

G-180

Date Run: Thu, 10-Nov-2016 (15:26)

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Individual Mission Gradesheet				Msn		S-08		Position		Duration		Date	
S-08 / Sortie #8				Platform		Squadron		Class		Status			
				KC-10		9 ARS		1310T BBQ		CMP			
Flying Tasks				Rank		Rank		Rank		Rank		Rank	
KC-10 BBQ Default				A1C		TSgt		TSgt		TSgt		TSgt	
				Major		Minor		Major		Minor		Major	
Mission Elements				Count		Total Count		NG		F		B	
				1		2		3		4		5	
				6		7		8		9		10	
				11		12		13		14		15	
				16		17		18		19		20	
				21		22		23		24		25	
				26		27		28		29		30	
				31		32		33		34		35	
				36		37		38		39		40	
				41		42		43		44		45	
				46		47		48		49		50	
				51		52		53		54		55	
				56		57		58		59		60	
				61		62		63		64		65	
				66		67		68		69		70	
				71		72		73		74		75	
				76		77		78		79		80	
				81		82		83		84		85	
				86		87		88		89		90	
				91		92		93		94		95	
				96		97		98		99		100	
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				131		132		133		134		135	
				136		137		138		139		140	
				141		142		143		144		145	
				146		147		148		149		150	
				151		152		153		154		155	
				156		157		158		159		160	
				161		162		163		164		165	
				166		167		168		169		170	
				171		172		173		174		175	
				176		177		178		179		180	
				181		182		183		184		185	
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				191		192		193		194		195	
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				206		207		208		209		210	
				211		212		213		214		215	
				216		217		218		219		220	
				221		222		223		224		225	
				226		227		228		229		230	
				231		232		233		234		235	
				236		237		238		239		240	
				241		242		243		244		245	
				246		247		248		249		250	
				251		252		253		254		255	
				256		257		258		259		260	
				261		262		263		264		265	
				266		267		268		269		270	
				271		272		273		274		275	
				276		277		278		279		280	
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				306		307		308		309		310	
				311		312		313		314		315	
				316		317		318		319		320	
				321		322		323		324		325	
				326		327		328		329		330	
				331		332		333		334		335	
				336		337		338		339		340	
				341		342		343		344		345	
				346		347		348		349		350	
				351		352		353		354		355	
				356		357		358		359		360	
				361		362		363		364		365	
				366		367		368		369		370	
				371		372		373		374		375	
				376		377		378		379		380	
				381		382		383		384		385	
				386		387		388		389		390	
				391		392		393		394		395	
				396		397		398		399		400	
				401		402		403		404		405	
				406		407		408		409		410	
				411		412		413		414		415	
				416		417		418		419		420	
				421		422		423		424		425	
				426		427		428		429		430	
				431		432		433		434		435	
				436		437		438		439		440	
				441		442		443		444		445	
				446		447		448		449		450	
				451		452		453		454		455	
				456		457		458		459		460	
				461		462		463		464		465	
				466		467		468		469		470	
				471		472		473		474		475	
				476		477		478		479		480	
				481		482		483		484		485	
				486		487		488		489		490	
				491		492		493		494		495	
				496		497		498		499		500	
				501		502		503		504		505	
				506		507		508		509		510	
				511		512		513		514		515	
				516		517		518		519		520	
				521		522		523		524		525	
				526		527		528		529		530	
				531		532		533		534		535	
				536		537		538		539		540	
				541		542		543		544		545	
				546		547		548		549		550	
				551		552		553		554		555	
				556		557		558		559		560	
				561		562		563		564		565	
				566		567		568		569		570	
				571		572		573		574		575	
				576		577		578		579		580	
				581		582		583		584		585	
				586		587		588		589		590	
				591		592		593		594		595	
				596		597		598		599		600	
				601		602		603		604		605	
				606		607		608		609		610	
				611		612		613		614		615	
				616		617		618		619		620	
				621		622		623		624		625	
				626		627		628		629		630	
				631		632		633		634		635	
				636		637		638		639		640	
				641		642		643		644		645	
				646		647		648		649		650	
				651		652		653		654		655	
				656		657		658		659		660	
				661		662		663		664		665	
				666		667		668		669		670	
				671		672		673		674		675	
				676		677		678		679		680	
				681		682		683		684		685	
				686		687		688		689		690	
				691		692		693		694		695	
				696		697		698		699		700	
				701		702		703		704		705	
				706		707		708		709		710	
				711		712		713		714		715	
				716		717		718		719		720	
				721		722		723		724		725	
				726		727		728		729		730	
				731		732		733		734		735	
				736		737		738		739		740	
				741		742		743		744		745	
				746		747		748		749		750	
				751		752		753		754		755	
				756		757		758		759		760	
				761		762		763		764		765	
				766		767		768		769		770	
				771		772		773		774		775	
				776		777		778		779		780	
				781		782		783		784		785	
				786									

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

Date Run: Thu, 10-Nov-2016 (15:26)

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Individual Mission Gradesheet				Msn		CLOSEOUT		Position of		Duration		Date					
CLOSEOUT / Closeout Review				Platform		Squadron		Class		Status							
				ADMIN		9 ARS		1310T BBQ									
Flying Tasks KC-10 BBQ Default - Major - Minor				Count	Total Count	N	A	Rank		Student		MB					
								Rank		Maj		Instructor					
								Instructor									
#	Mission Elements																
1	REQUIRED PRIOR TO GRADUATION							GENERAL COMMENTS: - See individual flight grade sheets for strengths and weaknesses. - See syllabus attachments for waivers and MFRs -Overall Performance: A1C MB overall performance was satisfactory.									
2	FTU Chief Review			1	1												
Overall Grade				A				Instructor Signature				Student's Initials		Supervisor's Initials		Next Instr Initials	
				M.j													

All times unless otherwise noted are in (UTC-08:00) Pacific Time (US & Canada)

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Dotsheet Report

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Name of Student (Rank Last, First, Middle Initial)		Syllabus	Unit
SrA MB		KC-10 BBQ v. 0.994	9 ARS
Class	Description		
1310T BBQ	KC-10 Boom Operator (Basic) Initial Qualification Course		

Activity Date Range	Activity	Number Successes
10/2/2013 3:49:26 PM 10/2/2013 3:49:26 PM	AC SYS REF -MR G220C	1
10/2/2013 3:49:26 PM 10/2/2013 3:49:26 PM	CONTACTS R120	4
10/2/2013 3:49:26 PM 10/2/2013 3:49:26 PM	QUAL EVAL AA01J	1
10/2/2013 3:49:26 PM 10/2/2013 3:49:26 PM	REFRESHER BOT G292	1

Produced electronically by TIMS

 Unsuccessful Activity

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Full Jacket Summary

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Unit: 9 ARS
Phase: NAINA
Syllabus: KC10 In Syllabus: KC-10 BBQ 0.994
Class: 1310T BBQ

Student: SrA MB

Flight	Status	Date	NG	F	B	1	U	S	P	Instructor	Type
S-01	CMP	Aug 09 2013	16					9			F - KC-10
S-02	CMP	Aug 13 2013	13					5	7		F - KC-10
S-03	CMP	Aug 14 2013	12					8	5		F - KC-10
S-04	CMP	Aug 22 2013	12					7	6		F - KC-10
S-05	CMP	Aug 29 2013	7					3	15		F - KC-10
S-06	CMP	Sep 09 2013	10			1			14		F - KC-10
S-07	CMP	Sep 21 2013	13	1					11		F - KC-10
S-08	CMP	Sep 27 2013	14						11		F - KC-10
CHECKRIDE	CMP	Oct 02 2013							1		F - KC-10
			97	1		1		32	70		

Student Grade By Unit																				
Date Prepared:	Nov 10 2016																			
Unit/Category:	00 / EVAL																			
Base:	Travis AFB																			
Name:	SrA MB																			
Flight:																				
Assigned IP:																				
Media:	Flight																			
TIMS ID:																				
Course:	KC-10 BBQ v. 0.994																			
Squadron:	9 ARS																			
Class:	1310T BBQ																			
		Overall Grade	P																	
1	GENERAL																			
2	AA01 QUAL EVAL		P																	

Student Grade By Unit		S-01	S-02	S-03	S-04	S-05	S-06	S-07	S-08	S-09						
Date Prepared: Nov 10 2016																
Unit/Category: 00 / FLY																
Base: Travis AFB																
Name: SrA MB																
Flight:																
Assigned IP:																
Media: Flight																
TIMS ID:																
Course: KC-10 BBQ v. 0.994																
Squadron: 9 ARS																
Class: 1310T BBQ																
Overall Grade		G	G	G	G	E	E	E	G							
1	GENERAL															
2	A017 Regulation/Directive Knowledge & Use	5	S	S	S	S	P	P	P	P						
3	P360 Mission Planning and Briefing	5	S	S	S	S	P	P	P	P						
4	*P366 Checklist Procedures	5	S	NG	S	S	P	P	P	P						
5	P367 Crew Coordination	5	S	NG	S	S	P	P	P	P						
6	*P373 Equipment Operation	5	S	S	S	S	P	P	P	P						
7	*P378 Communications	5	S	P	P	P	P	P	P	P						
8	GROUND OPERATIONS/TAXI.															
9	P350 Main Cabin Door Procs (Dep & Arr)	5	S	S	S	S	S	P	NG	P						
10	*P361 Preflight, Cockpit Prep, Engine St	5	S	S	S	S	S	P	NG	P						
11	P005 Taxi Exercise	0	NG	NG	NG	P	P	P	NG	NG						
12	AIR REFUELING															
13	R120 & R125 Heavy Receiver, Day	5	S	P	P	NG	P	NG	NG	P						
14	R120 & R130 Heavy Receiver, Night	5	NG	NG	S	P	P	NG	NG	NG						
15	R120, R125, R150 Fighter, Day	5	NG	NG	NG	NG	S	P	NG	NG						
16	R120, R130, R150 Fighter, Night	5	NG	NG	NG	NG	NG	NG	NG	NG						
17	*N011 Rendezvous and AR EMCON 1	5	NG	P	P	P	P	P	P	NG						
18	*N012 Rendezvous and AR EMCON 2	5	NG	P	P	NG	P	P	NG	P						
19	*R070 Tanker AAR Breakaway or Emer Sep	5	NG	P	NG	P	P	NG	P	NG						
20	R140 Tanker Manual Contacts	5	NG	NG	NG	P	P	NG	NG	P						
21	*R160 Radio Silent Breakaway	5	NG	NG	NG	NG	NG	NG	P	NG						
22	R165 Radio Silent AAR	5	NG	NG	NG	NG	NG	NG	P	NG						
23	R180 Radio Silent Visual Signals	5	NG	NG	NG	NG	NG	P	P	NG						
24	R190 Drogue System Operation	5	NG	P	P	NG	P	P	NG	NG						
25	*R195 WARP System Operation	5	NG	P	NG	NG	P	NG	NG	NG						
26	PHASE IB OR PHASE II EVENTS															
27	P340 Briefing and Control of Passengers	5	NG	NG	NG	NG	NG	NG	NG	NG						
28	Q022 Receptacle Equip'd Day Ftr Cert	2	NG	NG	NG	NG	NG	1	NG	NG						
29	Q023 Receptacle Equip'd Night Ftr Cert	2	NG	NG	NG	NG	NG	NG	F	NG						

G3. LETTER OF Xs

All annotations on the Letter of Xs were made by the 9 ARS and is presented in the condition received by SIB. The markings do not indicate any analysis by the SIB.

9 ARS PILOT LETTER OF X's
October 2016

PILOTS	QUALIFICATION	FTL	CERTIFICATION EVENTS															
			AC Cert Board	IP Cert Board	EP Cert Board	ALL					AC's							
						EMCON 3-4 N013-N014	ILS PRM Q017	CNS/ATM Q150	Phoenix Banner Q544	Large Form Q580	Form Lead Q011	AC T&G Q050	AC Sup T&G Q051	AC Sup of Rec AR Q052	MPD Rec AR Q583	AC Rt St AR Q584		
	FPQ	C				X	X	X	X	X								
	UP	C				X	X	X	X	X								
	UP	B				X	X	X	X	X								
	IP	C	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
	FPL	C				X	X	X										X
	UP																	
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	X	X
	FPC	C				X		X										
	FPN	C				X	X	X	X	X								
	FPC	C				X	X	X	X	X								
	MP	C	X			X	X	X	X	X		X					X	
	FPQ	C				X	X	X	X	X								
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
	FPN	E						X										
	FPK	C				X	X	X	X	X								
	MP	C	X			X	X	X	X	X		X						
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	X	X
	FPN	C				X	X	X	X	X								
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
	FPQ	C				X	X	X	X	X								
	FPK	C				X	X	X	X	X								
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	FPN	E																
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	MP	C	X			X	X	X	X	X		X	X					
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
	FPQ	C				X	X	X	X	X								
	FPN	E						X										
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	X	X
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	X	X
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X
	FPC	C				X	X	X	X	X								
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	X	X
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	X	X
	UP																	
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	FPC	C				X		X	X									
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	X	X
	FPN	E																
	FPQ	C				X	X	X	X	X								
	FPC	C				X		X										
	FPQ	C				X	X	X	X	X								

//signed//

Certifying Official: _____ Date: 3 Oct 16

9 ARS PILOT LETTER OF X's
October 2016

					CERTIFICATION EVENTS												
PILOTS	QUALIFICATION	FTL	AC Cert Board	IP Cert Board	EP Cert Board	ALL					AC's						
						EMCON 3-4 NO13- NO14	ILS PRM Q017	CNS/ATM Q150	Phoenix Banner Q544	Large Form Q580	Form Lead Q011	AC T&G Q050	AC Sup T&G Q051	AC Sup of Rec AR Q052	MPD Rec AR Q583	AC Rt St AR Q584	
MP	IP	C	X	X		X	X	X	X	X	X	X	X	X	X	X	
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	
	UP																
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	
	IP	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	
	FPC	C				X	X	X	X								
MCP	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X	
	FPQ	C				X	X	X	X								
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	
	UP																
	FPN	C					X	X	X								
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	FPN	E															
	EPN	C				X	X	X	X	X							
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X	
	MP	C	X			X	X	X	X	X	X	X	X	X	X	X	
MCP	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X	
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	
	IP	B	X	X		X		X		X	X	X	X	X	X	X	
	UP																
	FPQ	C				X	X	X	X	X							
	EP	B	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	IP	A	X	X		X	X	X	X	X	X	X	X	X	X	X	
	EP	A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
	IP	C	X	X		X	X	X	X	X	X	X	X	X	X	X	
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	
MCP	FPQ	C				X	X	X	X	X							
	UP	C				X	X	X	X	X							
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	
	IP	C	X	X		X	X		X	X	X	X	X	X	X	X	
	IP	B	X	X		X	X	X	X	X	X	X		X	X	X	
	UP																
	IP	B	X	X		X	X	X	X	X	X	X	X	X	X	X	
	IP	C	X	X		X	X		X	X	X	X	X	X	X	X	
	IP	B	X	X		X	X	X	X	X	X	X		X	X	X	
	UP					X	X	X		X							

Certifying Official: //signed//

Date: 30 Oct 16

9 ARS FE LETTER OF X's
October 2016

FLIGHT ENGINEERS	CERTIFICATION EVENTS						
	QUAL LVL	FLT TL	IF Cert Board	EF Cert Board	CNS/ATM Q150	EMCON 3/4	PHOENIX BANNER
MFE	UF		X			X	X
	IF	B	X		X	X	X
	EF	B	X	X	X	X	X
	MF	C			X	X	X
	EF	B	X	X	X	X	X
	IF	B	X		X	X	X
	FF	C			X	X	X
	IF	B	X		X	X	X
	IF	A	X		X	X	X
	IF	B	X		X	X	X
	MF	C			X	X	X
	MF	C			X	X	X
	UF						
	MF	C			X	X	X
	MF	C			X	X	X
	IF	B	X		X	X	X
	IF	A	X	X	X	X	X
	EF	A	X	X	X	X	X
	MF	C			X	X	X
	IF	B	X		X	X	X
	IF	B	X		X	X	X
	MF	C			X	X	X
	MF	C			X	X	
	EF	A	X	X	X	X	X
	UF						
	EF	A	X	X	X	X	X
	IF	B	X		X	X	X
	UF	C				X	
	FF	C			X	X	X
	IF	A	X		X	X	X
	UF						
	UF						
	MF	C			X	X	X
	MF	C			X	X	X
	IF	B	X		X	X	X
	MF	C			X	X	X
	MF	C			X	X	X
	MF	C			X	X	X
	MF	C			X	X	X
	MF	C			X	X	X

11 Oct 16;

8 Nov 2016

19/6

21 Oct 16,

//signed//

Certifying Official: _____

Date: 3 Oct 16

9 ARS BOOM LETTER OF X's
October 2016

BOOMS	CERTIFICATION EVENTS						
	QUAL LVL	FLT TL	IB Cert Board	EB Cert Board	EMCON 3/4	DAY FIGHTER	NIGHT FIGHTER
	MB	C			X	X	X
	MB	C			X	X	X
	MB	C			X	X	X
	IB	A	X		X	X	X
	MB	C			X	X	X
	IB	B	X		X	X	X
	MB	C			X	X	X
	IB	B	X		X	X	X
	IB	A	X		X	X	X
	MB	C			X	X	X
	MB	C			X	X	X
	IB	B	X		X	X	X
	IB	B	X		X	X	X
	EB	A	X	X	X	X	X
	MB	C			X	X	X
	MB	C			X	X	X
	IB	B	X		X	X	X
	IB	B	X		X	X	X
	MB	C			X	X	X
	MB	C			X	X	X
	IB	B	X		X	X	X
	IB	B	X		X	X	X
	IB	A	X		X	X	X
	IB	A	X		X	X	X
	MB	C			X	X	X
	MB	C			X	X	X
	UB						
	FB	C					
	MB	C			X	X	X
MB	MB	C			X	X	X
	MB	C			X	X	X
	IB	B	X		X	X	X
	MB	C			X	X	X
	IB	C	X		X	X	X
	EB	A	X	X	X	X	X
	IB	B	X		X	X	X
	MB	C			X	X	X
	UB				X	X	X
	MB	C			X	X	X
	MB	C			X	X	X
	EB	B	X	X	X	X	X
	MB	C			X	X	X
	MB	C			X	X	X

11 OCT 16

11 OCT 16

11 OCT 16

11 OCT 16
26 OCT 16

UB
EB A X X X X X

Certifying Official: _____

//signed//

Date: 3 OCT 16

TAB H

**EGRESS, AIRCREW FLIGHT EQUIPMENT (AFE), IMPACT, AND
CRASHWORTHINESS ANALYSIS**

H1. MEMORANDUM FOR RECORD 2

H1. MEMORANDUM FOR RECORD



DEPARTMENT OF THE AIR FORCE HEADQUARTERS AIR MOBILITY COMMAND

15 December 2016

MEMORANDUM FOR RECORD

FROM: KC-10A Class A SIB/BP

SUBJECT: Tab H, KC-10A Class A, 1 November 2016

No data was available for Tab H; Egress, Aircrew Flight Equipment (AFE), Impact, And Crashworthiness Analysis.

//SIGNED//

Colonel, USAF
President, Safety Investigation Board

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

TAB I

DEFICIENCY REPORTS

II. MEMORANDUM FOR RECORD	2
--	----------

II. MEMORANDUM FOR RECORD



DEPARTMENT OF THE AIR FORCE HEADQUARTERS AIR MOBILITY COMMAND

7 December 2016

MEMORANDUM FOR RECORD

FROM: KC-10A Class A SIB/BP

SUBJECT: Tab I, KC-10A Class A, 1 November 2016

No data was available for Tab I; Deficiency Reports.

//SIGNED//

Colonel, USAF
President, Safety Investigation Board

UNRIVALED GLOBAL REACH FOR AMERICA ... ALWAYS!

TAB J

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J1. AFRL INITIAL ACCELEROMETER, WIRING, AND BOLT TEST RESULTS

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

29 Nov 2016

(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 01 Nov 16 involving a(n) KC-10 83-0008.
(Mishap Date) (Equipment & Serial Number)

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//

Signature

DR-IV

Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____

DSN: _____

Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

15 Dec 2016

(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 involving a KC-10A 83-0080
(Mishap Date) (Equipment & Serial Number)

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

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5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//

Signature

CTR-UDRI

Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street:

City, State, Zip Code:

Phone Number:

DSN:

Email Address:

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

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15 Dec 2016

(Date)

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6. I understand the above terms and agree to abide by the conditions set forth.

 Signature

GS-04

Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

15 Dec 2016

(Date)

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(Mishap Date) (Equipment & Serial Number)

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//SIGNED//

Signature

Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

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15 Dec 2016

(Date)

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(Mishap Date) (Equipment & Serial Number)

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5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth

Signature

Print Full Name and Rank/Grade

Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

University of Dayton Research Institute

(Non-Air Force technical expert's full name and company/organization)

FROM:

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.
2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.
3. Unless you specifically identify information in any technical report you provide to the SIB as being based on the SIB's privileged analysis or information, it will be included in the non-privileged portion (Part 1) of the SIB's final report. Otherwise, if you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request a promise of confidentiality. If your request is approved, material you then provide will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes; you or your employer may not retain a copy, and it will not be available to your employer in any form. You must ensure any material you provide that is proprietary data is properly marked; it is not privileged and will be used within the DoD for any other investigations, but it will not be released to the public.

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: _____ January 23, 2017
(SIB President) *(Date)*

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

X Work ☐ Home

Street: _____

City, State, Zip _____

Phone Number: _____

DSN: N/A

Email Address: _____

MEMORANDUM FOR

' AFRL/RXSA

(Non-Air Force technical expert's full name and company/organization)

FROM:

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.
2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.
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4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: _____
(SIB President)

24 Jan 2017
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)
NDE PROGRAM Manager/Senior Analyst
UTC

Technical Expert's Contact Information

☐ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

VDRI
(Non-Air Force technical expert's full name and company/organization)

FROM:

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.
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4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: _____
(SIB President)

1-24-17
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

☐ Work ☒ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____

DSN: _____

Email Address: _____

MEMORANDUM FOR

AFRL

(Non-Air Force technical expert's full name and company/organization)

FROM:

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

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4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: _____
(SIB President)

(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☐ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

(Non-Air Force technical expert's full name and company/organization)

FROM:

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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//SIGNED//

(SIB President's signature block)

1st Endorsement

To:

(SIB President)

(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

//SIGNED//

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

J2. AFRL INITIAL HOIST CABLE ANALYSIS

**Analysis of
KC-10A Boom Accelerometer
and Mounting Structure**



**Presented to AFSAS 585987
Maintenance Member**

CMSgt

14 DEC 2016

Integrity ★ Service ★ Excellence

AFRL/RXSA



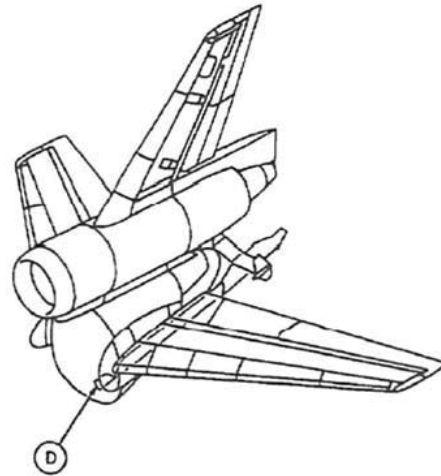
Outline



Components received
Visual exam of structure
Aft left bolt, slot, washer
Preliminary harness
& accelerometer examination
Conclusions
Recommendations

BLUF:

***No compelling evidence of
primary (causal) damage
yet identified.***





Components Received



Incident Hardware

Boom Structure

Accelerometer (S/N 263)

Attachment Bolts, Washers

Electrical Harness

Exemplar Hardware

Accelerometer (S/N 215)

Unused Bolts





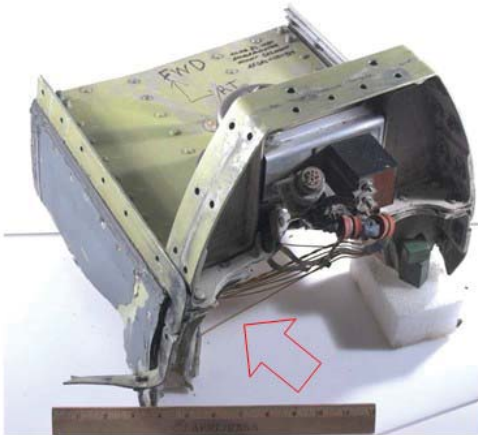
Structure Visual Exam



Contact damage noted to the left hand underside near the accelerometer attachment.

Gap in Structure

Left hand nutplates absent.





Structure Visual Exam



Fastener head missing aft of accelerometer

Left hand bolts threads stripped

Aft left bolt deformed in shear

Inconsistent washer thicknesses



Forward Left



Aft Left

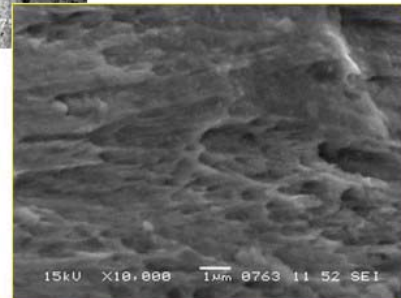
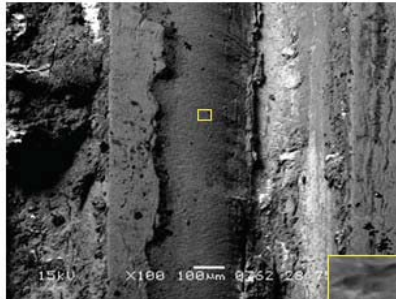
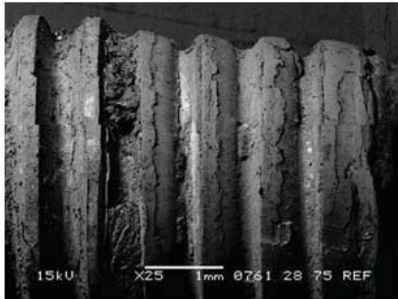




Aft Left Bolt



Axial stripping of threads

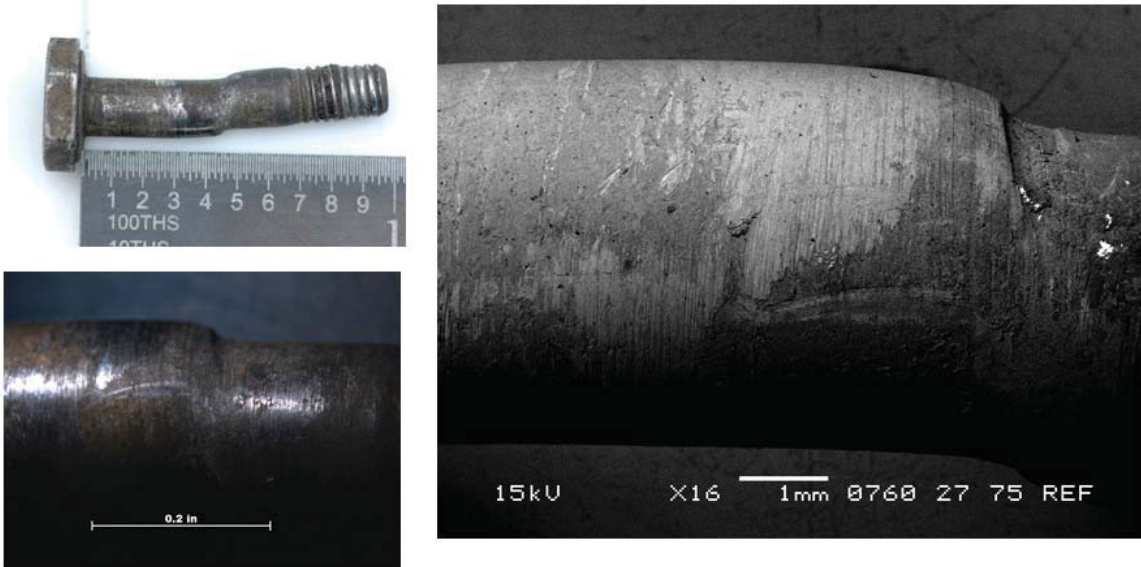




Aft Left Bolt



Shear deformation of shank





Aft Left Bolt

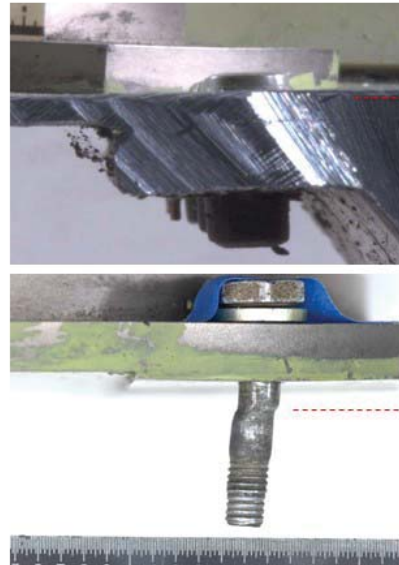


**Shear deformation of shank aligns with gap in aft structure.
Measured hardness (55 HR30N) correlates with 161
ksi UTS.**

**NAS 1303 bolt requirement is 160 –
180 ksi.**



View from Forward looking Aft





Aft Left Washer



Impression on washer matches end of elongated (aft left) slot.

Indicates fastener was torqued at time of lateral impact.



View from Bottom Looking Upward



Aft Left Slot Deformation



Deformation noted on upper edges of aft slot.

- both front and aft edges



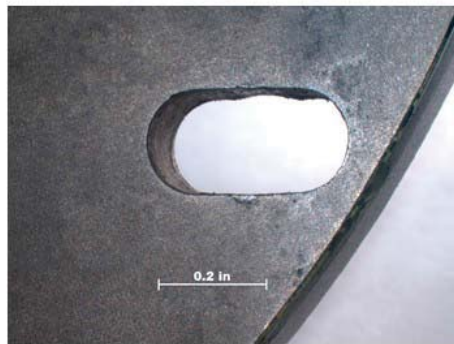
View from Top Looking Downward



Aft Left Slot Deformation



Impression on underside of slot are less pronounced.



View from Bottom looking Upward

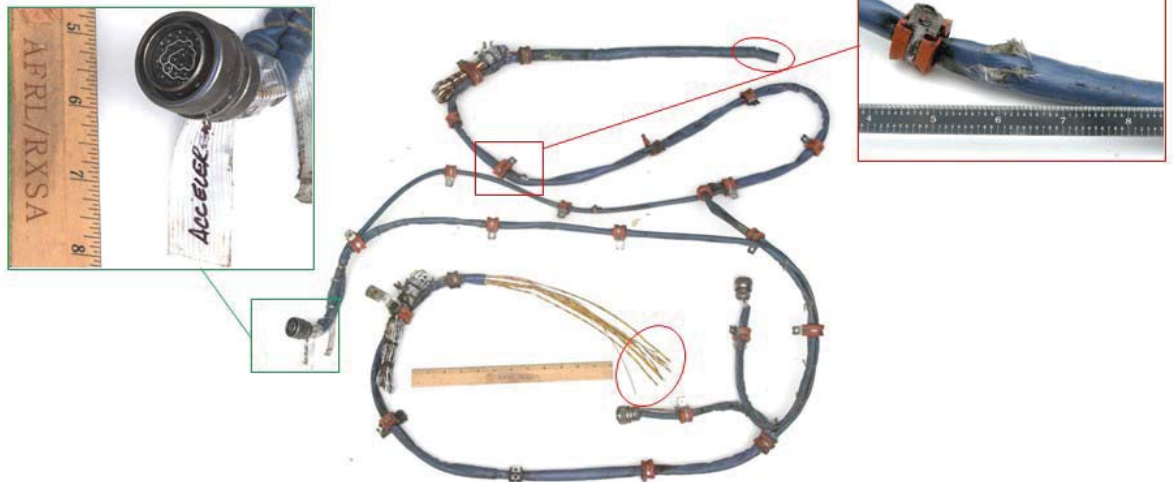


Harness Visual Exam



The connector did not show obvious distress.

A break in the sheath was noted.



The cut ends (indicated by the ovals) were stripped to enable electrical testing.



Harness Electrical Testing



Continuity was measured from each connector socket to the cut end.

- Pins 10 and 21 showed no continuity.

Continuity from each connector socket to every other socket (and the housing) was measured.

- No shorts identified (except intermittent between 10 and 21)



	FC
+15V SIDE 1	1
PWR GND SIDE 1	2
-15V SIDE 1	3
SIG OUT LATL ACCLM 1	4
SIG GND LATL ACCLM 1	5
SELF TEST LATL ACCLM 1	6
SIG OUT NORM ACCLM 1	7
SIG GND NORM ACCLM 1	8
SELF TEST NORM ACCLM 1	9
+15V SIDE 2	10
SIG OUT LATL ACCLM 2	11
SIG GND LATL ACCLM 2	12
SELF TEST LATL ACCLM 2	13
SIG OUT NORM ACCLM 2	14
SIG GND NORM ACCLM 2	15
SELF TEST NORM ACCLM 2	16
SPARE	17
SPARE	18
SPARE	19
SPARE	20
PWR GND SIDE 2	21
-15V SIDE 2	22
SPARE	23
SPARE	24
SPARE	25

TO 28-72-01 Fig 7.

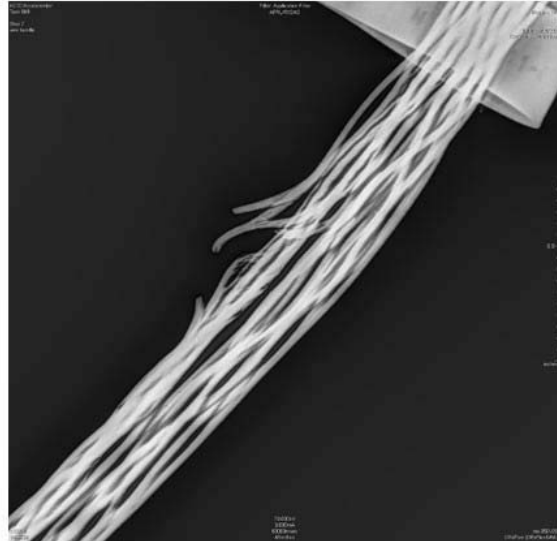


Harness Radiography



Radiographic examination of the wire showed 4 wires broken at the same location.

Request permission to disassemble harness at this location to assess whether this damage is primary vs secondary.





Accelerometer Electrical Testing



Resistances were measured across the pins for both accelerometers

- At two ranges
- Both forward and reverse bias

No significant difference between the four channels within each unit yet noted.

More detailed data review pending.

**Incident
S/N 263**



**Exemplar
S/N 215**



	Pin			Pin	
	+	-		+	-
R of +15 VDC to gnd	1	2	R of output	11	12
R of -15 VDC to gnd	3	2	R of positive output to gnd	11	21
R between +15 VDC and -15 VDC	1	3	R of negative output to gnd	12	21
			R of self test to gnd	13	21
R of output	4	5			
R of positive output to gnd	4	2	R of output	14	15
R of negative output to gnd	5	2	R of positive output to gnd	14	21
R of self test to gnd	6	2	R of negative output to gnd	15	21
			R of self test to gnd	16	21
R of output	7	8			
R of positive output to gnd	7	2	R between Side 1 gnd and Side 2 gnd	2	21
R of negative output to gnd	8	2	R between Side 1 +15 V and Side 2 +15 V	1	10
R of self test to gnd	9	2	R between Side 1 -15 V and Side 2 -15 V	3	22
R of +15 VDC to gnd	10	21	R between + outputs of Side 1 L&N	4	7
R of -15 VDC to gnd	22	21	R between + outputs of Side 2 L&N	11	14
R between +15 VDC and -15 VDC	10	22			
			R between Side 1 gnd and case	2	case
			R between Side 2 gnd and case	21	case



Computed Tomography



Two loose screws were noted within the sealed incident accelerometer.

Permission received to section into case to examine the screws to determine if damage is primary or secondary.

Sectioning would compromise ability to measure accelerometer response.





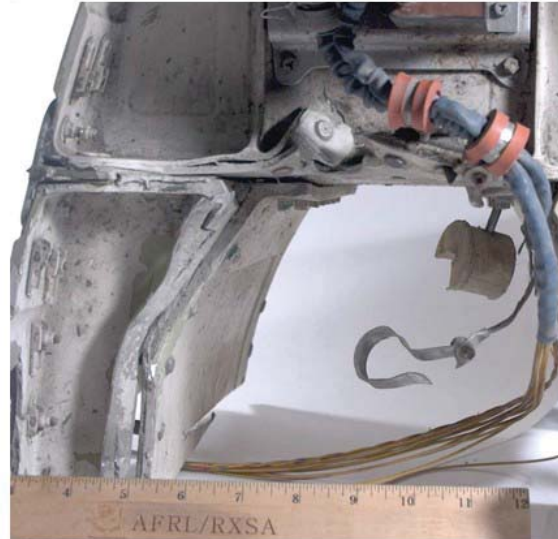
Conclusions



**Aft Left bolt distress
occurred in two modes:**

- Axial stripping of threads
- Shear deformation of shank

The timing of the distress is unclear, but seems related to damage to the aft end of the fixed boom.



View from Aft looking Forward



Recommendations





J2. AFRL INITIAL HOIST CABLE ANALYSIS

Analysis of KC-10A Boom Hoist Cable Fracture



Integrity ★ Service ★ Excellence

**Presented to AFSAS 585987
Maintenance Member**

CMSgt

01 DEC 2016

AFRL/RXSA

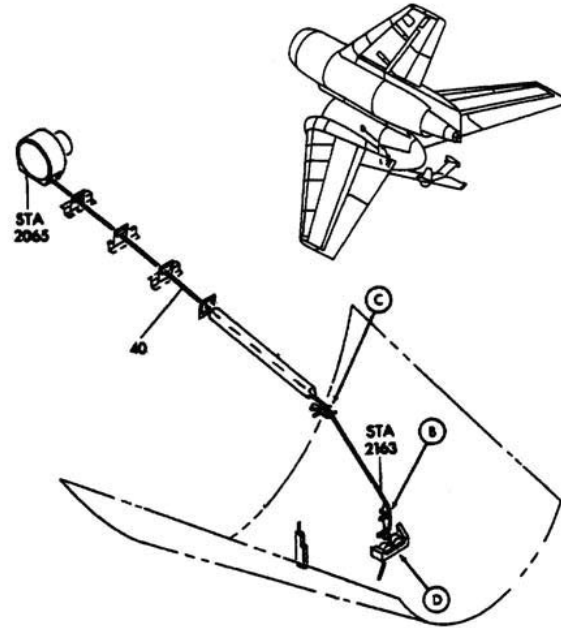


Outline



Cable Specification
Visual Observations
Fractographic Analysis
Composition Analysis
Metallographic Analysis
Conclusions
Potential Next Steps

BLUF: All evidence shows failure in overload.





Cable Construction Specification



Cable Specification

Email from shows the P/N S4913809KF9313 cable is 3/8 inch flexsteel of 7x31 construction, zinc coated, 93 13/32" long.

Boeing Process Specification (DPS 3.08BJ, Swaged Cable Assemblies) references DMS 2187F Wire Rope, Aircraft, 7 X 31 Warrington-Seale, Independent Wire Rope Center (IWRC)

3.3 Construction - Wire rope shall be 7 X 31 Warrington-Seale construction with a right hand twist, regular lay and preformed with a flexible metallic Independent Wire Rope Core (IWRC) as defined in RR-W-410. The rope shall have seven strands, each strand having 31 wires, making a rope total of 217 wires.

3.3.1 Core Construction - The core shall have seven strands, each strand having seven wires, for a total of 49 wires in the core. The core shall be fabricated from the same material as the rope strands.

3.3.2 Strand Construction - Each of the six strands of the wire rope shall have a one wire center, six wire inner layer, 12 wire intermediate layer and 12 wire outer layer. The wires in the inner layer shall be of one diameter. The wires in the intermediate layer shall be of two diameters, laid alternately. The wires in the outer layer shall be of one diameter. Each strand shall be fabricated in one operation.

There seems to be an internal inconsistency in the cable specification.



Cable Proof Test Requirements



The cable specification requires a minimum breaking strength for this construction of 14,800 pounds.

The assembly specification requires proof testing for this construction of at least 8,640 pounds.

All assemblies are to be proof tested and marked accordingly.

4.10 Identification

4.10.1 A cloth or plastic identification tag shall be attached to each cable assembly. The tags shall contain the information required by [DPS3.02](#) or [DPS3.02-17](#), as applicable. There shall be sufficient space for the letters "PL", for necessary inspection stamps, and for the cable run segment number when required by the Engineering drawing.

NOTE: The letters "PL" indicates that the cable assembly has been proof-loaded and prestretched by the cable assembly manufacturer as defined by this DPS.



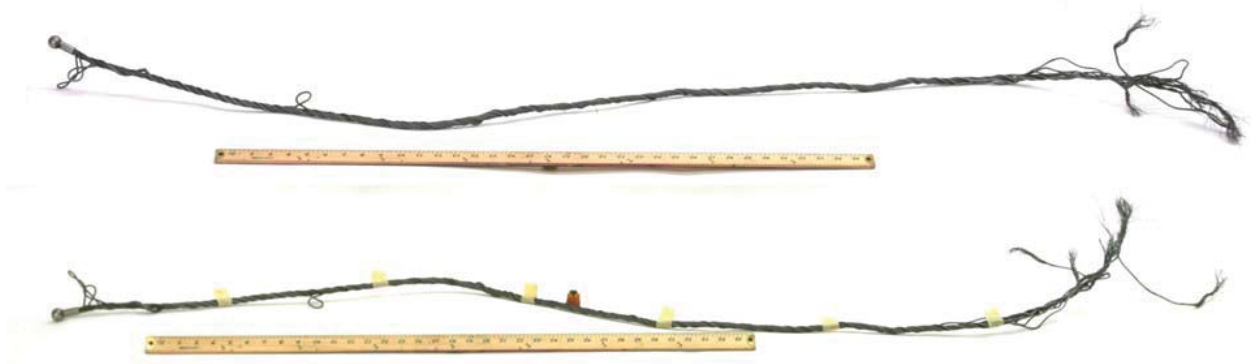
Visual Observations



The submitted cable segment showed distortion along it's length.

Distances from the ball end were marked with tape.

Fracture occurred between 70 and 86 inches from the ball.

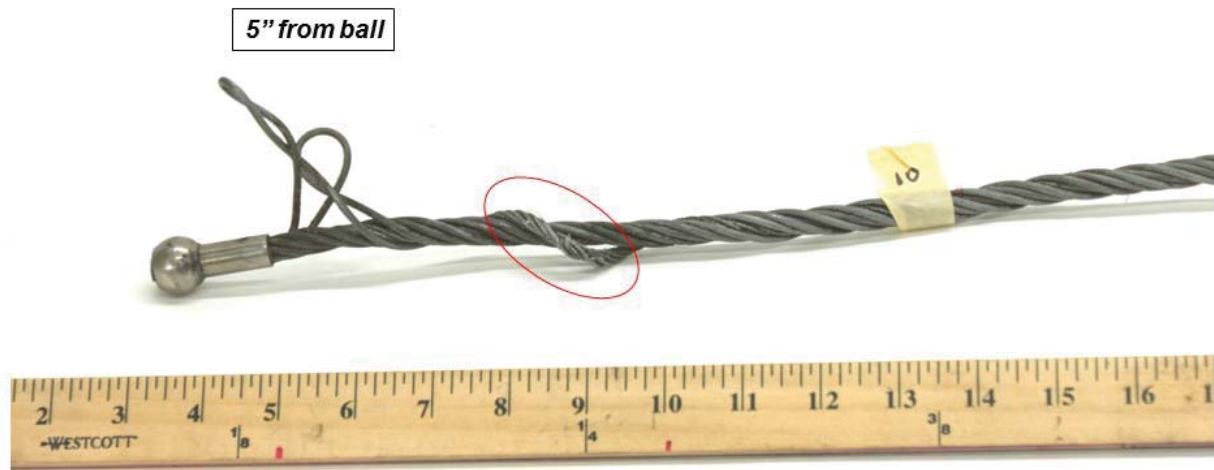




Visual Observations



In some locations, the core protruded.

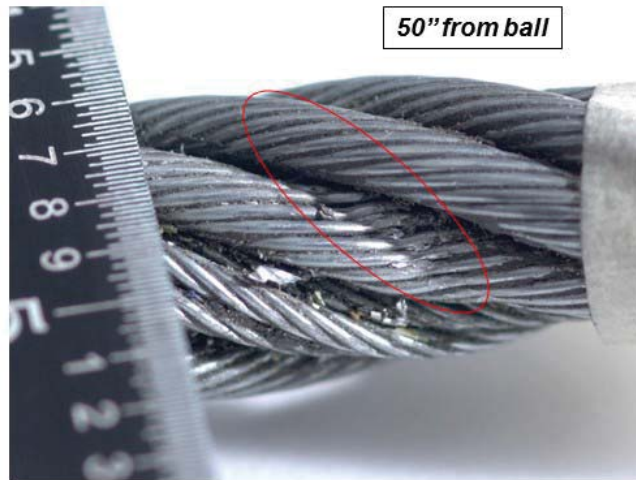
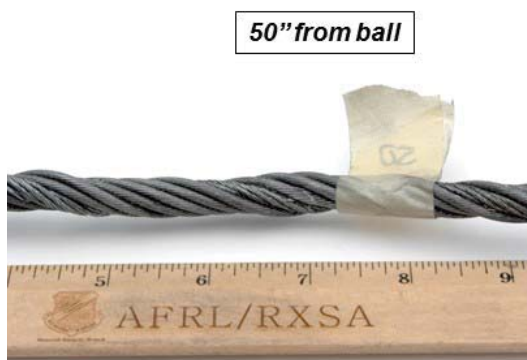




Visual Observations



One location had evidence of contact with an edge.



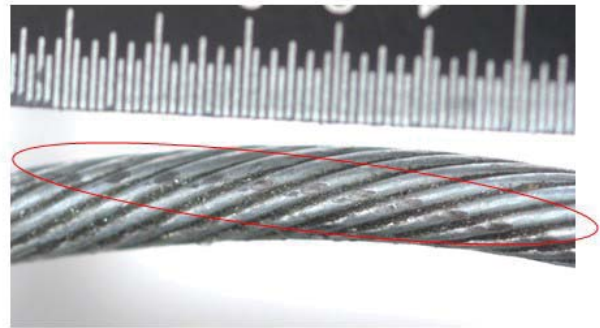
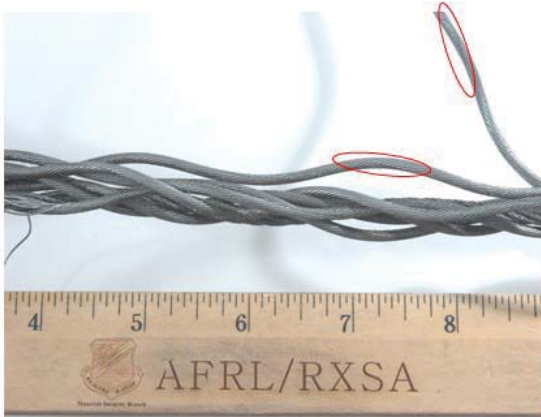


Visual Observations



Some 'strand nicking' was noted where the strands contact one another.

This condition may indicate the core failed before the outer strands.



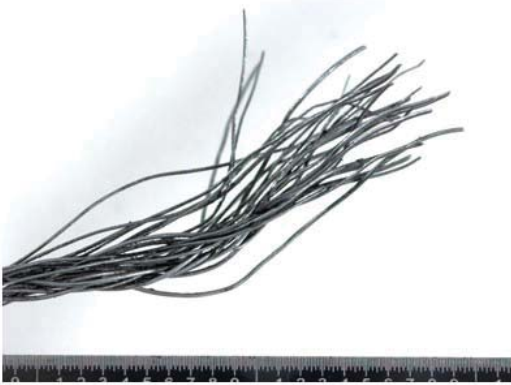


Fractographic Analysis



All fracture surfaces were examined using a stereo optical microscope.

All showed either slant (shear) fractures, or cup and cone fracture.



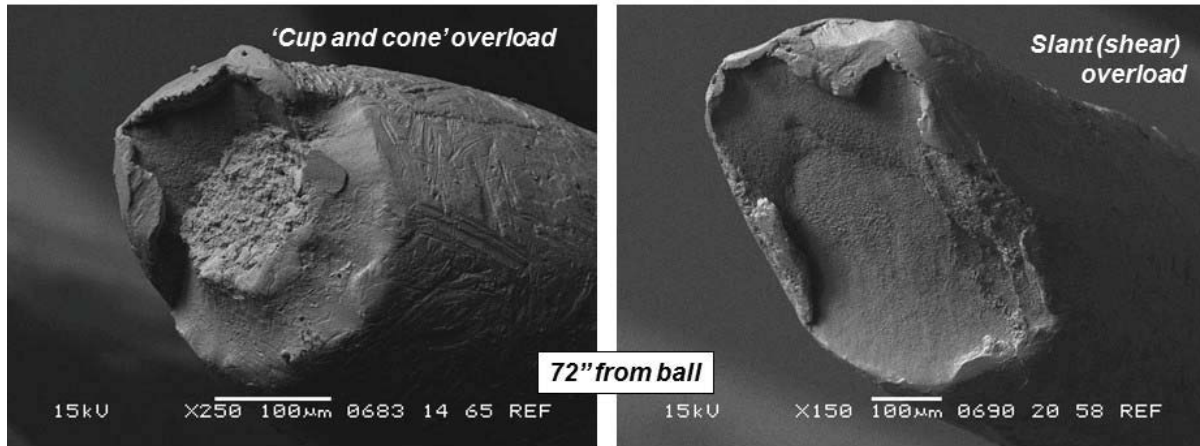


Fractographic Analysis



Examination in the SEM confirmed the stereo optical observations.

All fracture surfaces examined showed overload.

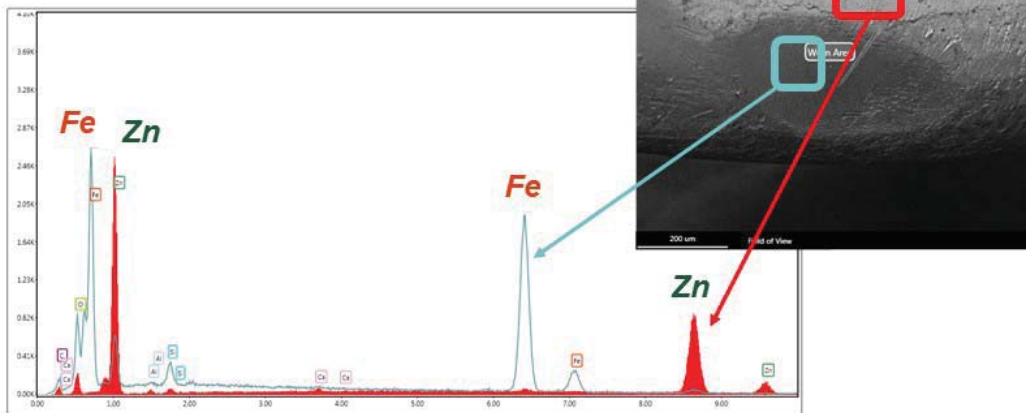




Compositional Analysis by Energy Dispersive Spectroscopy



This technique is not the most discriminating, but showed zinc coating applied over iron rich wire. In some areas where the wires contact one another, the zinc was worn away.

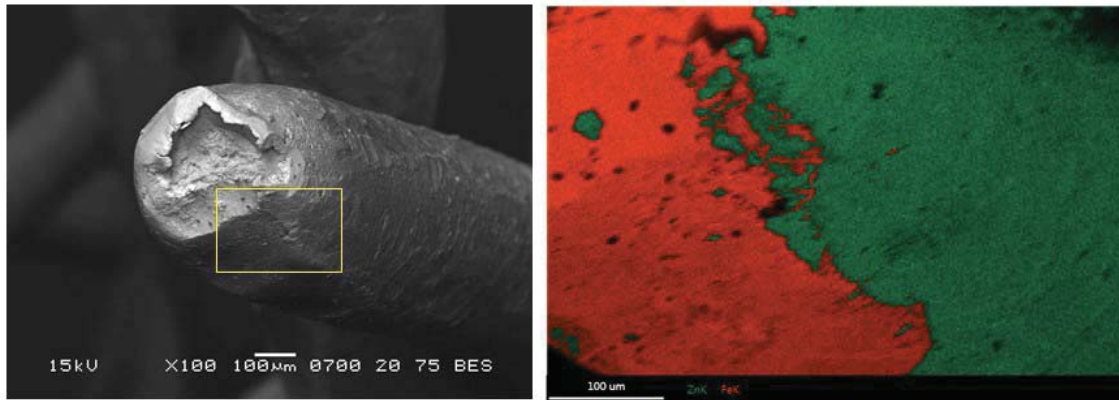




Compositional Analysis by Energy Dispersive Spectroscopy



Mapping for these elements showed the worn areas (with reduced cross section) lacked the Zinc coating. The loss of cross section due to wear / corrosion appeared relatively slight.

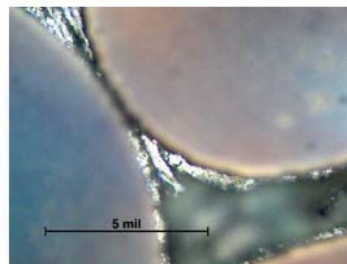
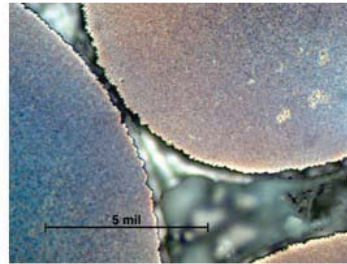
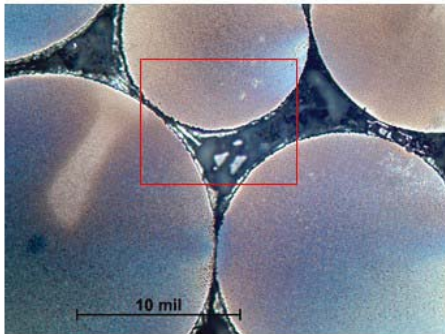




Metallographic Analysis



The microstructure was fine grained, consistent with drawn carbon steel wire. A coating was noted.



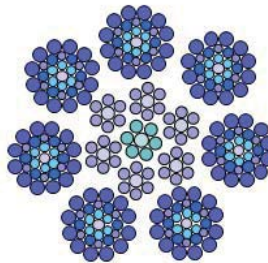
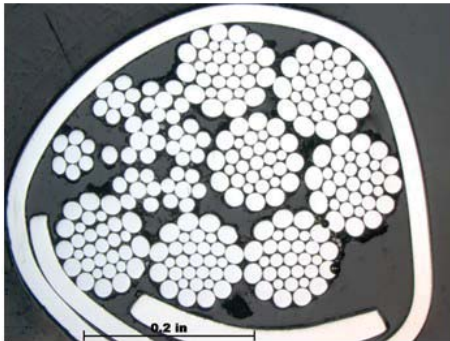


Cable Construction Observation



The observed construction was 7 x 31 over an independent 7x7 wire rope core.

The lay was right regular, (as specified).



*The rope spacing was somewhat distorted in the segment provided.
The idealized construction is shown colored.*

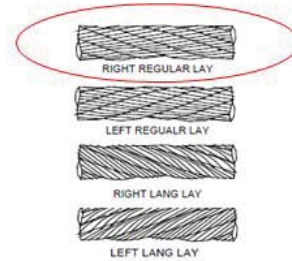


FIGURE 4. Lays in wire rope.

**Source: RR-W-410H
Wire Rope and Strand,
Fig 4**



Conclusions



The failure mode for the cable is overload.

The cable satisfies the construction requirement.

**An assessment of cable strength cannot be provided
from the damaged segment.**



Potential Next Steps



Verify Strength of cable by mechanical testing of an undamaged segment.

Review the proof loading tags, and / or manufacturing records.

In an overload failure such as this, composition, dimensions, and hardness are all of secondary importance to strength.



J3. AFRL INITIAL A-FRAME MOUNT ANALYSIS

Analysis of KC-10A Boom Support Fracture



**Presented to AFSAS 585987
Maintenance Member**

CMSgt

07 DEC 2016

Integrity ★ Service ★ Excellence

AFRL/RXSA



Outline

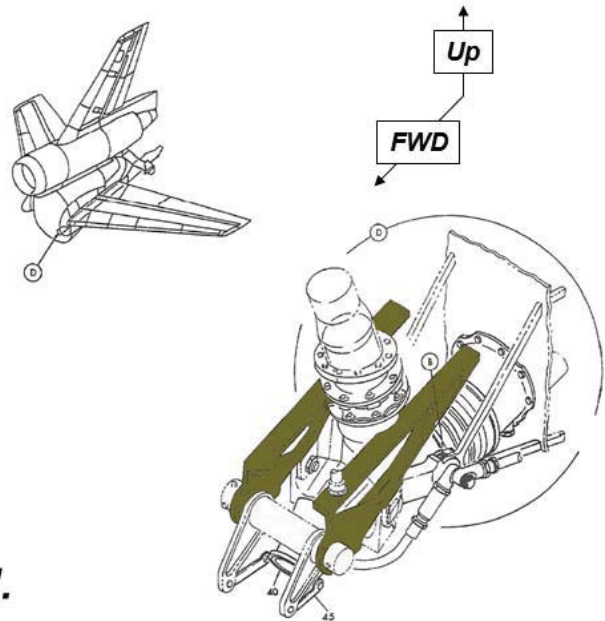


Visual Observations
Fractographic Analysis
Metallographic Analysis
Material Requirements
Hardness & Conductivity
Conclusions
Remaining Activity

BLUF:

All evidence shows A frame failure occurred in overload.

Some slight pitting damage in one location is not significant.

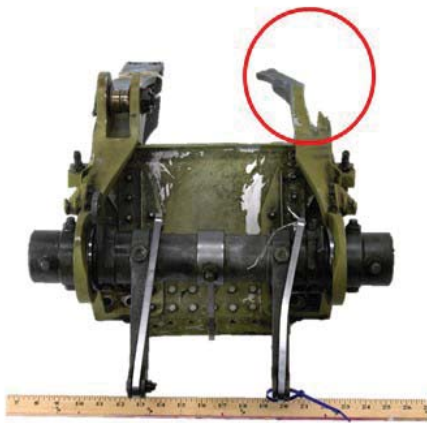




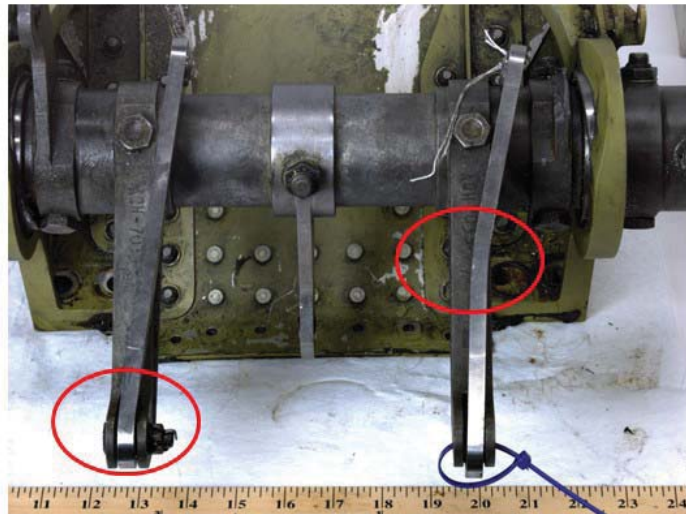
Visual Observations



The A frame assembly and links show deformation and fractures.



View from forward looking aft.

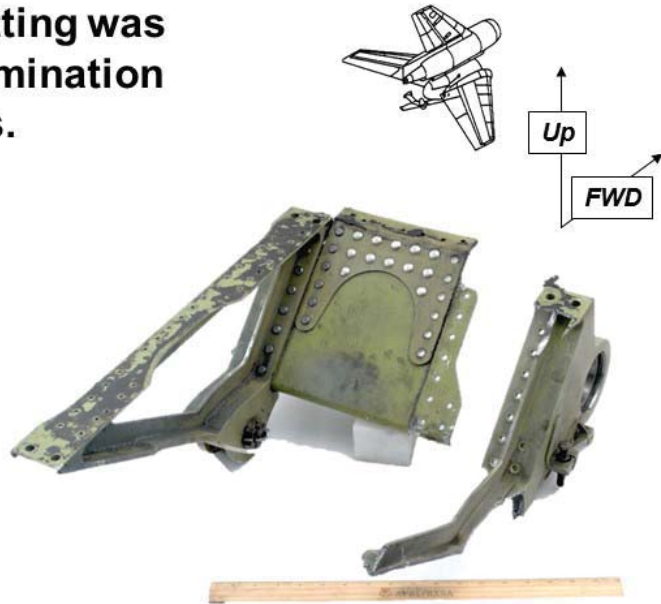




Visual Observations



The right hand support fitting was removed to enable examination of the fracture surfaces.





Visual Observations



The arc segment enclosing the bearing was excised for hardness and wet chemistry composition testing.

The bearing from the right hand support fitting was found to be canted.

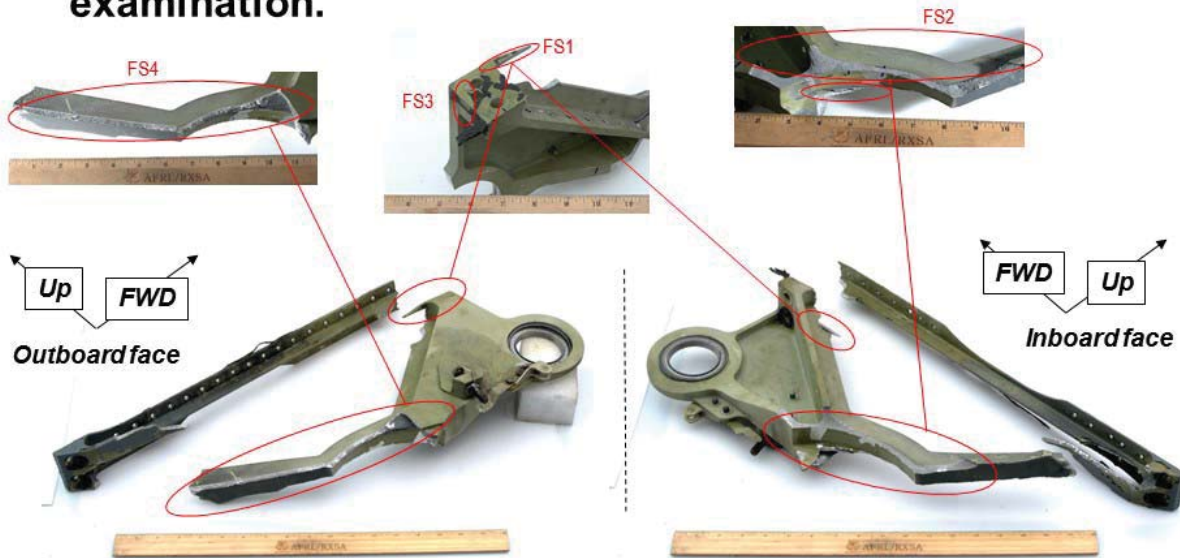




Fractographic Analysis Right-hand Support



Segments of several fractures were excised for detailed examination.

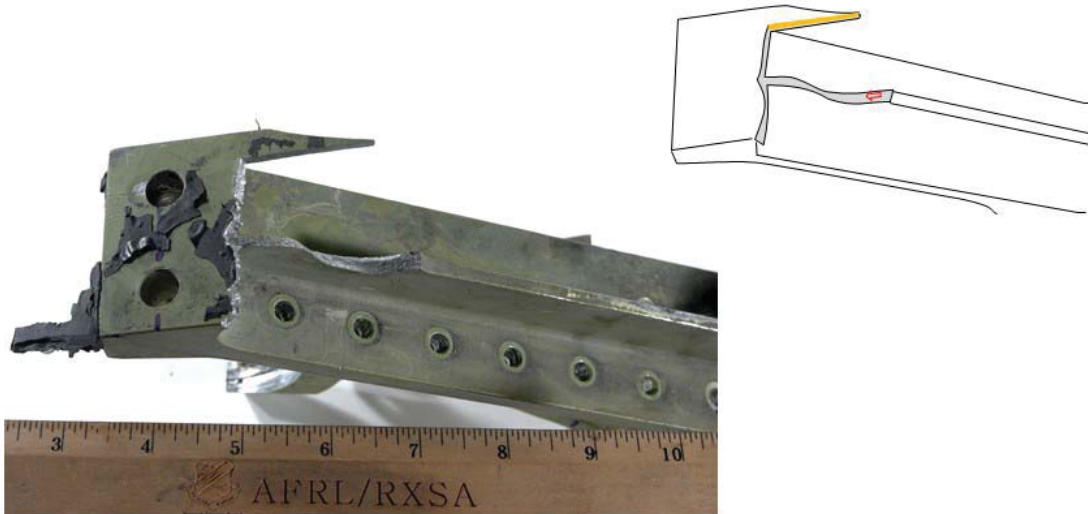




Fractographic Analysis Fracture Surface (FS) 1



FS1 showed smeared 45° surfaces, and a neighboring flat.

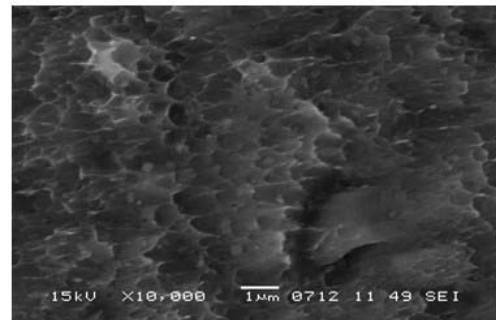
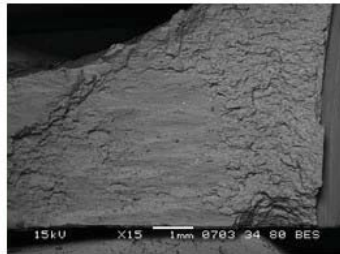
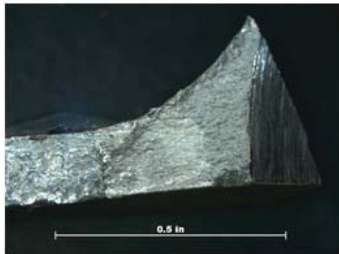
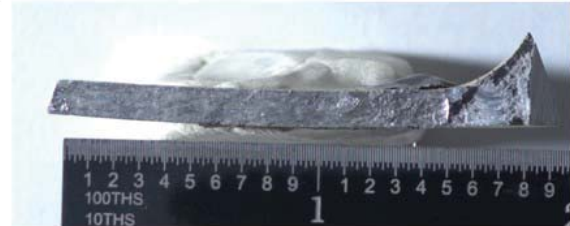




Fractographic Analysis FS1



The planar area from FS1 showed elongated ductile dimples, indicative of overload in shear.



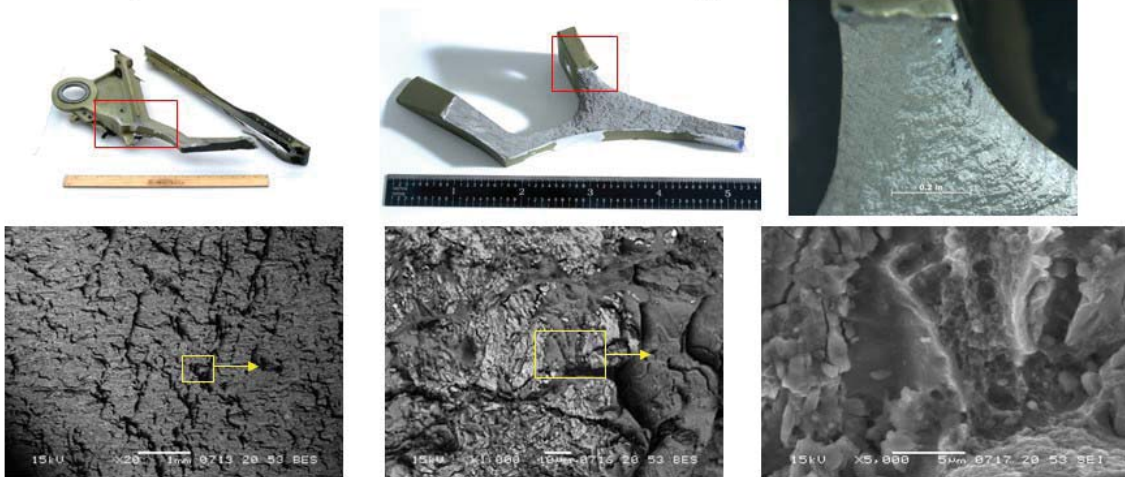


Fractographic Analysis FS2



This overload portion of FS2 is representative of all of the non-planar fracture surfaces examined.

Fracture occurred at coarse precipitates, with ductile dimples noted in the surrounding matrix.

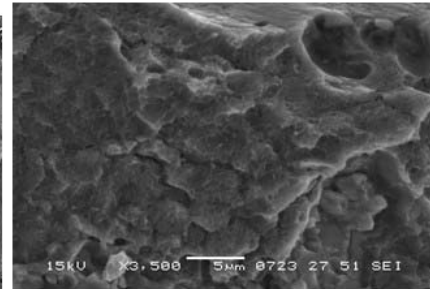
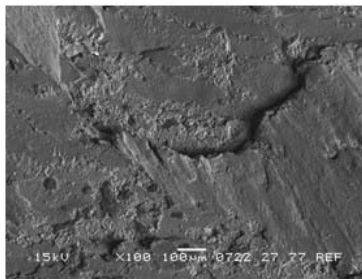
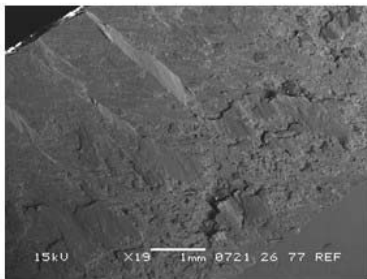




Fractographic Analysis FS2



This planar region of FS2 showed ductile dimples, indicative of overload.



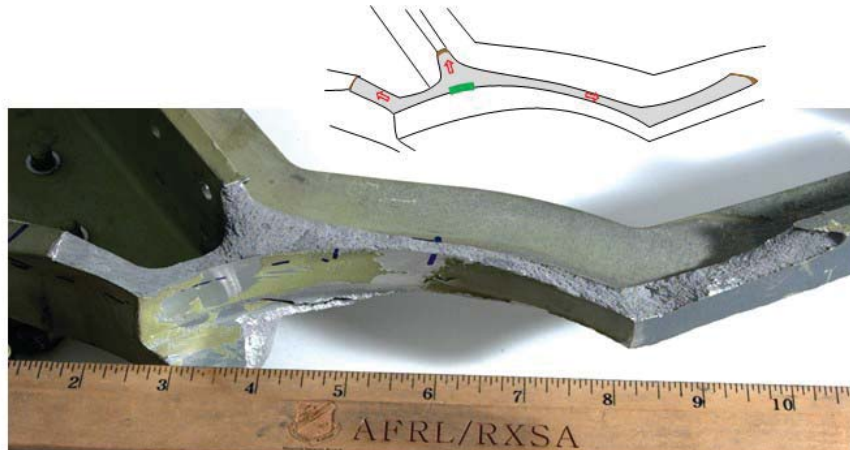


Fractographic Analysis FS2



FS2 showed terminal shear lips, and both rough and planar regions.

Fracture initiated from a machined radius (green arc).

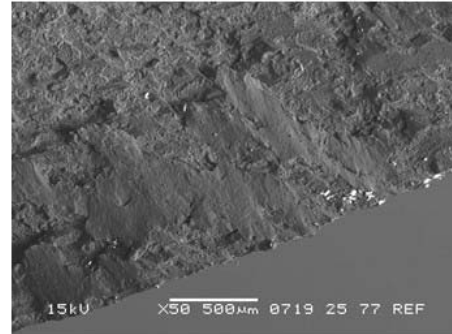




Fractographic Analysis FS2



**The initiation area was examined using the SEM.
Only overload and smear were identified.
No fatigue or corrosion was noted.**



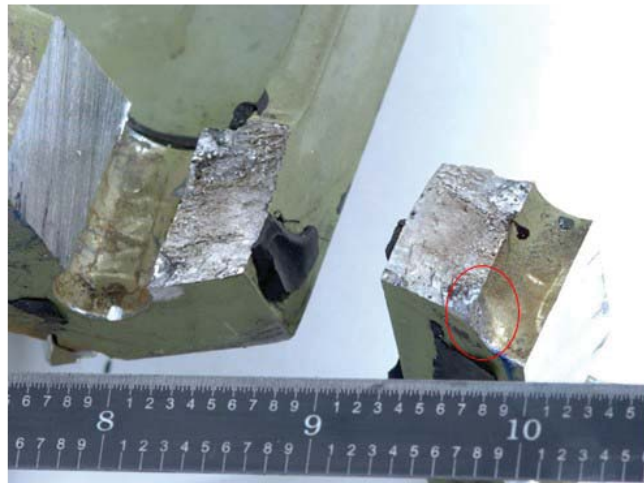


Fractographic Analysis FS3



FS3 was broken open.

Some degradation of the coatings was noted in the bore.



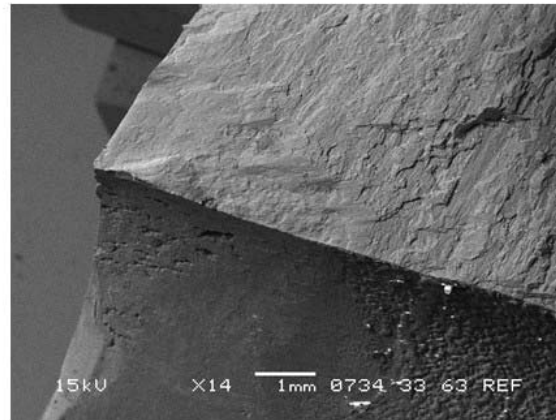
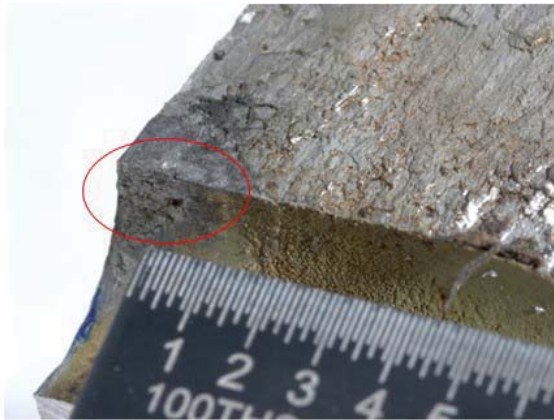


Fractographic Analysis F3



Slight pitting was noted on the bore surface.

Smear was noted at the adjacent corner of the fracture surface.

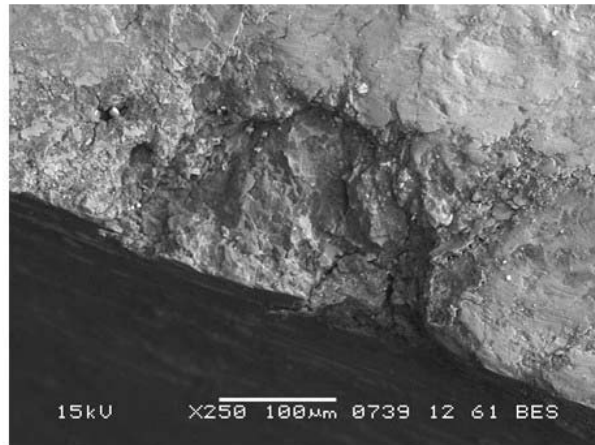
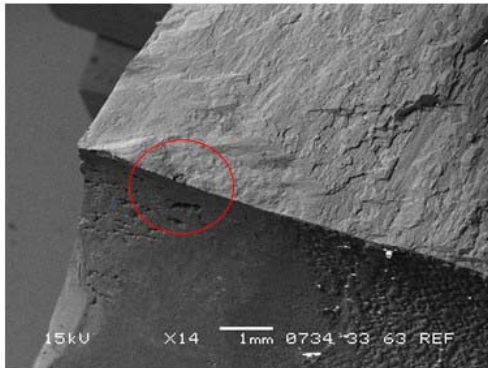




Fractographic Analysis F3



Pitting to a depth < 0.01 inches was noted on the fracture surface.

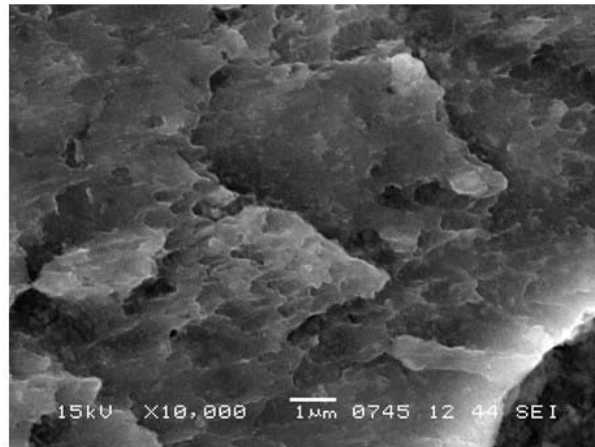
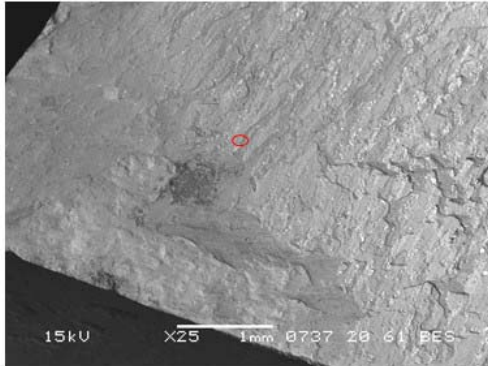




Fractographic Analysis F3



Just beyond the smeared region, elongated ductile dimples were noted, indicating shear overload.



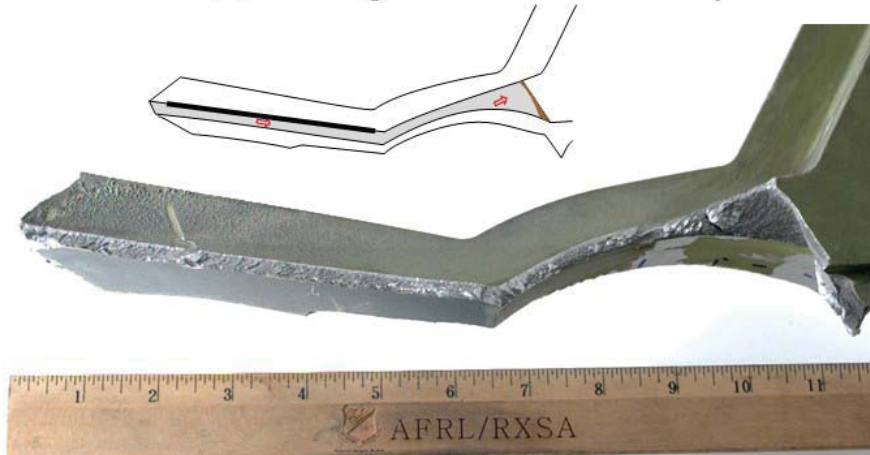


Fractographic Analysis FS4



Stereo optical exam of FS4 revealed overload propagation toward the terminal shear lip (brown).

Some bending was noted, indicated by the compression marks on the upper edge of the surface (thick black).



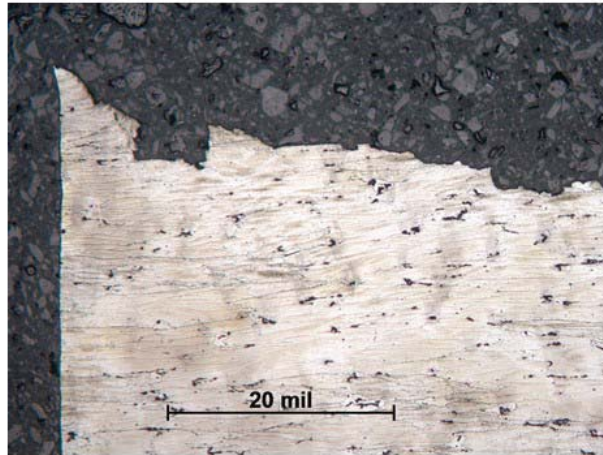


Metallographic Examination



A segment from FS2 was mounted and polished and etched.

45 deg shear was noted even on the initiating edge.

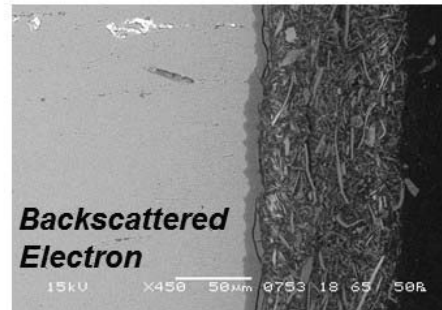
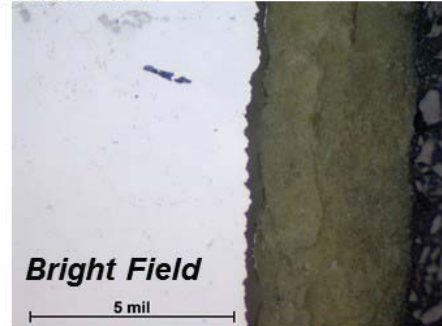
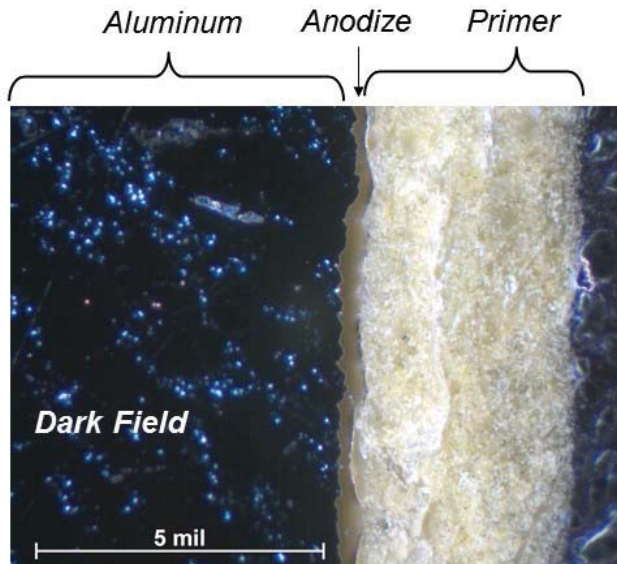




Metallographic Examination



Undamaged surfaces showed intact anodize and primer layers.





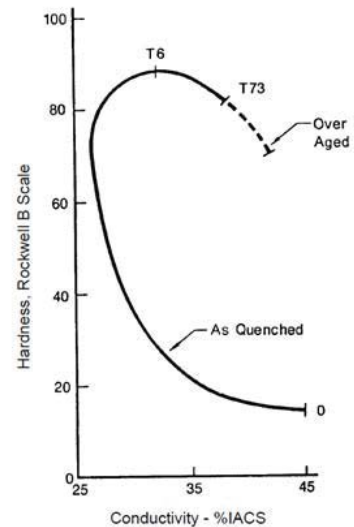
Material Requirements



Douglas Drawing PL AGA7588 for the fittings show they are to be fabricated from 7075 –T7351 Aluminum plate per QQ-A-250/12.

The -6 (peak strength condition) for this alloy is known to be susceptible to stress corrosion cracking (SCC).

For this reason, QQ-A-250/12 requires conductivity testing to confirm the –T73 material is not susceptible to SCC.



Source: MIL-STD-1537C



Hardness and Conductivity



Conductivity measurements over all faces of the fractured right hand support varied between 40.5 and 41.7 % IACS.

All of these measurements are within the range 40-42 %IACS, which according to QQ-A-250/12 shows the material has satisfactory SCC behavior.

(Values between 38 and 39.9 %IACS may also be acceptable, provided the yield strength is not more than 12 ksi above the required minimum).

Hardness measurements near the bearing varied from 79.7 to 80.0 HRBS. All measurements exceed 78 HRBS, the minimum listed for this alloy and condition by AMS 2658D.

(QQ-A-250/12 does not specify a minimum hardness, but rather minimum tensile properties).



Conclusions



All of the fracture surfaces examined show only overload and secondary damage (i.e. smear).

Some pitting < 0.010 inches in depth was noted at one bore, which most likely did not significantly affect the capabilities of the component to resist fracture.

Macroscopic deformations show bending applied at the time of fracture.

The hardness and conductivity measurements of the fractured forging are consistent with the requirements for 7075-T7531 aluminum.



Remaining Activity



Wet chemistry compositional analysis is pending.



J4. AFRL INITIAL ACCELEROMETER TESTING RESULTS

Analysis of KC-10A Boom Accelerometer



**Presented to AFSAS 585987
Maintenance Member**

06 Jan 2017

AFRL/RXSA

Integrity ★ Service ★ Excellence



Outline



Shaker Testing Results

Loose Screw examination

Accelerometer interior exam

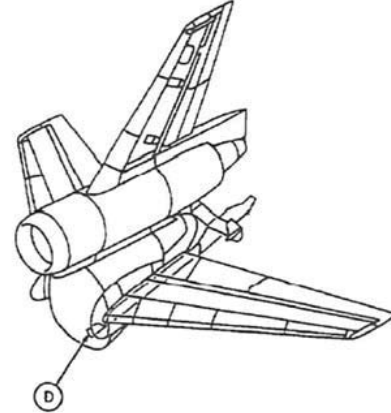
Conclusions

Recommendations

BLUF:

***Two internal screws likely came loose
and do not affect function***

Accelerometer gives nominal performance.





Internal Screws



The 2 loose internal screws were removed before shaker testing.

A hole was milled into the top of the incident accelerometer to shake them out.



