CD), 131st Maintenance Group Chief Enlisted Manager (131 MXG/CEM). Additionally for the 509th Operations Group is has been delegated down to the 509th Operations Group Deputy Commander (509 OG/CD), 131st Operations Group Commander (131 OG/CC), 131st Operations Group Deputy Commander (131 OG/CD).

14.1.3.2.1. **(WHITEMANAFB)** Manual Event Identification (ID) will consist of nine characters; the first five characters are the year and Julian date; the last four characters consist of the sequence number.

14.1.3.2.2. **(WHITEMANAFB)** Coordinate all additions and deletions of manual Event IDs through Wing Analysis prior to implementation.

14.1.3.2.3. **(WHITEMANAFB)** Use the following numbers as the last four digits for all Home Station IMDS input Event IDs for assigned aircraft:

Table 14.2. (WHITEMANAFB) B-2 Aircraft.

SERIAL NUMBER	PRE- FLIGHT	THRU-FLIGHT	SPECIAL INSP	SUPPORT GENERAL	DEPLOYED INFLIGHT
82-1066	2000	2001-2002	2003	2004	2005-2019
85-1067	2020	2021-2022	2023	2024	2024-2039
82-1068	2040	2041-2042	2043	2044	2045-2059
82-1069	2060	2061-2062	2063	2064	2065-2079
82-1070	2080	2081-2082	2083	2084	2085-2099
82-1071	2100	2101-2102	2103	2104	2105-5119
88-0328	2120	2121-2122	2123	2124	2125-2139
88-0329	2140	2141-2142	2143	2144	2145-2159
88-0330	2160	2161-2162	2163	2164	2165-2179
88-0331	2180	2181-2182	2183	2184	2185-2199
88-0332	2200	2201-2202	2203	2204	2205-2219
89-0128	2240	2241-2242	2243	2244	2245-2259
89-0129	2260	2261-2262	2263	2264	2265-2279
90-0040	2280	2281-2282	2283	2284	2285-2299
90-0041	2300	2301-2302	2303	2304	2305-2319
92-0700	2320	2321-2322	2323	2324	2325-2339
93-1085	2340	2341-2342	2343	2344	2345-2359
93-1086	2360	2361-2362	2363	2364	2365-2379
93-1087	2380	2381-2382	2383	2384	2385-2399
93-1088	2480	2481-2482	2483	2484	2485-2499

Table 14.3. (WHITEMANAFB) T-38 Aircraft.

SERIAL NUMBER	PRE- FLIGHT	THRU-FLIGHT	SPECIAL INSP	SUPPORT GENERAL	DEPLOYED INFLIGHT
67-4831	2400	2401-2402	2403	2404	2405-2419
65-10361	2420	2421-2422	2423	2424	2425-2439
65-10324	2440	2441-2442	2443	2444	2445-2459
65-10418	2460	2461-2462	2463	2464	2465-2479
64-13268	2500	2501-2502	2503	2504	2505-2519
68-8179	6800	6801-6802	6803	6804	6805-6819
67-4845	6906	6907-6908	6909	6910	6911-6925
65-10442	6929	6927-6928	6929	6930	6931-6945
67-4826	6946	6947-6948	6949	6950	6951-6965
66-8402	7001	7002-7003	7004	7005	7006-7020
64-3206	7021	9022-7023	7024	7025	7026-7040
67-4920	7100	7102-7103	7104	7105	7106-7120
65-10419	7121	7122-7123	7124	7125	7126-7140
64-3265	7141	7142-7143	7144	7145	7146-7160

Table 14.4. (WHITEMANAFB) Red Ball Maintenance.

B-2 Aircraft	3001-3039
B-2 Aircraft (Off-station)	3040-3059
T-38 Aircraft	3060-3079
B-2 Aircraft Generation	3080-3119

Table 14.5. (WHITEMANAFB) Time Compliance Technical Orders (TCTO) for Aircraft.

509 Maintenance Operations (MO) PS&D	3320-3349
Quality Assurance	3500-3549
Reserved	3550-4199
Reserved	6700-6749

Table 14.6. (WHITEMANAFB) Debrief.

