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SPANGDAHLEM AIR BASE (USAFE)

AIR FORCE INSTRUCTION

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MAINTENANCE MANAGEMENT

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Air Force Instruction (AFI) 11-418, *Operations Supervision*, is supplemented as follows: This supplement sets out policies and procedures relating to the Operations Supervision (Ops Sup) program at Spangdahlem Air Base (AB) and applies to all units assigned to the 52d Fighter Wing (52 FW). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with (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 DAF 847, *Recommendation for Change of Publication*; route AF 847s from the field through the appropriate functional'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 Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, 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 "AMU" and "AMXS" has been removed and replaced with "FGS." Other changes include guidance for the transportation of engines; Air Traffic Act Permit (ATAP) quite hours; updated Worldwide Identification (WWID) listing; updated Bomb Lift hand receipt; added XC & XCR line numbers; added rapid crew swap times; 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 earmuffs. 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.

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

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

2.4.2.1. **(Added)** Both the 480th Fighter Generation Squadron (FGS) 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.

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

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

2.12.19.1.1.1. **(Added)** -21 equipment assigned to an aircraft will be identified by the tail number (Example: A0828 or 90-0828).

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** through **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 squadron 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 DO/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 squadron DO/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.

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

4.4.2.3.1. **(Added)** Track and maintain cart status and 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.

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

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

4.5.5.1.1. **(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), MyTraining 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.

4.5.5.1.2. **(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.

4.5.5.2. **(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 organization used will coordinate the pickup and return of equipment to the AGE flight.

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 sections, 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 FGS/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.

5.2.4.7.1. **(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.

5.2.5.1.15.1. **(Added)** Noise Abatement.

5.2.5.1.15.1.1. **(Added)** SABI 13-204, *Airfield Operations Instruction*, governs 52 FW's noise abatement. The Air Traffic Act Permit (ATAP) applicable quiet hours are from 2000 until 0800 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).

5.2.5.1.15.1.2. **(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:

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

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

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

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

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

5.2.5.1.15.1.8. **(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.

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

5.2.5.1.15.1.10. **(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.

5.2.5.2.7. **(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.

5.2.8.3.4.12.3. **(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.

5.2.8.3.6.5.3.2.3. **(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.

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

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

6.3.23. **(Added)** Ensure personnel are assigned to QA staff for a 18–24-month period.

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 it comes 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 doesn't track PEs, accomplish PE within 6 months of arrival and every 12 months after that.

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

6.15.3.9. **(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.

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

7.5.4.1. **(Added)** FGS 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.

7.5.7.5.1. **(Added)** FGS 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.

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

7.6.3.1.2. **(Added)** IO will insert a red placard in front of the aircraft forms binder or equipment forms and initiate a Form 147, Quality Assurance Impoundment Record. For paperless phase process, attach red placard to condition board.

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

7.6.3.1.4. **(Added)** Impoundments transferred from an aircraft to an equipment item will be treated 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)** Impoundment records will be kept throughout the calendar year in the Impound Monitor's book. At the beginning of the new calendar year, previous records will be digitally stored in QA Sharepoint in "Impound Letters" Tab.

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.

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

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

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

8.2.9.3. **(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.

8.2.10.1. **(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 squadron DO/Superintendent before authorization is granted.

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 do not change the intended purpose/design of the tool/item will not require documentation.

8.3.9.3. **(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.

8.3.10.2. **(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.

8.3.10.2.2. **(Added)** eTool memo

8.3.10.2.3. **(Added)** eTool memo

8.5.1.1.2. **(Added)** Every 90 days, verify with Computer Technician in QA that TCMAX servers are being backed up. TCMAX is backed up automatically if server(s) are connected to the network.

8.5.1.2.4.1. **(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 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)

8.5.2.1.1. **(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 the computer/network becomes available.

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

8.6.1.2.1. **(Added)** Units will use Attachment **8, 52** MXG Worldwide 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.

8.7.1.1. **(Added)** By designation of the 52 MXG/CC, 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.

8.9.2.1.2. **(Added)** When an item 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.

