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COMMANDER, AIRBORNE COMMAND CONTROL
AND LOGISTICS WING
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COMACCLOGWINGINST 3710.2C

N3

31 Jan 14

COMACCLOGWING INSTRUCTION 3710.2C

From: Commander, Airborne Command Control and Logistics Wing

Subj: STANDARD OPERATING PROCEDURES (SOP)

Ref: (a) OPNAVINST 3710.7U
(b) NAVAIR 01-E2AAF-1
(c) NAVAIR A1-C2AHB-NFM-000
(d) NAVAIR 01-E2AAG-1
(e) COMNAVAIRFORINST 4630.12A
(f) COMNAVAIRFORINST 3710.4A
(g) COMACCLOGWINGINST 3740.3B
(h) COMNAVAIRFORINST 3300.53A
(i) NBVCINST 3710.1D
(j) COMNAVAIRFORINST 4790.2B
(k) NAVAIR 13-1-6.X
(l) NAVAIR 01-E2IMP-6-3
(m) NOB Environmental Water Program Manager
Standard Operating Procedures for Wash Racks

Encl: (1) SOP Change Recommendation Form
(2) SOP Change Routing Form
(3) Sample CAPC/CICO Extension Letter
(4) Static Display Checklist
(5) Sample Aircraft Loan Agreement
(6) Hangar Furniture Inventory
(7) Hangar Space Discrepancy Checklist
(8) End of Deployment Report C-2 and E-2 Message Format
(9) Aircraft Wash Rack Squadron Duty Rotation Form

1. Purpose. To establish standardized operating procedures for flight operations and to provide continuity on common core policy issues.

2. Cancellation. COMACCLOGWINGINST 3710.2B

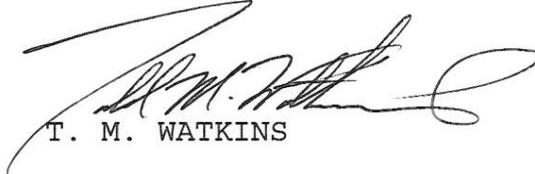
3. Discussion. The procedures contained herein are intended to standardize all E-2 and C-2 operations that are not specifically outlined in references (a) through (m). For the purpose of this

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instruction and unless otherwise stated, any reference to E-2 or C-2 will refer to all series and variants in model. These procedures shall remain valid unless superseded by higher authority.

4. Changes. Commander, Airborne Command Control and Logistics Wing (COMACCLOGWING) shall be the lead for incorporating changes and promulgating revisions to this instruction. Change recommendations should be submitted to COMACCLOGWING utilizing enclosures (1) and (2). Changes will be produced by COMACCLOGWING and forwarded to all commands.

5. Action. All ACCLOGWING personnel involved with flight operations shall become familiar with this instruction. If guidance provided by higher authority conflicts with this instruction, the more stringent guidelines will apply until changes can be forwarded.



T. M. WATKINS

Distribution:
COMACCLOGWING 5216.1G
Lists A1, A2, A3, C (Case I)

STANDARD OPERATING PROCEDURES

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CHAPTER 1

GENERAL GUIDELINES

100. AIRCREW PROFICIENCY. To ensure proficiency is maintained, minimum standards are set forth per aircraft series as follows:

Days Since Last Flight Requirements	Flight Requirements	Other Requirements
Over 14 days (Pilot) Over 21 days (NFO) Over 30 days (Enlisted Aircrew)	BITS Flight as directed by CO (Simulator maybe substituted at CO discretion)	Closed book NATOPS Emergency Procedures (EP) Quiz
Over 30 days	BITS Flight/CTPC CICO/CAPC/PC may not act as MC/PC (Simulator maybe substituted at CO discretion)	Closed book NATOPS Emergency Procedures (EP) Quiz
Over 60 days	BITS Flight/CTPC CICO/CAPC/PC may not act as MC/PC	Minimum of closed book NATOPS test

a. Those aircrew with a series NATOPS qualification will fulfill their BITS requirements after flying any series variant. Aircrew without a series qualification can only satisfy BITS requirements after completing an event in the series variant in which they are qualified.

b. The closed book NATOPS emergency procedures (EP) quiz and the closed book NATOPS test shall cover all aircraft variants for series NATOPS qualified aircrew.

c. VRC squadrons are unique in that pilots attempt to maintain carrier currency year-round. VRC squadrons must maintain the ability to service fleet carriers outside of normal deployment cycles. Carrier currency will be reset after a pilot successfully lands aboard a carrier.

d. After 30/60 days of not flying a specific variant (i.e., CNS/ATM) a pilot shall conduct a variant specific BITS flight in that variant. The pilot shall not be the Aircraft Commander for

the BITS flight unless at CO's discretion a BITS event conducted in an OFT simulator is conducted prior to BITS flight.

e. After 60 days of not flying a specific E-2 series or variant, an NFO shall conduct a BITS flight or simulator specific to that series or variant. The NFO shall not be the Mission Commander for the BITS flight unless at CO's discretion a BITS event conducted in a WST is conducted prior to BITS flights.

101. FLIGHT HOUR PROFICIENCY PROGRAM. The flight hour proficiency program is an effort to minimize the risk linked to pilots whose proficiency is less than optimal. The program aims to eliminate flights which pair pilots who both possess less than 11 flight hours in the previous 30 days, also known as Red-on-Red flights. When this is unavoidable, a set of business rules are provided which direct additional risk management controls.

a. The Commanding Officer (CO) will ensure adherence to this directive by all involved billets. Ensure within their command Red-on-Red flights are reduced to the maximum extent possible.

b. Operations Officer (OPSO)/Flight Schedules Representative will ensure all Red-on-Red flights are annotated on the flight schedule. Brief the CO/Executive Officer (XO) prior to all scheduled Red-on-Red flight events.

c. Flight Schedules Officer (FSO) will keep a rolling 30 day flight hour tracker and verify the 30 day flight time summary for each pilot prior to placing them on the daily flight schedule. Will on a monthly basis report to the ACCLOGWING Assistant Operations Officer the total number of Red-on-Red flight events which occurred within the squadron for awareness.

d. The Training Officer will ensure to the maximum extent possible that any pilot who possesses less than 11 flight hours within the previous 30 days logs at least one hour of flight time in an operational flight trainer within seven days prior to any Red-on-Red flight events.

e. All Aircrew involved in a Red-on-Red flight will highlight this issue during the preflight brief. The pilot in command of a Red-on-Red flight shall brief the CO/XO/OPSO prior to launch on real time ORM risk assessment, current/forecast weather, flight profile, etc., for an updated go/no-go decision.

102. AIRCREW DESIGNATIONS. Aircrew designations will be achieved and maintained in accordance with reference (a) and the applicable NATOPS manuals (references (b) through (d)). The following policy items apply:

a. Squadrons shall recognize all E-2/C-2 NATOPS and tactical aircrew designations as interchangeable and shall be considered valid designations while flying any aircraft under COMACCLOGWING control as long as all provisions in references (a) through (d), as appropriate, remain valid.

b. Commanding Officers shall notify the ACCLOGWING Commander via letter, using enclosure (3), no later than the 18-month point, of aircrew who will/may not make the 24-month gate for PC/CAPC/CTPC/CICO designation. Aircrew who fail to make the 24-month gate will undergo a Field Naval Aviator Evaluation Board.

c. In cases beyond the control of the individual, a three-month waiver may be granted by the ACCLOGWING Commander upon receipt of an appropriate written request from the individual's Commanding Officer. Requests for waivers beyond three months shall be initiated by the individual's Commanding Officer to COMNAVAIRLANT or COMNAVAIRPAC via the Wing Commander for endorsement.

103. NATOPS PROGRAM MANAGERS

a. VAW-120 shall maintain and update a roster of NATOPS Program Managers/Evaluators and their alternates, and provide COMACCLOGWING with an updated roster whenever personnel changes occur. A copy of this roster and current designation letters shall be included in the NATOPS jacket of all NATOPS Program Managers.

b. NATOPS Evaluators or Alternate Evaluators functioning as Aircraft or Mission Commander during a check flight in a fleet squadron, shall be explicitly noted on the respective squadron's flight schedule. This directive complies with paragraph 5.2.2.1 of reference (b).

c. Unit Commanding Officers retain full authority over personnel authorized to fly in aircraft within their custody.

104. RECORDS

a. The type and date of designation shall be entered in the individual's Flight Log Book and a suitable notation will be made in each officer's fitness report/enlisted evaluation.

b. Distribution of designation letters will be as follows:

- (1) Original - Individual.
- (2) Copy - Originator and Administrative Files.
- (3) Copy - NATOPS Training Jacket.

105. PASSENGERS/ORIENTEES

a. PASSENGERS. A passenger is any individual aboard a C-2 aircraft who is not part of the flight crew or is not a mission essential individual. Passengers are not permitted aboard E-2 aircraft.

(1) Passengers will be familiar with embarkation/debarkation, emergency procedures, and ICS/radio usage when applicable.

(2) Passengers may only enter and exit when the port engine is secured.

(3) "Space A" passengers are normally screened by the terminal/base operations facility for flight eligibility and priority. Lacking passenger screening services, squadrons and detachments shall adhere to references (a) and (e). The Aircraft Commander will be responsible for final approval to embark "Space A" passengers.

b. ORIENTEES. An orientee is any individual authorized to participate in stand-alone events in a particular model aircraft per reference (a).

(1) The purpose, persons authorized, prerequisites, and limitations for orientation flights shall be in accordance with paragraph 3.3 of reference (a).

(2) Orientees shall receive an aircraft orientation brief in accordance with paragraph 3.3.4 of reference (a).

(3) A ditch and bailout drill shall be completed within 48 hours prior to flight.

(4) Orientees should sit in the CICO position when flying in the CIC compartment and shall sit in the co-pilot position when flying in the cockpit.

(5) Orientees shall not conduct a "Hot" crew switch without being escorted by an experienced crew member. Every effort should be made to secure the left engine prior to the "Hot" switch.

(6) Community Weapons Tactics Instructors (WTI) shall be permitted to fly in E-2D aircraft for body of knowledge, best practices, and TTP development.

106. CAMERAS

a. OPSEC. Imaging media or cameras (to include video recording equipment) used in squadron aircraft will be properly classified and if necessary controlled by the Squadron Security Manager. The Commanding Officer may authorize the use of personal cameras on operational missions.

b. Crew Coordination. Cameras should not be used by either pilot below 500 ft. AGL, to include landing at the ship. Cameras shall not be used by either pilot during IMC flight. Crews who intend to use cameras during a flight will brief crew coordination, OPSEC, and maneuvers to be filmed.

107. POINT MUGU BASH RESTRICTION ON PATTERN WORK

a. NAS Point Mugu. To reduce risk associated with high bird activity, the following flight restrictions are in place.

b. FCLPs and repeated pattern work within 1 hour of sunrise or sunset are prohibited. Take offs and full stop landings are authorized. Squadrons should strive to avoid scheduling launches or recoveries within 1 hour of sunrise or sunset.

CHAPTER 2

GROUND OPERATIONS OF SQUADRON AIRCRAFT

200. STANDARD GROUND SIGNALS

a. The minimum standard troubleshooter signals shall be based on the Hydraulics, Electrical, Fuel/Engines, Oxygen, and Electronics (HEFOE) system.

- 1) Day: Precede all HEFOE signals with a letter "T" formed by one hand extended vertically and topped by the other hand extended horizontally.
- 2) Night: Pass HEFOE signals with multiple quick flashes of the grimes light or flashlight.

