



# WTI 1-05

## MAINTENANCE INFORMATION PACKAGE (MIP)

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MARINE AVIATION WEAPONS AND TACTICS SQUADRON ONE

29 July 04

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29 July 04

From: Aircraft Maintenance Officer, MAWTS-1  
To: WTI 1-05 Participating Squadron Maintenance Officers/Chiefs, Maintenance Material Control Officers

Subj: WTI 1-05 MAINTENANCE INFORMATION PACKAGE (MIP)

1. The MIP is the primary information source for maintainers preparing personnel, equipment and aircraft for WTI. The MIP is essential reading for participating squadron MMCO's and Maintenance Chiefs, but it can also serve to increase the situational awareness of key contributors that support the course indirectly from their parent unit. Broadest dissemination is encouraged.
2. The MIP is targeted on that information specifically required by maintainers. Additional information concerning WTI is available at the MAWTS-1 website. <<http://www.tecom.usmc.mil/mawts1/>>
3. The MIP does not supercede any MCO or any other instruction. If you find any area in which the MIP is in conflict with existing instructions please bring it to my attention.
4. A great deal of effort has gone into making the MIP a user-friendly document. If you have suggestions that you feel would enhance the MIP please contact me at DSN 269-2006 or Comm 928-269-2006 or at [cookseyjb@mawts1.usmc.mil](mailto:cookseyjb@mawts1.usmc.mil).

J. B. COOKSEY

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**CHAPTER 1****GENERAL SQUADRON INFORMATION****1. MAWTS-1 Key Billet Holders**

Commanding Officer	Col R.C. Fox	269-2056
Executive Officer	Col J.M. Davis	269-2057
Sergeant Major	SgtMaj C.R. Hamel	269-3680
Operations Officer	LtCol M.W. George	269-5303
Supply Officer	Maj R.W. Tibbs	269-2059
Logistics Officer	Capt M.M. Ward	269-2652

**2. MAWTS-1 Maintenance Department Billet Holders**

Maintenance Officer	Capt J.B. Cooksey	269-2006/3076
Maintenance Chief	MGySgt L.K. Jones	269-3614
RW Maintenance Chief	MSgt T.E. Walker	269-3346
FW Maintenance Chief	MSgt P.L. Van Dyn Hoven	269-3615
Maintenance Admin NCOIC	GySgt G.L. Goebel	269-2568/2569
Analyst/S.A.M.E	GySgt G.L. Goebel	269-2568/2569
QA/FE/HAZMAT Officer	Capt B.J. Dillon	269-5498
Flight Equip NCOIC	GySgt M.B. Snell	269-2449
AVI/IMRL/SE/TAMS/Tool Officer	Capt A.J. Giovenco	269-3344
Avionics Chief	MGySgt S.W. Smith	269-3345
IMRL NCOIC	SSgt R.L. White	269-2404
SE NCOIC	GySgt R.H. Lemos	269-3083
TAMS NCOIC	SSgt M.A. Snyder	269-2277
Tool Room NCOIC	GySgt J.A. Marquez	269-2500
Ordnance Officer	Capt P.G. Bailiff	269-5684
Ordnance Chief	MSgt R.R. Jones	269-3583/5684
ASRS NCOIC	SSgt C.W. Brown	269-3343/5640

**3. Key Phone Numbers (DSN 269-XXXX, Commercial 928-269-XXXX)****Maint/Supply Bldg 202**

AMO	-2006
AAMO	-3076
Maintenance Chief	-3614
Maintenance Fax	-3242
AVO/AVC	-3345/3344
- Tool Room	-2500
- IMRL	-2404
- TAMS	-2277
- Support Equipment	-5300
HAZMAT Officer	-5498/5499
- Maintenance Admin	-2568/2569
- Analysis	-3144
- Flight Equipment	-2449
- Asst M/C R/W	-3346
- Asst M/C F/W	-3615
Supply	-2737
- Supply (PEB)	-3479
- Logistics	-2324/2178
- WTI Embark	-5350

**Ordnance Bldg P40**

Ordnance	-3583/3343
Ordnance Fax	-5683
Bomb Dump	-3665

**Rotary Wing - Hangar 220**

MMCO	-2939/6776
Maintenance Chief	-3448
Maintenance Control	-2939/6776
Maintenance Admin	-2649
Expeditor	
Q/A	-2069
Flight Equipment	-3497
Airframes	-2963
Avionics	-5290
AH/UH Line	-3445
H-46 Line	-3409
H-53 Line	-6177
TAC Support	-2646
Tool Room / IMRL	-3446

**Crew Chiefs - Hangar 220**

CH-53	-3619
CH-46	-6767
UH-1N	-2811
GySgt Jourdan	-3620
GySgt Pennington	-2611
SSgt Ritacco	-2938
SSgt Windley	-2811
SSgt Kittle	-5492
SSgt Leighton	-6345

**Fixed Wing - CALA**

MMCO	-3006
Maintenance Chief	-2694
Maintenance Control	-5187
Maintenance Admin	-5187
Expeditor	-5186
Navy	-5242
Ordnance	-3025
Supply	-3026
Tool Room / IMRL	-2640/3087
QA/HAZMAT	-2183
Airframes/HAZMAT	-3023
Avionics	-2651
Flt Equip	-2682
Support Equipment	-5243
Ordnance	-2993
Ordnance Fax	-7077

**Q Huts**

Q-137	-2975
Q-138 (C-130's)	-2319
Q-147	-2196
Q-148	-2400
Q-201 (RW Ord)	-2993
Q-206	-2947

**WTI Ops/Support**

Air Boss	-3303
ODO (SOF DESK)	-2116/3605

**Miscellaneous**

EOD	-2788/2303
Fuel Farm	-2234
Oil Lab	-5196
Weather	-6781
VAL	-2265
MALS-13 Production Cont	-2445
MALS-13 AVIONICS	-3252/5
MALS-13 NDI	-6155
Wash Rack	-2324
Fork Lift	-3655
SOMS PC	-2157
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Mail Room	-2965
Barracks NCOIC	-3691
WTI MEDICAL, BLDG 212	-3302

Reviewed 28 July 04

**4. MCAS Yuma Facilities**

<u>Mess Hall</u>	<u>Bldg 710</u>	<u>Dry Cleaners</u>	<u>Bldg 964</u>
Mon – Fri:		Mon-Fri	0700-1800
- Early Breakfast	0430-0500	Sat	0900-1230
- Breakfast (Main-line)	0530-0730	Sun	Closed
- Fast Chow	0630-0930		
- Lunch (Main-line)	1100-1300	<u>Laundromat</u>	<u>Bldg 964</u>
- Fast Chow	1130-1330	Sun-Sat	24 Hrs
-Dinner (Main-line)	1600-1800		
- Fast Chow (Closed Fri.)	1630-1830		
Sat, Sun, Hol:		<u>Barber Shop</u>	<u>Bldg 692</u>
- Breakfast/Brunch	0900-1200	Mon-Fri	0700-1700
- Dinner	1500-1700	Sat	0800-1400
- Midrats	2300-0045	Sun	0900-1600
Sun – Thur:	Closed		
<u>Burger King</u>	<u>Bldg 691</u>		
Sun-Thurs	0500-2400	<u>Navy Federal Credit Union</u>	
Fri. & Sat.	0500-0200	Mon-Fri	0930-1630
		ATM	24 hour
<u>Godfathers Pizza</u>	<u>Bldg 691</u>	<u>Cash Cage*</u>	* Located in 7-Day Store
Mon-Fri	0930-0100	Mon-Fri	1000-2000
Sat-Sun	1030-1200	Sat/Sun	1000-1500
		Hol	Closed
<u>After Burner</u>	<u>Bldg 153</u>	<u>Post Office</u>	<u>Bldg 699</u>
Mon-Fri	0700-1430	Mon-Fri	0900-1300 & 1330-1530
		Sat, Sun Hol	Closed
<u>Subway</u>	<u>Bldg 692</u>	<u>Library</u>	<u>Bldg 633</u>
Mon-Sun	0900-1900	Mon-Thurs	0900-2100
		Fri	0900-2000
<u>Commissary</u>	<u>Bldg 590</u>	Sat	1000-1700
Mon & Holidays	Closed	Sun	1300-1700
Tue	0900-1900		
Wed	0900-1900	<u>Gymnasium</u>	<u>Bldg 545</u>
Thur	0900-1900	Mon-Fri	0430-2200
Fri	0900-1900	Sat/Sun/Hol	0800-1900
Sat	0800-1700		
Sun	1100-1600		
<u>Main Exchange</u>	<u>Bldg 693</u>		
Mon	0930-1930		
Sat	0930-1800		
Sun	1100-1700		
<u>7-Day Store</u>	<u>Bldg 692</u>		
Mon-Sat	0600-2300		
Sun & Holidays	0700-2300		

Reviewed 20 Jul 04

## CHAPTER 2

### MAINTENANCE DEPARTMENT GENERAL INFORMATION AND POLICIES

**The mission of Marine Aviation Weapons and Tactics Squadron One is to provide standardized advanced tactical training and certification of unit instructor qualifications that support Marine Aviation Training and Readiness and to provide assistance in the development and employment of aviation weapons and tactics.**

#### 1. WTI Concept of Operation

- a. Most maintenance personnel who are tasked in support of WTI never fully realize the importance of WTI, perhaps because they never see the end results.

- (1) WTI is a seven-week course that is conducted in three phases: academics, flight and final exercises. The academics phase incorporates one week each of generic, common, and specific instruction. The syllabus focuses on the threat, our weapon system capabilities and limitations, tactics, C3 integration, training management, and instructor development. The flight phase reinforces the academic portion with hands-on, practical application. The first week of the flight phase encompasses specific weapon and tactics employment by type aircraft, Marine Air Command and Control System agency and Ground Combat Element. The second and third weeks bring together various platforms to accomplish Anti-air Warfare, Offensive Air Support, Offensive Anti-air Warfare, and Assault Support Training. The last week of the course is devoted to three final exercises, which the WTI students plan, execute and debrief. These are integrated evolutions, encompassing all functions of Marine aviation in support of the MAGTF, executed in a sophisticated threat environment.

- (2) In addition to aircrew training, WTI encompasses training for Command, Control and Communications (C3), Aviation Ground Support (AGS), and Intelligence. WTI incorporates the use of national strategic assets and international training as well. WTI is the Marine Corps premier aviation training exercise and contributes to the success of the MAGTF.

#### 2. WTI Maintenance Department's Mission and Concept of Operation

- a. The WTI Maintenance Department's mission is to provide safe, properly configured, full-mission capable aircraft in support of the WTI Course flight schedule. Accomplishing this requires that we integrate aircraft, personnel, and equipment sourced Marine Corps wide into a cohesive, effective, and safely operating maintenance department. Within only the space of a few days, WTI goes from having no aircraft and a maintenance department of 13 Marines to one having 70+ aircraft and 800+ Marines.

- b. The WTI Maintenance Department's duties do not end immediately at the conclusion of the flying portion of the WTI class. Upon the successful completion of the WTI training, we must ensure the proper accountability and return of all aircraft, parts, and equipment in equal or better condition than when received. Pack-ups must be accounted for, to include all special tools and toolboxes. Work areas must be cleaned and turned over to station. And finally, maintenance personnel must be released to return to their parent commands.

- c. The NAMP defines the two types of maintenance as "rework" and "upkeep". Like an O-level squadron, WTI performs upkeep. However, unlike an O-level squadron, the depth of upkeep is greatly reduced.

- (1) This reduction of upkeep does not include safety of flight items. This reduction primarily consists of scheduled maintenance (PM's, high-time components, TD's and the like). This reduction may also include non-SCIR coded discrepancies and corrosion prevention. Quite

simply, the resources to perform these maintenance actions are not available at WTI. With the exception of the first listed below, providing these resources so WTI could perform scheduled maintenance would require an even greater burden on you, the supporting units. These resources include:

- (a) Time – the flight schedule at WTI is exceptionally compressed, has a great number of hours, and a great number of events. There is only the most limited time outside the flight schedule to perform maintenance.
  - (b) Supply – the parts to support scheduled maintenance, particularly high-time component replacement, are simply not available in the current supply pack-ups. Making them available would require a prohibitive additional burden on your supply departments.
  - (c) Personnel – while WTI does draw a large number of maintenance personnel, the quantity and qualifications tasked are based on the premise of performing minimal scheduled maintenance. Doing otherwise would require an additional prohibitive burden on your personnel.
  - (d) Aircraft and equipment – similar to personnel, the number of aircraft and equipment tasked is based on the premise of performing only those scheduled maintenance actions, which cannot be scheduled outside WTI. Doing otherwise, and having aircraft or equipment unavailable due to these schedule requirements, would require an additional prohibitive burden on your assets.
- (2) The intent of the paragraphs above is to illustrate how critical your preparation of aircraft, equipment, and personnel is to the successful training of your Prospective Weapons & Tactics Instructors (PWTI) students. Your attention to the proper grooming and preparation of these elements sets the enabling maintenance conditions for WTI long before the aircraft, equipment, and personnel arrive at MAWTS-1.

### 3. Personnel Accountability

- a. Personnel accountability is critical. The rapid consolidation of an 800+ man maintenance department spread out over several dispersed locations presents a significant leadership and management challenge. All supervisors must maintain accurate and timely accountability for all assigned personnel.
- b. On arrival, supporting key personnel (F/W Maintenance Chief, R/W Maintenance Chief, Ordnance Chief and PC Coordinator) will receive a manpower roster from the MAWTS-1 Maintenance Chief containing information on each Marine assigned to their respective section.
  - (1) These persons will annotate corrections to the rosters based on actual personnel arrivals and forward them to the MAWTS-1 Maint Admin NCOIC.
  - (2) The MAWTS-1 Maint Admin NCOIC shall republish and redistributed corrected rosters.
- c. The supporting key personnel above shall deliver muster reports daily not later than 0740 to the MAWTS-1 Maintenance Chief, Bldg 202.

### 4. Maintenance Department Working Hours

- a. The Maintenance Department will be divided into a Day Crew and a Night Crew. Every effort will be made to organize the maintenance crews, determine responsibilities and identify key work center personnel as quickly as possible to alleviate the stress and confusion associated with the mass build-up of personnel and aircraft in the first few days of WTI. Work hours will be

determined by the MAWTS-1 AMO. Work hours will be based upon operational commitments, aircraft availability and course requirements.

(1) WTI has a seven-day work week.