Aircraft	Scheduling	Code 2	Code 3	Expediter	Cannibalization	OGP
B-2	4850-4949	4950-5049	5050-5149	5150-5249	5250-5349	6750-6799
T-38	4200-4249	4250-4399	4400-4549	4550-4699	4700-4849	Not Applicable (N/A)

14.1.3.2.4. **(WHITEMANAFB)** All sections/shops use the following numbers for in- shop repair, test, and inspection of off-equipment when IMDS is inoperative. Once the system is back on line, record all manual events into the IMDS computer for historical purposes.

Table 14.7. (WHITEMANAFB) Maintenance Operations.

Engine Management Element	2520-2599
Engine TCTO	2600-2659

14.1.3.2.5. **(WHITEMANAFB)** Maintenance Squadron.

Table 14.8. (WHITEMANAFB) Propulsion Flight.

Support	2660-2669
Jet Engine Intermediate Maintenance	2700-2739
Test Cell	2780-2819
Engine Support Equipment	3160-3199

Table 14.9. (WHITEMANAFB) Avionics Flight.

Automatic Test Station	2380-3319

Table 14.10. (WHITEMANAFB) Accessory Maintenance Flight.

Electro-Environmental	5390-5429
Egress	5430-5469
Fuels	5470-5509
Pneudraulics	5510-5549

Table 14.11. (WHITEMANAFB) Aerospace Ground Equipment Flight.

Production Support	5550-5599
AGE Mobility	8182-8282
MUNS AGE	5600-5649
AGE Servicing Section	5650-5699
Air Team One	5700-5749
Air Team Two	6650-6699

Table 14.12. (WHITEMANAFB) Fabrication Flight.

Metals Technology	5750-5799
Structural Maintenance	5800-5849
Signature Diagnostics	7160-8160
Nondestructive Inspection (NDI)	5900-5949
Supply Support	6820-6899

Table 14.13. (WHITEMANAFB) Maintenance Flight.

Repair and Reclamation	5950-5999
Wheel and Tire	6000-6049
Inspection/Support Section	6100-6149

Table 14.14. (WHITEMANAFB) Test, Measurement, and Diagnostic Equipment Flight.

Type II	6500-6549
Type IV	6550-6599
Production Control	6600-6649

Table 14.15. (WHITEMANAFB) LO Flight.

Structural Maintenance	5800-5849

14.1.3.2.6. **(WHITEMANAFB)** Munitions Squadron.

Table 14.16. (WHITEMANAFB) Armament Systems Flight.

Support	6150-6199
Alternate Mission Equipment (AME)	6200-6249
Combat Armament Support Teams	6250-6299

Table 14.17. (WHITEMANAFB) Conventional Munitions Flight.

Munitions Materiel	6300-6349
Munitions Production	6350-6399
Munitions Accountable Systems	6450-6499

Table 14.18. (WHITEMANAFB) Special Weapons Flight.

Strategic Weapons Maintenance	6400-6449

14.1.3.2.7. **(WHITEMANAFB)** Air Force Repair and Enhancement Program (AFREP): 7031 – 7040

14.1.3.2.8. **(WHITEMANAFB)** Maintenance Training Section: 7046 – 7100.

14.1.3.2.9. **(WHITEMANAFB)** B-2 Simulator: 8161 – 8181.

14.1.3.2.10. **(WHITEMANAFB)** Survival Equipment: 5850-5899.

14.1.3.2.11. **(WHITEMANAFB)** Deployment Package Manual Event IDs. The senior deployed maintenance person ensures Event IDs listed in this instruction are utilized. Each aircraft is assigned a block of numbers for use while it is deployed. Manual Event IDs may be delegated to the Maintenance Scheduling Specialist, or a MOC representative.

14.2.1.2.1.2. **(WHITEMANAFB)** Decentralized scheduling activities will inspect automated AFTO Form 95, *Significant Historical Data*, annually and IAW TO 00-20-1.