<u>CODE</u>	<u>SIGNAL DAY/NIGHT</u>	<u>TROUBLESHOOTER</u>
H (HYDRAULICS)	1 FINGER/1 LIGHT FLASH	AM
E (ELECTRICAL)	2 FINGERS/2 LIGHT FLASHES	AE
F (FUEL/ENGINE)	3 FINGERS/3 LIGHT FLASHES	AD
O (OXYGEN)	4 FINGERS/4 LIGHT FLASHES	AME/PR
E (ELECTRONICS)	5 FINGERS/5 LIGHT FLASHES	AT
OPTIONAL	1 FINGER HORIZONTALLY/ 6 FLASHES	PLANE CAPTAIN
OPTIONAL	2 FINGERS HORIZONTALLY/ 7 FLASHES	QA
OPTIONAL	3 FINGERS HORIZONTALLY/ 8 LIGHT FLASHES	FLIGHT LINE/ FLIGHT DECK COORDINATOR

NOTE: In the event of an aircraft being launched by a host squadron or transient line personnel, it is the Plane Commander's responsibility to brief the launch crew on desired signals and sequence of launch.

201. SUPPLEMENTAL LINE SIGNALS

a. MAIN DOOR OPEN/CLOSED. After a crew has manned an aircraft with an engine turning and the Main Entrance Hatch (MEH) has been closed, any subsequent requirement to reopen the MEH will require positive confirmation to the Plane Captain that the aircraft has been depressurized by extending a hand (day) or grimes/flashlight (colored lens at night) through either cockpit ditching hatch so as to be visible to the line and on-coming flight personnel.

(1) DAY: Arm extended downward 45 degrees below level, raise hand to touch shoulder indicating main door is closed. The Plane Captain should wait for the "AFFIRMATIVE" response by the pilot.

(2) NIGHT: Same as above utilizing wand in hand raised to shoulder. The Plane Captain should wait for the "AFFIRMATIVE" response of a circle with the grimes/flashlight (colored lens) by the pilot.

NOTE: The C-2 Main Entrance Hatch (MEH) shall not be opened while the port prop is turning.

b. CARGO RAMP CLOSE/OPEN (C-2). When the aircraft is manned, cargo ramp operation will be controlled from the aft station unless otherwise briefed by the Aircraft Commander.

(1) DAY

* Open: Both hands vertically in front of face, slide hands apart horizontally away from each other.

* Close: Same action as open signal except hands move together.

(2) NIGHT (wands should be held vertical).

c. WINGFOLD. When ashore, wings shall be folded or spread only when the aircraft is stationary in order to reduce wear and tear on the wingfold actuators. Folding the wings while facing into the wind is desired for carrier based operations.

d. ROTODOME ROTATION (E-2)

(1) Plane Captain signals:

(a) DAY: Plane Captain will rotate hand horizontally above the head to indicate the rotodome is rotating.

(b) NIGHT: Same as day utilizing horizontally held wand above the head.

e. HANDS SAFE. Indication is required from the cockpit that hands are away from equipment, switches, and levers to allow maintenance personnel to enter potential danger areas. Both pilots will hold both hands above the glare shield (at night use a flashlight/grimes light) so as to be visible to ground personnel throughout the duration of the checks. The Plane Captain will correspondingly position his/her hands on top of their head.

(1) E-2. Both pilot and copilot shall show "Hands Safe" during tailhook, hell hole, and nosewheel checks.

(2) C-2. Both pilot and copilot shall show "Hands Safe" during tailhook, CAT EXTEND, and nosewheel checks.

202. EXTERNAL CREW SWITCHES (E-2)

a. The on-coming pilot shall check with the Aircraft Commander for an "OK" (thumbs up-day/circle with colored light-night) to approach the aircraft. Co-Pilot will open overhead hatch to show that the aircraft is depressurized. The on-coming pilot shall proceed to the port wingtip and inboard along the trailing edge of the wing to the fuselage. The on-coming pilot will open the door, enter the aircraft and wait aft of the MEH for the off-going pilot to exit the aircraft and close the door. The on-coming pilot will verify the MEH is properly closed before proceeding to the cockpit.

b. Once clear of the wing, the off-going pilot will go forward and receive a thumbs up/down (day) or circular/horizontal light motion (night), from the cockpit to signal that the MEH is closed/open. If the door is still open, the off-going pilot will return to the MEH and re-secure. The off-going pilot will once again clear the aircraft and check for a thumbs up/down.

c. In the case of a full crew switch, once the aircraft is chocked, the off-going Pilot, ACO, and RO will depart the aircraft. Once the aircrew are clear of the aircraft, the on-coming CAPC/PC and CICO will enter upon direction from the Plane Captain and receive the aircraft status from the off-going CAPC/PC and CICO. Upon brief completion, the off-going CAPC/PC and CICO will depart the aircraft and the remainder of the on-coming crew will board. The RO will check the integrity of the FEC and the MEH. Maintenance personnel will normally close the MEH, but if unavailable, the off-going Plane Commander will close the hatch and signal to the cockpit when he/she is clear.

203. EXTERNAL CREW SWITCHES (C-2)

a. The on-coming pilot shall check with the Plane Commander for an "OK" (thumbs up-day/circle with colored light-night) to approach the aircraft. The cargo ramp must be lowered prior to approaching the aircraft. Proceed aft from the wingtip to the appropriate rudder while remaining clear of engine exhaust. Turn aft of the rudder and enter the aircraft through the cargo ramp. The off-going pilot will leave his seat when directed and perform a FOD check and then exit through the cargo ramp.

NOTE: Cargo door/ramp operations will normally be accomplished from the aft station, unless briefed/directed otherwise by the Plane Commander.

b. In the event of a full crew switch, the off going Plane Commander and Crew Chief will remain behind while the remainder of the crew departs the aircraft via the cargo ramp. The on-coming Plane Commander and Crew Chief will then enter via the cargo ramp and receive a briefing from the off-going Plane Commander and Crew Chief. Once the on-coming crew has been briefed and accepted the aircraft, the off-going crew will depart and the remainder of the on-coming crew may enter. The off-going Plane Commander will signal a "thumbs up" once clear of the aircraft.

204. CIRCUIT BREAKERS

a. The following circuit breakers shall be tagged **WHITE** for quick identification in the event of a wing fire:

<u>E-2C</u>	<u>C/B Location</u>
(1) EXTERIOR LTS	Cockpit Overhead
(2) WING FOLD	Cockpit Overhead
(3) SAFCS AC (NU/HE2K/MCU) AFCS TRIM (GII)	Cockpit Overhead
(4) DEICE WING & TAIL	Cockpit Overhead
(5) L ENG BLEED AIR VALVE	Cockpit Overhead
(6) R ENG BLEED AIR VALVE	Cockpit Overhead
(7) FLAP CONT EMER	Cockpit Overhead
(8) FLAP CONT NORM	Cockpit Overhead
(9) EMERG FLAP ACT	Cockpit Overhead

<u>E-2D</u>	<u>C/B Location</u>
(1) FLAP CONT EMER	Cockpit Overhead
(2) FLAP CONT NORM	Cockpit Overhead
(3) EMER FLAP ACT	Cockpit Overhead
(4) WING FOLD	Cockpit Overhead
(5) WING AND TAIL DEICE	Cockpit Overhead

<u>C-2A</u>	<u>C/B Location</u>
(1) DEICE WING & TAIL	Cockpit Overhead
(2) WING FOLD	Cockpit Overhead
(3) FLAP CONT EMER	Cockpit Overhead
(4) FLAP CONT NORM	Cockpit Overhead
(5) EMER FLAP ACT	Cockpit Overhead

b. The following circuit breakers shall be tagged **ORANGE** for quick identification in the event of a complete hydraulic system failure:

<u>C-2A</u>	<u>C/B Location</u>
(1) L and R HYD PRESS	Cockpit Overhead
(2) 26 VAC XFMR NO 1 and NO 2	MEDB

c. The Following circuit breakers shall be tagged **DARK BLUE** for easy identification and shall be pulled prior to applying external power. In addition, the engine anti-ice switch shall be in the OFF position because this is the only way to de-energize all engine anti-icing valves.

E-2C+

C/B Location

(1) AIR INLET DUCT L ENG	Cockpit Overhead
(2) AIR INLET DUCT R ENG	Cockpit Overhead
(3) DEICE PROP	Cockpit Overhead
(4) EMER GYRO (BOTH)	Cockpit Overhead
(5) SERVO ALT	Cockpit Overhead
(6) FEATHER L	Cockpit Overhead
(7) FEATHER R	Cockpit Overhead
(8) HDG REF ATT SYS	MEJB
(9) AIR DATA CMPTR ALT	MEJB
(10) AIR DATA CMPTR PWR	MEJB
(11) CONTROL HARS	MEJB
(12) PROP BATT	MPDP
(13) PROP DEICE A	MPDP
(14) PROP DEICE B	MPDP
(15) PROP DEICE C	MPDP
(16) RADAR ALTIM (BOTH)	MPDP

NOTE:

R ENG BLEED AIR VALVE	Cockpit Overhead
L ENG BLEED AIR VALVE	Cockpit Overhead

The R/L ENG BLEED AIR VALVE Circuit Breakers shall be pulled prior to applying external power, however they are tagged **WHITE**.

E-2C (HE2K)

C/B Location

(1) AIR INLET DUCT L ENG	Cockpit Overhead
(2) AIR INLET DUCT R ENG	Cockpit Overhead
(3) DEICE PROP	Cockpit Overhead
(4) EMER GYRO (BOTH)	Cockpit Overhead
(5) SERVO ALT	Cockpit Overhead
(6) FEATHER L	Cockpit Overhead
(7) FEATHER R	Cockpit Overhead
(8) AIR DATA CMPTR ALT	MEJB
(9) AIR DATA CMPTR PWR	MEJB
(10) PROP DEICE A	MPDB
(11) PROP DEICE B	MPDB
(12) PROP DEICE C	MPDB
(13) RADAR ALTIM (BOTH)	MPDB

NOTE:

R ENG BLEED AIR VALVE	Cockpit Overhead
L ENG BLEED AIR VALVE	Cockpit Overhead

The R/L ENG BLEED AIR VALVE Circuit Breakers shall be pulled prior to applying external power, however they are tagged **WHITE**.

<u>C-2A</u>	<u>C/B Location</u>
(1) AIR INLET DUCT L. ENG	Cockpit Overhead
(2) AIR INLET DUCT R. ENG	Cockpit Overhead
(3) SOLENOID STOP L. PROP	Cockpit Overhead
(4) SOLENOID STOP R. PROP	Cockpit Overhead
(5) DE-ICE PROP	Cockpit Overhead
(6) DE-ICE WING & TAIL	Cockpit Overhead
(7) ESI PLT DC	MEDB
(8) ESI CPLT/MAG DC	MEDB
(9) FEATHER L	Cockpit Overhead
(10) FEATHER R	Cockpit Overhead
(11) L. ENG BLEED AIR VALVE	Cockpit Overhead
(12) R. ENG BLEED AIR VALVE	Cockpit Overhead

d. The Following circuit breakers shall be tagged **YELLOW** for easy identification in the event of a fire, smoke or fumes of unknown origin.