(a) WTI support personnel will normally be authorized one day of liberty per working week.

(b) The MMCO / Support Personnel Maint Chief will determine liberty schedules within the guidelines below and within class specific guidelines that will be published on arrival at MCAS Yuma.

(2) Working shifts are normally scheduled from 0600 to 1800 for day crew, and 1800 to 0600 for night crew.

b. All personnel are responsible for a 12-hour workday. There will be no "early secures" unless specifically authorized by the MAWTS-1 AMO. This authority may be delegated to the R/W and F/W MMCO but will not be delegated below the MMCO. Personnel secured before the end of their normal workday are subject to recall and are not in a liberty status.

#### 5. Leave and Liberty

a. Annual leave will not be granted during WTI.

b. Emergency leave will be granted upon proper notification via the chain of command under the guidance of MCO P1050.3H.

c. *Mexico is off limits to all WTI personnel, including MAWTS-1 staff during WTI.*

d. Liberty limits for all maintenance personnel are 75 miles.

(1) Liberty beyond 75 miles requires an Out-of-Bounds Chit.

(2) All personnel requesting Out-of-Bounds authority will fill out and route a Special Request/Authorization chit via their chain of command.

(3) The MAWTS-1 AMO is approval/disapproval authority for maintenance department Out-of-Bounds requests.

(4) The MAWTS-1 Maintenance Chief will retain a copy of the request and return the original to the requesting individual.

#### 6. Privately Owned Vehicles/Government Owned Vehicles/Rental Vehicles.

a. Sergeants and below are not authorized to drive to WTI or to operate a privately owned vehicle on or off base (car, truck, motorcycle, ATV, etc.) while at WTI. This prohibition specifically includes driving to report to WTI or returning to a home station at the conclusion of WTI.

b. Properly licensed sergeants and below may operate MAWTS-1 leased or government vehicles in support of the maintenance effort in the line of duty.

c. A helmet and flak jacket must be worn while operating, or riding in, a tactical vehicle on or off base.

#### 7. Transportation and Driving

- a. POV's will be parked in designated parking areas only. POV's will not be parked closer than 20 feet to the flight line security fence.
- b. Official rental vehicles utilized by maintenance personnel are not authorized in the hangar or on the apron area or flight line without the proper Flight Line pass.
- c. Individuals must successfully complete the Flight Line Drivers Course prior to operating a vehicle on the flight line. This requirement includes the use of self-propelled support equipment. The Flight Line Drivers Course will be provided during the WTI In-brief.
  - (1) Authorized vehicle operators shall not exceed the following speed limits on the flight line:
    - (a) 10 MPH on Fire Lane and Parking Ramp
    - (b) 15 MPH on Taxiway Charlie, Shoulders and Dust Covers
    - (c) 35 MPH on all other taxiways and runways
    - (d) During inclement weather and darkness, all speeds limits above 5 MPH will be reduced by 5 MPH.
- d. Bicycles are authorized through the gates to the hangar area on the fire lane. Bicycles are allowed in the CALA area. Bicycles may enter through Parks gate and park in the bicycle rack next to building 1580. Bicycles are not authorized in aircraft parking areas or beyond the red line.
- e. Shopping carts are not authorized in aircraft parking areas or beyond the red lines.

#### 8. Mail Information

- a. For additional information refer to the WTI Planning Guide.
- b. Mail will be forwarded from supporting units to MAWTS-1 per the procedures in the Planning Guide.
- c. The F/W and R/W Maintenance/Ordnance Chiefs will provide personnel as required to be the respective site mail clerks throughout the course
- d. Mail Pick-up
  - (1) The day crew mail clerk will proceed to building 212, and pick up the mail for his respective site and distribute it by line number.
  - (2) All mail for night crew personnel will be turned over to the night crew mail clerk.
  - (3) The night crew mail clerk will pass out night crew's mail and return all undelivered mail to the mailroom before it closes.
  - (4) IMA personnel will pick up their mail individually each day from the mailroom.

#### 9. Pay Discrepancies.

- a. Report any pay discrepancy to your WTI NCOIC. All pay discrepancies will be forwarded via your chain of command to WTI S-1, building 212.
- b. No corrective action on pay discrepancies may be taken by MAWTS-1 until the member has been

TAD to WTI for 30 days.10. Award Recommendations.

- a. Personal awards (Certificate of Appreciation, Meritorious Mast) are presented to personnel deserving special recognition.
- b. Nominations for personal awards will be made via the WTI chain of command.
- c. Deadlines for awards nominations will be announced.

11. Disciplinary Problems.

- a. Disciplinary problems will be reported via the MAWTS-1 chain of command as applicable.

12. After Action Reports.

- a. All personnel are encouraged to fill out an After Action Report and provide constructive ideas to improve future WTI courses. Active participation in process improvement by WTI personnel is a valuable and critical element for future success.
- b. After Action Reports can be submitted anytime during the course.
- c. After Action Reports do not have to be submitted in a specific format but should at a minimum include:
  - (1) A full description of the problem or situation.
  - (2) A recommended course of action.
  - (3) Contact information for the originator, to include both WTI local information and parent command information. (Contact information is vital in order to collect any additional information as well as to provide feedback on any action taken.)

13. Tentative Maintenance Timeline

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>
7 Sep	0800	FE/TR/IMRL/SE/Ord Safety/Embark personnel arrive. (Adv Party)
	2400	(8) QAR's arrive for tool inventory
8 Sep	0800	Accept maintenance facilities
	0830	Setup R/W & F/W Tool Room
	0900	Setup Flight Equipment work center
14 Sep	0800	Key personnel arrive
16 Sep	0800	Advance/key maintenance personnel meet in building 212 for in-Brief
	TBA	Setup maintenance facilities

	TBA	Combinations received for CMS	
	TBA	Base radios installed in maintenance	
	TBA	Maintenance supply pack-ups arrive	
	TBA	Stage arriving support equipment	
	TBA	Pick up and install work center phones	
	0830	Welcome Aboard Brief (Commanding Officer and other briefers).	
18 Sep	0730	Main body WTI maintenance personnel arrive	
19 Sep		<b>All F/W Maintenance Personnel, All F/W Ordnance Personnel, All IMA Maintenance Personnel, All IMA Ordnance Personnel</b>	<b>All R/W Maintenance Personnel, All KC-130 Personnel</b>
	0645	Muster in Commissary Parking Lot (across from gym)	Muster in Hangar 220
	0715	Personnel seated in the station gym.	Set up maintenance spaces, administrative time
	0730	Welcome Aboard Brief (Commanding Officer and other briefers).	
	1115	<b>Ordnance Brief with <u>all</u> ordnance personnel (F/W, R/W and IMA) in station gym</b>	
	1300	Muster in the CALA, CALA Brief	
	1315	Set up maintenance spaces, administrative time	Personnel seated in the station gym.
	1330		Welcome Aboard Brief (Commanding Officer and other briefers).
20 Sep	TBD	Aircraft arrival window begins	
	0600	WTI Maintenance Control assumes control of <u>ALL</u> maintenance	
	0900	WTI Acceptance and Material Condition Inspections begin	
	0900	Day and Night Crews assigned	
	0600	All work center NCOIC's preparing work centers	
	1800	Night crew commences	
23 Sep	1000	MMP Inputs Due	
	1200	Begin R/W FCF's	
	1600	All WTI Acceptance packages, inventories, aircraft requiring FCF's due to AMO	
24 Sep	0600	Course flight phase begins (D-Day)	
22 Oct	TBD	Course flight phase ends (FINEX)	
23 Oct	0600	Aircraft Post Course Material Condition Inspections and Inventories begin	

25 Oct	TBD	Aircraft Retrograde begins
27 Oct	TBD	Personnel and equipment retrograde begins
	TBD	Designated maintenance personnel begin checkout process as coordinated by MAWTS-1 Maintenance Chief

## CHAPTER 3

### WTI KEY SUPPORT PERSONNEL RESPONSIBILITIES

1. The unique environment of WTI presents both leadership and management challenges. First among these is the need to function as a cohesive maintenance department; to function as a team. The challenge is that there is little or no time for team-building. The maintenance department must begin functioning at a high level of performance immediately. In order to do so, it is vital that all key personnel are fully engaged. Information is the enabling factor that allows key personnel to make effective decisions. All key personnel must actively collect, evaluate, and distribute accurate information.
2. All key personnel are responsible for duties listed in OPNAVINST 4790.2H and related instructions.
3. Maintenance/Material Control Officer (MMCO):
  - a. There will be two primary MMCO's; a FW MMCO and a RW MMCO.
    - (1) Additional officers will be assigned as assistant MMCO's.
    - (2) The MMCO is responsible for all aspects of maintenance within either the FW or RW functional area.
  - b. The MMCO shall:
    - (1) Submit an AMRR to the AMO NLT 0700 and 1430 daily.
    - (2) Attend a Supply reconciliation meeting daily at 0700 in the Maintenance Conference Room, Bldg 202 to review the AMRR and High Pri Report
      - (a) The WTI Supply Officer, PC Coordinator, and AAMO will also attend.
    - (3) Control cannibalization to ensure that cannibalization is initiated only in appropriate situations and that all cannibalization actions are fully and accurately documented.
    - (4) Actively collect, evaluate, and distribute accurate information.
4. Quality Assurance Officer/Chief
  - a. WTI exposes maintenance personnel to a variety of unusual situations. For example, many junior Marines are unfamiliar with aircraft wash requirements and procedures since many stations have contract washes. Compounded with this factor is the friction caused by rapidly joining Marines from across USMC aviation into a single maintenance team. Quality Assurance must take a positive, active, and extremely visible role if the WTI maintenance department is to be successful.
  - b. The Quality Assurance Officer/Chief shall:
    - (1) Ensure that QARs are actively monitoring maintenance as it is being conducted.
    - (2) Conduct immediate, on-the-spot training to correct improper maintenance procedures.
5. MAWTS-1 FW and RW Maintenance Chiefs and Ordnance Chief
  - a. The MAWTS-1 FW and RW Maintenance Chiefs and Ordnance Chief are MAWTS-1 staff that provide consistency, continuity, and corporate knowledge for the maintenance department.

- b. The MAWTS-1 FW and RW Maintenance Chiefs and Ordnance Chief shall:
  - (1) Be a primary POC for all WTI specific questions.
  - (2) Be the primary liaisons between support personnel and all external activities.
  - (3) Be the primary liaisons between the Maintenance Department and the Operations Department.
  - (4) Act in an advisory capacity for all maintenance/ordnance matters as direct representatives of the AMO.
  - (5) Coordinate all personnel movement external to MCAS Yuma (i.e. FARP/FOB teams)
- c. The MAWTS-1 FW and RW Maintenance Chiefs shall act as the primary maintenance representatives for all aircraft recoveries.

#### 6. Support Personnel FW and RW Maintenance Chiefs

- a. The Support Personnel FW and RW Maintenance Chiefs shall:
  - (1) Coordinate and control all administrative issues for their functional area to include:
    - (a) Ensure personnel accountability is maintained
      - 1) Forward any corrections or changes to rosters or musters to the MAWTS-1 Maintenance Chief.
      - 2) Hand deliver muster reports daily to the MAWTS-1 Maintenance Chief, Bldg 202, by 0740.
    - (b) Billeting requirements
  - (2) Coordinate all other administrative issues with the MAWTS-1 Maintenance Chief.

#### 7. Production Control Coordinator

- a. The PC Coordinator is the WTI liaison for all IMA matters to include but not limited to:
  - (1) Coordinate and control all administrative issues for their functional area to include:
    - (a) Ensure personnel accountability is maintained
      - 1) Forward any corrections or changes to rosters or musters to the MAWTS-1 Maintenance Chief.
      - 2) Hand deliver muster reports daily to the MAWTS-1 Maintenance Chief, Bldg 202, by 0740.
    - (b) Track all IMA requirements (ExReps and work requests) being repaired or manufactured by a supporting MALS
    - (c) Attend a Supply reconciliation meeting daily at 0700 in the Maintenance Conference Room, Bldg 202

(2) Actively collect, evaluate, and distribute accurate information.

8. FW and RW Maintenance Control Chiefs

a. The FW and RW Maintenance Control Chiefs are responsible for all maintenance control actions within their functional area. These include but are not limited to:

(1) Ensure aircraft are properly configured and signed safe-for-flight to meet WTI flight schedule requirements.

(2) Plan, schedule, and control all maintenance to best support the WTI flight schedule.

(3) Ensure all maintenance documentation requirements are being met.

(a) Schedule training as required for maintenance controllers on OPNAV 4790/60 VIDS/MAF use (green-MAFs).

(4) Controlling aircraft acceptance packages to ensure all requirements are met in the specified time limit.

(5) Actively collect, evaluate, and distribute accurate information.

9. T/M/S Senior Maintenance Controller:

a. A senior maintenance controller will be assigned for each T/M/S. It is critical that all of a T/M/S aircraft be considered as single group of aircraft supporting one flight schedule. The T/M/S Senior Controller must ensure that maintenance decisions made are in the best interest of the WTI mission.

b. The senior maintenance controller for each T/M/S is responsible for all maintenance for that type aircraft. Specific responsibilities include but are not limited to:

(1) Ensure aircraft are properly configured and signed safe-for-flight to meet WTI flight schedule requirements.

(2) Determine and schedule workload requirements in support of the WTI flight schedule.

(3) Ensure all maintenance documentation requirements are being met.

(4) Expedite all aspects of the acceptance process for the assigned aircraft

(5) Actively collect, evaluate, and distribute accurate information.

(6) Conduct daily VIDS board reconciliations with all work centers and supply.

10. Work Center Supervisors

a. If successful accomplishment of assigned tasks could be attributed to any one group of personnel, it would be the Work Center Supervisor... to ensure the accomplishment of all assigned work, maximum efficiency must be obtained and maintained in the use of manpower, material, and facilities. The primary job of the Work Center Supervisor is to be responsive to the hour by hour maintenance situation. This requires constant communications between the work center and Maintenance Control. (OPNAVINST 4790.2H Vol I, 15.1, *emphasis added*)

- b. While work center supervisors will have administrative responsibilities for assigned personnel, maintenance responsibilities take precedence.
- c. Work center supervisors shall:
  - (1) Attend all maintenance meetings.
  - (2) Complete all aircraft acceptance inspection requirements prior to the beginning of flight phase.
  - (3) Verify personnel qualifications relative to T/O requirements immediately upon standup of the work center. Submit this information to the MAWTS-1 Maint Chief in the specified time limit.
  - (4) Collect individual qualification/certification data for the MMP and forward to QA for verification by the specified time limit. (QA will forward verified data to Maint Admin for inclusion in the MMP).
  - (5) Collect other required data for MMP and forward to Maint Admin by the specified time limit.
  - (6) Conduct daily VIDS board reconciliations with Maint Control.