14.3.3.3.2.3. **(WHITEMANAFB)** The performing work center will:

14.3.3.3.2.3.1. **(WHITEMANAFB)** Order and maintain all HAZMAT to accomplish TCTO requirements.

14.3.4.2.4.1.4. **(WHITEMANAFB)** Any organization wishing to establish or make changes to profile job standards in IMDS will contact Quality Assurance (509 MXG/MXQ). QA will coordinate with requesting organization to research the request and once finalized forward to PS&D to load the information into the database.

14.3.4.3.4.2.1. **(WHITEMANAFB)** When a Time Change extension waiver has been approved, PS&D will edit the header JCN/record within MIS to include the new extended drop-dead date and the date of the approved extension letter NLT 60 days prior to ground date. For the purpose of Document Reviews and Pro Super forms reviews for exceptional release; all extension waiver information required for validation should be available for reference in the physical forms."

14.5.1.11. **(WHITEMANAFB)** T-38 & B-2 Flying Hour Windows will be determined at the weekly scheduling meeting and should not exceed a 17-hour flying window (excluding 72d Test and Evaluation Squadron (TES) sorties and long duration sorties) or as agreed upon by 509 MXG/CC & 509 OG/CC.

14.5.1.11.1. **(WHITEMANAFB)** Normal T-38 operations will be 0900-1630L daily. Night week operations will be 1200-1930L during winter months and 1200-2200L during summer months.

14.5.1.12. **(WHITEMANAFB)** B-2 Minimum Turn Time (from Landing to Takeoff):

14.5.1.12.1. **(WHITEMANAFB)** Engine Running Crew Changes = 1 hour average.

14.5.1.12.2. **(WHITEMANAFB)** Hot Pit = 1.5 hours average.

14.5.1.12.3. **(WHITEMANAFB)** Quick turn without weapons movement = 4-8 hours.

14.5.1.12.4. **(WHITEMANAFB)** Turn-time before long duration sorties (16 hours or greater) = 12 hours. However, every effort will be made to plan for a 16 hour turn-time.

14.5.1.12.5. **(WHITEMANAFB)** Recovery time between fly days without weapons and with weapons will be scheduled for a 12 hour turn-time.

14.5.1.12.6. **(WHITEMANAFB)** Weapons suspension equipment reconfiguration will be no more than every 2 weeks and annotated in the MOP unless discussed between 509 Aircraft Maintenance Squadron Maintenance Supervision, 13th Bomb Squadron Director of Operations (13 BS/DO), 325th Weapons Squadron Director of Operations (325 WPS/DO) and 393d Bomb Squadron Director of Operations (393 BS/DO). 72 TES may have non-standard configurations and will be coordinated with 509 MXG and 509 OG

14.5.1.12.7. **(WHITEMANAFB)** If shorter turn-times are required, 509th Operations Support Squadron Flight Scheduling Long Range (509 OSS/OSOS) must coordinate with 509 MXG/MXOS and 509th Aircraft Maintenance Squadron (509 AMXS) Supervision.

14.5.1.12.8. **(WHITEMANAFB)** T-38 Minimum Turn Time: 1 hour 45 minutes between landing and take-off and recovery time between fly days = 8 hours.

14.5.1.13. **(WHITEMANAFB)** 509AMXS will provide 40% of possessed aircraft on-station (normally provide 3 aircraft + 2 spares, 4 aircraft + 1 spare, or 4 aircraft + 2 spares daily dependent upon home station aircraft availability). For weeks with 72 TES test or PRSM sorties, 509 AMXS will provide 3 aircraft + 1 FDE or PRSM + 1 spare. Exceptions will be coordinated with the 509 MXG/CC & 509 OG/CC.

14.5.1.14. **(WHITEMANAFB)** Crew Ready Times are 2 hours prior to take off on average.

14.5.1.15. **(WHITEMANAFB)** Surge Rules. – Normal B-2 sortie surges will not be scheduled Friday thru Sunday. 509th MXG Maintenance Operations Plans, Scheduling and Documentation (509 MXG/MXOS) will only load in Integrated Maintenance Data System (IMDS) information for the first go of the vulnerability period.

