

5.32 Flight Station Fuselage Underfloor - Internal

Requirement - Inspect zone 17.3. This zone comprises flight control mechanisms, oxygen system components, power plant controls, and structure. It is located from (b) (7)(E) canted bulkhead to (b) (7)(E) bulkhead between the flight station floor and the pressure deck above the nose wheel well.

Performance Specification - This requirement is met when:

- Zonal inspection has been completed.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected

5.33 Obs Fuselage Internal

Requirement - Inspect zone 18.2. This zone comprises crew seats, consoles, AEW mission radar system racks, electronic and electrical components, floor beams, control cables and other structural components. It is located above (b) (7)(E). Provide detailed inspection of areas behind any panels, overhead panels, console access covers, electronic racks, and electrical load center, terminal board wire attachments, floorboard beam structure, floorboards, and pressure deck beam structure.

Performance Specification - This requirement is met when:

- Zonal inspection has been completed.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.

5.34 Tactical/Sensor Detection System Station - Internal

Requirement - Inspect zone 19.2. This zone comprises tactical crew seats and consoles, AEW/LRT detection system consoles, electronics equipment, floor beams, control cables and other structural components. It is located above (b) (7)(E) and the wing center section between (b) (7)(E). Provide detailed inspection of the wiring, control cable runs, and pulley clusters located beneath the floorboards, terminal board wire attachments, and floor beam structure.

Performance Specification - This requirement is met when:

- Zonal inspection has been completed.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.

5.35 Club Seating, Aft Obs. Fuselage - Internal

Requirement - Inspect zone 20.2. This zone club seating area console, electronics equipment, floor

(b) (7)(E)

5.36 Club Seating, Aft Obs. Fuselage - External

Requirement - Inspect zone 20.1. This zone comprises external surfaces, main cabin door, hatches,

(b) (7)(E)

(b) (7) (E)

5.37 Staff Area Internal

Requirement -Inspect zone 21.2. This zone comprises lavatory, staff bunks, dinette table, seats, galley, and storage area, electronic equipment under galley (worktable), AFT heating control and temperature sensor at the lavatory wall, lavatory/bunk/dinette gaspers, and rear pressure bulkhead. It is located above (b) (7)(E). Provide a detailed inspection for floor beam structure, floorboards, lavatory, fuselage skin splices and stringers, forward and above floor to (b) (7)(E). **Pay particular attention to the flush toilet and urinal area.**

Performance Specification- This requirement is met when:

- Zonal inspection has been completed.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.

5.38 Under Floor Area - Internal

Requirement -Inspect zone 22.1. This zone comprises of the outflow valve, exhaust fan, Doppler antenna, fuselage structure, laser radiation thermometers, bore sight, cartographic cameras, project equipment, and baggage compartment, Staff area heating system and ducting. It is located below (b) (7)(E). Provide a detailed inspection of floor beams; wiring, galley and lavatory areas, control cable runs, pulley clusters, cabin exhaust relief valve, heating system hardware and antenna frames.

Pay particular attention to the flush toilet drain hose from (b) (7)(E), the flush toilet release cable from (b) (7)(E), flush toilet service hose from (b) (7)(E).

Pay particular attention to the lower fuselage inter-coastal from (b) (7)(E) for collection of any waste or servicing fluids. (b) (7)(E)

Pay particular attention to the urinal drain hose (discharge tubing) at (b) (7)(E)

Pay particular attention to the lavatory floor panel from below (b) (7)(E) up to the side-wall.

Pay particular attention to the sonobuoy package door.

Performance Specification - This requirement is met when:

- Zonal inspection has been completed.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.

Structural Inspection Requirements

6.0 Structural Inspection Requirements

Note

All areas opened for inspection shall be cleaned prior to inspection. All aircraft disassembly, cleaning, resealing and refinishing of access panel defective surfaces is considered basic to this TRD (interior and exterior surfaces). Limit inspection to the extent of required disassembly.

The following are the structural inspection requirements of this TRD. Zonal inspection requirements, if previously accomplished, (accomplished during zonal inspections listed in section 5 of this TRD) limit inspection to specific inspection listed. Each structural requirement item shall be inspected using the NDI techniques specified. All disassembly, paint, sealant removal and refinishing required to perform the structural requirements (including NDI requirements) are considered basic to this TRD. This section contains structural inspection requirements.

6.1 Horizontal Stabilizer, Upper Surface Planks - SSI-E2 perform only if horizontal stabilizer is not changed

Requirement - Inspect zone 15.4. Provide a detailed inspection of the fairing internals. Horizontal stabilizer upper forward, center and aft planks. Ultrasonically inspect each row of span wise fastener holes, covering a minimum of 0.5 inch radius around each fastener.

Performance Specification - This requirement is met when:

- NDI inspection is completed.
- Inspection results have been recorded and classified.
- Horizontal stabilizer fasteners have been resealed.
- Discrepancies approved by the AGR have been corrected.

6.2 Horizontal Stabilizer Upper Surface Planks - SSI-E5 perform only if horizontal stabilizer is not changed

Requirement - Inspect zone 15.7. This zone comprises the right upper and lower surfaces of the horizontal stabilizer, elevators and tabs, including access panels and electrostatic dischargers. Provide a detailed inspection of the fairing internals Horizontal stabilizers, upper forward, center and aft planks. Ultrasonically inspect each row of span wise fastener holes, covering a minimum of 0.5 inch radius around each fastener.

Performance Specification - This requirement is met when:

- NDI inspection is completed.
- Inspection results have been recorded and classified.
- Horizontal stabilizer fasteners have been resealed.
- Discrepancies approved by the AGR have been corrected.

6.3 Horizontal Stabilizer Lower Surface Planks - SSI-E3 perform only if horizontal stabilizer is not changed

Requirement - Inspect zone 15.4. Horizontal stabilizer lower forward, center and aft planks. Ultrasonically inspect each row of span wise fastener holes, covering a minimum of 0.5 inch radius around each fastener.

Performance Specification - This requirement is met when:

- NDI inspection is completed.

- Inspection results have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.
- Horizontal stabilizer fasteners have been resealed.

6.4 Horizontal Stabilizer Lower Surface Planks - SSI-E6 perform only if horizontal stabilizer is not changed

Requirement - Inspect zone 15.7. Horizontal stabilizers lower forward, center and aft planks. Ultrasonically inspect each row of span wise fastener holes, covering a minimum of 0.5 inch radius around each fastener.

Performance Specification - This requirement is met when:

- NDI inspection is completed.
- Inspection results have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.
- Horizontal stabilizer fasteners have been resealed.

6.5 Canted Bulkhead at Horizontal Stabilizer - SSI-S20 perform only if horizontal stabilizer is not changed

Requirement - Inspect zone 15.2. Canted bulkhead at horizontal stabilizer, (b) (7)(E); Use eddy current to inspect the 0.62 inch radius at the lower spar cap for cracks, corrosion and other defects.

Performance Specification - This requirement is met when:

- NDI inspection is completed.
- Inspection results have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.

6.6 Vertical Stabilizer Attach Angle - SSI-S21

Requirement - Inspect zone 15.9. Vertical stabilizer attachment angle, (b) (7)(E) Use eddy current to inspect the outlined areas of the attachment angle for cracks without removing the fasteners.

Performance Specification - This requirement is met when:

- NDI inspection is completed.
- Inspection results have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.

Structural Inspection Requirements for AEW aircraft only

6.7 Pylon FWD LH Strut to Fuselage Mounting, (b) (7)(E) - SSI-AEW1

Requirement - Inspect lower pylon strut fitting and fuselage mounting attachments, lugs and bushings for corrosion, loose fasteners, bent/buckled structure, and other defects. Inspect lower strut fitting region for evidence of water entrapment. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed.
- Inspection results have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.

6.8 Pylon FWD RH Strut to Fuselage Mounting, (b) (7)(E) - SSI-AEW2

Requirement - Inspect lower pylon strut fitting and fuselage mounting attachments, lugs and bushings for corrosion, loose fasteners, bent/buckled structure, and other defects. Inspect lower strut fitting region for evidence of water entrapment. Suspected cracks are to be using fluorescent penetrant NDI techniques.