<u>E-2</u>	<u>C/B Location</u>
(1) WARN BUS NO 1 FDR 1	MPDB
(2) WARN BUS NO 1 FDR 2	MPDB
(3) WARN BUS NO 1 FDR 3	MPDB
(4) BOOST-PUMP RLY R ENG	MPDB
(5) DRAWER INTLK (HE2K only)	MPDB

<u>C-2A</u>	<u>C/B Location</u>
(1) DC WARN BUS NO.1	MEDB
(2) EMER LTS	MEDB
(3) CARGO DOOR	MEDB
(4) CDU-7000, CPLT	MEDB
(5) DATA LINK	MEDB
(6) DSPL CONT, CPLT	MEDB
(7) MFD, CPLT	MEDB
(8) APPCH INDEXERS	COCKPIT OVERHEAD

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205. PITCHFEEL OPERATIONS. Operating with the pitch feel system in manual is not standard. Caution should be used and ORM applied if it is necessary to launch with pitch feel in manual. If the pitch feel system malfunctions in auto mode, but is operable in manual mode, then missions which require frequent changes in airspeed should be avoided.

CHAPTER 3

IN-FLIGHT OPERATIONS OF SQUADRON AIRCRAFT

300. GENERAL. The benefits of a dual-piloted cockpit include improved workload management, increased situational awareness, and better decision-making through concurrence. There are situations, however, when the presence of two pilots in the cockpit could create confusion as to who is in control of the aircraft. The dual-pilot system could also lead to complacency and the assumption of safety by the Pilot Not At the Controls (PNAC). For this reason, every pilot must be cognizant of and prepared for situations that might require the simultaneously coordinated efforts of both pilots in order to affect a safe outcome. Preflight briefings and initial/annual CRM training are appropriate times for discussing these situations.

301. IN-FLIGHT CHANGE OF CONTROLS. Physical controlling of aircraft shall be exchanged during flight by means of a positive, verbal, three-way change of controls. If this change does not occur, the Pilot At the Controls (PAC) must continue to fly the aircraft. Immediate corrective control inputs made by the PNAC do not constitute a control change unless followed by the directive communication "I have the controls."

302. DEFENSIVE POSITIONING AND CRM

a. Initial CRM training at the FRS and annual CRM refresher training shall include:

(1) Discussion of PNAC defensive positioning techniques. This discussion shall include PNAC positioning of the seat, rudder pedals, hands, and feet during various critical flight regimes including field and carrier approaches and landings.

(2) Discussion of scenarios when immediate corrective control inputs by the PNAC may be appropriate, including carrier launches and landings and near midair collision situations.

303. SEAT SWAPS

a. No side-to-side seat swaps shall be performed below the altitude of 2000 feet AGL.

b. All seat swaps, both side-to-side and front-to-back, shall be thoroughly pre-briefed by the Plane Commander.

304. RESPONSE TO TCAS/TAWS WARNINGS. When operating aircraft equipped with TCAS/TAWS, aircrew shall deem TCAS/TAWS warnings and resolution advisories as actual and valid, and respond appropriately. In the event of an obviously erroneous TCAS/TAWS warning, the PAC shall immediately verbalize to the PNAC his intention to disregard the warning, and obtain the PNAC's concurrence. If the warning is considered valid, or if in doubt as to its validity, the PAC shall make reactive control inputs as directed by the audible TCAS/TAWS warning/resolution advisory and notify ATC of any deviation from clearance as soon as practicable, stating "TCAS/TAWS response" in the call. The crew shall expeditiously return to the current ATC clearance when the traffic conflict is resolved.

305. CARRIER LAUNCHES

a. Co-pilot duties on a night launch should include, but are not limited to, altitude calls for every hundred feet until reaching 500' AGL.

b. Airborne calls should not be made until the aircraft is above 500' AGL on CASE III departures.

306. FCLP OPERATIONS. When practicable, all aircraft operating in the FCLP pattern shall monitor VHF Tower, UHF Tower, and Squadron LSO frequencies.

307. TARA EXTENSION/FORM FLIGHT. Formation flight with TARA extended is prohibited.

308. TACTICAL FOURTH OPERATOR (T4O). T4O kneeboard shall be stowed at all times below 5,000 feet AGL.

309. ENGINE SHUTDOWNS. This guidance is not a substitute for sound judgment and does not supersede the judgment of the Pilot in Command to secure an engine if circumstances dictate an immediate engine shutdown. The following procedures are designed to give crews additional time to address failure conditions, conduct controllability checks, and execute the appropriate NATOPS procedures.

a. Precautionary engine shutdowns should be conducted at an altitude of 6,000 feet AGL or greater.

b. FCF A/B engine shutdowns shall be conducted at an altitude of 6,000 feet AGL or greater.

c. Non-embarked FCF shutdowns shall be conducted within 15 NM of a suitable field. Remaining within 15 NM should provide ample margin for conducting a worst-case scenario precautionary emergency landing.

d. Blue water FCF shutdowns are prohibited. FCF shutdowns afloat shall only be conducted within the following parameters:

DISTANCE FROM DIVERT	FUEL REQUIRED FOR SHUT DOWN
400 NM	10,000 LBS
350 NM	9,000 LBS
300 NM	8,000 LBS
250 NM	7,000 LBS
200 NM	6,000 LBS

NOTE: These distance/fuel quantity limitations are derived from the time required to cover the stated distances assuming a worst-case fuel flow of 2,000 lbs/hr and a worst-case forward ground speed of 100 kts according to reference (b), page 40-12.

310. RADALT USAGE

a. Squadron SOPs shall incorporate a RADALT doctrine that will provide sufficient warning to aircrew that the aircraft is in a descent and decisive action should be taken. At a minimum, SOPs shall state procedures for RADALT settings 10 percent below all anticipated level-off altitudes below 5,000 ft (platform).

311. FUEL CONSERVATION

a. For pre-flight planning purposes, minimum fuel on-deck is 2,000 lbs total remaining. Steady illumination of either FUEL LOW caution light may be used as minimum fuel on-deck at CAPC/PC discretion during VMC tower pattern operations at the intended destination field as required for training.

312. GLASS COCKPIT CRM STANDARDIZATION

a. The following standardization items apply to aircrew flying E-2C CNS/ATM, C-2A LOT 4, and E-2D.

(1) Pilots will clearly communicate all CDU and DCP setting changes to other pilot.

(2) Airspeed, altitude, and heading bug settings are at the discretion of the aircraft commander based on the mission but settings SHALL be briefed.

(3) Pilot's SHALL ensure that the active navigation source for the approach being flown is properly configured in the PFD and ESI/BFD (as applicable). For RNAV (GPS), SIDs, STARS, and approaches, the Pilot shall verify the procedure accuracy by cross checking the applicable approach plate.

(4) All flights shall brief a no-lower-than altitude below which the pilot at the control shall not manipulate the CDUs.

CHAPTER 4

CROSS-COUNTRY FLIGHTS AND AIR SHOW PROCEDURES

400. CROSS-COUNTRY FLIGHTS. Cross-country flights are flights that terminate outside the local flying area or remain in the local flying area and terminate at a facility other than the home base military facility. The local flying area is defined as within a 350 mile radius of a unit's home base.

401. CROSS-COUNTRY APPROVAL CRITERIA. Cross-country flights must meet the approval criteria of references (a) and (f).

402. CROSS-COUNTRY REQUESTS

a. Reference (f) enclosure (1) shall be used for all cross-country flight requests.

b. Squadrons will submit cross-country requests a minimum of two (2) working days prior to the scheduled day of departure. Electronic submissions are acceptable and encouraged.

c. Wing Commander approval is required anytime a cross-country flight meets any one of the following criteria:

(1) Remains away for three or more nights.

(2) Proceeds outside of CONUS.

(3) Participates in an air show as a static display that is not CHINFO approved.

(4) Includes a request to perform an aerial demonstration or fly-over.

d. Wing Commander approval is required before executing a planned (pre-flight) deviation from a Wing Commander-approved cross-country flight.

e. If formal approval from the Commodore is not required, all squadrons should ensure that CACCLW is informed via email or telephone about cross country flights for situational awareness.

403. CONDUCT OF CROSS-COUNTRY FLIGHTS. Cross-country flights shall be conducted in accordance with the applicable NATOPS manual, and references (a), (f), and (g). The following procedures also apply:

a. Proper storage shall exist for classified equipment and materials.

b. The Plane Commander shall be fully aware of and brief the course rules and local operating procedures of each airfield utilized.

c. The Plane Commander shall ensure aircrew baggage is securely stowed and weight and balance limits are not exceeded. Stowing of gear in the E-2 forward equipment compartment is prohibited, as it would obstruct the egress of the flight crew from the aircraft during emergency situations. Stowing of gear in the AEC of the E-2D is prohibited.

d. In-flight deviation from the approved cross-country request is authorized only in the interest of safety or in emergencies. Any deviations will be briefed post flight to the approving authority.

e. The Plane Commander shall notify the Squadron Duty Officer (SDO) of "safe on deck" status and aircraft status as soon as practicable after arrival at each enroute and final destination. The SDO shall be notified of recall numbers upon arrival/check-in at billeting location.

f. Whenever possible, wings should remain spread. Flap position is at CAPC/PC's discretion after considering parking, support equipment, and takeoff requirements.

g. Ground locks shall be installed prior to aircraft refueling. The Main Entrance Hatch and CIC ditching Hatch locking bars shall be installed on any unmanned aircraft. Intake covers should be installed to the max extent possible, and main landing gear tires shall be chocked.

h. In the event of recovery away from intended destination with CMS or classified materials onboard, the crew will ensure all materials are either stored or destroyed per appropriate CMS or security instructions.

i. Request approval from the Commanding Officer for changes in:

(1) RON location

(2) Return date and time

j. Visiting and touring of the aircraft by the general public at air shows and static displays is prohibited without prior permission of the Wing Commander.

k. During pre-flight and servicing, aircrew shall ensure that all panels opened/removed are closed/replaced prior to departure. Any aircrew opening the E-2 hell hole door shall immediately close it after pre-flight inspection.

l. The Plane Commander shall brief transient line personnel on the aircraft start sequence, applicable hand signals, and propeller safety procedures.

m. For the C-2, the battery will be disconnected per NATOPS and the ramp will be in the full-up position for any unmanned aircraft.

n. Aircrew shall ensure all aircraft oxygen regulators are in the OFF position before securing aircraft to RON.

404. AERIAL DEMONSTRATIONS AND STATIC DISPLAYS

a. Hawkeye Aerial demonstrations, when approved, will be conducted in accordance with reference (g).

b. Plane Commanders shall comply with the guidelines of enclosure (4) for all static displays.

CHAPTER 5

ANTI-TERRORISM/FORCE PROTECTION (AT/FP)

500. GENERAL. Commanding Officers are required to establish command policies and anti-terrorism programs for the force protection of all personnel, aircraft, and equipment in accordance with reference (h).

501. MEASURES FOR HOME BASE. Regional Commanders and Installation Commanders have the lead on flight line security; however, because squadron Commanding Officers are responsible for the security of their personnel and equipment, they shall support flight line security AT/FP measures as directed by the Regional/Installation Commanders.

502. PRE-DEPLOYMENT AT/FP TRAINING REQUIREMENTS. Prior to deployment, Commanding Officers will ensure:

a. All-hands complete level 1 AT/FP Awareness Training prior to deployment. If deployed, ensure the new arrivals are given Level I training as soon as practicable.

b. An Anti-Terrorism Officer (ATO) is assigned in writing. Each squadron shall have a minimum of one level II trained Force Protection Officer (FPO) and one trained Anti-Terrorism Training Officer (ATTO). For quotas (Course #: J-830-0015) contact FTC San Diego, DSN: 526-0594, COMM: (619) 556-0594. Details for quotas at tscsd.quotas@navy.mil.

c. The CO/XO (and detachment OICs if feasible) have received Level III AT/FP training prior to deployment.

