

1 Q. Greater than 12 engines at a minimum --

2 A. Yes.

3 Q. -- for each trainee.

4 Do you remember any of the engines specifically that

5 you worked on?

6 A. It was 162, triple zero, 315, 353.

7 Q. So you remember those airplanes?

8 A. Yes.

9 Q. Do you remember all four of the engines -- each

10 engine -- do you remember which engines were different?

11 A. No. I -- I'm not gonna recall that.

12 Q. And you're not gonna recall -- so can you recall how

13 many times you spun the propeller for No. 2 Engine for 165000?

14 Can you remember the date?

15 A. No, I do not remember --

16 Q. You don't --

17 A. -- the dates.

18 Q. -- remember the date.

19 Do you remember how many times you spun it?

20 A. During that phase cycle, at least five -- five --

21 Q. You remember --

22 A. -- five times.

23 Q. -- that?

24 A. At least five times that I --

25 Q. You -- you can't remember the date?

1 A. I can't remember the date. And I cannot remember
2 exactly, but I would say at least five times that that motor was
3 spun.

4 LTCOL (b) (6) So if you --

5 MAJ (b) (6) When you say "five times," do you mean --

6 SGT (b) (6) Cycles.

7 MAJ (b) (6) -- five cycles or five different days you've
8 been out there and --

9 SGT (b) (6) It was throughout the whole -- the whole phase
10 cycle that we had -- that we were doing inspections on that
11 plane.

12 **Questions by Lieutenant Colonel (b) (6) continued:**

13 Q. See -- see this has come up already in some of the
14 interviews, and the question -- and we're having a hard time
15 differentiating -- is, you know, what is it?

16 A. It -- it's all gonna depend on the days that we did
17 those inspections.

18 Q. When I back a car up -- because I'm an old man and I
19 have eccentricities, right? When I back a car up, no matter
20 where it is, I honk my horn every time and people laugh at me for
21 doing that. That's okay.

22 You know why I do it?

23 A. Because you probably have hit somebody before?

24 Q. No. I've never backed into anybody before. That's a
25 good answer.

1 It's because the day I have to sit down and they ask
2 me, "Hey, did you honk your horn before you backed up and hit
3 that guy or he hit you," I'm gonna say, "No, I don't remember it
4 but I did it every time." Right?

5 Do you remember spinning the No. 2 Prop on the 165000,
6 or is it just a habit pattern? Which one is it?

7 A. Yes. I -- we did spin it. We have to.

8 Q. But you don't remember the day?

9 A. No, I do not. That was over -- or that was close to a
10 year now.

11 We did spin it because we have to do it for the E1
12 section of the cards that --

13 MAJ (b) (6) Yeah.

14 SGT (b) (6) -- we do.

15 MAJ (b) (6) Maybe -- can I try it just slightly different
16 in terms, Sergeant (b) (6)

17 SGT (b) (6) Yes, sir.

18 **Questions by Major (b) (6)**

19 Q. I think what Lieutenant Colonel (b) (6) is trying to get
20 at is can you visualize that day and the events of how you did
21 it? You know what I mean? Not just -- I know that it's -- it's
22 in this document, so I know I did it. Not that way that you
23 remember it, but, like, you physically -- you can picture, you
24 know, that you, Oh, yeah, I remember. I remember it because I
25 can visualize that I was out there with Sergeant (b) (6). He was

1 up there. He was on the prop, and I was on the borescope. And I
2 remember I had problems because that borescope, man, that
3 little -- little 360 viewer, it wasn't 360 viewing. It was just
4 stuck. So it made my day really shitty, because I had to keep
5 tweaking it to try to find the right spot?

6 A. No. I'm not gonna remember --

7 Q. That kind of thing.

8 A. I'm not gonna remember it like that --

9 Q. Yeah, that kind of --

10 A. -- specifically --

11 Q. -- details.

12 A. No.

13 **Questions by Lieutenant Colonel (b) (6)**

14 Q. Now that's a -- see, when you say, "I remember it
15 because I had to," I'm like, wait a second, well that doesn't
16 mean he remembered it. It means it's a --

17 A. Right.

18 Q. -- like a process that you use.

19 A. Right.

20 Q. Okay.

21 A. I've done so many inspections after that that I'm not
22 gonna pinpoint that -- that event.

23 LTCOL (b) (6) That -- that makes total sense. I'm just
24 trying to make this make sense. I -- I understand what you're
25 saying. It's like me honking the horn. I'm not gonna remember,

1 but I always honk my horn, right?

2 **Questions by Major (b) (6)**

3 Q. And, Sergeant (b) (6) you said that you're in
4 maintenance control now?

5 A. Yes, sir.

6 Q. Okay. Are you also the ISO coordinator?

7 A. No, not in -- not in maintenance control, no. We're --
8 every maintenance controller now is an assistant ISO coordinator.

9 Q. Let me back up for a second. Okay. So when did you
10 leave? When did you go to -- from powerline to --

11 A. February --

12 Q. -- maintenance control?

13 A. -- 1st.

14 Q. February 1st?

15 A. Yes, sir.

16 Q. Okay. And on February 1st -- are you safe for flight
17 yet, by the way?

18 A. No.

19 Q. I was gonna say, that'd be pretty quick.

20 So now everybody -- when did that process start, where
21 every maintenance controller is an assistant ISO coordinator?

22 A. It was a couple months back. I don't recall. It was --
23 we were having issues with maintenance control going into the
24 aircraft.

25

1 Q. When you say "we," what does that mean?

2 A. Myself and Sergeant (b) (6)

3 Q. Okay. So powerline?

4 A. Yes. Because we were -- he was the primary phase
5 coordinator, and I was his assistant.

6 Q. Okay. So who is the ISO coordinator right now?

7 A. Sergeant (b) (6)

8 Q. It is still Sergeant (b) (6)

9 A. Yes, sir.

10 Q. Okay. It's Sergeant (b) (6)

11 So while you were -- while you were back in powerline,
12 how long have you been in the phase team? How long has that
13 been, like, more or less your primary billet?

14 A. That was around January. I went to -- I went to
15 Maintenance Control School in December. And in January, when
16 Sergeant (b) (6) took over the phase -- the phase coordinator, I
17 was his assistant at that -- at that point.

18 Q. January of '15?

19 A. No, of '17.

20 Q. January '17?

21 A. Yes.

22 Q. Okay. Sergeant (b) (6) took over phase January '17 and
23 you were his assistant?

24 A. Yes.

25

1 Q. Okay. And you remember because you just got out of
2 Maintenance Control School?

3 A. I -- yeah. I went to Maintenance Control School in
4 December.

5 Q. Makes sense.

6 All right. So when you guys work together on this
7 stuff -- you know, you're working hand in hand. You're the
8 assistant; he's the primary. You're also the primary powerline
9 CDQ, just doing the jobs. Were your workers always Sergeant
10 (b) (6) and --

11 A. Sergeant (b) (6) ?

12 Q. Sergeant (b) (6) . I don't know why I just dropped his
13 name. My apologies.

14 A. Yes. For three cycles, yes.

15 Q. Okay.

16 A. For three phases.

17 Q. And during that, you did a lot of training, right,
18 with them?

19 A. Yes.

20 Q. You're basically building them up. They're CDIs now.

21 A. Yes.

22 Q. You're probably a proud papa bear, all that good stuff.

23 A. Yes.

24 Q. Yeah. Now who's running the ISO? Now you got to turn
25 it over because now you're in maintenance control and Sergeant

1 (b) (6) still doing his job as -- as always. Who's actually the
2 CDQ in phase? Do you know?

3 A. No. I -- as far as I know, all of the CDQs are now
4 taking the load that I was taking and --

5 Q. Okay. So it's not --

6 A. -- Sergeant --

7 Q. -- just one person, you're ro --

8 A. Right.

9 Q. -- to your knowledge --

10 A. Yes.

11 Q. -- they're rotating people?

12 A. Yes.

13 Q. Okay.

14 A. And then Sergeant (b) (6) the primary CDI for those
15 phases now.

16 Q. Sergeant (b) (6) ?

17 A. Yes. He's the CDI, but he still has CDQs go over his --

18 Q. Okay. So back when you were that -- the -- you know,
19 the -- the assistant phase coordinator and the primary powerline
20 guy, how would you and -- you and Sergeant (b) (6) -- (b) (6)
21 basically from -- a phase would come in, and how would you guys
22 daily go through what you did? Did you guys sit -- like, talk me
23 through a beginning-of-shift meeting and an end-of-shift meeting
24 between the two of you.

25

1 A. We would go over the cards that we needed to complete
2 for the day. And I would go -- he would write it down on his
3 book, and I would go out and do -- and perform the --

4 Q. So he had a --

5 A. -- the cards.

6 Q. -- master checklist, the SCCs?

7 A. Yes.

8 Q. And did you have a paper copy that you were -- a working
9 document you had to back yourself up on?

10 A. No. Because --

11 Q. Okay.

12 A. -- I had the publication.

13 Q. Okay. So you just make a -- you're just making notes on
14 a sheet of paper saying --

15 A. Yes.

16 Q. -- hey, you told me I need to do x, y, z cards for the
17 day. Got --

18 A. Yes.

19 Q. -- it. All right.

20 So you go out there, you execute. Are you -- at the
21 completion of each one of those cards, are you coming in and
22 signing off the cards or --

23 A. Yes.

24

25

1 Q. -- do you guys do a daily reconcile at the end of the
2 day?

3 A. At the end of the day, we would reconcile and we would
4 go through them.

5 Q. Okay. So you don't come in after each maintenance
6 action is completed, you actually finish the day, got it, you do
7 your debrief, you tell him what you did do, problems you had, he
8 makes some notes maybe, and then you go log your in-pros[ph]?

9 A. Yes.

10 Q. So every day you're logging in-pros?

11 A. Yes.

12 Q. If an in-pro is required.

13 A. Right.

14 Q. All right. Has there ever been a case where, you know,
15 that -- that stuff is lapsed? Documentation was missed, and
16 it's -- man, you went days without logging stuff?

17 A. It happens.

18 Q. What's the remedial action for that? What are you
19 supposed to do when you notice that, oh, man, it's been like,
20 shoot, whatever, four days and I realize I didn't log anything?

21 You know, I -- I did two days -- you know, two days
22 going into a weekend, and we had a snow day. So it's Day 6, I
23 come back to work and I'm like, oh, dang it, man. I -- I totally
24 told him I was gonna do it and I didn't do it.

25

1 What's the process for that? What are you supposed to
2 do now?
3 A. We go -- before the -- the next shift, we'll go in there
4 and --
5 Q. Okay.
6 A. -- and go through it and reconcile it --
7 Q. So --
8 A. -- before -- before --
9 Q. -- so you --
10 A. -- in the morning.
11 Q. -- reconcile?
12 A. Yes. In the mornings we'll go through all -- all of
13 that --
14 Q. So do you backdate it?
15 A. Yes.
16 Q. All right. So you backdate it and you back -- back
17 time -- time and date, right?
18 A. Dates.
19 Q. Dates. Can't change time?
20 A. We don't do -- no, we can't do --
21 Q. So time's --
22 A. -- times.
23 Q. -- just always running, but dates you can manipulate?
24 A. Yes.
25

1 Q. Okay. Just can't been in the future, right?

2 A. Can't go in the future.

3 Q. Can't go in the future, always go in the past.

4 All right. So do you tell anybody? Do you talk to
5 control? Do you talk to Sergeant (b)(6)

6 A. Sergeant (b)(6)

7 Q. Okay. Does he talk to control, or it's outside of your
8 scope?

9 A. No. We don't have to talk to control unless we're
10 talking to the MMCO.

11 Q. Okay.

12 A. He has to talk straight to the MMCO.

13 Q. Okay. So as the assistant, when you guys close out, ISO
14 complete, you -- you had looked at every in-pro and ensured that
15 everything has been conducted in accordance with, correct?

16 A. Yes.

17 Q. Is that you as well, or is that just Sergeant (b)(6)

18 A. We both will go through it.

19 Q. You both will go through it?

20 A. Yes, sir.

21 Q. Do you -- how does that work? Do you sit down with

22 QA --

23 A. After we --

24

25

1 Q. -- as well?

2 A. -- go through it together, yes, we will go through

3 [unintelligible].

4 Q. And when you say "together," do you mean you are --

5 A. Myself --

6 Q. -- literally sitting next to each other up, line by

7 line, going through it to make sure nobody misses something, or

8 are you taking half this day and he's taking half --

9 A. No.

10 Q. -- this day?

11 A. We're going line by line.

12 Q. Line by line together?

13 A. Yes, sir.

14 Q. Okay. How long does that normally take?

15 A. About an hour.

16 Q. An hour? To scrub an entire ISO?

17 A. It's not just our -- our deck that we're going through.

18 We're going through the whole phase and pulling --

19 Q. I mean, that's what I'm saying. I'm -- it sounds a

20 little short. You're looking at an entire phase deck and it only

21 takes you an hour to review every in-process to make sure

22 everything's done correctly.

23 A. Give -- yeah. Give --

24 Q. Give or take.

25 A. An hour, yeah.

1 Q. Okay. And then you give it to control?

2 A. We give it --

3 Q. Sorry --

4 A. -- to QA.

5 Q. -- you give it to QA. So do you sit down with QA or

6 does QA take it -- take the package and then go to QA and they

7 sit quarantined and look at everything and they come back and

8 show you discrepancies? Or do they sit down with you and go --

9 and do the same thing, you're hand and hand?

10 A. It's up to the QA, per -- to the QA that's --

11 Q. Okay.

12 A. -- going through it.

13 Q. How --

14 A. They'll either take it from --

15 Q. Yeah.

16 A. -- us, or they'll ask us to go through it with them.

17 Q. Do you get different QAs?

18 A. Yes.

19 Q. So it's never the same QA?

20 A. It's never the same.

21 Q. Okay. Is it more often than not a certain QA?

22 A. No.

23

24

25

1 Q. No, okay.

2 Do your QAs generally get out and about during ISOs and
3 verify -- do spot checks on you-all?

4 A. Yes.

5 Q. Okay. How often?

6 A. I know they do it every -- every day.

7 Q. Okay. All right, sweet. Okay. Got it.

8 And then when they're done, it goes to maintenance
9 control and maintenance control then does the same thing, right?
10 They screen it for all of the same stuff that -- and then they're
11 making sure it's safe for flight, because you're gonna have to do
12 an FCI[ph]?

13 A. Yes. They'll go through -- after it's already been
14 signed off, they're gonna go through --

15 Q. Reverify.

16 A. -- for -- no, only for a safe for flight.

17 Q. Okay. So when it comes to tracking 56-day compliance
18 while you're out there, during the course of an ISO -- because
19 that belongs to you guys now, right? It's not on maintenance
20 control anymore, it's on -- it's on the ISO coordinator, right?

21 A. Yes, sir.

22 Q. Is that correct?

23 A. Yes.

24

25

1 Q. So ownership is to ISO coordinator. How are you guys
2 ensuring that you've hit your three over the course of 56 days as
3 you -- as you have explained it to me?

4 A. Only by signing those sequence control cards.

5 Q. Okay. And the in-pros?

6 A. Yes.

7 Q. Okay. But if those didn't exist, you'd have a really
8 hard time doing that?

9 A. Yes.

10 Q. All right. And then is there -- do you have any other
11 way? Do you guys have any, like, Excel spreadsheets,
12 whiteboard --

13 A. At the --

14 Q. -- smart phone --

15 A. -- at the --

16 Q. -- app?

17 A. -- time we didn't have anything.

18 Q. No?

19 A. No.

20 Q. Do you guys now?

21 A. Yes, we do.

22 Q. Is that in ISO or is that --

23 A. Maintenance control.

24

25

1 Q. -- maintenance control?

2 Does maintenance control own it again?

3 A. The 50 --

4 Q. Are they tracking the 56-days --

5 A. Yes --

6 Q. -- everywhere?

7 A. -- we track the 56-days.

8 Q. Even during ISO?

9 A. Even during the ISO. If anything pops up within the 56

10 days --

11 Q. Yeah.

12 A. -- we notify Sergeant (b)(6) and he would go ahead and

13 cut those conditionals.

14 Q. Okay.

15 A. And --

16 Q. And is Sergeant (b)(6) rec -- daily reconciling the

17 maintenance control now to ensure that, hey, I'm -- I mean, today

18 I hit -- we -- guys went out there, they did four, six, and

19 eight. So we definitely got all three done today?

20 A. No. We're just going 56 days now. We're just going --

21 Q. Okay. You're just arbitrary --

22 A. Yes.

23 Q. -- 56 days?

24 A. Conditionals.

25

1 Q. Got it. Thank you.

2 When you guys are doing torque checks as a -- as a
3 CDI/CDQ, is that something that -- like, what's the technique for
4 writing that down in the in-pros? So like if -- if you're going
5 to do a torque and it's required to do it, you know, visually
6 verify kind of thing, is there standard verbiage you should use
7 or is there just -- how would -- how would you sign that off in
8 the report?

9 A. Depends on what we're doing.

10 Q. Okay.

11 A. For most -- most of the torques that we're doing, we're
12 just gonna say installed component in accordance with the 2-4 or
13 2-11.

14 Q. And you can say that because --

15 A. The --

16 Q. -- the --

17 A. -- the publication --

18 Q. -- tells you --

19 A. -- covers everything.

20 Q. -- exactly what you're supposed to do?

21 A. Yes, sir.

22 Q. So in your guy's sit -- and your take on it is it's
23 redundant for you to write something additional saying, oh, yeah,
24 I visually verified. It was Torque Check 2, 45 pounds torque?

25 A. Yes.

1 MAJ (b) (6) Okay. I got one more question.

2 Before I get to it, do you guys --

3 LTCOL (b) (6) No, go ahead.

4 MAJ (b) (6) -- have anything?

5 **Questions by Major (b) (6) continued:**

6 Q. So, I need your help. Big stuff help.

7 So, I am trying to understand everything you guys have
8 explained today, everything we talked about. You're doing a
9 really good job of trying to show us how you do business here.
10 I'm just trying to understand, based off how you talked about
11 in-pros and everything else, how I can tie together what you guys
12 are saying and make it all work.

13 So, because I hear what you're doing. It makes sense.
14 And I believe that you believe what you're doing makes sense.
15 But I'm trying to reconcile on documentation. And that's where
16 I'm having a really difficult time. So I'm hoping that you can
17 walk me through this.

18 So I'm just gonna show you a work order for triple
19 nuts. It's gonna be for -- and we'll just use Engine 2. Why
20 not.

21 Better yet, I'll just use -- I'll use this one. I'll
22 use Engine 4. Engine 4. I'm gonna come over to you. And I want
23 you to talk me through this work order and how this all happened.

24 1stLT (b) (6) I'm sorry.

25 LTCOL (b) (6) Sorry about that.

1 1stLT (b) (6) I'll move out of the way.

2 **Questions by Major (b) (6) continued:**

3 Q. So talk me through what I got.

4 A. This is a 700-hour inspection --

5 Q. Okay.

6 A. -- for Engine No. 4.

7 Q. All right.

8 A. We complied with the ISO 700-hours, Position 4, in
9 accordance with reference 01-75GAA-6-4. Performance verified by
10 QA. Run check's good. It's error to fly free.

11 Q. All right. So you're reading the corrective action --

12 A. Yes.

13 Q. -- right?

14 All right. And that is signed off by yourself?

15 A. I inspected it.

16 Q. Okay. And the initiator for the overall MAF[ph] is?

17 A. Sergeant (b) (6)

18 Q. Okay. And his discrepancy is comply with ISOA
19 inspection, 700-hours. It gives a serial number. Position 4, in
20 accordance with NAVAIR 6-4.

21 All right. And we can note that worker is Sergeant
22 (b) (6) .

23 A. Yes.

24

25

1 Q. Now, so total man-hours, 26.4. Lapse time, 16.8.

2 Received on 21 March. It is Z-coded. 03 April, in work. And
3 then completed on 23 May --

4 A. Yes.

5 Q. -- 0902.

6 Okay. I go to the in-pros though, I only have one
7 in-pro.

8 A. Right.

9 Q. And it's 11 April.

10 A. April.

11 Q. The problem is I don't see all the -- those showstoppers
12 you guys showed us.

13 A. Right.

14 Q. So -- and there's not multiple other in-pros saying when
15 the run was done or -- or anything else. So maybe can you
16 explain what's going on here?

17 A. So here on 11 April -- what I can do, when I'm in -- on
18 my in-pros, I can go ahead and delete and consolidate everything
19 to that -- to the one in-pro and that's what I did. I
20 consolidated everything into my one in-pro.

21 Q. Okay. So you're telling me all the showstoppers exist
22 in here?

23 A. Yes, within these cards right here. If you go through
24 the pub -- the publication, all of these cards reference you to
25 the showstoppers. Because I couldn't complete these cards unless

1 I did the showstoppers.

2 Q. And so why -- why would you delete all the other
3 in-pros?

4 A. To consolidate.

5 Q. But why? Why would you save -- like, to me it's just to
6 save space, but it doesn't seem like it makes sense.

7 LTCOL (b) (6) Yeah, why would you consolidate them?

8 SGT (b) (6) It's --

9 **Questions by Major (b) (6) continued:**

10 Q. You're taking out history.

11 A. Right.

12 Q. You know what I mean?

13 And that's on one, two, and four.

14 A. Yes.

15 Q. They're all the same. And they're even copied because
16 you spelled "perform" wrong, the same way --

17 A. Yes.

18 Q. -- in all of them. So you copy and pasted.

19 So based off how you're looking, I'm guessing you know
20 about this?

21 A. Yes, I do.

22 Q. Is this something you got counseled on?

23 A. No.

24 Q. No. Is this something that you have changed your
25 technique on?

1 A. Yes.

2 Q. Why?

3 A. It's a different philosophy that I've -- that changes.

4 Q. Okay.

5 A. So my philosophy might have changed at this time. In
6 other -- other inspections, I might have done all of them. And
7 this one, obviously, I changed --

8 Q. Because I noted --

9 A. -- and I consolidated on this one.

10 Q. -- when I looked at the last ISO you guys just did on
11 353, you have lots of in-pros.

12 A. Yes.

13 Q. So did you find this to be a flawed way of doing
14 business and you've changed to back to this?

15 A. Yes.

16 Well, I didn't see it as flawed. I just didn't see --
17 it wasn't telling the full story.

18 Q. Okay. Because yeah --

19 A. A lot of it's --

20 Q. -- it kind of makes it difficult to --

21 A. Right.

22 Q. -- track things down, right?

23 A. Right.

24 Q. I don't actually know when things were done.

25 A. Right.

1 Q. All I know is --
2 A. On -- on the end --
3 Q. -- on the -- right.
4 A. Or only the [unintelligible].
5 Q. All I know is the end date.
6 A. Right.
7 Q. So does this take into account engine runs?
8 A. No.
9 MAJ (b) (6) No. Okay.
10 LTCOL (b) (6) Go ahead. I got a question when you're
11 done.
12 MAJ (b) (6) Okay.
13 **Questions by Major (b) (6) continued:**
14 Q. But it does take into account all the showstoppers?
15 A. Yes.
16 Q. Can you show me where those are? Can you show me which
17 one of these are the showstoppers?
18 A. Well, I -- I have to refer to the publication.
19 Q. If we got you a publication --
20 A. Yes.
21 Q. -- could you do that?
22 A. Yes, we can.
23 Q. Is Sergeant (b) (6) gonna be out there waiting?
24 A. I don't no.
25

1 Q. Okay. Can you explain why during the job status from
2 21 March to 11 April there was no EOC codes?

3 A. Yes.

4 Q. Why is that?

5 A. We got counseled by maintenance control over the EOC
6 code for this -- during this time. We didn't have -- we had the
7 MAF that was down, but we didn't have the EOC code. And we had
8 to go into -- into OOMA and manually activate the SEER MPAC[ph].
9 We did get counseled by that -- by maintenance control for that.

10 Q. Okay. So maintenance control found this pre-ISO or
11 post-ISO? When -- when did they find it?

12 A. On 11 April.

13 Q. Okay. So 11 April, they were doing a spot check?

14 A. Yes.

15 Q. A daily reconcile and said, oh, that's not right.

16 A. Right.

17 Q. Now what about -- now I go into the future. In this
18 most recent one that you did, I have no EOC codes.

19 Can you explain that?

20 A. No. Unless Sergeant (b) (6) might have not done it.

21 Q. All right. Well, there's not one -- zero SEER time.
22 All the sign-offs for in-pros are you.

23 A. Right.

24

25

1 Q. Did Sergeant (b) (6) -- is he the only one that can
2 initiate?

3 A. No.

4 Q. Who else can initiate and change EOC codes?

5 A. Maintenance control. And I also have the power to do
6 it.

7 Q. Is that because you're Maintenance Control School
8 complete?

9 A. Yes.

10 Q. Okay. Is that -- is that why you were the assistant ISO
11 coordinator?

12 A. Yes.

13 Q. Okay. So if you were to go back and look at your own
14 work, you would say that you guys missed that collectively?

15 A. Yes.

16 MAJ (b) (6) Okay.

17 LTCOL (b) (6) Missed what?

18 MAJ (b) (6) Putting EOC codes.

19 SGT (b) (6) EOC codes.

20 LTCOL (b) (6) Okay.

21 **Questions by Major (b) (6) continued:**

22 Q. So anyway, we can go back, we can pull this up, we can
23 say, yep, all the showstoppers -- if I get the pub back in here
24 and say they were executed in accordance with this, you can
25 say -- or you are saying that you had other in-pros in here on

1 the initial MAF for triple nuts; but on 11 April, you
2 consolidated?

3 A. Yes, sir.

4 Q. So it's not that you weren't logging stuff -- like you
5 weren't logging SEER time until 11 April and maintenance control
6 caught you and counseled you on it, it's that you didn't see the
7 point to make additional in-pros and you just consolidated into
8 one?

9 A. Yes, sir.

10 Q. Okay. QA talk to you about that?

11 A. No.

12 Q. Okay. But you're not doing that technique anymore?

13 A. No.

14 MAJ (b) (6) I mean, I can see it looks like you're doing it
15 right or doing it differently.

16 Sir, could you see if Sergeant (b) (6) out there, see
17 if he could --

18 1stLT (b) (6) Sure.

19 MAJ (b) (6) -- get us the -- the pubs so --

20 MAJ (b) (6) Yeah, I want to ask that specifically.

21 LTCOL (b) (6) That's --

22 MAJ (b) (6) The 6-3.

23 LTCOL (b) (6) Okay.

24 MAJ (b) (6) Is that right? 6-3?

25 LTCOL (b) (6) While we're waiting for that --

1 GYSGT (b) (6) Here you go.

2 SGT (b) (6) No, it's 6-4.

3 MAJ (b) (6) 6-4.

4 1stLT (b) (6) 6-4?

5 LTCOL (b) (6) I've got it right here.

6 MAJ (b) (6) You got it?

7 1stLT (b) (6) You have it?

8 MAJ (b) (6) Oh, okay. Well, I guess let's pause.

9 1stLT (b) (6) Okay.

10 MAJ (b) (6) He's got it.

11 1stLT (b) (6) Sure.

12 MAJ (b) (6) Thank you.

13 GYSGT (b) (6) You can turn it sideways too. It makes it
14 bigger, makes it easier for you.

15 SGT (b) (6) Card 21.

16 **Questions by Major (b) (6) continued:**

17 Q. I'm not a powerline SME, so I'm really trying to
18 understand how --

19 A. All right. And this --

20 Q. -- all that works.

21 A. -- goes back to when Gunny (b) (6) was speaking about
22 the -- our in-pros was for only the CDI cards. Only the cards
23 that are required for a CDI, those are --

24

25

1 Q. Um-hmm.

2 A. -- the ones that are gonna be logged in at -- in an
3 in-pro.

4 MAJ (b) (6) Okay.

5 LTCOL (b) (6) Say that again, please.

6 SGT (b) (6) So on the phase tracker, we see that we have --
7 the yellow is the CDI cards. The red is a -- a -- QA cards.
8 Only those cards are the ones that are logged in as an in-pro.

9 **Questions by Major (b) (6) continued:**

10 Q. But all the showstoppers have those?

11 A. Yes.

12 Q. Okay.

13 A. They refer back -- so Card 21, this card is applicable
14 only to aircraft with PPC 119 incorporated, which means that --
15 the -- that there's a "TD" and that were complied with -- with
16 the change.

17 Q. Okay.

18 A. And that's for the spark igniters and connectors.

19 Q. Okay. So you complied with the TD.

20 A. And it says, "Refer to Card E1-3."

21 Q. Okay. So not one of our showstoppers yet?

22 A. That is one of the showstoppers.

23 LTCOL (b) (6) E1-3?

24 SGT (b) (6) Yes.

25

1 MAJ (b) (6) Really? You guys only briefed us starting at
2 four. Or I guess you just start at three because I know it
3 starts at three. I apologize.

4 SGT (b) (6) Yes.

5 GYSGT (b) (6) You said -- you said it is a showstopper?

6 MAJ (b) (6) The note --

7 SGT (b) (6) Yes.

8 GYSGT (b) (6) It's not highlighted in yellow --

9 SGT (b) (6) It's not a high --

10 GYSGT (b) (6) -- on the back.

11 SGT (b) (6) -- highlighted in yellow --

12 GYSGT (b) (6) Because it's tied --

13 SGT (b) (6) -- because 21 is tied --

14 GYSGT (b) (6) -- to the other PPC[ph].

15 SGT (b) (6) -- to 21.

16 **Questions by Lieutenant Colonel (b) (6)**

17 Q. Okay. So it's tied to this one?

18 A. Yes.

19 Q. And that's why you don't have it listed?

20 A. Yes.

21 Q. Because it says "showstopper." I thought that's one you
22 meant you put it in here?

23 A. No.

24 Q. Okay.

25 A. Twenty-one is tied to E1-3.

1 GYSGT (b) (6) The engine -- it's the engine spark igniters
2 for the PPC?

3 SGT (b) (6) Yes.

4 GYSGT (b) (6) Got it.

5 MAJ (b) (6) Okay. So what does E1-22 do for me? Help me
6 out.

7 GYSGT (b) (6) It's the engine borescope.

8 SGT (b) (6) That is engine borescope, refer to task E1-4.

9 **Questions by Major (b) (6)**

10 Q. Okay. So E1-4. So there's your second showstopper.

11 A. Yes.

12 Q. Okay. What about 2-2-3 -- or 2-3?

13 A. Refer to E1-6.

14 Q. Okay.

15 A. Exhaust tale -- or it's engine rear turbine.

16 Q. Okay. All right. So now we're -- we're through six.

17 So what about 2-5? 2-5.

18 A. All right. 2-4 does not apply.

19 Q. Yeah. I agree. Or at least per this, I agree.

20 A. And 25, E1-8.

21 Q. Okay.

22 A. Propeller oil drain.

23 Q. Yeah. Another showstopper. What about 26? E1-26?

24 A. Propeller oil fill. Prop servicing.

25

1 Q. What about E1-27?

2 A. That's refer to E1-14, brush block installation.

3 Q. Okay. Not a showstopper --

4 A. Not a --

5 Q. -- that you --

6 A. -- showstopper.

7 Q. -- briefed us today. Do we actually spin the props with
8 that one? I'm guessing not because it wasn't in our
9 showstoppers.

10 A. Unless --

11 Q. You're only on the brush block though.

12 A. Right. Unless E1-14 is asking us to do it, which I
13 don't recall if it tells us to do it. I'd have to refer to --

14 Q. I'm not asking you to do it from memory. So if you got
15 the pub, just let me know.

16 A. All right. Fourteen, install deicing brush block
17 assembly in accordance with the 01-75GAA-2-11.

18 So here we have to refer to another publication for
19 the --

20 GYSGT (b) (6) For the --

21 SGT (b) (6) -- installation of the brush block.

22 **Questions by the Gunnery Sergeant (b) (6)**

23 Q. So the E1-27 is a showstopper that's tied into the --
24 what -- what was the actual working card?

25

1 A. It's not considered -- a brush block is not considered a
2 showstopper.

3 Q. Okay.

4 A. Because it's not a major component. Major component is
5 just gonna be propeller, compressor, and turbines.

6 Q. Okay. So somebody probably just colored it wrong on
7 here then?

8 A. No. That's just a CDI in-pro -- or --

9 Q. Okay. So --

10 A. -- CDI card.

11 Q. -- you're just saying all the yellow stuff is just
12 identified as CDI requirements even if --

13 A. Yes.

14 Q. -- it's not necessarily tied to a showstopper?

15 A. Yes.

16 Q. Okay. Okay.

17 A. So a CDI card, we have to go out there and verify
18 that --

19 Q. Right.

20 A. -- all --

21 Q. Regardless if --

22 A. -- everything got done --

23 Q. -- it's a showstopper.

24 A. -- and we're -- we're gonna sign for the CDI portion of
25 it.

1 **Questions by Major (b) (6)**

2 Q. Okay. And what's 28?

3 A. Front spinner and afterbody installation.

4 Q. Okay. So CDI required but not a showstopper --

5 A. Right.

6 Q. -- as previously stated.

7 This is the MAF documentation for the propeller when it
8 went through the ISO.

9 A. Right.

10 Q. Let's see. What -- I'm not probably as fast as you to
11 say which position it's in. It looks like it's --

12 A. It's not noted.

13 GYSGT (b) (6) It'll tell you up in the middle --

14 SGT (b) (6) If not it's --

15 GYSGT (b) (6) -- I wrote it down.

16 MAJ (b) (6) Prop 2 --

17 SGT (b) (6) It's says Prop 2.

18 MAJ (b) (6) I know that's Prop 2. I know the numbers now.

19 **Questions by Major (b) (6) continued:**

20 Q. All right. So it's Prop 2?

21 A. Right.

22 Q. Okay. So 11.2 hours, man-hours. 7.5 lapse. Initiated
23 21 March '17. In work 10 April; completed 11 April.

24 A. Right.

25

1 Q. Okay. I don't see -- are there any CDI sign-offs? QA
2 sign-offs in here? In-pros?

3 A. For propellers?

4 Q. Yeah.

5 A. No, not for the propeller.

6 GYSGT (b) (6) Not for this.

7 MAJ (b) (6) So what is this?

8 SGT (b) (6) This is where it's -- this is what's different.
9 It's for -- and this has only been different here since I got
10 here. Because in -- at 234, we didn't have two different ISO
11 MAFs. We didn't have an ISO for propeller and an ISO for an
12 engine.

13 GYSGT (b) (6) You just did it --

14 SGT (b) (6) Everything --

15 GYSGT (b) (6) -- all in one.

16 SGT (b) (6) Everything was all in one.

17 **Questions by Major (b) (6) continued:**

18 Q. So why do you guys have two here?

19 A. It's a task that maintenance admin -- or it was done
20 prior to me being here. So now it's -- it's something that goes
21 automatic whenever we cut the -- the ISOs.

22 **Questions by Gunnery Sergeant (b) (6)**

23 Q. So the baseline manager created the task and --

24 A. Yes.

25

1 Q. -- pushed it down for this type model --
2 A. Right.
3 Q. -- series so you have to utilize it?
4 A. Yes.
5 Q. Got it.
6 A. When I was at 234, I don't recall us having two ISOs.
7 I'm sure they did it after awhile, but I don't remember us having
8 two.
9 Q. Okay. So they probably just didn't utilize the task
10 when it was available --
11 A. Yes.
12 Q. -- for them to activate. Okay.
13 A. So everything that we do here is accounted in the E1
14 cards. It's just split just for documentations of the props.
15 But --
16 Q. Are there --
17 A. -- everything that's --
18 Q. Are there any QA required look portions for inspections
19 in the E1 cards that are applicable to the propellers?
20 A. No.
21 GYSGT (b) (6) Okay.
22 MAJ (b) (6) Now, anything else that you can think of on
23 these -- on these two documents that would help us out? This has
24 already been very helpful.
25 SGT (b) (6) No. I'm -- as long as everything was covered

1 in the Els.

2 MAJ (b) (6) Okay.

3 LTCOL (b) (6) I'm a little confused.

4 Anybody else got a question?

5 **Questions by First Lieutenant (b) (6)**

6 Q. For the -- so since there aren't any E-pro -- in-pros
7 for the --

8 A. The --

9 Q. -- those showstoppers --

10 A. Uh-huh.

11 Q. -- is there any -- any way that you know of that might
12 justify -- that might show the history? Some other alternate
13 type of way to show --

14 A. It's that tracker right there.

15 Q. Okay.

16 A. But the showstoppers are in-pro'd under the 21, 22, 23,
17 and so on.

18 Q. Right. But as far as, like, specific time and date, who
19 the worker was, so on and so forth?

20 A. It's gonna be all on paper.

21 1stLT (b) (6) Okay.

22 **Questions by Lieutenant Colonel (b) (6)**

23 Q. Now, you used the word with this one, indicating it was
24 done in another format, but you used the word "consolidate." You
25 consolidated this?

1 A. Yes.

2 Q. All right.

3 A. I can -- I can delete in-pros that I've -- have done in
4 the past.

5 Q. So you had other in-pros on here?

6 A. Yes.

7 LTCOL (b) (6) And you consolidated?

8 MAJ (b) (6) Can you see that?

9 SGT (b) (6) No.

10 MAJ (b) (6) Okay.

11 **Questions by Lieutenant Colonel (b) (6) continued:**

12 Q. So if that's the case, here's a question I have: When
13 you say that, I'm imagining something like this because here
14 you've got them all listed out.

15 A. Yes.

16 Q. And you took these and consolidated back here?

17 A. Yes.

18 Q. That's how I understand what you're saying. Is that --
19 is that feasible? Am I --

20 A. Yes --

21 Q. -- close?

22 A. -- I can do that. I can --

23 Q. Okay.

24 A. -- delete this one --

25 Q. Um-hmm.

1 A. -- and make it into one and then so on.

2 Q. So we had a lot of discussion today about the time it
3 takes to do a job.

4 A. Yes.

5 Q. You remember the conversation we had where seven hours,
6 it turned into 28 hours --

7 A. Yes, sir.

8 Q. -- for the turbine compressor, 5th and 10th stage, and
9 the front end and back end and all that, or whether it was four
10 engines or one engine.

11 So when I see this, this looks right to me.

12 A. Right.

13 Q. And you got all these dates because it takes so much
14 time. You have in-progress reports. You rectify them every
15 night, then you write them in here. That looks correct me.

16 A. Yes.

17 Q. But what I hear you saying is you -- you did it this
18 way, then, for some reason, went back and consolidated it this
19 way.

20 A. Right.

21 Q. Do we have a motivating factor? Why would you do that?

22 A. There's no -- no factor. It was just I -- at the time,
23 I thought it was gonna be cleaner if I did it this way.

24 Q. Okay. Here's the problem I have with it: I don't think
25 it's accurate. Because if it's the -- all of these showstoppers

1 and all these requirements took you four different days to do on
2 this, spread out by almost three weeks time frame, and then you
3 consolidate them all to be done on April 11th, I'm having a hard
4 time believing that.

5 You're saying all of these were done on that day?

6 A. No, they weren't. I go off of --

7 MAJ (b) (6) That's what --

8 SGT (b) (6) -- my book.

9 MAJ (b) (6) -- I was just -- you know, so --

10 SGT (b) (6) Yeah. I go off of my book and know what cards
11 I have done already.

12 LTCOL (b) (6) Okay. So which of these were done which
13 days?

14 1stLT (b) (6) That's what I was asking him. Like, is there
15 an alternate way to show what day each thing was done?

16 SGT (b) (6) Yes --

17 LTCOL (b) (6) So --

18 SGT (b) (6) -- that book right there.

19 LTCOL (b) (6) -- we have it in that both right there?

20 1stLT (b) (6) Okay.

21 **Questions by Major (b) (6)**

22 Q. So with your itemized out in-pros, if I look at those
23 in-pros, they'll match here?

24 A. Yes.

25 Q. What if they don't?

1 A. If they don't, then -- then I'm -- I could have missed
2 the in-pros for that day and did it on -- to catch up on the
3 other day. So it would be on the 28th that I would match it.

4 Q. But then wouldn't you just -- if that's the case and you
5 can backdate --

6 A. I can't backdate.

7 Q. I thought you just said --

8 A. No -- I can --

9 Q. -- I thought you said --

10 A. -- in --

11 Q. -- you could backdate?

12 A. -- in-pros cannot be backdated. I would --

13 Q. Okay.

14 A. -- go in there and start and that's my in-pros.

15 Q. But you can delete in-pros?

16 A. I can delete in-pros.

17 Q. But you can't --

18 A. I cannot --

19 Q. -- change --

20 A. -- change the time or date on the in-pros.

21 Q. But the --

22 A. If I have to backdate it --

23 Q. But the mother MAF, you can --

24 A. -- it would be backdated on the book. That's what I was
25 saying. I -- if I had to backdate, I would backdate on the book.

1 **Questions by Gunnery Sergeant (b) (6)**

2 Q. So when you create an in-pro, it only allows you to
3 create an in-pro --

4 A. For --

5 Q. -- for that current --

6 A. -- for that --

7 Q. -- date and time?

8 A. Yes.

9 Q. Okay.

10 A. Current date and time. I cannot change the temp -- the
11 time and date of the in-pro.

12 **Questions by Major (b) (6)**

13 Q. I think what Lieutenant Colonel (b) (6) is getting at is
14 how do we know when you actually did all the other work, because
15 you consolidated everything?

16 A. Going -- referring to those sequence control cards.

17 Q. Okay. So we have to look at sequence control cards --

18 A. Yes.

19 Q. -- for triple nuts to actually know when you actually
20 did the work?

21 A. Yes.

22 Q. And since this is erasable, there's no real way to know?

23 A. Correct.

24 MAJ (b) (6) All right.

25 **Questions by Lieutenant Colonel (b) (6)**

1 Q. So just to make sure I got this right, I'm looking, you
2 completed this on 23 May 2017?

3 A. Yes, sir.

4 Q. So 23 May 2017, I'm thinking this got entered in, then
5 you went back and consolidated all this to April 11th?

6 A. Yes. That was the last day -- that was the last day
7 that I -- that was the day that I went ahead and that was my last
8 day that I did all of that -- all of this process, which was
9 calibrate the -- calibrate the propellers, do the rigging.

10 **Questions by Major (b) (6)**

11 Q. So if -- if I understand you correctly, Sergeant (b) (6)
12 what you're saying is that's all the pre-stuff to the engine run?

13 A. Yes.

14 Q. You stopped because you were done, you consolidated
15 every -- everything to that point --

16 A. To that point.

17 Q. -- and then the MAF is signed off on 23 May because the
18 run was done on 19 May?

19 A. Yes. We didn't run -- at 11 April, we stop -- we did --
20 we completed everything that we could --

21 Q. Yeah.

22 A. -- awaiting runs on all four -- on all four motors.

23 Q. But wouldn't you normally put "awaiting run" somewhere?

24 A. It would be on the -- on the system reasoning.

25 Q. Yeah.

1 A. And that system reasoning gets deleted after we're --
2 we're done.

3 Q. Okay.

4 A. When we're getting ready to sign off the -- the MAF. We
5 can't sign off on MAF saying "awaiting run."

6 Q. Right. Like, well, some people --

7 A. In the system.

8 Q. -- some people try --

9 A. It's happened.

10 Q. -- to.

11 A. It's happened.

12 Q. Yeah, some people do.

13 A. It's a mistake.

14 Q. There are -- there are techniques that people do that.
15 It's not the right thing but --

16 A. Right.

17 On -- yes, on 11 April, all the work that -- all the
18 inspections were completed as far as we can go, awaiting run. I
19 went on leave on 13 April. There was a cannibalization of the
20 No. 3 Motor from another -- from triple zero to another aircraft.

21 Q. Um-hmm.

22 A. Which stopped us from doing a run right away.

23 Q. I see.

24 A. We didn't have the motor until May.

25 Q. So that was --

1 A. We didn't have --

2 Q. -- that was the holdup.

3 A. -- a new motor until May. That was the holdup.

4 Q. Okay.

5 A. Had it not gone -- had it not gotten cannibalized, we

6 would have been running --

7 Q. Okay.

8 A. -- in April and not in May.

9 Q. And same general theme since you were here during the

10 time frame, different aircraft, so 441. Are you familiar with

11 441?

12 A. Yes.

13 Q. And you know it had a missed 56-day? It popped in 2015,

14 early 2015, I guess during fuel cell maintenance, so powerline

15 function.

16 A. Yes.

17 Q. Were you part of the -- did you have a hand in working

18 on that -- that fuel cell maintenance or anything?

19 A. I'm sure I was.

20 Q. Yeah. Do you know how it got caught? Since you were

21 here, do you know how --

22 A. I don't know.

23 Q. -- how it got noticed that they went over 56 days and --

24 A. I don't know. Maintenance control caught it.

25 Q. Okay.

1 A. And that was not something that we were actively working
2 on. It was not engines or props. We were working on --

3 Q. Okay.

4 A. -- on --

5 Q. And --

6 A. -- in the tanks.

7 Q. -- so then to summarize what you said earlier -- prior.
8 I'm not talking about now. You guys have a way forward now.

9 A. Yes.

10 Q. But prior to the mishap, in particular, you know, 000,
11 that ISO, when it came to tracking a 56-day compliance, that was
12 owned by the ISO coordinator, correct?

13 It was not owned by maintenance control anymore.
14 Maintenance control gave that plane to the ISO coordinator; ISO
15 coordinator managed [inaudible]?

16 A. Yes.

17 Q. To include 56-day tracking. That tracking is being done
18 via the work center via in-pros?

19 A. Yes.

20 Q. And no other way?

21 A. We don't have any other way.

22 Q. Well, I mean, there are other ways you can do it.

23 A. Well, we would --

24 Q. They're just --

25 A. -- go off the --

1 Q. Okay.

2 A. -- the last known flight or the last known run, but we

3 don't track runs. We don't know when we last ran it or when --

4 Q. Well --

5 A. -- maintenance control ran it.

6 Q. But you know the last time that you walked out there as

7 a CDI or CDQ for the ISO, the last time you were out there and

8 went choo, choo, choo[ph]?

9 A. Yes.

10 Q. And you could have, every day, said, hey, I turned the

11 prop five times today, done. And you could've put that in some

12 little note --

13 A. Yes.

14 Q. -- right there in your SCC, right next to it.

15 A. Yes.

16 Q. Or your daily reconcile.

17 A. Yes.

18 Q. All right. But that's not something you guys do -- not

19 something you do do. Now you're doing every 56 days just

20 automatically --

21 A. Just automatically.

22 MAJ (b) (6) -- 56-day pops, conditional, done. Cool.

23 All right.

24 Gunny?

25 LTCOL (b) (6) Is that all?

1 MAJ (b) (6) I think Gunny's got something.

2 **Questions by Gunnery Sergeant (b) (6)**

3 Q. Just a quick question, just curious, what's your major
4 inspection interval for the propellers? What's a -- what's the
5 inspection that basically requires the most amount of maintenance
6 that's directed specifically at the propellers? Is it via
7 35-day?

8 A. A major inspection for the propeller?

9 Q. Yeah. What are -- so, for example --

10 A. During the 700-hour.

11 Q. The 700-hour focuses primarily on the propellers?

12 A. No. It's not all primary on the propellers. It's gonna
13 cover the whole engine: Propeller, engine, turbine.

14 Q. And there's nothing -- none of the maintenance
15 requirements for the propeller underneath the ISO chrono 700-hour
16 inspection require any CDI --

17 A. Just the drains. It's gonna be an oil change basically.

18 Q. Okay. Is that the --

19 A. It's we're to drain it.

20 Q. -- is that the propeller filter change?

21 A. No.

22 Q. Or is that completely different?

23 A. That's -- no, that's not even required because --

24 Q. Okay.

25 A. -- we don't do it a -- during the 35-day.

1 Q. Okay.

2 A. We do it under a conditional if it's got a pop-it. If
3 it pops, then we track it after that or we change it right away.

4 Q. So the oil drain that you do for the 700-hour, it
5 requires you guys -- what, you have to witness the oil being
6 drained and replaced?

7 A. Yes.

8 Q. Okay. Do you have to log that as an in-pro saying that
9 you witnessed it being done on the 700-hour work order for the
10 propeller?

11 A. Yes, that was the E1 card -- the E1-28 card.

12 Q. Okay. So you log it on the engine --

13 A. Yes.

14 Q. -- work order, not the propeller --

15 A. We could --

16 Q. -- work order?

17 A. -- do it either -- either way.

18 Q. Okay.

19 A. Also, we have to do a -- it's not -- basically -- it's
20 not just the -- the propeller, but we're doing it for the
21 propeller and the engine.

22 Q. So the oil's --

23 A. It's rigging.

24 Q. -- shared by both systems?

25 A. No. I'm saying rigging would be --

1 Q. Okay.

2 A. -- would be something else that we do for both the
3 propeller and the engine along with the static calibration of the
4 propeller.

5 Q. Okay. So just for my information, is the oil that's
6 replaced or drained, is that specific to the propeller or --

7 A. Yes, propeller only.

8 Q. Okay. So is that normal, to log it against the engine
9 and not the propeller since it's the propeller oil?

10 A. It -- it wouldn't matter at that -- at that point.
11 Because they're both -- it's one 700-hour for --

12 Q. Okay.

13 A. -- both the propeller and the engine.

14 Q. Okay. Okay.

15 A. As long as it's -- it's done, it's covered, we're
16 covered.

17 GYSGT (b) (6) Okay.

18 LTCOL (b) (6) All right. Well --

19 SGT (b) (6) There's no major inspection for the propellers
20 other than what we do locally, which is inspect the external of
21 the propeller.

22 **Questions by Gunnery Sergeant (b) (6) continued:**

23 Q. But does that -- that's not part of the 700-hour?

24 A. It's not technically covered in the -- in the cards.

25 Q. Okay.

1 A. It doesn't -- the cards are not very specific to what we
2 have -- to what we do.

3 Q. Are there cards or other maintenance MRCs that cover
4 that inspection that you're talking about for the requirements?
5 Or is it something that you've locally --

6 A. It's under the propeller --

7 Q. -- incorporated?

8 A. -- inspection.

9 Q. Within the 700-hour?

10 A. Yeah, it's within the --

11 Q. Okay.

12 A. -- 700-hour. It's E1-13.

13 Q. Gotcha.

14 A. But it's not -- that's not even a showstopper at all.

15 GYSGT (b) (6) Right.

16 **Questions by Major (b) (6)**

17 Q. Okay. What are you looking for with that?

18 A. The integrity of the propeller. The external integrity
19 of the propeller.

20 Q. Okay. And there's nothing required for the CDI/CDQ to
21 actually verify --

22 A. No.

23 Q. -- that that's being done?

24 A. No.

25 Q. Or to witness it or anything, right?

1 A. No.

2 MAJ (b) (6) Okay. That's all I have.

3 LTCOL (b) (6) Did you print off those sheets I emailed to
4 you?

5 MAJ (b) (6) No, I never got them. I haven't had a chance
6 to even jump on my e-mail yet today, sir. I can run and grab
7 them real quick though.

8 LTCOL (b) (6) No. We don't need -- I don't -- I'm -- I
9 don't think we're gonna need them.

10 MAJ (b) (6) Okay.

11 LTCOL (b) (6) I -- I got a serious problem, (b) (6) right
12 now.

13 SGT (b) (6) Yes, sir.

14 **Questions by Lieutenant Colonel (b) (6)**

15 Q. And I haven't had this with the investigation in nine
16 months. I'm looking at this form and here's what I hear you
17 telling me, that you're trying to get me to believe and I'm
18 having a hard time believing it, all right?

19 A. Yes, sir.

20 Q. What I understand is you consolidated this one?

21 A. Yes.

22 Q. But before you consolidated it, it looked like the way
23 you do it now?

24 A. Yes.

25 Q. And I'm buying what you're selling but up to a certain

1 point, okay?

2 A. Yes.

3 Q. This gets completed on 16 November 2017 --

4 A. Yes, sir.

5 Q. -- and your last day in this -- when everything's listed
6 out -- is 16 November 2017?

7 A. Yes.

8 Q. Yet you're telling me you completed this one on 23 May
9 '17 --

10 A. Yes.

11 Q. -- and all of this work was completed up at April 2017?

12 A. Right. Right. And that's when --

13 Q. Why -- now I'm thinking some of this work was done back
14 towards 23 May, if that's when it was entered in.

15 A. No. There's -- none -- none of this work could have
16 gone after April 11th. We were awaiting run at this point. The
17 only in-pro that I could've done past April 11th are the
18 post-runup -- post-runup checks. And that's what -- that's
19 covered under my corrective action, which was engine performance
20 verified by QA. Run checks good. Error fly free.

21 **Questions by Gunnery Sergeant (b) (6)**

22 Q. What day did you run the actual engine runoff, the
23 performance check?

24 A. 19 May.

25 Q. Okay. Would that have been --

1 A. That was the initial run, 19 May. We had discrepancies
2 that --

3 Q. Would that have --

4 A. -- got written up.

5 Q. Would that have been the requirement that you were using
6 to meet the 56-day, where you're turning the rotors? Because it
7 was running up?

8 A. That would be -- that would be a condition that would
9 void a 56-day.

10 Q. Okay.

11 A. Yes. An engine would void a 56-day.

12 GYSGT (b) (6) And it was on 9 May?

13 1stLT (b) (6) Nineteen.

14 MAJ (b) (6) 19 May.

15 SGT (b) (6) 19 May.

16 MAJ (b) (6) Sergeant --

17 LTCOL (b) (6) Anybody got anything else?

18 **Questions by Major (b) (6)**

19 Q. Yeah. Sergeant (b) (6) I -- I just got to ask. In the
20 prop history for this prop, there are multiple entries in this
21 lane section saying that 56-day inspection was completed due to
22 prop idle time or, you know -- approach prop idle time, 56 days,
23 50 -- you know, signed off in com -- in -- in accordance with.

24 So there's two types in OOMA, correct?

25 A. [No audible response.]

1 Q. There's the idle timeline and there's the regular -- you
2 popped, you went conditional, special inspection required,
3 correct?

4 A. There's two conditionals.

5 Q. Yeah.

6 A. It's --

7 Q. There's one is idle. It actually says, you know, idle
8 56 days.

9 A. Yes.

10 Q. And then, signed off in accordance with, you know, the
11 6-3 --

12 A. Yes.

13 Q. -- blah, blah, blah.

14 And the other one is you actually went over 56 days,
15 oops?

16 A. Right.

17 Q. And then you do the conditional one?

18 A. Right.

19 Q. So there are -- there is documentation in the prop
20 history in this lane section like there's supposed to be that
21 covers a couple of those different scenarios.

22 Is -- with such a difficult system to track, I don't
23 understand why you guys, if you met compliance on 11 April, just
24 didn't input the prop idle for 56-day, signed off in accordance
25 with at the requirement.

1 A. I'm not understanding. Are you asking why we didn't
2 just cut a MAF --

3 Q. Yes.

4 A. -- saying that we did it? It was something that we
5 didn't -- we didn't see was necessary because the prop was not
6 idle.

7 Q. You don't know because you erased all of the in-pros.

8 A. On 11 April --

9 Q. That's on 11 April.

10 A. 11 April does not put us at 56 days --

11 Q. You're right.

12 A. -- since the last flight.

13 Q. You're right. But your argument is that you've been
14 doing it multiple days before that, you have no need to track it.
15 So had you not finished on 11 April, you would have no way of
16 knowing now because you deleted everything.

17 A. Right.

18 But it -- on 11 April still puts us within --

19 Q. I know.

20 A. -- 56 days --

21 Q. I understand.

22 A. -- both ways. So it's not -- it was not sitting idle --

23 Q. I just --

24 A. -- passed 56 --

25 Q. -- don't know --

1 A. -- days.

2 Q. -- how long prior to that it wasn't idle though because

3 you deleted all the in-pros.

4 A. Prior to that, no.

5 Q. I understand that it was not 56 days.

6 A. Correct.

7 Q. But I don't know at what point you did any of that other

8 work unless I look at the SCCs and, you know, we all assume that

9 the SCCs are right --

10 A. Yes.

11 Q. -- and not, you know, manipulated, changed, whatever

12 after the fact --

13 A. Right.

14 Q. -- you know? Because they can be; they're just paper

15 documents.

16 Okay. Well, I guess that's why you have a new system,

17 right?

18 A. Yes.

19 MAJ (b) (6) All right. I have nothing else.

20 LTCOL (b) (6) (b) (6) you got anything?

21 MAJ (b) (6) No, sir.

22 LTCOL (b) (6) Gunny?

23 GYSGT (b) (6) No, sir.

24 1stLT (b) (6) Good to go.

25 LTCOL (b) (6) (b) (6), we good?

1 MAJ (b) (6) Yeah.

2 LTCOL (b) (6) All right. Sergeant (b) (6) thank you very
3 much. Appreciate your help.

4 [END OF PAGE]

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1 ATTESTATION

2
3 I attest that the following transcript is a true and accurate
4 verbatim account of the audio recorded interview of Staff
5 Sergeant (b) (6) in regards to the Commanding General's Command
6 Investigation into the mishap concerning Yankee 72.

7
8 I am a certified shorthand reporter for the State of California,
9 License No. 14113, and formerly certified as a United States Navy
10 and Marine Corps Court Reporter.

11
12 (b) (6)

13 (b) (6)

14 (b) (6)

1 LTCOL (b) (6) Okay. Today is 16 January 2018, 0838
2 Central Time; 0938 Eastern Time. This is the 4th Marine Aircraft
3 Wing Commanding General's Command Investigation. I -- is the
4 Yankee -- for the Yankee 72 mishap on July 10, 2017.

5 I'm the interviewer, Lieutenant Colonel (b) (6) the
6 investigator -- Investigating Officer. And we're with Staff
7 Sergeant (b) (6) who is the powerline chief at VMGR-452 at
8 Stewart Air Base, New York.

9 Good morning, Staff Sergeant (b) (6)

10 SSGT (b) (6) Good morning, sir.

11 LTCOL (b) (6) Staff Sergeant (b) (6) are you aware that
12 I'm recording this conversation?

13 SSGT (b) (6) I am aware, yes, sir.

14 LTCOL (b) (6) And are you -- are you comfortable with me
15 recording this conversation?

16 SSGT (b) (6) I am, sir.

17 LTCOL (b) (6) Awesome. Sounds good.

18 **Questions by Lieutenant Colonel (b) (6)**

19 Q. All right. So one -- the big issue we're looking into
20 today -- not the big issue. The issue we're looking into today
21 is it appears -- here's what's happened. I'm gonna lay this out
22 for you. It appears from the prop history that this airplane --
23 the No. 2 propeller on this airplane sat idle from 1 March 2017
24 to 19 May 2017.

25

1 Now, the issue becomes complicated due to the fact that
2 a 700-hour and a -- an 840-day were also executed towards the
3 tail end of that interval prior -- prior -- right around the
4 56-day mark, right?

5 So what we're trying to find out is -- what we've
6 learned -- what I've learned -- because you know I'm not a
7 maintenance guy. I'm an OPs guy. What I have learned in this
8 investigation is that the 56 conditional -- day conditional
9 inspection doesn't auto-populate.

