

## AIR CAPABLE (RAST) CLASS SHIPS CHECKLIST

THE FOLLOWING IS A LIST OF POSSIBLE DEFICIENCIES ON BOARD AIR CAPABLE (RAST) CLASS SHIPS. THIS IS THE BASIS TO WHICH INSURV WILL INSPECT; IT IS NOT NECESSARILY AN ALL-INCLUSIVE LIST.

THERE ARE 7 AREAS INTO WHICH AVIATION DEFICIENCIES ARE ORGANIZED:

**ACED**-AIRCRAFT DOORS; **AESS**-AVIATION ELECTRICAL SUPPORT SYSTEMS;  
**C/S**-CRASH & SALVAGE; **FAC**-SHIP FACILITIES; **JP-5**-FUELS;  
**RAST**-RECOVERY/ASSIST/SECURE/TRVERSE SYSTEM; **VLA**-VISUAL LANDING AIDS

### AVIATION DEFICIENCY LIST:

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ACED, DOOR, FOLDING PANEL, PORT:

Loc :SEE REMARKS

CSMP Name: HNGR DR PORT

THE HELO HANGAR FOLDING PANEL DOOR HAD THE FOLLOWING DEFICIENCIES:

- FAILED TO OPERATE ELECTRICALLY/PNEUMATICALLY.
- DOOR PANELS REQUIRED TIMING ADJUSTMENT.
- DOGGING MECHANISM DID NOT SEAT PROPERLY.
- DOGGING CABLES WERE LOOSE/BROKEN/REQUIRED ADJUSTMENT.
- DOGGING HANDLE WAS DIFFICULT TO OPERATE/WAS SEIZED.
- UPPER/LOWER DOOR TRACKS WERE DETERIORATED/WORN/DEFORMED.
- DOOR PANEL POSITIVE STOPS WERE CORRODED/MISSING/REQUIRED ADJUSTMENT.
- DOOR PANEL LIMIT SWITCHES WERE INOP/CORRODED.
- AIR MOTOR WAS INOP.
- AIR CLUTCH WAS INOP.
- AIR MOTOR CONTROL VALVE WAS INOP/CORRODED.
- DOOR PANEL GASKETS/SEALS WERE DETERIORATED/TORN.
- CHAIN/DRIVE SYSTEM PROTECTIVE COWLING WAS MISSING/DETERIORATED/CORRODED.
- DOOR PANELS WERE CORRODED/EXFOLIATED.
- PERSONNEL DOOR HANDLES/LATCHES/HINGES WERE DETERIORATED/BROKEN/BENT/MISSING.
- PERSONNEL DOOR GASKETS WERE TORN/DETERIORATED/MISSING.
- AUDIBLE ALARM HAD LOW VOLUME/FAILED TO SOUND CONTINUOUSLY/WAS INOP DURING DOOR OPERATION.
- EMERGENCY MANUAL DRIVE SYSTEM WAS NOT PROVIDED/MISSING/INOP.

PMS

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ACED, DOOR, FOLDING PANEL, STBD:  
Loc :SEE REMARKS  
CSMP Name: HNGR DR STBD

THE HELO HANGAR FOLDING PANEL DOOR HAD THE FOLLOWING DEFICIENCIES:

- FAILED TO OPERATE ELECTRICALLY/PNEUMATICALLY.
- DOOR PANELS REQUIRED TIMING ADJUSTMENT.
- DOGGING MECHANISM DID NOT SEAT PROPERLY.
- DOGGING CABLES WERE LOOSE/BROKEN/REQUIRED ADJUSTMENT.
- DOGGING HANDLE WAS DIFFICULT TO OPERATE/WAS SEIZED.
- UPPER/LOWER DOOR TRACKS WERE DETERIORATED/WORN/DEFORMED.
- DOOR PANEL POSITIVE STOPS WERE CORRODED/MISSING/REQUIRED ADJUSTMENT.
- DOOR PANEL LIMIT SWITCHES WERE INOP/CORRODED.
- AIR MOTOR WAS INOP.
- AIR CLUTCH WAS INOP.
- AIR MOTOR CONTROL VALVE WAS INOP/CORRODED.
- DOOR PANEL GASKETS/SEALS WERE DETERIORATED/TORN.
- CHAIN/DRIVE SYSTEM PROTECTIVE COWLING WAS MISSING/DETERIORATED/CORRODED.
- DOOR PANELS WERE CORRODED/EXFOLIATED.
- PERSONNEL DOOR HANDLES/LATCHES/HINGES WERE DETERIORATED/BROKEN/BENT/MISSING.
- PERSONNEL DOOR GASKETS WERE TORN/DETERIORATED/MISSING.
- AUDIBLE ALARM HAD LOW VOLUME/FAILED TO SOUND CONTINUOUSLY/WAS INOP DURING DOOR OPERATION.
- EMERGENCY MANUAL DRIVE SYSTEM WAS NOT PROVIDED/MISSING/INOP.

