The procedures below are the preliminary steps to inspect, sample, and analyze data in the initial effort to clear an aircraft for operational service following a reported Physiological Event (PE). All engineering direction shall be communicated through the AR in the Customer Relationship Management (CRM) tool.

Any questions regarding this report should be addressed to the Action Point engineer through the CRM tool or by contacting the F-35 Operations Center at 1888-4335677.

Date: ______________________ AR Number: ______________________

PROCEDURE START SECTION 1

Pilot Flight Equipment (PFE)

NOTE:
AT THIS TIME DO NOT CLEAN PFE AND DO NOT RETURN PFE TO SERVICE UNTIL DIRECTED.

1. Perform inspection of PFE per JTD module F35-AA(X)-A1354100000-284B-B, Physiological Event – Inspection (Life Support Equipment):

   a. Record inspection results for each defect(s) noted for PFE.

<table>
<thead>
<tr>
<th>PIC</th>
<th>Mask</th>
</tr>
</thead>
<tbody>
<tr>
<td>P/N:</td>
<td>P/N:</td>
</tr>
<tr>
<td>S/N:</td>
<td>S/N:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SPA</th>
<th>BOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>P/N:</td>
<td>P/N:</td>
</tr>
<tr>
<td>S/N:</td>
<td>S/N:</td>
</tr>
</tbody>
</table>

3. Provide date of last Preflight inspection performed on the mask and the Anti-Suffocation Valve.

| Mask Preflight Date: | Anti-Suffocation Valve Preflight Date: |

3.1. Review maintenance records for pilots mask, PIC, and SPA, the BOS Cylinder and OBOGS. Note all maintenance below.

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4. PFE Functional testing:
   a. Annotate any defect(s) noted during functional testing:

<table>
<thead>
<tr>
<th>Crash Survivable Memory Unit (CSMU)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Remove the CSMU in accordance with JTD module F35-AA(X)-A2790010000-520A-A, Crash Survivable Memory Unit – Removal and ship fastest method possible to the address given below.</td>
</tr>
<tr>
<td>ATTN: Chris Hamilton – Mail Zone 2342</td>
</tr>
<tr>
<td>Lockheed Martin Aeronautics Company</td>
</tr>
<tr>
<td>1 Lockheed Blvd</td>
</tr>
<tr>
<td>Fort Worth, TX 76108</td>
</tr>
<tr>
<td>2. Provide P/N and S/N of CSMU removed per step 1.</td>
</tr>
<tr>
<td>CSMU</td>
</tr>
<tr>
<td>P/N:</td>
</tr>
<tr>
<td>S/N:</td>
</tr>
<tr>
<td>3. Install returned CSMU in accordance with JTD module F35-AA(X)-A2790010000-720A-A, Crash Survivable Memory Unit – Installation.</td>
</tr>
</tbody>
</table>

**END OF SECTION 1**

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PROCEDURE START SECTION 2

The below procedures (Form PART B Section 2) are optional at this time until otherwise directed by engineering following the analysis of flight data. Engineering direction to perform PART B Section 2 will be provided in the AR.

PTMS SYSTEM

NOTE:
OBTAIN SWAB SAMPLES AT ALL INSPECTION LOCATIONS IDENTIFIED BELOW. LABEL BOTTLES WITH LOCATION OF SOURCE AND AR NUMBER. ALSO SUBMIT A CLEAN SWAB TO USE AS A SOURCE CONTROL REFERENCE.

   a. Take swab sample of Ram Air ducting.
   b. Borescope inspect Ram Air ducting to confirm no oil or PAO residue. Water droplets are okay. Capture photos and add to the AR.

2. Borescope inspect and obtain swab sample of PTMS cold air lines via the External Air Cooling receptacle (reference JTD module F35-AA(X)-A0514030000-730A-A, Cooling Air - Connecting (External)) to confirm no oil or PAO residue through ground service air connection (forward & aft). Water droplets are okay. Capture photos and add to the AR.

   a. Visually inspect and take swab samples of duct 2CTV00283 to confirm no oil or PAO residue. Water droplets are okay.
   b. After swab samples are obtained, use clean rags and cotton swabs with deionized water and isopropyl alcohol to remove any foreign materials from accessible ducting.
4. Restore all disturbed components per JTD modules. Defer regression/leak testing of disturbed components until aircraft is cleared for maintenance.

   a. Send swab samples to below address and submit tracking info to the AR in CRM. Ensure to label samples individually with the location taken.