503. AT/FP REQUIREMENTS FOR TRANSITING MILITARY AIRCRAFT. The following guidance is directed:

a. Prior to approving any away from home station operations to a CONUS military base, the Commanding Officer shall ensure personnel and assets meet a minimum Force Protection Standard and assess the threat and check the availability of a security presence and response capability at the destination airfield. Although a detailed FP Plan is not required, the minimum FP requirements delineated in the matrix provided in reference (h) enclosure (2) must be met and the Commanding Officer must institute procedures to ensure compliance.

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b. Prior to any operations away from home station to a CONUS Joint military/civilian airfield or civilian airfield, the Commanding Officer will ensure force protection requirements are in place as dictated by current force protection threat conditions and situations. Although a detailed FP plan is not required, the minimum FP requirements delineated in the matrix provided in reference (h) enclosure (2) must be met. Requests for waivers must be approved by respective Type Commander via the Wing Commander.

c. Force protection control, guidance, approval, employment, and aircraft protection for aircraft outside CONUS lies solely with appropriate Theater Commanders and as such, squadrons will comply with all directions in support of Theater Commanders AT/FP plans. If AT/FP plans are required from squadrons, info respective Type Commander and Wing AT/FP Officer on submission.

CHAPTER 6

MAINTENANCE PROCEDURES IN HOT OR HUMID CLIMATES

600. GENERAL. Flight operations in hot or humid climates place a unique level of stress on squadron personnel and aircraft weapon systems. These procedures are to be used whenever aircraft are deployed to hot or humid climates.

601. ACTION

a. The Squadron Aircraft Maintenance Officer/Detachment Maintenance Officer shall:

(1) Brief the aircraft carrier Air Department Head and Aircraft Handling Officer on E-2/C-2 hot weather handling procedures. The brief should include Vapor Cycle (V/C) cooling on weapon system operation and the negative impact of jet exhaust blown on the aircraft. Furthermore, brief the fact that jet exhaust entering the V/C scoop will overload the V/C and cause a system temperature run-away which may result in total cooling system shut down.

NOTE: Preventing jet exhaust from blowing on the aircraft and keeping the MEH, ditching hatches, cockpit and CIC compartment internal doors closed, are the most important factors in preserving V/C and weapon systems operation.

(2) Ensure the maintenance department has a minimum of two qualified Flight Deck Coordinators (FDCs) to provide relief as needed to minimize prolonged exposure to the heat.

b. Squadron Maintenance/Material Control Officer shall ensure:

(1) Any maintenance or troubleshooting requiring V/C system operation should be conducted at night and operated only as required, while the outside air temperature is at a minimum.

(2) All V/C leaks are repaired prior to detachment to a hot/humid environment.

(3) Coolant levels in the V/C condenser intake (scoop) are checked at least every seven days on 12 ton systems only. The V/C servicing panel lights should not be relied upon to determine accurate system coolant levels.

(4) The V/C evaporator air filter is inspected at least every seven days.

(5) The ALR-73 Passive Detection System (PDS) or ALQ-217 Electronic Surveillance Measures (ESM) system remains in "OFF" while on deck unless specific troubleshooting or maintenance is required. The PDS/ESM system requires a significant amount of cooling. Keeping the system "OFF" will reduce the cooling requirement placed on the V/C system. This will lower the V/C compressor workload.

c. Squadron/Detachment Material Control Officer shall ensure:

(1) An adequate number of camelbacks are available for flight line or deck personnel.

NOTE: Camelbacks are not for personal use away from the squadron. They are provided for health and comfort purposes while at work in high heat/humidity environments.

(2) A camelback inventory and custody log is maintained.

d. All Personnel:

(1) Every effort shall be made to minimize the opening of the CIC ditching hatch and MEH during V/C system operation. These hatches should not be open at the same time.

(2) If either the pilot or copilot ditching hatch is open, the cockpit door MUST remain closed. This will ensure the CIC compartment is enclosed and will preserve the cooling effect of the V/C system.

(3) On HE2K aircraft, ensure that the cockpit door is positioned so as to not restrict airflow to the Vapor Cycle Motor Controller.

(4) Maintenance personnel MUST receive adequate rest, food, and fluids for safe operations in a hot or humid environment, particularly during carrier-based operations. The use of camelbacks is highly encouraged. Work center supervisors must ensure their people are periodically rotated in and out of the heat, as necessary, to minimize prolonged exposure time.

NOTE: Immediately after entering/exiting the aircraft, all personnel will close the MEH to reduce the time the hatch is open.

602. LAUNCH PROCEDURES. The Flight Deck Coordinator shall ensure:

a. Aircraft wipe-downs and pre-flight checks begin no earlier than two hours prior to aircraft launch time. All hatches will remain closed after the pre-flight inspections are complete.

b. The MEH remains closed, as much as possible, during man-up and engine starts. This will minimize aircraft weapons system exposure to the hot or humid ambient air. This is essential to proper V/C operation.

c. The AME and AM interior final checks should be performed by a single troubleshooter to limit traffic in and out of the aircraft during the launch procedure.

d. The V/C is turned on no earlier than two hours prior to aircraft launch time. This will minimize V/C system operating time and allow the ATs to complete full system pre-operation checks.

e. The AN/APS-145 Radar is placed in "ON" following proper power-out checks. This will minimize WRA-25 operation, cooling requirements, and external electrical load requirements. The AT troubleshooter shall brief the RO and CICO on the results of the radar power out check as they man-up the aircraft.

CHAPTER 7

AIRCRAFT LOAN AND TRANSFERS

700. GENERAL. This chapter covers the policy and procedures for temporary changes of physical custody involving aircraft. The limited number of E-2 and C-2 aircraft currently in the inventory requires their optimum use in order to meet modification programs, squadron work-ups, deployments, and other operational tasking. On occasion, circumstances will necessitate that an aircraft be temporarily loaned, maintained, and operated by a squadron which is not the reporting custodian. Short term aircraft transfers shall be directed by the Wing Commander. The movement of the aircraft will be temporary in nature, entailing only a physical custody change. Enclosure (5) shall be executed by both squadrons involved in the temporary loan. Responsibilities for the aircraft will remain with the reporting custodian except as noted below. Consult reference (i) for detailed guidance on aircraft loans and transfers.

701. LOAN AND TRANSFER PROCEDURES

a. Readiness Report

(1) DRRS-N. If the period of temporary custody exceeds 72 hours, both squadrons will include the temporary loan or receipt aircraft in the DRRS-N system as it applies to the primary resource area (i.e. CROVL, CRSUP, CREQP, and MEQPT). Include forecast dates in Part I for change to and from C-rating, if applicable, with part II amplifying remarks to include a statement regarding the period of temporary custody of aircraft to and from another squadron, BE SPECIFIC.

(2) CMS Equipment. Prior to transfer inspection, removal of the following CMS items shall be accomplished. Additionally, ECCM2/ECCM3 and ES-608 hardware will be removed although not considered CMS equipment. Under no circumstances will items listed on the Squadrons CMS account be loaned or issued to another command without coordination of the local CMS vault.

MIL PN	NOMEN	PN	G2/NU	HE2K	CNSATM
KIR-1C/TSEC	SECURE IFF INTERRIGATOR	CSEEB-17	X	X	
KIT-1C/TSEC	SECURE IFF TRANSPONDER	ON389698	X	X	
KGV-8(B)/TSEC	SECURE DATA UNIT		X	X	X
Z-ANG	REMOTE CONTROL UNIT	ON460510	X	X	X
KY-58/TSEC	UHF SECURE VOICE 1	ON241800-3	X	X	X
KY-58/TSEC	UHF SECURE VOICE 2	ON241800-3	X	X	X
TSEC/KG-40A	KEY GENERATOR		X	X	X
TSEC/KG-40A	KEY GENERATOR MOUNT		X	X	X
KGX-40/TSEC	REMOTE CONTROL		X	X	X
KYV-5/TSEC	ANDVT COMSEC MODULE	ON367622	X	X	X
CV-3591(P)/U	SIGNAL DATA CONVERTR MODULE	1504634G12-7	X		
RT-1794(C)/ARC	SATCOM TRANSCEIVER	822-0383-001		X	
CP-2380/USG-3	RED PROCESSOR (CEC)	7017477-003		X	X
OZ-- 72(V)2(C)/A	MULTI MISSION ADVANCED TERMINAL SET	4071222-0501 4074200-0528		X	X
APX-123	IFF TRANSPONDER	1008939G-10			X
RT-1851(C)/ARC	SATCOM TRANSCEIVER	822-1707-001			X
Z ANP V	KY-58 RCU		X	X	X

(3) Wing Managed Equipment. CEC "dummy" antennae and GrIImRePr are Wing managed assets. Coordinate any transactions with Wing Avionics Advisor for approval.

CHAPTER 8

INSPECTION AND MAINTENANCE PROCEDURES FOR COMACCLOGWING STAFF ALSS

800. PURPOSE. The purpose of this chapter is to define responsibilities for the inspection, maintenance and administrative duties required to support CACCLW Staff Aircrew ALSS per references (i) and (j).

801. BACKGROUND. Reference (i) describes ALSS maintenance management, inspection procedures and responsibilities. Reference (j) details scheduled and unscheduled maintenance requirements for ALSS. The maintenance procedures and the assigned responsibilities for ALSS shall be clearly understood and complied with to ensure maximum safety/survivability.

802. SCOPE. This SOP establishes the procedures and responsibilities among VAW squadrons for the proper management and scheduled/unscheduled inspection of CACCLW staff aircrew ALSS.

803. POLICY AND GUIDELINES. Ashore squadrons will be assigned duties based on the operational commitments and deployment schedule of each Command.

a. Duty Squadron responsibilities for maintaining and inspecting CACCLW Staff ALSS will consist of, but are not limited to the following:

(1) The Duty Squadron Maintenance Control shall schedule and control the maintenance requirements for work center 13A ensuring scheduled and unscheduled personal equipment maintenance remains in compliance.

(2) Work center 13A shall ensure all scheduled and unscheduled maintenance performed on CACCLW Staff ALSS is in accordance with reference (i) and reference (j). A pass down log will be maintained by work center 13A of the assigned duty squadron. The log book will be utilized in the same manner as the work center log book, documenting all maintenance actions performed on CACCLW Staff ALSS.

b. Transfer of ALSS to newly assigned squadron will consist of a physical inventory by a receiving command and present duty command 13A LPO/CDI. Any discrepancies discovered at that time, will be resolved before complete turn over of responsibilities.

Duty Squadron System Administrator/Assistant (SA/A) shall Coordinate data transfer requirements between NALCOMIS OMA Commands. Additionally, the SA/A shall transfer aircrew ALSS by downloading data to electronic media (i.e. CD-ROM) and delivering it to the receiving command when the aircrew gear is transferred.

804. ROLES AND RESPONSIBILITIES

a. The COMACCLOGWING ALSS Advisor shall coordinate assignment of squadrons for the care and maintenance of CACCLW Staff ALSS based on the operational commitments/deployment schedule of the squadrons. Any assignment conflict due to squadron's operational schedule should be worked out through the CACCLW ALSS Advisor.

b. All COMACCLOGWING Detachment Norfolk Staff ALSS care and maintenance shall be responsibility of CARAEWRON ONE TWO ZERO (VAW-120).