14.5.1.16. **(WHITEMANAFB)** Quiet Hour Policies. - Aircraft may be ran at any level during quiet hours. Run crews will keep time-above-idle to a minimum.

14.5.1.17. **(WHITEMANAFB)** Cross-Country Take-offs and Returns. - T-38 cross-country missions will be printed in the weekly flying schedule. Return sorties will also be included in the weekly schedule with estimated take-off and landing times, but will be considered flown as scheduled. T-38 cross-country takeoffs will be during normal duty hours on normal duty days. Cross country returns will be on weekends between 1200 and 1400. Departure and return exceptions must be cleared through the weekend Top 3.

14.5.1.17.1. **(WHITEMANAFB)** B-2 Cross-Country Take-offs and Returns will be considered flown as scheduled and not subject to deviations.

14.5.1.18. **(WHITEMANAFB)** The following agencies will provide their inputs to 509 OSS/OSOS for the annual flying hour plan for both B-2 and T-38 aircraft:

14.5.1.19. **(WHITEMANAFB)** For the T-38s: Local Maintenance Management Analysis (MMA) personnel will track and provide historical attrition as requested. The local T-38 contracted maintenance personnel, in coordination with T-38 Maintenance Schedulers, will provide all needed maintenance inputs to support building the T-38 flying hour program as required.

14.5.1.20. **(WHITEMANAFB)** 13BS/DO, 393BS/DO, 325WPS/DO and 72d Test & Evaluation Squadron Director of Operations (72 TES/DO) will provide aircrew training and test projections and requirements.

14.5.1.21. **(WHITEMANAFB)** 509th Bomb Wing Plans (509 BW/XP) will provide projected higher headquarter directed and local exercise activities. 3.2.1.5.4. (Added) 509 OSS Weapons and Training Flight (509 OSS/OSK) will provide 509 OG/CC directed activities and munitions allocation forecasts.

14.5.1.22. **(WHITEMANAFB)** During execution of the fiscal year flying hour program, changes and reflows to annual and quarterly plans will be discussed during quarterly, monthly and weekly scheduling processes. If required, reflow of over or under-flown hours in a specific month, will be accomplished as early as possible. A message will be forwarded to Headquarters Air Force Global Strike Command Flight Management Branch (HQ AFGSC/A3TB) through 509 OG/CC each time total contracted hours in any given quarter are changed. 509OSS/OSOS is responsible for required message traffic to HQ AFGSC/A3TB concerning flying-hour management and will ensure coordination with 509th Aircraft Maintenance Squadron Officer in Charge/Superintendent (509 AMXS/MXAA), 509th Aircraft Maintenance Squadron Commander (509 AMXS/CC), 509th Aircraft Maintenance Squadron Maintenance Supervision (509 AMXS/MXA), 509th Maintenance Group Maintenance Operations (509 MXG/MO), 509 MXG/MXOS, 13 BS/DO, 393 BS/DO, 325 WPS/DO and 72 TES/DO, T-38 maintenance.

14.5.1.23. **(WHITEMANAFB)** 509 OSS/OSOS will ensure 13 BS/DO, 393 BS/DO, 509 AMXS/MXAA, 509 AMXS/CC, 509 AMXS/MXA, 509 MXG/MO and 509 MXG/MXOS, T-38 Maintenance coordination on all FHP correspondence altering annual/monthly program flow.

14.5.1.24. **(WHITEMANAFB)** 509 OSS/OSOS will brief the quarterly plan no later than 3rd week of the month prior to the start of the next quarter. 509 MXG/MXOS will compile, coordinate, distribute and post the approved quarterly plan to the 509th Bomb Wing (509 BW) scheduling web page. The plan will include a cover page plus the quarterly maintenance and operations plan approved/signed by the 509 OG/CC and 509 MXG/CC.

14.5.1.25. **(WHITEMANAFB)** 509 OSS/OSOS will chair the MOP meeting to include the next month's operational requirements, in as much detail as possible on or prior to the first Wednesday prior to the month of execution.