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ACED, DOOR, ROLLER CURTAIN, PORT:  
Loc :SEE REMARKS  
CSMP Name: HNGR DR PORT

THE HANGAR ROLLER CURTAIN DOOR HAD FOLLOWING DEFICIENCIES:

- FAILED TO OPERATE ELECTRICALLY/PNEUMATICALLY/MANUALLY.
- THE OPEN TRAVEL ROTARY LIMIT SWITCHES FAILED TO STOP THE DOOR WHEN THE LOWER EDGE OF THE DOOR WAS WITHIN APPROXIMATELY ONE (1) INCH BELOW THE FIXED STOPS ATTACHED TO THE DOOR GUIDES.
- THE CLOSE TRAVEL ROTARY LIMIT SWITCH FAILED TO STOP THE DOOR JUST AS IT REACHED THE DECK.
- OPEN/CLOSE OVER TRAVEL SAFETY LIMIT SWITCHES WERE INOP.
- DOOR WOULD BIND OR HANGUP DURING OPERATION.
- DOOR ROLLED UP/DOWN UNEVENLY.
- \_\_\_\_ OF \_\_\_\_ (GENERALLY 90) CURTAIN SLATS FAILED TO ARTICULATE FREELY, WERE DAMAGED/BENT/CORRODED, REQUIRED

CLEANING/LUBRICATION, HAD BEEN HEAVILY PAINTED.  
-ROLLER CURTAIN BARREL ASSEMBLY PROTECTIVE HOOD (COWLING)  
REQUIRED TO MAINTAIN PROPER DOOR ALIGNMENT WAS MISSING,  
DAMAGED/BENT, CORRODED.  
-DRIVE SYSTEM REDUCTION GEARBOX LEAKED OIL/GREASE.  
-LEFT/RIGHT, PORT/STBD DOOR GUIDES WERE BENT, REQUIRED  
CLEANING AND LUBRICATION.  
-EMERGENCY HAND CHAIN FOR MANUAL DOOR OPERATION WAS  
INOP/MISSING.  
-\_\_\_ OF \_\_\_ DOGS ON THE DOOR WERE MISSING/INEFFECTIVE.  
-STBD/PORT DOGGING WRENCH MISSING/BROKEN.  
-STBD/PORT VERTICAL HINGED DOOR WAS INOP.  
-UPPER/LOWER/HINGED DOOR LIMIT SWITCHES WERE INOP/NOT  
ADJUSTED PROPERLY.  
-WEATHERSEAL STRIPS WERE DETERIORATED/LEAKED LIGHT.  
-STBD/PORT DARKEN SHIP SWITCH MISSING/INOP.  
-LOWER 2 FT OF THE DOOR LACKED HAZARD STRIPES (INTERIOR &  
EXTERIOR).  
(ALTERNATING RED AND YELLOW STRIPES, 4 INCHES WIDE, RISING  
FROM PORT TO STBD AT APPROX 45 DEGREES.  
-HANGAR DOOR, ADJACENT DOOR TRACK/BULKHEAD, AND UPPER  
CORNERS OF DOORWAY LACKED ALIGNMENT STRIPES (EXTERIOR &  
INTERIOR).  
(ALIGNMENT STRIPES SHALL BE READILY VISIBLE FROM THE DECK,  
MAY BE ANY COLOR THAT CONTRASTS WITH THE COLOR OF THE DOOR  
AND DOORWAY, AND SHOULD BE APPROX 6 INCHES LONG AND 2  
INCHES WIDE.  
-THE DOOR'S AUDIBLE ALARM WAS INOP/FAILED TO SOUND  
CONTINUOUSLY/HAD LOW VOLUME DURING DOOR OPERATION.