- Performance Specification - This requirement is met when:
- Structural inspection is completed.
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.9 Pylon AFT LH Strut to Fuselage Mounting (b) (7)(E) - SSI-AEW3

Requirement - Inspect lower pylon strut fitting and fuselage mounting attachments, lugs and bushings for corrosion, loose fasteners, bent/buckled structure, and other defects. Inspect lower strut fitting region for evidence of water entrapment. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.10 Pylon AFT RH Strut to Fuselage Mounting, (b) (7)(E) - SSI-AEW4

Requirement - Inspect lower pylon strut fitting and fuselage mounting attachments, lugs and bushings for corrosion, loose fasteners, bent/buckled structure, and other defects. Inspect lower strut fitting region for evidence of water entrapment. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.11 Fuselage Rotodome Support FWD Strap External, (b) (7)(E) - SSI-AEW5

Requirement - Inspect strap and surrounding area for cracks, corrosion, loose fasteners, bent/ buckled structure, and other defects. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.12 Fuselage Rotodome Support AFT Strap External (b) (7)(E) - SSI-AEW6

Requirement - Inspect strap and surrounding area for cracks, corrosion, loose fasteners, bent/ buckled structure, and other defects. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.13 Fuselage Rotodome Support LH AFT Former Web Splices, Bathtub Fittings and Lower Former Splice Joint at (b) (7)(E) SSI-AEW7

Requirement - Inspect LH AFT strut attachment bathtub fittings, former web splices and lower former splice joint, including area between formers, for cracks, corrosion, loose fasteners, bent/ buckled structure, and other defects. Also inspect the four adjacent stringer cutouts in formers on each side of bathtub fittings for cracks in corner radius. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.14 Fuselage Rotodome Support RH AFT Former Web Splices, Bathtub Fittings and Lower Former Splice Joint at (b) (7)(E) - SSI-AEW8

Requirement - Inspect RH AFT strut attachment bathtub fittings, former web splices and lower former splice joint, including area between formers, for cracks, corrosion, loose fasteners, bent/ buckled structure, and other defects. Also inspect the four adjacent stringer cutouts in formers on each side of bathtub fittings for cracks in corner radius. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.15 Fuselage Rotodome Support LH FWD Former Web Splices, Bathtub Fittings and Lower Former Splice Joint at (b) (7)(E) - SSI-AEW9

Requirement - Inspect LH FWD strut attachment bathtub fittings, former web splices and lower former splice joint, including area between formers, for cracks, corrosion, loose fasteners, bent/ buckled structure, and other defects. Also inspect the four adjacent stringer cutouts in formers on each side of bathtub fittings for cracks in corner radius. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed

- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.16 Fuselage Rotodome Support RH FWD Former Web Splices, Bathtub Fittings and Lower Former Splice Joint at (b) (7)(E) - SSI-AEW10

Requirement - Inspect RH FWD strut attachment bathtub fittings, former web splices and lower former splice joint, including area between formers, for cracks, corrosion, loose fasteners, bent/ buckled structure, and other defects. Also inspect the four adjacent stringer cutouts in formers on each side of bathtub fittings for cracks in corner radius. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.17 Pylon FWD LH Upper Strut to Housing Attachment (b) (7)(E) - SSI-AEW11

Requirement - Inspect upper FWD LH pylon strut fitting and rotodome bearing support housing mounting attachments, lugs and bushings for cracks corrosion, loose fasteners, bent/buckled structure, and other defects. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.18 Pylon FWD RH Upper Strut to Housing Attachment (b) (7)(E) - SSI-AEW12

Requirement - Inspect upper FWD RH pylon strut fitting and rotodome bearing support housing mounting attachments, lugs and bushings for cracks corrosion, loose fasteners, bent/buckled structure, and other defects. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.19 Pylon AFT LH Upper Strut to Housing Attachment, (b) (7)(E) - SSI-AEW13

Requirement - Inspect upper AFT LH pylon strut fitting and rotodome bearing support housing mounting attachments, lugs and bushings for cracks corrosion, loose fasteners, bent/buckled structure, and other defects. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.20 Pylon AFT RH Upper Strut to Housing Attachment (b) (7)(E) - SSI-AEW14

Requirement - Inspect upper AFT RH pylon strut fitting and rotodome bearing support housing mounting attachments, lugs and bushings for cracks corrosion, loose fasteners, bent/buckled structure, and other defects. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.

6.21 Pylon Interior Box Webs and Access Panel Openings - SSI-AEW15

Requirement - Inspect visible areas of the pylon interior box webs and attachments for cracks, corrosion, loose fasteners, bent/buckled structure, and other defects. LH and RH hydraulic access panels (R12 and R14) opening corner radii for cracks. Suspected cracks are to be verified using fluorescent penetrant NDI techniques.

Performance Specification - This requirement is met when:

- Structural inspection is completed
- NDI inspection is completed
- Inspection results have been recorded and classified
- Discrepancies approved by the AGR have been corrected.



Aircraft zones

- 5.1 RADOMDE - EXTERNAL
- 5.2 RADOME - INTERNAL
- 6.2 NLG WELL - INTERNAL
- 7.1 APU/AIR CONDITIONING SERVICE BAY - INTERNAL
- 8.1 BOMB BAY AND DOORS - INTERNAL

- 8.2 FUEL COMPARTMENT - INTERNAL
- 8.6 BOMB BAY FUEL TANK - INTERNAL
- 9.1 WATER ALCOHOL/SERVICE BAY - INTERNAL
- 10.1 HYDRAULIC SERVICE CENTER - INTERNAL
- 16.2 WING CENTER SECTION - INTERNAL
- 17.1 FLIGHT STATION FUSELAGE - EXTERNAL
- 17.2 FLIGHT STATION - INTERNAL
- 17.3 FLIGHT STATION UNDERFLOOR - INTERNAL
- 18.1 TAC/ OBS FUSELAGE - EXTERNAL
- 18.2 TAC/ OBS COMPARTMENT - INTERNAL
- 19.1 TACTICAL STATION FUSELAGE - EXTERNAL
- 19.2 TACTICAL/SENSOR STATION - INTERNAL
- 20.1 CLUB SEATING/ OBS. FUSELAGE - EXTERNAL
- 20.2 CLUB SEATING/ OBS. FUSELAGE - INTERNAL
- 20.6 ROTODOME AND PYLON (AEW)
- 21.1 REST AREA FUSELAGE - EXTERNAL
- 21.2 REST AREA - INTERNAL
- 21.3 DORSAL FIN - INTERNAL
- 22.1 UNDERFLOOR AREA - INTERNAL

AFT RADOME AND EMPENNAGE ZONES

- 15.1 EMPENNAGE - EXTERNAL
- 15.2 EMPENNAGE - INTERNAL
- 15.3 LEFT HORIZONTAL STABILIZER - INTERNAL
- 15.4 LEFT HORIZONTAL STABILIZER AND ELEVATOR - EXTERNAL
- 15.5 LEFT HORIZONTAL STABILIZER TRAILING EDGE AND ELEVATOR - INTERNAL
- 15.6 RIGHT HORIZONTAL STABILIZER - INTERNAL
- 15.7 RIGHT HORIZONTAL STABILIZER AND ELEVATOR - EXTERNAL
- 15.8 RIGHT HORIZONTAL STABILIZER TRAILING EDGE AND ELEVATOR - INTERNAL
- 15.9 VERTICAL STABILIZER - INTERNAL
- 15.10 VERTICAL STABILIZER-TRAILING EDGE AND RUDDER - INTERNAL
- 15.11 VERTICAL STABILIZER AND RUDDER - EXTERNAL
- 15.12 RADOME - EXTERNAL
- 15.13 RADOME - INTERNAL
- 15.14 HF ANTENNA BOOM

(b) (7) (E)

(b) (7) (E)

System and Components Requirements

7.0 System and Component Requirements

Note

All areas opened for inspection shall be cleaned prior to inspection. All aircraft disassembly, cleaning, resealing and refinishing of defective surfaces of access panels is considered basic to this TRD (interior and exterior surfaces). Limit inspection to the extent of required disassembly.

