

## In-Coming Requirements

### 2-1 In-Coming Requirements

#### 2-1.1 In-Incoming Post Flight Briefing

**Requirement** - Depot activity personnel will attend incoming flight crew debrief and review incoming flight discrepancies.

**Performance Specification** - This requirement is met when the depot activity has:

- Attended the incoming flight crew debrief.
- Reviewed the depot work request for authorized special work to be performed.
- Recorded discrepancies reported by the ferry pilot.
- Discrepancies approved by the Government's AGR are corrected.

#### 2-1.2 Aircraft Logbooks and Records

**Requirements** – Depot activity personnel shall conduct an aircraft logbook screen on all incoming aircraft and maintain all associated records.

**Performance Specification** - This requirement has been met when:

- Aircraft logbooks and records are maintained per OPNAVINST 4790.2 from the date of delivery of the aircraft until Government acceptance of the aircraft after DLM
- The Aeronautical Directives Incorporated/Not Incorporated, Technical Directives Status Accounting (TDSA) List No. 2 and 4 of the aircraft logbook for effective and required technical directives have been screened.
- Aircraft logbooks, historical files and records have been reviewed for discrepancies that must be corrected and estimate the effect of repair on the rework schedule.
- Operating records of the aircraft Quick Engine Change Assembly (QECAs) and power plants have been reviewed for inspection, replacement, and configuration status as established by applicable technical manuals and NAVAIR directives. (Overdue inspections (including those on 10 percent extension) and high time components shall be identified to the AGR for disposition.)
- Aircraft logbook and records are reviewed for any component that will become high time during DLM processing and check flight. Identify those components which were due for replacement when the aircraft was delivered to the DLM activity to AGR.
- High time components listed in the Periodic Maintenance Information Cards (PMICs), NA 01-75PAA-6, which will become due prior to return of the aircraft to the reporting custodian, shall not be replaced unless they are flight critical as determined by the AGR.
- Overage components not replaced are noted on the NBNC List. Overage explosive devices used in safety and survival systems or equipment are removed and replaced only when directed by the Government.
- Replacement of high time components documented per OPNAVINST 4790.2.

#### 2-1.3 Aircraft Equipment Inventory

**Requirement** - The depot activity shall conduct an equipment inventory jointly with the designated representative of the delivering activity and the AGR the day of aircraft arrival.

**Performance Specification** - This requirement has been met when:

- An equipment inventory has been conducted.
- Aircraft equipment inventoried against property listed in the latest Aircraft Inventory Record, OPNAV Form 4790/104/110/111/112.

- All shortage discrepancies are recorded on OPNAV Form 4790/112.
- Classified equipment discovered that is not recorded on DD Form 254, are treated in accordance with DOD Instruction 5220.22. (Contact the AGR for disposition).

### **2-1.4 Survival and Loose Equipment**

**Requirement** - Identify, perform inventory, remove, and store all survival and loose equipment (aviator's, aircrew, and passengers, survival equipment, inflatable survival equipment, survival kits, personal oxygen equipment, and personal parachutes) as soon as possible after receipt of aircraft. Store the equipment in a manner to preclude damage, deterioration, or pilferage. This equipment shall be reinstalled on the same aircraft prior to departure.

**Performance Specification** - This requirement is met when:

- All survival and loose equipment has been removed from the aircraft and stored prior to any DLM work performed.
- An itemized list (receipt) of all survival and loose equipment taken from the aircraft has been provided to the AGR.
- Equipment reinstalled on the aircraft that it was removed from, in the same or better condition than when it was removed.

### **2-1.5 Hydraulic System Contamination**

**Requirement** - This task shall be performed as soon as possible after receiving the aircraft. Perform hydraulic contamination check per NA 01-75PAA-2-3 and NA 01-1A-17.

#### **Note**

All series of the P-3 aircraft shall be serviced with MIL-H-83282 hydraulic fluid. All hydraulic test stand equipment used in testing P-3 hydraulic components shall utilize MIL-H-46170, preservative hydraulic fluid IAW NA 01-1A-17.