CHAPTER 9

PRE/POST-DEPLOYMENT FACILITIES MANAGEMENT

900. GENERAL. To establish procedures for the management and utilization of hangar spaces at NBVC Point Mugu, California and Naval Station Norfolk, Virginia assigned to COMACCLOGWING (CACCLW) squadrons.

901. PRE-DEPLOYMENT PROCEDURES

a. Two weeks prior to a major deployment, the vacating squadron First Lieutenant will contact the COMACCLOGWING Facilities Manager/COMACCLOGWING DET Norfolk Facilities Manager to schedule a pre-inspection. At a minimum, this pre-inspection will consist of:

(1) An inventory of permanent furniture and officer equipment that will not accompany the squadron on deployment utilizing enclosure (6).

(2) A pass-down of all planned and outstanding self-help requests as well as any outstanding trouble calls. It is not required that projects be completed or canceled prior to deployment.

(3) An inspection of the material condition of the hangar spaces utilizing enclosure (7). Enclosure (7) will be signed by both the squadron's First Lieutenant and the COMACCLOGWING Facilities Manager or his designated representative.

b. Upon vacating the facility, the deploying squadron's First Lieutenant will contact the CACCLW Facilities Manager for turnover. Turnover will consist of:

(1) Turnover of trouble call log books or listings.

(2) An inspection to ensure space is clean and free of trash.

(3) Desks, lockers, and safes will be empty or at a minimum free of classified/hazardous material. Items not in serviceable condition will be identified and arrangements made for disposal by the activity or the designated beach Det personnel.

NOTE: All unserviceable material will be disposed of prior to the departure of beach det personnel. Trash, packing material, and Tri-walls will not be stored on the hangar deck.

(4) A listing of all pilferable material (Televisions, Stereos, Audio/Visual equipment, etc.,) which will be moved to the designated Dead Storage area for accountability purposes.

(5) Returning keys and fuel cards for government owned vehicles to the CACCLW Facilities Manager or his representative.

c. An additional inspection will be conducted of the squadron barracks for cleanliness and integrity by the squadron designated representative and the CACCLW Representative.

d. For squadrons leaving a detachment at home base, the detachment OIC shall ensure the security of squadrons spaces, property, and classified materials.

e. For squadrons not leaving a detachment at home base, the squadron spaces shall be locked. Keys shall be maintained by COMACCLOGWING.

f. Personal lockers may be maintained but must be locked.

g. Personal gear may be left in locked squadron spaces. An accurate inventory of squadron property left behind in each space shall be maintained.

h. An inventory and combinations to all safes will be provided to COMACCLOGWING Operations.

i. For Long Term deployments (over 60 days), squadrons shall vacate spaces according to enclosure (7) and:

(1) Provide an inventory of permanent furniture and office equipment that will not accompany the squadron on deployment (enclosure (6)).

(2) All classified material shall be taken on deployment, turned over to the COMACCLOGWING Security Manager, or destroyed. Safes shall be emptied, locked open, and safe combinations turned over to COMACCLOGWING Security Manager.

(3) Return government owned vehicles to the COMACCLOGWING Transportation Coordinator.

NOTE: If vacating squadron is not returning to the same hangar, all office equipment not part of the inventoried hangar module furnishing left behind will be placed in long-term storage. Copiers and safes will remain in the spaces. Spaces will be returned to their baseline condition (Squadron specific paint schemes and signs removed. All floors clean and in good condition.). If spaces are not ready for turnover during the pre-inspection, a plan of action will be provided to the COMACCLOGWING Facilities Manager for completion of restoration work before the squadron permanently vacates the facility.

902. POST DEPLOYMENT PROCEDURES

a. Upon arrival, the early detachment OIC/CPO will contact the CACCLW Facilities Manager/designated representative for space turnover. Space turnover will consist of:

- (1) Acceptance of keys and inventory of spaces.
- (2) Pass-down on any facilities maintenance and turnover of facility trouble call log.
- (3) Hangar Furniture Inventory sheets (enclosure (6)) will be filled out/verified for all spaces.
- (4) A move-in inspection of the hangar spaces to document the condition of the facility at move-in utilizing enclosure (7).
- (5) A description of any materials needed for space rehabilitation will be agreed upon by the CACCLW Facilities manager and the Squadron Representative.

b. End of Deployment Reports

(1) For all operational deployments, squadrons shall submit End of Deployment Reports (EODRs) within 45 days after return from deployment. At a minimum, EODRs shall contain the data fields in enclosure (8) and should serve as a stand-alone recapitulation of all operations, mission data, and assessment of platform adequacy for missions performed. EODRs shall be sent via Naval message to COMACCLOGWING, NAVSTKAIRWARCEN FALLON NV, and all Hawkeye and Greyhound squadrons. Commander Naval Air Forces, and Commander Naval Air Forces, U.S. Atlantic Fleet should be info addressees.

(2) Squadrons should normally conduct an End of Deployment brief for all available local aircrew within 45 days after return from deployment. Squadrons shall submit an End of Deployment brief to the COMACCLOGWING Operations Department within 45 days after return from deployment. End of Deployment briefs should follow the same general format as the EODR message.

903. HANGAR/FACILITY MODIFICATIONS/REHABILITATION

a. All hangar space modifications, self-help or rehabilitation projects (to include, but not limited to painting, wiring, plumbing, wall modifications, and parking space painting) **must have the approval of the CACCLW Facilities Manager before work is started.** All plans for modifications shall be forwarded to the CACCLW Facilities Manager in writing for approval. Additionally, non-permanent modifications to hangar spaces will also have to be approved. Modifications may consist of:

(1) Squadron colors painted on stairwells, ready rooms, and CPO messes. Office, passageways, and work spaces shall remain in the original condition unless changes are approved by CACCLW Facilities Manager.

(2) Squadrons may attach squadron emblems/signs to the exterior of hangars/spaces, but are not permitted to paint/alter exterior walls, roofs, etc.

(3) Squadrons may attach emblems, flags, and banners to the inside of aircraft hangar areas, but are not permitted to paint or alter hangar doors or walls.

(4) Reserved painted parking spaces. Use one solid color, with an alternate color stencil. Twelve (12) reserved parking spaces are allowed for each squadron. Examples of designated parking spots by title include: CO, CO's Visitor, XO, OPSO, MO, AO, Training O, Safety O, CMC, MMCPO, Duty Vehicle, Duty Officer, SOY, etc.

904. VACANT HANGAR/SPACE RESPONSIBILITY

a. When a hangar module is left vacant, the squadron in the adjacent module will assume custodial responsibility for the security and cleanliness of the hangar/facility and outside area.

b. In the event all squadrons from the hangar will be away from homeport, the last departing squadron will contact the CACCLW CMC or MMCPO to ensure security tasking is assigned. The CACCLW Duty CPO shall routinely check these vacant spaces to ensure their cleanliness and security until a squadron returns.

905. TEMPORARY CUSTODY

a. In the event a vacant hangar space is temporarily assigned to a unit other than a CACCLW squadron, the CACCLW Facilities Manager shall ensure the temporarily assigned unit maintains proper security and cleanliness of the hangar.

b. The temporarily assigned unit OIC is responsible for notifying the CACCLW Facilities Manager of any discrepancies existing or occurring to spaces during occupancy. Turnovers and equipment custody will be handled as outlined above.

CHAPTER 10

USE AND MAINTENANCE OF THE AIRCRAFT WASH RACKS AT NBVC HANGAR
553 AND NSN LP 35 AND LP 123

1000. PURPOSE. The purpose of this chapter is to define responsibilities for the use and maintenance of the wash racks/paint gun cleaning facilities at NBVC Hangar 553 and NSN LP 35 and LP 123 per references (k), (l), and (m).

1001. BACKGROUND. Reference (l) details procedures and timelines for washing E-2 and C-2 aircraft and engines. The absence of guidelines and procedures for maintaining the aircraft wash rack in NBVC Point Mugu has degraded the material condition of the facility. The procedures for the wash racks at LP 35 and LP 123 at NSN must be strictly adhered to to prevent hazardous materials from entering into uncontained sewer systems and natural water ways. All CACCLW squadron personnel are required to follow all procedures when using the wash racks/paint gun cleaning facilities and ensure the areas are maintained and kept clean.

1002. SCOPE. This SOP establishes the procedures and responsibilities among CACCLW squadrons within NBVC Point Mugu and NSN Norfolk for the proper use and care of the aircraft wash rack area/paint gun cleaning facilities.

1003. POLICY AND GUIDELINES. West Coast ashore squadrons will be assigned duties on a monthly basis, per enclosure (9). If possible, squadrons in a work up cycle will be exempt from duty, until their return from deployment.

a. Duty Squadron duties for maintaining wash rack/paint gun cleaning facilities will consist of, but are not limited to the following:

(1) The Duty Squadron Maintenance Control shall ensure the cleanliness and material condition of the wash rack/paint gun cleaner facilities and rack entry area is maintained.

(2) A passdown log will be maintained by the duty squadron maintenance control. The log book will be utilized to record the using squadron, the type of evolution performed (aircraft wash or engine wash) in the wash rack, and events when paint gun cleaners were utilized and discrepancies.

(3) The areas will be inspected by the squadron on duty after each use. Ensure all equipment and materials used during aircraft or engine wash, i.e., water hoses, fittings, wash cart, HAZMAT, etc., are put away, and that the area is cleaned.

b. Squadron utilizing wash rack/paint gun cleaning facilities shall ensure the wash rack/paint gun cleaner room area is clean and that all discrepancies discovered during or after use are reported. Inform the squadron on duty of all discrepancies reported for follow-up and tracking purposes.

c. Turnover for wash rack duty will be between each squadron maintenance control on the first working day of the month and the passdown log will be transferred to the relieving squadron.

1004. ROLES AND RESPONSIBILITIES

a. The COMACCLOGWING MMCPO: Shall coordinate assignment of squadrons to the Aircraft Wash Rack Squadron Duty Rotation list. Any assignment conflict due to squadron's operational schedule should be worked out through the MMCPO.

b. The COMACCLOGWING Airframes Advisor or his designated representative: Shall coordinate with NBVC Operations Department Officer, extension 8521, for facility equipment repair and maintenance. He will be the primary POC for material discrepancies for the duty squadron.

c. The wash racks at NSN both use valve systems to divert waste water to the proper location. If the valves are not used properly the waste water drains to the storm sewers and ends up in natural water ways. The senior person in charge of the wash crew is responsible for ensuring that the valves are in the proper position prior to washing aircraft. Additionally, they must ensure that the date and time the valves were opened and closed is properly documented in the logbooks located at the wash racks.

d. The instructions for operating the valves are posted at each wash rack. All hands using the gear are required to ensure they are adhered to. For any questions contact the NSN water program manager at 445-6680.

CHAPTER 11

STANDARDIZED AIRCRAFT MARKINGS FOR C-2 AND E-2 AIRCRAFT

1100. PURPOSE. To define management procedures for standardization of aircraft paint schemes in accordance with ref (j) and as follows:

1101. POLICY. VAW Commanding Officers will ensure that only one aircraft per squadron is painted with squadron/AIRWING colors. VRC Commanding Officers are authorized to paint all shore component and Detachment aircraft, to include Forward Deployed Naval Forces Detachment aircraft, in squadron/AIRWING colors. Per reference (j), one aircraft per squadron (two aircraft for FRS) is authorized to be painted with the squadron/air wing colors. Areas authorized to deviate from TPS include: the tails alphanumeric characters, national star insignias, and no more than 25 percent of the aircraft fuselage. For example, aircraft side/BUNO numbering and pilot/plane captain names may be painted in squadron colors to include a shadowing effect (if desired). Squadron colors/logos, such as striping, may be painted on the fuselage. The CO shall ensure TPS/camouflage integrity is restored during hostile actions.