14.5.1.26. **(WHITEMANAFB)** 509 OSS/OSOS will monitor 13th Bomb Squadron (13 BS) and 393d Bomb Squadron (393 BS) scheduled and accomplished flying hours provided by the 13 BS, 393 BS OSS Current Operations daily to compare with monthly and annual goals. 509 OSS/OSOS and 509 MXG/MXOS will coordinate with the flying and maintenance squadrons and seek 509 MXG/CC and 509 OG/CC approvals if a reflow of hours, or operations tempo change is necessary to meet combat training requirements. Note: See **Attachment 3** for the 509 BW scheduling meeting road map.

14.5.1.27. **(WHITEMANAFB)** A complete monthly plan is required prior to the scheduling meeting at which the plan is being briefed. Electronic copies of the approved/signed monthly plan are required no later than (NLT) 1400 prior to the scheduling meeting to allow 509 MXG/MXOS to publish the monthly plan for the 509 BW scheduling web-page.

14.5.1.28. **(WHITEMANAFB)** MTF will be consolidate all training aircraft and maintenance trainer request and provide them to PS&D prior to the weekly scheduling meeting.

14.5.6.3.8. **(WHITEMANAFB)** Changes to the weekly schedule will utilize an AF Form 2407 or the locally developed version maintained by Wing Scheduling. Pen-and-Ink changes to weekly schedules, to include Unit Training Assembly (UTA) weekends, are not authorized.

DANIEL C. DIEHL, Col, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

509 BW Plan 91-15, *Bird Aircraft Strike Hazard Reduction Program*, 1 Dec 2017

509 BW Plan 10-2, *Installation Emergency Management Plan*, Sep 2015

AFGSI 21-152, *Engine Trending & Diagnostic (ET&D) Program*, 19 Sep 2017

AFI 21-101_AFGSCSUP, *Aircraft and Equipment Maintenance Management*, 26 Oct 2015

AFI 21-101_AFRCSUP, *Aircraft and Equipment Maintenance Management*, 24 Aug 2015

AFI 21-101_AFRCSUP_442FWSUP, *Aircraft and Equipment Maintenance Management*, 26 June 2012

AFI 33-360, *Publications and Forms Management*, 1 Dec 2015

AFI 36-2110, *Total Force Assignments*, 5 Oct 2018

AFI 40-201, *Radioactive Materials (RAM) Management*, 17 Sept 2014

AFI 91-202, *The US Air Force Mishap Prevention Program*, *11 March 2020*

DAFI 91-204, *Safety Investigations and Reports*, 9 March 2021

AFI 91-212, *Bird/Wildlife Aircraft Strike Hazard (Bash) Management Program*, 30 May 2018

AFMAN 33-363, *Management of Records*, 01 Mar 2008

TO 00-5-1, *Air Force Technical Order System*, 16 Jun 2016

TO-00-20-1, *Aerospace Equip Maint Insp, Documentation, Policy, and Procedures*, 1 Jun 2018

TO 00-20-2, *Maintenance Data Documentation*, 15 Mar 2016

TO 00-20-3, *Maint Processing Repair Property/Repair Cycle Asset Control Sys*, 10 Jul 2017

TO 00-25-4, *Depot Maintenance of Aerospace Vehicles and Training Equipment*, 15 Jan 2018

TO 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, 13 Mar 2017

TO 00-25-195, *TO System Source, Maint, Recoverability Coding Weapons, System, Equipment*, 1 Oct 2012

TO 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*, 1 Feb 2006

TO 1-1-3, *Inspection and Repair of Aircraft Integral Tanks and Fuel Cells*, 21 Jun 2013