**Performance Specification** - The requirement is met when the following has been accomplished:

- Hydraulic samples drawn and analyzed for contamination.
- Results of hydraulic fluid contamination check are entered in the miscellaneous section of the aircraft logbook.
- If required, decontamination procedures were performed per NA 01-75PAA-2-3 and NA-01-1A-17.

### **2-1.6 Fuel System Contamination**

**Requirement** - This task shall be performed as soon as possible after receiving the aircraft. Perform fuel system contamination check per NA 01-75PAA-6-1 and record useable fuel.

**Performance Specification** - This requirement is met when:

- Fuel samples have been drawn and inspected.
- If required, decontaminate fuel system IAW with procedures listed in the applicable P-3 technical manuals.
- Record the quantity of useable fuel in aircraft inventory records, and credit appropriate records for refueling of aircraft at the conclusion of DLM

### **2-1, 7 Turbo shaft Engines**

#### **Note**

If engine efficiency changes by more than three (3) percentage points from previously recorded performance run, immediately contact the AGR.

**Requirement** - Perform low RPM, normal RPM and engine performance operational checks in accordance with the procedures contained in NA 01-75PAA-2-4.

**Performance Specification** - This requirement is met when:

- Engine operational checks have been performed on all incoming aircraft.
- Operational check results have been recorded.
- Discrepancies recorded and classified.
- Discrepancies approved by the AGR have been corrected.

#### **2-1.7.1 APU**

**Requirement** - Perform APU operational checks in accordance with procedures contained in NA 01-75PAA-2-4.4.

**Performance Specification** - This requirement is met when:

- APU operational checks have been performed on all incoming aircraft.
- Operational check results have been recorded.
- Discrepancies recorded and classified.
- Discrepancies approved by the AGR have been corrected.

#### **2-1.8 Towing, Jacking, Hoisting and Mooring**

**Requirement** - Tow, jack, hoist and moor aircraft as required.

**Performance Specification** - When all towing, jacking, hoisting and mooring operations have been performed in accordance with NA 01-75PAA-2-1, as required.

#### **2-1.9 Aircraft Fuel Leak Processing**

**Requirement** - All DLM aircraft shall be tested for fuel leaks and the aircraft delivered free of fuel leaks.

**Performance Specification** - This requirement is met when:

- Fuselage integral fuel tanks and bladder cell has been filled to capacity, and allowed to stand for a minimum of 12 hours, and a visual examination for fluid leakage has been performed.
- Integral fuel cell leak check has been performed (Utilize leak path analysis to locate leak sources).
- Location and description of leak characteristics are documented.
- Aircraft De-Fueled per NA 01-75PAA-2-1, observing safety precautions of NA 01-1A-35 and NA 01-75PAA-2-1.
- Aircraft fuel systems have been purged.
- All documented fuel leaks are corrected.
- All defective fuel cell sealant is replaced.
- All defective fuel cells finishes have been refinished.
- Fuel system dry calibration per NA 01-75PAA-2-30 or NA 01-75PAC-2-13-1.2 has been completed after final installation of fuel probes.

#### **2-1.10 Aircraft Preservation**

**Requirement** - Perform short term preservation of all incoming aircraft.

##### **Note**

If landing gear is required to be cycled IAW the NAVAIR 01-75PAA-6-3, perform landing gear cycle check IAW the applicable P-3 technical manual.

**Performance Specification** - This requirement is met when:

- All protective plugs and covers are installed.
- All fuselage and wing drains are open.
- Aircraft engines have been preserved per NA 01-75PAA-6-3.

- Aircraft fuel cells are preserved per NA 01-75PAA-6-3.
- Oxygen system depleted to 100 PSI.
- All transparencies have been covered with barrier material.
- Aircraft preservation has been maintained during DLM process.

### **2-1.11 Make Aircraft Hangar Safe**

**Requirement** - This requires the installation of safety devices.

**Performance Specification** - This requirement is met when:

- A 50 lb. carbon dioxide fire extinguisher and storage frame at each aircraft has been positioned.
- Landing gear safety pins (3) installed.
- Wheel chocks installed.
- Static ground wire installed.
- Bomb bay door safety pin installed.
- All cockpit switches and control handles are in NORMAL or OFF positions.
- All local safety precautions have been complied with.