10 A. That is correct, sir.

11 Q. Okay. So the question to you as the powerline chief at
12 452 is -- is how -- if it's not a -- a required inspection, how
13 did -- how do you keep track of this? How do you know when you
14 have to go out and rotate those propellers?

15 A. Now, we're talking the propellers installed currently on
16 the aircraft or when the propellers are in RFI status, ready for
17 issue, to inventory upon needing to replace one on an aircraft?

18 Q. Well, it's my understanding that both of those
19 propellers are subject to the 56-day conditional inspection; is
20 that correct?

21 A. That is a correct statement, sir.

22 Q. Right. So -- now, when it's in RFI status, is that
23 under VMGR-452 or MALS-41?

24 A. That is under MALS-41.

25

1 Q. Right. So --

2 A. Ready for issue means the propeller has not been
3 installed on an aircraft and it's just sitting in storage for
4 issue upon VMGR-452's request of a propeller.

5 Q. Gotcha. Okay. So if that's the case, then, from the
6 time -- because you're not with MALS, right? You're with
7 VMGR-452 and you're the pow --

8 A. That is correct.

9 Q. -- you're the powerline chief. So from the time you get
10 it, when do you initiate the clock? How do you keep track of
11 that thing?

12 A. There is a -- there -- there has never actually been a
13 task generated in our maintenance system, OOMA, that actually
14 generates a conditional for an aircraft 56-day.

15 For example, like our other conditional inspections
16 that are tracked by days, the system, as a maintenance controller
17 and previous maintenance control experience that I have as well,
18 maintenance controllers, you know, they -- they pull up
19 inspections on aircraft daily to see what's coming up. And that
20 is not an inspection that is generated when a propeller or
21 propellers are installed on our aircraft. Just like a -- a
22 35-day would come up or 105-day. Those inspections are generated
23 in the system to populate upon their near due date, up to 10
24 percent before they're actually due.

25

1 So depending on the inspection, it could be three days
2 or nine days. The system will automatically pop it up and tell
3 the maintenance controllers, hey, 56-day -- or, I'm sorry -- a
4 35-day is coming up or a 105-day. But a 56-day does not have
5 that. It's not in our cards as a conditional inspection like a
6 35-day and 105-day does.

7 Q. Right. Right. I --

8 A. Yes, sir.

9 Q. Okay. So let me ask you --

10 A. I'm --

11 Q. -- let me ask you this then -- all right. I'm -- I'm
12 learning here from you. Thank you for explaining all that to me.

13 A. Yes, sir.

14 Q. If it doesn't automatically come up through OOMA, it's
15 still re -- it's still required if the prop -- if the airplane's
16 not -- the engine's not run and it hasn't been spun by hand, it's
17 still required, right, for 56-day?

18 A. Yes, sir, it is.

19 Q. So then what tool do you use to track that? Do you
20 build like a whiteboard or an Excel spreadsheet? What do you do
21 to track that?

22 A. What maintenance control here in 452 has established is
23 in their -- in their board they've -- and the same thing happened
24 at Fort Worth as well. We had -- when I was in Fort Worth --
25 Fort Worth as a maintenance controller, we also -- because of the

1 inspectors, the 4th MAW inspectors coming through and -- and
2 inspecting us, they said -- they told us and instructed us that
3 we needed a method, a platform to generate -- to tell us when
4 these 56-days are coming up and how -- a way to track them
5 because it's not in our system. Since it's not in our
6 maintenance system to populate, they -- they were like, You guys
7 need to generate something.

8 So in Fort Worth when I was in maintenance control,
9 which -- in our whiteboard, we generate the tracker for 56-day
10 for the props that were on our plane. And that's required, the
11 hand of the maintenance controller there to know that if a plane
12 gets ran, an engineer goes and runs a plane for a maintenance
13 action that's required or something, that that get automatically
14 updated so that it resets the 56-day again and -- and -- and that
15 method is -- is used.

16 It's not a very -- I -- I personally don't think it's
17 a -- it's an accurate method of doing it because you're relying
18 on a person to remember to update that board versus it being in
19 our actual system like the rest of our inspections. Nobody's
20 telling us there, hey, remember a 105-day's coming up. We have a
21 system in place that tells us this inspection's coming up.

22 MAJ (b) (6) Hey, Staff Sergeant. This is Major (b) (6)

23 SSGT (b) (6) Yes, sir.

24

25

1 **Questions by Major (b) (6)**

2 Q. Just to clarify, when you're -- you sound like you're
3 saying "all the other inspections," you're talking about
4 scheduled maintenance, correct? 35-day?

5 A. Yes, sir.

6 Q. 105-day?

7 A. Scheduled maintenance inspections.

8 Q. Just to be specific, they're not all conditional
9 inspections. The only conditional inspection is this 56-day
10 conditional if you miss it.

11 A. Correct.

12 Q. If you go past 56 days. Because there are no --
13 conditional inspections by the nature of themselves do not
14 auto-populate because they're --

15 A. Right.

16 Q. -- conditional --

17 A. Conditional.

18 Q. -- upon that.

19 A. I'm sorry. I -- I meant scheduled inspections.

20 Q. Okay.

21 A. But a 56-day, it -- it -- it should be a scheduled
22 because it -- it -- if you're coming near the 56-day, you're
23 gonna have to do it. You don't wait till the condition has
24 actually occurred. You want to do it before the 56-day. Because
25 then you fall into other -- if you miss a 56-day and do it after

1 the 56th day, then you activate other types of -- of inspections
2 that need to be done on props.

3 Q. Correct. So what Lieutenant Colonel (b)(6) is saying,
4 how -- you explained how 234 did it, but how -- how do you at 452
5 accurately track it?

6 A. Me, as the powerline -- powerliner, I don't -- we don't
7 track them by ourselves. Maintenance control is now using the
8 same system as utilizing it on the board.

9 Q. "They now," what does that mean? Can you say when --
10 when that process has been in place? Do you know?

11 A. No, I'm not sure, sir. That would be something to -- to
12 ask them how long they've had that process in place.

13 Q. Sure. When did you check back into 452?

14 A. I got to 452 in July of 2015.

15 Q. And in July of 2015, do you know how were they doing it?

16 A. I did not, sir. No, I did not.

17 Q. Where -- did you start in powerline when you went back?
18 Or where did -- where were you operating out of with your billet?

19 A. I -- I came in -- from maintenance control Fort Worth to
20 powerline in 452.

21 Q. Okay. So all your interactions, you didn't work on
22 any -- were you a sergeant or a staff sergeant at the time?

23 A. Staff sergeant.

24 Q. So as a staff sergeant, were you the chief or --

25 A. No, I was not. I was the powerline Staff NCOIC.

1 Q. When did you become the chief?

2 A. I became the chief in powerline -- let me see, 15 -- I
3 want to say it was around September/October of 2015.

4 Q. Okay. So since it -- since your time as the chief,
5 there's an issue you know it's a known item, have you addressed
6 this with the MMCO or maintenance control or tried to back them
7 up?

8 A. I -- I -- I wasn't aware that it was even an -- an issue
9 here. I -- I mean, I got here and I -- you know, my concern was
10 getting back into the swing of powerline things again being from
11 the control at the time frame that I was, I -- I wasn't aware
12 that it was an issue.

13 MAJ (b) (6) No one's saying that 452 --

14 LTCOL (b) (6) What --

15 MAJ (b) (6) -- has an issue. I'm -- I'm saying that --

16 LTCOL (b) (6) Hold --

17 MAJ (b) (6) -- you have expressed that there's a known
18 issue in OOMA that it doesn't track 56-day prop early --

19 LTCOL (b) (6) Major (b) (6)

20 MAJ (b) (6) -- and --

21 LTCOL (b) (6) Major (b) (6)

22 MAJ (b) (6) -- 4th MAW created some stipulation while you
23 were at 234 to track it properly.

24 LTCOL (b) (6) Major (b) (6) may --

25 MAJ (b) (6) That's not something --

1 LTCOL (b) (6) -- may I interject?

2 MAJ (b) (6) Yes, sir.

3 **Questions by Lieutenant Colonel (b) (6)**

4 Q. Staff Sargent (b) (6) when you say you weren't aware it
5 was an issue, what do you mean by that?

6 A. I wasn't aware that it wasn't -- that they -- they
7 didn't have a method of -- of how they were tracking and -- and
8 controlling it here. I didn't -- I didn't know that.

9 Q. So you don't know of them -- of any sort of a method
10 they use to track or control it?

11 A. Here in 452, I did not know. I'm not -- I wasn't aware
12 of how they were doing it here. I mean, that's -- that -- that
13 would be a maintenance control thing.

14 Q. Okay. So you -- basically, what -- what I hear you
15 saying -- and this may all be true. We're just trying to figure
16 out how this is done. Because I'm stupid. I don't understand
17 this stuff.

18 Is it your -- you're just assuming that 452 does it the
19 same way 234 does because that's how you did it there. You're
20 not aware of any -- when you say you're not aware this is an
21 issue, what you're saying is you're not aware of any system in
22 place currently at 452 to track this; is that correct?

23 A. When I got here, correct.

24

25

1 Q. Since that time, have you become aware of any sort of
2 system at 452 to track the 56-day conditional --

3 A. Yes.

4 Q. -- inspection?

5 A. Which is they're using the board -- the -- their --
6 their maintenance planning board to track it.

7 Q. When did you become aware of that?

8 A. Well, I'd say it was a few months ago. I'm not really
9 sure the exact time on when they actually started tracking it in
10 there.

11 Q. So you were just became aware of it a few months ago?

12 A. Correct, sir. It was probably sometime -- sometime
13 last -- sometime in the summer of last year or so. I -- I mean,
14 I've been out of -- I -- I've been out of pocket for a little
15 while doing my CACO duties. So I haven't really been too engaged
16 though for the past six months on exactly what they were doing.
17 But they do have a -- a method in place that they're tracking
18 now.

19 Q. So this duty falls under maintenance control, number
20 one. And that, you know, it's -- you don't task this. I
21 understand that at --

22 A. Correct.

23 Q. -- 452, and that you first became aware of them tracking
24 this in the summer of 2017.

25 A. Correct.

1 LTCOL (b) (6) Major (b) (6) would you please continue with
2 where you were going.

3 **Questions by Major (b) (6)**

4 Q. Yeah. So in -- in your area on this while you're doing
5 CACO duties, who was the powerline chief?

6 A. There wasn't. I was in and out of the office as -- as I
7 could. The -- my work center, the sergeants were kind of just
8 running the things in the shop at the time.

9 Q. Okay. Do you have, like, an assistant? Do you have a
10 Staff NCOIC?

11 A. I did not. During that time frame, we were pending a --
12 an inbound.

13 Q. I see. PCS cycles, I guess.

14 A. Yes. Yes, sir.

15 Q. Yeah. Hey, so you -- you mentioned something with
16 MALS-49 with prop storage, meeting the intent of the inspections.
17 You know, they -- they don't have a 400 Division there, it's my
18 understanding, so how did they actually meet the storage
19 requirement inspection criteria for 56-days at MALS?

20 A. So this is probably right around the time frame when I
21 started kind of hearing about the -- the 56-days, because they
22 would ask for me to send my powerline CDIs or CDQARs over to MALS
23 to conduct the 56-day inspection.

24 Now, there is a preservation manual which is not
25 rate -- it's not attached to a rate, an MOS specific preservation

1 manual. Anybody in -- a maintenance -- anybody can really
2 conduct it. You -- it tells you verbatim how to do it.

3 Q. Sure.

4 A. The -- they would ask our guys because they didn't have
5 a 400 Division to go conduct -- conduct a 56-day. And I'm like,
6 Why do we have to send -- why do I have to send my guys to do
7 this? It's a preservation manual. You guys have QAs over there.
8 You follow the instructions and conduct the inspection as such.
9 It's rotated the "X" amount of times that the manual states, and
10 you sign your MAF off.

11 Well, they're -- they would tell us, you know, well, we
12 don't have power plants guys. And I'm like, well, it's not a
13 power plant specific job, and we don't have custody of these
14 propellers as well. It's not 452's propeller. It's MALS-49's
15 propellers till they're issued to us.

16 Q. Yeah. So you're assisting MALS because they don't have
17 the required personnel; is that right?

18 A. Right and not, at the same time, sir, because it's not a
19 specific rate. The preservation manual doesn't say for this
20 inspection to be conducted by a 6216.

21 Q. Well, I mean, it's my understanding after talking to
22 MALS-41 that it needs to be a 430 work center CDI. So I'm not
23 really sure how that works.

24

25

1 A. Yeah. I would have to look at that. But the
2 preservation manual is not attached to a rate -- rate specific
3 MOS.

4 Q. So are they not fully configured props? They're just in
5 a -- they're just -- they're broken-down props?

6 A. No, no, sir. They're fully assembled. It's an
7 assembled prop. It's a -- it's a -- it's an RFI prop. The prop
8 is ready for issue.

9 Q. Okay.

10 A. But it's sitting there in their storage capacity under
11 their custody.

12 Q. Yeah, yeah, yeah. But if it's -- if it's a fully
13 assembled RFI prop, then it still needs to be spun.

14 A. Correct.

15 Q. Yeah. Which it's my understanding you would still have
16 to have a 430 work center CDI, because you don't have CDQs
17 accomplish that task. A QAR would ultimately sign off to --
18 would verify the CDI's work, but -- from the 400 Division.

19 Do you guys have some -- is there like a document
20 between you and MALS-49 that authorizes you to do such?

21 A. Well, the -- the -- the work order, you mean, sir? They
22 have -- they have their green MAFs that my guys will go over
23 there and sign worker for.

24

25

1 Q. Hm. Sign the worker for. I see. So who -- who is
2 the -- who is signing off the QA step?

3 A. I'd have to -- I might have to look and see exactly who
4 was the one. I'm not sure. Sometimes it would depend if they
5 don't have anybody there, it would be our guys. Because most of
6 the time, if not all the time, we always send a CDI or a CDQAR.

7 Q. Interesting. Hm. Do you guys have like a memorandum of
8 agreement to work with MALS-49 that way?

9 A. No, sir, not that I -- not that I'm aware of.
10 Personally, not that I am aware of.

11 Q. Yeah. You just get tasked by the maintenance officer,
12 you go do your job.

13 A. Correct. The MALS calls over to our maintenance control
14 and they tell us they have a 56-day coming up and we need to send
15 somebody over to go conduct the 56-day.

16 Q. Sure. No, I know. Okay. All right. And -- so do you
17 have any involvement in ISOs?

18 A. Yes, sir. Actually, we do. Powerline took over the ISO
19 chrono program -- let's see, sometime the end of 2000 -- towards
20 the end of 2015, my work center took over the ISO chrono program.

21 Q. Okay. While you were the chief?

22 A. Correct.

23 Q. Okay. What's the reason for that?

24 A. Just -- just manning and -- and -- and capabilities.
25 They wanted to have it ran from powerline. We had the staffing

1 for it. The maintenance chief recommended that we take the
2 program and wanted me to kind of take the program and -- and --
3 and fix it -- fix it up a little bit. It had some issues.

4 Q. Yeah.

5 A. So I --

6 Q. I'm just not used to an ISO coordinator being run out of
7 the division. Usually, it's out of maintenance control.

8 A. Correct. And it's the same experience that I have as
9 well. We just kind of had the staffing for it. At the time, we
10 had the staffing for it. And the maintenance chief wanted us
11 to -- to take it over and for me to kind of --

12 Q. Yeah.

13 A. -- remodel the program again and try to get it -- get
14 it --

15 Q. It makes sense. Does the 4790 say that you can do it
16 that way?

17 A. The 4790 only -- it -- it just states about establishing
18 a -- an ISO chrono team if it's -- if it's -- a work center if
19 it's applicable. If not, just gathering up leaks within the MOS
20 to conduct the actual. It doesn't really specifically say where
21 it could -- where it needs to be ran out of.

22 Q. But it doesn't delineate the requirements of the ISO
23 coordinator, that's just internally done?

24 A. Say that again, sir.

25

1 Q. It doesn't delineate requirements slash responsibilities
2 of the ISO coordinator as a billet? I mean, it's an assigned
3 billet in the MMP.

4 A. Correct. It -- it doesn't state where that -- that
5 individual has to come from or work out of. It just states that
6 it has to generate enough MOS ratings to conduct it and have an
7 actual team --

8 Q. I see.

9 A. -- to -- to accomplish the ISO.

10 Q. Does it delineate the rate that that Marine should be?

11 A. No.

12 Q. Hm.

13 A. Not that -- not that I recall honestly. I -- I'd have
14 to --

15 Q. Okay.

16 A. -- go looking back --

17 Q. Sure.

18 A. -- back at 4790, but I don't -- I don't think it states
19 it has to be from a certain work center. It does have to be
20 somebody that has attended maintenance control school.

21 Q. Hm. And are you familiar with -- is there any point
22 during an ISO inspection, whether it's A through D, that meets
23 the requirements -- anything within the cards that meets the
24 requirement of a 56-day conditional -- or prior to popping over a
25 56-day conditional inspection?

1 A. When we conduct our ISOs for power plant or for
2 powerline, speaking on our behalf, propellers are rotated and
3 spun during the ISO to conduct various inspections of our cards.

4 Q. Okay. Does it say within the cards how many times it
5 must be spun?

6 A. No, sir, because it's not con -- the cards are not based
7 off -- the con -- the inspection that we're conducting is not
8 based off of rotations --

9 Q. Um-hmm.

10 A. -- it's based on the need to accomplish that inspection.
11 One, for example, being the -- inspect the 5th and 10th stage of
12 our blade.

13 Q. Sure.

14 A. In order to do that, to see all the blades around, we
15 have to spin the propeller around numerous times in order to be
16 able to see all the blades of the compressor and the stages that
17 they want us to look at.

18 Q. Yeah. You mean the turbine inspection, right?

19 A. Compressor.

20 Q. Or the compressor section. Okay. So -- but, I mean --
21 so when you do that, do -- does the ISO coordinator in
22 maintenance control ask you to put a in-pro in stating, you know,
23 spun blades "X" number of times, met the in -- met the
24 requirements of a 56-day?

25 A. No. That's nowhere stated anywhere for us to do.

1 Q. Okay. But to your knowledge, do your Marines do that?
2 Do your CDIs do that from maintenance control? Have they ever
3 been asked to do that?

4 A. We -- no, no, we've never been asked -- we've never been
5 asked to do that, no. And do my CDIs do it when they're on the
6 ISOs? No, they do not. Because it -- it -- it's not a step in
7 any card that says, oh, well, you know, as you're conducting your
8 compressor inspection, note that you rotated a prop. It's not --
9 it's not a CDI step that requires us to put an in-pro of any of
10 that nature.

11 Q. Understood. So prior to this new procedure that started
12 a couple months ago with putting things on the whiteboard, how --
13 how did -- I mean, you guys are the ones that are executing the
14 56-day if it gets missed, you know, or --

15 A. [Inaudible].

16 Q. -- even if -- or gets missed, you're the ones who
17 execute the requirements to ensure it doesn't.

18 A. Correct.

19 Q. How are you doing it? Do you know?

20 A. How are we doing what, sir?

21 Q. Making sure that you didn't go over 56 days?

22 A. Are you asking when the aircraft's in ISO or when the
23 aircraft is sitting on the flight line?

24

25

1 Q. At any time. I mean, we can go -- we can start down the
2 road of the ISO. That's fine. Let's go with the ISO.

3 A. Okay.

4 Q. How are you -- like, how -- I mean, ISOs, generally
5 speaking, a lot of times go greater than 56 days. So --

6 A. Well, that's not actually -- when I took over -- when my
7 work center and I took over the ISO program, we were turning
8 around ISOs in about 42 to 44 days.

9 Q. Okay. But some have gone over 56 days, correct?

10 A. Correct, yes. Before my -- before -- before my work
11 center and I taking over the ISO program, from previous data,
12 ISOs were exceeding north of 100 days.

13 Q. Yeah. But you're saying after September 2015, no ISO
14 went over 56 days?

15 A. I'd have to go look at the data but I know for -- I know
16 we were turning ISOs around in 42 -- to 42 days. Now that's 42
17 working days.

18 Q. Oh, that's -- that's working days and that's an average,
19 right?

20 A. Correct. Well, yes. Yes.

21 Q. And working days don't take into account weekends,
22 right?

23 A. That's correct, sir.

24

25

1 Q. So, I mean, I get it. You're doing M3 and M4 status.
2 But, you know, whether it's M3 or 4, it still counts as a day
3 that it's idle --

4 A. Correct.

5 Q. -- does it not?

6 A. Correct. Yes, it does.

7 Q. Okay. So -- and technically, your ISO is still running
8 during that time. So whether or not you were M3/M4, it's still
9 ISO time?

10 A. Correct.

11 Q. So it's not really 42 days, it's 42 --

12 A. It was 40 --

13 Q. -- working days.

14 A. -- 42 physical working days.

15 Q. Yeah. Okay. So a lot -- lot -- lot longer than what
16 you're saying. So that means that, generally speaking, what,
17 that's eight weeks? So add 16 more days on top of that. So
18 you're at 60 -- 70 days almost at a minimum even on your average?

19 A. Correct. Yeah, about that time frame, sir.

20 Q. Okay. Yeah. So that's kind of what I'm expecting. So
21 that's over 56 days. So how -- during ISO, how are you ensuring
22 X, Y, Z is tracked properly for the 56-day?

23 A. Well, we -- we are -- the propeller -- the propellers
24 get rotated at the beginning of the ISO when we conduct our
25 700 --

1 LTCOL (b) (6) Let --

2 SSGT (b) (6) -- hour.

3 LTCOL (b) (6) -- let me ask you -- let me ask you a

4 question about that. This -- this is Lieutenant Colonel (b) (6)
5 again.

6 **Questions by Lieutenant Colonel (b) (6)**

7 Q. Staff Sargent (b) (6) I just want to make sure I
8 understand how this all works. You're telling me that on every
9 ISO, somebody goes out and rotates the props by hand? Because it
10 was my understanding some of them, the engine was run; and some
11 of them, it was rotated by -- by hand.

12 A. For -- for ISO purposes or in which -- in which way?

13 Q. I'm talking about as part of the ISO inspection.

14 A. The engines are ran post-ISO. So after it gets out of
15 ISO, it's ran. While it's in ISO, when the aircraft is given to
16 us, the ISO team coordinator takes over it. We're not -- we
17 weren't tracking when was the last time that aircraft was ran.
18 It could have been ran that same day. It could have been ran the
19 day before it -- it came into ISO.

20 While it's in ISO and it has a 700-hour, propellers are
21 spun. So the -- the -- the -- the 56-day period gets reset
22 every -- every time. But, again, it's not an actual card that's
23 telling us --

24 Q. So they are spun at some point during the ISO.

25 A. Yeah.

1 Q. We don't know when, and we don't know if it's three
2 times?

3 A. I can tell you from a -- from a power plant -- from a
4 powerline perspective, that it is spun more than three times in
5 order for us to conduct the inspections of the -- inspecting the
6 compressor. It's checking the intake, checking the first stage
7 compressor, the rotors and the stators. You have to get in the
8 intake, so you have to keep on move -- you have to move the prop
9 out of the way to get in the intake. So that at least equals to
10 one rotation. And then the multiple rotations you have to do to
11 conduct your compressor inspections as well.

12 **Questions by Major (b) (6)**

13 Q. But those are two different inspections, right?

14 A. Yes. So it -- it -- they're -- they're getting rotated.
15 While it's sitting idle, they're getting rotated pretty often.

16 Q. So then are you -- so -- so what I'm hearing from you is
17 you met the intent of the card in your eyes at that time,
18 correct?

19 A. Correct. I mean, but again it's not a -- it's -- it's
20 not an -- an inspection that is part of any of the inspections
21 that we're conducting.

22 Q. No, I understand.

23 A. We --
24
25

1 Q. It's not an inspection. It's just a timeline that the
2 blades --

3 A. -- we didn't know that --

4 Q. -- actually have been spun.

5 A. We just know that they're getting moved --

6 Q. Yeah.

7 A. -- while the aircraft is in ISO.

8 Q. So it's -- it's --

9 A. It's -- it's part of the --

10 Q. Are you call --

11 A. -- ISO --

12 Q. So what -- what are you calling it, like general
13 knowledge --

14 A. Correct.

15 Q. -- that --

16 A. [Inaudible].

17 Q. -- it takes more than three turns?

18 A. We all know, yes. All -- all the CDIs and CDQs know
19 that that -- that happens. One of the inspections is to inspect
20 the prop blade boots front end -- front -- the trailing edges,
21 the leading edges of the blade, so you have to spin that
22 propeller multiple times to get around to do all those
23 inspections. So while --

24

25

1 Q. Sure.

2 A. -- it's in ISO, all those things are constantly
3 happening.

4 Q. Is that how maintenance control views it? Do you know?

5 A. Yes. They understand -- we've told them numerous times.
6 But they have asked us, and we're like, yes, we're -- we -- they
7 constantly get spun while it's sitting in ISO.

8 Q. Okay. So powerline division has advised maintenance
9 control of that?

10 A. We have explained it to them, yes.

11 Q. Okay.

12 A. They've asked us in the past if -- we're actually --
13 if -- if -- while it's in ISO, they've asked us, While you guys
14 are conducting ISOs, your --

15 Q. Um-hmm.

16 A. -- the power -- your 6216's portion of the ISO, are the
17 props spun? And --

18 Q. And does that come from you as the powerline chief or
19 how does that -- who --

20 A. It --

21 Q. -- what that -- where is --

22 A. That message comes from me --

23 Q. -- that message coming directly from?

24 A. -- and -- and multiple -- the CDIs and CDQs, we've --
25 we've explained that to them.

1 Q. Okay. So from yourself, the message has been given to
2 powerline -- or from powerline to maintenance control, as well as
3 your CDIs and CDQs?

4 A. Yes, yes.

5 Q. Okay.

6 A. But they know.

7 Q. Got it. Okay. So after you've done this -- because
8 this has happened -- does the 700-hour happen at the beginning of
9 the inspection? Beginning of the 840A ISO?

10 A. Yes, sir.

11 Q. Okay. So it's at the very beginning mostly. So to your
12 knowledge, how are they tracking the clock? Because that's zero
13 day again, right?

14 A. It resets.

15 Q. Yeah, that's zero day. The magical zero day that there
16 is no magical OOMA timeline for.

17 A. Correct.

18 Q. So how -- how are -- how are you -- do you assist
19 maintenance control in ensuring that it's not caught or is this
20 all maintenance control now? Or is it really the ISO coordinator
21 because the ISO coordinator is coordinating the ISO?

22 A. Correct.

23

24

25

1 Q. So that falls under your division. So how are you guys
2 tracking after the 700-hour and you've hit Day 0 again, that you
3 have met the compliance before you do a ground run?

4 A. How are we tracking once it gets -- when they get spun
5 during whatever time period of the phase when that time frame
6 resets again?

7 Q. Yeah. So you went out there, your -- your -- your CDIs
8 did those two inspections. Done. And now the ISO's still
9 continuing. How are you tracking that you have not gone past 56
10 days or you're approaching 56 days?

11 A. There is no real -- we're -- we're not tracking that
12 specific.

13 Q. Um-hmm.

14 A. We can, however, in our -- part of our ISO packet, it is
15 notated what days --

16 Q. Yeah.

17 A. -- certain cards were completed --

18 Q. Right.

19 A. -- or --

20 Q. So you just -- this'll wrap it up for me, but powerline
21 owns the ISO, right?

22 A. Yes.

23

24

25

1 Q. So you guys are ultimately familiar. You understand.
2 You're -- you're considering the requirement spinning the prop
3 based off the general knowledge of the -- from the work center
4 that occurs during the 700-hour inspection of the 840-day?

5 A. Correct.

6 Q. And that happens towards the beginning of the ISO,
7 correct?

8 A. It happens at the -- towards -- throughout the whole
9 ISO. I mean, there's certain steps of cards that, you know --
10 for -- to inspect the -- the -- the compressor. So you --

11 Q. Uh-huh.

12 A. -- add them, then you continue down the cards. And it
13 might be a day or two that goes, and then it goes on to inspect
14 the propeller blades for damages of the [unintelligible]
15 groups --

16 Q. Sure.

17 A. -- and all that. So a few times throughout it, it --
18 not just necessarily at the beginning. It's --

19 Q. Okay. But --

20 A. -- after --

21 Q. -- point being is after you've done the one time you
22 spun it, there is no zero-day tracker reset that you have
23 internally within powerline or OOMA that is ensuring compliance
24 is met?

25 A. Correct.

1 MAJ (b) (6) Okay. That's all I have.

2 LTCOL (b) (6) Major -- Major (b) (6)

3 MAJ (b) (6) No, we got nothing, sir.

4 LTCOL (b) (6) Major (b) (6) with respect to that manual
5 rotation where they're looking at the 5th and 10th stage bleed
6 valves at the beginning of the seven -- the -- at the beginning
7 of that inspection, of the 840-day that he's referring to, do we
8 need to ask for documentation for that or what do you think?

9 MAJ (b) (6) No, we do. I mean, I -- I've basically -- I
10 asked the ISO coordinator. I -- I need the -- the reference
11 cards.

12 LTCOL (b) (6) We --

13 MAJ (b) (6) Where in the card does it state that you're
14 spinning the blades.

15 LTCOL (b) (6) So would that be the same spinning that
16 Staff Sergeant (b) (6) is referring to?

17 MAJ (b) (6) Yes.

18 LTCOL (b) (6) Okay. I just want to make sure that we
19 weren't talking about two different things and that was it.

20 MAJ (b) (6) No, we're -- we're all saying the same things.
21 During the 700-hour inspection of the 840-day inspection, that is
22 what they're saying.

23 LTCOL (b) (6) All right. Just -- I -- I figured that was
24 it, but I just wanted to delineate it to make sure that we didn't
25 leave that stone unturned.

Staff Sergeant (b)(6) I really appreciate you taking the time to talk to us and your help. And if you need anything, please let me know.

Can I get your cell phone number in case I need to call
you back?

SSGT (b) (6) Yes, sir. Area code (b) (6) (b) (6).

LTCOL (b) (6) Thank you very much. You should have either Sergeant (b) (6) or -- Sergeant (b) (6) or Sergeant (b) (6) outside. If you could go ahead and send him in, I appreciate it.

SSGT (b) (6) All right. You're welcome, sir.

LTCOL (b) (6) That concludes the interview. Thank you.

[END OF PAGE]

Unit Reports

Unit Roster Report

Aircraft Hours Report

Air Crew Log Book

MIFAR

30-60-90 Report

HMX 30-60-90 Report

Unit Flights

Environmental Report

Simulator Utilization

T&R Reports

Unit SBTP

Unit VMGR-452

TMS KC-130T

View Report

Start 5/1/2017

End 7/9/2017

4 of 5 ?

100%

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BUNO	TMS	SIDE	Transferred In	Transferred Out
165000	KC-130T	5000	10/16/2014 7:53:00 PM	7/7/2017 3:19:00 AM

LAUNCH	TIME	TFT	SRT	SBTP	TRNG	SUPT	OPER	CONT	TMR	CREW	JCAO	NAVFLIR#
		73.3	34	73.3	2.5	70.8	0.0	0.0				
05/24/17	21:00 - 22:24	1.4	1	1.4	0.0	1.4	0.0	0.0	2K2	(b) (6)	KSWF	SM10GQ1
06/02/17	20:39 - 00:39	4.0	1	4.0	0.0	4.0	0.0	0.0	2M2	GOYETTE	KSWF	SM10GQA
06/03/17	15:48 - 20:00	4.0	2	4.0	1.0	3.0	0.0	0.0	1A1	GOYETTE	KNEW	SM10GQB
06/13/17	18:42 - 03:18	7.8	2	7.8	0.0	7.8	0.0	0.0	2M2	(b) (6)	KSWF	SM10GQY
06/15/17	13:04 - 13:39	0.6	1	0.6	0.0	0.6	0.0	0.0	2M2	(b) (6)	KSWF	SM10GR2
06/15/17	15:10 - 00:38	8.1	2	8.1	0.0	8.1	0.0	0.0	2M2	(b) (6)	KWRI	SM10GR5
06/16/17	21:19 - 00:19	3.0	1	3.0	1.5	1.5	0.0	0.0	2Q6	(b) (6)	KPSP	SM10GRA
06/17/17	17:46 - 22:04	4.3	1	4.3	0.0	4.3	0.0	0.0	2Q6	(b) (6)	KPSP	SM10GRB
06/18/17	19:09 - 22:09	3.0	1	3.0	0.0	3.0	0.0	0.0	2Q6	(b) (6)	KPSP	SM10GRJ
06/21/17	21:34 - 01:56	2.8	2	2.8	0.0	2.8	0.0	0.0	2Q6	(b) (6)	KPSP	SM10GRM
06/22/17	17:00 - 20:00	3.0	1	3.0	0.0	3.0	0.0	0.0	2Q6	(b) (6)	KPSP	SM10GRN
06/30/17	17:40 - 23:51	3.6	3	3.6	0.0	3.6	0.0	0.0	2M2	GOYETTE	KPSP	SM10GSB
07/02/17	15:38 - 18:00	2.4	1	2.4	0.0	2.4	0.0	0.0	2Q6	GOYETTE	KPSP	SM10GSE
07/02/17	20:26 - 01:29	4.0	2	4.0	0.0	4.0	0.0	0.0	2M2	(b) (6)	KPSP	SM10GSF
07/03/17	20:06 - 22:26	1.2	3	1.2	0.0	1.2	0.0	0.0	2M2	GOYETTE	KPSP	SM10GSG

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 200, Maintenance Training Program

Audit Performed by: GySgt (b) (6) on 8/17/2016

Assisted by: CWO3 (b) (6)

NUMBER QUESTION

218 C Do division officers review each Marine's ITSS (MATMEP) training jacket when the Marine is assigned to the division and quarterly thereafter? Refs. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.3.9 (c) and MCO P4790.20, Appendix B, par. B and Fig B-2

COMMENT:

ALMAT recommends the division officers become more engaged with the work center training plan to ensure accurate information and timely entries.

219 C Does the NCOIC review each Marine's ITSS (MATMEP) training jacket when assigned to the work center and quarterly thereafter? Refs. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.3.9 (c) and MCO P4790.20, Appendix B, par. B and Fig B-2

COMMENT:

ALMAT recommends the NCOICs become more engaged with the work center training plan to ensure accurate information and timely entries.

221 C Are required reading files properly established and utilized? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.4.3

DISCREPANCY:

Required reading files are not utilized as intended.

222 C Is the required reading file reviewed by the Work Center Supervisor on a monthly basis to ensure material is current and all work center personnel are logging their progress? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.4.3.

DISCREPANCY:

Multiple Work Center Supervisors are not reviewing the required reading files to ensure current information is posted and personnel are logging progress.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 235 C Are supplemental lesson guides reviewed at least annually or sooner if system/component changes/modifications have occurred? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.4.5

DISCREPANCY:

Multiple supplemental lesson guides have not been reviewed in over a year.

- 242 C Is training being documented within an individual's qualification/certification record or ASM in a timely manner? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.3.10 (e)

DISCREPANCY:

Weekly training is not being logged in a timely manner.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 300, Fuel Surveillance Program

Audit Performed by: MSgt (b) (6) on 8/17/2016

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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312 C	Are fuel systems of preserved aircraft and test cells monitored per T/M/S MIMs or NAVAIR 15-01-500? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.2.3.6 (d)
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COMMENT:

A signature sheet that is taped to the fuselage tanks is currently being utilized to account for the 28 day preservation integrity. ALMAT recommends activating the 28 day preservation task in OOMA for each fuel system being preserved to ensure and show that the 28 day requirement has been performed IAW with MIMs.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 500, Aviators Breathing Oxygen (ABO) Surveillance Program

Audit Performed by: MSgt (b) (6) on 8/17/2016

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
---------------	-----------------

539 C	Are records for A/C installed ABO components kept in the A/C logbook? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, pars. 5.2.1.24.1 NOTES, 5.2.1.24.1.1
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DISCREPANCY:

A/C installed ABO components kept in the A/C logbook to include the configuration management in OOMA do not match the items installed on the aircraft.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 600, Hydraulic Contamination Control Program

Audit Performed by: GySgt (b) (6) z on 8/17/2016

Assisted by: GySgt (b) (6)

NUMBER	QUESTION
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624 C	Are personnel certified by a previous command performing required reading for the specific T/M/S, passing the written exam and demonstrating practical proficiency to a qualified QAR? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.5.3.3 (b) NOTE
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DISCREPANCY:

Documentation from previous qualifications and commands did not have a test score in the individuals training jacket in ASM.

625 C	Are certification records from a previous command retained in the qualification/certification record or scanned into ASM? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.5.3.3 (b) NOTE
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DISCREPANCY:

Previous documentation did not contain all required reading for qualification and was missing proper images.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 700, Tire and Wheel Maintenance Safety Program

Audit Performed by: MSgt (b) (6) on 8/17/2016

Assisted by: Cpl (b) (6)

NUMBER	QUESTION
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753 C	Is the Program Manager following assigned action responsibilities directed in the Tire and Wheel Maintenance Safety Program NAMPSOP? Refs. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.6.3.3 (a) thru (g)
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DISCREPANCY:

Work orders for removal and replacement of tires are being completed by a CDI that was never placed in work and who cannot verify the QA procedures due to inprocess comments not being documented on the MAF.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 800, Quality Assurance Audit Program

Audit Performed by: MSgt (b) (6) on 8/18/2016

Assisted by: GySgt (b) (6)

NUMBER	QUESTION
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814 C	Is there a cross training program established which provides for documented QAR training in functions not encompassed in their assigned areas? Ref. COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.4.3.4
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COMMENT:

Historically, a cross training syllabus existed in ASM and was actively being utilized by Quality Assurance; however, this syllabus has been deleted by an unknown source. ALMAT recommends using the "Assisted by" section of CSEC and Excel spread sheet to show cross training in NAMP program audit areas.

827 C	Are contractors and field maintenance teams briefed regarding the Command's policy on proper tool control? Refs. COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.4.3.1 (m) and Chapter 10, par. 10.12.3.9 (e)
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COMMENT:

Established Contractor ATAF procedures are extremely complicated. Although the tools are accounted for, the method in place increases the probability of not accounting for a contractor tools. ALMAT recommends formatting a standard contractor tool accountability spreadsheet and having all the QAR's document in the same manner to ensure 100% accountability of contractor tools.

832 C	Does QA ensure that work centers adhere to fire and safety regulations in conjunction with semi-annual work center audits? Ref. COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.1.7.1 (g)
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DISCREPANCY:

Safety checklist are being utilized during work center audits; however, corrective actions and follow-ups are not documented.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 858 C Is there proper documentation supporting personnel are properly trained and qualified, to include PQS, as operators of non-cab operated category 3 cranes: i.e., electrically operated overhead hoist in hangar? Refs. OPNAVINST 5100.23, 0203, SECNAVINST 5100.10J, B, and NAVFAC P-307, pg. 6-1, par. 6.1.3; pg. 13-2, par. 13.2.5, table 13-1 and Appendix N-2, 1.4

DISCREPANCY:

Maintainers are properly trained; however, documentation from base safety for operational use of non-cab cat 3 overhead hoist is not maintained. ALMAT recommends maintaining documentation and control of keys in Quality Assurance.

-
- 869 C Has the TD monitor attended all required appropriate CNATTU courses (Logs and Records, Quality Assurance, Maintenance Control, NALCOMIS/OOMA and CTPL.)? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.3.15 (a)

DISCREPANCY:

TD monitor has not attended the Maintenance Control Course.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 900, Maintenance Department/Division Safety Program

Audit Performed by: MSgt (b) (6) on 8/17/2016

Assisted by: GySgt (b) (6)

NUMBER QUESTION

901 W Do program managers maintain the current, initial, and annual self-audits with discrepancies and routing forms within the program file? Ref: 4th MAW AMA 2015-04

DISCREPANCY:

The program manager did not input the self-audit into the CSEC data base IAW the 4th MAW AMA 2015-04

906 C Are personnel, who are required to work in designated noise hazard areas or with noise hazardous equipment, entered in a hearing conservation program? Refs. COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.5.2.1; OPNAVINST 5100.19, pg. B4-9, par. B0407 and OPNAVINST 5100.23, pg. 18-6, par. 1806

DISCREPANCY:

Not all personnel who are required to work in designated noise hazard areas have a current audiogram.

914 C Are all personnel as defined in OPNAVINST 5100.19; OPNAVINST 5100.23 and NA 01-1A-35 qualified in CPR? Refs. COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.5.2.1; OPNAVINST 5100.19, pg. B7-5, par. B0708 and OPNAVINST 5100.23, pg. 6-4, par. 0602 (f) and NAVAIR 01-1A -35, WP 004 00, par. 26 (e)

DISCREPANCY:

CPR certification cards are not being received in a timely manner.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1000, Naval Aviation Maintenance Discrepancy Reporting (NAMDRP) Program

Audit Performed by: MSgt (b) (6) on 8/18/2016

Assisted by: SSgt (b) (6)

NUMBER	QUESTION
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1003 C	Are required DR reports reviewed by the Program Manager/QA Division to ensure that they are accurate, clear, concise and comprehensive? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.9.3.1.3 (c) and Chapter 7, pars. 7.1.7.1 (f)
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COMMENT:

CAT I EI's are submitted within required timeframe; however, Air Crew has historically delayed notifying the Program Manager after discovering situations which require a CAT 1 EI submission. Although the required reports were submitted within required timeline, ALMAT recommends notifying the program manager immediately upon discovery to ensure JDRS messages have ample time for preparation and submission.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1100, Aviation Confined Space Program

Audit Performed by: SSgt (b) (6) on 8/17/2016

Assisted by: SSgt (b) (6)

NUMBER	QUESTION
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1111 C	Are Fuel Tanks stored and preserved properly? Refs. NAVAIR 15-01-500, pg. 4-12, Chapter 3, Sect. VII, pars. 3-14 to 3-47 and NAVAIR 01-1A-35, WP 004 00, pg. 18, par. 61-63
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COMMENT:

A signature sheet that is taped to the fuselage tanks is currently being utilized to account for the 28 day preservation integrity. ALMAT recommends activating the 28 day preservation task in OOMA for each fuel system being preserved to ensure and show that the 28 day requirement has been performed IAW with MIMs.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1200, Foreign Object Damage (FOD) Prevention Program

Audit Performed by: MSgt (b) (6) on 8/17/2016

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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1202 W	Do program managers maintain the current, initial, and annual self-audits with discrepancies and routing forms within the program file? Ref: 4th MAW AMA 2015-04
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DISCREPANCY:

The CSEC overview was not created IAW 4th MAW AMA 2015-04.

1214 C	Are effective aircraft/engine fastener control procedures established and enforced? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.11.3.4 (e)
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DISCREPANCY:

When fasteners in the work center were identified as missing, the missing fastener procedures were not followed IAW the FOD LCP.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1300, Tool Control Program

Audit Performed by: SSgt (b) (6) on 8/17/2016

Assisted by: Sgt (b) (6)

NUMBER QUESTION

1316 C Are outstanding tool requisition follow-ups being conducted monthly? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.12.3.7 (e)

DISCREPANCY:

Outstanding tool requisition follow-ups are not being conducted monthly.

1328 C Does the work center supervisor conduct beginning/end of shift inventories on all tool container, special tool, and PPE in the work center? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.12.3.11 (f)

DISCREPANCY:

ATAFs are not being conducted by W/C supervisors on A/C boxes.

1353 C Is the OMA in compliance with the applicable TCM? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.12.4.1.1

COMMENT:

ALMAT recommends completing the updates and/or deviations for the new TCM before the upcoming CNAF inspection.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1400, Corrosion Prevention and Control Program

Audit Performed by: MSgt (b) (6) on 8/17/2016

Assisted by: Sgt (b) (6)

NUMBER QUESTION

1415 C Do personnel assigned duties involving exposure to potentially harmful dusts, mists, or vapors use required PPE? Refs. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.13.3.2 (c) and NAVAIR 01-1A-509, vol. II, app. A, par. A-10.5.2.3

COMMENT:

ALMAT recommends that the Respiratory Protection Program Manager keep at least thirty days of history in the respirator checkout log. This will aid in verifying that personnel are using required PPE for maintenance procedures requiring respiratory protection.

1418 C Does the command have a certified Respiratory Protection Program Manager (RPPM) appointed in writing by the CO? Refs. OPNAVINST 5100.23, pars. 1503 (a) and 1513 (a) and OPNAVINST 5100.19, par. B0602 (a)

DISCREPANCY:

The Respiratory Protection Program Manager needs to be appointed in ASM by the current CO.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1500, Plane Captain Qualification Program

Audit Performed by: MSg(b) (6) on 8/16/2016

Assisted by: Capt(b) (6)

NUMBER	QUESTION
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1504 C	Are all sections of the CNAF 4790/158 (or ASM equivalent) annotated correctly once the trainee has completed all training requirements and passed the written and practical examinations? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.14.3.3 (c), 10.14.3.4 (d) and 10.14.3.7 (a)
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COMMENT:

Per CNAF guidance, ALMAT recommends uploading the CSEC overview and the CSEC checklist in ASM.

1525 C	Does the MMP list all currently designated plane captains and the due date of their next semi-annual monitor? Ref. COMNAVAIRFORINST 4790.2 chapter 10, par. 10.14.3.4 (i)
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COMMENT:

Since the semi-annual is valid to the last day of the expiration month, ALMAT recommends removing the monthly specific date from the MMP.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1700, Support Equipment Operator Training and Licensing Program

Audit Performed by: SSgt (b) (6) on 8/17/2016

Assisted by: CWO3 (b) (6)

NUMBER	QUESTION
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1731 C	Does the Phase II training for self-propelled mobile crane operators specifically include performing the operations for which the license will be issued? Refs. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.16.4.7.2 NOTE and NAVAIR 00-80T-119, Chapter 2, par. 2-6.4.2.1
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DISCREPANCY:

Phase II training for the self-propelled mobile crane does not document the performing task for which the license will be issued.

1737 C	Do personnel who fail either practical or written exam during initial Qualification receive an entire additional repetition of Phase II OJT Part B before being retested? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.16.4.2
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DISCREPANCY:

Additional repetitions of Phase II OJT are not being conducting for personnel who fail the written exam.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1800, Support Equipment Planned Maintenance System Program

Audit Performed by: SSgt (b) (6) on 8/17/2016

Assisted by: SSgt (b) (6)

NUMBER QUESTION

1801 W Is shop equipment that is not prescribed by COMNAVAIRSYSCOM on the SEPMS program? Ref: COMNAVAIRFORINST 4790.2A, Chapter 10, para 10.17.2.3(b)

DISCREPANCY:

Power washers are not on the SEPMS program.

1808 C Is scheduled maintenance on all SE completed within the authorized deviations or is there a current deviation on hand approved by the ACC/TYCOM that defers the maintenance schedule? Refs. COMNAVAIRFORINST 4790.2, Chapter 6, par. 6.1.10.1.1 and Chapter 5, par. 5.1.1.5.2

DISCREPANCY:

Multiple shop gear has not been inducted into the SEPMS Program. PMs are not completed in the required time frame and no authorized deviations are on file.

1820 C Are applicable TDs and their respective status correctly annotated in Section IV of the CNAF 4790/51 SE Custody and Maintenance History Record? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.17.6.6, 10.17.3.6 (c) and 10.10.3.9 (n) (5)

DISCREPANCY:

TDs are incorrectly annotated in Section IV of the CNAF 4790/51 SE Custody and Maintenance History Record.

1828 C Are pre-operational inspections performed, recorded on the OPNAV 4790/52s, and maintained by the work center responsible for performing the pre-operational inspections? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.1.1.7.2 (a) and Chapter 10, par. 10.17.4.2

DISCREPANCY:

Pre-operational inspections are not being performed on the 52 cards during SE checkout.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1900, Central Technical Publications Library (CTPL) Program

Audit Performed by: MSgt (b) (6) on 8/18/2016

Assisted by: Cpl (b) (6)

NUMBER QUESTION

1903 C Does the CTPL maintain and utilize the files required for the Central Library Transaction File (program file) (e.g., ADRL CDs (with updated IRACs), copies of audits/inventories and results conducted on CTPL/DTPL, Requisition Log, IRAC tracker and Weekly Summary of Issued TDs, etc)? Ref. NAVAIR 00-25-100, WP 013 00, pars. 23-1 thru 23-3

DISCREPANCY:

There is no proof that the Requisition Log is being updated or utilized.

1910 C Are 45/60 day follow-ups submitted for publication requisitions which have not been received? Ref. NAVAIR 00-25-100, WP 009 00, par. 4-7

DISCREPANCY:

There is no proof that the Requisition Log is being updated or utilized.

1911 C Are changes, notices, revisions, IRACs/RACs and TDs correctly incorporated into manuals? Ref. NAVAIR 00-25-100, WP 012 00, pars. 2 thru 8

DISCREPANCY:

NAVAIR 00-25-100 is outdated on all PEMAs. NAVAIR 19-25D-27 is missing an IRAC on all PEMAs.

1914 C Does the ELMS database accurately reflect the publications actually held? Ref. NAVAIR 00-25-100, WP 010 00, par. 1-4, WP 011 00, par. 9-3, WP 013 00, pars. 6-1 thru 6-7

DISCREPANCY:

There are several publications that have been removed from the work centers that need to be removed from the ELMS database. The ELMS database needs to be updated and consistent; utilize binder 1, 2, etc./box 1,2, etc./cranial board, not just numbers.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 1915 C Was an Annual/Turn-over Audit performed on the CTPL as required, and does the audit fulfill all requirements? Ref. NAVAIR 00-25-100, WP 014 00, pars. 3-1 thru 3-9 and 4-1 thru 4-9

DISCREPANCY:

When the CTPL completed the initial self-audit there were no discrepancies annotated.

- 1916 C Are audits/inventories on dispersed libraries conducted on the following occasions: quarterly; when directed by competent authority; when a new Work Center Supervisor is assigned; when a new Dispersed Librarian is assigned? Also are the audits retained by the CTPL for four consecutive audits (one year) and reviewed for repeat discrepancies? Ref. NAVAIR 00-25-100, WP 014 00, pars. 6-1 thru 7-2

DISCREPANCY:

Missing 2nd quarter audits for W/C 210 and 330.

- 1921 C Do dispersed libraries have a visible, readily accessible ELMS list of publications and their location? Ref. NAVAIR 00-25-100, WP 013 00, pars. 12-4 and 24-4

COMMENT:

W/C listings are visible; however, they need to be updated.

- 1922 C Is the Dispersed Librarian incorporating changes into publications in the required time frames? Ref. NAVAIR 00-25-100, WP 013 00, par. 16-7

DISCREPANCY:

Changes to publications are not being incorporated within the required time frames.

- 1928 C Does the Central Librarian maintain a master file of applicable TDs and enter them into the ELMS database as required? Refs. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.3.11 (b) (2) and NAVAIR 00-25-100, WP 013 00, par. 20-2

DISCREPANCY:

The master listing in QA is a year old.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

1938 C Does the Central Librarian maintain a tickler file for Part I and Part II CECRs (set up sequentially by due dates to facilitate daily review of outstanding changes? Ref. NAVAIR 00-25-100, WP 013 00, pars. 16-7 and 16-9

DISCREPANCY:

There is no proof that the tickler file is being utilized.

1941 C Does the CTPL issue an ELMS work center listing quarterly to each work center as a readily accessible listing of publications and their locations? Ref. NAVAIR 00-25-100, WP 013 00, par.12-4

COMMENT:

W/C listings are being issued quarterly; however, they need to be updated accordingly.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 2200, Hazardous Material Control and Management Program

Audit Performed by: GySgt (b) (6) on 8/17/2016

Assisted by: Sgt (b) (6)

NUMBER QUESTION

2201 W Do program managers maintain the current, initial, and annual self-audits with discrepancies and routing forms within the program file? Ref: 4th MAW AMA 2015-04

DISCREPANCY:

The program file is missing the initial self-audit.

2206 C Has the Program Manager attended Introduction to Hazardous Materials (Ashore) course (Course A-493-0031), or Global Online Course equivalent (Course A-493-0331), and Introduction to Hazardous Waste Generation and Handling (Course A-493-0080) applicable to their CONUS duty location or Overseas Hazardous Waste Facility Operations course (Course A-493-0093) applicable to their OCONUS duty location within 60 days of assignment and hold this position for a minimum of 12 months? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.19.3.3 (m)

DISCREPANCY:

The program manager has not attended the Introduction to Hazardous Materials (Ashore) course (A-493-0031) or online equivalent since taking over the program in 2014.

2208 C Is the HMC&M Supervisor an E-5 or above and hold the position for a minimum of 2 years? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.19.3.2 (c) and 10.19.3.4 (a)

DISCREPANCY:

The previous HMC&M Supervisor did not hold the position for a minimum of 2 years prior to turning it over to Sgt (b) (6) in January.

2213 C Do Work Center Supervisors review work center AUL and SHML annually and submit material substitutions or process changes to the HMC&M Supervisor? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.19.3.8 (c) and (g)

COMMENT:

ALMAT recommends having a working copy of the AUL to show changes which need to be made.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 2214 C Does the HMC&M Supervisor ensure an SDS for each HAZMAT used is available at a centralized location within the activity? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.19.3.4 (c)

DISCREPANCY:

The SDS for UIC 149 is missing from the HAZMAT MSDS binder.

- 2215 C Does the Work Center Supervisor provide job specific training to newly assigned personnel on specific SDSs and the procedures of handling, usage, storage and disposal of HAZMAT/HAZWASTE prior to handling of HAZMAT and is the training documentation retained for 5 years within the individual's training record? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.19.3.8.(d) NOTE

DISCREPANCY:

There is not 5 years of HAZMAT training documentation on file.

- 2226 C Are emergency spill drills conducted with activity personnel at a minimum quarterly? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.19.3.4 (s)

COMMENT:

ALMAT recommends being more specific when documenting the particulars of the emergency spill drill event.

- 2228 C Is the Program Manager following assigned action responsibilities as directed in the Hazardous Material Control and Management Program NAMPSOP? Refs. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.19.3.3 (a) thru (m)

DISCREPANCY:

The program manager has not attended the Introduction to Hazardous Materials (Ashore) course (A-493-0031) or online equivalent since taking over the program in 2014.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 2400, Electrostatic Discharge (ESD) Program

Audit Performed by: GySgt (b) (6) on 8/17/2016

Assisted by: GySgt (b) (6)

NUMBER	QUESTION
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2405 C	Are all uninstalled WRA external cannon plugs and connector pins properly covered? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.21.4.1.1
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DISCREPANCY:

WRAs within ordnance are not covered properly.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 2600, Technical Directive (TD) Compliance Program

Audit Performed by: Mr. (b) (6) on 8/17/2016

Assisted by: GySgt (b) (6)

NUMBER QUESTION

- 2601 C Has the MO designated, in writing via the MMP, the MMCO/civilian equivalent as the TD Compliance Program Manager and has the MMCO designated, in writing via MMP, an E6 or above (or civilian equivalent) assigned to maintenance/production control as a collateral duty TDPC? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.10.3.5 (b) and 10.10.3.6 (b)

DISCREPANCY:

The Technical Directive (TD) Compliance Program Monitor was unaware of this task requirement.

- 2602 C Has the TDPC completed the Maintenance/Production Control PQS and attended the appropriate CNATTU courses (Logs and Records, Quality Assurance, Maintenance Control and NALCOMIS/OOMA? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.3.9 (a)

DISCREPANCY:

The Technical Directive Program Coordinator (TDPC) has not attended the Configuration Management CNATTU course.

- 2607 C Are procedures established for reviewing all applicable TDs to include baseline/subsequent NAVAIR 500C (aircraft/engines/modules) and NAT02 (SE) verifications? Refs. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.2.2.7.1; Chapter 10, par. 10.10.3.9 (n) and 10.10.3.9.1.1 thru 10.10.3.9.1.4

DISCREPANCY:

Procedures are established for reviewing all applicable TDs to include baseline/subsequent NAVAIR 500C and NAT02 (SE) verifications; however, the squadron's Local Command Procedure (LCP) states that NAT02 (SE) baseline verifications are done quarterly. Only subsequent NAT02 (SE) baseline verifications should be done quarterly. The LCP also lists a CNAF AMA that is no longer active. Multiple Support Equipment Custody and Maintenance History Records (CNAF 4790/51) are documented incorrectly. ALMAT recommends that an Aviation Maintenance Data Specialist provides TD documentation training to the SEPMS Coordinator.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

2609 C Are TDs incorporated within the required timeframes? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.3.5 (c) NOTE

DISCREPANCY:

Support Software Bulletin (SSB)-7, Support Software Change (SSC)-4104, Commodity Software Change (CSC)-136, CSC-175 and CSC-184 were not incorporated within the required timeframe.

2612 C Are A/C, engines, SE, components, AWSE, ALSS and CM ALS screened upon Acceptance/receipt and prior to transfer to ensure all applicable TDs are incorporated? Refs. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.2.3.5.1 and Chapter 10, pars. 10.10.3.9.1, 10.10.3.12 (f) and 10.10.3.14 (f) NOTE

DISCREPANCY:

Aircraft, engines, components and configuration management (CM) auto log sets (ALS) are being screened upon acceptance/receipt; however, the screening forms are not being filled out completely.

2619 C When a new TD is received, is the CNAF Form 4790/24A and NALCOMIS database correctly annotated to include multiple entries if applicable? Refs. COMNAVAIRFORINST 4790.2, Chapter 5, pars. 5.2.1.16.1.3 thru 5.2.1.16.1.4.3 and 5.2.1.16.1.9 and Chapter 10, par. 10.10.3.12 (c)

DISCREPANCY:

Several CNAF Forms 4790/24A entries do not match the component cards.

2622 C Is the TD monitor maintaining/updating TD Routing and Tracking sheets Part 1 and Part 2? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.3.15 (c)

DISCREPANCY:

Multiple TD Routing and Tracking sheets are missing required information and/or they are not documented properly.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

2627 C Do Logs and Records and Maintenance Administrators (Marine Corps) annotate the incorporation compliance time and event on the MAF/WO to include the system reason block? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.3.12 (b)

DISCREPANCY:

Several MAF/WOs do not have the actual compliance requirements properly annotated in the system reason and discrepancy block.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 2900, Maintenance Control

Audit Performed by: MGySgt (b) (6) on 8/17/2016

Assisted by: MSgt (b) (6)

NUMBER	QUESTION
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2905 C	Does the MMP provide a listing of both PME requirements due for calibration and PME not yet returned from calibration? Ref. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.3.4.1.1 (e)
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DISCREPANCY:

PME gear is not being updated in the MMP as the status of the gear is turned in or received back from calibration.

2908 C	Does the MMP provide a listing of TD requirements showing the specified compliance time frame (No Later Than Date or Time) or is a database locator sheet included in MMP? Refs. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.3.4.1.1 (h) and Chapter 5, pars. 5.2.1.1.2 (n) (2) and 5.1.1.12
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DISCREPANCY:

MMP does not contain the correct compliance time for TDs, CSCs: 136, 175, and 184.

2910 C	Does the MMP provide a schedule of personnel due for Egress/Explosive System Seat Safety Checkouts to include all personnel assigned TAD outside the command and the date TAD commenced? Ref. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.3.4.1.1 (k)
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DISCREPANCY:

Personnel that are TAD are not listed in the MMP as required.