## **CHAPTER 4**

### **FUNCTIONAL AREA INFORMATION**

Additional information complementary to this chapter is found in the WTI Planning Guide.

1. Safety.
  - a. Performing our mission safely is a primary concern. At no time will you compromise safety to meet the flight schedule.
  - b. Cranials are mandatory for all personnel working on or around the aircraft.
  - c. Eye Protection
    - (1) All personnel will wear eye protection while on the flight line during flight operations, or when using self-propelled SE.
    - (2) Goggles shall be worn while washing aircraft or equipment.
    - (3) Dark and clear lenses must be available. Clear lenses must be used during darkness.
  - d. Hearing Protection. All personnel will use hearing protection while on or near the flight line during flight operations, or while using high decibel support equipment (NC-10, AHT-64, SATS Loader, etc.).
  - e. Laser protection will be in accordance with the MAWTS-1 Squadron Order 5100.1F.
2. Incident Notification.
  - a. Aircraft Incident Notification
    - (1) Immediately notify the MAWTS-1 AMO and respective MAWTS-1 F/W or R/W Maintenance Chief in the event of an aircraft mishap or if an aircraft is down in the field for maintenance reasons.
    - (2) If required, the MAWTS-1 F/W or R/W Maintenance Chief will dispatch the Emergency Reclamation/Salvage Team to the site.
  - b. Personnel Injury Notification
    - (1) Immediately notify the MAWTS-1 AMO and respective MAWTS-1 F/W or R/W Maintenance Chief in the event of personnel injury.
  - c. Ordnance Incident Notification
    - (1) Immediately notify the MAWTS-1 Ordnance Chief and Ordnance Officer in the event of any ordnance incident or malfunction.
3. Hazardous Waste
  - a. Due to operational commitments and the limited amount of time personnel are at WTI, it is not feasible to conduct hazardous waste training in the usual manner. Therefore, MAWTS-1 will brief all maintenance personnel on the rules, regulations and procedures governing the use of, disposal and emergency procedures for all hazardous materials.

- b. Hazardous material collection points will be provided for waste disposal by MAWTS-1 HAZMAT.
- c. It is imperative that each command provides the appropriate quality and quantity of personal protective equipment (aprons, gloves, respirators, etc.) Questions regarding this safety equipment should be addressed to the MAWTS-1 HazMat Officer.
- d. Personnel assigned as the F/W and R/W HAZMAT NCOIC/SNCOIC augments shall check in with MAWTS-1 HAZMAT Officer (flight line-Bldg 202) upon arrival to WTI in order to receive their in-brief and assignments.

#### 4. Technical Publications Library

- a. MAWTS-1 does not maintain a standing CTPL.
- b. A QAR for each T/M/S aircraft participating in WTI 1-05 will be tasked with providing technical publications for their type aircraft for use as a CTPL.
  - (1) This tasking is assigned by T/O Line Number Note.
  - (2) Units at CAX who wish to bring their manuals to WTI (but were not tasked) may do so. These manuals will be inventoried and issued for use (if needed) or stored until the end of the course.
- c. Two (2) SNCOs for each T/M/S aircraft and two (2) SNCOs for each type munitions will be tasked with providing appropriate technical publications for use as DTPL's.
  - (1) This tasking is assigned by T/O Line Number Notes.
  - (2) The redundancy is required to ensure adequate publications are available for dual-site operations and to cover shortages.
- d. If pubs are sent on CD-ROM, a separate, stand-alone computer and printer must also be sent to support the use of these pubs. This computer will not be authorized to connect to the MAWTS-1 or MCAS Yuma networks.

#### 5. Avionics

- a. Squadrons redeploying from CAX to WTI must make arrangements to have all spare COMSEC equipment returned to their home station prior to arrival at MCAS Yuma. Limited space in the MAWTS-1 CMS secondary control point precludes storage of large quantities of COMSEC equipment.
- b. 2D MAW Mobile Facilities, bench support IMRL, and personnel supporting CAX immediately prior to WTI should plan to be relocated to MCAS Yuma to support the WTI course. This will greatly enhance aircraft readiness and reduce delays encountered in shipping.

#### 6. Aviation Supply

- a. All supply pack-ups assigned to WTI are controlled and managed by the WTI Supply Officer.
- b. The point of contact within the WTI Maintenance Department for supply support will be the Material Control Expediter assigned to each Maintenance Control section.
- c. Accountability of repairables is critical at all times but is especially critical during WTI.

- d. Repairables will be turned-in to the Expediter when requisitioning replacement items.
  - (1) CRIPL items must be clearly identified to avoid delays in processing requisitions.
  - (2) Requests for remain-in-place status for non-CRIPL items must be made to the WTI Supply Officer/Chief.
- e. Repairables will be properly packaged before being turned over to the Expediter.
- f. The WTI Supply Officer will provide projected delivery dates to the MMCO's and AMO for decisions regarding cannibalization or other alternatives.

7. Embarkation

- a. Embarkation meetings will begin after the first week of the course to plan for the retrograde of aircraft, personnel and equipment.
- b. On completion of course flight operations, work details will be organized to inventory, palletize and load WTI retrograde gear and equipment. The respective F/W and R/W Maintenance/Ordnance Chiefs will assign work center personnel, as necessary, to these details to ensure all material is accounted for and returned to parent commands.
- c. In order to ensure all supplied equipment returns to the correct supporting unit, it's requested each unit provide their senior Marine at WTI with an inventory of equipment. This individual will work with the WTI Embarkation SNCO to account for and return respective equipment.
- d. Additionally, wherever possible, it is requested the supporting unit conspicuously mark equipment with unit designations to assist in identification and retrograde.

## CHAPTER 5

### PREPARING PERSONNEL FOR WTI

Additional information complementary to this chapter is found in the WTI Planning Guide.

Additional information complementary to this chapter is found in Chapter 4 of this guide.

1. Maintenance Department Check-in/Check-out Procedures
  - a. Check-in. All Maintenance/Ordnance personnel will report to WTI S-1, building 212, with SRB, Health/Dental records to receive a check-in sheet.
    - (1) All Maintenance/Ordnance personnel will turn in their Training Record to their WTI NCOIC.
  - b. Check-out
    - (1) At the completion of WTI, all Maintenance/Ordnance personnel will check-out with their respective WTI Maintenance/Ordnance Chiefs.
      - (a) The F/W or R/W MAWTS-1 Maintenance/Ordnance Chief will review and sign the termination sheet, and route the individual to building 202 to check-out with the MAWTS-1 Maintenance Chief.
    - (2) The MAWTS-1 Aircraft Maintenance Officer/ Chief will review and sign the termination sheet and route the individual to WTI S-1, building 212,
      - (a) WTI S-1 will conclude the termination process and issue orders for return to the parent command.
  - c. WTI maintenance personnel are not released immediately at the conclusion of the WTI course. Aircraft and equipment retrograde does not begin until after the completion of the course. WTI maintenance personnel are required to conduct this retrograde.
  - d. Due to the nature of the aircraft and equipment retrograde, maintenance personnel will not all be released at the same time. WTI maintenance personnel will be released as soon as possible depending on WTI aircraft and equipment retrograde mission requirements.
  - e. The general priority order in which personnel will be released is:
    - (1) Personnel returning on scheduled military transport aircraft to include chartered aircraft
    - (2) Authorized personnel crewing aircraft. (see Note 1)
    - (3) Personnel returning by commercial air (see Note 2)
    - (4) Personnel traveling POV.
    - (5) Personnel assigned to units aboard MCAS Yuma.

Note 1: "Authorized personnel" is considered to be those individuals that originally crewed the aircraft on arrival at WTI. Additional personnel may be released to return on aircraft per para. c. & d. above. Supporting units desiring additional personnel to return on aircraft must contact the MAWTS-1 Maintenance Chief.

Note 2: WTI Embark will schedule all personnel returning to their parent command via commercial air

through base TMO, building 328 ext. 2019. Departure dates will be after the last day of the WTI course. It is the responsibility of the individual to coordinate with WTI Embark regarding commercial travel.

## 2. Fitness Reports for WTI Personnel

- a. Personnel assigned to WTI will not receive a Fitness Report (MCO 3500.12C)
- b. Parent commands should indicate the period of non-availability in the next regular Fitness Report.

## 3. Uniform Policy

- a. Maintenance personnel during WTI will adhere to the following uniform regulations:
  - (1) Sleeves will be rolled up. When seasonal or climatic conditions make it impractical, sleeves may be rolled down. In the case of hot weather, the utility jacket may be removed if the green undershirt is being worn (working areas only).
  - (2) The Desert Combat Utility Uniform will not be worn while at WTI except for specifically identified personnel involved in field operations.
  - (3) Boonie covers may not be worn in garrison. Boonie covers may be worn during field operations by specifically identified personnel.
  - (4) Utility uniforms are not authorized off base except in accordance with current ALMAR, (If in doubt don't, do it).
- b. Maintenance personnel will not wear flight suits unless required in the performance of duty (i.e. F/W turn ups, scheduled R/W aircrew, etc).
  - (1) Flight suits may be worn throughout the air station as a working uniform by those personnel on permanent or temporary flight status.
  - (2) The garrison cover must be worn at all times when away from aircraft operating areas. Navy personnel may wear unit caps in accordance with USN service regulations.
  - (3) Name tags and unit insignia/patches will be worn on flight suits as prescribed in current directives.
- c. Maintenance personnel may wear coveralls.
  - (1) Coveralls may be worn from the flight line to and from on-station quarters/barracks and to the chow hall providing that they are clean, serviceable, presentable, and unaltered.
  - (2) Coveralls may not be worn to and from off-station quarters, Station Medical/Dental, in or around the Marine Corps Exchange area, barber shop, Seven day store, commissary, bowling alley, snack bar, Burger King, bank, credit union, MCAS gas station and clubs.
  - (3) A nametag or rank insignia is required on coveralls. (Rank insignia is not authorized on the flight line). Sleeves may be rolled up, as set forth for the utility uniform.

## 4. Pre-screening Personnel

- a. Pre-screening WTI personnel by supporting units is a critical requirement for successful execution of WTI. **Personnel must meet T/O line number requirements.**
- b. Training Jackets/MATMEP records shall be screened on personnel slated to support WTI prior to their departure. A particular emphasis must be placed on those personnel filling WTI billets requiring special qualifications. All WTI maintenance personnel are required to bring a Training Jacket and turn it in to their WTI NCOIC on arrival.
- c. Copies (not originals) of the following documentation below shall be sent to WTI:
  - (a) Designation forms for all QARs/CDQARs/CDIs.
  - (b) Hydraulic and tire and wheel certifications.
  - (c) APU turn-up authorization.
  - (d) Low-power/High-Power turn-up authorization.
  - (e) Egress/Explosive System checkout certifications.
  - (f) Safe for flight certification for all maintenance control personnel.
- d. SE Licenses
  - (1) Supporting units shall send information listing personnel SE licenses for WTI personnel (a copy of the current MMP is sufficient).
  - (2) Individuals must still bring their SE license and have it in their possession at any time they check-out or operate SE.
    - (a) SE licenses must carry the applicable endorsements for T/M/S use.
    - (b) Individuals must have a valid state license or government license as required by OPNAVINST 4790.2H for self-propelled SE.
- e. Security Clearances
  - (1) All avionics personnel shall possess a security clearance. The level of clearance required will be commensurate with each Marine's MOS and duties but will be at a minimum CONFIDENTIAL.
  - (2) All Marines handling EKMS must have a SECRET clearance or higher.
  - (3) Required Security Clearance information must be delivered to MAWTS-1 in the T/O Line Number Nominee Message.
  - (4) Personnel arriving at WTI without a security clearance will be terminated and an immediate replacement requested from the supporting command.
- f. ALSS Qualifications
  - (1) All WTI ALSS personnel must possess the required qualifications of the line number to which they were assigned prior to arrival. The MAWTS-1 flight equipment SNCOIC will screen all training records to ensure the necessary entries have been made to verify qualifications.

## g. Ordnance Qualifications

- (1) Personnel assigned to specific line numbers shall be screened for experience and skill level using the T/O as a guide.
- (2) All ordnance personnel must have a current Explosive Handler Physical completed and documented within their respective training jacket or medical record.

## h. Crew Chiefs Assigned to Maintenance.

- (1) Tac Support and FCF Crew Chiefs will be assigned to the WTI maintenance department vice operations.
- (2) Tac Support and FCF Crew Chiefs are segregated and identified by 6XXX maintenance series T/O line numbers (vice 3XXX student series line numbers).
- (3) Tac Support and FCF Crew Chiefs will initially be screened by the MAWTS-1 R/W Maintenance Chief (vice MAWTS-1 NATOPS) for required qualifications (upchit, flight orders, current evaluation, etc.).
  - (a) Tac Support and FCF Crew Chiefs will turn their NATOPS jacket in to the MAWTS-1 RW Maintenance Chief (vice DOSS/NATOPS).
  - (b) Supporting units shall ensure that Tac Support and FCF Crew Chiefs' flight orders and evaluations do not expire during the WTI Course.

5. Personnel Waivers

- a. Supporting units may request a waiver of T/O Line Number requirements from MAWTS-1 via the appropriate MAW.
- b. Personnel arriving at WTI without required grade or technical qualifications (unwaivered) will be reported to the MAWTS-1 AMO.
- c. Personnel without required grade or technical qualifications may be terminated with a replacement requested from the supporting unit/MAW.

14. IMA Avionics Personnel

- a. The MAWTS-1 Avionics Officer is responsible for all IMA Avionics personnel reporting to WTI. The MAWTS-1 Avionics Chief will verify and submit names for all IMA Avionics personnel to the MALS-13 Avionics Chief for access to the MALS-13 workspaces.

## CHAPTER 6

### PREPARING EQUIPMENT FOR WTI

Additional information complementary to this chapter is found in Chapter 4 of this guide.

