UNITED STATES MARINE CORPS
2D MARINE AIRCRAFT WING
II MARINE EXPEDITIONARY FORCE
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WING ORDER 8600.4K

From: Commanding General, 2d Marine Aircraft Wing
To: Distribution List

Subj: STANDARD OPERATING PROCEDURES FOR AVIATION ORDNANCE (SHORT TITLE: SOP FOR AVIATION ORDNANCE)

Ref: (a) COMNAVAIRFORINST 4790.2B
(b) MCO P4790.20
(c) MCO 8023.3B
(d) MCO 5530.14A
(e) COMNAVAIRFORINST 13650.3B
(f) OPNAVINST M-8000.16
(g) MCO P4030.19K
(h) NAVSEA OP 5 VOLUME I
(i) NAVSEA SWO020-AF-HBK-010
(j) NAVSEA OP 3565
(k) NAVAIR 00-80T-103
(l) NAVAIR 00-80T-109
(m) NAVAIR 00-80T-115
(m) NAVAIR 01-700
(o) NAVAIR 11-100-1.1 CD
(p) NAVSUP P724 VOLUME I
(q) NAVSUP P-801
(r) OPNAVINST 5102.1D w/CH-2
(s) COMNAVAIRFORINST 8380.1A
(t) CNAL/CNAP Joint Letter 3500 (dtd Feb 1993)
(u) OPNAVINST 5530.13C
(v) WgO 13010.2A
(w) OPNAVINST 8010.12G

Encl: (1) Standard Operating Procedures (SOP) for Aviation Ordnance

1. Situation. To promulgate SOP for aviation ordnance within 2d Marine Aircraft Wing (2d MAW) and provide guidance and instructions relating to aviation ordnance programs and

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material. This revision contains a substantial number of changes and should be reviewed in its entirety.

2. Cancellation. WgO 8600.4J.

3. Mission. Conduct all facets of aviation ordnance operations in a safe and efficient manner and to ensure administrative requirements are understood throughout 2d MAW.

4. Execution. Commanders shall comply with the policy and procedures set forth in this Order. Personnel shall be guided in matters pertaining to aviation ordnance and associated material by the references and instructions contained herein. In the event that other policies or regulations conflict with this Order, the most stringent regulation shall apply.

5. Administration and Logistics. Recommendations concerning the contents of this Order are invited. Recommendations will be forwarded to Commanding General, 2d MAW (Attn: Assistant Chief of Staff, Aviation Logistics Department) via the appropriate chain of command.

6. Command and Signal

a. Command. This Order is applicable to all personnel assigned or attached to 2d MAW.

b. Signal. This Order is effective the date signed.

J. L. PARKER
Chief of Staff

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LOCATOR SHEET

Subj: STANDARD OPERATING PROCEDURES (SOP) FOR AVIATION ORDNANCE (SHORT TITLE: SOP FOR AVIATION ORDNANCE)

Location: _____
(Indicate location(s) of copy(ies) of this Manual.)

RECORD OF CHANGES

Log completed change action as indicated.

Change Number	Date of Change	Date Entered	Signature of Person Incorporating Change

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Chapter 1

General Procedures

1. Training and Certification

a. Technical and on the job training pertaining to aviation ordnance, Aircraft Armament Equipment (AAE) and related munitions and components shall be conducted and correctly documented in each individual's Advanced Skills Management (ASM) profile.

b. Current lesson plans, training records and completion certificates shall be maintained per references (a), (b), and (c).

c. With the exception of Team Member (TM), certification is accomplished only after completing the required training and demonstrating technical proficiency, knowledge and a complete understanding of the subject matter for the applicable certification level.

d. As per reference (d), all Aviation Ordnance personnel shall be qualified and certified to handle explosive material and must complete the Arms, Ammunition and Explosives (AA&E) screening process. The designated board chairperson will annually review the training, qualification, and certification level adequacy for each individual under their cognizance. This process will be documented using the 8023 module within ASM web base program.

2. Fleet Weapons Support Team (FWST). The FWST is comprised of technical personnel designated as Navy Civilian Technical Specialists and Contractor Engineering Technical Services. FWST representatives are always available and should be used to the fullest extent. FWST duties and responsibilities include the following:

a. Furnish supplementary practical job training and/or classroom instruction for the installation, operation, maintenance and repair of aircraft weapons systems, air launched missiles, conventional weapons and target systems. The FWST representatives are also an integral part of the Integrated Weapons System Review (IWSR) process and should be consistently used in this capacity.

b. Observe technical deficiencies and investigate failures in the maintenance on and operation of air launched missiles, conventional weapons and target systems. FWST will also recommend methods to eliminate deficiencies and provide technical repair guidance when such tasks are beyond the standard repair capabilities of fleet personnel.

c. Upon unit request, a Weapons Assist Team (WAT), comprised of FWST representatives, will assist with the planning, preparation and analysis of air launched guided weapon firing exercises. Specifically, the WAT will provide evaluation of missile and launcher performance, validate/assess firing results, and provide advance notification of any perceived or potential problems with weapons or weapon systems.

d. WAT requests shall be submitted, via the chain of command, to Naval Air Warfare Center Weapons Division using the Global Naval Message function within the All Weapons Information System (AWIS) website. All other local FWST assistance requests will be accepted via electronic mail or phone call.

e. FWST representatives will administratively report to the local Marine Aviation Logistics Squadron (MALS) Aviation Ordnance Officer. In the case of New River, FWST representatives will administratively report directly to the senior MALS Ordnance Officer. The assigned FWST will be made equally available to either MALS-26 or MALS-29, as required.

3. Individual Material Readiness List (IMRL) Allowances. In the event that a revision is required to the IMRL allowance, requests must be submitted in accordance with references (a) and (e). Revisions to the Table of Basic Allowances must be requested in accordance with TM 3125-OI/1 (Table of Basic Allowances for Fleet Marine Forces Aviation Units).

4. Modifications to Aircraft and Equipment. In the event that modification to naval aircraft or aeronautical equipment is required, refer to references (a) and (f).

5. Air Shipment of Dangerous Material. Refer to reference (g) for the Continental United States (CONUS) shipment of dangerous material via military aircraft. Refer to the International Air Transportation Association Manual when air shipments of dangerous material are outside CONUS.

6. OF-346 Motor Vehicle Operator ID Card

a. With the exception of weapons loaders being used on the flight line, all vehicle and self-propelled equipment operators carrying explosives are required to be qualified as explosive drivers per references (h) and (i). Additionally, they must have completed the required training course and possess a current Naval Operations 8020/6 Explosive Operator/Department of Transportation Medical Examiner's Certificate, a valid state driver's license and U.S. Government Motor Vehicle Operator's Identification Card (OF-346). The individual will be qualified to operate any of the vehicles listed on the back side of the card providing the card is current and valid. "Explosives Driver-Must hold a current Medical Certificate" must be annotated per references (i) in order for the individual to be qualified to transport explosives/hazardous material. These provisions apply for both on or off base transport.

b. Material Handling Equipment and self-propelled weapons loaders operators must possess a valid ground support equipment operator's license.

7. Class V(A) Static Displays

a. The use of live weapons for display purposes is prohibited. Only inert ammunition will be used for static display unless specifically approved by COMMARCORSYSCOM CODE 204 PM AMMO via the appropriate chain of command.

b. Inert Class V(A) ammunition items are available at the supporting MALS, Center for Naval Aviation Technical Training Marine Unit Cherry Point, and Station Ordnance/Weapons. These items are primarily intended for use during technical training and in support of personnel qualification and certification.

c. Only inert Captive Air Training Missiles (CATM) shall be used in static displays. Some CATM-9 missiles contain a small amount of Class "C" explosive material within the guidance and control section. These missiles will not be used for static display purposes until the explosive components have been replaced by inert components. Inert guidance and control components (WGU-4A (T-2)/B, Naval Ammunition Logistics Code 1W11) are readily available and should be acquired using the standard Class V(A) requisitioning process.

d. Prior to use and as per reference (h), All Class V(A) material must be inspected and subsequently certified as "INERT" by EOD personnel. This applies to all items intended for use as training aids or static displays.

e. Inert items on public display must remain under constant supervision from a competent authority in order to prevent theft, loss or damage and shall ultimately be afforded the same security normally required for live ordnance.

f. Aircraft that are configured/equipped with internal explosives such as pyrotechnics, Aircrew Escape Propulsion Systems (AEPS)/Propellant Actuated Devices (PADs) or Cartridge Actuated Devices (CADs), which may be hazardous to the public, will be removed prior to allowing public access to the interior of the aircraft.

8. Explosive Ordnance Disposal (EOD)

a. Each Marine Wing Support Squadron has an EOD team assigned to it via the Table of Organization.

b. Units requiring EOD assistance shall notify the supporting EOD team in any instance where armed, unsafe, or defective ammunition has been either detected or found.

c. Units shall contact EOD for recommendations and/or disposition instructions for defective or malfunctioned ammunition or when the condition/serviceability of the ammunition cannot be readily determined.

9. Electromagnetic Radiation. The operating procedures and precautions required to prevent injury to personnel, ignition of volatile vapors, and the premature ignition of electro-explosive devices in ordnance from exposure to environmental electromagnetic radiation are contained in references (j) as well as the local Emission Control Bill. Due to the Hazards of Electromagnetic Radiation to Ordnance, these directives shall be readily accessible, and shall be strictly adhered to. Assistance with this topic can be obtained by contacting the installation Explosive Safety Officer.