7.1 Aileron Assembly

Requirement - Inspect Zone 11.4 and 14.4. This zone comprises the internal structure of the aileron and trim tab, including tab hinges and actuator link attachments. Internal structure can be accessed by removing front spar access plates (11) per aileron.

Note

Ailerons and trim tabs will be balanced as a complete assembly if any repair has been accomplished IAW NA 01 75PAA-3-2. The aileron and trim tabs will be repaired per NA 01 75PAA-3-1.

Performance Specification - This requirement is met when:

- Left and right ailerons are inspected.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.
- Left and right ailerons and access panels have been reinstalled and rigged.

7.2 Aileron Hinge Bearings

Requirement - Inspect aileron hinge bolts. Replace all bolts that indicate excessive wear/galling.

Note

Replace all bearings with grease seal separation.

Performance Specification - This requirement is met when:

- Inspection is completed.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.

7.3 Elevator Assembly

Requirement - Inspect Zones 15.4, 15.5, 15.7, and 15.8. Zones 15.4/15.7 comprise the upper and lower surfaces of the horizontal stabilizer, elevator and tabs, including access panels and electrostatic dischargers for both left and right horizontal stabilizers and elevators. Zones 15.5/15.8 comprises the internal structure of the trailing edge, elevator and tabs, including hinges and link attachments. It is located aft of the rear horizontal stabilizer spar. Zones 15.5 and 15.8 are for both the left and right horizontal stabilizers and elevators.

Note

Elevators and trim tabs will be balanced as a complete assembly if any repair has been accomplished. Repairs to the elevator and trim tabs will be performed per NA 01 75PAA-3-1.

Performance Specification - This requirement is met when:

- Left and right elevators are inspected.
- Discrepancies have been recorded and classified.

- Discrepancies approved by the AGR have been corrected.
- Left and right elevators have been reinstalled and rigged.

7.4 Elevator Torque Tube and Bearings

Requirement - Remove elevator torque tube and bearings, clean, lubricate and inspect.

NOTE

This inspection must be performed before applying lubricant as the lubricant could cover up a defect

Performance Specification - This requirement is met when:

- Torque tube and bearings are removed, disassembled and cleaned.
- Inspection has been completed.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.
- Elevator torque tube and bearings has been lubricated and reinstalled.

7.5 Rudder Bellcrank/Torque Tube

Requirement - Remove, disassemble, clean, inspect bellcrank, upper fitting and torque tube for elongated holes, corrosion, cracks, obvious defects, and bearings for serviceable condition. Replace upper torque tube fitting if stencil **AFB-278B** (insert repair) is installed.

Performance Specification - This requirement is met when:

- Inspection is completed.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.
- Bellcrank is reinstalled.

7.6 Rudder Assy.

Requirement - Inspect zones 15.10 and 15.11. Zone 15.10 comprises the vertical stabilizer rear spar, rudder hinges, trim tab hinges and operating components, and the internal structure of the rudder and trim tab. Zone 15.11 comprises external surfaces of the vertical stabilizer, rudder and rudder trim tab, including access panels and electrostatic dischargers.

Note

Rudder and trim tabs will be balanced as a complete assembly if any repair has been accomplished. Rudder and tabs will be repaired per NA 01 75PAA-3-1.

Performance Specification - This requirement is met when:

- Inspection is completed.
- Discrepancies have been recorded and classified.
- Discrepancies approved by the AGR have been corrected.
- Rudder is reinstalled and rigged.

7.7 Control Column Friction Plates

Requirement – The depot activity shall inspect for proper torque.

Performance Specification - This requirement is met when:

- Control column friction plates are torqued IAW NA 01-75PAA-2-2.

7.8 Elevator Down-Spring Cartridge

Requirement – The depot activity shall remove and replace with GFE provided RFI asset. R&R is accomplished in accordance with NA 01-75PAA-2-50.

Performance Specification - This requirement is met when:

- Removal is complete
- Cartridge is lubricated IAW NA01-75PAA-2-50; and
- Replacement RFI Cartridge is installed on aircraft.

7.9 Force Link Tab Mechanical Spring Cartridge

Requirement – The depot activity shall remove and replace with GFE provided RFI asset. R&R is accomplished in accordance with NA 01-75PAA-2-50.

Performance Specification - This requirement is met when:

- Removal is complete
- Cartridge is lubricated IAW NA01-75PAA-2-50; and
- Replacement RFI Cartridge is installed on aircraft.

7.10 Force Link Tab Mechanical Roll Off Cartridge

Requirement – The depot activity shall remove and replace with GFE provided RFI asset. R&R is accomplished in accordance with NA 01-75PAA-2-50.

Performance Specification - This requirement is met when:

- Removal is complete
- Cartridge is lubricated IAW NA01-75PAA-2-50; and
- Replacement RFI Cartridge is installed on aircraft.

7.11 Cabin Heat Exchangers

Requirement - The depot activity shall remove and replace heat exchangers per NA 01-75PAA-2-50 with overhauled units provided by the ICP.

Performance Specification - This requirement is met when:

- Removal has been performed;
- Replacement unit has been installed

7.12 Bleed Air Manifold

Requirement – Perform bleed air manifold and ducting leak check per NA01-75PAA-2-2.4 WP 021 00 Paragraph 10 and 11.

Performance Specification – This requirement is met when:

- Leak check is completed
- Discrepancies have been recorded and classified
- Defective valves have been replaced with new or refurbished valves (separately priced contract line item (CLIN) for commercial activities); and
- Discrepancies identified by the Government have been corrected

DLM Reports

8.0 DLM Reports

8.1 DLM Engineering Reports

This section describes the sections of the required Engineering Report. The report shall be submitted, in English, as one package (with allowance for Section 7 time requirement) with each section complete and in the order specified in the following paragraphs. The reports required by this Section shall be provided in the approved depot activities format, unless specified. This report shall be submitted no later than 30 days (90 days for Section 7-MHS&CI) subsequent to Government acceptance for each aircraft that has undergone DLM. For commercial DLM activities, submission requirements are contained within the Contract Data Requirement List.

8.2 NBNC Report

The NBNC report shall be prepared using the depot activity approved format to list discrepancies that were discovered during DLM, but were not required to be corrected in accordance with this TRD. The complete NBNC report shall be delivered with the aircraft logbook, and a copy shall be included as Section 1 of the Engineering Report.

8.3 Structural Sampling Report

The Structural Sampling Report shall be prepared using the inspection forms in the attachment and included in Section 2 of the Engineering Report.

8.4 Maintenance History Summary and Corrosion Inspection (MHS&CI) Report

The MHS&CI report shall be prepared and delivered using Microsoft Access software (or equivalent and compatible) and supplied as an attachment, in disk format and email, as Section 6 of the Engineering Report. The MHS&CI report shall be developed in the following format and contain all listed Data Elements (Data Elements are Underlined):

A- Header Information (Required for each aircraft processed)

- Report Date: Date aircraft maintenance history summary report was completed.
- Aircraft Type/Model/Series
- Aircraft Bureau Number
- Landings last operating service period
- Total landings since new
- Flight hours last operating service period
- Total flight hours since new
- Operating service months during last operating service period
- Total service months since new
- DLM Induction Date
- DLM Completion Date
- In-Process Calendar Days
- Number of Check Flights
- Total Core PDM Task Man Hours
- Defect Basic: Total man hours required to correct defects which are basic to this TRD while aircraft is undergoing PDM.

- Defect Over and Above: Total man hours required to correct defects while aircraft is undergoing PDM over and above.
- TDs incorporated and/or complied with by number and title.
- Reporting activity
- Point of contact (name and telephone number for report)

B- Inspection Results and Corrective Action Details

- ◆ 1- Corrosion Inspection
 - Inspection Results
 - Defects: Defects discovered within the corrosion inspection task of this TRD. The depot activity shall assign discrepancy numbers for all defects sequentially as follows: C-001, C-002, C-003, etc.
 - Part Number and Item Nomenclature: This is the part number and nomenclature of the discrepant component, or part requiring repair or replacement as listed in the P-3 Illustrated Parts Breakdown Manual or the P-3 Structural Repair Manuals, NA 01-75PAA-3-1/3-1, 1/3-2.
 - Work Unit Code: As listed in the NAVAIR 01-75PA-8
 - Defect Classification Code: Codes to identify category of defect(s) found. Defect information is to include but not limited to the following:
 - Type of Defect: Crack, wear, corrosion, deformation, etc.