TO 1-1-300, *Maintenance Operational Checks and Check Flights*, 15 Mar 2012

TO 1B-2A-2-05JG-80-1, *Aircraft Ground Handling and Safety Jacking*, 5 Oct 2006

TO 1B-2A-6, *Scheduled Inspections and Maintenance Requirements*, 15 Sep 2010

TO 33-1-37-1, *Joint Oil Analysis Program Laboratory Manual, Vol 1*, 15 Sep 2014

WHITEMANAFBI 15-111, *Base Weather Support Document*, 6 Mar 2018

WHITEMANAFBI 91-109, *Whiteman Air Force Base B-2 Dock Operating Instruction*, 7 Jul 2016

WHITEMANAFBI 91-462, *B-2 Nuclear Procedures*, 26 Mar 2015

Whiteman Plan 91-1, *Mishap Response Plan*, 31 Oct 2018

Prescribed Forms

509MXG Form 1, *Servicing log*

509MXG Form 2, *TDY Checklist*

509MXG Form 3, *AIS III Weight and Balance Data Reporting*

509MXG Form 5, *Document Review Checklist*

509MXG Form 7, *Functional Check Flight Checklist*

509MXG Form 9, *High Speed Taxi Checklist*

509MXG Form 14, *JEIM Work Package*

509MXG Form 48, *ACS 3.2 Weight and Balance Data Reporting*

509MXG Form 50, *Impound Access Control Log*

509MXG Form 85, *Tool and Equipment Local Manufacture Sheet*

509MXG Form 94, *Tool Cross Chit Authorization*

509MXG Form 98, *Impound Official Checklist*

509MXG Form 99, *Aircraft On/Off Equipment Intake/Exhaust Maintenance Checklist*

Adopted Forms

AF 2400, *Functional Check Flight Log*

AF Form 847, *Recommendation for Change of Publication*

AF Form 853, *Air Force Wildlife Strike Report*

AF Form 1067, *Modification Proposal*

AF Form 1297, *Temporary Issue Receipt*

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

AF Form 2410, *Inspection/TCTO Planning Checklist*

AF Form 2434, *B-2 RLA Weapons Configuration and Expenditure Document*

AF IMT 2691, *Aircraft/Missile Equipment Property Record*

AFGSC Form 140, *Composite Tool Kit (CTK) Inventory and Control Log*

AFTO Form 22, *Technical Manual Change Recommendation and Reply*

AFTO Form 95, *Significant Historical Data*

AFTO Form 103, *Aircraft/Missile Condition Data*

AFTO Form 244, *Industrial/Support Equipment Record*

AFTO Form 350, *Repairable Item Processing Tag*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

AFTO Form 781E, *Accessory Replacement Document*

AFTO Form 781K, *Aerospace Veh Insp, Eng Data, Calendar, Delay Discrepancy*

DD Form 365-1, *Chart A, Basic Weight Checklist Record*

DD Form 365-2, *Form B, Aircraft Weighing Record*

DD Form 365-3, *Chart C, Basic Weight and Balance Record*

DD Form 365-4, *Form F, Weight and Balance*

DD Form 1348-6, *DoD Single Line Item Requisition System Document*

DD Form 2026, *Oil Analysis Request*

Abbreviations and Acronyms

509 AMXS—Aircraft Maintenance Squadron

509 MXS—Maintenance Squadron

509 MUNS—509th Munitions Squadron

509 MXG/CC—509th Maintenance Group Commander

509 OSS—509th Operations Support Squadron

ADLS—Advanced Distributed Learning Service

ADR—Aircraft Document Review

AFE—Aerospace Flight Equipment

AFETS—Air Force Engineering and Technical Service

AFFF—Aqueous Film Forming Foam

AFGSC—Air Force Global Strike Command

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPC—Air Force Personnel Center