10. Fueling of Ordnance Laden Aircraft

a. The simultaneous fueling and loading/downloading of Class V(A) material (inert or explosive) is strictly prohibited.

b. The hot refueling of aircraft carrying HUNG ordnance of any type is strictly prohibited.

c. The hot refueling of Ordnance Laden USMC aircraft limited to only those ordnance items specified/authorized via

reference (k).

d. The cold refueling of explosive laden aircraft is governed by the host station's Air Operations Manual. For the purpose of this manual, cold refueling is defined as: an operation by which an aircraft is fueled by means of a fuel truck and not from the fuel pits. Aircraft (even if engines are not operating) will not be allowed in the fuel pits for refueling if any of the conditions prohibiting "hot refuel" exist.

e. Amplification of refueling ordnance laden aircraft is contained in references (k), (l) and (m).

11. Deployments. Deployed squadrons and detachments will be governed by host station regulations.

a. Marine Expeditionary Unit (MEU) Activation. The Aviation Combat Element (ACE) will be activated appropriately to support the 22nd, 24th, and 26th MEUs on a rotational basis. Each detachment will report for planning to the composite squadron upon activation. The ACE will typically composite at Deployment (D)-180.

(1) All Group Commanders will comply with personnel and equipment requirements, as outlined in the II Marine Expeditionary Force (MEF) Standard Operating Procedure (SOP) and the MEU Letter of Instruction (LOI) when published.

(2) The Marine Medium Tilt Rotor (VMM) squadron must establish themselves as a Reinforced (REIN) Squadron via the AWIS AAE module and Gun Inventory Tracking/Reporting (GITR) module on/about D-180. This action is to be accomplished using the "MEU COMPOSITE" function within the AAE and GITR modules.

(3) Upon designation of the ACE as a VMM (REIN), the ACE must then identify/designate a "MEU COORDINATOR" via AWIS. The designated MEU COORDINATOR will be the authorized individual responsible for the receipt of Type Model Series (TMS) specific gear, equipment and personnel transferred from individual TMS detachment parent units.

(4) The Helicopter Marine Light Attack (HMLA) and Marine Helicopter Heavy Lift (HMH) detachments must attach themselves to the VMM (REIN) via the AAE/GITR "MEU Composite" function. This is normally accomplished on/about the same day the VMM becomes a VMM (REIN) and cannot be done prior.

(a) It is imperative that the HMLA/HMH achieve an accurate physical inventory of AAE, Aircraft Gun Systems (AGS), Crew Served Weapons (CSW) and Laser Aiming Devices prior to attaching to the VMM (REIN) in AWIS. The items included in the physical inventory should be the same items intended to be embarked in support of the actual deployment.

(b) Upon HMLA/HMH attachment to the VMM (REIN), via the AWIS AAE/GITR "MEU Composite" function, all equipment, weapons, and personnel designated for the detachment will be moved to the VMM (REIN) AWIS account.

(c) The AWIS designated MEU COORDINATOR will be responsible for receipting personnel, AAE, AGS, CSW's and Laser Aiming Devices in AWIS. MALS-26 will serve as the VMM (REIN) Prime Pool Custodian until D-Day, at which point those responsibilities will shift to the ships Aircraft Intermediate Maintenance Department (AIMD).

(5) On/about D-120, the ACE Aviation Ordnance Officer will be selected by the 2d Marine Aircraft Wing (MAW) Aviation Logistics Department (ALD) Aviation Ordnance Officer and attached to the ACE/VMM (REIN), as per the MEU Activation Order. The selection of the ACE Aviation Ordnance Officer must be carefully considered and the final selection vetted through the 2d MAW ALD A/COS, as well as the affected Marine Aircraft Group (MAG), MALS and squadron commanders.

(6) The Marine Attack (VMA) squadron detachment will follow the same sequence of events as described above on/about D-15. From D-180 to D-15, during MEU work-ups, the VMA will remain associated with the MALS-14 prime pool for all required maintenance and inventory tracking.

(7) On/about D-day, MALS-26 will transfer the VMM (REIN) to the ship on which the MEU is assigned via the AWIS AAE/GITR "fly-off" function. At this point, MALS-26 relinquishes responsibilities as the AAE/GITR prime pool custodian and the ship's AIMD assumes this responsibility. Prior to this occurring, it is the ACE Ordnance Officer's responsibility to ensure that the VMM (REIN) inventory of AAE, AGS, CSW and Laser Aiming Devices are accurately reflected in AWIS prior to "fly-off".

(8) Upon completion of the MEU deployment, the VMM (REIN) will de-composite and all detachments will return to their parent MAGs. Subsequently, all AAE/GITR inventories must be

returned to their parent MALS. This process is accomplished in reverse of that outlined in the preceding paragraphs.

(9) MILESTONES. The Surface Fleet Atlantic (SURFLANT) Plan of Action and Milestones (POA&M) contains detailed milestones that outline the sequence and individual actions required to complete all deployment preparations. The POA&M milestones include the details associated with the general guidance contained in the preceding paragraphs. Completion of individual milestones must be reported/documented via Naval Message submission to SURFLANT.

(10) POLICY GUIDANCE. All 2d MAW Policies and SOPs will be adhered to unless waived by higher authority for all Aviation Combat Elements assigned to a MEU.

12. Armament Weapons Support Equipment (AWSE). These items are listed on the IMRL. Commands possessing AWSE will ensure that it is only used for the purpose for which it was designed. For example, aircraft weapons "SATS" loaders are designed to load/download weapons, external stores, external fuel tanks and shall not be used as common forklifts. The use of AWSE is limited to the handling properly assembled external stores only. The using unit is responsible for ensuring the Support Equipment Resources Management Information System allocations and on-hand balances are accurately reported and sourced.

13. Airborne Weapons/Stores Loading

a. The use and knowledge of the airborne weapons/stores loading manual and its associated checklists are imperative to sustaining/improving the safety and reliability of loading procedures for airborne stores and conventional/special weapons.

b. Conventional weapons loading checklists contain abbreviated procedures extracted from the appropriate airborne weapons/stores loading manual and are **MANDATORY** for use during **ALL** loading/downloading operations.

c. Upon receipt of a new checklist, revision to an existing checklist, page change, or an Interim Rapid Action Change (IRAC), the using activities will compare changes to the current applicable airborne weapons/stores loading manual.

d. Due to potential adverse effects to safety and readiness, units shall report all conflicts between loading checklists and airborne weapons/stores loading manuals via the

Chain of Command to Commander, Naval Air Warfare Center, and Weapons Division, China Lake, CA with information copies to Commander Naval Air Force U.S. Atlantic Fleet Norfolk, VA, Commander U.S. Marine Corps Forces Atlantic, and this Headquarters.

e. Reference (n) is a monthly publication index designed to provide activities with a T/M/S guide of publications, revisions, and changes to Aircraft Conventional Weapons Loading, Release and Control, AWSE, and Weapons Assembly/Disassembly Checklists and Manuals. This publication will be referenced prior to loading to ensure all checklists and loading manuals are up to date at all times. Activities that have electronic internet capability shall use the Naval Air Technical Data and Engineering Service Command (NATEC) website www.natec.navy.mil to verify the most current change/revisions to Airborne Weapons/Stores Manuals and checklists. Publications with issue dates after the release date of reference (n) take precedence over earlier releases. It is imperative that only the most current revision or change is used.

14. Cartridge Actuated Devices CADS/AEPS. Information on the application, purpose and procedures for the proper identification, handling, storage and use of CADs for bomb racks/launchers, bomb dummy units, and airborne missile systems can be found in reference (o).

15. Notices of Ammunition Reclassification (NAR). Ammunition is designed and produced with as high a degree of safety and reliability as attainable within the state of the art. However, during quality evaluation or surveillance testing, it is sometimes determined that an item will no longer function as per design specifications and its use must be limited, suspended or permanently curtailed. Malfunctions and discrepancies reported by using units also prompts input to the reclassification program, as does the declaration of material as obsolete/disposable. Information on reclassification actions is promulgated by Naval Supply Global Logistics Support, Ammunition.

a. Commands expending Class V(A) shall comply with references (p) and (q).

(1) Ensure a NAR, Ammunition Information Notice (AIN), and Overhead Fire (OHF) file is established in numerical sequence if an electronic copy is not used. Personnel responsible for screening ordnance must have access to the most

current version via Command shared drive, "Tough Books" or other removable media.

(2) A NAR Cross Reference binder is defined as a quick reference of NAR printouts for Navy Ammunition Logistics Codes (NALC) that activities commonly use. The purpose of a NAR Cross Reference binder is to ease/expedite the screening of NARs during ammunition acceptance or other required inventories. A Cross Reference is commonly confused with a NAR file. A NAR file is no longer required due to the frequency that reference (q) is published. A paper NAR/AIN/OHF Cross Reference will be established and maintained by all MALS and squadrons.

(3) NARs, AINs and OHFs are available via the Internet at the following web link: https://www.ois.disa.mil.

16. Explosive Accidents and Malfunctions

a. Explosive Accident. An explosive accident is defined as an accident or incident involving conventional ordnance, ammunition, explosives, explosive systems and devices resulting in an unintentional detonation, firing, deflagration, burning, launching of ordnance material (including all ordnance impacting outside of range parameters or "off-range"), leaking or spilled propellant fuels and oxidizers (less OTTO fuel II), or chemical agent release. Accidents and incidents defined as explosive mishaps and meeting a severity classification of class A, B or C will be reported using an Explosive Mishap Report (EMR), even if an ordnance system works as designed, and human error contributed to an incident or accident. Any explosive event not meeting one of these severity classifications will be reported as an Explosive Event Report (EER). Explosive Mishaps will be reported in accordance with references (h) and (r).

b. Explosive Malfunction. For the purposes of this SOP, an explosive malfunction is defined as any instance where an item within the explosive system is intentionally fired, jettisoned, launched, or exploded but fails to operate in the normal or usual manner for which it was designed.

c. Explosive Incident. Any occurrence which creates a potentially hazardous situation is considered an explosive incident. Possible incidents are below, but not limited to:

(1) Human errors in the processing, assembly, testing, loading, storing, transporting, handling, using or disposing of explosive material.