Note

Defect classification will also be included as follows: Critical, Major, Minor, or Noted But Not Corrected and maintenance level of classified defects (Organizational-Intermediate-Depot).

- Cracks provide length, depth, orientation/direction, age, etc.
- Wear, depth and extent.
- Corrosion, provide type, depth, category (severity), and extent. Use the following tables to classify, corrosion type designations, and corrosion category and for assistance in developing verbal detailed descriptions.

Corrosion Type Designation Table	
Code	Definition
A	Dissimilar Metal
B	Pitting
C	Surface
D	Filiform
E	Exfoliation
F	Stress
H	Crevice
I	Fretting
J	Chemical
K	Intergranular
L	Erosion

Corrosion Category Table	
Code	Definition
1	Removable by chemical cleaners and repairable without structural reinforcement (Applicable to steel only).
2	Removable by manual application of mild abrasive compounds or soft blasting and repairable without structural reinforcement.
3	Removable by mechanical methods and repairable without structural reinforcement.
4	Removable by mechanical methods and repairable by Structural Repair Manual procedures.
5	Requiring replacement of the affected part.

- Defect Location: Describe where on the aircraft the defect was found. (FS/BL/WS etc)
- Detailed Description of Defect: Provide sufficient detail to accurately describe defect (s).
- Description of Corrective Action: Provide a thorough description of corrective action accomplished to include listing the document number(s) and page number(s) from which corrective action that was taken.
- Corrective Action Man-Hours: Provide actual man hours required to accomplish each corrective action to the Control DR level.

NOTE

Each individual discrepancy for the AEW Peculiar Modifications/ systems shall be numbered sequentially prefaced by zone number or structural significant number or requirement number i.e. Z 20.6-001, 002, 003; SSI-AEW1-001, SSI-AEW2-001 etc.

- Inspection Results: Inspection results of all AEW SSI shall be documented on inspection form for all AEW peculiar SSI's. A copy of all AEW SSI inspection results shall be included in the Maintenance History Summary and Corrosion Inspection (MHS&CI) Report.

- ◆ 2- Task Identified Inspections (Zonal-Section 5, Structural-Section 6 and Systems-Section 7)

- Assigned Tasks: This is a unique reference for each inspection requirement referenced in the appropriate section of this TRD. The task identified assigned task requirements are of the following categories:
 - Zonal inspection requirements will be listed by zone number (Z).
 - Structural inspection requirements by structural significant item (SSI) numbers.

Note

Each individual discrepancy shall be numbered sequentially prefaced by zone number or structural significant number or requirement number i.e. Z 10.1-001, 002, 003; SSI-E 001, 002, 003 SSI-F5-001; SSI-W9-001 etc; Req. No. C1253-001, 002, 003 etc.

- Inspection Man-Hours: Provide actual man hours required to accomplish inspection within assigned task area/zone to the Control DR level.
- Inspection Results
 - Defects: Defects discovered within the assigned inspection task area of this TRD. The depot activity shall assign discrepancy numbers sequentially as follows: 001, 002, 003, etc. These tasks and other required information shall be listed following the Assigned Tasks discussed above.
 - Part Number and Item Nomenclature: This is the part number and nomenclature of the discrepant component/part requiring repair or replacement as listed in the P-3 Illustrated Parts Breakdown manuals or the P-3 Structural Repair Manuals, NA 01-75PAA-3-1/3-1.1/3-2.
 - Work Unit Code: As listed in the NAVAIR 01-PA-8.
 - Defect Classification Code: Codes to identify category of defect(s) found. Defect information is to include but not limited to the following:
 - Type of Defect: Crack, wear, corrosion, deformation, etc.
 - Cracks provide length, depth, orientation/direction, age, etc.
 - Wear, depth and extent.
 - Corrosion, provide type, depth, category (severity), and extent.
Use the above tables to Classify, Corrosion Type Designations, and Corrosion Category and for assistance in developing verbal Detailed Descriptions.

Note

Defect classification will also be included as follows: Critical, Major, Minor, or Noted But Not Corrected and maintenance level of classified defects (Organizational-Intermediate-Depot).

- Defect Location: Describe where on the aircraft the defect was found. (FS/BL/WS etc)
- Detailed Description of Defect: Provide sufficient detail to accurately describe defects.
- Description of Corrective Action: Provide a thorough description of corrective action accomplished to include listing the document number(s) and page number(s) from which corrective action that was taken.
- Corrective Action Man-Hours: Provide actual man hours required to accomplish all corrective action to the Control DR level.

- ◆ 3- Fuel Leak Defects
 - Defect Location: Describe where on the aircraft the defect was found. (BLWS etc)
 - Defect Identification: Describe how fuel leak defect was discovered.
 - Detailed Description of Defect: Provide sufficient detail to accurately describe defects.
 - Description of Corrective Action: Provide a thorough description of corrective action accomplished to include listing the document number(s) and page number(s) from which corrective action that was taken.
 - Corrective Action Man-Hours: Provide actual man hours required to accomplish all corrective action to the Control DR level.
- ◆ 4- Other Defects
 - For defects discovered outside the assigned inspection of this TRD, the depot activity shall assign task numbers sequentially as follows: 001, 002, 003, etc. These tasks and other required information shall be listed following the criteria discussed above.
- ◆ 5- Cannibalization

Note

The following information is required for all cannibalization actions

- Bureau Number From (aircraft part cannibalized from)
- Bureau Number To (aircraft receiving cannibalized part)
- Part Number
- Reason for cannibalization
- Name of authorizing AGR
- ◆ 6- Remarks
 - Pertinent maintenance information that does not fit any of the MHS&CI requirement categories above is to be recorded in this field. Examples are provided below:
 - Special Work Request: Describe work accomplished from CBP work request accompanying the aircraft for induction into DLM.
 - Interval Change Recommendations to Inspection Tasks: Interval(s) of inspection task(s) may need to be changed due to defects discovered or other pertinent factors. Request depot activities provide Task ID number, recommended interval, and technical justification.
 - Add or Delete Inspection Tasks: Damage discovered to item(s) peripheral to a listed inspection task item or discovery of unrecorded modifications(s)/terminating action(s) may be justification for adding inspection requirement(s)]. Request depot activities provide specific recommendation(s) and technical justification.

Final Processing

9.0 Final Processing

9.1 Depreservation

Requirement - Perform aircraft de-preservation IAW USCS 01-75AEW-6-3.

Performance Specification - This requirement is met when:

- All applicable cards have been complied with.
- An entry in the Miscellaneous Section of the logbook has been completed.

9.2 Disturbed Systems

Requirement – Perform disturbed systems check in accordance with applicable P-3 and USCS P-3B AEW technical manuals and requirements of OPNAVINST 4790.2.

Performance Specification – This requirement is met when:

- All aircraft systems have been returned to flight status.

All aircraft systems have been checked as required by the appropriate P-3 and USCS P-3B AEW technical manuals and requirements of OPNAVINST 4790.2.

9.3 Aircraft Special Inspections

Requirement - Comply with all aircraft wash and lubrication requirements IAW USCS 01 75AEW-6-3. List all special inspection cards that have been completed incidental to complying with this TRD.

Performance Specification - This requirement is met when:

- Aircraft has been washed and lubricated IAW USCS 01 75AEW-6-3.

Note

The depot activity is responsible for obtaining any updated/re-numbered card(s) and/or maintenance reference with the task(s) intended in this TRD.

Note

Most special inspection cards have been complied with incidental to other requirements in the TRD.

- All of the above listed special inspection cards have been complied with.
- An entry in the Miscellaneous Section of the logbook has been completed.

Note

The logbook entry shall list all cards noted above.