1. General Preparation of Equipment
  - a. Preparation and screening of equipment by supporting units is a critical requirement for successful execution of WTI.
  - b. The preparation and screening of equipment for use during WTI is simple in concept. All equipment for use during WTI should be verified as:**
    - (1) Being complete, to include all accessories
    - (2) Having all required documentation
    - (3) Having no inspections or other preventative maintenance scheduled to come due during WTI
    - (4) Being Ready for issue/Ready for use
  - c. Additionally, wherever possible, it is requested the supporting unit conspicuously label equipment with unit designations to assist in identification and retrograde.
2. IMRL
  - a. **Historically, deficiencies in IMRL have been a leading degrader to WTI maintenance. Supporting commands are encouraged to pay particular attention to IMRL sent in support of WTI.**
  - b. IMRL will be handled in accordance with the MAWTS-1 IMRL SOP.
    - (1) All SE and IMRL items that fall within the SE Planned Maintenance System (SEPMS) program shall be screened to ensure that PMs, load tests or proof loads, calibration or similar planned maintenance requirements are not required during WTI.
      - (a) Copies of SE Custody and Maintenance History Record (OPNAV 4790/51) are required for each item of SE in the SEPMS program. Copies of SE Custody and Maintenance History Record (OPNAV 4790/51) shall be securely attached to the corresponding support equipment.
  - c. All IMRL test equipment will be turned in to the tool room upon arrival to WTI.
    - (1) IMRL assets will be inspected, inventoried, inducted, and added to the WTI inventory.
  - d. Units tasked to support IMRL, SE or AWSE should refer to the aircraft configuration message and the published IMRL conference results to determine their respective requirements.
  - e. IMRL sent as part of a multi-pack or containerized shipment must be labeled with an accurate packing list. Place one packing list on the inside the container and a second packing list on the outside of the container.
  - f. All shipping containers shall have the appropriate shipping placards attached to all four (4) sides.
  - g. Keys for locked containers must be secured to the container or express shipped to MAWTS-1 to

arrive before the container. If shipped separately, ensure keys are prominently labeled with identifying information for the shipping container.

h. For proper accountability, IMRL gear should arrive segregated from Tools/Special Tools.

### 3. Support Equipment and AWSE

**a. One set of approved chocks must be sent with each item of wheeled support equipment (towed or self-propelled).**

(1) Chocks may be sent in one consolidated container. Containers must be clearly labeled to identify the providing unit.

b. The MAWTS-1 SE NCOIC will inventory and receipt for all support equipment arriving at WTI. This equipment will be inspected for material condition, serviceability, and quantities to ensure all requirements have been met for the WTI course.

(1) Shortages/discrepancies will be reported to the MAWTS-1 AMO.

(2) Replacement SE will be requested from the supporting unit for critical item shortages or discrepancies.

c. All SE and IMRL items that fall within the SE Planned Maintenance System (SEPMS) program shall be screened to ensure that PMs, load tests or proof loads, calibration or similar planned maintenance requirements are not required during WTI.

d. All SE used for WTI Maintenance Department is centralized, and under the control of the MAWTS-1 SE NCOIC. SE will be managed in accordance with OPNAVINST 4790.2H.

(1) Copies of SE Custody and Maintenance History Record (OPNAV 4790/51) are required for each item of SE in the SEPMS program. Copies of SE Custody and Maintenance History Record (OPNAV 4790/51) shall be securely attached to the corresponding support equipment.

### 4. Tool Room

**a. Historically, deficiencies in tools have been a leading degrader to WTI maintenance. Supporting commands are encouraged to pay particular attention to tools sent in support of WTI.**

b. Tools required for the daily performance of maintenance tasks are provided by the participating squadrons and are based on the number and type of aircraft assigned. These numbers are a direct reflection of the number of aircraft assigned per course and change as the number of assigned aircraft changes.

c. All tool containers to include boxes and pouches as well as all special tools and attaching hardware shall be turned in to the respective F/W or R/W Tool Room upon arrival at WTI.

d. Special attention shall be paid to the tool markings prior to shipping them to WTI. All tools will be marked in accordance with the Tool Control NAMSOP and Tool Control Manual.

e. Special attention shall be paid to the material condition of tools.

(1) If a set of tools or tool container is not usable for WTI, a replacement tool set/container will be requested from the supporting unit.

**NOTE: MAWTS-1 does not maintain replacement tools and is not funded for replacement tools. Broken tools or tools otherwise require replacement will be appropriately tagged and returned to the supporting unit at the completion of WTI.**

- f. Any tools or tool containers that have been altered or modified must arrive with a copy of the deviation letter for that particular tool or tool container, a copy of the modified panel breakdown, and diagram securely attached to the tool container.
  - g. Assigned Tool Room personnel are the only individuals authorized to approach supporting commands to request additional tools, tool containers, special tools or IMRL assets.
    - (1) Supporting commands should reject all requests from unauthorized personnel and refer the matter to the MAWTS-1 AMO.
    - (2) WTI Maintenance personnel in need of additional tools, tool containers, special tools or IMRL assets shall contact their respective Tool Room.
5. ALSS Equipment/Flight Gear
- a. All ALSS equipment accompanying aircrew must be checked in at the MAWTS-1 ALSS shop immediately upon arrival.
  - b. ALSS equipment must have copies of all required documentation (e.g., inspection/maintenance records, EHR cards, etc.)
  - c. WTI aircrew will not be issued ALSS that is lacking documentation.
  - d. If there is a need for additional or replacement ALSS, the MAWTS-1 ALSS NCOIC will coordinate with the appropriate supporting command.
    - (1) MAWTS-1 does not order/issue replacement ALSS equipment.
    - (2) MAWTS-1/WTI does perform maintenance on ALSS equipment.
6. Quality Assurance
- a. QARs shall bring the following to WTI:
    - (1) An adequate number of fuel and oil sample bottles and forms (For planning purposes, WTI aircraft T/M/S average flight hours range between 40 and 60.)
    - (2) Test history files for the aircraft assigned to WTI
    - (3) VATS disk and Vibration analysis disk.
    - (4) Engine plot sheets
    - (5) 8500 smart chart for specific T/M/S aircraft.
    - (6) A sufficient supply of FCF checklists cards for specific T/M/S aircraft
    - (7) Blade weights, cord weights.
    - (8) Main rotor weights, and tail rotor weights.

(9) Reflective tape for optical pickups.

7. Avionics

a. Squadrons providing ATARS Data Link Pods shall ensure pods arrive in the appropriate shipping container. (Squadrons which flight ferry these pods must still provide shipping containers).

(1) One set of umbilicals and one feed thru panel is required per pod.

b. Squadrons providing Litening Pods shall ensure pods arrive in the appropriate shipping container per pod. (Squadrons which flight ferry these pods must still provide shipping containers).

(1) All Litening Pods will require one set of umbilical cables per pod.

## CHAPTER 7

### PREPARING AIRCRAFT FOR WTI

Additional information complementary to this chapter is found in Chapter 2 of this guide.

Additional information complementary to this chapter is found in Chapter 6 of this guide.

#### 1. General Aircraft Preparation

- a. Preparation and screening of aircraft by supporting units is the single most critical factor in aircraft readiness leading to the successful execution of WTI.
- b. The preparation and screening of aircraft for use during WTI is simple in concept. All aircraft for use during WTI should be verified as:**
  - (1) Being configured in accordance with the configuration message
    - (a) Listed systems shall be fully operational
  - (2) Having no inspections, scheduled removal components, or other preventative maintenance scheduled to come due during WTI
    - (a) Both hourly and calendar requirements must be effectively screened
  - (3) Having all required technical directives incorporated to include proper documentation
    - (a) Historically, the leading delay in aircraft acceptance at WTI is caused by previously incorporated TD's that have not been properly documented
    - (b) TD's on engines, dynamic components, and accessories must also be verified
  - (4) Having all required documentation sent with the aircraft
  - (5) ADB's, logbooks, weight & balance handbooks, test records, etc. must all arrive with the aircraft

#### 2. Aircraft Maintenance Officer Preparation

- a. Aircraft requirements are listed in the configuration message.
  - (1) The AMO shall certify that the aircraft meets the requirements listed in the configuration message using enclosure (1).
    - (a) Aircraft not meeting the requirements listed in the configuration message may not be accepted for use at WTI.
    - (b) Aircraft found deficient on arrival at MAWTS-1 may not be accepted for use at WTI.
    - (c) In these cases, replacement aircraft will be requested from the supporting unit.
  - (2) Aircraft screening shall be completed using enclosure (2).
    - (a) A completed enclosure (2) shall be placed in the ADB.
    - (b) Specific items that should be reviewed and suggestions for effective review are also included below.

### 3. Aircraft Deficiencies

- a. If an aircraft intended for use at WTI has deficiencies that cannot be corrected or cannot be configured IAW the configuration message, the supporting unit may request relief from the requirement.

(1) Requests must be submitted via naval message to the Commanding Officer, MAWTS-1.

### 4. Weight and Balance Officer Preparation

- a. WTI personnel will make no changes or edits to Weight and Balance (W&B) Handbooks except to correct significant errors that affect the ability to complete the W&B clearance for WTI flights.
- b. WTI shall use the Form F Generator module of the currently authorized AWBS software.
- c. As with many areas within WTI, time constraints require that all aircraft be able to have a previously entered database of Form F's be directly applied to your aircraft. In order for these Form F's to be accurate the initial starting point, the current Basic Weight and Moment from the Chart C, must be configured identically among all aircraft.

(1) It is critical that your current Basic Weight and Moment listed on Chart C meet the strict definition of both "Basic Weight" and "Basic Moment" as defined in NA01-1B-50.

(a) Basic Weight = The sum of weight empty and weights of items **not** in Chart E.

(b) Basic Moment = The sum of the moments of all items included in the aircraft basic weight.

(2) All items required for a specific configuration that are found in Chart E will be included as part of the Form F.

### 5. Maintenance Control Preparation

- a. The Aircraft Discrepancy Book (ADB) is critical to WTI Maintenance Control and the ability to certify an aircraft safe for flight. Careful screening and preparation of the ADB is required.
- b. Ensure the ADB meets the requirements outlined in the NAMP.
- c. Ensure that all documentation is clear and complete to include all FCF completions, in-process inspections, etc.
- d. Ensure all open discrepancies are clearly worded using standard terminology. Avoid squadron specific slang or nicknames and abbreviations or acronyms subject to misinterpretation.
- e. Ensure all open discrepancies are sufficiently descriptive and include all troubleshooting or other actions taken to date.
- f. Ensure all open discrepancies are properly marked with the EOC.
- g. Ensure that all outstanding technical directives are properly documented.

(1) Technical directives that have an indeterminate compliance time frame such as "Not later than next wing removal" have proven problematic. In these cases, ensure that the MAF has the compliance time frame clearly and prominently documented.

h. Ensure no technical directives are overdue.

6. Maintenance Admin Preparation

- a. Historically an area presenting the greatest difficulty in ensuring WTI aircraft are safe for flight has been the aircraft logbooks and associated records.
- b. Verify serial numbers between installed components and their associated records.
- c. Verify removal times for components IAW the PMIC.

7. Quality Assurance Preparation

- a. Ensure copies of the results of the aircraft's last six oil samples are available to establish a baseline. NOTE: All oil samples at WTI will be processed at MALS-13 Oil Lab.
  - (1) Place a disk containing the last six oil sample results or hard copy results of the same in the aircraft logbook.
- b. Because the aircraft arriving at WTI will then be maintained by personnel from other units much of the "history" of these aircraft is not known. Each aircraft's trends are an important consideration in effective maintenance decision-making.
  - (1) Ensure effective trend analysis has been conducted on the aircraft to identify and correct root causes of recurring discrepancies.
  - (2) Ensure any open recurring discrepancies are clearly documented as such.

8. Avionics Systems Preparation

- a. All onboard avionics systems should be operationally checked and repaired prior to departure for WTI.
  - (1) Systems of Primary importance are: All ASE systems, ECM and DECM systems, fire control systems, Havequick/Sincgars, KY-58's, FLIR, Litening, and IFF MODE IV.
- b. Fresh batteries should be installed in all applicable systems.
- c. All Rotary wing aircraft are required to have a Data Transfer Module (DTM) upon their arrival at WTI. These items will be turned into MAWTS-1 Avionics immediately upon aircraft arrival at WTI.

9. Tactical Bulk Fuel Delivery System

- a. To ensure serviceability for use and accountability for return and, the respective MALS shall perform a Tactical Bulk Fuel Delivery System (TBFDS) inventory utilizing enclosure (4) for those CH-53E units supporting the WTI Course TBFDS requirement. Ensure the inventory list is filled out in its entirety and attached securely to the tank.

**Aircraft Maintenance Officer Certification for WTI 1-05**

Reporting Custodian \_\_\_\_\_ Type/Model/Series \_\_\_\_\_  
Aircraft Bureau \_\_\_\_\_ Modex \_\_\_\_\_  
Number \_\_\_\_\_  
Date Certified \_\_\_\_\_

I have screened this aircraft in accordance with the WTI 1-05 aircraft configuration message and the Maintenance Information Package. This aircraft does/**does not** meet the requirements for use during WTI 1-05.

List deficiencies:

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\_\_\_\_\_  
Aircraft Maintenance Officer  
DSN \_\_\_\_\_  
E-mail \_\_\_\_\_

**Aircraft Prescreening Checklist for WTI 1-05**

Reporting Custodian \_\_\_\_\_ Type/Model/Series \_\_\_\_\_

Aircraft Bureau \_\_\_\_\_ Modex \_\_\_\_\_  
Number \_\_\_\_\_

Date Completed \_\_\_\_\_

POC for questions, corrections, and access to historical files. \_\_\_\_\_

DSN: \_\_\_\_\_

E-mail: \_\_\_\_\_

Complete the enclosed checklist and attach it to the appropriate aircraft logbook. Refer questions regarding this checklist to the MAWTS-1 AMO at DSN 269-2006.