(2) Unusual or unexpected occurrences, unnatural phenomena, unfavorable environments or instances of equipment failure that may damage or affect safety or reliability of an explosive material/system.

(3) Loss or abandonment of explosive material/system resulting in a potential hazard to unqualified/inexperienced personnel who may find the item.

(4) Misused or unauthorized alteration of an explosive material/system.

(5) Any failure, malfunctions of, or damage to a launch device or associated hardware that takes place when an explosive material/system is being handled or manipulated.

17. Deficiency/Mishap Reporting

a. Reporting Deficiencies/Mishap Reports. Each of these reports is submitted to different websites. The distribution is as follows:

(1) Technical Publication Deficiency Reporting (TPDR) are reported to NATEC via: https://mynatec.navair.navy.mil.

(2) Aircraft system deficiencies, Engineering Investigations (EI), Hazardous Material Reports (HMR) and Product Quality Deficiency Reports (PQDRs) are reported to the Naval Aviation Maintenance Discrepancy Reporting Program via the Joint Deficiency Reporting System (JDRS) at https://jdrs.mil.

(3) Ordnance related deficiencies, Conventional Ordnance Discrepancy Reports (CODRs), EERs, and PQDR's are reported via the Deficiency Reporting System Website (DRWEB) at https://awis.navair.navy.mil/awis.

(4) EMRs are reported to the Naval Safety Center via the Web Enabled Safety System (WESS) reporting system at http://safetycenter.navy.mil/wess/.

b. EMR. An EMR is initiated for an accident or incident involving conventional ordnance, ammunition, explosives, explosive systems and devices resulting in an unintentional detonation, firing, deflagration, burning, launching of ordnance material (including all ordnance impacting off-range), leaking or spilled propellant fuels and oxidizers (less OTTO fuel II), or chemical agent release. Accidents and incidents defined as

explosive mishaps and meeting a severity classification of class A, B or C, will be reported as an EMR using the WESS, even if an ordnance system works as designed, and human error contributed to an incident or accident. EMR's will be reported in accordance with references (h) and (r).

c. EER. An EER is initiated for any event involving conventional ordnance, ammunition, explosives, explosive systems and devices resulting in an unintentional detonation, firing, deflagration, burning, launching of ordnance material (including all ordnance impacting off-range), leaking or spilled propellant fuels and oxidizers (less OTTO fuel II), or chemical agent release. Even if an ordnance system works as designed, and human error contributed to an event. This pertains to all events that do not meet the severity classification of class A, B or C.

d. CODR. A CODR is initiated upon detection of a malfunction, observed defect, induced defect, or improper storage involving conventional ordnance, explosives, ammunition, explosive systems, or devices, including weapon systems components that come in direct contact with the ordnance (e.g. ammunition, explosives, missiles) and armament/handling/support equipment and test sets used to fire, handle, load, deliver, store or transport ordnance.

e. PQDR. PQDR's provide a method for reporting deficiencies in new or newly reworked Government owned material, which remains under warranty. The PQDR program is an integral part of the Product Deficiency Reporting and Evaluation Program and provides a closed loop system for initial reporting, cause, corrective and preventive action, and status of individual product quality deficiencies as well as the identification of problems, trends, and recurring deficiencies.

f. Category (CAT) I EI. The CAT I EI provides a standard method for reporting material deficiencies, which if not corrected, could result in death or injury to personnel, or damage to or loss of aircraft, equipment, or facilities. Such incidents are reported regardless of how or when the discrepant condition was detected, using the JDRS website.

g. CAT II EI. A CAT II EI applies to all aircraft systems, targets and their subsystems, equipment, components, related support equipment, special tools, fluids or materials, and test program tests used in the equipment operation. CAT II EI's on ordnance items are determined by the Fleet Support Team (FST).

h. TPDR. The TPDR program provides maintenance activities with a standard system for reporting errors in technical publications, Maintenance Requirement Cards, Illustrated Parts Breakdowns, Airborne Weapons Loading Manuals/Checklists, Maintenance Instruction Manuals, Interactive Electronic Technical Manuals and other Navy Technical Manuals. The four categories of TPDR's are Category I (CAT I), Category II (CAT II), Category III (CAT III) and Category (CAT IV).

i. Prior to submission, **ALL** discrepancy reports will be reviewed by the Aviation Ordnance Officer or Aviation Ordnance Chief and the reviewer will be listed as the report Point of Contact (POC).

(1) CAT I TPDR identifies a publication, that if not corrected could result in death, injury, damage to or loss of aircraft, equipment, or facilities, and will be submitted via Naval Message within 24 hours of discovery.

(2) CAT II, III, and IV TPDR's are non-safety related technical publication deficiencies which, if not corrected, may impact mission readiness, but would not result in death or injury, damage to or loss of aircraft, equipment, or facilities. CAT II, III, and IV TPDR's include technical errors, incorrect measurement values, incorrect use of Support Equipment, incorrect sequence of adjustments, Part Number errors or omissions.

j. Special Incident Reporting. Per special incident reporting procedures contained in the Chief of Naval Operations Instruction 3100.6G, an Operational Report 3: Navy Blue, Pinnacle, Navy Unit Situation Report (Notice to All), shall be submitted for significant incidents involving AA&E. Within 48 hours of the incident, 2d MAW activities will submit reports detailing the circumstances surrounding such incidents to Chief of Naval Operations (N09N3) or Commandant of the Marine Corps (Physical Security), as appropriate, with copies to the Chain of Command and Naval Surface Warfare Center Division Crane. Losses of the following items will be considered significant and shall be reported:

(1) One or more CAT I or II missiles or rockets.

(2) One or more machine guns.

(3) 5000 rounds or more of ammunition smaller than 40mm.

(4) Armed robberies or attempted armed robberies.

(5) Forced entries or attempted forced entries.

(6) Evidence of terrorist involvement.

18. Safety Reporting Program. This program provides a standard system for reporting situations involving explosive ordnance accidents, incidents, and malfunctions. It also includes an avenue for correcting existing procedures which, if not corrected, could result in damage to property, loss of an aircraft, death or injury to aircrew, maintenance personnel, or other personnel. For mishaps involving explosive items/weapons or ordnance related equipment, reports shall be submitted using the AWIS via the following website: https://awis.navair.navy.mil/awis/index.asp. The reporting individual must ensure a detailed report is submitted in order to assist the Cognizant Field Activity with evaluating the problem.

19. Explosive Laden Transient Aircraft. Responsible parties for the de-arming and downloading of transient aircraft shall comply with the host air station's Airfield Operations Manual/Instruction. Any time an aircraft dissimilar to those maintained by resident personnel require de-arming and/or subsequent ordnance downloading, only EOD Team members will download aircraft. Dissimilar aircraft (A/C) shall not be de-armed by personnel unfamiliar with that A/C system. Transient aircraft arriving at an air station where similar aircraft are stationed may request assistance for de-arming and downloading of ordnance from a resident squadron. However, transient aircraft shall not be either re-armed or loaded once the aircraft have been de-armed/downloaded unless command sponsored explosive qualified and certified personnel are present to conduct the operations.

20. Aircraft Armament Equipment (AAE). The MALS are hereby designated as the AAE pool sub-custodians for 2d MAW. As such, they will comply with the policies and procedures contained in reference (s).

a. AAE that has been surveyed, turned in as excess, received from Supply, transferred to or from commands/activities external to 2d MAW, or Beyond Capable Maintenance (BCM) will require appropriate document numbers. When transferring or receiving AAE from activities within 2d MAW, information of

transfers/receipts shall be coordinated between custodians prior to submission into the AWIS AAE module.

b. AAE lost as a result of an aircraft mishap shall be surveyed and reported via an AAE Loss Message as outlined in reference (s). AWIS AAE module shall be updated to reflect equipment status.

c. All interface cables associated with AAE shall be treated as non-serialized AAE in the AWIS AAE module. Administration of these interface cables in the AWIS AAE module can be found in reference (s).

21. Air Launched Guided Missiles/Weapons. Defective or unserviceable air launched guided missiles/weapons shall be reported via CODR submission to the appropriate FST. All CODR's shall contain the phrase "FST response required". The CODR or associated CODR date time group shall be provided to the local Station Weapons Department upon the turn in of discrepant item, or as soon as possible. The FST will provide disposition instructions to the Station Weapons Department.

22. Captive Air Training Missiles (CATM)

a. Inert CATMs will be treated in the same manner as if they were live ordnance. The following guidance pertains to CATMs that remain loaded on aircraft overnight:

(1) Aircraft loaded with CATM missiles shall not fall under cross country rules unless squadrons make the following advance preparations:

(a) Support personnel shall be in place to support weapons handling and shall be qualified/certified in accordance with reference (c).

(b) Arming/de-arming must be STRICTLY adhered to prior to and after launch and recovery efforts.

(c) By exception, the MAG CO is authorized to approve cross country flights without qualified/certified support personnel to recover aircraft at the destination site for CATM-9s, CATM-65s and CATM-114s only. The approval for these CATM's on cross country flights should be limited to support for Wing FRAGs, Static display for Air Shows and operational commitments (i.e. enhanced training) only. All units authorized to carry CATMs on cross country flights (i.e.