9.4 Turbo shaft Engines

Requirement - Perform Low RPM, Normal RPM and engine performance operational checks per procedures contained in NA 01-75PAA-2-4.

Performance Specification - This requirement is met when:

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

9.5 APU

Requirement - Perform APU operational checks in accordance with NA01 75PAA-2-4.4.

Performance Specification - This requirement is met when:

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

9.6 Aircraft Fuel Leak Checks

Requirement – This requirement is for out going only - 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.

9.7 Weight and Balance

Requirement - Weigh aircraft as required by the OPNAVINST 4790.2.

Performance Specification: This requirement is met when:

- Aircraft has been weighed.
- Aircraft inventory is completed and Chart A, basic weight and check list updated to reflect the actual equipment inventory.
- Chart B, is completed as necessary.
- Chart C, basic weight and balance record updated to reflect the current inventory control of Chart A, plus the effect of any approved technical directives or modifications accomplished.
- NA 01-1B-40, Chart E, is updated, as required, to reflect the effect of any approved technical directives or modifications incorporated during DLM.
- Weight and balance clearance form F reflects the actual load disposition for functional check flight and ferry flights.

9.8 Logs and Records

Requirement - Inventory aircraft.

Performance Specification: This requirement is met when:

- Aircraft inventory has been completed and Aircraft Inventory Record is updated to reflect the actual inventory as per OPNAVINST 4790.2. This task will be conducted jointly by the depot activity and the AGR.
- Aircraft missing items are documented on OPNAV Form 4790/112 per OPNAV 4790.1.
- All items missing from the aircraft inventory that were not noted on the in-coming inventory as missing, (Section 3, Inventory) are replaced at no cost to the Government.
- SRC replaced items have been documented per the OPNAVINST 4790.2.
- Accomplishment of DLM was documented on OPNAV FORM 4790/23A. A logbook entry shall be made stating compliance with the requirements of this TRD upon completion of DLM.
- The total flight time accrued to date shall be entered with the above entry in the aircraft logbook.
- Incorporation of TDs approved by the AGR is documented.
- All logbook sheets have been purged by the DLM activity, placed in a separate envelope, inserted in the aircraft logbook, and returned to the reporting custodian.
- VIDS/MAF Historical file shall be placed in a separate envelope, inserted in the aircraft logbook, and returned to reporting custodian.
- Other logbook entries or page insertions shall be recorded in the aircraft logbook as specified by the requirements of this TRD and as specifically directed by the AGR.

9.9 Hydraulic System Contamination

Note

All series of the P-3 aircraft shall be serviced with MIL-H-83282 hydraulic fluid. All hydraulic system servicing equipment shall conform to all requirements of the NA 01-1A-17 manual.

Requirement - This task shall be performed prior to functional check flight. Perform hydraulic contamination check per NA 01-75PAA-2-3 and 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 were 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, whenever contamination was excessive by the criteria of OPNAVINST 4790.2
- Customs Border and Protection operating activity was notified whenever contamination is excessive by the criteria of NA-01-1A-17, Aviation Hydraulics Manual and OPNAVINST 4790.2.

9.10 Make Aircraft Ready for Flight

Requirement - Ensure aircraft is ready for flight per OPNAVINST 5442.4 and OPNAVINST 4790.2. This requirement is valid for all flights required until aircraft has departed the depot activity.

Performance Specification: This requirement is met when:

- Aircraft systems are operationally checked to insure all required systems are functional for flight per OPNAVINST 5442.4.
- Aircraft Daily inspection is completed.
- Aircraft Turn Around inspection is completed.

9.11 Functional/Acceptance Flights

Requirement - Support the aircraft ferry flight crew in support of the required aircraft functional/acceptance flights.

Note

Customs and Border Protection will be responsible for flying all flights on DLM aircraft. The actual check flight requirements will be determined by Customs and Border Protection and shall not be less than that required by U.S. Customs and Border Protection Aviation Operating Handbook (AOH) and Federal Aviation Regulations [FAR(s)], and the applicable P-3AEW Flight Manual and NA 01-75PAC-1F Check Flight Requirements.

Performance Specification - This requirement is met when:

- The depot activity personnel have briefed the Customs and Border Protection crew on all systems that were disturbed during the DLM process.
- The depot activity personnel has briefed the Customs and Border Protection crew on all disturbed systems that require a check flight per the OPNAVINST 4790.2 and NA 01-75PAC-1F.
- The depot activity has supported the designated flight crew for all required flights.

Note

The depot activity shall be required to support all flights until the AGR has accepted the aircraft. Support of any required additional functional/acceptance flights is considered basic to the contract for in work scope defects. Any additional functional/acceptance flights required for out of scope discrepancies will be processed as an O&A with AGR approval.

- All flight generated discrepancies have been recorded and classified.
- All out of scope to this TRD discrepancies processed as an O&A and approved by the AGR have been corrected.
- All discrepancies generated as a direct result of compliance within the scope of this TRD have been corrected.

9.12 Government Aircraft Acceptance

Requirement - Government Acceptance

Performance Specification: This requirement is met when:

- The representative of Customs and Border Protection has indicated acceptance of the aircraft upon completion of all required DLM requirements by signature on the applicable documents and records noting and certifying any deficiencies existing, which have been agreed upon, as non-critical and not detrimental to the air-worthiness of the aircraft.

Note

In the event a CBP Flight Crew is not available the Commercial Depot's days for accomplishment of the Depot visit will stop upon presentation of the aircraft to the AGR as ready for the initial functional/acceptance flight.

9.13 AEW Peculiar System Government Furnished Maintenance References

P-3B AEW PECULIAR PUBLICATIONS

LR31304	USCS P-3B AEW FLIGHT MANUAL
USCS AEW-2	USCS AEW Airframe Maintenance Instructions Manual Supplement
USCS 01-75AEW-6	USCS Model P-3 Series Aircraft, Periodic Maintenance Information Cards
USCS 01-75AEW-6-1	USCS Model P-3 Series Aircraft, Turnaround Checklist

USCS 01-75AEW-6-2	USCS Model P-3 Series Aircraft, Daily Maintenance Requirements
USCS 01-75AEW-6-3	USCS Model P-3 Series Aircraft, Special/Preservation/ Conditional/ASPA Maintenance Requirements
USCS 01-75AEW-6-4	USCS Model P-3 Series Aircraft, Phased Maintenance Requirements
USCS AEW-12	USCS AEW Avionics Systems In-Flight Maintenance Manual
USCS AEW-12-9	USCS AEW Electrical Systems In-Flight Maintenance Manual

10.0 Government Furnished Equipment

- **Government Furnished Equipment shall be in accordance with Depot Level Maintenance (DLM) Technical Requirements Document (TRD). Support Equipment required for maintenance support of the AEW/LRT peculiar systems would not normally be required during DLM. If removal of the AEW aircraft rotodome is required, the required special support equipment will be provided by the US Customs and Border Protection.**
- **Removal of AEW aircraft rotodome shall be supervised by US Customs and Border Protection personnel only.**

Typical PDM Phase Breakdown Information

Typical PDM Phase Breakdown Information

Table 1 lists those PDM requirements that occur in every phase. Tables 2, 3, and 4 list PDM 1, 2 and 3 phase-specific requirements, respectively. The total requirements for each phase are the common requirements plus the phase-specific requirements. For example, phase 1 requirements are made up of Table 1 plus Table 2.