**Note: Do not ship required records at a later date separately from the aircraft. All records are required immediately on aircraft arrival at WTI.**

**Note: WTI does not use NALCOMIS. All records are required in hardcopy form.**

1. This aircraft is **not** G-limited? Yes No
  - a. If G-limited, what is the current limit? \_\_\_\_\_
  - b. If G-limited, what is the reference for the limit? \_\_\_\_\_  
(Enclose a copy of the applicable message or other documentation in the aircraft logbook).
2. Are the following aircraft logbooks and associated records accompanying the aircraft to WTI.
 

a. Complete Aircraft Logbooks	Yes	No
b. Complete Engine Logbooks	Yes	No
c. Complete AESR's (as applicable)	Yes	No
d. Copy of Aircraft Record "A" Card	Yes	No
e. Past 6 (six) months or one complete phase cycle of completed FCF checklists	Yes	No
f. Weight and Balance Handbook	Yes	No
g. Copy of the current NALCOMIS Scheduled Inspection Report	Yes	No
h. Copy of the current NALCOMIS Aircraft Flight Summary Report	Yes	No
i. Technical Directive Outstanding & Completed Reports (List 2 and List 4)	Yes	No
j. Copy of current NALCOMIS Serialized Component Report (for SRC/EHR verification)	Yes	No

- |  |     |    |
|--|-----|----|
| k. Engine 72 Reports (F/A-18 only)             | Yes | No |
| l. Aircraft logbook bag(s) with BUNO annotated | Yes | No |

3. Screen the aircraft for the following:

- |   |     |    |
|---|-----|----|
| a. Completed aircraft logbook audit and review to include monthly flight summary page             | Yes | No |
| b. Verify all SRC, EHR, and ASR cards are present, correct, and match the installed components    | Yes | No |
| c. Verify PED, ASPA/PACE/IMC is current through WTI   | Yes | No |
| d. Verify the phase inspection base time is correct and annotated in the Misc History             | Yes | No |
| e. Verify compass calibration, calibration current through WTI. Are compass cards in the logbook? | Yes | No |

**Note: All hourly-based inspections shall be verified. Hourly inspections with an interval of 50 hours or less are expected to come due during WTI. Hourly inspections with an interval greater than 50 hours shall be completed by supporting units so that no such inspection comes due within 65 hours of the aircraft's arrival at WTI (not to include the authorized 10% deviation).**

4. Verify the aircraft's phase inspection requirements.

- |   |       |           |
|---|-------|-----------|
| a. Phase interval                                 | _____ |           |
| b. Current aircraft time                          | _____ |           |
| c. Phase next due at                              | _____ |           |
| d. Phase hours remaining                          | _____ |           |
| e. Phase inspection has $\geq$ 65 hours remaining |       | Yes    No |

5. Verify all aircraft hourly-based inspection requirements. List all inspections that have an interval greater than 50 hours. (Include additional pages as required)

Inspection Type	Next due at	Hours remaining	Insp has ≥ 65 hours remaining	
a. _____	_____	_____	Yes	No
b. _____	_____	_____	Yes	No
c. _____	_____	_____	Yes	No
d. _____	_____	_____	Yes	No
e. _____	_____	_____	Yes	No
f. _____	_____	_____	Yes	No
g. _____	_____	_____	Yes	No
h. _____	_____	_____	Yes	No
i. _____	_____	_____	Yes	No
j. _____	_____	_____	Yes	No
k. _____	_____	_____	Yes	No
l. _____	_____	_____	Yes	No
m. _____	_____	_____	Yes	No
n. _____	_____	_____	Yes	No
o. _____	_____	_____	Yes	No
p. _____	_____	_____	Yes	No
q. _____	_____	_____	Yes	No
r. _____	_____	_____	Yes	No
s. _____	_____	_____	Yes	No
t. _____	_____	_____	Yes	No
u. _____	_____	_____	Yes	No

6. Verify all engine hourly-based inspection requirements to include phase inspections. List all inspections that have an interval greater than 50 hours. (Include additional pages as required)

Inspection Type/ Engine #	Next due at	Hours remaining	Insp has ≥ 65 hours remaining	
a. _____	_____	_____	Yes	No
b. _____	_____	_____	Yes	No
c. _____	_____	_____	Yes	No
d. _____	_____	_____	Yes	No
e. _____	_____	_____	Yes	No
f. _____	_____	_____	Yes	No
g. _____	_____	_____	Yes	No
h. _____	_____	_____	Yes	No
i. _____	_____	_____	Yes	No
j. _____	_____	_____	Yes	No
k. _____	_____	_____	Yes	No
l. _____	_____	_____	Yes	No
m. _____	_____	_____	Yes	No
n. _____	_____	_____	Yes	No
o. _____	_____	_____	Yes	No
p. _____	_____	_____	Yes	No
q. _____	_____	_____	Yes	No
r. _____	_____	_____	Yes	No
s. _____	_____	_____	Yes	No
t. _____	_____	_____	Yes	No
u. _____	_____	_____	Yes	No

7. Verify all miscellaneous hourly/daily-based inspection requirements. Miscellaneous inspections include AESR items, APU's, POD's, etc. List all inspections that have an interval greater than 50 hours or 28 days. (Include additional pages as required)

Inspection Type	Next due at	Hours remaining	Insp has ≥ 65 hours remaining	
a. _____	_____	_____	Yes	No
b. _____	_____	_____	Yes	No
c. _____	_____	_____	Yes	No
d. _____	_____	_____	Yes	No
e. _____	_____	_____	Yes	No
f. _____	_____	_____	Yes	No
g. _____	_____	_____	Yes	No
h. _____	_____	_____	Yes	No
i. _____	_____	_____	Yes	No
j. _____	_____	_____	Yes	No
k. _____	_____	_____	Yes	No
l. _____	_____	_____	Yes	No
m. _____	_____	_____	Yes	No
n. _____	_____	_____	Yes	No
o. _____	_____	_____	Yes	No
p. _____	_____	_____	Yes	No
q. _____	_____	_____	Yes	No
r. _____	_____	_____	Yes	No
s. _____	_____	_____	Yes	No
t. _____	_____	_____	Yes	No
u. _____	_____	_____	Yes	No

**Note: All calendar-based inspections shall be verified. Calendar inspections with an interval of 28 days or less are expected to come due during WTI. Calendar inspections with an interval greater than 28 days shall be completed by supporting units so that no such inspection comes due within 65 hours of the aircraft's arrival at WTI (not to include the authorized 10% deviation).**

**Note: Planning for KC-130 35-day inspections must be coordinated by the supporting unit with MAWTS-1 prior to aircraft arrival at WTI.**

8. Verify all aircraft calendar-based inspection requirements. List all inspections that have an interval greater than 28 days. (Include additional pages as required)

	Inspection Type	Julian date next due at	Days remaining	Inspection is current through WTI	
a.	_____	_____	_____	Yes	No
b.	_____	_____	_____	Yes	No
c.	_____	_____	_____	Yes	No
d.	_____	_____	_____	Yes	No
e.	_____	_____	_____	Yes	No
f.	_____	_____	_____	Yes	No
g.	_____	_____	_____	Yes	No
h.	_____	_____	_____	Yes	No
i.	_____	_____	_____	Yes	No
j.	_____	_____	_____	Yes	No
k.	_____	_____	_____	Yes	No
l.	_____	_____	_____	Yes	No
m.	_____	_____	_____	Yes	No
n.	_____	_____	_____	Yes	No
o.	_____	_____	_____	Yes	No
p.	_____	_____	_____	Yes	No
q.	_____	_____	_____	Yes	No

9. Verify all engine calendar-based inspection requirements. List all inspections that have an interval greater than 28 days. (Include additional pages as required)

Inspection Type/ Engine #	Julian date next due at	Days remaining	Inspection is current through WTI	
a. _____	_____	_____	Yes	No
b. _____	_____	_____	Yes	No
c. _____	_____	_____	Yes	No
d. _____	_____	_____	Yes	No
e. _____	_____	_____	Yes	No
f. _____	_____	_____	Yes	No
g. _____	_____	_____	Yes	No
h. _____	_____	_____	Yes	No
i. _____	_____	_____	Yes	No
j. _____	_____	_____	Yes	No
k. _____	_____	_____	Yes	No
l. _____	_____	_____	Yes	No
m. _____	_____	_____	Yes	No
n. _____	_____	_____	Yes	No
o. _____	_____	_____	Yes	No
p. _____	_____	_____	Yes	No
q. _____	_____	_____	Yes	No

**Note: All scheduled removal components shall be verified. Supporting units shall ensure that no scheduled removal component comes due for removal within 65 hours of the aircraft's arrival at WTI (not to include any authorized 10% deviation).**

10. Verify the removal time for all scheduled removal components and sub-components. List all scheduled removal components that have less than 100 hours remaining or less than 150 ELCF hours remaining. AV-8B's shall have a minimum of 2000 ELR counts remaining. (Include additional pages as required) Ensure components that have both an overhaul interval and a retire time are properly screened and annotated.

Component	Removal Interval	Is comp authorized a 10% deviation?		Hours remaining (without any 10% deviation)	Component has ≥ 65 hrs remaining	
a. _____	_____	Yes	No	_____	Yes	No
b. _____	_____	Yes	No	_____	Yes	No
c. _____	_____	Yes	No	_____	Yes	No
d. _____	_____	Yes	No	_____	Yes	No
e. _____	_____	Yes	No	_____	Yes	No
f. _____	_____	Yes	No	_____	Yes	No
g. _____	_____	Yes	No	_____	Yes	No
h. _____	_____	Yes	No	_____	Yes	No
i. _____	_____	Yes	No	_____	Yes	No
j. _____	_____	Yes	No	_____	Yes	No
k. _____	_____	Yes	No	_____	Yes	No
l. _____	_____	Yes	No	_____	Yes	No
m. _____	_____	Yes	No	_____	Yes	No
n. _____	_____	Yes	No	_____	Yes	No
o. _____	_____	Yes	No	_____	Yes	No
p. _____	_____	Yes	No	_____	Yes	No
q. _____	_____	Yes	No	_____	Yes	No

11. Verify and list the expiration date of all CADs/PADs. (Include additional pages as required)

Component	Removal Interval	Removal due at	Removal does <b>not</b> come due during WTI	
a. _____	_____	_____	Yes	No
b. _____	_____	_____	Yes	No
c. _____	_____	_____	Yes	No
d. _____	_____	_____	Yes	No
e. _____	_____	_____	Yes	No
f. _____	_____	_____	Yes	No
g. _____	_____	_____	Yes	No
h. _____	_____	_____	Yes	No

12. List any applicable Technical Directives not incorporated verified against the NA-500C.

Technical Directive Code / Basic Number	Category (Routine, Urgent, Immediate)	Compliance time frame (not later then)	TD does <b>not</b> come due during WTI	
			Yes	No
a. _____	_____	_____	Yes	No
b. _____	_____	_____	Yes	No
c. _____	_____	_____	Yes	No
d. _____	_____	_____	Yes	No
e. _____	_____	_____	Yes	No
f. _____	_____	_____	Yes	No
g. _____	_____	_____	Yes	No
h. _____	_____	_____	Yes	No
i. _____	_____	_____	Yes	No
j. _____	_____	_____	Yes	No
k. _____	_____	_____	Yes	No
l. _____	_____	_____	Yes	No
m. _____	_____	_____	Yes	No
n. _____	_____	_____	Yes	No
o. _____	_____	_____	Yes	No
p. _____	_____	_____	Yes	No
q. _____	_____	_____	Yes	No

**Tactical Bulk Fuel Delivery System Inventory Sheet for WTI 1-05**

MALS Performing Inventory \_\_\_\_\_ Date Inventoried \_\_\_\_\_

Inventory Items	Quantity Required	Item is present and serviceable	
1. Tank 1 with covers: S/N _____	1	Yes	No
2. Tank 2 with covers: S/N _____	1	Yes	No
3. Fuel Control Panel (HM022-123-21):	1	Yes	No
4. Tank to Tank Fuel Lines (HM022-067-41)	1	Yes	No
<b>Wiring Harness Items</b>			
5. Fare pump control cable (HM022-334)	1	Yes	No
6. Tank control cables (HM022-046-41/51/61)	1	Yes	No
7. Fuel control power cable (HM022-346)	1	Yes	No
8. Fare Pump (HM022-400) with Hose Assy (HM022-067-11)	1	Yes	No
9. Remote (HM022-048-11): S/N _____	1	Yes	No
<b>Restraint System</b>			
10. Aluminum Frames/Attaching pins	1per tank	Yes	No
11. Straps HM	4 per tank	Yes	No
<b>Fare Kit</b>			
12. 50' hoses/ with caps, straps and O-rings (AE706722-1)	2 per tank	Yes	No
13. Emergency breakaways with caps and O-rings (HM020-907)	2 per tank	Yes	No
14. A/C Nozzles with caps and O-rings (HM020-904)	2	Yes	No
15. Gravity Nozzles with caps O-rings (HM020-931-11)	2	Yes	No
16. Flow meters with caps and O-rings (HM020-930-11)	2	Yes	No
17. Y fitting with caps and O-rings (HM020-901)	1	Yes	No
18. Grounding cables (HM022-086-21)	2	Yes	No
19. Fare Kit Tiedown Straps (HM020-036-21)	4	Yes	No
<b>Shoring</b>			
20. Wide (HM022-327-3)	3	Yes	No

21. Small (HM022327-1)	6	Yes	No
22. Vent lines (HM022-342-11)	1	Yes	No
23. Wiggins fitting adapter (HM022-337)	1	Yes	No
24. A/C Vent Line (HM022-339-11)	1	Yes	No
25. Vent T fittings (HM022-335)	2	Yes	No
26. 1 1/2" A/C fuel line with Wiggins Fitting (HM022-314-21)	1	Yes	No
27. Sampling Kit w/gravity drain hoses	1	Yes	No

I have inventoried this TBFDS and it **does/does not** meet the requirements for use during WTI 1-05.

List deficiencies:

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\_\_\_\_\_  
Aircraft Maintenance Officer

DSN \_\_\_\_\_

E-mail \_\_\_\_\_

BASIC AIRCRAFT CONFIGURATION LIST

1. Aircraft Configuration requirements are listed in the Aircraft Configuration Message (Milestone O-22). The message text is quoted below for ease of reference. All systems and equipment listed in the Aircraft Configuration Message must be FMC or RFI as applicable.

2. Recently released urgent Technical Directives (TD) required to be completed before an aircraft arrives at WTI will be identified in the Aircraft Configuration TD Update message (Milestone M-23) scheduled for release on 2 Sep 04.