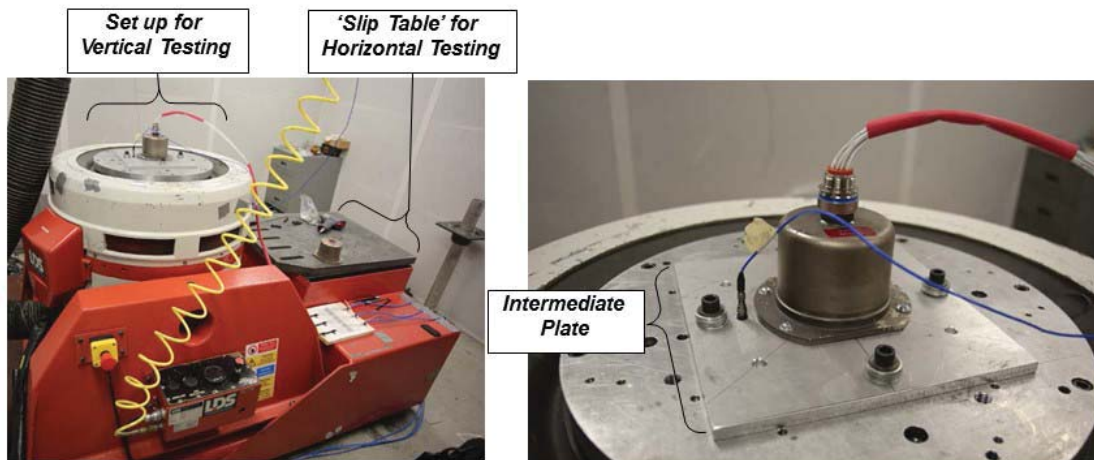


Accelerometer Vibration Testing



Testing of both the indecent and exemplar accelerometers was conducted prior to destructive disassembly.

The intermediate plate was transferred to the slip table for horizontal testing.





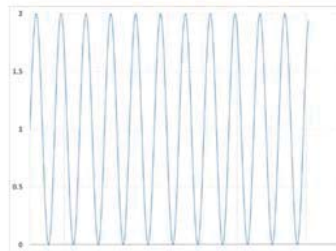
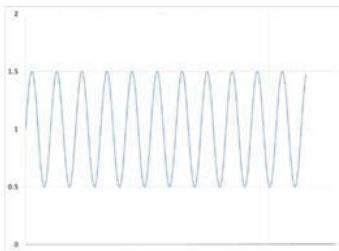
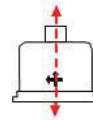
Vibration Testing Parameters



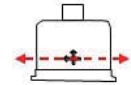
Static (0 Hz) testing was conducted in 4 orientations:



Dynamic (10Hz) testing was conducted vertically, at two g levels, ($\frac{1}{2}$ - $1\frac{1}{2}$ g) and (0 - 2g).



Horizontal 10 Hz testing was conducted at ($\pm \frac{1}{2}$ g) and (± 1 g)





Vibration Testing Results



All outputs were 2.5 V / g as specified.

No intermittent faults were noted.



Internal Screws



Examination of the screws showed a green adhesive on the heads of each of them, which had disbonded from the substrate.

The screws show no evidence of stripping, shearing, or arcing.





Screw Specification

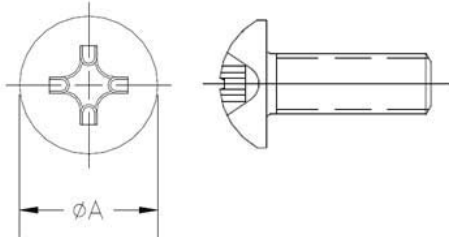


The loose screws are Find Number 30 on Honeywell drawing 979-0099 (rev H).

The call out is for 0.112 – 40 X 0.187
Pan Head Screws per MS 51957-12.

MS 51957-12 specifies several allowable austenitic stainless steels: Type 302, 304, 304L, 305, 316L, 384, XM-7.

Class 2A UNC thread dimensions are controlled
by FED-STD-H28



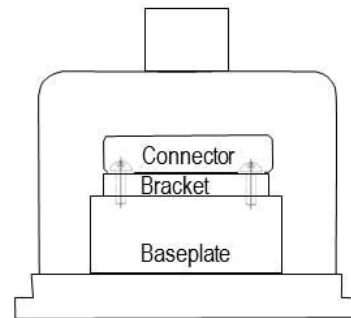
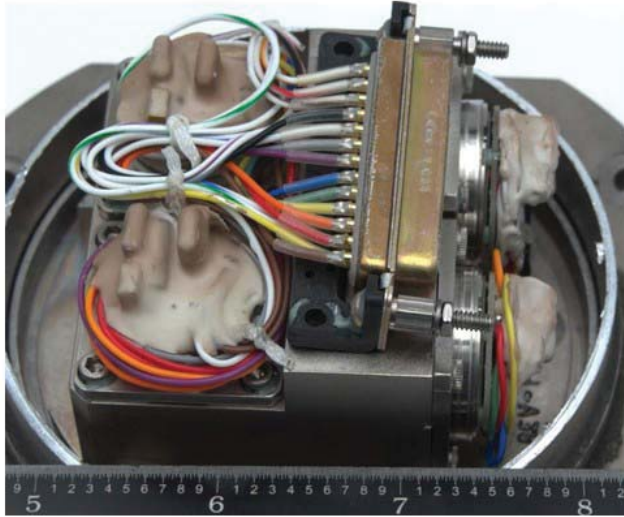
ØD Nominal Size		.0860	.1120
Threads Per Inch UNC-2A		56	40
Ø D ₁ Body Diameter	Max	.0860	.1120
	Min	.0717	.0925
ØA Head Diameter	Max	.1670	.2190
	Min	.1550	.2050
H Head Height	Max	.0620	.0800
	Min	.0530	.0700
P Head Radius	Ref	.0100	.0100
R Fillet Radius	Max	.0130	.0170
Driver Size		1	1
Tensile Strength Lbs-Min		300	480
L Length	Tolerance	Dash No.	Dash No.
.125		1	11
.188		2	12
.250		3	13



Screw Location



Subsequent sectioning revealed the absent screws secured the connector bracket to the baseplate.



The significance of the potting compound discoloration is unknown.

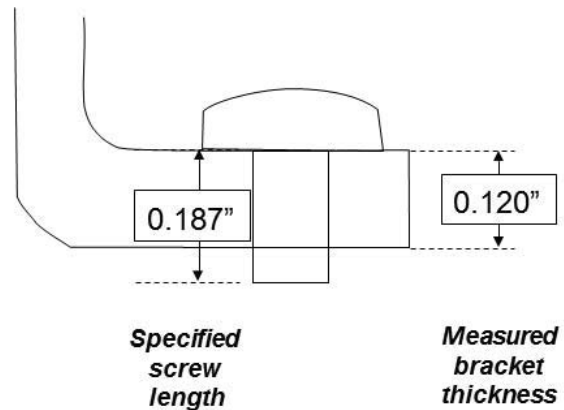
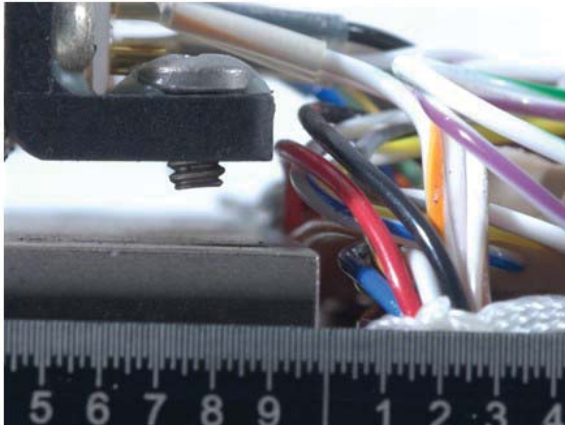


Thread Engagement



Very few screw threads emerge from the bracket to engage the tapped hole in the base.

The bracket is unthreaded.





Thread Engagement



Partially formed threads at the tip of each screw do not show the full major diameter.

This is typical.

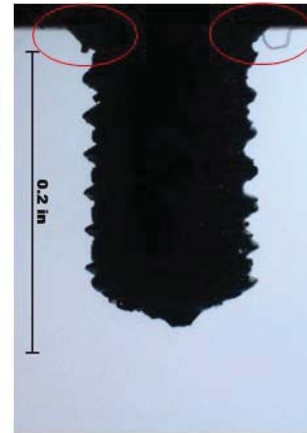




Thread Engagement



The tapped hole is chamfered near the surface, reducing the capability for thread engagement.



Struers replicating media was used to mold impressions of the of the tapped holes.

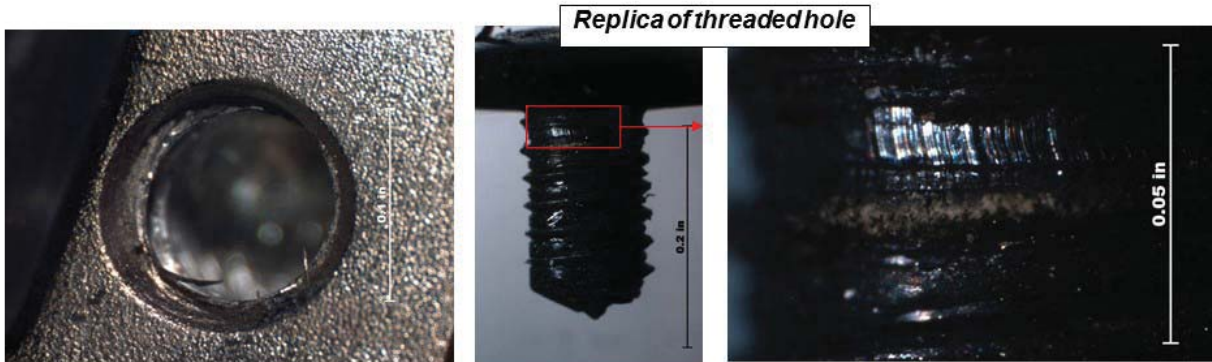


Thread Shear in Baseplate



The Baseplate (FN 3 in Honeywell drawing 979-0099H) is reported to be electroless nickel plated 6061-T6 aluminum (typical hardness Rockwell B 50).

Some of the top threads show shearing damage.





Conclusions



The threads in the base plate sheared, allowing the mounting screws to come loose.

- The timing is unknown, but the damage appears to be consistent with impact. No loose 'rattling' screws were noted by the field or the overhaul facility in 2002.
- The primary causal factor is insufficient thread engagement.

The loose screws do not appear to be significant to the accelerometer function.

- AFRL shaker table testing without the screws did not show any anomalous responses.
- The screws and bracket are not a part of the electrical circuit path.
- Internal electrical components are electrically isolated.



Recommendations





J5. AFRL FINAL HOIST CABLE FAILURE ANALYSIS

KC-10A Boom Hoist Cable Analysis (Failure Analysis)

11 January 2017

**Evaluation Report
(SA103002)**

Report No. AFRL/RXS 17-001

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AFRL/RXS 17-001

EXECUTIVE SUMMARY

A refueling boom departed a KC-10A aircraft resulting in damage exceeding Class A thresholds. Examination of the fractured boom hoist cable showed all strands failed in ductile overload. No evidence of corrosion or fatigue was identified. Some slight strand-to-strand wear was noted, but this did not influence the wire fracture locations except in a handful of cases. The cable was found to satisfy the construction requirement.

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AFRL/RXS 17-001

ACKNOWLEDGMENTS

This investigation report reflects the combined efforts of a dedicated and talented team. The author would like to recognize the following individual's contributions to this analysis:
(University of Dayton Research Institute) for specimen preparation and metallographic preparation expertise.

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AFRL/RXS 17-001

KC-10A Boom Hoist Cable Analysis

PURPOSE

Determine the failure mode of the boom hoist cable.

BACKGROUND

A refueling boom departed a KC-10A Extender aircraft in flight. The resulting damage exceeded Class A thresholds. Further details of the event are contained in AFSAS report number 585987.

Components from the incident aircraft were submitted by the Safety Investigation Board (SIB) for analysis at the Air Force Research Laboratory (AFRL). The current report covers characterization of the boom hoist cable ([Figure 1](#)). Characterization of the fractured support will be addressed in report AFRL/RXS 17-002, characterization of the boom accelerometer, and structure will be addressed in report AFRL/RXS 17-003. Characterization of the electrical harnesses will be addressed in report AFRL/RXS 17-004.

Details of the cable construction were provided. The cable is reported to be part number S4913809KF9313, 3/8 inch diameter, 7x31 construction, 93 and 13/32 inches in length. Boeing process specification DPS 3.08BJ, Swaged Cable Assemblies, references DMS 2187F Wire Rope, Aircraft, 7 X 31 Warrington-Seale, Independent Wire Rope Center (IWRC). Both of these documents were provided. The process specification requires all cable assemblies be proof loaded. Furthermore, proof loaded assemblies must be marked accordingly with a tag including the letters PL.

The wire material is called out by the DMS, which references MIL-DTL-83420 Type 1 Composition A. This document in turn calls out carbon steel per SAE AIR 4127. The wires must be either zinc coated or tin over zinc coated.

FACTUAL DATA

A fractured cable was submitted for analysis ([Figure 2](#)). The end terminal was a ball, which was used as a point of reference for measurement. The fractures were at distances between 70 and 86 inches from the ball. In general, fractures of the wires within each of the seven strands and core occurred within a few inches of each other, but the fractures of the strands were somewhat displaced from each other ([Figure 3](#)).

The cable was examined using a stereo optical microscope. Distress was noted along the entire submitted length. In some locations along the length of the cable, the 7x7 core protruded. Red and yellow nylon tracer filaments were also found to protrude in a few locations ([Figure 4](#)).

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Some slight "strand nicking" was noted (Figure 5). Due to the distortion of the cable and strand positioning along the entire submitted length, precise measurements of the cable diameter were not attempted. An oily substance was noted along the entire cable length, consistent with corrosion preventative compound (CPC). The DPS requires cable assemblies be treated with CPC.

Each of the wire fractures within each of the strands was examined using a stereo optical microscope. All of the wires showed one of two fracture types: cup and cone or slant fracture. Both of these fracture types are indicative of ductile overload. No evidence of fatigue or corrosion was noted on any of the wires examined.

A number of the fracture strands were excised for more detailed examination. Copper wire was wrapped around the strands on either side of the subsequent cutting location to preserve the relative position of the individual wires (Figure 6). These strand fractures were then examined using a scanning electron microscope (SEM).

Examination of the fractured strands in the SEM confirmed observations made using the stereo optical microscope. Each of the wire fractures showed either cup and cone or slant fracture (Figure 7). No evidence of fatigue or corrosion was noted on any of the wires examined.

Areas which had shown strand nicking were examined in the SEM using energy dispersive spectroscopy (EDS). Worn areas showed primarily iron, while intact areas showed primarily zinc. Iron is the primary elemental constituent of carbon steel. Some of the wire fracture occurred at slightly worn locations (Figure 8).

A segment of the cable was excised at a distance of 32 inches from the ball for metallographic examination. The 7 x 31 construction of the cable was verified (Figure 9). Etching of the mounted cross-section revealed a coating on each of the wires (Figure 10). The wires themselves showed a fine-grained microstructure consistent with cold-drawn steel wire.

DISCUSSION

This analysis has shown the failure mode of the cable was ductile overload. Each of the wire fractures occurred in either cup and cone or slant fracture. Both of these are indicative of ductile overload failure. Furthermore, the strand protrusions and relative positioning variation along the entire length of the cable indicates high tension was applied along entire length, and suddenly relieved during fracture.

Some slight wear (e.g., strand nicking) was noted. This damage did not significantly reduce the cross-sectional area, and only influenced the fracture location in a handful of wires. No evidence of fatigue or corrosion was noted.

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The condition of the cable prevented a direct assessment of its strength. The distortion in the entire segment submitted prevented precise measurements of the diameter or tension testing. While the hardness of carbon steels correlates with strength, such a measurement to assess the overall strength of the cable is complicated by the small diameter of each strand, and the complex load sharing which may occur between the various elements in the cable. Because this analysis failed to reveal any mechanisms which would significantly reduce the cable strength, the proof-testing required on the assembly required by the specification during manufacture most likely represents the capability of the cable before the event.

CONCLUSIONS

The failure mode for the cable is overload.

The cable satisfies the construction requirement.

An assessment of cable strength cannot be provided from the damaged segment.

RECOMMENDATIONS

- Review sources of excessive load on the cable.
- Review the proof loading tags, and/or manufacturing records.

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FIGURES

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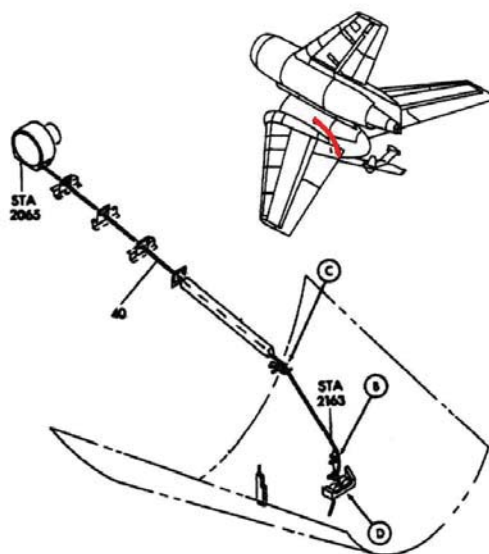


Figure 1. Schematic showing the location of an intact boom hoist cable on aircraft.

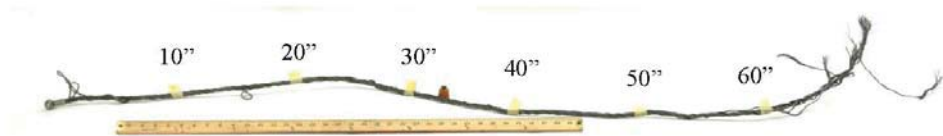


Figure 2. The submitted cable. Strands were broken at distances between 70 and 86 inches from the ball (at left in this image). Masking tape was applied at 10-inch intervals.

Scale is 36 inches in length

AFRL/RXS 17-001



Figure 3. The fractures of each strand were somewhat displaced from one another (upper image), while the fractures within each strand were at approximately the same location (lower image).

All scales are inches
The scale minor division in the lower image is 1/100th inch

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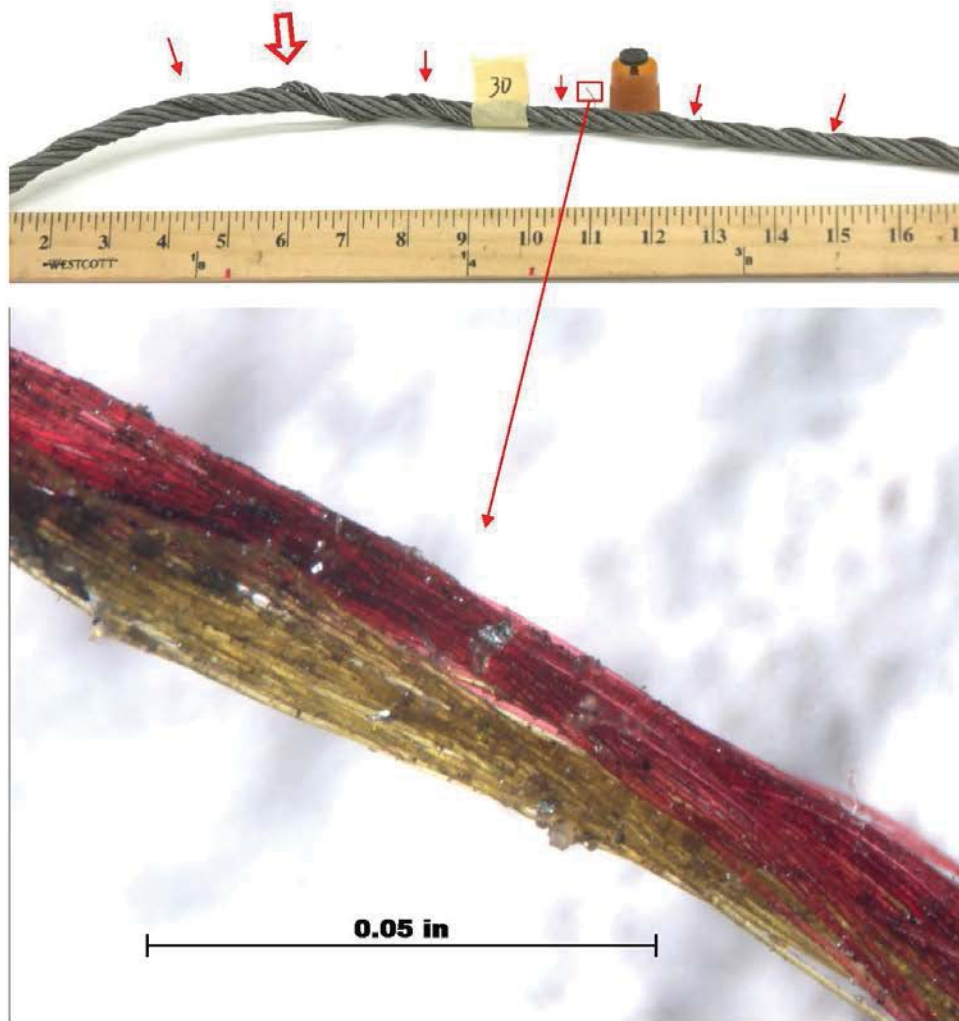


Figure 4. The 7x7 core was found protruding from the cable at locations indicated by the arrows in the upper image. Red and yellow nylon filament tracer fibers were found protruding from the core at some locations. The fibers are somewhat darkened by the presence of a greasy substance, believed to be CPC. Tracer filaments are required by some procurement specifications to indicate manufacturer.

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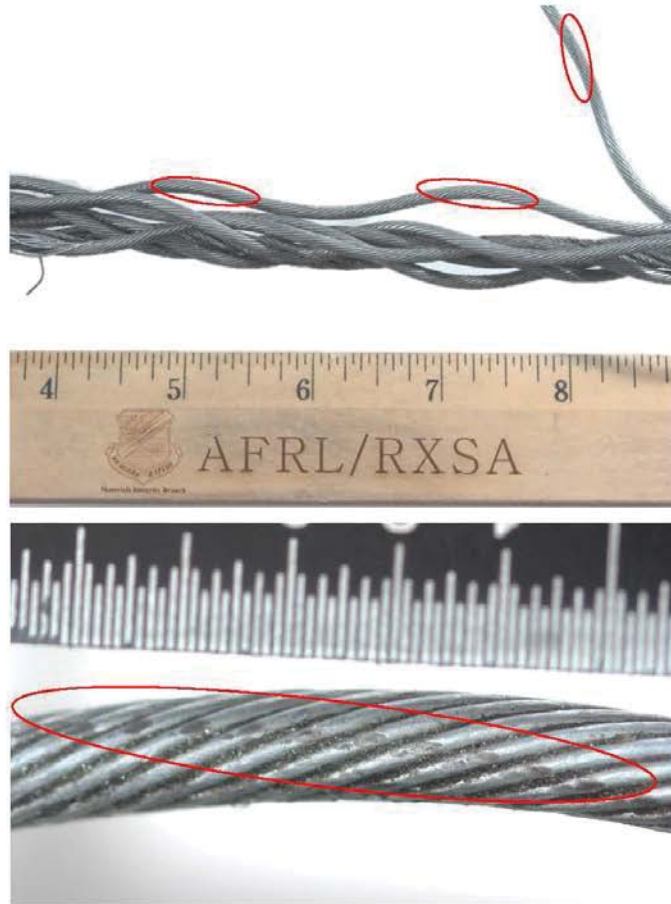


Figure 5. Some slight strand nicking was noted where the outer strands contacted one another.

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Figure 6. Copper wire was used to bind the wires within a strand together to preserve their relative position after sectioning.

AFRL/RXS 17-001

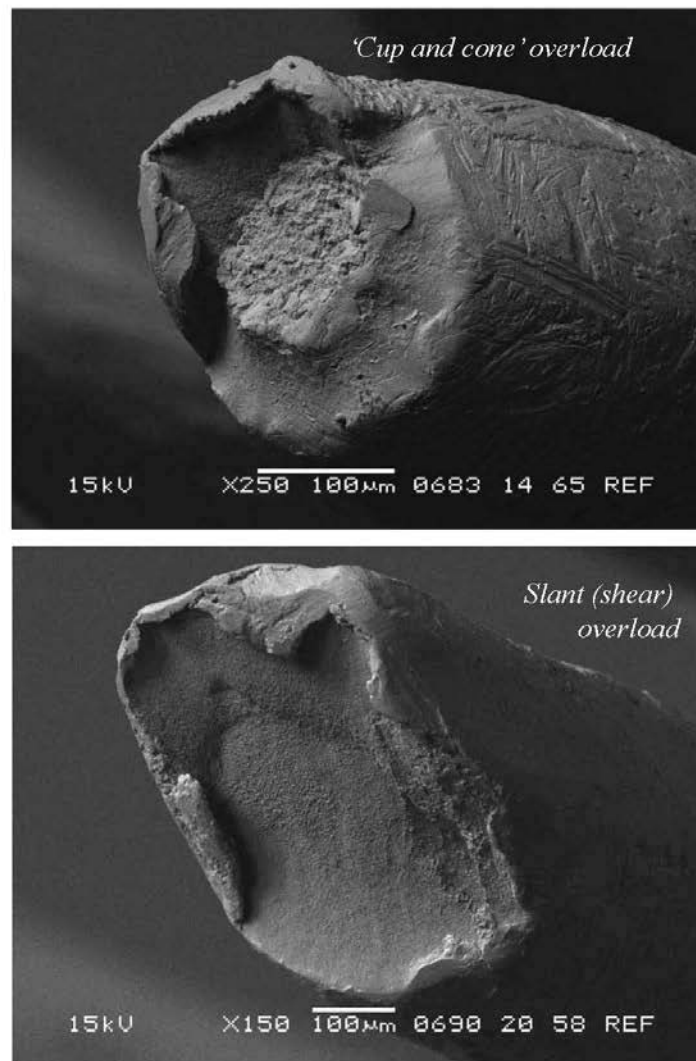


Figure 7. All of the strands' fracture surfaces showed either cup and cone or slant fractures. Both are indicative of overload.

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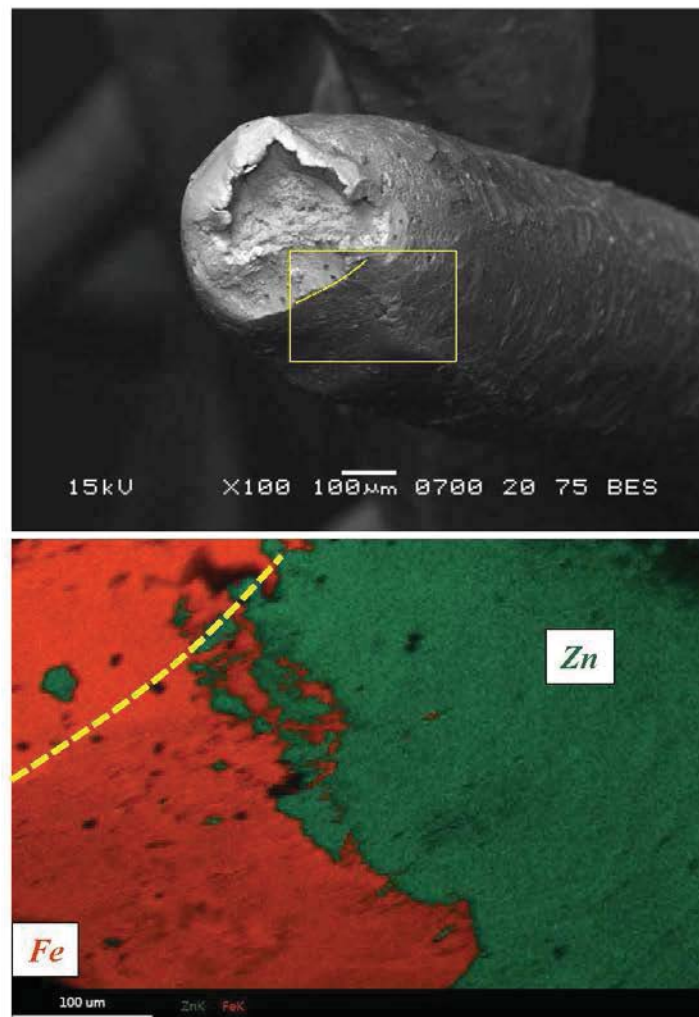


Figure 8. EDS mapping of one worn area adjacent to a wire fracture surface showed exposed iron beneath the zinc layer. The fracture surface also shows iron.

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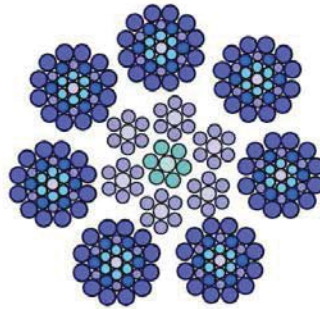
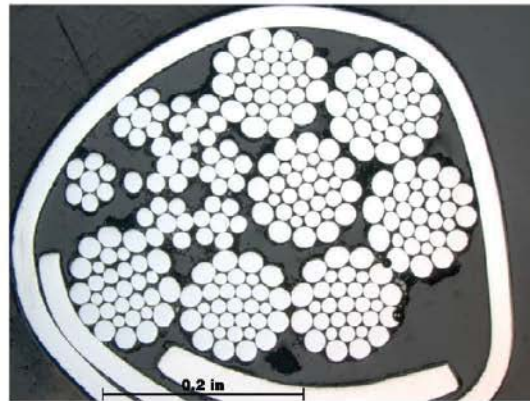


Figure 9. Cross sectioning of the wire rope showed the arrangement of the strands had been distorted, but confirmed the construction is 7 x 31 around a 7x7 core as specified.

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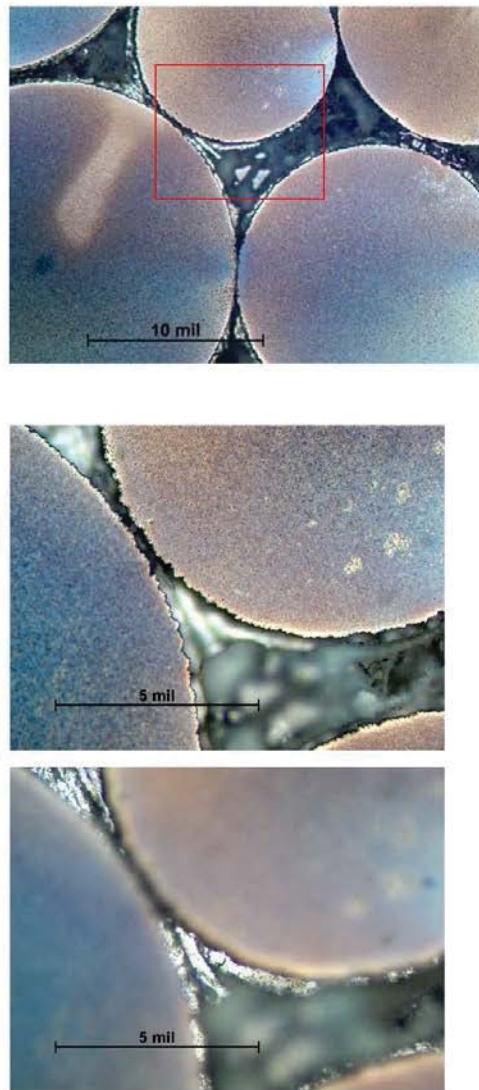


Figure 10. Metallographic examination revealed a fine grained microstructure consistent with cold drawn steel wire. The zinc coating was also noted.
Etchant: Nital

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 - Bonded Repair of Metals/Composites
 - Nonmetallic Materials
 - Welding, Joining and Adhesive Bonding
 - Electrostatic Discharge Control and Process Specs/Standards
- Nondestructive Inspection
- Electrostatic Discharge (ESD) Testing
- ESD Material Qualifications/Acceptance Testing
- Composites Supportability

J6. AFRL FINAL A-FRAME STRUCTURAL FAILURE ANALYSIS

**KC-10A A-frame Structure Fracture Analysis
(Material Characterization)**

11 January 2017

**Evaluation Report
(SA103002)**

Report No. AFRL/RXS 17-002

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EXECUTIVE SUMMARY

A refueling boom departed a KC-10A aircraft resulting in damage exceeding Class A thresholds. The fractured A-frame structure which supports the forward boom gimbal was submitted for analysis. Examination revealed all fractures occurred in ductile overload. No evidence of stress corrosion cracking or fatigue was identified. Some slight pitting was noted at one fastener hole where the coatings had broken down, but this pitting was not significant to the fracture. The 7075-T7531 aluminum meets conductivity, hardness, and composition requirements. The recommendation is to review sources of excessive load.

AFRL/RXS 17-002

ACKNOWLEDGMENTS

This investigation report reflects the combined efforts of a dedicated and talented team. The author would like to recognize the following individuals' contributions to this analysis: Mr. (University of Dayton Research Institute) for specimen preparation and metallographic preparation expertise, Dr. (University of Dayton Research Institute) for compositional analysis, Mr. (Universal Technology Corporation) for conductivity measurements.

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AFRL/RXS 17-002

KC-10A A-frame Structure Fracture Analysis

PURPOSE

Determine the failure mode of the A-frame.

BACKGROUND

A refueling boom departed a KC-10A Extender aircraft in flight ([Figure 1](#)). The resulting damage exceeded Class A thresholds. Further details of the event are contained in AFSAS 585987.

Components from the incident aircraft were submitted¹ (SIB) for analysis at the Air Force Research Laboratory (AFRL). The current report covers characterization of the fractured support. Characterization of the boom hoist cable was addressed in report AFRL/RXS 17-001, and characterization of the boom accelerometer and structure will be addressed in report AFRL/RXS 17-003. Characterization of the electrical harnesses will be addressed in report AFRL/RXS 17-004.

The A-frame supports the gimbal from which the boom extends ([Figure 2](#)).

Details of the A-frame support manufacturing requirements were provided. Douglas drawing AGA7588 shows both left- and right-hand supports are to be machined from 7075-T7531 aluminum plate, per QQ-A-250/12.

FACTUAL DATA

A fractured A-frame structure and associated hardware were submitted for analysis ([Figure 3](#)). The most pronounced damage was the fracture of the right-hand support, which was submitted in two pieces. A portion of the right-hand support was not among the components submitted to AFRL.

There was considerable deformation noted on the structure. Two linkages both showed deformation in the same direction ([Figure 4](#)). The remaining portion of the fractured right-hand support also showed deformation. The left-hand support showed some impact damage, but only slight distortion. Both left and right large bearings were found to be canted in a manner consistent with excessive angular deflection off the axis of rotation.

To better characterize the fracture surfaces of the right-hand support, it was removed from the structure ([Figure 5](#)). Fractures were noted at both the inboard and outboard transitions between web and cap. Each of the fracture surfaces was examined using a stereo optical microscope. Most of the surfaces showed fibrous texture, chevron patterns, and shear lips, consistent with overload. In some cases, these features enabled a determination of the

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approximate fracture origin location (Figure 6). There were no beachmarks or other coarse arrest marks noted on any of the surfaces. In several locations, the fracture surfaces were very planar, in the plane of the plate from which the support was machined. There were some areas on the fracture surfaces which suffered secondary damage (i.e., smeared by contact after primary fracture).

Several fracture surfaces were excised for more detailed examination in the scanning electron microscope (SEM). In unsmeared areas all of the fracture surfaces showed failure had occurred in overload. Brittle fracture of the coarse precipitates was noted, surrounded by ductile fracture of the surrounding matrix. In all of the planar surfaces examined, higher magnification revealed the presence of fine ductile dimples, which are indicative of ductile overload (Figure 7). No evidence of fatigue was noted on any of the surfaces.

A cross section was taken through the initiation region of one of the fractures. The section was mounted and polished to enable metallurgical examination. The initiating edge showed 45 degree surfaces, consistent with overload. The grains were elongated, as expected in plate material. These grains had been distorted somewhat in the vicinity of the initiating edge (Figure 8). The condition of the surface coatings far from the fracture surface was examined in the mounted cross section (Figure 9). No cracking was noted in the anodized layer. The primer layer was intact.

A through crack was noted at one of the large bores on the forward end of the right-hand support. The support was sectioned to enable examination of the fracture surface, which was again in the plane of the plate from which the support was machined. Some coating distress was noted at opposite ends of the bore, in a pattern consistent with bending applied to the fastener (Figure 10).

The fracture surface was examined in the SEM. Some pitting on the inner diameter (ID) surface of the bore was noted. One pit was identified on the fracture surface. The depth of this pit was less than 0.01 inches. Examination of the fracture surface surrounding this pit revealed secondary damage (smearing). Just beyond the smeared area and over the entire remaining fracture surface, fine elongated ductile dimples were noted (Figure 11). These features are indicative of overload. All other flat fracture surfaces were excised and examined in the SEM. In every case, fine elongated ductile dimples were noted (Figure 12).

Conductivity and hardness measurements were obtained to assess the thermomechanical processing of the material. Conductivity measurements varied between 40.5 and 41.7 % International Annealed Copper Standard (% IACS). All of these measurements are within the range 40-42 % IACS, which according to QQ-A-250/12, shows the material has satisfactory resistance to stress corrosion cracking (SCC). Hardness measurements near the bearing varied from 79.7 to 80.0 HRBS. These values exceed 78 HRBS, which is the minimum listed for this alloy and condition by AMS 2658D.

AFRL/RXS 17-002

A segment of the right-hand support fitting was submitted for compositional testing using wet chemical techniques. The composition was found to conform to that specified for 7075 Aluminum by QQ-A-250/12. These results are shown in the [Table](#).

DISCUSSION

This analysis has shown that fracture of the right-hand support and deformation of the other A-frame structure are most likely secondary damage. No evidence of improper material processing was identified. No evidence of pre-existing fatigue cracking was noted. All planar fractures were examined, and none were consistent with SCC.

Some corrosion pitting (< 0.01 inches in depth) was noted at the ID of one bore in a region of localized coating distress. This slight corrosion was not significant to the current fracture. Adjacent fracture surfaces showed elongated ductile dimples, which are inconsistent with SCC.

CONCLUSIONS

Fracture of the right-hand support and deformation of associated structure are most likely secondary damage.

All of the fracture surfaces examined show only overload and smear.

Some pitting < 0.010 inches in depth was noted at one bore, which did not significantly affect the capabilities of the component to resist fracture.

Macroscopic deformations show bending applied at the time of fracture.

The hardness and conductivity measurements of the fractured forging are consistent with the requirements for 7075-T7531 aluminum.

The material satisfied applicable composition requirements.

RECOMMENDATION

Review sources of excessive load on the A-frame support.

AFRL/RXS 17-002

FIGURES

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Figure 1. The boom attachment location on the incident aircraft after landing. View is from aft looking forward. Photograph supplied by the SIB.

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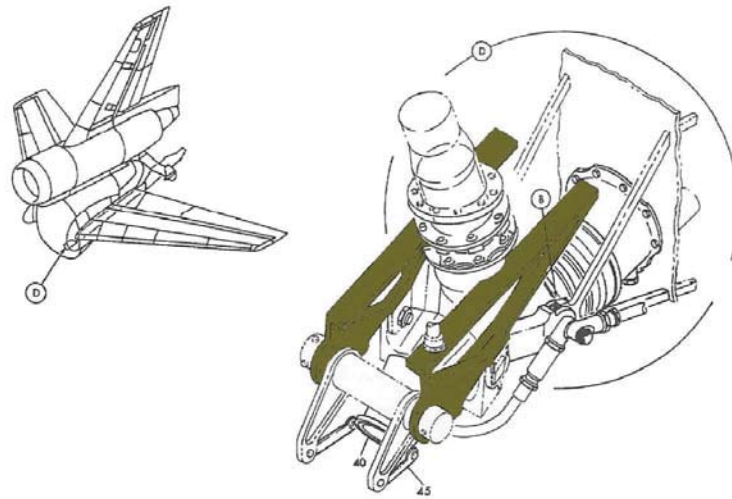


Figure 2. Schematic of the A-frame support and surrounding structure. The green structures are the right- and left-hand supports.

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Figure 3. The submitted A-frame support, as-received. A portion of the fractured right-hand support was not submitted to AFRL.

All scales are in inches

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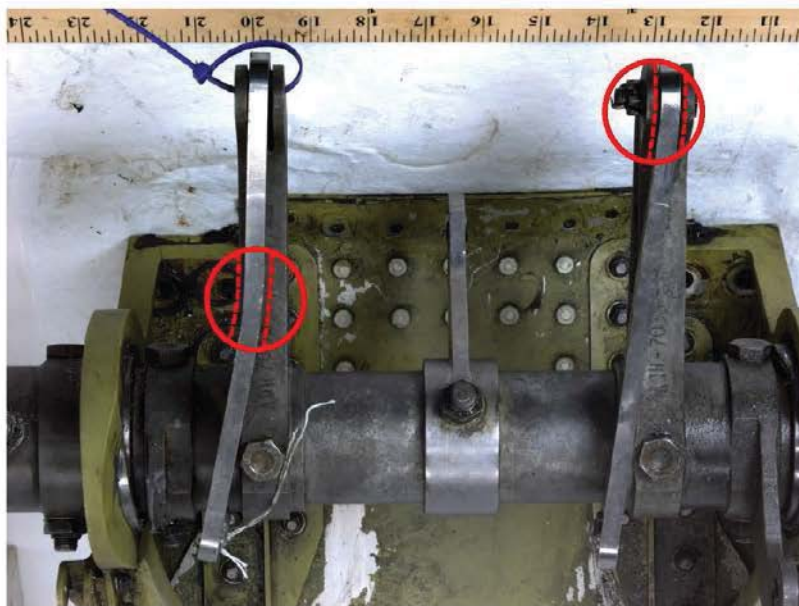
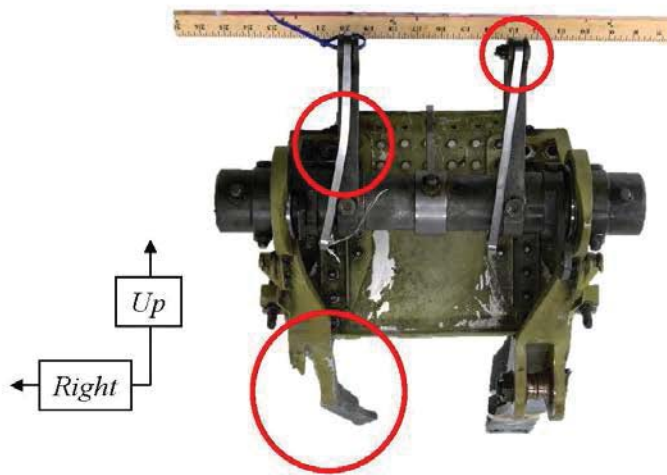


Figure 4. Considerable deformation was noted in the structure, indicated by the ovals. View is from forward looking aft.

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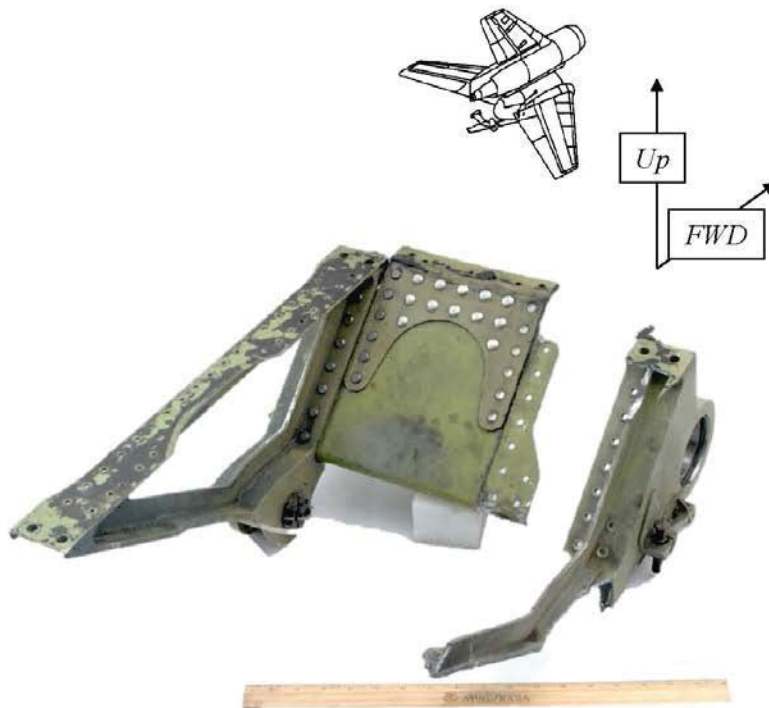


Figure 5. The fractured right-hand support was removed from the associated structure.

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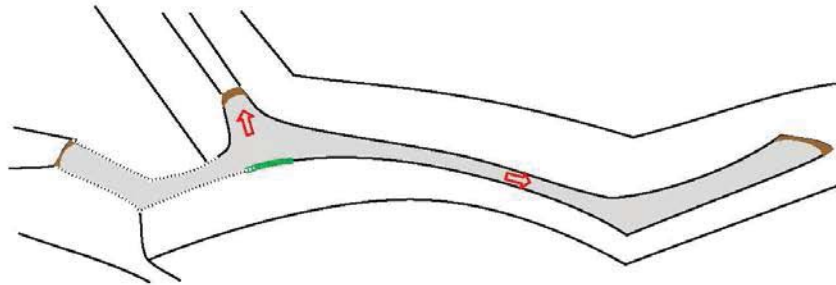


Figure 6. Most of the fracture surfaces showed fibrous surfaces with occasional chevron patterns (red arrows indicate propagation direction) and terminal shear lips (brown). Some areas of the fractures were very planar (dotted perimeter). Interpretation of these features enabled an assessment of the general initiation region (green). Fractures were noted on both inboard and outboard transitions between the web and cap. View is from inboard looking outboard.

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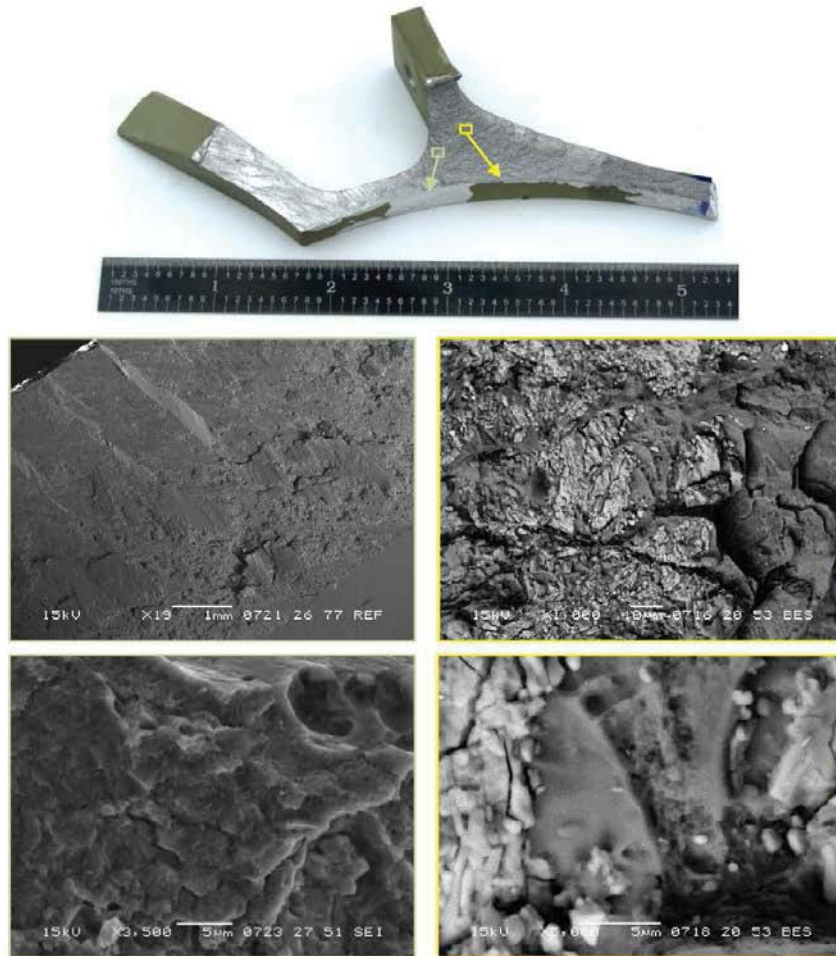


Figure 7. SEM examination showed smear and very fine ductile dimples on the flat portions of the fracture surfaces (lower left-hand image). The more fibrous nonplanar fractures showed fracture at coarse precipitates which appear white in both lower right backscattered electron images. The surrounding ductile matrix showed ductile dimples (lower right-hand image).

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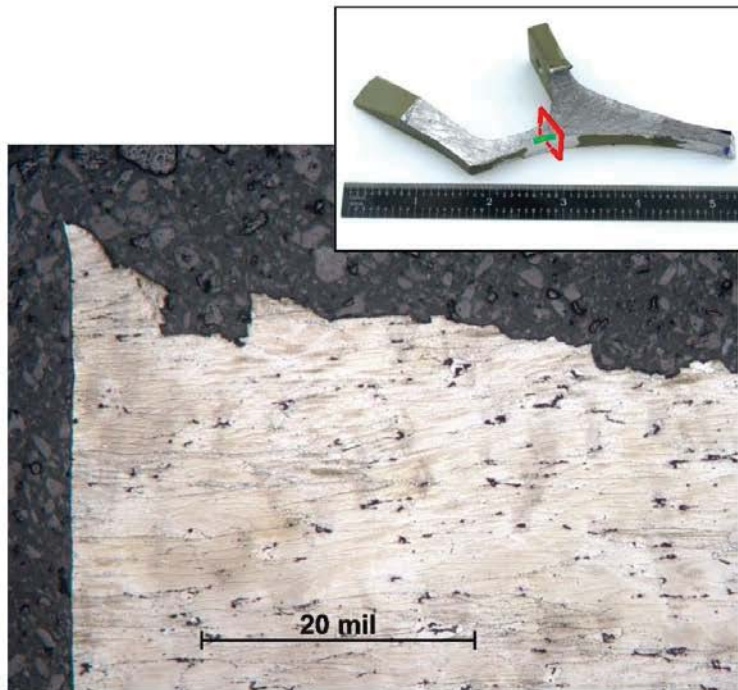


Figure 8. Metallographic examination of the initiation region shows 45-degree features at the initiating edge, consistent with overload. The elongated grain structure is expected for aluminum plate.

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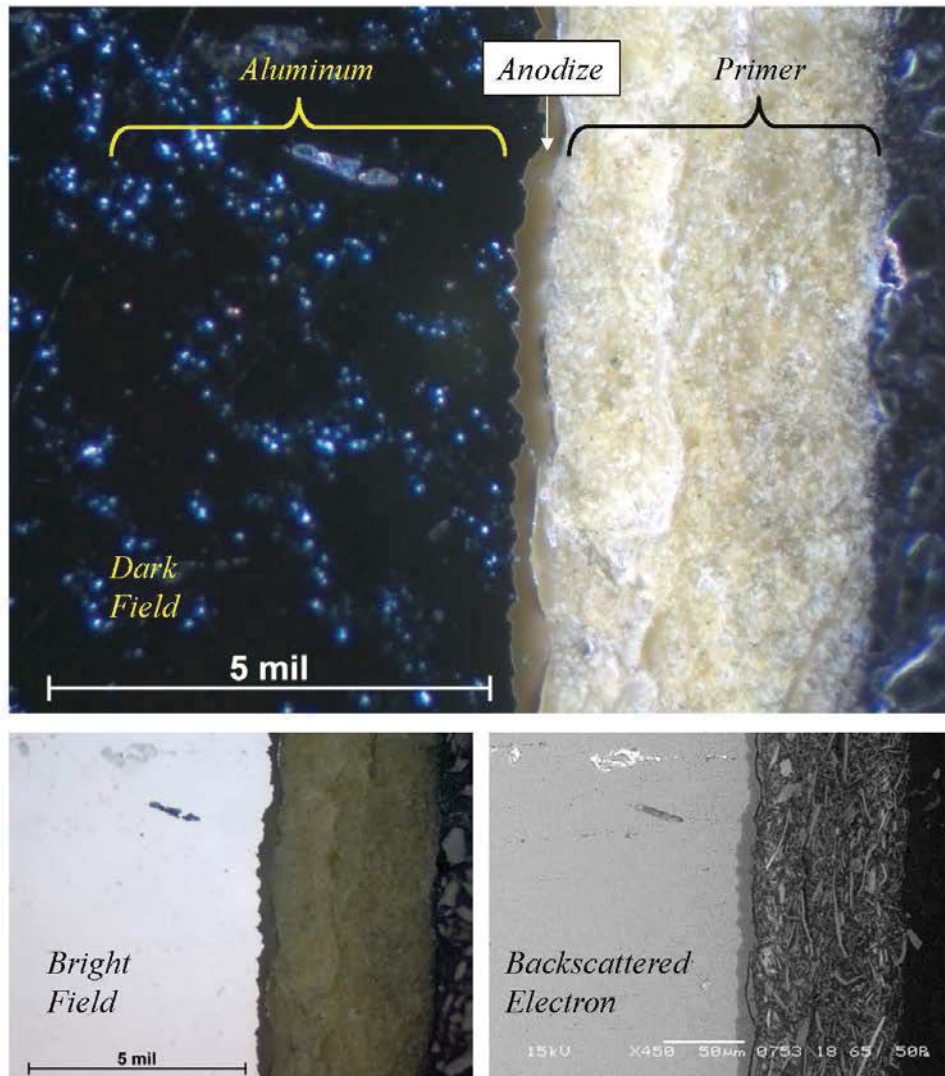


Figure 9. A cross section of undisturbed surface coatings far from the fracture shows they are intact.

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Figure 10. A through crack was noted at one bore (red dotted lines). The red ovals indicate coating distress was noted on opposing ends of the bore (red ovals), which indicates the fastener is loaded in bending. The blue oval indicates the location of the fracture surface shown in [Figure 12](#).

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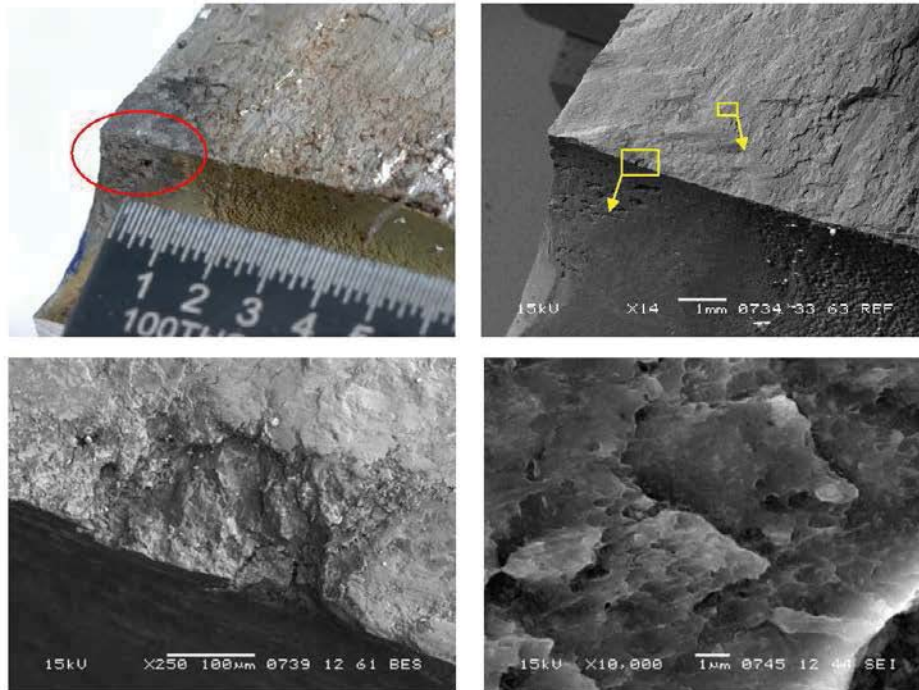


Figure 11. Examination of the bore crack fracture surface in the SEM shows some slight surface pitting (lower left-hand image). The 100 micron scale bar is 0.004 inches in length. Some smear was noted at this corner of the fracture surface. Beyond the smear, fine elongated ductile dimples were identified (lower right-hand image).

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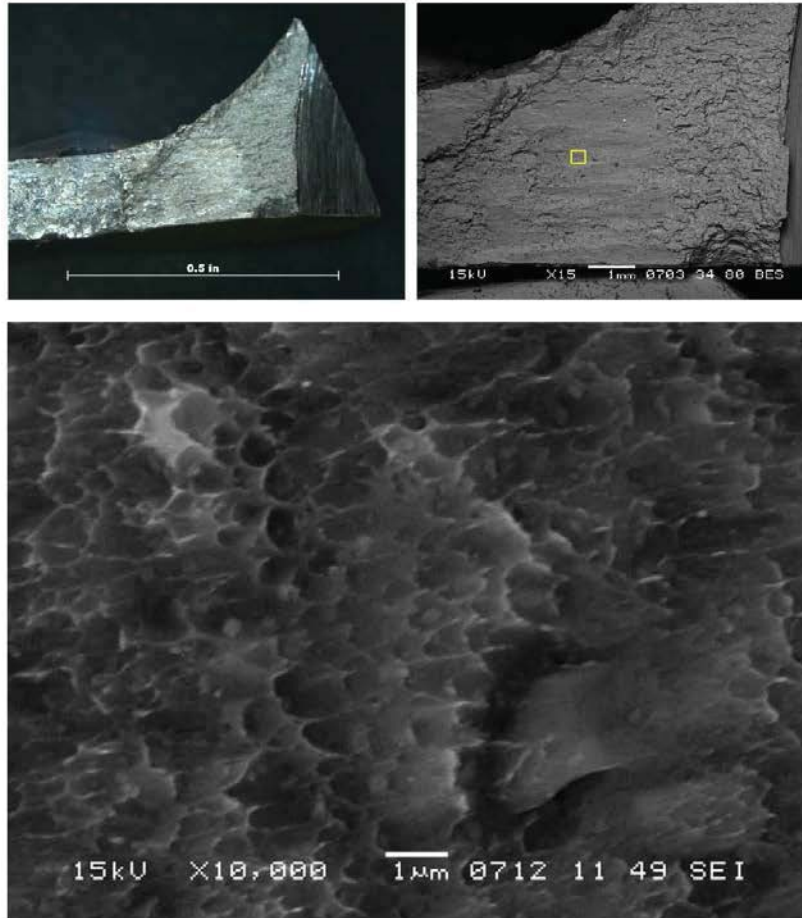


Figure 12. Examination of another flat fracture surface in the SEM revealed fine elongated ductile dimples. These features are indicative of overload, and were found on all planar fracture surfaces. The location of this fracture surface on the component is indicated by the blue oval in [Figure 10](#).

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Table

Composition Analysis Results
Values in Wt%

Element	Right Hand Support Composition	Composition Specified for 7075 Aluminum by QQ-A-250/12F	
		Min	Max
Zinc	5.5	5.1	6.1
Magnesium	2.4	2.1	2.9
Copper	1.7	1.2	2.0
Chromium	0.20	0.18	0.28
Manganese	0.02		0.30
Iron	0.31		0.50
Silicon	0.27		0.40
Titanium	0.04		0.20
Aluminum	Base	Remainder	

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PUBLICATION REVIEW: This report has been reviewed and approved.

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- Nondestructive Inspection
- Electrostatic Discharge (ESD) Testing
- ESD Material Qualifications/Acceptance Testing
- Composites Supportability

J7. AFRL FINAL ACCELEROMETER & MOUNTING STRUCTURE ANALYSIS

**KC-10A Boom Accelerometer and Mounting Structure Analysis
(Failure Analysis)**

17 January 2017

**Evaluation Report
(SA103002)**

Report No. AFRL/RXS 17-003

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EXECUTIVE SUMMARY

A refueling boom departed a KC-10A aircraft, resulting in damage exceeding Class A thresholds. The boom was recovered and the boom accelerometer and associated structure were submitted for analysis. Examination of accelerometer attachment fasteners showed they had been tight before a lateral impact. Deformation of one fastener is consistent with impact damage. Two loose screws were found within the sealed accelerometer, which normally hold an electrical connector bracket. The installation design had a very short thread engagement. Limited static and dynamic testing showed the accelerometer functioned within nominal parameters, despite the loss of the screws. Recommendations include evaluating other aspects of the boom control unit (BCU) and associated logic for the potential to induce uncommanded boom movement.

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ACKNOWLEDGMENTS

This investigation report reflects the combined efforts of a dedicated and talented team. The authors would like to recognize the following individuals' contributions to this analysis:
Messrs. (University of Dayton Research Institute) for component sectioning and test fixture fabrication, (Materials Integrity Branch) for electrical testing assistance, (University of Dayton Research Institute) for vibration testing, and (Universal Technology Corporation) for computed tomography.

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KC-10A Boom Accelerometer and Mounting Structure Analysis

PURPOSE

Characterize the condition of the accelerometer and structure.

BACKGROUND

A refueling boom departed a KC-10A Extender aircraft in flight. The resulting damage exceeded Class A thresholds. Further details of the event are contained in Air Force Safety Automated System (AFSAS) Report 585987.

Components from the incident aircraft were submitted by the Safety Investigation Board (SIB) for analysis at the Air Force Research Laboratory (AFRL). The current report covers characterization of the boom accelerometer and mounting structure. A schematic showing the location of the accelerometer (near the end of the nonextending portion of the boom) is shown in [Figure 1](#). The condition of the accelerometer and surrounding structure during SIB teardown is shown in [Figure 2](#).

Characterization of the fractured boom hoist cable is addressed in report AFRL/RXS 17-001, characterization of the fractured boom A-frame support structure is addressed in report AFRL/RXS 17-002, and characterization of the electrical harnesses is addressed in report AFRL/RXS 17-004.

Support from Honeywell during the course of the investigation included providing current proprietary manufacturing and design documents, reviewing historical service and overhaul records for information related to the incident accelerometer, as well as supporting a number of telephone discussions. The incident accelerometer assembly (Part No. 979-0099-001, S/N 263) was serviced at Honeywell's facilities in Redmond, Washington in September of 2002. No record of this overhaul was available in the USAF data archives. However, the Honeywell archive contains a data field for reason for return. The reason for return for this accelerometer assembly was reported by Redmond Quality Assurance to be "BOOM HAS UNCONTROLLED MOVEMENT, ACCELERATOR HAS INCORRECT OUTPUT. BENCH CHECK AND EVALUATE FOR REBUILD." Honeywell was unable to duplicate the reported fault, as indicated on an Acceptance Test Data Sheet, dated 9-26-02. This document is a three page test record which shows all measurements were within the specified ranges, with the exception of the section 8.2.1 negative voltage self-test results. Based on the reported responses for the other axes, the negative self-test entries appear to have been entered with a sign error.

The Sundstrand Component Maintenance Manual (CMM) for Part No. 979-0099-001, dated 14 Mar 1980, shows it is a redundant dual axis system which contains two electrically isolated dual axis accelerometers. Each dual axis set consists of two linear accelerometer elements

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having their sensitive axis aligned at 90 degrees. One accelerometer element is mounted with its sensitive axis vertical and the other with its sensitive axis horizontal. Electrical connections are made through a 24-pin connector to aircraft wiring. The boom accelerometer assembly is composed of four linear accelerometer elements, Model QA1200-AA01. Honeywell Drawing 979-0099 (rev H) for the sealed accelerometer assembly shows it contains a number of screws, including two austenitic stainless steel pan head screws per MS 51957-12.

Discussions were held with the product support engineer at Honeywell's Redmond, Washington facility while he referred to the current subassembly drawings. The baseplate within the accelerometer (to which the four linear accelerometer elements are installed) is to be composed of 6061 Aluminum in the -T6 condition. The baseplate is to be electroless nickel plated.

FACTUAL DATA

A segment of boom structure and the incident accelerometer were submitted for analysis ([Figure 3](#)). Also submitted was a similar vintage "exemplar" accelerometer, S/N 215. All four accelerometer attachment bolts had been removed from the structure as well as the nut plates corresponding to the two left-hand fasteners. The incident accelerometer was observed to emit a rattling noise when shaken.

Visual examination of the structure revealed impact damage to the aft left underside of the structure ([Figure 4](#)). A slight gap was noted between two layers of structure through which the left attachment bolts pass.

The four attachment fasteners were examined using stereo optical and electron microscopes. The threads on both left-hand fasteners were observed to be stripped ([Figure 5](#)). Furthermore, the aft left fastener showed shear deformation in the unthreaded portion of the shank ([Figure 6](#)).

To determine the location of the deformed shear plane, the aft left fastener was placed through the corresponding washer and mounting flange of the accelerometer. The location of the shear deformation was approximately 0.1 inches below the lower surface of the accelerometer. The thickness of the structural sheet below the accelerometer is approximately 0.1 inches. The location of the shear deformation in the aft left fastener corresponds to the interface between the structural layers in the boom ([Figure 7](#)).

The condition of the aft left accelerometer fastener hole and of the corresponding washer were examined. The aft left fastener hole is unique in that it is an oval, while the other three holes are round. An impression was noted on the washer corresponding to one of the lateral ends of the oval slot. Examination of this impression showed smear marks indicative of lateral motion. In contrast, deformation to the side walls of the slot in the accelerometer base are consistent with forward and aft motion. These observations are shown in [Figure 8](#).

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Electrical resistance measurements were performed on the incident and exemplar accelerometers in their as-received condition. The pin out for the 24-pin connector documented in the CMM was used to determine which internal circuit paths were being interrogated. Measurements were conducted using two scales of a Keithly Model 2010 digital multimeter. Because each scale uses a different applied voltage, this approach effectively interrogates two points of a performance curve. The measurements showed there was a slight difference between the response of the linear accelerometers within the exemplar and incident assemblies. Within each assembly, however, all four channels were very well matched. The complete results of this testing are contained in [Appendix 1](#).

The incident accelerometer was examined nondestructively using computed tomography. Two loose screws were identified within the sealed housing. A hole was milled in the upper surface and the screws were removed ([Figure 9](#)). Examination of the screws using stereo optical and electron microscopes showed some light green adhesive on the heads. No thread stripping or evidence of electrical arcing was noted. The lengths of the screws were measured to be 0.169 and 0.172 inches using a machinist's microscope. These lengths fall within the range specified for -12 screws by MS 51957D ($0.188 + 0 / - 0.031$ inches).

The outputs for the incident and exemplar accelerometer assemblies were measured both statically and dynamically using an LDS V850-440 shaker. Static testing was performed in four different orientations (+elevation, -elevation, +roll, and -roll). For each measurement, the unit under test was aligned so the specified axis was pointed vertically upward, and the resulting output recorded. In all cases, the accelerometer output was consistent with the specified nominal response: 2.5 V/g. No intermittent faults were identified. The complete results of this testing are contained in [Appendix 2](#).

Dynamic testing of the accelerometers was conducted at 10 hertz and at room temperature. For both vertical and horizontal testing, the unit under test was mounted with the +elevation axis upward ([Figure 10](#)). Vertical testing was conducted with the shaker table configured for motion in the vertical axis. A reference accelerometer mounted next to the unit under test confirmed the target accelerations were achieved. Two test conditions were selected for vertical testing: $\frac{1}{2}$ g to $1 \frac{1}{2}$ g, and 0 g to 2 g. During horizontal testing the shaker was configured to drive a slip table with the axis of motion aligned parallel to the roll axis indicated on the component. Two test conditions were selected for horizontal testing: $\pm \frac{1}{2}$ g and ± 1 g. In all cases, the accelerometer output was consistent with the specified nominal response: 2.5 V/g. No intermittent faults were identified. The complete results of this testing are contained in [Appendix 2](#).

The accelerometer case was sectioned to reveal the interior of the sealed assembly. The unit was mounted on a lathe. Because of some slight out-of-roundness, the cutting tool could not be used effectively, so a hacksaw blade was manually held against the side wall.

The location of the absent screws was found to be the holes in a polymeric "L" bracket which hold a 25-pin receptacle to the top of the base plate. Some light green adhesive was noted

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where the heads had been seated in the bracket (Figure 11). One of the screws was positioned within the unthreaded bracket, and only one fully formed thread protruded. Examination of the assembly's interior showed none of the electrical contacts were exposed. All had either plastic sleeving or polymeric potting compound applied to them. There was some slight brown discoloration noted on the potting compound applied to the higher profile electrical components on the printed circuit boards associated with each of the four linear accelerometer elements.

The condition of the threaded holes in the base plate was examined directly, and by using Struers replicating media. A chamfer was noted at the top of the threaded hole. The crowns of the internal threads closest to the surface were found to be sheared. Replication of the hole revealed smearing indicative of axial stripping of the thread crowns. These observations are shown in Figure 12.

DISCUSSION

This analysis failed to identify pre-existing anomalies within the accelerometer or associated mounting structure which would have affected the accelerometer output. The connector bracket retention design includes very short thread engagement, which makes the joint more susceptible to impact loading. Nevertheless, static and dynamic testing showed the accelerometer functioned within specified parameters, despite the absence of the internal screws. Resistance measurements of the connector bracket material shows it is nonconductive, so the bracket and screws are not part of an electrical circuit. Distress to the accelerometer's external attachment fasteners is consistent with secondary (versus primary) damage.

It is extremely unlikely the two loose screws rattling within the sealed accelerometer would affect output. The sensing components for each of the four single axis linear accelerometer elements is contained within a sealed well of the base plate, so that foreign objects would not come into contact with them. All electrical elements within the assembly are electrically isolated, either by potting compound or by plastic sleeving.

The inability to recreate the suspected accelerometer output anomalies raises at least two possible explanations. It is possible the accelerometer has an intermittent fault, which did not manifest either during testing at AFRL or during the 2002 service testing at Redmond. Alternatively, it may be that errors in the feedback signals from the accelerometer or control logic are due to other factors elsewhere in the system.

CONCLUSIONS

Two connector bracket screws came loose within the sealed accelerometer due to shearing of the internal threads in the base plate.

The timing of the loosening of the internal screws is unknown, but the damage appears to be consistent with impact. Very short thread engagement made these threads more susceptible to axial stripping.

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Static and dynamic testing showed the accelerometer functioned within specified parameters, despite the absence of the two loosened internal screws.

Distress to the accelerometer's external attachment fasteners is consistent with secondary (versus primary) damage.

RECOMMENDATIONS

- Consider submitting the incident accelerometer assembly to Honeywell for more thorough functional testing of each of four accelerometer elements. The goal of such testing would be to determine if intermittent faults occur.
- Review other aspects of the Boom Control Unit and associated logic for the potential to induce uncommanded boom movement.

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FIGURES

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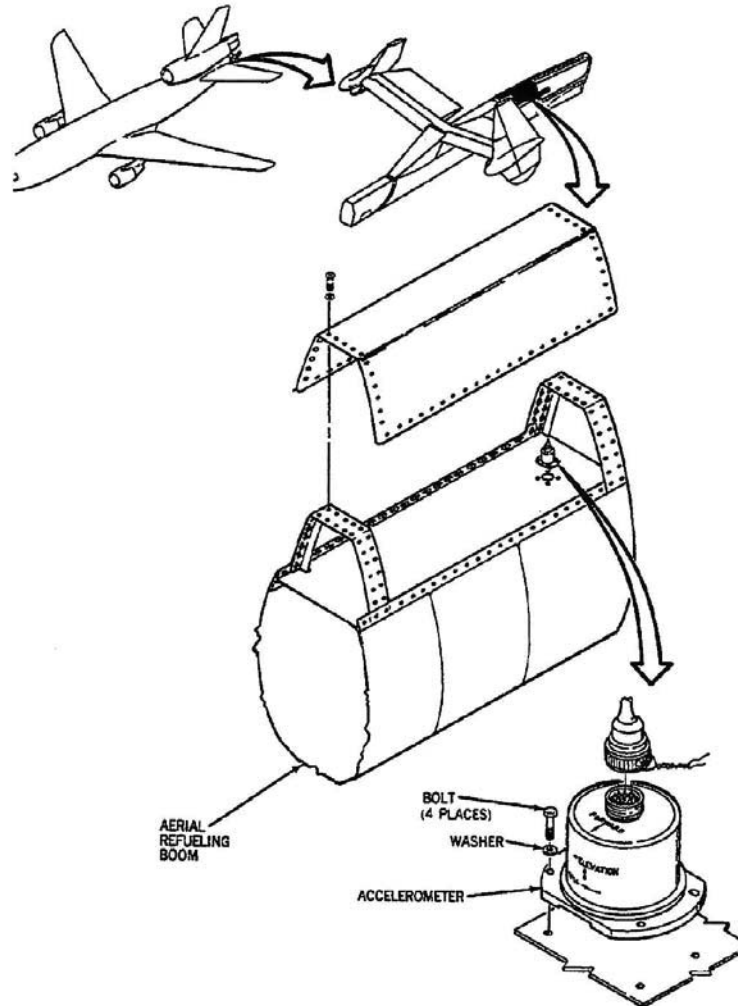


Figure 1. Schematic showing the installation location of the submitted accelerometer, and the aft end of the nonextending portion of the boom.

Source: T.O. 1C-10(K)A-2-28, 28-72-01 Figure 201

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Figure 2. Condition of accelerometer and surrounding structure during SIB teardown.

Image provided by SIB

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Figure 3. The submitted hardware, as-received.

All scales are in inches

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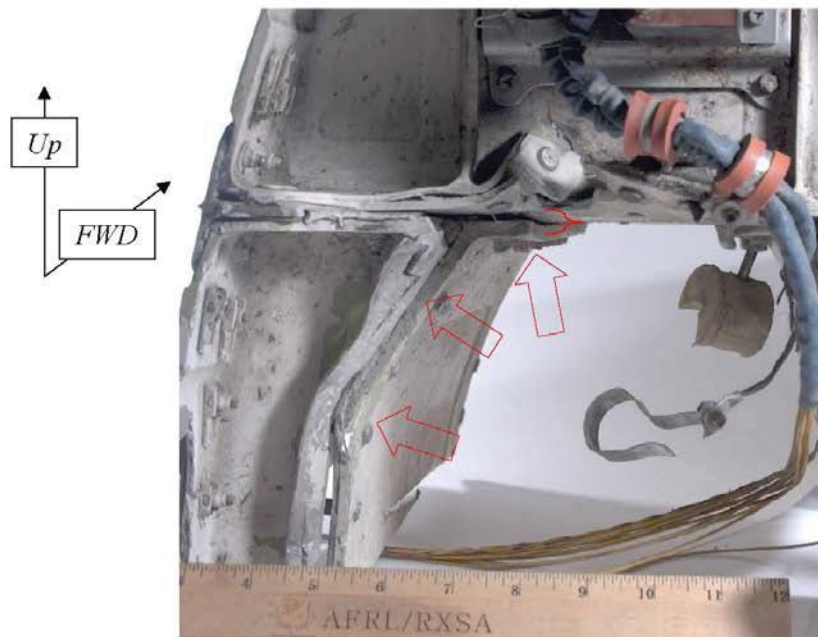


Figure 4. Arrows indicate impact damage to the aft end of the boom structure. The curly bracket indicates a gap between two layers of structure.

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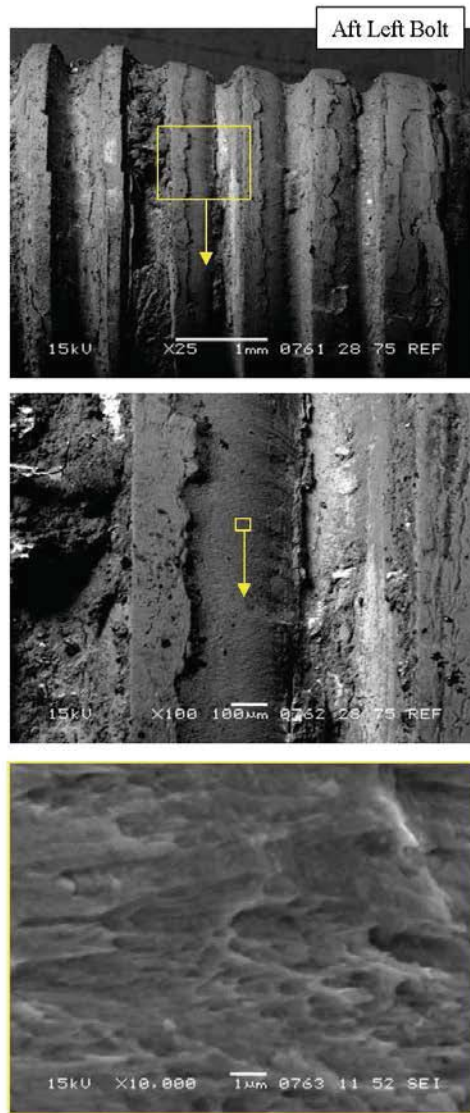


Figure 5. Examination of the aft left accelerometer fastener showed the threads had been stripped in a manner consistent with axial overstress. The forward left fastener showed thread stripping.

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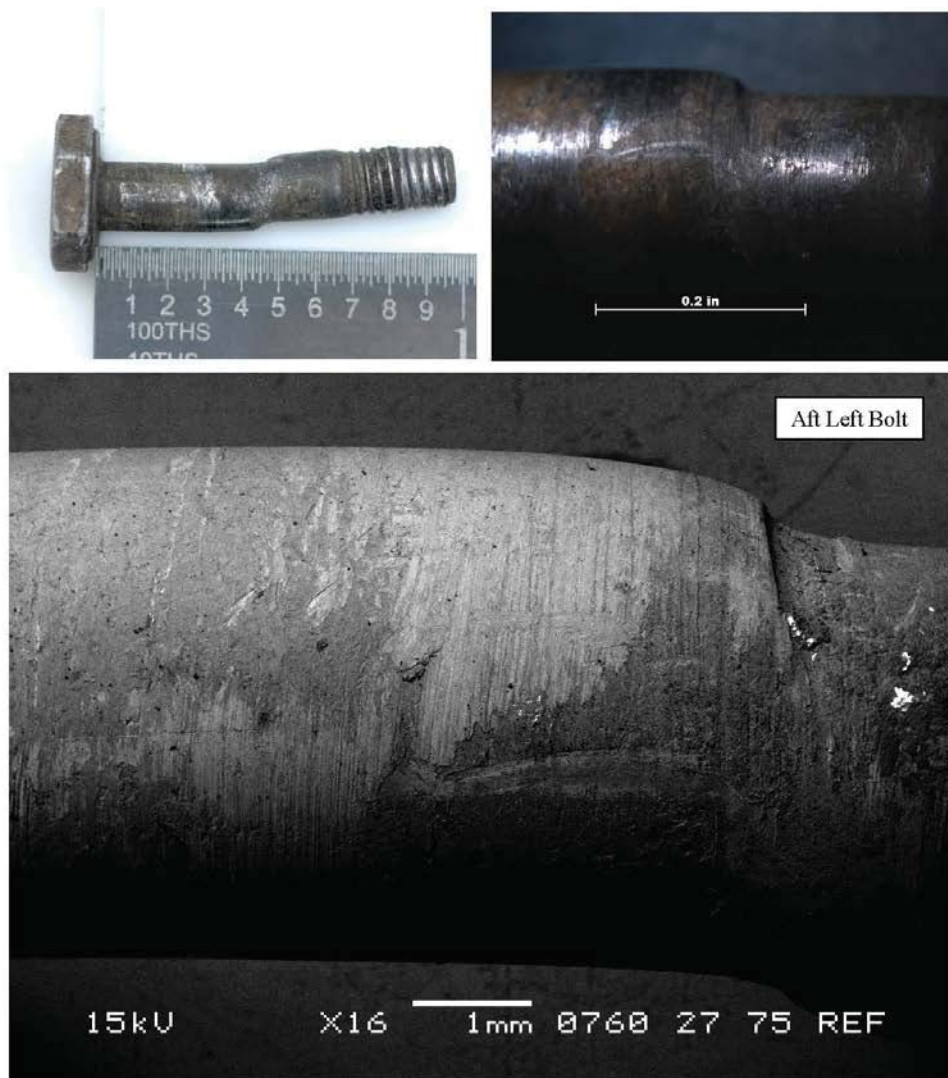


Figure 6. The aft left accelerometer fastener showed deformation indicative of applied shear.

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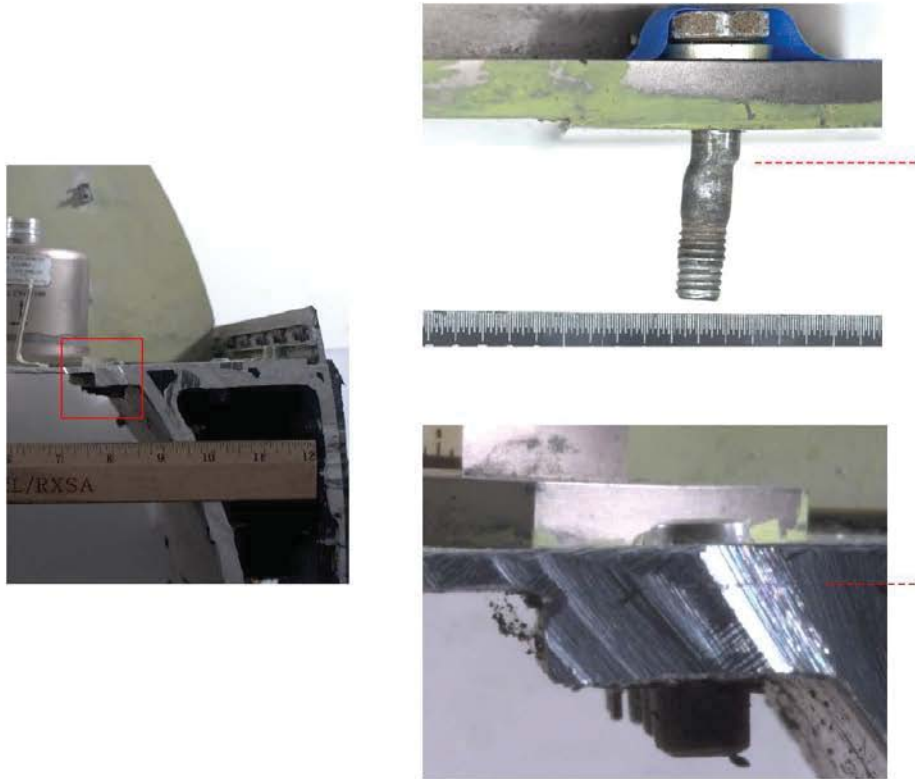


Figure 7. The location of the applied shear in the aft left accelerometer fastener is consistent with the interface between two layers of structure. This is the interface at which the gap, shown in [Figure 4](#), was observed.

Scale minor division in the right hand images is 1/100th inch

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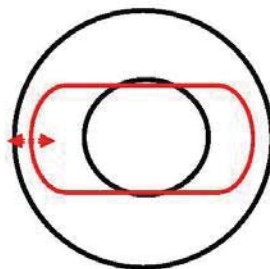


Figure 8. Examination of the aft left fastener washer (upper images) shows impressions of one lateral motion on one side of the oval slot in the accelerometer flange. The oval slot shows evidence of deformation consistent forward and aft motion (middle images).

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Figure 9. Examination using computed tomography revealed two loose screws within the sealed accelerometer. The screws were removed by milling a hole in the upper surface of the case. There was no evidence of arcing or thread stripping on the screws.

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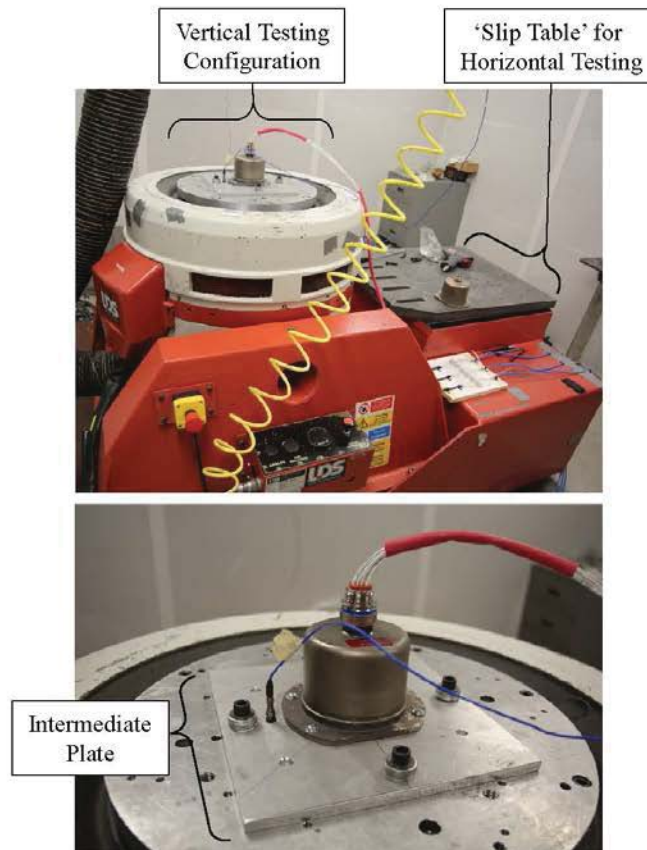


Figure 10. Dynamic testing was accomplished using a shaker table. Vertical testing was performed in the configuration shown. For horizontal testing, the shaker was rotated 90 degrees so the axis of motion was aligned with the horizontal slip table at right.