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GLOSSARY OF TERMS

3M	- Maintenance and Material Management
AAAR	- Aircraft Accounting Audit Report
ACO	- Air Control Officer
ADB	- Aircraft Discrepancy Book
AESR	- Aeronautical Equipment Service Record
AGL	- Above Ground Level
ALSS	- Aviation Life Support Systems
AO	- Administration Officer
AT	- Anti Terrorism
ATC	- Air Traffic Control
ATO	- Anti Terrorism Officer or Aircraft Transfer Order
ATTO	- Anti Terrorism Training Officer
AWBS	- Automated Weight and Balance System
BITS	- Back In The Saddle
BOR	- Budget Operational Target Report
BUNO	- Bureau Number
C/B	- Circuit Breaker
CACCLW	- COMACCLOGWING
CAPC	- Carrier Aircraft Plane Commander
CDI	- Collateral Duty Inspector
CDO	- Command Duty Officer
CEC	- Cooperative Engagement Capability
CHINFO	- Chief of Information
CIC	- Combat Information Center
CICO	- Combat Information Center Officer
CMC	- Command Master Chief
CO	- Commanding Officer
CONUS	- Continental United States
CPO	- Chief Petty Officer
CREQP	- Command Readiness, Equipment
CMS	- COMSEC Material System
CRM	- Cockpit Resource Management
CROVL	- Command Readiness, Overall
CRSUP	- Command Readiness, Supply
CTPC	- Carrier Transport Plane Commander
EODR	- End Of Deployment Report
EOQ	- End Of Quarter
EP	- Emergency Procedure
ESM	- Electronic Support Measures
ETR	- Engine Transaction Report
FDC	- Flight Deck Coordinator
FEC	- Forward Equipment Compartment
FMC	- Full Mission Capable
FNAEB	- Field Naval Aviator Evaluation Board

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FOD - Foreign Object Debris
FP - Force Protection
FPO - Fleet Post Office
FRS - Fleet Replacement Squadron
GII-NU - Group II - Navigation Upgrade
GrIImRePr - Group II Mission Computer Replacement Program
HE2K - HAWKEYE 2000
ICS - Internal Communication System
IE - Indicator Set
IMC - Instrument Meteorological Conditions
JCN - Job Control Number
LPO - Leading Petty Officer
MAF - Maintenance Action Form
MC - Mission Computer
MCU-ACIS - Mission Computer Upgrade - Advanced Control
MEDP - Main Electrical Distribution Panel
MEH - Main Entrance Hatch
MESM - Mission Essential System Matrix
MEQPT - Major Equipment
MMCPO - Maintenance Master Chief Petty Officer
MO - Maintenance Officer
MOT - Maximum Operating Time
MPDB - Main Power Distribution Box
MPDP - Main Power Distribution Panel
NATOPS - Naval Air Training and Operating Procedures
Standardization
NBVC - Naval Base Ventura County
NFO - Naval Flight Officer
NMCS - Non-Mission Capable Supply
NROTC - Naval Reserve Officer Training Corps
NS - Naval Station
OIC - Officer-In-Charge
OPSEC - Operational Security
OPSO - Operations Officer
OPTAR - Operational Target
PC - Plane Commander
PDS - Passive Detection System
PMC - Partial Mission Capable
PMCS - Partial Mission Capable Supply
POC - Point Of Contact
RO - Radar Officer
RON - Remain Over Night
SA/A - System Administrator/Assistant
SCIR - Subsystem Capability Impact Reporting
SDO - Squadron Duty Officer
SORTS - Status of Resources and Training System
SOY - Sailor Of The Year

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SRC - Scheduled Requirement Card
T4O - Tactical Fourth Operator
TAWS - Terrain Avoidance Warning System
TCAS - Traffic Collision Avoidance System
TPC - Transport Plane Commander
TYCOMS - Type Commanders
USNA - United States Naval Academy
V/C - Vapor Cycle
VIDS - Visual Identification Display System
WRA - Weapons Replaceable Assembly
XO - Executive Officer

SOP CHANGE RECOMMENDATION FORM

Date: _____

MEMORANDUM

From: _____

To: Commander, Airborne Command Control and Logistics Wing

Subj: CHANGE RECOMMENDATION FOR SOP

1. SOP discrepancy title/area: _____

2. Purpose of change: _____

3. Recommended change: _____

(Attach additional pages as needed.)

The above recommendation has been thoroughly reviewed and is
forwarded for incorporation to the ACCLOGWING SOP.

(NAME/TITLE/SQUADRON)

Enclosure (1)

SOP CHANGE ROUTING FORM

ACCLOGWING

	Signature/Date	Recommendation
ACCLOGWING Safety		
ACCLOGWING Maintenance		
ACCLOGWING Operations		
ACCLOGWING Deputy Commander		

Approved/Disapproved _____
COMACCLOGWING

COMACCLOGWINGINST 3710.2C
31 Jan 14

3710
Ser 00/

From: Commanding Officer, Carrier Airborne Early Warning
Squadron ONE ONE FOUR
To: Commander, Airborne Command Control and Logistics Wing
Subj: CARRIER AIRCRAFT PLANE COMMANDER (CAPC) EXTENSION
REQUEST ICO LT GERT B. FROBE, USN, XXX-XX-1234/1310
Ref: (a) COMNAVAIRFORINST 3502.1C
(b) COMACCLOGWINGINST 3740.1D

1. Per references (a) and (b), a _____ (maximum three) month extension is requested in the case of LT Gert B. Frobe, whose 24-month designation milestone for Carrier Aircraft Plane Commander (CAPC) qualification will expire _____.

2. LT Frobe's progression toward CAPC has been hindered by (insert justification and/or circumstances here). He currently has _____ hours in the aircraft. It is probable than an ACTC level three CAPC qualification will not be attained by the 24 month time limit outlined in reference (b). His advancement to CAPC will most likely be granted before the _____ month extension expires. VAW-114 will be (list upcoming training opportunities here). This training will afford the squadron a chance to evaluate LT Frobe's development toward CAPC and give him the opportunity to achieve the (hours and/or experience) he needs. Upon receiving the grant of an extension we will submit a progress report on LT Frobe not later than the fifth day of each month, or until he receives CAPC designation. These reports are to be submitted via Wing Training and Safety to Commander, Airborne Command Control and Logistics Wing.

J. D. HAWK

Enclosure (3)

STATIC DISPLAY CHECKLIST

1. General Precautions. Be alert for any potential hazards the aircraft and public may present to each other. Exception to any provision of the static display checklist must be approved by the unit Commanding Officer or a designated representative.
2. General Hazards
 - a. Smoking in and around the aircraft.
 - b. Actuation of any equipment (electronics, oxygen bottles, handles, levers, switches, etc).
 - c. Removing parts/equipment (fire extinguishers, flight gear, covers, etc.) or vandalism.
3. Safety and Security. To ensure safety and security, as well as to appropriately display the aircraft, the optimum manning shall include one aircrewman outside at all times and one inside when authorized visitors are granted access.
4. Visitors. At no time shall visitors be allowed to walk inside the aircraft without an escort. Touring of the aircraft by the general public is only permitted through prior authorization by the Commodore.
5. Exterior Configuration (C-2/E-2)
 - a. Flaps at CAPC/PC's discretion
 - b. Oil cooler doors closed
 - c. All plugs and covers installed
 - d. All ground locks installed
 - e. Wheels chocked
 - f. Battery disconnected (C-2)
6. Electrical Power. With the exception of Fleet awareness static displays, external power shall not be used during static displays.
7. Post Display Procedures. Following the display, perform a thorough exterior and interior inspection for possible FOD, vandalism, sabotage, or missing equipment. All equipment switches shall be verified for proper positioning prior to resetting circuit breakers or applying power to the aircraft.

SAMPLE AIRCRAFT LOAN AGREEMENT

From: Commanding Officer, Squadron (A)
Commanding Officer, Squadron (B)
To: Commander, Airborne Command Control and Logistics Wing
Commander, Carrier Air Wing

Subj: LETTER OF AGREEMENT FOR (SPECIFIC REASON FOR LOAN)

1. Carrier Airborne Early Warning Squadron (A), will temporarily loan one E-2 (BUNO XXXXXX) to assist in completion of VAW-(B)'s (training requirement) training, (include dates).

2. Carrier Airborne Early Warning Squadron (B) will assume responsibility for all maintenance, "Safe for Flight" certification, and functional check-flights. Responsibility for investigation and reporting mishaps will be per reference (a). VAW-(A) will remain reporting custodian of the aircraft. In addition, VAW-(B) will report all flight hours and will make appropriate entries in all logs and records.

3. Both squadrons will conduct a joint visual FOD inspection on both engines and an aircraft acceptance inspection (optional) before and after aircraft loan.

CO Squadron (A)

CO Squadron (B)

(Signature)

(Signature)

HANGAR SPACE DISCREPANCY CHECKLIST

SPACE NAME/NUMBER: _____

CEILING: _____

FLOOR: _____

BULKHEADS: _____

WINDOWS: _____

DOORS: _____

MISC ITEMS: _____

SPACE NAME/NUMBER: _____

CEILING: _____

FLOOR: _____

BULKHEADS: _____

WINDOWS: _____

DOORS: _____

MISC ITEMS: _____

(USE ADDITIONAL SHEETS AS NECESSARY)

NAME/SIGNATURE COMACCLOGWINGREP: _____

NAME/SIGNATURE VACATING SQUADRONREP: _____

DATE OF INSPECTION: _____

Page no. _____

Enclosure (7)

END OF DEPLOYMENT REPORT FOR C-2 DETACHMENT MESSAGE FORMAT

FM FLELOGSUPPRON
TO NAVSTKAIRWARCEN FALLON NV
COMACCLOGWING POINT MUGU CA
ALL HAWKEYE AND GREYHOUND ACTIVITIES
INFO COMNAVAIRFOR SAN DIEGO CA
COMNAVAIRLANT NORFOLK VA
COMCARGRU XXXXX
COMCARAIRWING XXXXX
USS XXXXXXXXXXXXXXXX
UNCLAS/N03504
MSGID/GENADMIN/ FLELOGSUPPRON//
SUBJ/END OF DEPLOYMENT REPORT FOR FLELOGSUPPRON
RMKS/1. THE FOLLOWING SUPPORT IS SUBMITTED FOR THE RECORD.