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T/M: NAVSEA S9169-AS-MMA-010

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ACED, DOOR, ROLLER CURTAIN, STBD:  
Loc :SEE REMARKS  
CSMP Name: HNGR DR STBD

THE HANGAR ROLLER CURTAIN DOOR HAD FOLLOWING DEFICIENCIES:  
-FAILED TO OPERATE ELECTRICALLY/PNEUMATICALLY/MANUALLY.  
-THE OPEN TRAVEL ROTARY LIMIT SWITCHES FAILED TO STOP THE  
DOOR WHEN THE LOWER EDGE OF THE DOOR WAS WITHIN  
APPROXIMATELY ONE (1) INCH BELOW THE FIXED STOPS ATTACHED  
TO THE DOOR GUIDES.  
-THE CLOSE TRAVEL ROTARY LIMIT SWITCH FAILED TO STOP THE  
DOOR JUST AS IT REACHED THE DECK.  
-OPEN/CLOSE OVER TRAVEL SAFETY LIMIT SWITCHES WERE INOP.  
-DOOR WOULD BIND OR HANGUP DURING OPERATION.  
-DOOR ROLLED UP/DOWN UNEVENLY.  
-\_\_\_ OF \_\_\_ (GENERALLY 90) CURTAIN SLATS FAILED TO  
ARTICULATE FREELY, WERE DAMAGED/BENT/CORRODED, REQUIRED  
CLEANING/LUBRICATION, HAD BEEN HEAVILY PAINTED.  
-ROLLER CURTAIN BARREL ASSEMBLY PROTECTIVE HOOD (COWLING)

REQUIRED TO MAINTAIN PROPER DOOR ALIGNMENT WAS MISSING, DAMAGED/BENT, CORRODED.

- DRIVE SYSTEM REDUCTION GEARBOX LEAKED OIL/GREASE.
- LEFT/RIGHT, PORT/STBD DOOR GUIDES WERE BENT, REQUIRED CLEANING AND LUBRICATION.
- EMERGENCY HAND CHAIN FOR MANUAL DOOR OPERATION WAS INOP/MISSING.
- \_\_\_ OF \_\_\_ DOGS ON THE DOOR WERE MISSING/INEFFECTIVE.
- STBD/PORT DOGGING WRENCH MISSING/BROKEN.
- STBD/PORT VERTICAL HINGED DOOR WAS INOP.
- UPPER/LOWER/HINGED DOOR LIMIT SWITCHES WERE INOP/NOT ADJUSTED PROPERLY.
- WEATHERSEAL STRIPS WERE DETERIORATED/LEAKED LIGHT.
- STBD/PORT DARKEN SHIP SWITCH MISSING/INOP.
- LOWER 2 FT OF THE DOOR LACKED HAZARD STRIPES (INTERIOR & EXTERIOR).  
(ALTERNATING RED AND YELLOW STRIPES, 4 INCHES WIDE, RISING FROM PORT TO STBD AT APPROX 45 DEGREES.
- HANGAR DOOR, ADJACENT DOOR TRACK/BULKHEAD, AND UPPER CORNERS OF DOORWAY LACKED ALIGNMENT STRIPES (EXTERIOR & INTERIOR).
- ALIGNMENT STRIPES SHALL BE READILY VISIBLE FROM THE DECK, MAY BE ANY COLOR THAT CONTRASTS WITH THE COLOR OF THE DOOR AND DOORWAY, AND SHOULD BE APPROX 6 INCHES LONG AND 2 INCHES WIDE.
- THE DOOR'S AUDIBLE ALARM WAS INOP/FAILED TO SOUND CONTINUOUSLY/HAD LOW VOLUME DURING DOOR OPERATION.

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T/M: NAVSEA S9169-AS-MMA-010

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ACED, DOOR, SLIDING PANEL:  
Loc :SEE REMARKS  
CSMP Name: SLIDING PANEL DR

THE HELO HANGAR SLIDING PANEL DOOR HAD FOLLOWING DEFICIENCIES:

- FAILED TO OPERATE ELECTRICALLY/PNEUMATICALLY.
- DOOR PANELS REQUIRED TIMING ADJUSTMENT.
- DOGGING PINS DID NOT SEAT PROPERLY.
- DOGGING CABLES WERE LOOSE/BROKEN/REQUIRED ADJUSTMENT.
- DOGGING HANDLE WAS DIFFICULT TO OPERATE/WAS SEIZED.
- UPPER/LOWER DOOR TRACKS WERE DETERIORATED/WORN/DEFORMED.
- DOOR BOGIE WHEEL ASSEMBLIES WERE DETERIORATED/NOT LUBRICATED/SEIZED.
- DOOR PANEL POSITIVE STOPS WERE CORRODED/MISSING/REQUIRED ADJUSTMENT.
- DOOR PANEL LIMIT SWITCHES WERE INOP/CORRODED.
- AIR MOTOR WAS INOP.
- AIR CLUTCH WAS INOP.
- AIR MOTOR CONTROL VALVE WAS INOP/CORRODED.
- DOOR PANEL GASKETS/SEALS WERE DETERIORATED/TORN.
- CHAIN/DRIVE SYSTEM PROTECTIVE COWLING WAS

MISSING/DETERIORATED/CORRODED.  
-DOOR PANELS WERE CORRODED/EXFOLIATED.  
-PERSONNEL DOOR HANDLES/LATCHES/HINGES WERE  
DETERIORATED/BROKEN/BENT/MISSING.  
-PERSONNEL DOOR GASKETS WERE TORN/DETERIORATED/MISSING.  
-AUDIBLE ALARM HAD LOW VOLUME/FAILED TO SOUND  
CONTINUOUSLY/WAS INOP DURING DOOR OPERATION.  
-EMERGENCY MANUAL DRIVE SYSTEM WAS NOT  
PROVIDED/MISSING/INOP.

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AVNFACBUL-1 SERIES  
T/M: NAVSEA S9584-AK-MMA-01

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AESS, 28 VDC, ELECTRICAL SERVICE:  
Loc :SEE REMARKS  
CSMP Name: 28VDC

28 VDC ELECTRICAL SERVICE SYSTEM HAD THE FOLLOWING  
DEFICIENCIES:  
-28 VOLT DC SERVICE SYSTEM WAS INOP.  
-FAILED TO PROVIDE THE REQUIRED 24-29 VOLTS DC,  
(MEASURED:\_\_\_\_\_ VOLTS DC).  
-REQUIRED LOAD TEST WAS EXPIRED/OVERDUE.  
-POWER CABLE WAS DAMAGED, ABRADED, KNICKED.  
-SHORTING PIN AT CABLE HEAD FAILED TO ACTIVATE THE  
PROTECTIVE RELAY.  
-28 VDC RECTIFIER: COVER WAS DAMAGED/MISSING, FOUNDATION  
WAS CORRODED, VOLTMETER WAS BROKEN, AMPMETER WAS BROKEN,  
STATUS LIGHT WAS INOPERATIVE, PUSHBUTTON RUBBER COVERS WERE  
DAMAGED.  
-ELECTRICAL JUNCTION/CONNECTION BOX WAS  
DAMAGED/BENT/CORRODED/NOT WATERTIGHT.

NAVSEA S9314-DG-MMA-010  
NAVSEA 0963-LP-036-8010  
NAVSEA 0910-LP-325-4700  
MIL-E-1399 AVIAFACBUL-1 SERIES GSO 588 PMS

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AESS, 400HZ, AVAILABLE LOAD MONITORS:  
Loc :SEE REMARKS  
CSMP Name: LOAD MONITOR

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS), AVAILABLE LOAD  
MONITORS WERE INOP AT THE FOLLOWING STATIONS:

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MIL-E-1399

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AESS, 400HZ, LOAD BANK DOCUMENTATION:

Loc :SEE REMARKS

CSMP Name: 400HZ LD BNK

CURRENT LOAD BANK TEST DOCUMENTATION WAS NOT PROVIDED FOR THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATIONS.

AVNFACBUL-1A

NAVSEA S9314-DG-MMA-010

NAVSEA 0963-LP-036-8010

NAVSEA 0910-LP-325-4700

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AESS, 400HZ, LVR WARNING PLACARDS:

Loc :SEE REMARKS

CSMP Name: 400HZ PLCRDS

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS), LINE VOLTAGE REGULATORS (LVR) LACKED "DANGER HIGH VOLTAGE" PLACARDS.