TABLE 1

Common Requirements (All Phases). Does not include Section 1 General Requirements)	All TMS/C Code
In-Incoming Post Flight Briefing	All TMS
Aircraft Logbooks and Records	All TMS
Aircraft Equipment Inventory	All TMS
Survival and Loose Equipment	All TMS
Towing, Jacking, Hoisting and Mooring	All TMS
Aircraft Preservation	All TMS
Make Aircraft Hangar Safe	All TMS
Paint Removal/Sealant Removal/Corrosion Inspection/Corrosion Inhibiting Application/Reseat/Paint	All TMS
Exterior Aircraft Paint Removal	All TMS
Paint/Sealant Removal, Exterior Detail	All TMS
Clean Aircraft	All TMS
Chemical Conversion Coating	All TMS
Exterior Corrosion Inspection	All TMS
Chemical Conversion Coating	All TMS
Exterior Aircraft Priming	All TMS
Exterior Aircraft Sealing/Painting	All TMS
Interior Aircraft Refinishing	All TMS
Access Open/ Disassembly/Reassembly/Close	All TMS
Entrance Ladder	All TMS
Eccosorb Blankets (Aft Radomes)	All TMS
Insulation Blankets	All TMS
APU/APU Exhaust Duct/APU Door	All TMS

Flush Toilets (CBP P-3)	All TMS
Wing Tips	All TMS
Rudder Boost Package	All TMS
Aircraft Battery	All TMS
LTN 92 Battery	All TMS
Empennage Access Panels	All TMS
#1 & #4 Fire Shield Panels	All TMS
Engine #2 & #3 HRD Access Panels and Upper and Lower Fire shields	All TMS
Fuselage Panels	All TMS
Empennage Fillet Panels	All TMS
Nacelle to Wing Fillet Panels	All TMS
Engine #2 and #3 Tailpipes	All TMS
Engine #2 and #3 Exhaust Straightener	All TMS
Engine #2 and #3 Tailpipe Shrouds	All TMS
Fuselage to Wing and Center Section Fillet Panels	All TMS
Aircraft Floor Panels	All TMS
Aircraft Inspection Requirements	All TMS
Aircraft Inspection Procedures/Requirements	All TMS
Nacelles 1, 2, 3, and 4 External (Zones 1.3, 2.3, 3.3, 4.3)	All TMS
Nacelle 1 and 4 Internal (Zones 1.4 and 4.4)	All TMS
Nacelles 2 and 3 Internal (Zones 2.4 and 3.4)	All TMS
Nose Radome External (Zone 5.1)	All TMS
Nose Landing Gear Wheel Well and Doors Internal (Zone 6.2)	All TMS
APU/Air-Conditioning Service Bay Internal (Zone 7.1)	All TMS
Fuel Compartment Internal (Zone 8.2)	All TMS
Left Horizontal Stabilizer Internal (Zone 15.3)	All TMS
Right Horizontal Stabilizer Internal (Zone 15.6)	All TMS
Under Floor Area, Head and Lavatory Internal (Zone 22.1)	All TMS
APU Compartment Blankets (Zone 7.1)	All TMS

Structural Inspection Requirements	All TMS
Left Horizontal Stabilizer, Upper Surface Planks - SSI-E2 (Zone 15.4)	All TMS
Right Horizontal Stabilizer Upper Surface Planks - SSI-E5 (Zone 15.7)	All TMS
Left Horizontal Stabilizer Lower Surface Planks - SSI-E3 (Zone 15.4)	All TMS
Right Horizontal Stabilizer Lower Surface Planks - SSI-E6 (Zone 15.7)	All TMS
Canted Bulkhead At Horizontal Stabilizer - SSI-S20 (Zone 15.2)	All TMS
Vertical Stabilizer Attach Angle - SSI-S21 (Zone 15.9)	All TMS
PDM Reports	All TMS
PDM Engineering Reports	All TMS
Section 1, NBNC Report	All TMS
Section 2, Structural Sampling Report	All TMS
Section 3, Quality Deficiency Reports(QDR)	All TMS
Section 5, Maintenance History Summary and Corrosion Inspection (MHS&CI) Report	All TMS
Depreservation	All TMS
Disturbed Systems	All TMS
Aircraft Special Inspections	All TMS
Turbo shaft Engines	All TMS
Weight and Balance	All TMS
Logs and Records	All TMS
Hydraulic System Contamination	All TMS
Make Aircraft Ready for Flight	All TMS
Functional/Acceptance Flights	All TMS
CBP Aircraft Acceptance	All TMS

TABLE 2

PDM Phase I Requirements	All TMS/C Code
Access Open/ Disassembly/Reassembly/Close	All TMS
Aft Parachute Rack (PDM Phase I)	All TMS
Urinal And Toilet Bucket (PDM Phase I)	All TMS
Elevators (PDM Phase I)	All TMS
Elevator Front Spar (PDM Phase I)	All TMS
Fuselage Panels (PDM Phase I)	All TMS
Bomb Bay Internal Stress Panels (PDM Phase I)	All TMS
Aircraft Floor Panels (PDM Phase I and Phase III)	All TMS
Aircraft Inspection Requirements	All TMS
Bomb Bay and Doors Internal (PDM Phase I) (Zone 8.1)	All TMS
Water Alcohol / Service Bay (PDM Phase I) (Zone 9.1)	All TMS
Left Horizontal Stabilizer Trailing Edge Internal (PDM Phase I) (Zone 15.5)	All TMS
Right Horizontal Stabilizer Trailing Edge Internal (PDM Phase I) (Zone 15.8)	All TMS
Ordnance Station Fuselage - Internal (PDM Phase I) (Zone 20.2)	All TMS
Rest Area Internal (PDM Phase I) (Zone 21.2)	All TMS
Under Floor Area Internal (PDM Phase I) (Zone 22.1)	All TMS
Structural Inspection Requirements	All TMS
Main Landing Gear (MLG) Drag Strut Fittings - SSI-W21 (PDM Phase I) (zone 2.4)	All TMS
Main Landing Gear (MLG) Drag Strut Fittings - SSI-W59 (PDM Phase I) (Zone 3.4)	All TMS
Elevator Assembly (PDM Phase I)	All TMS
Elevator Torque Tube and Bearings (PDM Phase I)	All TMS

Control Column Friction Plates (PDM Phase I)	All TMS
Elevator Down-Spring Cartridge (PDM Phase I)	All TMS
Force Link Tab Mechanical Spring Cartridge (PDM Phase I)	All TMS
Force Link Tab Mechanical Roll Off Cartridge (PDM Phase I)	All TMS

TABLE 3

PDM Phase II Requirements	All TMS/C Code
Access Open/ Disassembly/Reassembly/Close	All TMS
Ailerons (PDM Phase II)	All TMS
Aileron Front Spar Access Panels (PDM Phase II)	All TMS
Engine #1 and #4 Tailpipes (PDM Phase II)	All TMS
Engine #1 and #4 Exhaust Straightener (PDM Phase II)	All TMS
Engine #1 and #4 Tailpipe Shrouds (PDM Phase II)	All TMS
Aircraft Inspection Requirements	All TMS
Left Wing Tip Internal (PDM Phase II) (Zone 11.6)	All TMS
Right Wing Tip Internal (PDM Phase II) (Zone 14.6)	All TMS
Structural Inspection Requirements	All TMS
Aileron Assembly (PDM Phase II)	All TMS

TABLE 4

PDM Phase III Requirements	All TMS/C Code
Access Open/ Disassembly/Reassembly/Close	All TMS
All Interior Seats (PDM Phase III)	All TMS
Aft Radome (PDM Phase III)	All TMS
Rudder (PDM Phase III)	All TMS
Rudder Spar Access Panels (PDM Phase III)	All TMS
Vertical Stabilizer Cap (PDM Phase III)	All TMS
Empennage Access Panels (PDM Phase III)	All TMS
Fuselage Panels (Phase III)	All TMS

Flight Station Upper and Lower Access Panels (PDM Phase III)	All TMS
Flight Station Access Panels (PDM Phase III)	All TMS
Aircraft Floor Panels (PDM Phase I and Phase III)	All TMS
Aircraft Inspection Requirements	All TMS
Aft Fuselage Internal (PDM Phase III), (Zone 15.2)	All TMS
Vertical Stabilizer Internal (PDM Phase III) (Zone 15.9)	All TMS
Vertical Stabilizer and Trailing Edge Internal (PDM Phase III) (Zone 15.10)	All TMS
Flight Station Fuselage Internal (PDM Phase III) (Zone 17.2)	All TMS
Flight Station Fuselage Underfloor Internal (PDM Phase III), (Zone 17.3)	All TMS
Radio & Obs Fuselage Internal (PDM Phase III) (Zone 18.2)	All TMS
Tactical/Sensor Station Internal (PDM Phase III) (Zone 19.2)	All TMS
Dorsal Fin - Internal (PDM Phase III) (Zone 21.3)	All TMS
Structural Inspection Requirements	All TMS
Rudder Bellcrank/Torque Tube (PDM Phase III)	All TMS
Rudder Assy (PDM Phase III)	All TMS