2912 C	Does the MMP provide a schedule of NDI requirements? Ref. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.3.4.1.1 (m)
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DISCREPANCY:

NDI inspections that are due for the month are not listed in the MMP.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

2914 C Does the MMP provide a list of SE licensed personnel? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.16.3.2 (a) (2)

DISCREPANCY:

MMP does not contain a list of SE licensed personnel.

2920 C Do A/C Inspection and Acceptance Records (CNAF 4790/141) contain all the required information and only authorized signatures? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.1.1.2.5 (Blocks 1 thru 11)

DISCREPANCY:

Pilots are signing for the aircraft prior to the aircraft being certified safe for flight.

2928 C Are AADB Summary page backups performed prior to the first event of the flight schedule and at the end of each shift? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.1.1.2.2 (a) NOTE

DISCREPANCY:

AADB backups are not being performed at the end of shift as required when maintenance admin personnel are not present.

2934 C Are controls effective that ensure system security and access; and are SMQ task codes granted to Maintenance Control personnel consistent with their duties (for example, Safe for Flight certification, cannibalization authorization, project priority assignment and phase coordinator)? Refs. COMNAVAIRFORINST 4790.2, Chapter 13, par. 13.1.3.2.2 (a) (1), and OOMA User Guide: "Assign SMQs to user"

DISCREPANCY:

Cannibalization SMQs are given to Marines who do not require the SMQ.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 2952 C Does the Program Coordinator coordinate with the Program Manager to schedule incorporation of TD's within the compliance time frame? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.3.9 (c)

DISCREPANCY:

Support Software Bulletin (SSB)-7, Support Software Change (SSC)-4104, Commodity Software Change (CSC)-136, CSC-175 and CSC-184 were not incorporated within the required timeframe.

- 2961 C Does the MMCPO/Aircraft Maintenance Chief monitor, via a log, and enforce procedures for control and minimization of aircraft cannibalization actions? Ref. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.5.10.1.4 (e)

DISCREPANCY:

Cannibalizations that are completed when the aircraft are on the road are not being documented via the log book or back fitted upon return to base.

- 2967 C Does Information flow expeditiously among Maintenance Control, Material Control, and the work center? Ref. COMNAVAIRFORINST 4790.2, Chapter 15, par.15.1.2.3.1

DISCREPANCY:

Maintenance is being completed and parts are being moved from one aircraft to another without Maintenance Controls approval or knowledge.

- 2968 C Does Maintenance Control manage resources in an efficient manner, and demonstrate control of the various elements within their area of responsibility? Ref. COMNAVAIRFORINST 4790.2, Chapter 15, par. 15.1.2 (b)

DISCREPANCY:

Maintenance is being performed on aircraft without MAFs being initiated and parts are being moved in NALCOMIS by clicking and dragging with no MAFs directing the swapping of parts.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

2969 C Is Maintenance Control reviewing MAFs for complete and accurate documentation at time of initiation and at time of completion, prior to approval? Ref. COMNAVAIRFORINST 4790.2, Chapter 15, pars. 15.1.2.3.2.2 and 15.2.1.2.2.6

DISCREPANCY:

Review of MAFs show multiple MAFs with missing documentation of in-process inspections, remove and installed information.

During cross country or operating away from home green MAFs are not being filled out properly and are missing JCNs, Bunos/Modex, completion times, action taken, transaction codes, malfunction codes, removed information, installed information, not all MAFs are being back fitted into NALCOMIS upon returning to base.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3100, Weight and Balance

Audit Performed by: CW04 (b) (6) on 8/16/2016

Assisted by: CWO2 (b) (6)

NUMBER QUESTION

3101 W Do program managers maintain the current, initial, and annual self-audits with discrepancies and routing forms within the program file? Ref: 4th MAW AMA 2015-04

DISCREPANCY:

Initial-self audit is not located in the program binder. Missing QA signature on routing form from last annual audit.

3103 C Is the MMCO maintaining the aircraft weight and balance handbook (s)? Refs. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.5.5.2 (h) and NAVAIR 01-1B-50, Section 3, par. 3-7 NOTE and Section 8, par. 8-2.15 (b)

DISCREPANCY:

Inaccuracies found on Charts and Forms within the handbooks.

3104 C Does the Weight and Balance Officer ensure the weight and balance handbook for all assigned aircraft, including newly received aircraft, are complete, current, and maintained in the correct format? Refs. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.2.2.8.2.3 (a) and NAVAIR 01-1B-50, Section 8, par. 8-2.2 (c)

DISCREPANCY:

-40/Chart E manuals need to be stamped and accounted for by CTPL.

3108 C Is the most recent release of AWBS in use? Ref. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.2.2.8.2.3 (f)

COMMENT:

Recommend placing a copy of the email/msg authorization for current version of AWBS software in the Program Binder.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 3110 C Are weight and balance inventories performed when required? Refs. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.2.2.8.4 and NAVAIR 01-1B-50, Section 4, pars. 4-3 and 4-2.5 and Section 8, par. 8-2.9

DISCREPANCY:

Inventories missing on chart A and C required by Mod Team upon acceptance of aircraft custody.

- 3117 C Is a one time use Weight and Balance Clearance Form F (DD 365-4) used for each flight? Ref. NAVAIR 01-1B-50, Section 3, par. 3-8.3 and Section 8, par. 8-2.7.1.3

DISCREPANCY:

Missing some one time Forms Fs for flights as verified in M-Sharp.

- 3118 C Are the one time use Form F (DD 365-4) filed and retained for a period of 90 days following mission completion? Ref. NAVAIR 01-1B-50, Section 3, par. 3-8.3 and Section 8, par. 8.2.7 a. (3)

DISCREPANCY:

Not all Form Fs found as verified from M-Sharp that occurred in the month of July.

- 3120 C Are all canned Forms F's checked at least every 180 days for accuracy and new Form F's prepared as required? If no changes are required, is the Form F's re-dated and initialed, or a letter issued to state the review has been accomplished to certify its currency? Ref. NAVAIR 01-1B-50, Section 3, par. 3-8.4 and Section 8, par. 8-2.7.1.4

DISCREPANCY:

Canned Form Fs have emergency and other equipment listed with weights not accurate nor verifiable via the Chart E or Certified Weight letter.

- 3122 C Are Weight and Balance Flight Clearance Form F's (DD 365-4) completed in accordance with NAVAIR 01-1B-50? Ref. NAVAIR 01-1B-50, Section 4, pars. 4.7.2 and 4.7.3.

DISCREPANCY:

Found Cargo weights inaccurate and different from what is being input into M-Sharp on NAVFLIR.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 3122 C Are Weight and Balance Flight Clearance Form F's (DD 365-4) completed in accordance with NAVAIR 01-1B-50? Ref. NAVAIR 01-1B-50, Section 4, pars. 4.7.2 and 4.7.3.

DISCREPANCY:

One time use Form F found with inaccurate basic weight listed, which differs from the Chart C.

- 3122 C Are Weight and Balance Flight Clearance Form F's (DD 365-4) completed in accordance with NAVAIR 01-1B-50? Ref. NAVAIR 01-1B-50, Section 4, pars. 4.7.2 and 4.7.3.

DISCREPANCY:

Various blocks left blank or unsigned on multiple Form Fs.

- 3125 C Are Weight and Balance impacts of modifications properly recorded on the weight and balance charts of affected aircraft? Refs. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.2.2.8.2.3 (c); NAVAIR 00-25-300, pg. A-10, par. A-3.13 and NA 01-1B-50, Section 8, pars. 8.2.3 e. (4) and 8.2.12

DISCREPANCY:

Chart C weight found to be inaccurate and did not match Net Change for WX Radar Mod AFC-000.

- 3126 C FOR OOMA ACTIVITIES: Does the Weight and Balance Officer ensure the Basic Weight for each aircraft is accurately calculated and reflected (as appropriate) in all flight records or documents? Ref. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.2.2.8.2.3 (d) NOTE

DISCREPANCY:

Basic weight incorrect on Aircraft 163592 due to the latest AFC which caused incorrect weight on Form Fs and OOMA.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3200, Aircraft Records and Reports/Engine Accounting

Audit Performed by: MSgt (b) (6) on 8/18/2016

Assisted by: Sg (b) (6)

NUMBER	QUESTION
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3215 C	Are ETRs submitted no later than 2400 on the first working day following the date the action occurred? Ref. NAVAIRINST 13700.15F, pg. 3, par. 4 (b) (2)
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DISCREPANCY:

ETRs are not being submitted within the required timeframe.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3300, Logs and Records

Audit Performed by: MSg(b) (6) on 8/18/2016

Assisted by: GySgt(b) (6)

NUMBER QUESTION

3307 C FOR NALCOMIS OPTIMIZED OMA/IMA (ACTIVITIES) Are component/equipment CM ALS maintained on all required equipment and are they maintained in an up-to-date status (i.e. Inspection/Removal tasks, Repair/Rework, TD and Miscellaneous History entries)? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, pars. 5.2.3.2.1, 5.2.3.4.2 (a) (11) and 5.2.3.5

DISCREPANCY:

Overhaul indicators are not being utilized correctly.

3321 C Is a copy of the rework/repair work order and all pertinent data placed in the manila envelope in the back of the logbook or appropriate historical file? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.2.1.5.6

DISCREPANCY:

The CM ALS for Viking Quick Don Anti-Exposure Suits are inconsistent. Tasks are missing or not created at all. 25 year retire and 5 year inspection tasks need to be verified, created and activated.

3326 C Does the TD section include separate pages for each type of directive and are TDs documented correctly? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.2.1.16

DISCREPANCY:

TDs are not being documented correctly on the 24A pages for Aircraft, Engines, and Propellers.

3342 C If there is a change in the authorized inspection interval of aircraft or equipment, whether it establishes and/or rebases the current interval, is the appropriate Miscellaneous History Page entry made? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, pars. 5.2.1.17.1.4.2 and 5.2.3.18.4 (b)

DISCREPANCY:

350/35 DSI base entries are incorrect or missing.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3400, Phase Maintenance

Audit Performed by: MGySgt (b) (6) on 8/17/2016

Assisted by: SSgt (b) (6)

NUMBER	QUESTION
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3406 C	Is the SCC prepared to include TD incorporation and additional maintenance requirements as directed by Maintenance Control (e.g., replacement of forced removal items)? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.1.1.5.1.6.2
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DISCREPANCY:

TDs and other maintenance actions are not annotated on the SCCs as required.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3600, Data Analysis

Audit Performed by: MSgt (b) (6) on 8/18/2016

Assisted by: Sgt (b) (6)

NUMBER QUESTION

3601 C Is the System Administrator/Analyst (SA/A) or Maintenance Data Base Administrator/Analyst (MDBA/A), a senior petty officer or non-commissioned officer formally trained in Maintenance Data Systems (MDS) procedures (to include NALCOMIS), data processing capabilities, and the techniques of statistical analysis? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.1.1.1.2

COMMENT:

SNM is formally trained, but needs to ensure he completes T&R Analyst Task List and be assigned billet responsibilities in ASM as the program manager.

3610 C Does the SA/A or MDBA/A provide adequate controls to ensure system security and access granted to each user are consistent with their duties? Ref. COMNAVAIRFORINST 4790.2, Chapter 13, pars. 13.1.3.2.2 (a) (1), (O-level) and 13.1.4.2.4 (a), (I-level)

DISCREPANCY:

Marines within AMDS that are not qualified have MDBA SMQ permissions.

3615 C Does the SA/A perform system and data base backups and restores (to include both on-site and off-site backup tapes), removal and restoration of history data, detachment processing functions, and AADB summary pages backups? Refs. COMNAVAIRFORINST 4790.2, Chapter 13, par. 13.1.3.2.2 (a) (6) and Chapter 15, par. 15.1.1.2.4 NOTE 3; CNAP AMA 2015-09

DISCREPANCY:

AADB backups are being performed regularly, but were missed on 8/12/16. SA/A needs to verify AADB backups are completed at the end of each shift and prior to each flight as directed to ensure he is meeting the mandatory guidance.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 3617 C Does the SA/A coordinate data transfer requirements between NALCOMIS OMA and all other Automated Information Systems (AISs)? Ref. COMNAVAIRFORINST 4790.2, Chapter 13, par. 13.1.3.2.2 (a) (9)

COMMENT:

ALMAT recommends utilizing new screening procedures to show daily and weekly required screenings.

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- 3626 C Does a review of NAVFLIRS indicate accurate documentation of flight data when compared to SHARP/MSHARP for activities utilizing the SHARP/MSHARP interface? Refs. COMNAVAIRFORINST 4790.2, Chapter 15, pars. 15.1.2.6.1 and 15.1.2.6.2 and OPNAVINST 3710.7U, par. 10.3

DISCREPANCY:

SA/A is not validating OOMA Flight Reports against DECKPLATE DP0017 (Detailed Flt & Inventory Report) monthly as required.

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- 3628 C Do Work Center Supervisors, with assistance of the analyst, screen all source documents for accuracy, completeness and proper annotation of all data element blocks? Refs. COMNAVAIRFORINST 4790.2, Chapter 15, par. 15.1.2.9.3 and Chapter 16, par. 16.1.3.4

COMMENT:

ALMAT recommends that the analyst create a log to document on occurrence and monthly invalid review training to ensure work center supervisors understand proper annotation of all data element blocks.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3800, Aircraft Maintenance Material Readiness List (AMMRL)

Audit Performed by: GySgt (b) (6) on 8/17/2016

Assisted by: Sg (b) (6)

NUMBER	QUESTION
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3804 C	Are quarterly Work Center reports signed by both the Work Center Supervisor and Division Officer no later than the last day of each quarter, are the original copies retained for one year, and is a copy of latest inventory report kept in work center as a working copy? Ref. COMNAVAIRPAC/COMNAVAIRLANTINST 13650.3 CH-1, Appendix C, pgs. C-1, par. 1
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DISCREPANCY:

1st and 2nd Quarter reports are not complete.

3816 C	Is appropriate action being taken for all NRFI IMRL SE by the IMRL Asset Manager? Ref. COMNAVAIRPAC/COMNAVAIRLANTINST 13650.3 CH-1, Appendix D, pg. D-2, par. 2 (a)
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DISCREPANCY:

NRFI assets are not being worked.

3828 C	Are deficit IMRL assets being reviewed and reconciled by the IMRL asset manager for appropriate corrective action? Ref. COMNAVAIRPAC/COMNAVAIRLANTINST 13650.3 CH-1, Chapter 1, pg. 1-10, par. 1006.1 (k) and Chapter 3, pg. 3-4, par. 3003.2
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DISCREPANCY:

Deficit assets have not been reviewed or worked.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 4600, Aircraft Compass Calibration

Audit Performed by: GySgt (b) (6) on 8/17/2016

Assisted by: SSgt (b) (6)

NUMBER	QUESTION
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4602 W	Does the work center have current and up-to-date non-technical instructions? Ref: COMNAVAIRFORINST 4790.2, Chapter 3, para 3.5.4.5 (k)
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DISCREPANCY:

The publication cross reference sheet needs to be updated by removing the cancelled publication MIL-STD-765A.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 4800, NOMMP AWCAP

Audit Performed by: SSgt (b) (6) on 8/17/2016

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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4803 C	Are all CODRs, EMRs, EERs and EIRs submitted within the required time line? Refs. OPNAV M-8000.16, Vol. I, Chapter 4.6, Fig. 4-6-7
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COMMENT:

CODR RCN: 55215-14-004 was not submitted within the required timeframe. This discrepancy has been previously annotated on the initial self-audit dated 23 Sep 2015.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 4900, Explosives Handling Personnel Qualification and Certification Program

Audit Performed by: SSgt (b) (6) on 8/17/2016

Assisted by: Sgt (b) (6)

NUMBER QUESTION

4903 C Are all military personnel, including reservists, and all civilian personnel, including contractors and sub-contractors, engaged in handling explosives or explosive devices or who operate motor vehicles or power-operated handling equipment, given physical examinations as per the current requirements? Refs. NAVSEA OP 5, Chapter 2, par. 2-3.1, NAVSEA OP 4, Chapter 2, par. 2-4.2.2 and NAVMED P-117 Article 15-107

DISCREPANCY:

Multiple Marines have Ordnance Driver Physicals loaded in the handlers section in ASM.

4903 C Are all military personnel, including reservists, and all civilian personnel, including contractors and sub-contractors, engaged in handling explosives or explosive devices or who operate motor vehicles or power-operated handling equipment, given physical examinations as per the current requirements? Refs. NAVSEA OP 5, Chapter 2, par. 2-3.1, NAVSEA OP 4, Chapter 2, par. 2-4.2.2 and NAVMED P-117 Article 15-107

DISCREPANCY:

Multiple Marines have incorrect Ordnance Handler Physical forms loaded in ASM.

4904 W Have all personnel who account for, maintain, receive, and distribute arms, ammunition and explosives been screened prior to their certification, in accordance with WgO 8000.1, using form NAVMAC 11386? Ref: MCO 8023.3B Ch 1, para (5) and MCO 5530.14A, App I

DISCREPANCY:

LCpl (b) (6) Unit Diary Entry was signed before the NAVMC 11386.

4904 W Have all personnel who account for, maintain, receive, and distribute arms, ammunition and explosives been screened prior to their certification, in accordance with WgO 8000.1, using form NAVMAC 11386? Ref: MCO 8023.3B Ch 1, para (5) and MCO 5530.14A, App I

DISCREPANCY:

Cpl (b) (6) does not have a Unit Diary Entry uploaded in ASM.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

4904 W Have all personnel who account for, maintain, receive, and distribute arms, ammunition and explosives been screened prior to their certification, in accordance with WgO 8000.1, using form NAVMAC 11386? Ref: MCO 8023.3B Ch 1, para (5) and MCO 5530.14A, App I

DISCREPANCY:

Sgt (b) (6) NAVMAC 11386 was not uploaded into ASM.

4904 W Have all personnel who account for, maintain, receive, and distribute arms, ammunition and explosives been screened prior to their certification, in accordance with WgO 8000.1, using form NAVMAC 11386? Ref: MCO 8023.3B Ch 1, para (5) and MCO 5530.14A, App I

COMMENT:

Sgt (b) (6) is currently in progress for his AA&E screening.

4907 W Are certification board members E-6 or above (or equivalent civilian supervisor)? Ref: MCO 8023.3B Ch 3, para 7

DISCREPANCY:

Sgt (b) (6) rank waiver is not loaded in ASM.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 5200, Aviation Life Support Systems (ALSS)

Audit Performed by: MSgt (b) (6) on 8/17/2016

Assisted by: Sg (b) (6)

NUMBER	QUESTION
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5223 C	Are all items of survival equipment inspected IAW applicable MRCs, SPCs and MIMs? Refs. COMNAVAIRFORINST 4790.2, Chapter 6, pars. 6.1.9.5.1 thru 6.1.9.5.4
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COMMENT:

Numerous aircrewman are in a down status for 360 DSI. ALMAT recommends that ALSS implement controls so that these inspections can be complied with upon coming due to prevent from prolonged down status.

5228 C	FOR OOMA ACTIVITIES: Do all ALSS ALS contain all required information and are they maintained IAW applicable references? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, pars. 5.1.1.1.3 (e), 5.2.3.25 and 5.2.3.26
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DISCREPANCY:

Anti exposure suits in OOMA had no tasks activated.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 66000, Ready Service Locker (RSL)

Audit Performed by: SSg(b) (6) on 8/17/2016

Assisted by: CWO3(b) (6)

NUMBER	QUESTION
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66001 W	Is an SOP written for RSL/Magazine storage & inspections to include ALSS\SS work centers? Ref: NAVSEA OP-5, Ch 11, pg 11-48, para 11-9 through 11-9.1.2
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DISCREPANCY:

The RSL/Magazine Standard Operating Procedures do not include the ALSS work center.

66021 W	Are containers/items marked with, NSN, type, lot number, condition code, etc. and are makings legible? Ref: NAVSEA OP-5, para 11-1.4.1
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DISCREPANCY:

Two .50 Cal ammunition cans do not have LOT Cards.

66021 W	Are containers/items marked with, NSN, type, lot number, condition code, etc. and are makings legible? Ref: NAVSEA OP-5, para 11-1.4.1
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DISCREPANCY:

Two .50 Cal ammunition cans were labeled with the NALC SP84/M190, but only the SP84 was in the can.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 67000, Security of Arms, Ammunition & Explosives (AA&E)

Audit Performed by: SSgt (b) (6) on 8/17/2016

Assisted by: CWO3 (b) (6)

NUMBER QUESTION

67002 W Has the AA&E Officer completed a wall-to-wall inventory within 30 days of appointment and reported any and all discrepancies to the appointing officer? Ref: MCO P4400.150E Ch 7 para 7002.6.b

DISCREPANCY:

The AA&E Officers wall to wall inventory is outside the 30 day requirement.

67012 W Are Annual AA&E Surveys conducted on an annual basis with subsequent surveys no more than 365 days after? Ref: MCO 5530.14A Ch 3 pg 3-4 para 5.a.(2)

DISCREPANCY:

Both the RSL and Flight Equipment room have not had an annual AA&E Survey within the past year.

67014 W Is an annual training program established for personnel responsible for the custody, maintenance, disposal, distribution, and security of AA&E? Ref: MCO 5530.14A Ch 8, pg 8-10, para 3

DISCREPANCY:

13B has not completed security of AA&E training since 5 November 2015.

67017 W Are ammunition and explosive storage areas (to include flight equipment workcenters) patrolled at required intervals? Ref: MCO 5530.14A Appendix H and Appendix K, OPNAVIST 5530.13C Appendix B

DISCREPANCY:

The RSL was not patrolled on 16 July 2016 and 3 August 2016 in the required timeframe. Flight Equipment is missing multiple days.

ORG : S
ORG Name: V

NALCO OMA
AIRCRAFT FLIGHT REPORT
(Includes Aircraft Only)
13 JUN 2017 - 10 JUL 2017

Date : 10 JUL 2017
Time : 0728
Req By : SGT R L PRATT
Page : 1 of 2

Depart		Missions										CAT/	Arrest/	Landing										
Date	Time	TEC	MODEX	BUNO	DOGNUM	MSN	HRS	MSN	HRS	MSN	HRS	TOT-HRS	FLT	JATO	Hoist	RAST	T	N	T	N	T	N	T	N
13 Jun 2017	1842	ACMY	000	165000	SM10GQY 2M2	7.8						7.8	2				6	1	F	1				
15 Jun 2017	1304	ACMY	000	165000	SM10GR2 2M2	0.6						0.6	1				6	1						
15 Jun 2017	1510	ACMY	000	165000	SM10GR5 2M2	8.1						8.1	2				6	2						
16 Jun 2017	2119	ACMY	000	165000	SM10GRA 2Q6	3.0						3.0	1				6	6						
17 Jun 2017	1746	ACMY	000	165000	SM10GRB 2Q6	4.3						4.3	1				6	3						
18 Jun 2017	1909	ACMY	000	165000	SM10GRJ 2Q6	3.0						3.0	1				6	6						
21 Jun 2017	2134	ACMY	000	165000	SM10GRM 2Q6	2.8						2.8	2				6	2						
22 Jun 2017	1700	ACMY	000	165000	SM10GRN 2Q6	3.0						3.0	1				6	4						
✓ 30 Jun 2017	1740	ACMY	000	165000	SM10GSB 2M2	3.6						3.6	3				6	5						
✓ 02 Jul 2017	1538	ACMY	000	165000	SM10GSE 2Q6	2.4						2.4	1				6	1						
✓ 02 Jul 2017	2026	ACMY	000	165000	SM10GSF 2Q6	4.0						4.0	2				6	2						
✓ 03 Jul 2017	2006	ACMY	000	165000	SM10GSG 2M2	1.2						1.2	3				6	3						
✓ 04 Jul 2017	1423	ACMY	000	165000	SM10GSH 2Q6	2.0						2.0	2				6	2						
✓ 04 Jul 2017	1909	ACMY	000	165000	SM10GSL 2M2	4.1						4.1	3				6	3						
✓ 05 Jul 2017	1627	ACMY	000	165000	SM10GSK 2Q6	3.0						3.0	1				6	1						
✓ 05 Jul 2017	2230	ACMY	000	165000	SM10GSI 2M2	3.6						3.6	3				6	4	F	6				

Enclosure ()

ORG Name: VMG,

NALCOM OMA
AIRCRAFT FLIGHT REPORT
(Includes Aircraft Only)
13 JUN 2017 - 10 JUL 2017

Page : 2 of 2

[illegible]

Subtotal	63.9	30	0	0	0
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Landing Type Totals For : 000 / 165000

[illegible]

TOTAL FOR ALL

**Total
Flights HRS**
63.9

**Total
Flights**
30

**Total
CAT/JATO**

0

Total Hoists
0

[illegible]

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Aviation Maintenance Management Team

ACTIVITY: VMGR 452

Audit Performed on 8/18/2016

Service Type: USMC

Maintenance Level: Organizational

<i>AREA</i>	<i>PROGRAM</i>	<i>GRADE</i>
200	Maintenance Training Program	On-Track
300	Fuel Surveillance Program	On-Track
500	Aviators Breathing Oxygen (ABO) Surveillance Program	Needs More Attention
600	Hydraulic Contamination Control Program	Needs More Attention
700	Tire and Wheel Maintenance Safety Program	Needs More Attention
800	Quality Assurance	On-Track
900	Maintenance Department/Division Safety Program	On-Track
1000	Naval Aviation Maintenance Discrepancy Reporting (NAMDRP) Progra	On-Track
1100	Aviation Confined Space Program	On-Track
1200	Foreign Object Damage (FOD) Prevention Program	On-Track
1300	Tool Control Program	Off-Track
1400	Corrosion Prevention and Control Program	On-Track
1500	Plane Captain Qualification Program	On-Track
1600	Egress System Checkout Program	On-Track
1700	Support Equipment Operator Training and Licensing Program	On-Track
1800	Support Equipment Planned Maintenance System Program	Off-Track
1900	Central Technical Publications Library (CTPL) Program	Off-Track
2000	Naval Aviation Metrology and Calibration Program	On-Track
2200	Hazardous Material Control and Management Program	On-Track
2400	Electrostatic Discharge (ESD) Program	On-Track
2600	Technical Directive (TD) Compliance Program	Off-Track
2900	Maintenance Control	Off-Track
3100	Weight and Balance	Off-Track
3200	Aircraft Records and Reports/Engine Accounting	On-Track
3300	Logs and Records	On-Track
3400	Phase Maintenance	On-Track
3600	Data Analysis	On-Track
3700	Material Control	On-Track
3800	Aircraft Maintenance Material Readiness List (AMMRL)	Needs More Attention
3900	Vibration Analysis Program	On-Track
4000	Taxi/Turnup/APU Licensing	On-Track
4500	Battery Maintenance Safety	On-Track
4600	Aircraft Compass Calibration	On-Track
4800	NOMMP AWCAP	On-Track
4900	Explosives Handling Personnel Qualification and Certification Progra	On-Track
5200	Aviation Life Support Systems (ALSS)	On-Track

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Aviation Maintenance Management Team

ACTIVITY: VMGR 452

Audit Performed on 8/18/2016

Service Type: USMC

Maintenance Level: Organizational

<i>AREA</i>	<i>PROGRAM</i>	<i>GRADE</i>
5400	SE Misuse/Abuse Program	On-Track
65000	Aviation Ordnance Management	On-Track
66000	Ready Service Locker (RSL)	On-Track
67000	Security of Arms, Ammunition, and Explosives (AA&E)	On-Track

<i>Summary</i>	<i>Number of Programs</i>
On-Track	30
Off-Track	6
Needs More Attention	4
Area of Concern	0
Not Evaluated	0
Not Applicable	0
Total	40



UNITED STATES MARINE CORPS
4TH MARINE AIRCRAFT WING
2000 OPELOUSAS AVENUE
NEW ORLEANS, LOUISIANA 70146-5400

IN REPLY REFER TO:

4790

ALD-L

18 Aug 16

From: Aviation Logistics Maintenance Assist Team, Senior
Enlisted Leader, 4th Marine Aircraft Wing
To: Commanding Officer, Marine Aerial Refueler Transport
Squadron 452
Subj: AVIATION LOGISTICS MAINTENANCE ASSIST TEAM (ALMAT)
MAINTENANCE PROGRAM ASSIST (MPA)
Ref: (a) COMNAVAIRFORINST 4790.2B CH-1
(b) Computerized Self Evaluation Checklist (CSEC) Version
6.1B 3rd Quarter Calendar Year 2016
(c) WgO 4790.14C

Encl: (1) Maintenance Program Assist (MPA) Evaluation Report

1. During the period of 15-18 August 2016, a MPA evaluation was conducted at VMGR-452, Stewart Air National Guard Base, NY.

2. Forty (40) programs were inspected. Results are as follows: Thirty (30) programs On Track, four (4) programs Needs More Attention, and six (6) programs Off Track. Ninety-six (96) practical applications/contingency drills were conducted with ninety-three (93) receiving grades of satisfactory and three (3) receiving a grade of unsatisfactory.

3. Material Condition Inspections (MCI) were conducted on five (5) pieces of Aviation Life Support System (ALSS) gear, nineteen (19) pieces of General Support Equipment (GSE), and six (6) pieces of Aircraft Armament System (AAS); all satisfactory.

4. Enclosure (1) contains a detailed listing of noted discrepancies along with comments and recommendations where applicable. Your unit was evaluated utilizing reference (b). Accordingly, an overall unit grade of **"NON-MISSION CAPABLE"** was assigned

5. The following sub-functional areas were evaluated and grades were assigned accordingly:

AREA	AREA TITLE	GRADE	EVALUATOR
200	MAINTENANCE TRAINING	ON TRACK	GYSgt (b) (6)
300	FUEL SURVEILLANCE	ON TRACK	MSgt (b) (6)

Subj: AVIATION LOGISTICS MAINTENANCE ASSIST TEAM (ALMAT)
 MAINTENANCE PROGRAM ASSIST (MPA)

500	AVIATORS BREATHING OXYGEN	NEEDS ATT MSGT	(b) (6)
600	HYDRAULIC CONTAMINATION	NEEDS ATT GYSGT	(b) (6)
700	TIRE AND WHEEL MAINTENANCE	NEEDS ATT MSGT	(b) (6)
800	QUALITY ASSURANCE	ON TRACK MSGT	(b) (6)
900	MAINTENANCE SAFETY	ON TRACK MSGT	(b) (6)
1000	NAMDRP	ON TRACK MSGT	(b) (6)
1100	CONFINED SPACE	ON TRACK SSGT	(b) (6)
1200	FOREIGN OBJECT DAMAGE PREV	ON TRACK MSGT	(b) (6)
1300	TOOL CONTROL	OFF TRACK SSGT	(b) (6)
1400	CORROSION PREVENT	ON TRACK MSGT	(b) (6)
1500	PLANE CAPTAIN QUALIFICATION	ON TRACK MSGT	(b) (6)
1600	EGRESS SYSTEM CHECK-OUT	ON TRACK MSGT	(b) (6)
1700	SE TRAINING AND LICENSING	ON TRACK SSGT	(b) (6)
1800	SE PLANNED MAINTENANCE SYST	OFF TRACK SSGT	(b) (6)
1900	CTPL	OFF TRACK MSGT	(b) (6)
2000	METCAL	ON TRACK GYSGT	(b) (6)
2200	HAZMAT	ON TRACK GYSGT	(b) (6)
2400	ELECTROSTATIC DISCHARGE	ON TRACK GYSGT	(b) (6)
2600	TECHNICAL DIRECTIVES	OFF TRACK MR	(b) (6)
2900	MAINTENANCE CONTROL	OFF TRACK MGYSGT	(b) (6)
3100	WEIGHT AND BALANCE	OFF TRACK CWO4	(b) (6)
3200	AIRCRAFT RECORDS AND REPORT	ON TRACK MSGT	(b) (6)
3300	LOGS AND RECORDS	ON TRACK MSGT	(b) (6)
3400	PHASE MAINTENANCE	ON TRACK MGYSGT	(b) (6)
3600	DATA ANALYSIS	ON TRACK MSGT	(b) (6)
3700	MATERIAL CONTROL	ON TRACK GYSGT	(b) (6)
3800	AMMRL	NEEDS ATT GYSGT	(b) (6)
3900	VIBRATION ANALYSIS PROGRAM	ON TRACK MSGT	(b) (6)
4000	TAXI/TURN-UP/APU LICENSING	ON TRACK MSGT	(b) (6)
4500	BATTERY MAINTENANCE SAFETY	ON TRACK GYSGT	(b) (6)
4600	AIRCRAFT COMPASS CAL	ON TRACK GYSGT	(b) (6)
4800	NOMMP AWCAP	ON TRACK SSGT	(b) (6)
4900	EXP HANDLER QUAL/CERT	ON TRACK SSGT	(b) (6)
5200	ALSS	ON TRACK MSGT	(b) (6)
5400	SE MISUSE/ABUSE	ON TRACK SSGT	(b) (6)
65000	ORDNANCE MANAGEMENT	ON TRACK SSGT	(b) (6)
66000	READY SERVICE LOCKER (RSL)	ON TRACK SSGT	(b) (6)
67000	SECURITY OF AA&E	ON TRACK SSGT	(b) (6)

6. A detailed listing of corrective actions, signed by the Commanding Officer, shall be forwarded back to this headquarters within (30) days upon receipt of this report.

7. For each program designated as **OFF TRACK** or NEEDS MORE ATTENTION, submit 30/60/90 day progress reports to the ALMAT

Subj: AVIATION LOGISTICS MAINTENANCE ASSIST TEAM (ALMAT)
MAINTENANCE PROGRAM ASSIST (MPA)

with comments detailing the progress made towards full compliance as outlined in reference (c). Corrective actions are to be completed and the programs available for subsequent follow up, no later than 90 days following the inspection, unless an extension is obtained from the Deputy Assistant Chief of Staff, Aviation Logistics Division.

8. Per reference (b), an evaluation report package, detailing all discrepancies, was provided to MAL5-49 upon completion of the MPA. Any questions concerning the evaluation should be directed to CWO5 (b) (6), ALMAT OIC at comm: (b) (6)

(b) (6)

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2B

Version 6.1B, 3RD QTR CY 2016

08/18/2016

Discrepancy Summary Overview

VMGR 452

Service Type: USMC

Maintenance Level: Organizational

200 - Maintenance Training Program

The Maintenance Training Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: CWO3 (b) (6)

300 - Fuel Surveillance Program

The Fuel Surveillance Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

500 - Aviators Breathing Oxygen (ABO) Surveillance Program

The Aviators Breathing Oxygen (ABO) Surveillance Program "NEEDS MORE ATTENTION".

- A/C installed ABO components kept in the A/C logbook to include the configuration management in OOMA do not match the items installed on the aircraft.

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

600 - Hydraulic Contamination Control Program

The Hydraulic Contamination Control Program "NEEDS MORE ATTENTION".

-Previously qualified individual tesst score were not in ASM.

-Previously qualified individuals did not have supporting documentation in their ASM training jacket.

Evaluator: GySgt (b) (6)

Assistant: GySgt (b) (6)

700 - Tire and Wheel Maintenance Safety Program

The Tire and Wheel Maintenance Safety Program "NEEDS MORE ATTENTION".

-Work orders are being completed by a CDI that cannot verify QA required procedures and who were never placed in-work on the MAF.

Evaluator: MSgt (b) (6)

Assistant: Cpl (b) (6)

800 - Quality Assurance Audit Program

The Quality Assurance Audit Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: GySgt (b) (6)

900 - Maintenance Department/Division Safety Program

The Maintenance Department/Division Safety Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: GySgt (b) (6)

1000 - Naval Aviation Maintenance Discrepancy Reporting (NAMDRP) Program

The Naval Aviation Maintenance Discrepancy Reporting (NAMDRP) Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: SSgt (b) (6)

1100 - Aviation Confined Space Program

The Aviation Confined Space Program is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: SSgt (b) (6)

1200 - Foreign Object Damage (FOD) Prevention Program

The Foreign Object Damage (FOD) Prevention Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

1300 - Tool Control Program

The Tool Control Program is "OFF TRACK".

-Broken/Missing tool found in aircraft tool box.

-Tool requisition follow ups are not being conducted monthly.

-ATAFs not being conducted by W/C supervisors on A/C boxes.

Evaluator: SSgt (b) (6)

Assistant: Sgt (b) (6)

1400 - Corrosion Prevention and Control Program

The Corrosion Prevention and Control Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

1500 - Plane Captain Qualification Program

The Plane Captain Qualification Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Capt (b) (6)

1600 - Egress System Checkout Program

The Egress System Checkout Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

1700 - Support Equipment Operator Training and Licensing Program

The Support Equipment Operator Training and Licensing Program is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: CWO3 (b) (6)

1800 - Support Equipment Planned Maintenance System Program

The Support Equipment Planned Maintenance System Program is "OFF TRACK".

-Shop equipment is not on the SEPMS Program.

-TDs incorrectly annotated on the 51 card.

-Pre-operational inspections are not being completed.

Evaluator: SSgt (b) (6)

Assistant: SSgt (b) (6)

1900 - Central Technical Publications Library (CTPL) Program

The Central Technical Publications Library (CTPL) Program is "OFF TRACK".

-Outdated publication and missing IRAC.

-The ELMS database is not kept in an up-to-date status.

Evaluator: MSgt (b) (6)

Assistant: Cpl (b) (6)

2000 - Naval Aviation Metrology and Calibration Program

Naval Aviation Metrology and Calibration Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Sgt (b) (6)

2200 - Hazardous Material Control and Management Program

The Hazardous Material Control and Management Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Sgt (b) (6)

2400 - Electrostatic Discharge (ESD) Program

The Electrostatic Discharge (ESD) Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: GySgt (b) (6)

2600 - Technical Directive (TD) Compliance Program

The Technical Directive (TD) Compliance Program is "OFF TRACK".

-Several TDs were not incorporated within the required timeframe.

-Several MAF/WOs do not have the actual compliance requirements properly annotated in the System Reason and Discrepancy block.

-Multiple TD Routing and Tracking sheets are missing required information and/or they are not documented properly.

Evaluator: Mr. (b) (6)

Assistant: GySgt (b) (6)

2900 - Maintenance Control

Maintenance Control is "OFF TRACK".

-Pilots are signing for the aircraft prior to the aircraft being certified SFF.

-TDs are past compliance with no action being taken.

-Maintenance is being performed on the aircraft and parts being swapped from one aircraft to another without MAFs being written.

Evaluator: MGySgt (b) (6)

Assistant: MSgt (b) (6)

3100 - Weight and Balance

Weight and Balance is "OFF TRACK".

-Incorrect weight calculation on Chart C for Technical Directive.

-Incorrect basic weight found on one time Form F.

-Incorrect/Unverifiable weight for gear listed on canned Form F.

Evaluator: CW04 (b) (6)

Assistant: CWO2 (b) (6)

3200 - Aircraft Records and Reports/Engine Accounting

Aircraft Records and Reports is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

3300 - Logs and Records

Logs and Records is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: GySgt (b) (6)

3400 - Phase Maintenance

Phase Maintenance is "ON TRACK".

Evaluator: MGySgt (b) (6)

Assistant: SSgt (b) (6)

3600 - Data Analysis

Data Analysis is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

3700 - Material Control

Material Control is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Cpl (b) (6)

3800 - Aircraft Maintenance Material Readiness List (AMMRL)

The Aircraft Maintenance Material Readiness List (AMMRL) "NEEDS MORE ATTENTION".

-1st and 2nd quarter W/C reports are not complete.

-NRFI assets are not being worked.

-Deficit assets have not been reviewed and worked.

Evaluator: GySgt (b) (6)

Assistant: Sgt (b) (6)

3900 - Vibration Analysis Program

The Vibration Analysis Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

4000 - Taxi/Turnup/APU Licensing

Taxi/Turnup/APU Licensing is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: SSgt (b) (6)

4500 - Battery Maintenance Safety

Battery Maintenance Safety is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: GySgt (b) (6)

4600 - Aircraft Compass Calibration

Aircraft Compass Calibration is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: SSgt (b) (6)

4800 - NOMMP AWCAP

The NOMMP AWCAP Program is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: Sgt (b) (6)

4900 - Explosives Handling Personnel Qualification and Certification Program

The Explosive Handling Personnel Qualification and Certification Program is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: Sgt (b) (6)

5200 - Aviation Life Support Systems (ALSS)

Aviation Life Support Systems (ALSS) is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

5400 - SE Misuse/Abuse Program

The SE Misuse/Abuse Program is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: SSgt (b) (6)

65000 - Aviation Ordnance Management

Aviation Ordnance Management is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: Sgt (b) (6)

66000 - Ready Service Locker (RSL)

Ready Service Locker (RSL) is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: CWO3 (b) (6)

67000 - Security of Arms, Ammunition & Explosives (AA&E)

Security of Arms, Ammunition & Explosives (AA&E) is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: CWO3 (b) (6)

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Aviation Maintenance Management Team 'T' Level

ACTIVITY: VMGR 452

Audit Performed on 12/14/2017

Service Type: USMC

Maintenance Level: Organizational

<i>AREA</i>	<i>PROGRAM</i>	<i>GRADE</i>
200	Maintenance Training Program	On-Track
300	Fuel Surveillance Program	On-Track
500	Aviators Breathing Oxygen (ABO) Surveillance Program	On-Track
600	Hydraulic Contamination Control Program	On-Track
700	Tire and Wheel Maintenance Safety Program	On-Track
800	Quality Assurance	On-Track
900	Maintenance Department/Division Safety Program	Needs More Attention
1000	Naval Aviation Maintenance Discrepancy Reporting (NAMDRP) Program	On-Track
1100	Aviation Confined Space Program	On-Track
1200	Foreign Object Damage (FOD) Prevention Program	Off-Track
1300	Tool Control Program	On-Track
1400	Corrosion Prevention and Control Program	On-Track
1500	Plane Captain Qualification Program	On-Track
1600	Egress System Checkout Program	On-Track
1700	Support Equipment Operator Training and Licensing Program	On-Track
1800	Support Equipment Planned Maintenance System Program	On-Track
1900	Central Technical Publications Library (CTPL) Program	On-Track
2000	Naval Aviation Metrology and Calibration Program	On-Track
2200	Hazardous Material Control and Management Program	Needs More Attention
2400	Electrostatic Discharge (ESD) Program	On-Track
2600	Technical Directive (TD) Compliance Program	On-Track
2900	Maintenance Control	On-Track
3100	Weight and Balance	On-Track
3200	Aircraft Records and Reports/Engine Accounting	On-Track
3300	Logs and Records	On-Track
3400	Phase Maintenance	On-Track
3500	Non-Technical Instruction Library Audit	On-Track
3600	Data Analysis	On-Track
3700	Material Control	On-Track
3800	Aircraft Maintenance Material Readiness List (AMMRL)	On-Track
3900	Vibration Analysis Program	On-Track
4000	Taxi/Turnup/APU Licensing	On-Track
4500	Battery Maintenance Safety	On-Track
4600	Aircraft Compass Calibration	Needs More Attention
4800	NOMMP AWCAP	On-Track

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Aviation Maintenance Management Team 'T' Level

ACTIVITY: VMGR 452

Audit Performed on 12/14/2017

Service Type: USMC

Maintenance Level: Organizational

<i>AREA</i>	<i>PROGRAM</i>	<i>GRADE</i>
4900	Explosives Handling Personnel Qualification and Certification Program	Needs More Attention
5200	Aviation Life Support Systems (ALSS)	Off-Track
65000	Aviation Ordnance Management	On-Track
66000	Ready Service Locker (RSL)	On-Track
67000	Security of Arms, Ammunition, and Explosives (AA&E)	On-Track

<i>Summary</i>	<i>Number of Programs</i>
On-Track	34
Off-Track	2
Needs More Attention	4
Not Evaluated	0
Not Applicable	0
Total	40



UNITED STATES MARINE CORPS
4TH MARINE AIRCRAFT WING
2000 OPELOUSAS AVENUE
NEW ORLEANS, LOUISIANA 70146-5400

IN REPLY REFER TO:
4790
ALD-L
14 Dec 17

From: Officer In Charge, 4th Marine Aircraft Wing Aviation
Logistics Maintenance Assist Team
To: Commanding Officer, Marine Aerial Refueler Transport
Squadron 452
Subj: AVIATION LOGISTICS MAINTENANCE ASSIST TEAM (ALMAT)
MAINTENANCE PROGRAM ASSIST (MPA)
Ref: (a) COMNAVAIRFORINST 4790.2C Change 2
(b) Computerized Self Evaluation Checklist (CSEC) Version
6.1B 4th Quarter Calendar Year 2017
(c) WgO 4790.14D

Encl: (1) Maintenance Program Assist (MPA) Evaluation Report

1. During the period of 11 - 14 December 2017, a MPA evaluation was conducted at VMGR-452, Stewart Air National Guard Base, NY.

2. Forty (40) programs were inspected. Results are as follows: Thirty-four (34) programs On Track, four (4) programs Needs More Attention, and two (2) programs Off Track. Fifty-five (55) practical applications/contingency drills were conducted with fifty-four (54) receiving grades of satisfactory and one (1) receiving a grade of unsatisfactory.

3. Material Condition Inspections (MCI) were conducted on nine (9) pieces of Aviation Life Support System (ALSS) gear with eight (8) satisfactory and one (1) unsatisfactory, twelve (12) pieces of General Support Equipment (GSE) satisfactory, and six (6) pieces of Aircraft Armament System (AAS) satisfactory.

4. Enclosure (1) contains a detailed listing of noted discrepancies along with comments and recommendations where applicable. Your unit was evaluated utilizing reference (b). Accordingly, an overall unit grade of "ON TRACK" was assigned.

5. The following sub-functional areas were evaluated and grades were assigned accordingly:

AREA	AREA TITLE	GRADE	EVALUATOR
200	MAINTENANCE TRAINING	ON TRACK	(b) (6)
300	FUEL SURVEILLANCE	ON TRACK	(b) (6)

Enclosure ()

Subj: AVIATION LOGISTICS MAINTENANCE ASSIST TEAM (ALMAT)
 MAINTENANCE PROGRAM ASSIST (MPA)

500	AVIATORS BREATHING OXYGEN	ON TRACK	SSGT (b) (6)
600	HYDRAULIC CONTAMINATION	ON TRACK	GYSGT (b) (6)
700	TIRE AND WHEEL MAINTENANCE	ON TRACK	GYSGT (b) (6)
800	QUALITY ASSURANCE	ON TRACK	CWO5 (b) (6)
900	MAINTENANCE SAFETY	NEEDS ATTN	MSGT (b) (6)
1000	NAMDRP	ON TRACK	MSGT (b) (6)
1100	CONFINED SPACE	ON TRACK	GYSGT (b) (6)
1200	FOREIGN OBJECT DAMAGE PREV	OFF TRACK	GYSGT (b) (6)
1300	TOOL CONTROL	ON TRACK	GYSGT (b) (6)
1400	CORROSION PREVENT	ON TRACK	GYSGT (b) (6)
1500	PLANE CAPTAIN QUALIFICATION	ON TRACK	MSGT (b) (6)
1600	EGRESS SYSTEM CHECK-OUT	ON TRACK	SSGT (b) (6)
1700	SE TRAINING AND LICENSING	ON TRACK	GYSGT (b) (6)
1800	SE PLANNED MAINTENANCE SYST	ON TRACK	GYSGT (b) (6)
1900	CTPL	ON TRACK	GYSGT (b) (6)
2000	METCAL	ON TRACK	GYSGT (b) (6)
2200	HAZMAT	NEEDS ATTN	GYSGT (b) (6)
2400	ELECTROSTATIC DISCHARGE	ON TRACK	GYSGT (b) (6)
2600	TECHNICAL DIRECTIVES	ON TRACK	MR (b) (6)
2900	MAINTENANCE CONTROL	ON TRACK	MGYSGT (b) (6)
3100	WEIGHT AND BALANCE	ON TRACK	CWO5 (b) (6)
3200	AIRCRAFT RECORDS AND REPORT	ON TRACK	SSGT (b) (6)
3300	LOGS AND RECORDS	ON TRACK	SSGT (b) (6)
3400	PHASE MAINTENANCE	ON TRACK	MGYSGT (b) (6)
3500	NON TECHNICAL PUBLICATIONS	ON TRACK	GYSGT (b) (6)
3600	DATA ANALYSIS	ON TRACK	GYSGT (b) (6)
3700	MATERIAL CONTROL	ON TRACK	GYSGT (b) (6)
3800	AMMRL	ON TRACK	GYSGT (b) (6)
3900	VIBRATION ANALYSIS PROGRAM	ON TRACK	GYSGT (b) (6)
4000	TAXI/TURN-UP/APU LICENSING	ON TRACK	GYSGT (b) (6)
4500	BATTERY MAINTENANCE SAFETY	ON TRACK	GYSGT (b) (6)
4600	AIRCRAFT COMPASS CAL	NEEDS ATTN	GYSGT (b) (6)
4800	NOMMP AWCAP	ON TRACK	GYSGT (b) (6)
4900	EXP HANDLER QUAL/CERT	NEEDS ATTN	GYSGT (b) (6)
5200	ALSS	OFF TRACK	SSGT (b) (6)
65000	ORDNANCE MANAGEMENT	ON TRACK	GYSGT (b) (6)
66000	READY SERVICE LOCKER (RSL)	ON TRACK	GYSGT (b) (6)
67000	SECURITY OF AA&E	ON TRACK	GYSGT (b) (6)

6. A detailed listing of corrective actions, signed by the Commanding Officer, shall be forwarded back to this headquarters within (30) days upon receipt of this report.

7. For each program designated as **OFF TRACK** or **NEEDS MORE ATTENTION**, submit 30/60/90 day progress reports to the ALMAT

Subj: AVIATION LOGISTICS MAINTENANCE ASSIST TEAM (ALMAT)
MAINTENANCE PROGRAM ASSIST (MPA)

with comments detailing the progress made towards full compliance as outlined in reference (c). Corrective actions are to be completed and the programs available for subsequent follow up, no later than 90 days following the inspection, unless an extension is obtained from the Deputy Assistant Chief of Staff, Aviation Logistics Division.

8. Per reference (c), an evaluation report package, detailing all discrepancies, was provided to VMGR-452 upon completion of the MPA. Any questions concerning the evaluation should be directed to (b) (6)

(b) (6)

(b) (6)



WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 200, Maintenance Training Program

Audit Performed by: CWO5 (b) (6) on 12/13/2017

Assisted by: CWO2 (b) (6)

NUMBER	QUESTION
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210 C	Has NAMP Indoctrination Training been provided to onboard personnel reporting for their first aviation assignment, and to experienced personnel reporting from duty with a non-aviation command within the 45 days of reporting to the Maintenance Department? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.3.7
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DISCREPANCY:

NAMP indoctrination training exceeds 45 days on both reserve and active duty Marines.

217 C	Do Supplemental Lesson Guides include the required elements and are they reviewed annually? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.3.5 (b), 10.1.4.7 (k)
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DISCREPANCY:

Avionics and Power Line have several lesson guides that have not been reviewed in the last year, or not at all.

218 C	Are Required Reading files properly established, maintained and reviewed? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.3.6
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DISCREPANCY:

Maintenance Control needs to review Required Reading board for the month of November.

218 C	Are Required Reading files properly established, maintained and reviewed? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.1.3.6
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DISCREPANCY:

Many Required Reading boards are missing initials for items posted.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 219 C Is a Required Reading / Maintenance Information File established and utilized to include CNAF and Type Wing Aviation Maintenance Advisories and are they reviewed monthly by the Work Center Supervisor? REF. COMNAVAIRFOR 4790.2, Chapter 10, par. 10.1.3.6 and 10.1.4.7 (I)

DISCREPANCY:

Several work centers have outdated Aviation Maintenance Advisories (AMAs).

-
- 225 C Has the Aviation Maintenance In-Service Training Program Manager ensured that all Logs and Records personnel have complete the Logs and Records Configuration Management for Organizational and Intermediate Activities course (Course C-555-0059)? REF. COMNAVAIRFOR 4790.2, Chapter 5, par. 5.2.1.1.a.

DISCREPANCY:

Not all Logs and Records personnel have completed, nor are they scheduled for C-555-0059.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 300, Fuel Surveillance Program

Audit Performed by: MSgt (b) (6) on 12/13/2017

Assisted by: Sg (b) (6)

NUMBER	QUESTION
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322 C	Are non RFI and inactive fuel cells/tanks properly preserved and protected against contamination? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.2.3.3 (a), NAVAIR 01-1A-35, WP 010 00, par. 5, and NAVAIR 15-01-500, Chapter 3, par. 3-41
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DISCREPANCY:

The 28 Day integrity inspection for preserved fuse tanks must be initiated on a work order and activated in OOMA when a tank is placed in preservation.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 600, Hydraulic Contamination Control Program

Audit Performed by: GySgt (b) (6) on 12/12/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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618 C	Is a log maintained in the Electronic Particle Counter testing shop that contains the sample results along with all identifying information and is the log retained for 3 months? Ref. NAVAIR 01-1A-17, WP 005 00, pars. 21 thru 23
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DISCREPANCY:

The log is not located in the particle counter testing shop.

621 C	Is hydraulic fluid dispensing equipment properly maintained? Ref. NAVAIR 01-1A-17, WP 008 00, par. 6 (b) and NOTE and AG-140PA-GHS-000, WP 001-00 Par. 31-35
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DISCREPANCY:

The PMUs were not maintained in a clean status. Upon inspection, all PMUs had residual fluid on the surface.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 700, Tire and Wheel Maintenance Safety Program

Audit Performed by: GySgt (b) (6) 12/12/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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722 C	Are tire pressures above 50 psi checked during daily inspections on operating aircraft and at least once every seven days on inactive aircraft? Ref. NAVAIR 04-10-506, Section III, par. 3-3 (a)
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DISCREPANCY:

Aircraft 163 did not have the seven tire pressures checked within the allotted time.

750 C	Are tires and tubes stored indoors in a dark, cool, dry room? Ref. NAVAIR 04-10-506, Section VI, par. 6-1 and NAVAIR 17-1-129, WP 005 00, par 9 r.
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DISCREPANCY:

The tires were not covered properly upon inspection.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 800, Quality Assurance Audit Program

Audit Performed by: CWOs (b) (6) on 12/14/2017

Assisted by: MSgt (b) (6)

NUMBER QUESTION

832 C Is QA maintaining a history file with BUNO-specific information not documented in NALCOMIS for each aircraft assigned? Ref COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.4 (h).

DISCREPANCY:

The Quality Assurance work center is documenting hydraulic samples and trends on 4790.2B forms.

832 C Is QA maintaining a history file with BUNO-specific information not documented in NALCOMIS for each aircraft assigned? Ref COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.4 (h).

DISCREPANCY:

There is no limitations on vibration analysis in the BUNO-specific file(s).

833 C Is QA tracking and analyzing quality related data and taking action to improve the quality of maintenance; for example, providing training on troubleshooting and repair procedures for components with recurring Action Taken Code "A" Malfunction Code "799" (No Defect) or When Discovered Code "Y" (Found defective upon receipt)? Ref. COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.4 (f).

COMMENT:

Recommend adding repeat discrepancies to the existing binder to trend and provide training to appropriate work centers.

844 C Does the NAMP Compliance Auditing Program Manager track the completion of audits and verify results are entered in the CSEC database? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par.10.7.4.6 (g)

DISCREPANCY:

Past 700 program has audit discrepancies that have exceeded 10 working days before being corrected.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 844 C Does the NAMP Compliance Auditing Program Manager track the completion of audits and verify results are entered in the CSEC database? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par.10.7.4.6 (g)

DISCREPANCY:

June 23, 2017 audit on compass calibration program depicted all discrepancies were corrected on QA's follow-up. However, one discrepancy was not corrected. I believe this was due to listing three discrepancies in one. Discrepancy needs to be corrected and highly recommend that multiple discrepancies not be listed together.

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- 845 C Does the NAMP Compliance Auditing Program Manager provide training to Program Managers, Program Monitors, Division Officers, Division Chiefs, and Work Center Supervisors on their auditing responsibilities, and procedures for entering data in the CSEC and printing audit reports? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.7.4.6 (c)

DISCREPANCY:

There is no documentation of any training being provided to Program Managers, Program Monitors, Division Officers, Division Chiefs, and Work Center Supervisors.

-
- 852 C Are Program Monitors randomly sampling at least 25% of the population of aircraft, equipment, records, documentation and personnel during annual audits? If a program affects multiple divisions, does the sample include at least 25% of the process in each division? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.7.4.7 (b)(c)

DISCREPANCY:

Not all audits are documenting 25% sampling of aircraft, equipment, records, documentation, and personnel.

-
- 854 C Does the MO Review Program Manager assessments and QA audits and provide direction on corrective actions, as required? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.7.4.4 (b)

DISCREPANCY:

The AMO's comments do not provide direction on corrective actions.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 900, Maintenance Department/Division Safety Program

Audit Performed by: MSgt (b) (6) on 12/14/2017

Assisted by: MSgt (b) (6)

NUMBER	QUESTION
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907 C	Is QA inspecting maintenance equipment and facilities for adherence to fire and safety regulations, to include verifying that workspace environmental conditions are satisfactory, work center equipment is maintained in a safe operating condition, and equipment operator qualifications and licensing are being followed? Ref. COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.6.1.3
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COMMENT:

The fire lanes in hangars 300 and 301 have not been painted, but have been identified under work order 20170316144333. ALMAT will assist in getting this issue resolved.

907 C	Is QA inspecting maintenance equipment and facilities for adherence to fire and safety regulations, to include verifying that workspace environmental conditions are satisfactory, work center equipment is maintained in a safe operating condition, and equipment operator qualifications and licensing are being followed? Ref. COMNAVAIRFORINST 4790.2, Chapter 7, par. 7.6.1.3
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DISCREPANCY:

In accordance with the CFR 1926.150-153 and 1910.157, fire extinguishers are required within 50 feet of all maintenance practices that are category 1-4. Hanger 301 is not in compliance with this standard.

910 C	Are personnel trained in the selection, use, inspection and care of PPE; is the training documented and is the PPE utilized? Refs. OPNAVINST 5100.19, pg. B 12-1, par. B1202 and OPNAVINST 5100.23
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DISCREPANCY:

Improper PPE is being utilized in areas and activities requiring splash proof goggles.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 912 C Are all personnel as defined in OPNAVINST 5100.19; OPNAVINST 5100.23 and NA 01-1A-35 qualified in CPR? Refs. OPNAVINST 5100.19, pg. B7-5, par. B0708, OPNAVINST 5100.23, pg. 6-6, par. 0602 (f) and NA 01-1A-35

DISCREPANCY:

Multiple personnel in the required work centers do not have or have expired CPR qualifications.

- 919 C Are personnel working in designated noise hazard areas or with noise hazardous equipment entered in a hearing conservation program? Refs. OPNAVINST 5100.19, pg. B4-9, par. B0407 and OPN OPNAVINST 5100.23, pg. 18-6, par. 1806

DISCREPANCY:

Multiple personnel throughout the Maintenance Department do not have or have expired audiograms.