      ATTN: Paul Flora or Steven Almas
      (phone 817-819-1144)
      Lab Receiving Station: 4/1/89D
      1 Lockheed Blvd
      Fort Worth, TX 76108

**OBOGS SYSTEM**

1. Perform JTD module F35-AA(X)-A1354100000-284B-A, *Physiological Event – Inspection (Aircraft)*:

   **OBOGS Unit**
   
   P/N:
   
   S/N:

2. Provide photos of any discrepancies, annotate findings below, and await further instruction.
3. Obtain samples from the OBOGS unit.

   **NOTE:**
   TAKE PHOTOS PRIOR TO CLEANING AND POST CLEANING INSTRUCTIONS OF OBOGS FITTINGS.

   **NOTE:**
   OBTAIN SWAB SAMPLES AT ALL INSPECTION LOCATIONS IDENTIFIED BELOW. LABEL BOTTLES WITH LOCATION OF SOURCE AND AR NUMBER. ALSO SUBMIT A CLEAN SWAB TO USE AS A SOURCE CONTROL REFERENCE.

   a. Ensure areas to be inspected are free of dirt and debris by wiping with clean cloth and acetone.

   b. Prepare tools to be used for maintenance in accordance with JTD module F35-AA(X)-A3500000000-258A-B, *Tools, Oxygen System – Clean*.

   c. Put on supplied nitrile gloves.

   d. Disconnect Flex-hose lines from OBOGS T-fitting ports as shown in Figure 1.

   e. Obtain 4 swab samples (one from each side).

      i. OBOGS Inlet Flex-hose MS8005J - Swab the inside lumen of the supply line taking care not to touch any external surfaces with the swab.

      ii. OBOGS Inlet Bronze T-Fitting JSFF20W100410 - Swab the inside lumen of the supply line taking care not to touch any external surfaces with the swab.

      iii. OBOGS Outlet Flex-hose MS8005H - Swab the inside lumen of the product line taking care not to touch any external surfaces with the swab.

      iv. OBOGS Outlet Green T-Fitting JSFF20D080408- Swab the inside lumen of the product line taking care not to touch any external surfaces with the swab.

   f. Send swab samples to below address and submit tracking info to the AR in CRM. Ensure to label samples individually will location taken.

      **ATTN:** Paul Flora or Steven Almas
      (phone 817-819-1144)
      Lab Receiving Station: 4/1/89D
      1 Lockheed Blvd
      Fort Worth, TX 76108
4. Torque AN818-10W nut fitting on OBOGS Inlet Flex-hose MS8005J to 260+/- 50 in-lbs (i,ii).

5. Torque AN818-8W nut fitting on OBOGS Outlet Flex-hose MS8005H to 190 +/- 30 in-lbs (iii,iv).


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DECAY TEST

NOTE:
The following inspection is being performed as an exploratory event for possible leakage. These actions are not a substitute for the requirements of any open maintenance work order. If necessary, the open work order requirements should be addressed following the completion of the investigation.


8. Record test results from decay test and report back to the AR in CRM. If leakage is observed during testing, document location.

<table>
<thead>
<tr>
<th>Decay Test Results:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Leakage?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes:</td>
</tr>
<tr>
<td>No:</td>
</tr>
</tbody>
</table>

If Yes, provide location:

9. Once all information, inspections, and maintenance have been performed, submit the completed form PART B to the AR in CRM. In an effort to expedite returning the aircraft to service, it is acceptable to submit iterations of form PART B at testing and inspection milestones. Ensure to annotate and track the form iterations/revisions submitted.

10. These procedures are the preliminary effort to clear an aircraft for operational service following a reported Physiological Event (PE). Additional inspections or maintenance may be required following the engineering review of the flight data and inspection results. Await further direction via the AR.

END OF SECTION 2

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