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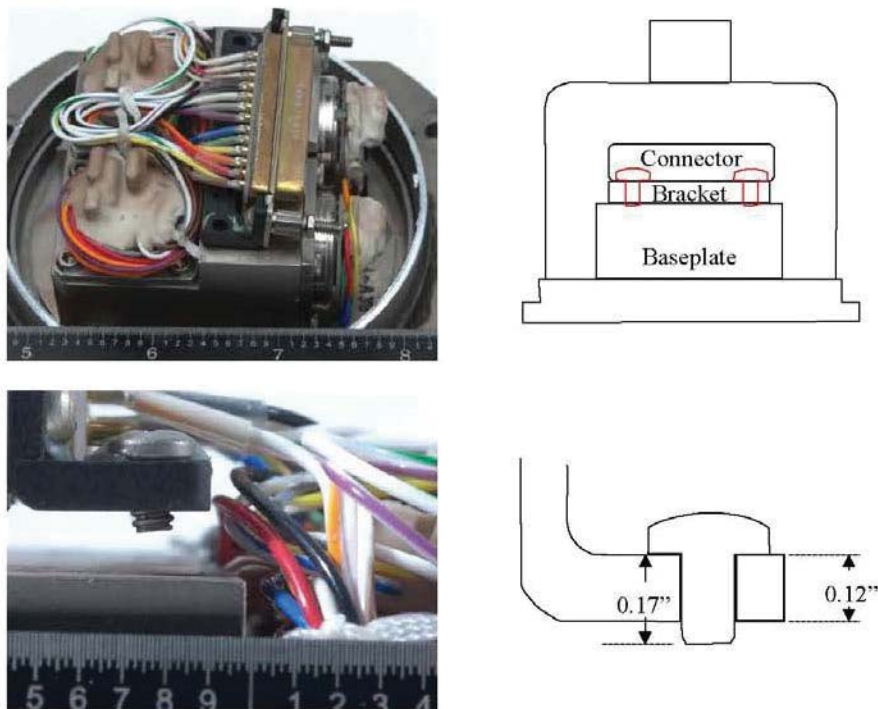


Figure 11. Sectioning of the accelerometer housing revealed the two loose screws had been installed to hold the connector bracket to the base plate. When repositioned in their assembly locations, very little thread length protruded.

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Figure 12. The threaded holes in the base plate were examined directly using stereo optical and electron microscopes, and by extracting Struers repliset black replicas. Curly brackets in the upper right-hand images indicate the chamfer. Sheared threads were observed directly, and smear marks consistent with axial stripping were noted on the replicas.

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PUBLICATION REVIEW: This report has been reviewed and approved.

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APPENDICES

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APPENDIX 1

Electrical Testing of the Incident and Exemplar Accelerometers

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Nomenclature: Boom Accelerometer
 Manufacturer: Sundstrand Data Control, Inc.
 Part No.: 979-0099-001
 Serial No.: 263
 Date Code: 8543

Page 1 of 2

DMM: Keithley 2010

Calibration Control No.: LM900/J265950

As-Received, Low-Level Resistance (R) Measurements

			DMM									
			Pin		Range & current	Forward R	Range & current	Forward R	Range & current	Reverse R	Range & current	Reverse R
			+	-								
Side 1 Power												
R of +15 VDC to gnd	1	2	100 M Ω (0.64 μ A)	3.1 M Ω	1 M Ω (10 μ A)	0.183 M Ω	overflow (R > 100 M Ω)					
R of -15 VDC to gnd	3	2	overflow (R > 100 M Ω)				100 M Ω (0.64 μ A)	3.2 M Ω	1 M Ω (10 μ A)	0.1883 M Ω		
R between +15 VDC and -15 VDC	1	3	100 M Ω (0.64 μ A)	4.03 M Ω	1 M Ω (10 μ A)	0.2274 M Ω	overflow (R > 100 M Ω)					
Side 1 Lateral (Roll) Accelerometer												
R of output	4	5	1 k Ω (1 mA)	1.0862 k Ω	100 k Ω (10 μ A)	2.04 k Ω	1 k Ω (1 mA)	1.0060 k Ω	100 k Ω (10 μ A)	2.04 k Ω		
R of positive output to gnd	4	2	1 k Ω (1 mA)	1.0862 k Ω	100 k Ω (10 μ A)	2.04 k Ω	1 k Ω (1 mA)	1.0060 k Ω	100 k Ω (10 μ A)	2.05 k Ω		
R of negative output to gnd	5	2	10 Ω (10 mA)	0.234 Ω			10 Ω (10 mA)	0.237 Ω				
R of self test to gnd	6	2	100 M Ω (0.64 μ A)	0.92 M Ω	100 k Ω (10 μ A)	92.50 k Ω	100 M Ω (0.64 μ A)	0.78 M Ω	100 k Ω (10 μ A)	90.79 k Ω		
Side 1 Normal (Pitch) Accelerometer												
R of output	7	8	1 k Ω (1 mA)	1.0642 k Ω	100 k Ω (10 μ A)	2.05 k Ω	1 k Ω (1 mA)	0.9811 k Ω	100 k Ω (10 μ A)	2.06 k Ω		
R of positive output to gnd	7	2	1 k Ω (1 mA)	1.0640 k Ω	100 k Ω (10 μ A)	2.05 k Ω	1 k Ω (1 mA)	0.9810 k Ω	100 k Ω (10 μ A)	2.06 k Ω		
R of negative output to gnd	8	2	10 Ω (10 mA)	0.197 Ω			10 Ω (10 mA)	0.195 Ω				
R of self test to gnd	9	2	100 M Ω (0.64 μ A)	0.92 M Ω	100 k Ω (10 μ A)	92.15 k Ω	100 M Ω (0.64 μ A)	0.78 M Ω	100 k Ω (10 μ A)	90.28 k Ω		
Side 2 Power												
R of +15 VDC to gnd	10	21	100 M Ω (0.64 μ A)	2.79 M Ω	1 M Ω (10 μ A)	0.1702 M Ω	overflow (R > 100 M Ω)					
R of -15 VDC to gnd	22	21	overflow (R > 100 M Ω)				100 M Ω (0.64 μ A)	3.06 M Ω	1 M Ω (10 μ A)	0.1836 M Ω		
R between +15 VDC and -15 VDC	10	22	100 M Ω (0.64 μ A)	3.93 M Ω	1 M Ω (10 μ A)	0.2233 M Ω	overflow (R > 100 M Ω)					

Engineer / Technician _____

9-Dec-16
 Date

Nomenclature: Boom Accelerometer
 Manufacturer: Sundstrand Data Control, Inc.
 Part No.: 979-0099-001
 Serial No.: 263
 Date Code: 8543

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As-Received, Low-Level Resistance (R) Measurements

			DMM									
			Pin		Range	Forward R	Range	Forward R	Range	Reverse R	Range	Reverse R
			+	-								
Side 2 Lateral (Roll) Accelerometer												
R of output	11	12	1 k Ω (1 mA)		1.0756 k Ω	100 k Ω (10 μ A)	2.00 k Ω	1 k Ω (1 mA)	1.00 k Ω	100 k Ω (10 μ A)	2.00 k Ω	
R of positive output to gnd	11	21	1 k Ω (1 mA)		1.0755 k Ω	100 k Ω (10 μ A)	2.00 k Ω	1 k Ω (1 mA)	1.00 k Ω	100 k Ω (10 μ A)	2.00 k Ω	
R of negative output to gnd	12	21	10 Ω (10 mA)		0.215 Ω			10 Ω (10 mA)	0.215 Ω			
R of self test to gnd	13	21	100 M Ω (0.64 μ A)		0.92 M Ω	100 k Ω (10 μ A)	92.26 k Ω	100 M Ω (0.64 μ A)	0.77 M Ω	100 k Ω (10 μ A)	90.53 k Ω	
Side 2 Normal (Pitch) Accelerometer												
R of output	14	15	1 k Ω (1 mA)		1.0532 k Ω	100 k Ω (10 μ A)	1.95 k Ω	1 k Ω (1 mA)	0.9672 k Ω	100 k Ω (10 μ A)	1.95 k Ω	
R of positive output to gnd	14	21	1 k Ω (1 mA)		1.0530 k Ω	100 k Ω (10 μ A)	1.95 k Ω	1 k Ω (1 mA)	0.9672 k Ω	100 k Ω (10 μ A)	1.95 k Ω	
R of negative output to gnd	15	21	10 Ω (10 mA)		0.196 Ω			10 Ω (10 mA)	0.194 Ω			
R of self test to gnd	16	21	100 M Ω (0.64 μ A)		0.92 M Ω	100 k Ω (10 μ A)	92.08 k Ω	100 M Ω (0.64 μ A)	0.78 M Ω	100 k Ω (10 μ A)	90.35 k Ω	
Side Isolation												
R between Side 1 gnd and Side 2 gnd	2	21	overflow (R > 100 M Ω)									
R between Side 1 +15 V and Side 2 +15 V	1	10	overflow (R > 100 M Ω)									
R between Side 1 -15 V and Side 2 -15 V	3	22	overflow (R > 100 M Ω)									
Channel-to-Channel R												
R between + outputs of Side 1 L&N	4	7	10 k Ω (100 μ A)		4.101 k Ω	100 k Ω (10 μ A)	4.10 k Ω	10 k Ω (100 μ A)	4.10 k Ω	100 k Ω (10 μ A)	4.10 k Ω	
R between + outputs of Side 2 L&N	11	14	10 k Ω (100 μ A)		3.954 k Ω	100 k Ω (10 μ A)	3.95 k Ω	10 k Ω (100 μ A)	3.95 k Ω	100 k Ω (10 μ A)	3.95 k Ω	
Pin-to-Case R												
R between Side 1 gnd and case	2	case	overflow (R > 100 M Ω)									
R between Side 2 gnd and case	21	case	overflow (R > 100 M Ω)									

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APPENDIX 2

Vibration Testing of the Incident and Exemplar Accelerometers

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System Testing of Boom Accelerometer Assembly - AFRL/RXSA - January 4, 2017
 Static Gravity Tests - Incident Unit

Page 1 of 3

Part No.: 979-0099-001

Nominal Sensitivity: 2.5 V/g

Serial No.: 263

Power Supply: ± 15.0 VDC

Manufacturer: Sundstrand Data Control, Inc.

Static Gravity Test					Side 1 - Normal	Side 2 - Normal	
			Measured Values	Raw Data	DC Voltage	2.514 VDC	2.482 VDC
				Calculated Data	Static Acceleration	1.006 g	0.993 g
Direction							
Normal	Lateral						
a = +1.0 g	a = 0.0 g	Error		Static Acceleration	0.006 g	-0.007 g	

Static Gravity Test					Side 1 - Normal	Side 2 - Normal	
			Measured Values	Raw Data	DC Voltage	-2.530 VDC	-2.510 VDC
				Calculated Data	Static Acceleration	-1.012 g	-1.004 g
Direction							
Normal	Lateral						
a = -1.0 g	a = 0.0 g	Error		Static Acceleration	-0.012 g	-0.004 g	

Static Gravity Test					Side 1 - Lateral	Side 2 - Lateral	
			Measured Values	Raw Data	DC Voltage	2.484 VDC	2.484 VDC
				Calculated Data	Static Acceleration	0.994 g	0.994 g
Direction							
Normal	Lateral						
a = 0.0 g	a = +1.0 g	Error		Static Acceleration	-0.006 g	-0.006 g	

Static Gravity Test					Side 1 - Lateral	Side 2 - Lateral	
			Measured Values	Raw Data	DC Voltage	-2.512 VDC	-2.510 VDC
				Calculated Data	Static Acceleration	-1.005 g	-1.004 g
Direction							
Normal	Lateral						
a = 0.0 g	a = -1.0 g	Error		Static Acceleration	-0.005 g	-0.004 g	

System Testing of Boom Accelerometer Assembly - AFRL/RXSA - January 4, 2017 cont.

Page 2 of 3

Vertical Vibe Table - Incident Unit

Part No.: 979-0099-001

Nominal Sensitivity: 2.5 V/g

Serial No.: 263

Power Supply: ± 15.0 VDC

Manufacturer: Sundstrand Data Control, Inc.

Vertical Vibe Table					Side 1		Side 2		
 baseline f = 0 Hz Direction Normal Lateral a = +1.0 g ±0.0 g a = ±0.0 g			Measured Values	Raw Data	AC Voltage	0.018 V RMS	0.095 V RMS	0.021 V RMS	0.071 V RMS
Error	Calculated Data	DC Voltage			-0.015 VDC	2.515 VDC	-0.014 VDC	2.480 VDC	
		Static Acceleration		-0.006 g	1.006 g	-0.006 g	0.992 g		
		Random Acceleration		0.01 g RMS	0.04 g RMS	0.01 g RMS	0.03 g RMS		
		Static Acceleration		-0.006 g	0.006 g	-0.006 g	-0.008 g		
		Random Acceleration		0.01 g RMS	0.04 g RMS	0.01 g RMS	0.03 g RMS		
Vertical Vibe Table					Side 1		Side 2		
 f = 10 Hz Direction Normal Lateral a = +1.0 g ±0.5 g a = ±0.0 g			Measured Values	Raw Data	AC Voltage	0.070 V RMS	0.92 V RMS	0.021 V RMS	0.89 V RMS
Error	Calculated Data	DC Voltage			Noise	2.55 VDC	Noise	2.50 VDC	
		Sinusoidal Acceleration		N/A	±0.52 g (peak)	N/A	±0.51 g (peak)		
		Static Acceleration		N/A	1.020 g	N/A	1.000 g		
		Random Acceleration		0.03 g RMS	N/A	0.01 g RMS	N/A		
		Sinusoidal Acceleration		N/A	0.019 g	N/A	0.006 g		
		Static Acceleration		N/A	0.020 g	N/A	0.000 g		
		Random Acceleration		0.03 g RMS	N/A	0.01 g RMS	N/A		
Vertical Vibe Table						Side 1		Side 2	
 f = 10 Hz Direction Normal Lateral a = +1.0 g ±1.0 g a = ±0.0 g			Measured Values	Raw Data	AC Voltage	0.102 V RMS	1.83 V RMS	0.102 V RMS	1.77 V RMS
Error	Calculated Data	DC Voltage			Noise	2.55 VDC	Noise	2.50 VDC	
		Sinusoidal Acceleration		N/A	±1.03 g (peak)	N/A	±1.00 g (peak)		
		Static Acceleration		N/A	1.020 g	N/A	1.000 g		
		Random Acceleration		0.04 g RMS	N/A	0.04 g RMS	N/A		
		Sinusoidal Acceleration		N/A	0.033 g	N/A	0.001 g		
		Static Acceleration		N/A	0.020 g	N/A	0.000 g		
		Random Acceleration		0.04 g RMS	N/A	0.04 g RMS	N/A		

System Testing of Boom Accelerometer Assembly - AFRL/RXSA - January 4, 2017 cont.

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Horizontal Vibe Table - Incident Unit

Part No.: 979-0099-001

Nominal Sensitivity: 2.5 V/g

Serial No.: 263

Power Supply: ± 15.0 VDC

Manufacturer: Sundstrand Data Control, Inc.

Horizontal Vibe Table						Side 1		Side 2	
 $f = 0$ Hz Direction NormalLateral $a = +1.0\text{ g} \pm 0.0\text{ g}$$a = \pm 0.0\text{ g}$	Measured Values	Raw Data	AC Voltage	0.018 V RMS	0.028 V RMS	0.020 V RMS	0.021 V RMS		
			DC Voltage	-0.011 VDC	2.514 VDC	-0.009 VDC	2.482 VDC		
		Calculated Data	Static Acceleration	-0.004 g	1.006 g	-0.004 g	0.993 g		
			Random Acceleration	0.01 g RMS	0.01 g RMS	0.01 g RMS	0.01 g RMS		
			Static Acceleration	-0.004 g	0.006 g	-0.004 g	-0.007 g		
Error		Random Acceleration	0.01 g RMS	0.01 g RMS	0.01 g RMS	0.01 g RMS			

Horizontal Vibe Table						Side 1		Side 2	
 $f = 10$ Hz Direction NormalLateral $a = +1.0\text{ g} \pm 0.0\text{ g}$$a = \pm 0.5\text{ g}$	Measured Values	Raw Data	AC Voltage	0.893 V RMS	0.05 V RMS	0.889 V RMS	0.05 V RMS		
			DC Voltage	Noise	2.51 VDC	Noise	2.48 VDC		
		Calculated Data	Sinusoidal Acceleration	$\pm 0.51\text{ g (peak)}$	N/A	$\pm 0.50\text{ g (peak)}$	N/A		
			Static Acceleration	N/A	1.006 g	N/A	0.993 g		
			Random Acceleration	N/A	0.02 g RMS	N/A	0.02 g RMS		
		Error		Sinusoidal Acceleration	0.005 g	N/A	0.003 g	N/A	
			Static Acceleration	N/A	0.006 g	N/A	-0.007 g		
		Random Acceleration	N/A	0.02 g RMS	N/A	0.02 g RMS			

Horizontal Vibe Table						Side 1		Side 2	
 $f = 10$ Hz Direction NormalLateral $a = +1.0\text{ g} \pm 0.0\text{ g}$$a = \pm 1.0\text{ g}$	Measured Values	Raw Data	AC Voltage	1.777 V RMS	0.06 V RMS	1.774 V RMS	0.06 V RMS		
			DC Voltage	Noise	2.52 VDC	Noise	2.48 VDC		
		Calculated Data	Sinusoidal Acceleration	$\pm 1.01\text{ g (peak)}$	N/A	$\pm 1.00\text{ g (peak)}$	N/A		
			Static Acceleration	N/A	1.006 g	N/A	0.992 g		
			Random Acceleration	N/A	0.02 g RMS	N/A	0.02 g RMS		
		Error		Sinusoidal Acceleration	0.005 g	N/A	0.004 g	N/A	
			Static Acceleration	N/A	0.006 g	N/A	-0.008 g		
		Random Acceleration	N/A	0.02 g RMS	N/A	0.02 g RMS			

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- Electrostatic Discharge (ESD) Testing
- ESD Material Qualifications/Acceptance Testing
- Composites Supportability

J8. AFRL FINAL BOOM ELECTRICAL WIRING HARNESS ANALYSIS

**KC-10A Boom Electrical Wiring Harness
(Failure Analysis)**

11 January 2017

**Evaluation Report
(SA103002)**

Report No. AFRL/RXS 17-004

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EXECUTIVE SUMMARY

A refueling boom departed a KC-10A aircraft. Resulting damage classified it as a Class A mishap. The Safety Investigation Board submitted eight electrical harnesses related to the refueling boom for analysis. Visual and electrical analysis provided no evidence to suggest electrical arcing, or any type of high temperature thermal event, had occurred. It was found that the conductors directly from the boom accelerometer were not protected by any type of electrical shielding, leaving them subject to any electromagnetic interference (EMI) that may be present. Recommend consideration of utilizing wire systems which are electrically shielded to prevent EMI from impacting functional performance of accelerometers.

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AFRL/RXS 17-004

ACKNOWLEDGMENTS

This investigation report reflects the combined efforts of a dedicated and talented team. The authors would like to recognize the following individuals' contributions to this analysis: Messrs. _____ and _____ (University of Dayton Research Institute) and _____ (Materials Integrity Branch) for general failure analysis and wire inspection, _____ (Universal Technology Corporation) for radiographic imaging.

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AFRL/RXS 17-004

KC-10A Boom Electrical Wiring Harness Analysis

PURPOSE

Search for evidence of electrical arcing, or any other cause of failure, on electrical wiring harnesses and connectors.

BACKGROUND

A refueling boom departed a KC-10A Extender aircraft in flight. The resulting damage classified it as a Class A mishap. Further details of the event are contained in AFSAS 585987.

Components from the incident aircraft were submitted by the Safety Investigation Board (SIB) for analysis at the Air Force Research Laboratory (AFRL). The current report covers characterization of the electrical harnesses. Characterization of the fractured boom hoist cable is addressed in report AFRL/RXS 17-001, characterization of the fractured boom A-frame support structure is addressed in report AFRL/RXS 17-002, characterization of the boom accelerometer and structure is addressed in report AFRL/RXS 17-003.

Received hardware was from the "R/H ARO to Boom Pivot" location of the aircraft, as noted on the tags attached to the wiring harnesses.

FACTUAL DATA

Eight electrical wiring harnesses related to the boom failure were submitted for analysis ([Figure 1](#)). The first harness mated directly to the incident boom accelerometer at one end and was referred to notionally as "accelerometer harness." Condition of this harness was good overall, but tears in a blue protective jacket containing the conductors were noted near a deformed p clamp ([Figure 2](#)). Continuity measurements determined that pins 10 (+15V SIDE 2) and 21 (PWR GND SIDE 2) showed intermittent continuity, as well as intermittent shorting between the two. Only two shielded pairs were present within this harness, and neither was running into the accelerometer connector. It should be noted that no conductors, power or signal, running from the accelerometer were electrically shielded in any manner.

Radiography of the accelerometer harness showed that four separate wire conductors were severed at the same location as the tear in the blue protective jacket ([Figure 3](#)). Removal of the blue jacket allowed visual inspection of the severed conductor ends ([Figure 4](#)). No evidence to suggest electrical arcing was present (charring, molten metal balls, bulbous wire ends). A scanning electron microscope (SEM) equipped with energy dispersive X-ray spectroscopy (EDS) was utilized to gather high magnification images of the conductor ends and determine the material composition. The conductors were a nickel plated copper, with no presence of any

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other metal, further supporting that electrical arcing did not occur (Figure 5). Further examination of the blue jacket revealed a green-yellow colored coating (Figure 6). EDS analysis provided a chemical spectrum consistent with that of typical aircraft primer, specifically by the inclusion of chromium, which is used for preferred corrosion resistance.

The remaining seven harnesses were referred to by the nomenclature found on attached identification tags (Figure 1). Each harness was visually examined and electrically tested for continuity along each conductor. The condition of the wiring insulation and harnesses as a whole was generally good. No signs of electrical flashover, evidence of electrical arcing, or typical age-related problems (annular cracking, brittle or missing insulation) were noted. Mechanical damage, sometimes significant, was noted at the ends of each harness. In some cases conductors were removed, likely from a connector, with the crimped pins or sockets still intact. Broken/deformed pins, severed wires, and damaged wire insulation (cut, scraped, nicked) were all noted (Figure 7). It is most likely this damage was a result of the boom departure or wiring extraction process, and not present before the mishap.

Visual analysis uncovered what appeared to be corrosion at the base of some pins from the P1-4889 connector on harness "Wire harness P1-4889 to R5-5912 4849" (Figure 8). The actual mating surface of the pins that make contact with the socket was visually free of any corrosion. Three pins (Y, Z, and CC) were removed from the connector for further analysis. Using higher magnification inspection, including the SEM, the removed pins did not show the level of corrosion, or such a distinct line which was apparent in the initial analysis (Figure 9). Minute pinholes were observed, up to approximately 50 μm in diameter, exposing the copper base metal of the pin (Figure 10). These pinholes come as a result of porosity in the gold plating. EDS analysis revealed the presence of multiple elements within a deposited material at the base of the pin which sits inside the grommet. These elements are consistent with connector shell and plating materials, grommet insert materials, any grease or corrosion preventative compound that has previously been sprayed inside of the connector, and residues from fuels and fuel vapors. The as-examined pin condition is consistent with typical wear expected over the service life of a connector.

The white wires from "Harness, 4888-4908" exhibited a hot stamp processing issue on the digit "6" in the wire designation markings. Almost all of the "6" digits have a slight charring on the inner part of the "6" (Figure 11). This issue is not suspected to be related to the mishap failure.

Electrical continuity checks on each conductor from all seven harnesses were completed and no open conductor paths were discovered.

DISCUSSION

The four severed wires found within the accelerometer harness were the only significant findings during the wiring evaluation. However, all of the evidence suggested the four wires were broken due to some type of mechanical impact. No evidence consistent with the

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occurrence of electrical arcing was discovered in that area. If the conductors were severed during operation, some type of arcing evidence would be expected. A deformed secondary support P Clamp was in close proximity to where the conductors were broken. Additionally, there was discovery of aircraft primer on the blue jacket covering the harness. The transfer of primer to the jacket likely occurred during an impact event. This collection of evidence suggests the conductors were severed by a high impact event, most likely as the boom hardware made contact with the ground.

One notable finding during the evaluation of the accelerometer harness was that no conductor running into the accelerometer was electrically shielded in any manner. Systems utilizing an accelerometer typically rely on accurate data from the accelerometer. The lack of electrical shielding increases the risk of accelerometer signals being negatively impacted by electromagnetic interference (EMI) that may be present.

With respect to the other seven harnesses which were analyzed, discussions confirmed damage occurred to the wire harnesses during removal from the aircraft after the mishap. Discounting damage that occurred during removal from the aircraft, the remaining seven wire harnesses were in good condition. No evidence of pre-existing defects that could be attributable to the cause of the mishap event were present. In locations where insulation was cut and scraped, any visible conductor appeared to be clean without any type of oxidation products. Fresh, shiny copper is indicative of recent removal of insulation and that no electrical arcing or thermal event has occurred in this area.

The previously discussed pin condition and hot stamp damage were noteworthy, but nothing else suggests their presence was related to the boom departure in any way. The apparent corrosion from initial visual inspection turned out to be insubstantial. Pinholes occur when imperfections are present in the plating. These imperfections can occur from surface defects before plating, contamination during plating, or damage sustained to the plating after manufacturing. The small size and amount of pinholes present did not impact the electrical integrity of the connection. The hot stamp issue, over time, may crack and expose bare conductors. As before, such a hot stamp problem would require evidence found in a wire failure scenario. There was no reason to believe that the as-examined condition of these wire harnesses was suspect to the root cause of failure.

CONCLUSIONS

Electrical wiring harnesses analyzed displayed no evidence of electrical arcing or any other failure type.

Wiring in the accelerometer harness coming directly from the accelerometer had no electrical shielding to protect from any EMI present in the operational area.

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Four individual conductors were found severed within the accelerometer harness. Evidence suggests mechanical impact against a structure with aircraft primer was cause for the severed conductors.

Damage to the electrical wiring harnesses and connectors was determined to be a product of either the boom departure at time of mishap or the removal process from the aircraft after the mishap.

Minor findings such as corrosion at pin bases within a connector and hot stamp marking damage were noted but determined to be unrelated to the mishap.

RECOMMENDATION

Recommend consideration of utilizing wire systems which are electrically shielded to prevent EMI from impacting functional performance of accelerometers.

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FIGURES

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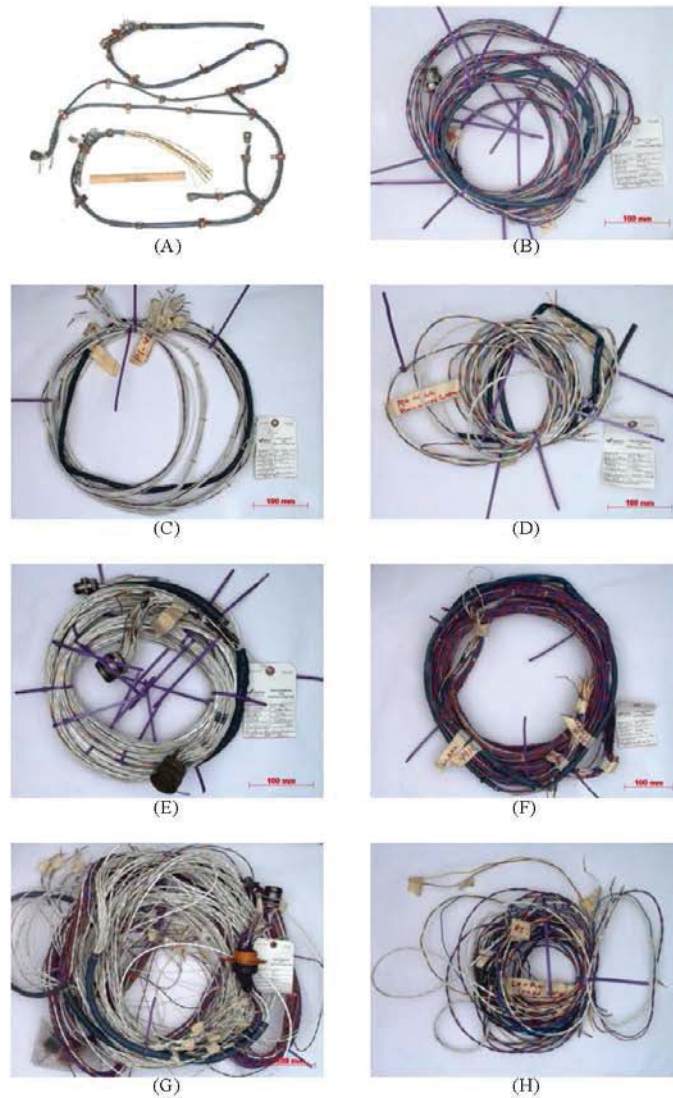


Figure 1. Overall images of the harnesses as received: (A) Accelerometer Harness, (B) Wire harness 4889-4908, (C) Harness, 4888-4908, (D) Wire harness-4889-4910 4915, (E) Wire harness P1-4889 to R5-5912 4849, (F) Wire harness R5-4912 - P14890, (G) HARNESS BOOM, (H) No tag was present, tape at ends read R5-4908 and Lt-Rt cross over.

6

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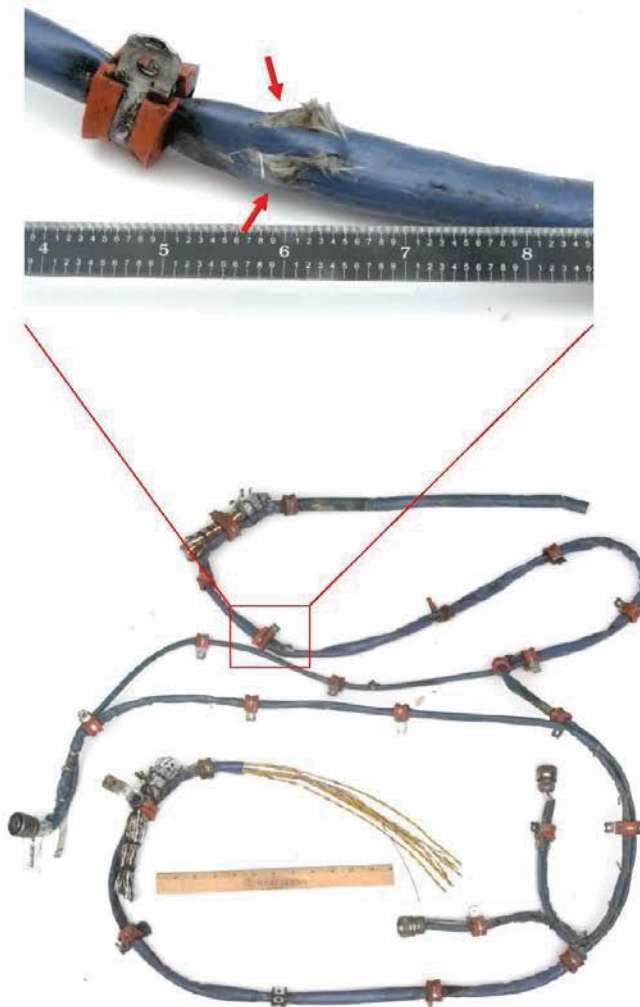


Figure 2. Location and close-up of the tears found on the blue jacket from the accelerometer harness.

7

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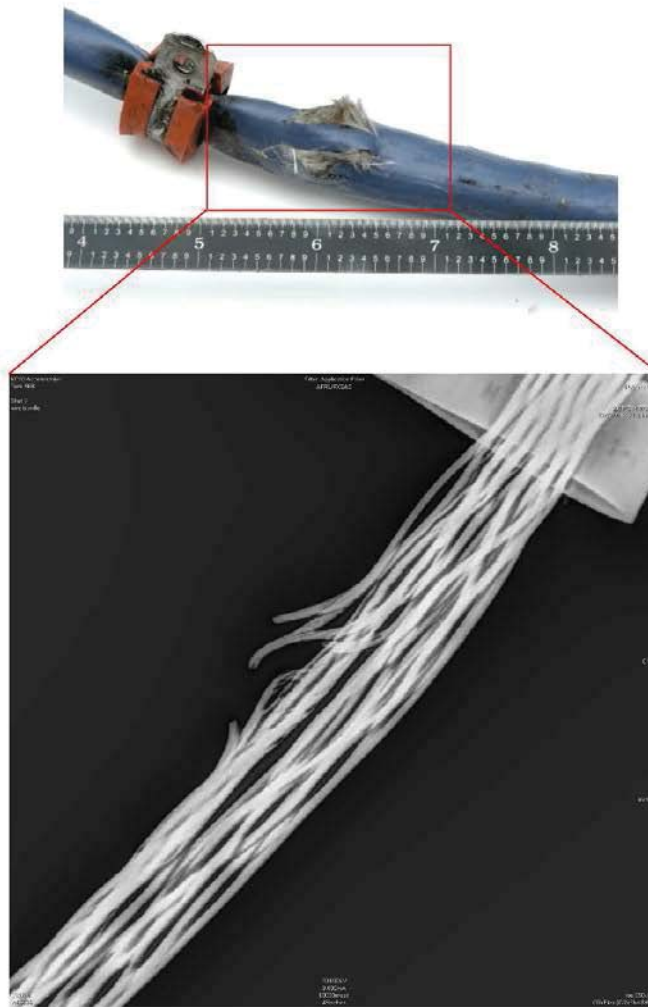


Figure 3. Radiographic image, at location of tears on blue jacket, showing four broken conductors within the accelerometer. Two of the conductors corresponded with pin 10 and pin 21 from the accelerometer connector which were intermittent during electrical testing.

8

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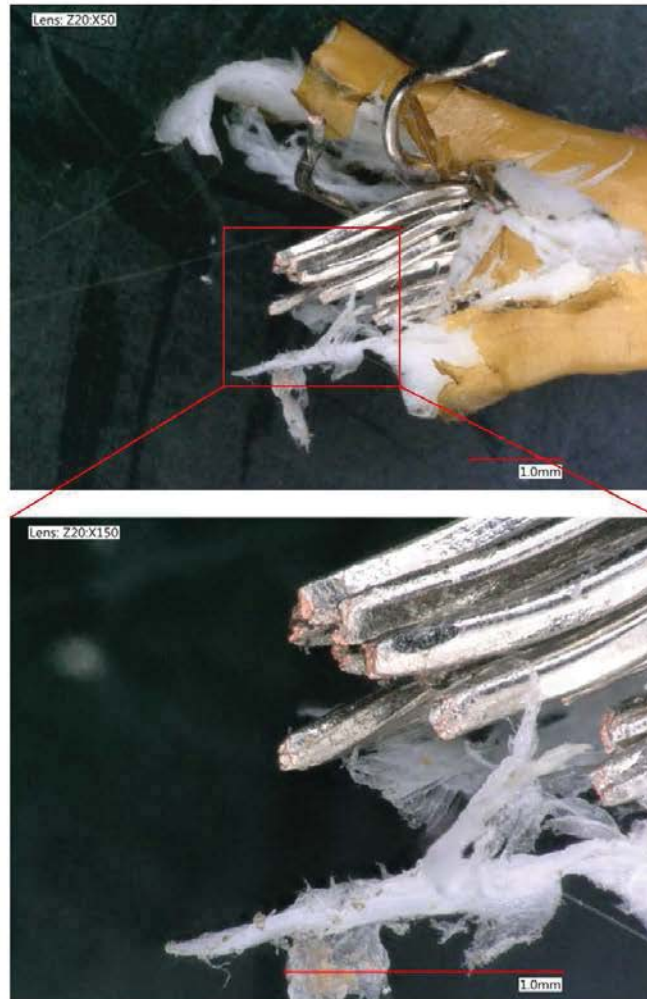
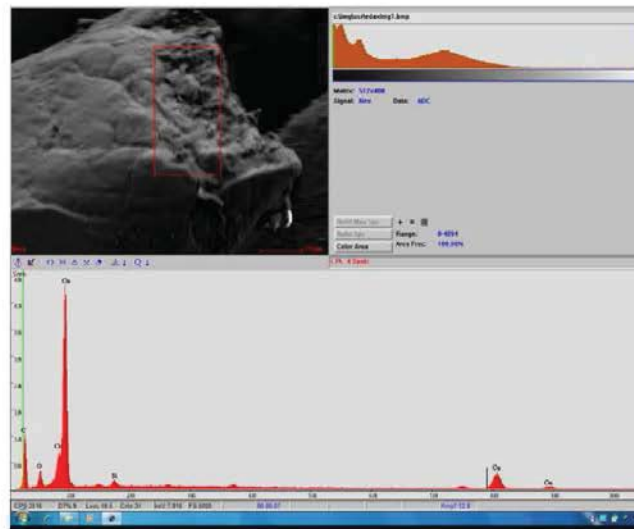
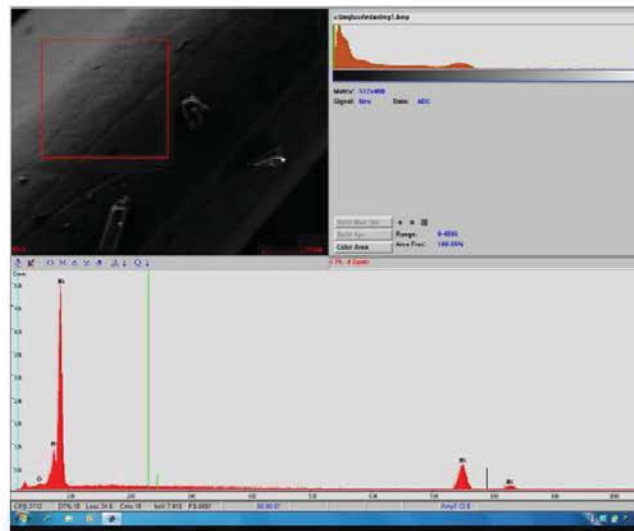


Figure 4. Close-up images of a broken conductor from accelerometer harness showing ends which appear to be cut and/or pinched. Conductor strands are shiny in appearance and free of any evidence suggesting that electrical arcing or a high temperature thermal event had occurred.

AFRL/RXS 17-004



(A)



(B)

Figure 5. Compositional material spectra capture by EDS of a broken conductor from accelerometer harness. (A) Conductor end showing copper, (B) Conductor plating showing nickel. Presence of any other metal was not found.

10

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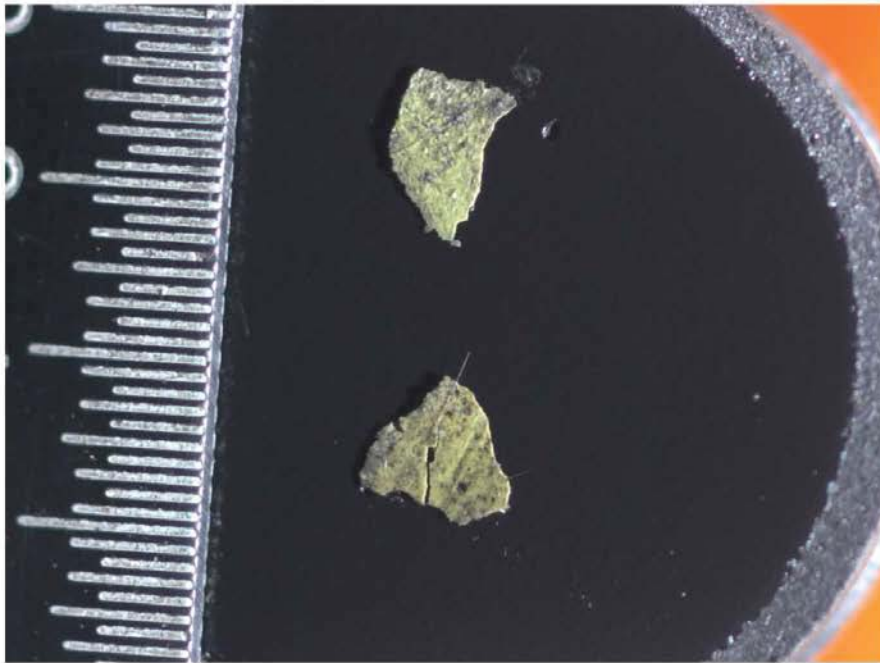


Figure 6. Green-yellow coating-like material found in close proximity to tears in the blue jacket. EDS analysis discovered the presence of chromium, commonly used in aircraft primers. The physical appearance was also consistent with typical aircraft primer.

AFRL/RXS 17-004

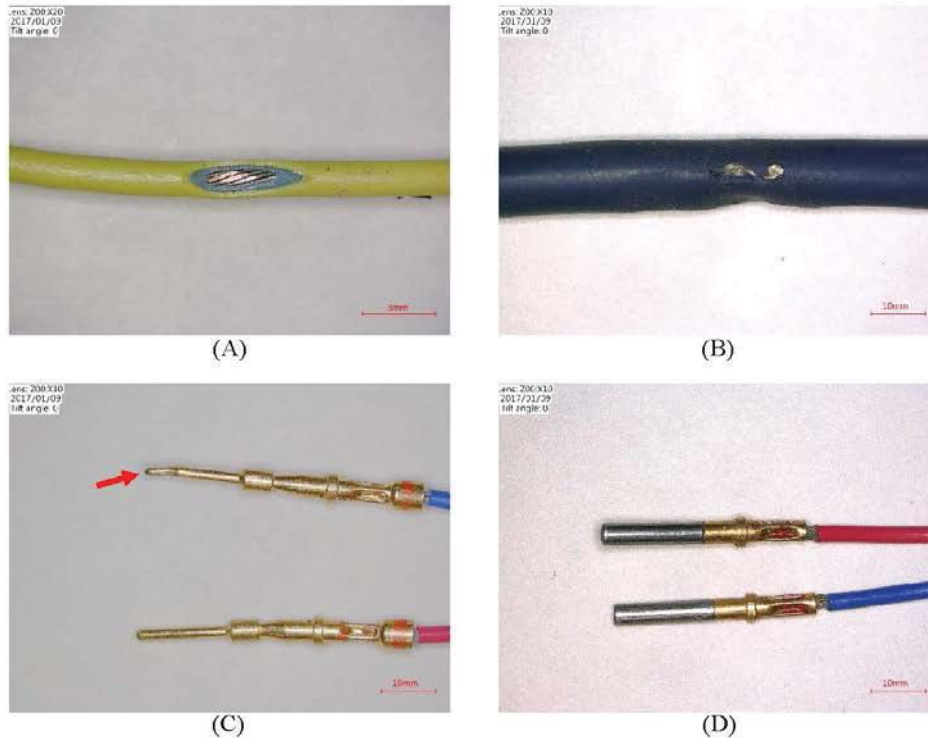


Figure 7. Images showing representative condition of wires from the final seven harnesses analyzed. (A) Scraped wire insulation exposing conductor underneath, note the conductor looks shiny and clean. (B) Tearing in protective sleeve. (C) Deformed pin contact. (D) Removed sockets showing numerous conductors were pulled out of a connector insert.

AFRL/RXS 17-004

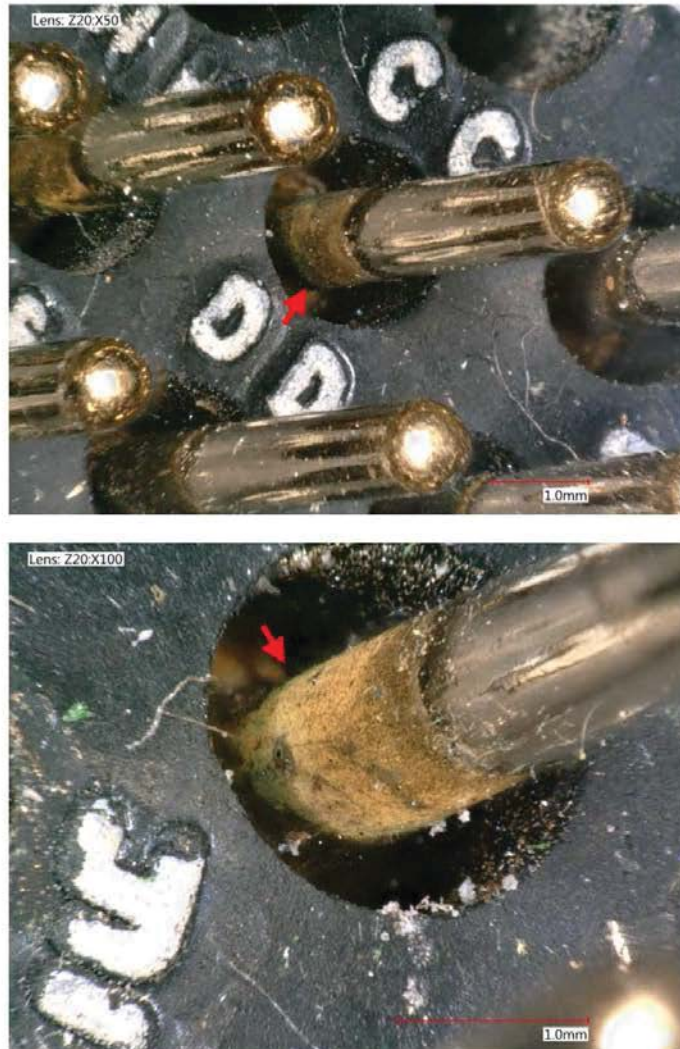


Figure 8. Close-up of apparent corrosion on the base of pins within the P1-4889 connector on harness "Wire harness P1-4889 to R5-5912 4849." Note apparent corrosion is not present on the electrical mating surface of the pin, it appears to begin at the level of the grommet surface and further down into the connector.

13

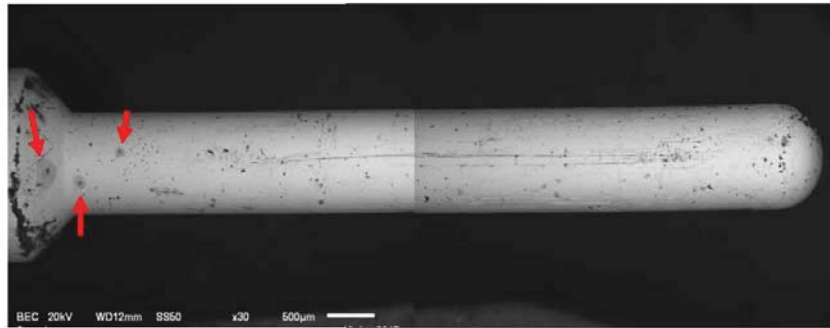
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AFRL/RXS 17-004



(A)



(B)

Figure 9. Close-up imagery of removed pin Y from the P1-4889 connector on harness "Wire harness P1-4889 to R5-5912 4849." (A) Entirety of removed pin Y. Note the lower half of the mating section of the pin does not appear dull and corroded as the pins looked in [Figure 8](#). The inability to get light into the inside of the grommet leaving less light to be reflected is believed to be the cause of the dull pins from [Figure 8](#). (B) SEM composite image of mating portion of pin Y with pinholes visible (red arrows). Note the two halves look separate in color, this is only a feature of the SEM and how the above image is a composition of three images stitched together.

AFRL/RXS 17-004

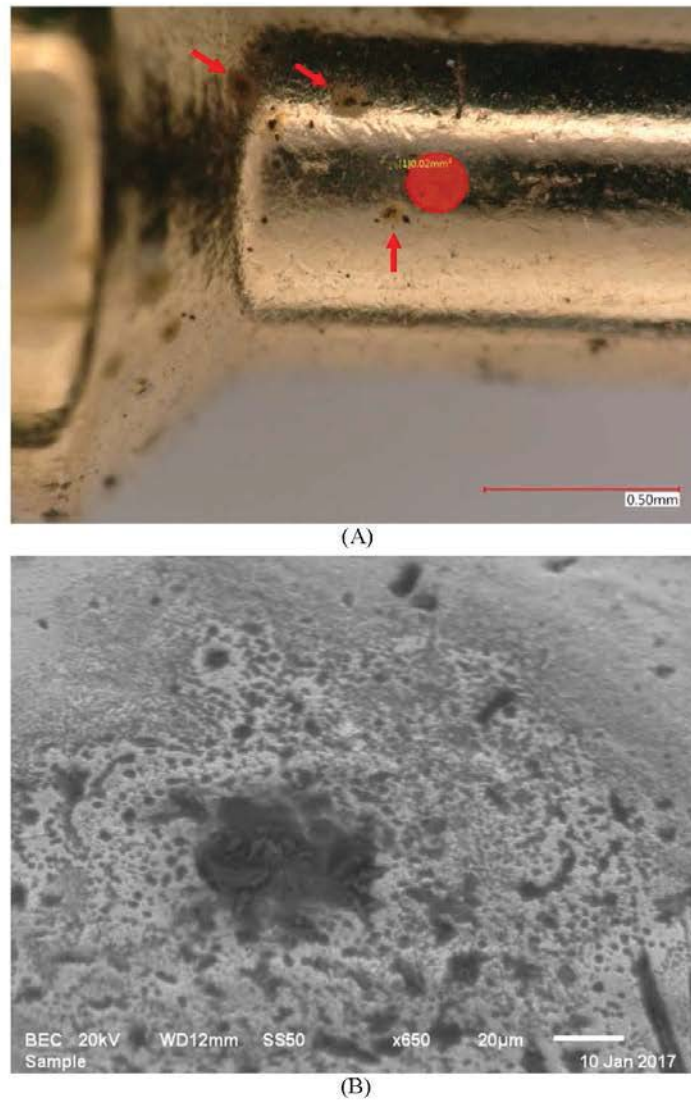


Figure 10. High-magnification images of pinholes present on pin Y. (A) Optical image showing multiple pinholes (red arrows). (B) SEM image of pinhole, the larger dark region in the center of the photo is exposed copper. EDS analysis at this location found gold (plating), copper (base metal), and nickel (flash layer between gold and copper).

15

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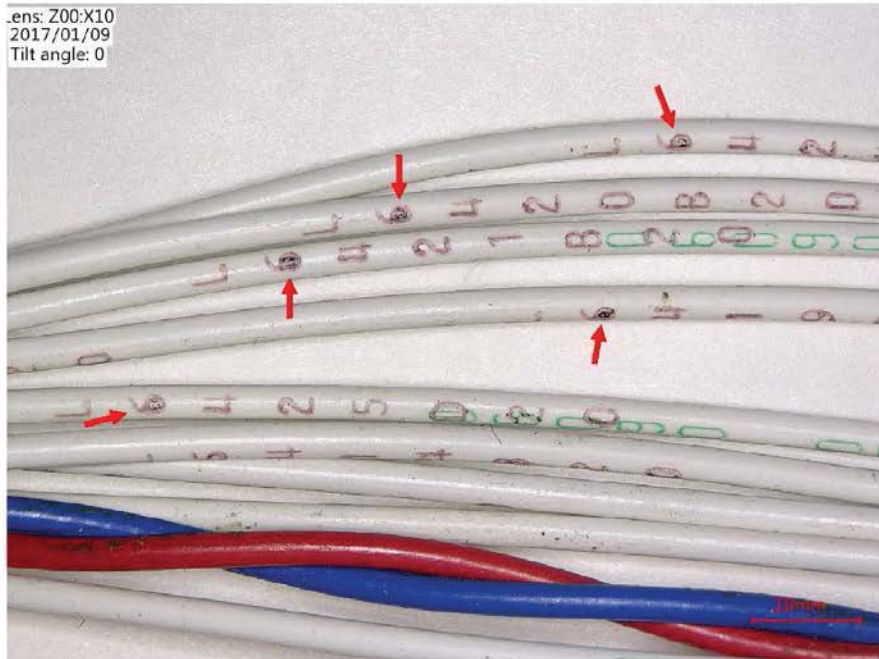


Figure 11. Image showing the hot stamp damage from “Harness, 4888-4908” on each of the “6” digits in the wire identification number. This would indicate a manufacturing process defect.

AFRL/RXS 17-004

PREPARED BY

//SIGNED//

Electrical and Electronic Evaluation Team
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

REVIEWED BY

//SIGNED//

Team Lead
Electrical and Electronic Evaluation
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

PUBLICATION REVIEW: This report has been reviewed and approved.

//SIGNED//

Branch Chief
Materials Integrity Branch
Systems Support Division
Materials and Manufacturing Directorate

cc:
AFMC AFLCMC/WKDBB
AMC 436 OG/CC (SIB PRESIDENT

17

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J9. AERO K ROLL ELEVATION CONTROLLER ANALYSIS

NON-DISCLOSURE AGREEMENT - SAFETY INVESTIGATION

This agreement is for DoD personnel (military/civilian) who provide support to USAF safety investigations. This agreement is NOT intended for witnesses to mishaps.

20170106
(Date)

1. Privileged safety information is information which reflects the analysis (including findings, conclusions and recommendations) of a Safety Investigation or is obtained by a Safety Investigation under a promise of confidentiality.

2. Protection of privileged safety information acquired during safety investigations of Air Force mishaps is important in order to prevent future mishaps. I am performing services in support of the Air Force safety

investigation of the mishap that occurred on 1 Nov 2016 involving a KC-10A 83-0080
(Mishap Date) (Equipment & Serial Number)

3. As a result I have access to privileged safety information. Access is solely for the purpose of mishap prevention and no other use of safety privileged information by me or my sponsoring organization (company or military organization) is authorized. I understand I am not to make copies (typed, photo, etc.) of any information or disseminate any information to anyone or organization not directly providing services to the safety investigation. I am expressly prohibited from providing any privileged safety investigation information to my general counsel's office, legal staff, or any personnel involved in litigation.

4. After I am finished with any information provided on any media, I am required to return it to Air Force safety channels. Retaining copies is not authorized. I am not to discuss privileged safety information with anyone other than personnel directly involved with the Air Force safety investigation.

5. I understand that information obtained through a safety investigation is considered official Air Force information.

6. I understand the above terms and agree to abide by the conditions set forth.

//SIGNED//

Signature

GS-11
Print Full Name and Rank/Grade

Contact Information

☐ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

Aero-K
Precision Machining and Assemblies
10764 Lower Azusa Rd.
El Monte, Ca 91731
Contact Person:
Phone #:
Fax #:
Email:



Quote

December 14, 2016

1) Evaluation of Mechanical Arm Assembly AGH7033-503
AAR RO 8604199, Aero-K Work Order 7877, Serial No: 48221

Subsequent to test, teardown & evaluation, it is determined that the unit requires replacement of the following items:

Items included in standard pricing \$8,000.00
Voltage Testing

Over and Above

Subtotal	\$ 00.00
-----------------	-----------------

Over and Above – Beyond Functional Wear-and-Tear

Subtotal	\$ 00.00
-----------------	-----------------

Grand Total	\$ 8,000.00
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Total price for this unit is **\$8,000.00** (\$8,000.00 standard price, \$ 00.00 over-and- above and beyond physical repair, and \$0.00 over-and-above and beyond functional wear –and-tear). The item is available immediately.

Quotes for the AGH7033-503 Mechanical Arm Assembly are based on estimates before final testing. If further repair work is discovered after voltage testing, another quote for the related additional costs may be generated for further review and approval.

Please review and amend the purchase order if acceptable.

VP Finance

		AERO-K 10764 LOWER AZUSA RD. EL MONTE, CA 91731 626.350.5125																																																																																	
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DATE OF RECEIPT: 12/12/2016		ESTIMATED DATE OF COMPLETION:																																																																																	
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#2 C3850A22RD WIRE IS DISCONNECTED FROM -5 ROLL MOTOR. GM6819/GM6842 TRANSDUCERS RODS ARE DIRTY AND HAVE CORROSION. WHEN ELEVATION MOTOR IS ENGAGED UNIT BOTTOMS OUT CAUSING AGH7059 CRANK ASSY TO CONTACT AGH7065 FRAME. THIS CONTACT BINDS UNIT WHICH PREVENTS ROLL MOVEMENT. EXCESSIVE PLAY IN WRIST CONTROLLER.																																																																																			
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OVERHAUL AND REPAIR MANAGER:		SIGN:	DATE: 12/14/2016 STAMP: EM 108																																																																																

KC-10A/83-008- BOOM SEPARATION MISHAP, 1 NOV 16/FSAS# 585987

Aerial Refueling boom Elevation/roll Controller:

P/N: AGH7033-501

S/N: 48221

Required testing:

Test elevation/ROLL LVDTs for correct signal outputs. Perform operational check of elevation/ROLL torque/artificial feel motors and any additional test that would identify elevation/roll controller issues that could cause the aerial refueling boom to experience un-commanded flight control movement the nature of which caused the boom to violently separate from the aircraft.

Once testing is complete, please return controller assembly to AAR Corp,
Attn: Mr. , 640 E. Street, Bldg P-1, Travis AFB, CA 94535

Mishap Maintenance Investigation Member contact information:

CMSgt

SSgt



REPAIR ORDER # 45359

P/N: AGH7033-503 S/N: 48221

UNIT IS BEING RETURNED TO AERO K INC.
FOR REPAIR WORK AND WILL BE RETURNED
TO FRAZIER AVIATION FOR FINAL TEST UNDER
THE SAME REPAIR ORDER NUMBER 45359

(Red wire on roll motor not connected)

RETURNED BY: _____

DATE: 1/11/17

AERO K COPY

Precision Manufacturing and Overhaul
Repair Station FAA QN3R795L and EASA 5409
(818) 898-1998 phone (818) 898-1160 fax

 Frazier AVIATION, INC.		Frazier Aviation, Inc. 445 N. Fox Street San Fernando, CA 91340 United States of America		
DIMENSION REPORT				
CUSTOMER: AERO K INC.		P.O. NUMBER: 45359		
PART NUMBER: AGH7033-503		COMPONENT NAME: BOOM CONTROL ASSY		
MODEL NUMBER: KC10		WORK ORDER NUMBER: CR82374		
S/N: 48221		DATE: 12/20/16		
Gages, instruments, personal tools, used for acceptance data are National Institute of Standards traceable and calibrated per ISO 10012-1, ANSI Z 540-1.				
a) The user has verified that the calibration sticker is valid and not past recall.		INITIALS		
b) The user has verified that the gages/instruments are in good working order.		INITIALS		
c) The gages, instruments, personal tools, used were:		STRONG LIGHT & MAGNIFICATION		
(ENTER DETAILS WHERE APPROPRIATE)	ACTUAL	MECH.	INSP.	DATE
VISUALLY INSPECT ALL PARTS FOR CRACKS, NICKS, BURRS, WEAR OR ANY OTHER TYPE DAMAGE THAT MAY INTERFERE WITH THE OPERATION OF THE UNIT.	SOME SCRATCHES IN PAINT/WORN PAINT, CORROSION ON HARDWARE. NO OTHER DAMAGE FOUND		FA4	01/11/17
CHECK ALL PARTS FOR CORROSION.	CORROSION FOUND ON BOTH LVDT'S		FA4	01/11/17
CHECK ALL WIRES FOR CRACKS IN THE INSULATION, BREAKS FRAYED ENDS.	RED WIRE ON ROLL MOTOR NOT CONNECTED (MOTOR WILL NOT WORK)		FA4	01/11/17
CHECK ALL CONNECTORS FOR ANY TYPE OF DAMAGE THAT MAY INTERFERE WITH THE OPERATION OF THE UNIT.	NO DAMAGE FOUND TO CONNECTORS		FA4	01/11/17
CHECK OPERATION OF MOTOR, S PITCH & ROLL	BOTH PITCH AND ROLL LVDT'S ARE OUT OF ADJUSTMENT		FA4	01/11/17
CMM 28-72-09 REV. 3, DATED 31 JAN 2008 REPAIR AND OVERHAUL STATION Phone: (818) 898-1998 Fax: (818) 898-1160				

		Frazier Aviation, Inc. 445 N. Fox Street San Fernando, CA 91340 United States of America	
TEST DATA REPORT			DATE: 01/11/17
JOB NUMBER: CR82374	CUSTOMER: AERO-K INC.	MODEL: KC-10	
S/N: 48221	P/N: AGH7033-503	PART NAME: BOOM CONTROL ASSEMBLY	
Gages, instruments, personal tools, used for acceptance data are National Institute of Standards traceable and calibrated per ISO 10012-1, ANSI Z 540-1.			
a) The user has verified that the calibration sticker is valid and not past recall.		INITIALS	
b) The user has verified that the gages/instruments are in good working order.		INITIALS	
c) The gages, instruments, personal tools, used were:		BOOM CONTROL TEST JIG & TEST ASSY P/N: 7258-200 & 7258-300	
THIS UNIT HAS BEEN TESTED AS PER: CMM 28-27-09 REV. 3, DATED: 31 JAN 2008			
STEP	DESIRED READING	ACTUAL READING	REMARKS
1	PITCH - 1 6.68V +/- .100V	6.36	FAILED TEST
2	PITCH - 2 6.68V +/- .100V	6.23	FAILED TEST
3	PITCH + 1 6.68V +/- .100V	6.50	FAILED TEST
4	PITCH + 2 6.68V +/- .100V	6.51	FAILED TEST
5	ROLL - 1 6.58V +/- .100V	7.65	FAILED TEST
6	ROLL - 2 6.58V +/- .100V	6.88	FAILED TEST
7	ROLL + 1 6.58V +/- .100V	5.50	FAILED TEST
8	ROLL + 2 6.58V +/- .100V	6.21	FAILED TEST
MECHANIC:		APPROVED	FA4
Overhaul And Repair station (818) 898-1998 phone (818) 898-1160 fax			

J10. BOEING GIMBAL FRACTURE ANALYSIS

MEMORANDUM FOR

The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)

FROM: COL _____
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.

2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.

3. Unless you specifically identify information in any technical report you provide to the SIB as being based on the SIB's privileged analysis or information, it will be included in the non-privileged portion (Part I) of the SIB's final report. Otherwise, if you want us to treat any part of your report as privileged information so we can protect it from disclosure outside the Department of Defense, you must specifically request a promise of confidentiality. If your request is approved, material you then provide will be included in the privileged portion (Part 2) of the formal safety report and will be used solely for mishap-prevention purposes; you or your employer may not retain a copy, and it will not be available to your employer in any form. You must ensure any material you provide that is proprietary data is properly marked; it is not privileged and will be used within the DoD for any other investigations, but it will not be released to the public.

4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL
(SIB President)

11/21/2016
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)

FROM: COL _____
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.
2. In response to my request for technical assistance, the Air Force and your employer have agreed that you will serve as a technical expert for the SIB over which I preside. In accepting your appointment to serve as technical expert, you must also agree to safeguard our safety privilege. You may be given access to privileged information and you must not disclose to anyone, including your employer, any privileged information derived from our investigation. You will prepare only one copy of your technical report for the SIB. You will destroy or surrender to me any notes, documents, computer files, or other materials, produced or obtained during this investigation, if they contain privileged information. You must not make copies of any privileged documents (including analytical computer products, confidential tape recordings, and staged photographs) for use outside the proceedings of this board. You may not have a copy of Part II of the Board's final report or any part of a draft thereof. You must report to me (or, after the SIB is dissolved, to HQ Air Force Safety Center) any attempt by anyone, other than a SIB member or other duly authorized person, to obtain any confidential or deliberative information from you about this investigation.
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4. Before beginning your service to this SIB, please sign and date the endorsement below. I will give you a copy of this memorandum.

//SIGNED//

(SIB President's signature block)

1st Endorsement

To: COL _____
(SIB President)

11/18/2016
(Date)

I acknowledge understanding of the contents of this memorandum and receipt of a copy thereof, and I agree to comply with the duties and responsibilities stated therein.

(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)

FROM: COL _____
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.
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11-18-2016
(Date)

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(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

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Phone Number: _____

DSN: _____

Email Address: _____

MEMORANDUM FOR

The Boeing Company, Metals/Ceramics SoCal
(Non-Air Force technical expert's full name and company/organization)
Tech

FROM:

(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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(SIB President's signature block)

1st Endorsement

To: COL _____
(SIB President)

11-18-2016
(Date)

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(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

The Boeing Company, OKC Serv Eng
(Non-Air Force technical expert's full name and company/organization)
Manager

FROM: _____
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

1. The military safety privilege protects information provided under a promise of confidentiality and the deliberative process (analysis, findings, conclusions and recommendations) of a Safety Investigation Board (SIB). It enhances the SIB's ability to identify potential causes of mishaps quickly and accurately so we can prevent their recurrence. This process must have the highest degree of reliability to maintain combat readiness, national security, and public safety.
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(SIB President's signature block)

1st Endorsement

To: COL _____
(SIB President)

21 Nov 16
(Date)

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(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

The Boeing Company, Fleet Support Management
(Non-Air Force technical expert's full name and company/organization)
Manager

FROM: COL
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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1st Endorsement

To: COL _____
(SIB President)

18 Nov 14
(Date)

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(Technical expert's signature block)

Technical Expert's Contact Information

☒ Work ☐ Home

Street: _____

City, State, Zip Code: _____

Phone Number: _____ DSN: _____

Email Address: _____

MEMORANDUM FOR

THE BOEING CO.
(Non-Air Force technical expert's full name and company/organization)

FROM: COL _____
(SIB President)

SUBJECT: Protection of USAF Privileged Safety Information

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2016 11 28
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Technical Expert's Contact Information

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Street: _____

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Email Address: _____



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Engineering Report No: BLIS 161285

To:

M/C: 110-SE21



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FRACTURE ANALYSIS REPORT

Lab WR Number: BLIS 161285

Date: 12/05/2016

Part Information:

Design Drawing Part Names and Numbers:

- Aerial Refueling Boom Gimbal Assembly,
- Yoke Assembly,
- Housing Assembly,
- Yoke Retainer,
- DVRT Support,
- Dual Voltage Rotary Transducer Assembly, P/N not reported
- Support Fitting,

Airplane Information:

A/P Customer:	Air Force	A/P Model:	KC-10
Registry No:	No Info Provided	Air Force S/N:	83-0030
Flight Hours:	No Info Provided	Number of Landings:	No Info Provided

SUBJECT: KC-10 ARB Gimbal Assembly Fracture Investigation

BACKGROUND:

It was reported that a Boom Gimbal assembly separated from an aircraft. No other information was provided. The separated assembly was submitted to the Huntington Beach Metals Lab for evaluation.

EXPERIMENTATION AND RESULTS:

Macroscopic Examination

The submitted Gimbal Assembly consisted of a Yoke Assembly, Housing Assembly, Yoke Retainer, DVRT Support, Bellcrank, ARB Support Fitting, and a Dual Voltage Rotary Transducer [DVRT] Assembly (Figures 1 and 2). The DVRT assembly consisted of a Housing, Stud, and two Transducers.

Complete fractures had occurred through the attachment lug on the L/H side of the Housing Assembly, the forward attachment lugs on the Yoke Retainer, and both clevis lugs of the R/H Support Fitting (Figures 3 and 4). Portions of each fracture surface were obliterated by post-fracture smearing. Undamaged regions either exhibited a rough, grainy texture typical of tensile or bending overload or



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more of a flat, smooth appearance typical of shear or compressive overload. Fracture features and origins areas reveal directions of crack propagation (Figures 5 to 10).

The positioning Stud at the forward end of the assembly had slipped out of the retaining slot in the Yoke and was located to the left hand position (right side of photograph) in the as-received condition (Figure 11). Damage was located along the L/H cutout of the DVRT Support from contact with the Stud (Figure 12). The associated Bellcrank was twisted which had resulted in a deflection of the Stud six degrees to the left (Figure 13). The tube portion of the DVRT housing had separated [pulled away] from the forward flange resulting what was measured to be a 0.16-inch gap at the left side (Figures 11). The DVRT housing was deflected to the left at the forward end and to the right at the aft end inside the Yoke (Figure 13). The forward Transducer was still intact within the housing, hanging by its wires (Figure 14). The aft Transducer was completely separated (Figure 15).

Damage was observed along both retaining tabs at the forward end of the Yoke (Figure 16). The DVRT support and Yoke Retainer were subsequently disassembled for closer inspection (Figure 17). It appeared that the Yoke had been reworked, and an insert had been installed at the forward end (Figure 18). The insert contained retaining tabs which were located in the operational position [top]. These 'newer' tabs were located diametrically opposite the original tabs. Damage [witness marks] along the inner surfaces of the two tabs extended to a depth of 0.09 inch, indicating the depth of the Stud in the slot (Figure 19). Damage along the forward faces of the tabs suggested contact with the end of the Stud as it came out of the slot in both directions (Figures 19 and 20). The damage along the L/H tab consisted of a number of smear marks in both directions, suggesting more than one instance of contact. The L/H tab and associated lockwire hole appeared deformed (Figure 21). A circular band of burnishing/wear was observed along the periphery of the DVRT housing (Figure 22). This damage occurred due to contact with the lockwire along the lower surface of the L/H tab (Figure 23). Evidence of damage was also observed along the inner surface of the Yoke Retainer along the upper, R/H quadrant due to contact with the lockwire at the edge of the Yoke nut (Figures 24 and 25).

The forward end was subsequently reassembled in the lab in order to evaluate the position of the Stud in relation to an undamaged/new DVRT (Figure 26). The twisted Bellcrank remained installed. The Stud was easily rotated outside of the slot by hand in this condition.

Photos taken from the aft area (looking forward) of the Gimbal Assembly were taken for reference (Figures 53 and 54).

Breakaway Torque

An attempt was made to measure the breakaway torque of the Yoke nut during initial disassembly. Measurements were discontinued after a torque of _____ was achieved without movement of the nut.

SEM Analysis

SEM analysis of undamaged portions of each of the fracture surfaces revealed a predominant dimple mode of rupture, typical of ductile overload (Figures 27 to 43). No evidence of a brittle/slow-growth mechanism of fracture was observed. No material anomalies were observed.

EDS Analysis

EDS analysis of the origin areas revealed evidence of carbon and oxygen, along with elements typical of a _____. (Figures 44 to 46).



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Chemistry

X-Ray Fluorescence Spectroscopy was performed on the base materials of the fractured Housing Assembly, Yoke Retainer, and ARB Support Fitting (Table 1). The results met the requirements for

Hardness & Conductivity

Hardness and conductivity tests were also performed on the three fractured parts (Table 2). These values were within the ranges specified by

Dimensional Inspection

Measurements showing distances between various components in the as-received condition and dimensions from fractured areas are shown in Figures 47 to 52. The Insert protrusion (Figure 51) looked to be measured to the initial thread yoke thread (original requirement for protrusion is

Part thickness in the fracture areas of the Yoke Retainer and Housing were determined to be within blueprint requirements. Support Fitting thicknesses at the fractures are shown but not compared to the engineering blueprint requirements. The Yoke Retainer Shim was measured to be (Figure 53). It appeared that this shim was not the original laminated shim AQC7006-1.

CONCLUSIONS:

- 1) Portions of each fracture through the Housing Assembly, Yoke Retainer, and Support Fitting were obliterated due to post-fracture mechanical damage and therefore no meaningful information could be ascertained from those regions. All undamaged regions occurred due to ductile overload.
- 2) The Bellcrank was twisted which resulted in a deflection of the positioning Stud six degrees, and the Stud had slipped out of the retaining slot in the Yoke.
- 3) Damage [witness marks] along the inner surfaces of the two retaining tabs at the forward end of the Yoke suggested contact with the end of the Stud as it came out of the slot in both directions. The damage along the L/H tab consisted of a number of smear marks in both directions, suggesting more than one instance of contact (i.e. the locating pin traveled beyond slot retainer several times towards left side). Other than visual observation of the retaining tabs, no additional analysis was performed on the witness marks nor verification of material or condition.
- 4) It appeared that the Yoke had been reworked (insert installed and new retainer tabs positioned 180 degrees from the previous tabs). No hardness verification or chemical analysis done on the yoke (or the insert) to verify material met the engineering.
- 5) The tube portion of the DVRT housing had separated [pulled away] from the forward flange resulting in a 0.16-inch gap at the left side, and the DVRT housing was deflected to the left at the forward end and to the right at the aft end inside the Yoke
- 6) No material anomalies were observed in any of the fractured parts.

Prepared by: Metals Lab/BR&T

Approved by: Socal Commercial Support/Metallurgy/BR&T



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(Figure 1)

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(Figure 2)

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(Figure 3)

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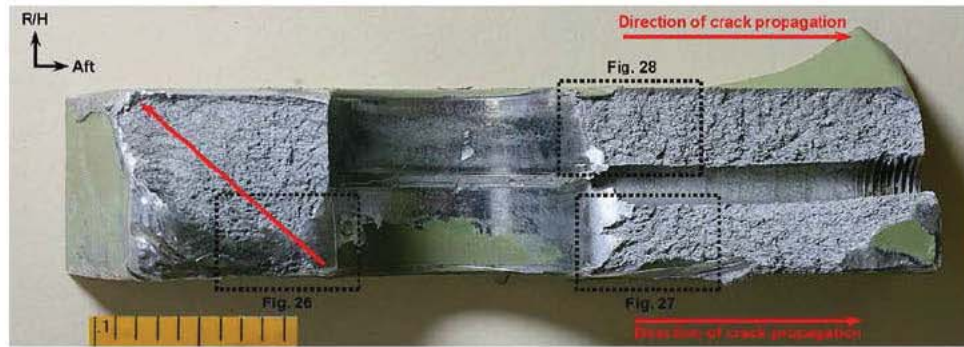
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(Figure 4)

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Close-up of fracture surfaces from L/H lug of Housing Assembly
(Figure 5)



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Close-up of fracture surface from L/H lug of Support Fitting clevis
(Figure 6)



Close-up of fracture surface from R/H lug of Support Fitting clevis
(Figure 7)

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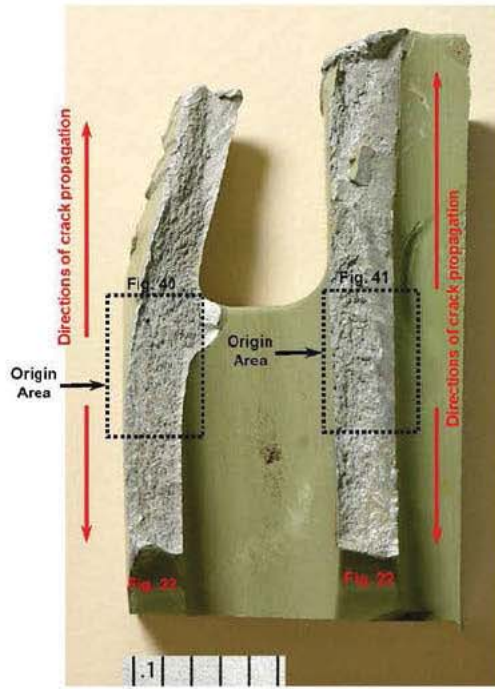
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(Figure 8)

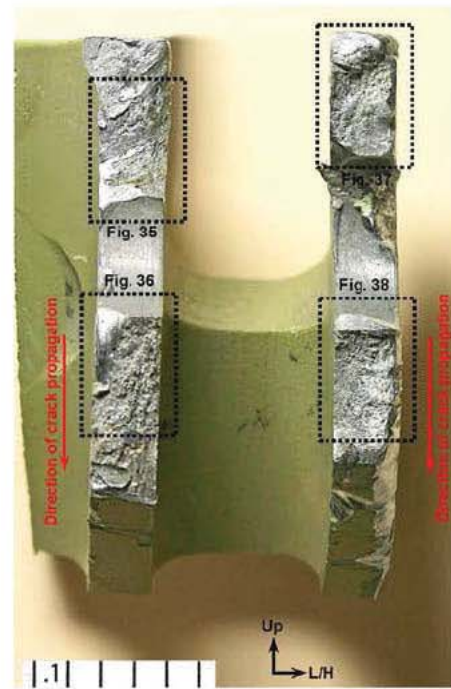
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Close-up of fracture surfaces from R/H side of Retainer
(Figure 9)



Close-up of fracture surfaces from L/H side of Retainer
(Figure 10)

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(Figure 11)

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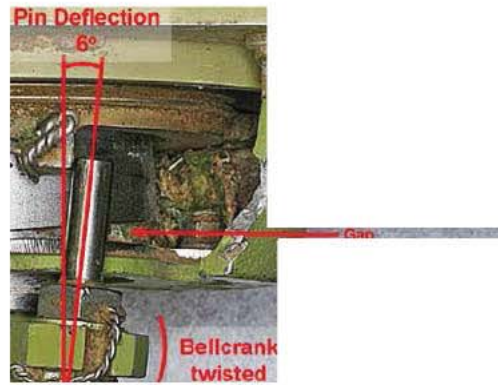
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(Figure 12)

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Close-up showing twisted Bellcrank and measured deflection of Stud
(Figure 13)



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(Figure 14)

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Close-up of separated aft transducer
(Figure 15)

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(Figure 16)

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(Figure 17)

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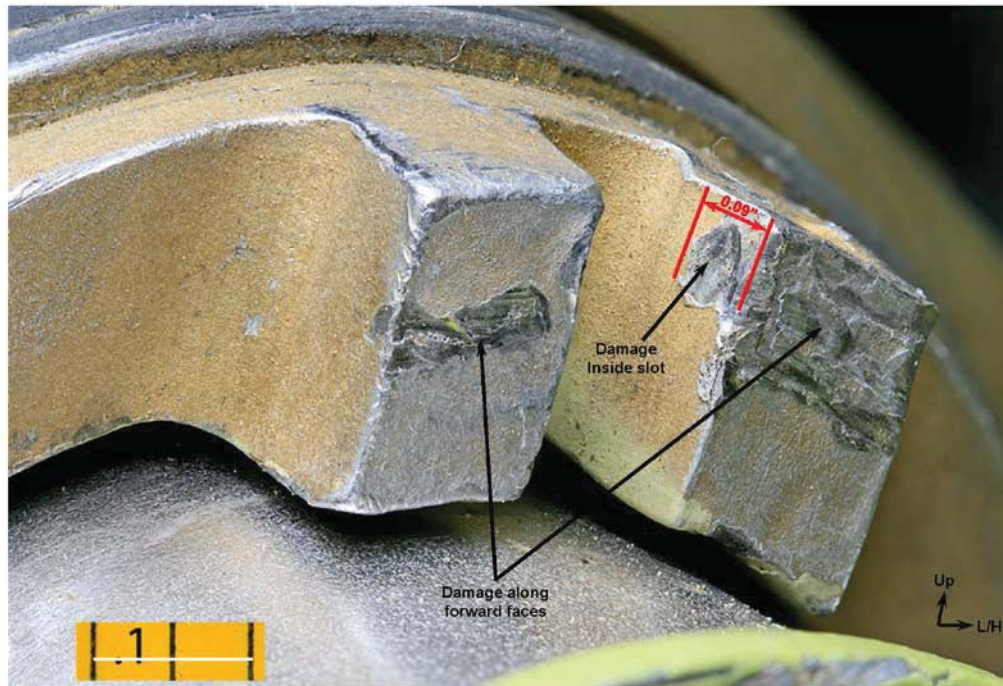
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(Figure 18)

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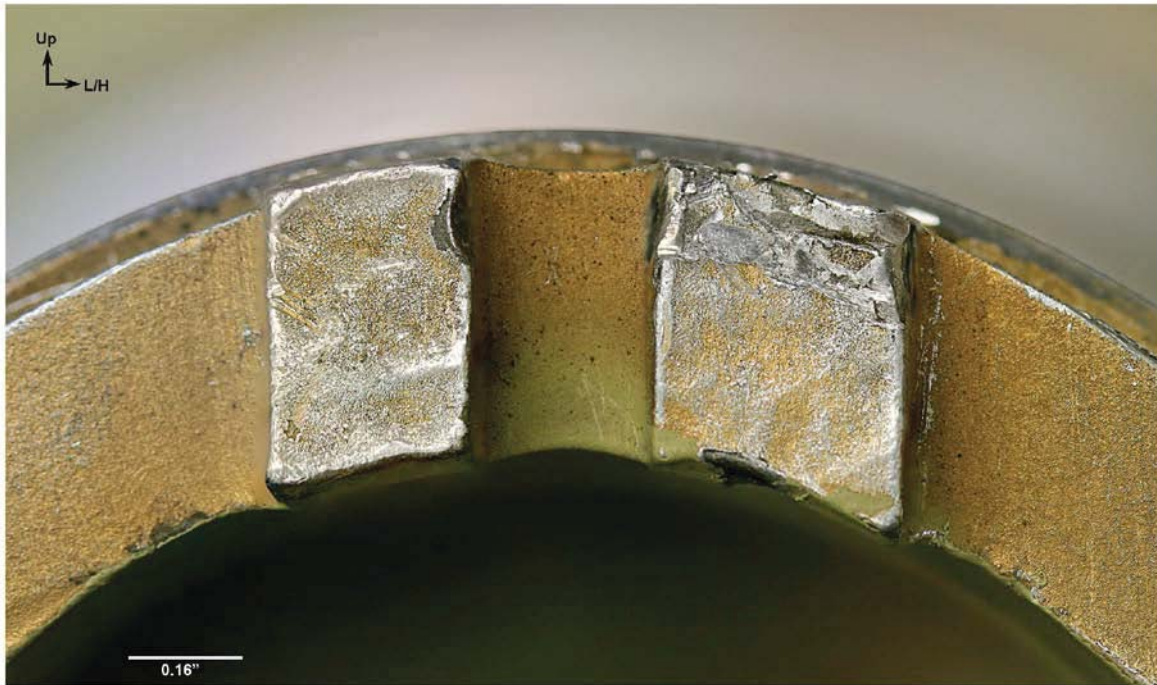
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Close-up of forward surface of yoke showing damage to retaining tabs
(Figure 19)



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Close-up of forward surface of yoke showing damage to forward surface of retaining tabs
(Figure 20)



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(Figure 21)

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(Figure 22)

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(Figure 26)

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(Figure 27)

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(Figure 31)

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(Figure 36)

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(Figure 41)

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(Figure 44)

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(Figure 47)

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(Figure 48)

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Table 1

Table 2

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J11. BOEING BCU HF INTERFERENCE MEMORANDUM

TAB K

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K1. FLIGHT ORDERS AND FLIGHT PLANNING**K1.1. FLIGHT AUTHORIZATION**

CREW FLIGHT (FA) AUTHORIZATION									
1. PREPARED DATE: 20161031		2. MISSION NUMBER: 6UN52TC22306		3. DEPARTURE LOCATION: TRAVIS AFB		4. DESTINATION: TRAVIS AFB			
5. MISSION SYMBOL AND PURPOSE: T3MA / TRNG				6. SCHEDULED DEP DATE/TIME: 20161101 1535 Z		7. SCHEDULED RET DATE/TIME: 20161101 2130 Z			
				8. AERO VEHICLE: KC010A		9. ACFT TAIL #: 83-0077 23-0080		10. CALL SIGN: GUCCI22	
11. CREW INFORMATION:									
A. NAME	B. GRADE MIL/GS	C. SSAN	D. SEC CLR	E. CREW POS	F. DUTY POS	G. REMARKS/ RES CODE	H. UNIT	I. CREW #	J. INITIALS FOR CHG
MCP	CPT		SEC	IP C	IP	A		0009	
MP	CPT		SEC	MP C	MP			0009	
MFE	SSG		SEC	EF B	MF	Z		0009	
MB	SRA		SEC	MB C	MB			0009	
12. REMARKS: (Variations in Itinerary Authorized) Itinerary: KSUU KSUU SEE REVERSE									
13. AUTHORIZATION DATE: 20161031		14. FA NUMBER: 17-0036		15. DISTRIBUTION: DOC 1 EA INDV 1 EA					
16. GO/NO-GO VERIFICATION: I certify go/no-go checks were accomplished for aircrew members listed below. As a minimum, flight physical, physical availability, physiological training, emergency egress, local area survival, current ASC, (AO effective date/term date), ACFT AOs, FCIF card, and any other grounding events were checked. Individuals non-current for aircrew training or aircrew qualification have appropriate remarks codes assigned and an instructor is on-board for their specialty. Reserve personnel not on extended duty are subject to the provisions of the uniform code of military justice, while performing this duty. 1C0X2 Initials: //SIGNED// Aircraft Commander Review: //SIGNED// IF CHANGES TO ORIGINAL CREW MEMBERS: I certify the above go/no-go checks were performed for aircrew member (s) added: Aircraft Commander Signature:									
17. UNIT DESIGNATION AND LOCATION OF AUTHORIZING AGENCY: DEPARTMENT OF THE AIR FORCE 9 AIR REFUELING SQUADRON TRAVIS AFB, CA 94535 DSN:837-7857 FAX:424-7851						18. SIGNATURE ELEMENT OF AUTHENTICATING OFFICIAL: //SIGNED// MAJ USAF ASSISTANT OPERATIONS OFFICER			
19. ACCOUNTING CITATION: 5753400 306 65TT 33G100 02 40926 41219F 387700 PERSTEMPO CODE: D24									

20. CREW INFORMATION: (Cont'd)									
A. NAME	B. GRADE MIL/GS	C. SSAN	D. SEC CLR	E. CREW POS	F. DUTY POS	G. REMARKS/ RES CODE	H. UNIT	I. CREW #	J. INITIALS FOR CHG

21. REMARKS: (Cont'd)

IAW AFI 11-401_AMCSUP_1; Table A5.2, AF 4327a CODE DESCRIPTION- Codes (A-N) are AMC defined, all others are 60 OG authorized/Unit Defined:

A In Command	N Medical Crew Director	M Mission Commander
B Noncurrent	H Instructor or Evaluator Candidate	O Designated to Carry Pubs
C Acting in Higher Qual for Eval	K In Command/Primary During Eval	L Change of Command, Assumes Command
D Reserved for future use	R Individual under 21 years of age	Q Primary Crewmember & NCOIC
I Non-Mission Ready	Z NCOIC	R Under 21 Years Old
G Female Crewmember	J Enplane/Deplane	X Non- GTC Cardholder
Y Passport Applicant	@ Primary Crewmember	\$ Dollar Ride
* Less Than 100 Hrs in Command	P Not Phoenix Banner Qual'd	

Reserve Unique 349 AMW Defined:

1 AD Status	22 Dual UTA, inactive duty	33 Dual AFTP, Inactive Duty
2 Single UTA	3 Single AFTP, inactive duty	4 Civilian Status

IAW AFI 11-401_AMCSUP_1; Para 1.8.2.6, Provisions of AFI 65-103, Temporary Duty Orders, apply to temporary duty performed incidental to authorized flights.

AFI 11-401_AMCSUP_1; Table A5.2, "All crew members listed have received required "level 1 antiterrorism training" to include AOR specific information as directed by the theater CINC of the intended area of travel."

IAW AFTRANS SPINS CH5, All aircrew members are authorized to arm and carry a concealed weapon for Anti-hijacking and the protection of resources.

Crew compliment exceeded for training and mission requirements.