9.17.2.1. **(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 approvals, etc.).

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

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

9.17.2.5.1. **(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.

11.6.1.2. **(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.

11.6.1.3. **(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.

11.6.5.1.1. **(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.

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

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

11.8.3.2.4. **(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 and responsibilities.

11.8.3.2.5. **(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.

11.8.3.2.6. **(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 Intake Hazard Zone 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 Pro Super (or FGS Pro Super, when MXS Pro Super is not available), will be responsible for all CANN/MX actions involving spare engines from Spangdahlem in the deployed/TDY location and must communicate any CANN/MX actions to the CRF flight leadership.

11.13.6.2.2. **(Added)** All CANN actions will be annotated in the engine work package. If deployed/TDY, annotate on AFTO 350 or approved form for spare engines from Spangdahlem.

11.13.7.2. **(Added)** If CANN action is from an engine installed in an aircraft, FGS 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 DO/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.

11.48. **(Added)** Engine Towing Procedures

11.48.1. **(Added)** Engines will only be towed using the flightline unless they are going to LRS.

11.49.

1 (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").

11.50. **(Added)** Forms Documentation

11.50.1. **(Added)** Use a Red X to document Intake and Exhaust inspections.

11.50.2. **(Added)** Individuals who clear discrepancies where a PMA, to include Viper MLV/CAPRE, classified or unclassified, PCMCIA cards and JSECTS testers are used during the completion of a maintenance task, will include the hard drive, card and test set serial numbers in the corrective action narrative and in IMDS when clearing the discrepancy.

11.50.3. **(Added)** 52 MXG locally approved servicing form will be used to document all connections/servicing (e.g. Oil Cart, Hydraulic Cart, Hydraulic Test Stand or Nitrogen Servicing Cart etc.). Forms will be maintained by the servicing organization and always remain with the servicing unit. All completed (full) forms will be maintained within the 52 MXS AGE Flight support section for a minimum of 12 months.

14.5.6.3.1.1. **(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 FGS schedulers will load the lineup in IMDS. The 2nd-go lineup will be given to MOC & FGS scheduling NLT 1-hour after the last aircraft is down from the previous go. FGS 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.

14.5.6.3.1.2. **(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 FGS schedulers will load in IMDS. The 3rd-go lineup will be given to MOC & FGS scheduling NLT 1-hour after the last aircraft is down from the previous go. FGS 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

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

14.5.6.3.1.4. **(Added)** Rapid Crew Swap turn times should be no less than 1.5 hours

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

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

Figure 14.1. (Added) Line Number.

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

JASON A. PURDY, Colonel, USAF
Commander, 52d Maintenance Group

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

AFMAN 91-201, *Explosive Safety Standards, 18 June 2025*
52 MXG Local Check List 32 (LCL-52MXG-32), *Aircraft Preparation and Engine Run Operation in the Hush House*

Prescribed Forms

52 MXG Form 147, *Quality Assurance Impoundment Record*

52 MXG Form 869, *Local Manufacture Request*

Abbreviations and Acronyms

DRILS—Defense Repair Information Logistics System

EPU—Emergency Power Unit

FS—Fighter Squadron

HAS—Hardened Aircraft Shelter

IMDS—Integrated Maintenance Data System

JSECTS—Joint Services Electronic Combat Systems Tester

MHU—Munitions Handling Unit

MTS—Maintenance Training Section

PMA—Portable Maintenance Aid

PQDR—Product Quality Deficiency Report

RPM—Revolutions Per Minute

WOMS—Work Order Management System

Attachment 6 (Added)

Bomblift Hand-Receipt

Bomblift #	Location	Signed Out By/Emp#/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/MXS 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 a 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 fluids, 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 securing hardware installed	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 Mar 25

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 FGS	ST22	NDI Lab	STEN
AIS	STCA	Corrosion/Wash Rack	STEP
Egress	STCE	Line Delivery	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
Combat Plans Trng & Mobility	STEM	Munitions Spt Eqpt Mx	STEK

Attachment 12 (Added)