CATM-9, CATM-65, and CATM-114) to and from deployment training locations must ensure they have qualified/certified support personnel in place at the A/C's final destination. Request for CATMs for cross country events shall be added to the squadrons cross country request and routed through each MAG's Operations Department for approval by the MAG Commander with an info copy to the organizational level squadron ordnance officer and MAG/MALS ordnance officer for accountability and tracking purposes. Aircrew must receive requisite training associated with CATM's, understand the inherent risks of taking CATMs on cross country flights (i.e. Things falling off aircraft), and ensure adequate security is provided at all en-route sites.

(2) All safety precautions for loaded CATMs shall be strictly adhered to; specifically, safety pin installed, cartridges removed/electrically disconnected, CATMs mechanically locked to prevent the possibility of inadvertent firing, umbilical's disconnected and covers installed.

(3) United States Navy/United States Marine Corps (USN/USMC) aviation units operating on USN/USMC installations may leave CATMs loaded overnight. USN/USMC aviation units operating on non-USN/USMC installations may leave CATMs loaded overnight only upon host command approval.

(4) Non-USN/USMC aviation units operating on USN/USMC installations may leave CATMs loaded overnight, provided all safing requirements have been met: safety pin(s) installed, cartridges removed/electrically disconnected, CATMs mechanically locked to prevent the possibility of inadvertent firing, and umbilicals disconnected and covers installed.

(5) The carriage of mixed loads of practice (air-to-ground/air-to-air) and live forward firing ordnance is PROHIBITED IAW with procedures set forth in reference (t).

(6) Flight line security shall be conducted/administered in accordance with references (d) and (u).

23. Non-explosive External Stores

a. For the purpose of this order, non-explosive external stores are defined as those stores loaded on aircraft parent racks or mission suspension equipment and designed to perform a function during flight that does not involve release of the store. These non-explosive stores include, but are not limited

to, auxiliary fuel tanks, targeting pods, and electronic countermeasure pods.

b. The procedures for loading non-explosive external stores are contained in each Type Model Series (TMS) weapons/stores loading manuals. As such, it is the responsibility of squadron Ordnance division to load and download the aircraft with these stores. At no time will the loading, downloading or transportation to and from the aircraft be delegated to other work centers. Procedures that do not involve the loading or downloading of a store, such as affixing cables or powering and checking targeting pods for example, may be delegated to those work centers tasked with maintaining those external stores.

c. Because other divisions are tasked with maintaining specific non-explosive external stores, such as Power Line division maintenance of auxiliary fuel tanks, their expertise and participation are highly encouraged during loading, downloading or troubleshooting. However, the minimum Ordnance load crew, comprised of a Quality Assurance Safety Observer, Team Leader and Team Member, will be present throughout all loading and downloading procedures.

24. Reports

a. All ordnance related reports (CODR, TPDR, AAE reports, etc...) will be reviewed by the Ordnance Officer or Ordnance Chief prior to submission/release. Additionally, the Ordnance Officer or Ordnance Chief will be listed as the primary POC on all ordnance related messages.

b. Annual AAE Report. Prime Pool AAE custodians (MALS) shall collect and ensure the accuracy of all squadron provided data, in support of the Annual AAE Report. As per reference (s), each MAG/MALS is required to submit an Annual AAE report to 2d MAW ALD via naval message. 2d MAW will then consolidate the reports from all MAGs/MALS and forward a consolidated report to the appropriate Type Commander (TYCOM) prior to 30 September. Amplification will be provided to TYCOM for any abnormalities (increases, decreases, transfers, losses, and BCM actions) indicated in the report.

c. Gun Inventory Tracking and Reporting. Reference (f) outlines the procedures required to administratively manage the inventory of Marine Corps and Navy Aircraft Guns, Crew Served Weapons, and Laser Aiming devices.

d. Monthly Expenditure Report. Expenditure reports are due to the Commanding General (CG), 2d MAW on the 5th day of each month. At a minimum, these reports must contain NALC, Nomenclature, year to date expenditure quantity, year to date expenditure percentage and remaining balances.

e. Personnel Report. The 2d MAW Aviation Ordnance Officer/Chief are the occupational field sponsors for all 65XX Marines assigned to 2d MAW. The personnel report is used to assist them with managing these responsibilities. All squadron Ordnance Divisions shall submit a monthly personnel report to their parent MALS Ordnance Department no later than the close of business on the 25th day of each month. Report Control Symbol WG-8600 5 has been assigned to this report. MALS Ordnance shall collect, check for accuracy, and submit a monthly MAG personnel report to 2d MAW ALD no later than close of business on the first working day of each month. At a minimum, the report format needs to include Name, Rank, Social Security Number (last four only), Military Occupational Specialty, End of Active Service date and applicable notes. Additionally, the report shall reflect the following:

(1) Anticipated (30) day losses

(2) Anticipated (60) day losses

(3) Fleet Assistance Program

(4) Station Assistance Program

(5) Group Assistance Program

(6) Temporary Additional Duty

(7) Deployment Status

(8) Medical Status (light duty, Med board, etc.)

f. Monthly Metric Report. Monthly Metric Reports are due to the 2d MAW ALD on the 5th day of each month. If the 5th falls on a weekend or during an observed holiday period, the Metrics will be due to ALD on the next full working day after return from the weekend or observed holiday period.

25. Aircraft Towing and Servicing

a. Aircraft loaded with dummy ordnance, practice ordnance

containing only flash or impact signal cartridges, training missiles without live warheads and motors, internally carried pyrotechnics and SUS charges, aircraft peculiar cartridge actuated devices and de-armed internally mounted guns loaded with training projectile ammunition may be towed as necessary provided the following requirements are met:

(1) All internal and external stores, weapons, countermeasures, racks and launchers must be safe/locked per applicable checklists. Forward firing ordnance systems must be electrically disconnected.

(2) A minimum of two qualified and certified ordnance personnel must be available on the tow crew with at least one possessing a Team Leader certification.

b. Aircraft loaded with live ordnance may not be towed unless absolutely necessary and must be approved by the Ordnance Safety Officer. All requirements for towing of inert loaded aircraft will be met.

c. Minimal aircraft servicing and minor maintenance is permitted providing all external ordnance aboard the aircraft is de-armed and/or downloaded.

26. Integrated Weapon Systems Review (IWSR). Each MAG within 2d MAW shall implement an effective IWSR program. MAGs will create their own orders to ensure the optimal performance of all weapon systems for assigned TMS aircraft. Squadrons shall ensure vigilant implementation and completion of program, to include scheduling, oversight and follow-up actions. Once the IWSR has been completed, the Squadron will coordinate the scheduling/conduct of an Ordnance Assessment that will be conducted by 2d MAW ALD. It is the responsibility of each MAG Aviation Ordnance Officer to ensure that all deploying units have completed the IWSR and Ordnance Assessment IAW reference (v).

27. Physical Security

a. Reference (u) is the Department of the Navy Physical Security Instruction for conventional AA&E and tasks Commanding Officer's with the responsibility for the physical security of AA&E within his/her authority.

b. The security of all AA&E will be maintained in accordance with references (d) and (u), and shall be strictly

adhered to during all storage, shipping, and handling operations. Refer to the Special Incident Reporting procedures for reporting any loss of AA&E.

c. Aviation Ordnance Marines will conduct quarterly training on local procedures with regard to aircraft crew served weapons (ACSW) storage, issue, receipt, and shipment. The MALS Aviation Ordnance Officer/Chief will be notified of all AA&E leaving the local area. Specifically, no ACSW will be shipped off station without the MALS Ordnance Officer's approval. This practice will ensure items are properly packaged for shipment in accordance with established procedures. The MALS Ordnance Officer will monitor the shipment of AA&E to ensure it arrives at its intended destination.

d. All AA&E shall be shipped or transferred via the parent MALS, ensuring the chain of custody remains with qualified personnel and all custodial receipts are maintained on file for no less than three years.

e. All 2d MAW units possessing AA&E shall establish a training program that emphasizes the importance of accurate receipt, dispatch, inventory and reporting of all AA&E, to include those items deployed in support of worldwide contingency operations.

Chapter 2

Safety

1. Safety Precautions

a. Each MAG shall assign an Explosive Safety Coordinator in writing. The duties/responsibilities of the assigned MAG Explosive Safety Coordinator must include, but are not limited to the following:

(1) Establish an Explosive Safety Program for the MAG and associated subordinate commands.

(2) Monitor aircraft ordnance loading and downloading operations on a daily basis.

(3) Monitor subordinate command's Explosive Safety Program using a MAG approved Explosive Safety Checklist.

(4) Assist Safety Officers/Representatives during investigations involving explosive accidents/incident mishaps.

(5) Present technical training classes pertaining to ordnance safety for Class V(A) material, explosive handling (loading, unloading, arming and de-arming) and transportation involving hazardous materials during maintenance stand-downs.

(6) Advise the MALS Ordnance Officer on all matters pertaining to explosive safety.

b. 2d MAW MAGs and flying squadrons shall promulgate Aviation Ordnance SOP. This SOP shall detail the courses of action to be taken in the event of an explosive accident or incident as well as provide detailed procedures for necessary operations that are not covered by other directives. The SOP should include, but is not limited to, all special requirements not covered by loading manual/checklists for the following:

(1) All airborne weapons.

(2) Pre-flight/post-flight ordnance systems checks.

(3) Loading/downloading of all applicable munitions.

(4) Mobile equipment.

(5) Arming/de-arming area procedures.

(6) Preparation/transportation of munitions.