UNCLAS

MSGID/GENADMIN/MAWTS-1//

SUBJ/WTI 1-05 ACFT CONFIGURATION REQUIREMENTS M/S O-22//

REF/A/DOC/MAWTS-1/25MAY2004//

REF/B/DOC/MAWTS-1/27MAY2004//

NARR/REF A IS WTI 1-05 PLANNING GUIDE. REF B IS WTI 1-05 PLANNING CONFERENCE RESULTS.//

POC/M.W. GEORGE/LTCOL/MAWTS-1 OPSO/LOC:MCAS YUMA, AZ/TEL:269-5303//

POC/J.B. COOKSEY/CAPT/MAWTS-1 AMO/LOC:MCAS YUMA, AZ/TEL:269-2006//

POC/P.G. BAILIFF/CAPT/MAWTS-1 ORDO/LOC:MCAS YUMA, AZ/TEL:269-5684//

RMKS/1. AS FOLLOW UP TO REF A, AND IAW REF B, UPDATED SPECIFIC ACFT CONFIGURATION REQUIREMENTS ARE OUTLINED IN THE FOLLOWING PARAGRAPHS. REQ WIDEST DISSEMINATION TO UNIT ACFT MAINT PERSONNEL.

2. ALL SYSTEMS/COMPONENTS LISTED ARE LOGICALLY EXPECTED TO BE FULLY OPERATIONAL/RFI AS APPLICABLE. ALL AIRCRAFT NEED EHRS/SRCS/AESRS SCREENED TO ENSURE BOMB RACKS, MISSILE LAUNCHERS AND GUNS MATCH INSTALLED ITEMS AND HAVE CURRENT INSPECTIONS WITH SUFFICIENT TIME REMAINING FOR DURATION OF THE COURSE.

3. MILESTONE M23 WILL IDENTIFY ALL URGENT TD'S REQUIRED TO BE COMPLIED WITH BUT ISSUED AFTER THE RELEASE OF THIS MESSAGE.

4. ADDITIONAL INFORMATION ON PREPARING AIRCRAFT FOR WTI IS FOUND IN THE MAINTENANCE INFORMATION PACKAGE AVAILABLE AT THE MAWTS-1 WEBSITE.

5. EA-6B. ALL EA-6B CONFIGURATION REQUIREMENTS BELOW ARE "PER AIRCRAFT" UNLESS OTHERWISE NOTED. NOTE: AIRCRAFT MUST ARRIVE WITH A MINIMUM OF 65 HOURS REMAINING UNTIL PHASE (NOT INCLUDING AUTHORIZED 10%).

A. TWO (2) ANVIS-9 NVG'S (WITH BATTERIES) PER STUDENT

B. BLOCK 89A AIRCRAFT WITH NVG CAPABILITY AND NVG FILTERS. REQUEST UNRESTRICTED FLE AIRCRAFT IF AVAILABLE.

C. ONE (1) FUEL PACKET

D. IN-FLIGHT REFUELING CAPABLE

E. A TOTAL OF THREE (3) FUNCTIONAL 300 GAL DROP TANKS

F. ONE (1) FUNCTIONAL APS-130 RADAR

G. NAVIGATIONAL SUITE PER BLOCK 89A AIRCRAFT

H. FUNCTIONAL FULL SYSTEM OBS LOADED WITH LATEST SSA SOFTWARE

I. COMM SUITE APPROPRIATE TO BLOCK 89A AIRCRAFT (U/VHF, HF SCANNER)

J. ONE (1) TACTS PANEL INSTALLED AND OPERATIONAL

K. IFF MODE 4 INSTALLED AND OPERATIONAL

L. KY-58 INSTALLED AND OPERATIONAL

M. TOTAL OF THREE (3) LOAD AND TWO (2) RECORD TAPE, PLUS ONE (1) LOAD FOR MAINTENANCE.

N. FOR EACH EA-6B: THE FOLLOWING TRANSMITTERS, ANT, UEU'S AND HARDBACKS/CANOES SHALL BE BUILT/AVAILABLE. TRANSMITTERS LISTED BELOW ARE REQUIRED ABOVE AND BEYOND THE PRE-CONFIGURED PODS LISTED:

- ONE (1) POD=BAND 10 / BAND 8
  - ONE (1) POD=BAND 6 / BAND 7
  - ONE (1) POD=BAND 2 / BAND 6
  - ONE (1) RFI BAND 2 TRANSMITTER/ANT
  - ONE (1) RFI BAND 4 TRANSMITTER/ANT
  - TWO (2) RFI BAND 6 TRANSMITTER/ANT
  - ONE (1) RFI BAND 7 TRANSMITTER/ANT
  - TWO (2) RFI BAND 8 TRANSMITTER/ANT
  - TWO (2) RFI BAND 10 TRANSMITTER/ANT
  - TWO (2) HARDBACKS, THREE (3) CANOES, TWO (2) UEU'S
- O. ONE (1) RFI MATT/IDM-CAPABLE USQ-113 V(3) INSTALLED AND OPERATIONAL.  
(1) USQ 113 LAPTOP, W/FLASH CARD LOADER, POWER CORDS, AND AIRCRAFT UMBILICAL PER SYSTEM
- P. INSTALL FRESH BATTERIES IN ALL COMSEC EQUIPMENT AND MAGR
- Q. ONE (1) ALE-39 SYSTEM WITH ALL INSTALLED DISPENSERS, ONE (1) SPARE DISPENSER AND APPROPRIATE PINS
- R. ONE (1) LAU-7 WITH SEVEN-ENDED TACTS HARNESS AND ADU 299 WING DISCONNECT CABLE
- S. ONE (1) LAU-118 W/CENTERLINE AND OUTBOARD HARM CABLES AND ONE (1) HCP
- T. ONE (1) CAPTIVE CARRY BLOCK IIIA OR V CATM-88 HARM
- U. THREE (3) RFI ALE-43 PODS WITH APPROPRIATE TECH MANUALS, CABLES, AND ASSOCIATED CHAFF CONTROL PANELS (TOTAL OF THREE (3) CONTROL PANELS). THREE (3) ALE-41 STATION SELECT PANELS
- V. FULL SET OF ORDNANCE SAFETY PINS, ELECTRICAL CONNECTORS, AND ALL ASSOCIATED WEAPONS/STORES CABLES FOR ALL APPROPRIATE WEAPONS
- W. ALL AIRCRAFT NEED EHRS/SRCS/AESRS SCREENED TO ENSURE BOMB RACKS AND MISSILE LAUNCHERS MATCH INSTALLED ITEMS, W/CURRENT INSPECTIONS AND SUFFICIENT TIME REMAINING FOR DURATION OF COURSE
- X. IF APPLICABLE, THE FOLLOWING TD'S MUST BE COMPLIED WITH PRIOR TO THE AIRCRAFT ARRIVAL AT WTI: AFB-593-A1, AFB-595, AFB-596, ACB-1017, AYB-1026

6. AV-8B NIGHT ATTACK AND RADAR. ALL AV-8B CONFIGURATION REQUIREMENTS ARE "PER AIRCRAFT" UNLESS OTHERWISE NOTED. AIRCRAFT MUST ARRIVE WITH A MINIMUM OF 65 HOURS REMAINING UNTIL PHASE (NOT INCLUDING AUTHORIZED 10%).

- A. AIRCRAFT SHOULD ARRIVE WITH A MINIMUM OF 2000 ENGINE LIFE RECORD (ELR) COUNTS AND SUFFICIENT ENGINE TSN HOURS TO COMPLETE THE COURSE
- B. TWO (2) ANVIS-9 NVG'S (WITH BATTERIES) PER STUDENT
- C. ONE (1) SET LASER EYE PROTECTION PER STUDENT
- D. TWO LITENING PODS - PER THREE AIRCRAFT
- E. ONE MAG-13 AIRCRAFT WITH LITENING POD VIDEO DOWNLINK CAPABILITY EITHER NIGHT ATTACK OR RADAR
- F. TWO (2) CATM-65E LASER MAVERICK - PER MAG. ALL CATM'S REQUIRE GNC/TDD COVERS, UMBILICAL DUST CAPS, AND LOGBOOKS
- G. FIVE (5) ITERS W/CABLES - PER MAG
- H. ONE (1) FUEL PACKET
- I. LITENING POD CAPABLE
- J. WATER SYSTEM OPERABLE
- J. IN-FLIGHT REFUEL CAPABLE.
- L. TWO (2) EXTERNAL FUEL TANKS
- M. ATHS INSTALLED
- N. ARC-210 INSTALLED
- O. IFF MODE 4 INSTALLED

- P. KY-58 INSTALLED
  - Q. HUD VIDEO RECORDER INSTALLED (AUDIO AND VIDEO)
  - R. ALR-67 INSTALLED W/OFP W7 AND UDF 25.
  - S. ARBS TV AND LST INSTALLED
  - T. ONE (1) ALQ-164 INSTALLED W/OFP 13 AND UDF 24 FOR 126B, OFP O2 AND UDF O4 FOR 162
  - U. DATA STORAGE SET INSTALLED
  - V. ONE (1) DATA STORAGE UNIT (DSU)
  - W. FORWARD LOOKING INFRARED (FLIR) INSTALLED
  - X. ENHANCED STORES MANAGEMENT COMPUTER INSTALLED
  - Y. DIGITAL MOVING MAP SET INSTALLED W/WEST COAST COVERAGE TO INCLUDE ONE-TO-100 COVERAGE FOR R-2507 AND R-2301
  - Z. GPS MAGR INSTALLED
  - AA. INTERNAL TACTS POD INSTALLED
  - BB. BOTH MPCD'S INSTALLED
  - CC. FRESH BATTERIES IN ALL COMSEC EQUIPMENT AND MAGR
  - DD. ORDNANCE STATIONS 1 THRU 7
  - EE. GAU-12 GUN
  - FF. MAVERICK VIDEO LINE ON STATIONS 2,3,5,6
  - GG. ALE-47 WITH ALL INSTALLED DISPENSERS, ONE (1) SPARE DISPENSER AND APPROPRIATE PINS
  - HH. TWO (2) ROCKET CABLES
  - II. FOUR (4) ITERS W/CABLES
  - JJ. THREE (3) SETS PRACTICE BOMB ADAPTER (803) KIT
  - KK. TWO (2) SETS LGTR BRACKETS
  - LL. TWO (2) LAU-117 W/CABLES
  - MM. TWO (2) LAU-7 W/ELECTRICAL CONNECTOR BLANK-OFF PLATES AND DETENT WRENCHES
  - NN. ALL AIRCRAFT MUST HAVE EHRS/SRCS/AESRS SCREENED TO ENSURE BOMB RACKS, MISSILE LAUNCHERS AND GUNS MATCH INSTALLED ITEMS
  - W/CURRENT INSPECTIONS AND SUFFICIENT TIME REMAINING FOR DURATION OF THE COURSE
  - OO. ONE (1) CATM-9M-12 OR GREATER. ALL CATM'S REQUIRE GNC/TDD COVERS, UMBILICAL DUST CAPS, AND LOGBOOKS
  - PP. ONE (1) SET OF STRAKES
  - QQ. IF APPLICABLE, THE FOLLOWING TD'S MUST BE COMPLIED WITH PRIOR TO THE AIRCRAFT ARRIVAL AT WTI: ACB-1012, ACB-1014, AFB-334, AFB-335, AFB-335-A1, AFB-336, AFB-337, AFC-449-A1-SAFETY, AFC-449-P2-A1-SAFETY, AFC-464, IASC-102-RA, IASC-102-RA-A1, AYB-1027, AYB-1031, F402-PPB-112, F402-PPB-112-A1, F402-PPB-113, F402-PPB-113-A1
7. F/A-18A/A+/C/D. ALL F/A-18 CONFIGURATION REQUIREMENTS ARE "PER AIRCRAFT" UNLESS OTHERWISE NOTED. NOTE: AIRCRAFT MUST ARRIVE WITH A MINIMUM OF 65 HOURS REMAINING UNTIL PHASE (NOT INCLUDING AUTHORIZED 10%).
- A. AIRCRAFT SHOULD ARRIVE WITH A MINIMUM OF 150 ENGINE LOW CYCLE FATIGUE (ELCF) HOURS AVAILABLE
  - B. TWO (2) ATARS CONFIGURED AIRCRAFT (ATARS PALLET, APG-73 RUGII). FORTY (40) ATARS TAPES, ONE (1) BALLAST, TWO (2) DATA LINK PODS WITH PYLONS, ONE (1) SGS VAN, ONE (1) MAINTENANCE VAN PER CLASS.
  - C. TWO (2) ANVIS-9 NVG'S (WITH BATTERIES) PER STUDENT
  - D. TWO (2) FINGER LIGHT SETS PER STUDENT
  - E. ONE (1) SET LASER EYE PROTECTION PER STUDENT
  - F. ONE (1) PAIR BINOCULARS PER AIRCRAFT (F/A-18D)
  - G. ONE (1) INFRARED ZOOM LASER DESIGNATOR-II (IZLID-II) OR (IZLID 1000) PER TWO F/A-18D (MINIMUM ONE (1) PER FA-18D CREW)
  - H. ONE (1) CATM-88 HARM PER TWO (2) AIRCRAFT. ALL CATM'S REQUIRE GNC/TDD COVERS, UMBILICAL DUST CAPS, AND LOGBOOKS FOR CAPTIVE CARRY TRACKING
  - I. ONE (1) CATM-65E LASER MAVERICK PER TWO (2) AIRCRAFT. ALL CATM'S REQUIRE

GNC/TDD COVERS, UMBILICAL DUST CAPS, AND LOGBOOKS FOR CAPTIVE CARRY TRACKING

J. ONE (1) CATM-154 JSOW FOR MAG-11. ALL CATM'S REQUIRE GNC/TDD COVERS, UMBILICAL DUST CAPS, AND LOGBOOKS FOR CAPTIVE CARRY TRACKING

K. FOUR (4) CATM-7 W/WAFERS PER MAG. ALL CATM'S REQUIRE GNC/TDD COVERS, UMBILICAL DUST CAPS, AND LOGBOOKS FOR CAPTIVE CARRY TRACKING

L. FIVE (5) BRU-32 SERIES EJECTOR RACKS PER MAG FOR POOL ASSETS, COMPOSITION RELATIVE TO PARTICIPATING AIRCRAFT LOT/SERIES MAKEUP