- 922 C Do personnel wear appropriate eye protection equipment when performing eye hazardous operations, including handling corrosive liquids or solids, grinding, chipping, blasting or other particle generating job tasks? Refs OPNAVINST 5100.19, pg. B5-1, par. B0501 and pg. B5-A-1, Appendix B5-A and OPNAVINST 5100.23, Pg. 20-2, par 2004

DISCREPANCY:

Improper PPE is being utilized in areas and activities requiring splash proof goggles.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1200, Foreign Object Damage (FOD) Prevention Program

Audit Performed by: GySgt (b) (6) on 12/14/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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1226 C	Are Work Center Supervisors verifying that non-installed aircraft/engine/equipment/ components and hardware have accurate piece counts? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.11.4.11 (d)
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DISCREPANCY:

Work centers are not verifying equipment has accurate piece counts.

1227 C	Are personnel performing thorough pre-maintenance and post-maintenance inspections of tool containers, ducts, plenum chambers, crevices, engine cavities and work areas? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.11.4.12 (a), (b), (c), (d), (e) (h)
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DISCREPANCY:

Personnel are not performing thorough pre-maintenance and post-maintenance inspections of IMRL gear.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1300, Tool Control Program

Audit Performed by: GySgt (b) (6) on 12/13/2017

Assisted by: Cpl (b) (6)

NUMBER	QUESTION
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1317 C	Are tool requisition numbers being provided to the work center supervisors/tool control representatives? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.12.3.4 (e) (1) (c)
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DISCREPANCY:

Tool requisition numbers are not being provided to the work centers.

1330 C	Does the work center supervisor conduct beginning/end of shift inventories on all tool container, special tool, and PPE in the work center? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.12.3.6 (a)
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DISCREPANCY:

Work center supervisors are not filling out ATAFs correctly.

1339 C	Are tool sets and multiple piece tools properly identified on the inventory lists? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.12.3.4
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DISCREPANCY:

Tool sets are not properly identified on the inventory list.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1400, Corrosion Prevention and Control Program

Audit Performed by: GySgt (b) (6) on 12/12/2017

Assisted by: SSgt (b) (6)

NUMBER	QUESTION
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1409 C	Is quarterly corrosion control OJT conducted for maintenance personnel to include prevention, inspection, detection, identification, treatment, and corrosion documentation? Refs. COMNAVAIRFORINST 4790.2, Chap 10, par. 10.13.3.1 (f); NAVAIR 01-1A-509, vol. I, Chapter 3; NAVAIR 01-1A-509, vol. II, Chapters 2 thru 7 and NAVAIR 01-1A-509 vol. III, Chapters 3 thru 6
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DISCREPANCY:

Two Marines did not have the quarterly OJT conducted.

1412 C	Is the Program Manager knowledgeable of applicable references, instructions, publications, and are they available? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.13.4.8 (b)
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DISCREPANCY:

The manager was unaware that he needs to complete an RPPM audit.

1429 C	Are respirators inspected, cleaned and stored properly? Refs. OPNAVINST 5100.19, par. B0609; OPNAVINST 5100.23, par. 1510 and 29 CFR 1910.134 (h) (1) thru 1910.134 (h) (4) (iii)
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DISCREPANCY:

Upon inspection the respirators were dirty.

1431 C	Is an annual audit of the respirator program performed by the RPPM? Refs. OPNAVINST 5100.23, Chapt 15, par. 1513 (a) (8) and OPNAVINST 5100.19, Chapt B6, par. B603 (1), Appendix B-6A.
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DISCREPANCY:

The required audit was not completed.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

1446 C Does the QA Program Monitor for Corrosion Control Program conduct random monitors of work in progress to determine compliance with corrosion control, prevention, and treatment requirements? COMNAVAIRFORINST 4790.2, Chapter 10, par 10.13.4.9 (c) (2)

DISCREPANCY:

The QA monitor has not annotated in processes of random monitors of work in progress.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1600, Egress System Checkout Program

Audit Performed by: SSgt (b) (6) on 12/11/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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1603 C	Did the Egress/Explosive Systems Checkout Program Manager complete an initial Program Manager assessment and annually thereafter? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.7.4.8 (b)
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DISCREPANCY:

Program Manager did not complete an Initial Audit until two months after taking over the program.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1800, Support Equipment Planned Maintenance System Program

Audit Performed by: GySgt (b) (6) on 12/11/2017

Assisted by: SSgt (b) (6)

NUMBER	QUESTION
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1809 C	Is CM ALS being correctly maintained and backed up for SE assets permanently assigned to an O-level activity managing SE in OOMA? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.17.3.6 NOTES
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DISCREPANCY:

CM ALS is not being maintained correctly.

1813 C	Do all items of SE with maintenance requirements specified in technical manuals or manufacturer's publications, or that require incorporation of an applicable TD have an SE Custody and Maintenance History Record (OPNAV 4790/51)? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.17.3.6 (a)
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DISCREPANCY:

Tie Down Chains TD-1B did not have all requirements in 51 record.

1844 C	Are foil inspection and metal proof load tags attached to the slings? Refs. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.17.3.2 (e) and NAVAIR 17-1-114.1, WP 003 00, par. 14, WP 004 00, par. 18, WP 005 00, pars. 18, 22, 29, 93, 106, 107 and 110.
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DISCREPANCY:

NI Due Dates on foil inspection tags are not correct.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 1900, Central Technical Publications Library (CTPL) Program

Audit Performed by: GySgt (b) (6) on 12/13/2017

Assisted by: SSgt (b) (6)

NUMBER	QUESTION
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1912 C	At time of initial assignment and turnover, did the CTPL Manager complete an inventory and verify the currency of the technical data held in the CTPL and in each DTPL utilizing ELMS? Was the inventory documented in a memorandum signed by the Quality Assurance Officer? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.8.4.8 (c)
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DISCREPANCY:

Work center inventory from ELMS database was not saved or filed with the audit documenting corrections to libraries.

1944 C	At least once every 6 months, is the CTPL Manager physically inventorying and comparing all technical publications (including TMs on PEMAs) against the activity's ADRL?, Are changes and discrepancies annotated on the Complete Work Center Listing Report, and is corrective action, ADRL update in ELMS? Is the annotated listing maintained in the CTPL Transaction Files? Ref: COMNAVAIRFORINST 4790.2 par. 10.8.3.3, 10.8.4.8 (s) and NAVAIR 00-25-100, WP 010 00
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DISCREPANCY:

ELMS work center listings were not filed with corrective action on any past audits.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 2000, Naval Aviation Metrology and Calibration Program

Audit Performed by: GySgt (b) (6) on 12/13/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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2016 C	Is the activity responding to the recall schedule (Format 802) and submitting PME/TAMS to the supporting calibration activity whenever it is recalled for calibration? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.18.4.3 (d) (2) (O-Level) and 10.18.4.4 (d) (I-Level)
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DISCREPANCY:

Nav/Com Test Set is over due by 4 days and it was still sitting in Tool Room.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 2200, Hazardous Material Control and Management Program

Audit Performed by: GySgt (b) (6) on 12/11/2017

Assisted by: SSgt (b) (6)

NUMBER QUESTION

2211 C Is the Command HMC&M Supervisor performing all duties outlined by the NAMP? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.19.4.6 (a) thru (u) and NOTES (1-2)

DISCREPANCY:

All MSDSs need to be converted to SDSs.

2211 C Is the Command HMC&M Supervisor performing all duties outlined by the NAMP? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars. 10.19.4.6 (a) thru (u) and NOTES (1-2)

DISCREPANCY:

Multiple HAZMAT items were found to be expired.

2216 C Do the Work Center HMC&M Coordinators perform all duties outlined by the NAMP? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.19.4.11 (a) through (j)

DISCREPANCY:

There are no HAZMAT spill materials located in each work center which utilizes HAZMAT.

2216 C Do the Work Center HMC&M Coordinators perform all duties outlined by the NAMP? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.19.4.11 (a) through (j)

DISCREPANCY:

HAZMAT stored on the aircraft has not been inventoried since August 2017.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

- 2220 C Are only HAZMATs listed in the Aviation Hazardous Materials List (AHML) used for aviation maintenance, and, if necessary, are questions concerning HAZMAT or AHML forwarded to navair hazmat@navy.mil ? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.19.2.3

DISCREPANCY:

Unit cannot verify all HAZMAT being used for aviation maintenance is authorized through the Aviation Hazardous Materials List (AHML).

- 2225 C Does the Division Officer periodically spot check to verify HAZMAT used or stored in the division is being properly handled, collected, and disposed? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.19.4.9 (a).

DISCREPANCY:

There are no records showing Division Officers performing periodic spot checks to ensure HAZMAT is being handled, collected, and disposed of properly.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 2400, Electrostatic Discharge (ESD) Program

Audit Performed by: GySgt (b) (6) on 12/11/2017

Assisted by: Cpl (b) (6)

NUMBER	QUESTION
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2406 C	If there is no Wing lesson guide, has the ESD/EMI Program Manager published a lesson guide based on information in MIL-HDBK-263B and the ASEMICAP Web site (https://asemicap.navair.navy.mil)? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par, 10.21.4.4 (c)
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DISCREPANCY:

There is a lesson guide on file; however, it has not been reviewed since 2001 and has outdated information.

2408 C	Is the ESD/EMI Program Manager conducting monthly inspections of ESD protected work areas with the Work Center Supervisor to verify areas are maintained per paragraph 10.21.3.3 and ESD protective materials are available and being used? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par, 10.21.4.4 (e)
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DISCREPANCY:

There is one ESD mat in Avionics that has not had a monthly inspection performed on it since April 2017.

2415 C	Has the "O" Level Program Manager/"I" Level ESD/EMI Coordinator provided indoctrination and refresher training to all personnel who handle, inspect, package, or transport ESDS items? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, pars.10.21.4.4 (d) and 10.21.4.5 (c)
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DISCREPANCY:

Refresher training is being logged for individuals who were not in attendance.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 2600, Technical Directive (TD) Compliance Program

Audit Performed by: Mr. (b) (6) on 12/13/2017

Assisted by: SSgt (b) (6)

NUMBER	QUESTION
--------	----------

2602 C	Did the TD Compliance Program Manager complete an initial Program Manager assessment and annually thereafter? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.7.4.8 (b)
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DISCREPANCY:

The Technical Directive Compliance Manager completed his initial Program Managers assessment; however, he completed it late.

2609 C	Has the TDPC completed the applicable PQS and CNATT courses? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.4.8 (a)
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DISCREPANCY:

The Technical Directive Program Coordinator (TDPC) has not completed the Configuration Management for Organizational and Intermediate Activities course.

2610 C	Has the TDPC provided a TD compliance plan to the TD Compliance Program Manager? Is the TDPC tracking completion? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.4.8 (c)
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COMMENT:

ALMAT RECOMMENDS that the TDPC add the most recent update of each TD status to the published list of outstanding TDs.

2620 C	Is the TD compliance deadline correctly calculated and annotated on WOs and MAFs? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.10.3.6 (a)
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DISCREPANCY:

The TD compliance deadline does not show the actual calculations and/or the deadlines are not annotated properly on several Work Orders.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

2637 C Is the Logs and Records Clerk (Navy)/Maintenance Administration (Marine Corps) downloading a new TDRS List 02 and List 04 each quarter in January, April, July, and October? Are the new Lists 02 and 04 compared against the previous lists and updated? Is the updated TDRS List 02 being returned to COMNAVAIRSYSCOM (AIR-6.8.5.2) within 30 days of download? Ref: Chapter 10, par. 10.10.4.12 (f)

DISCREPANCY:

The Aviation Maintenance Data Specialist work center has not been sending the updated TDRS List 02s to COMNAVAIRSYSCOM.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 2900, Maintenance Control

Audit Performed by: MGySgt (b) (6) on 12/13/2017

Assisted by: CWO4 (b) (6)

NUMBER	QUESTION
--------	----------

2903 C	Is the MMP prepared, distributed and managed properly by the MMCO and Maintenance Control? Refs. COMNAVAIRFORINST 4790.2, Chapter 3, par. 3.3.4.1 (a) (1) thru (17) and NOTE, 3.4.5.1 (q) and (r) and Chapter 5, par. 5.1.1.13, 5.2.1.1 (13) (a) thru (g)
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DISCREPANCY:

The MMP is missing the projected known commitments of sorties scheduled, flight hours scheduled, required listing of JDRS submitters, and list of those that can only do drafts.

2905 C	Does the Maintenance Control Supervisor verify ADBs with NALCOMIS at least daily? Ref. COMNAVAIRFORINST 4790.2, Chapter 15, par. 15.1.2.2 (c)
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DISCREPANCY:

ADB's are not being verified on all aircraft daily and when certifying aircraft safe for flight aircraft workload report does not have any annotations to show that it has been screened for accuracy.

2908 C	Is correct EOC assigned during the look phase of the conditional inspections if an over limit condition exists, for example, hard landing, bolter, overspeed, or overtemp, which restricts the aircraft from further flight until the inspection is completed? Ref. COMNAVAIRFORINST 4790.2, Chapter 15, par. 15.2.3.11 (a) (3)
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DISCREPANCY:

Review of conditional inspection work orders show improper or missing EOCs.

2931 C	Are aircraft remarks updated with brief remarks pertaining to the condition of the aircraft that maintenance personnel need to know concerning the maintenance action requirements of the aircraft? Ref. OOMA User Guide "Aircraft Remarks"
--------	---

DISCREPANCY:

Aircraft remarks do not contain brief remarks with all pertinent information of the aircraft that maintenance personnel and aircrew need to know. ALMAT RECOMMENDS to add all downing discrepancies, PMC discrepancies, NPC information and major maintenance being or needing to be performed.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

2934 C Are Scheduled aircraft inspections completed within authorized deviations? Ref.
COMNAVAIRFORINST 4790.2, Chapter 5, pars. 5.1.1.6 (b) (1) (2) NOTES 1 thru 6

DISCREPANCY:

Review of scheduled inspection for aircraft 162 shows 105 day with an authorized waiver to not have to wash the aircraft. On 8 July, waiver deviation was received and states that they are authorized to not wash the aircraft until the next 105 day inspection. Next 105 Day inspection came due in September. Inspection was not issued or completed, due date was readjusted until December.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3100, Weight and Balance

Audit Performed by: CWO5 (b) (6) 12/13/2017

Assisted by: CWO4 (b) (6)

NUMBER	QUESTION
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3104 C	For commands that employ temporary detachments away from the squadron, does the CO designate a Weight and Balance Officer for the detachment? Refs. COMNAVAIRFORINST 4790.2, par. 3.2.2.8 (h) (1) and NAVAIR 01-1B-50 par. 8.2.3 (e) (3) (b)
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DISCREPANCY:

The Commanding Officer has not designated a Weight and Balance Officer for temporary detachments.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3200, Aircraft Records and Reports/Engine Accounting

Audit Performed by: SSgt (b) (6) on 12/11/2017

Assisted by: Cp (b) (6)

NUMBER	QUESTION
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3205 C	Are XRAY reports submitted within specified time frames? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.3.3
--------	--

DISCREPANCY:

8 XRAY reports were not submitted within the specified time frame.

3222 C	Is a record keeping system maintained for ETRs? Ref. Procedures Reference Guide (RG) for DECKETR, par. 4.0
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COMMENT:

ALMAT RECOMMENDS attaching the ETR print out to the required ETR worksheet.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3300, Logs and Records

Audit Performed by: SSgt (b) (6) on 12/13/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
---------------	-----------------

3309 C	FOR NALCOMIS OPTIMIZED OMA/IMA (ACTIVITIES): Are component/equipment CM ALS maintained on all required equipment and are they maintained in an up-to-date status (i.e. Inspection/Removal tasks, Repair/Rework, TD and Miscellaneous History entries)? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, pars. 5.2.3.2, 5.2.3.3, 5.2.3.4 and 5.2.3.5
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DISCREPANCY:

8 CM ALS were in a NRFI status and installed on the aircraft.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3400, Phase Maintenance

Audit Performed by: MGySgt (b) (6) on 12/13/2017

Assisted by: CWO4 (b) (6)

NUMBER	QUESTION
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3407 C	Is the SCC prepared to include TD incorporation and additional maintenance requirements as directed by Maintenance Control (e.g., replacement of forced removal items)? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.1.1.6 (a) (6) (b)
--------	---

DISCREPANCY:

SCCs are not being incorporated with all TDs, high time components, and additional maintenance as directed by Maintenance Control.

3412 C	Are explanatory notes entered on the SCC for each MRC that cannot be completed until corrective maintenance is performed? Ref. COMNAVAIRFORINST 4790.2, Chapter 6, par. 6.1.1.4.2
--------	---

DISCREPANCY:

Explanatory notes are not being annotated to show when or where maintenance actions are being moved to.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3600, Data Analysis

Audit Performed by: GySgt (b) (6) on 12/13/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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3607 C	Does the analyst provide management with 3M data, in graphic and narrative form to aid in their decision making process? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, pars. 5.1.1.1 (O-level) and 5.1.2.9 (I-level) and Chapter 14, par 14.1.2.6
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DISCREPANCY:

The 3M summary is missing the required slides and information listed within the NAMP.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3700, Material Control

Audit Performed by: GySgt (b) (6) on 12/13/2017

Assisted by: LCpl (b) (6)

NUMBER	QUESTION
--------	----------

3708 C	Are CRIPL components turned in within 24 hours of receipt? Ref. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.1.3.3 (a) (7)
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DISCREPANCY:

Two items in logbook missing date and/or signature.

3769 C	If Pre-Expended Bins (PEBs) exist, do commands coordinate with SRS for maintenance and management? Refs. COMNAVAIRFORINST 4790.2B, Chapter 9, par. 9.1.24.3 and NAVSUP P-485, Volume 1, Chapter 5, par. 6171
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DISCREPANCY:

NIIN 00-656-0358 has a quantity of 6 but only 2 were actually in PEB. Discrepancy was identified during the last inventory but no action has been taken to correct discrepancy.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 3800, Aircraft Maintenance Material Readiness List (AMMRL)

Audit Performed by: GySgt (b) (6) on 12/13/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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3806 C	Are quarterly Work Center reports signed by both the Work Center Supervisor and Division Officer no later than the last day of each quarter, are the original copies retained for one year, and is a copy of latest inventory report kept in work center as a working copy? Ref. COMNAVAIRPAC/COMNAVAIRLANTINST 13650.3 Appendix C, pg. C-1 & C-2, par.1
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DISCREPANCY:

Work Center 040 second and fourth Quarter inventories had marks other than the signatures and dates required.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 4500, Battery Maintenance Safety

Audit Performed by: GySgt (b) (6) on 12/11/2017

Assisted by: Cpl (b) (6)

NUMBER	QUESTION
---------------	-----------------

4505 C	Is approved PPE, including chemical splash-proof goggles, face shield, chemical gloves, and apron, available/utilized for the handling of batteries? Ref. NAVAIR 17-15BAD-1, pg. S-4, par. S.7 (p)
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DISCREPANCY:

Improper PPE is being utilized when handling batteries.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 4600, Aircraft Compass Calibration

Audit Performed by: GySgt (b) (6) on 12/11/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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4607 C	Do compass correction cards contain required information? Ref. COMNAVAIRFORINST 4790.2, Chapter 6, par. 6.1.2.3.3 (a)
--------	---

DISCREPANCY:

The readings on the compass correction card displayed in the aircraft for the standby compass on MODEX 163 are incorrect.

4607 C	Do compass correction cards contain required information? Ref. COMNAVAIRFORINST 4790.2, Chapter 6, par. 6.1.2.3.3 (a)
--------	---

DISCREPANCY:

Compass correction cards are missing required signatures.

4608 C	Are calibration and verification completions documented in the Aircraft Logbook Miscellaneous History section (OPNAV 4790/25A) with all required elements? Ref. COMNAVAIRFORINST 4790.2, Chapter 6, par. 6.1.2.3.5
--------	--

DISCREPANCY:

Miscellaneous History section documentation is missing required elements.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 4800, NOMMP AWCAP

Audit Performed by: GySgt (b) (6) on 12/12/2017

Assisted by: Cpl (b) (6)

NUMBER	QUESTION
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4808 C	Are all CODRs, EMRs, EERs and EIRs submitted within the required time line? Refs. OPNAV M-8000.16, Vol. I, Chapter 4.6, Fig. 4-6-7
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COMMENT:

ALMAT RECOMMENDS keeping a copy of the ALMAT inspection conducted on 18 Aug 2016 in the NOMMP AWCAP turnover binder to show discrepancy for CODR RCN: 55215-14-004 has previously been annotated. This CODR was not submitted in the required time line.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 4900, Explosives Handling Personnel Qualification and Certification Program

Audit Performed by: GySgt (b) (6) on 12/12/2017

Assisted by: Cpl (b) (6)

NUMBER QUESTION

4909 C Are rank waivers initiated and approved for one year by the commander? Ref. MCO 8023.3C, Chapter 3, par. 11

DISCREPANCY:

LCpl (b) (6) does not have a waiver for his team leader certification.

4910 C Are applicable certification levels, family groups, and work task codes (WTC) indicated on training and certification forms? Ref. MCO 8023.3C, par. 10 and Appendix C and D

DISCREPANCY:

None of the ordnance Marines have work task code of aircraft release and control for airborne expendable countermeasures.

4911 C Has the activity/unit developed and implemented a Qualification/Certification Training Syllabus to support specific requirements? Ref. MCO 8023.3C Chapter 3, par. 13 (a-c)

DISCREPANCY:

A training Syllabus has not been completed for any Marines under the qualification and certification program.

4912 C Does the unit/activity conduct quarterly training that covers all explosive device families and work task operations that an individual is certified to? Ref MCO 8032.3C Chapter 3, par. 14

DISCREPANCY:

Quarterly training was not conducted for the team leader and quality assurance safety observer qualifications.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 5200, Aviation Life Support Systems (ALSS)

Audit Performed by: SSgt (b) (6) on 12/14/2017

Assisted by: Sgt (b) (6)

NUMBER	QUESTION
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5202 C	Is the ALSS Program Manager tracking corrective action for audit discrepancies, and ensuring discrepancies are corrected within 10 working days? Ref. COMNAVAIRFORINST 4790.2, Chapter 10, par. 10.7.3.4 (a) and (b)
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DISCREPANCY:

Discrepancies on initial inspection were not corrected within 10 days.

5220 C	Are all survival radios registered in the Joint SARSAT Electronic Tracking System (JSETS) database? Refs. NA 16-30PRQ7-1, 3.1.1 CAUTION, 16-30URT140-1, pg. 3-1, par. 3-1 and pg. 4-1, par. 4-2 (a) and NA 16-30PRC149-1, par. 3-1
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DISCREPANCY:

All radios were not registered in Joint SARSAT under the squadron inventory.

5222 C	Are all items of survival equipment inspected IAW applicable MRCs and MIMs? Ref. COMNAVAIRFORINST 4790.2, Chapter 6, par. 6.1.1.3.14 c, 6.1.9.10.4
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DISCREPANCY:

Nape strap on pilot helmet was improperly attached.

5222 C	Are all items of survival equipment inspected IAW applicable MRCs and MIMs? Ref. COMNAVAIRFORINST 4790.2, Chapter 6, par. 6.1.1.3.14 c, 6.1.9.10.4
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DISCREPANCY:

Numerous Aircrew are in a down status for 360 DSI. Comment was made on last ALMAT inspection and the issue still exists. ALMAT RECOMMENDS that a memorandum from the Program Manager to the AMO be created to ensure Aircrew are adhering to requirements and avoiding prolonged down status of aircrew.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

5237 C For aircrew personal equipment (personally mounted), are all three sections of the AER inserted in the respective aircrew file? Refs. COMNAVAIRFORINST 4790.2, Chapter 5, par. 5.2.3.25 (c) and Chapter 6, par. 6.1.1.3.15 (a) (3)

DISCREPANCY:

Serial numbers on multiple vests are not matching AER.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 65000, Aviation Ordnance Management

Audit Performed by: GySgt (b) (6) on 12/12/2017

Assisted by: Cpl (b) (6)

NUMBER	QUESTION
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65011 W	Is an Explosive Safety Representative and Assistant assigned in writing? Ref: WgO 8000.1, Ch 2 para 1 (f)
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DISCREPANCY:

There is no Explosive Safety Representative and Assistant assigned in writing.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 66000, Ready Service Locker (RSL)

Audit Performed by: GySgt (b) (6) on 12/13/2017

Assisted by: Cpl (b) (6)

NUMBER	QUESTION
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66005 W	Are explosive limit signs posted/painted, (indication maximum authorized quantity of explosives permitted in the magazine by class and division) in RSL & related storage areas? Ref: NAVSEA OP-5, para 7-4.4.2.2, 7-4.4.3.2
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DISCREPANCY:

The RSL in the MSA does not have explosive limit signs posted.

66007 W	Are the correct chemical hazard/fire division symbols posted on magazines and other locations where munitions are stored? Ref: NAVSEA OP-5, para 4-4.2, 4-4.2.1, 4-4.2.5 4-4.2.9
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DISCREPANCY:

Flight Equipment has incorrect chemical hazard symbols posted on all three doors.

66009 W	Is a local fire bill posted inside each RSL, magazine, or magazine complex with explosives and updated annually? Ref: OP-5, Ch 4, para 4-3.1.2
---------	--

DISCREPANCY:

The RSL in the MSA does not have a local fire bill.

66022 W	Are unit RSLs site approved via proper chain of command and do units maintain copies of approval? Ref: NAVSEA OP-5, para 8-2.4.3 g & 8-1.2.1
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DISCREPANCY:

The unit is not maintaining a copy of the RSL site approvals.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Report, File Copy, by Program/Area

VMGR 452

Program/Area: 67000, Security of Arms, Ammunition & Explosives (AA&E)

Audit Performed by: GySgt (b) (6) on 12/13/2017

Assisted by: Cpl (b) (6)

NUMBER	QUESTION
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67009 W	Is a key control register maintained and retained for three years? Ref: MCO 5530.14A Ch 3 pg 3-19 para 3005.2
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COMMENT:

ALMAT RECOMMENDS annotating on the RSL access roster who is allowed to issue and receive the RSL key.

67012 W	Does the Commanding Officer designate, in writing, those persons authorized unaccompanied access into an AA&E area in the performance of their duties? Ref: MCO 5530.14A Ch 3 pg 3-22 para 13.b
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DISCREPANCY:

Sgt (b) (6) is assigned as an access control custodian; however, he is on the unaccompanied access roster for the RSL.

67013 W	Is an annual training program established for personnel responsible for the custody, maintenance, disposal, distribution, and security of AA&E? Ref: MCO 5530.14A Ch 8, pg 8-10, para 3
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DISCREPANCY:

Work center 13B does not have any annual training.

WING/MALS - Computerized Self Evaluation Checklist - COMNAVAIRFORINST 4790.2C

Version 6.1C, 4TH QTR CY 2017

12/14/2017

Discrepancy Summary Overview

VMGR 452

Service Type: USMC

Maintenance Level: Organizational

200 - Maintenance Training Program

The Maintenance Training Program is "ON TRACK".

Evaluator: CWO5 (b) (6)

Assistant: CWO2 (b) (6)

300 - Fuel Surveillance Program

The Fuel Surveillance Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: Sgt (b) (6)

500 - Aviators Breathing Oxygen (ABO) Surveillance Program

The Aviators Breathing Oxygen (ABO) Surveillance Program is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: Cpl (b) (6)

600 - Hydraulic Contamination Control Program

The Hydraulic Contamination Control Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Sg (b) (6)

700 - Tire and Wheel Maintenance Safety Program

The Tire and Wheel Maintenance Safety Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Sgt (b) (6)

800 - Quality Assurance Audit Program

The Quality Assurance Audit Program is "ON TRACK".

Evaluator: CWO5 (b) (6)

Assistant: MSgt (b) (6)

900 - Maintenance Department/Division Safety Program

The Maintenance Department/Division Safety Program "NEEDS MORE ATTENTION".

- Multiple personnel in the Avionics and Flight Equipment Divisions do not have or have expired CPR quals.
- Multiple personnel throughout the Maintenance Department do not have or have expired audiograms.
- Improper PPE being utilized in areas and activities throughout the Maintenance Department.

Evaluator: MSgt (b) (6)

Assistant: MSgt (b) (6)

1000 - Naval Aviation Maintenance Discrepancy Reporting (NAMDRP) Program

The Naval Aviation Maintenance Discrepancy Reporting (NAMDRP) Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: SSgt (b) (6)

1100 - Aviation Confined Space Program

The Aviation Confined Space Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: SSgt (b) (6)

1200 - Foreign Object Damage (FOD) Prevention Program

The Foreign Object Damage (FOD) Prevention Program is "OFF TRACK".

-Missing screw was found during inspection of the Chadwick 8500 Test Set.

Evaluator: GySgt (b) (6)

Assistant: Sgt (b) (6)

1300 - Tool Control Program

The Tool Control Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Cpl (b) (6)

1400 - Corrosion Prevention and Control Program

The Corrosion Prevention and Control Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: SSgt (b) (6)

1500 - Plane Captain Qualification Program

The Plane Captain Qualification Program is "ON TRACK".

Evaluator: MSgt (b) (6)

Assistant: SSgt (b) (6)

1600 - Egress System Checkout Program

The Egress System Checkout Program is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: Sgt (b) (6)

1700 - Support Equipment Operator Training and Licensing Program

The Support Equipment Operator Training and Licensing Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: CWO2 (b) (6)

1800 - Support Equipment Planned Maintenance System Program

The Support Equipment Planned Maintenance System Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: SSgt (b) (6)

1900 - Central Technical Publications Library (CTPL) Program

The Central Technical Publications Library (CTPL) Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: SSgt (b) (6)

2000 - Naval Aviation Metrology and Calibration Program

The Naval Aviation Metrology and Calibration Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Sg (b) (6)

2200 - Hazardous Material Control and Management Program

The Hazardous Material Control and Management Program "NEEDS MORE ATTENTION".

-Multiple HAZMAT items were found to be expired.

-Unit cannot verify all HAZMAT being used for aviation maintenance is authorized through the Aviation Hazardous Materials List (AHML).

-HAZMAT stored on the aircraft has not been inventoried since August 2017.

Evaluator: GySgt (b) (6)

Assistant: SSgt (b) (6)

2400 - Electrostatic Discharge (ESD) Program

The Electrostatic Discharge (ESD) Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Cpl (b) (6)

2600 - Technical Directive (TD) Compliance Program

The Technical Directive (TD) Compliance Program is "ON TRACK".

Evaluator: Mr. (b) (6)

Assistant: SSgt (b) (6)

2900 - Maintenance Control

Maintenance control is "ON TRACK".

Evaluator: MGySgt (b) (6)

Assistant: CWO4 (b) (6)

3100 - Weight and Balance

Weight and Balance is "ON TRACK".

Evaluator: CWO5 (b) (6)

Assistant: CWO4 (b) (6)

3200 - Aircraft Records and Reports/Engine Accounting

Aircraft Records and Reports/Engine Accounting is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: Cpl (b) (6)

3300 - Logs and Records

Logs and Records is "ON TRACK".

Evaluator: SSgt (b) (6)

Assistant: Sgt (b) (6)

3400 - Phase Maintenance

Phase Maintenance is "ON TRACK".

Evaluator: MGySgt (b) (6)

Assistant: CWO4 (b) (6)

3500 - Non-Technical Instruction Library Audit

The Non-Technical Instruction Library Audit is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Sgt (b) (6)

3600 - Data Analysis

Data Analysis is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Sgt (b) (6)

3700 - Material Control

Material Control is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: LCpl (b) (6)

3800 - Aircraft Maintenance Material Readiness List (AMMRL)

Aircraft Maintenance Material Readiness List (AMMRL) is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Sgt (b) (6)

3900 - Vibration Analysis Program

The Vibration Analysis Program is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: SSgt (b) (6)

4000 - Taxi/Turnup/APU Licensing

Taxi/Turnup/APU Licensing is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: SSgt (b) (6)

4500 - Battery Maintenance Safety

Battery Maintenance Safety is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Cpl (b) (6)

4600 - Aircraft Compass Calibration

Aircraft Compass Calibration "NEEDS MORE ATTENTION".

-Compass correction cards are missing required signatures.

-Miscellaneous History section documentation is missing required elements.

-The readings on the compass correction card displayed in the aircraft for the standby compass on MODEX 163 are incorrect.

Evaluator: GySgt (b) (6)

Assistant: Sgt (b) (6)

4800 - NOMMP AWCAP

The NOMMP AWCAP is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Cpl (b) (6)

4900 - Explosives Handling Personnel Qualification and Certification Program

The Explosives Handling Personnel Qualification and Certification Program "NEEDS MORE ATTENTION".

-Multiple Syllabi were not completed.

-All ordnance Marines do not have work task code of aircraft release and control for airborne expendable countermeasures.

-LCpl (b) (6) does not have a rank waiver for his Team Leader certification.

Evaluator: GySgt (b) (6)

Assistant: Cpl (b) (6)

5200 - Aviation Life Support Systems (ALSS)

Aviation Life Support Systems (ALSS) is "OFF TRACK".

-Numerous Aircrew are in a down status for 360 DSI.

-Serial numbers on Vest are not matching AER.

-All radios are not registered in Joint SARSAT.

Evaluator: SSgt (b) (6)

Assistant: Sgt (b) (6)

65000 - Aviation Ordnance Management

Aviation Ordnance Management is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Cpl (b) (6)

66000 - Ready Service Locker (RSL)

Ready Service Locker (RSL) is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Cpl (b) (6)

67000 - Security of Arms, Ammunition & Explosives (AA&E)

Security of Arms, Ammunition & Explosives (AA&E) is "ON TRACK".

Evaluator: GySgt (b) (6)

Assistant: Cp (b) (6)

1 LTCOL (b) (6) Today is Thursday, July 27, 2017, at
2 1031. This is the 4th MAW Commanding General's command
3 investigation. I'm the investigator, Lieutenant Colonel (b) (6)
4 and this is the interview with Gunnery Sergeant (b) (6)

5 **Questions by Lieutenant Colonel (b) (6)**

6 Q. Gunnery Sergeant (b) (6) do you see that we're
7 recording the conversation?

8 A. Yes.

9 Q. And do you authorize us to record the conversation?

10 A. Yes.

11 Q. Thank you very much.

12 Gunnery Sergeant (b) (6) talk to us about your role
13 here at the unit and what billet you fill.

14 A. Okay. I'm the Log Chief for MSOC H.

15 Q. For MSOC?

16 A. Marine Special Operations Company Hotel.

17 Q. Gotcha. Company Hotel. Hotel Company, right?

18 A. Yes. Hotel, yes.

19 Q. Great.

20 How long have you been in that billet?

21 A. Four months. A little over four months.

22 Q. Okay. And which qualifications do you have that would
23 apply to that billet?

24 A. When you say qualifications, what do you mean?

25

1 Q. So are you HAZMAT certified or --

2 A. So I have been HAZMAT certified. I have been AMC
3 certified; but I may or may not be current because I don't use it
4 anymore.

5 Q. Gotcha.

6 And how often do you work with CLC-21, the APOE up at
7 Cherry Point, Combat Logistics Company?

8 A. Okay. So APOE -- I know them by APOE; don't know their
9 unit. I work with them for every movement that we -- so every
10 time we go to Cherry Point, we coordinate everything through them
11 for all flights.

12 Q. So how often? Is that once a week? Twice a week?
13 Three times a week?

14 A. It depends on training. I can't -- I can't answer
15 that.

16 Q. Okay. So you've developed a -- they've developed a
17 representation. You've been working with them long enough that
18 you're used to working with them.

19 A. I wouldn't say used to, but I know the way -- I know
20 the way they conduct business, so I know the process over there.
21 I don't know them personally.

22 Q. I gotcha.

23 A. You know what I'm saying?
24
25

1 Q. I'm not saying personally. I'm saying professionally.
2 So along that line, professionally, what kind of reputation do
3 they have with you when you conduct business?

4 A. I would say extremely professional and pretty thorough
5 in what they do. They've turned -- you know what I mean?
6 They've -- they're definitely thorough.

7 Q. Has there been any past issues?

8 A. Never.

9 Q. Did you notice any different -- any sort of issues this
10 time in this whole transaction with Yankee 72?

11 A. Negative. Nope.

12 Q. The -- how often do you work with VMGR-452?

13 A. Is that the wing that --

14 Q. That's the squadron that actually that did the mission.

15 A. -- went down?

16 Q. Yeah.

17 A. Okay. No, I've never worked with them before.

18 Q. Are you aware that -- Mr. (b)(6) the explosive
19 safety officer, do you know him, at Cherry Point?

20 A. I met him once the day of the flight.

21 Q. You met him July 10th?

22 A. The day of the flight.

23 Q. Okay. That -- that was the day of the flight.

24 A. Yes, sir.

25

1 Q. It was July 10th.

2 Is -- and so how did that interaction go?

3 A. I showed up to see the load off. We kind of have this
4 thing within my section, be there the day prior just to make sure
5 everything is still kosher. We showed up, he said, hey, I
6 recommend these things. We did them and that was the end of it.

7 Q. Gotcha.

8 What did he recommend?

9 A. He recommended a top net and he had -- he had questions
10 as to what was on there, and then the ammo tech answered them.
11 And that -- that was pretty much it. He was like, all right,
12 good to go, and he left.

13 Q. Do you remember what his questions were?

14 A. His questions were do you see those -- well, hey,
15 there's some nets over there. I recommend you use the top net.
16 I said those are not top nets. We looked at them. Those are
17 side nets. And I was like, do you recommend it; he said, yes, if
18 it was me, I would put a top net.

19 So I called the APOE. They said they have a top net,
20 and my Marines went and got a top net.

21 Q. So you did not use the net that was there, then, at the
22 time?

23 A. There was no -- there were side nets not authorized to
24 be used for that load.

25

1 Q. Gotcha. Okay. That's the first time you've met him or
2 been --

3 A. Yes.

4 Q. -- exposed to Mr. (b) (6)

5 A. Yes.

6 Q. Okay. So in your opinion, does that cover any
7 discrepancies with the pallet, or were there some more
8 discrepancies with the pallet?

9 A. So I was told there were some -- a Five Guys cup on
10 there, like, something like that. That being said, I know that
11 there was a watch, because we're -- we're mandated to stand watch
12 at the CALA. Gulf Company was there, our stuff was there, so we
13 had watches and guys working. So my assumption was either the
14 watch or somebody working left the Five Guys cup there.

15 And does that answer your question or...

16 Q. It does answer my question.

17 When you say "Five Guys," you're referring to the
18 hamburger restaurant --

19 A. Yes. Yes.

20 Q. -- Five Guys?

21 A. Yes, sir.

22 Q. Okay. And any other issues were you aware of?

23 A. There was a question about marking and that was
24 solidified there on the spot. It was like, hey, I think -- or I
25 recommend this. And the Marines were like, the paper doesn't say

1 that; but if you recommend it, I'm just gonna do it.

2 So they marked -- they did some extra markings. What
3 those markings -- like, the specifications of markings, I'm not
4 sure. But they read through the order, and it was more of a
5 recommendation. There was nothing in the order that said you
6 need to do this. They did it to appease the -- Mr. (b) (6)
7 or whoever his name is.

8 Q. Gotcha.

9 So everything that he pointed out as might be an issue
10 with the pallet, you feel like was either corrected or he
11 authorized you to go forward with?

12 A. One-hundred percent. He was there from the beginning
13 to the end. And the Marines, I remember them saying, hey, go get
14 the crimpers. They -- they added crimps or something, because he
15 said I recommend it. So they -- they did exactly what he said,
16 and he did not leave until that was done.

17 Q. Okay. What time -- and when you met him --

18 A. Um-hmm.

19 Q. -- that's when you began the conversation? That's the
20 first time you've ever seen him?

21 A. Yeah, yeah. Exactly, sir.

22 Q. What time was that?

23 A. So that would be around 11, because we arrived there at
24 about 9:30 or 10:00. I don't know. I just remember it was about
25 an hour into it.

1 Q. So you met him approximately ten o'clock best guess?
2 A. I would say 10:30 because we arrived around 9:30,
3 10:00.
4 Q. Around 10:30.
5 A. Yes, sir.
6 Q. And then he stayed until everything was fixed. He
7 didn't leave and come back?
8 A. No. So he stayed. Once everything was done, the --
9 whoever the joint inspector was, female, she was like, is this
10 good; he was like, yeah, looks good. And then him and another
11 Marine departed.
12 Q. Do you know who that Marine was?
13 A. It was a sergeant ammo tech. I don't know his name.
14 Q. Okay.
15 A. Because he did -- he doesn't work with our unit.
16 Q. Okay. Did you think there was any ordnance
17 compatibility issues with this ordnance pallet?
18 A. No.
19 Q. Just to let you know, the -- Mr. (b) (6) --
20 A. Um-hmm.
21 Q. -- position is that he came, spoke to you-all --
22 A. Um-hmm.
23 Q. -- left while you fixed it, came back --
24 A. Um-hmm.
25 Q. -- pointed out some issues again --

1 A. Um-hmm.

2 Q. -- then left. And it's his position that he didn't
3 have a chance to come back.

4 Maybe he was there before you? What do you think could
5 have happened?

6 A. I can't speak on that. Because as far as I'm tracking,
7 he was there, he said you're good, and then left.

8 Q. And he said he didn't have -- he had so many other
9 things to do, he didn't -- he never had a chance to come back and
10 officially verify that all the things had been done.

11 A. Yes, sir.

12 Q. But you feel like he left saying everything was done.

13 A. What I'm saying is he said you're good.

14 Q. Okay. Did you have any interaction with the VMGR-452
15 crew?

16 A. I did. Gunny Johnson.

17 Q. Gunny Johnson?

18 A. Yes.

19 Q. Tell us about that.

20 A. We just pretty much scrubbed load plans. He said, hey,
21 I see your load, I recommend it like this, send him the same --
22 the recommendations. So whatever the APOE had -- the APOE has is
23 the recommendations. Sent that up. He said, hey, that looks
24 good.

25

1 Arrived on site, I asked where he was at because we'd
2 interacted. I said, hey, man, where's Gunny Johnson at? They're
3 like, oh, he's on a plane over -- went over there, shook his
4 hand, I would say shot the shit, and that was the end of my
5 interaction. Everything was like really professional until that
6 moment. I went over there and wanted to meet the Gunny I'd been
7 talking to over the phone.

8 Q. And what was going on at the plane when you went to go
9 meet him?

10 A. When you -- nothing was going on as far as I'm
11 tracking. They were just sitting there talking. Everyone was
12 hanging out.

13 Q. Had they loaded the plane yet?

14 A. One plane was loaded. The other plane had not been
15 loaded. The only thing pending was the ammo.

16 Q. All right. So one -- which plane had been loaded?

17 A. I -- I don't know what you called it. The one
18 Captain -- Captain (b)(6) was on a plane that was loaded.
19 So I don't know what plane that was.

20 Q. Captain?

21 A. The -- our ARO[ph].

22 Q. Right.

23 A. The team leader --

24 Q. Right.

25

1 A. -- (b) (6) . It was on the right-hand side closest
2 to the APOE. The furthest one from the --

3 Q. Is that the one that had the three RZR's on it?

4 A. Yes.

5 Q. Okay. So that was loaded.

6 A. Yep.

7 Q. When you went to go see Gunny Johnson, were there any
8 pallets in the airplane?

9 A. I don't remember. I don't remember.

10 Q. So you shake his hand; you don't remember whether it
11 was loaded or not.

12 A. Yeah.

13 Q. You know the ammo pallet wasn't on it.

14 A. Yeah, because I had just came from the ammo pallet.

15 Q. Right.

16 A. And I came around just to talk to the guys. Because as
17 far as I was tracking, the ammo was good.

18 Q. So you shoot the shit with him, then what happened?

19 A. That was the end of it. I talked to the APOE. I'm
20 like, hey, am I good to walk that way, because they were
21 getting -- they started spinning up the engines.

22 Q. Um-hmm.

23 A. I heard them start spinning. I'm like, hey, do I got
24 to go. He was like, yeah, just walk down there. And I was like,
25 hey, I need to hear when wheels go up. They were like just stand

1 on that side. You'll see wheels go up and then you're good.

2 Q. Gotcha. Okay.

3 A. Because we just report to the Battalion, hey, wheels
4 up.

5 Q. So with respect to the pallet -- the ammo pallet,
6 did -- were you aware of anybody verifying that that pallet was
7 good once it was completed?

8 A. A hundred percent. There was a second JI conducted.

9 Q. Okay.

10 A. So it was approved on Sunday.

11 Q. Um-hmm.

12 A. We went -- I go Monday just to verify everything's good
13 so -- and then in case they need, like, some help or manpower or
14 whatever to fix any issues. There was secondary JI conducted
15 that day on Monday.

16 Q. So when you went sun -- you went on Sunday and
17 Monday --

18 A. No. So --

19 Q. -- over to the CALA?

20 A. No. So the way we do it is I can't sign off on
21 anything.

22 Q. I understand.

23 A. So the -- my Marines -- so the ammo tech, he's with the
24 ammo because he picks it up from the ASP. And then the -- the
25 HAZMAT guy and embarker -- slash embarker, he goes and they

1 conduct their JIs. Because I have no say on the JI. I can't
2 influence, so there's no real thing -- I stay here. I just kind
3 of wait for a phone call. They call me, hey, everything's good.

4 Monday, I go just to see my guys off --

5 Q. Um-hmm.

6 A. -- and make sure the wheels go up. That's all I'm here
7 for.

8 Q. Gotcha. Did you go on Sunday?

9 A. No.

10 Q. You just -- all the events you were telling me about
11 are on Monday?

12 A. Are on Monday.

13 Q. Because you made a reference just a couple minutes ago
14 about Sunday that left me the impression that maybe you went
15 Sunday as well.

16 A. Which reference?

17 Q. Is it -- we're not --

18 A. Okay.

19 Q. We're good. Just you had mentioned it in the
20 conversation.

21 A. Yeah.

22 Q. Were there HAZDECs with the pallet?

23 A. On the actual pallet?

24 Q. Yes.

25

1 A. Yes. They -- they taped them to the pallet, to the top
2 net.

3 Q. And who created those HAZDECs?

4 A. That would be the embarker.

5 Q. Gotcha.

6 And what sort of -- change gears a little bit.

7 A. Yes, sir.

8 Q. What sort of embarkation or logistics SOP do you use as
9 a reference when you're conducting your operations?

10 A. So if you're talking -- are you talking about, like,
11 specific to the load, or are you talking about battalion
12 requirement?

13 Q. I'm talking about any sort of standard operating
14 procedures within your chain of command --

15 A. Okay.

16 Q. -- that applies to loading an airplane.

17 A. So we use -- so there's nothing in place. I use my own
18 POA&M that I created. Like, time -- I came on time. Like, hey,
19 this is what we need to do. Back plan, and then I follow, like,
20 the AFMAN, the CFR-49, and then there's another doc. But it's
21 all -- it's ammo related. So there's other things -- so it's
22 PUBs. It's not necessarily something Battalion has pushed down
23 to us saying you will do this.

24 Q. Gotcha.

25

1 A. Everything I do is all me saying that's what I want to
2 do. I want to be there for the load to leave. There's nothing
3 there that says I have to be. It's just it's my load, it makes
4 sense to see my guys off.

5 Q. Who was guarding the ordnance pallet after it had been
6 left there?

7 A. Talon.

8 Q. Who?

9 A. He's one of the Marines that died.

10 Q. Callon?

11 A. Talon. His last name's Leach.

12 Q. Now, were you present for the JI inspection?

13 A. I was present for the second JI. So the Sunday, there
14 was one conducted. I was not there for that one.

15 Q. Okay.

16 A. I was there for the Monday one when the -- the basic --
17 what is his name? (b) (6)?

18 Q. (b) (6)

19 A. He came and the APOE said, hey, we're gonna do another
20 one just to kind of make sure everyone's good. So this secondary
21 JI once he said it was good.

22 Q. And who was that from APOE?

23 A. Lance Corporal, don't know her name.

24 Q. So -- you said -- you just said "he," but it was

25 (b) (6)

1 A. So, no. So he, being Mr. (b) (6) was there.

2 Q. Oh, okay. I misunderstood.

3 A. Yeah, no. I'm sorry, sir. I just want to make sure
4 everything's straight.

5 Q. So you have Mr. (b) (6) yourself, Lance Corporal
6 (b) (6) is the JI.

7 A. Yep. Corporal (b) (6) ph], he's present. He's ammo
8 guy.

9 Q. Gotcha.

10 A. The embarker, who's the HAZMAT guy that made the
11 HAZMAT -- so his stuff, he's making sure it lines up. And then
12 the ammo -- the Sergeant ammo tech. Don't know his name. He's
13 with Mr. (b) (6)

14 Q. And how'd that go? How'd that inspection go?

15 A. Like I said, it went fine. They said, oh, you're good
16 and they left. The Sergeant remained behind to help out with,
17 like -- they were folding the HAZDECs and putting them on the --
18 the pallet. But the Sergeant ammo tech stayed the whole time
19 when Mr. (b) (6) left. And then once that pallet was good,
20 the Sergeant left.

21 Q. And that Sergeant's name?

22 A. I honestly don't know his name. I just know he's --
23 they work together or somehow they were together.

24 LTCOL (b) (6) Okay. All right.

25 Do we have that Sergeant's name?

1 MAJ (b) (6) Sergeant (b) (6)

2 LTCOL (b) (6) Oh, okay. Gotcha. Gotcha.

3 **Questions by Lieutenant Colonel (b) (6) continued:**

4 Q. All right. So there were no corrections that needed to
5 be made, or there were corrections that needed to be made after
6 that JI?

7 A. So corrections being something that was wrong or
8 recommendations?

9 Q. Either.

10 A. So there were recommendations that were made, but I
11 don't believe that there were any rec -- or corrections made.

12 Q. And those are the recommendations you're referring to
13 that Mr. (b) (6) recommended?

14 A. Exactly. Yes, sir.

15 Q. Okay. Just make sure we're talking about the same
16 thing.

17 A. Yes, sir.

18 Q. Any corrections or recommendations to the HAZDEC?

19 A. I believe there was a question about steel versus
20 aluminum. Like I said, I don't sign off on it, so I really can't
21 speak on it. But I think there was like a, hey, change this to
22 aluminum, it says steel, like, for the cans. And that was by
23 Mr. (b) (6) So they went back and they corrected -- it was
24 either steel to aluminum or aluminum to steel, but that was
25 the --

1 Q. Okay.

2 A. It was fixed by Mr. (b) (6) He said, here, do
3 this, and they went and did it, and then they brought it back.

4 Q. Gotcha.

5 So you're at Hotel Company?

6 A. Yes.

7 Q. When you start to work through a FRAG --

8 A. Um-hmm.

9 Q. -- ammo is gonna be needed, can you talk us through the
10 vetting process for a FRAG?

11 A. When you say "FRAG," what do you mean, sir?

12 Q. So for a mission. So you guys are gonna do this
13 mission --

14 A. Um-hmm.

15 Q. -- and who decides what ammo?

16 A. So --

17 Q. Who double-checks the ammo? How does it get checked
18 out?

19 A. Okay. So --

20 Q. Talk us through the process for using the ammo.

21 A. Okay. So I'm not an ammo tech, so I can speak on what
22 I see from my seat. So operations just says, hey, this ops'
23 going or this FRAG's going. They say this is the ammo you're
24 gonna -- you're authorized to use. Because the team is talking
25 to ops. Ops says good. Team let's us know. So, Gunny (b) (6)

1 hey, this is what I want. I push that to my ammo tech. My ammo
2 tech says, hey, we have that allotted. So it's all like a
3 numbers game at this point.

4 From there, the ammo tech puts it in TAMAS[ph]. TAMAS,
5 they -- you know, all the approvers all the way up. Once it gets
6 back, we pre-stage and then -- so it's all done at the ASP. So I
7 believe they go to packaging crew; and packaging crew says, hey,
8 this is good and this is compatible and all this other stuff.
9 They approve it to get pre-staged again. You pre-stage it again.

10 And then from there, whatever day you're -- you're
11 taking it, you take it to -- you're talking about to the Wing,
12 correct? -- to the CALA? The CALA receives it, and they say,
13 hey, you need a guard and there's like a few numbers on the -- I
14 don't know if you've been there. But there's a post, and
15 there's, like, some numbers you're supposed to let know.

16 But we coordinate everything prior to even arriving, so
17 that's already pre-coordinated. The ammo gets put down, and then
18 it's on watch. And then whenever the JI's conducted, you watch
19 it until pretty much the bird picks it up. So it's always under
20 watch, because it's not the CALA's ammo -- or it's not the APOE's
21 ammo. It's our ammo. CALA is just like a staging area for us.

22 Q. Okay. With -- besides you, is there anyone that
23 coordinated with the 452 crew for this mission?

24

25

1 A. Captain (b) (6) he -- he did the hand off. I don't
2 deal with flights. He just did the hand off with -- I believe
3 Gunny Johnson was, like, the crew chief I believe.

4 Q. Um-hmm.

5 A. So he handed that off for, like, load plans. And Gunny
6 Johnson had some questions. He didn't know what an MRZR was.
7 And I -- and I -- you know, I talked to him, showed him a
8 picture. He's like, okay, that makes sense. It was just for
9 that.

10 And then I sent them load plans that my Marine made
11 prior to the flight just so he can be like that's what I want,
12 because it -- it sucks for a bird to get here and it's like I
13 wasn't expecting that or I wasn't expecting this. So it -- to
14 me, it just makes sense, coordinate prior to; and then when he
15 lands, everything is already done, so...

16 LTCOL (b) (6) The Captain's name you said?

17 MAJ (b) (6) Who is that?

18 GYSGT (b) (6) (b) (6)? He's the ARO. He's the
19 Company ARO, I don't know if that matters.

20 LTCOL (b) (6) Gotcha.

21 GYSGT (b) (6) Yes, sir.

22 **Questions by Major (b) (6)**

23 Q. So, Gunny (b) (6) thanks for explaining everything you
24 have so far.

25 A. No, I just want to be clear.

1 Q. Um-hmm. Understood.

2 A. So I apologize if I'm coming off, like, what are you
3 saying.

4 Q. No, you're not. No, it's great.

5 Please, you know, humor us. We're not experts in your
6 field.

7 A. Oh, yes, sir. No problem.

8 Q. So I'll probably ask some questions, you're like why
9 are you asking these questions. I get it.

10 So you're the Logistics Chief for Hotel Company,
11 2d MRB.

12 A. Yes.

13 Q. So who falls underneath you as far as embarkation and
14 logistics?

15 A. So are you talking about ammo techs included or just
16 04s specific?

17 Q. Well, if it would involve a load, I guess ammo would be
18 included, so --

19 A. Yep.

20 Q. So generally you have 04s, those are?

21 A. So our team is -- because we got a chop now, so that's
22 why I asked that question. So the guys that we have here now did
23 not have a part in that load. It's myself, the embarkers,
24 Corporal (b) (6) -- or Sergeant (b) (6) and Corporal
25 (b) (6) is the ammo tech.

1 Q. Okay.

2 A. And that is the end of our team.

3 Q. Gotcha. Thank you.

4 A. Yes, sir.

5 Q. So a normal -- it's my understanding normally with a
6 FRAG -- with a mission, you call them missions --

7 A. Yes, sir.

8 Q. -- you get that stuff set up. It goes from the
9 Company --

10 A. Um-hmm.

11 Q. -- creates the load plans and HAZDECs and everything.

12 A. Company being S-4.

13 Q. S-4.

14 A. Yes, sir.

15 Q. Correct. And then your embark -- your embarker, in
16 this case Sergeant (b)(6) creates it, gens all the -- the load
17 plans, HAZDECs, itemized packing list, and he routes it to you
18 for oversight; is that correct?

19 A. So, no.

20 Q. No.

21 A. So some of it is; some of it isn't.

22 Q. Okay.

23 A. So the load plans are created by the embarker. The
24 HAZDEC is created by the embarker, because he's making sure that
25 what's being put in the container is actually what they're

1 telling him.

2 Q. Okay.

3 A. The itemized list is created by the team, and he gets
4 the itemized list and he scrubs it. So, hey, put that in there.
5 Check, check, check. Goes -- like a checklist. Once that's
6 done, container gets closed. No one should be going back into
7 that container.

8 Q. Got it.

9 A. That's the way it's supposed to work.

10 Q. Okay.

11 A. Did I answer all the questions, sir?

12 Q. So far.

13 A. Okay. Cool.

14 Q. So he creates those two things, packing list.

15 Understood now.

16 A. Yep.

17 Q. The load plan, HAZDEC -- Sergeant (b)(6) creates it.
18 He then pushed it to you to review before it goes up to the
19 Battalion Logistics Chief, right?

20 A. Negative. So it depends on the event. So, like, for
21 this, this is DFT so it's -- I wouldn't call it smaller. It's
22 not a high-vis movement, I guess. Like, it's briefed to the
23 Colonel, but it doesn't go past Battalion, like to Regiment, if
24 that makes sense.

25

1 Q. Okay. I think so. Why don't you -- is this -- well --

2 A. Because I don't want to speak on them. So I guess what
3 I'm getting at is, like, it stops at me. It's a courtesy.

4 There's nothing that says I have to show them. It's a courtesy.

5 Q. I see.

6 A. So --

7 Q. So this is a -- not a normal movement. It's a
8 deployment for training or a detachment for training.

9 A. Yes, sir. So we do -- what we do is -- and I'll
10 explain the process.

11 So they send everything to me. I cannot say, like,
12 this is good, this is bad. But I can give recommendations. Hey,
13 this doesn't look right or, hey, this is good.

14 Q. I see.

15 A. Then what I do is I say it's good and then he gets with
16 the APOE, and they scrub it. And then he sends it back, hey,
17 it's good. And then just 'cause I do it, just not that it's a
18 requirement, I get with the -- the plane. I'm like, hey, does
19 this look good.

20 Q. And that's for a detachment for training?

21 A. Yeah. It's -- it's -- so this is my first time doing a
22 small -- like, small thing like this. So I don't know how it
23 usually is done. I know the way we did it, if that makes sense.

24 Q. Okay. But you -- so -- and you said you've only been
25 here for four months, but what were you doing before those four

1 months?

2 A. So I was part of the -- I was part of the Battalion,
3 which is what I'm saying, so I never saw a small level movement.
4 So I don't know --

5 Q. Okay.

6 A. I don't know how -- how that works.

7 Q. Okay. But in a normal Battalion --

8 A. Um-hmm.

9 Q. -- level, you know, scheduled mission, how would -- how
10 would that type of embarkation process work for routing all the
11 stuff?

12 A. I honestly don't know, because -- yeah, I wouldn't
13 know, sir.

14 Q. Okay. So you were not in the Battalion S-4 before
15 this?

16 A. I was in the Battalion S-4, yes, sir. So I oversaw,
17 like, mobility, not necessarily -- and then flights, like, I
18 scrubbed the stuff -- the stuff that came through me. So I -- if
19 they don't send it to me, I don't know.

20 Q. Okay.

21 A. If that makes sense. So, like, at this point,
22 Battalion was assisting with, like, vehicle support. They
23 don't -- they don't review our load plans for this, because I
24 don't believe they have to forward it up higher.