NAVSEA S9314-DG-MMA-010

NAVSEA 0963-LP-036-8010

NAVSEA 0910-LP-325-4700

MIL-E-1399

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AESS, 400HZ, MOTOR OPERATED CKT BRKRS:

Loc :SEE REMARKS

CSMP Name: 400HZ CKT BRKRS

400HZ AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) MOTOR OPERATED CIRCUIT BREAKERS HAD THE FOLLOWING DEFICIENCIES:

NAVSEA S9314-DG-MMA-010

NAVSEA 0963-LP-036-8010

NAVSEA 0910-LP-325-4700

MIL-E-1399

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AESS, 400HZ, NEUTRAL PHASE GROUND:

Loc :SEE REMARKS

CSMP Name: 400HZ NTRL PHS G

NEUTRAL PHASE WAS NOT GROUNDED AT THE FOLLOWING AIRCRAFT  
ELECTRICAL SERVICING SYSTEM (AESS) STATIONS:

NAVSEA S9314-DG-MMA-010  
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MIL-STD-1310  
MIL-E-1399

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AESS, 400HZ, PHASE ROTATION:

Loc :SEE REAMRKS

CSMP Name: 400HZ PHS RTTION

PHASE ROTATION WAS INCORRECT AT THE FOLLOWING AIRCRAFT  
ELECTRICAL SERVICING SYSTEM (AESS) STATIONS:

NAVSEA S9314-DG-MMA-010  
NAVSEA 0963-LP-036-8010  
NAVSEA 0910-LP-325-4700  
PHIBASLTSHIPAVNFACBUL-1A  
MIL-E-1399

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AESS, 400HZ, TRANSFORMERS:

Loc :SEE REMARKS

CSMP Name: 400HZ TRNSFRMR

400HZ AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS)  
TRANSFORMERS HAD THE FOLLOWING DEFICIENCIES:

NAVSEA S9314-DG-MMA-010  
NAVSEA 0963-LP-036-8010  
NAVSEA 0910-LP-325-4700  
MIL-E-1399

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AESS, 400HZ, VOLTAGE OUTPUT:

Loc :SEE REMARKS

CSMP Name: 400HZ VOLTAGE

AESS 400HZ SYSTEM HAD THE FOLLOWING DISCREPANCIES:

- AIRCRAFT ELECTRICAL SERVICE SYSTEM (AESS) VOLTAGE OUTPUT WAS NOT WITHIN ACCEPTABLE/REQUIRED LIMITS (113-118 VOLTS) UNDER FULL LOAD AT THE FOLLOWING STATIONS:
- PORT/STBD HANGAR SERVICE STATION WAS INOP.
- AVAILABLE LOAD MONITORS, REQUIRED TO SECURE POWER TO THE STATION WHEN NOT SUPPLYING A LOAD WAS INOP/NOT INSTALLED.
- AVAILABLE LOAD MONITOR REQUIRED ADJUSTMENT, DID NOT SECURE POWER TO THE STATION WITHIN THE REQUIRED 5-6 SEC TIME DELAY.
- POWER CABLES CABLES WERE DAMAGED, ABRADED/CHAFED/KNICKED.

- POWER CABLE HEAD CONTACTS WERE CORRODED/BENT/CRUSHED.
- ELECTRICAL CONNECTION/JUNCTION BOX WAS DAMAGED/BENT, CORRODED, NOT WATERTIGHT.
- REQUIRED 36 MONTH LOADBANK TEST DATA WAS EXPIRED/MISSING.

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PHIBASLTSHIPAVNFACBUL-1A  
MIL-E-1399

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AESS, CABLE BIN/ENCLOSURE CONDITION:

Loc :SEE REMARKS

CSMP Name: CABLE BIN

THE FOLLOWING AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATION CABLE BINS WERE SEVERELY CORRODED/HOLED, CONTAINED DIRT/DEBRIS:

- CABLE BIN WAS CORRODED/HOLED.
- CABLE BIN CONTAINED STANDING WATER/DIRT/DEBRIS.
- DECK HATCH LATCHING DEVICES WERE BROKEN/DIFFICULT TO OPERATE.
- CABLE ROLLERS WERE CORRODED/SEIZED.
- CABLE BIN DRAINS WERE CLOGGED.