PROTECTIVE SHELTER LAYOUT

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

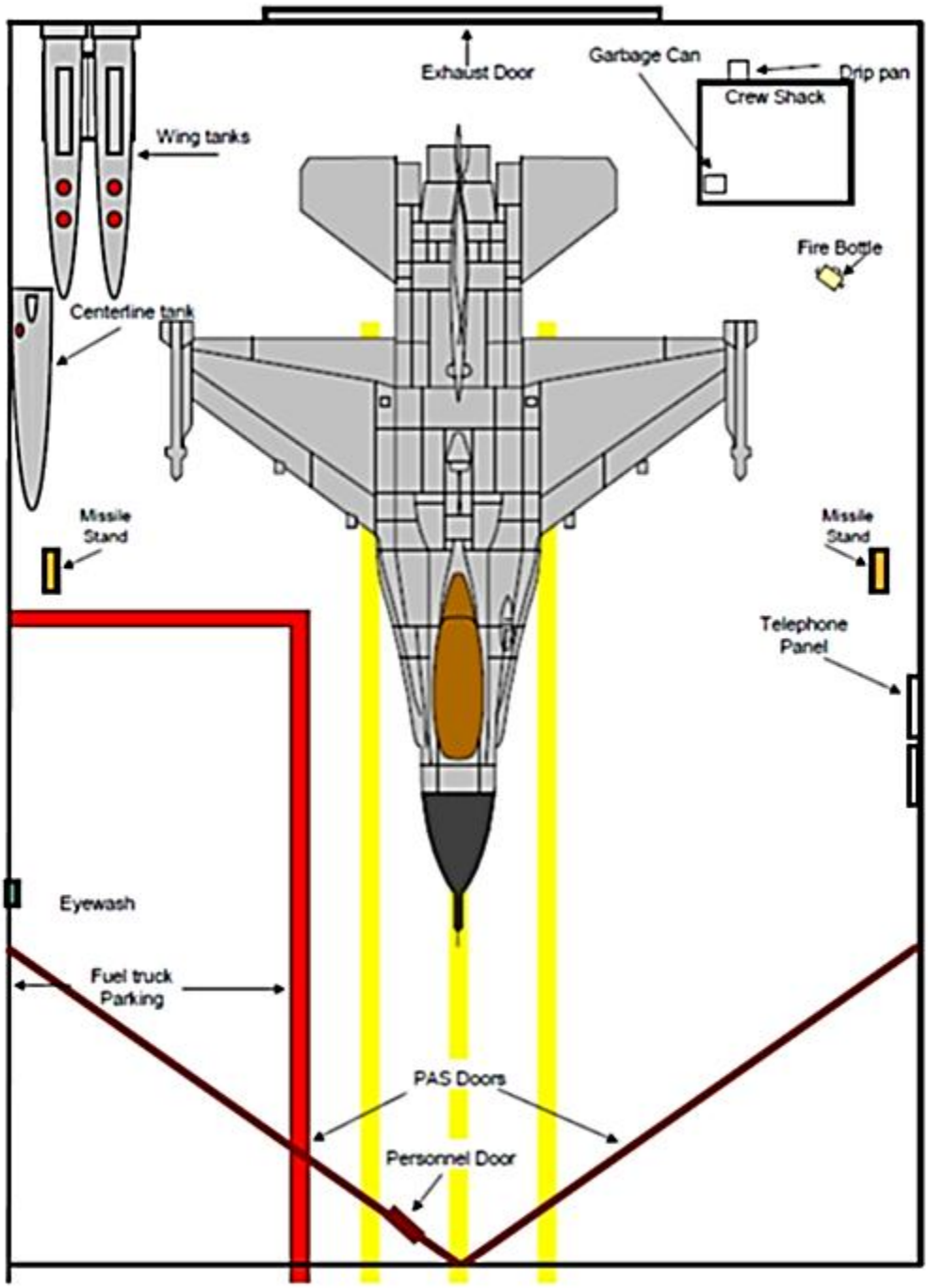