M. FIVE (5) LAU-115 W/CABLES PER MAG

N. ONE (1) FUEL PACKET

O. THREE (3) MEMORY UNITS (PART# MU-860B/ASQ-194)

P. TWO (2) WING TANKS

Q. IFF MODE 4 (KIT-1C OR APX-111 FOR LOT 20 AND ABOVE)

R. KY-58 INSTALLED

S. ALR-67 INSTALLED W/ ECP-510, W/ OFP 26 UDF W8 WITH AVC-5005 REV B OR W/ OFP 26 UDF WB WITHOUT AVC-5005 REV B

T. ALQ-126B/ASPJ

U. HUD VTR (F/A-18D INSTALL VTR VICE ALQ-126B UNLESS EQUIPPED W/CVRS)

V. CVRS/8MM/OR VTR SYSTEM INSTALLED

W. ONE (1) AN/ASQ-173 LDT POD

X. CLC LOADED W/5.1 SOFTWARE INSTALLED

Y. OFP 17C SOFTWARE LOADED

Z. FRESH BATTERIES IN ALL COMSEC EQUIPMENT AND MAGR

AA. ONE (1) AN/AAS-38 A/B LTD/R W/LASER INSTALLED, 50 PERCENT OF TFLIRS TO BE BRAVO PODS

BB. DOOR 120L AND 120R

CC. INTERNAL AND EXTERNAL TACTS PODS INSTALLED

DD. WEAPONS STATIONS 1,2,3,5,7,8,9

EE. WING PYLONS ON STATIONS 2,3,7,8 AND C/L PYLON ON STATION 5, ALL PYLON BLANK-OFF PANELS W/I PYLONS OR EMBARKED

FF. GUN SYSTEM W/MIN 3000 ROUNDS REMAINING ON SYSTEM

GG. ALE-47 SYSTEM WITH ALL INSTALLED DISPENSERS, ONE (1) SPARE DISPENSER AND APPROPRIATE PINS

HH. FULL SET OF SAFETY PINS, DETENT WRENCHES, ELECTRICAL CONNECTORS, AND ALL ASSOCIATED WEAPONS/STORES CABLES

II. ONE (1) MIL-STD-1760 CABLE (PN# N00421RW56247)

JJ. ONE (1) CATM-9M-12 OR GREATER. ALL CATM'S REQUIRE GNC/TDD COVERS, UMBILICAL DUST CAPS, AND LOGBOOKS FOR CAPTIVE CARRY TRACKING

KK. TWO (2) IMERS W/CABLES

LL. THREE (3) SETS PRACTICE BOMB ADAPTER (803) KITS

MM. THREE (3) SETS LGTR BRACKETS

NN. THREE (3) CVERS W/CABLES

OO. FOUR (4) ROCKET CABLES

PP. ONE LAU-118 W/TWO (2) CABLES

QQ. ONE (1) LAU-117 W/TWO (2) CABLES

RR. MIDS CONFIGURED IF AVAILABLE

SS. DCS CONFIGURED IF AVAILABLE

TT. IF APPLICABLE, THE FOLLOWING TD'S MUST BE COMPLIED WITH PRIOR TO THE AIRCRAFT ARRIVAL AT WTI: AAB-669, ACB-1009, ACB-1015, AYB-1016, AYB-1040, AYB-848, AFB-241-RA, AFB-319-RB-A1, AFB-391-RB-A1, AFB-391-RC, AFB-523, ASC-140, F404-PPB-113, F404-PPB-94-RA-A1, F404-PPB-99-A1, F404-PPC-108-A1

8. KC-130. ALL AIRCRAFT CONFIGURATION REQUIREMENTS ARE "PER AIRCRAFT" UNLESS OTHERWISE NOTED. AIRCRAFT MUST ARRIVE WITH A MINIMUM OF 65 HOURS REMAINING UNTIL PHASE (NOT INCLUDING AUTHORIZED 10%).

A. FLARE DISPENSERS AND ASSOCIATED MSN ESSENTIAL EQUIPMENT -ONE (1) SETUP PER CLASS, DESIGNATED AIRCRAFT

B. ONE (1) TANKER CONFIGURED AIRCRAFT

- C. TWO (2) EXTERNAL WING TANK CONFIGURED AIRCRAFT
- D. TWO (2) ANVIS-9 NVG'S (WITH BATTERIES) PER STUDENT
- E. ONE (1) SET LASER EYE PROTECTION PER STUDENT
- F. TWO (2) AEROQUIP RAPID GROUND REFUELING SYSTEMS W/PROBE ADAPTERS, CAPABLE OF TWO POINT SETUP (W/SPARES) PER CLASS
- G. TWO (2) ALDIS LAMPS (W/COMPLETE LENS KITS) PER CLASS
- H. ONE (1) FUEL PACKET
- I. REFUELING CAPABLE (TWO (2) HIGH-SPEED DROGUES AND TWO (2) LOW-SPEED DROGUES)
- J. ADS AND ASSOCIATED AERIAL DELIVERY COMPONENTS (STATIC LINE RETRIEVERS, DUAL RAILS, JUMP PLATFORMS, AIR DELIVERY KIT CENTER ANCHOR CABLE SUPPORT)
- K. WINCH INSTALLED
- L. AVIONICS SUITE (AS PER APPLICABLE NATOPS FLIGHT MANUAL TABLE OF COMMUNICATION AND ASSOCIATED ELECTRONIC EQUIPMENT) AND KY-58 INSTALLED FOR EACH UHF AND VHF RADIO
- M. ALL RADIOS (VHF/UHF/VHF-FM/HF) INSTALLED
- N. INS AND GPS INSTALLED AND OPERATIONAL
- O. APX-100 (V) W/KIT-1C OR APX-72 W/KIT-1C INSTALLED
- P. APX-76 A/B (V) W/KIR-1C INSTALLED
- Q. APU/GTC AND APU/ATM GENERATOR
- R. APR-39, AAR-47, ALQ-157, AND ALE-39 WITH ALL INSTALLED DISPENSERS, ONE (1) SPARE DISPENSER AND APPROPRIATE PINS
- S. AN/APS-133 RADAR INSTALLED
- T. AN/APN-194V RADAR ALTIMETER (F, R, T) INSTALLED
- U. HATCH MOUNT SATCOM ANTENNA INSTALLED (DESIGNATED AIRCRAFT)
- V. TACAN/VOR/ILS INSTALLED
- W. FRESH BATTERIES IN ALL COMSEC EQUIPMENT AND MAGR
- X. ONE (1) FLIGHT ENGINEER TOOL BOX
- Y. ONE (1) RVD AND SEAT
- Z. IF APPLICABLE, THE FOLLOWING TD'S MUST BE COMPLIED WITH PRIOR TO THE AIRCRAFT ARRIVAL AT WTI: QEB-14

9. CH-53D. ALL AIRCRAFT CONFIGURATION REQUIREMENTS ARE "PER AIRCRAFT" UNLESS OTHERWISE NOTED. AIRCRAFT MUST ARRIVE WITH A MINIMUM OF 65 HOURS REMAINING UNTIL PHASE (NOT INCLUDING AUTHORIZED 10%).

- A. TWO (2) ANVIS-9 (WITH BATTERIES) NVG'S PER STUDENT
- B. ONE (1) SET LASER EYE PROTECTION PER STUDENT
- C. THREE (3) CREW SERVED WEAPONS LASERS WITH APPROPRIATE MOUNTS, BLOCKS, AND MOUNTING HARDWARE PER PRIMARY LINE # CREWCHIEF STUDENT. STUDENT TO DELIVER TO INSTRUCTORS UPON CHECK-IN.
- D. ONE (1) SET CREW SERVED WEAPONS CLEANING ROD, BRUSH, AND PATCHES PER MAG
- E. ONE (1) FUEL PACKET
- F. FULL IFR/NIGHT CAPABLE
- G. LANDING GEAR/RAMP/CARGO HOOKS/PENDANT
- H. IFF MODE 4 CAPABLE (KIT-1C) INSTALLED
- I. TRANSPONDER MODES 1,2,3A AND C
- J. KY-58 INSTALLED
- K. ARC-210 RADIOS INSTALLED
- L. MINIMUM THREE (3) FULLY OPERATIONAL ICS STATIONS IN CABIN SECTION
- M. RADAR ALTIMETER INSTALLED
- N. APR-39 INSTALLED AND OPERATIONAL, W/BLOCK LIGHT COVER FOR LENS AND MA LAMP
- O. OPERATIONAL ALE-39 WITH ALL INSTALLED DISPENSERS AND ONE (1) SPARE DISPENSER
- P. GPS INSTALLED
- Q. ALQ-157 INSTALLED
- R. TIP TANK CONFIGURED AND AUXILIARY TANK GAUGES

S. MISSION DATA LOADER (MDL) BRICK INSTALLED  
 T. CRUISE GUIDE  
 U. ONE (1) IR SEARCH LIGHT  
 V. FRESH BATTERIES IN ALL COMSEC EQUIPMENT AND MAGR  
 W. SINGLE POINT EXTERNAL CONFIGURED, FULLY OPERATIONAL W/TWO (2) PENDANTS  
 X. MINIMUM TWENTY-FOUR (24) SEAT CONFIGURATION, TWENTY-FOUR (24) CRANIALS  
 W/BAG, TWO (2) ICS HEADSETS, AND TWO (2) ICS SHORT CORDS  
 Y. THREE (3) GUNNERS BELTS (SENT W/AIRCRAFT)  
 Z. THREE (3) LONG CORDS  
 AA. FOUR (4) SETS OF FULL ARMOR W/BREAST PLATE  
 BB. SIXTEEN (16) CHAINS (10,000 LB LIMIT)  
 CC. TEN (10) 5,000 LBS CARGO TIE DOWN STRAPS  
 DD. TWO (2) 5-GALLON WATER CONTAINERS  
 EE. TWO (2) POLE TYPE LITTERS  
 FF. THREE (3) XM-218, .50 CAL MACHINE GUNS W/FLASH SUPPRESSORS  
 GG. TWO (2) XM-218 MACHINE GUN MOUNTS, BRASS BAGS, AMMO CAN HOLDER W/AAC-974  
 INCORPORATED, LINK CHUTES,  
 AND DEFLECTORS  
 HH. ONE (1) HEADSPACE AND TIMING GAUGE  
 II. IF APPLICABLE, THE FOLLOWING TD'S MUST BE COMPLIED WITH PRIOR TO THE  
 AIRCRAFT ARRIVAL AT WTI: AYB-1034

10. CH-53E. ALL AIRCRAFT CONFIGURATION REQUIREMENTS ARE "PER AIRCRAFT"  
 UNLESS OTHERWISE NOTED. AIRCRAFT MUST ARRIVE WITH A MINIMUM OF 65 HOURS  
 REMAINING UNTIL PHASE (NOT INCLUDING AUTHORIZED 10%).  
 A. TWO (2) ANVIS-9 NVG'S (WITH BATTERIES) PER STUDENT  
 B. ONE (1) SET LASER EYE PROTECTION PER STUDENT  
 C. THREE (3) CREW SERVED WEAPONS LASERS WITH APPROPRIATE MOUNTS, BLOCKS, AND  
 MOUNTING HARDWARE PER PRIMARY LINE # CREWCHIEF STUDENT. STUDENT TO DELIVER TO  
 INSTRUCTORS  
 UPON CHECK-IN.  
 D. TWO (2) TBFDS TANKS AND ONE (1) FARE KIT PER MAW (2D/3D MAW)  
 E. ONE (1) SET CREW SERVED WEAPONS CLEANING ROD, BRUSH, AND PATCHES PER MAG  
 F. ONE (1) FUEL PACKET  
 G. AFC-485/487 INCORPORATED  
 H. FULL IFR/NIGHT CAPABLE  
 I. LANDING GEAR/RAMP/CARGO HOOKS/PENDANT  
 J. IFF MODE 4 CAPABLE (KIT-1C) INSTALLED  
 K. TRANSPONDER MODES 1,2,3A AND C  
 L. KY-58 INSTALLED  
 M. ARC-210 RADIOS INSTALLED  
 N. MINIMUM THREE (3) FULLY OPERATIONAL ICS STATIONS IN CABIN SECTION  
 O. AAR-47(V2) INSTALLED AND OPERATIONAL.  
 P. RADAR ALTIMETER INSTALLED  
 Q. APR-39 INSTALLED AND OPERATIONAL, W/BLEU LIGHT COVER FOR LENS AND MA LAMP  
 R. OPERATIONAL ALE-47 WITH ALL INSTALLED DISPENSERS AND ONE (1) SPARE  
 DISPENSER ALE-39 REQUIRED IF ALE-47 NOT AVAILABLE.  
 S. GPS INSTALLED  
 T. MISSION DATA LOADER (MDL) BRICK INSTALLED  
 U. ONE (1) IR SEARCH LIGHT  
 V. FRESH BATTERIES IN ALL COMSEC EQUIPMENT AND MAGR  
 W. HNVS W/FLIR  
 X. TIP TANK CONFIGURED AND AUXILIARY TANK GAUGES  
 Y. SINGLE/DUAL POINT EXTERNAL CONFIGURED, CG HOOK LOAD INDICATOR FULLY  
 OPERATIONAL W/THREE (3) PENDANTS  
 Z. AERIAL REFUELING PROBE CONFIGURED  
 AA. ANVIS HUD W/MONOCLE

BB. MINIMUM TWENTY-FOUR (24) SEAT CONFIGURATION, TWENTY-FOUR (24) CRANIALS W/BAG, TWO (2) ICS HEADSETS, AND TWO (2) ICS SHORT CORDS  
 CC. THREE (3) GUNNERS BELTS (SENT W/AIRCRAFT)  
 DD. THREE (3) LONG CORDS  
 EE. FOUR (4) SETS OF FULL ARMOR W/BREAST PLATE  
 FF. SIXTEEN (16) CHAINS PER ACFT (10,000 LB LIMIT)  
 GG. TEN (10) 5,000 LBS CARGO TIE DOWN STRAPS  
 HH. TWO (2) 5-GALLON WATER CONTAINERS  
 II. TWO (2) POLE TYPE LITTERS  
 JJ. THREE (3) XM-218, .50 CAL MACHINE GUNS W/FLASH SUPPRESSORS  
 KK. TWO (2) XM-218 MACHINE GUN MOUNTS, BRASS BAGS, AMMO CANS, LINK CHUTES, AND DEFLECTORS  
 LL. ONE (1) HEADSPACE AND TIMING GAUGE  
 MM. IF APPLICABLE, THE FOLLOWING TD'S MUST BE COMPLIED WITH PRIOR TO THE AIRCRAFT ARRIVAL AT WTI: DCB-150

11. CH-46E. ALL AIRCRAFT CONFIGURATION REQUIREMENTS ARE "PER AIRCRAFT" UNLESS OTHERWISE NOTED. AIRCRAFT MUST ARRIVE WITH A MINIMUM OF 65 HOURS REMAINING UNTIL PHASE (NOT INCLUDING AUTHORIZED 10%).