25

1 Q. Okay. And to be the Logistics Chief, is there any
2 training or school you got to go to to fulfill the billet?

3 A. I don't know if there's a -- like, are you talking
4 about Marine Corps training, like --

5 Q. Or other. Marine Corps or joint training, is there --

6 A. So we do -- so Regiment hosts a -- or component, I'm
7 not sure who. Either way, it's our 400. They host like a
8 special operations log seminar. So we do do that. And, like I
9 said, I don't -- I'm not very good with, like, rank -- like,
10 who's done what where, but either component or Regiment hosts
11 that. So we attend that.

12 But aside from that, Battalion -- this Battalion pushes
13 us to go to AMC, HAZMAT, or, like, LEINCo[ph], which is Logistics
14 Embarkation Intermediate -- like, it's like a thing. Yeah. But
15 there's nothing on paper that says that. I don't know if that
16 makes sense, because there's not a requirement to go. The only
17 thing we're required to go to is the seminar.

18 Q. Okay. And in your experience, you know, working with
19 Sergeant (b)(6) have you -- do you normally review his load
20 plans or HAZDECs? I mean, I know you said you don't think you're
21 current, but you have been trained in the past.

22 A. Yeah. So, to -- like I said, we have not had to fly
23 anyone out. So I've never seen Sergeant (b)(6) work prior to
24 this. He's new to the Battalion as well. So I'm not new to the
25 Battalion, I'm new to the Company. He is new to the Company and

1 fairly new to the Battalion. He had never done -- worked with
2 the Company before.

3 Q. Okay. So he's new to the Company; new to the
4 Battalion.

5 A. So -- yeah, and I just --

6 Q. You're -- you're new to the Company, but --

7 A. Not the Battalion.

8 Q. -- was from the Battalion.

9 A. Yes.

10 Q. That makes sense now.

11 A. So I just want to make sure because I don't know what
12 he did prior to this, so I can't speak on did he work planes
13 prior to this.

14 Q. Okay. And have you done any airlift movements?

15 A. I have.

16 Q. As the Logistics Chief?

17 A. As the Logs Chief, yes.

18 Q. Okay.

19 A. Because I was part of the SOTIF[ph].

20 Q. Okay. Got it.

21 So in this one, maybe not your normal type of mission,
22 kind of stays here, you didn't have to route anything through
23 Battalion, so it's at your level. So who's -- who's getting the
24 forms about all of this movement?

25

1 A. I'm not sure -- I'm not sure. Like, Battalion's
2 tracking, but I -- that's what I'm saying. I'm not sure if they
3 send it up. So Battalion is tracking, but it's -- usually
4 Regiment'll hit me up and say, hey, I need this or I need that.
5 This time around it's fairly simple, and I don't know why.

6 Q. Okay.

7 A. I don't know if -- what the process is, why the DFTs
8 aren't tracked that way.

9 Q. Yeah. But you didn't have to coordinate with anybody I
10 guess is the point. You just coordinated with the unit. You
11 didn't coord -- the unit that supported you, not anybody external
12 up your chain of command.

13 A. Exactly. Yes, sir.

14 Q. Okay. Thank you for clarifying that.

15 So when this all went out, how much -- how much
16 exposure did you have to this particular load plan and HAZDECs?

17 A. From the time I started talking to Gunny Johnson, so I
18 honestly don't know when. It's been awhile. It's been probably
19 maybe a month or two, we'd been talking back and forth via
20 e-mails.

21 Q. Okay.

22 A. Probably -- probably more like a month and a half, two
23 months. We've been talking for awhile.

24 Q. Okay. And what was his request for change at the end,
25 if there was one?

1 A. It was like, hey, shift --

2 Q. If I -- if I show you the --

3 A. Okay.

4 Q. -- load plan from the enclosure -- the original one
5 that was submitted. Sorry, it's upside down. That's what the
6 original one was.

7 A. Um-hmm.

8 Q. And here's what you have for the other -- the second
9 enclosure I'm gonna point out is the second one. This is what
10 they actually executed. This is per the --

11 A. Yeah.

12 Q. -- what APOE has as the final product.

13 A. Yeah. So this is the change. He wanted this in front
14 and this in the back --

15 Q. And he --

16 A. But I don't know why.

17 Q. Okay. He didn't explain to you --

18 A. No. He just said, hey, man, I just need you to shift
19 this. It looks good.

20 MAJ (b) (6) Okay.

21 LTCOL (b) (6) He being Gunny Johnson?

22 GYSGT (b) (6) Gunnery Sergeant Johnson, yes.

23 **Questions by Major (b) (6) continued:**

24 Q. Okay. And for the original one, we just have the --
25 you know, the -- essentially page one --

1 A. Um-hmm.

2 Q. -- of the load plan, not the follow-on pages. But for
3 the second one, the final copy APOE gave us, we do have all three
4 pages. So page 1 --

5 A. Okay.

6 Q. -- you'll see gives all the detailed information that
7 is on the standard load plan. Breaks it out. You've got
8 Position 1, you got an MRZR. Position 2, an ISU-90. Position 3,
9 another ISU-90. Position 4, the ammo pallet.

10 A. Um-hmm.

11 Q. You got the PAX up there adjacent to the MRZR.

12 A. Um-hmm.

13 Q. And then you go to Page 2, it kind of gives all the
14 classifications and specifications --

15 A. Okay.

16 Q. -- particular to, as I understand it. And this Hotel
17 Zulu, does that mean HAZMAT?

18 A. Yes.

19 Q. Okay. So I can see on the MRZR is HAZMAT.

20 A. Um-hmm.

21 Q. Probably because it's fuel.

22 A. Um-hmm.

23 Q. Two does not have any HAZMAT, no. And Position 3 also
24 has HAZMAT. So does Position 4, which is your ammo.

25 A. Um-hmm.

1 Q. It's my understanding if you go below, about
2 mid-page --
3 A. Um-hmm.
4 Q. -- you should have flags and warnings if there are any.
5 A. Okay.
6 Q. I don't see any. Do you see any on there?
7 A. No.
8 Q. And then for classifications, it's got a slew of some
9 things, but a lot of invalid IMO code.
10 A. Um-hmm.
11 Q. And the only other two things that register is on 1M,
12 which is the position, which is the MRZR, I've got a nine.
13 A. Um-hmm.
14 Q. Class 9. And on a 3M, what do you see on the 3M for
15 classification?
16 A. Nine.
17 Q. Okay. And all the other ones are four which is for the
18 ammo pallet, but it's showing up as invalid.
19 A. Okay.
20 Q. Do you concur with that?
21 A. If what I'm seeing is invalid?
22 Q. Yeah.
23 A. Yes.
24 Q. Okay. All right. Now looking at this --
25 A. Um-hmm.

1 Q. -- is there anything from front to back that doesn't
2 make sense with this load plan in your experience? I know you're
3 not --

4 A. It's missing a signature.

5 Q. -- current. True.

6 A. And that's him accepting the cargo.

7 Q. Correct. I do agree with that.

8 Is there anything else that stands out to you? And
9 take your time.

10 A. I -- I see what you're getting at, but --

11 Q. What is that?

12 A. You're talking about the Position 4, correct? The
13 invalid IMO code?

14 Q. I don't -- I'm asking you. So I don't -- you know what
15 I mean? I'm not saying no problem --

16 A. Well, I -- that's what I'm saying. I don't know how
17 that works for ammo. Because I don't think -- like I said, I
18 don't know how ICODES --

19 Q. Okay.

20 A. -- if it's supposed to flag it or what. But I do know
21 that that's supposed to be signed by the aircraft saying they
22 received the gear and it looks good.

23 Q. Okay. I see.

24 A. You get what I'm saying? Like, I don't know what that
25 means.

1 Q. Yeah.

2 A. But I do know that the thing that stands out to me is
3 the signature, 'cause the crew is supposed to sign saying that
4 everything they see on this product matches what they receive and
5 that it looks good.

6 Q. Okay.

7 A. So, yeah. That -- to me, that is a big question mark
8 because this is not the final load plan.

9 Q. Okay. And did you specifically look at the HAZDECs
10 before they went out?

11 A. So I looked at them, but I don't have say in them. I
12 just said, hey, is everything on here, and I told them to show
13 me. And he's like, yeah, this is this, this is that, this is
14 that.

15 Q. Okay. But you --

16 A. But I don't --

17 Q. Sorry.

18 A. You're good, sir.

19 LTCOL (b) (6) You said -- who are you referring to by
20 "he"?

21 GYSGT (b) (6) Sergeant (b) (6)

22 LTCOL (b) (6) Okay.

23 GYSGT (b) (6) I was just like, hey, is everything on
24 there? And then (b) (6) and him both said, yeah, it looks
25 good. And that was the end of it.

1 **Questions by Major (b) (6) continued:**

2 Q. Okay. Did you make Sergeant (b) (6) get out the AFMAN
3 and the CFR and kind of show you boom, boom, boom, line by line,
4 here's where classification codes make sense, here's where they
5 aren't conflicting? Any of that stuff?

6 A. Honestly, I don't remember. I believe we searched the
7 AFMAN. I don't remember what DODEC and then we found it, and was
8 like, okay, it's good. But I don't -- I remember there being
9 conversation about the AFMAN, but I don't remember -- I honestly
10 don't remember.

11 Q. Okay. But you're not too current with the AFMAN
12 yourself?

13 A. What's that, sir?

14 Q. Are you very current with the AFMAN yourself?

15 A. When you say "current," what do you mean?

16 Q. Like, could you sort through the AFMAN and find stuff
17 if you needed to?

18 A. Yes.

19 Q. Okay. So I've got the HAZDECs --

20 A. Um-hmm.

21 Q. -- you guys reviewed together. Has the follow-on
22 enclosures. So page 1 is the MRZR.

23 A. Um-hmm.

24 Q. We got it. It's -- can you see what classification it
25 is?

1 A. It's nine.

2 Q. Okay. Nine. So that -- that matches --

3 A. Yep.

4 Q. -- with the load plan --

5 A. Um-hmm.

6 Q. -- that we have in front of us. I see there's nothing
7 for two. But for two -- for Position 3, we have two HAZDECs.

8 A. Um-hmm.

9 Q. And it's my understanding -- you know, also not an
10 embarker -- but the ISU-90 has -- it's kind of cut in two or they
11 can be.

12 A. Um-hmm.

13 Q. I was shown, front and back, and the front is where you
14 had these 968 lithium batteries.

15 A. Um-hmm.

16 Q. And with -- as well as I think it's paint cans. I'm
17 not sure.

18 A. Yeah. Like I said, I didn't look through it, so I
19 don't know.

20 Q. Changed to aluminum. Got it. And the back is oxygen
21 compress.

22 A. Okay.

23 Q. Can you tell me what -- what codes are associated for
24 classifications with that as it says on the HAZDEC?

25 A. Are you asking me to read that paper?

1 Q. I am.

2 A. Okay. 9, 8, 2.2.

3 Q. Okay. And so in your past experience and past

4 training --

5 A. Um-hmm.

6 Q. -- should that not reflect on the load plan as well?

7 A. Honestly, I don't know how ICODES work, because does it

8 shoot out one number? Because if it's in the same container --

9 because what you just said was it's on one side, the other side.

10 So if I class more than one hazardous material in that container,

11 does it flag it both? I don't know.

12 Q. Okay. So you're -- do you have any training in ICODES?

13 A. I do.

14 Q. Okay.

15 A. I just don't -- I honestly -- I've never -- yeah. I

16 don't -- I honestly don't -- I've never seen it flag more than

17 one, so I wouldn't know if it flagged more than one. You get

18 what I'm saying? So that does it give a comma and then 2.2? Or

19 does it flag just the first thing you put in and then nothing

20 else after that?

21 Q. I see. And obviously you got -- here's pages --

22 A. Yes, sir. The ammo.

23 Q. -- 4 through 6, the ammo.

24 A. Um-hmm.

25

1 Q. And none of the codes show on the load plan
2 necessarily. Do you know what type of movement you guys normally
3 do? If you're doing a Battalion, you know, hey, it's going up
4 through Battalion. It's getting --

5 A. Yes, sir.

6 Q. -- routed through Regiment --

7 A. Um-hmm.

8 Q. -- MARSOC, is there like an exception that you guys get
9 authorized to utilize for loading?

10 A. No, I don't know. I don't know.

11 Q. Okay. And for a regular type of -- like, this unique
12 type of movement, is this -- would this be -- what kind of
13 classification movement would this be called as far as what you
14 would put on the load plan for the type, do you know?

15 A. I don't know.

16 Q. Okay. If you look on the first page of the load
17 plan --

18 A. Yes, sir.

19 Q. -- it gives you a -- AFMAN 24-204, Chapter 3 --

20 A. Um-hmm.

21 Q. -- move. Do you know what that means?

22 A. No. It was in the class they gave, but I would have to
23 read and figure out the definition of it.

24 Q. Okay. So it's not something that would stick out to
25 you as unique or correct? Because you --

1 A. I'd be neutral to it.

2 Q. You'd have to look it up.

3 A. I would have to look it up. Yes, sir.

4 Q. Okay. And then you talked to us earlier about the ammo

5 boxes.

6 A. Yes, sir.

7 Q. These are just some pictures we have from

8 Mr. (b) (6) enclosures.

9 A. Yep. Um-hmm.

10 Q. Does that all look correct based off from what you

11 remember?

12 A. When you say "correct," what do you mean?

13 Q. Well, this is -- this is what it looked like when it

14 showed up, these pictures.

15 A. So when it showed up, I was not there.

16 Q. Okay.

17 A. That was Sunday. I showed up on Monday.

18 Q. Got it. But the corrections Mr. (b) (6) was

19 talking about is these black straps that go across, he want --

20 something like --

21 A. He wanted double crimp.

22 Q. -- crimping and --

23 A. Yep. Yes, sir. So he wanted double crimp. They put

24 the double crimp.

25 Can I flip through it?

1 Q. Yeah, absolutely.

2 A. So obviously a cup came off. Let's see this. Trash.
3 It's the same thing. Nets available, that's what I was telling
4 you. Those weren't top nets. Those were side nets. One crimp,
5 that's -- they double crimped all of it. And then [inaudible].
6 I don't know what that means. But I know they -- he went through
7 and had them correct everything. So, I mean, that got fixed too
8 because he walked through it, so...

9 Q. Okay.

10 A. I don't know what that means.

11 MAJ (b) (6) Gotcha.

12 LTCOL (b) (6) He being Mr. (b) (6)

13 GYSGT (b) (6) Yes. Yes, sir. Mr. (b) (6)

14 **Questions by Major (b) (6) continued:**

15 Q. And the -- kind of the last question I have is so --

16 A. Yes, sir.

17 Q. -- do you guys have -- I think you already said it, so
18 excuse me if I --

19 A. No excuse.

20 Q. Do you have a company level, like, embarkation
21 procedures that you use or something that you created that's --
22 like, in pilot talk it's like a desktop procedure.

23 A. So -- no, sir. So we just follow the embarkation
24 handbook. Like, the Marine Corps' embarkation handbook. That's
25 what we follow. And then the AFMAN and depending on what load

1 we're doing. But, yes, we just follow the PUBs.

2 Q. And is there any -- with this particular one, was there
3 any, like, officer oversight that you guys have to do? Like, it
4 has to get routed through your Company CO when this stuff leaves
5 or --

6 A. The load itself?

7 Q. Correct.

8 A. No.

9 Q. Or like the fact that the mission's happening?

10 A. Oh, the --

11 Q. Do you have to tell him that the mission's --

12 A. Well, we don't create missions so that all comes from
13 them to us.

14 Q. Okay.

15 A. So...

16 Q. Gotcha. So in that sense, he would have an idea of
17 what's going on?

18 A. Yes, sir. The requirement comes down.

19 Q. I see.

20 A. Yes, sir.

21 Q. Okay. Those are my questions.

22 A. Okay.

23 **Questions by Lieutenant Colonel (b) (6)**

24 Q. Okay. Thanks for being here.

25 A. No problem, sir.

1 Q. I'm Lieutenant Colonel (b) (6) I'm assisting with the
2 investigation.

3 Other than the photos that we're looking at and
4 pointing out --

5 A. Yes, sir.

6 Q. -- of the pallets -- or the ammo pallets, excuse me,
7 are you aware of any other photographs out there about -- or that
8 would show the pallets? Any of them, whether ammo or otherwise?

9 A. No, honestly I don't. I don't know if there's any.

10 Q. Yeah, no, no, no.

11 A. Yes, sir.

12 Q. I've got that. Have you seen any?

13 A. Oh, no, I haven't seen any.

14 Q. Okay.

15 A. I wish I did, because I could show you the -- the
16 picture.

17 Q. Right. I'm not asking you to opine about whether these
18 photos exist in the world.

19 A. Yeah, yeah.

20 Q. I'm just asking you if you've specifically seen any --

21 A. Yes, sir.

22 Q. -- other than the ones that Major (b) (6) just showed
23 you.

24 A. No, sir.

25

1 Q. Have you seen any social media posts regarding the
2 accident other than the memorials and remembrances? And we've
3 all seen those, and rightfully so --

4 A. And the news and all that?

5 Q. Other than those sorts of things, specifically --

6 A. Yes, sir.

7 Q. -- commemorating or remembering the loss of our fellow
8 Marines and Sailor, have you seen any social media posts that may
9 be offering opinions as to why this accident happened --

10 A. No, sir.

11 Q. -- with bulletin boards? Anything out there?

12 A. Aside from the news, no.

13 Q. Okay.

14 A. No, sir.

15 Q. And when you're talking about -- TV news or --

16 A. Like -- yes, sir.

17 Q. -- online?

18 A. Like, FOX.

19 Q. Okay.

20 A. Yeah.

21 Q. And probably that was in the aftermath of the accident?

22 A. Exactly. Yes, sir.

23 Q. Okay. Other than those things we just talked about,
24 are you aware -- are you personally aware of any other blogs,
25 posts, bulletin boards about the accident?

1 A. No, sir.

2 Q. Okay. Has -- have any of the -- have any of your --
3 the MARSOC Marines we lost --

4 A. Um-hmm.

5 Q. -- any of their friends or family members reached out
6 to you about, hey, what happened?

7 A. No, no. I wasn't -- I was close with the guys, not
8 with their families. I don't know their families on a personal
9 level.

10 Q. Okay. Anyone approached you, like media or anyone not
11 a Marine, not affiliated with Raider Battalion to ask you what's
12 been going on?

13 A. No.

14 LTCOL (b) (6) You have anything else, (b) (6)

15 MAJ (b) (6) I do.

16 **Questions by Major (b) (6)**

17 Q. So in the Marine Corps, we all have our respective
18 MOS's.

19 A. Yes, sir.

20 Q. And we might be considered SMEs in that MOS, stuff like
21 that. So within those MOS's, we all know, you know, certain
22 things about it that would really stand out if it's -- if it's
23 not right --

24 A. Um-hmm.

25

1 Q. -- if something's not right because you do it on a
2 daily basis. Stuff like that.

3 With respect to your MOS, is -- are there any things
4 when it comes to compatibilities or there's no way in hell I
5 would load this with this because they just wouldn't work? You
6 know, like, I know that.

7 A. Like, would I have the balls or the courage to tell
8 them not to or are you asking me was there anything I saw that
9 was questionable?

10 Q. Well, both. And -- and I mean more generally.

11 A. Yes, sir.

12 Q. Like, you just know that you're not supposed to load
13 this with this because that's just common sense to you.

14 A. No. Honestly, I try not to put my two cents into it,
15 because it really doesn't matter what I think.

16 Q. Okay.

17 A. I just go based off the book, because what I think
18 might be wrong. So I just --

19 Q. Yeah. Yeah.

20 A. -- go -- I tell my guys just go straight off the book.

21 Q. Yeah.

22 A. And then in regards to ammo, same thing, go off the
23 book.

24 Q. Yeah.

25

1 A. You can't assume anything. And then the ASP checks us.
2 You know, every -- just, like, three or four checks along the
3 way.

4 Q. Yeah.

5 A. So, I mean, who am I to change a load.

6 Q. Yeah. But as a Gunny and you're experience in the
7 Marine Corps so far, there's not something that would stand out
8 and you'd be like, well, I know that that's not right. I know
9 that -- you know --

10 A. Like I said, like, compatibility, you can look at
11 something and maybe be like you can question it. I would
12 question it --

13 Q. Okay.

14 A. -- but I wouldn't say it's wrong till I see it on the
15 paper.

16 Q. Okay.

17 A. I don't know if that makes sense.

18 Q. It does. Yeah. I understand what you're saying.

19 A. Yes, sir.

20 MAJ (b) (6) That's all I have.

21 MAJ (b) (6) And you didn't question anything with any
22 of this that got sent out, did you? The load plans or HAZDECs?

23 GYSGT (b) (6) So I just did the normal questions.
24 Like, no matter if it's a 5.56 with a .50, it doesn't matter. I
25 always say is this compatible. And then to be honest, that is so

1 that when they get to the ASP, the ASP doesn't turn them around.
2 The ASP will turn them around if they're not compatible, so...

3 LTCOL (b) (6) And just to clarify --

4 GYSGT (b) (6) Yes, sir.

5 LTCOL (b) (6) Your live billet with this particular
6 mission, this particular load, you did not have any
7 responsibility for certifying our verifying --

8 GYSGT (b) (6) No, sir.

9 LTCOL (b) (6) -- with the load?

10 GYSGT (b) (6) No. No, sir.

11 LTCOL (b) (6) Okay. Thanks.

12 MAJ (b) (6) So you didn't see it at the -- at the
13 ASP?

14 GYSGT (b) (6) So, no. So my ammo tech, he handled
15 that. I saw it at the CALA.

16 MAJ (b) (6) Yeah. Okay.

17 LTCOL (b) (6) And ammo tech's Corporal (b) (6)
18 right?

19 GYSGT (b) (6) Corporal (b) (6) yes, sir.

20 MAJ (b) (6) So by the time it gets to the CALA,
21 it's already been through a couple screens --

22 GYSGT (b) (6) It's been checked, like, three or four
23 times, yes, sir.

24 MAJ (b) (6) Yeah. Okay. Gotcha.

25 LTCOL (b) (6) Just confirm one thing.

1 GYSGT (b) (6) Yes, sir.
2 LTCOL (b) (6) The ammo showed up on Sunday.
3 GYSGT (b) (6) Yes. To the CALA. Yes, sir.
4 LTCOL (b) (6) To the CALA.
5 Second question is Captain (b) (6) [ph].
6 GYSGT (b) (6) Don't know who that is.
7 LTCOL (b) (6) All right.
8 GYSGT (b) (6) Okay.
9 LTCOL (b) (6) That's all my questions.
10 Anybody have anything else? [End of recording.]

11 [END OF PAGE]
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APPENDIX O

PREPARATION OF EQUIPMENT AND SUPPLIES AND JOINT INSPECTION (JI) PROCEDURES FOR MILITARY AIRLIFT

A. AIR TRANSPORTED VEHICLES AND EQUIPMENT

1. Vehicles and equipment having characteristics presenting air movement transportability problems as identified in Department of Defense Instruction 4540.07, Operation of the DoD Engineering for Transportability and Deployability Program, must be approved by the Air Transportability Test Loading Activity (ATTLA) at ATTLA@us.af.mil or be listed in an aircraft weapon system Dash 9 technical order.
2. Vehicles and equipment will be prepared so as not to diminish their combat capability. They will be reduced only enough to meet the dimensional and weight restrictions of the aircraft that will transport them. Extensive use of masking tape and wood on windows is discouraged.

NOTE: All required mounting bolts for generators and shelters installed on trailers or vehicles (or an integral part of each) will be secured in accordance with (IAW) specific vehicle/equipment applicable technical directives.

3. For dimensional load factors refer to Appendix V.

B. FUEL IN AIR TRANSPORTED EQUIPMENT

1. Fuel-level requirements must conform to AFMAN 24-204_IP, Preparing Hazardous Materials for Military Air Shipments at <http://www.e-publishing.af.mil/>; select “Departmental”, “24 Transportation”, and “AFMAN 24-204”.
2. Tankers and refuelers containing fuel are not authorized for air movement. They will be emptied, labeled, and purged according to technical directives (some do not require purging; see technical data for individual fuel vehicles).
3. Collapsible, 500-gallon fuel containers may be filled with fuel for air movement under “Chapter 3” movement only. Otherwise, containers must be drained to the greatest extent possible, then certified and labeled per AFMAN 24-204_IP.
4. Aircraft external fuel tanks must be drained IAW TO 00-85A-03-1, Preservation, Packaging and Packing External Aircraft Fuel Tanks/Cells, and AFMAN 24-204_IP prior to air shipment.
 - a. Drained and purged tanks will be identified with an “EMPTY” label IAW Paragraph A15.3.4 of AFMAN 24-204_IP prior to air shipment. Additionally, the accompanying DD Form 1500-Series serviceability tag will be annotated, “Tank Purged to Lower Explosive Level Reading 5% and Preserved IAW TO 00-85A-03-1.”

C. WATER TANKS

Water tanks and water trailers will be empty with the following exception. When water is not available at destination, the M149A2 water trailer may be used in compliance with established procedures. Water may also be transported in certified air transportable containers such as 5-gallon water cans, 55-gallon drums, 250-gallon rubber water bladders, and 500-gallon fabric, collapsible drums. Consult mobility force personnel for current guidance.

D. GENERAL CARGO

1. General cargo may be carried in or on any type of vehicle if the cargo can be properly secured and restrained. Cargo load must not exceed maximum axle limitations as indicated on the vehicle data plate or technical directives.
2. Supplies and equipment not loaded into vehicle cargo compartments will be secured on 40-by 48-inch pallets (wooded skids) or packed in container inserts or other containers. Do not exceed 1,000 Pounds (lbs) per insert or 2,000 lbs per pallet. Pallets and inserts will be identified in the unit's load plans.

E. CONTAINERS

Internal airlift and helicopter Slingable Unit (ISU) containers are certified for movement. They are 463L compatible and with a gross weight capacity of 10,000-lb. The base measures 88 inches by 108 inches and contains forklift tine entry slots. ISUs are available in heights of 60 inches and 90 inches. Serviceable freight containers and International Organization for Standardization shipping containers are also air transportable when palletized. Keys and/or combinations to containers must be available during all phases of marshalling, JI, loading, and transportation. Cargo within ISUs and freight containers must be secured/restrained to prevent movement and damage during flight. The objective is to protect the internal contents and minimize movement within the container (e.g., secure a top heavy/loose load to prevent shifting and potentially causing damage to contents, container, and/or aircraft). All hazardous cargo shipped within ISUs and containers must be declared, identified, properly packaged, certified, and secured/restrained by the shipper prior to the joint inspection.

NOTE: Mobility Forces personnel will have access to all ISUs/containers for inspection purposes. Seals applied to containers prior to the inspection process, to include those that are sealed by either the customer or United States Customs officials, will be removed to facilitate internal inspection. Pre-coordination with JI personnel to ensure concurrent Customs inspection prior to unit or Customs seal application, is highly recommended.

NOTE: Hazardous cargo within ISUs or containers must be accessible in-flight. See Paragraph 1.11 of **AFMAN 24-204_IP** for accessibility guidance.

F. HAZARDOUS MATERIALS (HAZMAT)

AFMAN 24-204_IP provides instructions for preparation, packaging, and handling of HAZMAT for shipment aboard military aircraft. These instructions are intended to ensure such materials are properly prepared for airlift. (See Appendix J.)

WARNING: Shipping organizations failing to declare and identify hazardous cargo may be subject to disciplinary action under the Uniform Code of Military Justice (UCMJ) and/or civil penalties outlined in CFR 49, Part 107, Subpart D, Equipment.

G. HELICOPTERS/AIRCRAFT

Information and guidance concerning loading procedures and instructions for preparing helicopters and aircraft for transport can be found in the Service technical manuals, ATTILA, and AFMAN 24-204_IP.

H. PALLETIZED CARGO

Follow pallet build-up checklist at Paragraph J. See related Service publications and applicable aircraft Dash 9 TOs (aircraft roller limitations) for additional guidance.

I. CARGO, CONTAINER, AND PALLET MARKING FOR MOVEMENT

Unit move cargo, containers, and built-up 463L pallets will be marked with a Military Shipping Label (MSL) IAW Appendix H and this Regulation, Part II, Cargo Movement. A properly completed DD Form 1387-2, Special Handling Data/Certification, [Figure O-3](#), must be attached to any classified item and sensitive cargo requiring protective service or other special services. (See DTR Part II, Chapter 205, Paragraph I, for instructions.)

J. PALLET BUILD-UP PROCEDURES CHECKLIST

1. Are you prepared to follow good safety practices?
 - a. Do personnel have steel toed safety shoes and work gloves?
 - b. Have personnel been briefed on proper lifting techniques?
2. Is the pallet skin free of damage, top and bottom and free of bent lips on the pallet perimeter?
3. Are tie down rings serviceable?
4. Is the pallet level and not warped?
5. Is the pallet free of corrosion?
6. Is the pallet clean and free of dirt?
7. Is the pallet right-side up?
8. Is the pallet/ISU placed on three-point dunnage?
9. Is cargo to be placed on the pallet securely packaged?
10. Does cargo have required markings?
11. Is DD Form 1387-2 properly prepared for any classified item and sensitive cargo requiring protective service or other special services? (See DTR Part II, Chapter 205, Paragraph I, for instructions.)
12. Are HAZMAT labels prepared, attached, and visible for all hazardous cargo and their containers IAW AFMAN 24-204_IP?
13. Is cargo marked with orientation arrows, (e.g., “This Side Up,” placed with arrows pointing up)?
14. Are hazardous items on pallet or within an ISU/freight container compatible IAW AFMAN 24-204_IP?
 - a. Are hazardous items “Chapter 3” approved?
15. Is all hazardous cargo positioned for easy access during flight IAW AFMAN 24-204_IP?
 - a. Are hazardous items within an ISU/container accessible as per Paragraph 1.11 of AFMAN 24-204_IP?
 - b. Are hazardous cargo labels visible from an 88-inch side of the pallet or on 108-inch side when loaded in logistics rails? Do the doors of mobility bins containing hazardous items open to an 88-inch side of the pallet?

NOTE: Consult aircraft Dash 9 for requirements. Pallets on the C-17, when utilizing the Logistics Rail System, are loaded 88-inch side first (long ways), which can effect access to HAZMAT during flight.

16. Is cargo arranged on the pallet to meet the following criteria:
 - a. Are the heavier boxes and crates placed on the bottom of the pallet load?
 - b. Is lighter, more fragile cargo placed on the top of the pallet load?
 - c. Is the cargo arranged and properly stacked so that it is stable?
17. Is the height of the built-up pallet 96-inches or less from the top skin of the pallet? If it is not and the height cannot be reduced to under 96-inches, consult your affiliated Air Movement Control Unit for guidance to determine if the pallet will fit inside the aircraft.
 - a. Is the cargo loaded so it is no more than 104-inches wide with no overhang over either of the 108-inch sides?
18. Is the pallet loaded with no more than 10,000 lbs of cargo?
19. Is pallet loading limited to less than 250 lbs per square inch on the pallet's surface?
20. Is plywood or cardboard used on pallet surface when cargo has sharp edges?
21. Is cargo susceptible to weather damage?
 - a. If so, is a plastic pallet cover used before installing cargo nets?
22. Is cargo secured to the pallet using two side nets and a top net?
 - a. If low profile cargo does not permit the use of side nets, a top net may be used to restrain cargo (a top net alone may be used as long as pallet weight does not exceed 2,500 lbs. or 45 inches in height, otherwise four cargo straps will be added for forward, aft, and lateral restraint).
 - b. If side nets only are used to restrain low profile cargo, a minimum of seven straps (four longitudinal and three lateral) will be used.
23. Does the top net have serviceable hooks? (five on each long side, four on each short side and two on the belly band).
24. Does each side net have serviceable hooks? (six along each side of its length, five along each side of its width and four going vertical along the length of the net).
25. Are nets free of tears, rips or broken rings?
26. Is dunnage (three pieces) provided for each pallet to include ISUs? (Dunnage must meet United Nations WPM requirements IAW DTR Part II, Chapter 208, Paragraph K, when going overseas).
27. Are keys or combinations provided to any/all locked ISUs/containers? (This includes locked boxes, crates, etc., inside ISUs, containers, or on 463L pallets).
28. Is a copy of the ATTILA air transportability certification for vehicles and equipment, if required, available?
 - a. Is shoring and/or equipment required by certification available?

K. INSPECTION STANDARDS

DD Form 2133, *Joint Airlift Inspection Record/Checklist* ([Figure O-1](#)), will be used to document that all cargo, vehicles, equipment, and HAZMAT has been declared and properly prepared for airlift. The completed form will indicate to the aircraft loadmaster that the required JI has been accomplished.

1. Responsibilities.

- a. The deploying force is responsible for the proper preparation of materiel, to include weighing, marking, labeling, palletization, and the preparation of all documentation (to include HAZMAT certification on the Shippers Declaration) prior to JI. The deploying force representative will declare and identify all hazardous cargo to the mobility inspector during JI of cargo.

WARNING: Shipping organizations failing to declare and identify hazardous cargo may be subject to disciplinary action under the UCMJ and/or civil penalties outlined in CFR 49 Part 107 Subpart D.

- b. Prior to aircraft loading, a JI will be performed by a qualified mobility force inspector (e.g., Contingency Response Element (CRE)/Cargo Deployment Function (CDF), aerial port, Arrival/Departure Airfield Control Group) along with a representative from the deploying force. The mobility force inspector must have, as a minimum, completed HAZMAT “Inspector” training required in AFMAN 24-204 IP. Also, the mobility force inspector must be knowledgeable of cargo, vehicle, and equipment preparation requirements specified in this Appendix, Appendix P, and Appendix V. In addition to HAZMAT inspector training, qualification standards for mobility force inspectors will be identified in Service/Major Command directives.
- c. All cargo will be inspected for safety of flight and any undeclared/unidentified HAZMAT. This will include a 100 percent inspection of all contents of containers/ISUs to ensure all cargo is properly secured and any undeclared HAZMAT are properly identified, manifested, prepared, packaged, marked, labeled, and certified IAW AFMAN 24-204 IP.

NOTE: All cargo is subject to inspection by the mobility force inspector and by the aircrew. If the cargo is determined by the deploying force to be “sight-sensitive” and should be exempt from inspection, prior approval must be obtained from the Air Mobility Command (AMC) Director of Operations (AMC/A3) or Director of Logistics (AMC/A4) or the Service/Major Command having operational control of the aircraft. If the prior approval letter is not present during inspection, the item(s) will either be inspected as is or removed from the chalk.

- d. Deploying units moving by air must update load plans post JI with final/accurate weights NLT six hours prior to aircraft departure. These updates must be provided to the 618th AOC/TACC via email to tacc.fm.do@us.af.mil and subject line must be in the following format: Subject: Departure ICAO – Mission Number. For example; KDOV - PVRA75477241. Submit NLT six hours prior to aircraft departure to ensure Flight Managers to perform final aircraft mission planning, calculate fuel loads, etc.

2. Form Completion and Distribution.

- a. Three copies of the DD Form 2133 will be completed for each aircraft load and signed by the appropriate personnel.
 - (1) One signed copy will be attached to the aircraft cargo manifest.
 - (2) One signed copy for the station file (Original).
 - (3) One signed copy for the deployed force.

- (4) Additional copies, as required.
 - (5) Once the JI is complete, all load plans are considered final and must reflect accurate weights.
- b. Header Information (Blocks 1 – 10)
- (1) Item 1: DEPLOYING FORCE. Enter the numerical designation and geographic location of the military unit responsible for the equipment being airlifted (e.g., 14th Fighter Squadron, Kadena AB, Okinawa).
 - (2) Item 2: DEPARTURE AIRFIELD. Enter the name of the facility the airlifted unit is departing (e.g., Langley AFB VA).
 - (3) Item 3: DATE. Enter year, month, and day that the JI is accomplished.
 - (4) Item 4: AIRCRAFT TYPE AND MISSION NUMBER. Enter the type and mission number of the aircraft on which the equipment is to be loaded (e.g., C-17/PMXA145EF075).
 - (5) Item 5: LOAD/CHALK NUMBER. Enter the transported force assigned aircraft load number that establishes the desired load movement sequence (e.g., Chalk 1).
 - (6) Item 6: START TIME. Enter the local time the JI actually started.
 - (7) Item 7: COMPLETE TIME. Enter the local time JI was completed and the load is ready for movement.
 - (8) Item 8: MOBILITY FORCE. Enter the numerical designation of the mobility force responsible for JI at the operating location (e.g., 437 APS).
 - (9) Item 9: CHAPTER 3 MOVEMENT: Place an “X” in the appropriate block to indicate whether or not movement is authorized under AFMAN 24-204_IP, Chapter 3. To determine whether or not a specific mission is authorized Chapter 3 movement, review mission remarks in Global Decision Support System 2 (GDSS2) or Single Mobility System (SMS).
 - (10) Item 10. INCREMENT/SERIAL/BUMPER NUMBER AND TYPE/TCN. Utilize one of the above to identify an individual shipment. (Must stay consistent for entire JI)
- c. Legend.
- (1) Place a check mark for applicable inspection items that meet standards (Satisfactory).
 - (2) Place an “X” for applicable inspection items that do not meet standards (Unsatisfactory). Place a circle around the “X” when inspection items have been corrected and are now in compliance with standards.
 - (3) If an inspection item is not applicable to the item being inspected, place a “-“ (Dash) in that block.
- NOTE:** All blocks of sections 11 and 12 will be marked appropriately; however, blocks 13, 14 and 15 will only be utilized for the applicable items (i.e., rolling stock will have block 13 marked appropriately and blocks 14 and 15 will be left blank).

d. Documentation (Block 11)

- (1) Item 11 a: PRE-LOAD PLAN. Deploying force will provide a pre-load plan. The mobility force inspector will ensure the entire load is accounted for utilizing the pre-load plan.
- (2) Item 11 b: MANIFEST/LOAD LIST/PACKING LIST. Deploying force will provide these documents to the mobility force inspector. The mobility force inspector will utilize these documents to assist in verifying/locating any undeclared hazardous shipments.
- (3) Item 11 c: SHIPPERS DECLARATION FOR DANGEROUS GOODS (SDDG). The deploying force will submit SDDGs for all hazardous cargo presented for movement. The mobility force inspector will inspect the SDDG for proper preparation and certification IAW AFMAN 24-204_IP.
- (4) Item 11 d: DD FORM 1387-2. The deploying force will submit this document for all items requiring signature service, transportation protective service, or any other kind of special services. See the DTR Part II, Chapter 205 for guidance on proper completion.
- (5) Item 11 e: MILITARY SHIPPING LABEL (2D Bar Code). All items presented for movement will have a military shipping label attached. See the DTR Part III, Appendix H for additional information.
- (6) Item 11 f: ATTLA Certification. An ATTLA letter is required for vehicles and equipment that are not listed in applicable aircraft Dash 9 TO. Follow link in [Paragraph A.1](#) of this appendix to determine ATTLA requirements.

e. General Requirements (Block 12)

Inspection items listed in this area may be applicable to Vehicles/Non-powered Equipment, Pallets/Pallet Trains/ISUs and Helicopters.

NOTE: This block is applicable to blocks 13, 14, and 15.

- (1) Item 12.a: CLEAN. Clean each item of all grime, oil, dirt and pests. Pressure wash or steam clean items if necessary. Ensure all vehicle tires are free of debris (rocks, pebbles, sand) embedded in the treads.
- (2) Item 12.b: FLUID LEAKS. A loss of fluid at a rate which is readily detected or seen is a leak. Five drops or more per minute from a cooling system, crank case, or gear case is a leak. Fuel or brake system leaks, no matter how minor, will prevent air shipment until corrective action has been accomplished. Do not consider a damp or discolored seal a leak unless any of the above conditions exist.
- (3) Item 12.c: SCALE WEIGHT. Ensure gross weight/axle weights are accurate and properly marked on both sides for vehicles/non-powered equipment and helicopters. Pallets will be placarded on two adjacent sides with scale weight.
- (4) Item 12.d: DIMENSIONS. Ensure item fits aircraft profile/contour. Item must negotiate the aircraft ramps and interior dimensions and will not come in contact with aircraft floor, sidewalls or ceiling at any time. Consult applicable aircraft Dash 9 TO to ensure pallet position restrictions are met (i.e., aisle ways, pallet heights on aircraft ramps).
- (5) Item 12.e: CENTER OF BALANCE. If applicable, ensure item is clearly/properly marked on both sides. Indicate the Center of Balance (CB) to the nearest whole inch. Consult the DTR Part III, Appendix P, for CB calculation/determination.

- (6) Item 12.f: KEYS/COMBINATIONS (All Locks). If an item is secured with a lock, the keys or combination will be made available to the mobility force inspector. The keys/combination will be attached to the item during transport or provided to the aircrew in the aircraft manifest package.

NOTE: Locks without keys/combos will be removed from the item or the item will be removed from chalk.

- (7) Item 12.g: SHORING. Check that all shoring is serviceable and immediately available. Check floor/roller limitations to ensure neither is exceeded. Consult applicable aircraft Dash 9 TO or ATTLA certification for shoring calculation and requirements.
- (8) Item 12.h: HAZARDOUS MATERIALS PREPARATION/PACKAGING. Check that all HAZMAT submitted for movement are properly prepared, positioned and compatible with other HAZMAT on same aircraft IAW AFMAN 24-204_IP. Check that all HAZMAT are properly secured.

f. Vehicles/Non-Powered Equipment (Block 13)

This section applies to vehicles/non-powered equipment palletized or loaded as rolling stock on aircraft.

- (1) Item 13.a: MECHANICAL CONDITION. Unless a vehicle is shipped as retrograde cargo, it must be in good condition. Ensure self-propelled vehicles are operational (engine runs).
- (2) Item 13.b: BRAKES OPERATIONAL. Check service and emergency brakes for operation. Check brakes by having operator demonstrate braking capability while vehicle is moving.
- (3) Item 13.c: BATTERY. Ensure battery terminals are properly protected to prevent damage or short circuits (e.g., rubber covers, taped). Ensure battery is secured to prevent damage or short circuit.
- (4) Item 13.d: FUEL TANKS, LEVEL, CAPS. Vehicles and self-propelled units will not exceed one-half (1/2) a tank of fuel unless “Chapter 3” has been approved (see the DTR Part III, Appendix J). If “Chapter 3” is approved, tank fuel levels will not exceed three-quarters (3/4). Wheeled engine-powered Support Equipment (SE) will be drained to the greatest extent unless “Chapter 3” has been approved. If “Chapter 3” is approved, fuel levels will not exceed one-half (1/2) regardless of the unit’s position in the aircraft. Ensure fuel caps are installed. On closed fuel system equipment, loosen caps to allow pressure equalization.
 - (a) In no case will a vehicle with more than one-half (1/2) tank of fuel be loaded on the aircraft cargo ramp.
 - (b) Vehicles and SE loaded on the aircraft cargo ramp must be positioned with fuel tank filler openings on the high side of the ramp.
 - (c) SE mounted on a single axle disconnected from its prime mover and loaded with its tongue resting on the aircraft floor must be drained, but need not be purged.
 - (d) Regardless of “Chapter 3” approval, do not exceed one-half (1/2) tank of fuel for units loaded aboard aircraft with a steep angle of ascent (i.e., KC-10, KC-135).

- (5) Item 13.e.1-2: JERRICANS.
 - (a) Dot 5L Jerricans must be in approved racks, secured to the vehicle or support equipment and completely drained.
 - (b) United Nations (UN) performance specification jerricans are authorized for transporting flammable liquid fuel stocks. Ensure all racks attached to vehicles or support equipment are designed to accommodate and secure jerricans to prevent movement or leakage during airlift. Jerricans must have a serviceable gasket in place on the screw cap closure. Jerrican(s) can be utilized to ship bulk fuel.
- (6) Item 13.f: TIE-DOWN POINTS. Ensure all clevises and tie-down points are serviceable. Include interior and exterior cargo restraint tie-downs in the inspection.
- (7) Item 13.g: PINTLE HOOK(S). If a Pintle Hook is to be utilized for loading/unloading or in-flight for trailers, ensure all devices are serviceable. Check to make sure all required pins or cotter keys are properly installed and serviceable. Pins or cotter keys must be attached to the pintle hook using a chain or other similar device.
- (8) Item 13.h: VEHICLE EQUIPMENT SECURED (i.e., Tools, Tires). Ensure all vehicle accessory items are secure. This includes fire extinguishers, seats\brackets and any other loose equipment that could become a projectile during flight.
- (9) Item 13.i: TIRE PRESSURE. Check to ensure tire pressure is within the manufacturer's specifications on the sidewall of the tire. Tires must be sufficiently inflated to prevent wheel-rim contact with aircraft floor.

NOTE: Maximum tire pressure is 100 PSI. When a tire pressure exceeds 100 PSI it is considered a steel wheel or hard rubber wheel. Reference the applicable aircraft Dash 9 TO or ATTLA certification for guidance on required shoring.
- (10) Item 13.j: ACCOMPANYING LOAD. All items must be within vehicle/equipments rated capacity and secured to vehicle/equipment. Normally, this information is located on the vehicle data plate or manufacturer's technical publication. Do not exceed the sidewall height (e.g., truck bed or trailer walls) unless the cargo can be properly restrained. Equipment permanently installed in a vehicle will be transported as a vehicle load regardless of height. This provision does not include signal shelters or other easily removed equipment. Check that all secondary cargo (consider all locally manufactured modifications as secondary cargo) is properly secured to the vehicle and/or accompanying trailers. The cargo must meet the same restraint criteria required for the vehicle. Use a minimum of one-half (1/2)-inch diameter rope (not nylon) or approved cargo restraint systems to secure the cargo. Ensure rope actually touches the cargo, not just holds the side racks down. See the DTR Part III, Appendix H, Paragraph D.3 restriction if HAZMAT is not secured in approved holders or as authorized in technical directives (i.e., TO, Field Manual, and Training Manual).

NOTE: Check to ensure Shelters and Generators mounted on vehicles and/or trailers have all bolts/nuts installed as applicable.
- (11) Item 13.k: LOX/NITROGEN CART (Vent kit required). Ensure all vent kit materials are with the cargo. Technicians will be required at load time to install vent kit.

g. Pallets/Pallet Trains/ISUs (Block 14)

- (1) Item 14.a: SERVICEABLE (Pallet, Tie-down Rings, Nets). Pallets must be thoroughly cleaned and inspected (top and bottom) for missing and/or cracked D rings, warping, exposed core and/or delamination.
 - (a) Inspect tie-down equipment used to restrain cargo to the pallets for damage. Do not use damaged tie-down equipment.
 - (b) Inspect nets for damage (e.g., cuts, frays, missing components). Do not use damaged nets.
- (2) Item 14.b: CORRECTLY BUILT/ITEMS SECURED.
 - (a) Check to ensure cargo nets are properly installed.
 - (b) When nets are not used or additional restraint is required, ensure chains, tie-down devices, or straps are properly installed. Ensure adequate restraint is provided to safely transport cargo to aircraft. Attach tie-down equipment in pairs (i.e., if devices, chain or straps are used on one side of the pallet, use an equal number of devices, chains or straps on the opposite side).
 - (c) All cargo within ISUs and other freight containers must also be secured/restrained to prevent movement and damage during flight.

NOTE: All HAZMAT must be accessible and secured/restrained to prevent movement and damage during flight.

- (3) Item 14.c: DUNNAGE (3 pieces per pallet or ISU). Ensure proper dunnage, three pieces, 4" X 4" X 88", accompanies the pallet during shipment. Shippers providing Wood Packaging Material (WPM) will ensure that any packing material that consists/made of wood (to include, but not limited to, dunnage, pallets, boxes, cleats, crates, and frames) meet the phytosanitary (e.g., rules governing plants, seeds) requirements set forth in DoD 4140.65-M, Issue, Use, and Disposal of Wood Packaging Material.

NOTE: Plywood does not require treatment or marking due to the nature of how the material is produced.

- (a) All WPM is required to meet the requirements of International Standards for Phytosanitary Measures Publication (ISPM 15), Guidelines for Regulating WPM in International Trade, Food and Agriculture Organization of the United Nations (FOA), Rome (2002) with modifications to Annex I (2006). These requirements are detailed in 7 CFR 319.40, Foreign Quarantine Notices. This standard requires WPM used in international trade to be treated. The approved treatments are:
 - 1 Heat treatment to a minimum wood core temperature of 56° C for a minimum of 30 minutes or
 - 2 The compliant WPM also must be marked with the International Plant Protection Convention (IPPC) logo, Figure 208-5.
 - 3 Additional information on WPM requirements can be found at: http://www.aphis.usda.gov/newsroom/hot_issues/wood_packing.shtml and the American Lumber Standard Committee, Inc. web page, <http://www.alsc.org/>.

h. Helicopters (flyaway) (Block 15).

- (1) Item 15.a: FUEL QUANTITY (Gallons). Fuel quantities cannot exceed three-fourths (3/4) full or 150-gallons per tank, whichever is less.
- (2) Item 15.b: CONFIGURATION (applicable TO or ATTILA certification). Check applicable directives to ensure helicopter is properly configured to fit aircraft contour without making contact with sidewalls, ceiling, or floor.
- (3) Item 15.c: BATTERY. Must be disconnected and taped. Ensure user disconnects and tapes battery terminals and secures the battery to prevent damage and/or short circuits.
- (4) Item 15.d: SPECIAL LOADING EQUIPMENT. Ensure special equipment necessary to load this cargo is available (i.e., Tow bars, tools, jacks, pintle hooks, pumps, ramps).
- (5) Item 15.e: ACCOMPANYING LOAD. Ensure all secondary cargo (consider all locally manufactured modifications as secondary cargo) is properly secured within the helicopter. Cargo must meet the same restraint criteria required for the helicopter. Use a minimum of one-half (1/2)-inch diameter rope (not nylon) or approved cargo restraint systems to secure cargo.

i. Deploying Force Representative and Mobility Force Inspector.

- (1) Item 16: DEPLOYING FORCE REPRESENTATIVE. Legibly printed name, rank and signature are required. To be signed by the deploying force representative accompanying mobility force inspector. The deploying force representative certifies that all items, including all hazardous materials, have been declared, properly prepared and presented for airlift IAW all applicable directives.

WARNING: Shipping organizations failing to declare and identify hazardous cargo may be subject to disciplinary action under the UCMJ and/or civil penalties outlined in CFR 49 Part 107 Subpart D.

- (2) Item 17: MOBILITY FORCE INSPECTOR. Printed name, rank, and signature are required. To be completed by the mobility force inspector accomplishing the JI. The mobility force inspector certifies that all declared items have been inspected and are properly prepared for airlift IAW all applicable directives.

j. Additional Information (On Back).

List and explain, in detail, any discrepancies found during the inspection and actions taken to correct the problem. Pertinent information regarding the specific item will be listed in this block.

L. DD FORM 2775, PALLET IDENTIFIER

1. Prepare two copies of the pallet placard, DD Form 2775, Pallet Identifier, [Figure O-2](#), to identify all completed 463L pallets/trains loaded with cargo/mail. Air freight personnel will complete all entries and attach the copies to the upper left hand corner at eye level (when pallet height permits) on one 88-inch side and on one 108-inch side. Place the form inside interlocking closure plastic bags (NSN 8105-00-837-7757, or suitable substitute). The form may be computer generated.
2. Prepare one placard for vehicles/support equipment and attach it either to the “Marking Board” or a conspicuous location.
3. Additional information required by the Services may be entered in the miscellaneous block of the form.

NOTE: Do not staple directly to cargo nets.

- a. Enter port of embarkation and port of debarkation codes in letters as large as possible. The intent is to make the entries visible from a distance when pulling pallets for a load.

NOTE: This form must never reflect the words “classified”, “small arms/weapons”, “munitions”, or other highly sensitive items by name.

- b. Annotate the amount of straps, chains, devices, and net sets used on a particular pallet or pallet train in the blocks of the form.
- c. The scale weight certification block will be completed by legibly printing the date, name and grade of the individual who performed the weighing of the pallet.

JOINT AIRLIFT INSPECTION RECORD/CHECKLIST (Reference DTR Part III Appendix O For Form Completion)													Page	of	Pages										
1. DEPLOYING FORCE:				2. DEPARTURE AIRFIELD:				3. DATE:																	
4. AIRCRAFT TYPE AND MISSION NUMBER:				5. LOAD/CHALK NO.		6. START TIME:		7. COMPLETE TIME:		8. MOBILITY FORCE:															
9. CHAPTER 3 MOVEMENT				Yes		No		10. INCREMENT/SERIAL/BUMPER NUMBER AND TYPE/TCN																	
LEGEND (Mark blocks after each item as follows) ✓ = Satisfactory X = Unsatisfactory Circle the " X " for items that have been corrected If not applicable, Enter " - " (Dash)																									
11. DOCUMENTATION																									
a. Pre-Load Plan																									
b. Manifest/ Load List/Packing List																									
c. Shippers Declaration for Dangerous Goods (SDDG)																									
d. DD Form 1387-2																									
e. Military Shipping Label (2D Bar Code)																									
f. ATTLA Certification (Reference DTR Part III, App O)																									
12. GENERAL REQUIREMENTS (Applicable to Blocks 13, 14, 15)																									
a. Clean																									
b. Fluid Leaks (Reference DTR Part III, App O)																									
c. Scale Weight (GW, Axle Weight, Marked on Both Sides)																									
d. Dimensions (Fits Aircraft Contour)																									
e. Center of Balance (Marked on Both Sides)																									
f. Keys/Combinations (All Locks)																									
g. Shoring (Floor/Roller Limitations)																									
h. Hazardous Materials Preparation/Packaging																									
13. VEHICLES/NON-POWERED EQUIPMENT																									
a. Mechanical Condition (Engine Runs)																									
b. Brakes Operational (Service/Emergency)																									
c. Battery (Secured, Terminals Protected, No Leaks)																									
d. Fuel Tank(s), Level, Caps																									
e. Jerricans (Secure, Fuel Level, Seal)																									
(1) DOT 5L (Metal) MUST BE EMPTY																									
(2) UN Specification (Plastic)																									
f. Tiedown Points/Clevises (Serviceable)																									
g. Pintle Hooks (If Used)																									
h. Vehicle Equipment Secured																									
i. Tire Pressure																									
j. Accompanying Load (w/in Rated Capacity and Secured)																									
k. Lox/Nitrogen Cart (Vent Kit)																									
14. PALLETS/PALLET TRAINS/ISU'S																									
a. Serviceable (Pallet and Tiedown Rings)																									
b. Correctly Built/Items Secured																									
c. Dunnage (3 Pieces Per Pallet or ISU)																									
15. HELICOPTERS (Flyaway)																									
a. Fuel Quantity (As Required)																									
b. Configuration (T.O./Cert Letter)																									
c. Battery (Disconnected, Covered/Taped)																									
d. Special Loading Equipment (Tow bars, etc.)																									
e. Accompanying Load (w/in Rated Capacity and Secured)																									
I certify that all items, including hazards, have been declared, properly prepared, and presented for airlift in accordance with all applicable directives. 16. DEPLOYING FORCE REPRESENTATIVE (Print Name/Rank/Signature)													I certify the above declared items have been inspected and properly prepared for airlift in accordance with all applicable directives. 17. MOBILITY FORCE INSPECTOR (Print Name/Rank/Signature)												

DD FORM 2133, JUN 2013

PREVIOUS EDITION IS OBSOLETE.

Adobe Professional X

Figure O-1. DD Form 2133, Joint Airlift Inspection Record

DD FORM 2133 (BACK), JUN 2013

III-O-14

Designed using Perform Pro, WHS/DIRO, Sep 98

Figure O-2. DD Form 2775, Pallet Identifier

Form Approved/OMB No. 0704-0188

Figure O-3. DD Form 1387-2, Special Handling Data/Certification

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JOINT AIRLIFT INSPECTION RECORD/CHECKLIST

(Reference DTR Part III Appendix O For Form Completion)

Page 1 of 1 Pages

1. DEPLOYING FORCE: 2D MRB Hotel		2. DEPARTURE AIRFIELD: MCAS Cherry Point APOE		3. DATE: 2010707	
4. AIRCRAFT TYPE AND MISSION NUMBER: C-130 20170710C130-2		5. LOAD/CHALK NO. 1/2		6. START TIME: 1652 20170707	
7. COMPLETE TIME: 1530 20170708		8. MOBILITY FORCE: APOE			
9. CHAPTER 3 MOVEMENT Yes No		10. INCREMENT/SERIAL/BUMPER NUMBER AND TYPE/TCN			
LEGEND (Mark blocks after each item as follows) ✓ = Satisfactory X = Unsatisfactory Circle the "X" for items that have been corrected If not applicable, Enter (Dash)		71293	928912	70603	PMMD PALET
11. DOCUMENTATION					
a. Pre-Load Plan		✓	✓	✓	✓
b. Manifest/ Load List/Packing List		✓	✓	✓	✓
c. Shippers Declaration for Dangerous Goods (SDDG)		✓	✓	✓	✓
d. DD Form 1387-2		✓	✓	✓	✓
e. Military Shipping Label (2D Bar Code)		✓	✓	✓	✓
f. ATTLA Certification (Reference DTR Part III, App O)		✓	✓	✓	✓
12. GENERAL REQUIREMENTS (Applicable to Blocks 13, 14, 15)					
a. Clean		✓	✓	✓	✓
b. Fluid Leaks (Reference DTR Part III, App O)		✓	✓	✓	✓
c. Scale Weight (GW, Axle Weight, Marked on Both Sides)		✓	✓	✓	✓
d. Dimensions (Fits Aircraft Contour)		✓	✓	✓	✓
e. Center of Balance (Marked on Both Sides)		✓	✓	✓	✓
f. Keys/Combinations (All Locks)		✓	✓	✓	✓
g. Shoring (Floor/Roller Limitations)		✓	✓	✓	✓
h. Hazardous Materials Preparation/Packaging		✓	✓	✓	✓
13. VEHICLES/NON-POWERED EQUIPMENT					
a. Mechanical Condition (Engine Runs)		✓	✓	✓	✓
b. Brakes Operational (Service/Emergency)		✓	✓	✓	✓
c. Battery (Secured, Terminals Protected, No Leaks)		✓	✓	✓	✓
d. Fuel Tank(s), Level, Caps		✓	✓	✓	✓
e. Jerricans (Secure, Fuel Level, Seal)		✓	✓	✓	✓
(1) DOT 5L (Metal) MUST BE EMPTY		✓	✓	✓	✓
(2) UN Specification (Plastic)		✓	✓	✓	✓
f. Tiedown Points/Clevises (Serviceable)		✓	✓	✓	✓
g. Pintle Hooks (If Used)		✓	✓	✓	✓
h. Vehicle Equipment Secured		✓	✓	✓	✓
i. Tire Pressure		✓	✓	✓	✓
j. Accompanying Load (w/in Rated Capacity and Secured)		✓	✓	✓	✓
k. Lox/Nitrogen Cart (Vent Kit)		✓	✓	✓	✓
14. PALLETS/PALLET TRAINS/ISU'S					
a. Serviceable (Pallet and Tiedown Rings)		✓	✓	✓	✓
b. Correctly Built/Items Secured		✓	✓	✓	✓
c. Dunnage (3 Pieces Per Pallet or ISU)		✓	✓	✓	✓
15. HELICOPTERS (Flyaway)					
a. Fuel Quantity (As Required)		✓	✓	✓	✓
b. Configuration (T.O./Cert Letter)		✓	✓	✓	✓
c. Battery (Disconnected, Covered/Taped)		✓	✓	✓	✓
d. Special Loading Equipment (Tow bars, etc.)		✓	✓	✓	✓
e. Accompanying Load (w/in Rated Capacity and Secured)		✓	✓	✓	✓

I certify that all items, including hazards, have been declared, properly prepared, and presented for airlift in accordance with all applicable directives.