Figure A12.2. (Added**) New Gen Pas Layout.**

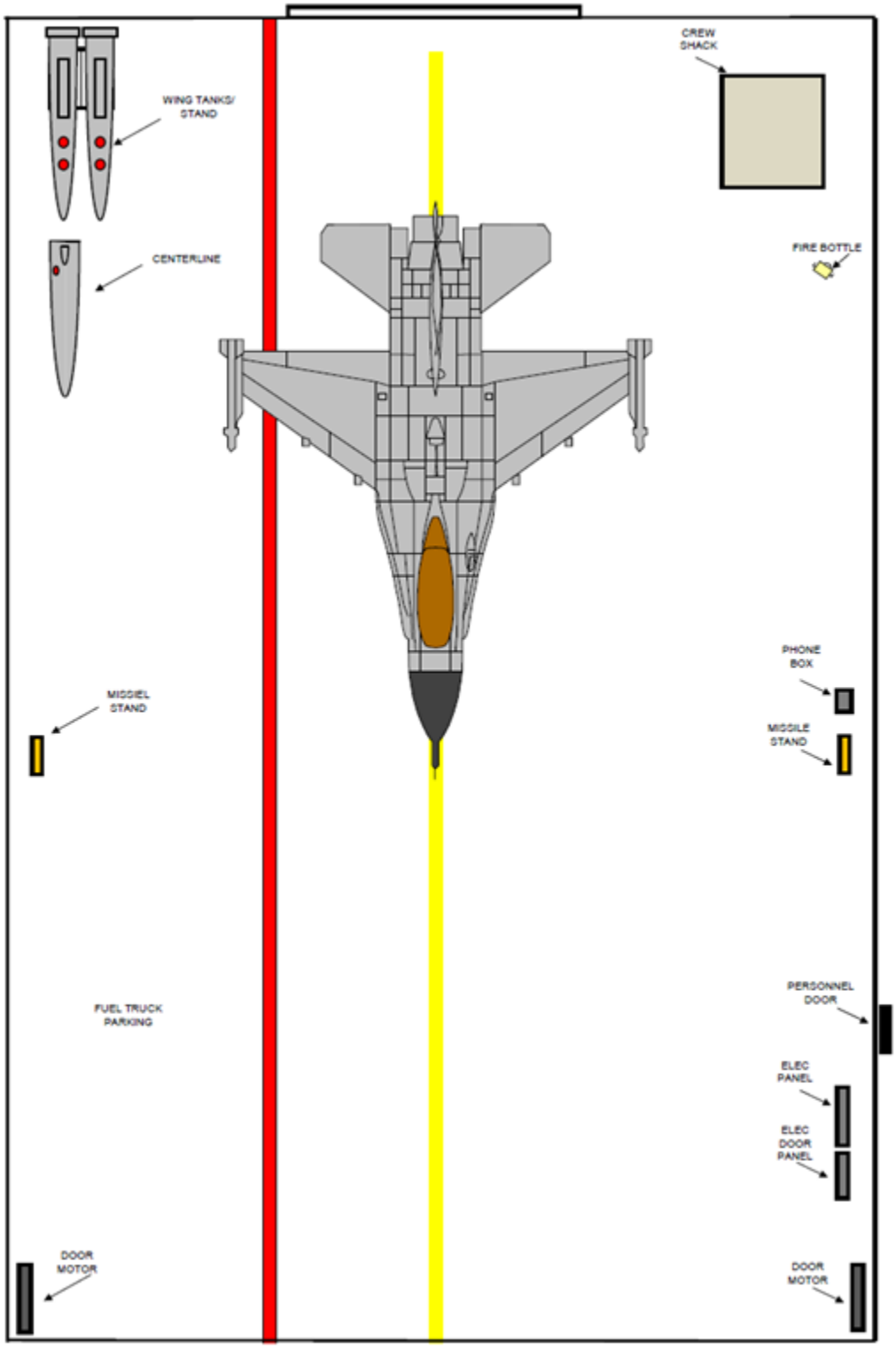

Figure A12.3. (Added**) New