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AESS, CABLE HEAD CONNECTION:

Loc :SEE REMARKS

CSMP Name: CABLE HEAD

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) CABLES WERE IMPROPERLY CONNECTED TO THE CABLE HEADS AT THE FOLLOWING STATIONS:

- POWER CABLE HEAD SOCKETS WERE CORRODED/BENT/CRUSHED.
- PORTABLE CABLES WERE KNICKED/CUT/ABRADED/TWISTED/DAMAGED.
- IMPROPERLY CONNECTED TO THEIR JUNCTION/CONNECTION BOXES IN THE FOLLOWING STATIONS:
- CABLE HEAD SOCKETS WERE LOOSE AT THE FOLLOWING STATIONS:

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AESS, PBS STATIONS:

Loc :SEE REMARKS

CSMP Name: PBS STATION

AIRCRAFT ELECTRICAL SERVICING SYSTEM (AESS) STATION  
PUSHBUTTON STATIONS HAD THE FOLLOWING DISCREPANCIES:

- PBS RUBBER COVERS WERE DAMAGED MISSING.
- PBS CABLES WERE IMPROPERLY SECURED WITH STUFFING TUBES.
- PBS SWITCHES WERE IMPROPERLY MOUNTED.
- PBS SWITCHES WERE INOP.
- POWER INDICATING LAMPS WERE IMPROPERLY LABELED.
- POWER INDICATING LAMPS WERE DAMAGED/MISSING.
- POWER INDICATING LAMPS WERE IMPROPERLY MOUNTED.
- POWER INDICATING LAMPS WERE INOP.
- AESS STATIONS WERE IMPROPERLY LABELED.

NAVSEA S9314-DG-MMA-010

NAVSEA 0963-LP-036-8010

NAVSEA 0910-LP-325-4700

MIL-E-1399

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CS, AEL, CHAINS:

Loc :SEE REMARKS

CSMP Name: AEL CHAINS:

TD1 TIE-DOWN CHAINS HAD THE FOLLOWING DEFICIENCIES:

- TIE-DOWN CHAINS WERE MISSING.
- TIE-DOWN CHAINS WERE CORRODED.
- TIE-DOWN CHAINS LACKED PMS.

AVNFACBUL-1 (SERIES)

(AEL) 2-830024025

PMS

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CS, AEL, CHOCKS:

Loc :SEE REMARKS

CSMP Name: AEL CHOCKS:

NWC4 WHEEL CHOCKS HAD THE FOLLOWING DEFICIENCIES:

- CHOCKS WERE MISSING.
- CHOCKS RELEASE PIN LANYARDS WERE FRAYED/BROKEN.

AVNFACBUL-1 SERIES

(AEL) 2-830024025

PMS

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CS, AEL, CRANIALS:  
Loc :SEE REMARKS  
CSMP Name: CRANIALS:

OF \_\_\_\_\_ FLIGHT DECK CRANIAL HELMETS INSPECTED, THE FOLLOWING DEFICIENCIES WERE NOTED:  
-AN INSUFFICIENT NUMBER OF CRANIALS WERE ONBOARD, SHIP'S AEL REQUIRED \_\_\_\_\_, BUT \_\_\_\_\_ WERE ONHAND.  
THE SHIP LACKED \_\_\_\_\_ (NUMBER) \_\_\_\_\_ (COLOR) CRANIALS.  
-\_\_\_\_\_ HAD CRACKED/CHIPPED FRONT/BACK SHELLS.  
-\_\_\_\_\_ HAD DETERIORATED (DRY-ROTTED) LINERS.  
-\_\_\_\_\_ LACKED REFLECTIVE TAPE IAW NWP 42.  
-\_\_\_\_\_ LACKED VELCRO PAD IAW NWP 42.  
-\_\_\_\_\_ HAD BRITTLE/HARD/DETERIORATED EAR PADS.  
-\_\_\_\_\_ SOUND SUPPRESSOR (HEARING PROTECTION) HEADBAND HARDWARE WAS CORRODED.  
-\_\_\_\_\_ GOGGLES HAD SCRATCHED/CRACKED/MISSING LENSES.  
-\_\_\_\_\_ GOGGLES HAD DETERIORATED/TORN PADDING.  
-\_\_\_\_\_ GOGGLES WERE MISSING/NOT ATTACHED OR LACKED CLEAR LENSES NIGHT FLIGHT OPS.  
-\_\_\_\_\_ CRANIALS WERE NOT STENCILED WITH THE SHIP'S NAME AND HULL NUMBER.