I certify the above declared items have been inspected and properly prepared for airlift in accordance with all applicable directives.

(b) (6)

Aircraft type/Config: C-130/STD-AL
Delivery method: AL
Unit Being Airlifted: 2d MRB, MSOC H
Type movement plan:
Departure date & time: 20170710 13:00 UTC
Departure airfield: NKT
Destination airfield: NJK
Load Description:

Mission type:
Mission #:
Aircraft Tail #:
System chalk #: 2
AFMAN 24-204 Chapter 3 Move
Mission Route: NJK

Mobility
DFT (CH2)

MAIN DECK



FOR OFFICIAL USE ONLY

<u>SQ/D</u>	<u>TCN/Pallet ID</u>	<u>Package ID</u>	<u>Model/Nomenclature</u>	<u>LEN</u>	<u>WDT</u>	<u>HT</u>	<u>WT</u>	<u>FSN</u>	<u>TSN</u>	<u>CB</u>	<u>HZ</u>	<u>FL</u>	<u>V</u>	<u>D</u>	<u>SH</u>	<u>CCC</u>
1/M	-		-/MRZR	142	60	74	1980	274	416	337	Y		N	A	S	R3D
2/M	-		-/ISU 90	108	88	90	2800	464	552	508	N		N	A		J3D
3/M	-		-/ISU 90	108	88	90	6420	556	644	600	Y		N	A		J3D
4/M	-		-/Ammunition Pallet	108	88	48	4275	646	735	691	Y		N	A		M3D

Total # of Pax: 7
 Total # of Subfloors: 0
 Total Cargo Weight: 15475
 Cargo/Mail Weight: 15475
 Operating Weight: 84000
 Zero Fuel Weight: 100945
 CG Station: 528

Weight/Pax: 210
 Weight/Subfloor: 0
 %ACL: 68
 Cargo/Mail Moment: 9327
 Operating Moment: 44000
 Zero Fuel Moment: 53327
 %MAC: 24.9

Total PAX Weight: 1470
 Total Subfloor Weight: 0
 ACL: 25000
 Total Load Weight: 16945

SQ/D Flags/Warnings

<u>SQ/D</u>	<u>Class/Zone</u>
1/M	9
3/M	9
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code
4/M	Invalid IMO Code

FOR OFFICIAL USE ONLY

4/M Invalid IMO Code
4/M Invalid IMO Code
4/M Invalid IMO Code
4/M Invalid IMO Code
4/M Invalid IMO Code

ULN PAX
7

Item by TCN/Pallet ID

ULN

Weight

Short Tons

ALL HAZARDOUS MATERIALS COVERED BY THIS
LOAD PLAN HAVE BEEN INSPECTED AND
FOUND TO BE PACKAGED IN THE PROPER OUTSIDE
CONTAINER FREE OF VISIBLE DAMAGE AND
LEAKS AND IS PROPERLY CERTIFIED

I HAVE BEEN BRIEFED ACCORDING TO
AFMAN 24-204(I), PARAGRAPH 1.2.9,
ON HAZARDOUS CARGO COVERED BY
THIS LOAD PLAN

(b) (6)

Air Terminal Representative Signature

Aircraft Crewmember Signature

Load planned by:

(b) (6)

Date:

20170709

Load approved by:

Date:

20170709

FOR OFFICIAL USE ONLY

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

SHIPPER 2 nd RAIDER BATTALION		Air Waybill No.				
POC: Sgt (b) (6) PHONE NUMBER (b) (6)		Page 3 of 3 Pages				
Consignee 2 nd RAIDER BATTALION		Shipper's Reference Number (optional)				
POC: Sgt (b) (6) PHONE NUMBER (b) (6)		(b) (6)				
Two completed and signed copies of this declaration must be handed to the operator.		WARNING Failure to comply in all aspects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.				
TRANSPORT DETAILS						
This shipment is within the limitations prescribed for: (Delete non-applicable)						
Airport of Departure: KNKT Cherry Point, NC						
XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX	CARGO AIRCRAFT ONLY	Airport of Destination: KNJK El Centro, CA				
Shipment Type (Delete non-applicable)		NON-RADIOACTIVE XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX				
NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack- ing Group	Quantity and Type of Packing	Pack Inst.	Author- ization
UN0303	AMMUNITION, SMOKE	1.4G	II	(1) STEEL CAN (4A1) X 0.981KG NEW	A5.12. 1	P5
UN0197	SIGNALS, SMOKE	1.4G	II	(1) STEEL CAN (4A1) X 0.067KG NEW	A5.18	P5
UN0054	CARTRIDGES, SIGNAL	1.3G	II	(1) STEEL CAN (4A1) X 0.842KG NEW	A5.18	P4
UN0195	SIGNALS, DISTRESS	1.3G	II	(2) STEEL CAN (4A1) X 1.454KG NEW	A5.18	P4 A69
UN0195	SIGNALS, DISTRESS	1.3G	II	(2) STEEL CAN (4A1) X 1.454KG NEW	A5.18	P4 A69
UN0054	CARTRIDGES, SIGNAL	1.3G	II	(1) WOOD BOXES (4C1) X 1.25KG NEW	A5.18	P4
Additional Handling Information						
EMERGENCY CONTACT NUMBERS: 1-(800) 851-8061 / 1-(804) 279-3131						
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.				Name/Title of Signatory: (b) (6) EMBARKATION CHIEF, MSOC HOTEL Place and Date: 2017 07 10 (b) (6) Signature: (see warning above)		

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

SHIPPER
2nd RAIDER BATTALION

Air Waybill No.

Page 1 of 3 Pages

Shipper's Reference Number
(optional)POC (b) (6)
PH (b) (6)
Consignee
2nd RAIDER BATTALIONPOC (b) (6)
PH (b) (6)

(b) (6)

Two Completed and signed copies of this declaration must be handed to the operator.

TRANSPORT DETAILS

This shipment is within the limitations prescribed for:
(Delete non-applicable)

Airport of Departure:

KNKT
Cherry Point, NCXXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXXCARGO
AIRCRAFT
ONLY

WARNING

Failure to comply in all aspects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.

Airport of Destination:

KN.IK
El Centro, CA

Shipment Type (Delete non-applicable)

NON-RADIOACTIVE

XXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXX

NATURE AND QUANTITY OF DANGEROUS GOODS

Dangerous Goods Identification

UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack- ing Group	Quantity and Type of Packing	Pack Inst.	Author- ization
UN0012	CARTRIDGES FOR WEAPONS, INERT PROJECTILE	1.4S	II	(2) WOOD BOXES (4C1) X 17.3651KG NEW (4) STEEL CAN (4A1) X 0.867KG NEW	A5.12. 1	P5 112, A69
UN0012	CARTRIDGES FOR WEAPONS, INERT PROJECTILE	1.4S	II	(15) WOOD BOXES (4C1) X 26.68KG NEW	A5.12. 1	P5 112, A69
UN0012	CARTRIDGES FOR WEAPONS, INERT PROJECTILE	1.4S	II	(21) WOOD BOXES (4C1) X 60.518KG NEW	A5.12. 1	P5 112, A69
UN0012	CARTRIDGES FOR WEAPONS, INERT PROJECTILE	1.4S	II	(4) STEEL CAN (4A1) X 0.414 KG NEW	A5.12. 1	P5 112, A69
UN0009	AMMUNITION, INCENDIARY	1.2G	II	(2) STEEL CAN (4A1) X 0.429KG NEW	A5.12. 1	P4
UN0012	CARTRIDGES FOR WEAPONS, INERT PROJECTILE	1.4S	II	(6) STEEL CAN (4A1) X 0.867KG NEW	A5.12. 1	P5 112, A69

Additional Handling Information

EMERGENCY CONTACT NUMBERS: 1-(800) 851-8061 / 1-(804) 279-3131

I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.

Name/Title of Signatory

(b) (6)

EMBARKATION CHIEF, MSOC HOTEL
Place and Date: 2-17-2012

(b) (6)

Sign

(see warning above)

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

SHIPPER
2nd RAIDER BATTALION

Air Waybill No.

Page 2 of 3 Pages

POC: (b) (6)
PH: (b) (6)
Consignee
2nd RAIDER BATTALION

Shipper's Reference Number

(b) (6)

POC: (b) (6)
PHONE: (b) (6)

Two completed and signed copies of this declaration must be handed to the operator.

TRANSPORT DETAILS

This shipment is within the limitations prescribed for:
(Delete non-applicable)

Airport of Departure:

KNKT
Cherry Point, NCXXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXXCARGO
AIRCRAFT
ONLY

Airport of Destination:

KN.IK
El Centro, CA

WARNING

Failure to comply in all aspects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.

Shipment Type (Delete non-applicable)

NON-RADIOACTIVE

XXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXX

NATURE AND QUANTITY OF DANGEROUS GOODS

Dangerous Goods Identification

UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Packing Group	Quantity and Type of Packing	Pack Inst.	Authorization
UN0012	CARTRIDGES FOR WEAPONS, INERT PROJECTILE	1.4S	II	(1) WOOD BOXES (4C1) X 2.6612KG NEW (1) STEEL CAN (4A1) X 0.584KG NEW	A5.12.1	P5 112, A69
UN0012	CARTRIDGES FOR WEAPONS, INERT PROJECTILE	1.4S	II	(1) STEEL CAN (4A1) X 0.0775KG NEW	A5.12.1	P5 112, A69
UN0012	CARTRIDGES FOR WEAPONS, INERT PROJECTILE	1.4S	II	(2) STEEL CAN (4A1) X 1.474KG NEW	A5.12.1	P5 112, A69
UN0197	SIGNALS, SMOKE	1.4G	II	(1) STEEL CAN (4A1) X 3.13KG NEW	A5.18	P5
UN0197	SIGNALS, SMOKE	1.4G	II	(1) STEEL CAN (4A1) X 3.13KG NEW	A5.18	P5
UN0006	CARTRIDGES FOR WEAPONS	1.1E	II	(1) WOOD BOXES (4C1) X 1.833KG NEW	A5.12.1	P4
UN0303	AMMUNITION, SMOKE	1.4G	II	(1) STEEL CAN (4A1) X 3.272KG NEW	A5.12.1	P5
UN0303	AMMUNITION, SMOKE	1.4G	II	(1) STEEL CAN (4A1) X 3.272KG NEW	A5.12.1	P5

Additional Handling Information

EMERGENCY CONTACT NUMBERS: 1-(800) 851-8061 / 1-(804) 279-3131

I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.

Name/Title of Signatory:

(b) (6)
EMBARKATION CHIEF, MSOC HOTEL
Place and Date: 2-2-2004

(b) (6)

SI
(S)

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

SHIPPER 2 nd RAIDER BATTALION		Air Waybill No.				
POC: (b) (6) PH: (b) (6) Consignee 2 nd RAIDER BATTALION		Page 1 of 1 Pages Shipper's Reference Number (optional) (b) (6)				
POC: Sg (b) (6) PHONE NUMBER: (b) (6)		WARNING Failure to comply in all aspects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.				
Two completed and signed copies of this declaration must be handed to the operator.						
TRANSPORT DETAILS						
This shipment is within the limitations prescribed for: (Delete non-applicable)						
Airport of Departure: KNKT Cherry Point, NC						
XXXXXXXXXX XXXXXXXXXX XXXXXXXXXX	CARGO AIRCRAFT ONLY	Shipment Type (Delete non-applicable) NON-RADIOACTIVE XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXX				
Airport of Destination KNJK El Centro, CA						
NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack- ing Group	Quantity and Type of Packing	Pack Inst.	Author- ization
UN3480	LITHIUM ION BATTERIES	9	II	(968) X LITHIUM ION BATTERIES	A13.7	P4
UN3066	PAINT RELATED MATERIAL	8	II	(22) X PAINT X ALUMINUM (1B2)	A12.2.	P5
Additional Handling Information UN1203, GASOLINE, 3, LESS THAN ½ TANK UN2800, BATTERIES, WET FILLED, NON-SPILLABLE, 8						
ERG # 128 EMERGENCY CONTACT NUMBERS: 1-(800) 851-8061 / 1-(804) 279-3131						
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.				Name/Title of Signatory (b) (6) EMBARKATION CHIEF, MSOC HOTEL Place and Date: 2017 07 07 (b) (6) Sig (See warning above)		

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

SHIPPER 2 nd RAIDER BATTALION		Air Waybill No.				
POC: Sgt (b) (6) PHONE NUMBER: (b) (6)		Page 1 of 1 Pages				
Consignee 2 nd RAIDER BATTALION		Shipper's Reference Number (optional) (b) (6)				
POC: Sgt (b) (6) PHONE NUMBER: (b) (6)		20110107				
Two completed and signed copies of this declaration must be handed to the operator.		WARNING Failure to comply in all aspects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.				
TRANSPORT DETAILS						
This shipment is within the limitations prescribed for: (Delete non-applicable)		Airport of Departure: KNKT Cherry Point, NC				
PASSENGER AND CARGO AIRCRAFT	XXXXXX XXXXXX					
Airport of Destination KNJIK El Centro, CA		Shipment Type (Delete non-applicable) <table border="1"><tr><td>NON-RADIOACTIVE</td><td>XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX</td></tr></table>		NON-RADIOACTIVE	XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX	
NON-RADIOACTIVE	XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX					
NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack- ing Group	Quantity and Type of Packing	Pack Inst.	Author- ization
UN1072	OXYGEN, COMPRESSED	2.2		(1) X OXYGEN CYLINDER	A6.5.	P5
Additional Handling Information UN1203, GASOLINE, 3, LESS THAN ½ TANK UN2800, BATTERIES, WET FILLED, NON-SPILLABLE, 8						
ERG # 128 EMERGENCY CONTACT NUMBERS: 1-(800) 851-8061 / 1-(804) 279-3131						
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.				Name/Title of Signatory: (b) (6) EMBARKATION CHIEF, MSOC HOTEL Place and Date: (b) (6)		

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

SHIPPER 2 nd RAIDER BATTALION		Air Waybill No.				
POC: Sg (b) (6) PHONE NUMBER (b) (6)		Page 1 of 1 Pages				
Consignee 2 nd RAIDER BATTALION		Shipper's Reference Number (b) (6)				
POC: Sg (b) (6) PHONE NUMBER (b) (6)						
Two completed and signed copies of this declaration must be handed to the operator.						
TRANSPORT DETAILS		WARNING				
This shipment is within the limitations prescribed for: (Delete non-applicable)		Failure to comply in all aspects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.				
Airport of Departure: KNKT Cherry Point, NC						
PASSENGER AND CARGO AIRCRAFT	XXXXXX XXXXXX					
Airport of Destination KNJIK El Centro, CA		Shipment Type (Delete non-applicable)				
		NON-RADIOACTIVE XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX				
NATURE AND QUANTITY OF DANGEROUS GOODS						
Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Pack- ing Group	Quantity and Type of Packing	Pack Inst.	Author- ization
UN3166	ENGINES, INTERNAL COMBUSTION, FLAMMABLE LIQUID POWERED	9		1 X POLARIS MRZR VEHICLE	A13.5. 1	P5
Additional Handling Information UN1203, GASOLINE, 3, LESS THAN 1/2 TANK UN2800, BATTERIES, WET FILLED, NON-SPILLABLE, 8						
ERG # 128 EMERGENCY CONTACT NUMBERS: 1-(800) 851-8061 / 1-(804) 279-3131						
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable transport requirements have been met.						
Name/Title of Signatory (b) (6) (b) (6)						

- 1.10.8. To the greatest extent possible, place packages on aircraft pallets (e.g., 463L) and within/on freight containers, vehicles, and trailers so that markings required by Attachment 14 and labels required by Attachment 15 are visible.
 - 1.10.8.1. For like items with the same classification, only one of the required hazard label(s) must be applied and visible.
 - 1.10.8.2. For items with different hazard classifications, at least one package for each classification must be positioned so hazard label(s) are visible.
 - 1.10.8.3. When placement prevents hazard labels from being visible, refer to A15.1.
- 1.10.9. The use of the overpack provision may be limited by requirements in Paragraph A17.2.3.2.
- 1.11. Accessibility.** Do not ship hazardous material in freight containers that are not easily accessible to the aircrew during flight. Physically stow hazardous materials next to the container opening and position to allow access while on the aircraft. The aircrew must have visual and physical access to all hazardous materials to mitigate any hazard posed by an in-flight incident. If there is evidence of a leak, the crew-member can locate the hazard, determine the extent of the risk, and take appropriate action to get the leak under control or declare an in-flight emergency. Ensure air transportation personnel joint inspection (JI) have knowledge and access to transportation containers containing hazardous materials during the joint inspection process. Provide a key or combination for locked, unescorted containers to the aircraft commander or designated representative. Ship only the following hazardous materials in inaccessible containers or tactical shelters when properly secured:
 - 1.11.1. Recompression vans, support vans, and shelters used by the Underwater Construction Team. Hazardous items inside these escorted containers have been identified to and approved for shipment by AFMC/A4RT.
 - 1.11.2. Fire extinguishers secured in appropriate holders or brackets, or properly packaged according to this manual.
 - 1.11.3. Vehicles, support equipment (SE), or other mechanical apparatus. Completely drain (residual fuel not to exceed 17 oz) items fueled by a flammable liquid with a flash point at or above 38 degrees C (100 degrees F). Tightly seal fuel lines and tank to prevent residual fuel leaks. Drain and purge items fueled by a flammable liquid with a flash point below 38 degrees C (100 degrees F). Installed batteries must be non-spillable type or non-regulated and secured upright.
 - 1.11.4. Items shipped under the Proper Shipping Name (PSN) "Life Saving Appliances" and packaged according to this manual.
 - 1.11.5. Air conditioners and environmental control units, magnetic material, radioactive material, and thermometers.
 - 1.11.6. Class/division 1.4S explosives packaged according to this manual.
 - 1.11.7. Non-flammable gases or non-flammable aerosols prepared according to this manual and packed in strong outer containers.
 - 1.11.8. "Consumer Commodities" not containing a liquid or a flammable gas.

Chapter 3

TACTICAL, CONTINGENCY, OR EMERGENCY AIRLIFT

3.1. Purpose. This chapter identifies procedural exceptions in support of the DOD, Federal agencies, and allies providing sustained, immediate, and responsive air movement, and delivery of personnel and hazardous material to, within, or from objective areas under tactical, contingency, or emergency conditions. Because of the increased risk to the aircraft; air crew; and participants, these procedural exceptions must only be used when there are validated operational requirements. This chapter does not apply to helicopters being used for insertion or extraction of combat troops to, from, or within a combat area.

3.2. Approval For Use.

- 3.2.1. When operational requirements are validated, the use of this chapter will be included in Operating Plans (OPlans).
- 3.2.2. USTRANSCOM Deployment Distribution Operations Center (DDOC) approves the use of provisions of this chapter for airlift missions not identified in the OPlan. See the DTR 4500.9-R, Chapter 204 for guidance on approval requests.
- 3.2.3. Provisions of this chapter may be used for Joint Chiefs of Staff (JCS), component, and unilateral mobility exercises designed to simulate and evaluate responsiveness to tactical, contingency, or emergency situations requiring airlift when use is identified according to paragraph 3.2.1. FPMor paragraph 3.2.2.

3.3. General Requirements and Restrictions.

- 3.3.1. Chapter 3 approval will be included as part of airlift mission execution documentation (e.g., Global Decision Support System (GDSS) Mission Detail/Form 59, Flight Advisory, etc.).
- 3.3.2. Comply with DTR 4500.9-R, Part III, *Mobility* for movement of cargo and personnel during deployments. Comply with other Parts of the DTR when applicable.
- 3.3.3. Do not use the provisions of this chapter during redeployments unless mission readiness is affected.
- 3.3.4. Unless otherwise specified, comply with the packaging configurations specified in Attachment 5 through Attachment 13 and Attachment 27. Refer to Attachment 3 for any additional requirements. Do not remove hazardous materials from their required packaging except as authorized in this chapter.
- 3.3.5. Refer to Attachment 22 concerning movement of personnel with hazardous materials.
- 3.3.6. Observe all practical ground and flight rules and brief each aircraft commander (or representative designated by the commander) according to Attachment 21.
- 3.3.7. Do not transport hazardous cargo aboard tactical or strategic aeromedical evacuation aircraft. The field commander may allow the transportation of casualties on aircraft carrying hazardous cargo in extreme circumstances that may result in potential loss of life.
- 3.3.8. This chapter does not apply to contract or commercial airlift. Refer to Attachment 23 when using DOT Special Permits for AMC contracted commercial airlift.

3.3.9. Apply these provisions to notional tasking of Standard Air Munitions Package (STAMP) and deployable munitions packages IAW AFI 21-201, *Conventional Munitions Management*.

3.3.10. Refer to DTR 4500.9-R for manifesting requirements.

3.4. Specific Operational Requirements. The following operational requirements must be validated and approved according to paragraph 3.2.

3.4.1. Unpackaged explosives (see A5.2).

3.4.2. Vehicles and equipment fuel-in-tank-operational fuel levels (see A13.4 and A13.5).

3.4.3. Incompatible items on the same aircraft (see A18.4).

3.4.4. Personnel hand carrying hazardous materials (see paragraph 3.5).

3.5. Basic Combat Load or Individual Issue. Personnel are permitted to carry their basic combat load or individual issue of hazardous materials removed from its required packaging under the following conditions.

3.5.1. Personnel will engage an enemy force immediately upon deplaning at the objective or will be airdropped. The following requirements apply:

3.5.1.1. Personnel must not handle explosives and other hazardous materials during flight operations.

3.5.1.2. Ensure all individual hazardous materials are safe from accidental initiation (i.e., grenades in fiber containers, safety pins secured, etc.).

3.5.1.3. Ensure all small arms ammunition remain in the individual carrier (for example, bandoleers, ammunition belts, pouches), and all weapons remain clear until the aircraft has landed.

3.5.1.4. Ensure all chemical, biological, radiological, nuclear, and high-yield explosive (CBRNE) equipment remains in the individual carrier (for example, protective mask bag, mobility bag), and accompany the individual at all times. First aid kit components must remain within individual kit carriers or pouches.

3.5.1.5. Prepare all hazardous material, other than small arms ammunition, CBRNE equipment, and first aid kits for shipment according to this manual, consolidate in one central location on the aircraft as directed by the loadmaster, and distribute to personnel before landing.

3.5.1.6. Lithium batteries installed in electronic equipment battery box or compartment require no additional packaging. Individuals may hand carry (pockets, rucksack, backpacks, etc.) the minimum number of spare lithium batteries required to sustain the immediate operation (as determined by the troop commander). Pack hand carried lithium batteries in original wrapping or in nonconductive material to prevent external short-circuiting. Prepare equipment containing lithium batteries, not considered individual issue or basic combat, according to A13.7., A13.8., or A13.9.

3.5.1.7. The troop commander or team chief must brief the aircraft commander or designated representative (i.e. loadmaster) on the location of all hazardous materials.

Attachment 5**CLASS 1--EXPLOSIVES AND AMMUNITION**

A5.1. General Requirements. For military members, failure to obey the mandatory provisions from paragraphs A5.2. through A5.27. and any provisions of mandatory subparagraph(s) hereunder is a violation of Article 92, Uniform Code of Military Justice (UCMJ). Civilian employees who fail to obey the provisions from paragraph A5.2. through A5.27. and any provisions of mandatory subparagraph(s) hereunder are subject to administrative disciplinary action without regard to otherwise applicable criminal or civil sanctions. Personnel shall not deviate from these provisions and must select the correct inner/intermediate packaging and outer container as specified in each packaging paragraph. Not all packaging paragraphs are inclusive and packaging is based on the category of explosive or ammunition as identified in each paragraph or subparagraph. This attachment contains information concerning packaging and general handling instructions for Class 1 material. See Attachment 3 for additional information concerning Class 1 material.

A5.2. Unpackaged Explosives. Unless otherwise authorized in this manual, package all explosives according to Attachment 5. Explosives may only be removed from their required packaging to meet operational requirements of Chapter 3 under the following circumstances:

A5.2.1. On airdrop parachute platforms configured according to TO 13C7/FM 10-500 series publications.

A5.2.2. When stored in approved racks or containers, or secured in/on tactical equipment or vehicles as operational components according to technical orders or publications.

A5.2.3. When secured/restrained in freight containers according to service drawings approved for air movement.

A5.3. Items requiring Special Approval. Ship according to a Special Approval (includes CAA or COE) issued for the particular item. See paragraphs 2.5. and 2.6. for more information on CAAs and COEs. Comply with the following handling instructions only when shipping items containing a fuel that is corrosive or toxic.

A5.3.1. Handling Instructions. Exercise extreme caution in handling this item. Keep well ventilated, away from sparks, fire hazards, and oxidizing materials. Vapors are toxic when inhaled. Liquid is corrosive. Fuel in presence of an oxidizer is self-igniting and highly reactive. Approved protective clothing, gloves, safety goggles, and a positive pressure breathing apparatus must be available during handling of this material, and worn when handling leaking packages.

A5.3.2. Shipping Requirements. The following requirements apply:

A5.3.2.1. Load containers having an installed indicator in such a manner as to provide access to the indicator during flight. Inspect the indicator before aircraft loading, after aircraft loading, at cruise altitude, during flight every hour or as required by the applicable technical manual, as cargo tiedown is inspected, and after landing. The normal color of the indicator is white or off-white. The color will change to yellow if inhibited red fuming nitric acid (IRFNA) leak occurs. The color will change to black if an amine fuel mixture (AFM) leak occurs. Changes are obvious and do not require technical escort personnel to monitor.

Attachment 18

COMPATIBILITY

A18.1. General Requirements. For military members, failure to obey the mandatory provisions from paragraphs A18.2 through A18.4 and any provisions of mandatory subparagraph(s) hereunder is a violation of Article 92, Uniform Code of Military Justice (UCMJ). Civilian employees who fail to obey the provisions from paragraph A18.2 through A18.4 and any provisions of mandatory subparagraph(s) hereunder are subject to administrative disciplinary action without regard to otherwise applicable criminal or civil sanctions. Personnel shall follow specific segregation /compatibility and deviation instructions for movement of hazardous cargo via military airlift. Packages containing hazardous materials that might react dangerously with one another must not be loaded or transported in a position that would allow interaction between the material in the event of leakage. Segregation requirements for hazardous material on military aircraft identified in Table A18.1. and Table A18.2. must be used to determine segregation requirements.

A18.1.1. Table A18.1. details segregation requirements for all hazardous materials.

A18.1.2. Table A18.2. specifies compatibility requirements for Class 1.

A18.1.3. Paragraph A18.4. specifies compatibility requirements for tactical and contingency operations under the authority of Chapter 3.

A18.2. Segregation Requirements for All Hazardous Materials. Table A18.1 indicates the explosives and other hazardous materials that must not be loaded, transported, or stored together.

A18.2.1. Only the primary hazard class or division are considered for segregation. Subsidiary-risks and secondary hazards will not be used to determine segregation requirements when using Table A18.1.

A18.2.2. The absence of any hazard class or a blank space in the table indicates that no restrictions apply.

A18.2.3. The letter "X" at an intersection of horizontal and vertical columns indicates that these articles must not be loaded, transported, or stored together. For example, in Table A18.1., Class 3 flammable liquids, must not be loaded, transported, or stored with Class 1.1.

A18.2.4. The letter "O" at an intersection of horizontal and vertical columns indicates that these articles must not be loaded together unless separated by a 463L pallet position or not less than a distance of 2.2 m (88 inches) in all directions. For example, Class 8 corrosive liquids loaded on a 463L pallet, must not be transported with Class 4.1 flammable solids on an adjoining pallet. If loaded in a logistic rail mode (e.g., C-17), these items must be separated by 2.2 m (88 inches) and located on different pallets.

A18.2.5. The "*" at an intersection of horizontal and vertical columns indicates that segregation among different Class 1 materials is identified in Table A18.2.

A18.2.6. Be sure to check notes for compatibility.

A18.3. Segregation Requirements for Class 1 Materials. Table A18.2. identifies Class 1 materials that must not be loaded, transported, or stored together.

A18.3.1. A blank space in the table indicates that no restrictions apply.

A18.3.2. The letter "X" at an intersection of horizontal and vertical columns shows that these articles must not be loaded or stored together. For example, do not load or store Class 1.2C with Class 1.2H.

A18.3.3. Unless otherwise authorized, do not pack explosives in the same outer packaging with other articles. Explosives of the same compatibility group or authorized combination of compatibility groups but a different class number may be packed together, provided that the whole package is treated as though its entire contents were comprised of the lower class number (higher hazard). For example, treat a mixed package of Class 1.2D explosives and Class 1.4D explosives as Class 1.2D explosives. However, when Class 1.5D is packed together with Class 1.2D, treat the whole package as Class 1.1D (for compatibility).

A18.3.4. Incompatible explosives may be packed together when approved according to TB 700-2/ NAVORDINST 8020.8B/TO 11A-1-47/DLAR 8220.1, *DOD Explosive Hazard Classification Procedures* or paragraph 2.3.2.

A18.3.5. Subsidiary-risks will not be used to determine compatibility requirements when using Table A18.2.

A18.3.6. Be sure to check notes for compatibility.

A18.4. Chapter 3 Segregation/Compatibility. The requirements of Table A18.1. and Table A18.2. may be deviated from when transporting cargo approved to be airlifted using provisions of Chapter 3, consistent with operational requirements. Normally incompatible hazardous materials may be transported on the same aircraft when separated to the maximum extent possible. Compatibility waivers are not required. Use Chapter 3 segregation/compatibility, to include complete round rigging, for exercises only when there is an intent to use or fire explosives and ammunition. The following restrictions are mandatory:

A18.4.1. Explosives in compatibility groups A, J, K, and L can only be shipped with material in compatibility group S and Class 9.

A18.4.2. Fissile class III radioactive materials (Class 7) cannot be loaded, transported, or stored on the same aircraft with any other hazardous material.

A18.4.3. Class 1.1, 1.2, and 1.3 cannot be shipped with any Inhalation hazard zone A material.

A18.4.4. Class 1.1, 1.2, and 1.3 cannot be shipped with Class 6.1 poisonous liquids, PG I.

A18.4.5. Cyanides or cyanide mixtures (Class 6.1) cannot be loaded, transported, or stored with any corrosive Class 8 material.

Table A18.1. Segregation Table for Hazardous Materials.

Class or Division Note 7 Note 10	Notes	1.1 1.2	1.3	1.4	1.5	1.6	2.1	2.2	2.3 Gas Zone A	2.3 Gas Other than Zone A	3	4.1	4.2	4.3	5.1	5.2	6.1 Liquid PG I Zone A	7	8 Liquid Only
Notes		1 6					9								1		4	2 3	4, 5 6, 8
1.1 and 1.2	1 6	*	*	*	*	*	X		X	X	X	X	X	X	X	X	X	X	X
1.3		*	*	*	*	*	X		X	X	X	X	X	X	X	X	X	0	X
1.4		*	*	*	*	*	0		0	0	0		0				0		0
1.5		*	*	*	*	*	X		X	X	X	X	X	X	X	X	X	X	X
1.6		*	*	*	*	*													
2.1	9	X	X	0	X				X	0			0	0	0	0	0	0	0
2.2					X														
2.3 Zone A		X	X	0	X		X				X	X	X	X	X	X			X
2.3 Other than Zone A		X	X	0	X		0				0	0	0	0	0	0			0
3		X	X	0	X				X	0		0	0	0	0	0	X		
4.1		X	X		X				X	0	0						X		0
4.2		X	X	0	X		0		X	0	0						X		X
4.3		X	X		X		0		X	0	0						X		0
5.1	1	X	X		X		0		X	0	0						X		0
5.2		X	X		X		0		X	0	0						X		0
6.1 Liquid PG I Zone A	4	X	X	0	X		0				X	X	X	X	X	X			X
7	2 3	X	0		X		0												
8 Liquid Only	4 5 6 8	X	X	0	X		0		X	0		0	X	0	0	0	X		

NOTES:

1. Ammonium nitrate fertilizer may be loaded, transported, or stored with Class 1.1 or 1.5 materials.
2. Do not load, transport, or store fissile class III radioactive material (Class 7) on the same aircraft with any other hazardous material.
3. Normal uranium, depleted uranium, and thorium metal in solid form radioactive materials (Class 7) may be loaded and transported with Class 1.1, 1.2, and 1.5 (explosives).
4. Do not load, transport, or store cyanides or cyanide mixtures (Class 6.1) with any Class 8 materials.
5. Separate nitric acid (Class 8) in carboys by 2.2 m (88 inches) in all directions from other corrosives materials in carboys when loaded on the same aircraft.
6. Do not load, transport, or store charged electric storage batteries (Class 8) on the same aircraft with any Class 1.1 or 1.2.

NOTES:

1. Group "B" explosives UN0255, UN0257, UN0267, and UN0361 may be loaded and transported with groups "C," "D," and "E" explosives on cargo aircraft only. Passenger deviations are not authorized.
2. Group "B" explosives packaged in an EOD MK 663, MOD 0 container may be loaded and transported with groups "C" through "H" and group "S" explosives.
3. Group "F" explosives UN0292 may be loaded and transported with groups "C," "D," and "E" explosives on cargo aircraft only. Passenger deviations are not authorized.
4. Group "G" explosives UN0019, UN0300, UN0301, and UN0325 may be loaded and transported with all other explosives compatible with group "S" explosives on cargo aircraft only. Passenger deviations are not authorized.
5. Group "G" explosives UN0009, UN0018, UN0314, UN0315, UN0317, UN0319, and UN0320 may be transported with groups "C," "D," and "E" explosives on cargo aircraft only. Passenger deviations are not authorized.
6. Group "L" explosives must only be loaded and transported with an identical item.
7. Class 1.1 and 1.2 explosives must not be shipped with UN0333, UN0334, UN0335, UN0336, and UN0337.
8. Class 1.4, Compatibility Groups B and G may be loaded and transported together or with Class 1.4 Compatibility Groups C, D, and E on cargo aircraft only.

A18.5. Classification Codes and Compatibility Groups of Explosives. The classification code for an explosive consists of the class number followed by the compatibility group letter. Compatibility group letters are used to specify the controls required for transportation and storage and to prevent the additional hazard that might occur if certain types of explosives are transported or stored together. All explosives entering the Defense Transportation System must be assigned a final or interim hazard classification according to A3.3.1.4. Compatibility groups and classification codes for the various types of explosive substances and articles are identified in Table A18.3. Compatibility groups assigned to non-class 1 items are used for permanent storage and do not apply while item is in the Defense Transportation System.

Table A18.3. Classification Codes.

Description of Substances or Article to be Classified	Compatibility Group	Classification Code
Primary explosive substance	A	1.1A
Article containing a primary explosive substance and not containing two or more effective protective features	B	1.1B 1.2B 1.4B
Propellant explosive substance or other deflagrating explosive substance or article containing such explosive substance	C	1.1C 1.2C 1.3C 1.4C
Secondary detonating explosive substances or black powder or article containing a secondary detonating		1.1D

Description of Substances or Article to be Classified	Compatibility Group	Classification Code
explosive substance, in each case without means of initiation and without a propelling charge, or article containing a primary explosive substance and containing two or more effective protective features	D	1.2D 1.4D 1.5D
Article containing a secondary detonating explosive substance, without means of initiation, with a propelling charge (other than one containing flammable liquid or hypergolic liquid)	E	1.1E 1.2E 1.4E
Article containing a secondary detonating explosive substance with its means of initiation, with a propelling charge (other than one containing flammable liquid or hypergolic liquid) or without propelling charge.	F	1.1F 1.2F 1.3F 1.4F
Pyrotechnic substance or article containing a pyrotechnic substance, or article containing both an explosive substance and illuminating, incendiary, tear-producing or smoke producing substance (other than a water-activated article or one containing white phosphorus, phosphide or flammable liquid or gel or hypergolic liquid).	G	1.1G 1.2G 1.3G 1.4G
Article containing both an explosive and white phosphorus	H	1.2H 1.3H
Article containing both an explosive substance and flammable liquid or gel	J	1.1J 1.2J 1.3J
Article containing both an explosive substance and a toxic chemical agent	K	1.2K 1.3K
Explosive substance or article containing an explosive substance and presenting a special risk (e.g., due to water-activation or presence of hypergolic liquids phosphides or pyrophoric substances) needing isolation of each type.	L	1.1L 1.2L 1.3L
Articles containing only extremely insensitive detonating substances	N	1.6N
Substance or article so packed or designed that any hazardous effects arising from accidental functioning are limited to the extent that they do not significantly hinder or prohibit fire fighting or other emergency response efforts in the immediate vicinity of the package.	S	1.4S

A18.6. Joint Service Explosive Ordnance Disposal. Joint Service EOD maintains an airlift compatibility waiver - accomplished annually. This is a joint US Air Force, US Navy, and US

Attachment 18

COMPATIBILITY

A18.1. General Requirements. For military members, failure to obey the mandatory provisions from paragraphs A18.2 through A18.4 and any provisions of mandatory subparagraph(s) hereunder is a violation of Article 92, Uniform Code of Military Justice (UCMJ). Civilian employees who fail to obey the provisions from paragraph A18.2 through A18.4 and any provisions of mandatory subparagraph(s) hereunder are subject to administrative disciplinary action without regard to otherwise applicable criminal or civil sanctions. Personnel shall follow specific segregation /compatibility and deviation instructions for movement of hazardous cargo via military airlift. Packages containing hazardous materials that might react dangerously with one another must not be loaded or transported in a position that would allow interaction between the material in the event of leakage. Segregation requirements for hazardous material on military aircraft identified in Table A18.1. and Table A18.2. must be used to determine segregation requirements.

A18.1.1. Table A18.1. details segregation requirements for all hazardous materials.

A18.1.2. Table A18.2. specifies compatibility requirements for Class 1.

A18.1.3. Paragraph A18.4. specifies compatibility requirements for tactical and contingency operations under the authority of Chapter 3.

A18.2. Segregation Requirements for All Hazardous Materials. Table A18.1 indicates the explosives and other hazardous materials that must not be loaded, transported, or stored together.

A18.2.1. Only the primary hazard class or division are considered for segregation. Subsidiary-risks and secondary hazards will not be used to determine segregation requirements when using Table A18.1.

A18.2.2. The absence of any hazard class or a blank space in the table indicates that no restrictions apply.

A18.2.3. The letter "X" at an intersection of horizontal and vertical columns indicates that these articles must not be loaded, transported, or stored together. For example, in Table A18.1., Class 3 flammable liquids, must not be loaded, transported, or stored with Class 1.1.

A18.2.4. The letter "O" at an intersection of horizontal and vertical columns indicates that these articles must not be loaded together unless separated by a 463L pallet position or not less than a distance of 2.2 m (88 inches) in all directions. For example, Class 8 corrosive liquids loaded on a 463L pallet, must not be transported with Class 4.1 flammable solids on an adjoining pallet. If loaded in a logistic rail mode (e.g., C-17), these items must be separated by 2.2 m (88 inches) and located on different pallets.

A18.2.5. The "*" at an intersection of horizontal and vertical columns indicates that segregation among different Class 1 materials is identified in Table A18.2.

A18.2.6. Be sure to check notes for compatibility.

A18.3. Segregation Requirements for Class 1 Materials. Table A18.2. identifies Class 1 materials that must not be loaded, transported, or stored together.

Table A4.1		PROPER SHIPPING NAME/ DESCRIPTION	HAZARD CLASS/ DIV	SUBSIDIARY RISK	PG	SPECIAL PROVISION	PACKAGING PARAGRAPH
(1)	UN/ID NUMBER	(3)	(4)	(5)	(6)	(7)	(8)
	UN1410	LITHIUM ALUMINIUM HYDRIDE	4.3		I	P3, A19	A8.3.
	UN1411	LITHIUM ALUMINIUM HYDRIDE, ETHEREAL	4.3	3	I	P3, A2, A3, A11, N34	A8.2.
		<i>Lithium amide, see ALKALI METAL AMIDES</i>					
	UN1413	LITHIUM BOROHYDRIDE	4.3		I	P3, A19, N40	A8.3.
	UN2830	LITHIUM FERROSILICON	4.3		II	P5, A19	A8.3.
	UN1414	LITHIUM HYDRIDE	4.3		I	P3, A19, N40	A8.3.
	UN2805	LITHIUM HYDRIDE, FUSED SOLID	4.3		II	P5, A8, A19, A20	A8.3.
	UN2680	LITHIUM HYDROXIDE	8		II	P5	A12.3.
	UN2679	LITHIUM HYDROXIDE, SOLUTION	8		II III	P5 P5	A12.2. A12.2.
	UN1471	LITHIUM HYPOCHLORITE, DRY or LITHIUM HYPOCHLORITE MIXTURE	5.1		II III	P5, A9, N34 P5, N34	A9.6. A9.6
		<i>Lithium in cartridges or cartouches; see LITHIUM</i>					
	UN3480	LITHIUM ION BATTERIES including lithium polymer batteries	9			P5	A13.7.
	UN3481	LITHIUM ION BATTERIES CONTAINED IN EQUIPMENT including lithium polymer batteries	9			P5	A13.8.
	UN3481	LITHIUM ION BATTERIES PACKED WITH EQUIPMENT including lithium polymer batteries	9			P5	A13.9.
	UN3090	LITHIUM METAL BATTERIES including lithium alloy batteries	9			P4	A13.7.
	UN3091	LITHIUM METAL BATTERIES CONTAINED IN EQUIPMENT including lithium alloy batteries	9			P4	A13.8.
	UN3091	LITHIUM METAL BATTERIES PACKED WITH EQUIPMENT including lithium alloy batterie	9			P4	A13.9
	UN2722	LITHIUM NITRATE	5.1		III	P5, A1	A9.6.
	UN2806	LITHIUM NITRIDE	4.3		I	P3, A19, N40	A8.3.
	UN1472	LITHIUM PEROXIDE	5.1		II	P5, A9, N34	A9.6.
		<i>Lithium silicide, see LITHIUM SILICON</i>					
	UN1417	LITHIUM SILICON	4.3		II	P5, A19, A20	A8.3.
		<i>LNG, see NATURAL GAS, REFRIGERATED LIQUID or METHANE, REFRIGERATED LIQUID</i>					
	UN1621	LONDON PURPLE	6.1		II	P5	A10.5.
		<i>LPG, see PETROLEUM GASES, LIQUEFIED</i>					
		<i>Lye solid, see SODIUM HYDROXIDE, SOLID</i>					
		<i>Lye solution, see SODIUM HYDROXIDE, SOLUTIONS</i>					
		<i>Lythene, see PETROLEUM DISTILLATES, N.O.S.</i>					
	UN1869	MAGNESIUM or MAGNESIUM ALLOYS with more than 50% magnesium in pellets, turnings or ribbons	4.1		III	P5, A1	A8.3.
	UN3053	MAGNESIUM ALKYLs	4.2	4.3	I	P3	A8.5.
	UN1419	MAGNESIUM ALUMINIUM PHOSPHIDE	4.3	6.1	I	P3, A19, N34, N40	A8.3.
+	UN1622	MAGNESIUM ARSENATE	6.1		II	P5	A10.5.
		<i>Magnesium bisulfite solution, see BISULFITES AQUEOUS SOLUTIONS, N.O.S.</i>					
	UN1473	MAGNESIUM BROMATE	5.1		II	P5, A1	A9.6.
	UN2723	MAGNESIUM CHLORATE	5.1		II	P5	A9.6.
		<i>Magnesium chloride and chlorate mixture, see CHLORATE AND MAGNESIUM CHLORIDE MIXTURE, SOLID or CHLORATE AND MAGNESIUM CHLORIDE MIXTURE SOLUTION</i>					
	UN2004	MAGNESIUM DIAMIDE	4.2		II	P5, A8, A19, A20	A8.3.
	UN2005	MAGNESIUM DIPHENYL	4.2		I	P3	A8.11.
		<i>Magnesium dross, wet or hot</i>					FORBIDDEN
	UN2853	MAGNESIUM FLUOROSILICATE	6.1		III	P5	A10.5.
	UN2950	MAGNESIUM GRANULES, COATED, particle size not less than 149 Microns	4.3		III	P5, A1, A19	A8.3.
	UN2010	MAGNESIUM HYDRIDE	4.3		I	P3, A19, N40	A8.3.

Table A4.2. Special Provisions

When column 7 of Table A4.1. refers to a special provision for a hazardous material, the meaning and requirements of that provision are defined in this Table. The following list identifies the requirements of the special provisions referred to in column 7 of Table A4.1.:
Passenger Eligibility “P” Codes. These provisions apply to passenger movement with hazardous materials (see also Attachment 22).
P1 Transport this material on dedicated airlift (e.g. Special Assignment Airlift Mission) aircraft as identified in Attachment 24. Material authorized on cargo aircraft only. Passenger deviations are not authorized.
P2 Transport this material on cargo aircraft only. Passenger deviations are not authorized.
P3 Transport this material on cargo aircraft only. Deviations are authorized according to paragraph 2.2. and Attachment 22.
P4 Transport this material on cargo aircraft only. Deviations are authorized according to paragraph 2.2. and Attachment 22. DOD duty passengers do not require a deviation.
P5 Transport this material on passenger or cargo aircraft without passenger restriction.
Numeric Special Provisions.
1 This material is poisonous by inhalation in Hazard Zone A, describe as an inhalation hazard.
2 This material is poisonous by inhalation in Hazard Zone B, describe as an inhalation hazard.
3 This material is poisonous by inhalation in Hazard Zone C, describe as an inhalation hazard.
4 This material is poisonous by inhalation in Hazard Zone D, describe as an inhalation hazard.
5 If this material meets the defining criteria for a material poisonous by inhalation (49 CFR §173.116(a) or §173.133(a)) use an appropriate Class 2.3 or Class 6.1 generic PSN that identifies the inhalation hazard.
6 This material is poisonous by inhalation and must be described as an inhalation hazard.
7 Deleted
8 A hazardous substance that is not a hazardous waste may be shipped under the shipping description "Other regulated substance, liquid or solid", as appropriate.
9 EPA in 40 CFR §761.60 and §761.65 prescribes packaging for certain PCBs for disposal and storage.
11 Package material either as a liquid or solid, as appropriate, depending on its physical form at 55 degrees C (131 degrees F) at atmospheric pressure.
12 In concentrations greater than 40 percent, this material has strong oxidizing properties and is capable of starting fires in contact with combustible materials. If applicable, a package containing this material must comply with the subsidiary risk labeling requirements of Attachment 15.
13 The words “Inhalation Hazard” shall be entered on each shipping paper in association with the shipping description.
14 Motor fuel anti-knock mixtures are mixtures of one or more organic lead mixtures (such as tetraethyl lead, triethylmethyl lead, diethyldimethyl lead, ethyltrimethyl lead, and tetramethyl lead) with one or more halogen compounds (such as ethylene dibromide and ethylene dichloride), hydrocarbon solvents or other equally efficient stabilizers; or tetraethyl lead.
17 Deleted
21 This material must be stabilized by appropriate means to prevent dangerous polymerization.

- A13.6.2. Batteries will be secured upright in designed holders except non-spillable batteries meeting Table A4.2., Special Provision A67 as nonhazardous, may be oriented in a manner to fit designed holder. Protect the terminals of installed batteries to prevent short circuit by use of battery boxes, protective covers, taping, etc. If battery cables are disconnected, they must be secured away from terminals, and the terminals protected. Remove the battery and ship according to A12.4. if the item is likely to be shipped in other than an upright position.
- A13.6.3. Securely fasten original installed equipment in properly configured and approved holders. Do not remove other hazardous materials from their packaging and store in the racks or containers of vehicles or equipment.
- A13.6.4. Wheelchairs equipped with non-spillable batteries must have the batteries protected against short circuits and securely attached to the wheelchair or removed and boxed. Specification packaging is not required.
- A13.6.5. Wheelchairs equipped with spillable batteries for carriage on aircraft in cargo compartments that can accommodate upright loading and storage of the wheelchairs must be secured in an upright position in the cargo compartment. Batteries must remain installed and be securely attached to the chair. Protect the terminals against short circuits. Wheelchairs must be deactivated by removing connections at battery terminals or by otherwise disconnecting their power source. Remove the battery and ship according to A12.4. if the item is likely to be shipped in other than an upright position.
- A13.6.6. Lithium batteries. Lithium batteries contained in vehicles, engines, or mechanical equipment must be securely fastened in the battery holder of the vehicle, engine, or mechanical equipment, and be protected in such a manner as to prevent damage and short circuits (e.g., by the use of non-conductive caps that cover the terminals entirely). Prototype or low production lithium batteries securely installed, each lithium battery must be of a type that has successfully passed each test in the UN Manual of Tests and Criteria, or approved by the Associate Administrator of the DOT.

A13.7. Lithium Cells and Batteries.

- A13.7.1. Lithium cells and batteries must meet the requirements of paragraph A3.3.9.2. except paragraph A3.3.9.2.3.
- A13.7.2. Package cells and batteries as follows:
- A13.7.2.1. Package cells and batteries in combination packagings with non-metallic inner packagings that completely enclose the cell or battery, and separate the cells or batteries from contact with equipment, other devices, or conductive materials (e.g., metal) in the packaging. Pack inner packaging inside an outer metal box (4A, 4B, or 4N), wooden box (4C1, 4C2, 4D, or 4F), fiberboard box (4G), or solid plastic box (4H1 or 4H2), fiber drum (1G), metal drum (1A2, 1B2, or 1N2), plastic drum (1H2), plywood drum (1D), plastic jerrican (3H2), or metal jerrican (3A2 or 3B2). Packaging must meet PG II performance level. UN Specification packaging is not required when individual spare batteries are hand-carried according to Chapter 3 of this manual.
- A13.7.2.2. Batteries exceeding 12 kg. Batteries exceeding a gross weight of 12 kg (26.5 lbs.) employing a strong, impact-resistant outer casing and assemblies of such batteries, may be packed in strong outer packagings, in protective enclosures (for example, in fully enclosed wooden slatted crates) or on pallets or other handling devices, instead of

packages meeting the UN performance packaging requirements identified in paragraph A13.7.2.1. above. Batteries must be secured to prevent inadvertent movement, and the terminals must not support the weight of other superimposed elements. Batteries or battery assemblies packaged in this manner must be identified as "P4" for movement with passengers.

A13.8. Lithium Batteries Contained in Equipment.

A13.8.1. Lithium cells and batteries must meet the requirements of paragraph A3.3.9.2. except paragraph A3.3.9.2.3.

A13.8.2. UN specification packaging is not required. Pack equipment with installed lithium batteries in an outer packaging constructed of suitable material of adequate strength and design in relation to the capacity and intended use of the packaging, unless the lithium cells or batteries are afforded equivalent protection by the equipment in which they are contained. Secure the equipment within the outer packaging to prevent movement, short circuit, and accidental operation during transport.

A13.8.2.1. The additional cells or batteries must be packaged in accordance with A13.7.2.

A13.8.2.2. If package contains cells or batteries in equipment and other cells or batteries packed with equipment, the package must be marked with the proper shipping name "Lithium metal batteries packed with equipment" or "Lithium ion batteries packed with equipment" as appropriate.

A13.8.2.3. Lithium batteries contained in vehicles, engines, or mechanical equipment must be securely fastened in the battery holder of the vehicle, engine, or mechanical equipment and must be protected in such a manner as to prevent damage and short circuits (e.g., by the use of non-conductive caps that cover the terminals entirely).

A13.8.3. For airdrop missions authorized according to Chapter 3 of this manual, pack electronic equipment hand carried in a rucksack, in a shipping (airdrop) container, or as a door bundle depending on mission requirements. Shipper's Declaration for Dangerous Goods certification is not required.

A13.9. Lithium Batteries Packed With Equipment.

A13.9.1. Lithium cells and batteries must meet the requirements of paragraph A3.3.9.2. except paragraph A3.3.9.2.3.

A13.9.2. The cells or batteries must be packed in inner packagings that completely enclose the cell or battery and prevent short circuits, including shifting that could lead to short circuits. The inner packagings are then placed in outer packagings as follows:

A13.9.2.1. Pack in packagings that meet the Packing Group II performance requirements as specified in paragraph A13.7.2. then pack with equipment. OR

A13.9.2.2. Pack in with equipment in packagings that meet the Packing Group II performance requirements as specified in paragraph A13.7.2.

A13.9.3. For missions authorized according to Chapter 3 of this manual, electronic equipment may be hand carried in a rucksack, packed in a shipping (airdrop) container, or in a door bundle depending on mission requirements. Shipper's Declaration for Dangerous Goods certification is not required.

BY ORDER OF THE
SECRETARIES OF THE AIR FORCE,
THE ARMY, THE NAVY,
THE MARINE CORPS,
THE DEFENSE LOGISTICS AGENCY,
AND THE DEFENSE CONTRACT
MANAGEMENT AGENCY



AIR FORCE MANUAL 24-204(I)
TM 38-250
NAVSUP PUB 505
MCO P4030.19I
DLAI 4145.3
DCMAD1,CH3.4 (HM24)

12 OCTOBER 2004

Transportation

**PREPARING HAZARDOUS MATERIALS
FOR MILITARY AIR SHIPMENTS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This manual implements AFD 24-2, *Preparation and Movement of Air Force Material*. It provides guidance and procedures for preparing hazardous materials for shipment by military aircraft to ensure that such materials are packaged, marked, labeled, and prepared properly for transportation. This manual includes the shipment of nuclear materials, except for nuclear weapon major assemblies and nuclear components packaged and shipped per Department of Energy-Defense Nuclear Agency (DOE-DNA) TP 45-51 and its supplements. It includes labeling requirements, instructions for transporting passengers with hazardous materials and instructions for notifying the aircraft commander regarding hazardous materials on the aircraft. It implements Department of Defense (DoD) Regulation 4500.9-R, *Defense Transportation Regulation (Parts II and III)* and Department of Transportation (DOT) Exemptions 7573 and 9232 (DOT-E 7573 and DOT-E 9232) for commercial aircraft under contract to the Air Mobility Command (AMC). The use of a name of any specific manufacturer, commercial product, commodity or service in this publication does not imply endorsement by the military services. **** Penalties and Disciplinary Action.** Failure to observe prohibitions and mandatory provisions of this manual by military personnel is a violation of Article 92, Uniform Code of Military Justice (UCMJ). Violations by civilian employees may result in administrative disciplinary action without regard to otherwise applicable criminal or civil sanctions for violations of related laws. See **Attachment 1** and **Attachment 2** for terms, abbreviations, and acronyms used in this manual.