Gen Pas Layout.**

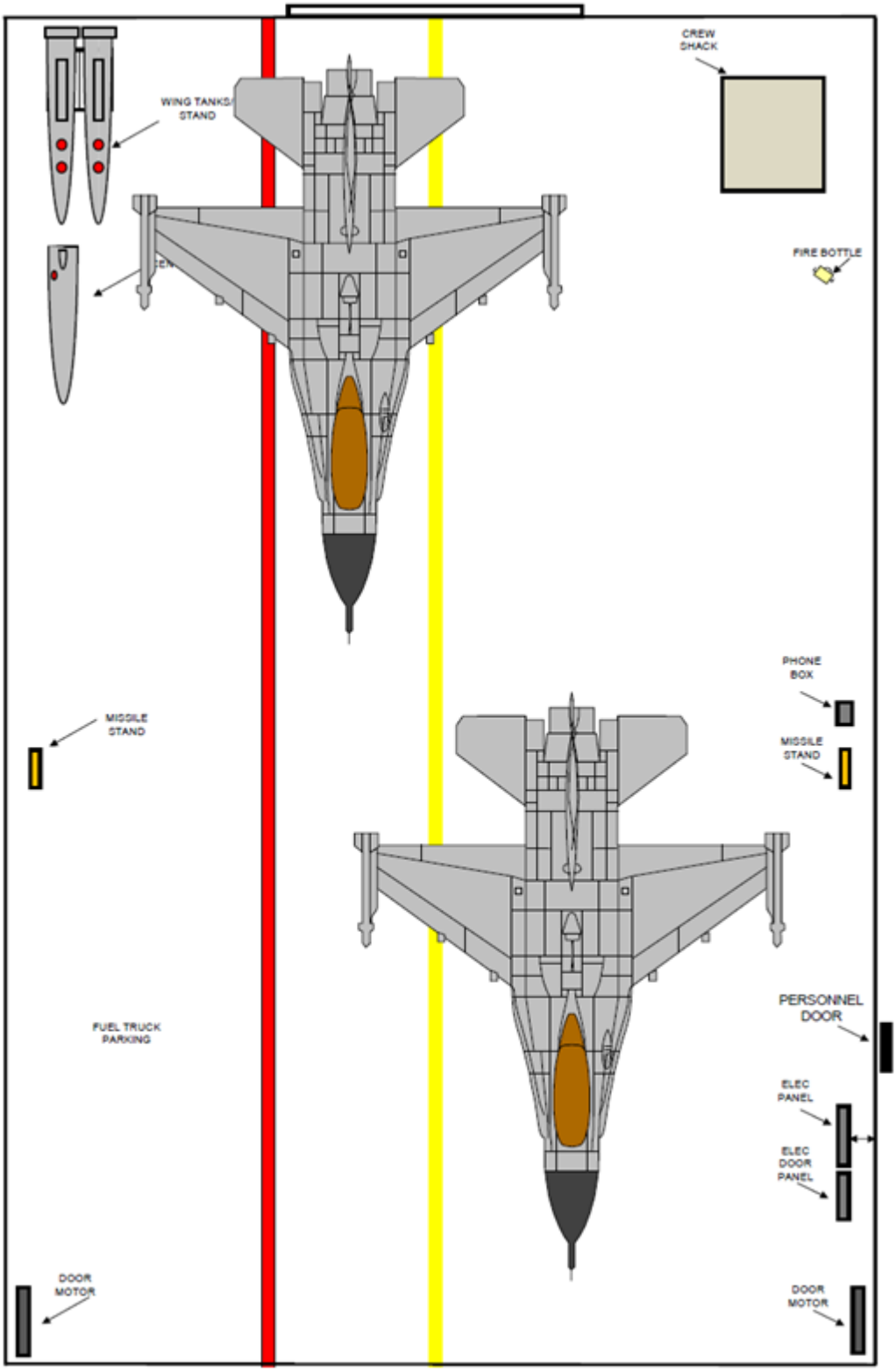

Figure A12.4. (Added**) New Gen Pas Layout.**