AFRC—Air Force Reserve Command

AFSC—Air Force Specialty Code

AFREP—Air Force Repair and Enhancement Program

AFRIMS—Air Force Records Information Management System

AGE—Aerospace Ground Equipment

AI—Activity Identifier

AI—Astro-inertial Instrument

AME—Alternate Mission Equipment

AMXS—Aircraft Maintenance Squadron

AMU—Aircraft Maintenance Unit

ANG—Air National Guard

APU—Auxiliary Power Unit

ASIP—Aircraft Structural Integrity Program

AWBS—Automated Weight and Balance System

BASH—Bird Aircraft Strike Hazard

BE—Bioenvironmental Engineer

BRU—Bomb Rack Unit

CANN—Cannibalization

CASS—Centralized Aircraft Support System

CC—Commander

CCC—Group Chief

CD—Deputy Commander

CDDAR—Crash Damaged Disabled Aircraft Recovery

CES—Civil Engineer Squadron

CETADS—Comprehensive Engine Testing & Diagnostics Systems

CETS—Contractor Engineering and Technical Services

CEX—Readiness and Emergency Management Flight

CND—Could Not Duplicate

CTK—Composite Tool Kit

COR—Contracting Officer Representative

DD—Department of Defense

DMS—Decentralized Material Support

DOP—Dropped Object Prevention

EDSC—Engineering Data Service Center

EGW—Ethylene Glycol Water

EHM—Engine Health Monitoring

EID—Equipment Identification Designator

EOC—Emergency Operations Center

EPRT—Engine Pre-Run Training

ERCC—Engine Running Crew Change

ETIMS—Enhanced Technical Information Management System

FCF—Functional Check Flight

FEMS—Facility Equipment Maintenance Systems

FES—Fire & Emergency Services

FO—Foreign Objects

FOD—Foreign Object Damage

FOQA—Flight Operational Quality Assurance

FSC—Fuels Service Center

GOX—Gaseous Oxygen

HAZMAT—Hazardous Material

HF—High Frequency

HPO—Hourly Post-Flight

HQ AFGSC—Headquarters Air Force Global Strike Command

IAW—In Accordance With

IC—In-Charge

ID—Identification

IFE—In-Flight Emergency

IMDS—Integrated Maintenance Data System

IPB—Illustrated Parts Breakdown

JCN—Job Control Number

JEIM—Jet Engine Intermediate Maintenance

KTL—Key Task Listing

LN2—Liquid Nitrogen

LO—Low Observable

LOX—Liquid Oxygen

LRS—Logistic Readiness Squadron

LRU—Line Replaceable Unit

MAJCOM—Major Command

MARE—Major Accident Response Exercise

MCT—Maximum Continuous Thrust

MDS—Mission Design Series

MIL—Master Inventory List

MIS—Maintenance Information Systems

MMA—Maintenance Management Analysis

MO—Maintenance Operations

MOC—Maintenance Operations Center

MTF—Military Training Flight

MTS—Military Training Section

MUNS—Munitions Squadron

MXG—Maintenance Group

MXS—Maintenance Squadron

N/A—Not Applicable

N2—Core Engine Speed

NCO—Non-Commissioned Officer

NCOIC—Non-Commissioned Officer in Charge

NDI—Nondestructive Inspection

OAP—Oil Analysis Program

OBTS—On-Board Test System

OC-ALC—Oklahoma City Air Logistics Complex

OCF—Operational Check Flight

OG—Operations Group

OGP—On-Board Test System Ground Processor

OI—Operating Instruction

OIC—Officer in Charge

OJT—On the Job Training

OPR—Office of Primary Responsibility

OSS—Operations Support Squadron

OTI—One Time Inspection

PAS—Pilot Alert System

PAX—Passengers

PCR—Program Change Requests

PCS—Permanent Change of Station

PDF—Portable Document Format

PDM—Programed Depot Maintenance

PE—Personnel Evaluation

PIM—Product Improvement Manager

PMEL—Precision Measuring Equipment Laboratory