A. TWO (2) ANVIS-9 NVG'S (WITH BATTERIES) PER STUDENT PILOT  
 B. ONE (1) ANVIS-9 NVG'S (WITH BATTERIES) PER STUDENT CREWCHIEF  
 C. ONE (1) SET LASER EYE PROTECTION PER STUDENT  
 D. TWO (2) AN/AVS-7 HELMET DISPLAY UNITS PER STUDENT PILOT  
 E. THREE (3) CREW SERVED WEAPONS LASERS WITH APPROPRIATE MOUNTS, BLOCKS, AND MOUNTING HARDWARE PER CREWCHIEF STUDENT. STUDENT TO DELIVER TO INSTRUCTORS UPON CHECK-IN.  
 F. ONE (1) SAR KIT PER MAW W/ONE (1) CABLE CUTTER PULLEY ASSEMBLY (A02E6005-1), ONE (1) WINCH GRIP W/CABLE, ONE (1) HOIST GRIP W/CABLE, ONE (1) PULLEY, ONE (1) RESCUE HOOK, ONE (1) RESCUE COLLAR, AND ONE (1) FOREST PENETRATOR  
 G. ONE (1) SET CREW SERVED WEAPONS CLEANING ROD, BRUSH, AND PATCHES PER MAG  
 H. ONE (1) FUEL PACKET  
 I. FULL IFR/NIGHT CAPABLE  
 J. IFF MODE 4 (KIT-1C) INSTALLED  
 K. TRANSPONDER MODES 1,2,3A AND C  
 L. KY-58 INSTALLED  
 M. CNCS AND MISSION DATA LOADER (MDL) WITH BRICK INSTALLED  
 N. MINIMUM THREE (3) FULLY OPERATIONAL ICS STATIONS IN CABIN SECTION  
 O. RADAR ALTIMETER (AN/APN-171) INSTALLED W/OPERATIONAL LAWS  
 P. APR-39(V2) CONFIGURED AND OPERATIONAL  
 Q. OPERATIONAL ALE-47 WITH ALL INSTALLED DISPENSERS AND ONE (1) SPARE DISPENSER. ALE-39 REQUIRED IF ALE-47 NOT AVAILABLE.  
 R. AAR-47(V2) CONFIGURED AND OPERATIONAL  
 S. ALQ-157 UPGRADED INSTALLED AND OPERATIONAL  
 T. FRESH BATTERIES IN ALL COMSEC EQUIPMENT AND MAGR  
 U. OPERATIONAL BLADE FOLD  
 V. OPERATIONAL EAPS  
 W. OPERATIONAL RAMP  
 X. HEFS REMOVED  
 Y. CARGO HOOK, ONE (1) PENDANT INCLUDED  
 Z. EIGHTEEN (18) TROOP SEATS W/BELTS (WHEN TWO (2) XM-218'S ARE INSTALLED)  
 AA. TWO (2) GUNNER'S BELTS (SENT W/AIRCRAFT)  
 BB. THREE (3) LONG CORDS AND TWO (2) SHORT CORDS  
 CC. EIGHTEEN (18) CRANIALS W/BAG  
 DD. TWO (2) ICS CRANIALS  
 EE. SIX (6) CARGO STRAPS  
 FF. TWO (2) 5-GALLON WATER CONTAINERS

GG. FOUR (4) FULL SETS BODY ARMOR W/BREAST PLATES  
 HH. THREE (3) LITTERS, TWO (2) STANCHIONS, TWO (2) STRAPS W/ALL ATTACHING  
 HARDWARE - PER MAW  
 II. CAPABLE OF EXTERNAL AND/OR INTERNAL HOISTING OPERATIONS  
 JJ. THREE (3) XM-218 MACHINE GUNS W/FLASH SUPPRESSORS  
 KK. TWO (2) XM-218 MACHINE GUN MOUNTS (1 PER SIDE) W/PINS (AFC-435 REQD)  
 LL. ONE (1) MACHINE GUN HEADSPACE AND TIMING GAUGE  
 MM. TWO (2) BRASS BAGS  
 NN. TWO (2) AMMO CAN HOLDERS  
 OO. IF APPLICABLE, THE FOLLOWING TD'S MUST BE COMPLIED WITH PRIOR TO THE  
 AIRCRAFT ARRIVAL AT WTI: DCB 106, DCB 106A1

12. AH-1W. ALL AIRCRAFT CONFIGURATION REQUIREMENTS ARE "PER AIRCRAFT" UNLESS  
 OTHERWISE NOTED. AIRCRAFT MUST ARRIVE WITH A MINIMUM OF 65 HOURS REMAINING  
 UNTIL PHASE (NOT INCLUDING AUTHORIZED 10%).

A. TWO (2) ANVIS-9 NVG'S (WITH BATTERIES) PER STUDENT  
 B. ONE (1) FULL SET BODY ARMOR W/BREAST PLATE PER STUDENT  
 C. ONE (1) ANVIS HUD PER STUDENT PILOT  
 D. ONE (1) MAINTENANCE DATA PROCESSING STATION (MDPS) PER MAW (2D/3D MAW)  
 E. ONE (1) CATM-114 MISSILE - PER ONE AND ONE HALF (1.5) AIRCRAFT ALL CATMS  
 REQUIRE GNC/TDD COVERS, UMBILICAL DUST CAPS, AND LOGBOOKS FOR CAPTIVE CARRY  
 TRACKING  
 F. ONE (1) CATM-9M-12 OR GREATER - PER TWO (2) AIRCRAFT. ALL CATMS REQUIRE  
 GNC/TDD COVERS, UMBILICAL DUST CAPS, AND LOGBOOKS FOR CAPTIVE CARRY TRACKING  
 G ONE (1) FUEL PACKET  
 H. AFC-344 (MDL) INCORPORATED, W/ONE (1) AN/ANSQ-215 DATA BRICK  
 I. AFC-238 INCORPORATED.  
 J. ONE IR SEARCHLIGHT LENS COVER (NOT INSTALLED) OR AFC-287 INCORPORATED  
 K. AFC-308A INCORPORATED, IZLID 1000 LASER INSTALLED AND BORE SIGHTED  
 L. FULL IFR/NIGHT CAPABLE W/NON-CRAZED CANOPIES (EVALUATED PRIOR TO  
 ACCEPTANCE), FULLY PRODUCTION NVG COMPATIBLE LIGHTING TO INCLUDE ALE, NARCADS  
 AND ARC-210'S  
 M. IFF MODE 4 CAPABLE (KIT-1C INSTALLED)  
 N. TRANSPONDER MODES 1,2,3A, AND 3C  
 O. KY-58 INSTALLED  
 P. HUD OPERATIONAL  
 Q. ALL RADIOS AND NAVIGATION EQUIPMENT  
 R. RADAR ALTIMETER INSTALLED  
 S. ALQ-144A (GENERIC SETTING) AND APR-39 (V2) (BLUE LENS COVER NVG).  
 T. 1686 DATA BUS CONFIGURED. HAVE QUICK/SINCGARS/EGI  
 U. FLIR, CCD-TV, ORT, LASER DESIG/RF, AND VCR  
 V. FRESH BATTERIES IN ALL COMSEC EQUIPMENT AND EGI  
 W. CAPABLE OF PRESSURE REFUELING  
 X. ONE (1) OPERATIONAL 77 GAL AUX FUEL TANK W/APPROPRIATE FITTINGS/PUMPS ON  
 STA(3)  
 Y. STATIONS 1,2,3,4, FULLY ORDNANCE CAPABLE W/AT LEAST 200 HOURS REMAINING  
 ON STUBWINGS  
 Z. OPERATIONAL ALE-47 WITH ALL INSTALLED DISPENSERS AND ONE (1) SPARE  
 DISPENSER. ALE-39 REQUIRED IF ALE-47 NOT AVAILABLE.  
 AA. AAR-47 IF AVAILABLE  
 BB. HELMET SIGHTING SUBSYSTEM - BOTH SEATS  
 CC. ONE (1) LEXAN AMMO CAN, ONE (1) FEED CHUTE, AND TWO (2) BOOSTER MOTOR  
 CABLES  
 DD. 20MM GUN SYSTEM, BORE SIGHTED FOR ALL MODES  
 EE. FOUR (4) ROCKET POD CABLES WITH LANYARDS  
 FF. TWO (2) TALLY RACK PINS AND TWO (2) LAU-7 DETENT WRENCHES

GG. TOW MISSILE SYSTEM W/TWO (2) TML'S (SINGLE) DUAL LAUNCHER CONFIG (BORESIGHTED) ON STA.(1)  
 HH. ONE (1) TOW SHORTING PLUG  
 II. HELLFIRE SYSTEM W/ONE (1) M272 HML  
 JJ. TWO (2) LAU-7/ADU-299 PER ACFT ONE TO BE INSTALLED ON STA (4).  
 N2 BOTTLE REQUIRED IF NOT HIPPA.  
 KK. TWO (2) AIM-9 CABLES  
 LL. UNRESTRICTED MAIN ROTOR BLADES  
 MM. IF APPLICABLE, THE FOLLOWING TD'S MUST BE COMPLIED WITH PRIOR TO THE AIRCRAFT ARRIVAL AT WTI DCB-126A2,DCB-127,PPB41,PPB-41 PT2

13. UH-1N. ALL AIRCRAFT CONFIGURATION REQUIREMENTS ARE "PER AIRCRAFT" UNLESS OTHERWISE NOTED. AIRCRAFT MUST ARRIVE WITH A MINIMUM OF 65 HOURS REMAINING UNTIL PHASE (NOT INCLUDING AUTHORIZED 10%).

A. TWO (2) ANVIS-9 NVG'S (WITH BATTERIES) PER STUDENT  
 B. ONE (1) SET LASER EYE PROTECTION PER STUDENT  
 C. ONE (1) SET OF FULL SET BODY ARMOR PER STUDENT  
 D. ONE (1) ANVIS HUD PER STUDENT PILOT  
 E. ONE (1) SET OF GYRO-STABILIZED BINOCULARS PER STUDENT PILOT  
 F. ONE (1) GCP-2 PER STUDENT PILOT.  
 G. TWO (2) CREW SERVED WEAPONS LASERS WITH APPROPRIATE MOUNTS, BLOCKS, AND MOUNTING HARDWARE PER CREWCHIEF OR AERIAL OBSERVER STUDENT. STUDENT TO DELIVER TO INSTRUCTORS UPON CHECK-IN.  
 H. TWO (2) GAU-17 W/ALL APPROPRIATE HARDWARE, BULLET TRAPS, AND TWO (2) FEEDER/DELINKERS W/ LINK AND BRASS EJECTION SYSTEM II PER STUDENT.  
 I. TWO (2) GAU-16 MACHINE GUNS W/FLASH SUPPRESSORS AND LASER MOUNTS PER STUDENT  
 J. TWO (2) M-240 MACHINE GUNS WITH LASER MOUNTS PER STUDENT  
 K. ONE (1) LITTER KIT W/ STANCHIONS PER MAW  
 L. ONE (1) HOIST PER MAW  
 M. ONE (1) SET CREW SERVED WEAPONS CLEANING ROD, BRUSH, AND PATCHES PER MAG  
 N. ONE (1) FUEL PACKET  
 O. AFC-216 INCORPORATED (NVG COCKPIT INSTALLATION)  
 P. AFC-270 INCORPORATED W/NVG HUD INSTALLED  
 Q. AFC-271 INCORPORATED W/NVG EXTERIOR LIGHTING INSTALLED  
 R. AFC-336 INCORPORATED  
 S. IFF MODE 4 CAPABLE (KIT-1C) INSTALLED  
 T. TRANSPONDER MODES 1,2,3A, AND C  
 U. (3) KY-58 INSTALLED  
 V. (3) ARC-210 RADIOS INSTALLED  
 W. BRITE STAR/STAR SAFIRE INSTALLED W/LRF, VCR AND DOPPLER  
 X. APR-39(V2), AAR-47(V2), APR-44, AND ALQ-144 (GENERIC SETTING) INSTALLED AND OPERATIONAL.  
 Y. SIX (6) OPERATIONAL ICS STATIONS W/FOUR (4) SHORT CHORDS  
 Z. FRESH BATTERIES IN ALL COMSEC EQUIPMENT AND MAGR  
 AA. MISSION DATA LOADER (MDL) BRICK INSTALLED  
 BB. ONE (1) IR SEARCH LIGHT LENS COVER  
 CC. CAPABLE OF PRESSURE REFUELING  
 DD. ONE (1) OPERATIONAL AUXILIARY FUEL BAG  
 EE. ONE (1) 5-GAL WATER CONTAINER  
 FF. CONFIGURED FOR EIGHT (8) PAX (INCLUDES ONE (1) JUMP SEAT AND ONE (1) TWO MAN TRANSMISSION SEAT)  
 GG. ONE (1) CARGO HOOK WITH PENDANT PER MAW  
 HH. ONE (1) FASTROPE GANTRY W/ALL APPROPRIATE HARDWARE  
 II. FIVE (5) CRANIALS AND THREE (3) ICS CAPABLE CRANIALS W/BAG  
 JJ. TWO (2) GUNNER'S BELTS  
 KK. SIX (6) CARGO STRAPS

LL. DAS/IDAS CONFIGURED (AAC-832, 851, 852) W/TWO (2) DAS CABLES  
MM. OPERATIONAL ALE-47 WITH ALL INSTALLED DISPENSERS AND ONE (1) SPARE  
DISPENSER. ALE-39 REQUIRED IF ALE-47 NOT AVAILABLE.  
NN. ONE (1) GAU-16 MACHINE GUN MOUNT W/ EJECTION CHUTE  
OO. ONE (1) MACHINE GUN HEAD SPACE AND TIMING GAUGE  
PP. ONE (1) M-240 PINTLE MOUNT AND EJECTION TUBE  
QQ. ONE(1) OPERATIONAL GAU-17 FIXED FORWARD MOUNT W/CABLES, AMMO CAN, GUN  
CONTROL UNIT, AND LASER MOUNT  
RR. ONE (1) CA-513 REFLEX SIGHT INSTALLED AND OPERATIONAL.  
SS. IF APPLICABLE, THE FOLLOWING TD'S MUST BE COMPLIED WITH PRIOR TO THE  
AIRCRAFT ARRIVAL AT WTI: NONE//