MEP Emergency Contact Number DSN 837-5108 MEP Emergency Contact Name: Command post duty officer.

MEP's are Active Duty USAF. Weight of each member is 200 lbs. Each MEP has one 20 lb., piece of carry-on baggage.

K2. AIRCRAFT WEIGHT AND BALANCE (FORM F)

KC-10 WEIGHT/BALANCE

 Date: 11/01/2016
 Tail: 83-0080
 Base: Travis AFB
 Time: 10:42 AM

 Computed By:
 SRA

Pilot: _____
 Capt _____

 Operating Weight

Item	#	Weight	Moment
BASICAC	16	250446	35285
Config	16	0	0
FLT Crew	4	860	30
ADD Crew	0	0	0
A/C STOW	0	0	0
Water %	0	25	1
Extra	0	0	0

Operating 251331 35316

 Passenger Information

Item	#	Weight	Moment
Pax	0	0	0

 Cargo Load

Position	ARM	Weight	Moment
Total		0	0

 ZERO Fuel Weight CG

CG	Weight	Moment
ZFW 31.4%	251331	35316

 WITHIN WEIGHT LIMITS
 250000 < 251331 < 414000
 EXCEEDS: Upper CG LIMIT
 18.0% < 31.4% < 24.0%

 Takeoff Fuel

Tank	Weight	Moment
1	41300	6171
2	64500	8369
3	41700	6234
FWD	30100	2887
CTR	29100	3727
AFT	40100	6580

Total 246800 33968

 Total Aircraft Weight

	Weight	Moment
TAC	498131	69284

 Percent MAC

 Takeoff

CG	Weight	Moment
AC 26.6%	498131	69284

 WITHIN WEIGHT LIMITS
 250000 < 498131 < 590000
 WITHIN CG LIMITS
 10.3% < 26.6% < 28.2%

TAB L

**FACTUAL PARAMETRIC, AUDIO, AND VIDEO DATA FROM ON-BOARD
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L1. PARAMETRIC DATA

[See Tab Z for parametric data charts.]

L2. AUDIO RECORDINGS

[See Tab N for a transcript of the relevant audio recordings from the Cockpit Voice Recorder.]

L3. VIDEO RECORDINGS

No data available.

L4. REPORTS GENERATED UTILIZING PARAMETRIC DATA

No data available.

TAB M

DATA FROM GROUND RADAR AND OTHER SOURCES

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M1. AIR TRAFFIC CONTROL RADAR DATA AND PLOTS

The red line below (Figure 1) shows the MA's ground track beginning at 16:45 Z as captured by Mountain Home Radar Approach Control (RAPCON). The track begins as the MA departed the SADDLE Military Operating Area (MOA) and traveled east towards Mountain Home AFB, ID (KMUO) and Boise, ID. The MA tracked around the city of Boise before heading south towards KMUO and establishing an orbit over KMUO. The red line originating in the north of the image is not a part of the MA's flight path and is an artifact from the ATC software used to capture the image.

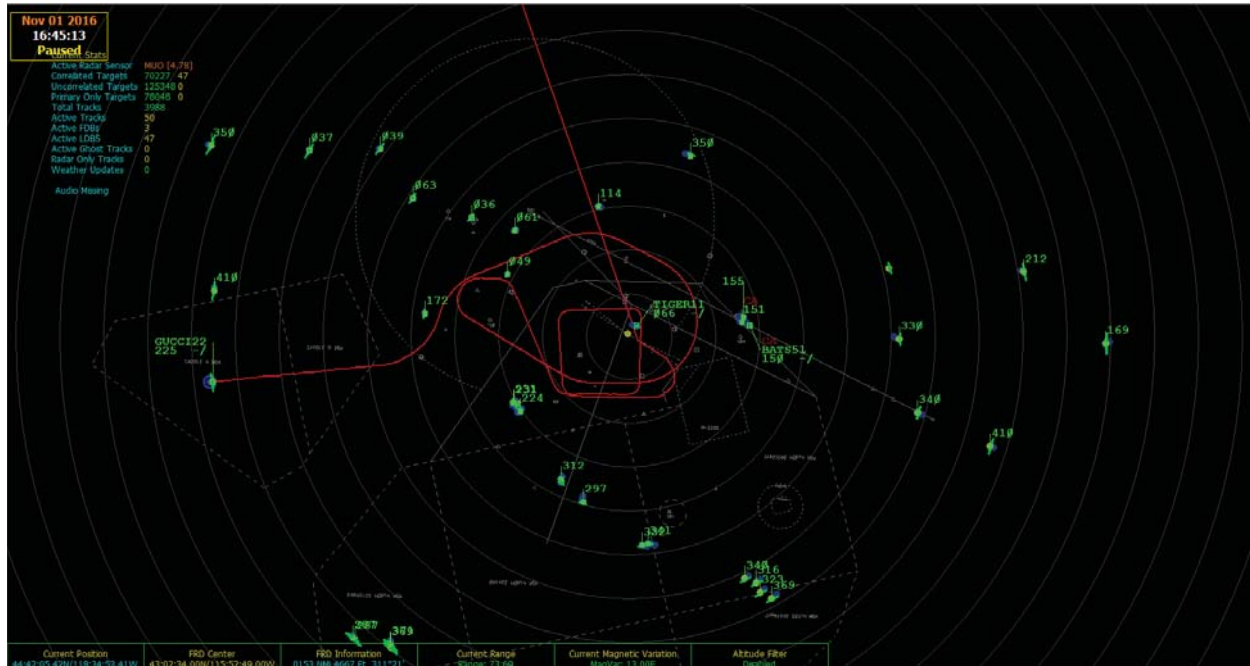


Figure 1: Radar plot of the MA's Flight Path beginning at 1645 Z captured by Mountain Home RAPCON.

M2. MILITARY GROUND RADAR, AWACS, AND TELEMETRY DATA

No data available.

TAB N

TRANSCRIPTS OF VOICE COMMUNICATIONS

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N1. COCKPIT VOICE RECORDING TRANSCRIPTS

*ATC – Salt Lake City ARTCC, E31 – Eagle 31 Flight (F-15Es), MP – Mishap Pilot, MCP – Mishap Copilot, MFE – Mishap Flight Engineer, MB – Mishap Boom Operator, * annotates commination that was not made on interphone and was recorded via the cockpit area microphone. All times are reported from the beginning of the CVR audio recording, not local time or Zulu time.*

2:33 **MB:** Booms up, oxygen's on and U-1's set.

2:38 **MP:** Roger, sounds good. We're a little fast right now, I'll let you know when I get on speed.

2:42 **MB:** Copy

2:52 **MP:** Okay, so we're going to have four on this first go, the RAGE flight is not with us, it's just EAGLE31 flight.

2:58 **MB:** Copy, EAGLE31 flight.

3:00 ***MP:** Alright, lets run a rendezvous check as tanker please.

3:04 ***MFE:** Rendezvous equipment.

3:07 ***MP:** Set Pilot

3:09 ***MCP:** Set Co

3:10 ***MFE:** Altimeters.

3:13 ***MP:** 2-9-9-2 set pilot

3:14 ***MCP:** Set Co

3:17 ***MFE:** Radios, Interphone

3:19 ***MP:** Set pilot

3:24 ***MCP:** Set Co

3:27 ***MFE:** Set engineer. Anti-ice

3:30 ***MCP:** Not required, off Co

3:31 ***MFE:** Off engineer

3:34 *MFE: Tanker separation briefing
3:36 MP: Alright for the tanker sep brief you're our eyes and ears back there, let us know if you see anything crazy go ahead and call out our call sign, GUCCI22, followed by the B word three times. We will get positive separation here up front, back me up [MFE] on the throttles and if we need to get the beacon light for the co-pilot. If we need to climb for any reason go ahead and call out cleared to climb and we'll initiate a climb, maintain the original attitude we have, if not. Once they're well clear, call well clear and we'll just terminate from up front and decide what to do from there. If there are no questions, crew briefs complete.

4:11 MB: Copy all, no questions.

04:16 *MCP: Roger.

04:20 *MP: Do you mind building an orbit?

04:25 *MCP: I'd love to do that.

04:40 *MCP: You got the...

04:43 *MP: RCF.

04:44 *MCP: RCF. New RCF?

04:47 *MP: Yep you just gotta find a (unintelligible).

04:52 *MCP: Okay.

05:02 *MP: Alright, entering in to SADDLE, 2-4-0 set and armed.

05:20 *MCP: There goes the GPS boys!

05:24 *MP: Well, we got a map.

05:25 *MCP: Yeah, we have a map, that's all we need.

05:27 MP: And, EAGLE flight, GUCCI22 is established in Saddle, descending to 2-4-0 at this time.

05:27 *MCP: So, they're doing GPS jamming out here today.

05:34 E31: EAGLE31's at 2-3-0.

05:39 E31: EAGLE31 request rejoin

05:41 **MP:**EAGLE31 you are cleared to rejoin, we're on a 0-2-4 heading in the southeast part of the track.

05:49 **E31:** 3-1

05:54 ***MCP:** Here, I'm going to... open up this thing one second, I'm just going to check the message and make sure that...

06:02 **MB:** Am I cleared to lower?

06:05 **MP:** Yeah, sorry about that man, we are 3-10, on speed, cleared to lower

06:10 **MB:** Copy, lowering

06:11 ***MP:** And, let's go prep for contact check

06:13 ***MFE:**Roger

06:15 ***MFE:**Radios, interphone, iridium phone

06:20 ***MP:** Are set pilot

06:21 ***MCP:** And set co

06:25 ***MFE:**Set engineer

06:26 **E31:** GUCCI22, if you guys wanna reference a 3-0-0 heading (broken) intercept

06:33 **MP:** Alright, turn left 3-0-0

06:33 ***MFE:**Thrust computer

06:37 ***MCP:**MCT

06:42 ***MFE:**IFF, ETCAS

06:47 ***MCP:** I'm TA only

06:49 ***MFE:**TA only engineer

06:51 ***MFE:**Radar

06:53 ***MCP:** Radar is set

06:55 ***MFE:**TACAN

06:55 **MB:** Hey, uhh

06:56 ***MCP:** Set

06:59 ***MFE:** Autopilot, Nav modes

07:00 **MB:** The boom is going crazy right now

07:02 **MP:** Really

07:04 **MB:** It's freaking out on me

07:07 **MP:** Okay

07:08 **MB:** It's moving left to right

07:11 **MB:** Past 30°

07:13 **MP:** Yeah, we can feel it up here

07:16 ***MCP:** Yep, tell him to bring it in

07:17 **MP:** Go ahead and bring it in

07:18 **MB:** Uh, I don't know if it's safe to raise it thought because it won't stay

07:25 **MP:** Okay

07:25 **MB:** It's fluctuating and it's just going nuts right now

07:30 **MP:** EAGLE32 flight, keep your space please. We are having an issue with our boom. Don't come in any closer than a half a mile.

07:39 **E31:** EAGLE31, tally

07:41 **MB:** I don't know what this is cause I don't have any lights it's just freaking out on me.

07:46 **MCP:** Can you bring it up slowly?

07:47 **MB:** Like I started, I started to raise it, right now it's at 10° and it's still fluctuating left to right. It's going 30 to 30 left and right

08:00 **MP:** Is there a computer or anything that we can reset?

08:03 **MB:** Honestly, I'm more scared of, worried right now about it striking the aircraft

08:08 **MP:** Okay

08:12 ***MCP:** We need to, we need to head back then.

08:14 **MB:** It, I completely. The. Uhh. The cable broke.

08:20 **MP:** Okay

08:20 **MB:** This thing is, I don't know what to do honestly.

08:23 ***MCP:** Alright

08:24 **MP:** Alright, so if the cable broke, is it calming down and staying streamline right now?

08:27 **MB:** No, it's still fluctuating left to right

08:30 ***TCAS TA alert***

08:31 **MB:** It's

08:32 ***MCP:(unintelligible)** Salt Lake, we need to go in to, what's our fuel at right now?

08:35 ***MFE:** We are at 3-21 on the fuel, 4-73 gross weight

08:39 **MB:** This thing is completely unresponsive, I have no control over this boom

08:41 **MP:** EAGLE3 flight, we have no control over our boom right now. We are hard broke, cable just broke on our boom. We're gonna have to RTB.

08:52 **E31:** EAGLE31 copies, we're going to be flowing to the east here at 2-3-0.

08:57 **MP:** Roger, you're cleared off, sorry about that guys.

08:59 **E31:** No problem

09:00 ***MCP:** Alright, so you want to take us back?

09:00 **MB:** This is really freaking me out. I honestly don't know what to do right now

09:04 **MCP:** Yeah, roger that. Yeah you have no checklist for that, is that correct?

09:06 ***MP**: Can you go back? Yeah, I don't know...

09:09 ***MFE**: I'll take a look at it.

09:09 **MB**: I do have one for a broken hoist cable but it's the movement of the boom,
like it's, I have no control over it.

09:15 **MCP**: Yeah, copy all

09:16 ***MFE**: Yeah, I'll go back and take a look at it.

09:17 ***MCP**: Roger, you going back. Yeah, what do you think, would you like to go
down in Boise? Cause I don't like the way the airplane's shifting with this either.

09:26 ***MP**: I think we're going to have to troubleshoot for a while.

09:29 ***MCP**: Okay

09:30 ***MP**: So, I think we can start back to Travis.

09:32 ***MCP**: K

09:33 ***MP**: In my opinion

09:34 ***MCP**: K

09:35 ***MP**: We've got to get control of it or we're going to drag it.

09:38 ***MCP**: Right, that's a whole 'nother issue when we get to that, right?

09:41 ***MP**: We got to trouble shoot, we're going to have to dump. We're at 4-73 right
now too.

09:49 ***MCP**: Yep... okay.

09:50 ***MP**: I don't know, what do you think?

09:54 ***MCP**: We're going to have to dump. Let's get, probably to Boise.

09:57 ***MP**: Or Mountain Home?

09:59 ***MCP**: Yeah, where's Mountain Home from here? Can you go to nearest, direct
to Mountain Home please.

10:07 **MCP**: Talk to me Goose.

10:09 **MCP**: What's going on [MB]?

10:10 **MB:** It's still doing the same thing. This thing is like going to fly off and I have no idea how to like get it safely...

10:17 **MP:** Can you try and fly it up, is there any control?

10:22 **MB:** No control right now. I have a rudder fail left, dual rudder fail and elevation fail and it's completely stopped moving right now, and I...

10:31 ***MCP:** K, so what I'm going to do, is get a nearest to, it's not going to have any cause I don't have GPS right now, right. So, we're going to get on their vectors alright, with Salt Lake Center. Let's talk about, would you like Boise or Mountain Home? Boise is probably the closest one

10:46 ***MP:** Mountain Home though, we don't want... let's go to an Air Force base.

10:49 ***MCP:** Okay, Mountain Home, alright. I'm going to get Mountain Home setup and I'm going to talk to center and

10:59 ***MCP:** I'm going to declare with him right now [MP]

10:59 **MB:** Alright, so just to recap, so dual rudder fail and elevator fail right now. Boom is stable not moving. I am currently in the AP-10 broken boom hoist cable checklist.

11:01 ***MP:** Yep

11:04 **MCP:** Center, GUCCI22

11:12 **MP:** Okay, we're going to get vectors and start looking around at airports. If you have any control over it right now?

11:19 **MB:** Negative, with the fails, I have no control over it right now but it is / reset the flight control switch to get control back it would just continue doing what it was doing.

11:23 ***MP:** We need to get a vector right now cause we're about to...

11:29 ***MP:** Say emergency.

11:30 **MCP:** Center, GUCCI22 now emergency

11:35 **MP:** Yeah, okay we just got a boom flight control inop

11:39 **ATC:** Other aircraft calling center, say again.

11:40 **MCP:** That's GUCCI22 emergency

11:54 **ATC:** Other aircraft calling center can you say again. Is that GUCCI22?

11:56 **MCP:** That's an affirm, sir. GUCCI22, we are declaring an emergency at this time, sir, for some boom flight control issues. Right now we need a 2-9-5 heading with you right now and we need to be on your vectors, sir, we're going to be talking about going to Mountain Home Air Force base if able.

12:12 **ATC:** GUCCI22, roger, and squawk 3-2-5-4

12:17 **MCP:** 3-2-5-4 with the squawk now, GUCCI22

12:22 ***MCP:** Mountain Home, K-M-U-O

12:25 ***MP:** And can you confirm that we have a 2-9-5 heading.

12:28 **MCP:** And can you confirm for GUCCI22, do you see us in the 2-9-5 heading, sir?

12:32 **ATC:** GUCCI22, affirmative you said that your requested flight level or heading 2-niner-5

12:37 **MCP:** Affirm, we're seeing 2-niner-5 sir and we've got some GPS issues here.

12:42 **ATC:** GUCCI22, roger, standby.

12:44 **MCP:** 22.

12:47 **ATC:** GUCCI22, radar contact is 2-8 miles southeast of the Wildhorse VOR, say altitude

12:55 **MCP:** GUCCI22, copies all and if you can, if you've got any vectors towards the Mountain Home direction, that would be appreciated, sir.

13:02 **ATC:** GUCCI22, turn left heading 1-0-5. Left turn, 1-0-5 heading. Maintain flight level 2-5-0

13:08 **MCP:** Left heading 1-0-5 now and we'll maintain 2-5-0 for the time being. We're going to have to work some checklists and a couple issues here, GUCCI22.

13:14 ***MCP:** Keep going left, come back to the right for me

13:17 ***MP:** Copy. Yep. Sorry.

13:20 **MCP:** [MB], talk to me (dude), what's up?

13:23 **MB:** Not a whole lot. Me and [MFE] are just talking over this. So, everything's still the same, right? Boom is at 4° to the left, it is at 14° elevation, and the telescope gauge is at 2 feet.

13:44 **MCP:** Copy that.

13:45 ***MCP:** Alright

13:45 **MB:** I have right rudder fail, left rudder fail, elevation fail lights are on. Boom hoist cable is broken. Boom is currently stable right now.

13:50 **ATC:** GUCCI22, say requested altitude.

13:52 **MCP:** Yes, sir, we'll maintain 2-5-0 for the time being while we work some stuff, or yeah 2-5, or 2-4-0, 2-4-0.

14:00 ***MCP:** We're at 2-4 right now.

14:00 **ATC:** GUCCI22, roger I understand. I'm going to get you back to Mountain Home on a 2-niner-5 heading. Let me know if you need anything else. What's the emergency again?

14:07 **MCP:** Yes, sir, it's a, it's a tanker thing. It's a boom flight control issue, sir, lost control of the boom for GUCCI22 emergency.

14:15 **ATC:** GUCCI22, roger. Standby for some additional headings if I do need it. On the 2-niner-5 heading or 1-0-5 heading right now should get you back and I'll get you maybe a tighter turn if you need it back for Mountain Home.

14:17 ***MP:** Do you want to desc...

14:28 **MCP:** Copy, 1-0-5 for now and then we'll expect the rest of the vectors after that and we'll maintain flight level 2-4-0 as well, GUCCI22 emergency.

14:34 ***MCP:** You want to go down lower?

14:35 **ATC:** GUCCI22, roger. Maintain flight level 2-4-0. Let me know if you need anything else.

14:37 ***MP:** Yeah, why does he (unintelligible) he said 2-5-0.

14:40 ***MCP:** Yeah, I just came back and said 2-4-0 right there. So I'm going to turn [MB] down so I can deal with the ATC guy right now, cause I have a little time, I can start covering some Mountain Home stuff.

14:49 ***MP:** Yep

14:49 ***MCP:** Let them work their thing, right and then from there let's just get set up. Once we get [MFE] back up front, we'll talk checklists and everything. If we can't get control

14:59 **ATC:** And GUCCI22 if I can get you a vector back to Mountain Home Air Force Base, is that where you would like to return?

15:04 **MCP:** That's affirmative, sir. Mountain Home Air Force Base for GUCCI22 emergency.

15:10 ***MCP:** Yep, we'll get [MFE] back up front, we'll get the check...

15:12 **ATC:** GUCCI22, roger. Cleared to the Mountain Home Air Force Base via radar vectors. Fly heading 0-niner-5, 0-niner-5.

15:20 **MCP:** Alright, Mountain Home Air Force Base via radar vectors. We're heading 0-9-5 right now for GUCCI22 heavy emergency.

15:29 ***MCP:** We'll get [MFE] back up. We'll talk about landing with the boom in trail and get into that stuff. We'll look at getting the weight off, cause I'd like to get even lighter.

15:35 ***MP:** Yeah.

15:35: ***MCP:** Right, so we'll talk about going down, we'll talk about that with [MFE] when he gets up here. Okay, so I'm going to get some approach stuff prepped up for Mountain Home.

15:42 ***MP:** So let's see if we can get a holding pattern at 20k.

15:47 ***MCP:** At 20,000?

15:48 ***MP:** Let them search their stuff, basically, where do they want us to fuel dump?

15:53 ***MCP:** Right

15:53 ***MP:** Right, so then we can sit in that holding pattern and we can get all our ducks in a row. Cause right now he's giving us...

15:56 **ATC:** And GUCCI22, just for verification I've got a boom control malfunction. Is that for the navigational purposes?

16:02 **MCP:** Negative, sir, the, I believe the navigation stuff is, involved with just the area we're at right now with the exercise we're a part of. I assume that will go away once we get out of the SADDLE airspace.

16:15 **MCP:** And sir, we will be requesting here just so you know 2-0-0. We're going to have to work some stuff and potentially find a place to adjust gross weight as well.

16:22 **MB:** So, up front right now, AP-3 flight controls do not respond to command inputs or control surfaces are erratic.

16:25 **ATC:** GUCCI22, roger. I understand requesting flight level 2-2-0?

16:28 ***MCP:** You want to go down?

16:30 **MCP:** Affirm, we'll take 2-0-0 now sir for GUCCI22 heavy emergency.

16:32 **MP:** Okay

16:33 **MB:** It's a disconnect. It's a boom retract, it's a flight control switch off, and stowing the boom.

16:36 **ATC:** GUCCI22, roger. Descend and maintain flight level 2-0-0.

16:40 **MCP:** Alright, out of 2-4-0 now for 2-0-0 GUCCI22 emergency

16:41 **MB:** So, right now the flight controls are on and I have the dual rudder fail, the elevator fail. I could turn it off.

16:48 **ATC:** GUCCI22, fly heading 0-8-0, 0-8-0.'

16:49 **MP:** Hold on one second, dude.

16:51 **MCP:** Heading 0-8-0 now GUCCI22 heavy

16:57 ***MP:** Down to 2-0-0, right?

16:59 ***MCP:** Yep, 2-0-0 we're cleared down

17:04 ***MCP:** Affirm. Alright, let's talk about what's going on.

17:07 **MP:** So, we're in a descent. I'm going to take it nice and slow, if that thing freaks out you let me know.

17:11 **MB:** Will do.

17:15 **MP:** Alright dude, sorry man, you're going to have to start over, what page?

17:19 **MB:** Checklist AP-3

17:33 ***ATIS playing***

17:40 **MCP:** Center from GUCCI22, also looking to, are you able to get the weather there at Mountain Home.

17:51 **ATC:** And GUCCI22, Mountain Home 1-6-0-niner special. Wind 3-0-0 at 3, visibility 1-0, ceiling 7,000 scattered, temperature 0-niner, and correction, dew point's 0-niner, temperature it say's 0-6, altimeter 2-niner-niner-niner.

18:12 **MCP:** Alright, copy all GUCCI22 emergency. Thanks.

18:16 **ATC:** And 22, still think I said that wrong. The Mountain Home dew point 0-niner and temperature 0-6.

18:25 **MCP:** Alright, copy 9-0-6 for the temp dew point spread there GUCCI22 emergency.

18:30 **MP:** Okay, so you're looking at flight controls do not respond to command inputs, or control surfaces are erratic.

18:34 **ATC:** GUCCI22, I will have to get you a little bit lower here in about 2 minutes. Just expect the descent down to 1-3 thousand, 13,000.

18:35 **MB:** Affirm.

18:37 **MB:** But that is, that is only applicable if we still have the boom hoist cable, the boom hoist cable was the first thing to break. So, it's started to move again. It's starting to freak out. It's getting crazy.

18:42 **MCP:** Copy that down to 1-3 thousand. Confirm that will be an acceptable altitude for gross weight adjustment for GUCCI22 emergency.

18:54 **MP:** I'm going to level off real quick.

18:57 **ATC:** GUCCI22, I'm sorry say again. Just for now, descend and maintain 1-3 thousand. 1-3 thousand.

19:00 **MB:** I swear this thing is going to fall off.

19:03 **MCP:** Alright, so we're going to hold here, 2-2-5, for the time being to work this issue and we'll let you know when we continue to descend if that's okay.

19:09 ***MP:** Make sure just tell him that the boom is, that he can't control it right now in the descent. We need to figure out...

19:14 **ATC:** GUCCI22, rog. Maintain flight level 2-0-0.

19:16 **MB:** [MFE] wants me to turn the flight control switch back on, it's off right now. It's kind of settled down.

19:17 **MCP:** We'll maintain the 2-2-5 here and then just be advised we're unable to maintain control of that boom that we've got there and the descent was not helping. That's why we're holding level right now.

19:23 **MP:** Okay, yeah, do what you need to do.

19:27 **ATC:** GUCCI22, roger. Maintain flight level 2-2-5.

19:29 **MCP:** 2-2-5 now, GUCCI22 emergency.

19:34 ***MCP:** What do you think jefe?

19:37 ***MP:** Yeah, let's find a holding pattern somewhere over Boise.

19:43 ***MCP:**87, so there's... we're 89 away.

19:54 ***MCP:**87x, 87x is in all the way around. We are... okay, we got that in there. 1-1-7, you keep doing that, I'm going to finish the set up for Mountain Home.

20:03 **MB:** It's getting crazy again and we're losing the...

20:09 **MP:** Alright, we're at level.

20:10 **MB:** This is just basically, I don't know whether it's being a... honestly what's holding it on right now. But it's just trailing behind us.

20:17 **MP:** Copy, do you need us to slow down?

20:23 ***MP:** I have no idea. Do you think slowing down's going to do more?

20:26 **MB:** I honestly don't know what's going to help this.

20:26 ***MCP:**Well, just, yet we should try it. He's got no checklist for it?

20:31 **MP:** Alright, I'm slowing down.

20:32 ***MP:** Let's call OGV.

20:33 **ATC:** GUCCI22, just for the time being right now, I'd like to get the number of souls on board and the fuel remaining time in hours and minutes, please.

20:34 ***MCP:** Yep.

20:42 **MCP:** Yes, sir. GUCCI22 we've got four souls on board.

20:45 ***MP:** 12 hours

20:46 **MCP:** And we've got 1-2 hours of fuel on board, 1-2 hours.

20:48 **MB:** This boom is completely detached, it's still connected some way but it's, everything is ruined.

20:51 **ATC:** GUCCI22, roger.

20:55 **MP:** So you mean it's like... so you have zero... you won't be able to get control? It's just barely hanging on by a thread?

21:00 **MB:** That is correct.

21:03 ***MCP:** Like the boom is barely hanging on to the aircraft?

21:05 ***MP:** Yeah

21:06 **MP:** Alright dude, I'm slowing down to hopefully put less pressure on it. We're getting direct Mountain Home at this time and we're going to...

21:16 ***MCP:** Get [MFE] up here.

21:17 **MP:** [MFE] we need you up here man so we can run some checklists.

21:23 ***MCP:** So, here's what I... my thought crew wise. [MFE] up here for the checklist, [MB] back there to keep us up to date for the time being. Working towards slowing down once we break 10 I'm going to bring [MB] back up front again.

21:34 **MB:** [MFE]'s coming up front right now.

21:39 **MB:** Boom is currently stable still attached.

21:42 **MCP:** Copy all. So, we are going to bring [MFE] up front right now, [MB] and then I'm going to have you stay back there for a good portion of the descent to monitor the boom there and then we'll call a hard altitude of 1-0 thousand that we're going to bring you back up front and continue with what we have up here.

22:00 **MB:** Understood.

22:01 **MCP:** Thanks brother.

22:01 **MB:** No problem.

22:02 *MCP: Alright, [MFE], talk to me brother.
22:05 *MCP: So, basically we just start to, start some dumping stuff, right. So, we are sitting 72 out from Mountain Home right now.

22:13 *MFE: Is that where we're going?

22:14 *MCP: Yeah, we're going to go to Mountain Home, affirm.

22:19 *MCP: Yeah so, what did you load up there bubba?

22:20 *MP: I was trying to call them but are SATCOMs jammed because all this.

22:24 *MCP: Yeah, bring up that...

22:25 ATC: GUCCI22, are you requesting any equipment? If so, what type of equipment request on the ground at Mountain Home?

22:31 MCP: That's affirmative, sir. We'll be requesting to roll the trucks please for GUCCI22 heavy emergency. Anticipate an egress by the crew on the runway.

22:42 *MP: Mind if I jump on while you're doing that?

22:44 *MCP: What's that?

22:44 *MP: Mind if I jump on and talk to them.

22:45 *MCP: Absolutely, go for it man.

22:46 MP: And Seattle, for GUCCI22, just to build your SA a little bit more our boom that we use to refuel it is hanging loose and is about to disconnect from the aircraft. So, we are probably going to have land with it in trail which means we're going to drag it along the runway. Hence, why we're going to need to emergency ground egress.

22:57 *ATIS is turned down*

23:02 ATC: GUCCI22, roger.

23:05 *MCP: [MFE] I got ATIS for you back there as well.

23:08 *MFE: Okay

23:08 *MCP: What are you looking at there?

23:10 *MFE: There's a write-up that says the SATCOM is inop.
23:12 *MCP: Okay, I don't care about SATCOM right now. So let's... let's get the fuel dump and stuff right now.

23:20 *MP: You keep running, I'm going to coordinate

23:21 *MCP: Yep, sounds good. So, here's what we're going to do, continue fuel dumping. [MB] is going to stay back there until 10,000 feet to monitor it. We're going to dump get ourselves... we got plenty of gas and the weather's great. So I want to go below 4. How about 3-75? Let's go 3-75 to get us light. I want to get [MB] ... I don't want to be going super-fast on the runway, so I'm thinking let's dump 3-75, 3-50.

23:23 MP: And Salt Lake for GUCCI22, we need to fuel dump. Is there a preferred place you'd like us to do that?

23:32 ATC: GUCCI22, roger. We're going to have you with Mountain Home here in about two minutes and they're going to have an idea as far as the fuel dumping.

23:39 MP: Roger, thank you.

23:46 *MP: Well yeah, I mean we're playing a game of time right now, so...

23:50 *MCP: Right

23:50 *MP: Cause that thing's barely hanging on.

23:52 *MCP: So let's, yeah let's just get, let's get the dumping going right now.

23:54 *MFE: Okay, about 3-75

23:55 MP: Is it going nuts?

23:56 *MCP: Yeah

23:57 MB: Not so much. It's still stable. It's just moving slightly, not a whole lot.

24:01 MP: Okay, so it sounds like slowing down helped it a little bit.

24:03 ATC: GUCCI22, when are you going to be requesting a lower altitude?

24:07 *MP: We have to dump above 20

24:08 MP: For GUCCI22, we have to dump above 20,000 for our pubs or our T.O.s. We can go lower once we complete that T.O. But we basically like to get set up in a holding pattern to dump up high.

24:27 **ATC:** GUCCI22, roger. Turn left heading 2-7-0, left heading 2-7-0. Get you back in the SADDLE airspace for some dumping.

24:35 **MP:** Left 2-7-0.

24:42 ***MFE:**And...this thing is getting (unintelligible)

24:47 ***MP:** (unintelligible)

24:47 **ATC:** GUCCI22, climb maintain block altitude flight level 2-2-0 through flight level 2-3-0.

24:55 **MP:** Block altitude 2-2-0 to 2-3-0.

25:02 ***MCP:** Alright, [MFE] 's starting to dump. [MFE], just be... take note set up boom/droque in trail. You got the fuel quantity in the aft body tank 15,000 pounds min if available. So just monitor that as well please, okay? Cool. Landing and then we'll...

25:13 ***MFE:**Okay

25:19 ***MP:** So we're going down right now? Fuel on board?

25:24 ***MFE:**63

25:30 ***MP:** 260 min man.

25:32 ***MCP:**260 min man.

25:33 ***MP:** So he seems to think that slowing down is helping it. So I'm going to kinda...

25:36 ***MCP:**Is he controlling it all or it's just not freaking out?

25:38 ***MP:** It's not freaking out

25:39 ***MCP:** Okay

25:41 ***MP:** [MB] has zero control and he doesn't even think he... like there's nothing attached to the boom

25:46 ***MCP :**Right. Okay

25:49 ***MP:** We're going to have to land with this in trail

25:50 ***MCP:** Yeah, absolutely. So, 1-11-7, 3-0-2, 1-11-7, 3-0-2, that stuff's set up. He's started on the dump right now.

25:58 **ATC:** GUCCI22, are you in the left hand turn to 2-7-0 heading?

26:01 **MP:** Yes, sir. GUCCI22 is in the left hand turn, we have to shallow our bank out. This boom acts up the steeper the bank we go, the faster we go, and the more we descend.

26:11 **ATC:** GUCCI22, roger. No problem at all, thanks a lot.

26:15 ***MCP:** Also, with all... with all that you know long stable final stuff.

26:20 ***MFE:** Alright.

26:23 ***MFE:** I'm going to step out.

26:24 ***MCP:** Are you dumping right now?

26:25 ***MFE:** Yeah

26:25 ***MCP:** Okay

26:32 ***MCP:** He's dumping? Yeah. You got a mark point, thank you.

26:48 **ATC:** And GUCCI22, just want to see here, is there a possibility that you'd like, at your two to four o'clock... you can hold in the Mountain Home airspace? They said that they would clear it out for you.

27:00 ***MCP:** What'd he say?

27:02 **MP:** Yeah, if we can get into Mountain Home airspace so we can get away from some of the stuff going on in the other airspaces that would help.

27:13 **ATC:** GUCCI22, roger. Turn right heading 2 or correction, 1, 1-0-5, 105 heading.

27:19 **MP:** Right, 1-0-5 for GUCCI22.

27:22 ***MCP:** He said right 1-0-5?

27:27 ***MCP:** Alright, 1-0-5 coming around there.

27:34 **MP:** Alright, [MB], before we land with this thing in trail there, we've gone through every iteration every possibility of checklist. The cable snapped we can't

do... fly it up because we can't control it. It's not the first checklist I read off the inadvertent movement because you don't have control of it.

27:51 **ATC:** GUCCI22, looks like they need to do some clearing out as far as the x-ray airspace. Turn right heading 0-6-5. I'll give you recognition of when we can get you in there. Shouldn't be a couple more minutes.

27:53 **MB:** Affirm. I made sure there's no circuit breakers that are popped. I don't think there's anything I really could have done honestly.

28:00 **MCP:** Copy that, 0-6-5 for the heading now, GUCCI22 emergency thanks.

28:04 **MP:** Okay, and can you see the gimbal?

28:07 **MB:** Affirm

28:09 **MP:** Does it look like anything separated off the gimbal?

28:12 **MB:** Affirm, the shroud that flexes around the sides, of like the boom, but it wasn't until later. It didn't happen immediately.

28:20 **MP:** Okay so that completely came off?

28:23 **MB:** Affirm. The first thing to go was the boom cable.

28:28 ***MCP:** Heard the snap on that one.

28:33 ***MFE:** I was just looking at my hydraulic panel we lost all the fluid in the number two system that may have been the cause of it, but we should still have control of the boom because we have the 2/3 pump in on. For the number... for the alternate supply system in the center gear landing... center gear wheel well should have kept the boom pressurized.

28:50 ***MP:** Yeah

28:51 ***MFE:** But it...

28:52 ***MP:** And I looked at that when you went back. I checked that and it was full up.

28:56 ***MFE:** Ohh it was?

28:57 ***MP:** It was

28:59 ***MFE:** Okay

29:00 *MP: So now, for whatever reason, maybe the gauge lagged or whatever, but now we've lost it.

29:06 *MCP: Oh wait did we piss out number 2?

29:09 *MFE: Yeah, we don't have number 2 hydraulics

29:12 *MCP: Okay, well let's start then, we're going to continue to dump. Talk about... let's see what's up with number 2 out with no hydraulic number 2 system right now.

29:27 *MP: It's alright.

29:28 *MCP: I got it.

29:29 *MP: You still need the landing.

29:31 *MCP: I yes, technically I have the landing today, exactly.

29:39 *MCP: Alright, so let's go ahead... you're still dumping.

29:41 *MFE: Rog

29:41 ATC: GUCCI22, previously reported something wrong here just want to verify here, Mountain Home temperature 0-niner, dew point 0-6, altimeter 2-niner-niner-niner. When... I'll give you some additional information when I get you lower here, thanks.

29:51 MCP: Alright copy all GUCCI22, 9 and 6 on the temp/dew point there.

29:57 ATC: GUCCI22, I have a request here for you, I have some information that I need from you. Mountain Home is just requesting the amount of time that it's going to take to dump the fuel and when you think you're going to land.

30:04 *MCP: Hydraulic que

30:11 MCP: Standby one for GUCCI22

30:20 *MFE: 13 minutes to dump to about a 3-75

30:32 *MCP: 13 minutes?

30:24 *MFE: Yeah

30:25 *MCP: That's going to take all that time to get checklists done and stuff.

30:27 ***MP:** It'll take us 20 minutes to get checklists done.

30:30 **MCP:** Alright, Sir, from GUCCI22 emergency, we'll still be working checklists up here for the next 10 to 15 minutes before we even start that descent down and get ourselves set up.

30:42 **ATC:** GUCCI22, roger.

30:43 ***MCP:** Alright, so...

30:46 ***MFE:** What's the identifier for Mountain Home?

30:48 ***MP:** M-U-O

30:49 ***MCP:** M-U-O, there you go.

30:51 ***MCP:** So, we need to get the... let's get the hydraulic checklist rolling first.

30:54 ***MFE:** Okay

30:55 ***MCP:** Maintain eyes on the dumping.

30:58 ***MFE:** Yeah.

30:59: ***MCP:** We don't have the boom to back us up on that one. I'll get us a hack here, looking for 13 minutes from now.

31:07 ***MFE:** Hydraulics system quantity leak or loss

31:09 ***MCP:** Yep

31:11 ***MFE:** Number 2 system inop. Associated engine hydraulic pump switches in off. Say's there's a warning, FE notify boom to disconnect and discontinue refueling until hydraulic status is determined and A/R fuel pumps are reselected

31:21 ***MCP:** Turn everything off

31:25 **MCP:** That's us turning the auto-pilot off.

31:26 ***MFE:** Associated engine hydraulic pump switches to off.

31:29 **MB:** Copy

31:29 ***MP:** Hydraulic que

31:31 **MCP:** So, just for your SA [MB]. Looks like we lost the number 2 hydraulics.

31:35 **MB:** Yes, sir. Showing a main hydro pressure low.

31:38 **MCP:** Affirm. So that's the checklist we're working right now.

31:41 **MB:** Copy

31:41 **MCP:** We'll keep you in the loop

31:42 ***MCP:**Go ahead.

31:43 ***MP:** Hydro que.

31:44 ***MFE:**Thank you

31:52 ***MFE:**Okay, appropriate motor pump switches to off.

31:57 **MB:** Do you want me to turn the hydro off the boom.

32:01 ***MFE:**What's that?

32:06 ***MCP:**He want's the...

32:06 **MCP:** Standby one

32:07 ***MCP:**He wanted to know if you want him to turn the.. the hydraulics off to the boom back there.

32:13 **MFE:** Yeah the checklist say's to notify them disconnect and discontinue refueling until hydraulic status is determined.

32:14 **ATC:** GUCCI22, turn heading 1-2-0, 1-20

32:18 **MCP:** 1-2-0 now, GUCCI22

32:20 **MB:** Correct. Yep.

32:22 ***MP:** 1-2-0?

32:22 **MFE:** Yeah, turn it off and just let us know if it results in any changes in the behavior of the boom.

32:22 ***MCP:**No, Yep, 1-2-0. You're fine with taking the radios right? And flying?

32:25 ***MP:** Yeah

32:26 ***MCP:**Okay, so I'll work with [MFE], you keep the flying and the radios.

32:28 **MB:** Okay, I'm turning the boom off.

32:29 ***MP:** Alright, I'm going to turn these guys up.

32:31 ***MCP:** Okay. I've got ATC on quiet, it's all you my brother.

32:32 **MB:** No changes to the boom flying

32:34 **MFE:** Okay

32:35 **MB:** Hydro is off

32:37 ***MCP:** Okay

32:38 **MFE:** Aux pump switches

32:41 ***MFE:** To stop. Auto-pilot levers off. Affected system determine. Number 2

32:44 ***MCP:** They're off, Yep

32:46 ***MP:** Lose 2, use 2

32:49 ***MCP:** Yeah you can.

32:50 ***MFE:** Yeah, auto-pilot 2 use as required

32:57 ***MFE:** Alright, the rudder standby power off light on or hydraulic system 3 elevator off light on... no.

33:11 ***MFE:** Both rudders are operative. The inoperative system may be reinstated for landing if there is quantity. There is no quantity. Land with 35 flaps, that's the end of the checklist.

33:20 ***MCP:** Okay, that's the whole thing. Is it going to be the alternate... is that the end of the checklist?

33:24 ***MFE:** Yeah, that's the end of the checklist.

33:25 ***MP:** Gear's on 3.

33:27 ***MCP:** I thought you lose any hydraulic that you do, you do alternate gear no matter what?

33:32 ***MP:** Gear's on 1 and 3 right?

33:34 ***MCP:** Yes

33:34 *MFE: Gear's on number 3 yeah.

33:35 *MCP: It's just on 3.

33:36 *MP: Gear's not on...

33:38 *MCP: But, I thought you always did alternate gear extension with the loss of any hydraulic system. Does, the checklist does not drive you there?

33:43 *MFE: No, that's it... (unintelligible)

33:44 *MCP: Okay. Alright, never mind, that's my bad. Alright.

33:48 *MP: Let's, one question real quick. Are we in a proper nav solution?

33:54 *MCP: What do you mean?

33:55 *MP: So, it dumped out the FMS so we're still good, so it's just reading off the INUs.

33:59 *MCP: Yes. Yeah, we're also on his heading and we're going to be doing the ILS in there. Yeah.

34:06 *MP: Just wanted to check. ILS to... 3?

34:09 *MCP: It's going to be ILS for 3-0 if he asks.

34:16 *MCP: Alright, [MFE] I got ten more minutes on that dump, that sound about right?

34:20 *MFE: Yeah.

34:23 MCP: [MB], how you doing back there?

34:25 MB: I'm fine.

34:27 MCP: Alright man, so we ran the checklist there reached the end of the number 2 hydraulic loss checklist. Basically he turned all the switches off, did everything he needed to do. So at this point, we're getting ourselves set up here for the approach and descent and stuff. We're still in the dump, we got about 9 more minutes on the dump on the gas to get us down to 3-75. And then the... we're... we'll be working the landing with boom in trail checklist as well, we'll do a long final for that. Just want to give you the heads up so I can tell once you get up here.

35:00 MB: Copy, thanks.

35:01 **MCP:** No worries brother.

35:05 ***MCP:** So...

35:06 **MCP:** Did we ever answer your question about turning off hydraulics back there?

35:09 **MB:** Yes sir, hydro is off.

35:11 **MCP:** It is off?

35:12 **MB:** Yes, sir.

35:13 **MCP:** Roger

35:16 ***MCP:** Okay set up there, set up there, that's you.

35:19 **ATC:** GUCCI22, contact Mountain Home approach on 2-5-niner point 1.
Mountain Home approach 2-5-niner point dot 1.

35:29 **MP:** 2-5-9 point 1 for GUCCI22, and do you have a victor frequency?

35:34 **ATC:** GUCCI22, affirmative, Mountain Home approach 1-2-4 point 8, 24-8 and
have a good rest of your day.

35:35 ***ATIS stops***

35:39 ***ACARS message tone***

35:40 **MP:** 1-2-4 point 8, hey thanks a lot for all of your help, GUCCI22.

35:44 ***MCP:** Ready

35:45 ***MP:** Yep

35:46 ***MCP:** Go, you have it.

35:47 **MP:** Approach, GUCCI22 emergency checking in. We're in the block 2-2-0 to
2-3-0 and we have broken ATIS at Mountain Home.

35:59 **ATC:** GUCCI22 heavy, Mountain Home approach. Runway 3-0 in use, wind 2-
4-0 at 4, runway surface condition wet, altimeter 3-0-0-1, ten and clear.

36:07 **MP:** Alright, copy. 3-0-0-1 for GUCCI22. And our game plan here, we need
to continue to fuel dump and run checklists. Looks like we're pretty much over
the airfield, if we can stay high while we dump and then coordinate for lower
once we're done.

36:21 **ATC:** GUCCI22 heavy, roger. Turn right heading 1-8-0 vectors for fuel dump. Advise when you're commencing.

36:25 **MP:** 1-8-0, GUCCI22 and commencing fuel dump.

36:29 ***MCP:** This is approach, right? Just let him know that we will be requesting a long... a longer stabilized final as well.

36:35 **MB:** Just a...

36:36 **MP:** And approach, for GUCCI22. Once we are ready for the approach, we're going to request a very long stabilized final. Our boom is in trail, and we have no control over it.

36:37 **MCP:** One sec.

36:45 **ATC:** GUCCI22 heavy, roger. I understand sir and hold off on fuel dumping, we have a wing recovery that we need to get down before we get you in. About an hour if you can.

36:50 ***MP:** Stop dumping?

36:54 **MP:** Confirm hold off dump for an hour?

36:56 **ATC:** Affirmative, sir. Can you accommodate that?

36:58 **MP:** Negative, our boom is about to fall off the airplane.

37:02 **ATC:** GUCCI22 heavy, roger. Turn right heading 1-8-0.

37:05 **MP:** 1-8-0, GUCCI22.

37:08 ***MCP:** Whatever, whatever, whatever.

37:09 ***MP:** I don't think it works...

37:10 ***MCP:** Yeah, don't worry about it. Okay, so...

37:11 **ATC:** GUCCI22 heavy sir, how soon do you need to get down?

37:15 **MP:** We have to complete the fuel dump. We're just playing a matter of time game right now. We can't land until we complete our fuel dump. Anticipating another maybe 10 minutes on dump.

37:24 ***MFE:** Start the fuel dump again?

37:25 ***MCP:**Yes

37:27 **ATC:** GUCCI22 heavy, roger.

37:30 ***MCP:**Um... alright so talk to me here.

37:33 **ATC:** GUCCI22 heavy, sir. Just to confirm, there's no way you can delay?

37:37 **MP:** GUCCI22 is an emergency. There's no way we can delay. If we delay too long our boom is going to fall off into the countryside out here.

37:44 **ATC:** GUCCI22 heavy, sir, roger. Copy.

37:47 ***MCP:**Okay... dump right now. Finish that up.

37:51 **ATC:** GUCCI22 heavy, continue right hand turn heading 1, correction, 2-1-0.

37:56 **MP:** 2-1-0, GUCCI22 heavy.

38:00 ***MP:** 2-1-0?

38:01 ***MCP:**Yep, 2-1-0. Just want to walk through everything more importantly. We're finishing it up right now. We're bringing [MB] back up at 10,000 feet. We worked the 2 hydraulic checklist, right. So that one's done.

38:13 ***MFE:**Yep

38:14 ***MCP:**So, right now we could start with the descent checklist and get that going. Start a descent checklist and then we can do the landing with the boom in trail stuff, right?

38:23 ***MFE:**Yep

38:24 ***MCP:**The landing with the boom in trail's pretty short. I've got it up over here. Start the descent.

38:26 **ATC:** GUCCI22 heavy, sir, if able can you land runway 1-2? Wind 2-4-0, or correction, 2-4-0 at 3. We can give you a much longer final.

38:34 ***MCP:**Sure, whatever.

38:35 **MP:** We can accommodate for GUCCI22.

38:38 **ATC:** GUCCI22 heavy, sir, thanks.

38:43 ***MP:** Alright, okay so they're recovering all the fighters right now. That's why they're so concerned.

38:49 ***MCP:** Yeah, true. The fighters are definitely wanting to get on the ground.

38:53 ***MCP:** Alright, 1-2. 87, 1-10-3 now, and putting in a 1-2-2.

39:16 **ATC:** GUCCI22 heavy, sir, verify you are dumping at this time.

39:19 **MCP:** That's affirmative for GUCCI22 emergency.

39:22 **ATC:** Thanks, sir.

39:25 ***MCP:** Alright, why don't you switch over. The FMS isn't giving us anything...

39:29 **MB:** The, uh, boom is now (unintelligible) and starting to get crazy, again.

39:31 **ATC:** GUCCI22 heavy, turn right heading 2-5-0.

39:33 **MCP:** Right 2-5-0 now for GUCCI22 heavy emergency.

39:38 **MB:** The boom, WE LOST THE BOOM. WE LOST THE BOOM.

39:40 **MCP:** It's off the aircraft?

39:40 **MB:** Yep, it's off the aircraft. I'm not... I lost visual... I got visual now, it's behind us low it's fall...

39:42 ***MP:** The boom fell off?

39:49 ***MCP:** I'm letting ATC know.

39:50 **MB:** We lost the boom.

39:52 **MCP:** Alright, ATC from GUCCI22 emergency, be advised the boom has departed the aircraft. Current position, north 4-2-5-9 decimal 0-7-8 west 1-1-5-3-3 decimal 4-6-7.

40:07 ***MP:** Fuel que.

40:12 **ATC:** GUCCI22 heavy, sir, can you confirm the north coordinate again.

40:15 **MCP:** North coordinate is north 4-2-5-9 decimal 0-7-8.

40:23 **ATC:** GUCCI22 heavy, thanks, sir.

N2. AIR TRAFFIC CONTROL TRANSCRIPTS

N2.1. SALT LAKE CITY ARTCC

All communications between Salt Lake City Air Route Traffic Control Center (ARTCC) and the mishap aircraft were captured on the CVR and have been recorded in the “N1. COCKPIT VOICE RECORDING TRANSCRIPTS” section.

N2.2. MOUNTAIN HOME RAPCON

ACAD – Mountain Home Approach Control, **AR** – Mountain Home Arrival, **GUCCI22** – Mishap Aircraft. All times are reported in Zulu.

17:01:40 **GUCCI22:** Approach, GUCCI22 emergency checking in we’re in the block 2-2-0 to 2-3-0, and we have broken ATIS at Mountain Home.

17:01:55 **ACAD:** GUCCI22 heavy, Mountain Home Approach Runway 3-0 wind 2-4-0 at 4 runway surface condition wet altimeter 3-0-0-1, ten and clear.

17:02:03 **GUCCI22:** Alright copy 3-0-0-1 for GUCCI22, and our game plan here we need to continue to fuel dump and run checklists looks like we are pretty much over the airfield if we could stay high while we dump and then coordinate for lower once we’re done.

17:02:17 **ACAD:** GUCCI22 heavy roger turn right heading 1-8-0 vectors for fuel dump advise when you’re commencing.

17:02:22 **GUCCI22:** 1-8-0 GUCCI22 and commencing fuel dump.

17:02:32 **GUCCI22:** And Approach for GUCCI22, once we are ready for the approach we’re gonna request a very long stabilized final. Our boom is in trail and we have no control over it.

17:02:41 **ACAD:** GUCCI22 heavy, roger understand that sir and hold off on fuel dumping we have a wing recovery that we need to get down before we can get you in. About an hour if you can.

17:02:51 **GUCCI22:** Confirm hold off dump for an hour?

17:02:53 **ACAD:** Affirmative sir, can you accommodate that?

17:02:55 **GUCCI22:** Negative, our boom is about to fall off the airplane.

17:02:59 **ACAD:** GUCCI22 heavy roger turn right heading 1-8-0.

17:03:02 **GUCCI22:** 1-8-0, GUCCI22.

17:03:08 **ACAD:** GUCCI22 heavy, sir how soon do you need to get down?

17:03:11 **GUCCI22:** We have to complete the fuel dump, we're just playing a matter of time game right now. We can't land until we complete our fuel dump anticipating another maybe ten minutes on dump.

17:03:24 **ACAD:** GUCCI22 heavy, roger

17:03:29 **ACAD:** GUCCI22 heavy, sir just to confirm there's no way you can delay?

17:03:33 **GUCCI22:** GUCCI22 is an Emergency. There is no way we can delay if we delay too long our boom is gonna fall off into the countryside out here.

17:03:41 **ACAD:** GUCCI22 heavy, sir roger copy.

17:03:48 **ACAD:** GUCCI22 heavy, continue right hand turn heading 1 or correction 2-1-0.

17:03:52 **GUCCI22:** 2-1-0 GUCCI22 heavy.

17:04:22 **ACAD:** GUCCI22 heavy, sir if able can you land runway 1-2, wind 2-4-0 or correction 2-4-0 at 3 we can give you much longer final?

17:04:32 **GUCCI22:** We can accommodate for GUCCI22.

17:04:35 **ACAD:** GUCCI22 heavy, sir thanks.

17:05:12 **ACAD:** GUCCI22 heavy, sir verify you are dumping at this time?

17:05:16 **GUCCI22:** That's affirmative for GUCCI22 Emergency.

17:05:19 **ACAD:** Thank you, sir.

17:05:27 **ACAD:** GUCCI22 heavy, turn right heading 2-5-0.

17:05:30 **GUCCI22:** Right 2-5-0 now for GUCCI22 Emergency.

17:05:48 **GUCCI22:** Alright, ATC from GUCCI22 emergency be advised the boom has departed the aircraft, current position north 4-2-5-9 decimal 0-7-8 west 1-1-5-3-3 decimal 4-6-7.

17:06:09 **ACAD:** GUCCI22 heavy, sir can you confirm that north coordinate again?

17:06:12 **GUCCI22:** North coordinate is north 4-2-5-9 decimal 0-7-8.

17:06:20 **ACAD:** GUCCI22 heavy, thanks sir.

17:06:31 **ACAD:** GUCCI22 heavy, turn right heading 2-7-0.

17:06:33 **GUCCI22:** Right 2-7-0 now.

17:08:02 **ACAD:** GUCCI22 heavy, sir when do you anticipate descending for your approach?

17:08:07 **GUCCI22:** Give us about four more minutes, sir. Four more minutes for GUCCI22 heavy emergency.

17:08:11 **ACAD:** Thanks Sir.

17:08:14 **ACAD:** GUCCI22 heavy, sir how long of a final would be best for you?

17:08:18 **GUCCI22:** About a 15 mile final sir, GUCCI22 emergency.

17:08:21 **ACAD:** Copy.

17:09:36 **ACAD:** GUCCI22 heavy turn right heading 3-0-0.

17:09:39 **GUCCI22:** Right heading 3-0-0 now, GUCCI22 emergency.

17:09:53 **ACAD:** GUCCI22 heavy, say fuel remaining in time on landing, persons on board and any armament if you have.

17:09:59 **GUCCI22:** Say again for GUCCI22 Emergency.

17:10:02 **ACAD:** Say any fuel, say your fuel remaining in time on landing and your persons on board.

17:10:07 **GUCCI22:** Yeah we're four souls on board fuel remaining upon landing will be about 3-7-0k, 3-7-0k and we'll talk to tower when we get on the ground and to anticipate whether or not we are going to egress on the runway or if we taxi clear, sir.

17:10:23 **ACAD:** GUCCI22 heavy, roger.

17:10:31 **ACAD:** And GUCCI22 heavy sir, are the personnel forward or aft.

17:10:37 **GUCCI22:** That's forward for GUCCI22 emergency.

17:12:39 **ACAD:** GUCCI22 heavy, contact Mountain Home Arrival 2-2-niner decimal 4.

17:12:44 **GUCCI22:** Alright 2-2-9 decimal 4. Do you have a victor for GUCCI22?

17:12:47 **ACAD:** You can stay on 1-2-4 point 8, sir.

17:12:49 **GUCCI22:** Alright 1-2-4 point 8, GUCCI22.

17:12:59 **AR:** GUCCI22, Mountain Home Arrival on 1-24 point 8 how do you hear?

17:13:02 **GUCCI22:** I got you loud and clear we're in the block 2-2-0 to 2-3-0 currently on a heading 3-0-0.

17:13:08 **AR:** GUCCI22 heavy, roger and are you ready for descent sir?

17:13:13 **GUCCI22:** Yeah we can start a slow descent at this time for GUCCI22.

17:13:16 **AR:** GUCCI22 heavy, roger descend and maintain 1-1 thousand.

17:13:20 **GUCCI22:** Descend and maintain 1-1 thousand, GUCCI22.

17:14:47 **AR:** GUCCI22 heavy, turn right heading 0-3-0.

17:14:50 **GUCCI22:** Right 0-3-0, GUCCI22 heavy.

17:15:30 **AR:** And GUCCI22 heavy, go ahead and descend to maintain amended altitude of 1-3 thousand.

17:15:34 **GUCCI22:** 1-3 thousand, GUCCI22.

17:16:04 **AR:** GUCCI22 heavy, turn right heading 0-niner-0.

17:16:07 **GUCCI22:** 0-9-0, GUCCI22.

17:17:30 **AR:** GUCCI22 heavy, turn right heading 1-6-0, thank you for the help.

17:17:33 **GUCCI22:** Right 1-6-0, GUCCI22.

17:17:50 **GUCCI22:** And approach for GUCCI22, can you pass to tower that our boom is separated now so we will not be dragging it down the runway, however, when it separated we lost one of our hydraulic systems so we will be leaking probably a little bit of hydraulic fluid. We can, we're asking them to assess anything leaking out of the airplane when we touchdown and then they can, we can decide from there if we're gonna taxi clear or full stop.

17:18:18 **AR:** GUCCI22, I will sir. We've already told everybody that you lost your boom. We can relay the coordinates to our command post, our AMOPS, and to tower, and I'll relay that with the hydraulic leak.

17:18:25 **GUCCI22:** Roger, thanks a lot.

17:18:53 **AR:** GUCCI22, for planning purposes sir, we're trying to get the rest of the wing down before you land. How much longer do you anticipate until you can come in?

17:19:03 **GUCCI22:** How much longer do you need? Now that our boom's separated we can make up a little bit of time but, we're descending now just trying to take it slow.

17:19:10 **AR:** GUCCI22, roger go ahead and continue descent down to 1-0 thousand and you can expect 30 now. So, I'm gonna flow you all the way back out to the east and then bring you in.

17:19:20 **GUCCI22:** Alright, down to 1-0 thousand. Roger, copy about thirty minutes.

17:19:24 **AR:** GUCCI22 heavy, roger.

17:20:09 **AR:** GUCCI22 heavy, arrival.

17:20:12 **GUCCI22:** Go ahead.

17:20:13 **AR:** GUCCI22 heavy, I relayed your message to tower they wanted to know if you possibly want to do a low approach so they could assess you as you fly over by the tower.

17:20:23 **GUCCI22:** No they're probably not gonna be able to see that much unfortunately. It'll only be really clear once we're on the ground and we can't get close enough to tower.

17:20:30 **AR:** Understood, appreciate the heads up sir, thank you.

17:21:40 **AR:** GUCCI22 heavy, arrival.

17:21:45 **GUCCI22:** Go for GUCCI22.

17:21:46 **AR:** GUCCI22 heavy, I'm sorry I know you're working hard up there sir, but our SOF is trying to get the rest of the wing to recover. Any possibility you'd be able to hold on vectors for about another 20 minutes to 30 minutes?

17:21:56 **GUCCI22:** Yeah at this point we're in a safe configuration. We're not losing anything right now. Our hydraulic system we lost is gone so we can hang out just send us around on vectors wherever you need.

17:22:05 **AR:** GUCCI22 heavy, roger that I really appreciate the help, sir, thank you.

17:22:09 **GUCCI22:** And all thanks to you guys.

17:22:39 **AR:** GUCCI22 heavy, turn left heading 0-niner-0.

17:22:41 **GUCCI22:** Left 0-9-0, GUCCI22 heavy.

17:22:45 **AR:** GUCCI22 heavy, just for your planning purposes sir, with your flight crew you can expect a box pattern I'm going to take you up to the north then bring you back south and I'll put you into the downwind pattern bring you in for the approach to runway 3-0. That'll work best with the flow for the aircraft coming out of the range complex.

17:22:58 **GUCCI22:** OK we can do 3-0. Thanks.

17:23:00 **AR:** GUCCI22 heavy, thanks again appreciate it sir.

17:23:32 **AR:** GUCCI22 heavy, just advise me when you are done dumping fuel sir.

17:23:37 **GUCCI22:** Yeah sorry about that. We were done about fifteen minutes ago.

17:23:40 **AR:** Appreciate it, thank you.

17:24:05 **GUCCI22:** And approach, GUCCI22, do you guys need a mark point for where we stopped?

17:24:10 **AR:** GUCCI22, negative not necessary. Thanks appreciate it.

17:25:39 **AR:** Mountain Home Air Force Base information oscar's now current altimeter 3-0-0-1.

17:26:06 **AR:** GUCCI22 heavy, turn left heading 3-6-0.

17:26:09 **GUCCI22:** Left 3-6-0, GUCCI22 heavy.

17:30:03 **AR:** GUCCI22 heavy, turn left heading 2-7-0.

17:30:07 **GUCCI22:** Left 2-7-0, GUCCI22 heavy.

17:34:05 **AR:** GUCCI22 heavy, turn left heading 1-8-0.

17:34:09 **GUCCI22:** Left 1-8-0, GUCCI22 heavy.

17:36:35 **AR:** GUCCI22 heavy, got a time for a question?

17:36:37 **GUCCI22:** Affirm, go for GUCCI22.

17:36:40 **AR:** GUCCI22 heavy, we were just curious if you knew what instance lead to your boom becoming dislodged?

17:36:45 **GUCCI22:** Yeah, so our boom when we lowered it, it lowered normally and then when we were running tests it became erratic and our boom operator had zero control over it. It was going full deflection right, full deflection left, and it was hitting the side of the airplane. Eventually the cable that holds the boom snapped and then the boom is held on in a spot called the gimbal and I think during that time it was going erratically to its limits it pretty much ripped up everything in there. It hung on, we tried to slow down with some airspeed to make it stick there and then eventually it just was taken off.

17:37:21 **AR:** GUCCI22 heavy, roger thank you sir, I appreciate it.

17:37:33 **GUCCI22:** And approach, GUCCI22, the key to all that is our boom control operator had zero control and any of the systems even in emergency modes and everything like that.

17:37:43 **AR:** Copy that sir, zero control for the boom operator upon lowering and it went erratic. I'll relay all that over to our SOF and to our command post, I appreciate the help. Go ahead at this time go ahead and turn left 0-niner-0.

17:37:55 **GUCCI22:** Left 0-9-0, GUCCI22.

17:37:57 **AR:** And GUCCI22, this should be your downwind we'll bring you in for the approach now, sir. Thanks for the patience and appreciate all the help.

17:38:03 **GUCCI22:** Alright, we're ready for the approach thanks for your help.

17:38:33 **AR:** GUCCI22 heavy, from our top three, thank you very much for your patience and helping us out, we prevented us from diverting 23 aircraft.

17:38:43 **GUCCI22:** Yeah no worries. We figured that was the situation initially when we said we had to get in ASAP it was because we were trying to keep our boom on the airplane but yeah we understand.

17:39:26 **AR:** GUCCI22 heavy, descend and maintain 5 thousand, 1 hundred.

17:39:29 **GUCCI22:** Descend and maintain 5 thousand, 1 hundred, GUCCI22 heavy.

17:40:22 **AR:** GUCCI22 heavy, do you want the ILS approach or the Visual sir?

17:40:26 **GUCCI22:** ILS please for GUCCI22.

17:40:28 **AR:** GUCCI22 heavy, roger expect ILS approach.

17:42:27 **AR:** GUCCI22 heavy, turn left heading 0-5-0.

17:42:30 **GUCCI22:** Left 0-5-0, GUCCI22 heavy.

17:43:26 **AR:** GUCCI22 heavy, turn left heading 3-6-0.

17:43:30 **GUCCI22:** Left 3-6-0, GUCCI22 heavy.

17:44:23 **AR:** GUCCI22 heavy, turn left heading 3-3-0.

17:44:26 **GUCCI22:** Left 3-3-0, GUCCI22 heavy.

17:44:32 **AR:** And GUCCI22 heavy, your eight miles from final approach fix. Fly heading 3-3-0, maintain 5 thousand, 1 hundred until established on the localizer. Cleared ILS Zulu runway 3-0 approach.

17:44:41 **GUCCI22:** Alright 3-3-0, 5 thousand, 1 hundred until established cleared the ILS Zulu runway 3-0 approach, GUCCI22 heavy.

17:45:24 **AR:** GUCCI22 heavy, thank you again very much for the help sir, well done, contact Tower 1-3-3 point 8-5.

17:45:29 **GUCCI22:** 3-3, 8-5 thanks for your help guys, GUCCI22, over to tower.

N2.3. MOUNTAIN HOME TOWER

***GUCCI22** – Mishap Aircraft, **TOWER** – Mountain Home Tower.
All times are reported in Zulu.*

17:45:51 **GUCCI22:** Tower GUCCI22 heavy, emergency is about 8 and a half miles out on the ILS 3-0 full stop.

17:45:58 **TOWER:** GUCCI22 heavy, Mountain Home tower runway 3-0 wind 2-5-0 at 3 cleared to land.

17:46:02 **GUCCI22:** Cleared to land runway 3-0, GUCCI22 heavy, and just for your SA as of right now we don't see a reason to ground egress on the runway however if you see anything, sparks, leaking fluid, anything in excess please let us know.

17:46:15 **TOWER:** Roger thanks.

17:47:37 **GUCCI22:** Tower can you confirm no raised cables.

17:47:41 **TOWER:** And GUCCI22 heavy, there are 2 approach end, or there's an approach end cable 1 thousand, 500 feet from the approach end of the runway it's rubber supported.

17:47:51 **GUCCI22:** Alright copy 1 thousand, 500 feet. Can you say the last part one more time.

17:47:55 **TOWER:** Its rubber supported, sir.

17:47:57 **GUCCI22:** Roger, thank you.

17:48:01 **TOWER:** And GUCCI22, there is also a departure end cable 1 thousand, 500 feet from the end of runway.

17:48:06 **GUCCI22:** Copy all.

17:48:08 **GUCCI22:** We are gear down.

17:48:09 **TOWER:** Roger.

17:49:24 **GUCCI22:** And tower, you see anything on our jet that's concerning?

17:49:26 **TOWER:** GUCCI22, that's a negative. I don't see anything out of the ordinary.

17:49:30 **GUCCI22:** Roger. Where'd you like to exit?

17:49:36 **TOWER:** GUCCI22, if you can make a right 1-80 the last 1,000 feet of the runway and exit at hotel.

17:49:42 **GUCCI22:** Right 1-80 last 1,000 feet of the runway and then exit at hotel.

17:52:14 **TOWER:** GUCCI22 heavy, do you require any further assistance from there?

17:52:17 **GUCCI22:** Standby, for GUCCI22 heavy emergency.

17:53:30 **GUCCI22:** Tower, from GUCCI22 emergency, we'll be off at hotel there. You want us to shut down on hotel, or what would you prefer?

17:53:37 **TOWER:** I'll have you taxiing at your 12 o'clock to the transient ramp with ground.

17:53:41 **GUCCI22:** Copy that. Is that the... that the ramp there to the northwest of the fighters?

17:53:47 **TOWER:** The TA truck's gonna be at your 12 o'clock coming off on hotel and he's going to taxi you to park.

17:53:51 **GUCCI22:** We'll follow the truck, GUCCI22 emergency, thanks.

17:56:21 **TOWER:** And GUCCI22, if I can have you switch over to ground 1-2-0 point 5.

17:56:24 **GUCCI22:** 20 point 5 switching now, GUCCI22 emergency, thank you sir. See ya.

17:56:29 **TOWER:** Thanks, you too.

N2.4. MOUNTAIN HOME GROUND

CHIEF2 – *Mountain Home Air Force Fire Chief 2*, **GROUND** – *Mountain Home Ground*,
GUCCI22 – *Mishap Aircraft*

17:56:27 **GUCCI22:** Mountain home ground, good morning. GUCCI22 heavy emergency, with you taxiing off the active at Hotel.

17:56:38 **GROUND:** GUCCI22 heavy, mountain home ground good morning. Follow TA to park and standby this frequency for CHIEF2.

17:56:44 **GUCCI22:** We'll follow the T to... or TA to park off at hotel, GUCCI22 emergency.

17:57:08 **CHIEF2:** GUCCI22, CHIEF2.

17:57:12 **GUCCI22:** CHIEF2, go for GUCCI22 emergency.

17:57:14 **CHIEF2:** Yes sir, are you having any further problems with the aircraft?

17:57:16 **GUCCI22:** Sir, it looks like we're going to be just fine. We're going to do normal shut down here and I see the stairs out there. We'll just use that for the egress and we'll call everything normal, normal from this point.

17:57:25 **CHIEF2:** Understood, sir. Once we have you in park, we'll make sure our rescue crew is at least outside checking for hazards around the aircraft, hydraulic fluid leaks, anything of that nature and we'll let you know.

17:57:38 **GUCCI22:** Works for us, GUCCI22, we'll stay on the aircraft until we get the all clear from you.

17:57:45 **CHIEF2:** Copy.

18:01:34 **CHIEF2:** GUCCI22, CHIEF2, everything appears normal on the exterior minus the boom. We don't have any hazards identified it is safe for your egress.

18:01:45 **GUCCI22:** Alright, GUCCI22, copies all we're going to be shutting down here and we'll hop off the aircraft. Thanks for the help today, sir.

18:01:51 **CHIEF2:** Copy.

N3. COMMAND AND CONTROL TRANSCRIPTS

No data available.

N4. OTHER AVAILABLE TRANSCRIPTS

No data available.

TAB O

ANY ADDITIONAL SUBSTANTIATING DATA AND REPORTS

O1. DOCUMENTS OR RECORDS REVIEWED BY THE SIB 2

01. DOCUMENTS OR RECORDS REVIEWED BY THE SIB

T.O. 1C-10(K)A-1	Flight Manual (15 December 2008, Change 6, 1 June 2012, IOS, 11 July 2012, ISS, 9 August 2016)
T.O. 1C-10(K)A-1CL-3	Boom Operator's Emergency and Abnormal Procedures (15 December 2008, Change 2, 1 January 2011)
T.O. 1C-10(K)A-1CL-3-1	Boom Operator's Normal Procedures (15 December 2008, Change 1, 1 January 2011)
T.O. 1C-10(K)A-5	Basic Weight Checklist and Loading Data (30 August 1990, Change 13, 15 January 2015)
AFI 11-2kc-10v1	KC-10 Aircrew Training (1 March 2016)
AFI 11-2kc-10v3	KC-10 Operations Procedures (30 August 2011, Change 1, 9 August 2013)
Larry Lamm	KC-10 Extender System Schematics (8 May 1978, Rev. 1 December 1987)
MQF	HQ AMC/A3VK KC-10 Boom Master Question File 2016 (1 Mar 2016)
AFI 11-202v3	General Flight Rules (10 August 2016)
AFI 11-202v1	Aircrew Training (22 November 2010)
AFI 11-2MDS-V3 TAFB OI	KC-10, C-17 & C-5 Operations Procedures Local Procedures (23 June 2015)
60/349 MXGOI 21-101	Aircraft and Equipment Maintenance Management (3 December 2013)
305/514 MXGOI 21-101	Aircraft and Equipment Maintenance Management (25 June 2013, Guidance memo 17 November 2015)
AFMAN 91-223	Aviation Safety Investigations and Reports (16 May 2013, Change 1, 8 June 2016)
AFMAN 91-223 AMC Sup	Aviation Safety Investigations and Reports (2 September 2014)
AMC Syllabus KC-10 BBQ	KC-10 Boom Operator (Basic) Initial Qualification Course (BBQ) (1 February 2016)
AMC Syllabus KC-10 BIC	KC-10 Boom Operator Instructor Course (BIC) (1 January 2016)
AMC Syllabus KC-10 BRQ	KC-10 Boom Operator Requalification (BRQ) Course (1 January 2016)

KC-10 Training System Initial Qualification Course. *Boom Operator Basic Initial Qualification* (1 July 2016)

KC-10 Training System Initial Qualification Course. *Boom Operator Instructor Course* (1 March 2016)

KC-10 Training System Initial Qualification Course. *Boom Operator Requalification* (1 March 2016)

KC-10 Training System Initial Qualification Course. FTU Training Guide. *Boom Operator Initial Qualification* (1 March 2016)

KC-10 Training System Initial Qualification Course. FTU Training Guide. *Instructor Boom Operator Qualification* (1 March 2016)

T.O. 1C-10(K)A-2-28	MAINTENANCE MANUAL ORGANIZATIONAL FUEL USAF SERIES KC-10A AIRCRAFT (01 July 2015, Change 4, 15 October 2016)
T.O. 1C-10(K)A-2-28FI-1	FAULT ISOLATION ORGANIZATIONAL FUEL USAF SERIES KC-10A AIRCRAFT (1 December 2004, Change 13, 15 October 2016)
T.O. 1C-10(K)A-4-24	ILLUSTRATED PARTS BREAKDOWN ORGANIZATIONAL ELECTRICAL POWER USAF SERIES KC-10A AIRCRAFT (15 June 1983, Change 73, 1 MARCH 2016)
T.O. 1C-10(K)A-4-28-2	ILLUSTRATED PARTS BREAKDOWN ORGANIZATIONAL FUEL - PART II (INCOMPLETE WITHOUT PART I) USAF SERIES KC-10A AIRCRAFT(15 June 1983, Change 78, 1 April 2016)
T.O. 1C-10(K)A-4-53	ILLUSTRATED PARTS BREAKDOWN ORGANIZATIONAL FUSELAGE USAF SERIES KC-10A AIRCRAFT (15 June 1983, Change 64, 1 March 2016)
T.O. 00-20-1 AMC SUP	AEROSPACE EQUIPMENT MAINTENANCE INSPECTION, DOCUMENTATION, POLICIES, AND PROCEDURES (11 July 2016)
AFI 21-101 AMC SUP	AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT (21 May 2015,AMC Sup, 9 February 2016)

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TAB P

DAMAGE SUMMARIES

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P2.	NON-DOD PROPERTY DAMAGE COSTS	2
P3.	ITEMIZED DOD PROPERTY DAMAGE COSTS.....	2

P1. ENVIORNMENTAL CLEAN-UP COSTS

P2. NON-DOD PROPERTY DAMAGE COSTS

P3. ITEMIZED DOD PROPERTY DAMAGE COSTS

AIRFRAME DAMAGE COSTS	NSN	SOURCE	UNIT COST	QTY	TOTAL COST
Aerial Refueling Boom	N/A	Boeing	\$6,200,000	1	\$ 6,200,000.00
Gimbal Assembly	N/A	Boeing	\$50,272.62	1	\$ 50,272.62
Petal Door Assemblies	N/A	AAR	\$13,748.00	1	\$ 13,748.00
Boom Support Assembly	N/A	AAR	\$159,898.76	1	\$ 159,898.76
Fuel Flex Coupling Assembly	N/A	AAR	\$34,465.00	1	\$ 34,465.00
Steel Braided Hyd Hoses	N/A	AAR	\$150.00	2	\$ 300.00
Boom Pivot Gland Fittings	N/A	AAR	\$13,807.00	2	\$ 27,614.00
Linear Transducers	N/A	AAR	\$9,004.00	3	\$ 27,012.00
Boom Wiring Assemblies	N/A	AAR	\$15,842.19	1	\$ 15,842.19
Boom Hoist Cable Assembly	N/A	AAR	\$693.14	1	\$ 693.14
MISHAP TOTAL COST		AAR			\$ 6,529,845.71

TAB Q

AIB TRANSFER DOCUMENTS

Q1.	AIB TRANSMITTAL LETTER.....	2
Q2.	ATTACHMENT 1: LIST OF WITNESS.....	4
Q3.	ATTACHMENT 2: 24 HOUR CLASS A PRELIMINARY MESSAGE.....	5
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Q1. AIB TRANSMITTAL LETTER

MEMORANDUM FOR KC-10 AIB

FROM: Safety Investigation Board

SUBJECT: Inventory and Witness List, Class A Mishap, KC-10A, SN 83-0080, 1 Nov 2016

1. The following items are released to KC-10 AIB the Accident Investigation Board:

- A. Part I of the Formal Safety Report of Subject mishap on CD Rom (partial Tab J, see note below).
- B. Aircraft S/N 83-0080 boom wreckage:
 - 1. Location - Hanger 810, outside of tool crib
 - 2. POC - Dock Chief,
- C. Aircraft parts sent for Analysis/Disposition/POC:
 - 1. FDR/CVR
 - a. Location: Air Force Safety Center
 - b.
 - 2. (BCU) Boom Control Unit
 - a. Location - Honeywell, AZ (awaiting analysis)
 - b. POC - , NGC Tech Rep,
 - 3. Boom Gimbal
 - a. Location - Hangar 810 with boom wreckage (awaiting analysis)
 - b. POC - Dock Chief,
 - 4. Hoist Cable
 - a. Location - AFRL, Wright Patterson AFB
 - b. POC -
 - 5. A-Frame
 - a. Location - AFRL, Wright Patterson AFB
 - b. POC -
 - 6. Elevation/Roll Controller
 - a. AERO-K, El Monte, CA (awaiting analysis)
 - b.
 - 7. Accelerometer
 - a. Location - AFRL, Wright Patterson AFB
 - b. POC -

8. Exemplar Accelerometer
 - a. Location – AFRL, Wright Patterson AFB
 - b. POC –
9. Wiring Harness (BCU to Boom, Accelerometer)
 - a. Location – AFRL, Wright Patterson AFB
 - b. POC –
10. Accelerometer & Elevator Actuator Wiring Harness
 - a. Location – AFRL, Wright Patterson AFB
 - b. POC –
11. Window Heat Controller
 - a. Greensboro, NC (awaiting analysis)
 - b. , NGC Tech Rep,

D. List of witnesses (Attachment 1)

E. 24-Hour Class A Preliminary Message (Attachment 2)

F. Medical Records (POC Flight Medicine):

1.
 - a. 60 AMDS/SGPF
 - b.

G. Aircraft Maintenance Records: AIB Transfer Box located in Bldg. 381, SIB Room, Cubicle 1.

H. All Copies of releasable photographs: Restricted access AIB shared drive

I. Training Records MP/MCP/MFE/MB: Restricted access AIB shared drive

J. All Non-privileged documents: AIB Transfer Box located in Bldg. 381, SIB Room, Cubicle 1.

Note: At the time of the Safety Investigation Board/Accident Investigation Board turnover, Part I, Tab J, Releasable Technical Reports and Engineering Evaluations was not finalized due to awaiting the results of parts analysis still outstanding from:

1. AFRL/RXSA ()
2. AERO-K ()
3. Honeywell ()

These results will be added to Tab J when complete. A revised Tab J will be forwarded when parts analysis is finalized.

2. Please reply by endorsement below that you are in receipt of these items and take responsibility for their final disposition.

//signed//

, Colonel, USAF
President, Safety Investigation Board

1st Ind, KC-10 AIB

TO: President, Safety Investigation Board

Acknowledge receipt and responsibility for the above listed items.

//signed//

, Colonel, USAF
President, Accident Investigation Board

Q2. ATTACHMENT 1: LIST OF WITNESS

Note: All but one interview are privileged and will not be included in transfer of documents.

Interviewee	Rank	Position During Mishap	Date Interviewed	Work Center	Contact Info (DSN)
	SrA	MFE	10 Nov 16	9 ARS/DOIF	
	MSgt	KC-10 FTU	21 Nov 16	60 OSS/OSF	
	SrA	30 Oct 16 FE	10 Nov 16	9 ARS/DOE	
	Capt	30 Oct 16 Pilot	10 Nov 16	9 ARS/DOP	
	SSgt	30 Oct IBO	9 Nov 16	60 OSS/OSF	
	Capt	MP	1 Nov 16	9 ARS/DOP	
	SrA	MB	1 Nov 16	60 OSS/SAT	
	SSgt	32 ARS Training	13 Dec 16	32 ARS/DOT	
	MSgt	9 ARS Training	10 Nov 16	9 ARS/DOT	
	Capt	MCP	1 Nov 16	9 ARS/DOT	
	Capt	30 Oct 16 Co-Pilot	10 Nov 16	9 ARS/DOT	
	TSgt	30 Oct 16 EBO	15 Nov 16	9 ARS/DOV	
	SrA	30 Oct 16 ARB Mx	19 Nov 16	60 MXS/MXMCP	
	SrA	MM3	14 Nov 16	60 MXS/MXMC	
	SSgt	Debrief	12 Dec 16	660 AMXS/MXAASA	
	1Lt	Access. Flt OIC	11 Nov 16	60 MXS/MXMC	
	A1C	Debrief	14 Dec 16	660 AMXS/MXAASA	
	A1C	30 Oct 16 ARB mx	17 Nov 16	60 MXS/MXMCP	
	MSgt	30 Oct 16 FCC	10 Nov 16	660 AMXS/MXAA	
	SSgt	13 Oct 16 ARB mx	15 Nov 16	60 MXS/MXMCP	
	SrA	12 Oct 16 gimbal chg	16 Nov 16	60 MXS/MXMCP	
	MSgt	31 Oct 16 Pro-Sup	14 Nov 16	349 AMXS/MXAB	
	A1C	13 Oct 16 ARB mx	16 Nov 16	60 MXS/MXMCP	
	TSgt	13 Oct 16 QA Eval	15 Nov 16	60 MXG/MXQ	
	Capt	MXS/MOO	18 Nov 16	60 MXS/MXM	
/MM5	SrA	30 Oct 16 debrief	14 Dec 16	660 AMXS/MXAASA	
	SrA	17-20 Oct 16 A-chk	6 Dec 16	660 AMXS/MXAASA	
MM8	SMSgt	MXG facility	17 Nov 16	60 MXG/MXQ	
	MSgt	30 Oct 16 Pro-Sup	18 Nov 16	60 MXS/MXMCP	
	SSgt	17-20 Oct 16 A-chk	6 Dec 16	60 MXS/MXMTI	
	CMSgt	MXG facility	17 Nov 16	60 MXG/CCC	
/MM2	SSgt	12 Oct 16 gimbal chg	13 Nov 16	60 MXS/MXMCP	
/MM7	MSgt	30 Oct 16 Pro-Sup	15 Nov 16	660 AMXS/MXAASA	
	SrA	30 Oct 16 FCC	10 Nov 16	660 AMXS/MXAAC	
/MM4	SSgt	13 Oct 16 Red X's	16 Nov 16	60 MXS/MXMCP	
	MSgt	QA Chief Inspector	17 Nov 16	60 MXG/MXQ	

	SSgt	13 Oct 16 QA Eval	15 Nov 16	60 MXG/MXQ
	SMSgt	660 AMXS Facility	15 Nov 16	660 AMXS/MXAAP
	Maj	660 AMXS Facility	17 Nov 16	660 AMXS/MXA
/MM1	SSgt	11 Oct 16 ARB mx	14 Nov 16	60 MXS/MXMCP
	MSgt	30 Oct 16 Pro-Sup	14 Nov 16	660 AMXS/MXAA
	SSgt	Met acft on 30 Oct 16	20 Nov 16	60 MXS/MXMCP
	MSgt	30 Oct 16 Pro-Sup	21 Nov 16	60 MXS/MXMM
/MM 6	MSgt	30 Oct 16 Pro-Sup	15 Dec 16	660 AMXS/MXAAP

Q3. ATTACHMENT 2: 24 HOUR CLASS A PRELIMINARY MESSAGE

Message Release Date: 02 NOV 2016 1603(Z)

Classification: Unclassified

From: 366 Fighter Wing (366 FW)

Subject: Preliminary: Class A, 01 NOV 2016, Aviation, Aircraft Flight, Aircraft/KC-10A, Travis AFB, AFSAS Report # 585987

1. General Information:

- 1.1. AFSAS Report Number: 585987
- 1.2. Convening Authority: Air Mobility Command
- 1.3. Accounting MAJCOM, DRU or FOA: Air Mobility Command
- 1.4. Accounting Base: Travis AFB
- 1.5. Mishap Duty Status: On-Duty

2. Mishap Date/Time:

- 2.1. Mishap Date, Local: 01 NOV 2016
- 2.2. Mishap Time, Local: 0900

3. Mishap Location:

- 3.1. Mishap Country: United States (USA)
- 3.2. US State: Idaho
- 3.3. On Base: No
- 3.4. Nearest Base: Mountain Home AFB
- 3.5. Latitude: 42 58.323 N
- 3.6. Longitude: 115 33.103 W

4. Narrative:

4.1. Narrative:

KC-10 boom separated from aircraft in flight. Aircraft and aircrew landed safely.