2. GENERAL INFORMATION:
 - A. UNIT IDENTIFICATION:
 - B. TYPE DETACHMENT: (SCHEDULED OR SURGE)
 - C. AOR(S): (IN CHRONOLOGICAL ORDER)
 - D. FORWARD LOGISTIC SITES: (IN CHRONOLOGICAL ORDER)
 - E. SIGNIFICANT EVENTS: (IN CHRONOLOGICAL ORDER)
3. FLIGHT HOUR DATA:
 - A. TOTAL DAY HOURS:
 - B. TOTAL NIGHT HOURS:
 - C. TOTAL FLIGHT HOURS:
 - D. OPERATIONAL FLIGHT HOURS:
 - E. DEDICATED TRAINING FLIGHT HOURS:
 - F. FCF FLIGHT HOURS:
4. LANDING DATA:
 - A. TOTAL DAY LANDINGS:
 - B. TOTAL NIGHT LANDINGS:
 - C. TOTAL LANDINGS:
 - D. TOTAL ARRESTED LANDINGS:
 - E. TOTAL NON-ARRESTED LANDINGS:
 - F. AVERAGE ARRESTED LANDINGS PER PILOT:
5. MISSION COMPLETION DATA:
 - A. OPERATIONAL SORTIES SCHEDULED:
 - B. OPERATIONAL SORTIES COMPLETED:
 - C. DEDICATED TRAINING SORTIES SCHEDULED:
 - D. DEDICATED TRAINING SORTIES COMPLETED:
 - E. FCF SORTIES SCHEDULED:
 - F. FCF SORTIES COMPLETED:
 - G. SORTIES CANCELLED FOR WEATHER: (OPERATIONAL/TRAINING/FCF)
 - H. SORTIE COMPLETION RATE: (OPERATIONAL/TRAINING/FCF)
6. MISCELLANEOUS DATA:
 - A. DAYS UNDER WAY
 - B. FLY DAYS
 - C. DAYS IN PORT
7. OPERATIONAL LOGISTICS DATA:
 - A. PAX BY MONTH
 - B. TOTAL PAX
 - C. DV'S BY MONTH
 - D. TOTAL DV'S
 - E. LBS OF MAIL BY MONTH
 - F. TOTAL LBS OF MAIL
 - G. CARGO BY MONTH

- H. TOTAL LBS OG CARGO
- I. TOTAL MEDEVAC
- 8. MAINTENANCE DATA:
 - A. FMC RATE:
 - B. PMC RATE:
 - C. NMCM RATE:
 - D. NMCS RATE:
 - E. MEAN DAYS TO RECEIVE PARTS BY PRIORITY:
 - F. MAINTENANCE SUPPORT DEFICIENCIES:
 - G. TOP FIVE MAINTENANCE DEGRADERS:
 - 1.
 - 2.
 - 3.
 - 4.
 - 5.
 - H. MAJOR MAINTENANCE ISSUES:
- 9. POINT TO POINT FLIGHTS:
 - A. NUMBER OF SORTIES AND FLIGHT HOURS:
- 10. SHIP/UNIT SUPPORT DATA:
 - A. NAME OF SHIP/UNIT/COMMAND AND NUMBER OF TIMES SERVICED:
- 11. SYSTEMS EFFECTIVENESS:
 - A. OPERATIONAL EFFECTIVENESS/ADEQUACY OF CAPABILITY/CAPABILITY GAP
 - 1. COMMUNICATIONS HF AND SATCOM:
 - 2. NAVIGATION:
 - 3. CARGO RESTRAINT SYSTEM
 - 4. PASSENGER RESTRAINT SYSTEM
 - 5. APU
 - 6. AIRFRAME:
 - 7. HYDRAULICS:
 - 8. ENGINES/PROPS:
 - 9. FUEL:
 - 10. OIL:
 - 11. ELECTRICAL:
- 12. TOP FIVE MISSION AREAS: (WARFARE AREA/SORTIES/HOURS) (specific to C-2 ops)
 - A.
 - B.
 - C.
 - D.
 - E.
- 13. NARRATIVE:
- 14. COMMANDING OFFICER'S COMMENTS:
RMKS/1. BRIEF OVERVIEW OF THE REPORT NOT TO EXCEED FIVE LINES
- 2. THE FOLLOWING IS SUBMITTED FOR THE PERIOD (STANDARD WORDING, DO NOT ALTER)
 - A. ENTER UNIT IDENTIFICATION CODE, USE NUMBERS ONLY.
 - B. ENTER TYPE DEPLOYMENT, SCHEDULED OR SURGE.
 - C. ENTER GEOGRAPHIC AREA AND ASSOCIATED DATES OF OPERATION IN THE AREA. CHRONOLOGY SHOULD BE IN ORDER TOP TO BOTTOM, EARLY TO LATE.
 - D. ENTER GEOGRAPHIC AREA OF SHORE BASED DEPLOYED OPERATIONS IF ANY. USE AIRFIELD, CITY, AND COUNTRY NAME IN ORDER. CHRONOLOGY SHOULD BE IN ORDER TOP TO BOTTOM, EARLY TO LATE.
 - E. ENTER SIGNIFICANT EVENTS AND ASSOCIATED DATES. CHRONOLOGY SHOULD BE IN ORDER TOP TO BOTTOM, EARLY TO LATE.

3. FLIGHT HOUR DATA:
 - A. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT CLASSIFIED AS DAY.
 - B. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT CLASSIFIED AS NIGHT.
 - C. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT. A QUANTITY OF HOURS EQUAL TO THE SUM OF TOTAL DAY HOURS AND TOTAL NIGHT HOURS AS WELL AS THE SUM OF OPERATIONAL, TRAINING, AND FCF FLIGHT HOURS.
 - D. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT FLOWN AS PART OF A NAMED OPERATION.
 - E. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT FLOWN AS OTHER THAN PART OF A NAMED OPERATION.
 - F. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT FLOWN DURING FUNCTIONAL CHECK FLIGHTS REGARDLESS OF AIRCRAFT STATUS AT THE COMPLETION OF THE FLIGHT.
4. LANDING DATA:
 - A. THOSE LANDINGS AS DEFINED AND MEASURED BY THE MAINTENANCE TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT AS OCCURRING DURING THE DAY.
 - B. THOSE LANDINGS AS DEFINED AND MEASURED BY THE MAINTENANCE TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT AND CLASSIFIED AS OCCURRING AT NIGHT.
 - C. TOTAL OF THOSE LANDINGS AS DEFINED AND MEASURED BY THE MAINTENANCE TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT AS OCCURRING DURING THE DAY AND AT NIGHT. SUM OF DAY AND NIGHT LANDINGS AS WELL AS SUM OF ARRESTED AND NON-ARRESTED LANDINGS.
 - D. THOSE LANDINGS AS DEFINED AND MEASURED BY THE MAINTENANCE TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT AND THAT ARE ARRESTED BY THE COMBINED USE OF AN AIRCRAFT TAIL HOOK AND ARRESTING CABLE OR CROSS DECK PENDANT ASHORE OR AFLOAT.
 - E. THOSE LANDINGS THAT ARE NOT ARRESTED.
 - F. THE RESULTANT NUMBER ARRIVED AT WHEN TOTAL ARRESTED LANDINGS IS DIVIDED BY THE AVERAGE NUMBER OF PILOTS ASSIGNED TO THE SQUADRON ON A DAY BY DAY BASIS DURING THE PERIOD OF REPORT, CALCULATED BY RECOMMENDED CHANGE TO SOP FOR END OF DEPLOYMENT REPORT ADDING THE NUMBER OF PILOTS ASSIGNED TO THE SQUADRON EVERY DAY, TOTALING THOSE NUMBERS, THEN DIVIDING THAT NUMBER BY THE NUMBER OF DAYS DEPLOYED.
5. MISSION COMPLETION DATA:
 - A. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT IS SCHEDULED TO SUPPORT OR ACT AS PART OF A NAMED OPERATION.
 - B. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE SCHEDULED TO SUPPORT OR ACT AS PART OF A NAMED OPERATION AND COMPLETE THEIR MISSION ASSIGNED TASKING, WHICH IS AT A MINIMUM TO ESTABLISH THE ASSIGNED AIRCRAFT IN THE ASSIGNED LOCATION, OR AN ALTERNATE LOCATION ASSIGNED BY HIGHER AUTHORITY WITH AN AIRCRAFT AND CREW CAPABLE OF COMPLETING THE ASSIGNED MISSION. THE SORTIE

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SHALL BE CONSIDERED COMPLETE ONCE THE AIRCRAFT IS ON STATION WITH A SYSTEM AND CREW CAPABLE OF COMPLETING THE MISSION, EVEN IF THERE

IS A CIRCUMSTANCE, SUCH AS EMERGENCY OR ALTERNATE TASKING, THAT PREVENTS THE AIRCRAFT AND CREW FROM COMPLETING THE ASSIGNED MISSION IN ITS ENTIRETY.

- C. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE SCHEDULED TO SUPPORT OR ACT AS PART OF A NAMED OPERATION
 - D. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE NOT SCHEDULED TO SUPPORT OR ACT AS PART OF A NAMED OPERATION OR FUNCTIONAL CHECK FLIGHT.
 - E. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE SCHEDULED AS FUNCTIONAL CHECK FLIGHTS.
 - F. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE SCHEDULED AS FUNCTIONAL CHECK FLIGHT, LAUNCH AND RECOVER, REGARDLESS OF AIRCRAFT STATUS UPON COMPLETION.
 - G. THE TOTAL NUMBER OF SORTIES CANCELLED DUE TO WEATHER CONDITIONS.
 - H. THE COMPLETION RATE, PER SORTIE CLASS, EXPRESSED AS A PERCENTAGE.
6. MISC DATA:
- A. DAYS UNDERWAY: TOTAL NUMBER OF DAYS DEPLOYED AND NOT IN PORT.
 - B. TOTAL NUMBER OF DAYS OF FIXED WING FLIGHT OPERATIONS.
 - C. TOTAL NUMBER OF DAYS IN PORT WITH NO UNDERWAY COMPONENT.
7. OPERATIONAL LOGISTICS DATA: SELF EXPLANATORY.
8. MAINTENANCE DATA: SELF EXPLANATORY.
9. POINT TO POINT FLIGHTS: SELF EXPLANATORY.
10. SHIP/UNIT SUPPORT DATA: SELF EXPLANATORY.
11. SYSTEMS EFFECTIVENESS: COMMANDING OFFICER'S ASSESSMENT OF OPERATIONAL EFFECTIVENESS/ADEQUACY OF CAPABILITY/CAPABILITY GAP OF THE LISTED SYSTEMS. LIST RECOMMENDATION FOR CLOSING GAP IF APPLICABLE.
12. TOP FIVE MISSION AREAS: (WARFARE AREA/SORTIES/HOURS), LIST IN DESCENDING ORDER BY HOURS DEDICATED TO THE LISTED MISSION.
13. NARRATIVE: SELF EXPLANATORY.
14. COMMANDING OFFICER'S COMMENTS: SELF EXPLANATORY.

END OF DEPLOYMENT REPORT FOR E-2 DETACHMENT MESSAGE FORMAT

FM CARAEWRON XXX
TO NAVSTKAIRWARCEN FALLON NV
COMACCLOGWING POINT MUGU CA
ALL HAWKEYE AND GREYHOUND ACTIVITIES
INFO COMNAVAIRFOR SAN DIEGO CA
COMNAVAIRLANT NORFOLK VA
COMCARGRU XXXXX
COMCARAIRWING XXXXX
USS XXXXXXXXXXXXXXXX
UNCLAS/N03504
MSGID/GENADMIN/CARAEWRON XXX//
SUBJ/END OF DEPLOYMENT REPORT FOR CARAEWRON XXX
RMKS/1. THE FOLLOWING SUPPORT IS SUBMITTED FOR THE RECORD.