Enclosure ()

Table A4.1		PROPER SHIPPING NAME/ DESCRIPTION	HAZARD CLASS/ DIV	SUBSIDIARY RISK	PG	SPECIAL PROVISION	PACKAGING PARAGRAPH
(1)	UN/ID NUMBER	(3)	(4)	(5)	(6)	(7)	(8)
★	UN3139	OXIDIZING LIQUID, N.O.S.	5.1		I II III	P3, 62, 127, A2 P4, 62, 127, A2 P5, 62, 127, A2	A9.5. A9.5. A9.5.
★	UN3098	OXIDIZING LIQUID, CORROSIVE, N.O.S.	5.1	8 8 8	I II III	P3, 62, A6 P4, 62 P5, 62	A9.5. A9.5. A9.5.
★	UN3099	OXIDIZING LIQUID, TOXIC, N.O.S.	5.1	6.1 6.1 6.1	I II III	P3, 62, A6 P4, 62 P5, 62	A9.5. A9.5. A9.5.
★	UN1479	OXIDIZING SOLID, N.O.S.	5.1		I II III	P5, 62 P5, 62 P5, 62	A9.6. A9.6. A9.6.
★	UN3085	OXIDIZING SOLID, CORROSIVE, N.O.S.	5.1	8 8 8	I II III	P5, 62 P5, 62 P5, 62	A9.6. A9.6. A9.6.
★	UN3137	OXIDIZING SOLID, FLAMMABLE, N.O.S.	5.1	4.1	I	P4, 62	A9.8.
★	UN3100	OXIDIZING SOLID, SELF-HEATING, N.O.S.	5.1	4.2 4.2	I II	P3, 62 P4, 62	A9.8.
★	UN3087	OXIDIZING SOLID, TOXIC, N.O.S.	5.1	6.1 6.1 6.1	I II III	P5, 62 P5, 62 P5, 62	A9.6. A9.6. A9.6.
★	UN3121	OXIDIZING SOLID, WATER-REACTIVE, N.O.S.	5.1	4.3		P4, 62	A9.8.
		<i>Oxirane, see ETHYLENE OXIDE</i>					
	UN1072	OXYGEN, COMPRESSED	2.2	5.1		P5, 110	A6.3., A6.5.
	UN2190	OXYGEN DIFLUORIDE, COMPRESSED	2.3	5.1, 8		P1, 1, N86	A6.15.
	UN3356	OXYGEN GENERATORS, CHEMICAL (including when contained in associated equipment, e.g. passenger service units (PSU's) portable breathing equipment (PBE) etc.)	5.1		II	P4, 60	A9.10.
+	NA3356	OXYGEN GENERATOR, CHEMICAL SPENT	9		III		FORBIDDEN
	UN1073	OXYGEN, REFRIGERATED LIQUID (cryogenic liquid)	2.2	5.1		P4	A6.11.
		<i>1-Oxy-4-nitrobenzene, see NITROPHENOLS</i>					
	UN1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler, and liquid lacquer base)	3		I II III	P3, 367 P5, 367 P5, 367	A7.2. A7.2. A7.2.
	UN3066	PAINT or PAINT RELATED MATERIAL	8		II III	P5, 367 P5, 367	A12.2. A12.2.
	UN3470	PAINT, CORROSIVE, FLAMMABLE (including paint, lacquer, enamel, stain, shellac, varnish, polish, liquid filler and liquid lacquer base)	8	3	II	P5, 367	A12.2
		<i>Paint driers, see FLAMMABLE SOLID, ORGANIC, N.O.S. or FLAMMABLE SOLID, INORGANIC, N.O.S.</i>					
	UN3469	PAINT, FLAMMABLE, CORROSIVE (including paint, lacquer, enamel, stain, shellac, varnish, polish, liquid filler and liquid lacquer base)	3	8	I II III	P3, 367 P5, 367 P5, 367	A12.2 A12.2 A12.2
	UN1263	PAINT RELATED MATERIAL (including paint thinning, drying, removing, or reducing compound)	3		I II III	P3, 367 P5, 367 P5, 367	A7.2. A7.2. A7.2.
	UN3470	PAINT RELATED MATERIAL, CORROSIVE, FLAMMABLE (including paint thinning, drying, removing, or reducing compound)	8	3	II	P5, 367	A12.2.
	UN3469	PAINT RELATED MATERIAL, FLAMMABLE, CORROSIVE (including paint thinning, drying, removing, or reducing compound)	3	8	I II II	P3, 367 P5, 367 P5, 367	A7.2. A7.2. A7.2.
	UN1379	PAPER, UNSATURATED OIL TREATED incompletely dried (including carbon paper)	4.2		III	P5	A8.3.
	UN2213	PARAFORMALDEHYDE	4.1		III	P5, A1	A8.3.
	UN1264	PARALDEHYDE	3		III	P5	A7.2.
		<i>Paranitroaniline solid, see NITROANILINES, etc</i>					

<u>TAMCN</u>	<u>NSN</u>	<u>NOMEN</u>	<u>SERIAL #</u>
A00122B	6130014952839	Charger, Battery	001517
A03987G	1550016287648	UNMANNED, AIRCRAFT	930029
A04147G	1550016598723	UNMANNED, AIRCRAFT	P165002
C41442E	4240015311165	MARINE BREACHER KIT	N/A
E01277M	1005-01-437-0324	M4A1 SUPP	N604268
E01277M	1005-01-437-0324	M4A1 SUPP	N604537
E01277M	1005-01-437-0324	M4A1 SUPP	N604552
E11202B	1005014331617	M122A1 Tripods	N/A
E11202B	1005014331617	M122A1 Tripods	N/A
H8410	7025-01-385-6109	PRINTER AUTOMATIC	CNB9HRDNO
K4111	7110010152851	FILING CABINET	30748
K42222E	6605011966971	Compass	N/A
K42222E	6605011966971	Compass	N/A
K42222E	6605011966971	Compass	N/A
K60202B	8145-01-465-4187	SHIPPING AND STORAGE (ISU)	76603
K60202B	8145-01-465-4187	SHIPPING AND STORAGE (ISU)	77293
NOTAM	5985015852699	ANTENNA GROUP COMO PUMA GROUP	05433
NOTAM	5985015852699	ANTENNA GROUP COMO PUMA GROUP	09937
NOTAM	5985015852699	ANTENNA GROUP COMO PUMA GROUP	11285
NOTAM	NONSN	POCKET DDL M1-M2	1516AVA069
NOTAM	NONSN	WATERPROOF AVIONICS M2 PUMA BLOCK 2	1627AVA113
NOTAM	NONSN	MANTIS I45 GIMBAL PAYLOAD	1714AVA068
NOTAM	NONSN	ADVANCED PUMA 2 LAUNCHER	L165012
NOTAM	NONSN	ASSEMBLY M2 OMNI ANTENNA UNIVERSAL	N/A
NOTAM	NONSN	ASSEMBLY M2 OMNI ANTENNA UNIVERSAL	N/A
NOTAM	NONSN	ASSEMBLY M2 OMNI ANTENNA UNIVERSAL	N/A
NOTAM	5985016196085	RAMHEAD SATCOM ANTENNA	N/A
NOTAM	NONSN	S.L.I.C.K W\ CATSEYE	N/A
NOTAM	6720016497974	CAMERA, RECONNAISSAN	SB1506
Q00092M	1005-01-571-9875	GLOCK-19	ABFN570
Q10452G	5820016165705	BEACON DISTRESS	300234061643490
Q10452G	5820016165705	BEACON DISTRESS	300234061644460
Q10452G	5820016165705	BEACON DISTRESS	300234062531390
Q10452G	5820016165705	BEACON DISTRESS	300234062531590
Q10452G	5820016165705	BEACON DISTRESS	300234062531630
Q40032B	2310016231545	UTILITY VEHICLE,OFF	4XAXT9EM1EB928912
Q50072M	1005015997027	SILENCER, GUN	A31E01257
Q50182M	1240015879345	SIGHT, REFLEX	A0910619
Q50182M	1240015879345	SIGHT, REFLEX	A0910646
RE004	1240015751105	RANGE FINDER LASER	12-0276
SFE09	1090-01-S00-F353	RECEIVER RIS II 10	N/A
SFE09	1090-01-S00-F353	RECEIVER RIS II 10	N/A
SFE14	6230-01-590-1422	SEARCHLIGHT	016588
SFE16	1240-01-533-0939	TELESCOPE ARTICULATE	10-06271

5.14.4.1 Content of unit load identification marking.

- a. NSN.
- b. DODIC/NALC.
- c. Lot number.
- d. Quantity.
 - (1) By lot (if more than one lot).
 - (2) Total quantity (if one lot).
- e. Item description.
- f. Gross weight.
- g. PSN and UN HAZMAT identification number.
- h. UN Performance-Oriented Packaging certification marking.

5.14.4.2 Application of unit load identification marking.

- a. Unit loads.
 - (1) Unit loads require all identification marking as specified in 5.14.4.1 be visible on the exposed face of one or more boxes (see Figures 46/47) or on the waterproof marking board described in (5) below.
 - (2) When a unit load is configured in such a way that the PSN and UN HAZMAT identification number are not visible, the top layer shall be turned to expose the PSN and identification number. When it is not practical to turn the entire top layer, two diagonal corner boxes on the top layer shall be turned to expose the PSN and identification number.
 - (3) Boxes which shall have all nose ends pointed in the same direction such as rockets and white phosphorus (WP) rounds shall not be turned.
 - (4) UN Performance-Oriented Packaging certification marking shall also be exposed on at least one place on the unit load.
 - (5) Unit loads require additional identification marking that may not be visible on exposed boxes. This additional marking is normally limited to quantity and partial nomenclature such as 100 grenades or 30 cartridges, gross

weight of the unit load, applicable mixed lot identification, and any empty / light (lite) box data (quantity per box or number of empty boxes). Unless otherwise specified, unit loads may have one or more boxes turned to present a blank surface for marking additional information. Marking shall be applied as prescribed in section 5 herein and shall be on the largest practical lettering. Waterproof marking boards may be used when it is impossible to obtain a blank surface for marking. Approval shall be obtained by the procuring command prior to using marking boards. For unit loads 10 cubic feet and over, additional identification marking shall be placed on the end of the load adjacent to the identification marked side.

- (6) Unitized or palletized break bulk shipments by cargo ship under charter to DoD may be shipped with a single label per unit load. However, when the logistics flow of material is unknown, general labeling requirements shall be met.
- (7) All OCONUS shipments (except those in intermodal containers) require that at least one hazard warning label be affixed to each unit load of palletized cargo or to each exterior package of loose cargo in accordance with Title 49 CFR and the applicable international modal document requirements.
- (8) The marking and labeling requirements imposed by foreign governments shall be observed as prescribed by the Service directing the shipment.

b. Unit loads of unpackaged ammunition.

- (1) Unit loads of otherwise unpackaged ammunition, such as separate loading projectiles, require the addition of only the identification marking that is not visible on the projectiles. Any additional marking is normally limited to quantity, nomenclature, gross weight, and mixed lot identification, including quantity per lot. Marking may be applied directly to the load by stenciling, embossing, stamping, or machine printing. Tags may be used when the marking cannot be applied directly to the pallet load.
- (2) The location and content of identification marking shall be specified on the ammunition packaging and marking drawings for separate loading projectiles.

c. Unit loads of cylindrical containers.

- (1) Unit loads of cylindrical metal containers with identification marking such as propelling charges, complete rounds, etc., shall have additional marking applied diagonally at opposite ends of the upper layer of the load by waterproof tag (see 4.2.3), label (see 4.2.2) or stamping in a contrasting color (see 4.2.1.4).

- (2) Unit load identification marking shall include gross weight, quantity, mixed lot, and empty/light container identification.
- (3) Containers shall be positioned so that the PSN and UN HAZMAT identification number are visible on at least one container on one side of the unit load. The orientation of the containers specified in the unitized drawing shall be followed.

d. Unit loads comprised of multiple lots.

- (1) Unit loads of ammunition and explosives comprised of more than one lot shall be marked with the appropriate lot numbers.
- (2) The lot number and quantity of each lot in unit loads of mixed lots shall be listed on a plain white label or tag, as applicable, and shall be placed adjacent to other identification marking. The maximum size of the label or tag shall be a minimum of 4 by 4 inches (10.2 by 10.2 cm) and the lettering shall be not less than 0.25 inch (6.35 mm) in height.

e. Full carload or full truckload shipments. Packages of military ammunition and explosives shipped by or on behalf of DoD in freight container loads, carloads, or truckloads (including exclusive use) which are loaded and unloaded by the shipper or by DoD, are exempt from labeling requirements.

f. Empty / light (lite) box / light (lite) load marking. When a package contains less ammunition or explosives than the package is designed to contain or when an empty package is used to square a unit load, the box shall be specifically marked as follows:

- (1) An empty / light (lite) box / light (lite) load, if applicable, shall be identified as such by marking or stenciling the words “EMPTY” or “LIGHT BOX” (“LITE BOX”) in a contrasting orange paint scheme, on the identification side, space permitting, in the largest practical size letters. An additional marking or stenciling shall be placed on the top, side, and end of the container.
- (2) Unitized loads. When the bottom, sides or end surfaces of an empty or light (lite) box is visible within a unit load, then these surfaces shall also be marked or stenciled with the words “EMPTY” or “LIGHT BOX” (“LITE BOX”) in a contrasting orange paint scheme, in the largest practical size letters. In addition, a unit load containing empty or light (lite) boxes shall be identified by quantity per box and/or number of empty boxes, on the pallet identification marking side.
- (3) Cylindrical containers. An empty / light (lite) box / light (lite) load of cylinders shall be identified as such by marking or stenciling the words “EMPTY” or “LIGHT BOX” (“LITE BOX”) in a contrasting orange paint

scheme on the bottom, opposite sides, and the cover or cover latch of the cylinder.

- (4) In a general shipping situation, there is only one light (lite) box per lot, per condition code, per structure. However, additional light (lite) boxes may be required for items issued to custody accounts. Light (lite) box marking is not required for ammunition disposition request (ADR) munitions or munitions in ready explosive facilities. Nonstandard munitions boxes do not require light (lite) box marking.
- (5) Marking applied to containers need not be re-accomplished to correct deficiencies in size, location, or space unless required for shipment.

NOTE: At the Services' discretion, an empty / light (lite) box / light (lite) load box may be identified as such by painting the entire box in a contrasting orange paint scheme. Moreover, regardless of container size (cube) and the Services' preferred method, the contrasting orange paint scheme is readily identifiable to an empty / light (lite) box / light (lite) load.

5.14.5 Ammunition/Explosives Packaging Label marking requirements. The application of an Ammunition/Explosives Packaging Label with 2D (PDF417) bar code and human-readable text is required for identification marking on ammunition and explosives containers and unit loads. Use of the 2D (PDF417) bar code with human-readable information is mandatory. In addition to all other marking, every exterior container and unit load shall have Ammunition/Explosives Packaging Labels or marking applied (see Figures 46, 47 and 48).

a. The Ammunition/Explosives Packaging Label is designed to support standard DoD munitions business processes while providing support to implement data automation across all Services. This is accomplished by marking the mandatory identification data elements, while allowing for additional optional data elements to support unique Service requirements. These data elements are encoded in a 2D (PDF417) bar code following the procedures in Table A-V Ammunition/Explosives Packaging Label 2D (PDF417) format. All mandatory data elements if available are encoded and printed on the label in a human-readable form to reduce additional marking requirements (see Figures 46, 47, and 48).

b. The use of the Ammunition/Explosives Packaging Label is mandatory for all new procurement of ammunition and explosives stocks.

c. Re-marking of all legacy stocks is not mandatory; however, they should be marked as the need to re-mark the stock occurs. Until all legacy stocks are marked, legacy assets that enter the transportation system shall be marked once the Service has the capability to generate the Ammunition/Explosives Packaging Label.

5.14.5.1 Label specifications. Labels shall meet the requirements for grade A, style 2, composition (b) labels as specified in MIL-PRF-61002. The performance requirements for solvent and detergent resistance are not required. The label should be the pressure sensitive adhesive type. Additional performance requirements that shall be met are as follows:

AMMO PALLET RESTRAINT



Total weight of pallet 4,275 Lbs

5000 Lbs Cargo strap

21"

21.84"

6"

TABLE II. Restraint levels for cargo.

Direction	Level	Input Condition
Forward (fwd)	3 G	Hard landing or sudden deceleration
Aft or rear	1.5 G	Sudden acceleration
Lateral (side)	1.5 G	Skidding
Up (vertical)	2 G	Extreme turbulence
Down 1	4.5g	Hard Landing

Fwd loading edge of pallet; restraint required is 3Gs

TWO CARGO STRAPS

Cargo Weight x Gs = Restraint needed

4,275 x 3 = 12,825 Lbs of Fwd restraint needed

FOR DETERMINING FORWARD OR AFT RESTRAINT, OBTAIN A FORWARD OR AFT DIMENSION (D) BY MEASURING FROM A POINT DIRECTLY BENEATH THE ATTACHMENT POINT ON THE CARGO ALONG A LONGITUDINAL AXIS TO A POINT LATERAL TO THE TIEDOWN FITTING BEING USED ON THE CARGO FLOOR (6 INCHES).

a) Two 5,000 Lbs cargo straps were restraining the load from front to back equaling 10,000 lbs of restraint.

b) Divide the forward length by the hypotenuse chain length to determine the ratio: $6''/21.84'' = 27.5\%$ (effect strength)

c) MULTIPLY THIS RATIO BY THE RATED STRENGTH OF THE TIEDOWN CHAIN: $27.5\% \times 10,000 \text{ Lbs} = \mathbf{2,750}$
Lbs of restraint Fwd 12,825 Lbs was needed in that direction

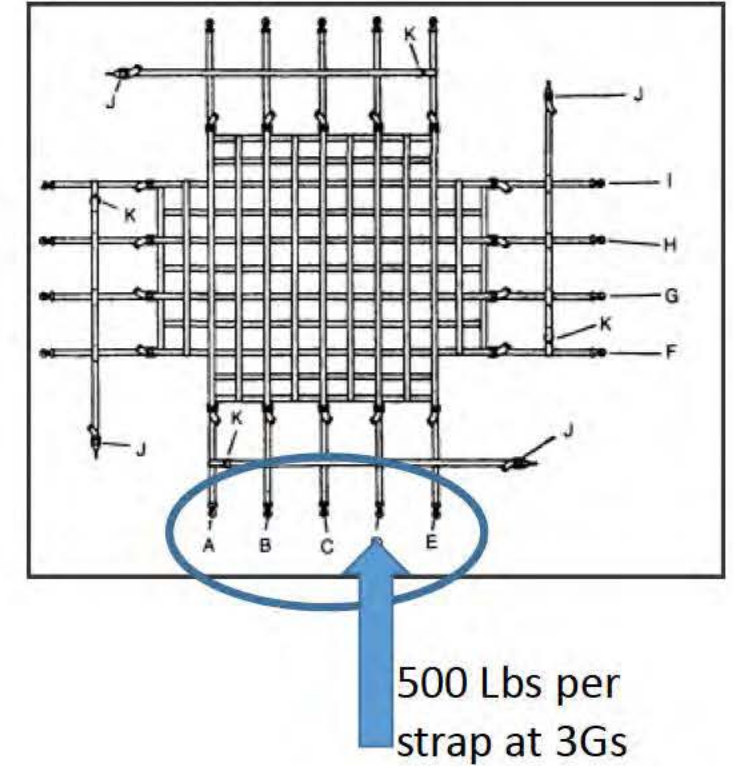
ADDING A TOP NET OVER CARGO STRAPS

The adding of a top net over the cargo straps does increase the restraint.

Having a cargo strap and top net hook attached to the same ring is an inefficient distribution of restraint.

a) 5 rings with top net hooks attached has a restraint rating of 2,500 Lbs.

b) Add 2,500 Lbs to cargo straps 2,750 Lbs = **5,250 Lbs of restraint Fwd**
12,825 Lbs was needed in that direction



LAD/RDD

LAD/RDD is days relative to C-day (see *Dates* paragraph below), when a unit can arrive at the POD and support the CONOPS/when a unit must arrive at its destination and complete unloading.

Mode POD/Destination (Dest) and Source (SRC) Code

Indicates the modes and sources of transportation planned to move the unit to the POD and destination. See table A-1.

Table A-1. Mode and Source Codes.

CODE	MEANING
AC	Air via supporting commander channel (AMC or Service aircraft)
AD	Air via theater (supported commander) aircraft
AH	Air via organic (unit) aircraft
AK	Air via strategic (AMC, AMC-contract) aircraft
AL	Air via AMC, Government PAX/commercial ticket program
AM	Air via unit-funded commercial tickets
AN	Air via host nation/allied provided airlift
AS	Air via SAAM
LD	Land via theater (supported commander) rail
LG	Land via SDDC-arranged trucking or rail
LH	Land via organic (unit) vehicles
LR	Land via theater (supported commander) trucking
LN	Land via host nation/allied controlled transport
PC	Mode optional; source is supporting combatant commander (to other than a CONUS SPOE)
PG	Mode optional; source is SDDC (CONUS only)
SC	Sea via USN/USCG ship
SD	Sea via USN/USCG ship (MPS)
SE	Sea via Military Sealift Command ship (common user strategic sealift)
SH	Sea via organic (unit) vessels
SN	Sea via host nation/allied provided sealift
SP	Sea/canal via barge/ferry
SW	Sea via Military Sealift Command (assault follow-on echelon)
XG	No transportation required (origin and POE same; CONUS SPOEs)
XX	No transportation required (origin and POE or POD and destination same)
Z (blank)	Requirement is in place at its final destination

Dates

All dates in TPFDD and working paper reports are based upon C-day or N-day.

C-day is the unnamed day on which deployment for an operation commences or is to commence; established by a combatant commander or higher. (C-day is C000; day *after* C-day is C001).

N-day is an unnamed day before C-day when a unit is notified for deployment or redeployment. (Day *before* C-day is N001).

Time-Phased Transportation Requirements Working Paper (F11E-TON(TN) and F11E-SQUARE(SQ))

The F11E-TN provides a listing showing planned itinerary and summary cargo data of total PAX, S/Ts, and MTONS (*Level II cargo detail*) for each unit. The F11E-SQ (*Level III detail*) provides a complete list showing planned itinerary and summary cargo data indicating an organization's total PAX and square foot stowage requirement. Like the F11D and the F11W, the F11E's output can also be adjusted to create an ad hoc report based on user defined parameters. Level II is rolled up from Levels III and IV (see Levels of Detail, appendix M).

Cargo Detail Working Paper Report (F11W)

The F11W provides a list of Level IV cargo detail data for each CCC to be moved by a unit. Its Level IV information is combined with the planned transportation routing requirements and geographic codes (GEOCODEs) to provide a complete picture of the cargo, vehicles, and equipment the organization needs to move and how those items will be transported to the final destination. The F11W's data fields listed on page A-6 identify CCC information, locations, dates, etc. required for movement.

The CCC is a three character alphanumeric code that identifies movement characteristics and the type of wheeled/tracked vehicle or cargo item

identified as a lift requirement. CCCs have many possible character combinations. Planners must think of how the cargo can be configured and physically transported and what the desired mode of transportation is. Each cargo item can have only one CCC. Choose the one that best describes the unit's movement requirement. For example, a HMMWV can be coded as an R2B, R2C or R2D; a bulldozer an A1D or A2D; bulk HAZMAT (lithium batteries) D3A, D3B, D3C or D3D; and general supplies as J3A, J3B, J3C or J3D. Tables A-2 through A-4 provide explanations for each character. The first character of the CCC categorizes the item to be moved.

Table A-2. First Character of CCC.

CODE	MEANING
A	All wheeled and tracked vehicles (self-propelled or towed) that are neither security nor hazardous cargo (see codes K and L below) and are not suitable for road marching for overland deployment legs.
B	Uncrated non-self deployment aircraft (NSDA). If self-deployable aircraft will not be deployed under their own power, they must be identified as NSDA and their force movement characteristics reported.
C	Floating craft.
D	Hazardous nonvehicular cargo (see code E below).
E	Security nonvehicular cargo or nonvehicular cargo that is both security and hazardous.
F	Cargo requiring refrigeration by mover.
G	Bulk POL, not packaged.
H	Bulk granular cargo; e.g., crushed rock or sand.
J	Other nonvehicular cargo, including packaged POL, crated aircraft, technical assistance team yellow.
K	Vehicle designated as security cargo or both security cargo and hazardous cargo.
L	Vehicles designated as hazardous cargo, but no security cargo.
M	Ammunition.
N	Nuclear weapons.
P	Chemical munitions.
R	All wheeled and tracked vehicles (self-propelled or towed) that are neither security nor hazardous cargo and are suitable for road march for overland deployment legs and capable of convoy speeds up to 40 mph.

The second character indicates if cargo is unit equipment, accompanying unit supply, non-unit cargo, transportable by air or is prepositioned.

Table A-3. Second Character of CCC.

UNIT EQUIPMENT	ACCOMPANIED UNIT SUPPLY	NON-UNIT CARGO	MEANING
0	4	A	Nonair transportable cargo: exceeds any of the dimensions 1453" x 216" or has a height between 114" and 156" and wider than exceeds 144". All dimensions are expressed in length x width x height. Width and height pertain to aircraft door limitations.
1	5	B	Outsized cargo: exceeds 1090" x 117" x 105" and is qualified by MILSTAMP aircraft air dimension code (too large for C-130/C-141).
2	6	C	Oversized cargo: exceeds the usable dimension of a 463L pallet (104" x 84" x 96") or height as established by the cargo envelope of the particular model of aircraft.
3	7	D	Bulk cargo: dimension less than those of oversize cargo.
8	9		Organic cargo: Non-TCC cargo is prepositioned or will be transported via organic sources and does not require TCC support.

The third character indicates if a vehicle organic to the unit transports cargo or if cargo can and/or will be containerized.

Table A-4. Third Character of CCC.

CODE	MEANING
A	Cargo is normally carried on a vehicle that is organic to the unit (N/A to non-unit related cargo).
B	Cargo can be containerized, meets the dimensional criteria for 20-foot container (231" x 92" x 84") and does not exceed a weight of 20 short tons. For vehicles being shipped in 20-foot containers, maximum dimensions are 225" x 84" x 82". These dimensions allow space for blocking and bracing, etc.
C	Cargo can be containerized, does not meet the dimensional criteria for a 20-foot container, but does meet dimensional criteria for a 40-foot container (472.5" x 92" x 84") and does not exceed a weight of 40 short tons. For vehicles being shipped in 40-foot containers, maximum dimensions are 468" x 84" x 86". These dimensions allow space for blocking and bracing, etc.
D	Cargo cannot or will not be containerized.

INTERVIEW OF CORPORAL (b) (6) FROM 27 JULY 2017

[Interview began at 1333 on 27 July 2017.]

LTCOL (b) (6) Today is Thursday, July 27, 2017, at 1333. This the 4th MAW CG's command investigation. I am the investigator, Lieutenant Colonel (b) (6) and the interview is with Corporal (b) (6)

Corporal (b) (6) you see that I am recording the conversation?

CPL (b) (6) Yes, sir.

LTCOL (b) (6) And you authorize me to record it?

CPL (b) (6) Yes, sir.

LTCOL (b) (6) Thank you.

Corporal (b) (6) tell us about your position within the unit here. What is your billet?

CPL (b) (6) I am the ammo tech. The billet is ammunition technician with MSOC H.

LTCOL (b) (6) And how long have you had that billet?

CPL (b) (6) I have been working with the Company since January, but the billet itself, like my appointment letter hasn't been submitted yet.

LTCOL (b) (6) Why is that?

CPL (b) (6) Technically, I just started, like, Monday.

LTCOL (b) (6) As the ammo tech?

CPL (b) (6) Correct, sir.

LTCOL (b) (6) Meaning three or four days ago?

CPL (b) (6) Correct, sir.

LTCOL (b) (6) And who was the ammo tech before that?

CPL (b) (6) As in --

LTCOL (b) (6) So you just started as the ammo tech in the billet as of Monday this week on the 24th.

CPL (b) (6) So I would be part of the LST, sir. I don't know if -- I guess a little bit of background -- knowledge. So you have the Companies, which is operators; and then you have enablers, which are, I guess, providers for supplies and whatnot. The enablers don't chop over until 180 days out. So during the other 180 days from January until Monday, it is mostly supposed to be Battalion support, so the Company relies on the Battalion. Now, I knew that I would be coming over here, so they kind of just said, hey, let's start building -- let's see what he has, I guess, for knowledge and see if he is going to be the ammo tech so they put me over here. It was more by choice up until I actually chop over and start working with the logistics side of it and getting those requests.

LTCOL (b) (6) So in that billet, what kind of qualifications do you have? Have you been to any schools specifically for that billet?

CPL (b) (6) I do, sir. So as an ammo tech, we do -- it used to be annual training. They actually just changed it this

year; it's semi-annual. The change -- actually, I just had annual training last week, and that is when we got the update that, hey, it is now semi-annual but it is different. So you have, like, families for ammunition, so that is one class that we take annually. Then you have your just overall HAZMAT safety; that is another training. Then -- also like an explosive driver as well, so that is another course that I take. But that is more of "I just want to help," so I will take that course.

LTCOL (b) (6) Got it.

CPL (b) (6) It's not mandatory.

LTCOL (b) (6) So if we -- let's talk about the Y-72 flight.

CPL (b) (6) Okay, sir.

LTCOL (b) (6) And there was an ammo component to that.

CPL (b) (6) Yes, sir.

LTCOL (b) (6) So can you tell me when you first started dealing with that?

CPL (b) (6) So the request -- the team submitted their request in June. Honestly, I can't remember, sir, when exactly they submitted their request. When I get the request, I review it and, you know, I see if there is any discrepancies with it. I talk to the teams themselves, and I say, hey, this is what I found. We don't have this ammunition in our allotment or there

is other -- there could be other, you know, other things that interfere with the request.

LTCOL (b) (6) So back in the June, to the best of your knowledge, when you reviewed this request, what did you find?

CPL (b) (6) There was one compatibility issue. This -- I don't know if you really want to write this because we actually cancelled this part of the request. Originally, there was supposed to be mortars. They were going to put 60mm mortars; but due to the team not having any mortar men, that part of the request got cancelled. So it was pretty much "Nope, you are not even going to attempt." So it was small arms, less than .50 cal, and everything else was compatible. So that was the only hiccup in the beginning. But of course that is in the planning stage, so there was -- there was nothing finalized for that.

LTCOL (b) (6) So the mortars were taken off the ammo request because there were no mortar men?

CPL (b) (6) Correct.

LTCOL (b) (6) It had nothing to -- did it have anything to do with compatibility?

CPL (b) (6) No, sir. The compatibility portion would have been ground side because you need two compartments on the truck to haul the mortars.

LTCOL (b) (6) I am with you. Now, let me ask you this question: When you get that request, who checks it for compatibility?

CPL (b) (6) That would be myself, but also Battalion. There are plenty of people that review these requests. When you put in TAMIS, which is the Total Ammunition System that's ran by the Army, it gets pushed to the ASP, which is the Ammunition Support Point. When you get your 2890's, which are your over-the-road HAZDEC's, when you receive those if the ASP sees anything that isn't compatible, they will not let you leave. They will hold onto the ammunition, and they say "Fix it, then you can leave."

LTCOL (b) (6) Okay. So walk me through this. First would be you at the Company level?

CPL (b) (6) Correct, sir.

LTCOL (b) (6) And then it goes -- who checks the compatibility next?

CPL (b) (6) It could be one of the approvers which work up in Battalion. From there, you have an acceptor at the ASP. From there, you have your Ammo 62 qualified Marine at the ASP. That is just ground side, sir. Of course, when it comes to the flight side, I am sure when whatever system it is -- I am sorry, sir. I don't really know the embark side of the job.

LTCOL (b) (6) I understand. Who enters it into the TAMIS?

CPL (b) (6) I do, sir. That would be -- I am the requestor.

LTCOL (b) (6) So you will enter it into the TAMIS, and you are saying in addition to all those checks, the TAMIS will check it for compatibility?

CPL (b) (6) So, sir, the TAMIS is just -- it's more of an inventory, sir. It doesn't -- TAMIS doesn't check compatibility. It is more of how much ammo do you have? Okay, then you can draw this.

LTCOL (b) (6) I am with you.

CPL (b) (6) So it is -- like I said, it is just an inventory system. But there is plenty of pubs and documents that tell you what is compatible and what is not.

MAJ (b) (6) So in particular to this mission, you got -- you put your stuff in and everything is approved and you go to the ASP --

CPL (b) (6) Yes, sir.

MAJ (b) (6) -- on what -- do you remember what day that was that you went to the ASP to load everything up?

CPL (b) (6) So due to the mid-week 72, my request was supposed to be picked up that Thursday; but due to that, they actually moved my pick-up date to the left by one week. So we

picked it up Friday, had that weekend, came in Monday and it was only a half day, went home, came in Thursday and had the half day, came in Friday, went back to the ASP, and that is when you have to band everything, you know, make sure everything -- checks and balances to, of course, make sure everything is going to stay together. So I honestly can't remember the date, but it was --

MAJ (b) (6) It was the Friday before?

CPL (b) (6) Yeah. It was the Friday before.

MAJ (b) (6) Okay. And when you there, does anyone go with you or is it just you and you are talking to the people at the ASP?

CPL (b) (6) No. So the truck -- I had the truck driver, myself. We have -- you have the issue techs. You have, you know, the storage side of the ASP. There is a lot of people there. Everyone there -- I used to work there -- so everyone is a safety supervisor there. If you see something that is not safe, you stop everything. Did that answer your question, sir?

MAJ (b) (6) Anyone else from the Battalion or from the Company besides yourself and, I think, the driver you said?

CPL (b) (6) When we were originally picking up the ammo, it was just myself and the driver. When we go to band it, we had Golf Company there, but they had their own ammunition to take care of. When it comes to banding ammunition and the

packaging crew, you have other Marines that are there to assist you, but I also had -- this was my first air movement for ammunition. I had -- his name is slipping. I am sorry. His name is slipping, but it's a master sergeant that works at the ASP. He came by. I asked, you know, for his guidance. I said "How would you do this?" And the whole reason I had him come is because --

MAJ (b) (6) Do you want to use these?

CPL (b) (6) If you don't mind.

MAJ (b) (6) Yeah. So I've got -- this is your product, the pallet load plan, multi-colored.

CPL (b) (6) Correct.

MAJ (b) (6) Do you want this to help as well?

CPL (b) (6) No, sir.

MAJ (b) (6) Okay.

CPL (b) (6) Those are prior to corrections.

MAJ (b) (6) Okay.

CPL (b) (6) So those were done before we even got there.

MAJ (b) (6) Because you can't see anything, we are referencing the photos from Mr. (b) (6)

CPL (b) (6) Correct. So for this reference here, each one of these colors represents a different pallet; one, two, three, four. Now, when we made the Lima pallet to go onto the bird, imagine it was reversed and this was one, two, three,

four, so it is looking at it upside down essentially. The other additional -- so this information I provide to the team to help them make their operations a lot more smooth. You have to take into account that --

MAJ (b) (6) I am sorry. Can you describe what that is then?

CPL (b) (6) So this is just additional information. I don't really know how to explain.

MAJ (b) (6) Sure.

CPL (b) (6) So it is the ammunition request from the team itself along with -- from the packaging digest, the -- what it should come in, and then of course the weights from the packing digest and then what pallet it is assigned to.

MAJ (b) (6) Okay.

CPL (b) (6) So when we are using rental vehicles to haul ammunition, rental vehicles are not as strong as, you know, HMMWV's or 7-Tons, so they still have a max weight. We don't want to break a vehicle, so I made this to help the team so they don't break a rental vehicle. So each pallet is essentially trying to stay within a Ram 1500. So if they got a Ford, even better; but a Ram 1500 is the weakest of the trucks. So I -- yeah -- I designed this so that way when they landed, a forklift can just fork it, put it on the truck, they strap it down, placard their vehicles, and they can take right off.

MAJ (b) (6) For when they show up to their final destination with the ordinance?

CPL (b) (6) Of course.

MAJ (b) (6) Got you.

CPL (b) (6) So that is what this was made for.

MAJ (b) (6) I see. And do you work with the embarker to help kind of guide him with load plans -- not load plans, but with information or, like, you are the SME that can help him out?

CPL (b) (6) I am the SME for ammunition portion. I don't really -- if there is guns, well, that is not my -- I don't put any insight on that because that is not my field.

MAJ (b) (6) Right.

CPL (b) (6) So, you know, he more of turns around and says, hey, I need this information. It is in this book. Here you go. It is right here. More of that.

MAJ (b) (6) Did Sergeant (b) (6) work with you heavily to kind of make sure the -- his HAZDEC's were correct?

CPL (b) (6) He did. He did request information from me, the UN number, the net explosive weight, how many rounds there were, the containers of which they would be in.

MAJ (b) (6) Off the top of your head, is there anything, you know, as an ordinance guy, HAZMAT-wise, you wouldn't want on

the same plane with ordinance, just in your experience and training?

CPL (b) (6) So working at the ASP -- I used to work in the guard shack being a vehicle inspector and one thing we do not allow inside the ASP is lighters, cell phones, anything that can take photos. Of course, these could be for different reasons, you know, secret items in there, some rockets might be hero sensitive, so you don't want your phone in there. A lighter, of course, you know, that is more of -- but those are just precautions for the ASP. When you go to a range, like any range, you just keep your distance if you are going to smoke a cigarette. You know, people come and go to go pick up their ammo. But on a plane, not off the top of my head. I feel like --

MAJ (b) (6) Do these exist -- do incompatibilities exist with ordinance?

CPL (b) (6) Yes, sir.

MAJ (b) (6) Okay.

CPL (b) (6) So something that is incompatible ground side is you can't put, like, detonators with your initiators. So those have to be different compartments, but all of this is -- it's smoke, 40mm, and small arms.

MAJ (b) (6) Got you.

CPL (b) (6) Nothing out of the ordinary. This is small unit training.

MAJ (b) (6) Okay.

MAJ (b) (6) So you are there, you know, it is the day of, you showed up in the morning, and you are going to do the JI.

CPL (b) (6) So we dropped the ammo off Sunday because it needs to arrive 24 hours prior, and the other Company was already there doing their JI because they were going overseas. So when we dropped off, you know, we gave a phone call, hey, can you come open the gate? We are going to unload and make our Lima pallet. When we unloaded, I waited for the JI to finish their inspection, and then I was -- it was more of just standing by waiting for everything. When they were done, you know, all of their focus was done with their ammunition, they shifted towards us and they said, you know, are you ready? I said, yes. It was a lance corporal that inspected ours, but she had her corporal right over her shoulder. I was speaking to both of them and I said "This is my first time, so I am going to act pretty much like an idiot. I want you to walk me on how this is supposed to be, how it's supposed to pass, everything." So my first question was: Does it need nets? Now, the ammunition was no more than mid-thigh; it was not a lot of ammo. The total weight was -- I mean, as I -- the 4275, that was your total weight. So in the AFMAN, mil standard, and your DTR, when it

comes to cargo netting, it needs to be a certain height and it needs to be a certain weight for it to be a requirement.

Everything after that is more of a recommendation. So those pictures here with the cargo straps that is what I was told to do.

MAJ (b) (6) By?

CPL (b) (6) By the JI. Now, with the straps, you know, we synched them down and, you know, made sure nothing was hanging over the pallet, of course, and she said, "Yeah, this is good. It's nice and tight." She checked all the bands. She checked all of the cargo straps. She said "This is too easy." It was just easy. I was like "Okay." That is it. This is -- like I said, this is my first time. So I was like "That's it?" She was like "Yeah." Okay. Fast forward a little bit, you know, like an hour or two hours, and our security force -- because you can't just leave ammunition around -- so the guard shows up, and he, you know, armed, he is just there for the night. So we take off. We have our 7-Ton and we take off, come back here. Fast forward 24 hours, a little less than 24 hours, we arrive here and we get in a cargo van and we head up. I get a phone call from the APO, and -- I mean, it is an unknown number so I kind of was like "Who's this?" And they were like "It's the APO. We have to redo your inspection." I said "Okay. May I ask why?" And they said the Base ESO said he wants to

talk to you about it, you know, there is a few recommendations that he wants to make of course. I said "Okay, great. I know who that is. He used to be my boss." So this man, Mr.

(b) (6) he knows his information, and I never doubted it. His recommendations, they are just that; they are recommendations. But I am going -- it's my first time so I am going to take them. He recommended putting a cargo net over it, so we did do that. So these photos here were before his recommendations.

MAJ (b) (6) Okay.

CPL (b) (6) He recommended two crimps on the clamps. I looked ever order, everything. I could not find a thing on two crimps. I still listened to him of course, you know, I did that. He recommended putting a cargo net over it. We did that. And then the trash, I don't know where that came from. We came back, like, came back on Monday and it was just sitting there, and I was like the guard maybe, whoever, and -- because he sent me these photos and I was like Mr. (b) (6) and his photos. When he worked at the ASP, this man loved taking photos of everything. His recommendations, they made sense, you know, a cargo net. It was really, really loose. So what we did was we took it and we fed it through and then really synched it down to make sure it was tight, but I would agree with the cargo net. It was, you know, extra precautions because the ammo is already

banded, it is already braced, it is strapped down, so the cargo net is just an extra precaution. Two crimps makes sense, but it's -- yeah -- it makes sense.

MAJ (b) (6) But you met all his -- you did all of his recommendations?

CPL (b) (6) Yes.

MAJ (b) (6) He saw it?

CPL (b) (6) Yep. And then they did another JI hours before the flight. Because arrived at, like, 9:30 Monday and the flight wasn't until 1330, so we had plenty of time to add a cargo net, do a double crimp, and finalize everything. So when they came back out, they were like "Yeah, this is great." And the bird came over, parked, TRAM came, picked it up, and they just kind of waited.

MAJ (b) (6) Were the blades -- were the engines still running on the plane? Do you remember?

CPL (b) (6) I do not, sir. I am sorry.

MAJ (b) (6) Did you load it with the forklift?

CPL (b) (6) No. I do not have my TRAM license. That is something that I am getting to. But, no, I do not have my TRAM license. There was a gentleman that came over, just picked it up with the TRAM, and drove it down there, and then the bird was sitting there. He sat there for a minute. They dropped the --

MAJ (b) (6) The ramp.

CPL (b) (6) -- the ramp -- thank you -- and the last thing I saw was there was a whole bunch of people just standing on the ramp, and then -- I mean, I was like standing -- I am not going to be next to bird.

MAJ (b) (6) So you didn't have any interaction with the crew directly?

CPL (b) (6) No, I did not, sir.

MAJ (b) (6) Did you see any of the crew get off and talk to the forklift driver -- or the TRAM driver -- excuse me -- that you can recall?

CPL (b) (6) Not that I know of, sir. I can't recall that. Like I said, I mean, I saw the TRAM sitting there, the bird come over, turn around, and then just people standing there. I was talking to my Gunny. I was like "Man, I wish I could go on the bird." And then -- yeah.

MAJ (b) (6) It was uneventful from there, right. They load it on.

CPL (b) (6) Correct.

MAJ (b) (6) He leaves, the plane closes, and away they go.

CPL (b) (6) Yes, sir.

MAJ (b) (6) Okay. Anything seem out of place through the course of the day to you as far as how the APOE Marines operated?

CPL (b) (6) No, sir.

MAJ (b) (6) Did they seem calm or were they stressed?

CPL (b) (6) No, they -- so I would say that compared to the Company before us because they were going overseas, this was a walk in the park for them.

MAJ (b) (6) Okay.

CPL (b) (6) They said everything was smooth. Yeah. Because I know that the Company before us, like, their ISU's when they delivered them, they had to come back because they failed and they had to get new ones and bring them back, and it was like man, but we passed.

MAJ (b) (6) So in all of your time working at either the ASP or with these guys, have you ever had to go up to Cherry Point and work with the APOE Marines or was this your first exposure with them?

CPL (b) (6) It is not my first exposure, sir. When I first got to this unit, I -- it was more of just not necessarily getting hands-on, but just to adventure out. I had no interaction of it, but it was Fox Company's ammunition that was going overseas; and all I did was show up, sit there, and then leave. I didn't really do much. It was just to get eyes-on on what the area looked like, what my job would look like in the future. This was probably within two months of getting here. So I didn't really know what I was doing.

MAJ (b) (6) Did you talk at all with the sergeant from the APOE, the ordinance tech from there?

CPL (b) (6) So Mr. (b) (6) did bring another ammo tech with him. He was a sergeant. I can't recall his name. But he said that he worked with one of the units on Cherry Point and that he was, you know, he has done a few MEU's. He was just giving me insight, you know, that if I ever do do a MEU, he was like "Just letting you know you are going to have to do this again most likely if you plan on staying in." So he was just giving me insight on how things run and whatnot; and if I ever do go on a MEU, he was giving me his tips and pointers.

MAJ (b) (6) Okay. And the last question from me. You probably -- I don't know -- but are you familiar with the AFMAN? Do you know what the AFMAN is? I know you do.

CPL (b) (6) Yes, sir.

MAJ (b) (6) But do you know what the Chapter 3 move -- do you know anything about Chapter 3 moves or what that means?

CPL (b) (6) I do not, sir.

MAJ (b) (6) Okay.

CPL (b) (6) I hear it floating around here, but that is all I know. People say it, and I am like that's not ammo, so I don't know.

MAJ (b) (6) Got it. Thank you. You explained a lot for me. Thank you.

LTCOL (b) (6) Hey, Corporal (b) (6)

CPL (b) (6) Good afternoon, sir.

LTCOL (b) (6) I am Lieutenant Colonel (b) (6) Thank you for being here. You know what a HAZDEC looks like, right?

CPL (b) (6) I know what a 2890 looks like. I believe that's a HAZDEC.

LTCOL (b) (6) Did you have any responsibility for completing or reviewing HAZDEC's for this particular load for this particular aircraft?

CPL (b) (6) So when I hear "HAZDEC," I immediately think of an embarker for the information that our embarker gave me or requested from me that is all I know about it. Maybe he was filling it out.

LTCOL (b) (6) Is this what you are talking about, 2890?

CPL (b) (6) No, sir. That is not a 2890.

LTCOL (b) (6) Have you ever seen these two documents before?

CPL (b) (6) Maybe a blank one.

LTCOL (b) (6) Have you ever seen these two with the signatures filled out like the way they are filled out?

CPL (b) (6) No, sir.

LTCOL (b) (6) Okay. Are you familiar with the load plan? Do you know what it looks like?

CPL (b) (6) I do not, sir.

LTCOL (b) (6) I don't have any more questions for you. Is it safe to say that if you are not familiar with what a load plan looks like, you had no role in filling out or reviewing or certifying the load plan for this particular aircraft?

CPL (b) (6) Yes, sir.

LTCOL (b) (6) Okay. I don't have anything else.

MAJ (b) (6) What about compatibility 1.1E, 1.5S, any of that stuff?

MAJ (b) (6) Well, let me ask it to you this way: Do you -- you said know that there are certain compatibilities with certain types of classes of ordinance, right?

CPL (b) (6) Of course, sir.

MAJ (b) (6) So 1.1, 1.4G, S, et cetera.

CPL (b) (6) Yes, sir.

MAJ (b) (6) Do you know where to look that up?

CPL (b) (6) So we have a -- I don't know if you have ever heard of the yellow book, yellow canary. It is about this think. It is a four-by-four little booklet. It has all of your ammunition from -- it's organized by DODAC's. It has descriptions. It has your NU, hazard class; and then in the very back of it, it tells you compatibilities. So it is a chart. It has letters you line up on both sides, and then you just organize.

MAJ (b) (6) So it's a matrix?

CPL (b) (6) Correct.

MAJ (b) (6) Where you read left and down like we all learned how to land nav, right?

CPL (b) (6) Yes, sir.

MAJ (b) (6) Okay. And there are some sort of markings in the matrix that would indicate whether two items are compatible or otherwise?

CPL (b) (6) Correct, sir.

MAJ (b) (6) And then some notes where there may be an "X" or an asterix, and then you go down to the notes?

CPL (b) (6) Yes, sir.

MAJ (b) (6) So you are familiar with this process?

CPL (b) (6) Yes, sir.

MAJ (b) (6) Do you perform that compatibility check for ammo being palletized to leave the ASP?

CPL (b) (6) So that would be the 2890. So the Marine that fills out that 2890. One the 2890, it tells you your hazard class, your family, and, you know, 1.1 or 1.4, whatever, and then the letter of course. When they are filling that out, they are also verifying and making sure that your entire load can go on one compartment.

MAJ (b) (6) On a vehicle to be transported by ground from the ASP, correct?

CPL (b) (6) Correct, sir.

MAJ (b) (6) Okay. Do you -- first of all, did you fill out that 2890 or is that done by --

CPL (b) (6) I do not, sir. So I am not Ammo 62 qualified.

MAJ (b) (6) And when you go to the ASP to pick up your ammo and a Marine has filled that out, do you have any responsibility to verify or certify that 2890?

CPL (b) (6) No, sir, I do not.

MAJ (b) (6) That's my question. We are talking about Corporal McCarty, all right?

CPL (b) (6) Yes, sir.

MAJ (b) (6) Okay. When that load which has been compatibility checked --

CPL (b) (6) Correct.

MAJ (b) (6) -- gets up to the APOE at Cherry Point --

CPL (b) (6) Yes, sir.

MAJ (b) (6) -- do you have any responsibility for doing a compatibility check when that load is at the APOE before it gets on an airplane?

CPL (b) (6) No, sir.

MAJ (b) (6) Do you have an understanding as to whether the compatibilities are the same or different for ground transport or air transport?

CPL (b) (6) No, sir.

MAJ (b) (6) Okay. That is all.

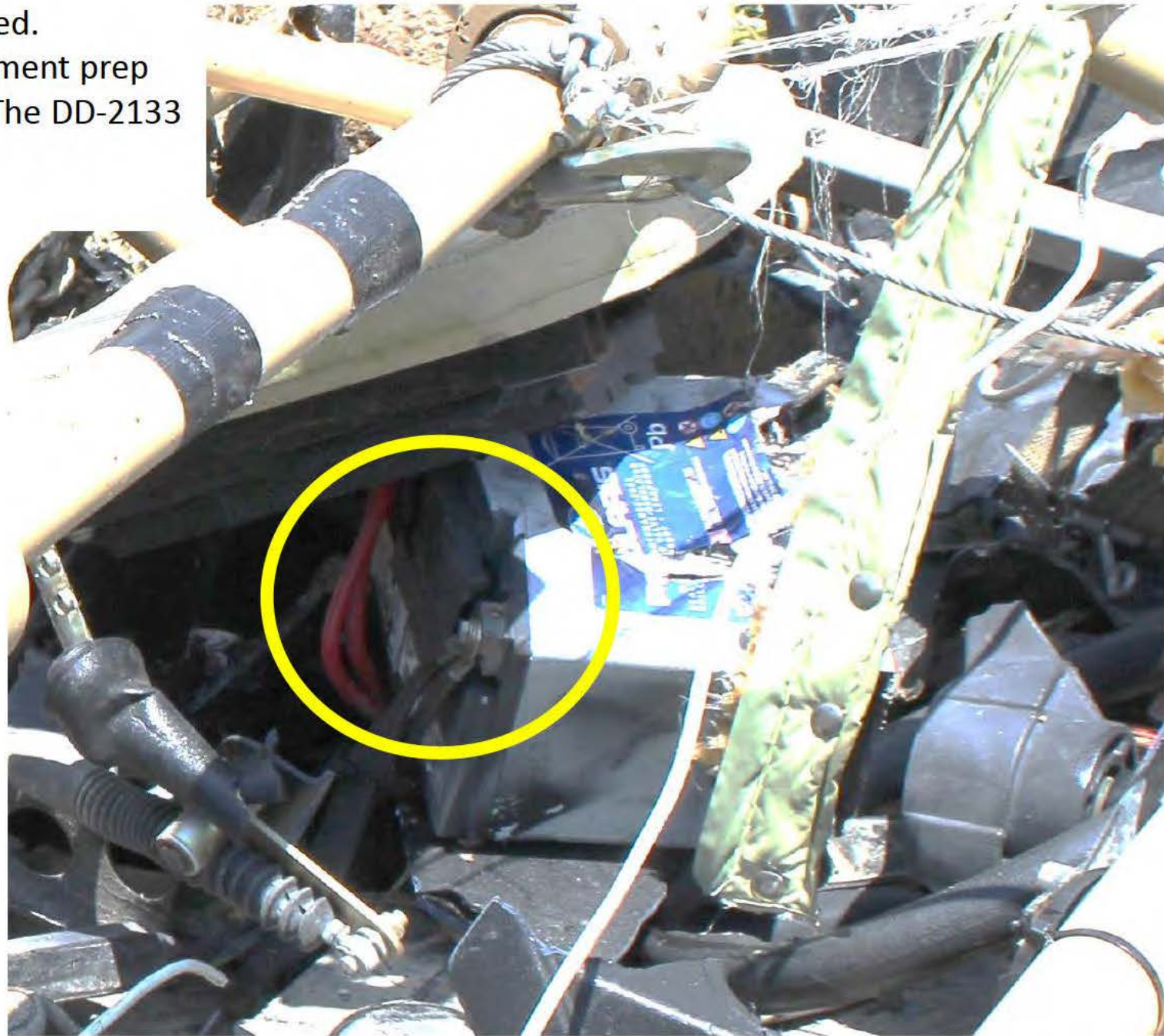
LTCOL (b) (6) Thank you very much.

[The interview concluded.]

[END OF PAGE]

Battery terminal do not appear to have been taped.

-Taping the battery terminals is a standard equipment prep step and is a JI inspection item on the DD-2133. The DD-2133 had this checked as a step preformed.



Ultra-Tow Steel Pintle Hook — 15-Ton Ca

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This is a pintle hook



No pintle hook on MRZR 4 vehicles

1 LTCOL (b) (6) Tuesday, July 25, 2017, at 1548. This
2 is the 4th MAW Commanding General's command investigation. I'm
3 the investigator, Lieutenant Colonel (b) (6) We're interviewing
4 Sergeant (b) (6) today.

5 **Questions by Lieutenant Colonel (b) (6)**

6 Q. Sergeant (b) (6) do you see the recorder?

7 A. Yes, I do, sir.

8 Q. And do you authorize us to record the conversation?

9 A. Yes, sir.

10 Q. Thank you very much.

11 So tell us about your interaction with the load for
12 Yankee 62 and 72 while working here with APOE. I guess it
13 started on Friday and ended on Monday, July 10th.

14 A. Yes, it -- it was pretty -- I get to the office about
15 7:30 in the morning. So around 09, I get a call from the APOE.
16 I am CLC-21's explosive safety representative. So any time the
17 JIs come up with something regarding ammo that they cannot solve
18 themselves, they call me up and I give my expertise, advice on
19 what they should do.

20 At that particular time, they wanted me over in the
21 office because Mr. (b) (6) whom I believe you gentlemen
22 spoke with earlier, was over there with discrepancies that he had
23 come up with when he went out there to inspect the ammo. I
24 looked them over. I agreed with him. He showed me pictures.
25 I'm like, yes, this shouldn't have happened. But they were easy

1 fixes. Like, they were on-the-spot fixes that we could have done
2 right there. So --

3 MAJ (b) (6) You guys were on the same page.

4 SGT (b) (6) We were on the same page.

5 MAJ (b) (6) Okay.

6 SGT (b) (6) He's got an ammo tech mindset the same
7 as me.

8 MAJ (b) (6) Perfect.

9 SGT (b) (6) Which means that if I see something
10 that he saw earlier and we both come to the same conclusion, it's
11 just business as usual. We -- I told him that I would come out
12 with him after chow to look over the ammo with the unit ammo tech
13 that was out there.

14 1140 -- 1155 came around, I went out there,
15 Mr. (b) (6) was already out there talking with the ammo tech
16 who was working the ammo. They --

17 MAJ (b) (6) From MRB, right?

18 SGT (b) (6) From MRB, yes.

19 And we went out there. I was looking at the pallet.
20 And sure enough, the discrepancy that he had listed out that were
21 in those pictures were there, and I was like, yeah, that's --
22 they were easy fixes, but still you can't show up like that.

23 So the list of problems were the banding wasn't double
24 crimped. And the reason why it needs to be double crimped is in
25 the unlikely event of shifting motions on the pallet, double

1 crimping prevents the banding from snapping, so -- but they had a
2 crimper out there, so they could easily double crimp all the
3 straps that weren't.

4 Another discrepancy was there wasn't enough straps
5 overlapping the pallets to hook it to the lima pallet, which --

6 MAJ (b) (6) Feel free to use this as -- that's our
7 picture from Mr. (b) (6)

8 SGT (b) (6) Yep. I remember this. It was they
9 only had --

10 MAJ (b) (6) Here's all five pages if it helps.

11 SGT (b) (6) Not a problem.

12 Yes, it was -- they didn't have enough straps. The
13 bear minimum requirement was six. I believe they had four or
14 five. Which the reason why we recommend six for something like
15 that is two going over one, two going on the other, and then one
16 going around the top around the sides. Makes it easier --
17 everything that we do like that, like the banding, the straps --
18 we do this so it prevents the shifting of the ammo in transit.

19 MAJ (b) (6) Okay.

20 SGT (b) (6) That was one thing I noticed.

21 Mr. (b) (6) had a problem with the light boxes not
22 being completely orange. I wasn't too sure about that one,
23 because they did have lights box stickers on the ammo cans which
24 was perfectly fine. But he wanted them all spray painted orange.
25 But at that time, it was not feasible because they didn't have

1 orange spray can or anything of that nature.

2 MAJ (b) (6) Were you guys able to verify that
3 everything was correct with those boxes though?

4 SGT (b) (6) Yes.

5 The other thing that Mr. (b) (6) pointed out was
6 that the UN stickers or the UN stamps that are supposed to have
7 the UN codes on them while they're flying were taped on instead
8 of labeled on there properly. But, again, that's something they
9 could have fixed on the spot. But they asked him if it was okay;
10 he said, yeah, sure, as long as the loadmaster says it's okay.
11 The loadmaster at any point in time sees these discrepancies, he
12 can kick it back and say, no, it's not flying with us.

13 LTCOL (b) (6) Were you out there during the load, by
14 the way?

15 SGT (b) (6) I was not. I was there just to inspect
16 the ammo. I stayed with Mr. (b) (6) and me and him spoke to
17 the ammo tech, watched them fix the discrepancies. The Gunnery
18 Sergeant -- I can't remember his name. I think it was for their
19 S-4 shop over at MRB --

20 LTCOL (b) (6) Okay.

21 SGT (b) (6) He came out and he had a bunch of other
22 stuff along with another individual. I believe it was their
23 embarker. He had the HAZDECs that they were gonna put on the
24 side.

25

1 MAJ (b) (6) Is that a Sergeant or Corporal? Do you
2 remember?

3 SGT (b) (6) Sergeant.

4 MAJ (b) (6) Okay.

5 SGT (b) (6) He was a Sergeant. I can't remember
6 his name, but he was -- I believe he was their embarker from what
7 they were telling me.

8 I spoke with them, and I was double-checking to make
9 sure they were doing everything they were supposed to, to make
10 sure they fixed whatever Mr. (b) (6) pointed out.

11 The strapping, we came up with a solution. There was
12 cargo netting already out there. They were just gonna take the
13 extra top cargo netting that they had, put it over top the ammo,
14 and cinch it down tight to replace the extra straps that they
15 didn't have.

16 **Questions by Major (b) (6)**

17 Q. Okay. So they didn't actually put the straps on, but
18 they put the top netting on?

19 A. No, they put the strap -- they left the straps on and
20 they put cargo netting on top for extra security.

21 Q. But they didn't add the extra straps?

22 A. They didn't have any at the time, no.

23 Q. Okay.

24 A. And --

25

1 Q. In your -- in your opinion, that constitutes the
2 requirement, though, right? The netting on top?

3 A. The netting to me was a nice touch. It should have
4 had -- that's how it should be. Cargo netting going over top of
5 the ammo. The strap -- the six straps going on the ammo, that's
6 extra security in case in the likely event that the cargo
7 netting, like, gets ripped off or gets ripped or something like
8 that.

9 Q. Right.

10 A. We still have the straps holding the ammo to the
11 pallet.

12 Q. Okay. So not -- I mean, we've got -- we didn't -- we
13 didn't paint all the cans orange. Got it. We didn't spray paint
14 on the labels. They were taped on. Got it. Seems like
15 Mr. (b) (6) was happy with that. But the straps, we didn't
16 do the straps either which was a request, right? He wanted more
17 straps. We didn't do more straps. But we did put the netting
18 on. He did ask for netting.

19 A. We talked to Mr. (b) (6) about it. He said, yes,
20 the netting's fine as long as you can cinch it down as tight as
21 possible.

22 Q. Okay.

23 A. Which they did. I checked it.

24

25

1 **Questions by Lieutenant Colonel (b) (6)**

2 Q. So how many straps were over the top of the ammo?

3 A. Over the top? It was just one, two, three, four, and
4 then one around the sides. I believe that was five. Two around
5 the sides, two over top, and then one going around, so five, sir.

6 Q. Okay.

7 A. But I also double-checked the banding on the ammo. It
8 was a test function that ammo techs do. If we're able to shift
9 the ammo when we pull the banding or the banding has some slack
10 to it, we would have told them to cut it, re-band it, and
11 re-crimp it.

12 LTCOL (b) (6) Okay.

13 **Questions by Major (b) (6)**

14 Q. But they did -- did you say they re-crimped it again
15 though?

16 A. Oh, no. They were tight enough. They just didn't not
17 have enough crimping down. It had to be double crimped.

18 Q. Did they double crimp it --

19 A. Yes.

20 Q. -- at any point? They did?

21 A. Yes. They had -- the Gunnery Sergeant brought out the
22 crimping mechanism -- the crimper, and they crimped them right
23 there on the spot.

24 Q. Gotcha. And you saw that?

25 A. Um-hmm.

1 Q. Okay.

2 A. But after Mr. (b) (6) left, I stayed behind just to
3 make sure nothing else screwy went on; that they didn't, like,
4 disobey what he said. They fixed everything. I even helped them
5 out, put the cargo netting on. And then I just stood by and
6 waited until one of my guys came over with a tram before they
7 loaded it up onto the bird. I stayed for about 10, 15 minutes.
8 And as I left, I double-checked the pallet to make sure the
9 strap -- the cargo netting was on tight and the bandings were
10 good.

11 Q. And that's when you saw Lance Corporal (b) (6) [ph] start
12 coming over with the tram or --

13 A. I saw him come over. And I stayed with him, told him,
14 hey, make sure that when you load this up you're not doing
15 anything screwy with it, be nice and careful with it, and then I
16 popped out.

17 Q. Okay. Got it. So positive control. Boom.

18 During that time, did you have much interaction with
19 the two MRB Marines?

20 A. We had conversation. You know, we talked and stuff
21 like that. But as far as I -- I wouldn't say I particularly knew
22 them. I mean, we chatted for a little bit but that was about it.
23 I was mostly focused on fixing what Mr. (b) (6) had pointed
24 out to me.

25

1 Q. Were they disgruntled about the fact that they had to
2 make the changes or is it just --

3 A. No.

4 Q. -- all right, got it, man; we'll get this done?

5 A. One of the reasons why they weren't disgruntled was
6 'cause we -- I think even the ammo tech knew they were easy
7 fixes. It was just a mistake on their part.