5. Personnel Information:

Person Number: 1

- 5.1.1. Gender: Male
- 5.1.2. Age: 0
- 5.1.3. Grade: O3
- 5.1.4. Employment Status:
 - 5.1.4.1. Tier 1: US Air Force

- 5.1.4.2. Tier 2: Regular
- 5.1.5. Assigned MAJCOM: Air Mobility Command
- 5.1.6. Assigned Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)
- 5.1.7. Assigned Wing: 60 Air Mobility Wing
- 5.1.8. Assigned Group: 60 Operations Group
- 5.1.9. Assigned Squadron: 9 Air Refueling Squadron
- 5.1.10. Assigned Base: Travis AFB

6. Objects Information:

Object Number: 1

- 6.1.1. Object Type
 - 6.1.1.1. Tier 1: Aircraft
 - 6.1.1.2. Tier 2: KC-10A
- 6.1.2. Unique Object Identifiers:
 - 6.1.2.1. Tail Number: 83-000080
- 6.1.3. Damage Description: Repairable
- 6.1.4. Owning Service: Air Force
- 6.1.5. Owning MAJCOM: Air Mobility Command
- 6.1.6. Owning Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)
- 6.1.7. Owning Wing: 60 Air Mobility Wing
- 6.1.8. Owning Group: 60 Operations Group
- 6.1.9. Owning Squadron: 9 Air Refueling Squadron
- 6.1.10. Owning Base: Travis AFB

Object Number: 2

- 6.2.1. Object Type
 - 6.2.1.1. Tier 1: Aircraft/RPA Component
 - 6.2.1.2. Tier 2: Fuel System
 - 6.2.1.3. Tier 3: Inflight Refueling System
 - 6.2.1.4. Tier 4: In Flight Refueling (IFR) Boom
- 6.2.2. Damage Description: Destroyed
- 6.2.3. Owning Service: Air Force
- 6.2.4. Owning MAJCOM: Air Mobility Command
- 6.2.5. Owning Numbered Air Force: Eighteenth Air Force (Air Forces Transportation)
- 6.2.6. Owning Wing: 60 Air Mobility Wing
- 6.2.7. Owning Group: 60 Operations Group
- 6.2.8. Owning Squadron: 9 Air Refueling Squadron
- 6.2.9. Owning Base: Travis AFB

7. Interim Safety Board Personnel:

Position: Investigating Officer

7.1.1. Name:
7.1.2. Grade: O4
7.1.3. Organization: 366 FW/IGI
7.1.4 Phone(s):
7.1.4.1. DSN: (
7.1.4.2. Commercial USA: (
7.1.4.3. International:
7.1.5. Email:

8. Releasing Official:

8.1. Name:
8.2. Grade: O4
8.3. Organization: 366 FW/IGI
8.4. Email:
8.5. Phone(s):
8.5.1. DSN: (
8.5.2. Commercial USA: (

Q4. ATTACHMENT 3: FILE INVENTORY

AIB Transfer Documents

MISC

Requisition and Invoice/Shipping Document - Gimbal Assembly
Requisition and Invoice/Shipping Document - Aerial Refueling BCU
AMC Form 97 - 30 Oct 16
IMOPS Production App System - Parts Availability Listing
IFE / Incident Worksheet - 1 Nov 16
60 OSS - Recall Roster (x 2)
Travis AFB Map
Travis AFB - Base Contact Info - Operational Related
Travis AFB - IT Support Info (x 5)
Travis AFB Map - Food & Recreation (x 7)
Media Release - 1 Nov 16
Requisition and Invoice/Shipping Document (x 2) - FDR & CVR

Tab F - Weather/Environmental Records & Data

CD - GUCCI 22 WX (1 Nov 16)

Tab K - Mission Records & Data

AF IMT 4091 - AC 83-0080 (1-30 Oct 16)
AF Form 4327a (21 Oct 16)
KC-10 Yoke Note - AC 83-0080 (1 Nov 16)
KC-10 Weight & Balance Receipt (1 Nov 16)

Tab M - Data From Ground Radar

CD - Radar Program

Tab N - Transcripts of Voice Communications

Transcript Receipts (x3) - NICE / Inform Incident Distribution
CD - ATC Tower Transcript
CD - ATC Audio Files

Tab R - Transcript of Releasable Witness Testimony

72 Hour History - 14 Day History - SSgt MM1
72 Hour History - 14 Day History - A1C
72 Hour History - 14 Day History - TSgt
72 Hour History - 14 Day History - SSgt
72 Hour History - 14 Day History - A1C
72 Hour History - 14 Day History - SSgt

72 Hour History - 14 Day History - SrA
72 Hour History - 14 Day History - MSgt^{MM8}

Tab S - Releasable Photographs, Videos, and Diagrams

CD - Video of Boom
CD - Pictures from MHAFB PA (8 Nov 16)
CD - KC-10 Alert - (1 Nov 16)
CD - Pictures from MHAFB ISB

Tab A - Safety Investigator Information

NDA -	/ GS-12 - Wright Patterson AFB - AFMC/WFIYC
NDA - MSgt	- Mountain Home AFB - 366 EMS/MXM
NDA - TSgt	- Travis AFB - 60 AMW/PA
NDA -	/ WG-10 - Travis AFB - 60 MXS/MXMFB
NDA - TSgt	- Travis AFB - 60 MXS/MXMTA
NDA - SSgt	- Travis AFB - 60 MXS/MXMTA
NDA - A1C	- Travis AFB - 60 MXS/MXMFB
NDA - A1C	- Travis AFB - 60 CS/SCOSA
NDA - TSgt	- Travis AFB - 60 MXS/MXMCP
NDA - SrA	- Travis AFB - 660 AMXS/MXAASA
NDA - SSgt	- Travis AFB - 60 MXS/MXMTA
NDA - TSgt	- Travis AFB - 60 MXS/MXMTI
NDA -	/ GS-12 - Travis AFB - 60 AMW/CVA
NDA -	/ GS-5 - Travis AFB - 60 SFS/S5RT
NDA - SSgt	- Travis AFB - 660 AMXS/MXAASA
NDA - Major	- Mountain Home AFB - 366 FW/IGI
NDA - SSgt	- Travis AFB - 60 CS/SCOSA
NDA - TSgt	- Travis AFB - 60 CES/CEX
NDA - A1C	- Travis AFB - 60 MXS/MXMTI
NDA - SSgt	- Travis AFB - 660 AMXS/MXAASA
NDA - MSgt	- Travis AFB - 60 OSS/QSF
NDA - SSgt	- Travis AFB - 60 MXS/MXMTA
NDA - A1C	- Travis AFB - 60 MXS/MXMTI
NDA - 2LT	- Travis AFB - 60 AMW/PA
NDA - TSgt	- Travis AFB - AMDS/SGPB
NDA - TSgt	- Travis AFB 60/MXS/MXMTA
NDA - MSgt	- Travis AFB - 60 MXS/MXMWM
NDA - SSgt	- Travis AFB - 60 MXS/MXMFB
NDA - SMSgt	- Travis AFB - 349 SFS/S2
NDA - TSgt	- Travis AFB - 60 MXS/MXMTC
NDA - SrA	- Travis AFB - 660 AMXS/MXAASA
NDA - SSgt	- Travis AFB - 660 AMXS/MXAASC
NDA - SSgt	- Travis AFB - 60 MXS/MXMCP

NDA -	/ Contractor - Travis AFB - NGC
NDA - Lt Col	- Travis AFB - 60 AMW/SE
NDA - SrA	- Travis AFB - 60 MXS/MXMTA
NDA -	/ Civ - Travis AFB - 60 SFS/S2
NDA - SSgt	- Travis AFB - 60 CS/SCOSA
NDA - TSgt	- Travis AFB - 60 MXS/MXMFB
NDA - SSgt	- Travis AFB - 60 SFS/SFMQ
NDA - Maj	- Travis AFB - 60 AMXS/MXA
NDA - MSgt	- Travis AFB - 660 AMXS/MXAAP
NDA - SSgt	- Travis AFB - 60 CS/SCOSA
NDA -	/ Contractor - Travis AFB - 660 AMXS/MAAA
NDA - 2LT	- Travis AFB - 60 AMDS/SGPB
NDA -	/ Contractor - Travis AFB - 660 AMXS/COMBS
NDA -	- Travis AFB - 60 MXG/COMBS
NDA - SSgt	- Travis AFB - 60 MXG/COMBS
NDA -	/ GS-6 - Travis AFB - AFCED/COMT (CEMIRT)
NDA - SSgt	- Travis AFB - 60 SFS/S2
NDA - Lt Col	- Mountain Home AFB - 366 FW/XP
NDA - SrA	- Travis AFB - 660 AMXS/MXAASG
NDA - TSgt	- Travis AFB - 60 CES/CEX
NDA - SrA	- Travis AFB - 749 AMXS/MXAB
NDA -	/ NH-03 - Tinker AFB - AFLCMC/WKK
NDA - SSgt	- Travis AFB - 60 MXS/MXMTA
NDA - SrA	- Mountain Home AFB - 366 FW/PA
NDA - SrA	- 60 CS/SCOI
NDA - Special Agent	- Travis AFB - AFOSI
NDA -	/ GS-11 - Travis AFB - 60 CES/CEF
NDA - SrA	- Travis AFB - 60 MXS/MXMTA
NDA - Capt	- Travis AFB - 60 SFS/S3
NDA -	- Travis AFB - 60 SFS/S5R
NDA - A1C	- Travis AFB - 60 CS/SCOI
NDA - TSgt	- Mountain Home AFB - 366 FW/PA
NDA - SrA	- Travis AFB - 60 MXS/MXMTA
NDA - TSgt	- Travis AFB - 60 MXS/MXMTA
NDA -	/ GS-5 - Travis AFB - 60 SFS/S5R
NDA - SMSgt	- Travis AFB - 60 CS/SCO-1
NDA - SrA	- Travis AFB - 60 MXS/MXMCP
NDA - SrA	- Travis AFB - 60 MXS/MXMTA
NDA - 1LT	- Travis AFB - 60 OSS/IN
NDA - TSgt	- Travis AFB - 60 SFS/S5X
NDA - Maj	- Travis AFB - 349 AMW/SE
NDA - SSgt	- Travis AFB - 60 MXS/MXMFB
NDA - TSgt	- Travis AFB - 660 AMXS/MXAASA

NDA - A1C	- Travis AFB - 660 AMXS/MXAASE
NDA - MSgt	- Travis AFB - 60 AMW/SEG
NDA - Lt Col	- Pentagon - HQ/AF/SEI
NDA -	/ Special Agent - Travis AFB - AFOSI
NDA - MSgt	- Travis AFB - 60 MXS/MXMC
NDA - TSgt	- Travis AFB - 60 AMDS/SGPB
NDA - MSgt	- Travis AFB - 60 MXS/MXMTI
NDA - SrA	- Travis AFB - 60 MXS/MXMTA
NDA - MSgt	- Travis AFB - 60 AMW/SE
NDA -	/ WG-10 - Travis AFB - 349 AMXS/MXAA
NDA - TSgt	- Travis AFB - 60 MXS/MXMTA
NDA - TSgt	- Travis AFB - 60 MXS/MXMTA
NDA - MSgt	- Travis AFB - 60 OSS/OSTS
NDA - SSgt	- Travis AFB - 60 MXS/MXMTA
NDA - SrA	- Travis AFB - 60 CS/SCOSA
NDA - Amn	- Mountain Home AFB - 366 FW/PA
NDA - SSgt	- Travis AFB - 60 MXS/MXMCP
NDA - TSgt	- Travis AFB - 60 MXS/MXMFB
NDA - Col	- President
NDA - Maj	- Investigating Officer
NDA -	- Safety Center Rep
NDA - Capt	- Pilot Member
NDA - CMSgt	- Maintenance Member
NDA - SSgt	- Maintenance Member
NDA - MSgt	- Boom Operator Member
NDA - Lt Col	- Medical Member
NDA - MSgt	- SIB Recorder
NDA -	- KC-10 Systems Engineer - AFLCMC/WKDBB
NDA - 1LT	- Air Force Petroleum Agency Rep
NDA -	- Aerospace Fuels Lab
NDA -	- Air Force Research Laboratory Rep
NDA -	- Boeing Rep
NDA -	- KC-10 WSLO/COR - Weapons System Liaison Officer
NDA -	- Audio Transcriber - Reporting & Legal Video
NDA -	- Boeing Rep
NDA -	- Boeing Rep
NDA -	- Boeing Rep
NDA -	- Boeing Rep
NDA -	- Boeing Rep
NDA -	- Boeing Rep
NDA -	- Boeing Rep
NDA -	- Boeing Rep
NDA -	- Technical Expert (NGC)
NDA -	- Technical Expert (NGC)

NDA -	- AAR Rep
NDA -	- Air Force Research Laboratory Rep
NDA -	- Air Force Research Laboratory Rep
NDA -	- Air Force Research Laboratory Rep
NDA -	- Air Force Research Laboratory Rep
NDA -	- AERO-K Rep
NDA - TSgt	- 60 AMXS - KC-10 Avionics – Comm/Nav
NDA - Mr.	- KC-10 Comm/Nav - Tech Rep
NDA - Mr.	- Honeywell - BCU Tech Support
NDA - Mr.	- Honeywell - BCU Tech Support
NDA - Mr.	- Honeywell - BCU Tech Support
NDA - Mr.	- Honeywell – Tech Support

Additional Documentation

- 1 - Mishap mission paperwork
- 2 - Copy of original 175
- 3 - Crew departure paperwork
- 4 - Pre-mission documents
- 5 - MCP 6 part SARM folder
- 6 - MP 6 part SARM folder
- 7 - MFE 6 part SARM folder
- 8 - MB 6 part SARM folder
- 9 - MCP Flight Records Folder
- 10 - MP Flight Records Folder
- 11 - MFE Flight Records Folder
- 12 - MB Flight Records Folder
- 13 - MCP FEF
- 14 - MP FEF
- 15 - MFE FEF
- 16 - MB FEF
- 17 - Aircraft Wt & Bal Records
- 18 - Current Aircraft Forms / Maintenance and Materiel Report
- 19 - Transcribed Forms 9-14 Oct 16
- 20 - Transcribed Forms 20-31 Oct 16
- 21 - Engine Log Book
- 22 - Fuel Cell Log
- 23 - C-Check Book
- 24 - Hyd Log Bk 1
- 25 - Hyd Log Bk 2
- 26 - Hyd Log Bk 3
- 27 - Misc. SIB Support Docs

Q5. ATTACHMENT 4 AIB TRANSMITTAL LETTER ADDENDUM

10 January 2017

MEMORANDUM FOR KC-10 AIB

FROM: Safety Investigation Board

SUBJECT: Addendum to Inventory and Witness List, Class A Mishap, KC-10A, SN 83-0080, 1 November 16

As noted in the 1 November 16 Transfer Memorandum at the time of the Safety Investigation Board, Part 1 of the Formal Report was not finalized due to awaiting the non-privileged teardown results (Tab J). When completed the missing finalized tabs will be forwarded to the Accident Investigation Board and another transfer memorandum accomplished as an addendum to Tab Q.

1. The following additional items will be released to the KC-10 AIB as they become available:

- a. Tab J - Releasable Tech Reports and Engineering Evaluations

//signed//

, Colonel, USAF
President, Safety Investigation Board

Q6. ATTACHMENT 5 AIB TRANSMITTAL LETTER ADDENDUM

23 January 2017

MEMORANDUM FOR KC-10 AIB

FROM: Safety Investigation Board

SUBJECT: Addendum to Inventory and Witness List, Class A Mishap, KC-10A, SN 83-0080,
1 November 16

The following additional items will be released immediately to the KC-10 AIB:

- a. KC-10 Tail # 83-0080, Location, TIMCO Aviation, Greensboro, NC
POC:

//signed//

, Colonel, USAF
President, Safety Investigation Board

Q7. ATTACHMENT 6 AIB TRANSMITTAL LETTER ADDENDUM

24 January 2017

MEMORANDUM FOR KC-10 AIB

FROM: Safety Investigation Board

SUBJECT: Addendum to Inventory and Witness List, Class A Mishap, KC-10A, SN 83-0080,
1 November 16

The following additional item is released to the KC-10 AIB:

- a. Tab J - Releasable Technical Reports and Engineering Evaluations - Final Version

//signed//

, Colonel, USAF
President, Safety Investigation Board

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TAB R

RELEASABLE WITNESS TESTIMONY

R1. NON-PRIVILEGED INTERVIEWS AND WRITTEN STATEMENTS.....	2
R2. NON-PRIVILEGED 72 HOUR AND 7 DAY HISTORIES	3
R2.1. CAPT (MP).....	3
R2.2. CAPT (MCP)	13
R2.3. TSGT (MFE)	23
R2.4. SRA (MB).....	33
R2.5. SSGT (MM1).....	43
R2.6. SSGT (MM2)	50
R2.7. SRA (MM3).....	50
R2.8. SSGT (MM4).....	50
R2.9. SRA (MM5)	50
R2.10. MSGT (MM6).....	50
R2.11. MSGT (MM7)	50
R2.12. MSGT (MM8).....	51

R1. NON-PRIVILEGED INTERVIEWS AND WRITTEN STATEMENTS.

No non-privileged interviews were transcribed by the SIB and no non-privileged written statements were collected by the ISB or SIB.

R2. NON-PRIVILEGED 72 HOUR AND 7 DAY HISTORIES**R2.1. CAPT****(MP)****WITNESS STATEMENT: 72-HOUR AND 7-DAY HISTORY**

Source: HQ Air Force Safety Center / AFSAS Last updated: 20151211

This investigation is being conducted IAW AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine factors relating to the mishap in order to prevent recurrence.

This is a witness statement, not a medical record, administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB), or by a Single Investigating Officer (SIO). It is not being used to report any medical ailment, or for diagnosis or medical treatment between a patient and physician. It is an ISB/SIB generated form and **should not be placed in the medical record**. The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines. Because the ISB/SIB is not a "covered entity" under the Health Insurance Portability and Accountability Act of 1006 (HIPAA), **any health information included in the statement is not covered by HIPAA**. As personally identifiable information (PII), it remains subject to the Privacy Act of 1974 as amended. The ISB/SIB will protect PII with prudent safeguards to prevent unauthorized release.

**NON-PRIVILEGED**

I understand I am being interviewed as a witness in a safety investigation. I acknowledge that I have signed the "Non-Privileged Witness Statement" (Page 2 of this form) and that a promise of confidentiality has not been extended to me. I understand my non-privileged witness statement may be utilized for any valid purpose and will be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]) if applicable, and/or may be released to the public pursuant to a Freedom of Information Act request.

**PRIVILEGED**

I understand I am providing a confidential statement for a safety investigation. I acknowledge that I have signed the "Witness Promise of Confidentiality and Non-Disclosure Agreement" (Page 3 of this form) and that a promise of confidentiality has been extended to me by the Investigator administering this form (listed at the bottom of this page). I understand my privileged statement will NOT be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI])

This 72-hour and 7-day history form is one of many tools the mishap investigator may use to help determine the cause of this mishap. Your participation is both critical and appreciated and may help prevent future mishaps. Please answer these questions to the best of your ability. Be as specific and detailed as possible. All items address events prior to the mishap and recovery events.

Statement Completed By: (Name/rank) **MP** (signature) **//SIGNED//**

Today's Date: 1 Nov 16 Witness Contact Information: ☐ Work ☒ Home
 Street: _____ City, State, Zip Code: _____
 Phone: _____ DSN: _____ Email Address: _____

ISB / SIB Investigator Administering This Form: (print) _____

Investigator is authorized to offer promise of confidentiality: Yes / No

Authority to offer was granted by: (print) _____
 ISB President / SIB President / SIB Investigating Officer

NON-PRIVILEGED WITNESS STATEMENT

MP
1. I, 10-319 ARS, have been advised by 1 Nov 16
(Name, Grade, Organization, of Witness) (Date)
a safety investigator of the mishap that occurred on 1 Nov 16 involving _____
(Date) (Equipment & SN)
a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.
b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MP

CAPT/0-3
Name (Last, First, MI) and Rank/Grade
B-FLT/CC + KC-10 ACFT CC
Duty Title
//SIGNED//
// Signature

72-Hour History – General Information

Today's Date: 1 Nov 16

Date of Mishap: 1 Nov 16

Date and time of YOUR involvement with the MDS, AGE or vehicle 1 Nov 16 1630Z

Work / Rest Data: As of 1535L TIME KNUO, includes 31 Oct & 1 Nov

1. Hours worked in last: 24 hrs: 15 48 hrs: 21 72 hrs: 21
2. Hours continuously on duty prior to mishap: 4.5
3. Hours continuously awake prior to mishap: 5.5
4. Hours between last meal and mishap: 1

Flying Data (if applicable):

Two most recent flights:

Date: 27 Oct 16 Type aircraft: KC-10 Duration: ~5.8

Date: 28 Sep 16 Type aircraft: KC-10 Duration: 2.3

Mission Times: Local KNUO

Brief: 0550L Step: 0620 Taxi: 0825 Takeoff: 0835 Land: 1345

Mission Profile: 0600 0625 0750 0830

3-Ship departure, Gunfighter Flag Exercise
Fern departure, F-15 refuel, C-17, Transition

Mission Times:

Brief: 1700 Step: 1715 Taxi: 1920 Takeoff: 1930 Land: ~2200

Mission Profile:

KC-10 AR, Transition

Day of the Mishap

How many hours did you sleep prior to the mishap: 6

Rate your sleep quality (Circle One): Very Poor / Poor / Average / Well / Very Well

Was the sleep continuous or broken?

Describe Broken, newborn at home

Time departed for work: 0515L

Time reported for duty: 0535L

Time of incident (or your involvement): 0830L

Time released from duty day: _____

List all food and beverages 1 hour prior to the time of mishap

Banana, carrots, water

List all food and beverages 1-4 hours prior to the time of mishap

Water, coffee, banana, bagel

List all food and beverages 4-8 hours prior to the time of mishap

None

List all food and beverages 8-12 hours prior to the time of mishap

Water

List any medications and/or supplements used within 12 hrs prior to the mishap (include over-the-counter)

None

Time taken: _____

Any alcohol in the 24 hrs prior to the mishap? Yes / No

Times 1800L Amount 1 drink / 1 shot Type: Whiskey + coke
Travis Worth + Joe

Any caffeine and/or energy drink prior to the mishap? Yes / No

Time/Amount 0500 11 cup Type: Coffee

Any tobacco prior to the mishap? Yes / No Time/Amount 0500 11 pouch Type: chewing

Exertion within 12 hours of mishap: Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Additional Info/Comments: N/A

1 Day Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Newborn

Time departed for work: 0710 Time reported for duty: 0730

Breakfast: Yes / No Time: 0700 Meal: Banana, bagel

Morning activities: Mission planning

Lunch: Yes / No Time: 1330 Meal: chicken pasta

Afternoon activities: office work, mission planning

Dinner: Yes / No Time: 1800 Meal: Mexican Casserole

Evening activities: Handing out candy, Family time

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: _____

Medications and/or supplements - names and amounts taken: None

Any alcohol this day/night? Yes / No Times/Amount 1800 / 2oz Type: whiskey (on 31 Oct)

Caffeine and/or energy drinks? Yes / No Times/Amount _____ / _____ Type: _____

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: walking, cleaning house

Mission Times (for flyers): Brief: None Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile:

Additional Info/Comments: N/A

2 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain New born

Time departed for work: N/A Time reported for duty: N/A - Sunday

Breakfast: Yes / No Time: 0830 Meal: Cereal

Morning activities: Walked dog, Football (watched), family time

Lunch: Yes / No Time: 1300 Meal: enchiladas

Afternoon activities: Cleaned house, grocery shopping

Dinner: Yes / No Time: 1830 Meal: POT PIE

Evening activities: relaxing w/family

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: _____

Medications and/or supplements - names and amounts taken: None

Any alcohol this day/night? Yes / No Times/Amount 2000 12oz Type: whiskey

Caffeine and/or energy drinks? Yes / No Times/Amount _____ Type: _____

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: Dog walks, cleaning house

Mission Times (for flyers): None Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile: _____

Additional Info/Comments: N/A

3 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain New born

Time departed for work: N/A Time reported for duty: N/A - Saturday

Breakfast: Yes / No Time: 0900 Meal: Egg sandwich

Morning activities: Football, taking care of kids

Lunch: Yes / No Time: 1300 Meal: Mexican food leftovers

Afternoon activities: Dog walk, reading, studying

Dinner: Yes / No Time: 1830 Meal: Enchiladas, fruit

Evening activities: Movie, time with kid

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: _____

Medications and/or supplements - names and amounts taken: None

Any alcohol this day/night? Yes / No Times/Amount 1 Type: _____

Caffeine and/or energy drinks? Yes / No Times/Amount 0900 1 cup Type: Coffee

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: walks, house work
None

Mission Times (for flyers): Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile: _____

Additional Info/Comments: N/A

7-Day History

The 7-day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past week (example: selected for promotion, death in family, work schedules, sorties flown, marriage difficulties, financial difficulties, days off, vacation/leave, illness, etc.) Include caffeine, meds, alcohol, tobacco, exercise and hours slept.

Mishap day: 1 Nov

Date/Notes: 1 cup of coffee, no meds, ~6 hrs sleep,
Tobacco in morning, chewing pouch

1 day prior to mishap: 31 Oct

Date/Notes: ~10 hr work day, 1 coffee, ~6 hrs sleep,
Tobacco in morning

2 days prior to mishap: 30 Oct

Date/Notes: Relaxing at home, 1 cup of coffee, ~6 hrs sleep,
Walking, light workout

3 days prior to mishap: 29 Oct

Date/Notes: At home, coffee in morning, 7 hrs sleep, light workout
Newborn

4 days prior to mishap: 28 Oct

Date/Notes: 9 hr work day, coffee throughout day (3), 1 beer
~1700

5 days prior to mishap: 27 Oct

Date/Notes: 11 hr work day, Flew ~5.8 sortie, 3 coffees,
1 beer @ 1700

6 days prior to mishap: 26 Oct

Date/Notes: Anniversary Mission planning, 9 hr work day,
2-3 coffees, light exercise, 1 glass wine

7 days prior to mishap: 25 Oct

Date/Notes: 11 hour work day, 1 coffee, light exercise

During the 7 days prior to the mishap:

Where had you traveled? Local area

Duty schedule: light / (normal) / hectic

Had your sleep/wake cycle changed recently (time zone or shift change)? Yes / (No) If Yes, describe.

Average number of hours slept per night in the 7 days leading up to the mishap: 6 hours

Extra duties and any education programs you may have participated in (describe): None

Lifestyle Data

Was your food and fluid intake during the 24 hours prior to the mishap characteristic of your normal eating/fluid intake habits? Yes / No If No, explain _____

Were you on a special diet? Yes / No If yes, what type (weight loss/maintenance, weight gain, low carb, Adkins, South Beach, etc)? _____

Do you use tobacco? Yes / No If so, what types? chewing How much daily? 1 occasionally
How long have you used tobacco? 1 year Have your tobacco use habits changed recently? cut back

Alcohol Consumption: What are your normal drinking habits?

Beers per week 1-2 Glasses of wine per week 1-2 Hard drinks per week 1-2

Had your drinking habits changed recently? Yes / No

If yes, how? _____

Other significant lifestyle issues or comments:

Newborn at home 3 weeks old, less
sleep than normal but still feel safe.

In the Past 3 Months

Have you experienced any of the below listed? (circle all that apply):

Injury/illness of significance or requiring hospitalization

Other personal health problems/concerns

Death of spouse or close family member

Serious illness of spouse or close family member

Divorce

Promotion

Demotion

Pregnant OR pregnant spouse

New child

Family problems/concerns

PCS

New job/new job responsibilities

New (or changed) diet plan

Legal problems

Money/financial problems or stresses

Start/stop school

Any other life stressors prior to the mishap or your involvement?

No

Other comments:

Normal flow of life, no unusual circumstances
beyond having a newborn. wife cares
for newborn on nights prior to flights.
I help on other nights.

R2.2. CAPT

(MCP)

WITNESS STATEMENT: 72-HOUR AND 7-DAY HISTORY

Source: HQ Air Force Safety Center / AFSAS Last updated: 20151211

This investigation is being conducted IAW AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine factors relating to the mishap in order to prevent recurrence.

This is a witness statement, not a medical record, administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB), or by a Single Investigating Officer (SIO). It is not being used to report any medical ailment, or for diagnosis or medical treatment between a patient and physician. It is an ISB/SIB generated form and **should not be placed in the medical record**. The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines. Because the ISB/SIB is not a "covered entity" under the Health Insurance Portability and Accountability Act of 1006 (HIPAA), **any health information included in the statement is not covered by HIPAA**. As personally identifiable information (PII), it remains subject to the Privacy Act of 1974 as amended. The ISB/SIB will protect PII with prudent safeguards to prevent unauthorized release.



NON-PRIVILEGED

I understand I am being interviewed as a witness in a safety investigation. I acknowledge that I have signed the "Non-Privileged Witness Statement" (Page 2 of this form) and that a promise of confidentiality has not been extended to me. I understand my non-privileged witness statement may be utilized for any valid purpose and will be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]) if applicable, and/or may be released to the public pursuant to a Freedom of Information Act request.



PRIVILEGED

I understand I am providing a confidential statement for a safety investigation. I acknowledge that I have signed the "Witness Promise of Confidentiality and Non-Disclosure Agreement" (Page 3 of this form) and that a promise of confidentiality has been extended to me by the Investigator administering this form (listed at the bottom of this page). I understand my privileged statement will NOT be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI])

This 72-hour and 7-day history form is one of many tools the mishap investigator may use to help determine the cause of this mishap. Your participation is both critical and appreciated and may help prevent future mishaps. Please answer these questions to the best of your ability. Be as specific and detailed as possible. All items address events prior to the mishap and recovery events.

Statement Completed By: (Name/rank) **MCP** **//SIGNED//**
_____ (signature)

Today's Date: 1 Nov 16 Witness Contact Information: ☒ Work ☐ Home
Street: _____ City, State, Zip Code: _____
Phone: _____ DSN: _____ Email Address: _____

ISB / SIB Investigator Administering This Form: (print) _____

Investigator is authorized to offer promise of confidentiality: Yes / No

Authority to offer was granted by: (print) _____
ISB President / SIB President / SIB Investigating Officer

NON-PRIVILEGED WITNESS STATEMENT

1. I, MCP 03 GARS, have been advised by 1 Nov 16
(Name, Grade, Organization, of Witness) (Date) (Name of Investigator)
a safety investigator of the mishap that occurred on 1 Nov 16 involving KC-10
(Date) (Equipment & SN)
a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.
b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MCP
Cap 10-3
Name (Last, First, MI) and Rank/Grade
Instructor Aircraft Commander
Duty Title
//SIGNED//
Signature

72-Hour History – General Information

Today's Date: 1 Nov 16

Date of Mishap: 1 Nov 16

Date and time of YOUR involvement with the MDS, AGE or vehicle 1 Nov 16, 1630Z

Work / Rest Data:

1. Hours worked in last: 24 hrs: 9 48 hrs: 9 72 hrs: 9
2. Hours continuously on duty prior to mishap: 3.5
3. Hours continuously awake prior to mishap: 4.5
4. Hours between last meal and mishap: 5

Flying Data (if applicable):

Two most recent flights:

Date: 24 Oct 16 Type aircraft: KC-10 Duration: ~4.0
Date: 10-11 Sep 16 Type aircraft: KC-10 Duration: ~20 hr mission

Mission Times:

Brief: 0550L Step: 0620L Taxi: 0825L Takeoff: 0832L Land: 1235L

Mission Profile:

Formation 10 V10, Tanker AB for KC-10, Tanker AB for C-17, Transition at KSUL

Mission Times: Can't remember times

Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile:

Flew passengers to Japan and returned the next day

Day of the Mishap

How many hours did you sleep prior to the mishap: 6.5

Rate your sleep quality (Circle One): Very Poor / Poor / Average / Well / Very Well

Was the sleep continuous or broken?

Describe Continuous

Time departed for work: 0510L

Time reported for duty: 0535L

Time of incident (or your involvement): 0930L

Time released from duty day: Still going on

List all food and beverages 1 hour prior to the time of mishap

2 bananas and a couple drinks of coffee

List all food and beverages 1-4 hours prior to the time of mishap

Bowl of cherries, 3 eggs, 1 espresso

List all food and beverages 4-8 hours prior to the time of mishap

None

List all food and beverages 8-12 hours prior to the time of mishap

Bowl of Tomato Soup, crackers, 1 glass chocolate milk

List any medications and/or supplements used within 12 hrs prior to the mishap (include over-the-counter)

None

Time taken: _____

Any alcohol in the 24 hrs prior to the mishap? Yes / No

Times _____ Amount _____ Type: _____

Any caffeine and/or energy drink prior to the mishap? Yes / No

Time/Amount 0500L / 1 Type: Espresso

Any tobacco prior to the mishap? Yes / No Time/Amount _____ / _____ Type: _____

Exertion within 12 hours of mishap: Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Additional Info/Comments: Went for a 4 mile run the night before

1 Day Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: 0710L Time reported for duty: 0740L

Breakfast: Yes No Time: 0815L Meal: Cheerios, 3 eggs, 1 espresso

Morning activities: Flight planning activities, simmed for 1 hour to stay recurrent, office work

Lunch: Yes No Time: 1330L Meal: Banana Butter Sandwich, Veggies & Hummus, Apple

Afternoon activities: Flight planning activities

Dinner: Yes No Time: 1900L Meal: Tomato Soup

Evening activities: 4 mile run, dinner, bed

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: _____

Medications and/or supplements - names and amounts taken: _____

Any alcohol this day/night? Yes / No Times/Amount _____ / _____ Type: _____

Caffeine and/or energy drinks? Yes No Times/Amount Morning / 3 Type: Espresso / Coffee

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: _____

Mission Times (for flyers): Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile: Nine

Additional Info/Comments: _____

2 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 7.5

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: Weekend Time reported for duty: Weekend

Breakfast: Yes / No Time: 1030L Meal: Veggie Chicken, Toast, Hash Browns, Coffee

Morning activities: Went out to breakfast with friends

Lunch: Yes / No Time: 1200L Meal: Sandwich

Afternoon activities: Rode on an airplane from TN to CA

Dinner: Yes / No Time: 2000L Meal: Chipotle Burrito

Evening activities: Drove home from airport, unpacked

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: _____

Medications and/or supplements - names and amounts taken: _____

Any alcohol this day/night? Yes / No Times/Amount _____ / _____ Type: _____

Caffeine and/or energy drinks? Yes / No Times/Amount All Day / 4 Type: Coffee

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: Walked around airport

Mission Times (for flyers): Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile: None

Additional Info/Comments: _____

3 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 6

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: Weekend Time reported for duty: Weekend

Breakfast: Yes / No Time: 0730L Meal: Bugel, Fruit, Coffee

Morning activities: Attended a conference

Lunch: Yes / No Time: 1200L Meal: ~~Salad~~ Salad

Afternoon activities: Attended a conference

Dinner: Yes / No Time: 1900L Meal: Beans, Shrimp, Chicken, Dessert, Wine

Evening activities: Attended a banquet, visited with friends

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: _____

Medications and/or supplements - names and amounts taken: _____

Any alcohol this day/night? Yes / No Times/Amount 1 / 3 Type: Beer/Wine

Caffeine and/or energy drinks? Yes / No Times/Amount 1 / 1 Type: Coffee

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: Walked around conference

Mission Times (for flyers): Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile: N/A

Additional Info/Comments: _____

7-Day History

The 7-day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past week (example: selected for promotion, death in family, work schedules, sorties flown, marriage difficulties, financial difficulties, days off, vacation/leave, illness, etc.) Include caffeine, meds, alcohol, tobacco, exercise and hours slept.

Mishap day:

Date/Notes: Nothing significant

1 day prior to mishap:

Date/Notes: Normal work day

2 days prior to mishap:

Date/Notes: Traveled home from a conference

3 days prior to mishap:

Date/Notes: Attended a conference

4 days prior to mishap:

Date/Notes: Attended a conference

5 days prior to mishap:

Date/Notes: Attended a conference

6 days prior to mishap:

Date/Notes: Traveled to conference

7 days prior to mishap:

Date/Notes: Normal work day

During the 7 days prior to the mishap:

Where had you traveled? Tennessee

Duty schedule: light / normal / hectic

Had your sleep/wake cycle changed recently (time zone or shift change)? Yes / No / If Yes, describe.

Average number of hours slept per night in the 7 days leading up to the mishap. 6.5

Extra duties and any education programs you may have participated in (describe): None

Lifestyle Data

Was your food and fluid intake during the 24 hours prior to the mishap characteristic of your normal eating/fluid intake habits? ☒ Yes / ☐ No If No, explain _____

Were you on a special diet? Yes / ☒ No If yes, what type (weight loss/maintenance, weight gain, low carb, Adkins, South Beach, etc)? _____

Do you use tobacco? Yes / ☒ No If so, what types? _____ How much daily? _____

How long have you used tobacco? _____ Have your tobacco use habits changed recently? _____

Alcohol Consumption: What are your normal drinking habits?

Beers per week 1 Glasses of wine per week _____ Hard drinks per week _____

Had your drinking habits changed recently? Yes / ☒ No

If yes, how? _____

Other significant lifestyle issues or comments:

In the Past 3 Months

Have you experienced any of the below listed? (circle all that apply):

Injury/illness of significance or requiring hospitalization

Other personal health problems/concerns

Death of spouse or close family member

Serious illness of spouse or close family member

Divorce

Promotion

Demotion

Pregnant OR pregnant spouse

New child

Family problems/concerns

PCS

New job/new job responsibilities

New (or changed) diet plan

Legal problems

Money/financial problems or stresses

Start/stop school

Any other life stressors prior to the mishap or your involvement?

Other comments:

R2.3. TSGT**(MFE)****WITNESS STATEMENT: 72-HOUR AND 7-DAY HISTORY**

Source: HQ Air Force Safety Center / AFSAS

Last updated: 20151211

This investigation is being conducted IAW AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine factors relating to the mishap in order to prevent recurrence.

This is a witness statement, not a medical record, administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB), or by a Single Investigating Officer (SIO). It is not being used to report any medical ailment, or for diagnosis or medical treatment between a patient and physician. It is an ISB/SIB generated form and **should not be placed in the medical record**. The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines. Because the ISB/SIB is not a "covered entity" under the Health Insurance Portability and Accountability Act of 1996 (HIPAA), **any health information included in the statement is not covered by HIPAA**. As personally identifiable information (PII), it remains subject to the Privacy Act of 1974 as amended. The ISB/SIB will protect PII with prudent safeguards to prevent unauthorized release.

**NON-PRIVILEGED**

I understand I am being interviewed as a witness in a safety investigation. I acknowledge that I have signed the "Non-Privileged Witness Statement" (Page 2 of this form) and that a promise of confidentiality has not been extended to me. I understand my non-privileged witness statement may be utilized for any valid purpose and will be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]) if applicable, and/or may be released to the public pursuant to a Freedom of Information Act request.

**PRIVILEGED**

I understand I am providing a confidential statement for a safety investigation. I acknowledge that I have signed the "Witness Promise of Confidentiality and Non-Disclosure Agreement" (Page 3 of this form) and that a promise of confidentiality has been extended to me by the Investigator administering this form (listed at the bottom of this page). I understand my privileged statement will NOT be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]).

This 72-hour and 7-day history form is one of many tools the mishap investigator may use to help determine the cause of this mishap. Your participation is both critical and appreciated and may help prevent future mishaps. Please answer these questions to the best of your ability. Be as specific and detailed as possible. All items address events prior to the mishap and recovery events.

MFE**//SIGNED//****Statement Completed By: (Name/rank)**SSGT (signature)Today's Date: 20161101Witness Contact Information: ☒ Work ☐ Home

Street: _____ City, State, Zip Code: _____

Phone: _____ DSN: _____ Email Address: _____

ISB / SIB Investigator Administering This Form: (print) _____**Investigator is authorized to offer promise of confidentiality: Yes / No****Authority to offer was granted by: (print)** _____

ISB President / SIB President / SIB Investigating Officer

NON-PRIVILEGED WITNESS STATEMENT

MFE

2016/11/01
(Date)

1. I, E-S, 9AAS have been advised by MSGT
(Name, Grade, Organization, of Witness) (Name of Investigator)
a safety investigator of the mishap that occurred on 2016/11/01 involving KC-10
(Date) (Equipment & SN)

a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.

b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MFE

E-S/SSGT
Name (Last, First, MI) and Rank/Grade

KC-10 Flight Engineer
Duty Title
//SIGNED//

Signature

72-Hour History – General Information

Today's Date: 2016/10/1

Date of Mishap: 2016/10/1

Date and time of YOUR involvement with the MDS, AGE or vehicle 2016/10/1 approx 1300

Work / Rest Data:

1. Hours worked in last: 24 hrs: 8 48 hrs: 16 72 hrs: 24
2. Hours continuously on duty prior to mishap: 8
3. Hours continuously awake prior to mishap: 8
4. Hours between last meal and mishap: 1

Flying Data (if applicable):

Two most recent flights:

Date: 2016/10/1 Type aircraft: KC-10 Duration: 5.5

Date: 2016/10/27 Type aircraft: KC-10 Duration: 2-2

Mission Times:

Brief: 0550 Step: 0610 Taxi: 0810 Takeoff: 0820 Land: approx 1400 local

Mission Profile:

Cruise - Tanker AAR with F-15's, descend & land

Mission Times:

Approx Times

Brief: 0600 Step: 0615 Taxi: 0800 Takeoff: 0820 Land: 1400

Mission Profile:

Cruise - Tanker AAR with F-15's, descend & land

Day of the Mishap

How many hours did you sleep prior to the mishap: 8

Rate your sleep quality (Circle One): Very Poor / Poor / Average / Well / Very Well

Was the sleep continuous or broken?

Describe: Continuous

Time departed for work: 0530

Time reported for duty: 0540

Time of incident (or your involvement): 1300 approx

Time released from duty day: 1400 local

List all food and beverages 1 hour prior to the time of mishap

yogurt

List all food and beverages 1-4 hours prior to the time of mishap

List all food and beverages 4-8 hours prior to the time of mishap

breakfast burrito, OS

List all food and beverages 8-12 hours prior to the time of mishap

Dinner-

List any medications and/or supplements used within 12 hrs prior to the mishap (include over-the-counter)

Time taken: 1900 protein drink

Any alcohol in the 24 hrs prior to the mishap? Yes / No

Times: — Amount: — Type: —

Any caffeine and/or energy drink prior to the mishap? Yes / No

Time/Amount: — / — Type: —

Any tobacco prior to the mishap? Yes / No Time/Amount: — / — Type: —

Exertion within 12 hours of mishap: Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Additional Info/Comments: None

1 Day Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 8

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: 0810 Time reported for duty: 0815

Breakfast: Yes / No Time: 0745 Meal: breakfast burrito

Morning activities: work

Lunch: Yes / No Time: 1200 Meal: chicken sandwich

Afternoon activities: work

Dinner: Yes / No Time: 1800 Meal: grilled chicken breast, rice, veggies

Evening activities: Gym & sleep

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: 1800

Medications and/or supplements - names and amounts taken: protein drink 1 cup

Any alcohol this day/night? Yes / No Times/Amount 1 / 1 Type: _____

Caffeine and/or energy drinks? Yes / No Times/Amount 1 / 1 Type: _____

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: Cardio + weights Gym

Mission Times (for flyers): Brief: _____ Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile:

Additional Info/Comments: N/A

2 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 7

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: N/A Time reported for duty: —

Breakfast: Yes / No Time: Sunday Meal: breakfast burrito

Morning activities: Gym

Lunch: Yes / No Time: 1200 Meal: Subway Turkey Sandwich

Afternoon activities: relaxed

Dinner: Yes / No Time: 1200 Meal: grilled chicken & rice + salad

Evening activities: relaxed

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: —

Medications and/or supplements - names and amounts taken: protein drink

Any alcohol this day/night? Yes / No Times/Amount — / — Type: —

Caffeine and/or energy drinks? Yes / No Times/Amount — / — Type: —

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: Gym - Cardio + weights

Mission Times (for flyers): Brief: — Step: — Taxi: — Takeoff: — Land: —

Mission Profile: —

Additional Info/Comments: N/A

3 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 8

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain Continuous

Time departed for work: N/A Time reported for duty: N/A

Breakfast: Yes / No Time: 0900 Meal: breakfast buniso

Morning activities: relaxed

Lunch: Yes / No Time: 1200 Meal: Turkey Sandwich

Afternoon activities: relaxed

Dinner: Yes / No Time: 1730 Meal: pasta with chicken

Evening activities: relaxed

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: _____

Medications and/or supplements - names and amounts taken: proton drink

Any alcohol this day/night? Yes / No Times/Amount _____ / _____ Type: _____

Caffeine and/or energy drinks? Yes / No Times/Amount _____ / _____ Type: _____

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: _____

Mission Times (for flyers): Brief: N/A Step: _____ Taxi: _____ Takeoff: _____ Land: _____

Mission Profile: _____

Additional Info/Comments: _____

7-Day History

The 7-day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past week (example: selected for promotion, death in family, work schedules, sorties flown, marriage difficulties, financial difficulties, days off, vacation/leave, illness, etc.) Include caffeine, meds, alcohol, tobacco, exercise and hours slept.

Mishap day:

Date/Notes: 8 hours of sleep

1 day prior to mishap:

Date/Notes: 8 hours of sleep

2 days prior to mishap:

Date/Notes: 8 hours of sleep

3 days prior to mishap:

Date/Notes: 7 hours of sleep

4 days prior to mishap:

Date/Notes: 7 hours of sleep

5 days prior to mishap:

Date/Notes: 8 hours of sleep

6 days prior to mishap:

Date/Notes: 8 hours of sleep

7 days prior to mishap:

Date/Notes: 8 hours of sleep

During the 7 days prior to the mishap:

Where had you traveled? no where

Duty schedule: light / normal / hectic

Had your sleep/wake cycle changed recently (time zone or shift change)? Yes / No If Yes, describe.

Average number of hours slept per night in the 7 days leading up to the mishap. 7.8

Extra duties and any education programs you may have participated in (describe): None

Lifestyle Data

Was your food and fluid intake during the 24 hours prior to the mishap characteristic of your normal eating/fluid intake habits? Yes / No If No, explain _____

Were you on a special diet? Yes / No If yes, what type (weight loss/maintenance, weight gain, low carb, Adkins, South Beach, etc)? _____

Do you use tobacco? Yes / No If so, what types? _____ How much daily? _____
How long have you used tobacco? _____ Have your tobacco use habits changed recently? _____

Alcohol Consumption: What are your normal drinking habits? N/A
Beers per week _____ Glasses of wine per week _____ Hard drinks per week _____
Had your drinking habits changed recently? Yes / No
If yes, how? _____

Other significant lifestyle issues or comments: N/A

In the Past 3 Months

Have you experienced any of the below listed? (circle all that apply):

- Injury/illness of significance or requiring hospitalization
- Other personal health problems/concerns
- Death of spouse or close family member
- Serious illness of spouse or close family member
- Divorce
- Promotion
- Demotion
- Pregnant OR pregnant spouse
- New child
- Family problems/concerns
- PCS
- New job/new job responsibilities
- New (or changed) diet plan
- Legal problems
- Money/financial problems or stresses
- Start/stop school

N/A

Any other life stressors prior to the mishap or your involvement?

N/A

Other comments:

N/A

R2.4. SRA

(MB)

WITNESS STATEMENT: 72-HOUR AND 7-DAY HISTORY

Source: HQ Air Force Safety Center / AFSAS

Last updated: 20151211

This investigation is being conducted IAW AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine factors relating to the mishap in order to prevent recurrence.

This is a witness statement, not a medical record, administered by an investigator from the Interim Safety Board (ISB) or Safety Investigation Board (SIB), or by a Single Investigating Officer (SIO). It is not being used to report any medical ailment, or for diagnosis or medical treatment between a patient and physician. It is an ISB/SIB generated form and **should not be placed in the medical record**. The statement you provide will either be privileged or non-privileged IAW applicable AFI 91-204 guidelines. Because the ISB/SIB is not a "covered entity" under the Health Insurance Portability and Accountability Act of 1006 (HIPAA), **any health information included in the statement is not covered by HIPAA**. As personally identifiable information (PII), it remains subject to the Privacy Act of 1974 as amended. The ISB/SIB will protect PII with prudent safeguards to prevent unauthorized release.

**NON-PRIVILEGED**

I understand I am being interviewed as a witness in a safety investigation. I acknowledge that I have signed the "Non-Privileged Witness Statement" (Page 2 of this form) and that a promise of confidentiality has not been extended to me. I understand my non-privileged witness statement may be utilized for any valid purpose and will be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]) if applicable, and/or may be released to the public pursuant to a Freedom of Information Act request.

**PRIVILEGED**

I understand I am providing a confidential statement for a safety investigation. I acknowledge that I have signed the "Witness Promise of Confidentiality and Non-Disclosure Agreement" (Page 3 of this form) and that a promise of confidentiality has been extended to me by the Investigator administering this form (listed at the bottom of this page). I understand my privileged statement will NOT be provided to a legal investigation board or investigator (e.g., Accident Investigation Board [AIB] or Command Directed Investigation [CDI]).

This 72-hour and 7-day history form is one of many tools the mishap investigator may use to help determine the cause of this mishap. Your participation is both critical and appreciated and may help prevent future mishaps. Please answer these questions to the best of your ability. Be as specific and detailed as possible. All items address events prior to the mishap and recovery events.

MB

Statement Completed By: (Name/rank) MB

SRA (signature)

Today's Date: 1 Nov 16

Witness Contact Information: ☐ Work ☒ Home

Street: _____ City, State, Zip Code: _____

Phone: _____ DSN: _____ Email Address: _____

ISB / SIB Investigator Administering This Form: (print) _____

Investigator is authorized to offer promise of confidentiality: Yes / No

Authority to offer was granted by: (print) _____

ISB President / SIB President / SIB Investigating Officer

NON-PRIVILEGED WITNESS STATEMENT

1. I, MB 9ARS, E-4, have been advised by 1 Nov 16
(Name, Grade, Organization, of Witness) (Date)
(Name of Investigator)
a safety investigator of the mishap that occurred on _____ involving _____
(Date) (Equipment & SN)
a. This investigation is being conducted under the provisions of AFI 91-204 solely for the purpose of mishap prevention within the United States Air Force and to determine all factors relating to the mishap in order to prevent recurrence. I understand I am being interviewed as a witness in a safety investigation and I acknowledge that a promise of confidentiality has NOT been extended to me.
b. My witness statements (written or verbal) may be used for any valid purpose and be released to any subsequent investigation of this mishap and may be released to the public pursuant to a Freedom of Information Act request.

MB SA/E4
Name (Last, First, MI) and Rank/Grade
In flight refueler
Duty Title
//SIGNED//
Signature

72-Hour History – General Information

Today's Date: 1 NOV 16

Date of Mishap: 1 NOV 16

Date and time of YOUR involvement with the MDS, AGE or vehicle 1 NOV 16 1635Z

Work / Rest Data:

1. Hours worked in last: 24 hrs: 7 48 hrs: 15 72 hrs: 15
2. Hours continuously on duty prior to mishap: 7
3. Hours continuously awake prior to mishap: 7
4. Hours between last meal and mishap: 3

Flying Data (if applicable):

Two most recent flights:

Date: 29 SEP 16 Type aircraft: KC-10 Duration: 12

Date: 28 SEP 16 Type aircraft: KC-10 Duration: 8

Mission Times:

Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A

Mission Profile:

Returning from deployment

Mission Times:

Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A

Mission Profile:

Returning from deployment

Day of the Mishap

How many hours did you sleep prior to the mishap: 5

Rate your sleep quality (Circle One): Very Poor / Poor / Average / Well / Very Well

Was the sleep continuous or broken?

Describe: _____

Time departed for work: 0510 / 110516

Time reported for duty: 0531

Time of incident (or your involvement): 1630Z

Time released from duty day: N/A

List all food and beverages **1 hour** prior to the time of mishap

Fiji bottled water and snap peas

List all food and beverages **1-4 hours** prior to the time of mishap

Fiji water, snap peas, cheese & ham, 2 bananas

List all food and beverages **4-8 hours** prior to the time of mishap

Fiji water, snap peas, cheese & ham, 2 bananas

List all food and beverages **8-12 hours** prior to the time of mishap

Fiji water, snap peas, cheese & ham, 2 bananas, cheeseburger & French fries

List any medications and/or supplements used within 12 hrs prior to the mishap (include over-the-counter)

N/A

Time taken: N/A

Any alcohol in the 24 hrs prior to the mishap? Yes / No

Times: _____ Amount: _____ Type: _____

Any caffeine and/or energy drink prior to the mishap? Yes / No

Time/Amount: _____ / _____ Type: _____

Any tobacco prior to the mishap? Yes / No Time/Amount: _____ / _____ Type: _____

Exertion within 12 hours of mishap: Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Additional Info/Comments: _____

1 Day Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 5

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain _____

Time departed for work: 0510 Time reported for duty: 0531

Breakfast: No Time: N/A Meal: N/A

Morning activities: Drove to work

Lunch: No Time: 1300 Meal: N/A Chick-fil-a

Afternoon activities: Was at work

Dinner: No Time: 2030 Meal: Chick-fil-a In a Out burger

Evening activities: Took a nap for a few hours

Medications/supplements used today (to include over the counter (OTC)? Yes No Time taken: _____

Medications and/or supplements - names and amounts taken: _____

Any alcohol this day/night? Yes / No Times/Amount _____ / _____ Type: _____

Caffeine and/or energy drinks? Yes / No Times/Amount 2 / 12oz Type: Coke

Exertion this day (circle): Very Light Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: _____

Mission Times (for flyers): Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A

Mission Profile: _____

Additional Info/Comments: N/A

2 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 8

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain N/A

Time departed for work: N/A Time reported for duty: N/A

Breakfast: Yes No Time: N/A Meal: N/A

Morning activities: lounge in bed

Lunch: Yes / No Time: 1200 Meal: Mexican

Afternoon activities: lounge in bed

Dinner: Yes / No Time: 2000 Meal: in a out burger

Evening activities: lounge in bed, then drove a friend to the airport

Medications/supplements used today (to include over the counter (OTC)? Yes No Time taken: _____

Medications and/or supplements - names and amounts taken: N/A

Any alcohol this day/night? Yes / No Times/Amount _____ / _____ Type: _____

Caffeine and/or energy drinks? Yes / No Times/Amount 2 / 12oz Type: Coke

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: _____

Mission Times (for flyers): Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A

Mission Profile: _____

Additional Info/Comments: _____

3 Days Prior to Mishap

How many hours did you sleep during the sleep cycle that started this day? 8

Rate your sleep quality (Circle One): Poor / Somewhat Poor / Average / Well / Very Well

Was the sleep continuous or broken? If broken, explain _____

Time departed for work: N/A Time reported for duty: N/A

Breakfast: Yes / No Time: 1000 Meal: Mexican

Morning activities: lounged in bed

Lunch: Yes / No Time: N/A Meal: N/A

Afternoon activities: Drove to San Fran, went to the beach

Dinner: Yes / No Time: 2000 Meal: Fried chicken,

Evening activities: went to dinner in San Fran then drove home

Medications/supplements used today (to include over the counter (OTC)? Yes / No Time taken: _____

Medications and/or supplements - names and amounts taken: N/A

Any alcohol this day/night? Yes / No Times/Amount _____ / _____ Type: _____

Caffeine and/or energy drinks? Yes / No Times/Amount 2 / 12oz Type: Coke

Exertion this day (circle): Very Light / Light / Strenuous / Very Strenuous / Extremely Strenuous

Type of exertion/exercise: _____

Mission Times (for flyers): Brief: N/A Step: N/A Taxi: N/A Takeoff: N/A Land: N/A

Mission Profile: _____

Additional Info/Comments: _____

7-Day History

The 7-day history is less detailed than the 72-hour history. Please note any significant life events that have occurred over the past week (example: selected for promotion, death in family, work schedules, sorties flown, marriage difficulties, financial difficulties, days off, vacation/leave, illness, etc.) Include caffeine, meds, alcohol, tobacco, exercise and hours slept.

Mishap day:

Date/Notes: No caffeine Slept 5 hours 1 Nov 16

1 day prior to mishap:

Date/Notes: Some caffeine Slept 8 hours 31 Oct 16

2 days prior to mishap:

Date/Notes: Slept 8 hours, went for a nice 30 Oct 16 drive on the Pacific Coast Hwy

3 days prior to mishap:

Date/Notes: 29 Oct 16 Slept 8+ hours, relaxed at home

4 days prior to mishap:

Date/Notes: 28 Oct 16 was on leave, at the house relaxing

5 days prior to mishap:

Date/Notes: 27 Oct 16 On leave, traveling back home

6 days prior to mishap:

Date/Notes: 26 Oct 16 On leave back home, seeing family and friends

7 days prior to mishap:

Date/Notes: 25 Oct 16 On leave back home, seeing family and friends

During the 7 days prior to the mishap:

Where had you traveled? On leave in Mobile, AL, flew through Charlotte, NC, then to Sac, CA

Duty schedule: light / normal / hectic

Had your sleep/wake cycle changed recently (time zone or shift change)? Yes / No If Yes, describe.

Average number of hours slept per night in the 7 days leading up to the mishap: 8+

Extra duties and any education programs you may have participated in (describe): N/A

Lifestyle Data

Was your food and fluid intake during the 24 hours prior to the mishap characteristic of your normal eating/fluid intake habits? ☒ Yes / ☐ No If No, explain _____

Were you on a special diet? Yes ☒ No If yes, what type (weight loss/maintenance, weight gain, low carb, Adkins, South Beach, etc)? _____

Do you use tobacco? Yes ☒ No If so, what types? _____ How much daily? _____

How long have you used tobacco? _____ Have your tobacco use habits changed recently? _____

Alcohol Consumption: What are your normal drinking habits? *A few liquor drinks a month maybe, if that*

Beers per week ☐ Glasses of wine per week ☐ Hard drinks per week ☐

Had your drinking habits changed recently? Yes ☒ No

If yes, how? _____

Other significant lifestyle issues or comments:

No

In the Past 3 Months

Have you experienced any of the below listed? (circle all that apply):

Injury/illness of significance or requiring hospitalization

Other personal health problems/concerns

Death of spouse or close family member

Serious illness of spouse or close family member

Divorce

Promotion

Demotion

Pregnant OR pregnant spouse

New child

Family problems/concerns

PCS

New job/new job responsibilities

New (or changed) diet plan

Legal problems

Money/financial problems or stresses

Start/stop school

Any other life stressors prior to the mishap or your involvement?

NO

Other comments:

NONE

R2.5. SSGT

(MM1)

NOTE: THIS HISTORY WAS OBTAINED BY TRAVIS AFB SAFETY IMMEDIATELY FOLLOWING THE MISHAP USING THE OLDER FORMAT.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI: MM1
Last 4 of SSN:
Rank: SSGT
Date/Time of Completion of this Form: 11/01/16

(Instructions: Please fill out this form to the best of your ability. If you don't know the answer to a question, you may write "unknown". If you don't recall, you can write "don't remember." If something is not applicable, you may write "not applicable." Thank you.)

DESCRIBE YOUR ROLE IN THE MAINTENANCE OF THE MISHAP AIRCRAFT:

On Sunday when the aircraft landed we were dispatched to acct to debrief a boom write-up. The debrief aircrew report some uncommanded roll movement of boom. At this time we did a quick look over, because they thought the boom may have hit the aircraft.

I checked the fuselage, the boom gimbals, the boom roll drvt, and the stops.

During the check nothing obvious was found.

We also ran a preflight check to check the validity of the boom, and it passed. We then turned over further T/S to the next shift.

ANY ABNORMALITIES NOTED PRIOR TO THE MISHAP? (discuss any equipment malfunction or irregularities about the mishap aircraft)

No abnormalities were found

//INITIALS//

Privilege granted - Yes

No

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never be entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

BRIEFLY describe the sequence of events of the mishap (if known). (The Safety office will ask for more details, if necessary.) (Indicate any difficulty with equipment, unusual measurements, paperwork irregularities, similar trends from this or other aircraft, and estimated time spans, etc, if applicable):

From what I've heard the Boom detached from the aircraft in flight. I did not witness the mishap

ANY OTHER RELEVANT COMMENTS (CONSIDER ALL PHASES OF YOUR CAREER FIELD DUTIES)

N/A

Privilege granted - Yes ☐ No ☐

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never be entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI: MM1
Rank: SSGT

DATE (Today): 1 NOV 16
Awoke (TIME): 0530 ~~N/A~~ after 8 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)
Purium shake - organic

Time reported for duty: 0700
Morning activities:

Please list time periods for each - for example: 0600-0730 worked out, weight training
0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

0500 - Wake up, showered
0630 - Drove to work
0700 - 1030 - worked the flight line

Lunch: (as above, please be very specific) Purium shake - organic
1030 - 1130 - A hospital for Doc appointment
1130 - 1830 - worked

Afternoon activities: (as above, please list time periods for each):

Time left work for the day: N/A

Dinner: (as above, please be very specific)

Evening activities: (as above, please list time periods for each):

Any medications used today? Y/☒N If so, list medication name, amount and time:

Any alcohol in the last 24 hours? Y/☒N If so, list type alcohol, amount, and time:

Did you exercise any today? (specify weight training, cardio, other)

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) today?

ND

Privilege granted - Yes ___ No ___

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72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

Rank:

DATE (Yesterday): 31 OCT 16
Awoke (TIME): 0430 after 5 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

purium shake organic

Time reported for duty: 0700

Morning activities:

Please list time periods for each - for example: 0600-0730 worked out, weight training
0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.
0500 - 0550 - Gym
0700 - 1030 - work, at shop whole time

Lunch: (as above, please be very specific)

purium organic shake

Afternoon activities: (as above, please list time periods for each):

1030 - 1700 - work (watched t.v., did some jobs)

Time left work for the day: 1900

Dinner: (as above, please be very specific)

purium organic shake

Evening activities: (as above, please list time periods for each):

1930-2100 - watched tv

Any medications used on this day? ☒ Y / ☐ N If so, list medication name, amount and time: prilosec

Any alcohol used on this day? ☐ Y / ☒ N If so, list type alcohol, amount, and time:

Did you exercise any on this day? (specify weight training, cardio, other) cardio

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day?

NO

Privilege granted - Yes ☐ No ☐

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never be entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

Rank:

DATE (2 days ago): 30 Oct 16

Awoke (TIME): 0530 after 8 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

water
protein shake

Time reported for duty: 0700

Morning activities:

Please list time periods for each - for example: 0600-0730 worked out, weight training
0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

0700 - 1200 - worked, watched footba 11

Lunch: (as above, please be very specific)

ARBYs beef n cheddar

Afternoon activities: (as above, please list time periods for each):

1400 - 1700 - watched TV
1700 - 1800 - debriefed acft

Time left work for the day: 1900

Dinner: (as above, please be very specific)

wendys cheeseburger

Evening activities: (as above, please list time periods for each):

1900 - 1130 watched TV

Any medications used on this day? ☒ N If so, list medication name, amount and time: prilose

Any alcohol used on this day? Y ☒ N If so, list type alcohol, amount, and time:

Did you exercise any on this day? (specify weight training, cardio, other) NO

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day?

NO

Privilege granted - Yes ___ No ___

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never be entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

Rank:

DATE (3 Days ago): 29 Oct 16
Awoke (TIME): 0900 after 5 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

Sandwich

Time reported for duty: off
Morning activities:

Please list time periods for each - for example: 0600-0730 worked out, weight training
0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

0900 - 1200 - Cleaned house / went to the store

Lunch: (as above, please be very specific)

Nothing

Afternoon activities: (as above, please list time periods for each):

1200 - 1600 - watched football

Time left work for the day: off

Dinner: (as above, please be very specific)

pizza

Evening activities: (as above, please list time periods for each):

1700 - 1100 - watched movies

Any medications used on this day?: Y / ☒ If so, list medication name, amount and time:

Any alcohol used on this day?: ☒ / N If so, list type alcohol, amount, and time: 3 beers 1500

Did you exercise any on this day? (specify weight training, cardio, other) no

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day?

no

Privilege granted - Yes ☐ No ☐

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never be entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI: MM1

Rank: SSgt

14 DAY HISTORY

Please describe your sleep routine during the past 14 days. Please specify the general time frame you went to bed and woke up each day over the last 2 weeks:

Bed 2200
wake 0430 - 0700

Please describe any sleep difficulty over the past 14 days (difficulty going to sleep, waking earlier than planned, and interrupted sleep):

NONE

Please describe any changes in work routine during past 14 days (typical workday length and activity):

work schedule
4 days on 3 days off

Have you had any significant work related additional duties or deadlines in the last 14 days?

NO

Please describe any illnesses, injuries, or medications taken during the past 14 days:

medications - prilosec

Please describe your exercise routine during the last 14 days (what activities, what time, and duration):

Cardio - 0500 am 4 days a week

Have you smoked cigarettes in the last month? NO

Have you had any leave / trips / travel during the last 14 days? NO

Leave taken in the last 6 months: Dates June Type: regular emergency other

Last Alcohol intake: Date/time 1500 29 OCT 14 Amount 3 beers

Squadron Assigned: 60 MYS Base Assigned: Thw 15 AFB Date Assigned: 12-MAR-08

Please describe any other general information during the past 14 days not covered above that you think may be important for the safety investigation:

Privilege granted - Yes No

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never be entered into electronic medical records since others may have access to it.

R2.6. SSGT (MM2)

SSgt MM2 's 72-hour and 7 day medical histories were privileged for this mishap.

R2.7. SRA (MM3)

SrA MM3 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.8. SSGT (MM4)

SSgt MM4 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.9. SRA (MM5)

SrA MM5 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.10. MSGT (MM6)

MSgt MM6 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.11. MSGT (MM7)

MSgt MM7 's 72-hour and 7 day medical histories were not obtained by the ISB or the SIB.

R2.12. MSGT

(MM8)

NOTE: THIS HISTORY WAS OBTAINED BY TRAVIS AFB SAFETY IMMEDIATELY FOLLOWING THE MISHAP USING THE OLDER FORMAT.

72 HOUR HISTORY - 14 DAY HISTORY
MM8

Last Name, First Name MI:

Last 4 of SSN:

Rank: MSgt

Date/Time of Completion of this Form: 1 Nov 16 / 1930

(Instructions: Please fill out this form to the best of your ability. If you don't know the answer to a question, you may write "unknown". If you don't recall, you can write "don't remember." If something is not applicable, you may write "not applicable." Thank you.)

DESCRIBE YOUR ROLE IN THE MAINTENANCE OF THE MISHAP AIRCRAFT: I am on GOXNS production super. My job is to oversee maintenance of all sections in my squadron. On the night of 30 Oct 2016, I was the pro super on shift. Hydro had a job on ACFT 3080 so I stepped by to oversee the maintenance on the ACFT.

ANY ABNORMALITIES NOTED PRIOR TO THE MISHAP?

(discuss any equipment malfunction or irregularities about the mishap aircraft)

I believe on 10 Oct the ACFT had a known flight control issue and hydraulics reset a known control unit. On 11 Oct it had another flight control issue and they changed the gimble. This was the third incident.

Privilege granted - Yes ☐ No ☒

//INITIALS//

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never be entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI: MM8

BRIEFLY describe the sequence of events of the mishap (if known). (The Safety office will ask for more details, if necessary.) (Indicate any difficulty with equipment, unusual measurements, paperwork irregularities, similar trends from this or other aircraft, and estimated time spans, etc, if applicable):

On 30 Oct I went out to a/cft 3080 to check on the hydro guys. Before I arrived they had already completed a boom pre flight & checked the STP with no findings. They then installed the boom heater and ran through all checks with no findings. They lowered the boom & I personally checked the boom flight control surfaces with no findings. I visually inspected the boom fumble area and only found a loose LVDT camon plug & DRVT camon plug in which I tightened a little over one turn and asked Ann MM9 to recheck wire them.

ANY OTHER RELEVANT COMMENTS (CONSIDER ALL PHASES OF YOUR CAREER FIELD DUTIES)

I feel like I was going above and beyond my pro super duties to help hydro look at the a/cft. I also feel the the hydro shop exhausted all possibilities to troubleshoot the a/cft.

Privilege granted - Yes ☐ No ☐

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72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

Rank:

DATE (Today): 1 Nov 16
 Awoke (TIME): 0600 after 8 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

0700 Coffee
1200 lunch taco

Time reported for duty: off today
 Morning activities:

Please list time periods for each - for example: 0600-0730 worked out, weight training
 0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

Lunch: (as above, please be very specific)

taco, cok

Afternoon activities: (as above, please list time periods for each):

none at went to goodwill around noon, then paint ball
store, then lunch at nutcracker plaza, then home @ 1530

Time left work for the day: n/a

Dinner: (as above, please be very specific)

hormit eaten yet

Evening activities: (as above, please list time periods for each):

n/a

Any medications used today? Y/N If so, list medication name, amount and time: cozart

Any alcohol in the last 24 hours? Y/N If so, list type alcohol, amount, and time: 1 beer

Did you exercise any today? (specify weight training, cardio, other) no

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) today? no

Privilege granted - Yes No

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72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

Rank:

DATE (Yesterday): 31 Oct 14
Awoke (TIME): 0900 after 8 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

n/a

Time reported for duty: off

Morning activities:

Please list time periods for each - for example: 0600-0730 worked out, weight training
0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.

n/a

Lunch: (as above, please be very specific)

n/a

Afternoon activities: (as above, please list time periods for each):

n/a

Time left work for the day: off

Dinner: (as above, please be very specific)

n/a

Evening activities: (as above, please list time periods for each):

trucker training

Any medications used on this day? ☒ Y / N If so, list medication name, amount and time: 0200

Any alcohol used on this day? ☒ Y / N If so, list type alcohol, amount, and time: one beer

Did you exercise any on this day? (specify weight training, cardio, other) no

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day? no

Privilege granted - Yes ☐ No ☐
72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never be entered into electronic medical records since others may have access to it.

72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

Rank:

DATE (2 days ago): 30 Oct 16
Awoke (TIME): 1100 after 6-7 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

Coffee at work

Time reported for duty: 2215

Morning activities:

*Please list time periods for each—for example: 0600-0730 worked out, weight training
0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.*

n/a

Lunch: (as above, please be very specific)

n/a

Afternoon activities: (as above, please list time periods for each):

work

Time left work for the day: 0800

Dinner: (as above, please be very specific)

n/a

Evening activities: (as above, please list time periods for each):

n/a

Any medications used on this day? ☒ NO If so, list medication name, amount and time: Cozaar

Any alcohol used on this day? ☒ NO If so, list type alcohol, amount, and time:

Did you exercise any on this day? (specify weight training, cardio, other) no

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day? no

Privilege granted - Yes ☐ No ☐

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72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

Rank:

DATE (3 Days ago): 30 29 Oct 16
Awake (TIME): 1700 after 7 hours sleep.

Breakfast: (please be very specific: What food, What fluids, What time, Where did you eat)

Coffee

Time reported for duty: 2245
Morning activities:

*Please list time periods for each—for example: 0600-0730 worked out, weight training
0730-0800 showered and drove to work, 0800-0900 reviewed email, 0900-1015 brief, etc.*

n/a

Lunch: (as above, please be very specific)

n/a

Afternoon activities: (as above, please list time periods for each):

n/a

Time left work for the day: 0800

Dinner: (as above, please be very specific)

n/a

Evening activities: (as above, please list time periods for each):

n/a

Any medications used on this day?: ☒ Y ☐ N If so, list medication name, amount and time: Cozart

Any alcohol used on this day?: Y / ☒ N If so, list type alcohol, amount, and time:

Did you exercise any on this day? (specify weight training, cardio, other) yes weight

Did you feel sick, fatigued, stressed, or pressured (physically or emotionally) on this day? no

Privilege granted - Yes ☐ No ☐

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72 HOUR HISTORY - 14 DAY HISTORY

Last Name, First Name MI:

Rank:

14 DAY HISTORY

Please describe your sleep routine during the past 14 days. Please specify the general time frame you went to bed and woke up each day over the last 2 weeks:

normally try to sleep from 0900 - 1700 or so. Being on Panama night shift it doesn't always happen

Please describe any sleep difficulty over the past 14 days (difficulty going to sleep, waking earlier than planned, and interrupted sleep):

Panama nights

Please describe any changes in work routine during past 14 days (typical workday length and activity):

Panama shift

Have you had any significant work related additional duties or deadlines in the last 14 days?

no

Please describe any illnesses, injuries, or medications taken during the past 14 days:

Cozaar

Please describe your exercise routine during the last 14 days (what activities, what time, and duration):

try to weight train and cardio 4-5 times a week

Have you smoked cigarettes in the last month? no

Have you had any leave / trips / travel during the last 14 days? no

Leave taken in the last 6 months: Dates n/a Type: regular emergency other

Last Alcohol intake: Date/time 31 Oct 2100 Amount 1 beer

Squadron Assigned: 60 MHS Base Assigned: Town AFB Date Assigned: March 2010

Please describe any other general information during the past 14 days not covered above that you think may be important for the safety investigation:

n/a

Privilege granted - Yes No

72-hour histories, 14 day histories and interview narratives by Medical Officer are only privileged if privilege was granted. Until the board president of ISB/SIB or delegated authorizes a flight surgeon to extend the promise of confidentiality, the flight surgeon may NOT offer it. Privileged information should never be entered into electronic medical records since others may have access to it.

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TAB S

RELEASABLE PHOTOGRAPHS, VIDEOS, DIAGRAMS, AND ANIMATIONS

S1. RELEASABLE PHOTOS.....	2
S2. RELEASABLE VIDEOS.....	8
S3. RELEASABLE DIAGRAMS	8
S4. RELEASABLE ANIMATION	12

S1. RELEASABLE PHOTOS

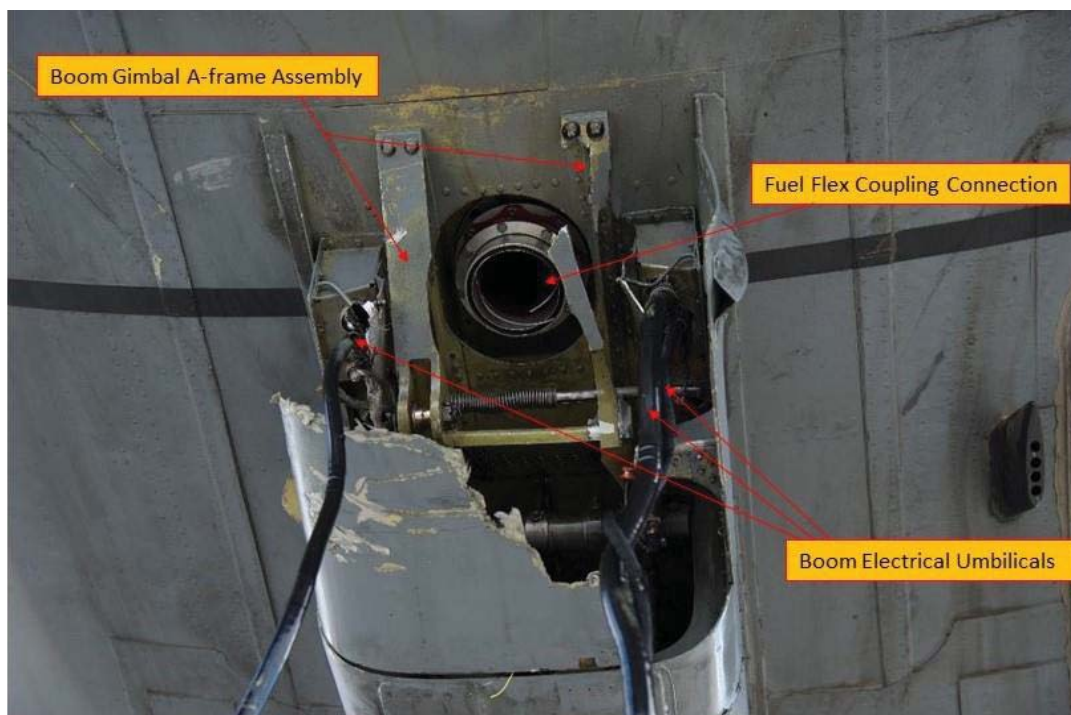


Figure 1 – Aircraft Minus Boom



Figure 2 - Aircraft Minus Boom

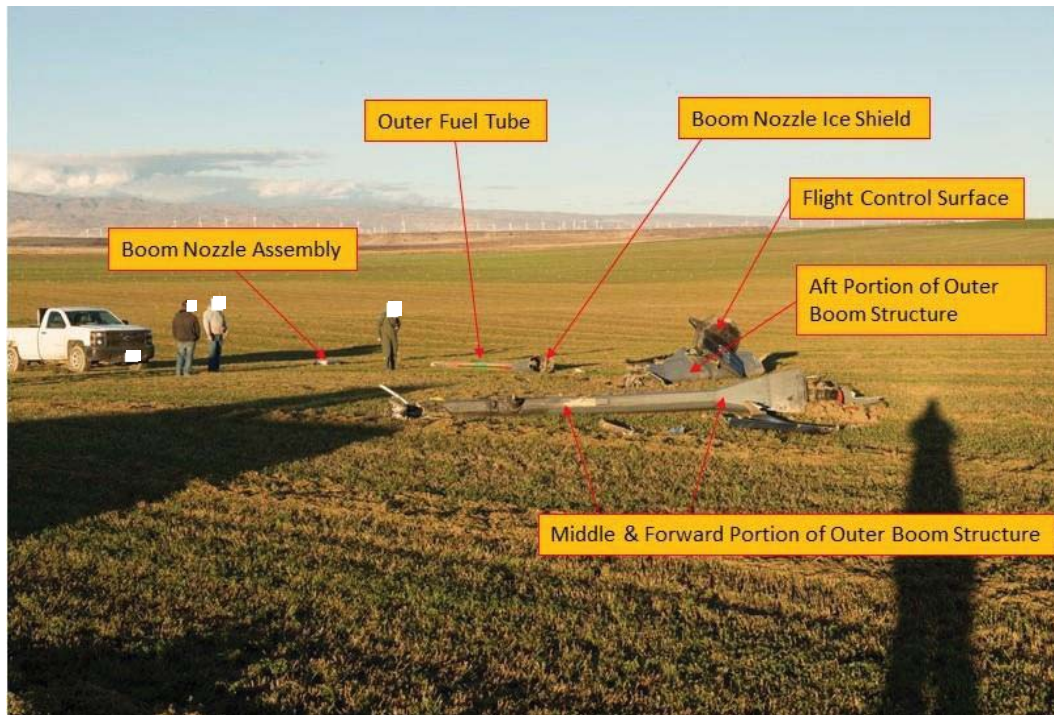


Figure 3 – Boom as found in field

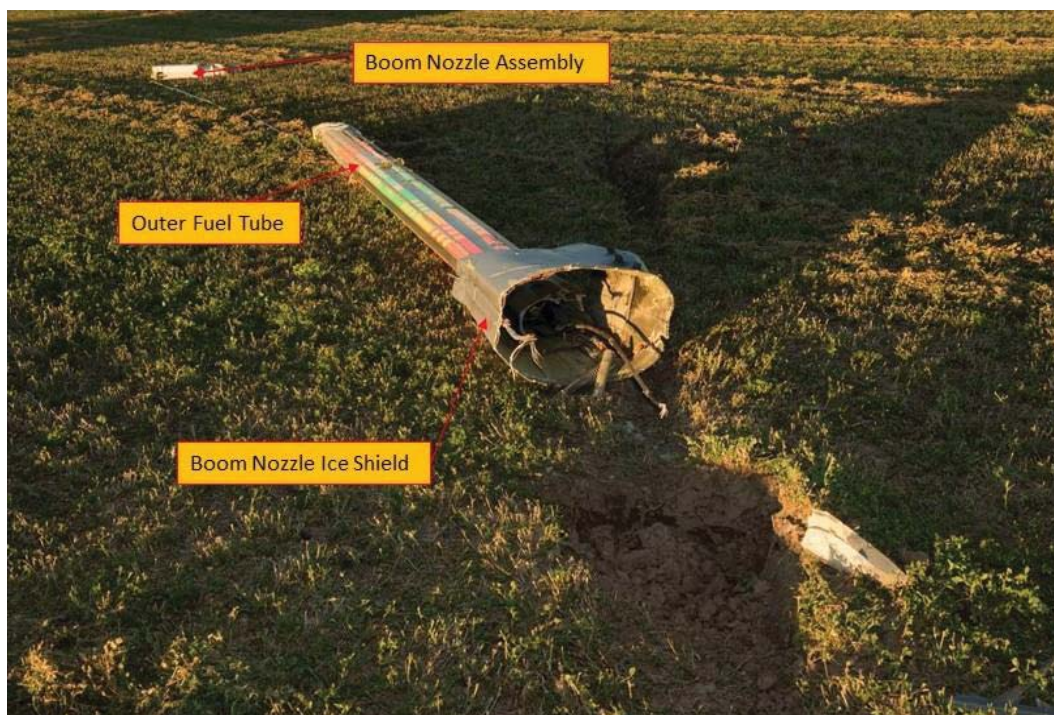


Figure 4 - Boom as found in field



Figure 5 - Boom as found in field

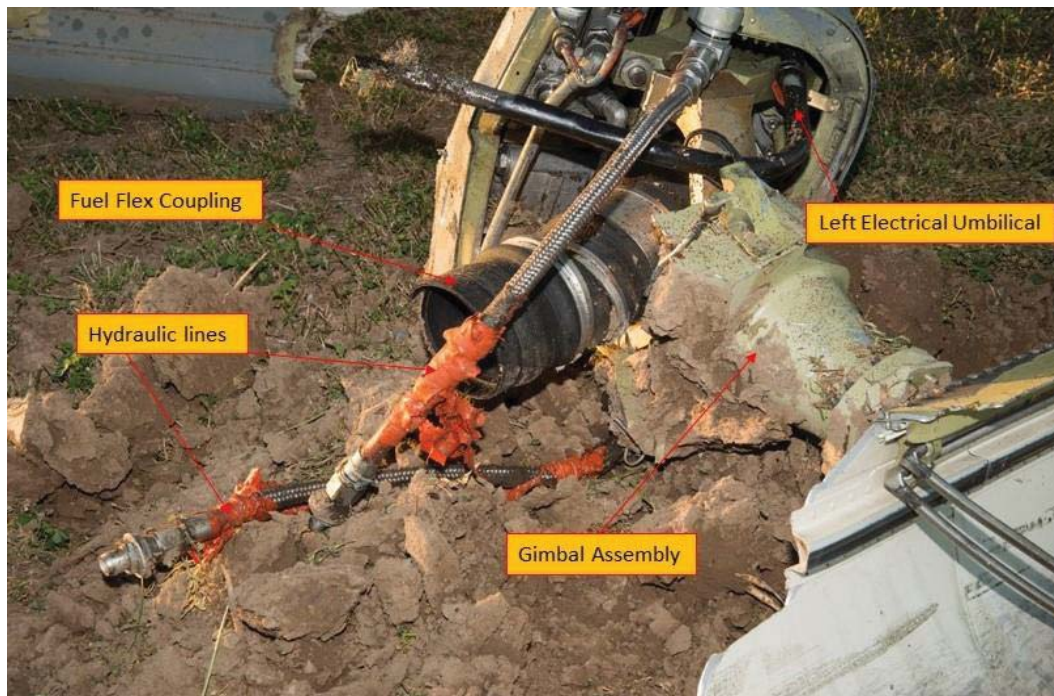


Figure 6 - Boom as found in field



Figure 7 - Boom as found in field



Figure 8 - Boom as found in field



Figure 9 - Boom as found in field



Figure 10 - Boom as found in field

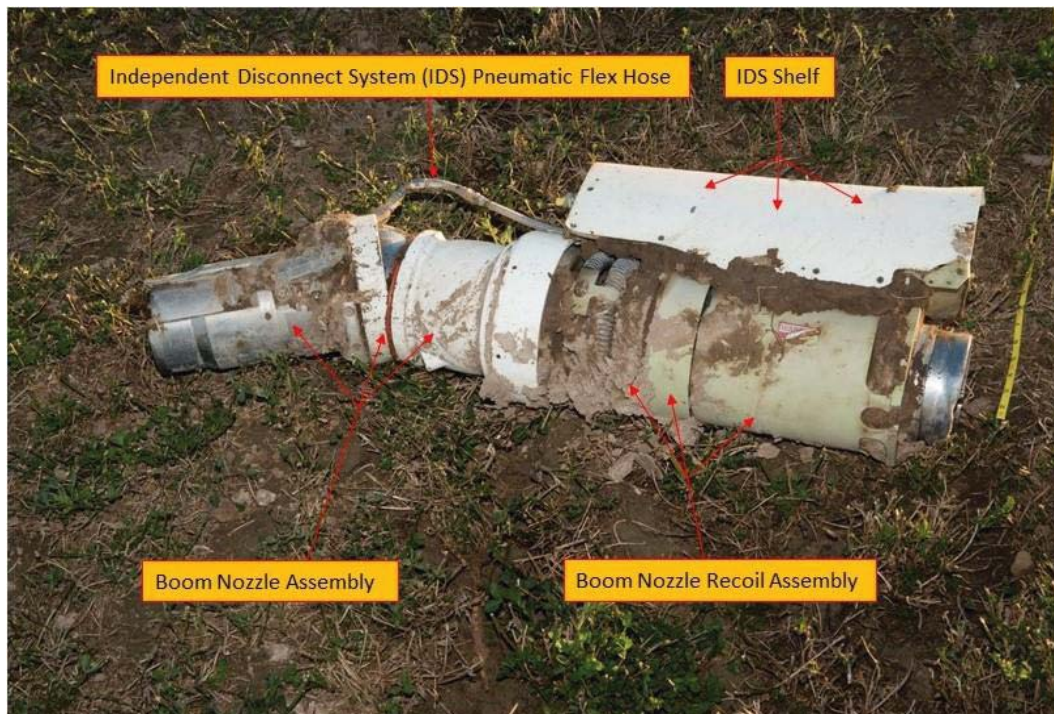
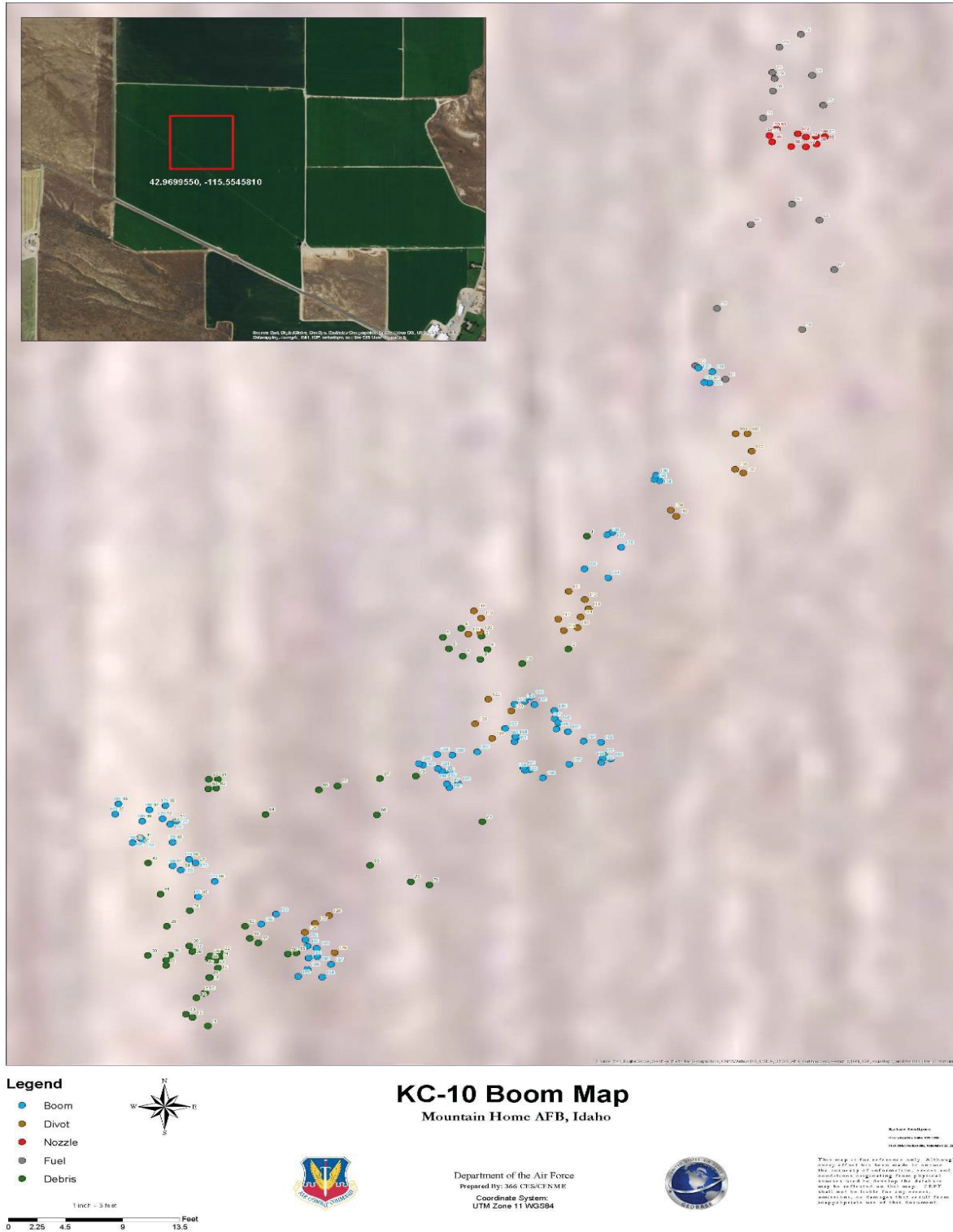


Figure 11 - Boom as found in field

S2. RELEASABLE VIDEOS

See Attached file named “KC-10_Footage_WMV”

S3. RELEASABLE DIAGRAMS



Point Number	UTM X	UTM Y	Description	Point Number	UTM X	UTM Y	Description
1	618111.7475	4758897.491	Debris	51	618101.8939	4758889.364	Debris
2	618111.3017	4758894.27	Debris	52	618101.5698	4758889.43	Debris
3	618109.2187	4758894.639	Debris	53	618101.8094	4758888.088	Debris
4	618108.7289	4758894.862	Debris	54	618102.0063	4758887.962	Debris
5	618108.2912	4758894.606	Debris	55	618104.7751	4758885.598	Debris
6	618108.4414	4758894.287	Debris	56	618104.5805	4758885.564	Debris
7	618108.7703	4758894.071	Debris	57	618103.865	4758885.888	Debris
8	618109.1884	4758893.983	Debris	58	618103.6654	4758886.015	Debris
9	618109.3565	4758894.261	Debris	59	618103.5498	4758886.356	Debris
10	618110.1951	4758893.862	Debris	60	618102.6775	4758890.556	Debris
11	618102.6519	4758883.511	Debris	61	618102.895	4758890.557	Debris
12	618102.2877	4758883.761	Debris	62	618102.8608	4758890.298	Debris
13	618102.1299	4758883.847	Debris	63	618102.6704	4758890.286	Debris
14	618102.3825	4758884.318	Debris	64	618104.0334	4758889.553	Debris
15	618102.5613	4758884.436	Debris	65	618105.32	4758890.254	Debris
16	618102.5969	4758884.459	Debris	66	618105.767	4758890.365	Debris
17	618102.6939	4758884.894	Debris	67	618106.7809	4758890.573	Debris
18	618102.6882	4758884.901	Debris	68	618106.7081	4758889.545	Debris
19	618102.8964	4758885.172	Debris	69	618106.5455	4758888.097	Debris
20	618102.8829	4758885.394	Debris	70	618107.5185	4758887.634	Debris
21	618102.93	4758885.458	Debris	71	618107.9714	4758887.544	Debris
22	618102.9605	4758885.592	Debris	72	618107.6482	4758890.646	Debris
23	618102.8257	4758885.391	Debris	73	618109.2377	4758889.346	Debris
24	618102.6721	4758885.433	Debris	74	618116.8783	4758911.816	Fuel
25	618102.7198	4758885.517	Debris	75	618116.3602	4758911.458	Fuel
26	618102.2852	4758885.635	Debris	76	618117.1584	4758910.648	Fuel
27	618102.2869	4758885.65	Debris	77	618117.4151	4758909.795	Fuel
28	618102.2063	4758885.806	Debris	78	618116.201	4758910.736	Fuel
29	618101.6719	4758886.358	Debris	79	618116.248	4758910.562	Fuel
30	618101.7568	4758885.533	Debris	80	618116.2095	4758910.202	Fuel
31	618101.6647	4758885.397	Debris	81	618115.9795	4758909.436	Fuel
32	618101.6463	4758885.244	Debris	82	618116.1296	4758908.939	Fuel
33	618101.2131	4758885.526	Debris	83	618117.4579	4758908.902	Fuel
34	618102.2213	4758886.803	Debris	84	618116.6693	4758906.977	Fuel
35	618100.514	4758889.86	Debris	85	618117.3259	4758906.516	Fuel
36	618100.4264	4758889.563	Debris	86	618115.6817	4758906.394	Fuel
37	618101.2541	4758889.685	Debris	87	618117.6854	4758905.108	Fuel
38	618101.6387	4758889.809	Debris	88	618114.8724	4758904.001	Fuel
39	618101.0808	4758889.36	Debris	89	618116.9083	4758903.396	Fuel
40	618101.0356	4758888.886	Debris	90	618114.3505	4758902.361	Fuel
41	618101.0956	4758888.828	Debris	91	618115.0749	4758901.975	Fuel
42	618100.8471	4758888.752	Debris	92	618114.6856	4758901.875	Fuel
43	618101.2205	4758888.168	Debris	93	618116.3	4758909.117	Nozzle
44	618101.5135	4758887.279	Debris	94	618116.1296	4758908.939	Nozzle
45	618102.4217	4758887.204	Debris	95	618116.1895	4758908.757	Nozzle
46	618102.8237	4758887.645	Debris	96	618116.6497	4758908.617	Nozzle
47	618102.3609	4758888.165	Debris	97	618116.9984	4758908.61	Nozzle
48	618102.21	4758888.274	Debris	98	618117.2533	4758908.686	Nozzle
49	618101.8109	4758888.763	Debris	99	618117.4579	4758908.902	Nozzle
50	618101.7547	4758889.277	Debris	100	618117.2393	4758908.914	Nozzle

Point Number	UTM X	UTM Y	Description	Point Number	UTM X	UTM Y	Description
101	618116.9986	4758908.896	Nozzle	151	618111.664	4758891.644	Boom
102	618116.8065	4758908.986	Nozzle	152	618112.0854	4758891.617	Boom
103	618116.3	4758909.117	Nozzle	153	618112.1534	4758891.248	Boom
104	618115.3173	4758900.416	Divot	154	618112.3152	4758891.132	Boom
105	618115.5962	4758900.42	Divot	155	618112.1213	4758891.143	Boom
106	618115.7031	4758899.918	Divot	156	618112.095	4758891.032	Boom
107	618115.5004	4758899.306	Divot	157	618111.3254	4758890.981	Boom
108	618115.3044	4758899.41	Divot	158	618110.6907	4758890.601	Boom
109	618113.7554	4758898.241	Divot	159	618110.376	4758890.83	Boom
110	618113.89	4758898.066	Divot	160	618110.2639	4758890.815	Boom
111	618111.3116	4758895.917	Divot	161	618110.2202	4758890.883	Boom
112	618111.702	4758895.682	Divot	162	618110.0067	4758891.631	Boom
113	618111.7871	4758895.42	Divot	163	618110.0593	4758891.766	Boom
114	618111.5988	4758895.194	Divot	164	618110.0341	4758891.777	Boom
115	618111.5234	4758894.889	Divot	165	618109.7849	4758892.006	Boom
116	618111.185	4758894.8	Divot	166	618101.0356	4758888.886	Boom
117	618111.0622	4758895.123	Divot	167	618101.0956	4758888.828	Boom
118	618109.0386	4758895.365	Divot	168	618100.8471	4758888.752	Boom
119	618109.2062	4758895.161	Divot	169	618101.8094	4758888.088	Boom
120	618109.186	4758894.753	Divot	170	618102.0063	4758887.962	Boom
121	618108.9076	4758894.698	Divot	171	618102.4217	4758887.204	Boom
122	618109.3804	4758892.838	Divot	172	618102.8237	4758887.645	Boom
123	618109.9263	4758892.504	Divot	173	618102.3609	4758888.165	Boom
124	618109.4711	4758891.729	Divot	174	618102.21	4758888.274	Boom
125	618109.07	4758892.143	Divot	175	618101.8109	4758888.763	Boom
126	618104.9819	4758886.183	Divot	176	618101.7547	4758889.277	Boom
127	618105.2289	4758886.438	Divot	177	618101.8939	4758889.364	Boom
128	618105.5578	4758886.663	Divot	178	618101.5698	4758889.43	Boom
129	618105.6941	4758885.61	Divot	179	618101.6387	4758889.809	Boom
130	618114.4186	4758902.301	Boom	180	618101.2541	4758889.685	Boom
131	618114.757	4758902.192	Boom	181	618100.514	4758889.86	Boom
132	618114.6856	4758901.875	Boom	182	618100.4264	4758889.563	Boom
133	618114.564	4758901.888	Boom	183	618101.0808	4758889.36	Boom
134	618113.4811	4758899.076	Boom	184	618105.3958	4758884.904	Boom
135	618113.3625	4758899.122	Boom	185	618104.8227	4758884.928	Boom
136	618113.4002	4758899.232	Boom	186	618105.0457	4758885.136	Boom
137	618112.3606	4758897.603	Boom	187	618105.6098	4758885.271	Boom
138	618112.2332	4758897.539	Boom	188	618105.2756	4758885.497	Boom
139	618112.5763	4758897.176	Boom	189	618105.0692	4758885.458	Boom
140	618111.6927	4758896.565	Boom	190	618105.265	4758885.735	Boom
141	618112.2571	4758896.31	Boom	191	618105.0386	4758885.794	Boom
142	618110.0133	4758892.697	Boom	192	618104.9964	4758885.973	Boom
143	618110.253	4758892.784	Boom	193	618104.2922	4758886.705	Boom
144	618110.4091	4758892.905	Boom	194	618103.9359	4758886.42	Boom
145	618110.4875	4758892.692	Boom	195	618108.6623	4758890.433	Boom
146	618110.9679	4758892.519	Boom	196	618108.4504	4758890.324	Boom
147	618110.9805	4758892.284	Boom	197	618108.383	4758890.421	Boom
148	618111.0611	4758892.175	Boom	198	618108.467	4758890.831	Boom
149	618111.0147	4758891.991	Boom	199	618108.3166	4758890.76	Boom
150	618111.2928	4758891.918	Boom	200	618108.2738	4758890.781	Boom

Point Number	UTM X	UTM Y	Description
201	618108.1754	4758890.859	Boom
202	618107.8152	4758890.968	Boom
203	618107.7142	4758891.006	Boom
204	618108.1564	4758891.269	Boom
205	618108.5231	4758891.248	Boom
206	618109.1213	4758891.341	Boom

S4. RELEASABLE ANIMATION

No files available.