(7) General safety procedures.

c. When operating in an expeditionary airfield environment, the Aviation Ordnance Officer shall coordinate with the Airfield Operations Officer to establish safety procedures pertaining to munitions handling operations (loading/downloading, arming/de-arming, hot loading/hot refueling, etc..) as necessary.

d. Safety regulations will be regularly reviewed and updated as necessary. Reviews will be conducted upon receipt of new aircraft and/or equipment and as changes are received affecting the capabilities and/or functioning of existing AAE and AWSE.

e. Subordinate commands shall establish an Aviation Ordnance Safety Training Program which will include training on all applicable types of Class V(A), AAE and AWSE. Although training should focus on aircraft peculiar items, the program should be all inclusive due to the possibility that Aviation Ordnance personnel can/will eventually be transferred to different TMS aircraft. Conducted training will be appropriately documented on paper and/or in the individuals digital training record. At a minimum, documentation of training shall include training conducted, dates of training and the instructor(s) providing the training. Additionally, the command must maintain current lesson plans in accordance with reference (a). All aviation personnel involved with the handling of explosive material (Ordnance, Flight Equipment, Seat Shop and Aviation Life Support Systems, and in some cases Airframes) shall receive and document a minimum of one hour each month on Explosive Ordnance Safety. This training may be counted toward mission oriented training requirements and may be used to satisfy the explosive qualification and certification program requirements.

f. Each command involved in the handling of explosive material is required to assign an Explosive Safety Representative. The Explosive Safety Representative will be designated in writing by a Command/Unit Special Order. He/she is responsible for ensuring that all safety regulations are adhered to during the assembly, loading, arming, dearming, unloading, disassembly and transportation of explosive material. Qualified Staff Non-Commissioned Officers (SNCO) will be

designated in writing as the Assistant Explosive Safety Representatives. If a qualified SNCO is not available, the Command/Unit may designate a fully qualified sergeant as Assistant Explosive Safety Representative.

g. Strict procedures will be established to ensure that no live ammunition or other hazardous materials are included with materials returned to the Defense Reutilization Material Office as salvage and/or included with other refuse material.

h. The alteration/modification of any ammunition (service training or dummy drill) by any activity or individual is **expressly forbidden** unless specific approval is obtained from the Naval Sea Systems Command, Naval Air Systems Command or the Commandant of the Marine Corps via the appropriate chain of command. Alterations or modifications include not only changes in configuration and/or components, but also changes in appearance such as color coding or painting.

i. Ordnance safety is all encompassing; therefore it cannot be dictated in any one exclusive order or directive. It is incumbent on each and every individual, working with and handling explosive ordnance material, to use every available resource to prevent ordnance mishaps of any nature. Every individual has the authority to stop an unsafe ordnance evolution, regardless of rank or certification, until the issue has been resolved by higher competent authority. If the matter cannot be resolved locally, the matter will be presented to the MALS Aviation Ordnance Officer for final resolution/adjudication.

j. In addition to local command procedures, the 2d MAW Aviation Ordnance Officer/Chief shall be informed of any incident involving Ordnance/Explosive safety.

k. During electrical storms, a storm shall not approach closer than ten (10) miles before all ordnance handling operations shall be terminated. For destructive weather conditions refer to references (h) and (k) for guidance.

Chapter 3

Class V(A) Ammunition

1. Allowances

a. The Non-Nuclear Ordnance Requirement process provides a planning baseline for ordnance requirements to be used in the Department of Defense Planning, Programming and Budgeting System. The total ordnance requirements consist of the aggregate of War Reserve Munitions Requirements (including ship fills for carriers, Maritime Prepositioning Squadrons and amphibious shipping), Maintenance Pipeline and the Testing/Training & Current Operation Requirement (TTCOR). The Training and Testing Requirement (TTR) consists of the items required to train the force and support military service programs. Annually, the Chief of Naval Operations (CNO) conducts a world-wide inventory of the Class V(A) available to meet war reserve requirements. The results of this inventory, as compared to the war reserve requirements, will determine what the CNO can provide the major claimants for Non Combat Expenditure Allocation (NCEA)/training. The NCEA provided to the major claimants will then be distributed down to the respective Major Subordinate Commands.

b. Commander, Marine Forces Command (COMMARFORCOM) is the designated major claimant for the east coast (2d MAW and EWTGLANT). Each Fiscal Year (FY), upon receipt of the NCEA, COMMARFORCOM allocates Class V(A) to support 2d MAW MAG's/Squadrons. Ordnance Required to Test/Train (ORT) and TTR inputs are generated/used as a tool to help determine NCEA distribution. NCEA requirements are primarily based on the three year NCEA expenditure average, as recorded by the individual claimants submission of Ammunition Transaction Reports (ATRs). ORT is defined as the actual expenditure of munitions that are required to maintain the current level of readiness for all Naval Forces.

c. Upon COMMARFORCOM'S distribution of the NCEA to its major claimants, 2d MAW will further distribute that NCEA using the same methodology used to determine the TTCOR. Each MAG will receive their NCEA based on a combination of factors, to include fair share percentage of munitions as applicable to assigned TMS aircraft, the number of projected aircrews requiring both initial and progressive training, MAG NCEA inputs and three year expenditure data. This process is commonly referred to as the

NCEA "Initial Review" and should be carefully reviewed by MAG operations in order to ensure that all training requirements can be met with the allocated NCEA. Any discrepancies noted during the initial review should be routed to 2d MAW via the chain Of command (COC) in the form of an initial augment request. All initial augment requests must be sent to this headquarters no later than 15 October. If no initial augment requests are received by the deadline, it is assumed that the initial NCEA is adequate for FY training and all subsequent augment requests must meet the standard expenditure percentage of 70% and must be accompanied by appropriate justification.

d. The apportionment of the MAG NCEA to their assigned squadrons should be a collective effort between the MAG Operations Officer and the MAG/MALS Ordnance Officer. NCEA allocations will be provided to the squadrons in a manner that best supports the attainment of maximum aircrew training. The MAG/MALS Ordnance Officer is responsible for ensuring that sufficient munitions are available to meet desired training objectives and commitments generated by higher headquarters.

e. Commanders are cautioned against expending more NCEA than what they have been allocated. If/when this occurs, 2d MAW will be forced to initiate compensatory reductions across all other MAGs.

f. NCEA augment requests will be processed by 2d MAW. Augment requests shall be submitted only for absolutely essential items and quantities. When appropriate, augment request should be submitted through the COC via Naval Message and should, at a minimum, include the requested Naval Ammunition Logistics Code (NALC), nomenclature, Current NCEA, requested revised NCEA, and notes/justification. An example of an acceptable note/justification is as follows:

(1) "CURRENT NCEA IS (20) JDAM, PILOT REQUIREMENT IS 2 JDAM PER PILOT, MAG XX HAS 20 PILOTS ASSIGNED. 20 X 2 = REQUIREMENT OF 40 JDAM. 10 PILOTS X 2 JDAM = 20 JDAM REQUIREMENT"

g. As mentioned above, justification for augment requests shall be submitted through COC via naval message. Additional comments that will help facilitate the adjudication of NCEA augment requests include the date munitions required, training objectives that will be achieved, and an impact assessment of aircrew proficiency if augment request is not approved.

h. A quarterly NCEA expenditure projection must be submitted by each MAG S-3 to the Wing G-3 via e-mail, as prescribed by separate correspondence. The quarterly NCEA expenditure projection shall contain detailed projection of expenditures by NALC for each quarter of the FY.

i. The NCEA mid-year review provides each MAG with an opportunity to fully review their NCEA and determine perceived shortfalls and excesses at the Fiscal Year midpoint and subsequently request for appropriate NCEA increases or decreases, as they deem appropriate. Any requested NCEA changes, stemming from the NCEA mid-year review, will be submitted via naval message to this headquarters with detailed remarks during the month of February (as directed on the initial NCEA message). This command will review all request(s), consolidate into a 2d MAW message and submit II MEF/COMMARFORCOM for approval of changes. The results of the NCEA mid-year review will be distributed back to the originating commands via naval message in the form of a 2d MAW NCEA change.

j. The NCEA End of the Year Closeout is the final step required at the end of the Fiscal year. All account reconciliations must be completed prior to 2359 on September 30 of that FY (final ATR). All MAGs must remain cognizant of this in order to ensure ammunition has not been inadvertently over-expended. Expenditures transmitted after the 30 September deadline will count against the following FY's NCEA.

2. Allocations

a. This headquarters will register each MAG's FY NCEA into the Ordnance Information System-Wholesale (OIS-W). Once entered, the Naval Ammunition Logistics Center, Ammunition Management Office Atlantic Division (NAVAMMOLOGCEN AMMOLANT) and COMMARFORCOM will assist with sourcing Class V(A) material in support of outstanding MALS requisitions as required by references (p) and (w).

b. Registration of the FY NCEA in OIS-W is the trigger that provides each MALS with the authority to requisition Class V(A) that has been allocated to their unique Unit Identification Code (UIC). MALS will not preposition more than their total NCEA for any given item, nor will they exceed their NCEA with requisitions to more than one site without prior coordination with this headquarters.