2. GENERAL INFORMATION:
 - A. UNIT IDENTIFICATION:
 - B. TYPE DEPLOYMENT: (SCHEDULED OR SURGE)
 - C. AOR(S): (IN CHRONOLOGICAL ORDER)
 - D. FORWARD SITES: (IN CHRONOLOGICAL ORDER)
 - E. SIGNIFICANT EVENTS: (IN CHRONOLOGICAL ORDER)
3. FLIGHT HOUR DATA:
 - A. TOTAL DAY HOURS:
 - B. TOTAL NIGHT HOURS:
 - C. TOTAL FLIGHT HOURS:
 - D. OPERATIONAL FLIGHT HOURS:
 - E. DEDICATED TRAINING FLIGHT HOURS:
 - F. FCF FLIGHT HOURS:
4. LANDING DATA:
 - A. TOTAL DAY LANDINGS:
 - B. TOTAL NIGHT LANDINGS:
 - C. TOTAL LANDINGS:
 - D. TOTAL ARRESTED LANDINGS:
 - E. TOTAL NON-ARRESTED LANDINGS:
 - F. AVERAGE ARRESTED LANDINGS PER PILOT:
5. MISSION COMPLETION DATA:
 - A. OPERATIONAL SORTIES SCHEDULED:
 - B. OPERATIONAL SORTIES COMPLETED:
 - C. DEDICATED TRAINING SORTIES SCHEDULED:
 - D. DEDICATED TRAINING SORTIES COMPLETED:
 - E. FCF SORTIES SCHEDULED:
 - F. FCF SORTIES COMPLETED:
 - G. SORTIES CANCELLED FOR WEATHER: (OPERATIONAL/TRAINING/FCF)
 - H. SORTIE COMPLETION RATE: (OPERATIONAL/TRAINING/FCF)
6. MISCELLANEOUS DATA:
 - A. DAYS UNDER WAY
 - B. FLY DAYS
 - C. DAYS IN PORT
7. MAINTENANCE DATA:
 - A. FMC RATE:
 - B. PMC RATE:

- C. NMCM RATE:
- D. NMCS RATE:
- E. MEAN DAYS TO RECEIVE PARTS BY PRIORITY:
- F. MAINTENANCE SUPPORT DEFICIENCIES:

- G. TOP FIVE MAINTENANCE DEGRADERS:
 - 1.
 - 2.
 - 3.
 - 4.
 - 5.
- H. MAJOR MAINTENANCE ISSUES:
- 8. POINT TO POINT FLIGHTS:
 - A. NUMBER OF SORTIES AND FLIGHT HOURS:
- 9. SHIP/UNIT SUPPORT DATA:
 - A. NAME OF SHIP/UNIT/COMMAND AND NUMBER OF TIMES SERVICED:
- 10. SYSTEMS EFFECTIVENESS:
 - A. OPERATIONAL EFFECTIVENESS/ADEQUACY OF CAPABILITY/CAPABILITY GAP
 - 1. RADAR:
 - 2. IFF:
 - 3. COMMUNICATIONS:
 - 4. NAVIGATION:
 - 5. ESM/PDS:
 - 6. DATA LINK:
 - 7. AIRFRAME:
 - 8. HYDRAULICS:
 - 9. ENGINES/PROPS:
 - 10. FUEL:
 - 11. OIL:
 - 12. ELECTRICAL:
- 11. TRAINING EFFECTIVENESS:
 - A. QUALITY/RELEVANCE/SHORTFALLS
 - 1. UNIT LEVEL TRAINING
 - 2. HAWKEYE ARP
 - 3. STRIKE/FIGHTER ARP
 - 4. AIRWING FALLON
 - 5. COMPTUEX
 - 6. JTFEX
 - 7. EXERCISES
- 12. TOP FIVE MISSION AREAS: (WARFARE AREA/SORTIES/HOURS)
 - A.
 - B.
 - C.
 - D.
 - E.
- 13. NARRATIVE:
- 14. COMMANDING OFFICER'S COMMENTS:

- RMKS/1. BRIEF OVERVIEW OF THE REPORT NOT TO EXCEED FIVE LINES.
2. THE FOLLOWING IS SUBMITTED FOR THE PERIOD (STANDARD WORDING, DO NOT ALTER) :
- A. ENTER UNIT IDENTIFICATION CODE, USE NUMBERS ONLY.
 - B. ENTER TYPE DEPLOYMENT, SCHEDULED OR SURGE.
 - C. ENTER GEOGRAPHIC AREA AND ASSOCIATED DATES OF OPERATION IN THE AREA. CHRONOLOGY SHOULD BE IN ORDER TOP TO BOTTOM, EARLY TO LATE.
 - D. ENTER GEOGRAPHIC AREA OF SHORE BASED DEPLOYED OPERATIONS IF ANY. USE AIRFIELD, CITY, AND COUNTRY NAME IN ORDER. CHRONOLOGY SHOULD BE IN ORDER TOP TO BOTTOM, EARLY TO LATE.
 - E. ENTER SIGNIFICANT EVENTS AND ASSOCIATED DATES. CHRONOLOGY SHOULD BE IN ORDER TOP TO BOTTOM, EARLY TO LATE.
3. FLIGHT HOUR DATA:
- A. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT CLASSIFIED AS DAY.
 - B. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT CLASSIFIED AS NIGHT.
 - C. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT. A QUANTITY OF HOURS EQUAL TO THE SUM OF TOTAL DAY HOURS AND TOTAL NIGHT HOURS AS WELL AS THE SUM OF OPERATIONAL, TRAINING, AND FCF FLIGHT HOURS.
 - D. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT FLOWN AS PART OF A NAMED OPERATION.
 - E. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT FLOWN AS OTHER THAN PART OF A NAMED OPERATION.
 - F. THOSE HOURS OF FLIGHT AS DEFINED AND MEASURED BY THE MAINTENANCE FLIGHT HOUR TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT FLOWN DURING FUNCTIONAL CHECK FLIGHTS REGARDLESS OF AIRCRAFT STATUS AT THE COMPLETION OF THE FLIGHT.
4. LANDING DATA:
- A. THOSE LANDINGS AS DEFINED AND MEASURED BY THE MAINTENANCE TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT AS OCCURRING DURING THE DAY.
 - B. THOSE LANDINGS AS DEFINED AND MEASURED BY THE MAINTENANCE TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT AND CLASSIFIED AS OCCURRING AT NIGHT.
 - C. TOTAL OF THOSE LANDINGS AS DEFINED AND MEASURED BY THE MAINTENANCE TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT AS OCCURRING DURING THE DAY AND AT NIGHT. SUM OF DAY AND NIGHT LANDINGS AS WELL AS SUM OF ARRESTED AND NON-ARRESTED LANDINGS.
 - D. THOSE LANDINGS AS DEFINED AND MEASURED BY THE MAINTENANCE TRACKING PROGRAM IN USE BY THE SQUADRON ON THE DATE OF REPORT AND THAT ARE ARRESTED BY THE COMBINED USE OF AN AIRCRAFT TAIL HOOK AND ARRESTING CABLE OR CROSS DECK PENDANT ASHORE OR AFLOAT.

- E. THOSE LANDINGS THAT ARE NOT ARRESTED.
 - F. THE RESULTANT NUMBER ARRIVED AT WHEN TOTAL ARRESTED LANDINGS IS DIVIDED BY THE AVERAGE NUMBER OF PILOTS ASSIGNED TO THE SQUADRON ON A DAY BY DAY BASIS DURING THE PERIOD OF REPORT, CALCULATED BY RECOMMENDED CHANGE TO SOP FOR END OF DEPLOYMENT REPORT ADDING THE NUMBER OF PILOTS ASSIGNED TO THE SQUADRON EVERY DAY, TOTALING THOSE NUMBERS, THEN DIVIDING THAT NUMBER BY THE NUMBER OF DAYS DEPLOYED.
5. MISSION COMPLETION DATA:
- A. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE SCHEDULED TO SUPPORT OR ACT AS PART OF A NAMED OPERATION.
 - B. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE SCHEDULED TO SUPPORT OR ACT AS PART OF A NAMED OPERATION AND COMPLETE THEIR MISSION ASSIGNED TASKING, WHICH IS AT A MINIMUM TO ESTABLISH THE ASSIGNED AIRCRAFT IN THE ASSIGNED LOCATION, OR AN ALTERNATE LOCATION ASSIGNED BY HIGHER AUTHORITY WITH AN AIRCRAFT AND CREW CAPABLE OF COMPLETING THE ASSIGNED MISSION. THE SORTIE SHALL BE CONSIDERED COMPLETE ONCE THE AIRCRAFT IS ON STATION WITH A SYSTEM AND CREW CAPABLE OF COMPLETING THE MISSION, EVEN IF THERE IS A CIRCUMSTANCE, SUCH AS EMERGENCY OR ALTERNATE TASKING, THAT PREVENTS THE AIRCRAFT AND CREW FROM COMPLETING THE ASSIGNED MISSION IN ITS ENTIRETY.
 - C. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE SCHEDULED TO SUPPORT OR ACT AS PART OF A NAMED OPERATION.
 - D. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE NOT SCHEDULED TO SUPPORT OR ACT AS PART OF A NAMED OPERATION OR FUNCTIONAL CHECK FLIGHT.
 - E. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE SCHEDULED AS FUNCTIONAL CHECK FLIGHTS.
 - F. THE TOTAL NUMBER OF SORTIES APPEARING ON A SIGNED FLIGHT SCHEDULE THAT ARE SCHEDULED AS FUNCTIONAL CHECK FLIGHT, LAUNCH AND RECOVER, REGARDLESS OF AIRCRAFT STATUS UPON COMPLETION.
 - G. THE TOTAL NUMBER OF SORTIES CANCELLED DUE TO WEATHER CONDITIONS.
 - H. THE COMPLETION RATE, PER SORTIE CLASS, EXPRESSED AS A PERCENTAGE.
6. MISC DATA:
- A. DAYS UNDERWAY: TOTAL NUMBER OF DAYS DEPLOYED AND NOT IN PORT.
 - B. TOTAL NUMBER OF DAYS OF FIXED WING FLIGHT OPERATIONS.
 - C. TOTAL NUMBER OF DAYS IN PORT WITH NO UNDERWAY COMPONENT.
7. MAINTENANCE DATA: SELF EXPLANATORY.
8. POINT TO POINT FLIGHTS: SELF EXPLANATORY.
9. SHIP/UNIT SUPPORT DATA: SELF EXPLANATORY.
10. SYSTEMS EFFECTIVENESS: COMMANDING OFFICER'S ASSESSMENT OF OPERATIONAL EFFECTIVENESS/ADEQUACY OF CAPABILITY/CAPABILITY GAP OF THE LISTED SYSTEMS. LIST RECOMMENDATION FOR CLOSING GAP IF APPLICABLE.
11. TRAINING EFFECTIVENESS: COMMANDING OFFICER'S ASSESSMENT OF TRAINING QUALITY/RELEVANCE OF TRAINING TO ASSIGNED MISSION TASKING/SHORTFALLS IN TRAINING. PROVIDE ASSESSMENT FOR EACH PHASE OF THE FRTC LISTED. IF SHORTFALLS ARE NOTED, LIST METHOD, PHASE, AND UNIT BEST SUITED FOR DELIVERING TRAINING TO ADDRESS SHORTFALLS.
12. TOP FIVE MISSION AREAS: (WARFARE AREA/SORTIES/HOURS), LIST IN DESCENDING ORDER BY HOURS DEDICATED TO THE LISTED MISSION.
13. NARRATIVE: SELF EXPLANATORY.
14. COMMANDING OFFICER'S COMMENTS: SELF EXPLANATORY.

COMACCLOGWINGINST 3710.2C
31 Jan 14

AIRCRAFT WASH RACK SQUADRON DUTY ROTATION FORM

DATE	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY
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Enclosure (9)

COMACCLOGWINGINSF 3710.2C
31 Jan 14