TAB T

PERSONNEL RECORDS NOT INCLUDED IN TAB G

T1.	MM3 Individual Training Record.....	T-2
T2.	MM8 Individual Training Record.....	T-16
T3.	MM2 Individual Training Record.....	T-54
T4.	MM4 Individual Training Record.....	T-86
T5.	MM1 Individual Training Record.....	T-106

1. IDENTIFICATION DATA		
LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
MM3	Senior Airman	2A655

INDIVIDUAL TRAINING RECORD

INDIVIDUAL'S SIGNATURE	DATE
	2016-11-01

Individual Training Record

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A5X1-006 001 A RCRAFT GENERAL, C-5M													
2A5X1-006 001.001 Safety precautions pertaining to: TR: AFI 32-2001; TOs 00-20-1, 00-25-172, and 1C-5M-2-1													
2A5X1-006 001.001.003 Danger Areas		2016-08-10	2016-08-12				B	-	-	-	-	-	-
2A6X5-000 001 OPERATIONS SECURITY (OPSEC) 1 MAY 2014 TR: AFI 10-701, AFPD 10-7													
2A6X5-000 001.001 Definition of OPSEC		2014-05-09	2014-10-09				A	-	-	-	-	-	-
2A6X5-000 001.002 Specific OPSEC vulnerabilities		2014-10-19	2014-10-19				A	-	-	-	-	-	-
2A6X5-000 002 AF OCCUPATIONAL SAFETY and HEALTH (AFOSH) PROGRAM AFI s 91-203; 91-302; 91-101, 91-104, 21-101, 32-2001, AFMAN 10-3902, and applicable OSHA standards													
2A6X5-000 002.001 Hazards of the AFSC 2A6X5		2014-05-09	2014-10-09				A	-	B	-	-	-	-
2A6X5-000 002.003 AFOSH standards for AFSC 2A6X5		2014-05-09	2014-10-09				A	-	B	-	-	-	-
2A6X5-000 002.005 Maintain Safe Work Area		2014-05-09	2014-10-09				2b	-	b	-	-	-	-
2A6X5-000 002.007 Use Safety Practices AFIs 21-101, 32-2001; TOs 32-1-2, 32-1-101; AFI 91-203, and Applicable AFOSH standards													
2A6X5-000 002.007.002 On flightline		2014-09-24	2014-10-09				2b	-	b	-	-	-	-
2A6X5-000 002.007.003 Tools/equipment		2014-09-24	2014-10-09				2b	-	b	-	-	-	-
2A6X5-000 002.007.004 Portable fire extinguishers		2013-05-22	2014-05-08				b	-	-	-	-	-	-
2A6X5-000 002.008 Select/use restraint harness		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-000 003 HAZARDOUS MATERIALS and WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS EPA State Regulations; AFI 90-821, Applicable Material Safety Data Sheets (MSDS)													
2A6X5-000 003.001 Types of hazardous materials/fluids		2013-05-22	2014-05-08				A	-	B	-	-	-	-
2A6X5-000 003.002 Handling procedures		2013-05-22	2014-05-08				A	-	B	-	-	-	-
2A6X5-000 003.004 Proper disposal		2013-05-22	2014-05-08				A	-	B	-	-	-	-
2A6X5-000 005 MAINTENANCE INSPECTIONS AFI 21-101, TO 00-20 series													
2A6X5-000 005.001 Inspection concepts		2015-07-01	2015-07-06				A	-	B	-	-	-	-
2A6X5-000 006 MAINTENANCE DATA COLLECTION TO 00-20 series; AFCSMs 21-556, 561,563, 579													
2A6X5-000 006.001 Principles		2014-06-16	2014-06-27				B	-	B	-	-	-	-
2A6X5-000 006.002 Data Integrity		2014-06-16	2014-06-27				B	-	-	-	-	-	-
2A6X5-000 006.004 Use integrated maintenance data system (IMDS)	5	2016-09-14	2016-09-19				-	-	-	-	-	-	-
2A6X5-000 006.006 Forms Documentation TO 00-20 series													
2A6X5-000 006.006.001 Aircraft Records / 781 Series Forms													
2A6X5-000 006.006.001 001 Use AFTO Form 781A	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 003 Use AFTO Form 781K	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 005 Document in-process inspection (PI) in 781A	7	2014-06-16	2014-06-27				b	-	-	-	-	-	-
2A6X5-000 006.006.002 Accomplish support equipment maintenance records AFTO Form 244		2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 008 TECHNICAL PUBLICATIONS TO 00-5-1, TO 00-XX series, AFI 21-101; TO 00-5-15, applicable TCTOs													
2A6X5-000 008.001 Fundamentals of Technical Order (TO) System		2013-05-22	2014-05-08				B	-	B	-	-	-	-
2A6X5-000 008.002 Use Technical Manuals	5	2013-05-22	2014-05-08				2b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 008.003 Use Methods and Procedures TOs	5	2013-05-22	2014-05-08				2b	-	-	-	-	-	-
2A6X5-000 008.004 Use Abbreviated Technical Orders	5	2013-05-22	2014-05-08				2b	-	-	-	-	-	-
2A6X5-000 009 AF SUPPLY AFI 21-101, AFM 23-111, AFCSM 21-556, TO 00-25-195, AFMAN 23-110, TO 00-35D-54, TO 00-20 series													
2A6X5-000 009.004 Processing and controlling material													
2A6X5-000 009.004.001 Use AFTO Form 350 Tags	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 009.004.005 Property accountability,(Cash collection voucher, report of survey, etc.)		2015-07-01	2015-07-06				A	-	B	-	-	-	-
2A6X5-000 010 HYDRAULIC MAINTENANCE PRINCIPLES AFI 21-101													
2A6X5-000 010.001 Composite Tool Kit (CTK) Program		2014-06-16	2014-06-27				A	-	B	-	-	-	-
2A6X5-000 010.002 Use Maintenance Materials TOs 32-1-2, 32-1-101, 32B14-3-1-101, 00-25-223, 33 Series TOs													
2A6X5-000 010.002.001 Use Tools													
2A6X5-000 010.002.001 001 Handtools		2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 002 Mechanical Measuring devices		2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 010.003 Aircraft hardware / consumables TOs 00-25-223, 1-1A-8, 1-1A-14, 44H1-1-13, TO 42B2-1-3, TO 1-1-691													
2A6X5-000 010.003.001 Use Common hardware	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 010.003.002 Use safetying hardware	5	2014-06-16	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 010.003.003 Use Sealing devices		2014-09-24	2014-10-09				2b	-	b	-	-	-	-
2A6X5-000 010.003.004 Fluids, Lubricants, Sealants		2014-09-24	2014-10-09				B	-	B	-	-	-	-
2A6X5-000 010.003.005 Cleaning agents		2014-10-01	2014-10-21				-	-	B	-	-	-	-
2A6X5-000 010.004 Hose Assemblies TO 42E1-1-1, 00-25-223, and series; Applicable aircraft TOs													
2A6X5-000 010.004.001 Component identification/serviceability		2014-06-16	2014-06-27				A	-	A	-	-	-	-
2A6X5-000 010.004.002 Determine serviceability	5	2014-06-16	2014-06-27				-	-	b	-	-	-	-
2A6X5-000 010.004.003 Remove/Install		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-000 010.005 Tubing Assemblies TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 010.005.001 Component Identification		2014-06-16	2014-06-27				-	-	B	-	-	-	-
2A6X5-000 010.005.002 Determine Serviceability	5	2014-06-16	2014-06-27				-	-	b	-	-	-	-
2A6X5-000 010.005.006 Remove/Install		2014-09-24	2014-10-09				2b	-	-	-	-	-	-
2A6X5-000 010.006 AN/MS threaded unions/fittings TO 00-25-223, 42E1-1-1, applicable aircraft TOs													
2A6X5-000 010.006.001 Remove/reseal/install		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-000 013 HYDRAULIC FUNDAMENTALS TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 013.001 Principles of hydraulics/pneumatics		2014-09-24	2014-10-09				B	-	B	-	-	-	-
2A6X5-000 013.002 Use Schematics and Diagrams	5	2014-06-16	2014-06-27				1b	-	b	-	-	-	-
2A6X5-000 014 SHOP AND AEROSPACE GROUND EQUIPMENT Applicable Equipment TOs													
2A6X5-000 014.002 Operate Ground Support Equipment													
2A6X5-000 014.002.001 Portable hydraulic test stands	5	2014-06-23	2014-06-27				2b	-	b	-	-	-	-
2A6X5-000 014.002.002 External power units		2013-05-22	2014-05-08				b	-	b	-	-	-	-
2A6X5-000 014.002.003 Nitrogen servicing carts		2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-000 014.002.005		2014-06-23	2014-06-27				2b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Hydraulic servicing carts													
2A6X5-000 014.002.006 Maintenance stands	5	2014-05-19	2014-05-29				-	-	b	-	-	-	-
2A6X5-000 014.002.011 Bleed Air Cart		2016-06-16	2016-06-24				-	-	-	-	-	-	-
2A6X5-000 014.002.012 Self-Generating Nitrogen Cart		2013-05-22	2014-05-08				2b	-	b	-	-	-	-
2A6X5-005 001 A RCRAFT GROUND HANDLING TO 1C-5A-2-1, 00-5-172, TO 1C-5A-2-4, 1C-5A-2-2, 1C-5M-2 series													
2A6X5-005 001.001 Perform Aircraft Safe for Maintenance	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.002 Ground Aircraft or Equipment	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.009 Remove / Install Aircraft Access Panels	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.010 Use Interphone	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.011 Perform Aircraft Egress	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.019 Apply / Disconnect External Legacy Electrical Power	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.020 Apply / disconnect external electrical power avionics modernization program (AMP) modified aircraft	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.021 Apply/disconnect external electrical power M-modified aircraft	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.022 Apply / Disconnect External Hydraulic Power	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 001.029 Use Restraint Harness		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-005 002 HYDRAULIC POWER SYSTEMS TOs 1C-5A-2-3 series, 1C-5M-2-3 series													
2A6X5-005 002.001 Operational Fundamentals		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-005 002.005 Perform Operational Check	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.009 Service Accumulators	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.010 Service Reservoir	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011 Remove / Install Components													
2A6X5-005 002.011.001 Engine Driven Pumps	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.002 Accumulators	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.004 Suction line wiggins/inflex fitting	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.005 Engine Driven Pump Depressurization Valve	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.012 Hydraulic Manifold Cartridge Valves	5	2016-04-11	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 002.011.013 ATM Pump		2016-04-26	2016-04-26				-	-	-	-	-	-	-
2A6X5-005 002.011.014 Power Generation System Line Replaceable Units		2016-03-16	2016-03-24				-	-	-	-	-	-	-
2A6X5-005 003 RAM A R TURB NE SYSTEM TOs 1C-5A-2 series, 1C-5A-2-3, 1C-5M-2-3													
2A6X5-005 003.007 Remove / Install Components													
2A6X5-005 003.007.004 Ram Air Turbine Line Replaceable Units		2016-04-26	2016-04-26				-	-	-	-	-	-	-
2A6X5-005 004 AUXILIARY POWER UNIT HYDRAULIC START SYSTEM 1C-5A-2 series, 1C-5A-2-4													
2A6X5-005 004.003 Perform Operational Check	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 004.005 Remove / Install Components													
2A6X5-005 004.005.004 Line Replaceable Units (Check Valves, Filters, Pressure Switches)		2016-04-26	2016-04-26				-	-	-	-	-	-	-
2A6X5-005 005 LAND NG GEAR SYSTEMS TOs 1C-5A-10 series, 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 005.018 Service MLG Strut	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 005.019	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)												
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training					
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse
Service NLG Strut												
2A6X5-005 005.020 Hot brakes inspection		2016-04-26	2016-04-26				-	-	-	-	-	-
2A6X5-005 005.021 Remove / Install Components												
2A6X5-005 005.021.003 Control manifold (NLG, MLG)	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 005.021.020 Line Replaceable Units		2016-04-26	2016-04-26				-	-	-	-	-	-
2A6X5-005 006 NLG / MLG CASTER STEER NG SYSTEMS TOs 1C-5A-2-10 series, 1C-5M-2-10 series												
2A6X5-005 006.003 Perform Operational Check of NLG Steering Components	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 007 LAND NG GEAR KNEEL SYSTEM TOs 1C-5A-2-10 series, 1C-5M-2-10 series												
2A6X5-005 007.003 Perform Operational Check of Kneeling System	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 007.005 Remove / Install Components												
2A6X5-005 007.005.002 MLG Kneel Motor	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 008 WHEEL BRAKE SYSTEM TOs 1C-5A-2-10, 1C-5M-2-10												
2A6X5-005 008.002 Perform operational check and brake/anti-skid bite Check	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 008.005 Bleed Brake System (normal / alternate / emergency)	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 008.006 Remove / Install Components												
2A6X5-005 008.006.001 Seven Port Brake Valve		2016-04-26	2016-04-26				-	-	-	-	-	-
2A6X5-005 008.006.008 Line Replaceable Components (Fuses, Swivels, pressure switches, Hoses)		2016-04-26	2016-04-26				-	-	-	-	-	-
2A6X5-005 009 FWD LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series												
2A6X5-005 009.005 Operate Fwd Visor and Ramp System												
2A6X5-005 009.005.002 Auto Mode	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 009.006 Remove / Install Components												
2A6X5-005 009.006.004 Visor Lock Actuator	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 009.006.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, cartridge valves)		2016-04-26	2016-04-26				-	-	-	-	-	-
2A6X5-005 010 AFT LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series												
2A6X5-005 010.006 Operate Aft Cargo Doors and Ramp Loading Systems												
2A6X5-005 010.006.002 Auto Mode	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 010.007 Remove / Install Components												
2A6X5-005 010.007.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, Cartridge Valves, Swivels)		2016-04-26	2016-04-26				-	-	-	-	-	-
2A6X5-005 011 PRIMARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5A-2-9-1, 1C-5M-2-9												
2A6X5-005 011.003 Perform Operational Check of Primary Flight Controls	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 011.005 Remove / Install Components												
2A6X5-005 011.005.001 Aileron Manifold	5	2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 011.005.002 Rudder Manifold		2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 011.005.003 Elevator Manifold		2016-04-07	2016-04-12				-	-	-	-	-	-
2A6X5-005 011.005.004 Aileron Actuator	5	2016-04-07	2016-04-12				-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialist	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 011.005.006 Elevator Actuator		2016-06-16	2016-06-24				-	-	-	-	-	-	-
2A6X5-005 011.005.009 Primary Flight Control Gust Locks	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 012 SECONDARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5M-2-9 series													
2A6X5-005 012.003 Perform Operational Check of Secondary Flight Controls	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 012.006 Remove / Install Components													
2A6X5-005 012.006.003 Norm/Alt Pitch Trim Manifold and Components		2016-03-16	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 013 CREW ENTRY DOOR / STAIR LADDER TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 013.002 Perform Operational Check	5	2016-04-07	2016-04-12				-	-	-	-	-	-	-
2A6X5-005 013.005 Remove / Install Components													
2A6X5-005 013.005.001 Crew Entry Door/Stair Ladder Flight Station Ladder Line Replaceable Units		2016-06-16	2016-06-24				-	-	-	-	-	-	-
2A6X5-006 001 A RCRAFT GROUND HANDLING TO 10 JG Series, TO 09 JG-10 Series, TO 54 JG-10 Series, TO 23JG-40 Series, TO 10JG-60 Series, TO 40JG-20 Series, TO 34JG-60 Series, TO 31JG-50 Series, TO 00JG-00 Series													
2A6X5-006 001.002 Ground Aircraft or Equipment	5	2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.004 Open/Close Engine Accessory Compartment Doors		2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.006 Operate Interphone System	5	2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.007 Perform Aircraft Egress	5	2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.008 Foreign object damage (FOD)/dropped object prevention program (DOPP) in and around aircraft		2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 001.009 Connect / Disconnect External Electrical Power	5	2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 002 HYDRAULIC POWER SYSTEMS TOs 1C-17A-2-29 series, 1C-17A-12JG-2-29 series													
2A6X5-006 002.004 Service Hydraulic Reservoir Primary Method	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.005 Service Hydraulic Reservoir Alternate Method	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.006 Bleed Hydraulic Reservoir	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.007 Drain Hydraulic Reservoir	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.008 Operational Check Main Hydraulic Power System	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.009 Operational Check Auxiliary Hydraulic Power System	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.010 Operate Hydraulic System Controller	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015 Remove / Install Components													
2A6X5-006 002.015.001 Engine Driven Hydraulic Pump	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.015 Filter Elements	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.026 Auxiliary Hydraulic Pump	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.027 Trans/Rev Motor Pump	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.028 Trans/Rev Motor Pump Shutoff Valve	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 002.015.051 System Line Replaceable Units (hoses, fittings, tubing)		2016-07-19	2016-07-24				-	-	-	-	-	-	-
2A6X5-006 003 LAND NG GEAR SYSTEMS TOs 1C-17A-2-32JG series, 1C-17A-12JG-32 series													
2A6X5-006 003.002													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	2) CDC	(1) Crse	2) CDC	QTP	1) Crse	2) CDC
Remove / Install Components													
2A6X5-006 003.002.014 System Line Replaceable Units (hoses, fittings, tubing)		2016-04-26	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 004 BRAKE / ANTI-SKID SYSTEM TOs 1C-17A-2-32 series, 1C-17A-2-12JG-32 series													
2A6X5-006 004.001 Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-
2A6X5-006 004.005 Service Emergency Brake Accumulator	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 004.006 Bleed Brakes	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 004.008 Remove / Install Components													
2A6X5-006 004.008.013 System Line Replaceable Units (hoses, fittings, tubing)		2016-04-06	2016-04-26				-	-	-	-	-	-	-
2A6X5-006 005 NOSEWHEEL STEERING SYSTEM TO 1C-17A-2-32 series													
2A6X5-006 005.001 Operational Fundamentals		2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 006 FLIGHT CONTROL SYSTEMS TO 1C-17A-2-27 series													
2A6X5-006 006.001 Primary Flight Control Systems													
2A6X5-006 006.001.001 Aileron System Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-
2A6X5-006 006.003 Secondary Flight Control Systems TO 1C-17A-2-27 series													
2A6X5-006 006.003.001 Pitch Trim System Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-
2A6X5-006 007 CARGO RAMP/DOOR SYSTEM TO 1C-17A-2-52 Series													
2A6X5-006 007.001 Operational fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-
2A6X5-006 008 CARGO HANDLING / MISSION SYSTEMS TOs 1C-17A-2-41 series, 1C-17A-2-12JG-41 series													
2A6X5-006 008.001 Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-
2A6X5-006 010 CREW ESCAPE & SAFETY SYSTEM TO 1C-17A-2-95 Series													
2A6X5-006 010.001 Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-
2A6X5-006 010.005 Perform operational check of ramp escape blow down system	5	2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-006 012 FIRE PROTECTION SYSTEM TO 1C-17A-2-26 series													
2A6X5-006 012.001 Operational Fundamentals		2016-07-19	2016-07-24				-	-	-	-	-	-	-
2A6X5-006 012.004 Ops Check Engine Hydraulic Shutoff Ball Valve		2016-04-06	2016-05-15				-	-	-	-	-	-	-
2A6X5-012 001 AIRCRAFT GROUND HANDLING TO 1C-10K(A)-2-7, 2-9, 2-10, 2-12, 2-20													
2A6X5-012 001.001 Ground aircraft or equipment	5	2013-05-22	2014-05-08				-	-	-	-	-	-	-
2A6X5-012 001.002 Lubricate aircraft components		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 001.005 Install and remove ground safety devices	5	2013-05-22	2014-05-08				-	-	-	-	-	-	-
2A6X5-012 001.007 Open and close engine cowlings	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-012 001.008 Remove / Install Aircraft Access Panels	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-012 001.009 Use Interphone	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-012 001.011 Perform Aircraft Egress	5	2013-05-22	2014-05-08				-	-	-	-	-	-	-
2A6X5-012 001.013 Apply / Disconnect External Electrical Power	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-012 001.014 Apply / Disconnect External Hydraulic Power	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-012 002 HYDRAULIC POWER SYSTEMS													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
TO 1C-10K(A)-2-29													
2A6X5-012 002.001 Main Hydraulic System													
2A6X5-012 002.001.001 Operational Fundamentals		2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.003 Perform Operational Check	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.004 Operate Main Hydraulic System	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.007 Service Reservoir	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.008 Service Accumulator	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.009 Remove / Install Components													
2A6X5-012 002.001.009 001 Engine Driven Pumps	5	2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.009 002 Accumulators		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 003 Air eliminators		2014-10-19	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 004 Engine and system manifold filters		2014-06-23	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.001.009 005 Engine hydraulic manifolds		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 006 Hydraulic system manifolds		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 007 Reservoirs		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.001.009 013 Relief and by-pass valve		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.002 Auxiliary Hydraulic System													
2A6X5-012 002.002.001 Operational fundamentals		2014-06-25	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.002.003 Perform Operational Check	5	2014-06-25	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.002.005 Remove / Install Components													
2A6X5-012 002.002.005 001 Electric motor driven auxiliary pump	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.002.005 002 Reversible motor pump	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 002.002.005 003 Motor Pump Shutoff Valve		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 002.003 Hydraulic Indication System													
2A6X5-012 002.003.001 Operational fundamentals		2014-06-25	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.003.003 Perform Operational Check	5	2014-06-25	2014-07-01				-	-	-	-	-	-	-
2A6X5-012 002.003.005 Remove / Install Components													
2A6X5-012 002.003.005 001 Reservoir temperature sensor		2014-10-19	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 003 MAIN LANDING GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 003.001 Operate main gear doors		2014-06-30	2014-06-30				-	-	-	-	-	-	-
2A6X5-012 003.002 Service Main Gear Shock Strut	5	2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 003.003 Service Centerline Gear Shock Strut	5	2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 004 NOSE GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 004.001 Operate nose gear door		2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 004.002 Service Nose Gear Shock Strut	5	2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 004.003 Repack / Reseal Nose Gear Shock Strut	5	2014-06-25	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 005 EXTENSION AND RETRACTION TO 1C-10K(A)-2-32													
2A6X5-012 005.001 Operational fundamentals		2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 005.007 Remove / Install Components													
2A6X5-012 005.007.005 Main gear retract cylinder		2014-06-25	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 005.007.006 Main gear gland		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 005.007.007 Main gear door cylinder		2015-07-01	2015-07-06				-	-	-	-	-	-	-
2A6X5-012 005.007.009 Nose gear retract cylinder		2015-07-01	2015-07-06				-	-	-	-	-	-	-
2A6X5-012 005.007.010 Nose gear unlock cylinder		2015-07-01	2015-07-06				-	-	-	-	-	-	-
2A6X5-012 005.007.011		2015-01-08	2015-01-22				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Trim cylinder													
2A6X5-012 005.007.012 Trim cylinder relief valve		2014-10-19	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 005.007.013 Centerline gear retract cylinder		2015-03-19	2015-03-19				-	-	-	-	-	-	-
2A6X5-012 006 WHEELS AND BRAKES SYSTEM TO 1C-10(K)A-2-32													
2A6X5-012 006.001 Operational fundamentals		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 006.002 Perform operational checkout		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 006.006 Bleed brake system		2014-10-09	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 006.007 Remove / Install Components													
2A6X5-012 006.007.002 Brake valve actuator		2014-10-19	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 006.007.003 Brake system manifold and manifold check		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 006.007.004 Dual brake control valve		2014-10-09	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 007 ANTI-SKID SYSTEM TO 1C-10(K)A-2-32													
2A6X5-012 007.001 Operational fundamentals		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 007.002 Perform operational check		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 007.005 Perform maintenance practices		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 007.006 Remove / Install Components													
2A6X5-012 007.006.001 Skid control manifold		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-012 007.006.002 Fluid Quantity Limiter Valves	5	2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 007.006.003 Parking brake valves		2014-10-09	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 007.006.004 Skid control valves		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 008 STEERING SYSTEM TO 1C-10(K)A-2-32													
2A6X5-012 008.001 Perform Operational System Check out	5	2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 008.004 Remove / Install Components													
2A6X5-012 008.004.001 Nose Wheel Steering Cylinders	5	2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 008.004.002 Steering manifold		2014-06-30	2014-07-11				-	-	-	-	-	-	-
2A6X5-012 008.004.003 Steering by-pass valve		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 008.004.004 Steering control valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 008.004.005 Steering relief valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 009 FLIGHT CONTROL SYSTEMS AND COMPONENTS TO 1C-10(K)A-2-27													
2A6X5-012 009.001 Aileron Control System													
2A6X5-012 009.001.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.001.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.001.005 Remove / Install Components													
2A6X5-012 009.001.005.001 Aileron actuators		2015-02-25	2015-02-25				-	-	-	-	-	-	-
2A6X5-012 009.002 Rudder Control System													
2A6X5-012 009.002.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.002.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.002.005 Remove / Install Components													
2A6X5-012 009.002.005.002 Non-reversible motor pump compensator		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 009.002.005.003 Non-reversible motor pump		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 009.002.005.004 Motor operated shutoff valve		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 009.003 Elevator Control Systems													
2A6X5-012 009.003.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialist	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.003.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.003.005 Remove / Install Components													
2A6X5-012 009.003.005 001 Elevator actuator		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 009.004 Horizontal Stabilizer													
2A6X5-012 009.004.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.004.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.004.005 Remove / Install Components													
2A6X5-012 009.004.005 001 Horizontal Stabilizer Hydraulic Motor and Brake		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 009.004.005 002 Primary trim control valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 009.005 Flaps													
2A6X5-012 009.005.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.005.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.005.005 Remove / Install Components													
2A6X5-012 009.005.005 003 Flap lock valve		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 009.006 Spoiler													
2A6X5-012 009.006.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.006.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.007 Lift Augmenting System													
2A6X5-012 009.007.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.007.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.008 Aileron and Elevator Dampers													
2A6X5-012 009.008.001 Operational fundamentals		2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.008.002 Perform Operational Check	5	2014-07-07	2014-07-18				-	-	-	-	-	-	-
2A6X5-012 009.008.005 Remove / Install Components													
2A6X5-012 009.008.005 001 Aileron dampers		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 009.008.005 002 Elevator dampers		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010 INFLIGHT REFUELING SYSTEM / COMPONENTS TO 1C-10K(A)-2-28-2, TO 1C-10K(A)-2-28													
2A6X5-012 010.001 Air refueling (A/R) ancillary system													
2A6X5-012 010.001.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.001.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.001.005 Remove / Install Components													
2A6X5-012 010.001.005 002 Boom/drogue selector valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.001.005 003 Pilot operated check valve		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002 Air Refueling Fuel System													
2A6X5-012 010.002.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.002.002 Perform Operational Check	5	2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 Remove / Install Components													
2A6X5-012 010.002.005 001 Boom and Drogue Fuel Shutoff Valve	5	2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.002.005 002 Hydraulic operated dual by-pass valve		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.002.005 003 Fuel pump pressure control unit		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010.002.005 004 Fuel pressure indicator		2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 005 Hydraulic servo motor		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 006 Fuel pressure transducer		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.002.005 007 Hydraulic servo control valve		2016-04-21	2016-04-26				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialist	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 010.002.005 008 A/R fuel flow rate indicator		2014-12-03	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 010.002.005 009 A/R fuel flow transmitter	5	2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 010.002.005 010 A / R Fuel Flow Power Supply		2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003 Boom and Nozzle													
2A6X5-012 010.003.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.005 Use status test panel	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.006 Use ARB test set	5	2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.007 Use nozzle tester	5	2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.008 Operate boom and nozzle	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.009 Deploy boom for maintenance	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.010 Extend boom	5	2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010.003.011 Lower boom for maintenance	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-012 010.003.012 Raise boom after maintenance	5	2014-05-19	2014-05-29				-	-	-	-	-	-	-
2A6X5-012 010.003.013 Retract boom	5	2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010.003.014 Remove / Install Components													
2A6X5-012 010.003.014 001 Boom		2014-12-03	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 010.003.014 002 Flexible fuel coupling		2014-10-19	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 010.003.014 003 Preload bungees cylinder		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 004 Gimble	7	2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 005 ARB sliding fuel seal		2015-01-08	2015-01-22				-	-	-	-	-	-	-
2A6X5-012 010.003.014 006 Boom accelerometer		2014-12-12	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 007 Elevator actuator		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 008 Rudder actuators (tandem)		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 009 Status test panel		2014-10-19	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 010.003.014 010 Nozzle Load Sensor		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 011 Boom elevation and roll axis indication LVDT		2014-11-09	2014-12-03				-	-	-	-	-	-	-
2A6X5-012 010.003.014 012 Roll position transducer (DRVDT)		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 013 Boom control unit		2014-09-24	2014-10-09				-	-	-	-	-	-	-
2A6X5-012 010.003.014 014 ARB control surfaces		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 016 Telescope servo motor		2014-12-03	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 017 Boom position indicators		2014-12-12	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 018 Boom signal amplifier		2014-12-03	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 019 Boom signal coil		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 020 ARB stowage shock absorber		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.003.014 021 Boom hoist cable	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 022 Hookkey		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 023 Latch		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 024 Hoist motor	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 025 Tension motor		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 026 Boom hoist winch		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 027 Hoist winch linear actuator		2014-12-03	2014-12-12				-	-	-	-	-	-	-
2A6X5-012 010.003.014 028 Latch striker		2015-02-25	2015-02-25				-	-	-	-	-	-	-
2A6X5-012 010.003.014 029 Pneumatic module (IDS)	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 030 Nozzle	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 031	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Recoil													
2A6X5-012 010.003.014 032 Boom elevator/roll controller		2014-10-19	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 010.003.014 033 ARO and instructor's telescope controller		2014-11-09	2014-12-03				-	-	-	-	-	-	-
2A6X5-012 010.003.014 034 Inner fuel tube		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.004 Hose and Drogue System													
2A6X5-012 010.004.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.004.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.004.005 Trail Drogue	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.004.006 Rewind Drogue	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 010.004.007 Drain drogue		2014-10-09	2014-10-19				-	-	-	-	-	-	-
2A6X5-012 010.004.008 Remove / Install Components													
2A6X5-012 010.004.008 001 Hose		2014-10-09	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 010.004.008 002 Hose Reel	7	2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 010.004.008 003 Hose reel hydraulic components	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 011 WING A R REFUELING PODS TO 1C-10K(A)-2-28													
2A6X5-012 011.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 011.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 011.005 Built In Test (BITE) Check		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 011.006 Pod Draining		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 011.007 Deploy/Stow Hose		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 012 POD INSPECTIONS TO 1C-10K(A)-2-28-WC													
2A6X5-012 012.004 Remove / Install Components													
2A6X5-012 012.004.001 Refueling Pod		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-012 012.004.002 Pylon		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-012 012.004.003 Rear Fairing		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-012 012.004.004 Nose Fairing		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-012 012.004.005 Hose		2015-07-01	2015-07-06				-	-	-	-	-	-	-
2A6X5-012 012.004.008 Drogue		2015-07-01	2015-07-06				-	-	-	-	-	-	-
2A6X5-012 012.004.009 Ram Air Turbine (RAT)		2016-04-21	2016-04-26				-	-	-	-	-	-	-
2A6X5-012 012.004.010 Dummy Spinner Cone	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 012.004.011 Digital Refueling Control Unit (DRCU)		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 012.004.012 Power Supply		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 012.004.013 Motor Drive Unit		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 012.004.015 DC Motor		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-012 012.004.020 Tensator Drive	5	2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 012.004.021 Fuel Pump		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-012 012.004.022 Vane Pump		2014-10-01	2014-10-21				-	-	-	-	-	-	-
2A6X5-012 012.004.023 Control Valve		2016-08-10	2016-08-12				-	-	-	-	-	-	-
2A6X5-012 013 A R REFUELING RECEIVER SYSTEM TO 1C-10K(A)-2-28													
2A6X5-012 013.001 Operational fundamentals		2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 013.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-	-
2A6X5-012 013.005 Remove / Install Components													
2A6X5-012 013.005.001 UARRSI		2015-07-01	2015-07-06				-	-	-	-	-	-	-
2A6X5-012 014 DOORS TO 1C-10K(A)-2-52													

Career Field Education and Training Plan (CFETP)												
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training					
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse (2) CDC
2A6X5-012 014.001 Operational fundamentals		2014-10-01	2014-10-21				-	-	-	-	-	-
2A6X5-012 014.002 Perform Operational Check	5	2014-07-23	2014-08-21				-	-	-	-	-	-
2A6X5-012 014.005 Remove / Install Components												
2A6X5-012 014.005.001 Cargo door actuator		2015-03-19	2015-03-19				-	-	-	-	-	-
2A6X5-012 014.005.002 Cargo door latch actuator		2016-04-21	2016-04-26				-	-	-	-	-	-
2A6X5-012 014.005.004 Cargo door electric pump		2015-03-19	2015-03-19				-	-	-	-	-	-
2A6X5-012 014.005.006 Cargo door control valve		2015-03-19	2015-03-19				-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S INITIALS	TRA NER'S INITIALS	CERTIFIER'S INITIALS
	32797 003	Disconnect/Reconnect Aircraft Batteries 1C-10(K)A-2-24	2015-03-19	2015-03-19			
	32797 005	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2014-12-12	2015-01-22			
	32797 007	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2015-01-08	2015-01-22			
	32797 010	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32797 010.001	Purpose and Description	2014-10-19	2014-10-21			
	32797 010.002	Perform Pre-use Inspection and Operate	2014-10-19	2014-10-21			
	32797 011	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32797 011.001	Purpose and Description	2014-10-01	2014-10-21			
	32797 011.002	Perform Pre-use Inspection and Operate	2014-10-01	2014-10-21			
	32797 012	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32797 012.001	Inhibit/Deinhibit Pod	2015-02-25	2015-03-03			
	32797 012.002	Air Refueling Operators Control Panel (AROC) (Remove,Inspect,Install)	2015-07-01	2015-07-06			
	32797 012.003	Flight Engineers Control Panel (FEC) (Remove,Inspect,Install)	2015-07-01	2015-07-06			
	32923 022	Disconnect/Reconnect Aircraft Batteries 1C-10(K)A-2-24	2016-03-09	2016-03-15			
	32923 024	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2016-03-09	2016-03-15			
	32923 026	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2016-03-09	2016-03-15			
	32923 029	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32923 029.001	Purpose and Description	2016-03-09	2016-03-15			
	32923 029 001.001	Perform Pre-use Inspection and Operate	2016-03-09	2016-03-15			
	32923 030	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32923 030.001	Purpose and Description	2016-03-09	2016-03-15			
	32923 030 001.001	Perform Pre-use Inspection and Operate	2016-03-09	2016-03-15			
	32923 031	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32923 031.001	Inhibit/Deinhibit Pod	2016-03-09	2016-03-15			
	32923 031 001.001	Air Refueling Operators Control Panel (AROC) (Remove,Inspect,Install)	2016-03-09	2016-03-15			
	32923 031 001.002	Flight Engineers Control Panel (FEC) (Remove,Inspect,Install)	2016-03-09	2016-03-15			
	32923 054	ADDITIONAL TASKS (797) SPECIAL EQUIPMENT					
	32923 054.001	Operate Calavar/Condor/ High Reach Basket and Ground Scanner (Drivers License required) AFM 24306, T.O. 1255-USA, Applicable Owners Manual	2016-03-16	2016-03-24			
	32923 070	OPERATE					
	32923 070 001.001	Condor Highreach AFOSH 91-66	2016-03-16	2016-04-26			

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
MSgt MM8	Master Sergeant	2A675

GRADE/RANK
Master Sergeant

DAFSC/JOB SERIES
2A675

INDIVIDUAL TRAINING RECORD

2016-11-07

Individual Training Record									
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Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A5X4-005 001 A RCRAFT GENERAL													
2A5X4-005 001.001 Inspection concept and inspections TR: TOs 00-20-1, 1C-10(K)A-6, AMCI 21-101													
2A5X4-005 001.001.003 Perform inspections													
2A5X4-005 001.001.003 001 Preflight	5	2014-01-01	2014-05-13				2b	-	-	-	-	-	-
2A5X4-005 001.001.003 002 Thruflight	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 001.001.003 003 Basic post-flight	5	2014-01-01	2014-05-13				2b	-	-	-	-	-	-
2A5X4-005 001.001.003 004 Park and receive	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 001.001.003 005 Quick turn	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 001.001.003 007 Preflight/post-flight	5	2014-01-01	2014-05-13				-	-	-	-	-	-	-
2A5X4-005 001.005 Perform ground handling TR: AFI 11-218, applicable AFI 91 series, TO 00-25-172, and 1C-10(K)A-2-9, 1C- 10(K)A-2-7, and 1C-10(K)A-2- 25 TOs													
2A5X4-005 001.005.001 Launch aircraft	5	2014-01-01	2014-05-13				b	-	-	-	-	-	-
2A5X4-005 001.005.002 Recover aircraft	5	2014-01-01	2014-05-13				b	-	-	-	-	-	-
2A5X4-005 003 LAND NG GEAR SYSTEMS TR: TO 1C-10(K)A-2-32													
2A5X4-005 003.008 Remove/install													
2A5X4-005 003.008.001 MLG wheel and tire assembly	5	2014-01-01	2014-05-13				1b	-	-	-	-	-	-
2A5X4-005 003.008.002 CLG wheel and tire assembly	5	2014-01-01	2014-05-13				2b	-	-	-	-	-	-
2A5X4-005 003.008.003 NLG wheel and tire assembly	5	2014-01-01	2014-05-13				1b	-	-	-	-	-	-
2A5X4-005 003.011 Determine serviceability of tires TR: TO 4T-1-3, Applicable Acft -2 TOs	5	2014-01-01	2014-05-13				2b	-	-	-	-	-	-
2A5X4-005 007 ENG NES AND AUXILIARY POWER UNIT (APU) TR: TOs 1C-10(K)A-2-71 and 1C-10(K)A-2-49													
2A5X4-005 007.008 Service													
2A5X4-005 007.008.001 Oil system	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 007.008.002 Constant speed drive	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 007.008.003 APU	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 008 A RCRAFT FUEL SYSTEMS TR: TO 00-25-172, applicable AFI 91 series and TOs 1C-10(K)A-2-28 and 1C-10(K)A-2-12CL-1													
2A5X4-005 008.003 Perform fuel servicing operations													
2A5X4-005 008.003.002 Refuel aircraft													
2A5X4-005 008.003.002 001 Team member	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 008.003.002 002 Team panel operator	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 008.003.003 Defuel aircraft													
2A5X4-005 008.003.003 001 Team member	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A5X4-005 008.003.003 002 Team panel operator	5	2014-01-01	2014-05-13				3c	-	-	-	-	-	-
2A6X1-005 004 A RCRAFT INSTALLED ENG NE TESTING TR: Applicable Aircraft/ Engine TOs													
2A6X1-005 004.001 Perform Engine Run		2014-07-08	2014-07-22				-	-	-	-	-	-	-
2A6X1-008H 001 KC-10/E-4B SMALL GAS TURBINE (SGT) ENG NES TR: T.O. 1C-10(K)A-4-49 1E-4B-2-49													
2A6X1-008H 001 001 Auxiliary Power Units (APU), Operating Principles													
2A6X1-008H 001 001.0.2015321.210316 Service/Adjust		2014-07-08	2014-07-22				-	-	-	-	-	-	-
2A6X1-008H 001 001.008		2014-07-08	2014-07-22				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)												
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training					
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse
Perform APU/QSAS Checks (Including Pre-ISO)												
2A6X5-000 001 OPERATIONS SECURITY (OPSEC) 1 MAY 2014 TR: AFI 10-701, AFPD 10-7												
2A6X5-000 001.0.2014153.134751 SECURITY (FUNDAMENTALS)												
2A6X5-000 001.001 Definition of OPSEC		2010-10-16	2010-10-16				A	-	-	-	-	-
2A6X5-000 001.001.0.2014153.134751 Information Assurance (IA) Awareness DoD 5200.1R / AFI 33-211												
2A6X5-000 001 001.001.0.2014153.134750 Definition of Communication Security COMSEC AFI 33-204		2010-10-16	2010-10-16				-	-	-	-	-	-
2A6X5-000 001 001.002.0.2014153.134750 Definition of computer security (COMPUSEC)		2012-04-02	2012-04-23				-	-	-	-	-	-
2A6X5-000 001 001.003.0.2014153.134750 Prevent security violations		2010-10-16	2010-10-16				-	-	-	-	-	-
2A6X5-000 001 001.005.0.2014153.134750 Observe security precautions involved in communications		2010-10-16	2010-10-16				-	-	-	-	-	-
2A6X5-000 001 001.006.0.2014153.134750 Common COMPUSEC vulnerabilities		2010-04-01	2010-04-30				-	-	-	-	-	-
2A6X5-000 001 001.007.0.2014153.134750 COMPUSEC vulnerability prevention		2010-04-01	2010-04-30				-	-	-	-	-	-
2A6X5-000 001.002 Specific OPSEC vulnerabilities		2010-10-16	2010-10-16				A	-	-	-	-	-
2A6X5-000 001.002.0.2014153.140542 Relationship of OPSEC to other security programs such as COMSEC, information security, and physical security		2010-10-16	2010-10-16				-	-	-	-	-	-
2A6X5-000 001.003.0.2014153.140542 Common OPSEC vulnerabilities		2010-10-16	2010-10-16				-	-	-	-	-	-
2A6X5-000 001.004.0.2014153.140542 OPSEC significance of unclassified data		2010-10-16	2010-10-16				-	-	-	-	-	-
2A6X5-000 001.006.0.2014153.140542 Classify Information		2012-04-02	2012-04-23				-	-	-	-	-	-
2A6X5-000 002 AF OCCUPATIONAL SAFETY and HEALTH (AFOSH) PROGRAM AFI s 91-203; 91-302; 91-101, 91-104, 21-101, 32-2001, AFMAN 10-3902, and applicable OSHA standards												
2A6X5-000 002.001 Hazards of the AFSC 2A6X5		2010-10-16	2010-10-16				A	-	B	-	-	-
2A6X5-000 002.002 Initiate AFTO Form 55 (or equivalent)		2010-10-16	2010-10-16				-	-	-	-	-	-
2A6X5-000 002.003 AFOSH standards for AFSC 2A6X5		2010-10-16	2010-10-16				A	-	B	-	-	-
2A6X5-000 002.004 Nuclear Safety / Nuclear Surety							A	-	B	-	-	-
2A6X5-000 002.005 Maintain Safe Work Area		2010-10-16	2010-10-16				2b	-	b	-	-	-
2A6X5-000 002.006 Confined Spaces		2012-04-02	2012-04-23				-	-	-	-	-	-
2A6X5-000 002.007 Use Safety Practices AFIs 21-101, 32-2001; TOs 32-1-2, 32-1-101; AFI 91-203, and Applicable AFOSH standards												
2A6X5-000 002.007.001 In shop		2007-12-07	2007-12-07				2b	-	b	-	-	-
2A6X5-000 002.007.002 On flightline		2010-10-16	2010-10-16				2b	-	b	-	-	-
2A6X5-000 002.007.003 Tools/equipment		2010-10-16	2010-10-16				2b	-	b	-	-	-
2A6X5-000 002.007.004 Portable fire extinguishers		2010-10-16	2010-10-16				b	-	-	-	-	-
2A6X5-000 002.007.005 Personal Protective Equipment (PPE)		2007-12-07	2007-12-07				-	-	a	-	-	-
2A6X5-000 002.008 Select/use restraint harness		2010-04-01	2010-04-30				-	-	-	-	-	-
2A6X5-000 002.009 Lockout/tagout programs		2007-12-07	2007-12-07				-	-	B	-	-	-
2A6X5-000 002.010 Foreign object damage (FOD) prevention program		2010-04-01	2010-04-30				-	-	A	-	-	-
2A6X5-000 002.011 Dropped Object Prevention Program (DOPP)		2010-04-01	2010-04-30				-	-	-	-	-	-
2A6X5-000 003 HAZARDOUS MATERIALS and												

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS EPA State Regulations; AFI 90-821, Applicable Material Safety Data Sheets (MSDS)													
2A6X5-000 003.001 Types of hazardous materials/fluids		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 003.002 Handling procedures		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 003.003 Storage and labeling		2007-12-07	2007-12-07				A	-	A	-	-	-	-
2A6X5-000 003.004 Proper disposal		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 004 MAINTENANCE MANAGEMENT AFI 21-103, AFI 21-101 and applicable MAJCOM directives													
2A6X5-000 004.001 Maintenance Group Organizational Structure		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 004.002 Basic functions/structure within the maintenance complex		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 004.004 Principles of Risk Management (RM)		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 004.005 Familiar with federal/local Precious Metal Program		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 005 MAINTENANCE INSPECTIONS AFI 21-101, TO 00-20 series													
2A6X5-000 005.001 Inspection concepts		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 005.002 Perform acceptance/transfer inspection on aircraft		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 005.002.0.2014153.154204 Inspection Systems TO 00-20 Series		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 005.003 Perform isochronal/phase/periodic inspections		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 005.004 Perform other scheduled maintenance inspections (e.g. Home Station Check (HSC), refurb, HPO, Letter Checks, etc.)							-	-	-	-	-	-	-
2A6X5-000 006 MAINTENANCE DATA COLLECTION TO 00-20 series; AFCSMs 21-556, 561,563, 579													
2A6X5-000 006.001 Principles		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 006.002 Data Integrity		2010-10-16	2010-10-16				B	-	-	-	-	-	-
2A6X5-000 006.003 Use maintenance data collection forms		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 006.004 Use integrated maintenance data system (IMDS)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-000 006.005 GO81 (CAMS for mobility) AMCI 21-101, AMC 1													
2A6X5-000 006.005.001 Use GO81	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 006.005.002 Complete GO81 familiarization and maintenance data Collection Training	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 006.006 Forms Documentation TO 00-20 series													
2A6X5-000 006.006.0.2014153.160606 GO81 (CAMS Mobility) AMCI 21-101 / AMC 1													
2A6X5-000 006.006.001 Aircraft Records / 781 Series Forms													
2A6X5-000 006.006.001.0.2014153.160606 Use GO81	5	2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 006.006.001 001 Use AFTO Form 781A	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 002 Use AFTO Form 781H	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 003 Use AFTO Form 781K	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 006.006.001 004 Use AFTO Form 95		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 006.006.001 005 Document in-process inspection (PI) in 781A	7	2010-04-01	2010-04-30				b	-	-	-	-	-	-
2A6X5-000 006.006.002 Accomplish support equipment maintenance records AFTO Form 244		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000	5	2010-10-16	2010-10-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
006 006.002.0.2014153.160606 Complete GO81 Familiarization and Maintenance Data Collection Training (See Section D - MAJCOM Unique Requirements - AMC)													
2A6X5-000 007 TRAINING AFI 36-2201													
2A6X5-000 007.0.2014153.182713 SUPERVISION (FUNDAMENTALS)													
2A6X5-000 007.001 Maintenance training principles		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 007.001.0.2014153.182713 Orient New Personnel AFI 36-2201		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.002 Evaluate personnel to determine need for training		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.002.0.2014153.182713 Assign Personnel to Work Crews AFI 21-101		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.003 Plan and supervise OJT		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-000 007.003.0.2014153.182713 Plan Work Assignments and Priorities AFI 21-101		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.004 Monitor effectiveness of training													
2A6X5-000 007.004.0.2014153.182713 Schedule Work Assignments AFI 21-101		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.004.001 Upgrade		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.004.002 Qualification training progress		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.005 Maintain training records	7	2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.005.0.2014153.182713 Establish													
2A6X5-000 007 005.001.0.2014153.182713 Work methods		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007 005.002.0.2014153.182713 Controls		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 007 005.003.0.2014153.182712 Performance Standards AFI 21-101		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 007.006.0.2014153.182712 Evaluate Work Performance of Subordinate Personnel AFI 36-2403		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.007.0.2014153.182712 Resolve Technical Problems for Subordinate Personnel AFI 21-101		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.008.0.2014153.182712 Counsel personnel and resolve individual problems		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.009.0.2014153.182712 Initiate Action to Correct Substandard Performance by Personnel AFI 36-2908 / AFI 36-2503		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 007.010.0.2014153.182712 Inspect Maintenance Actions (IPI / Red X) TO 00-20-1		2010-10-16	2010-10-16				-	-	-	-	b	-	-
2A6X5-000 008 TECHNICAL PUBLICATIONS TO 00-5-1, TO 00-XX series, AFI 21-101; TO 00-5-15, applicable TCTOs													
2A6X5-000 008.001 Fundamentals of Technical Order (TO) System		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 008.002 Use Technical Manuals	5	2010-10-16	2010-10-16				2b	-	-	-	-	-	-
2A6X5-000 008.003 Use Methods and Procedures TOs	5	2010-10-16	2010-10-16				2b	-	-	-	-	-	-
2A6X5-000 008.003.0.2014153.182712 Plan and Supervise OJT													
2A6X5-000 008 003.001.0.2014153.182712 Prepare job qualification standards/CFETP		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 008 003.002.0.2014153.182712 Conduct training		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 008 003.003.0.2014153.182712 Counsel trainees on their progress		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 008.004 Use Abbreviated Technical Orders	5	2010-10-16	2010-10-16				2b	-	-	-	-	-	-
2A6X5-000 008.005	7	2007-12-07	2007-12-07				b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Comply with Time Compliance TOs													
2A6X5-000 008.006 Initiate technical order improvement report/AFTO form 22	7	2010-10-16	2010-10-16				a	-	b	-	-	-	-
2A6X5-000 008.007 Use electronic technical manuals	5	2012-04-02	2012-04-23				2b	-	-	-	-	-	-
2A6X5-000 009 AF SUPPLY AFI 21-101, AFM 23-111, AFCSM 21-556, TO 00-25-195, AFMAN 23-110, TO 00-35D-54, TO 00-20 series													
2A6X5-000 009.001 Deficiency reporting system(Joint Deficiency Reporting System - JDRS)		2007-12-07	2007-12-07				A	-	B	-	-	-	-
2A6X5-000 009.002 Initiate Deficiency Report	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-000 009.004 Processing and controlling material													
2A6X5-000 009.004.001 Use AFTO Form 350 Tags	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 009.004.002 Use Condition Tags	5	2010-10-16	2010-10-16				2b	-	a	-	-	-	-
2A6X5-000 009.004.003 Process repairable assets due-in from maintenance (DIFM)	7	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 009.004.004 Determine asset reparability (SMR) TO 00-25-19	7	2015-11-13	2015-11-16				-	-	b	-	-	-	-
2A6X5-000 009.004.005 Property accountability,(Cash collection voucher, report of survey, etc.)		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 009.005 Materiel management fundamentals		2007-12-07	2007-12-07				-	-	A	-	-	-	-
2A6X5-000 009.006 Standard base supply system (SBSS)		2007-12-07	2007-12-07				A	-	B	-	-	-	-
2A6X5-000 009.007 Fed log/webFLIS		2007-12-07	2007-12-07				-	-	A	-	-	-	-
2A6X5-000 009.008 Depot level repairable							-	-	B	-	-	-	-
2A6X5-000 009.009 Maintain supply records (D04, D23, D19, D18, M04,Q04)	7	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 009.009.0.2014153.190156 Funds management		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 009.010 Equipment Management		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 009.011 Benchstock/shopstock		2007-12-07	2007-12-07				-	-	B	-	-	-	-
2A6X5-000 009.011.0.2014153.190156 Prepare forms for special requisition, issue		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 010 HYDRAULIC MAINTENANCE PRINCIPLES AFI 21-101													
2A6X5-000 010.001 Composite Tool Kit (CTK) Program		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 010.002 Use Maintenance Materials TOs 32-1-2, 32-1-101, 32B14-3-1-101, 00-25-223, 33 Series TOs													
2A6X5-000 010.002.001 Use Tools													
2A6X5-000 010.002.001 001 Handtools		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 002 Mechanical Measuring devices		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 003 Torque Wrenches	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 005 Multimeters	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.003 Aircraft hardware / consumables TOs 00-25-223, 1-1A-8, 1-1A-14, 44H1-1-13, TO 42B2-1-3, TO 1-1-691													
2A6X5-000 010.003.001 Use Common hardware	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.003.002 Use safetying hardware	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.003.003 Use Sealing devices		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 010.003.004 Fluids, Lubricants, Sealants		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 010.003.005 Cleaning agents		2010-10-16	2010-10-16				-	-	B	-	-	-	-
2A6X5-000 010 003.005.0.2014153.191717 Lubricants TR: TO 00-25-223		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 010 003.007.0.2014153.191717 Sealants TR: TO 1-1-691		2010-10-16	2010-10-16				A	-	B	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 010.004 Hose Assemblies TO 42E1-1-1, 00-25-223, and series; Applicable aircraft TOs													
2A6X5-000 010.004.0.2014153.191717 Corrosion identification TR: TO 1-1-691		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 010.004.001 Component identification/serviceability		2010-10-16	2010-10-16				A	-	A	-	-	-	-
2A6X5-000 010.004.002 Determine serviceability	5	2010-10-16	2010-10-16				-	-	b	-	-	-	-
2A6X5-000 010.004.003 Remove/Install		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 010.004.004 Fabricate													
2A6X5-000 010.004.004 001 Machine		2007-12-07	2007-12-07				b	-	b	-	-	-	-
2A6X5-000 010.004.004 002 Hand	5	2007-12-07	2007-12-07				b	-	b	-	-	-	-
2A6X5-000 010.004.005 Test	5	2007-12-07	2007-12-07				1b	-	-	-	-	-	-
2A6X5-000 010.005 Tubing Assemblies TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 010.005.001 Component Identification		2010-10-16	2010-10-16				-	-	B	-	-	-	-
2A6X5-000 010.005.002 Determine Serviceability	5	2010-10-16	2010-10-16				-	-	b	-	-	-	-
2A6X5-000 010.005.005 Test	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 010.005.006 Remove/Install		2010-10-16	2010-10-16				2b	-	-	-	-	-	-
2A6X5-000 010.006 AN/MS threaded unions/fittings TO 00-25-223, 42E1-1-1, applicable aircraft TOs													
2A6X5-000 010.006.001 Remove/reseal/install		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 011 A RCRAFT FAMILIARIZATION (FUNDAMENTALS) Applicable Aircraft TOs													
2A6X5-000 011.001 Principles of flight		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 011.002 Aircraft designation system		2010-10-16	2010-10-16				B	-	-	-	-	-	-
2A6X5-000 011.003 Major aircraft systems		2010-10-16	2010-10-16				B	-	-	-	-	-	-
2A6X5-000 011.004 Location of structural components		2010-10-16	2010-10-16				B	-	-	-	-	-	-
2A6X5-000 011.005 Corrosion Control		2015-11-13	2015-11-16				A	-	B	-	-	-	-
2A6X5-000 012 ELECTRICAL / ELECTRONIC FUNDAMENTALS APPLICABLE TO AFSC 2A6X5 TO 31 series; TO 1-1A-14, and applicable aircraft TOs													
2A6X5-000 012.001 DC fundamentals		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 012.002 AC fundamentals		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 012.003 Operational fundamentals of basic circuits		2010-10-16	2010-10-16				A	-	B	-	-	-	-
2A6X5-000 012.004 Use Schematics and Diagrams	7	2010-10-16	2010-10-16				1b	-	b	-	-	-	-
2A6X5-000 012.005 Troubleshoot circuits		2010-10-16	2010-10-16				1b	-	b	-	-	-	-
2A6X5-000 012.006 Aircraft guarded switches		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 013 HYDRAULIC FUNDAMENTALS TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 013.001 Principles of hydraulics/pneumatics		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 013.002 Use Schematics and Diagrams	5	2010-10-16	2010-10-16				1b	-	b	-	-	-	-
2A6X5-000 013.002.0.2014153.195948 Principles of pneumatics		2010-10-16	2010-10-16				B	-	B	-	-	-	-
2A6X5-000 013.003 Logical Troubleshooting Method		2007-12-07	2007-12-07				A	-	A	-	-	-	-
2A6X5-000 014 SHOP AND AEROSPACE GROUND EQUI PMENT Applicable Equipment TOs													
2A6X5-000 014.001 Shop Equipment													
2A6X5-000 014.001.001 Hose Cutoff Machine													
2A6X5-000 014.001.001 001		2007-12-07	2007-12-07				b	-	b	-	-	-	-

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1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Operate													
2A6X5-000 014.001.001 002 Maintain		2007-12-07	2007-12-07				-	-	b	-	-	-	-
2A6X5-000 014.001.002 Hose Assembly Machine													
2A6X5-000 014.001.002 001 Operate		2007-12-07	2007-12-07				b	-	b	-	-	-	-
2A6X5-000 014.001.002 002 Maintain		2007-12-07	2007-12-07				-	-	b	-	-	-	-
2A6X5-000 014.001.003 Hydraulic Component Test Stand													
2A6X5-000 014.001.003 001 Operate		2007-12-07	2007-12-07				2b	-	b	-	-	-	-
2A6X5-000 014.001.003 003 Maintain		2007-12-07	2007-12-07				-	-	b	-	-	-	-
2A6X5-000 014.001.003 004 Connect to components		2007-12-07	2007-12-07				2b	-	-	-	-	-	-
2A6X5-000 014.001.003 005 Troubleshoot		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 014.001.003 006 Repair		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-000 014.002 Operate Ground Support Equipment													
2A6X5-000 014.002.001 Portable hydraulic test stands	5	2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 014.002.002 External power units		2010-10-16	2010-10-16				b	-	b	-	-	-	-
2A6X5-000 014.002.003 Nitrogen servicing carts		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 014.002.004 Air compressor units		2010-10-16	2010-10-16				-	-	b	-	-	-	-
2A6X5-000 014.002.005 Hydraulic servicing carts		2010-10-16	2010-10-16				2b	-	-	-	-	-	-
2A6X5-000 014.002.006 Maintenance stands	5	2010-10-16	2010-10-16				-	-	b	-	-	-	-
2A6X5-000 014.002.007 Air conditioner		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-000 014.002.008 Hydromite		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 014.002.009 Ground Heater		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 014.002.010 Light Carts		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-000 014.002.011 Bleed Air Cart							-	-	-	-	-	-	-
2A6X5-000 014.002.012 Self-Generating Nitrogen Cart		2010-10-16	2010-10-16				2b	-	b	-	-	-	-
2A6X5-000 014.002.013 Manlift		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-000 014.002.014 Universal Maintenance Stand (Scissor lift)		2010-10-16	2010-10-16				-	-	-	-	-	-	-
2A6X5-001 001 COMMON FLIGHTLINE MAINTENANCE PRACTICES 00-25-172, applicable abbreviated equipment and aircraft TOs													
2A6X5-001 001.002 Ground aircraft or equipment	5						1b	-	-	-	-	-	-
2A6X5-001 001.003 Tow Team Member							-	-	-	-	-	-	-
2A6X5-001 001.004 Install and remove ground safety devices							-	-	-	-	-	-	-
2A6X5-001 001.005 Refuel/defuel Team Member							-	-	-	-	-	-	-
2A6X5-001 001.006 Open and close engine cowling							-	-	-	-	-	-	-
2A6X5-001 001.007 Remove/install aircraft access panels	5						-	-	-	-	-	-	-
2A6X5-001 001.008 Use interphone							-	-	-	-	-	-	-
2A6X5-001 001.009 Marshall aircraft							-	-	-	-	-	-	-
2A6X5-001 001.010 Apply / Disconnect External Hydraulic Power	5						2b	-	-	-	-	-	-
2A6X5-001 001.011 Apply / Disconnect External Electrical Power	5						2b	-	-	-	-	-	-
2A6X5-001 001.012 Jack Aircraft													
2A6X5-001 001.012.001 Safety							b	-	b	-	-	-	-
2A6X5-001 001.012.004 Jack Team Member							b	-	b	-	-	-	-
2A6X5-001 002 HYDRAULIC POWER SYSTEMS Aircraft TOs													
2A6X5-001 002.001 Operational fundamentals							B	-	B	-	-	-	-
2A6X5-001 002.002	5						2b	-	b	-	-	-	-

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1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Perform Operational Check													
2A6X5-001 002.003 Inspect System Components	7						2b	-	-	-	-	-	-
2A6X5-001 002.004 Troubleshoot Malfunctions	7						1b	-	b	-	-	-	-
2A6X5-001 002.005 Drain hydraulic system							a	-	b	-	-	-	-
2A6X5-001 002.006 Flush hydraulic system							a	-	b	-	-	-	-
2A6X5-001 002.007 Service Accumulator							2b	-	b	-	-	-	-
2A6X5-001 002.008 Service Reservoir							1b	-	b	-	-	-	-
2A6X5-001 002.009 Bleed Hydraulic System							-	-	b	-	-	-	-
2A6X5-001 002.010 Remove / Install Components													
2A6X5-001 002.010.001 Pumps							2b	-	-	-	-	-	-
2A6X5-001 002.010.002 Motors							-	-	-	-	-	-	-
2A6X5-001 002.010.003 Valves							-	-	-	-	-	-	-
2A6X5-001 002.010.004 Filters							-	-	-	-	-	-	-
2A6X5-001 002.010.005 Reservoirs							2b	-	-	-	-	-	-
2A6X5-001 002.010.007 Accumulators							-	-	-	-	-	-	-
2A6X5-001 002.010.008 Indicating Devices							-	-	-	-	-	-	-
2A6X5-001 003 LAND NG GEAR SYSTEMS Applicable aircraft TOs													
2A6X5-001 003.001 Operational fundamentals							B	-	B	-	-	-	-
2A6X5-001 003.002 Perform operational check of normal system							1b	-	-	-	-	-	-
2A6X5-001 003.003 Perform operational check of emergency system							1b	-	-	-	-	-	-
2A6X5-001 003.004 Inspect System Components	7						2b	-	-	-	-	-	-
2A6X5-001 003.005 Troubleshoot Malfunctions	7						1b	-	b	-	-	-	-
2A6X5-001 003.006 Service Struts							1b	-	b	-	-	-	-
2A6X5-001 003.007 Bleed landing gear system							-	-	b	-	-	-	-
2A6X5-001 003.008 Perform adjustments							-	-	-	-	-	-	-
2A6X5-001 003.009 Remove / Install Components													
2A6X5-001 003.009.001 Actuators							-	-	-	-	-	-	-
2A6X5-001 003.009.002 Motors							-	-	-	-	-	-	-
2A6X5-001 003.009.004 Valves							-	-	-	-	-	-	-
2A6X5-001 003.009.005 Swivels							-	-	-	-	-	-	-
2A6X5-001 003.010 Repair / Overhaul Components													
2A6X5-001 003.010.004 Swivels							-	-	-	-	-	-	-
2A6X5-001 003.010.005 Main Strut							-	-	-	-	-	-	-
2A6X5-001 004 NOSE WHEEL STEERING SYSTEMS Applicable Aircraft TOs													
2A6X5-001 004.001 Operational Fundamentals							B	-	B	-	-	-	-
2A6X5-001 004.002 Perform Operational Check	5						1b	-	-	-	-	-	-
2A6X5-001 004.003 Inspect System Components	7						2b	-	-	-	-	-	-
2A6X5-001 004.004 Troubleshoot Malfunctions	7						1b	-	-	-	-	-	-
2A6X5-001 004.005 Bleed system							-	-	-	-	-	-	-
2A6X5-001 004.007 Remove / Install Components													
2A6X5-001 004.007.001 Actuators							-	-	-	-	-	-	-
2A6X5-001 004.007.003 Valves							-	-	-	-	-	-	-
2A6X5-001 004.007.004 Swivels							-	-	-	-	-	-	-
2A6X5-001 004.008 Repair / Overhaul Components													
2A6X5-001 004.008.001							-	-	-	-	-	-	-

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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse
Actuators												
2A6X5-001 004.008.004 Swivels							-	-	-	-	-	-
2A6X5-001 005 WHEEL BRAKE SYSTEM Applicable Aircraft TOs												
2A6X5-001 005.001 Operational fundamentals							B	-	B	-	-	-
2A6X5-001 005.002 Perform Operational Check	5						-	-	-	-	-	-
2A6X5-001 005.003 Inspect System Components	7						-	-	-	-	-	-
2A6X5-001 005.004 Troubleshoot Malfunctions	7						1b	-	b	-	-	-
2A6X5-001 005.005 Bleed brake system							-	-	b	-	-	-
2A6X5-001 005.006 Perform adjustments							-	-	-	-	-	-
2A6X5-001 005.007 Remove / Install Components												
2A6X5-001 005.007.001 Swivels							-	-	-	-	-	-
2A6X5-001 005.007.003 Accumulators							-	-	-	-	-	-
2A6X5-001 005.007.004 Valves							-	-	-	-	-	-
2A6X5-001 005.008 Repair / Overhaul Components												
2A6X5-001 005.008.001 Swivels							-	-	-	-	-	-
2A6X5-001 006 FLIGHT CONTROL SYSTEMS Applicable Aircraft TOs												
2A6X5-001 006.001 Operational fundamentals							B	-	B	-	-	-
2A6X5-001 006.002 Perform Operational Check	5						1b	-	-	-	-	-
2A6X5-001 006.003 Inspect System Components	7						2b	-	-	-	-	-
2A6X5-001 006.004 Troubleshoot Malfunctions	7						2b	-	b	-	-	-
2A6X5-001 006.005 Bleed flight control system							-	-	b	-	-	-
2A6X5-001 006.006 Perform adjustments							-	-	-	-	-	-
2A6X5-001 006.007 Remove / Install Components												
2A6X5-001 006.007.001 Actuators							2b	-	-	-	-	-
2A6X5-001 006.007.003 Valves							-	-	-	-	-	-
2A6X5-001 006.007.005 Swivels							-	-	-	-	-	-
2A6X5-001 006.008 Repair / Overhaul Components												
2A6X5-001 006.008.004 Swivels							-	-	-	-	-	-
2A6X5-001 007 WEAPONS/CARGO DOOR SYSTEMS Applicable Aircraft TOs												
2A6X5-001 007.001 Operational fundamentals							A	-	B	-	-	-
2A6X5-001 007.002 Perform Operational Check	5						1b	-	-	-	-	-
2A6X5-001 007.003 Inspect System Components	7						-	-	-	-	-	-
2A6X5-001 007.004 Troubleshoot Malfunctions	7						-	-	b	-	-	-
2A6X5-001 007.005 Bleed system							-	-	-	-	-	-
2A6X5-001 007.006 Perform adjustments							-	-	-	-	-	-
2A6X5-001 007.007 Remove / Install Components												
2A6X5-001 007.007.001 Actuators							-	-	-	-	-	-
2A6X5-001 007.007.003 Valves							-	-	-	-	-	-
2A6X5-001 007.007.006 Pumps							-	-	-	-	-	-
2A6X5-001 007.008 Repair / Overhaul Components												
2A6X5-001 007.008.001 Actuators							-	-	-	-	-	-
2A6X5-001 007.008.003 Valves							-	-	-	-	-	-
2A6X5-001 007.008.006 Pumps							-	-	-	-	-	-
2A6X5-001 008 A R REFUELING RECEIVER SYSTEM Applicable Aircraft TOs												
2A6X5-001 008.001							A	-	B	-	-	-

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		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Operational fundamentals													
2A6X5-001 008.002 Perform operational check							-	-	-	-	-	-	
2A6X5-001 008.003 Inspect System Components							-	-	-	-	-	-	
2A6X5-001 008.004 Troubleshoot malfunctions							-	-	-	-	-	-	
2A6X5-001 008.005 Bleed system							-	-	-	-	-	-	
2A6X5-001 008.007 Remove / Install Components													
2A6X5-001 008.007.001 Actuators							-	-	-	-	-	-	
2A6X5-001 008.007.002 Valves							-	-	-	-	-	-	
2A6X5-001 008.007.003 Manifolds							-	-	-	-	-	-	
2A6X5-004 002 HYDRAULIC POWER SYSTEMS Applicable Aircraft TOs													
2A6X5-004 002.002 Perform Operational Check	5						-	-	-	-	-	-	
2A6X5-004 002.007 Service Components	5						-	-	-	-	-	-	
2A6X5-004 002.008 Remove Components													
2A6X5-004 002.008.001 Pumps	5						-	-	-	-	-	-	
2A6X5-004 002.008.002 Valves							-	-	-	-	-	-	
2A6X5-004 002.008.003 Filters	5						-	-	-	-	-	-	
2A6X5-004 002.008.004 Accumulators							-	-	-	-	-	-	
2A6X5-004 002.009 Install Components													
2A6X5-004 002.009.001 Pumps	5						-	-	-	-	-	-	
2A6X5-004 002.009.002 Valves							-	-	-	-	-	-	
2A6X5-004 002.009.003 Filters	5						-	-	-	-	-	-	
2A6X5-004 002.009.004 Accumulators							-	-	-	-	-	-	
2A6X5-004 003 LAND NG GEAR SYSTEMS Applicable Aircraft TOs													
2A6X5-004 003.005 Remove Components													
2A6X5-004 003.005.001 Actuators	5						-	-	-	-	-	-	
2A6X5-004 003.005.002 Valves							-	-	-	-	-	-	
2A6X5-004 003.006 Install Components													
2A6X5-004 003.006.001 Actuators	5						-	-	-	-	-	-	
2A6X5-004 003.006.002 Valves							-	-	-	-	-	-	
2A6X5-004 005 WHEEL BRAKE SYSTEM Applicable Aircraft TOs													
2A6X5-004 005.006 Remove Components													
2A6X5-004 005.006.001 Swivels	5						-	-	-	-	-	-	
2A6X5-004 005.007 Install Components													
2A6X5-004 005.007.001 Swivels	5						-	-	-	-	-	-	
2A6X5-004 006 FLIGHT CONTROL SYSTEMS Applicable Aircraft TOs													
2A6X5-004 006.005 Remove Components													
2A6X5-004 006.005.001 Actuators	5						-	-	-	-	-	-	
2A6X5-004 006.005.002 Rudder Elevator Transformer							-	-	-	-	-	-	
2A6X5-004 006.005.003 Rudder Elevator Pump							-	-	-	-	-	-	
2A6X5-004 006.005.004 Rudder Elevator Reservoir							-	-	-	-	-	-	
2A6X5-004 006.005.005 Swivels							-	-	-	-	-	-	
2A6X5-004 006.006 Install Components													
2A6X5-004 006.006.001 Actuators	5						-	-	-	-	-	-	
2A6X5-004 006.006.002 Rudder Elevator Transformer							-	-	-	-	-	-	
2A6X5-004 006.006.003							-	-	-	-	-	-	

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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse (2) CDC
Rudder Elevator Pump												
2A6X5-004 006.006.004 Rudder Elevator Reservoir							-	-	-	-	-	-
2A6X5-004 006.006.005 Swivels							-	-	-	-	-	-
2A6X5-004 007 WEAPONS / CARGO DOOR SYSTEMS												
Applicable Aircraft TOs												
2A6X5-004 007.005 Remove Components												
2A6X5-004 007.005.001 Hydraulic Actuators	5						-	-	-	-	-	-
2A6X5-004 007.005.002 Hydraulic Valves							-	-	-	-	-	-
2A6X5-004 007.006 Install Components												
2A6X5-004 007.006.001 Hydraulic Actuators	5						-	-	-	-	-	-
2A6X5-004 007.006.002 Hydraulic Valves							-	-	-	-	-	-
2A6X5-005 001 A RCRAFT GROUND HANDLING TO 1C-5A-2-1, 00-5-172, TO 1C-5A-2-4, 1C-5A-2-2, 1C-5M-2 series												
2A6X5-005 001.001 Perform Aircraft Safe for Maintenance	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.002 Ground Aircraft or Equipment	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.005 Tow aircraft												
2A6X5-005 001.005.001 Wing/Tail Walker Duties		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.005.002 Tow Brake operator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.005.003 Tow Panel operator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.005.004 Tow Vehicle Operator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.005.005 Tow Team Supervisor		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.006 Install and Remove Ground Safety Devices		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.008 Open and Close Engine Cowling		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.009 Remove / Install Aircraft Access Panels	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.010 Use Interphone	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.011 Perform Aircraft Egress	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.012 Foreign Object Damage (FOD)/Dropped Object Prevention Program (DOPP) In and Around Aircraft		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.018 Perform Isochronal Inspection		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.019 Apply / Disconnect External Legacy Electrical Power	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.020 Apply / disconnect external electrical power avionics modernization program (AMP) modified aircraft	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.021 Apply/disconnect external electrical power M-modified aircraft	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.022 Apply / Disconnect External Hydraulic Power	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.023 Operate malfunction detection, analysis, and recording system (MADARS)		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.024 Aircraft Defensive System Familiarization/ Deactivation		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.025 Operate embedded diagnostic system (EDS)		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.027 Deactivate/Reactivate FSS		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.028 Confined Space Access Procedures		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.029 Use Restraint Harness		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.030 Perform Kneel Team Member Duties		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 001.032 Servicing												
2A6X5-005 001.032.003 Service C-5 A/B/M APU/ATM Oil		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 002												