Attachment 4

Attachment 4

Attachment 4

APPENDIX 9
CONTRACT DATA REQUIREMENTS LIST (CDRL)

CDRL Number	Title	Frequency	Date of Submission
<i>A001</i>	<i>Quality Control Plan</i>	<i>One-time baseline Updated as required</i>	<i>DRAFT delivered on January 29, 2010</i>
Description: None Required			
<i>A002</i>	<i>Monthly Aircraft Consumption Report (ASUP822A)</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
Description: None Required			
<i>A003</i>	<i>Monthly Aircraft Utilization Report (ASUP823A)</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
Description: None Required			
<i>A004</i>	<i>Aircraft Consolidated Consumption Report (ILS803AA)</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
Description: None Required			
<i>A005</i>	<i>Aircraft Consolidated Utilization Report (ILS804AA)</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
Description: None Required			
<i>A006</i>	<i>ILS Financial Summary</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
Description: This Summary shall be based on a spreadsheet based on data contained in the ILS Financial Summary Reports (<i>ILS853AA, etc.</i>). The report shall be presented in analytical, summary form. The spreadsheet and analysis shall list funding levels, cumulative fiscal year expenditures by year, and burn rate. Forecast by fund code, project code, and object class code shall be provided, and any unusual deviation from the forecasted amount should be noted and explained. The report should also contain annotation of forecast expenditures expected for which a requisition has not been generated yet. Contractor's format is acceptable.			
<i>A007</i>	<i>Funding Status Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
Description: This report shall be in spreadsheet format with underlying formulas intact. It shall contain funding levels, invoiced amounts, funds and percentage of funds remaining, estimate to complete, and funding excesses/shortfalls by Contract Line Item (CLIN). Funding levels shall show initial funding and subsequent adjustments. Invoiced amounts shall be listed by invoice number. Contractor's format is acceptable.			
The Contractor shall provide a report by CLIN (and major sub-elements) showing monthly and FY to date amounts funded, expended, estimated to complete, and required/shortfall. The spreadsheet shall contain at least the following information:			
CLIN xx030	Program Management		
CLIN xx040	Site Operations – Labor Cost by Site (Corpus Christi, Cecil Field, and PMO) and total Site Operations – Major Subcontractor Cost (by contractor) and total		
CLIN xx050	Depot Cost by Aircraft		

CDRL Number	Title	Frequency	Date of Submission
CLIN xx060	ILS Total		
CLIN xx070	Travel		
CLIN xx080	Training		
CLIN xx090a	Relocation		
CLIN xx090b	IT		
Analysis with graphical tracking of categories by month and cumulative by FY shall be provided.			
<i>A008</i>	<i>Personnel Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
<p>Description: This report will be a two-part report. Part I of this report shall be a spreadsheet containing three (3) tabs, one each for Corpus Christi, Cecil Field and Program Office (including ICP). Data shall contain employees' names and job title, and shall identify any vacant positions. This report shall include a summary page showing, by site, total staffing authorized/funded, total on-board, and total vacancies.</p> <p>In accordance with "Separation Procedures for Contractor Employees," Part II of this report shall provide a cumulative report by site, separated employees' names, hire date and separation date for each employee that separates during the contract period of performance. Contractor's format is acceptable.</p>			
<i>A009</i>	<i>Aircraft Engines and Propellers</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
<p>Description: The Contractor shall prepare a six-tab engine and propeller Microsoft Excel spreadsheet report, which shall include the following:</p> <ol style="list-style-type: none"> 1) Fiscal Year To Date Activity, Engines - This tab shall report, by site, major engine repairs, removals, inspections, overhauls, etc. This report should identify the engine serial number, BUNO, vendor used, reason for repair/removal, estimated repair costs, and final repair costs. Updated information on previously reported activity and new activity shall be easily identifiable. <ul style="list-style-type: none"> Summary of Commercial Expenditures for Major Engine Actions - This report should identify, by aircraft line item, scheduled engine maintenance expenditures and actions, unscheduled maintenance expenditures and actions, and total engine maintenance expenditures and actions. Expenditures and actions shall be cumulative for the current fiscal year and based on actual (and obligated amounts when actuals are not yet known) costs. 2) Fiscal Year To Date Activity, Propellers - This tab shall report, by site, major propeller repairs, removals, inspections, overhauls, etc. This report should identify the propeller serial number, BUNO, vendor used, reason for repair/removal, estimated repair costs, and final repair costs. Updated information on previously reported activity and new activity shall be easily identifiable. <ul style="list-style-type: none"> Summary of Commercial Expenditures for Major Propeller Actions - This report should identify, by aircraft line item, scheduled propeller maintenance expenditures and actions, unscheduled maintenance expenditures and actions, and total propeller maintenance expenditures and actions. Expenditures and actions shall be cumulative for the current fiscal year and based on actual (and obligated amounts when actuals are not yet known) costs. 3) Engine Pool Assets - This tab shall identify: <ul style="list-style-type: none"> • Ready For Issue (RFI) engines serial number, location, and status • Non-RFI engines by type, serial number, location/vendor, reason for removal, induction date and scheduled RFI date. 4) Propeller Pool Assets - This tab shall identify: <ul style="list-style-type: none"> • Ready For Issue (RFI) propellers serial number, location, and status • Non-RFI propeller; serial number, location/vendor, reason for removal, induction date and scheduled RFI date. 			

CDRL Number	Title	Frequency	Date of Submission
<p>5) 12 Month Engine Projection - This tab shall identify scheduled engine inspections, and overhauls due in the next 12 months. The report shall identify the site, type aircraft, aircraft BUNO, engine serial number, type of action due, month action is due (estimated based on utilization), and the status.</p> <p>6) 12 Month Propeller Projection - This tab shall identify scheduled propeller inspections, and overhauls due in the next 12 months. The report shall identify the site, type aircraft, aircraft BUNO, propeller serial number, type of action due, month action is due (estimated based on utilization), and the status.</p> <p>Contractor's format is acceptable.</p>			
A010	<i>Flight Hour Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
<p>Description: The Contractor shall prepare a three-part report that shall include the following:</p> <ol style="list-style-type: none"> 1) Part 1 shall provide flight hours by fiscal year and by month. The report shall also show previous fiscal year flight hours and the percentage change in flight hours from the preceding fiscal year. 2) Part 2 shall provide flight hours for the reporting month by branch and aircraft type. 3) Part 3 shall provide current fiscal year flight hours by month and type of aircraft. This part shall also reflect cumulative total flight hours. <p>Contractor's format is acceptable.</p>			
A011	<i>Superseded (Cost Center Report)</i>	<i>n.a.</i>	<i>n.a.</i>
A012	<i>Overtime Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
<p>Description: The Contractor shall prepare a two-part report that shall consist of the following:</p> <ol style="list-style-type: none"> 1) This part shall compare actual to budgeted direct and indirect overtime hours, by site, by overtime type for the month and fiscal year to date. The report shall also show, by site, a variance between actual and budgeted overtime hours for the month and fiscal year to date. 2) This part shall reflect total overtime incurred in support of major events and/or operations requiring large amounts of overtime. Such events and/or operations will be identified by the Government. <p>Contractor's format is acceptable.</p>			
A013	<i>Contractor's Monthly Report</i>	<i>Monthly</i>	<i>EOM Plus 15 Days</i>
<p>Description: The Contractor shall provide a report that addresses the Contractor's monthly activities related to achievements, work completed, projected work efforts, problems encountered and corrective action(s) taken or contemplated to resolve problems, and initiatives to improve aircraft readiness, aircraft condition, and cost control. Contractor's format is acceptable.</p>			
A014	<i>GFP List (GFP806AA)</i>	<i>Quarterly</i>	<i>EOQ plus 15 Days</i>
<p>Description: The Contractor shall provide a report (GFP806AA) that lists all the Government Furnished Property (GFP) items for each site. The requestor can select the sequence of the report, either by bin location or part number. However, for the purposes of this deliverable, the report shall be submitted in part number sequence. This report shall also be available on an "as requested" basis during the quarter.</p>			
A015	<i>Annual Inventory Report</i>	<i>Annual</i>	<i>Cut Off Date plus 20 days</i>