8 Q. Okay.

9 A. So they -- like I said, they were easy fixes. It was
10 just they didn't do it.

11 Q. And did they -- so did at any point Lance Corporal
12 (b) (6) or Sergeant (b) (6), either one of them get -- get
13 with you for the JI for this particular piece?

14 A. Before or after it was --

15 Q. Before.

16 A. Before? No. The reason being is 'cause I hold -- I
17 work in the Headquarters Office and I work other billets. That's
18 why they call me up whenever they come up with something they
19 can't recognize themselves. Because they have to go to a
20 course --

21 Q. Right.

22 A. -- to be able to be a JI. It's in the ammo 60 -- 62
23 course I believe. And it teaches them how to properly inspect
24 ammunition pallets before they get loaded up onto a bird.

25

1 But again, if they come across something they don't
2 recognize or they don't know about, they'll call me and be like,
3 can you look this over because we're not too sure about it.

4 Q. Was there any point that they did that during the
5 ordnance evolution of this particular pallet?

6 A. No. They -- it wasn't until Mr. (b) (6) had come
7 by to see them that they called me over to let me know what was
8 going on.

9 Q. Okay. Did you look at any of their paperwork, or did
10 you just go fix the discrepancies on the pallet?

11 A. I took a look at their paperwork and the HAZDECs. They
12 said aluminum cans when all ammo cans are steel. That was
13 something we told their embarkers to fix. And we took a look at
14 the hazard groups. The hazard groups matched up to me. I saw --
15 even confirmed with my chart to double-check my work. They all
16 confirmed with me. I didn't really see anything wrong.

17 Q. Did you reference it through what? How'd you confirm
18 it?

19 A. I have a PDF document on my phone --

20 Q. Okay.

21 A. -- with the compatibility charts.

22 Q. Is it an excerpt from something or --

23 A. No, it's the entire ammo booklet. We call it the
24 yellow canary.

25

1 Q. Okay.

2 A. It's --

3 Q. Do you know what its actual name is?

4 A. It's all the --

5 Q. I like the nickname though.

6 A. It is the Hazard Classification of United States
7 Military Explosives Ammunition.

8 Q. But not the AFMAN and not the CFR-49 or --

9 A. The CFR-49 is what the JIs reference, and I
10 cross-reference that with the information I pull up off of this
11 just to be sure.

12 MAJ (b) (6) Okay.

13 LTCOL (b) (6) Give me that designator again? What is
14 that?

15 SGT (b) (6) Sorry, sir.

16 LTCOL (b) (6) No worries.

17 MAJ (b) (6) When they talk about, oh, man, you know,
18 you've got your sheet you're balancing off of, that's what you're
19 referencing? This PDF document?

20 SGT (b) (6) Because -- and this is something I
21 strongly hated about the AFMAN. It doesn't have -- there's
22 compatibility charts for transporting ammo on railways, on public
23 highways, and storing it. But there isn't an actual -- like, no
24 compatibility chart for tran -- flying ammo.

25 MAJ (b) (6) Okay.

1 SGT (b) (6) And I don't know why there isn't. But
2 in the end, we inform the loadmaster of what he's -- obviously he
3 knows what he's seeing. And in the end result, it's up to him on
4 what he's loading up onto the bird.

5 **Questions by Major (b) (6)**

6 Q. Okay. So when the person who does the JAI, in this
7 case (b) (6) when she gives him the package, she informs him of
8 all the stuff on HAZDECs, everything else; and then if there's
9 any questions, loadmaster then asks at that time?

10 A. I don't know. I wasn't directly in contact --

11 Q. I just mean -- I don't mean, like, specifically in this
12 case. I just mean generally speaking.

13 A. Yes. The -- most of the time if the compatibility
14 group, if there's two separate lima pallets with conflicting
15 compatibility groups, we will inform the loadmaster of this, so
16 that way he can situate it in his bird if he chooses to load both
17 of them up on his bird.

18 Q. Okay.

19 A. He can choose to deny it. In which case, we'll just
20 wait until the next bird shows up and load it up on it by itself.

21 Q. Okay. And at -- you know, and how long you been at the
22 AP -- APOE?

23 A. Two years.

24 Q. Two years. That's a long time. You've probably seen a
25 lot of things.

1 In those two years, do you -- how many issues have
2 arisen with ordnance and trying to load it on an aircraft?

3 A. Not too many. I mean, there have been a couple
4 loadmasters who are picky about what ammo compatibility groups
5 they load up on their bird, which wasn't a problem because there
6 was two birds for that unit that were going to the same
7 destination.

8 Q. Okay.

9 A. And that's one thing that we make sure of if the
10 loadmaster isn't gonna take it, is there another bird coming by
11 to pick this up that's heading to the same destination.

12 Q. You didn't have any of those conversations for this
13 flight, did you?

14 A. No. Essentially what happened was is they called me up
15 at nine, I went over, spoke with Mr. (b) (6) went out there
16 at 1155, dealt with all the discrepancies, double-checked it,
17 looked at it, waited for my guys to show up with the tram, and
18 then I popped out.

19 Q. And did you have to work with Mr. (b) (6) very much
20 to fix stuff like this?

21 A. Not -- we haven't worked together recently. I mean,
22 when he first came here I was talking with him a lot. We were
23 discussing a lot of things. But in the past, like, four or five
24 months up until now, no.

25

1 Q. Okay. So if there are problems, it's usually you guys
2 kind of catch it before he catches it. Is that a true statement
3 or --

4 A. Yes.

5 Q. And you just work it out with the supported unit?

6 A. Yes.

7 Q. Okay.

8 A. And Mr. (b) (6) he'll notify me, like, if there's
9 gonna -- if there's a problem with what my guys have done. He'll
10 notify me, and I'll go and hash out my guys and be like, you guys
11 know how you're supposed to do this; do it like this.

12 Q. Okay.

13 A. They know what Mr. (b) (6) looks for, at least the
14 experienced JIs. I don't know what happened when they did this
15 inspection. I wasn't there. But if there was a discrepancy,
16 they know they can call me.

17 Q. I know I keep asking this, but so on the JI for this
18 particular one, when you guys went out and looked at it, did they
19 bring it back to you and show you, hey, here's the JI, is there
20 anything -- did they complain about anything with the JI or do
21 you know?

22 A. The unit or Mr. (b) (6)

23 Q. Mr. (b) (6)

24 A. Yes. He --

25

1 Q. This is the -- sorry. This is the JI inspection for
2 this flight.

3 A. He mentioned something about the in -- whether the
4 inspection form was right or wrong. I can't remember how he
5 worded it.

6 Q. Okay.

7 A. But he was a little disgruntled with the paper -- like
8 the actual inspection checklist. He thought it should have been
9 more detailed. Like, have its own section for ammo. I can't
10 remember where he pointed that out. I'm trying to find it.

11 Yep. Hazardous material preparation and packaging.
12 That was the one he had -- she had checked it off. He's like,
13 well, there's all these listed discrepancies.

14 To be fair though, she's not real experienced JI. She
15 was out there assisting another JI NCO. I can understand her
16 making a mistake like that, not noticing, you know, double
17 crimping on the pallets and whatnot. But again, Mr. (b) (6)
18 pointed it out, and I was like, good to go. I talked with my
19 guys, told them, hey, you guys need to look for this next time.

20 Q. So she -- she signed this off saying it was good to go,
21 and that's what you remember that she had signed it off that it
22 was good to go?

23 A. Yes, sir. I think she did a reinspection before it got
24 loaded up on the bird just to be sure. I can't honestly recall
25 because my total involvement with this was --

1 Q. Right.

2 A. -- talking to Mr. (b) (6) hash my guys out, go out
3 to CALA, look at the ammo and make sure everything got fixed
4 before I popped out.

5 Q. Let me ask you a question with this: So you said that
6 she was the junior JI backing up another JI. What -- what did
7 you mean by that?

8 A. It's kind of like an assistant. Like, there's a --
9 someone who's in charge of the entire JI for that specific, like,
10 flight, for instance.

11 Q. Okay.

12 A. And if it's too much of a load for one JI to handle,
13 they'll bring in another one to assist.

14 Q. I see. So who was -- who's the senior JI then?

15 A. That would have been Corporal (b) (6)

16 Q. So is he -- he was planned to be the JI for the whole
17 Yankee --

18 A. He was -- he was already inspecting other lima pallets
19 that they had set.

20 Q. Okay.

21 A. This one was just a side -- like, one of the last few
22 ones that he couldn't get to that he gave off to his assistant.

23 Q. I see. So did he start some of these, do you know?

24 A. He may have -- each JI has their own inspection sheet.

25

1 Q. Okay.

2 A. And the reason for that is so that way one doesn't go
3 over and inspect another one's. They're separate inspections, so
4 that way there's one point of contact if there's something that
5 comes up.

6 Q. Okay. Have you had to help any of the JIs with stuff
7 recently?

8 A. Recently?

9 Q. Since, like, January.

10 A. Since, like, January? There was one incidence where a
11 unit was trying to bring ammo onto a civilian bird. They had
12 mixed 5.56 and 9-mil and mags into a single ammo can.

13 Q. Okay.

14 A. My JIs told them, no, you're not -- or they weren't
15 even JI'ing that night. They were just doing business as usual.
16 They -- but they did call me up, and they were like, hey, we've
17 got this ammo here. I was like, gotcha. The ASP was closed. I
18 knew exactly what to do with it. I called the ASP up, told them,
19 hey, I've got this ammo here that we need to -- if -- have you
20 guys hold on to until this unit decides to come and pick it up
21 because they were a reserve unit stationed in I think
22 Mississippi, I think.

23 Q. Weird.

24 A. Yeah. I don't recall where they were from, but I told
25 them there's no way you're loading this up onto our bird this

1 way.

2 Q. I see.

3 So in your recollection, was -- was this kind of a
4 surprise to Lance Corporal (b)(6) that she was doing this
5 aircraft?

6 A. Not to my knowledge. I -- honestly, I couldn't tell
7 you, sir, 'cause --

8 Q. Okay.

9 A. -- I wasn't involved in that.

10 MAJ (b)(6) I see.

11 LTCOL (b)(6) Wait a second. The way I understood
12 what you said was that she was assisting a senior JI who was
13 (b)(6) right?

14 SGT (b)(6) That's correct, sir.

15 LTCOL (b)(6) Right. So now you're saying he wasn't
16 involved in that. I'm a little confused.

17 SGT (b)(6) I'm sorry. I didn't mean -- I may have
18 misread you. I thought he was talking about my involvement in
19 it.

20 MAJ (b)(6) Yes, sir. I was asking -- yeah. Sorry.

21 You're tracking, we're all tracking -- let me rephrase
22 my question. Let me say it again.

23 Questions by Major (b)(6) continued:

24 Q. So what I had asked was did you -- did you know if --
25 would Corporal (b)(6) he was the lead for what you knew to be

1 the inspection for this -- for this flight, correct?

2 A. Yes, sir.

3 Q. And then he brought on Lance Corporal (b) (6) to assist
4 at some point with one of the aircraft.

5 A. I believe so, sir, but I'm not entirely sure when.

6 Q. Right. But you knew at some point that she took over
7 part of it probably because you got triggered to assist with the
8 JI 'cause of the bad ammo pallet, right?

9 A. Yes, sir.

10 Q. But you -- but you still think of her as the assistant
11 to (b) (6) Is that because of rank or billet or what?

12 A. I -- I believe it was because of billet and rank. But
13 to be honest with you, I don't know because that's APOE's area
14 and how they run things.

15 Q. Okay. So you're not really part of that system?

16 A. I'm -- literally the only involvement I have in this
17 is, again, if they had ammo and they don't know what to do about
18 something with the ammo that they're inspecting, they call me up
19 and I come out and give them my expertise.

20 Q. Gotcha. So you're in the Headquarters with the head
21 shed and you're really the expert SME. So when something -- if
22 they need assistance or you get called in for assistance, you
23 come over and assist.

24 A. That's correct.

25

1 Q. Okay.

2 A. I drop everything I'm doing and I go over and assist,
3 because that's my --

4 Q. It's not something you normally -- you don't normally
5 pay attention to their JIs, necessarily?

6 A. No. The only time -- and to be honest with you, sir,
7 when this came up, that was the first time I had seen a JI in
8 inspection in, like, I don't know how long.

9 Q. Okay. Do you recall if she had to do corrections to
10 this at all?

11 A. I don't know. That would be a question for Corporal
12 (b) (6). He had oversight on this matter.

13 Q. I know. I'm just saying when you were there, you don't
14 recall it -- do you recall any of that?

15 A. I didn't.

16 Q. If there were corrections made or did you witness
17 anything?

18 A. No. I -- literally, sir, I just -- as soon as I saw
19 the discrepancies, I talked to their senior -- like, they're
20 Sergeants over there and Corporal (b) (6).

21 Q. Okay.

22 A. And told them I was heading out to the CALA after chow.

23 Q. Got it. Thank you.

24 A. Not a problem, sir.

25

1 **Questions by Lieutenant Colonel (b) (6)**

2 Q. So how often when you're dealing with these guys do you
3 come over as the expert and you find they're doing something
4 incorrectly?

5 A. It's not my guys that are doing it incorrectly.
6 It's --

7 Q. Your guys being who?

8 A. The APOE.

9 Q. Okay. Because you're Headquarters.

10 A. Yes.

11 Q. Okay. I'm with you.

12 A. The JI guys, when they come across something that they
13 don't recognize, like -- and they're like, well, that seems kind
14 of fishy --

15 Q. Um-hmm.

16 A. -- they'll call me up, I'll come out and see if it
17 really is fishy or if it's just a different way of doing
18 something.

19 Q. Gotcha. Gotcha.

20 A. And then I'll let them know, hey, they're -- it's okay
21 what they're doing. It's just doing -- they're doing it a
22 different way than what is usually done.

23 Q. I'm with you. I'm with you.

24 Now do you train these people, the JIs here at all as
25 far as the ammo's concerned?

1 A. No, I do not, sir. That is the APOE -- JIs train JIs
2 after they go to the Ammo 62 course.

3 Q. We had somebody here who was talking about -- he's the
4 one with the cheat sheet, right? -- and that's what you pulled up
5 as the Hazard Classification for U.S. Military Explosives?

6 A. Yes, sir.

7 Q. And monitoring? What is it? Military explosives and
8 something.

9 A. It's -- hold on one second. I got to go to the top
10 screen. Yep. It's the United States Military Explosive
11 Ammunitions.

12 Q. Hazardous Classification of Military Explosive
13 Ammunitions. That's it.

14 A. Yeah.

15 Q. All right. So let's pull that thing up, and you're
16 gonna have to teach us. We don't really understand how to use
17 it. I was expecting something else when they said it was a cheat
18 sheet. I was expecting like an Excel spreadsheet.

19 A. Oh, no. This is like a 224-page, like --

20 Q. I'm with you. And I scanned through it looking for the
21 Excel spreadsheet, but I believe that's what people are referring
22 to as a cheat sheet --

23 A. It's the --

24 Q. -- but that's where we're at, right?

25 A. It is the compatibility chart, sir.

1 LTCOL (b) (6) Okay. So --

2 MAJ (b) (6) What page is that on when you get to that?

3 SGT (b) (6) It is -- hold on one second, sir. I'm

4 about to pull it up. It is --

5 LTCOL (b) (6) Perfect.

6 SGT (b) (6) -- page --

7 LTCOL (b) (6) There we go.

8 SGT (b) (6) -- 188, 189 and 190.

9 MAJ (b) (6) Thank you.

10 LTCOL (b) (6) All right. Let's see that thing.

11 SGT (b) (6) So the compatibility groups that they

12 had were Sierra, which anyone who's dealt with ammo knows 1.4S

13 can pretty much travel with any ammo.

14 Now C, D, and E -- if they're all in the same pallet

15 together, they can travel together. They just become an

16 E-compatibility group.

17 MAJ (b) (6) Let me ask you that. When you say the

18 pallet, does that mean an individual sector on the lima pallet or

19 the pallet of which -- the wooden pallet of which it is on?

20 SGT (b) (6) The pallet as a whole. Like, if --

21 MAJ (b) (6) The whole lima pallet.

22 SGT (b) (6) Like say for instance that they had

23 Hotel ammo and Gulf ammo, which according to the chart is not

24 compatible, they would have to get a separate pallet for that.

25 LTCOL (b) (6) All right.

1 SGT (b) (6) A separate lima pallet.

2 LTCOL (b) (6) All right. We need to define pallet.

3 Listen -- here's the question the Major's asking --

4 SGT (b) (6) Yes, sir.

5 LTCOL (b) (6) When this shows up --

6 MAJ (b) (6) He just did.

7 LTCOL (b) (6) I didn't get that.

8 SGT (b) (6) Okay.

9 MAJ (b) (6) Okay.

10 LTCOL (b) (6) I couldn't understand from his answer.

11 **Questions by Lieutenant Colonel (b) (6)**

12 Q. So when it shows up and they drive it over here, this
13 is a pallet, this is a pallet, this is a pallet, and this is a
14 pallet. And they all put that on one big lima 382 pallet, then
15 that's a pallet.

16 So when they're talking about the conflict is -- your
17 question is, is the conflict this one-fourth of a pallet or is
18 the conflict the entire airplane pallet?

19 A. It's the entire airplane pallet counts as -- that's
20 what we're looking for --

21 Q. Okay.

22 A. -- in terms of compatibility.

23 Now if it had just been this pallet, we would only be
24 looking at, okay, what compatibility groups are on this pallet.

25 Q. Gotcha. Gotcha. Let me have that? Thank you.

1 All right. So when you're looking at this pallet,
2 where do you get the groups -- the group designations? How do
3 you determine which one of these are in which group?

4 A. We go off of the DODECs and --

5 Q. Okay.

6 A. One second, sir. I actually have -- for instance,
7 alpha -- AA40 -- I did that wrong. AA40 and there's his
8 compatibility group.

9 Q. Okay. So you hit that. You're talking about the "S,"
10 right?

11 A. Um-hmm.

12 Q. 1.4S.

13 A. That is correct.

14 Q. Okay.

15 A. And that's how we go about getting the compatibilities.

16 Q. And that's that first one, the 1.4S.

17 A. Yep.

18 Q. Gotcha. Okay. So -- so step me through how you know
19 which of these are compatible on that chart.

20 A. On the chart --

21 Q. Now that you've already got the DODEC and you've got
22 the classification, you pull up the chart --

23 A. Essentially you just go down to each of their letters.

24 Q. Okay.

25 A. There's Sierra and you go over to Gulf.

1 Q. Um-hmm.

2 A. It says 4-5. You go down to where the four is, which
3 is right there.

4 Q. Um-hmm.

5 A. I'm gonna put this sideways so it's bigger.

6 Q. Thank you.

7 A. And -- nope. That's a -- four means detonators and
8 detonating primers, Division 1.4S may not be loaded in the same
9 car with Division 1.1 and 1.2.

10 Five means, Division 1.4S fireworks may not be loaded
11 in the same car with --

12 Q. All right. So you have -- you have a 1.1 and 1.2. You
13 have a four, right, in this? So it can't be with 1.1 and 1.2
14 which we're good on that the way I see this. I might be missing
15 it. No, there's a 1.1 here.

16 A. That's 1.1E, but it's not a -- if it is -- [inaudible]
17 so if it's a detonator or a detonating primer, which B546 is -- I
18 have to pull up the other one. Go back, B546 is 40-millimeter
19 ACP[ph] round, which means it's got -- it has to be fired from a
20 specific weapons system. It would not count under that category,
21 because it's not, like -- it's, like, detonators and -- hold on.

22 When it says -- when it says detonators and primers,
23 it's, like -- or detonating primers, it means something that
24 would blow up C-4. Like, blasting caps, stuff like that, which I
25 didn't see any of that on there. It didn't have any of those

1 specific DODECs on there.

2 Q. Okay. Now we also found some time today that Note 6
3 applied, and we're having a little bit of trouble understanding
4 that. Can you read that for me and explain that to me?

5 A. Not a problem.

6 Six means explosive articles in Compatibility Group G,
7 other than fireworks and those requiring special storage, may be
8 loaded and transported with articles of Compatibility Groups C,
9 D, and E.

10 So essentially if it's nomenclature for its DODEC
11 doesn't say fireworks and it's Compatibility Group G, it can
12 travel with it.

13 Q. Well, continue reading the end of it. "Provided no
14 explosive substances are carried in the same" -- for airplanes.
15 It says vessel, but that's the railway exception you have. But
16 it says in the same airplane. And it's that last clause that's
17 confusing me. Because it sounds like to me, provided no
18 explosive substances, which you obviously have those, are in the
19 airplane that makes -- means that you can't let them fly
20 together.

21 A. The reason why -- and this is why I don't like that.

22 Q. It's stated terribly. I understand that, but we're
23 trying to understand it.

24 A. It's -- C, D, E and G, as long as it's not fireworks,
25 can travel together. The reason being is -- and this is for

1 public highways as well. You go to six and it says, it's
2 contained in -- are not in the same. And the thing is, is they
3 can be. And the only way they can't be is if they are, in fact,
4 fireworks.

5 Reason being is 'cause if it was something like a smoke
6 grenade, there's a difference between a smoke grenade that just
7 produces smoke vice a fireworks, which pops up and explodes at
8 some point. That's the only real difference between.

9 LTCOL (b) (6) I'm having a hard time getting my head
10 around that phrase.

11 (b) (6) am I missing something?

12 MAJ (b) (6) No.

13 LTCOL (b) (6) All right.

14 MAJ (b) (6) No, but that is -- this has come up
15 three other times today and there's no clear definition to it,
16 so...

17 **Questions by Lieutenant Colonel (b) (6) continued:**

18 Q. Yeah. We need some sort of definition on that clause.
19 And again, we're new at this. This is -- we just found out about
20 this today. So you've got a lot more knowledge about this than
21 we do.

22 A. And it can -- believe me, sir, when I first started out
23 and I had that same question about that --

24 Q. Yeah.

25

1 A. -- it took like a couple Staff NCOs and a couple
2 officers to inform me that, hey, no, that's -- it's only, like,
3 fireworks and such like that. I mean, I think -- did
4 Mr. (b) (6) explain it pretty much the same way I did?

5 MAJ (b) (6) Yeah.

6 SGT (b) (6) It's something -- if you guys got an
7 expert in the ammo tech community, I would highly advise talking
8 to that individual, because they will be able to explain it a
9 whole lot better than I can.

10 LTCOL (b) (6) Okay. So the original conflict we
11 understood was 1.1E conflicted with 1.4G and 1.4S.

12 MAJ (b) (6) But the 1.1E didn't have any primers
13 with it, which didn't introduce a hazard to the 1.1E. Is that
14 pretty much --

15 SGT (b) (6) It's -- the 1.1E is the 40mm, M203
16 round.

17 MAJ (b) (6) Yeah.

18 SGT (b) (6) It's -- it's just like you would 5.56.
19 It has to be fired from a weapons system.

20 MAJ (b) (6) Got it.

21 SGT (b) (6) So that's the only reason why it's not
22 too much of a bother putting it on the same pallet as 1.4G.

23 MAJ (b) (6) Okay.

24

25

1 **Questions by Lieutenant Colonel (b) (6) continued:**

2 Q. Okay. So let's get back to 1.4S, all right? And tell
3 me why that's not -- 1.4S is compatible.

4 A. With?

5 Q. Walk me through that on your chart.

6 A. So let me go down to "S." It's not compatible with
7 Alpha but -- and Lima.

8 Q. Um-hmm.

9 A. But everything else, it's compatible with because --

10 Q. Let's look at Notes 4 and 5.

11 A. Yep. Detonators and detonating primers.

12 Q. [Inaudible] may not be loaded in the same car as 1.1
13 and 1.2. So Note 4, for 1.4S, says -- it means those are
14 detonators and detonating primers. Division 1.4S explosives may
15 not be loaded in the same car with Division 1.1 and 1.2 explosive
16 materials. So Note 4 would seem to indicate to me that those
17 aren't compatible. And Note 5 says -- means Division 1.4S
18 fireworks may not be loaded in the same car with Division 1.1 and
19 1.2 explosives.

20 So with -- with those two notes, the way I read the
21 chart, correct me if I'm wrong, are indicating that the 1.4S are
22 not compatible with these other ones.

23 A. The -- the reason why it is, sir, is because the four
24 and the five -- the four says -- means, like, for instance, if
25 "S" and "B" were combined with one another, if the

1 B-compatibility group was the detonator or detonating primer with
2 Division 1-point -- cannot be traveled if it's 1.1 or 1.2.

3 MAJ (b) (6) Because it would complete the rigging,
4 right? It would complete the rigging of the --

5 SGT (b) (6) Device. Like, for -- like, you can't
6 have -- and we have a set rule, you can't have det cord, primers,
7 and C-4 on the same load together --

8 MAJ (b) (6) Okay.

9 SGT (b) (6) -- because they can be combined to
10 be -- form a mass explosion.

11 MAJ (b) (6) That makes sense.

12 LTCOL (b) (6) See, I -- that -- I understand that.

13 But another way you could read this would be that
14 because we have Note 4, it means they are detonators and
15 detonating primers. So it would be 1.4S, the 8M box, 1M box, are
16 detonators and primers and those may not be loaded in the same
17 car as 1.1 and 1.2 which would -- that's the other information we
18 got was that -- from another source -- that 1.1E is not
19 compatible with 1.4S.

20 SGT (b) (6) I think I know what you're saying, sir.

21 LTCOL (b) (6) Right?

22 SGT (b) (6) You think that the 1.4S are detonators
23 and primers?

24 LTCOL (b) (6) Yes.

25 No, they're not?

1 SGT (b) (6) No. Detonators and primers are
2 strictly [inaudible] 1.4C. Do they have a DODECs next to this?
3 MAJ (b) (6) Here's -- here's the DODECs associated
4 with -- here's the whole packet.
5 LTCOL (b) (6) Let's look up 1.4S in that.
6 SGT (b) (6) Yep. Yep. See all of these, like, .50
7 Cal, 7.62, 5.56 -- if the primers need a specific weapons system
8 in order for them to fire off, they do not --
9 LTCOL (b) (6) I got that.
10 SGT (b) (6) They do --
11 LTCOL (b) (6) I got that. Can you find 1.4S?
12 MAJ (b) (6) It's right there, but I don't know if
13 that's the same UN.
14 SGT (b) (6) It is -- I should be able to find the
15 UN based on this.
16 MAJ (b) (6) The UN is on there actually.
17 LTCOL (b) (6) Yeah, we had a UN somewhere.
18 MAJ (b) (6) Where is it?
19 SGT (b) (6) Which one?
20 MAJ (b) (6) The load --
21 LTCOL (b) (6) Is this it? No. That's the --
22 LTCOL (b) (6) Am I holding onto it?
23 MAJ (b) (6) You want the HAZDEC?
24 LTCOL (b) (6) No, we had one --
25

1 MAJ (b) (6) I'm sorry. Yes. The HAZDEC. Thanks,

2 (b) (6)

3 MAJ (b) (6) There you go.

4 MAJ (b) (6) Okay. Look for UN0012.

5 All right. So I'll look up -- cartridge for weapons,
6 inter-projectile or cartridges, small arms. P5 means it can be
7 carried on cargo --

8 LTCOL (b) (6) P4 or P5?

9 MAJ (b) (6) P4 is passenger cargo; P5 is passenger.

10 MAJ (b) (6) Five is passenger.

11 LTCOL (b) (6) Okay. All right. So by reading this
12 description we're saying we don't think that's a detonator,
13 right, and that's consistent with what he's saying? Are you-all
14 on board with that?

15 MAJ (b) (6) Yeah. It doesn't -- it doesn't
16 complete the rigging.

17 LTCOL (b) (6) Gotcha. I understand. You have to
18 have a detonator along with the explosive.

19 **Questions by Lieutenant Colonel (b) (6) continued:**

20 Q. And here's why I wanted to bring this up is because I
21 was going from your statement and you list the Compatibility
22 Group C, D, E and G, but you don't ever mention "S" in your
23 statement. Why'd you leave that out of your statement?

24 A. Because "S" is -- and I should have put that in my
25 statement -- is "S" is compatible with virtually everything

1 except for obviously Alpha and Lima. So everything across the
2 board would have been fine as long as they were compatible with
3 other compatibility groups within the ammunition.

4 Q. Okay. Gotcha. So just let me clear this up. You're
5 saying 1.1E, the way it's written here, is compatible with 1.4S
6 and 1.4G.

7 A. That is correct.

8 Q. All right. The reason why we're going down this road
9 is we had a different interpretation of the AFMAN, all right?

10 A. Roger that, sir.

11 Q. That answers that question. The cheat sheet, I'm gonna
12 get a copy of that. Compatibility groups.

13 Crew interaction. Did you -- you didn't interact with
14 any of the Yankee crews at all?

15 A. Nope.

16 Q. Are you aware of any e-mails, photos, anything dealing
17 with this flight --

18 A. I -- besides the photos Mr. (b) (6) had?

19 Q. Um-hmm.

20 A. I had no other e-mail traffic in regards to this. Just
21 a phone call and Mr. (b) (6) showing me these pictures.

22 Q. Okay. And then you personally confirmed that Mr. --
23 besides the exceptions you already told me -- that
24 Mr. (b) (6) complaints were taken care of except for the
25 one or two issues that -- like, hanging --

1 A. The -- the light box and --

2 Q. -- and the light boxes.

3 A. I mean, I told -- and I spoke with the ammo tech at
4 that time. It's like sometimes that will come up. Some are
5 picky about light boxes. Just carry around orange spray paint
6 with, like, black paint pen or something like that just so --
7 just to make them happy.

8 LTCOL (b) (6) I'm with you. I'm with you.

9 Any more questions?

10 MAJ (b) (6) I do.

11 **Questions by Major (b) (6)**

12 Q. Probably just to -- you know, I know you worked in
13 Headquarters. Understood. Your exposure is minimal with the
14 APOE overall. But in your experience there, have you seen any
15 cutting corners that you're aware of or anybody that's been
16 reprimanded for cutting corners during JIs or anything like that?

17 A. From what I've seen, sir?

18 Q. From your experience.

19 A. From my experience? No.

20 Q. Have you heard of anything?

21 A. I have not. I really don't get to speak to them
22 that -- but when I was a part of the APOE and I did inspect the
23 JIs, they were -- I was very in tune with them, and I was very
24 satisfied with how they proceeded.

25

1 Q. Okay. And do you feel like the Marines that come out
2 with their JI training -- how long do you really feel like it
3 takes for them to -- for their experience base to be filled to
4 be, you know, effective at their job?

5 A. I can't for -- say that, sir, because I don't
6 personally work with them. But I would highly recommend talking
7 to their senior JIs that have done it for a little while. They
8 have a lot more experience and a lot more know-how. I only know
9 how to inspect when it comes up to ammo.

10 Q. Right.

11 A. That's as far as my expertise go.

12 Q. Okay. But sitting --

13 A. And there's --

14 Q. But sitting in the Headquarters Office, you hadn't
15 heard anything just passing by? Anything crazy?

16 A. No, sir. If -- and like I said, if something does come
17 up, they've got my phone number, they give me a call, and I come
18 over.

19 Q. Last question: Do any of those Marines that are heavy
20 equipment operators that move ordnance, do they have to have
21 ordnance certs?

22 A. They all have to be certified.

23 Q. Okay. So they know what they're looking for?

24 A. Well, if --

25

1 Q. More or less. They should know what -- generally what
2 stuff is.

3 A. Like how neat it's supposed to look before they go and
4 grab it?

5 Q. Right.

6 A. They do know.

7 Q. Are they supposed to just do a quick walk-through
8 around it before they pick it up, all that good stuff?

9 A. I believe they do, but I honestly couldn't tell you,
10 sir. I don't -- again, I apologize. I don't work over there,
11 but --

12 Q. That's okay. Thank you.

13 A. Not a problem, sir.

14 LTCOL (b) (6) (b) (6) --(b) (6) you got anything
15 else?

16 MAJ (b) (6) I do not.

17 LTCOL (b) (6) (b) (6) I want to go into one more
18 area. I apologize to do this to you.

19 SGT (b) (6) Let's go, sir.

20 **Questions by Lieutenant Colonel (b) (6)**

21 Q. I know you're an ammo expert and you're tremendous how
22 much you're helping us. You're really educating us. Thank you
23 very much.

24 We got one other issue I want to see if you can shed
25 some light on, okay? In one of the pallets, the ISUs --

1 A. Um-hmm.

2 Q. -- we have two large boxes of lithium batteries along
3 with right beside a -- a box -- another box of paint products.
4 And in the same ISU but on the other side of the dividing wall,
5 we have a can -- a --

6 LTCOL (b) (6) Compressed oxygen.

7 LTCOL (b) (6) Compressed oxygen in it as well.

8 SGT (b) (6) I was not aware of that, sir. I -- I
9 only knew about the ammo. I did not know about the batteries and
10 whatnot.

11 LTCOL (b) (6) Right. How many batteries? 968
12 batteries?

13 MAJ (b) (6) If you looked at these two and you saw
14 them both on the same load, it's the same pallet -- so there's
15 two pages to it. They're Enclosures (2) and (3) for the HAZDECs.

16 LTCOL (b) (6) And this --

17 SGT (b) (6) Um-hmm.

18 LTCOL (b) (6) This ISU is immediately adjacent to the
19 ammo pallet.

20 SGT (b) (6) I would have spaced that out. Me --
21 only because the -- I don't know what their -- I know they have
22 their own hazard declaration, lithium batteries and paint. I
23 know they have their own separate HAZDECs. I don't know them off
24 the top of my head. But I'm not entirely sure if they conflict
25 with my ammo HAZDECs and compatibility groups.

1 LTCOL (b) (6) How would you -- can you walk us
2 through that? Can you figure that out?

3 SGT (b) (6) Off the top of my head, sir, no. The
4 only way I'd be able to figure that out is if I spent some time
5 going through it and looking through, like, okay, what HAZDEC
6 does lithium batteries have, lithium ion batteries. I --
7 honestly, sir, I couldn't assist you with that.

8 LTCOL (b) (6) No worries. That's what we're gonna
9 do. We're gonna -- do you-all have any more questions?

10 MAJ (b) (6) Yeah. But just -- just looking at it
11 right now, though, this -- this combo does at least spark your
12 interest that it's parked next to the ordnance pallet.

13 SGT (b) (6) It -- it was next to the ordnance
14 pallet?

15 MAJ (b) (6) Correct. It was the one right -- right in
16 front of it.

17 LTCOL (b) (6) Immediately adjacent to it.

18 SGT (b) (6) I -- my -- my own opinion, sir, I would
19 have put something in between them. I would have spaced it out
20 just because, one, the compressed oxygen alone would have set a
21 light off in my head saying, yeah, I need to separate this from
22 my ordnance. Just because I don't know what happened. I don't
23 know how it happened, but I wouldn't have put that next to my
24 ammo.

25 LTCOL (b) (6) What's your cell number (b) (6)

1 SGT (b) (6) It's 25 -- or (b) (6) .
2 LTCOL (b) (6) You-all have any more questions?
3 MAJ (b) (6) No, I do not.
4 LTCOL (b) (6) All right. That ends the interview.
5 Thank you.
6 [END OF PAGE]
7
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Sgt (b) (6)

Aerial Port Staff Non-Commissioned Officer in Charge
Cherry Point, NC.

On July 7th, 2017 around 1000 Sgt (b) (6) from 2nd Marine Raider Battalion, Hotel Company arrived with his gear at the APOE lot, which consisted of two ISU's and 4 MRZR's. The two Joint Inspectors for this gear/mission were LCpl (b) (6) and Cpl (b) (6). Cpl (b) (6) inspected the two ISU's and one MRZR. Cpl (b) (6) inspected the three MRZR's. The two ISU's and one MRZR were done being inspected by LCpl (b) (6) around 1630 and the three MRZR's were done being inspected by Cpl (b) (6) around 1300.

On July 9th, 2017 around 1130, Sgt (b) (6) and Cpl (b) (6) (Hotel Company's ammo tech) with 2nd Marine Raider Battalion arrived with their ammunition pallet at the Combat Aircraft Loading Area (CALA). LCpl (b) (6) then headed over to the CALA to start her inspection of the ammunition pallet. These Marines completed this inspection that day and the time is unknown to me.

On July 10th, 2017 at 0100 2nd Squad which consisted of about 7 Marines and I showed up to the APOE (BLDG 4210) to start the work day. We had 8 flights that day, six being 737 (Civilian charter passenger aircrafts) and two being C-130's. At around 0730 1st Squad who also about 7 Marines showed up to help out with flights. Around 1000 the 13 Marines from 2nd MRB were standing by to get manifested by PFC (b) (6). Upon completion of being manifested the Marines for the C-130 flights were on standby in the red bay until escorted to the aircrafts. LCpl (b) (6) (AX Walker) then separated them as evenly as he could since there were two C-130's. The first C-130 (Yanky 72) had 6 passengers and the second C-130 (Yanky 62) had 7 passengers. Around 1015 Mr (b) (6) (The base Explosive Safety Officer) stopped by to inform LCpl (b) (6) that there were some discrepancies with her ammunition pallet and the Hazardous Documents (HAZDECS). Mr. (b) (6) told LCpl (b) (6) that the packing material listed on the HAZDECS was incorrect and the ammunition was in steel containers not aluminum. He also stated the placards on the light boxes (a smaller container for ammunition) were not properly marked with the UN Number or Proper Shipping name. He then stated that the banding wire (wire that secures the container shut) on the ammunition boxes had one crimp (crimp is banding the wires together) and he said there needed to be two. Lastly he stated he did not agree with the way LCpl (b) (6) used the cargo straps to secure the ammunition to the pallet. After obtaining all this information from Mr. (b) (6) Sgt (b) (6) and LCpl (b) (6) started to adjust the HAZDEC's with the corrections to be made. Upon completion they went to the CALA to fix the correction on the ammunition pallet. Once they were completed Mr. (b) (6) stated the pallet was up to his standard, this was around 1200. Around 1230 Cpl (b) (6) came into my office and asked myself and Sgt (b) (6) if we wanted to help drive the MRZR's onto the first C-130 (Yanky 72), we both said yes and headed outside to the APOE Lot. I hopped into the 1st MRZR to be loaded, Sgt (b) (6) got into the 2nd, Cpl (b) (6) got into the 3rd and PFC (b) (6) who was not billeted for this flight but was walking around to help asked if he could drive the 4th MRZR to the second C-130 (Yanky 62) with PFC (b) (6) who was the Bird NCO (communications between the aircraft crew and the working Marines) as a passenger. Cpl (b) (6) said yes and we all departed the APOE lot and entered the actual flight line towards the C-130s. Upon driving up to the aircraft I parked the MRZR and the crew members came out to inspect the MRZR. The crew members checked the axle weights that were displayed, the center of balance and the gas gage. They were happy with what Cpl (b) (6) had on the MRZR's and proceeded to tell me they wanted the MRZR's backed into the aircraft. I turned the MRZR's around and started to back it into C-130 (Yanky 72). Once the MRZR was in properly the crew members started to chain the MRZR to the deck of the aircraft. I then stepped off to watch Sgt (b) (6) back up the 2nd MRZR into the aircraft. While standing there I saw PFC (b) (6) who was at the other C-130 (Yanky 62) with the MRZR waited to drive it on. Once Sgt (b) (6) was done loading the 2nd MRZR on I

Enclosure ()

had received a text stated the Company 1stSgt wanted to speak to myself and Sgt (b) (6) We then left the flight line back to the APOE lot to go to building 4210. I did not see the rest of the gear get loaded onto either aircraft.

LCpl (b) (6)

PAX walk

Cherry point NC

On the date of Jul 10, 2017, at 1045 am I received the manifest of 13 marines and separated them so there was 7 on one and 6 on the other. The reason for that was we had 2 C130's flying out so the manifest needed to be separated. I then picked the 6 passengers that were manifested for to go on the Y62 c130 from the red bay, which is where passengers stay while they wait, and walked them out to the C-130. Once we were at the Y62 c130, they boarded the aircraft as I got a count of how many passengers went on to the Y62 c130, and walked back to the ops office.

Enclosure ()

EVENT	ARRIVAL / START	DEPARTURE / FINISH
	UPLOAD	
ALE ON DECK		
BUSES ON DECK		
BAGGAGE TRUCKS ON DECK		
PAX IN BAYS		
BAGGAGE TRUCKS WEIGHED		
PAX MANIFESTING		
BIRD ON DECK		
WEIGHTS TO LOAD MASTER		
BAGGAGE UPLOAD	1235	1350
PAX NOTIFIED		
PAX WALKING		
PAX UPLOAD	1245	1201
APOG CLEAR OF BIRD		
VAL AT BIRD (FOLLOW ME)		
BIRD TAXIING		
BIRD OFF DECK		
	DOWNLOAD	
ALE ON DECK		
BUSES ON DECK		
BAGGAGE TRUCKS ON DECK		
BIRD ON DECK		
CUSTOMS AT BIRD		
PMO AT BIRD		
PAX DOWNLOAD		
BAGGAGE DOWNLOAD		
MARINES IN FORMATION		
FIRST BAGGAGE TRIP		
SECOND BAGGAGE TRIP		
THIRD BAGGAGE TRIP		
MANIFEST SIGNED		
BUSES OFF DECK		
BAGGAGE TRUCKS OFF DECK		



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437th Airlift Wing



MISSION:

Safely provide precise, reliable airlift worldwide

VISION:

"The Airlift Wing of Choice...Ready for Tomorrow's Challenges!"

PRIORITIES:

Airmen Care and Development

Mobility Excellence

Culture of Dignity and Respect

About

Headquartered at Joint Base Charleston, S.C., the 437th Airlift Wing commands the base's premier active-duty flying wing. The wing flies and maintains one of the largest fleets of C-17 aircraft in the Air Force, providing a significant portion of Air Mobility Command's Global Reach airlift capability. The wing is comprised of the 437th Operations Group, the 437th Maintenance Group and a wing staff element. The wing conducts operations in close coordination with Joint Base Charleston's premier reserve flying wing - the 315th Airlift Wing.

For more information, click [here](#).

Leadership



Col. Jimmy Canlas
Commander



Col. Patrick Winstead
Vice Commander



CMSgt Jennifer Kersey
Command Chief

437th Operations Group

The 437th Operations Group is responsible for operating 48 C-17 aircraft valued at \$10.1 billion through a workforce of three squadrons and one flight comprised of 1,600 military and civilian personnel supporting Department of Defense tactical airdrop, worldwide airlift, and aeromedical evacuation support. Additionally, the group oversees a budget of \$12.7 million and develops long-range logistics support for Joint Base Charleston's flying activities.

14th Airlift Squadron

15th Airlift Squadron

16th Airlift Squadron

437th Operations Support Squadron

437th Maintenance Group

The 437th Maintenance Group is responsible for maintaining 48 C-17 aircraft valued at \$10.1 billion through a workforce of four squadrons comprised of 1,800 military and civilian personnel supporting Department of Defense tactical airdrop, worldwide airlift and aeromedical evacuation support. Additionally, the group oversees a budget of \$32 million and develops long-range logistics support for Joint Base Charleston's flying activities

437th Maintenance Squadron

437th Aircraft Maintenance Squadron

437th Maintenance Operations Squadron

437th Aerial Port Squadron

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 437TH AIRLIFT WING (AMC)
JOINT BASE CHARLESTON, SC



25 September 2017

MEMORANDUM FOR II MEF, G4, AIR MOBILITY OFFICER

FROM: 437 APS/CCXT
113 S. Bates St. BLDG 174
Joint Base Charleston SC 29404

SUBJECT: APOE Site Visit, 19-22 September 2017

1. A site visit was conducted from 19-21 September 2017 at the APOE located at MCAS Cherry Point. An assessment was conducted over the course of three days to identify possible shortfalls within the APOE.
2. Primary focus areas included an overview of the Manning, Joint Inspection Training, to Halvorsen Loader Training, and Mission Execution.
3. Every effort has been made to provide recommendations for each identified shortfall.

Enclosure ()

SUMMARY

The APOE MCAS Cherry Point is a unique organization within the Marine Corps that is staffed solely by Marines without the support of Air Force SMEs. The Marines assigned to the APOE are motivated, technical order focused and mission driven.

The APOE manpower may not be sufficient to support a MEB movement under MOG conditions without surge support from the Air Force. This performance gap can be bridged by appropriating funds for several civil service position to serve as SMEs and in-house trainers within the APOE.

Training with the APOE exists but has not been managed sufficiently to ensure timely training and recertification of perishable skills. It currently takes upwards of six months to get a Marine Joint Inspection qualified. This delay is caused by insufficient training opportunities in the required classes on an FY basis. Additionally, tracking of hazmat recertification have not been managed properly. OJT opportunities within a training environment do not currently exist to help support mandatory academic training. Lastly, there is little oversight by the Air Force with regard to internally assessing the APOE's Joint Inspection Program and operational capabilities on a recurring basis.

The Halverson program needs attention as well to ensure safe operations and to minimize vehicle incidents. Vehicle operators are not currently evaluated for proficiency or safe vehicle operations at any interval beyond the 3-day initial training class.

The APOE does execute its mission by supporting all II MEF movements but their operations are plagued with delays (internal and external), a lack of qualified inspectors, and a general lack of expertise with the inspection process. During the site visit, MARSOC delivered three sticks of gear to be processed. The vast majority of the cargo arrived without paperwork or properly completed paperwork. The APOE's lack of ready access to forklifts also introduced additional delays and required coordination with a support function. It was evident that units utilizing the APOE are not routinely adhering to DTR requirements. As a result, the APOE personnel occasionally feels pressured by the shippers and their embarkers and officers to expedite inspections, to overlook things, and to not frustrate cargo which exponentially increases the risk to the safety of flight. What should have normally taken six hours to inspect, took in excess of twenty five hours to complete.

Manpower – The APOE is staffed at the platoon level (24 Marines) and tasked to maintain a MOG of two tails, 24/7. Aside from surge operations, the manning level may not be sufficient to handle operations under the MOG. Increasing military manpower may or may not solve the situation.

Shortfalls/Recommendations:

- (1) Shortfall - The APOE currently has two qualified Joint Inspectors, this will be reduced to one qualified inspector on 25 September 2017 due to Hazmat certification lapsing. This is now a single point of failure. Personnel still have other readiness requirements to fulfill and leave to be taken.

Recommendation - (LT) Identify and establish a minimum number of qualified Joint Inspectors within the SOP that the APOE must maintain to meet daily ops and the MOG. This will reduce the impact on daily ops when Marines take leave or attend other required training. This minimum number should be no less than 4, but ideally 6 or 8.

- (2) Shortfall – The APOE does not have any appropriated civilian positions to provide long term sustainability.

Recommendation – (LT) Appropriate funds for two permanent civilian positions. They will provide long term continuity as Marines come and go. Personnel filling these positions would also become onsite SMEs and can provide OJT training to Marines. One or both positions, if permissible, should be designated to obtain Air Force certification as a Joint Inspection Instructor and AMC Affiliation Instructor.

- (3) Shortfall – Manpower is regularly rotated in and out of the APOE for various reasons to include new duty assignments, deployments, separations and staff NCO positions. The assigned OIC is also tasked as the company XO.

Recommendation – (LT) Monitoring and carefully managing rotations of personnel that possess perishable specialty training (Joint Inspection) will ensure appropriate coverage and the ability to meet the MOG. No other recommendations at this time.

Training (Joint Inspection) – Training is absolutely essential to a viable JI program. It requires thorough planning, careful scheduling, timely implementation, capable direction, and skillful application. Leadership at all levels must support the program to assure its effectiveness. The training process/program as it currently exists, is not sufficient to ensure daily operations are unaffected by the external demands of the Marine Corps. The program needs immediate short term investments and improvements to ensure short term and long term sustainability.

Shortfalls/Recommendations:

- (1) Shortfall – The time it takes to get a Marine Joint Inspection qualified varies, but on average is 4-6 months. The prevailing cause is limited opportunities to attend the required hazmat training through either USMC or USAF channels.

Recommendation - (ST) Request through the appropriate chain of command that a mobile training team (USMC or USAF) be requested to provide Hazardous Material Inspector/transportation training onsite at the APOE. This will allow for all designated platoon members to receive Hazmat training.

- (2) Shortfall - Training requirements for hazmat classes (USMC or USAF) are not being communicated up to HHQ to ensure the APOE is allocated sufficient seats for initial training on an FY basis to ensure mission accomplishment.

Recommendation - (ST/LT) Request two hazmat training allocations per quarter through Company established procedures to HHQ. Two allocations each quarter will allow for newly identified personnel to get this vital training in a timely manner. It could reduce the current time it takes to get a Marine qualified by 30-60 days.

- (3) Shortfall - Training requirements (initial and refresher) are not being effectively forecasted to mitigate performance gaps through expiration of hazmat certification.

Recommendation - (ST/LT) Establish a highly visible method to track who has attended which of the three required training courses (initial training). This will also help establish when hazmat refresher training is due. Determine how far in advance a Marine needs to be enrolled in hazmat refresher (online) training to ensure the training is completed prior to their existing certification expiring. Utilizing the online refresher courses (USMC or USAF) will enhance mission capability, reduce TAD expenses and keep Marines on station.

- (4) Shortfall - Cpl (b) (6) hazmat certification will expire on 25 Sep 2017. Refresher training (TAD or online) was not be requested to prevent expiration.

Recommendation - (ST) A 60 day waiver be written and endorsed by the Company Commander or designee and forwarded to Air Mobility Command for their awareness. Secondly, a refresher course (TAD or online) needs to be expedited to get Cp (b) (6) hazmat certification up to date.

- (5) Shortfall - The existing MOA with AMC and 437 APS does not address training to be provided by JB Charleston or other supporting organizations.

Recommendation - (ST/LT) Rewrite the MOA to establish the following: The number of Joint Inspector training class seats to be provided to the APOE on an annual and quarterly basis at JB Charleston or other supporting organization. Develop ROEs for JB Charleston or other supporting organization to provide onsite annual validation of the APOE's JI capabilities.

- (6) Shortfall - There is currently no mechanism in place to provide newly trained Joint Inspectors additional OJT prior to completing their first Joint Inspection in an operational capacity.

Recommendation – (LT) Marines TAD to JB Charleston or other supporting organization for JI classes should remain for one week of OJT with qualified USAF JI personnel. This will ensure Marines are trained and exposed to a variety of situations prior to returning to the APOE. Annually, each qualified joint inspector should be sent TAD to JB Charleston or other support organization for 1-2 weeks to work under a USAF qualified Joint Inspector. These annual training opportunities will ensure each qualified Marine remains proficient, up-to-date with changes to the DTR and AFMAN24-204, and ensure exposure to a wider variety of joint inspection types. ROE could also be included in a future MOA.

- (7) Shortfall – AMC Affiliation was identified as an erroneous pre-requisite to attend the Joint Inspection class at JB Charleston.

Recommendation – (ST/LT) Identify within the Company SOP that Hazmat training is the pre-requisite. AMC Affiliation and JI classes can be accomplished in any order.

Training (Halverson) – Safe operation of this critical piece of MHE is essential to meeting daily mission requirements and MOG requirements.

Shortfalls/Recommendations:

- (1) Shortfall – The Company only has six qualified operators; three in the APOE and three in maintenance.

Recommendation – (ST/LT) APOE should maintain a minimum of six qualified operators. Additional operators in maintenance could be used to augment the APOE during surges.

- (2) Shortfall – NGSL training is sporadic and typically provided by JB Charleston only when requested.

Recommendation – (ST/LT) Amend the MOA with AMC and JB Charleston to establish ROE for providing sustainable and predictable NGSL training on an annual basis at MCAS Cherry Point.

- (3) Shortfall – There is no mechanism in place to ensure operators maintain proficiency on a recurring basis.

Recommendation – (ST/LT) Appoint the senior ranking operator to be the POC to conduct annual evaluations of all other operators. “The evaluation process will consist of all three vehicle inspections (before, during, and after) and vehicle operation. During the evaluation process, evaluator assistance will not be provided to the individual. The evaluation shall include, but not be limited to, changes in types of equipment in use, changes in operating environment, reportable mishaps, due caution notices, and reports of near-misses.”

(AMCI24-101v22) The POC should be evaluated annually when NGSL instructors are on site to provide the annual NGSL training as outlined in a future MOA.

- (4) Shortfall - Training requirements (initial and refresher) are not being effectively tracked to ensure a higher level of proficiency and mission readiness.

Recommendation – (ST/LT) Establish a highly visible method to track who has attended NGSL training and when annual proficiency evaluations are due. Tracking should also include operators not currently assigned to the APOE that the APOE relies on during surges.

Mission Execution – I observed the Joint Inspection process of several chawks of MARSOC cargo and noted the following concerns/issues.

General Observations:

1. MARSOC used out dated AFMAN24-204 to prepare Hazardous declarations and shipping labels.
2. The APOE did not have a current JI appointment letter signed by the company commander.
3. The Marine Joint Inspectors did not have a printed AFMAN24-204 (dtd 13 Jul 2017) on hand to reference during the JI. Cpl (b) (6) was able to provide a printed copy that is maintained in the APOE. Marines were working from their phones with a PDF document.
4. The printed AFMAN24-204 was not readily marked nor in a central location for easy access.
5. It was observed that the Joint Inspectors, while familiar with the AFMAN24-204 were not overly familiar with the latest changes.
6. It was observed that the Joint Inspectors were directed to multitask instead of having singular mission focus which inherently delayed the inspection process.
7. Shipper (MARSOC) had incomplete, incorrect and/or missing required paperwork. This situation was just one cause, albeit primary, for the excessive time it took to complete the JI.
8. Most ISU90s and pallets were not weighed by the shipper prior to arrival at the APOE. Therefore MSLs were incomplete or missing altogether.
9. In the past, Cp (b) (6) had been weighing and updated the MSL for the shipper who did not weigh and annotate the MSL prior to arrival. The JI process includes validating the declared weight, not establishing the weight for the shipper.
10. While asking questions, the Joint Inspectors feel pressured to expedite JIs and overlook items that would normally be questioned or not permitted for air shipment. This pressure appears to be felt at various levels from the OIC, NCOIC, Ops Chief, to the inspectors themselves. Joint Inspectors need to be able to frustrate cargo as required to ensure safety of flight without being overly pressured by the shipper or a commanding officer.

11. There was some confusion within the JI process by the two local inspectors with regards to increment arrangement. Three different sticks, going to three different locations, were intermixed.
12. NCOIC and Ops Chief have been providing some guidance to the shippers as it pertains to required paperwork, expectations upon delivery, etc. These locally derived and/or published requirements need to be included in the company's SOP and supported by company leadership and II MEF to ensure a more efficient JI process.
13. II MEF or designated agency is not providing "outreach" guidance/training to shippers using the APOE. If shippers comply with requirements outlined in DTR, Chap 3, Appendix O, the JI process would be considerably shorter and efficient. Thereby reducing the time it takes to complete a JI, the number of corrections that need to be made, and reducing the number of pieces of frustrated cargo.
14. It was noted on several occasions that delays were incurred within the JI process due to the APOE not possessing their own trams (forklifts). The JI process requires inspectors to validate all cargo weights, but not having ready access to the necessary equipment introduces more delays.
15. Extreme delays in the MARSOC sticks being joint inspected are adversely affecting the APOE ability to provide support to other missions and organizations that utilize the APOE.

Please contact the 437 APS Training Office with questions or comments at (b) (6)
(b) (6)

(b) (6)

Unit Training Manager

Enclosure ()



STATEMENT OF (b) (6)

This statement is given IAW JAGMAN Chap. II, Appendix A-2-m, in regards to the KC-130T (Yankee 72) aircraft crash in Leflore County, MS on July 10, 2017.

My name is (b) (6) and I presently serve as the Head, Tort Claims Branch, Claims & Tort Litigation (Code 15), Office of the Judge Advocate General (OJAG), with a physical address at 1322 Patterson Ave. SE; Suite 3000, Washington Navy Yard, DC 20374-5066. Code 15 has worldwide responsibility for processing claims against the USN/USMC under the Federal Tort Claims Act (FTCA), Military Claims Act (MCA), and other statutes pertaining to personnel claims issues and claims in foreign countries.

Within one week of the Yankee 72 crash, I traveled to the mishap site near Greenwood, MS in order to conduct personal interviews with potential claimants who were identified utilizing property tax records and information obtained from local government officials. Each person interviewed was given a detailed explanation of the FTCA claims process, provided appropriate forms and instructions for filing a claim, and given my direct contact information.

All contact information for potential claimants, as well as other general information that was collected during the previously referenced interviews, is currently in the possession of OJAG Code 15, at the above address, in anticipation of claims being filed as a result of the mishap.

As of the date of execution of this statement, one claim pertaining to the mishap has been received by Code 15; this claim alleges damage to real property and damages resulting from loss of crops and requests payment in the amount of \$210,000.00. A Claims Attorney from the Tort Claims Unit (TCU) Norfolk, VA has been assigned to review and adjudicate the claim.

If additional information is required to process claims resulting from the mishap, it will be collected during the claims adjudication process on a case by case basis.

It is anticipated that claims will be filed for the following causes of action: property damage, loss of profits from farming enterprises, and other claims that may be related to the mishap. Although personal injury claims could be received in the future, to date there is no evidence of any personal injuries being suffered by civilians living or working in the geographic area of the mishap.

Executed this 12th day of January, 2018.

(b) (6)

Head, Tort Claims Branch
Claims & Tort Litigation

Enclosure _____

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Within one week of the Yankee 72 crash, I traveled to the mishap site near Greenwood, MS in order to conduct personal interviews with potential claimants who were identified utilizing property tax records and information obtained from local government officials. Each person interviewed was given a detailed explanation of the FTCA claims process, provided appropriate forms and instructions for filing a claim, and given my direct contact information.

All contact information for potential claimants, as well as other general information that was collected during the previously referenced interviews, is currently in the possession of OJAG Code 15, at the above address, in anticipation of claims being filed as a result of the mishap.

As of the date of execution of this statement, three claims pertaining to the mishap have been received by Code 15. The first claim was filed by the (four) co-owners of the real property situated in the area where the main fuselage section of the aircraft impacted; this claim alleges damage to the property and damages resulting from loss of crops and requests payment in the amount of \$210,000.00. The second claim was filed by a farmer requesting payment of approximately \$177,500 for damage to the real property and loss of crops. This property is situated in the area where the cockpit impacted. The third claim was filed by another farmer requesting payment of approximately \$119,600 for damage to the real property and loss of crops. A Claims Attorney from the Tort Claims Unit (TCU) Norfolk, VA has been assigned to review and adjudicate these claims with direct oversight by Code 15 Headquarters.

If additional information is required to process claims resulting from the mishap, it will be collected during the claims adjudication process on a case by case basis.

It is anticipated that claims will be filed for the following causes of action: property damage, loss of profits from farming enterprises, and other claims that may be related to the mishap. Although personal injury claims could be received in the future, to date there is no evidence of any personal injuries being suffered by civilians living or working in the geographic area of the mishap.

Executed this 16th day of August, 2018.

(b) (6)

Head, Tort Claims Branch
Claims & Tort Litigation

Enclosure _____