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
HYDRAULIC POWER SYSTEMS TOs 1C-5A-2-3 series, 1C-5M-2-3 series													
2A6X5-005 002.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.003 Operate APU/ATM		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.004 Operate PTU		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.005 Perform Operational Check	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.006 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.007 Drain Hydraulic System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.008 Flush Hydraulic System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.009 Service Accumulators	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.010 Service Reservoir	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011 Remove / Install Components													
2A6X5-005 002.011.001 Engine Driven Pumps	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.002 Accumulators	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.003 Case Drain Flow Monitors (Engine, ATM, PTU)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.004 Suction line wiggins/linflex fitting	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.005 Engine Driven Pump Depressurization Valve	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.006 Engine Dual Filter Pack		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.007 Suction Shutoff Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.008 Hydraulic Driven Suction Boost Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.009 Electric Driven Suction Boost Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.010 Power Transfer Unit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.011 Power Transfer Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.012 Hydraulic Manifold Cartridge Valves	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.013 ATM Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 002.011.014 Power Generation System Line Replaceable Units		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003 RAM A R TURB NE SYSTEM TOs 1C-5A-2 series, 1C-5A-2-3, 1C-5M-2-3													
2A6X5-005 003.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.003 Perform Operational Check (Manual)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.004 Perform Operational Check (Auto-on jacks)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.005 Perform Operational Check (Auto-on ground)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.006 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.007 Remove / Install Components													
2A6X5-005 003.007.001 Extend/Retract Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.007.002 Pressure Regulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.007.003 Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 003.007.004 Ram Air Turbine Line Replaceable Units		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004 AUXILIARY POWER UNIT HYDRAULIC START SYSTEM 1C-5A-2 series, 1C-5A-2-4													
2A6X5-005 004.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004.005 Remove / Install Components													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 004.005.001 Start Motor		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004.005.002 Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004.005.003 Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 004.005.004 Line Replaceable Units (Check Valves, Filters, Pressure Switches)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005 LAND NG GEAR SYSTEMS TOs 1C-5A-10 series, 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 005.001 Operational Fundamentals NLG Extension and Retraction System (Normal/Emergency)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.002 Operational Fundamentals MLG Extension and Retraction System (Normal/Emergency)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.003 Inspect NLG Strut and Hydraulic Actuating Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.004 Inspect MLG Strut and Hydraulic Actuating Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.005 Perform Operational Check of Normal System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.007 Assist on Operational Check of Normal System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.008 Assist on Operational Check of Emergency System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.009 Assist on Rig Verification Check of NLG System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.010 Assist on Rig Verification Check of MLG System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.011 Reseal NLG Shock Strut Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.012 Reseal MLG Shock Strut Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.013 Disassemble MLG crosshead		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.014 Assemble MLG crosshead		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.015 Adjust 90 Degree Switch On MLG Normal Rotation Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.016 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.017 Bleed And Service MLG Pitch Position System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.018 Service MLG Strut	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.019 Service NLG Strut	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.020 Hot brakes inspection		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021 Remove / Install Components													
2A6X5-005 005.021.001 NLG Door Hydraulic Brake		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.002 Clutch (NLG, MLG)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.003 Control manifold (NLG, MLG)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.004 MLG Collar Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.005 MLG rotation actuator (normal/emergency)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.006 MLG Downlock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.007 NLG Downlock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.008 MLG Normal Door Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.009 MLG Rotation Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.010 Emergency Door Unlock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.011 MLG Interlock Sequence Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.012 MLG Collar Lock Sequence Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.013 MLG Emergency Intercoliar Lock Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	2) CDC	(1) Crse	2) CDC	QTP	1) Crse	2) CDC
2A6X5-005 005.021.014 Motors		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.015 Snubber Valves		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.016 MLG Pitch Position Master Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.017 MLG Emergency Pitch Stop Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.018 MLG Pitch Position Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.019 NLG Normal Door Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 005.021.020 Line Replaceable Units		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006 NLG / MLG CASTER STEER NG SYSTEMS TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 006.001 Operational Fundamentals NLG Steering System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.002 Operational Fundamentals MLG Castor and Emergency Positioning System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.003 Perform Operational Check of NLG Steering Components	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.004 Perform Caster Bite Check		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.005 Inspect NLG Steering Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.006 Inspect Caster and Emergency Positioning Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.007 Perform Caster and Emergency Positioning Operational Check		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.008 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.009 Remove / Install Components													
2A6X5-005 006.009.001 NLG Steering Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.009.002 NLG Steering Shuttle Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 006.009.003 NLG Steering Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007 LAND NG GEAR KNEEL SYSTEM TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 007.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.002 Inspect NLG / MLG Kneeling System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.003 Perform Operational Check of Kneeling System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.004 Troubleshoot Kneeling System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.005 Remove / Install Components													
2A6X5-005 007.005.001 MLG Kneel Brake		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.005.002 MLG Kneel Motor	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.005.003 NLG Shift Clutch Pilot Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 007.005.004 Line Replaceable Components (Flow Regulators, Control Valves)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008 WHEEL BRAKE SYSTEM TOs 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 008.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.002 Perform operational check and brake/anti-skid bite Check	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.003 Inspect Brake Anti-Skid Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.004 Troubleshoot Brake / Anti-Skid System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.005 Bleed Brake System (normal / alternate / emergency)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.006 Remove / Install Components													
2A6X5-005 008.006.001 Seven Port Brake Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 008.006.002		2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)												
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training					
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse
Ballscrew Brake Fluid Transfer Housing												
2A6X5-005 008.006.003 Brake Piston Cap Assemblies		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 008.006.004 MLG Brake Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 008.006.005 Anti-skid manifold		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 008.006.006 Brake system control valves		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 008.006.007 Brake metering valves		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 008.006.008 Line Replaceable Components (Fuses, Swivels, pressure switches, Hoses)		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009 FWD LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series												
2A6X5-005 009.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.002 Inspect Fwd Visor and Ramp System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.003 Perform Operational Check Fwd Visor and Ramp System		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.004 Troubleshoot Fwd Visor and Ramp System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.005 Operate Fwd Visor and Ramp System												
2A6X5-005 009.005.001 Manual Mode		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.005.002 Auto Mode	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.006 Remove / Install Components												
2A6X5-005 009.006.001 Cargo Door Control Manifold (Aft Cargo Doors and Ramp or Fwd Cargo Door and Ramp)		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.006.002 Ramp Bypass Relief Valve		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.006.003 Fwd Ramp Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.006.004 Visor Lock Actuator	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.006.005 Visor Motor		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.006.006 Fwd Ramp Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.006.007 Fwd Ramp Extension Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.006.008 Fwd Ramp Extension Toe Plate Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 009.006.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, cartridge valves)		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010 AFT LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series												
2A6X5-005 010.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.002 Inspect Aft Cargo Doors and Ramp System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.003 Perform Operational Checks of aft cargo doors and ramp system		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.004 Troubleshoot Aft Cargo Doors and Ramp System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.005 RIG Aft Ramp Asymmetry Servo valve		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.006 Operate Aft Cargo Doors and Ramp Loading Systems												
2A6X5-005 010.006.001 Manual Mode		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.006.002 Auto Mode	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.007 Remove / Install Components												
2A6X5-005 010.007.001 Aft Ramp Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.007.002 Ramp to press door actuator B/L 84		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.007.003 Aft ramp lock actuator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-005 010.007.004		2015-11-13	2015-11-16				-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	2) CDC	1) Crse	2) CDC	QTP	1) Crse	2) CDC
Pressure Door Actuator													
2A6X5-005 010.007.005 Hinge Select Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.006 Side Door Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.007 Aft Ramp Asymmetry Servo valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.008 Aft Center Door Motor		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 010.007.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, Cartridge Valves, Swivels)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011 PRIMARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5A-2-9-1, 1C-5M-2-9													
2A6X5-005 011.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.002 Inspect Primary Flight Control System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.003 Perform Operational Check of Primary Flight Controls	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.004 Troubleshoot Primary Flight Controls	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005 Remove / Install Components													
2A6X5-005 011.005.001 Aileron Manifold	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.002 Rudder Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.003 Elevator Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.004 Aileron Actuator	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.005 Rudder Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.006 Elevator Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.007 Elevator Variable Feel Unit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.008 Primary Flight Control Manifold Components (pressure switch, SOV, SOV motor)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 011.005.009 Primary Flight Control Gust Locks	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012 SECONDARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5M-2-9 series													
2A6X5-005 012.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.002 Inspect Secondary Flight Control System Components	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.003 Perform Operational Check of Secondary Flight Controls	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.004 Troubleshoot Secondary Flight Controls	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.005 Null Flap Pack Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006 Remove / Install Components													
2A6X5-005 012.006.001 Flap Pack		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.002 Slat Clutch/Brake Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.003 Norm/Alt Pitch Trim Manifold and Components		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.004 Normal/Alternate pitch trim motor/brake		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.005 Flight Spoiler Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 012.006.006 Ground Spoiler Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013 CREW ENTRY DOOR / STAIR LADDER TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 013.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.002 Perform Operational Check	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.004 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 013.005 Remove / Install Components													
2A6X5-005 013.005.001 Crew Entry Door/Stair Ladder Flight Station Ladder Line Replaceable Units		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.005.002 Crew Entry Door Manifolds		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.005.003 Crew Entry Door Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.005.004 Crew Entry Door Lock Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 013.005.005 Crew Entry Door Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 014 AFT TROOP COMPARTMENT STAIR LADDER SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 014.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 014.002 Perform Operational Check		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 014.003 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 014.004 Troubleshoot System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 015 REMOVE / NSTALL COMPONENTS													
2A6X5-005 015.001 Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 015.002 Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 015.003 Hand Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 016 A R REFUELING RECEIVER SYSTEM TOs 1C-5A-2-5, 1C-5M-2-5													
2A6X5-005 016.003 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017 A RCRAFT CARGO W NCH SYSTEM TOs 1C-5A-2-2, 1C-5M-2-2 (B/M Model Only)													
2A6X5-005 017.001 Operational Fundamentals (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.002 Perform Operational Check (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.003 Inspect System (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.004 Remove fwd/aft winch selector valves (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.005 Install fwd/aft winch selector valves (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 017.006 Troubleshoot System (B/M Model Only)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018 EMERGENCY GENERATOR SYSTEM TOs 1C-5A-2-7, 1C-5M-2-7													
2A6X5-005 018.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.002 Perform Operational Check		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.003 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.004 Troubleshoot System		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.005 Remove Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.006 Install Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.007 Remove Generator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-005 018.008 Install Generator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001 A RCRAFT GROUND HANDLING TO 10 JG Series, TO 09 JG-10 Series,TO 54 JG-10 Series, TO 23JG-40 Series,TO 10JG-60 Series, TO 40JG-20 Series,TO 34JG-60 Series, TO 31JG-50 Series,TO 00JG-00 Series													
2A6X5-006 001.002 Ground Aircraft or Equipment	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.004 Open/Close Engine Accessory Compartment Doors		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.006 Operate Interphone System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.007	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Perform Aircraft Egress													
2A6X5-006 001.008 Foreign object damage (FOD)/dropped object prevention program (DOPP) in and around aircraft		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.009 Connect / Disconnect External Electrical Power	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.010 Connect/Disconnect Ground A/C Unit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.011 Connect / Disconnect External Hydraulic Power	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.012 Operate MMP using Maintenance Monitor Mode to Erase Faults	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.013 Operate Mission Computing System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.014 Operate Visual Warning & Caution System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.015 Operate Multifunction Display System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.016 Fuselage/Wing Access Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.017 Vertical Stabilizer Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.018 Horizontal Stabilizer Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.019 Power Off Under Floor Maintenance Tunnel Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.020 Power On Under Floor Maintenance Tunnel Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.021 Cargo Ramp Maintenance Tunnel Entry/Exit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022 Remove and Install Ground Safety Devices TO 05 JG-10 Series													
2A6X5-006 001.022.001 Aileron Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.002 Aileron Control Surface Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.003 Elevator Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.004 Elevator Control Surface Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.005 Rudder Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.006 Rudder Control External Surface Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.007 Rudder Control Surface Actuator Collar		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.008 Rudder Control Surface Actuator Brace		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.009 Spoiler Positioning Support Assembly.		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.010 Flap Control Handle Ground Safety Lock	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.022.011 Cargo Ramp/Door Safeing and Restoration	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023 Jack Aircraft TO 1C-17A-2-07JG-10 series													
2A6X5-006 001.023.001 Safety		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.002 Manual		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.003 Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.004 Perform Fuselage Jacking Team Member Duties		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.005 Perform Integral Jacking Team Member Duties		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 001.023.006 Plumb bob monitor duties		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002 HYDRAULIC POWER SYSTEMS TOs 1C-17A-2-29 series, 1C-17A-12JG-2-29 series													
2A6X5-006 002.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.002	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Inspect System													
2A6X5-006 002.003 Troubleshoot Hydraulic Power System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.004 Service Hydraulic Reservoir Primary Method	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.005 Service Hydraulic Reservoir Alternate Method	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.006 Bleed Hydraulic Reservoir	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.007 Drain Hydraulic Reservoir	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.008 Operational Check Main Hydraulic Power System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.009 Operational Check Auxiliary Hydraulic Power System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.010 Operate Hydraulic System Controller	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.011 Operational check RAT system		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.012 RAT System Adjustment Input		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.013 Stow/deploy RAT assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.014 Service Bootstrap Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015 Remove / Install Components													
2A6X5-006 002.015.001 Engine Driven Hydraulic Pump	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.002 Pump Depressurization Solenoid Coil		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.003 Pylon Press Ck Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.004 Pylon Case Drain Ck Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.005 Hydraulic System Panel Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.006 Hydraulic System Control Unit		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.007 Filter Bowl Ratchet Lever		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.008 Eng Filter Manifold Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.009 Eng Filter Manifold Bleed Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.010 Hydraulic Sys Reservoir Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.011 Hydraulic Reservoir Drain Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.012 Hydraulic Reservoir Depress Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.013 Hydraulic Return System Manifolds		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.014 Return System Manifold Ck Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.015 Filter Elements	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.016 Hydraulic Servicing Reservoir Fill Container		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.017 Reservoir Bleed Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.018 Hydraulic Servicing Rotary Hand Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.019 Reservoir Fill Filter Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.020 Reservoir Fill Selector Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.021 Reservoir Fill Filter Manifold Element		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.022 Reservoir Over Board Relief Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.023 Emergency Power Shutoff Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.024 Hydraulic Fluid Sump Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.025 Hydraulic Fuse Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.026 Auxiliary Hydraulic Pump	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.027 Trans/Rev Motor Pump	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.028 Trans/Rev Motor Pump Shutoff Valve	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.029 Auxiliary Hydraulic Pump Filter Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.030 Reservoir Selector Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initials	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-006 002.015.031 Trans/Rev Motor Pump Manifold Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.032 Auxiliary Hydraulic Pump Selector Valve Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.033 RAT Electro Mechanical Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.034 RAT Ejection Jack Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.035 RAT Power Unit Mechanical Up Lock Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.036 ADS Manifold Cargo Press Switch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.037 Trans/Rev Motor Pump Manifold Cargo Press Switch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.038 Filter Manifold Diff Press Indicators		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.039 Return Filter Manifold Press Transducers		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.040 Reservoir Low Quantity Sensor Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.041 Reservoir Liquid Quantity Transducers		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.042 Reservoir Fill Selector Valve Rotary Quantity Switch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.043 Temperature Switches		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.044 Reservoir Temp Transducer		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.045 Filter Manifold Press Switches		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.046 MLG Shock Strut Jacking Selector Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.047 Gust Damper Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.048 Gust Damper Relief Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.049 Gust Damper Accum Service Gage/Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.050 Isolation Selector Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.051 System Line Replaceable Units (hoses, fittings, tubing)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.015.052 Hydraulic Hand Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 002.016 Rosan Fittings T.O. 44H1-1-13, Applicable Aircraft T.O s													
2A6X5-006 002.016.001 Remove/Install		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003 LAND NG GEAR SYSTEMS TOs 1C-17A-2-32JG series, 1C-17A-12JG-32 series													
2A6X5-006 003.001 MLG / NLG Struts / Actuation													
2A6X5-006 003.001.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.003 Troubleshoot Landing Gear Actuation System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.004 Perform MLG Normal System Operational Ckeck (person A)	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.005 Perform MLG Emergency System Operational Ckeck (person A)	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.006 Perform NLG Normal System Operational Ckeck (person A)	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.007 Perform NLG Emergency System Operational Ckeck (person A)	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.008 Assist MLG Normal System Operational Ckeck (person B)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.009 Assist MLG Emergency System Operational Ckeck (person B)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.010 Assist NLG Normal System Operational	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Ckeck (person B)													
2A6X5-006 003.001.011 Assist NLG Emergency System Operational Ckeck (person B)	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.012 Service NLG Strut with Hydraulic Fluid	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.013 Service NLG Strut with Nitrogen	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.014 Service MLG Strut with Hydraulic Fluid	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.015 Service MLG Strut with Nitrogen	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.016 Service NLG Strut With OBIGGS Nitrogen		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.017 Service MLG Strut With OBIGGS Nitrogen		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 003.001.018 Service MLG Shimmy Damper		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004 BRAKE / ANTI-SK D SYSTEM TOs 1C-17A-2-32 series, 1C-17A-2-12JG-32 series													
2A6X5-006 004.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.003 Troubleshoot Brake System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.004 Brake System Operational Checkout	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.005 Service Emergency Brake Accumulator	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.006 Bleed Brakes	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008 Remove / Install Components													
2A6X5-006 004.008.001 MLG Brake Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.002 MLG Brake Assembly Bleed Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.003 Parking Brake Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.004 Parking brake accumulator service gage/valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.005 Dual Brake Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.006 Hydraulic Switching Brake Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.007 Anti-Skid Manifold Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.008 Anti-Skid Manifold Hydraulic Fuse		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.009 Anti-Skid Servo Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.010 Anti-skid Return Shutoff Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.011 Brake Shuttle Manifold Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.012 Brake Pressure Transducer		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 004.008.013 System Line Replaceable Units (hoses, fittings, tubing)		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005 NOSEWHEEL STEER NG SYSTEM TO 1C-17A-2-32 series													
2A6X5-006 005.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.003 Troubleshoot Nose Wheel Steering System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.004 Nose Wheel Steering System Operational Checkout	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005 Remove / Install Components													
2A6X5-006 005.005.001 Nose Wheel Steering Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.002 Upper Swivel Gland		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.003 Lower Swivel Gland		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.004 Relief Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.005 Nose Wheel Steering Tandem Hydraulic Bypass Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 005.005.006		2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)												
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training					
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse (2) CDC
Nose Wheel Steering Tandem Hydraulic Control Valve												
2A6X5-006 006 FLIGHT CONTROL SYSTEMS TO 1C-17A-2-27 series												
2A6X5-006 006.001 Primary Flight Control Systems												
2A6X5-006 006.001.001 Aileron System Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.002 Inspect Aileron System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.003 Troubleshoot Aileron System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.004 Perform Operational Check of Aileron Mechanical Controls & Surfaces	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.005 Rudder System Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.006 Inspect Rudder System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.007 Troubleshoot Rudder System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.008 Perform Operational Check of Rudder Mechanical Controls & Surfaces	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.009 Elevator System Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.010 Inspect Elevator System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.011 Troubleshoot Elevator System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.001.012 Perform Operational Check of Elevator Mechanical Controls & Surfaces	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.002 Remove / Install Components												
2A6X5-006 006.002.001 Aileron Actuator	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.002.002 Aileron IFCM	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.002.003 Aileron IFCM quad contact switch		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.002.004 Rudder Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.002.005 Rudder IFCM quad contact switch		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.002.006 Rudder IFCM		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.002.007 Elevator Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.002.008 Elevator IFCM quad contact switch		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.002.009 Elevator IFCM		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003 Secondary Flight Control Systems TO 1C-17A-2-27 series												
2A6X5-006 006.003.001 Pitch Trim System Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.002 Inspect Pitch Trim System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.003 Troubleshoot Pitch Trim System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.004 Perform Operational Check of Horizontal Stab System	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.005 Flap system Operational fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.006 Inspect Flap System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.007 Troubleshoot Flap System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.008 Perform Flap System Operational Check Primary Method	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.009 Perform Flap System Operational Check Alternate Method	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.010 Slat system Operational fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.011 Inspect Slat System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.012 Troubleshoot Slat System	7	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.013 Perform Operational Check of Slat System	5	2015-11-13	2015-11-16				-	-	-	-	-	-
2A6X5-006 006.003.014 Perform Operational Check of Spoilers	5	2015-11-13	2015-11-16				-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
System													
2A6X5-006 006.004 Remove / Install Components													
2A6X5-006 006.004.001 Pitch Trim Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.004.002 Pitch Trim Motor		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.004.003 Pitch Trim Brake		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.004.004 Flap Tandem Control Valve Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.004.005 Flap Actuating Cylinder Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.004.006 Spoiler Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.004.007 Slat Tandem Directional Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.004.008 Slat Actuator Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 006.004.009 Slat Lock Valve Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007 CARGO RAMP/DOOR SYSTEM TO 1C-17A-2-52 Series													
2A6X5-006 007.001 Operational fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.003 Troubleshoot Cargo Ramp / Door System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.004 Perform Cargo Ramp / Door Operational Check	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.005 Open/Close Troop Door Air Deflector		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006 Remove / Install Components													
2A6X5-006 007.006.001 Troop Door Air Deflector Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.002 Troop Door Air Deflector Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.003 Troop Door Clearance Fairing Assembly Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.004 Cargo Door Up Lock Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.005 Cargo Door Up Lock Actuator Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.006 Cargo Door Down Lock Actuator Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.007 Cargo Door Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.008 Cargo Door Up Lock Shutoff Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.009 Cargo Ramp Latch Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.010 Cargo Ramp Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.011 Hydraulic Hand Pump		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.012 Hand Pump Selector Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.013 Hand Pump Pressure Gage		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.014 Ramp Toe Actuating Cylinder		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.015 CDS/ADS Isolation Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.016 CDS/ADS Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.017 CDS / ADS Manifold Repairs													
2A6X5-006 007.006.017 001 Solenoid Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.017 002 Solenoid Cover		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 007.006.017 003 Solenoid Valve Coil		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008 CARGO HANDL NG / MISSION SYSTEMS TOs 1C-17A-2-41 series, 1C-17A-2-12JG-41 series													
2A6X5-006 008.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.003 Troubleshoot Cargo Handling / Mission System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialist	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-006 008.004 Perform Operational Check of Support / Stab Strut System	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.005 Perform CDS System Ops Ck		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.006 Perform Ops Check of Tow Release Mechanism		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.007 Perform Ops Check of Parachute Deployment Mechanism		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.008 Service Cargo Winch		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 008.009 Service Load Equalization Reservoir		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009 Remove / Install Components													
2A6X5-006 009.001 Load Equalization Reservoir Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.002 Load Equalization Cylinder Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.003 Stab Strut Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.004 Reaction Cylinder Assembly		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.005 Stab Strut Control Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 009.006 Stab Strut Door Actuator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010 CREW ESCAPE & SAFETY SYSTEM TO 1C-17A-2-95 Series													
2A6X5-006 010.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010.002 Inspect System	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010.003 Troubleshoot crew escape & safety system	7	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010.004 Service Ramp Emergency Egress Hydraulic Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 010.005 Perform operational check of ramp escape blow down system	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 011 Remove / Install Components													
2A6X5-006 011.001 Emergency Ramp Bypass Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 011.002 Ramp Emergency Egress Hydraulic Accumulator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 011.003 Ramp emergency egress accumulator service gauge/valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 012 FIRE PROTECTION SYSTEM TO 1C-17A-2-26 series													
2A6X5-006 012.001 Operational Fundamentals		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 012.004 Ops Check Engine Hydraulic Shutoff Ball Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-006 012.005 Remove / Install Components													
2A6X5-006 012.005.001 Engine Hydraulic Shutoff Ball Valve		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-011 001 HYDRAULIC POWER SYSTEMS Applicable Aircraft TOs													
2A6X5-011 001.001 Repair / Overhaul Components													
2A6X5-011 001.001.001 Valves		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.001.003 Reservoirs	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.001.004 Accumulators	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.002 Bench Check Components													
2A6X5-011 001.002.001 Valves		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.002.003 Reservoirs	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 001.002.004 Accumulators	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 002 LAND NG GEAR SYSTEMS Applicable Aircraft TOs													
2A6X5-011 002.001 Repair / Overhaul Components													
2A6X5-011 002.001.001 NLG retract actuator	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-

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1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-011 002.001.007 Swivels	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 002.001.008 NLG Strut	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 002.001.009 MLG Strut	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 002.002 Bench Check Components													
2A6X5-011 002.002.001 NLG retract actuator	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 002.002.007 Swivels	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 002.002.008 NLG Strut	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 002.002.009 MLG Strut	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 004 WHEEL BRAKE SYSTEM Applicable Aircraft TOs													
2A6X5-011 004.001 Repair / overhaul components													
2A6X5-011 004.001.001 Brake assemblies	5	2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 004.001.002 Shuttle valve		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 004.001.003 Swivel		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 004.001.004 Brake control valve		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 005 FLIGHT CONTROL SYSTEMS Applicable Aircraft TOs													
2A6X5-011 005.001 Repair / Overhaul Components													
2A6X5-011 005.001.001 Actuators		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 005.001.003 Manifolds		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 005.001.004 PRCA/PDU		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 005.002 Bench Check Components													
2A6X5-011 005.002.001 Actuators		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 005.002.003 Manifolds		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-011 005.002.004 PRCA/PDU		2007-12-07	2007-12-07				-	-	-	-	-	-	-
2A6X5-012 001 A RCRAFT GROUND HANDLING TO 1C-10K(A)-2-7, 2-9, 2-10, 2-12, 2-20													
2A6X5-012 001.001 Ground aircraft or equipment	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 001.002 Lubricate aircraft components		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 001.003 Tow Aircraft		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 001.004 Perform Wing/Tail Walker Duties IAW Applicable TO/Checklist		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 001.005 Install and remove ground safety devices	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 001.006 Perform refuel/defuel team member duties IAW TO/checklist		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 001.007 Open and close engine cowling	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 001.008 Remove / Install Aircraft Access Panels	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 001.009 Use Interphone	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 001.010 Marshall Aircraft		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 001.011 Perform Aircraft Egress	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 001.012 Foreign Object Damage (FOD)/Dropped Object Program (DOPP) In and Around Aircraft		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 001.013 Apply / Disconnect External Electrical Power	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 001.014 Apply / Disconnect External Hydraulic Power	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 001.015 Jack and Level Aircraft													
2A6X5-012 001.015.001 Safety		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 001.015.002 Manual		2015-11-13	2015-11-16				-	-	-	-	-	-	-

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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 001.015.003 Manifold		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 001.015.004 Perform Jacking Team Member Duties		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002 HYDRAULIC POWER SYSTEMS TO 1C-10K(A)-2-29													
2A6X5-012 002.001 Main Hydraulic System													
2A6X5-012 002.001.001 Operational Fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.002 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.003 Perform Operational Check	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.004 Operate Main Hydraulic System	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.005 Troubleshoot Main Hydraulic System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.006 Flush hydraulic system		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.007 Service Reservoir	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.008 Service Accumulator	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.009 Remove / Install Components													
2A6X5-012 002.001.009 001 Engine Driven Pumps	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 002 Accumulators		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.009 003 Air eliminators		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.009 004 Engine and system manifold filters		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 005 Engine hydraulic manifolds		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 006 Hydraulic system manifolds		2010-04-01	2010-05-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 007 Reservoirs		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.001.009 008 Case drain bleed and check valves		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 009 Flight control by-pass valves		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 010 Hydraulic fire shutoff valves		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 011 Maintenance isolation valves		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.001.009 012 Pump bleed and auto prime valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 013 Relief and by-pass valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 014 System relief valve		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.002 Auxiliary Hydraulic System													
2A6X5-012 002.002.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.002 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.003 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 Remove / Install Components													
2A6X5-012 002.002.005 001 Electric motor driven auxiliary pump	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 002 Reversible motor pump	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 003 Motor Pump Shutoff Valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 004 Auxiliary pump manifold		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.002.005 005 Reversible pump manifold		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 002.003 Hydraulic Indication System													
2A6X5-012 002.003.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 002.003.002 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.003.003 Perform Operational Check	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.003.004 Troubleshoot system	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.003.005 Remove / Install Components													
2A6X5-012 002.003.005 001 Reservoir temperature sensor		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 002.003.005 002		2010-07-01	2010-08-06				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	2) CDC	(1) Crse	2) CDC	QTP	1) Crse	2) CDC
Case drain high temperature switch													
2A6X5-012 002.003.005 003 Hydraulic quantity indicator		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 002.003.005 004 Hydraulic quantity transmitter		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 003 MAIN LANDING GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 003.001 Operate main gear doors		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 003.002 Service Main Gear Shock Strut	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 003.003 Service Centerline Gear Shock Strut	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 003.004 Repack / Reseal Components													
2A6X5-012 003.004.001 Main gear shock strut		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 003.004.002 Centerline gear shock strut		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 004 NOSE GEAR AND DOORS TO 1C-10K(A)-2-32													
2A6X5-012 004.001 Operate nose gear door		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 004.002 Service Nose Gear Shock Strut	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 004.003 Repack / Reseal Nose Gear Shock Strut	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005 EXTENSION AND RETRACTION TO 1C-10K(A)-2-32													
2A6X5-012 005.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.002 Perform operational check		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.005 Simulated Extension / Retraction	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.006 Ground sensing		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007 Remove / Install Components													
2A6X5-012 005.007.001 Main Gear Hydraulic Interlock Cylinder	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.002 Centerline gear control valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.003 Landing gear selector valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.004 Main Gear Down Lock Cylinder	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.005 Main gear retract cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.006 Main gear gland		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.007 Main gear door cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.008 Main gear door latch cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.009 Nose gear retract cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.010 Nose gear unlock cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.011 Trim cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.012 Trim cylinder relief valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.013 Centerline gear retract cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.014 Centerline gear unlock cylinder		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 005.007.015 Centerline gear door links		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 006 WHEELS AND BRAKES SYSTEM TO 1C-10(K)A-2-32													
2A6X5-012 006.001 Operational fundamentals		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 006.002 Perform operational checkout		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 006.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 006.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 006.005 Break wear check		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 006.006 Bleed brake system		2010-09-15	2010-10-14				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 006.007 Remove / Install Components													
2A6X5-012 006.007.001 Main wheel brakes		2011-04-21	2011-07-12				-	-	-	-	-	-	-
2A6X5-012 006.007.002 Brake valve actuator		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-012 006.007.003 Brake system manifold and manifold check		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 006.007.004 Dual brake control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 007 ANTI-SKID SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 007.001 Operational fundamentals		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 007.002 Perform operational check		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 007.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.005 Perform maintenance practices		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 007.006 Remove / Install Components													
2A6X5-012 007.006.001 Skid control manifold		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.006.002 Fluid Quantity Limiter Valves	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.006.003 Parking brake valves		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 007.006.004 Skid control valves		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 008 STEERING SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 008.001 Perform Operational System Check out	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 008.002 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 008.003 Troubleshoot System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 008.004 Remove / Install Components													
2A6X5-012 008.004.001 Nose Wheel Steering Cylinders	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 008.004.002 Steering manifold		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 008.004.003 Steering by-pass valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 008.004.004 Steering control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 008.004.005 Steering relief valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 008.004.006 Steering gland	5	2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 009 FLIGHT CONTROL SYSTEMS AND COMPONENTS TO 1C-10K(A)-2-27													
2A6X5-012 009.001 Aileron Control System													
2A6X5-012 009.001.001 Operational fundamentals		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.001.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.001.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.001.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.001.005 Remove / Install Components													
2A6X5-012 009 001.005.0.2014176.125852 Operate aileron system		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.001.005 001 Aileron actuators		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.002 Rudder Control System													
2A6X5-012 009.002.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.002.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.002.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.002.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.002.005 Remove / Install Components													
2A6X5-012 009.002.005 001 Rudder actuators		2010-09-15	2010-10-14				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.002.005 002 Non-reversible motor pump compensator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.002.005 003 Non-reversible motor pump		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.002.005 004 Motor operated shutoff valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.003 Elevator Control Systems													
2A6X5-012 009.003.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.003.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.003.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.003.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.003.005 Remove / Install Components													
2A6X5-012 009.003.005 001 Elevator actuator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.004 Horizontal Stabilizer													
2A6X5-012 009.004.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.005 Remove / Install Components													
2A6X5-012 009.004.005 001 Horizontal Stabilizer Hydraulic Motor and Brake		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.004.005 002 Primary trim control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.005 Flaps													
2A6X5-012 009.005.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.005.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.005.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.005.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.005.005 Remove / Install Components													
2A6X5-012 009.005.005 001 Flap actuating cylinder		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.005.005 002 Flap control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.005.005 003 Flap lock valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.006 Spoiler													
2A6X5-012 009.006.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.006.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.006.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.006.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.006.005 Remove / Install Components													
2A6X5-012 009.006.005 001 Spoiler drive servo		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.007 Lift Augmenting System													
2A6X5-012 009.007.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.007.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.007.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.007.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.007.005 Remove / Install Components													
2A6X5-012 009.007.005 001 Slat actuator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.007.005 002 Outboard slat balance relief valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.007.005 003 Slat control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.007.005 004 Slat two speed valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.008 Aileron and Elevator Dampers													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.008.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.008.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.008.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.008.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 009.008.005 Remove / Install Components													
2A6X5-012 009.008.005 001 Aileron dampers		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 009.008.005 002 Elevator dampers		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 010 NFLIGHT REFUELING SYSTEM / COMPONENTS TO 1C-10K(A)-2-28-2, TO 1C-10K(A)-2-28													
2A6X5-012 010.001 Air refueling (A/R) ancillary system													
2A6X5-012 010.001.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.001.002 Perform Operational Check	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.001.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.001.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.001.005 Remove / Install Components													
2A6X5-012 010.001.005 001 Auxiliary reservoir		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.001.005 002 Boom/drogue selector valve		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.001.005 003 Pilot operated check valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002 Air Refueling Fuel System													
2A6X5-012 010.002.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.002.002 Perform Operational Check	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.003 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.004 Troubleshoot System using Fuel Pressure Control System Test Set	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 Remove / Install Components													
2A6X5-012 010.002.005 001 Boom and Drogue Fuel Shutoff Valve	5	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 002 Hydraulic operated dual by-pass valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 003 Fuel pump pressure control unit		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 004 Fuel pressure indicator		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 005 Hydraulic servo motor		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 006 Fuel pressure transducer		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 007 Hydraulic servo control valve		2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.002.005 008 A/R fuel flow rate indicator		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 009 A/R fuel flow transmitter	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.002.005 010 A / R Fuel Flow Power Supply		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003 Boom and Nozzle													
2A6X5-012 010.003.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.002 Perform Operational Check	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.003 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.004 Troubleshoot System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.005 Use status test panel	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.006 Use ARB test set	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.007 Use nozzle tester	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.008 Operate boom and nozzle	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.009 Deploy boom for maintenance	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.010 Extend boom	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 010.003.011 Lower boom for maintenance	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.012 Raise boom after maintenance	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.013 Retract boom	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 Remove / Install Components													
2A6X5-012 010.003.014 001 Boom		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 002 Flexible fuel coupling		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 003 Preload bungees cylinder		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 004 Gimble	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 005 ARB sliding fuel seal		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 006 Boom accelerometer		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 007 Elevator actuator		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 008 Rudder actuators (tandem)		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 009 Status test panel		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 010 Nozzle Load Sensor		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 011 Boom elevation and roll axis indication LVDT		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 012 Roll position transducer (DRVDT)		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 013 Boom control unit		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 014 ARB control surfaces		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 015 Annunciator lights		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 016 Telescope servo motor		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 017 Boom position indicators		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 018 Boom signal amplifier		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 019 Boom signal coil		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 020 ARB stowage shock absorber		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 021 Boom hoist cable	5	2010-04-01	2010-05-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 022 Hookeye		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 023 Latch		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 024 Hoist motor	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 025 Tension motor		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 026 Boom hoist winch		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 027 Hoist winch linear actuator		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 028 Latch striker		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.003.014 029 Pneumatic module (IDS)	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 030 Nozzle	5	2010-04-12	2010-05-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 031 Recoil	5	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.003.014 032 Boom elevator/roll controller		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 033 ARO and instructor's telescope controller		2011-01-03	2011-01-16				-	-	-	-	-	-	-
2A6X5-012 010.003.014 034 Inner fuel tube		2015-11-13	2015-11-16				-	-	-	-	-	-	-
2A6X5-012 010.004 Hose and Drogue System													
2A6X5-012 010.004.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.004.002 Perform Operational Check	5	2010-04-01	2010-05-06				-	-	-	-	-	-	-
2A6X5-012 010.004.003 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 010.004.004 Troubleshoot System using Drogue Coupling Tester	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 010.004.005 Trail Drogue	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 010.004.006	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)												
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training					
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse
Rewind Drogue												
2A6X5-012 010.004.007 Drain drogue		2010-07-01	2010-08-06				-	-	-	-	-	-
2A6X5-012 010.004.008 Remove / Install Components												
2A6X5-012 010.004.008 001 Hose		2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 010.004.008 002 Hose Reel	7	2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 010.004.008 003 Hose reel hydraulic components	5	2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 011 WING A R REFUELING PODS TO 1C-10K(A)-2-28												
2A6X5-012 011.001 Operational fundamentals		2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 011.002 Perform Operational Check	5	2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 011.003 Inspect System	7	2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 011.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 011.005 Built In Test (BITE) Check		2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 011.006 Pod Draining		2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 011.007 Deploy/Stow Hose		2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 012 POD INSPECTIONS TO 1C-10K(A)-2-28-WC												
2A6X5-012 012.001 Cyclic		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.002 Home Station Check (HSC)		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.003 Pod Fault Diagnosis	7	2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 012.004 Remove / Install Components												
2A6X5-012 012.004.001 Refueling Pod		2010-09-15	2010-10-14				-	-	-	-	-	-
2A6X5-012 012.004.002 Pylon		2010-09-15	2010-10-14				-	-	-	-	-	-
2A6X5-012 012.004.003 Rear Fairing		2010-09-15	2010-10-14				-	-	-	-	-	-
2A6X5-012 012.004.004 Nose Fairing		2010-09-15	2010-10-14				-	-	-	-	-	-
2A6X5-012 012.004.005 Hose		2010-09-15	2010-10-14				-	-	-	-	-	-
2A6X5-012 012.004.006 Hose Jettison Unit		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.007 Coupling		2010-09-15	2010-10-14				-	-	-	-	-	-
2A6X5-012 012.004.008 Drogue		2010-09-15	2010-10-14				-	-	-	-	-	-
2A6X5-012 012.004.009 Ram Air Turbine (RAT)		2010-07-01	2010-08-06				-	-	-	-	-	-
2A6X5-012 012.004.010 Dummy Spinner Cone	5	2010-07-01	2010-08-06				-	-	-	-	-	-
2A6X5-012 012.004.011 Digital Refueling Control Unit (DRCU)		2010-09-15	2010-10-14				-	-	-	-	-	-
2A6X5-012 012.004.012 Power Supply		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.013 Motor Drive Unit		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.014 Hose Position Sensor		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.015 DC Motor		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.016 Parking Brake (Linear Actuator)		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.017 Pawl Assembly (Parking Brake)		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.018 Hose Drum Drive Unit		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.019 Gear Box Assembly		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.020 Tensator Drive	5	2010-08-02	2010-09-15				-	-	-	-	-	-
2A6X5-012 012.004.021 Fuel Pump		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.022 Vane Pump		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 012.004.023 Control Valve		2011-08-01	2011-09-01				-	-	-	-	-	-
2A6X5-012 013 A R REFUELING RECEIVER SYSTEM TO 1C-10K(A)-2-28												
2A6X5-012 013.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-
2A6X5-012 013.002 Perform Operational Check	5	2010-07-01	2010-08-06				-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	2) CDC	(1) Crse	2) CDC	QTP	1) Crse	2) CDC
2A6X5-012 013.003 Inspect System	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 013.004 Troubleshoot System using UARRSI Tester	7	2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 013.005 Remove / Install Components													
2A6X5-012 013.005.001 UARRSI		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 013.005.002 Door control cable		2010-07-01	2010-08-06				-	-	-	-	-	-	-
2A6X5-012 014 DOORS TO 1C-10K(A)-2-52													
2A6X5-012 014.001 Operational fundamentals		2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 014.002 Perform Operational Check	5	2010-04-01	2010-04-30				-	-	-	-	-	-	-
2A6X5-012 014.003 Inspect	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 014.004 Troubleshoot System	7	2010-08-02	2010-09-15				-	-	-	-	-	-	-
2A6X5-012 014.005 Remove / Install Components													
2A6X5-012 014.005.001 Cargo door actuator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.002 Cargo door latch actuator		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.003 Cargo door hand pump		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.004 Cargo door electric pump		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.005 Cargo door reservoir		2010-09-15	2010-10-14				-	-	-	-	-	-	-
2A6X5-012 014.005.006 Cargo door control valve		2010-09-15	2010-10-14				-	-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S INITIALS	TRA NER'S INITIALS	CERTIFIER'S INITIALS
	23837 001	Engine Electric Cooling Line Maintenance T.O. 44H1-1-153	2007-12-07	2008-03-27			
	23837 002	Operate and Maintain Solvent Tank Operational and Maintenance Instruction	2007-12-07	2008-03-19			
	23837 002 0 2012080 06 5913	Accumulator Bench Check Applicable Aircraft T.O.	2007-12-07	2008-03-27			
	23837 003	Operate and Maintain Dust Collector Operational and Maintenance Instruction	2007-12-07	2008-03-19			
	23837 004	Service Munitions Proofloader Tester T.O. 33D5-53-13-1	2007-12-07	2008-03-27			
	23837 005	Repair Munitions Proofloader Tester T.O. 33D5-53-13-1	2007-12-07	2008-03-27			
	23837 006	Service Munitions Detent Tester T.O. 33D9-54-7-42	2007-12-07	2008-03-27			
	23837 007	Repair Munitions Detent Tester T.O. 33D9-54-7-42	2007-12-07	2008-03-27			
	23837 008	Operate and Maintain Eyewash Station AFI 91-203	2007-12-07	2008-03-19			
	23837 009	Operation of Hangar Doors AFI 91-203	2007-12-07	2008-03-19			
	23837 010	Remove and Install Helicoil Inserts T.O. 44H1-1-117	2007-12-07	2008-03-19			
	32784 001	660th KC-10 PRODUCTION (GENERAL)					
	32784 001.001	Review Production Master Training Plan 660th Production Master Training Plan	2014-06-02	2014-06-24			
	32784 001.002	Land Mobile Radio (LMR) Familiarization	2014-06-02	2014-06-24			
	32784 001.003	Understand / Interpret / Implement Aircraft Configuration Changes	2014-06-02	2014-06-24			
	32784 001.004	Understand / Interpret / Implement Specific Disaster Control Duties	2014-06-02	2014-06-24			
	32784 001.005	Utilize / Implement On-Base Disaster Map with Cordon Overlay	2014-06-02	2014-06-24			
	32784 001.006	Understand Aircraft Movement Codes	2014-06-02	2014-06-24			
	32784 001.007	Understand QA Inspection Process; UCR, DSV, PE, SI, TDV	2014-06-02	2014-06-24			
	32784 001.008	Review Operating Instructions (OI) https://60mxg.travis.af.mil/mil/TAFB/60MXG/Squadron(OI)	2014-06-02	2014-06-24			
	32784 001.009	Review 60 AMW OPLAN	2014-06-02	2014-06-24			
	32784 001.010	Review Local In-Progress-Inspection (IPI) Listing	2014-06-02	2014-06-24			
	32784 001.011	Review Quick Reaction Checklist (QRC)	2014-06-02	2014-06-24			
	32784 001.012	Review Local Security Procedures	2014-06-02	2014-06-24			
	32784 001.013	Review Crash Damage or Disabled Aircraft Recovery (CDDAR) Procedures and Local Procedures AFI21-101, AMCSUP 1	2014-06-02	2014-06-24			
	32784 001.014	Review Local Debrief Procedures	2014-06-02	2014-06-24			
	32784 001.015	Review Lost Tool Procedures	2014-06-02	2014-06-24			
	32784 001.016	Review Special Certification Roster (SCR) Requirements	2014-06-02	2014-06-24			
	32784 001.017	Review Single Oil Analysis Program (SOAP) Procedures	2014-06-02	2014-06-24			
	32784 001.018	Review Risk Assessment Management (RAM) Procedures	2014-06-02	2014-06-24			
	32784 001.019	Operate Turbo Style Wind Meter	2014-06-02	2014-06-24			
	32784 002	MAINTENANCE MANAGEMENT (FUNDAMENTAL)					
	32784 002.001	Maintenance Group Organizational Structure	2014-06-02	2014-06-24			
	32784 002.002	Basic Functions Within Maintenance Complex	2014-06-02	2014-06-24			
	32784 002.003	Tour base facilities: Supply, Command Post, Base Operations, PAX Terminal, Fleet Service, P and S, Operations, MOCC, MXS, NDI shop, AMUs, Fire Department , etc.	2014-06-02	2014-06-24			
	32784 002.004	Status Reporting / ETIC	2014-06-02	2014-06-24			
	32784 002.005	Mission Essential System List (MESL)	2014-06-02	2014-06-24			
	32784 002.006	Minimum Equipment List (MEL)	2014-06-02	2014-06-24			
	32784 003	MAINTENANCE / INSPECTION (FUNDAMENTAL)					
	32784 003.001	Maintenance Systems	2014-06-02	2014-06-24			
	32784 003.002	Inspection Systems	2014-06-02	2014-06-24			
	32784 003.003	Understand Acceptance / Transfer Inspection of Aircraft	2014-06-02	2014-06-24			
	32784 003.004	Understand Isochronal Phase (A / C checks)	2014-06-02	2014-06-24			
	32784 003.005	Understand Other Scheduled Maintenance Inspections (HSC / Refurb / etc)	2014-06-02	2014-06-24			
	32784 003.006	Perform Aircraft / Equipment Forms Reviews T.O. 00-20-1	2014-06-02	2014-06-24			
	32784 004.001	GO81					
	32784 004 001.001	Use GO81	2014-06-02	2014-06-24			
	32784 005	SUPERVISION (FUNDAMENTAL)					
	32784 005.001	Orient New Personnel	2014-06-02	2014-06-24			
	32784 005.002	Assign Personnel to Work Crews	2014-06-02	2014-06-24			
	32784 005.003	Plan Work Assignments and Priorities	2014-06-02	2014-06-24			
	32784 005.004	Schedule Work Assignments	2014-06-02	2014-06-24			
	32784 005.005	Aircraft Generation	2014-06-02	2014-06-24			
	32784 005.006	Establish					
	32784 005 006.001	Work Methods	2014-06-02	2014-06-24			
	32784 005 006.002	Controls	2014-06-02	2014-06-24			
	32784 005 006.003	Performance Standards	2014-06-02	2014-06-24			
	32784 005 006.004	Personal Accountability	2014-06-02	2014-06-24			
	32784 005 006.005	Evaluate Work Performance of Subordinate Personnel	2014-06-02	2014-06-24			
	32784 005 006.006	Resolve Technical Problems of Subordinate Personnel	2014-06-02	2014-06-24			
	32784 005 006.007	Initiate Action to Correct Substandard Performance by Personnel	2014-06-02	2014-06-24			
	32784 006	TRAINING (FUNDAMENTAL)					
	32784 006.002	Maintain	2014-06-02	2014-06-24			
	32784 006.003	Interpret	2014-06-02	2014-06-24			
	32784 007	AF SUPPLY DISC PL NE (FUNDAMENTAL)					

JOB QUALIFICATION STANDARD CONTINUATION/WJQS								
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION					
			START DATE	COMPLETION DATE	TRA NEE'S INITIALS	TRA NEE'S INITIALS	CERTIFIER'S INITIALS	
	32784 007.001	Research Parts	2014-06-02	2014-06-24				
	32784 007.002	Property Accountability	2014-06-02	2014-06-24				
	32784 007.003	Principles of Supply	2014-06-02	2014-06-24				
	32784 007.004	Issue and Turn-In Procedures	2014-06-02	2014-06-24				
	32784 007.005	Use Issue and Turn-In Forms	2014-06-02	2014-06-24				
	32784 007.006	Tail and Bin Number (TNB)	2014-06-02	2014-06-24				
	32784 008	FLIGHT LINE EXPEDITOR						
	32784 008.001	Participate in a Week Long Ride-Along with Flight Line Expeditor	2014-06-02	2014-06-24				
	32784 008.002	Aircraft Inspections Concept	2014-06-02	2014-06-24				
	32784 009	PRODUCTION SUPERINTENDANT						
	32784 009.001	Participate in a Week Long Ride-Along with Production Superintendent	2015-04-13	2015-04-20				
	32784 009.002	Coordinate Aircraft / Equipment Flying Schedule	2015-04-13	2015-04-20				
	32784 009.003	Understand Deviation Codes	2015-04-06	2015-04-12				
	32784 009.004	Mission Capable (MICAP) Requirements	2015-04-06	2015-04-12				
	32784 009.005	Maintenance Repair Team (MRT) Tasking Process	2015-04-06	2015-04-12				
	32784 009.006	Cannibalization (CANN) Reporting	2015-04-06	2015-04-12				
	32784 009.007	Perform Exceptional Release (ER)	2015-04-13	2015-04-20				
	32784 009.008	107 Database (eDARS)	2015-07-27	2015-08-14				
	32784 009.009	Aircraft Impoundment AFI21-101, AMCSUP 1	2015-04-06	2015-04-12				
	32784 009.010	Utilize / Explain Maint. Management Metrics to Include: AATs, Break Rate, CANN Rate, Deferred / Delayed Discrep Rate, Departure (Logistics) Reliability Rate, Fix Rate, Mission Capable Rate, Repeat / Recurring Rate Maintenance Metrics Handbook, AFI 21-101 Chpt 7	2015-04-06	2015-04-12				
	32784 010	Primary AFSC Red X						
	32784 010.001	Clear Red X (Primary AFSC) AFI 21-101, Applicable 00-20 series TOs	2015-01-01	2015-01-07				
	32784 010.002	Perform In-Progress-Inspections (PI) (Primary AFSC)AFI 21-101, Applicable 00-20 series TOs, Local Operating Instructions (OIs)	2015-01-01	2015-01-07				
	32797 001	Team Communication AMCI21-104 Attachment 5 task A5.17	2013-02-10	2014-01-30				
	32797 003	Disconnect/Reconnect Aircraft Batteries 1C-10(K)A-2-24	2010-09-15	2010-10-14				
	32797 004	Install/Remove Brake Inoperative Jumper Kit 1C-10(K)A-2-32	2011-02-23	2011-07-12				
	32797 005	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2010-04-01	2010-04-30				
	32797 007	Airborne Auxiliary Power (APU) Operation 1C-10(K)A-2-49	2009-10-27	2010-10-15				
	32797 008	Engine Operation 1C-10(K)A-2-71	2011-09-22	2011-09-22				
	32797 009	Tail Cone Work Platform 1C-10(K)A-2-53	2013-02-10	2014-01-30				
	32797 010	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual						
	32797 010.001	Purpose and Description	2010-04-01	2010-04-30				
	32797 010.002	Perform Pre-use Inspection and Operate	2010-04-01	2010-04-30				
	32797 011	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual						
	32797 011.001	Purpose and Description	2010-04-01	2010-04-30				
	32797 011.002	Perform Pre-use Inspection and Operate	2010-04-01	2010-04-30				
	32797 012	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2						
	32797 012.001	Inhibit/Deinhibit Pod	2011-08-01	2011-09-01				
	32797 012.002	Air Refueling Operators Control Panel (AROCP) (Remove,Inspect,Install)	2010-09-15	2010-10-14				
	32797 012.003	Flight Engineers Control Panel (FECF) (Remove,Inspect,Install)	2010-09-15	2010-10-14				
	32797 014	Hydraulic 7 Level SCR 660th AMXS						
	32797 014.002	Clear CND Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2010-09-06	2010-10-04				
	32797 014.003	Clear Repeat/Recur Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2010-09-06	2010-10-04				
	32797 014.004	Perform PI (Primary AFSC) AFI 21-101 AMCSUP1 14.36.4. SCR Documentation/Table 14.1. Mandatory Special Certification Roster (SCR) and Prerequisites. tem 11	2010-09-06	2010-10-04				
	32797 014.005	Sign Condition Tags AFI 21-101 AMCSUP1 5.14.8.6.3.	2010-09-06	2010-10-04				
	32797 014.006	Landing Gear Retraction Supervisor AFI 21-101	2012-11-01	2012-12-12				
	32797 015	Tow Team Assistant 1C-10(K)A-2-9-10-00						
	32797 015.003	Perform as brake operator 1C-10(K)A-2-9-10-00	2014-01-01	2014-01-30				
	32797 015.004	Perform as wing/tail walker 1C-10(K)A-2-9-10-00	2013-02-10	2014-01-30				
	32923 001	Review Production Master Training Plan 660th Production Master Training Plan	2015-10-01	2015-10-13				
	32923 002	Land Mobile Radio (LMR) Familiarization	2015-10-01	2015-10-13				
	32923 003	Understand / Interpret / Implement Aircraft Configuration Changes	2015-10-01	2015-10-13				
	32923 004	Understand / Interpret / Implement Specific Disaster Control Duties	2015-10-01	2015-10-13				
	32923 005	Utilize / Implement On-Base Disaster Map with Cordon Overlay	2015-10-01	2015-10-13				
	32923 006	Understand Aircraft Movement Codes	2015-10-01	2015-10-13				
	32923 007	Understand QA Inspection Process; UCR, DSV, PE, SI, TDV	2015-10-01	2015-10-13				
	32923 008	Review Operating Instructions (OI) https://60mxg.travis.af.mil/mi/ TAFB / 60 MXG / Squadron (OI)	2015-10-01	2015-10-13				
	32923 009	Review 60 AMW OPLAN	2015-10-01	2015-10-13				
	32923 010	Review Local In-Progress-Inspection (IPI) Listing	2015-10-01	2015-10-13				
	32923 011	Review Quick Reaction Checklist (QRC)	2015-10-01	2015-10-13				
	32923 012	Review Local Security Procedures	2015-10-01	2015-10-13				
	32923 013	Review Crash Damage or Disabled Aircraft Recovery (CDDAR) Procedures and Local Procedures AFI21-101, AMCSUP 1	2015-10-01	2015-10-13				

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S INITIALS	TRA NER'S INITIALS	CERTIFIER'S INITIALS
	32923 014	Review Local Debrief Procedures	2015-10-01	2015-10-13			
	32923 015	Review Lost Tool Procedures	2015-10-01	2015-10-13			
	32923 016	Review Special Certification Roster (SCR) Requirements	2015-10-01	2015-10-13			
	32923 017	Review Single Oil Analysis Program (SOAP) Procedures	2015-10-01	2015-10-13			
	32923 018	Review Risk Assessment Management (RAM) Procedures	2015-10-01	2015-10-13			
	32923 019	Operate Turbo Style Wind Meter	2015-10-01	2015-10-13			
	32923 020	Team Communication AMCI21-104 Attachment 5 task A5.17	2015-11-13	2015-11-16			
	32923 022	Disconnect/Reconnect Aircraft Batteries 1C-10(K)A-2-24	2015-11-13	2015-11-16			
	32923 024	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2015-11-13	2015-11-16			
	32923 028	Tail Cone Work Platform 1C-10(K)A-2-53	2015-11-13	2015-11-16			
	32923 029	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32923 029.001	Purpose and Description	2015-11-13	2015-11-16			
	32923 029 001.001	Perform Pre-use Inspection and Operate	2015-11-13	2015-11-16			
	32923 030	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32923 030.001	Purpose and Description	2015-11-13	2015-11-16			
	32923 030 001.001	Perform Pre-use Inspection and Operate	2015-11-13	2015-11-16			
	32923 031	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32923 031.001	Inhibit/Deinhibit Pod	2015-11-13	2015-11-16			
	32923 031 001.001	Air Refueling Operators Control Panel (AROCP) (Remove,Inspect,Install)	2015-11-13	2015-11-16			
	32923 031 001.002	Flight Engineers Control Panel (FECPC) (Remove,Inspect,Install)	2015-11-13	2015-11-16			
	32923 033	Hydraulic 7 Level SCR 660th AMXS					
	32923 033.001	Sign/Clear Red X (Primary AFSC)(KC-10) AFI 21-101 IAW T 0. 00-20-1	2015-11-13	2015-11-16			
	32923 033 001.001	Clear CND Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2015-11-13	2015-11-16			
	32923 033 001.002	Clear Repeat/Recur Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2015-11-13	2015-11-16			
	32923 033 001.003	Perform PI (Primary AFSC)(KC-10) AFI 21-101 AMCSUP1 14.36.4. SCR Documentation/Table 14.1. Mandatory Special Certification Roster (SCR) and Prerequisites. tem 11	2015-11-13	2015-11-16			
	32923 033 001.004	Sign Condition Tags AFI 21-101 AMCSUP1 5.14.8.6.3.	2015-11-13	2015-11-16			
	32923 033 001.005	Landing Gear Retraction Supervisor AFI 21-101	2015-11-13	2015-11-16			
	32923 057	SPECIAL CERTIFICATION TASKS (797) RED-X QUALIFICATIONS					
	32923 057 001.001	AUTHORIZE NOT REPA RABLE THIS STATION (NSP 000050) AMCI 21-101	2015-11-13	2015-11-16			
	32923 057 001.002	CLEAR REPEAT / RECUR DISCREPANC ES (INSP 000090) AMCI 21-101	2015-11-13	2015-11-16			
	32923 057 001.003	CLEAR COULD NOT DUPLICATE (CND) DISCREPANC ES (INSP 000095) AMCI 21-101	2015-11-13	2015-11-16			
	32923 057 001.005	CLEAR RED X (PR MARY AFSC) (C5 000708) AMCI 21-101, -104, T.O. 00-20 SERIES	2015-11-13	2015-11-16			
	32923 057 001.006	PERFORM IPI (PR MARY AFSC) (C5 000715) AMCI 21-101, 104, T.O. 00-20 SERIES	2015-11-13	2015-11-16			
	32923 073	SPECIAL CERTIFICATION ROSTER ITEMS					
	32923 073 001.005	SIGN CONDITION TAGS (C-17) (7-Level or civilian equivalent)(5-Level Waiver MUST BE APPROVED BY GP/CC) 60 MXGOI 21-125 and AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.006	NRTS (C-17) (7-skill level or civilian equivalent) AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.007	CLEAR REPEAT RECURR NG DISC (C-17) (7-Level or civilian equivalent (5-Level Waiver MUST BE APPROVED BY GP/CC) 60 MXGOI 21-122 and AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.008	COULD NOT DUPLICATE (C-17) (CND) (7-Level or civilian equivalent w/12 mths on MDS)(5-Level Waiver MUST BE APPROVED BY GP/CC) 60 MXGOI 21-122 and AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.009	CLEAR RED X (C-17) (Pri AFSC) (7-Level or civilian equivalent (5-Level Waiver MUST BE APPROVED BY GP/CC) AFI 21-101	2015-11-13	2015-11-16			
	32923 073 001.010	10.13 IPI RED X (C-17) (Pri AFSC) (7-Level or civilian equivalent (5-Level Waiver MUST BE APPROVED BY GP/CC) 60 MXGOI 21-114 and AFI 21-101	2015-11-13	2015-11-16			
	32923 094	MAINTENANCE MANAGEMENT (FUNDAMENTAL)					
	32923 094.001	Maintenance Group Organizational Structure	2015-10-01	2015-10-13			
	32923 094 001.001	Basic Functions Within Maintenance Complex	2015-10-01	2015-10-13			
	32923 094 001.002	Tour base facilities: Supply, Command Post, Base Operations, PAX Terminal, Fleet Service, P and S, Operations, MOCC, MXS, NDI shop, AMUs, Fire Department , etc.	2015-10-01	2015-10-13			
	32923 094 001.003	Status Reporting / ETIC	2015-10-01	2015-10-13			
	32923 094 001.004	Mission Essential System List (MESL)	2015-10-01	2015-10-13			
	32923 094 001.005	Minimum Equipment List (MEL)	2015-10-01	2015-10-13			
	32923 095	MAINTENANCE / INSPECTION (FUNDAMENTAL)					
	32923 095.001	Maintenance Systems	2015-10-01	2015-10-13			
	32923 095 001.001	Inspection Systems	2015-10-01	2015-10-13			
	32923 095 001.002	Understand Acceptance / Transfer Inspection of Aircraft	2015-10-01	2015-10-13			

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S INITIALS	TRA NER'S INITIALS	CERTIFIER'S INITIALS
	32923 095 001.003	Understand Isochronal Phase (A / C checks)	2015-10-01	2015-10-13			
	32923 095 001.004	Understand Other Scheduled Maintenance Inpsections (HSC / Refurb / etc)	2015-10-01	2015-10-13			
	32923 095 001.005	Perform Aircraft / Equipment Forms Reviews T.O. 00-20-1	2015-10-01	2015-10-13			
	32923 096	AUTOMATED MAINTENANCE SYSTEM (FUNDAMENTAL)					
	32923 097	GO81					
	32923 097.001	Use GO81	2015-10-01	2015-10-13			
	32923 098	SUPERVISION (FUNDAMENTAL)					
	32923 098.001	Orient New Personnel	2015-10-01	2015-10-13			
	32923 098 001.001	Assign Personnel to Work Crews	2015-10-01	2015-10-13			
	32923 098 001.002	Plan Work Assignments and Priorities	2015-10-01	2015-10-13			
	32923 098 001.003	Schedule Work Assignments	2015-10-01	2015-10-13			
	32923 098 001.004	Aircraft Generation	2015-10-01	2015-10-13			
	32923 099	Establish					
	32923 099.001	Work Methods	2015-10-01	2015-10-13			
	32923 099 001.001	Controls	2015-10-01	2015-10-13			
	32923 099 001.002	Performance Standards	2015-10-01	2015-10-13			
	32923 099 001.003	Personal Accountability	2015-10-01	2015-10-13			
	32923 099 001.004	Evaluate Work Performance of Subordinate Personnel	2015-10-01	2015-10-13			
	32923 099 001.005	Resolve Technical Problems of Subordinate Personnel	2015-10-01	2015-10-13			
	32923 099 001.006	Initiate Action to Correct Substandard Performance by Personnel	2015-10-01	2015-10-13			
	32923 103	FCC - HYD CUT Special Certifications 2A6X5					
	32923 103.001	Maintain	2015-10-01	2015-10-13			
	32923 104	FCC - HYD CUT Tasks 2A6X5					
	32923 104.001	Interpret	2015-10-01	2015-10-13			
	32923 106	FCC - ELEN CROSS UT LIZATION TRAINING 2A6X6					
	32923 106.001	Research Parts	2015-10-01	2015-10-13			
	32923 107	FCC - ELEN CUT Special Certifications 2A6X6					
	32923 107.001	Property Accountability	2015-10-01	2015-10-13			
	32923 108	FCC - ELEN CUT Tasks 2A6X6					
	32923 108.001	Principles of Supply	2015-10-01	2015-10-13			
	32923 108 001.001	Issue and Turn-In Procedures	2015-10-01	2015-10-13			
	32923 108 001.002	Use Issue and Turn-In Forms	2015-10-01	2015-10-13			
	32923 108 001.003	Tail and Bin Number (TNB)	2015-10-01	2015-10-13			
	32923 109	FLIGHT LINE EXPEDITOR					
	32923 109.001	Participate in a Week Long Ride-Along with Flight Line Expeditor	2015-10-01	2015-10-13			
	32923 109 001.001	Aircraft Inspections Concept	2015-10-01	2015-10-13			
	32923 110	PRODUCTION SUPERINTENDANT					
	32923 110.001	Participate in a Week Long Ride-Along with Production Superintendent	2015-11-10	2015-11-10			
	32923 110 001.001	Coordinate Aircraft / Equipment Flying Schedule	2015-11-10	2015-11-10			
	32923 110 001.002	Understand Deviation Codes	2015-11-10	2015-11-10			
	32923 110 001.003	Mission Capable (MICAP) Requirments	2015-11-10	2015-11-10			
	32923 110 001.004	Maintenance Repair Team (MRT) Tasking Process	2015-11-10	2015-11-10			
	32923 110 001.005	Cannibalization (CANN) Reporting	2015-11-10	2015-11-10			
	32923 110 001.006	Perform Exceptional Release (ER)	2015-11-10	2015-11-10			
	32923 110 001.007	107 Database (eDARS)	2015-11-10	2015-11-10			
	32923 110 001.008	Aircraft Impoundment AFI21-101, AMCSUP 1	2015-11-10	2015-11-10			
	32923 110 001.009	Utilize / Explain Maint. Management Metrics to Include: AATs, Break Rate, CANN Rate, Deferred / Delayed Discrep Rate, Departure (Logistics) Reliability Rate, Fix Rate, Mission Capable Rate, Repeat / Recurring Rate Maintenance Metrics Handbook, AFI 21-101 Chpt 7	2015-11-10	2015-11-10			
	32923 111	Primary AFSC Red X					
	32923 111.001	Clear Red X (Primary AFSC) AFI 21-101, Applicable 00-20 series TOs	2015-11-10	2015-11-10			
	32923 111 001.001	Perform In-Progress-Inspections (PI) (Primary AFSC)AFI 21-101, Applicable 00-20 series TOs, Local Operating Instructions (OIs)	2015-11-10	2015-11-10			

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
SSgt MM2	Staff Sergeant	2A655

SSgt MM2

Staff Sergeant

2A655

INDIVIDUAL TRAINING RECORD

2016-11-01

2016-11-01

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A5X1 AND 2A5X4-000 001 Career Ladder Progression- 1 Oct 2016 TR: Air Force Enlisted Classification Directory (AFECD)													
2A5X1 AND 2A5X4-000 001.002 Duties of AFSC		2013-03-04	2013-04-25				A	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 003 AF CONSOLIDATED OCCUPATIONAL SAFETY NSTRUCTION TR: AFIs 11-218, 21-101 and 91-203; and applicable aircraft TOs													
2A5X1 AND 2A5X4-000 003.002 Safety precautions pertaining to aircraft maintenance													
2A5X1 AND 2A5X4-000 003.002.005 Ground handling of aircraft		2013-03-04	2013-04-25				A	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 003.002.006 Hot brakes		2013-03-04	2013-04-25				A	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 008 MAINTENANCE DATA DOCUMENTATION (MDD) TR: AFI 21-101; TO 00-20 Series; applicable aircraft -06 Work Unit Code Manuals; Integrated Maintenance Data System (IMDS) on-line help screens; G0-81 on-line help screens													
2A5X1 AND 2A5X4-000 008.002 Aircraft and supporting maintenance records													
2A5X1 AND 2A5X4-000 008.002.003 Document AFTO Form 781H		2013-03-04	2013-04-25				1b	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.004 Document AFTO Form 781A		2013-03-04	2013-04-25				1b	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.005 Document AFTO Form 781J		2013-03-04	2013-04-25				1b	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 008.002.006 Document AFTO Form 781K		2013-03-04	2013-04-25				1b	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020 SUPPORT EQUIPMENT TR: Applicable AFOSH STDs and TO 35A4 series as applicable													
2A5X1 AND 2A5X4-000 020.005 Oxygen servicing equipment TR: TO 15X-1-1, 37C2-8- as applicable													
2A5X1 AND 2A5X4-000 020.005.002 Gaseous oxygen (GOX)													
2A5X1 AND 2A5X4-000 020 005.002.001 Purpose and description		2013-03-04	2013-04-25				A	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 020 005.002.002 Perform pre-use inspection and operate		2013-03-04	2013-04-25				-	-	-	-	-	-	-
2A5X1 AND 2A5X4-000 020.015 Gaseous nitrogen servicing equipment TR: TO 35D3- series as applicable													
2A5X1 AND 2A5X4-000 020.015.001 Purpose and description		2013-12-10	2014-01-10				A	-	B	-	-	-	-
2A5X1 AND 2A5X4-000 020.015.002 Perform pre-use inspection and operate		2013-12-10	2014-01-10				-	-	-	-	-	-	-
2A5X4-003 001 A RCRAFT GENERAL TR: TO 1C-135-2-2-2													
2A5X4-003 001.002 Periodic/isochronal inspection concepts and inspections TR: TO 00-20 series and applicable 1C-135-6 TOs													
2A5X4-003 001.002.002 Perform inspections													
2A5X4-003 001.002.002 001 Preflight	5	2013-02-18	2013-07-16				2b	-	-	-	-	-	-
2A5X4-003 001.002.002 003 Thruflight	5	2013-02-18	2013-07-16				2b	-	-	-	-	-	-
2A5X4-003 001.002.002 004 Hourly post-flight	5	2013-02-18	2013-07-16				2b	-	-	-	-	-	-
2A5X4-003 001.003 Aircraft communications equipment TR: TOs 1C-135-2-11-40 and 1C-135-2-11-40-1													
2A5X4-003 001.003.001 Operate radio	5	2014-02-01	2014-03-03				-	-	-	-	-	-	-
2A5X4-003 001.003.002 Use interphone	5	2014-02-01	2014-03-03				2b	-	-	-	-	-	-
2A5X4-003 001.004 Perform ground handling TR: AFI 11-218, applicable AFI 91 series, and TOs 00-25-172, 1C-135-1, and 1C-135-2													
2A5X4-003 001.004.001 Launch aircraft	5	2013-03-04	2013-04-25				a	-	-	-	-	-	-
2A5X4-003 001.004.002 Call flight controls	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 001.004.003 Recover aircraft	5	2013-03-04	2013-04-25				a	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A5X4-003 001.004.005 Tow aircraft													
2A5X4-003 001.004.005 004 Tow team supervisor	7	2013-12-10	2014-01-10				-	-	-	-	-	-	-
2A5X4-003 001.004.006 Jack and level aircraft													
2A5X4-003 001.004.006 001 Jacking team member		2013-03-04	2013-04-25				-	-	-	-	-	-	-
2A5X4-003 001.004.006 002 Leveling scale (plumb bob) operator		2014-03-12	2014-04-01				-	-	-	-	-	-	-
2A5X4-003 001.004.006 005 Axle jacking	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 001.005 Compute center of gravity TR: Applicable aircraft 1C-135-2, 1C-135-5, and 1C-135-21 series TOs	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 001.007 Configure/reconfigure aircraft TR: Applicable 1C-135-2 and 1C-135-21 series TOs													
2A5X4-003 001.007.001 Rolling stock/palletized cargo		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.007.002 Passenger/personnel		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.007.003 Distinguished Visitor (DV)		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.009 Cargo roller system TR: Applicable 1C-135-2 and 1C-135-21 series TOs													
2A5X4-003 001.009.001 Remove/install		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.009.002 Troubleshoot/repair		2014-05-21	2014-06-25				-	-	-	-	-	-	-
2A5X4-003 001.011 Use aircraft TOs TR: TO 00-5-1	5	2013-03-04	2013-04-25				3c	-	-	-	-	-	-
2A5X4-003 002 A RFRAME TR: Applicable 1C-135-2 and 1C-135-3 series TOs													
2A5X4-003 002 001.001.002 0 2016228.181306 Alert 5A		2013-03-04	2013-04-25				-	-	-	-	-	-	-
2A5X4-003 002 001.001.003 0 2016228.181306 Alert 5B		2013-03-04	2013-04-25				-	-	-	-	-	-	-
2A5X4-003 002 001.001.004 0 2016228.181457 Quick Turn		2013-02-18	2013-07-16				-	-	-	-	-	-	-
2A5X4-003 002.003 Operate													
2A5X4-003 002.003.001 Crew entry door	5	2014-01-01	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 002.003.002 Cargo door	5	2014-01-01	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 002.003.003 Emergency exit hatch	5	2014-01-01	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 002.003.004 Wheel well doors	5	2014-01-01	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003 LAND NG GEAR SYSTEMS TR: Applicable 1C-135-2 series and 1C-135-2-7-1-2 TOs													
2A5X4-003 003.004 Service													
2A5X4-003 003.004.001 Snubber	5	2013-12-10	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003.004.002 Centering cylinder	5	2013-12-10	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003.004.003 Landing gear struts													
2A5X4-003 003.004.003 004 Inflate	5	2013-12-10	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003.004.004 Tires	5	2013-12-10	2014-01-10				2b	-	-	-	-	-	-
2A5X4-003 003.006 Remove/install													
2A5X4-003 003.006.003 Wheel and tire assemblies TR: 1C-135-2-7-1, 4W-1-61, and 4T-1-3 TOs													
2A5X4-003 003.006.003 001 Nose	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.006.003 002 Main	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.006.004 Anti-skid transducer	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.006.005 Carbon brake assemblies	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.007 Bleed brake assembly (carbon)	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-
2A5X4-003 003.008	5	2013-03-04	2013-04-25				2b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Determine serviceability of aircraft tires TR: TO 4T-1-3													
2A5X4-003 004 UTILITY SYSTEMS TR: TO 00-25-172 and applicable 1C-135-2 and 1C-135-6 series TOs													
2A5X4-003 004.004 Service oxygen system													
2A5X4-003 004.004.001 Gaseous oxygen (if equipped)	5	2013-07-01	2013-08-01				2b	-	-	-	-	-	-
2A5X4-003 007 ENG NES AND AUXILIARY POWER UNIT (APU) TR: AFI 11-218, applicable AFI 91 series, 1C-135-2 series and engine related TOs													
2A5X4-003 007.001 Components and system operation		2012-05-21	2012-05-21				A	-	-	-	-	-	-
2A5X4-003 007.004 Operate													
2A5X4-003 007.004.002 APU (if equipped)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A5X4-003 007.005 Service													
2A5X4-003 007.005.001 Oil system	5	2013-07-01	2013-08-01				a	-	-	-	-	-	-
2A5X4-003 007.005.002 Constant Speed Drive (CSD)/Integrated Drive Generator (IDG)		2013-07-01	2013-08-01				-	-	-	-	-	-	-
2A5X4-003 007.005.004 APU (if equipped)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A5X4-003 007.010 Inspect APU TR: Applicable -6 TOs		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A5X4-003 008 A RCRAFT FUEL SYSTEMS TR: TO 00-25-172, applicable AFI 91 series and 1C-135-2 series TOs													
2A5X4-003 008.003 Perform ground fuel transfer													
2A5X4-003 008.003.001 Wing tank transfer	5	2013-12-10	2014-01-10				a	-	-	-	-	-	-
2A5X4-003 008.003.002 Body tank transfer	5*R	2013-12-10	2014-01-10				-	-	-	-	-	-	-
2A5X4-003 008.004 Refuel aircraft													
2A5X4-003 008.004.001 Team panel operator	5	2013-03-04	2013-04-25				a	-	-	-	-	-	-
2A5X4-003 008.004.002 Team supervisor	7	2013-07-01	2013-08-01				-	-	-	-	-	-	-
2A5X4-003 008.005 Defuel aircraft													
2A5X4-003 008.005.001 Team panel operator	5*R	2013-03-04	2013-04-25				a	-	-	-	-	-	-
2A5X4-003 008.005.002 Team supervisor	7*R	2013-07-01	2013-08-01				-	-	-	-	-	-	-
2A5X4-003 008.007 Prepare aircraft for fuel cell maintenance		2013-07-01	2013-08-01				-	-	-	-	-	-	-
2A5X4-003 008.008 In-Flight Refueling (IFR) system TR: Applicable 1C-135-2 series TOs													
2A5X4-003 008.008.002 Boom TR: TOs 1C-135(K)R-2-6JG series, 1C-135(K)R-2-6GA-1 TOs													
2A5X4-003 008.008.002 004 Service shock absorber		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A5X4-003 008.008.002 006 Service surge boots		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A5X4-003 008.008.002 007 Remove/install rudddevators		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A5X4-003 009 ELECTRICAL SYSTEMS TR: Applicable 1C-135A-2 and 1C-135(K)R-2 seriesTOs													
2A5X4-003 009 001.003.001 0 2016228 215557 Team member	5	2013-03-04	2013-04-25				b	-	-	-	-	-	-
2A5X4-003 009 001.004.001 0 2016228 215557 Team member	5	2013-03-04	2013-04-25				b	-	-	-	-	-	-
2A5X4-003 009.004 Remove/install													
2A5X4-003 009.004.003 Batteries	5	2013-02-18	2013-02-21				2b	-	-	-	-	-	-
2A6X2 013 TOWING VEHICLES AFI 13-213 / AFI 91-207 / Applicable TOs													
2A6X2 013.006 Follow Pintle Hook Procedures		2012-08-01	2012-08-10				2b	-	-	-	-	-	-
2A6X5-000 001													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
OPERATIONS SECURITY (OPSEC) 1 MAY 2014 TR: AFI 10-701, AFPD 10-7													
2A6X5-000 001.0.2014153.134751 SECURITY (FUNDAMENTALS)													
2A6X5-000 001.001 Definition of OPSEC		2012-05-21	2012-05-21				A	-	-	-	-	-	-
2A6X5-000 001.001.0.2014153.134751 Information Assurance (IA) Awareness DoD 5200.1R / AFI 33-211													
2A6X5-000 001 001.001.0.2014153.134750 Definition of Communication Security COMSEC AFI 33-204		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.002.0.2014153.134750 Definition of computer security (COMPUSEC)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.003.0.2014153.134750 Prevent security violations		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.004.0.2014153.134750 Use MAJCOM/FOA EEfIs		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 001 001.005.0.2014153.134750 Observe security precautions involved in communications		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.006.0.2014153.134750 Common COMPUSEC vulnerabilities		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001 001.007.0.2014153.134750 COMPUSEC vulnerability prevention		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001.002 Specific OPSEC vulnerabilities		2012-05-21	2012-05-21				A	-	-	-	-	-	-
2A6X5-000 001.002.0.2014153.140542 Relationship of OPSEC to other security programs such as COMSEC, information security, and physical security		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001.003.0.2014153.140542 Common OPSEC vulnerabilities		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001.004.0.2014153.140542 OPSEC significance of unclassified data		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 001.006.0.2014153.140542 Classify Information		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 002 AF OCCUPATIONAL SAFETY and HEALTH (AFOSH) PROGRAM AFI s 91-203; 91-302; 91-101, 91-104, 21-101, 32-2001, AFMAN 10-3902, and applicable OSHA standards													
2A6X5-000 002.001 Hazards of the AFSC 2A6X5		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 002.002 Initiate AFTO Form 55 (or equivalent)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 002.003 AFOSH standards for AFSC 2A6X5		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 002.005 Maintain Safe Work Area		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 002.006 Confined Spaces		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 002.007 Use Safety Practices AFIs 21-101, 32-2001; TOs 32-1-2, 32-1-101; AFI 91-203, and Applicable AFOSH standards													
2A6X5-000 002.007.001 In shop		2012-10-25	2012-10-25				2b	-	b	-	-	-	-
2A6X5-000 002.007.002 On flightline		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 002.007.003 Tools/equipment		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 002.007.004 Portable fire extinguishers		2012-05-21	2012-05-21				b	-	-	-	-	-	-
2A6X5-000 002.007.005 Personal Protective Equipment (PPE)		2012-10-25	2012-10-25				-	-	a	-	-	-	-
2A6X5-000 002.007.006 Mishap Prevention Tags		2016-04-27	2016-05-04				-	-	a	-	-	-	-
2A6X5-000 002.008 Select/use restraint harness		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 002.009 Lockout/tagout programs		2012-10-25	2012-10-25				-	-	B	-	-	-	-
2A6X5-000 002.010 Foreign object damage (FOD) prevention program		2012-05-21	2012-05-21				-	-	A	-	-	-	-
2A6X5-000 002.011 Dropped Object Prevention Program (DOPP)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 003 HAZARDOUS MATERIALS and													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS EPA State Regulations; AFI 90-821, Applicable Material Safety Data Sheets (MSDS)													
2A6X5-000 003.001 Types of hazardous materials/fluids		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 003.002 Handling procedures		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 003.003 Storage and labeling		2012-10-25	2012-10-25				A	-	A	-	-	-	-
2A6X5-000 003.004 Proper disposal		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 003.005 Section fluid spill response procedures		2016-04-27	2016-05-04				-	-	-	-	-	-	-
2A6X5-000 003.006 Personnel contamination response		2016-04-27	2016-05-04				-	-	-	-	-	-	-
2A6X5-000 004 MAINTENANCE MANAGEMENT AFI 21-103, AFI 21-101 and applicable MAJCOM directives													
2A6X5-000 004.001 Maintenance Group Organizational Structure		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 004.002 Basic functions/structure within the maintenance complex		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 004.004 Principles of Risk Management (RM)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 004.005 Familiar with federal/local Precious Metal Program		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 005 MAINTENANCE INSPECTIONS AFI 21-101, TO 00-20 series													
2A6X5-000 005.001 Inspection concepts		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 005.002 Perform acceptance/transfer inspection on aircraft		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 005.002.0.2014153.154204 Inspection Systems TO 00-20 Series		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 005.003 Perform isochronal/phase/periodic inspections		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 005.004 Perform other scheduled maintenance inspections (e.g. Home Station Check (HSC), refurb, HPO, Letter Checks, etc.)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 006 MAINTENANCE DATA COLLECTION TO 00-20 series; AFCSMs 21-556, 561,563, 579													
2A6X5-000 006.001 Principles		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 006.002 Data Integrity		2012-05-21	2012-05-21				B	-	-	-	-	-	-
2A6X5-000 006.003 Use maintenance data collection forms		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 006.004 Use integrated maintenance data system (IMDS)	5	2016-01-12	2016-01-15				-	-	-	-	-	-	-
2A6X5-000 006.005 GO81 (CAMS for mobility) AMCI 21-101, AMC 1													
2A6X5-000 006.005.001 Use GO81	5	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 006.005.002 Complete GO81 familiarization and maintenance data Collection Training	5	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 006.006 Forms Documentation TO 00-20 series													
2A6X5-000 006.006.0.2014153.160606 GO81 (CAMS Mobility) AMCI 21-101 / AMC 1													
2A6X5-000 006.006.001 Aircraft Records / 781 Series Forms													
2A6X5-000 006.006.001.0.2014153.160606 Use GO81	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 006.006.001.001 Use AFTO Form 781A	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 006.006.001.002 Use AFTO Form 781H	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 006.006.001.003 Use AFTO Form 781K	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 006.006.001.004 Use AFTO Form 95		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 006.006.001.005 Document in-process inspection (PI) in 781A	7	2012-05-21	2012-05-21				b	-	-	-	-	-	-