CDRL Number	Title	Frequency	Date of Submission
<p>Description: In accordance with the Statement of Work “C.5.3.4.7.1 The Contractor shall conduct an annual joint GFP inventory during the fourth quarter of the fiscal year on a schedule mutually agreeable to the Government and the Contractor. The Contractor shall reconcile and consolidate the site results into one master inventory report. The Contractor shall deliver the consolidated annual inventory report to the CPA no later than 20 days after the inventory cut off date.”</p> <p>“C.5.3.4.7.2 The Contractor shall prepare a financial inventory summary report that accounts for all transactions occurring between the consolidated annual inventory cut-off date and midnight, September 30th. The Contractor shall deliver the report to the CPA no later than October 15th.”</p>			
<i>A016</i>	<i>Special Inventory Summary Report</i>	<i>As Required</i>	<i>15 days after receipt of request</i>
<p>Description: In accordance with the Statement of Work “The Contractor shall conduct special inventories as required by the Contracting Officer. Special inventories may encompass a complete wall-to-wall physical count requirement or only one line item/commodity of stock or equipment. The Contractor shall complete and report special inventories no later than 15 calendar days after receipt of the request.”</p>			
<i>A017</i>	<i>Technical Report</i>	<i>As Required</i>	<i>As Required</i>
<p>Description: The Contractor shall provide, as required, additional investigations, analysis, evaluations, support plans or data collection efforts with respect to the Contractor's maintenance and material support efforts under this contract. The number of reports is not expected to exceed nine for each contract period (base and option years). Contractor's format is acceptable.</p>			
<i>A018</i>	<i>Superseded (Contractor Travel Reports)</i>	<i>n.a.</i>	<i>n.a.</i>
<i>A019</i>	<i>Superseded (Man Hour Report)</i>	<i>n.a.</i>	<i>n.a.</i>
<i>A020</i>	<i>Monthly Sensor Report</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
<p>Description: The Contractor shall provide a monthly aircraft sensor Microsoft Excel spreadsheet report that provides the following information:</p> <p>Electro-Optical/Infrared (EO/IR) - EO/IR model; EO/IR unit serial number; EO/IR total operating hours (as determined by turret Hobbs meter reading); EO/IR monthly operating hours (as determined by turret Hobbs meter reading); tail number of the aircraft on which the EO/IR unit is installed; and, number of EO/IR installations and removals by aircraft tail number.</p> <p>The spreadsheet shall have a tab for P-3 High Dollar Component Pool Assets - This tab shall identify:</p> <ul style="list-style-type: none"> • Ready For Issue (RFI) components by type, part number, serial number, site/location, and status (i.e. zero TSO). • Non-RFI assets by type, part number, serial number, location/vendor, and status of the Contractor’s action. <p>Contractor's format is acceptable.</p>			
<i>A021</i>	<i>Superseded (Advance Subcontract Notification)</i>	<i>n.a.</i>	<i>n.a.</i>

CDRL Number	Title	Frequency	Date of Submission
<i>A022</i>	<i>Aircraft Configuration Management Recommendations</i>	<i>One Time</i>	<i>June 3, 2010</i>
<p>Description: In accordance with the Statement of Work C.5.2.16 "The Contractor shall perform alterations to Government aircraft (as defined in 14 CFR Part 43, Appendix A) when these alterations are signed and approved by the Government Configuration Control Committee. The Contractor shall not perform any other alterations on Government aircraft unless that alteration is a prototype approved in writing by the COTR. Contractor shall incorporate OEM- or DoD-approved alterations or continued airworthiness inspection requirements. Alterations may include, but are not limited to, the installation of special mission equipment, complete communication packages, and sensor systems."</p> <p>"The Contractor shall perform a configuration audit of all aircraft and provide recommendations and detailed cost estimates to achieve standardized configurations for all aircraft types to the Government 245 days after contract start date. Unless an aircraft configuration management tool is provided for by the Government, the Contractor shall also establish and maintain an updated configuration database to reflect new aircraft acquisitions and losses as well as alterations approved by the Government Configuration Control Committee and make this information available to the Government. For each aircraft, the database shall identify, by make/model/serial number, communications and navigation equipment, mission equipment, engines, and any other equipment or components that may be designated by the COTR."</p>			
<i>A023</i>	<i>Aircraft Configuration Management</i>	<i>Monthly</i>	<i>EOM plus 15 days</i>
<p>Description: The Contractor shall provide a monthly report that lists, by aircraft, the components and equipment required under Statement of Work paragraph C.5.2.16 (see Description quoted under CDRL A022) and identify any equipment or component requirements needed to achieve standard configuration for that aircraft type.</p>			
<i>A024</i>	<i>Integrated Logistics Support Plan</i>	<i>One Time</i>	<i>Draft delivered on February 12, 2010</i>
<p>Description: Within 60 calendar days following commencement of full contract performance, the Contractor shall provide a comprehensive Integrated Logistics Support Plan that describes how it will satisfy the requirements and objectives of the Statement of Work C.5:</p> <p>"C.5 SPECIFIC REQUIREMENTS</p> <p>C.5.1.1 This performance-based statement of work consists of two major functional areas: Aircraft Maintenance Support Services from the Organizational Level through Depot Level and Aircraft Logistics Support Services. The following objectives are in support of the CBP mission goals to "Maintain an operationally effective and efficient fleet of aircraft insuring assets are operationally available and increase efficiencies of the logistics and maintenance program."</p> <p>C.5.1.2 Obtain timely and effective aircraft maintenance and logistics support to ensure operational and training requirements are met with airworthy, mission-capable aircraft.</p> <p>C.5.1.3 Maximize launch rates and mission completion rates in an efficient and cost effective manner."</p>			

CDRL Number	Title	Frequency	Date of Submission
<i>A025</i>	<i>Depot Level 90-Day Letter</i>	<i>@90 Days</i>	<i>See below</i>
Description: Within 90 calendar days following induction of an aircraft into depot maintenance, a material condition report will be generated with all major discrepancies noted. The report shall be delivered within 95 days.			
<i>A026</i>	<i>Depot Status Report</i>	<i>Bi-weekly</i>	<i>Bi-weekly</i>
Description: Bi-weekly depot level status reports will be generated listing progress, man-hours/material expended, and other noteworthy data.			
<i>A027</i>	<i>Program Management Review</i>	<i>Quarterly, and as required</i>	<i>Minutes by 15th of Month Following PMR Completion</i>
Description: The Contractor shall conduct a quarterly Program Management Review (PMR) that addresses the Contractor's quarterly activities related to achievements, work completed, projected work efforts, problems encountered and corrective action(s) taken or contemplated to resolve problems, and initiatives to improve aircraft readiness, aircraft condition, safety, and cost control. The Contractor shall prepare presentation materials to support the PMR and shall provide copies of presentation materials and meeting minutes. Contractor's format is acceptable.			
<i>A028</i>	<i>Non-Propulsion Major Components</i>	<i>Monthly</i>	<i>EOM Plus 15 Days</i>
Description: The Contractor shall prepare a Microsoft Excel spreadsheet report, which shall include the following: 12 Month Projection (Other Major Components) - This report shall identify scheduled TBO removals due in the next 12 months for the following components: rotordomes, rotordome gear box (RGB) assemblies, rotary couplers, landing gear, and APUs. The report shall identify the site, aircraft type and identification, component type, component serial number, time/starts (as appropriate) remaining on the components, month removal is due (estimated based on utilization), and the status of Contractor's action.			
<p>Distribution of CDRLs:</p> <p>All CDRLs will be delivered electronically via LiveLink.</p> <p>All periodic and updated CDRLs will also be provided on five (5) compact disks (CDs) delivered as follows:</p> <ul style="list-style-type: none"> - Two (2) CDs to the COR - Three (3) CDs to the COTR 			