3. Requisitioning Requirements

a. Under the cognizance of the MAG, the MALS Ordnance Departments will submit Class V(A) preposition requests directly to the appropriate deployment site (i.e. CONUS Navy/USMC installations). The preposition requests will be sent via Naval Message to the deployment site Marine Corps Air Station (MCAS) Ordnance department (or Naval Munitions Command detachment for Navy installations). The prepositioning message must contain the tentative dates of training, the UIC for parent MALS, NALC, nomenclature, quantity requested and Required Delivery Date (RDD). The RDD should reflect, at a minimum, five working days prior to the scheduled commencement of flight operations. Additionally, the preposition message shall request status update messages from the requisitioning activity every fourteen days. For the purpose of informal review/concurrence, draft preposition request messages shall be sent to this headquarters via e-mail prior to release.

b. Under the cognizance of the MAG, the MALS Ordnance Department must submit Class V(A) requisitions to NAVAMMOLOGCEN AMMOLANT NORFOLK VA(UC) on behalf of subordinate commands deploying to non-Navy/Marine Corps sites. Requisitions may be submitted in either plain language messages or in Military Standard Requisition and Issue Procedures (MILSTRIP)/Military Standard Transaction Reporting and Procedures (MILSTRAP) format. Additional guidance for submitting either plain language ordnance request messages or standard MILSTRIP/MILSTRAP requisitions can be found in reference (p). Defense Automatic Addressing System formatted messages can also be used for Non-Navy/Marine Corps activities. AMMOLANT must be listed as an Info Addressee. See reference (p) Appendix E for additional information. It is imperative that the deploying unit make liaison with the host activity in order to determine their ability to provide support, receive and store the ammunition being requested.

c. The required requisition lead time for all CONUS standard requisitions will be 90 days prior to the RDD of the munitions.

d. Units should make every effort to ensure requisitioned ordnance items are periodically reconciled. Requisition follow-up messages should be submitted, at a minimum, every two weeks following the release of the initial requisition message. This reconciliation process should continue until the beginning of

the exercise or upon delivery completion of all requested items. Units requisitioning Class V(A) material for training at non-Navy/USMC installations must request status directly from NAVAMMOLOGCEN AMMOLANT.

e. Upon deployment completion to a non-Navy/Marine Corps site, all unexpended ammunition will be unitized for shipping in coordination with the host activity. The deploying unit must also coordinate with AMMOLANT/PAC for disposition instructions, Transportation Accounting Codes and corresponding "ship to" address/UIC and appropriate shipping documentation required by the hosting activity. Under no circumstances will unexpended ordnance be left at the host activity without the completion of arrangements for proper disposition.

f. In accordance with the COMNAVSURFNOTE C4080 series, the following Class V(A) Mission Load Allowance (MLA) & Standard Training Package (STP) procedures are established for COMMARFORCOM's MEUs assigned to Landing Force Sixth Fleet (LF6F).

(1) Class V(A) MLA and STP will be managed in accordance with the current edition of COMNAVSURFNOTE C4080 series.

(2) LPH/LHA/LPD/LHD ships maintain a Class V(A) MLA consisting of (15) Days of Ammunition (DOA) for helicopter aircraft and (3) DOA for a detachment of (6) AV-8B aircraft.

(3) LPH/LHA/LPD/LHD ships will also have an STP maintained on board that can be tailored to the training requirements of each MEU ACE. Milestone F-5 of the MEU ACE POA&M specifically states that each unit must identify their NCEA and how they desire it to be physically dispersed across the Amphibious Readiness Group (ARG). This disbursement must be coordinated with II MEF and COMNAVSURFLANT. Disbursement should be based on anticipated standard expenditure rates. Should the aircraft mix change, the MLA should be adjusted accordingly by COMMARFORCOM and COMNAVSURFCOM.

(4) In extreme cases, limited quantities of MLA munitions may be used for training and charged as non-combat expenditures. Approval for this must be granted by II MEF and the approved quantities may not exceed the NCEA provided to the Air Combat Element (ACE) by the parent MAG. Further instructions for expending MLA is provided in subsequent paragraphs.

(5) Non-combat training expenditures will not exceed 10 percent of the MLA without prior approval from II MEF, COMMARFORCOM & COMNAVSURFLANT (N42) for operations in the 2d Fleet area of responsibility and by the Officer in Tactical Command for operations outside 2d Fleet AOR. This option is generally reserved for training prior to commencing anticipated contingency operations.

(6) The break-out, loading on A/C or captive flight of MLA missiles for training is not authorized. CATM's should be obtained from the parent MAG through the supporting MALS for training purposes.

(7) The MEU ACE will submit a monthly NCEA expenditure report via naval message to MALS-26. At a minimum, this report will include COMMARFORCOM (ALD-D), COMNAVSURFLANT (N423) and CG, 2d MAW (ALD-D) as info addressees.

(8) All requests for additions/deletions of the MLA will be submitted via Naval Message through the COC (MEU CE, II MEF, COMARFORCOM), with the approving authority being SURFLANT. This action is typically completed during the ships ordnance tailoring conference.

(9) All requests for NCEA additions/deletions will be submitted to MAG-26/MALS-26.

(10) NCEA requirements for Blue/Green water work-ups shall be submitted to COMNAVSURFLANT. Informational copies shall be provided to the supporting ship, COMMARFORCOM, AMMOLANT, parent MALS and 2d MAW at least (45) days prior to the scheduled work-up.

4. Lead-Time Requirements

a. The key to ensuring the desired munitions, or authorized/acceptable substitutes, make it to the appropriate deployment site by the RDD is to provide the logisticians with the greatest possible lead-time. Ammunition logistics, and ammunition managers at all levels, attempt to always meet the RDD with the desired munitions however, the potential for these efforts to be plagued by various external factors still exist. External factors include, but are not limited to procurement/acquisition problems, budgetary constraints, overtime rules, asset paucity, geo-positioning requirements, and logistics lines.

b. One of the many responsibilities of a MCAS Ordnance Department is to stock and provide munitions for tenant command use during local training events. In order to ensure the appropriate assets are stocked, and subsequently available to the units, units must provide Class V(A) projections to their respective Station Ordnance Departments. This action will ensure appropriate stocking levels are maintained at all times. All units should review the individual MCAS Ordnance Department's policies and procedures to determine specific requirements/timelines for projection submission.

5. Requisition Follow-Ups

a. To ensure requested Class V(A) is readily available at the designated deployment site(s), the requisitioning activity must aggressively pursue follow-up actions.

b. Reference (p) provides detailed information regarding the most effective requisition follow-up procedures.

c. In instances where supply status responses are not adequate, contact this headquarters for assistance or contact AMMOLANT at 1-800-600-AMMO.

6. Ammunition Transaction Reports

a. ATRs are the vehicle used to provide updates to OIS. ATR's and OIS are the only authorized sources for the reporting/recording of inventories, expenditures and other ammunition transactions. OIS is the sole information source used by the CNO and Fleet Commanders in the conduct of Class V(A) material management.

b. All squadron expenditures must be reported to the host/parent MALS within 24 hours of actual expenditure.

c. Other ammunition transactions, such as receipts, issuance, condition code changes, assembly/disassembly must be reported to the Inventory Management and Systems Division, Mechanicsburg, PA within 72 hours of the actual transaction occurrence. Refer to reference (p) for additional ATR guidance and detail.

7. Ordnance Information System (OIS)

a. OIS-Retail (OIS-R) is a Department of the Navy approved software program that was developed for the sole purpose of

tracking Class V(A) material. OIS-R is a fully automated program which can be used to requisition, receive, issue and monitor changes in material condition (serviceability, assembly, disassembly, maintenance due dates, etc.). OIS-R was primarily developed to support the timely and accurate reporting of all ammunition transactions.

b. Every MALS within 2d MAW has an established OIS-R account, and the associated account access. It is up to each individual MALS Ordnance Department to ensure that Ammunition Accountants, assigned to the Ammunition Stock Recording Section (ASRS), have been properly trained to execute the many critical ammunition accounting responsibilities. OIS-R training is available. OIS-R training quotas can be obtained by contacting this headquarters.

c. Commands that are established OIS-R users are exempt from the requirement to retain Magazine Lot Cards for Ready Service Lockers or Ready Service Magazines.

d. Commands with OIS-R capability are required to report expenditures on a daily basis.

APPENDIX A

ACRONYMS AND ABBREVIATIONS

AAE.....Aircraft Armament Equipment
AA&E.....Arms, Ammunitions & Explosives
A/C.....Aircraft
ACE.....Aviation Combat Element
ACWS.....Aircraft Crew Served Weapon
AEPS.....Aircrew Escape Propulsion System
AGS.....Aircraft Gun Systems
AIMD.....Aircraft Intermediate Maintenance Department
AIN.....Ammunition Information Notice
ALD.....Aviation Logistics Department
ALD-D.....Aviation Logistics Department (Ordnance)
AMMOLANT.....Ammunition Management Office Atlantic
AMMOPAC.....Ammunition Management Office Pacific
ASM.....Advanced Skills Management
ATR.....Ammunition Transaction Report
AWIS.....All Weapons Information System
AWSE.....Armament Weapon Support Equipment
BCM.....Beyond Capable Maintenance
CAD.....Cartridge Actuated Device
CAT.....Category
CATM.....Captive Air Training Missile
CG.....Commanding General
CNO.....Chief of Naval Operations
COC.....Chain of Command
COMMARFORCOM.....Commander, Marine Forces Command
CODR.....Conventional Ordnance Deficiency Report
CONUS.....Continental United States
CSW.....Crew Served Weapon
DOA.....Days of Ammunition
DRWEB.....Deficiency Reporting System Website
EER.....Explosive Event Report
EI.....Engineering Investigation
EMR.....Explosive Mishap Report
EOD.....Explosive Ordnance Disposal
FST.....Fleet Support Team
FWST.....Fleet Weapons Support Team
FY.....Fiscal Year
GITR.....Gun Inventory Tracking/Reporting
HMH.....Marine Helicopter Heavy Lift
HMLA.....Marine Helicopter Light Attack
HMR.....Hazardous Material Report