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1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Trng Start	Trng Complete	Trainee Initialist	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 006.006.002 Accomplish support equipment maintenance records AFTO Form 244		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 006 006.002.0.2014153.160606 Complete GO81 Familiarization and Maintenance Data Collection Training (See Section D - MAJCOM Unique Requirements - AMC)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 007 TRAINING AFI 36-2201													
2A6X5-000 007.001 Maintenance training principles		2015-12-08	2015-12-14				A	-	B	-	-	-	-
2A6X5-000 007.002 Evaluate personnel to determine need for training		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 007.003 Plan and supervise OJT		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 007.004 Monitor effectiveness of training													
2A6X5-000 007.004.001 Upgrade		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 007.004.002 Qualification training progress		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-000 007.005 Maintain training records	7	2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 008 TECHNICAL PUBLICATIONS TO 00-5-1, TO 00-XX series, AFI 21-101; TO 00-5-15, applicable TCTOs													
2A6X5-000 008.001 Fundamentals of Technical Order (TO) System		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 008.002 Use Technical Manuals	5	2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 008.003 Use Methods and Procedures TOs	5	2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 008.003.0.2014153.182712 Plan and Supervise OJT													
2A6X5-000 008 003.001.0.2014153.182712 Prepare job qualification standards/CFETP		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 008 003.002.0.2014153.182712 Conduct training		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 008 003.003.0.2014153.182712 Counsel trainees on their progress		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 008.004 Use Abbreviated Technical Orders	5	2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 008.005 Comply with Time Compliance TOs	7	2012-05-21	2012-05-21				b	-	-	-	-	-	-
2A6X5-000 008.006 Initiate technical order improvement report/AFTO form 22	7	2016-03-24	2016-03-24				a	-	b	-	-	-	-
2A6X5-000 008.007 Use electronic technical manuals	5	2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 009 AF SUPPLY AFI 21-101, AFM 23-111, AFCSM 21-556, TO 00-25-195, AFMAN 23-110, TO 00-35D-54, TO 00-20 series													
2A6X5-000 009.001 Deficiency reporting system(Joint Deficiency Reporting System - JDRS)		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 009.002 Initiate Deficiency Report	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-000 009.004 Processing and controlling material													
2A6X5-000 009.004.001 Use AFTO Form 350 Tags	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 009.004.002 Use Condition Tags	5	2012-05-21	2012-05-21				2b	-	a	-	-	-	-
2A6X5-000 009.004.003 Process repairable assets due-in from maintenance (DIFM)	7	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 009.004.004 Determine asset repairability (SMR) TO 00-25-19	7	2015-12-08	2015-12-14				-	-	b	-	-	-	-
2A6X5-000 009.004.005 Property accountability,(Cash collection voucher, report of survey, etc.)		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 009.005 Materiel management fundamentals		2012-05-21	2012-05-21				-	-	A	-	-	-	-
2A6X5-000 009.006 Standard base supply system (SBSS)		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 009.007 Fed log/webFLIS		2012-05-21	2012-05-21				-	-	A	-	-	-	-
2A6X5-000 009.008 Depot level repairable		2012-05-21	2012-05-21				-	-	B	-	-	-	-
2A6X5-000 009.009	7	2012-05-21	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Maintain supply records (D04, D23, D19, D18, M04,Q04)													
2A6X5-000 009.009.0.2014153.190156 Funds management		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 009.010 Equipment Management		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-000 009.011 Benchstock/shopstock		2012-05-21	2012-05-21				-	-	B	-	-	-	-
2A6X5-000 009.011.0.2014153.190156 Prepare forms for special requisition, issue		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 010 HYDRAULIC MAINTENANCE PRINCIPLES AFI 21-101													
2A6X5-000 010.001 Composite Tool Kit (CTK) Program		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 010.002 Use Maintenance Materials TOs 32-1-2, 32-1-101, 32B14-3-1-101, 00-25-223, 33 Series TOs													
2A6X5-000 010.002.001 Use Tools													
2A6X5-000 010.002.001 001 Handtools		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 002 Mechanical Measuring devices		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 003 Torque Wrenches	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 004 Electronic measuring devices		2016-04-27	2016-05-04				-	-	-	-	-	-	-
2A6X5-000 010.002.001 005 Multimeters	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.003 Aircraft hardware / consumables TOs 00-25-223, 1-1A-8, 1-1A-14, 44H1-1-13, TO 42B2-1-3, TO 1-1-691													
2A6X5-000 010.003.001 Use Common hardware	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.003.002 Use safetying hardware	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.003.003 Use Sealing devices		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 010.003.004 Fluids, Lubricants, Sealants		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 010.003.005 Cleaning agents		2012-05-21	2012-05-21				-	-	B	-	-	-	-
2A6X5-000 010 003.005.0.2014153.191717 Lubricants TR: TO 00-25-223		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 010 003.007.0.2014153.191717 Sealants TR: TO 1-1-691		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 010.004 Hose Assemblies TO 42E1-1-1, 00-25-223, and series; Applicable aircraft TOs													
2A6X5-000 010.004.0.2014153.191717 Corrosion identification TR: TO 1-1-691		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 010.004.001 Component identification/serviceability		2012-05-21	2012-05-21				A	-	A	-	-	-	-
2A6X5-000 010.004.002 Determine serviceability	5	2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-000 010.004.003 Remove/Install		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 010.004.004 Fabricate													
2A6X5-000 010.004.004 001 Machine		2012-10-25	2012-10-25				b	-	b	-	-	-	-
2A6X5-000 010.004.004 002 Hand	5	2012-05-21	2012-05-21				b	-	b	-	-	-	-
2A6X5-000 010.004.005 Test	5	2012-05-21	2012-05-21				1b	-	-	-	-	-	-
2A6X5-000 010.005 Tubing Assemblies TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 010.005.001 Component Identification		2012-05-21	2012-05-21				-	-	B	-	-	-	-
2A6X5-000 010.005.002 Determine Serviceability	5	2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-000 010.005.005 Test	5	2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 010.005.006 Remove/Install		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 010.006 AN/MS threaded unions/fittings TO 00-25-223, 42E1-1-1, applicable aircraft TOs													
2A6X5-000 010.006.001		2012-05-21	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Remove/reseal/install													
2A6X5-000 011 A RCRAFT FAMILIARIZATION (FUNDAMENTALS) Applicable Aircraft TOs													
2A6X5-000 011.001 Principles of flight		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 011.002 Aircraft designation system		2012-10-02	2012-10-23				B	-	-	-	-	-	-
2A6X5-000 011.003 Major aircraft systems		2012-05-21	2012-05-21				B	-	-	-	-	-	-
2A6X5-000 011.004 Location of structural components		2012-05-21	2012-05-21				B	-	-	-	-	-	-
2A6X5-000 011.005 Corrosion Control		2015-12-08	2015-12-14				A	-	B	-	-	-	-
2A6X5-000 012 ELECTRICAL / ELECTRONIC FUNDAMENTALS APPLICABLE TO AFSC 2A6X5 TO 31 series; TO 1-1A-14, and applicable aircraft TOs													
2A6X5-000 012.001 DC fundamentals		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 012.002 AC fundamentals		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 012.003 Operational fundamentals of basic circuits		2012-05-21	2012-05-21				A	-	B	-	-	-	-
2A6X5-000 012.004 Use Schematics and Diagrams	7	2015-12-08	2015-12-14				1b	-	b	-	-	-	-
2A6X5-000 012.005 Troubleshoot circuits		2016-04-27	2016-05-04				1b	-	b	-	-	-	-
2A6X5-000 012.006 Aircraft guarded switches		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 013 HYDRAULIC FUNDAMENTALS TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 013.001 Principles of hydraulics/pneumatics		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 013.002 Use Schematics and Diagrams	5	2012-05-21	2012-05-21				1b	-	b	-	-	-	-
2A6X5-000 013.002.0.2014153.195948 Principles of pneumatics		2012-05-21	2012-05-21				B	-	B	-	-	-	-
2A6X5-000 013.003 Logical Troubleshooting Method		2012-10-25	2012-10-25				A	-	A	-	-	-	-
2A6X5-000 014 SHOP AND AEROSPACE GROUND EQUI PMENT Applicable Equipment TOs													
2A6X5-000 014.001 Shop Equipment													
2A6X5-000 014.001.001 Hose Cutoff Machine													
2A6X5-000 014.001.001 001 Operate		2012-05-21	2012-05-21				b	-	b	-	-	-	-
2A6X5-000 014.001.001 002 Maintain		2012-10-25	2012-10-25				-	-	b	-	-	-	-
2A6X5-000 014.001.002 Hose Assembly Machine													
2A6X5-000 014.001.002 001 Operate		2012-05-21	2012-05-21				b	-	b	-	-	-	-
2A6X5-000 014.001.002 002 Maintain		2012-10-25	2012-10-25				-	-	b	-	-	-	-
2A6X5-000 014.001.003 Hydraulic Component Test Stand													
2A6X5-000 014.001.003 001 Operate		2012-10-25	2012-10-25				2b	-	b	-	-	-	-
2A6X5-000 014.001.003 003 Maintain		2012-10-25	2012-10-25				-	-	b	-	-	-	-
2A6X5-000 014.001.003 004 Connect to components		2012-10-25	2012-10-25				2b	-	-	-	-	-	-
2A6X5-000 014.001.003 005 Troubleshoot		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 014.001.003 006 Repair		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 014.002 Operate Ground Support Equipment													
2A6X5-000 014.002.001 Portable hydraulic test stands	5	2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 014.002.002 External power units		2012-05-21	2012-05-21				b	-	b	-	-	-	-
2A6X5-000 014.002.003 Nitrogen servicing carts		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 014.002.004 Air compressor units		2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-000 014.002.005 Hydraulic servicing carts		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-000 014.002.006 Maintenance stands	5	2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-000 014.002.007 Air conditioner		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 014.002.009		2012-05-21	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Ground Heater													
2A6X5-000 014.002.010 Light Carts		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-000 014.002.011 Bleed Air Cart		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 014.002.012 Self-Generating Nitrogen Cart		2012-05-21	2012-05-21				2b	-	b	-	-	-	-
2A6X5-000 014.002.013 Manlift		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 014.002.014 Universal Maintenance Stand (Scissor lift)		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-000 014.002.015 Portable hydraulic fluid purifier		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-001 001 COMMON FLIGHTLINE MAINTENANCE PRACTICES 00-25-172, applicable abbreviated equipment and aircraft TOs													
2A6X5-001 001.001 Perform aircraft safe for maintenance	5	2012-05-21	2012-05-21				1b	-	-	-	-	-	-
2A6X5-001 001.002 Ground aircraft or equipment	5	2016-04-27	2016-05-04				1b	-	-	-	-	-	-
2A6X5-001 001.004 Install and remove ground safety devices		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-001 001.005 Refuel/defuel Team Member		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 001.006 Open and close engine cowling		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 001.007 Remove/install aircraft access panels	5	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 001.008 Use interphone		2016-07-06	2016-07-11				-	-	-	-	-	-	-
2A6X5-001 001.009 Marshall aircraft		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 001.010 Apply / Disconnect External Hydraulic Power	5	2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 001.011 Apply / Disconnect External Electrical Power	5	2016-07-07	2016-07-11				2b	-	-	-	-	-	-
2A6X5-001 002 HYDRAULIC POWER SYSTEMS Aircraft TOs													
2A6X5-001 002.001 Operational fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 002.002 Perform Operational Check	5	2016-07-20	2016-07-29				2b	-	b	-	-	-	-
2A6X5-001 002.003 Inspect System Components	7	2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 002.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 002.007 Service Accumulator		2016-07-20	2016-07-29				2b	-	b	-	-	-	-
2A6X5-001 002.008 Service Reservoir		2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 002.009 Bleed Hydraulic System		2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-001 002.010 Remove / Install Components													
2A6X5-001 002.010.001 Pumps		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-001 002.010.002 Motors		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.003 Valves		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.004 Filters		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.005 Reservoirs		2012-05-21	2012-05-21				2b	-	-	-	-	-	-
2A6X5-001 002.010.006 Manifolds		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.007 Accumulators		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.010.008 Indicating Devices		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 002.011 Repair / Overhaul Components													
2A6X5-001 002.011.002 Filter Assemblies		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 003 LAND NG GEAR SYSTEMS Applicable aircraft TOs													
2A6X5-001 003.001 Operational fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 003.002 Perform operational check of normal system		2012-05-21	2012-05-21				1b	-	-	-	-	-	-
2A6X5-001 003.003 Perform operational check of emergency system		2016-07-20	2016-07-29				1b	-	-	-	-	-	-
2A6X5-001 003.004	7	2016-07-20	2016-07-29				2b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Inspect System Components													
2A6X5-001 003.005 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 003.006 Service Struts		2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 003.007 Bleed landing gear system		2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-001 004 NOSE WHEEL STEERING SYSTEMS Applicable Aircraft TOs													
2A6X5-001 004.001 Operational Fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 004.002 Perform Operational Check	5	2016-07-20	2016-07-29				1b	-	-	-	-	-	-
2A6X5-001 004.003 Inspect System Components	7	2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 004.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				1b	-	-	-	-	-	-
2A6X5-001 004.005 Bleed system		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 004.006 Perform adjustments		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 004.007 Remove / Install Components													
2A6X5-001 004.007.001 Actuators		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 004.007.002 Manifolds		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 004.007.003 Valves		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 004.007.004 Swivels		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005 WHEEL BRAKE SYSTEM Applicable Aircraft TOs													
2A6X5-001 005.001 Operational fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 005.002 Perform Operational Check	5	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.003 Inspect System Components	7	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				1b	-	b	-	-	-	-
2A6X5-001 005.005 Bleed brake system		2016-07-20	2016-07-29				-	-	b	-	-	-	-
2A6X5-001 005.006 Perform adjustments		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.007 Remove / Install Components													
2A6X5-001 005.007.001 Swivels		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.007.002 Manifolds		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 005.007.003 Accumulators		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 005.007.004 Valves		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 005.007.005 Brake Assemblies		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006 FLIGHT CONTROL SYSTEMS Applicable Aircraft TOs													
2A6X5-001 006.001 Operational fundamentals		2016-07-20	2016-07-29				B	-	B	-	-	-	-
2A6X5-001 006.002 Perform Operational Check	5	2016-07-20	2016-07-29				1b	-	-	-	-	-	-
2A6X5-001 006.003 Inspect System Components	7	2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 006.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				2b	-	b	-	-	-	-
2A6X5-001 006.005 Bleed flight control system		2012-05-21	2012-05-21				-	-	b	-	-	-	-
2A6X5-001 006.006 Perform adjustments		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006.007 Remove / Install Components													
2A6X5-001 006.007.001 Actuators		2016-07-20	2016-07-29				2b	-	-	-	-	-	-
2A6X5-001 006.007.002 Motors		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006.007.003 Valves		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006.007.004 Manifolds		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 006.007.005 Swivels		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007 WEAPONS/CARGO DOOR SYSTEMS Applicable Aircraft TOs													
2A6X5-001 007.001 Operational fundamentals		2016-07-20	2016-07-29				A	-	B	-	-	-	-
2A6X5-001 007.002	5	2016-07-20	2016-07-29				1b	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Perform Operational Check													
2A6X5-001 007.003 Inspect System Components	7	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.004 Troubleshoot Malfunctions	7	2016-07-20	2016-07-29				-	-	b	-	-	-	-
2A6X5-001 007.005 Bleed system		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 007.006 Perform adjustments		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007 Remove / Install Components													
2A6X5-001 007.007.001 Actuators		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007.002 Motors		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007.003 Valves		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-001 007.007.004 Manifolds		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007.005 Swivels		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 007.007.006 Pumps		2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-001 008 A R REFUELING RECEIVER SYSTEM Applicable Aircraft TOS													
2A6X5-001 008.001 Operational fundamentals		2016-10-02	2016-10-05				A	-	B	-	-	-	-
2A6X5-001 009 NFLIGHT REFUELING SYSTEMS Applicable Aircraft TOS													
2A6X5-001 009.001 Operational fundamentals		2016-10-02	2016-10-05				A	-	B	-	-	-	-
2A6X5-005 001 A RCRAFT GROUND HANDLING TO 1C-5A-2-1, 00-5-172, TO 1C-5A-2-4, 1C-5A-2-2, 1C-5M-2 series													
2A6X5-005 001.001 Perform Aircraft Safe for Maintenance	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.002 Ground Aircraft or Equipment	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.005 Tow aircraft													
2A6X5-005 001.005.001 Wing/Tail Walker Duties		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.008 Open and Close Engine Cowling		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.009 Remove / Install Aircraft Access Panels	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.010 Use Interphone	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.011 Perform Aircraft Egress	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.012 Foreign Object Damage (FOD)/Dropped Object Prevention Program (DOPP) In and Around Aircraft		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.020 Apply / disconnect external electrical power avionics modernization program (AMP) modified aircraft	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.021 Apply/disconnect external electrical power M-modified aircraft	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.022 Apply / Disconnect External Hydraulic Power	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.027 Deactivate/Reactivate FSS		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 001.028 Confined Space Access Procedures		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.029 Use Restraint Harness		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-005 001.030 Perform Kneel Team Member Duties		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002 HYDRAULIC POWER SYSTEMS TOs 1C-5A-2-3 series, 1C-5M-2-3 series													
2A6X5-005 002.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 002.003 Operate APU/ATM		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.004 Operate PTU		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.005 Perform Operational Check	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.009 Service Accumulators	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.010 Service Reservoir	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011 Remove / Install Components													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 002.011.001 Engine Driven Pumps	5	2016-03-03	2016-03-03				-	-	-	-	-	-	-
2A6X5-005 002.011.003 Case Drain Flow Monitors (Engine, ATM, PTU)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.004 Suction line wiggins/inflex fitting	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.005 Engine Driven Pump Depressurization Valve	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.010 Power Transfer Unit		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.011 Power Transfer Manifold		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.012 Hydraulic Manifold Cartridge Valves	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.013 ATM Pump		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 002.011.014 Power Generation System Line Replaceable Units		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 003 RAM A R TURB NE SYSTEM TOs 1C-5A-2 series, 1C-5A-2-3, 1C-5M-2-3													
2A6X5-005 003.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 004 AUXILIARY POWER UNIT HYDRAULIC START SYSTEM 1C-5A-2 series, 1C-5A-2-4													
2A6X5-005 004.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 004.005 Remove / Install Components													
2A6X5-005 004.005.004 Line Replaceable Units (Check Valves, Filters, Pressure Switches)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005 LAND NG GEAR SYSTEMS TOs 1C-5A-10 series, 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 005.001 Operational Fundamentals NLG Extension and Retraction System (Normal/Emergency)							-	-	-	-	-	-	-
2A6X5-005 005.002 Operational Fundamentals MLG Extension and Retraction System (Normal/Emergency)							-	-	-	-	-	-	-
2A6X5-005 005.003 Inspect NLG Strut and Hydraulic Actuating Components	7	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.018 Service MLG Strut	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.019 Service NLG Strut	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021 Remove / Install Components													
2A6X5-005 005.021.001 NLG Door Hydraulic Brake		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.002 Clutch (NLG, MLG)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.003 Control manifold (NLG, MLG)	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.014 Motors		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.015 Snubber Valves		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 005.021.020 Line Replaceable Units		2016-03-25	2016-03-25				-	-	-	-	-	-	-
2A6X5-005 006 NLG / MLG CASTER STEER NG SYSTEMS TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 006.001 Operational Fundamentals NLG Steering System							-	-	-	-	-	-	-
2A6X5-005 006.002 Operational Fundamentals MLG Castor and Emergency Positioning System							-	-	-	-	-	-	-
2A6X5-005 007 LAND NG GEAR KNEEL SYSTEM TOs 1C-5A-2-10 series, 1C-5M-2-10 series													
2A6X5-005 007.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 007.005 Remove / Install Components													
2A6X5-005 007.005.001 MLG Kneel Brake		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 007.005.002	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level		
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
MLG Knee Motor													
2A6X5-005 007.005.004 Line Replaceable Components (Flow Regulators, Control Valves)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 008 WHEEL BRAKE SYSTEM TOs 1C-5A-2-10, 1C-5M-2-10													
2A6X5-005 008.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 008.005 Bleed Brake System (normal / alternate / emergency)	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 008.006 Remove / Install Components													
2A6X5-005 008.006.008 Line Replaceable Components (Fuses, Swivels, pressure switches, Hoses)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009 FWD LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 009.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 009.005 Operate Fwd Visor and Ramp System													
2A6X5-005 009.005.002 Auto Mode	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009.006 Remove / Install Components													
2A6X5-005 009.006.001 Cargo Door Control Manifold (Aft Cargo Doors and Ramp or Fwd Cargo Door and Ramp)		2016-03-16	2016-03-17				-	-	-	-	-	-	-
2A6X5-005 009.006.004 Visor Lock Actuator	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009.006.005 Visor Motor		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009.006.006 Fwd Ramp Actuator		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 009.006.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, cartridge valves)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 010 AFT LOADING SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 010.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 010.006 Operate Aft Cargo Doors and Ramp Loading Systems													
2A6X5-005 010.006.002 Auto Mode	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 010.007 Remove / Install Components													
2A6X5-005 010.007.001 Aft Ramp Actuator		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 010.007.002 Ramp to press door actuator B/L 84		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 010.007.005 Hinge Select Actuator		2016-07-10	2016-07-11				-	-	-	-	-	-	-
2A6X5-005 010.007.009 Line Replaceable Components (Fuses, Check Valve, Blocking Valve, Cartridge Valves, Swivels)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 011 PRIMARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5A-2-9-1, 1C-5M-2-9													
2A6X5-005 011.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 011.003 Perform Operational Check of Primary Flight Controls	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 011.005 Remove / Install Components													
2A6X5-005 011.005.008 Primary Flight Control Manifold Components (pressure switch, SOV, SOV motor)		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 012 SECONDARY FLIGHT CONTROL SYSTEMS TOs 1C-5A-2-9 series, 1C-5M-2-9 series													
2A6X5-005 012.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 012.003 Perform Operational Check of Secondary Flight Controls	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 012.006 Remove / Install Components													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initials	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-005 012.006.003 Norm/Alt Pitch Trim Manifold and Components		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 012.006.004 Normal/Alternate pitch trim motor/brake		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 013 CREW ENTRY DOOR / STAIR LADDER TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 013.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 013.002 Perform Operational Check	5	2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 013.005 Remove / Install Components													
2A6X5-005 013.005.001 Crew Entry Door/Stair Ladder Flight Station Ladder Line Replaceable Units		2016-05-02	2016-06-04				-	-	-	-	-	-	-
2A6X5-005 014 AFT TROOP COMPARTMENT STAIR LADDER SYSTEM TOs 1C-5A-2-12 series, 1C-5M-2-12 series													
2A6X5-005 014.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 016 A R REFUELING RECEIVER SYSTEM TOs 1C-5A-2-5, 1C-5M-2-5													
2A6X5-005 016.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 017 A RCRAFT CARGO W NCH SYSTEM TOs 1C-5A-2-2, 1C-5M-2-2 (B/M Model Only)													
2A6X5-005 017.001 Operational Fundamentals (B/M Model Only)							-	-	-	-	-	-	-
2A6X5-005 018 EMERGENCY GENERATOR SYSTEM TOs 1C-5A-2-7, 1C-5M-2-7													
2A6X5-005 018.001 Operational Fundamentals							-	-	-	-	-	-	-
2A6X5-005 019 INSPECT / OVERHAUL / BENCH CHECK EQUIPMENT 9H2-5-247-3, TO 9H2-5-221-3, TO 9H2-5-210-3,TO 9H2-4-186-3, TO 9H8-5-213-3, TO 19H8-14-99-3,TO 9H8-30-93-3													
2A6X5-005 019.003 Aft Doors TO 9H2-5-232-3, TO 9H2-5-214-3, TO 9H2-5-212-3,TO 9H2-5-216-3, TO 11HCC-9H2-5-192-3,TO 9H2-5-192-3, TO 9H2-5-211-3, TO 9H2-4-188-3,TO 9H2-4-187-3, TO 9H2-4-190-3, TO 13CI-35-3-2,TO 9H8-15-35-3, TO 9H8-5-215-3, TO 9H2-5-248-3,TO 9H8-30-94-3													
2A6X5-005 019.003.021 Bench Check Hydraulic Cargo Winch		2016-07-20					-	-	-	-	-	-	-
2A6X5-005 019.003.022 Repair/Overhaul Hydraulic Cargo Winch		2016-07-20					-	-	-	-	-	-	-
2A6X5-006 001 A RCRAFT GROUND HANDLING TO 10 JG Series, TO 09 JG-10 Series,TO 54 JG-10 Series, TO 23JG-40 Series,TO 10JG-60 Series, TO 40JG-20 Series,TO 34JG-60 Series, TO 31JG-50 Series,TO 00JG-00 Series													
2A6X5-006 001.001 Perform aircraft safe for maintenance	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.002 Ground Aircraft or Equipment	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.005 Remove/install aircraft panels		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.006 Operate Interphone System	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.007 Perform Aircraft Egress	5	2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 001.008 Foreign object damage (FOD)/dropped object prevention program (DOPP) in and around aircraft		2016-01-19	2016-01-27				-	-	-	-	-	-	-
2A6X5-006 002 HYDRAULIC POWER SYSTEMS TOs 1C-17A-2-29 series, 1C-17A-12JG-2-29 series													
2A6X5-006 002.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-	-
2A6X5-006 003 LAND NG GEAR SYSTEMS TOs 1C-17A-2-32JG series, 1C-17A-12JG-32 series													

Career Field Education and Training Plan (CFETP)												
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training					
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse
2A6X5-006 003.001 MLG / NLG Struts / Actuation												
2A6X5-006 003.001.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-
2A6X5-006 004 BRAKE / ANTI-SK D SYSTEM TOs 1C-17A-2-32 series, 1C-17A-2-12JG-32 series												
2A6X5-006 004.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-
2A6X5-006 005 NOSEWHEEL STEER NG SYSTEM TO 1C-17A-2-32 series												
2A6X5-006 005.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-
2A6X5-006 006 FLIGHT CONTROL SYSTEMS TO 1C-17A-2-27 series												
2A6X5-006 006.001 Primary Flight Control Systems												
2A6X5-006 006.001.001 Aileron System Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-
2A6X5-006 006.003 Secondary Flight Control Systems TO 1C-17A-2-27 series												
2A6X5-006 006.003.001 Pitch Trim System Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-
2A6X5-006 007 CARGO RAMP/DOOR SYSTEM TO 1C-17A-2-52 Series												
2A6X5-006 007.001 Operational fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-
2A6X5-006 008 CARGO HANDL NG / MISSION SYSTEMS TOs 1C-17A-2-41 series, 1C-17A-2-12JG-41 series												
2A6X5-006 008.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-
2A6X5-006 010 CREW ESCAPE & SAFETY SYSTEM TO 1C-17A-2-95 Series												
2A6X5-006 010.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-
2A6X5-006 012 FIRE PROTECTION SYSTEM TO 1C-17A-2-26 series												
2A6X5-006 012.001 Operational Fundamentals		2016-10-02	2016-10-05				-	-	-	-	-	-
2A6X5-009 001 A RCRAFT GROUND HANDLING TOs 1C-135(K)R-2-2JG series, 1C-135(K)R-2-6JG-1												
2A6X5-009 001.001 Ground aircraft or equipment	5	2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.002 Install/Remove boom sling		2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.003 Tow or move aircraft												
2A6X5-009 001.003.001 Tow brake operator		2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.004 Perform Wing/Tail Walker Duties IAW Applicable To/Checklist		2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.005 Install and remove ground safety devices	5	2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.006 Perform refuel/defuel team member duties IAW applicable TOs /checklist												
2A6X5-009 001.006.001 Panel operator		2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.007 Open And Close Engine Cowling	5	2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.008 Remove/Install Aircraft Access Panels	5	2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.009 Use Interphone		2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.010 Marshall Aircraft		2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.011 Perform Aircraft Egress		2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.012 Foreign Object Damage (FOD)/Dropped Object Prevention Program (DOPP) In And Around Aircraft		2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.013 Apply / Disconnect External Electrical Power	5	2012-05-21	2012-05-21				-	-	-	-	-	-
2A6X5-009 001.013.0.2014162.175106 Inspect/Use Ground Maintenance		2012-05-21	2012-05-21				-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Stands													
2A6X5-009 001.014 Apply / Disconnect External Hydraulic Power	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 001.015 Jack and Level Aircraft													
2A6X5-009 001.015.001 Safety		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 001.015.002 Manual		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 001.015.003 Manifold		2013-03-25	2013-05-16				-	-	-	-	-	-	-
2A6X5-009 001.015.004 Perform Jacking Team Member Duties		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002 HYDRAULIC POWER SYSTEMS TOs 1C-135(K)R-2-13 series, 1C-135(K)R-2-13GA-1													
2A6X5-009 002.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.003 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.005 Drain Hydraulic System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.006 Flush Hydraulic System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.007 Service Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.008 Service Reservoir		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.009 Reservoir Pressurization System Checkout		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.010 Pressurize / Depressurize Left and Right Hydraulic Systems	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011 Remove / Install Components													
2A6X5-009 002.011.001 Auxiliary Hydraulic Pump	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.002 Engine Driven Hydraulic Pump	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.003 Auxiliary Hydraulic Motor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.004 Supply Shutoff Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.005 Filters	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.006 Reservoirs		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.007 Reservoir Air Pressure Regulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.008 Bleed Air Check Valves		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.009 Reservoir Quantity Transmitter		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 002.011.010 Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003 LAND NG GEAR SYSTEM AND COMPONENTS TOs 1C-135(K)R-2-7JG series, 1C-135(K)R-2-2JG-2, 1C-135(K)R-2-7GA-1													
2A6X5-009 003.001 Operational fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.002 Perform Operational Check Of Emergency System		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 003.004 Landing Gear Retraction (position B)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.005.0.2014162.175942 Landing Gear Safety Lock Installation TR: TO 2-2 Series		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.006 Landing Gear Simulated Retraction (Position B)	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.007.0.2014162.180607 Landing Gear Simulated Retraction (Position C)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.009 Service Struts		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.010 Shock Strut Seal Replacement	7	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.011 Reseal Nose Gear Trunion Swivel		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 003.012 Remove / Install Components													
2A6X5-009 003.012.001 Main Gear Actuator		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 003.012.002 Main Gear Side Strut Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.012.003		2012-05-21	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
Main Gear Door Actuator													
2A6X5-009 003.012.006 Nose Gear Actuator		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 003.012.007 Nose Gear Lock Actuator		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 003.012.008 Nose Gear Lock Retention Actuator		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 003.012.009 Gear Selector Valve		2012-05-21	2012-05-2				-	-	-	-	-	-	-
2A6X5-009 003.012.010 Gear Sequence Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.012.011 Nose Gear Door Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 003.012.012 Nose gear shock strut inner cylinder		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 004 NOSE WHEEL STEERING SYSTEM TO 1C-135(K)R-2-7JG series, 1C-135(K)R-2-7GA-1													
2A6X5-009 004.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.004 Steering System Checkout and Bleeding		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.006 Remove / Install Components													
2A6X5-009 004.006.001 Steering Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.006.002 Steering Actuator Seal		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 004.006.003 Steering Metering Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005 WHEEL BRAKE SYSTEM and COMPONENTS TO 1C-135(K)R-2-7JG series, 1C-135(K)R-2-7GA-1													
2A6X5-009 005.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.005 Break Wear Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.006 Bleed Brake System	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.007 Service Reserve Brake Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.008 Remove / Install Components													
2A6X5-009 005.008.001 Brake Assembly		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.008.002 Reserve Brake Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.008.003 Anti-Skid Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.008.003.0.2014170.134500 Brake Deboost Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 005.008.004 Brake Metering Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006 FLIGHT CONTROL SYSTEMS and COMPONENTS TO 1C-135(K)R-2-8JG series, 1C-135(K)R-2-8GA-1													
2A6X5-009 006.001 Spoiler System													
2A6X5-009 006.001.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 Remove / Install Components													
2A6X5-009 006.001.005 001 Spoiler Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 002 Spoiler Swivel Joints		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 003 Spoiler Bypass Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 004 Spoiler Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.001.005 005 Spoiler control valve filter element		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002 Wing Flap System													
2A6X5-009 006.002.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.005 Remove / Install Components													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-009 006.002.005 001 Leading Edge Flap Hydraulic Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.005 002 Leading Edge Flap Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.005 003 Wing Flap Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.002.005 004 Main Wing Flap Control Valve Filter Element		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003 Rudder Control System													
2A6X5-009 006.003.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.005 Service Rudder Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 Remove / Install Components													
2A6X5-009 006.003.006 001 Power Control Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 002 Rudder Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 003 Rudder Pressure Transmitter		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 004 Rudder Compensator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 005 Rudder Shutoff Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 006 Rudder Pressure Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 007 Rudder Pressure Reducer		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 006.003.006 008 Rudder Pressure Relief Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 007 CO-PILOT INSTRUMENT POWER SYSTEM TOs 1C-135(K)R-2-10JG series, 1C-135(K)R-2-10GA-1													
2A6X5-009 007.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 007.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 007.005 Remove / Install Components													
2A6X5-009 007.005.001 Power Generator Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 007.005.002 Power Generator Motor/Pump		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008 N-FLIGHT REFUELING SYSTEM and COMPONENTS TOs 1C-135(K)R-2-6JG series, 1C-135(K)R-2-6GA-1													
2A6X5-009 008.001 Air Refueling Boom													
2A6X5-009 008.001.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.004 Air Refueling Boom Nozzle Assembly Checkout		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.005 Adjust Boom Cable Tension		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.008 Remove / Install Components													
2A6X5-009 008.001.008 001 Boom Fork Assembly	7	2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.001.008 002 Boom Surge Boot		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.008 003 Boom Sliding Gland Seal Assembly		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.008 004 Boom Hoist Cable		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.001.008 005 Boom Recoil Assembly		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.001.008 006 Boom Brushes		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.001.008 007 Boom Chain And Cable Assembly		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.001.008 008 Ring Spring Assembly		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.001.008 009 Disassemble/reassemble boom fork assembly		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-009 008.001.008 010 Boom Assembly		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.001.008 011 Boom Nozzle Assembly		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002 Ruddervator Control and Lock System													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initials	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-009 008.002.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.005 Rig Ruddervator Control System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.006 Rig Ruddervator Lock System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.007 Remove / Install Components													
2A6X5-009 008.002.007 001 Ruddervator Torque Tube Bearings		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.002.007 002 Ruddervator Quadrant		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.003 Boom Stowage Latch Control System													
2A6X5-009 008.003.001 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004 Boom Indicating System													
2A6X5-009 008.004.001 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.004 Indicating System Adjustment (elevation / telescope / azimuth)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.005 Remove / Install Components													
2A6X5-009 008.004.005 001 Position Transmitters		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.005 002 Elevation Control Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.005 003 Telescope Control Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.004.005 004 Azimuth Control Units		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.005 Air Refueling Electrical System													
2A6X5-009 008.005.001 Signal System Checkout	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.005.002 Signal Coil Resistance Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.005.003 Receiver Pilot Director Light System Checkout	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.005.004 Fuel Bypass Control Valve Switch Adjustment		2012-10-25	2012-10-25				-	-	-	-	-	-	-
2A6X5-009 008.005.006 Remove / Install Component													
2A6X5-009 008.005.006 001 Fuel Dump Limit Switch		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.006 Air Refueling Hydraulic System													
2A6X5-009 008.006.001 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.004 Emergency Hoist System Operational Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 Remove / Install Components													
2A6X5-009 008.006.005 001 Sighting Door Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 002 Boom Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 003 Fuel Bypass Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 004 Fuel Dump Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 005 Sighting Door Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 006 Telescope Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 007 Ruddervator Power Control Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 008 Ruddervator Power Unit Filter Element		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 009 Hoist Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 010 Hoist Tension Motor/Hoist Motor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 011 Telescope Motor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.006.005 012 Hoist Drum Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.007 Air Refueling Supply and Fuel Dumping System													
2A6X5-009 008.007.001 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.007.002 Boom Fuel Flowmeter System Checkout		2012-10-25	2012-12-13				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-009 008.007.005 Air refueling pump checkout		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 008.007.006 Remove / Install Components													
2A6X5-009 008.007.006.001 Boom Fuel Flowmeter Transmitter		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.007.006.002 Flowmeter Power Supply		2012-10-25	2012-12-13				-	-	-	-	-	-	-
2A6X5-009 008.007.006.003 Boom Fuel Pressure Regulator		2012-10-02	2012-10-23				-	-	-	-	-	-	-
2A6X5-009 008.007.006.004 Boom Fuel Bypass Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 009 CARGO DOOR SYSTEM and COMPONENTS TOs 1C-135(K)R-2-2JG series, 1C-135(K)R-2-2GA-1													
2A6X5-009 009.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 009.002 Perform Operational Check	5	2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 009.005 Remove / Install Components													
2A6X5-009 009.005.001 Cargo Door Actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 009.005.002 Cargo Door Pump		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010 QUICK START APU SYSTEM TOs 1C-135(K)R-2-16JG series, 1C-135(K)R-2-16GA-1													
2A6X5-009 010.001 Perform Operational Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.003 Bleed System		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.004 Remove / Install Components													
2A6X5-009 010.004.001 Accumulator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.004.002 Isolation Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.004.003 APU Hydraulic Manifold		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 010.004.004 APU door actuator		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011 MULTI-POINT REFUELING SYSTEM TOs 1C-135(K)R-2-6JG series, 1C-135(K)R-2-6GA-1, 6A3-4-12N													
2A6X5-009 011.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.002 Perform Operational Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.005 Built-In Test (Bite) Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.006 Pod Draining		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.007 Trailing And Retracting Supervisor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.008 Trailing And Retracting Team Member		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009 POD Scheduled Inspections TO 28-87 Series													
2A6X5-009 011.009.001 Cyclic		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009.002 Before Flight (Preflight, 2B)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009.003 After Flight (2A)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009.004 Home Station Check (HSC)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.009.005 Pod Fault Diagnosis		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010 Remove / Install Components													
2A6X5-009 011.010.001 Refueling Pod		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.002 Pylon		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.003 Rear Fairing		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.004 Hinged Nose Fairing		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.005 Hose		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.006 Hose Jettison Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.007 Coupling		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.008 Drogue		2012-05-21	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-009 011.010.009 Intercoastal		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.010 Ram Air Turbine (RAT)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.011 Dummy Spinner Cone		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.012 Digital Refueling Control Unit (DRCU)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.013 Power Supply		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.014 Motor Drive Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.015 Hose Position Sensor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.016 DC Motor		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.017 Parking Brake (Linear Actuator)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.018 Pawl Assembly (Parking Brake)		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.019 Hose Drum Drive Unit		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.020 Gear Box Assembly		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.021 Tensator Drive		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.022 Fuel Pump		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.023 Vane Pump		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 011.010.024 Control Valve		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 012 BOOM DROGUE ADAPTER (BDA) TOs 1C-135(K)R-2-6JG series, 1C-135(K)R-2-6GA-1													
2A6X5-009 012.001 Operational Fundamentals		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 012.002 Perform Operational Check		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-009 012.005 Remove / Install Components													
2A6X5-009 012.005.001 Drogue Adapter		2012-05-21	2012-05-21				-	-	-	-	-	-	-
2A6X5-012 001 A RCRAFT GROUND HANDLING TO 1C-10K(A)-2-7, 2-9, 2-10, 2-12, 2-20													
2A6X5-012 001.001 Ground aircraft or equipment	5	2015-01-25	2015-02-05				-	-	-	-	-	-	-
2A6X5-012 001.002 Lubricate aircraft components		2015-01-25	2015-02-05				-	-	-	-	-	-	-
2A6X5-012 001.003 Tow Aircraft		2015-09-01	2015-10-01				-	-	-	-	-	-	-
2A6X5-012 001.004 Perform Wing/Tail Walker Duties IAW Applicable TO/Checklist		2015-01-25	2015-02-05				-	-	-	-	-	-	-
2A6X5-012 001.005 Install and remove ground safety devices	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 001.006 Perform refuel/defuel team member duties IAW TO/checklist		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 001.007 Open and close engine cowling	5	2015-01-26	2015-01-29				-	-	-	-	-	-	-
2A6X5-012 001.008 Remove / Install Aircraft Access Panels	5	2015-01-25	2015-02-05				-	-	-	-	-	-	-
2A6X5-012 001.009 Use Interphone	5	2015-01-26	2015-01-29				-	-	-	-	-	-	-
2A6X5-012 001.010 Marshall Aircraft		2015-01-25	2015-02-05				-	-	-	-	-	-	-
2A6X5-012 001.011 Perform Aircraft Egress	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 001.012 Foreign Object Damage (FOD)/Dropped Object Program (DOPP) In and Around Aircraft		2015-01-25	2015-02-05				-	-	-	-	-	-	-
2A6X5-012 001.013 Apply / Disconnect External Electrical Power	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 001.014 Apply / Disconnect External Hydraulic Power	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 001.015 Jack and Level Aircraft													
2A6X5-012 001.015.001 Safety							-	-	-	-	-	-	-
2A6X5-012 001.015.002 Manual							-	-	-	-	-	-	-
2A6X5-012 001.015.003 Manifold							-	-	-	-	-	-	-
2A6X5-012 001.015.004 Perform Jacking Team Member Duties		2015-08-01	2015-08-24				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	2) CDC	(1) Crse	2) CDC	QTP	1) Crse	2) CDC
2A6X5-012 002 HYDRAULIC POWER SYSTEMS TO 1C-10K(A)-2-29													
2A6X5-012 002.001 Main Hydraulic System													
2A6X5-012 002.001.001 Operational Fundamentals		2015-01-26	2015-01-29				-	-	-	-	-	-	-
2A6X5-012 002.001.002 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.001.003 Perform Operational Check	5	2015-01-26	2015-01-29				-	-	-	-	-	-	-
2A6X5-012 002.001.004 Operate Main Hydraulic System	5	2015-01-26	2015-01-29				-	-	-	-	-	-	-
2A6X5-012 002.001.005 Troubleshoot Main Hydraulic System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.001.006 Flush hydraulic system		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 002.001.007 Service Reservoir	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 002.001.008 Service Accumulator	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 002.001.009 Remove / Install Components													
2A6X5-012 002.001.009 001 Engine Driven Pumps	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 002.001.009 002 Accumulators		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 002.001.009 003 Air eliminators		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.001.009 004 Engine and system manifold filters		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.001.009 005 Engine hydraulic manifolds		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.001.009 006 Hydraulic system manifolds		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.001.009 007 Reservoirs		2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 002.001.009 008 Case drain bleed and check valves		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 009 Flight control by-pass valves		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 002.001.009 010 Hydraulic fire shutoff valves		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.001.009 011 Maintenance isolation valves		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.001.009 012 Pump bleed and auto prime valve		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.001.009 013 Relief and by-pass valve		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.001.009 014 System relief valve		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.002 Auxiliary Hydraulic System													
2A6X5-012 002.002.001 Operational fundamentals		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.002.002 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.002.003 Perform Operational Check	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 002.002.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.002.005 Remove / Install Components													
2A6X5-012 002.002.005 001 Electric motor driven auxiliary pump	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.002.005 002 Reversible motor pump	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.002.005 003 Motor Pump Shutoff Valve		2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 002.002.005 004 Auxiliary pump manifold		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 002.002.005 005 Reversible pump manifold		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 002.003 Hydraulic Indication System													
2A6X5-012 002.003.001 Operational fundamentals		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.003.002 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.003.003 Perform Operational Check	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 002.003.004 Troubleshoot system	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.003.005 Remove / Install Components													
2A6X5-012 002.003.005 001 Reservoir temperature sensor		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.003.005 002 Case drain high temperature switch		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 002.003.005 003 Hydraulic quantity indicator		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 002.003.005 004		2015-12-08	2015-12-14				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)												
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training					
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse
Hydraulic quantity transmitter												
2A6X5-012 003 MAIN LANDING GEAR AND DOORS TO 1C-10K(A)-2-32												
2A6X5-012 003.001 Operate main gear doors		2015-04-06	2015-04-13				-	-	-	-	-	-
2A6X5-012 003.002 Service Main Gear Shock Strut	5	2015-03-23	2015-03-31				-	-	-	-	-	-
2A6X5-012 003.003 Service Centerline Gear Shock Strut	5	2015-03-23	2015-03-31				-	-	-	-	-	-
2A6X5-012 003.004 Repack / Reseal Components												
2A6X5-012 003.004.001 Main gear shock strut		2016-03-16	2016-03-24				-	-	-	-	-	-
2A6X5-012 003.004.002 Centerline gear shock strut		2016-03-16	2016-03-24				-	-	-	-	-	-
2A6X5-012 004 NOSE GEAR AND DOORS TO 1C-10K(A)-2-32												
2A6X5-012 004.001 Operate nose gear door		2015-07-08	2015-08-24				-	-	-	-	-	-
2A6X5-012 004.002 Service Nose Gear Shock Strut	5	2015-03-23	2015-03-31				-	-	-	-	-	-
2A6X5-012 004.003 Repack / Reseal Nose Gear Shock Strut	5	2015-03-23	2015-03-31				-	-	-	-	-	-
2A6X5-012 005 EXTENSION AND RETRACTION TO 1C-10K(A)-2-32												
2A6X5-012 005.001 Operational fundamentals		2015-07-08	2015-08-24				-	-	-	-	-	-
2A6X5-012 005.002 Perform operational check		2016-02-25	2016-03-24				-	-	-	-	-	-
2A6X5-012 005.003 Inspect System	7	2016-02-25	2016-03-24				-	-	-	-	-	-
2A6X5-012 005.004 Troubleshoot System	7	2016-02-25	2016-03-24				-	-	-	-	-	-
2A6X5-012 005.005 Simulated Extension / Retraction	7	2016-02-25	2016-03-24				-	-	-	-	-	-
2A6X5-012 005.006 Ground sensing		2016-02-25	2016-03-24				-	-	-	-	-	-
2A6X5-012 005.007 Remove / Install Components												
2A6X5-012 005.007.001 Main Gear Hydraulic Interlock Cylinder	5	2016-07-20	2016-07-29				-	-	-	-	-	-
2A6X5-012 005.007.002 Centerline gear control valve		2015-04-06	2015-04-13				-	-	-	-	-	-
2A6X5-012 005.007.003 Landing gear selector valve		2015-04-06	2015-04-13				-	-	-	-	-	-
2A6X5-012 005.007.004 Main Gear Down Lock Cylinder	5	2016-07-20	2016-07-29				-	-	-	-	-	-
2A6X5-012 005.007.005 Main gear retract cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-
2A6X5-012 005.007.006 Main gear gland							-	-	-	-	-	-
2A6X5-012 005.007.007 Main gear door cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-
2A6X5-012 005.007.008 Main gear door latch cylinder		2015-04-06	2015-04-13				-	-	-	-	-	-
2A6X5-012 005.007.009 Nose gear retract cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-
2A6X5-012 005.007.010 Nose gear unlock cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-
2A6X5-012 005.007.011 Trim cylinder		2015-04-06	2015-04-13				-	-	-	-	-	-
2A6X5-012 005.007.012 Trim cylinder relief valve		2015-04-06	2015-04-13				-	-	-	-	-	-
2A6X5-012 005.007.013 Centerline gear retract cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-
2A6X5-012 005.007.014 Centerline gear unlock cylinder		2016-08-04	2016-08-04				-	-	-	-	-	-
2A6X5-012 005.007.015 Centerline gear door links		2015-03-23	2015-03-31				-	-	-	-	-	-
2A6X5-012 006 WHEELS AND BRAKES SYSTEM TO 1C-10(K)A-2-32												
2A6X5-012 006.001 Operational fundamentals		2015-07-08	2015-08-24				-	-	-	-	-	-
2A6X5-012 006.002 Perform operational checkout		2015-07-08	2015-08-24				-	-	-	-	-	-
2A6X5-012 006.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-
2A6X5-012 006.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-
2A6X5-012 006.005 Break wear check		2015-04-06	2015-04-13				-	-	-	-	-	-
2A6X5-012 006.006 Bleed brake system		2015-04-06	2015-04-13				-	-	-	-	-	-
2A6X5-012 006.007 Remove / Install Components												
2A6X5-012 006.007.001 Main wheel brakes		2015-04-15	2015-04-22				-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	2) CDC	1) Crse	2) CDC	QTP	1) Crse	2) CDC
2A6X5-012 006.007.002 Brake valve actuator		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 006.007.003 Brake system manifold and manifold check		2015-04-15	2015-04-22				-	-	-	-	-	-	-
2A6X5-012 006.007.004 Dual brake control valve		2015-09-01	2015-10-01				-	-	-	-	-	-	-
2A6X5-012 007 ANTI-SKID SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 007.001 Operational fundamentals		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 007.002 Perform operational check		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 007.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 007.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 007.005 Perform maintenance practices		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 007.006 Remove / Install Components													
2A6X5-012 007.006.001 Skid control manifold		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 007.006.002 Fluid Quantity Limiter Valves	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 007.006.003 Parking brake valves		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 007.006.004 Skid control valves		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 008 STEER NG SYSTEM TO 1C-10K(A)-2-32													
2A6X5-012 008.001 Perform Operational System Check out	5	2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 008.002 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 008.003 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 008.004 Remove / Install Components													
2A6X5-012 008.004.001 Nose Wheel Steering Cylinders	5	2015-03-09	2015-03-16				-	-	-	-	-	-	-
2A6X5-012 008.004.002 Steering manifold		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 008.004.003 Steering by-pass valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 008.004.004 Steering control valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 008.004.005 Steering relief valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 008.004.006 Steering gland	5	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 009 FLIGHT CONTROL SYSTEMS AND COMPONENTS TO 1C-10K(A)-2-27													
2A6X5-012 009.001 Aileron Control System													
2A6X5-012 009.001.001 Operational fundamentals		2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.001.002 Perform Operational Check	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.001.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.001.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.001.005 Remove / Install Components													
2A6X5-012 009.001.005 001 Aileron actuators		2015-09-01	2015-10-01				-	-	-	-	-	-	-
2A6X5-012 009.002 Rudder Control System													
2A6X5-012 009.002.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.002.002 Perform Operational Check	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.002.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 009.002.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 009.002.005 Remove / Install Components													
2A6X5-012 009.002.005 001 Rudder actuators							-	-	-	-	-	-	-
2A6X5-012 009.002.005 002 Non-reversible motor pump compensator		2016-08-04	2016-08-04				-	-	-	-	-	-	-
2A6X5-012 009.002.005 003 Non-reversible motor pump		2015-09-01	2015-10-01				-	-	-	-	-	-	-
2A6X5-012 009.002.005 004 Motor operated shutoff valve		2015-07-08	2015-07-22				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 009.003 Elevator Control Systems													
2A6X5-012 009.003.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.003.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.003.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.003.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.003.005 Remove / Install Components													
2A6X5-012 009.003.005 001 Elevator actuator							-	-	-	-	-	-	-
2A6X5-012 009.004 Horizontal Stabilizer													
2A6X5-012 009.004.001 Operational fundamentals		2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.004.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.004.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.004.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.004.005 Remove / Install Components													
2A6X5-012 009.004.005 001 Horizontal Stabilizer Hydraulic Motor and Brake							-	-	-	-	-	-	-
2A6X5-012 009.004.005 002 Primary trim control valve		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 009.005 Flaps													
2A6X5-012 009.005.001 Operational fundamentals		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 009.005.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.005.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.005.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.005.005 Remove / Install Components													
2A6X5-012 009.005.005 001 Flap actuating cylinder							-	-	-	-	-	-	-
2A6X5-012 009.005.005 002 Flap control valve							-	-	-	-	-	-	-
2A6X5-012 009.005.005 003 Flap lock valve		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 009.006 Spoiler													
2A6X5-012 009.006.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.006.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.006.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.006.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.006.005 Remove / Install Components													
2A6X5-012 009.006.005 001 Spoiler drive servo							-	-	-	-	-	-	-
2A6X5-012 009.007 Lift Augmenting System													
2A6X5-012 009.007.001 Operational fundamentals		2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 009.007.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 009.007.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.007.004 Troubleshoot System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.007.005 Remove / Install Components													
2A6X5-012 009.007.005 001 Slat actuator							-	-	-	-	-	-	-
2A6X5-012 009.007.005 002 Outboard slat balance relief valve							-	-	-	-	-	-	-
2A6X5-012 009.007.005 003 Slat control valve							-	-	-	-	-	-	-
2A6X5-012 009.007.005 004 Slat two speed valve							-	-	-	-	-	-	-
2A6X5-012 009.008 Aileron and Elevator Dampers													
2A6X5-012 009.008.001 Operational fundamentals		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.008.002 Perform Operational Check	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.008.003 Inspect System	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 009.008.004	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	2) CDC	1) Crse	2) CDC	QTP	1) Crse	2) CDC
Troubleshoot System													
2A6X5-012 009.008.005 Remove / Install Components													
2A6X5-012 009.008.005 001 Aileron dampers		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 009.008.005 002 Elevator dampers		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 010 NFLIGHT REFUELING SYSTEM / COMPONENTS TO 1C-10K(A)-2-28-2, TO 1C-10K(A)-2-28													
2A6X5-012 010.001 Air refueling (A/R) ancillary system													
2A6X5-012 010.001.001 Operational fundamentals		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.001.002 Perform Operational Check	5	2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.001.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.001.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.001.005 Remove / Install Components													
2A6X5-012 010.001.005 001 Auxiliary reservoir		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.001.005 002 Boom/droque selector valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.001.005 003 Pilot operated check valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.002 Air Refueling Fuel System													
2A6X5-012 010.002.001 Operational fundamentals		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.002.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 010.002.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.002.004 Troubleshoot System using Fuel Pressure Control System Test Set	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.002.005 Remove / Install Components													
2A6X5-012 010.002.005 001 Boom and Droque Fuel Shutoff Valve	5	2016-07-20	2016-07-29				-	-	-	-	-	-	-
2A6X5-012 010.002.005 002 Hydraulic operated dual by-pass valve							-	-	-	-	-	-	-
2A6X5-012 010.002.005 003 Fuel pump pressure control unit		2015-03-09	2015-03-16				-	-	-	-	-	-	-
2A6X5-012 010.002.005 004 Fuel pressure indicator		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 010.002.005 005 Hydraulic servo motor		2015-03-09	2015-03-16				-	-	-	-	-	-	-
2A6X5-012 010.002.005 006 Fuel pressure transducer		2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.002.005 007 Hydraulic servo control valve		2015-09-01	2015-10-01				-	-	-	-	-	-	-
2A6X5-012 010.002.005 008 A/R fuel flow rate indicator		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.002.005 009 A/R fuel flow transmitter	5	2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.002.005 010 A / R Fuel Flow Power Supply		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003 Boom and Nozzle													
2A6X5-012 010.003.001 Operational fundamentals		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.003.002 Perform Operational Check	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.005 Use status test panel	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.006 Use ARB test set	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.007 Use nozzle tester	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.008 Operate boom and nozzle	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.009 Deploy boom for maintenance	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.010 Extend boom	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.011 Lower boom for maintenance	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.012 Raise boom after maintenance	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.013 Retract boom	5	2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.014													

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		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	2) CDC	1) Crse	2) CDC	QTP	1) Crse	2) CDC
Remove / Install Components													
2A6X5-012 010.003.014 001 Boom		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 002 Flexible fuel coupling		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 003 Preload bungees cylinder		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 004 Gimble	7	2016-03-24	2016-03-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 005 ARB sliding fuel seal		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 006 Boom accelerometer		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.003.014 007 Elevator actuator		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 008 Rudder actuators (tandem)		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 009 Status test panel		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 010 Nozzle Load Sensor		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 011 Boom elevation and roll axis indication LVDT		2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.003.014 012 Roll position transducer (DRVDT)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 013 Boom control unit		2015-02-10	2015-03-02				-	-	-	-	-	-	-
2A6X5-012 010.003.014 014 ARB control surfaces		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 015 Annunciator lights		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 016 Telescope servo motor		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.003.014 017 Boom position indicators		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 018 Boom signal amplifier		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 019 Boom signal coil		2015-07-08	2015-07-22				-	-	-	-	-	-	-
2A6X5-012 010.003.014 020 ARB stowage shock absorber		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 010.003.014 021 Boom hoist cable	5	2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 022 Hookeye		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 023 Latch		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 024 Hoist motor	5	2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 025 Tension motor		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 026 Boom hoist winch		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 027 Hoist winch linear actuator		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 028 Latch striker		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 010.003.014 029 Pneumatic module (IDS)	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 010.003.014 030 Nozzle	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 010.003.014 031 Recoil	5	2015-07-08	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 032 Boom elevator/roll controller		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 033 ARO and instructor's telescope controller		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.003.014 034 Inner fuel tube		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.004 Hose and Droge System													
2A6X5-012 010.004.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.004.002 Perform Operational Check	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.004.004 Troubleshoot System using Droge Coupling Tester	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.004.005 Trail Droge	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.006 Rewind Droge	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 010.004.007 Drain droge		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 010.004.008 Remove / Install Components													
2A6X5-012 010.004.008 001 Hose		2015-08-01	2015-08-24				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 010.004.008 002 Hose Reel	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 010.004.008 003 Hose reel hydraulic components	5	2015-02-24	2015-03-03				-	-	-	-	-	-	-
2A6X5-012 011 WING A R REFUELING PODS TO 1C-10K(A)-2-28													
2A6X5-012 011.001 Operational fundamentals		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 011.002 Perform Operational Check	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 011.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 011.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 011.005 Built In Test (BITE) Check		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 011.006 Pod Draining		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 011.007 Deploy/Stow Hose		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 012 POD INSPECTIONS TO 1C-10K(A)-2-28-WC													
2A6X5-012 012.001 Cyclic		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.002 Home Station Check (HSC)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.003 Pod Fault Diagnosis	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004 Remove / Install Components													
2A6X5-012 012.004.001 Refueling Pod		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.002 Pylon		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.003 Rear Fairing		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.004 Nose Fairing		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.005 Hose		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.006 Hose Jettison Unit		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.007 Coupling		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.008 Drogue		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.009 Ram Air Turbine (RAT)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.010 Dummy Spinner Cone	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 012.004.011 Digital Refueling Control Unit (DRCU)		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.012 Power Supply		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.013 Motor Drive Unit		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.014 Hose Position Sensor		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.015 DC Motor		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.016 Parking Brake (Linear Actuator)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.017 Pawl Assembly (Parking Brake)		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.018 Hose Drum Drive Unit		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.019 Gear Box Assembly		2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 012.004.020 Tensator Drive	5	2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.021 Fuel Pump		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.022 Vane Pump		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 012.004.023 Control Valve		2015-04-06	2015-04-13				-	-	-	-	-	-	-
2A6X5-012 013 A R REFUELING RECEIVER SYSTEM TO 1C-10K(A)-2-28													
2A6X5-012 013.001 Operational fundamentals		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 013.002 Perform Operational Check	5	2015-03-09	2015-03-21				-	-	-	-	-	-	-
2A6X5-012 013.003 Inspect System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 013.004 Troubleshoot System using UARRSI Tester	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 013.005 Remove / Install Components													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-012 013.005.001 UARRSI		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 013.005.002 Door control cable		2015-03-23	2015-03-31				-	-	-	-	-	-	-
2A6X5-012 014 DOORS													
TO 1C-10K(A)-2-52													
2A6X5-012 014.001 Operational fundamentals		2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 014.002 Perform Operational Check	5	2015-06-10	2015-07-09				-	-	-	-	-	-	-
2A6X5-012 014.003 Inspect	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 014.004 Troubleshoot System	7	2015-12-08	2015-12-14				-	-	-	-	-	-	-
2A6X5-012 014.005 Remove / Install Components													
2A6X5-012 014.005.001 Cargo door actuator		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.002 Cargo door latch actuator		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.003 Cargo door hand pump		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.004 Cargo door electric pump		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.005 Cargo door reservoir		2015-08-01	2015-08-24				-	-	-	-	-	-	-
2A6X5-012 014.005.006 Cargo door control valve		2015-08-01	2015-08-24				-	-	-	-	-	-	-

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S INITIALS	TRA NER'S INITIALS	CERTIFIER'S INITIALS
	202519 001 0 2015044.14 0134	Production Team Maintenance IAW AFI 36-2232 AMC SUP 1 Para 8.3.3.3.2					
	202519 001 0 2015044.14 0139	KC-135R Technical order familiarization 00-5-1	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0150	RAF Mildenhall Flightline safety/precautions/security AFI 21-101 / AFI 32-2001 / TO 32-1-2 / TO 32-1-101 / AFOSH 91-203	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0155	Introduction to aircraft/airframe familiarization/egress IAW applicable TOs /checklist	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0200	Inspect/operate portable external electrical power unit Applicable Equipment TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0204	Inspect/use ground maintenance stands Applicable AFOSH STDs and TO 35A4 series as applicable	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0208	Dropped Object Prevention Program AFI 32-2001; TO 00-25-172	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0212	Statically ground aircraft TO 2-1 Series	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0216	Apply/disconnect external electrical power unit Applicable -2 Tos/ 2JG-2	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0222	Perform wing/tail walker duties AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0227	Perform jacking team member AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0231	Open and close engine cowling 1C-135R-2-2JG-7	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0236	Refuel team supervisor 1C-135(K)R-2-2JG-3	2014-03-26	2014-03-26			
	202519 001 0 2015044.14 0243	Perform refuel/defuel team member duties 1C-135R-2-2JG-3/TO 00-25-172	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0248	Remove/install aircraft maintenance access panels Applicable -2 TOs/ 1-1A-8	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0253	Use aircraft interphone system Applicable -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0258	Perform aircraft marshaling procedures AFI 11-218, TOs 00-20-1, 00-25-172, 1-1-691, 1-1B-50, applicable AFOSH STDs and aircraft TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0302	Team communications Applicable KC-135 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0307	Tow brake operator AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0312	Aircraft deicing TO 42C-1-2S-2; 14CFR121.629 section 121.629	2013-10-17	2013-10-17			
	202519 001 0 2015044.14 0318	S Thru Flights TOs 00-20 series, Applicable -6 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0323	Aircraft Recovery AFI 11-218, TO 00-25-172, applicable AFOSH STDs, applicable -1 and -2 TOs	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0327	Call Flight Controls IAW -1 Aircrew checklist	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0331	Aircraft Launch IAW -1 Aircrew checklist	2013-08-19	2013-08-21			
	202519 001 0 2015044.14 0336	-21 inventory inspection	2014-05-21	2014-06-25			
	202519 001 0 2015044.14 0950	Fuel Slip Joint Assembly Removal/Installation 1C-135(K)R-2-6JG-1 task 2-17/2-18	2014-03-26	2014-03-26			
	202519 001 021.0.201405 7.092826	APU operation AFI 11-218, applicable AFOSH STDs and -2 TOs	2013-08-19	2013-08-21			
	32797 005	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2015-03-09	2015-03-21			
	32797 010	Self Propelled Hi-Lift Basket (JLG) AFOSH STD 91-2, Applicable Operating Manual					
	32797 010.001	Purpose and Description	2015-03-09	2015-03-21			
	32797 010.002	Perform Pre-use Inspection and Operate	2015-03-09	2015-03-21			
	32797 011	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32797 011.001	Purpose and Description	2015-03-09	2015-03-21			
	32797 011.002	Perform Pre-use Inspection and Operate	2015-03-09	2015-03-21			
	32797 012	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32797 012.001	Inhibit/Deinhibit Pod	2015-03-09	2015-03-21			
	32923 020	Team Communication	2015-10-23	2015-10-23			

JOB QUALIFICATION STANDARD CONTINUATION/WJQS							
CRITICAL TASKS	TASK NUMBER	TASKS, KNOWLEDGE AND TECHNICAL REFERENCES	CERTIFICATION				
			START DATE	COMPLETION DATE	TRA NEE'S INITIALS	TRA NER'S INITIALS	CERTIFIER'S INITIALS
		AMCI21-104 Attachment 5 task A5.17					
	32923 024	Lower/Raise ARO Sighting Door to the Maintenance Position 1C-10(K)A-2-52	2015-10-23	2015-10-23			
	32923 028	Tail Cone Work Platform 1C-10(K)A-2-53	2015-10-23	2015-10-23			
	32923 029	Self Propelled Hi-Lift Basket (JLG) AFOSTH STD 91-2, Applicable Operating Manual					
	32923 029.001	Purpose and Description	2015-10-23	2015-10-23			
	32923 029 001.001	Perform Pre-use Inspection and Operate	2015-10-23	2015-10-23			
	32923 030	Self Propelled Hi-Lift Platform (Scissor Lift) AFORSH STD 91-2, Applicable Operating Manual					
	32923 030.001	Purpose and Description	2015-10-23	2015-10-23			
	32923 030 001.001	Perform Pre-use Inspection and Operate	2015-10-23	2015-10-23			
	32923 031	Wing Air Refueling Pod and Pylon (MK32B-752 Pod) 1C-10(K)A-2-28-2					
	32923 031.001	Inhibit/Deinhibit Pod	2015-10-23	2015-10-23			
	32923 033	Hydraulic 7 Level SCR 660th AMXS					
	32923 033.001	Sign/Clear Red X (Primary AFSC)(KC-10) AFI 21-101 IAW T O. 00-20-1	2016-08-01	2016-08-29			
	32923 033 001.001	Clear CND Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2016-08-01	2016-08-29			
	32923 033 001.002	Clear Repeat/Recur Discrepancies 60/349 MXGOI 21-101 17.1.2.2. REPEAT, RECUR, AND CND PROCEDURES	2016-08-01	2016-08-29			
	32923 033 001.003	Perform PI (Primary AFSC)(KC-10) AFI 21-101 AMCSUP1 14.36.4. SCR Documentation/Table 14.1. Mandatory Special Certification Roster (SCR) and Prerequisites. tem 11	2016-08-01	2016-08-29			
	32923 033 001.004	Sign Condition Tags AFI 21-101 AMCSUP1 5.14.8.6.3.	2016-08-01	2016-08-29			
	32923 033 001.005	Landing Gear Retraction Supervisor AFI 21-101	2016-08-01	2016-08-29			
	32923 112	Shop Crane 1 5 Ton					
	32923 112.001	Inspect/Maintain/Operate Owners Manual	2016-09-19	2016-09-21			
	32923 112 001.002	Remove/Install Drogue stop/stow switch harness 1C-10(K)A-2-28-83-01	2016-09-19	2016-09-21			
	35817 005 0 2016243.14 5139	HANGAR DOOR QUALIFICATIONS (For RAF Mildenhall only)					
	35817 005 0 2016243.14 5216	MISC TASKS					
	35817 013 001.0.201624 3.144404	Open / Close Nose Dock Hangar 774 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144417	Open Close Nose Dock Hangar 775 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144424	Open / Close Nose Dock Hangar 769 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144430	Open / Close Nose Dock Hangar 711 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144436	Open / Close Nose Dock Hangar 715 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144443	Open / Close Nose Dock Hangar 772 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144450	Open / Close Nose Dock Hangar 803 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 013 001.0.201624 3.144456	Open / Close Nose Dock Hangar 814 Doors AFOSH 91-100, AFOSH 91-100 USAFE Sup 1, AFOSH 91-501, POI: 100 MOS-202	2011-03-07	2011-04-25			
	35817 019 001.0.201624 3.144719	Understands and Operates the Pintle Hook 24-301,par 4 5.10; TO: 1-1A-15, par 25.1.1, 25.1 2, 25.1 3, 25.1.4, 25.1 5, 25 2; TO: 36-1-191, para 2.78; AFOSH 91-501,para 4.6,4.9, 4.10.	2011-03-30	2012-02-22			

LAST NAME - FIRST NAME - MIDDLE INITIAL	GRADE/RANK	DAFSC/JOB SERIES
SSgt MM4	Staff Sergeant	2A655

DAFSC/JOB SERIES
2A655

INDIVIDUAL TRAINING RECORD

DATE
2016-11-01

Career Field Education and Training Plan (CFETP)												
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training					
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level		C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initials	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse
2A6X5-000 001 OPERATIONS SECURITY (OPSEC) 1 MAY 2014 TR: AFI 10-701, AFPD 10-7												
2A6X5-000 001.0.2014153.134751 SECURITY (FUNDAMENTALS)												
2A6X5-000 001.001 Definition of OPSEC		2011-08-01	2011-09-15				A	-	-	-	-	-
2A6X5-000 001.001.0.2014153.134751 Information Assurance (IA) Awareness DoD 5200.1R / AFI 33-211												
2A6X5-000 001 001.001.0.2014153.134750 Definition of Communication Security COMSEC AFI 33-204		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001 001.002.0.2014153.134750 Definition of computer security (COMPUSEC)		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001 001.003.0.2014153.134750 Prevent security violations		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001 001.004.0.2014153.134750 Use MAJCOM/FOA EEFIs		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001 001.005.0.2014153.134750 Observe security precautions involved in communications		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001 001.006.0.2014153.134750 Common COMPUSEC vulnerabilities		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001 001.007.0.2014153.134750 COMPUSEC vulnerability prevention		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001.002 Specific OPSEC vulnerabilities		2011-08-01	2011-09-15				A	-	-	-	-	-
2A6X5-000 001.002.0.2014153.140542 Relationship of OPSEC to other security programs such as COMSEC, information security, and physical security		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001.003.0.2014153.140542 Common OPSEC vulnerabilities		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001.004.0.2014153.140542 OPSEC significance of unclassified data		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 001.006.0.2014153.140542 Classify Information		2012-05-01	2012-05-21				-	-	-	-	-	-
2A6X5-000 002 AF OCCUPATIONAL SAFETY and HEALTH (AFOSH) PROGRAM AFI s 91-203; 91-302; 91-101, 91-104, 21-101, 32-2001, AFMAN 10-3902, and applicable OSHA standards												
2A6X5-000 002.001 Hazards of the AFSC 2A6X5		2011-08-01	2011-09-15				A	-	B	-	-	-
2A6X5-000 002.002 Initiate AFTO Form 55 (or equivalent)		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 002.003 AFOSH standards for AFSC 2A6X5		2011-08-01	2011-09-15				A	-	B	-	-	-
2A6X5-000 002.004 Nuclear Safety / Nuclear Surety		2011-08-01	2012-02-16				A	-	B	-	-	-
2A6X5-000 002.005 Maintain Safe Work Area		2011-08-01	2011-09-15				2b	-	b	-	-	-
2A6X5-000 002.006 Confined Spaces		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 002.007 Use Safety Practices AFIs 21-101, 32-2001; TOs 32-1-2, 32-1-101; AFI 91-203, and Applicable AFOSH standards												
2A6X5-000 002.007.001 In shop		2016-01-11	2016-01-13				2b	-	b	-	-	-
2A6X5-000 002.007.002 On flightline		2011-08-01	2011-09-15				2b	-	b	-	-	-
2A6X5-000 002.007.003 Tools/equipment		2011-08-01	2011-09-15				2b	-	b	-	-	-
2A6X5-000 002.007.004 Portable fire extinguishers		2011-08-01	2011-09-15				b	-	-	-	-	-
2A6X5-000 002.007.005 Personal Protective Equipment (PPE)		2011-08-01	2011-09-15				-	-	a	-	-	-
2A6X5-000 002.008 Select/use restraint harness		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 002.009 Lockout/tagout programs		2016-01-11	2016-01-13				-	-	B	-	-	-
2A6X5-000 002.010 Foreign object damage (FOD) prevention program		2011-08-01	2011-09-15				-	-	A	-	-	-
2A6X5-000 002.011 Dropped Object Prevention Program (DOPP)		2011-08-01	2011-09-15				-	-	-	-	-	-
2A6X5-000 003												

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
HAZARDOUS MATERIALS and WASTE HANDLING ACCORDING TO ENVIRONMENTAL STANDARDS EPA State Regulations; AFI 90-821, Applicable Material Safety Data Sheets (MSDS)													
2A6X5-000 003.001 Types of hazardous materials/fluids		2011-08-01	2011-09-15				A	-	B	-	-	-	-
2A6X5-000 003.002 Handling procedures		2011-08-01	2011-09-15				A	-	B	-	-	-	-
2A6X5-000 003.003 Storage and labeling		2011-08-01	2011-09-15				A	-	A	-	-	-	-
2A6X5-000 003.004 Proper disposal		2011-08-01	2011-09-15				A	-	B	-	-	-	-
2A6X5-000 004 MAINTENANCE MANAGEMENT AFI 21-103, AFI 21-101 and applicable MAJCOM directives													
2A6X5-000 004.001 Maintenance Group Organizational Structure		2011-08-01	2011-09-15				A	-	B	-	-	-	-
2A6X5-000 004.002 Basic functions/structure within the maintenance complex		2011-08-01	2011-09-15				A	-	B	-	-	-	-
2A6X5-000 004.004 Principles of Risk Management (RM)		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 004.005 Familiar with federal/local Precious Metal Program		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 005 MAINTENANCE INSPECTIONS AFI 21-101, TO 00-20 series													
2A6X5-000 005.001 Inspection concepts		2011-08-01	2011-11-01				A	-	B	-	-	-	-
2A6X5-000 005.002 Perform acceptance/transfer inspection on aircraft		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 005.002.0.2014153.154204 Inspection Systems TO 00-20 Series		2011-08-01	2011-11-01				A	-	B	-	-	-	-
2A6X5-000 005.003 Perform isochronal/phase/periodic inspections		2011-08-01	2011-11-01				-	-	-	-	-	-	-
2A6X5-000 005.004 Perform other scheduled maintenance inspections (e.g. Home Station Check (HSC), refurb, HPO, Letter Checks, etc.)		2011-08-01	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 006 MAINTENANCE DATA COLLECTION TO 00-20 series; AFCSMs 21-556, 561,563, 579													
2A6X5-000 006.001 Principles		2011-08-01	2011-09-15				B	-	B	-	-	-	-
2A6X5-000 006.002 Data Integrity		2011-08-01	2011-09-15				B	-	-	-	-	-	-
2A6X5-000 006.003 Use maintenance data collection forms		2011-08-01	2011-09-15				-	-	-	-	-	-	-
2A6X5-000 006.004 Use integrated maintenance data system (IMDS)	5	2016-01-11	2016-01-13				-	-	-	-	-	-	-
2A6X5-000 006.005 GO81 (CAMS for mobility) AMCI 21-101, AMC 1													
2A6X5-000 006.005.001 Use GO81	5	2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 006.005.002 Complete GO81 familiarization and maintenance data Collection Training	5	2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 006.006 Forms Documentation TO 00-20 series													
2A6X5-000 006.006.0.2014153.160606 GO81 (CAMS Mobility) AMCI 21-101 / AMC 1													
2A6X5-000 006.006.001 Aircraft Records / 781 Series Forms													
2A6X5-000 006.006.001.0.2014153.160606 Use GO81	5	2011-08-01	2011-11-01				-	-	-	-	-	-	-
2A6X5-000 006.006.001.001 Use AFTO Form 781A	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 006.006.001.002 Use AFTO Form 781H	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 006.006.001.003 Use AFTO Form 781K	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 006.006.001.004 Use AFTO Form 95		2011-08-01	2011-11-01				-	-	-	-	-	-	-
2A6X5-000 006.006.001.005 Document in-process inspection (PI) in 781A	7	2011-08-01	2011-09-15				b	-	-	-	-	-	-
2A6X5-000 006.006.002 Accomplish support equipment maintenance records AFTO Form 244		2011-08-01	2011-09-15				2b	-	b	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Trng Start	Trng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 006 006.002.0.2014153.160606 Complete GO81 Familiarization and Maintenance Data Collection Training (See Section D - MAJCOM Unique Requirements - AMC)	5	2011-08-01	2011-11-01				-	-	-	-	-	-	-
2A6X5-000 007 TRAINING AFI 36-2201													
2A6X5-000 007.0.2014153.182713 SUPERVISION (FUNDAMENTALS)													
2A6X5-000 007.001 Maintenance training principles		2012-11-26	2012-12-03				A	-	B	-	-	-	-
2A6X5-000 007.002 Evaluate personnel to determine need for training		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 007.003 Plan and supervise OJT		2016-01-11	2016-01-13				-	-	-	-	-	-	-
2A6X5-000 007.004 Monitor effectiveness of training													
2A6X5-000 007.004.001 Upgrade		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 007.004.002 Qualification training progress		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 007.005 Maintain training records	7	2013-09-02	2013-09-07				-	-	-	-	-	-	-
2A6X5-000 007.005.0.2014153.182713 Establish													
2A6X5-000 007 005.001.0.2014153.182713 Work methods		2011-08-01	2011-11-01				-	-	-	-	-	-	-
2A6X5-000 007 005.002.0.2014153.182713 Controls		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 007 005.003.0.2014153.182712 Performance Standards AFI 21-101		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 008 TECHNICAL PUBLICATIONS TO 00-5-1, TO 00-XX series, AFI 21-101; TO 00-5-15, applicable TCTOs													
2A6X5-000 008.001 Fundamentals of Technical Order (TO) System		2012-01-02	2012-01-05				B	-	B	-	-	-	-
2A6X5-000 008.002 Use Technical Manuals	5	2011-08-01	2011-09-15				2b	-	-	-	-	-	-
2A6X5-000 008.003 Use Methods and Procedures TOs	5	2011-08-01	2011-09-15				2b	-	-	-	-	-	-
2A6X5-000 008.003.0.2014153.182712 Plan and Supervise OJT													
2A6X5-000 008 003.001.0.2014153.182712 Prepare job qualification standards/CFETP		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 008 003.002.0.2014153.182712 Conduct training		2014-01-13	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 008 003.003.0.2014153.182712 Counsel trainees on their progress		2013-10-08	2014-01-20				-	-	-	-	-	-	-
2A6X5-000 008.004 Use Abbreviated Technical Orders	5	2011-08-01	2011-09-15				2b	-	-	-	-	-	-
2A6X5-000 008.005 Comply with Time Compliance TOs	7	2012-01-09	2012-02-16				b	-	-	-	-	-	-
2A6X5-000 008.006 Initiate technical order improvement report/AFTO form 22	7	2012-01-09	2012-02-16				a	-	b	-	-	-	-
2A6X5-000 008.007 Use electronic technical manuals	5	2011-08-01	2011-09-15				2b	-	-	-	-	-	-
2A6X5-000 009 AF SUPPLY AFI 21-101, AFM 23-111, AFCSM 21-556,TO 00-25-195, AFMAN 23-110, TO 00-35D-54,TO 00-20 series													
2A6X5-000 009.001 Deficiency reporting system(Joint Deficiency Reporting System - JDRS)		2013-08-01	2013-08-08				A	-	B	-	-	-	-
2A6X5-000 009.002 Initiate Deficiency Report	7	2016-01-11	2016-01-13				-	-	-	-	-	-	-
2A6X5-000 009.004 Processing and controlling material													
2A6X5-000 009.004.001 Use AFTO Form 350 Tags	5	2012-01-09	2012-02-16				2b	-	b	-	-	-	-
2A6X5-000 009.004.002 Use Condition Tags	5	2011-08-01	2011-09-15				2b	-	a	-	-	-	-
2A6X5-000 009.004.003 Process repairable assets due-in from maintenance (DIFM)	7	2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 009.004.004 Determine asset reparability (SMR) TO 00-25-19	7	2016-01-11	2016-01-13				-	-	b	-	-	-	-
2A6X5-000 009.004.005 Property accountability,(Cash collection		2011-08-01	2011-09-15				A	-	B	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
voucher, report of survey, etc.)													
2A6X5-000 009.005 Materiel management fundamentals		2011-08-01	2011-09-01				-	-	A	-	-	-	-
2A6X5-000 009.006 Standard base supply system (SBSS)		2016-01-11	2016-01-13				A	-	B	-	-	-	-
2A6X5-000 009.007 Fed log/webFLIS		2016-01-11	2016-01-13				-	-	A	-	-	-	-
2A6X5-000 009.009 Maintain supply records (D04, D23, D19, D18, M04,Q04)	7	2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 009.010 Equipment Management		2011-08-01	2011-09-01				-	-	-	-	-	-	-
2A6X5-000 009.011 Benchstock/shopstock		2012-01-09	2012-02-16				-	-	B	-	-	-	-
2A6X5-000 009.011.0.2014153.190156 Prepare forms for special requisition, issue		2013-05-20	2013-08-08				-	-	-	-	-	-	-
2A6X5-000 010 HYDRAULIC MAINTENANCE PRINCIPLES AFI 21-101													
2A6X5-000 010.001 Composite Tool Kit (CTK) Program		2011-08-01	2011-09-15				A	-	B	-	-	-	-
2A6X5-000 010.002 Use Maintenance Materials TOs 32-1-2, 32-1-101, 32B14-3-1-101, 00-25-223, 33 Series TOs													
2A6X5-000 010.002.001 Use Tools													
2A6X5-000 010.002.001 001 Handtools		2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 002 Mechanical Measuring devices		2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 003 Torque Wrenches	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.002.001 004 Electronic measuring devices		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-000 010.002.001 005 Multimeters	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.002.002 Automated Tool Accountability System(s)		2016-07-11	2016-07-19				A	-	B	-	-	-	-
2A6X5-000 010.003 Aircraft hardware / consumables TOs 00-25-223, 1-1A-8, 1-1A-14, 44H1-1-13, TO 42B2-1-3, TO 1-1-691													
2A6X5-000 010.003.001 Use Common hardware	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.003.002 Use safetying hardware	5	2011-08-01	2011-09-15				2b	-	b	-	-	-	-
2A6X5-000 010.003.003 Use Sealing devices		2012-01-09	2012-02-16				2b	-	b	-	-	-	-
2A6X5-000 010.003.004 Fluids, Lubricants, Sealants		2012-01-09	2012-02-16				B	-	B	-	-	-	-
2A6X5-000 010.003.005 Cleaning agents		2012-01-09	2012-02-16				-	-	B	-	-	-	-
2A6X5-000 010 003.005.0.2014153.191717 Lubricants TR: TO 00-25-223		2012-01-09	2012-02-16				B	-	B	-	-	-	-
2A6X5-000 010 003.007.0.2014153.191717 Sealants TR: TO 1-1-691		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 010.004 Hose Assemblies TO 42E1-1-1, 00-25-223, and series; Applicable aircraft TOs													
2A6X5-000 010.004.0.2014153.191717 Corrosion identification TR: TO 1-1-691		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 010.004.001 Component identification/serviceability		2012-01-09	2012-02-16				A	-	A	-	-	-	-
2A6X5-000 010.004.002 Determine serviceability	5	2012-01-09	2012-02-16				-	-	b	-	-	-	-
2A6X5-000 010.004.003 Remove/Install		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 010.004.004 Fabricate													
2A6X5-000 010.004.004 002 Hand	5	2012-03-01	2012-03-21				b	-	b	-	-	-	-
2A6X5-000 010.004.005 Test	5	2012-01-09	2012-02-16				1b	-	-	-	-	-	-
2A6X5-000 010.005 Tubing Assemblies TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 010.005.001 Component Identification		2012-01-09	2012-02-16				-	-	B	-	-	-	-
2A6X5-000 010.005.002 Determine Serviceability	5	2012-01-09	2012-02-16				-	-	b	-	-	-	-
2A6X5-000 010.005.005 Test	5	2012-05-01	2012-05-21				-	-	-	-	-	-	-

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialist	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-000 010.005.006 Remove/Install		2012-01-09	2012-02-16				2b	-	-	-	-	-	-
2A6X5-000 010.006 AN/MS threaded unions/fittings TO 00-25-223, 42E1-1-1, applicable aircraft TOs													
2A6X5-000 010.006.001 Remove/reseal/install		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 011 A RCRAFT FAMILIARIZATION (FUNDAMENTALS) Applicable Aircraft TOs													
2A6X5-000 011.001 Principles of flight		2011-08-01	2011-09-15				B	-	B	-	-	-	-
2A6X5-000 011.002 Aircraft designation system		2011-08-01	2011-09-15				B	-	-	-	-	-	-
2A6X5-000 011.003 Major aircraft systems		2011-08-01	2011-09-15				B	-	-	-	-	-	-
2A6X5-000 011.004 Location of structural components		2011-08-01	2011-09-15				B	-	-	-	-	-	-
2A6X5-000 011.005 Corrosion Control		2016-01-11	2016-01-13				A	-	B	-	-	-	-
2A6X5-000 012 ELECTRICAL / ELECTRONIC FUNDAMENTALS APPLICABLE TO AFSC 2A6X5 TO 31 series; TO 1-1A-14, and applicable aircraft TOs													
2A6X5-000 012.001 DC fundamentals		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 012.002 AC fundamentals		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 012.003 Operational fundamentals of basic circuits		2012-01-09	2012-02-16				A	-	B	-	-	-	-
2A6X5-000 012.004 Use Schematics and Diagrams	7	2015-12-02	2015-12-03				1b	-	b	-	-	-	-
2A6X5-000 012.005 Troubleshoot circuits		2012-11-12	2012-11-29				1b	-	b	-	-	-	-
2A6X5-000 012.006 Aircraft guarded switches		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 013 HYDRAULIC FUNDAMENTALS TO 00-25-223, and applicable aircraft TOs													
2A6X5-000 013.001 Principles of hydraulics/pneumatics		2012-01-02	2012-01-05				B	-	B	-	-	-	-
2A6X5-000 013.002 Use Schematics and Diagrams	5	2012-01-09	2012-02-16				1b	-	b	-	-	-	-
2A6X5-000 013.002.0.2014153.195948 Principles of pneumatics		2012-01-09	2012-02-16				B	-	B	-	-	-	-
2A6X5-000 013.003 Logical Troubleshooting Method		2012-01-09	2012-02-16				A	-	A	-	-	-	-
2A6X5-000 014 SHOP AND AEROSPACE GROUND EQUIPMENT Applicable Equipment TOs													
2A6X5-000 014.002 Operate Ground Support Equipment													
2A6X5-000 014.002.001 Portable hydraulic test stands	5	2012-01-09	2012-03-21				2b	-	b	-	-	-	-
2A6X5-000 014.002.002 External power units		2012-01-02	2012-01-05				b	-	b	-	-	-	-
2A6X5-000 014.002.003 Nitrogen servicing carts		2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-000 014.002.004 Air compressor units		2012-01-09	2012-02-16				-	-	b	-	-	-	-
2A6X5-000 014.002.005 Hydraulic servicing carts		2012-01-09	2012-02-16				2b	-	-	-	-	-	-
2A6X5-000 014.002.006 Maintenance stands	5	2012-01-02	2012-01-05				-	-	b	-	-	-	-
2A6X5-000 014.002.007 Air conditioner		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 014.002.008 Hydromite		2012-01-09	2012-03-21				-	-	-	-	-	-	-
2A6X5-000 014.002.009 Ground Heater		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 014.002.010 Light Carts		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 014.002.011 Bleed Air Cart		2012-01-09	2012-02-16				-	-	-	-	-	-	-
2A6X5-000 014.002.012 Self-Generating Nitrogen Cart		2012-01-02	2012-01-05				2b	-	b	-	-	-	-
2A6X5-000 014.002.013 Manlift		2015-12-02	2015-12-03				-	-	-	-	-	-	-
2A6X5-000 014.002.014 Universal Maintenance Stand (Scissor lift)		2012-01-02	2012-01-05				-	-	-	-	-	-	-
2A6X5-001 001 COMMON FLIGHTLINE MAINTENANCE PRACTICES 00-25-172, applicable abbreviated equipment and aircraft TOs													

Career Field Education and Training Plan (CFETP)													
1. Tasks Knowledge And Technical References	2. Core Tasks	3. Certification for OJT					4. Proficiency Codes Used to Indicate Training						
		A	B	C	D	E	A 3-Skill Level		B 5-Skill Level			C 7-Skill Level	
		Tng Start	Tng Complete	Trainee Initialst	Trainer Initials	Certifier Initials	1) Crse	(2) CDC	(1) Crse	2) CDC	QTP	1) Crse	(2) CDC
2A6X5-001 001.001 Perform aircraft safe for maintenance	5	2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 001.002 Ground aircraft or equipment	5	2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 001.006 Open and close engine cowling		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 001.007 Remove/install aircraft access panels	5	2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 001.008 Use interphone		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 001.010 Apply / Disconnect External Hydraulic Power	5	2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 001.011 Apply / Disconnect External Electrical Power	5	2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 002 HYDRAULIC POWER SYSTEMS Aircraft TOs													
2A6X5-001 002.001 Operational fundamentals		2016-07-11	2016-07-19				B	-	B	-	-	-	-
2A6X5-001 002.002 Perform Operational Check	5	2016-07-11	2016-07-19				2b	-	b	-	-	-	-
2A6X5-001 002.003 Inspect System Components	7	2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 002.004 Troubleshoot Malfunctions	7	2016-07-11	2016-07-19				1b	-	b	-	-	-	-
2A6X5-001 002.007 Service Accumulator		2016-07-11	2016-07-19				2b	-	b	-	-	-	-
2A6X5-001 002.008 Service Reservoir		2016-07-11	2016-07-19				1b	-	b	-	-	-	-
2A6X5-001 002.009 Bleed Hydraulic System		2016-07-11	2016-07-19				-	-	b	-	-	-	-
2A6X5-001 002.010 Remove / Install Components													
2A6X5-001 002.010.001 Pumps		2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 002.010.002 Motors		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.003 Valves		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.004 Filters		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.005 Reservoirs		2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 002.010.006 Manifolds		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.007 Accumulators		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 002.010.008 Indicating Devices		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003 LAND NG GEAR SYSTEMS Applicable aircraft TOs													
2A6X5-001 003.001 Operational fundamentals		2016-07-11	2016-07-19				B	-	B	-	-	-	-
2A6X5-001 003.002 Perform operational check of normal system		2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 003.003 Perform operational check of emergency system		2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 003.004 Inspect System Components	7	2016-07-11	2016-07-19				2b	-	-	-	-	-	-
2A6X5-001 003.005 Troubleshoot Malfunctions	7	2016-07-11	2016-07-19				1b	-	b	-	-	-	-
2A6X5-001 003.006 Service Struts		2016-07-11	2016-07-19				1b	-	b	-	-	-	-
2A6X5-001 003.007 Bleed landing gear system		2016-07-11	2016-07-19				-	-	b	-	-	-	-
2A6X5-001 003.008 Perform adjustments		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009 Remove / Install Components													
2A6X5-001 003.009.001 Actuators		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009.002 Motors		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009.003 Manifolds		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009.004 Valves		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 003.009.005 Swivels		2016-07-11	2016-07-19				-	-	-	-	-	-	-
2A6X5-001 004 NOSE WHEEL STEERING SYSTEMS Applicable Aircraft TOs													
2A6X5-001 004.001 Operational Fundamentals		2016-07-11	2016-07-19				B	-	B	-	-	-	-
2A6X5-001 004.002 Perform Operational Check	5	2016-07-11	2016-07-19				1b	-	-	-	-	-	-
2A6X5-001 004.003	7	2016-07-11	2016-07-19				2b	-	-	-	-	-	-