POC—Point of Contact

POL—Petroleum Oil Lubricants

PPE—Personal Protective Equipment

PRSM—Periodic Range surveillance Mission

PS&D—Plans Scheduling & Development

QA—Quality Assurance

R&R—Repair and Reclamation

RAM—Radioactive Materials

RC—Recommended Change

RCM—Reliability Centered Maintenance

RDS—Records Disposition Schedule

RE—Research and Engineering

REMIS—Reliability and Maintainability Information System

RF—Radio Frequency

RFR—Radio Frequency Radiation

RLA—Rotary Launcher Assemblies

RSO—Radiation Safety Officer

SBRA—Smart Bomb Rack Assembly

SCR—Special Certification Roster

SD—Signature Diagnostics

SFO—Senior Fire Officer

SME—Subject Matter Expert

SMR—Source, Maintenance, and Recoverability

SNCO—Senior Non-Commissioned Officer

SRA—Senior Airman

SSGT—Staff Sergeant

SQ—Squadron

TBA—Training Business Area

TCI—Time Change Item

TCTO—Time Compliance Technical Order

TDI—Tamper Detection Indicators

TM—Technical Manual

TMDE—Test Measuring/Diagnostic Equipment

TMO—Traffic Management Office

TO—Technical Order

TODO—Technical Order Distribution Office

TRT—Take-Off Rated Thrust

UHF—Ultra High Frequency

WAFBI—Whiteman Air Force Base Instruction

WCE—Work Center Event

WSS—Weapons Standardization

WWID—Worldwide Identification

Attachment 2 (WHITEMANAFB)

WHITEMAN AFB WORLD WIDE IDENTIFICATION CODES

Table A2.1. Whiteman AFB World Wide Identification Codes.

509 MSG	
POL	WTSF
Communications	WTSC
509 MXG/AMXS	
AMXS Support	WTAB
AMXS Support/Mobility	WTAO
509 MXG Staff	
AFETS	WTXA
AFREP	WTXG
Quality Assurance	WTXQ
Research Engineering	WTXR
Weapons Standardization	WTXW
509 MXG/MXS	
AGE Inspections, Repair, Servicing	WTMA
Munitions AGE	WTMC
Electro-Environmental	WTME
Fuels	WTMF
Egress	WTMG
Pneudraulice	WTMH
Repair & Reclamation, Phase	WTMM
Nondestructice Inspection (NDI)	WTMN
Repair & Reclamation, CDDAR trailer	WTMR
Wheel & Tire	WTMW
Metals Technology	WTMT
Structural/Low Observable Maintenance	WTML
Propulsion	WTMJ
Avionics	WTMV
TMDE	WTFP
Signature Diagnostics	WTSS
509 MXG/MUNS	
Special Weapons Flight	WTWN
Conventional Munitions	WTWC
Armament Flight	WTWA
509 OPS	
Survival Equipment Life Support	WTMS
Life Support	WTRL

442 FW	
APG	R8AM
Specialists	R8SF
Weapons	R8WL
Life Support	R8LS
Support	R8AM
QA	R8QA
Avionics	R8AT
Electronic Countermeasures	R8EC
Armament Shop	R8AS
Propulsion	R8JE
Pneudraulics	R8HD
Electro-Environmental	R8EL
Fuels	R8FS
Egress	R8EG
Phase	R8PD
Repair/Reclamation	R8RR
Survival	R8SE
Structural Maintenance	R8ST
Metals Technology	R8MT
Nondestructice Inspection (NDI)	R8ND
Munitions Storage	R8MF
72 Test	
OT&E	WTEV

Contractors	
Northrop Support	WTNS
M-1 (T-38)	WTDC
L3 (Trainer Maintenance)	WTL3

Attachment 14

SORTIE SEQUENCE NUMBER

A14.1.2.3.3. (WHITEMANAFB) Use **Table A14.5** to find the correct sortie sequence number.

Table A14.5. (WHITEMANAFB) Sortie Sequence Number Table.

Mission	B-2	T-38
Home Station	301 – 350	701 – 799
Add	401 – 450	801 – 899
Exercise	451 – 499	N/A
Off-Station (O/S) no Parent Unit Mx. (i.e. Static, INT) Also includes CX and CXR	501 – 550	901 – 999
Operational Check Flight (OCF)/Functional Check Flight (FCF)	601 – 625	651 – 699
Deployed w/(Parent Unit Mx) (i.e. Red Flag, BTF)	151– 199	201 – 299
72 TES Missions	101 – 110	N/A
A1/P1/A2 Missions	111 – 124	N/A