IMRL.....Individual Material Readiness List
IWSR.....Integrated Weapons System Review
JPRS.....Joint Deficiency Reporting System
MAG.....Marine Aircraft Group
MALS.....Marine Aviation Logistics Squadron
MAW.....Marine Aircraft Wing
MCAS.....Marine Corps Air Station
MEF.....Marine Expeditionary Force
MEU.....Marine Expeditionary Unit
MILSTRAP.....Military Standard Transaction Reporting and Procedures
MILSTRIP.....Military Standard Requisition and Issue Procedures
MLA.....Mission Load Allowance
NALC.....Naval Ammunition Logistics Code
NAR.....Notice of Ammunition Reclassification
NATEC.....Naval Air Technical Data and Engineering Service Command
NAVAMMOLOGCEN.....Naval Ammunition Logistics Center
NCEA.....Non-Combat Expenditure Allowance
OHF.....Overhead Fire
OIS-R.....Ordnance Information System Retail
OIS-W.....Ordnance Information System Wholesale
ORT.....Ordnance Required to Test/Train
PAD.....Propellant Actuated Device
POA&M.....Plan Of Action and Milestones
POC.....Point Of Contact
PQDR.....Product Quality Deficiency Report
RDD.....Required Delivery Date
SNCO.....Staff Noncommissioned Officer
SOP.....Standard Operating Procedures
SURFLANT.....Surface Fleet Atlantic
TM.....Team Member
TMS.....Type Model Series
TPDR.....Technical Publication Discrepancy Report
TTCOR.....Testing/Training & Current Operation Requirement
TTR.....Training and Testing Requirement
TYCOM.....Type Commander
UIC.....Unit Identification Code
USMC.....United States Marine Corps
USN.....United States Navy
VMA.....Marine Attack
VMM.....Marine Medium Tilt Rotor
WAT.....Weapons Assist Team
WESS.....Web Enabled Safety System

APPENDIX B

MARINE AVIATION LOGISTICS SQUADRON ORDNANCE OFFICER RESPONSIBILITIES

1. The MALS Ordnance Officer shall:

a. Ensure ammunition magazines, lockers, storage and assembly/disassembly sites, under their cognizance, are properly maintained and establish/enforce safe handling procedures for all stowed ordnance items.

b. Administer and ensure compliance with the Non-Nuclear Ordnance Explosive Handling Qualification and Certification Program.

c. Coordinate with assigned aviation unit Commanders, or their direct representatives, to determine type, quantity and allowances of ordnance required to support the unit's missions.

d. Administer the NCEA, submit required documentation and reports and monitor MAG Class V(A) expenditures.

e. Assume responsibility for the inventory control and accountability of MAG Class V(A) and related material.

f. Direct the Aviation Ordnance Department's operations.

g. Maintain liaison and coordinate with the 2d MAW Aviation Ordnance Officer, MAG S-3 and squadron Aviation Ordnance Officers regarding NCEA management, NCEA requirements and Class V(A) availability and compatibility issues.

h. Organize the Ordnance Department, initiate requests and recommend changes concerning associated personnel, facilities and equipment.

i. Conduct liaison with MALS AMO, Aviation Supply Officer, S-3, and S-4 to ensure production and operational goals are accomplished.

j. Ensure the effective employment of Aviation Ordnance personnel throughout the MAG and make personnel assignment recommendations to MAG S-1 after considering requirements for arm and de-arm, loading, weapons assembly teams, safety factors, grade structure, maturity, experience and qualification levels.

k. Ensure the currency and accuracy of appropriate airborne weapons maintenance, safety, security and munitions management procedures.

l. Conduct periodic reviews/revisions of MAG Aviation Ordnance SOP's.

m. Regularly review/enforce UDP Milestones, MEU Milestones, and the TEEP in order to shape priorities of work.

n. Ensure MAG compliance with the Wing Integrated Weapons Systems Review (IWSR) order and ensure the submission of associated administrative documentation for IWSR's and Ordnance Assessments.

o. Conduct periodic reviews on Quality Assurance Safety Observers (QASO's), Team Leaders (TL's), Collateral Duty Inspectors (CDI's) and Safe for Flight Personnel. Ensure the appropriate scrutiny of personnel prior to administering qualifications. Additionally, ensure the periodic and thorough review of the currency and accuracy of locally generated tests that may exist for each responsibility.

p. Ensure Squadron Ordnance Officers and Ordnance Chiefs are regularly observing day crew and night crew personnel in the conduct of operations and **ensure that a SNCO or above is present on the flight-line during ALL/EVERY ordnance loading/downloading evolution(s).**

q. Review **ALL** CODR's/EER's and TFOA reports generated within your MAG and ensure that the Point of Contact (POC) listed on all of these reports reflects either the responsible Ordnance Officer or Ordnance Chief.

r. Ensure a 65XX MOS training program exists to support the MAG's full spectrum of ordnance, weapons and associated operations. The MALS Aviation Ordnance Officer shall also serve as the MAG Aviation Ordnance Safety Officer.

s. The MAG Aviation Ordnance Safety Officer shall become familiar with all instructions promulgating explosive safety regulations.

t. The MAG Aviation Ordnance Safety Officer shall advise the CO, department/division heads and other personnel on all matters pertaining to explosive safety. The MAG Aviation Ordnance Safety Officer has **NO AUTHORITY** to waive, alter or

otherwise deviate from established explosive safety regulations, nor shall he/she knowingly permit violation of these regulations by others.

u. The MAG Aviation Ordnance Safety Officer shall take aggressive actions to eliminate any/all hazardous conditions and/or operations and should aggressively pursue the monitoring of as many explosive evolutions as possible.

v. Ensure Class V(A) safety procedures, regulations, check lists and other appropriate publications are understood and complied with during all evolutions.

w. Ensure active and effective ordnance quality assurance and safety programs exist.

x. Conduct periodic safety visits throughout the MAG.

y. Host monthly ordnance safety meetings with all MAG ordnance Officers/Chiefs.

z. Ensure the use of the qualification and certification criteria detailed in reference (c).

APPENDIX C

WEAPON ASSIST TEAM (WAT) REQUEST

1. WAT requests must be submitted via the Global Naval Message (GNM) module in the All Weapons Information System (AWIS). The following sample depicts a released WAT request:

RTTUZYUW RHOIAAA1234 1641023-UUUU--RHSSSUU.
ZNR UUUUU
R 120128Z JUN 12
FM COMNAVAIRWARCENWPNDIV CHINA LAKE CA//684200D//
TO COMNAVAIRWARCENWPNDIV CHINA LAKE CA//674000D/670000D//
INFO COMNAVAIRFOR SAN DIEGO CA//N40A//
CNO WASHINGTON DC//N411//
COMNAVAIRSYSCOM PATUXENT RIVER MD//
CG SECOND MAW//
MALS TWO NINE//
BT
UNCLAS
MSGID/GENADMIN/MIL-STD-
6040(SERIES)/B.0.01.00/COMNAVAIRWARCENWPNDIV CHINA LA/UNCLAS//
SUBJ/WEAPONS ASSIST TEAM (WAT) REQUEST//
REF/A/MSGID:DOC/OPNAVINST 8000.16D/-/01SEP2006//
AMPN/REF A IS OPNAVINST 8000.16D NAVAL ORDNANCE MAINTENANCE
MANAGEMENT PROGRAM INSTRUCTION.//
POC/JAMES PICKENS/MSGT/UNIT:HMLA-467/-/TEL:252-720-2381/
EMAIL:JAMES.PICKENS@USMC.MIL//
GENTEXT/REMARKS/CHAIN OF COMMAND (COC) HAS REVIEWED AND CONCURS
WITH THIS REQUEST FOR SUPPORT.
*****SUBMITTED BY HMLA FOUR SIX SEVEN/ORD/**********
THIS MESSAGE WAS AUTO GENERATED FROM THE AWIS WEBSITE FOR
NON-WEBSITE CAPABLE ORGANIZATIONS. IF RESPONSE VIA WEBSITE IS
NOT POSSIBLE, TO: LINE RECIPIENTS SHOULD ADDRESS RESPONSE
DIRECTLY TO: ****HMLA FOUR SIX SEVEN/ORD/**** WHEN APPROPRIATE.
1. EXERCISE MAILED FIST.
1A. (10) APKWS, (6) LFS.
1B. ROUTINE TECHNICAL ASSISTANCE AND TRAINING WITH APKWS AND
ASSISTANCE WITH LINKLESS FEED SYSTEM TRAINING AND INTEGRATION.
1C. 14-22 JUNE, 2012
1D. MCOLF BOGUE FIELD, NC
1E. N/A.
2. N/A.//

2. All submitted WAT requests will be officially answered via a Naval Message response. The Naval Message response will look similar to the following example:

RTTUZYUW RHOIAAA1234 1780354-UUUU--RHSSSUU.
R 260127Z JUN 12
FM COMNAVAIRWARCENWPNDIV CHINA LAKE CA//684200D//
TO HMLA FOUR SIX SEVEN//ORD//
INFO COMNAVAIRFOR SAN DIEGO CA//N40A//
CNO WASHINGTON DC//N411//
COMNAVAIRSYSCOM PATUXENT RIVER MD//
PEOSTRKWPNSUAVN PATUXENT RIVER MD//
COMMARFORCOM//ALD-D/ORD//
CG II MEF//ORD//
CG SECOND MAW//
MALS TWO NINE//
HMLA FOUR SIX SEVEN//ORD//
BT
UNCLAS
MSGID/GENADMIN/MIL-STD-
6040(SERIES)/B.0.01.00/COMNAVAIRWARCENWPNDIV
CHINA LA/-/-/-/-/USA/UNCLASSIFIED//
SUBJ/WEAPONS ASSIST TEAM (WAT) RESPONSE//
REF/A/MSGID:DOC/OPNAVINST 8000.16D/-/01SEP2006//
AMPN/REF A IS OPNAVINST 8000.16D NAVAL ORDNANCE MAINTENANCE
MANAGEMENT PROGRAM INSTRUCTION.//
POC/GLENN IRVING/-/UNIT:NAWCWD CHINA LAKE C/-/TEL:252-466-3741/
EMAIL:GLENN.S.IRVING@NAVY.MIL//
GENTEXT/REMARKS/CHAIN OF COMMAND (COC) HAS REVIEWED AND CONCURS
WITH THIS REQUEST FOR SUPPORT. SUBMITTED BY COMNAVAIRWARCENWPDIV
CHINA LAKE CA/674000D/670000D/THIS MESSAGE WAS AUTO GENERATED
FROM THE AWIS WEBSITE FOR NON-WEBSITE CAPABLE ORGANIZATIONS. IF
RESPONSE VIA WEBSITE IS NOT POSSIBLE, TO: LINE RECIPIENTS SHOULD
ADDRESS RESPONSE DIRECTLY TO: COMNAVAIRWARCENWPNDIV CHINA LAKE
CA/674000D/670000D/**** WHEN APPROPRIATE.
1. FORWARD ARMING AND REFUELING POINT (FARP) AT MCALF BOGUE
1A. (6) LFS.
1B. ROUTINE TECHNICAL ASSISTANCE AND TRAINING WITH INTEGRATION
OF THE LINKLESS FEED SYSTEM.
1C. 26 - 28 JUNE 2012
1D. MCALF BOGUE FIELD, NC
1E. N/A.
2. FWST REP WILLIAM HULL E-MAIL: WILLIAM.HULL@NAVY.MIL PHONE
910-449-6147 DSN: 752-6147, WILL SUPPORT THE ABOVE MISSION
DURING 26-28 JUNE.//

APPENDIX D

AUGMENT REQUEST (SAMPLE)

TO CG 2D MAW ALD(UC)

CC COMMARFORCOM ALD(UC)
CG II MEF G4(UC)
CG 2D MAW G3(UC)
CG 2D MAW (UC)
MAG 26(UC)
MALS 26(UC)

UNCLASSIFIED/
MSGID/GENADMIN/MALS-26//
SUBJ/FY12 NON-COMBAT EXPENDINTURES ALLOCATION (NCEA) AUGMENT REQUEST NUMBER ONE (1)//
REF/A/MSG/CG 2D MAW ALD/XXXXXXZAUG12//
REF/B/LTR/VMM-264 AUGMENT REQUEST/17 OCT 13.//
NAR/REF A IS 2D MAW FY13 NCEA PROMULGATION MESSAGE. REF B IS VMM-264 AUGMENT REQUEST LETTER.//
POC/MARTIN, J.T./CAPT/MAG 26 ORDO/TEL/DSN 752-5000/EMAIL JOSHUA.S.MARTIN@USMC.MIL//
POC/PETRONGELLI, J.J./MGYSGT/ MALS 26 ORD CHIEF/TEL: DSN 752-5592/EMAIL: JAMES.S.PETRONGELLI@USMC.MIL//
POC/AVANTI, D.W./SSGT/MALS 26 ASRS CHIEF/TEL: DSN 752-5002/EMAIL: DONATELLO.S.AVANTI@USMC.MIL//
REMARKS/1.PER THE REFS, THE FOLLOWING ORDNANCE IS REQUESTED IN ORDER TO AUGMENT THE EXISTING MALS 26/MAG 26 FY13 NCEA (READ IN SIX COLUMNS):
NALC...NOMENCLATURE....CURRENT....REQUESTED....REVISED....NOTES
A131...7.62 B&T.....197,329....31,000.....228,329....A
A557...50 CAL B&T.....86,096.....3,500.....89,596.....A
L441...LUU-2.....9.....29.....38.....A
NOTES:
A. REQUEST AUGMENT IOT FACILITATE TRAINING (31) AIRCREW PERSONNEL AND (18) PILOTS IAW CURRENT MV-22 T&R REQUIREMENTS.
2. THE MAG-26 OPSO AND ORDO HAVE REVIEWED AND CONCUR WITH THIS AUGMENT REQUEST.//

SAMPLE

APPENDIX E

INCREASED RISK OPERATIONS MATRIX

	Hot Reloading Multiple References								Hot Refueling Reference 3					Hot Seating Reference 1
WEAPON TYPE	AV-8B	F/A -18	EA-6B	AH-1	UH-1	MV-22	CH-53	KC-130	MCAS	MCALF BOGUE	FARP	FOB	SHIP BOARD	ALL LOCATIONS
CATM MISSILES				L,L3					F	F	F	F		S
AGM-65 MAVERICK	L,L1										F	F		
AGM-84 HARPOON											F	F		
AGM-88 HARM											F	F		
AGM-114 HELLFIRE				L							F	F		
AGM-154 JSOW											F	F		
AIM-7 SPARROW											F	F		
AIM-9M SIDEWINDER											F	F		
AIM-9X SIDEWINDER											F	F		
AIM-120 AMRAAM											F	F		
BGM-71 TOW				L							F	F		
MK 76 PRACTICE BOMBS	L								F	F	F	F		S
MK-82/83 INERT BOMBS	L,L1,L2								F	F	F	F		S
MK-82/83 HE BOMBS	L,L1,L2										F	F		S1
LGTR'S LASER GUIDED	L								F	F	F	F		S
CBU CLUSTER BOMB	L,L1,L2										F	F		
GBU GUIDED BOMB	L,L1,L2								F1	F1	F	F		
JDAM JOINT DIRECT	L,L2								F1	F1	F	F		
FIREBOMB	L,L2										F	F		
2.75"/5.00" ROCKETS	L,L2			L	L						F	F		
A/C GUNS loaded with				L					F	F	F	F		S
A/C GUNS loaded with HE				L							F	F		S
CREW SERVED GUNS									F	F	F	F		S
EXPENDABLE				L	L		L		F	F	F	F		S
PYROTECHNICS	L,L2								F		F	F		
INSTRUMENTATION/TARGETIN	L,L2								F	F	F	F		S
INTERNAL/EXTERNAL FUEL									F	F	F	F		S

Notes:
L....Authorized to hot reload at MCAS's and FARPs/FOBs.
L1...Authorized utilizing Preloaded Accessory Suspension Equipment (PASE) loading procedures.
L2...Authorized for single station parent rack hot loading.
L3...Authorized for CATM-114 (CATM Hellfire) only.
F....Authorized to hot refuel.
F1...Authorized to hot refuel with inert configurations only.
S....Authorized to hot seat.
S1...Authorized to hot seat at MCAS Yuma CALA and authorized FARP/FOB only.

MCALF BOGUE: IS APPROVED FOR HOT-REFUELING USING THE TACTICAL AIRFIELD FUEL DISPENSING SYSTEM (TAFDS).
MCALF BOGUE: IS NOT A SITE APPROVED FARP/FOB AND IS LIMITED TO 1.2.2, 1.3, AND 1.4 HAZARD CLASS ONLY (NO HE).
MCALF BOGUE: HE RESTRICTIONS STEM FROM SITE APPROVAL, BASE BOUNDARIES LIMITATIONS AND INHABITED BUILDINGS.
SITE APPROVED FARP/FOB: MCOLF ATLANTIC FIELD/LZ BLUEBIRD (CLNC/MCOLF OAK GROVE (10,000 LBS N.E.W. CLASS 1.3/1.4)

References:
1. NA 00-80T-103.....NATOPS CONVENTIONAL WEAPONS HANDLING PROCEDURES (ASHORE)
2. NA 00-80T-106.....LHA/LHD NATOPS MANUAL
3. NA 00-80T-109.....AC REFUELING MANUAL NATOPS MANUAL
4. NA 00-80T-115.....U.S MARINE CORPS EXPEDITIONARY AIRFIELDS AND MARINE CORPS AIR STATIONS NATOPS MANUAL
5. WGO 8600.4K.....2D MAW STANDARD OPERATING PROCEDURES FOR AVIATION ORDNANCE
6. NA 01-85ADC-75.....AIRBORNE WEAPON/STORES LOADING MANUAL NAVY MODEL EA-6B AIRCRAFT
7. NA 01-H1AAC-75-39.....AIRBORNE WEAPONS/STORES CHECKLIST AH-1W/UH-1N HOT LOADING
8. NA 01-H1AAD-75-39.....AIRBORNE WEAPONS/STORES CHECKLIST AH-1Z/UH-1Y HOT LOADING
9. NA A1-F18AE-LWS-000.....AIRBORNE WEAPONS/STORES LOADING MANUAL NAVY MODEL F/A-18A/B/C/D AIRCRAFT
10. NA A1-AV8BB-LWS-000.....AIRBORNE WEAPON/STORES LOADING MANUAL NAVY MODEL AV-8B
11. NA A1-AV8BB-LWS-SERIES.AIRBORNE WEAPON/STORES CHECKLISTS AV-8B
12. NA A1-V22AB-LWS-720.....CONVENTIONAL WEAPONS CHECKLIST CV/MV-22 ALE-47 (ECM)
13. NA 01-75GAJ-75.....AIRBORNE WEAPONS/STORES LOADING MANUAL NAVY MODEL KC-130J

CAUTION

THIS DOCUMENT IS INTENDED TO SERVE AS A PLANNING AID ONLY AND IS NOT INTENDED TO REPLACE CURRENT NATOPS OR OTHER APPLICABLE REFERENCES. INFORMATION CONTAINED HEREIN IS SUBJECT TO CHANGE.