NAVAIR 13-1-6/7  
NWP-42  
AVNFACBUL-1 SERIES  
(AEL) 2-830024025

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CS, AEL, CRASH/RESCUE KIT:  
Loc :SEE REMARKS  
CSMP Name: CRASH/RESCUE KIT

A DESIGNATED HELO CRASH & RESCUE KIT WITH REQUIRED TOOLS WAS NOT ONBOARD OR THE FOLLOWING TOOLS WERE NOT SERVICEABLE OR WERE MISSING FROM THE CRASH LOCKER/KIT:

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(AEL) 2-830024025  
PMS

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CS, AEL, GENERAL:  
Loc :SEE REMARKS  
CSMP Name: AEL GENERAL:

THE FOLLOWING AERONAUTICAL MATERIAL, MOORING AIDS AND EQUIPMENT FOR HELICOPTER OPERATIONS REQUIRED FOR AVIATION CERTIFICATION WERE MISSING:

ALLOWANCE EQUIPAGE LIST (AEL) 2-830024025

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CS, AEL, MK1 GENERAL/ PMS:  
Loc :FLIGHT/HANGAR DECK  
CSMP Name: MK1 GENERAL/ PMS

MK1 LIFE VESTS HAD THE FOLLOWING DEFICIENCIES:  
-AIA WERE NOT INSTALLED.  
-INSUFFICIENT NUMBER OF LIFE VESTS WERE ONBOARD.  
THE -VEST FABRIC JACKETS WERE  
DETERIORATED/TORN/DIRTY/CONTAMINATED WITH PETROLEUM  
PRODUCTS.  
-LACKED REFLECTIVE TAPE COVERAGE.  
-SNAPS/FASTENERS WERE MISSING/CRUSHED.  
-STROBE LIGHTS WERE INOP/MISSING.  
-BATTERIES FOR STROBE LIGHTS WERE EXPIRED/LACK SERVICE LIFE  
DATE LABEL.  
-WHISTLES WERE MISSING.  
-DYE MARKERS WERE MISSING.  
-BLADDER ASSEMBLIES BLADDERS WERE TWISTED AND/OR WERE NOT  
DISTRIBUTED FULLY THROUGH THE VEST.  
-VESTS WERE NOT STENCILED WITH THE SHIP'S NAME AND HULL  
NUMBER AND SERIAL NUMBER FOR PMS EGL IDENTIFICATION.

PMS MIP5832  
AEL 2-830024025  
NAVSEA 240319Z APR96

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CS, AEL, MK1 INFLATION:  
Loc :SEE REMARKS  
CSMP Name: MK1 INFLATION:

\_\_\_OF 10 MK1 LIFE VESTS FAILED TO PROPERLY INFLATE BECAUSE  
OF FOLLOWING REASONS:  
(MANIFOLD- DUAL CYLINDER/ AIA CONAX /AIA STRON).  
-TORQUE ON MANIFOLD RETAINING NUT INADEQUATE/NUT LOOSE.  
-GASKETS MISSING/DAMAGED/INCORRECT.  
-FABRIC CAUGHT BETWEEN MANIFOLD AND BLADDER.  
-CO2 CYLINDERS MISSING/LOOSE/EXPENDED/NOT FULLY SEATED.  
-BLADDER TWISTED -BLADDER HOLED.  
-BALDDER/INFLATION TUBE/INTERFACE LEAKED.

PMS MIP5832  
AEL 2-830024025

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CS, AEL, PROXIMITY SUITS:  
Loc :SEE REMARKS  
CSMP Name: PROXIMITY SUITS:

PROXIMITY SUITS HAD THE FOLLOWING DISCREPANCIES:

- INSUFFICIENT QUANTITY WERE ONBOARD.
- THE SHIP'S AEL REQUIRED \_\_\_\_\_ COMPLETE SERVICEABLE SETS ONBOARD, ONLY \_\_\_\_\_ SERVICEABLE SETS WERE ONHAND.
- SUITS DID NOT MEET REQUIRED SPECIFICATIONS.  
(WRONG MANUFACTURER/ASBESTOS LINED, OR LACKED NFPC CERTIFICATION.
- ) -ALUMINIZED PROXIMITY CLOTHING PROVIDED WAS NOT A MULTI-PIECE ENSEMBLE:  
COAT, TROUSERS W/LINERS, & GLOVES, (ONE-PIECE ALUMINIZED COVERALLS ARE NOT AUTHORIZED).
- ALUMINUM COVERING WAS PEELING/WORN ON \_\_\_\_\_ OF \_\_\_\_\_ COATS, AND FROM \_\_\_\_\_ OF \_\_\_\_\_ TROUSERS.
- \_\_\_\_\_ OF \_\_\_\_\_ COATS AND \_\_\_\_\_ OF \_\_\_\_\_ TROUSERS WERE TORN.
- ALUMINIZED GLOVES WERE NOT PROVIDED/IMPROPER TYPE.
- LINERS WERE MISSING FROM ALUMINIZED GLOVES.
- \_\_\_\_\_ PAIRS OF TROUSERS LACKED SUSPENDERS.
- SUITS LACKED SHIP'S NAME AND HULL NUMBER STENCILED TO THE INSIDE.
- ADEQUATE STOWAGE SPACE WAS NOT PROVIDED.
- PROXIMITY SUIT BOOTS HAD THE FOLLOWING DEFICIENCIES:  
-CRACKED, WORN.
- INCORRECT TYPE (NOT STEEL TOE AND SHANK TYPE).
- LACKED A SUFFICIENT QUANTITY SERVICEABLE BOOTS.
- PROXIMITY SUIT HOODS HAD THE FOLLOWING DISCREPANCIES:  
-\_\_\_\_\_ OF \_\_\_\_\_ REQUIRED PROXIMITY SUITS WERE MISSING.
- \_\_\_\_\_ OF \_\_\_\_\_ HOODS LACKED HELMETS.
- \_\_\_\_\_ OF \_\_\_\_\_ HOOD GOLD REFLECTORIZED FACE SHIELDS WERE MISSING OR SCRATCHED EXCESSIVELY.
- ALUMINIZED COVERING WAS PEELED/TORN ON \_\_\_\_\_ HOODS.
- SPARE GOLD REFLECTORIZED FACE SHIELDS WERE NOT ONBOARD.
- HOODS WERE NOT STENCILED ON THE INSIDE WITH THE SHIP'S NAME AND HULL NUMBER.
- ADEQUATE STOWAGE WAS NOT PROVIDED.

NAVAIR 00-80R-14  
PMS  
(AEL) 2-830024025  
AVIAFACBUL-1 SERIES

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FAC, AVIATION OFFICE:  
Loc :SEE REMARKS  
CSMP Name: AVIATION OFFICE:

AVIATION OFFICE HAD THE FOLLOWING DEFICIENCIES:  
-\_\_\_\_\_ OF \_\_\_\_\_ (WHITE/RED) OVERHEAD LIGHT FIXTURES HAD ONE OR MORE LAMPS INOP.  
-LAGGING AT:  
\_\_\_\_\_, WAS DETERIORATED/TORN/CRUSHED/MISSING.  
-LAGGING AT:  
\_\_\_\_\_, WAS IN A HIGH WEAR/USE AREA AND REQUIRED

PROTECTIVE STAINLESS STEEL FLASHING.  
-COMPARTMENT VENTILATION WAS DEGRADED/INOP.  
-SYSTEM HAD INSUFFICIENT/NEGLIGIBLE VOLUME/FLOW.  
-SUPPLY/EXHAUST SCREENS/GRATES WERE DIRTY/CLOGGED/MISSING.  
-OVERHEAD COOLING UNIT WAS DEGRADED/INOP.  
-DUCTWORK WAS DAMAGED/MISSING.  
-MOTOR/BLOWER WAS NOISY.  
-INTAKE/EXHAUST GRATES AND THE UNIT'S FILTER WERE DIRTY/CLOGGED.  
-DRAIN PAN/LINE LEAKED, DRAIN LINE WAS CLOGGED.  
-COOLING UNIT AND ITS CHILLED WATER SUPPLY LINE HAD DETERIORATED/TORN/INSUFFICIENT/MISSING LAGGING; DRIPPED CONDENSATION ON THE DECK/ONTO ELECTRONIC EQUIPMENT.  
-HELO OFFICE LACKED TWO SERVICEABLE DESKS, TWO BOOK RACKS, AND TWO SERVICEABLE FILE CABINETS, REQUIRED FOR CLASS 1 CERTIFICATION OF AN H-60B.  
-ELECTRICAL OUTLETS WERE DAMAGED/INOP.  
-COMPARTMENT WAS DIRTY, TRASH/DEBRIS IN CORNERS.  
-DARKEN-SHIP SWITCH WAS INOP.  
-BATTLE LANTERN WAS DIM/INOP/MISSING.

AVNFACBUL-1 SERIES  
GSO 588Q  
PMS

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FAC, AVIATION WORKSHOP:  
Loc :SEE REMARKS  
CSMP Name: AVIATION WKSHP

HELO/AVIATION WORKSHOP HAD THE FOLLOWING DEFICIENCIES:  
-OVERHEAD LIGHT FIXTURES HAD ONE OR MORE LAMPS INOP.  
-WORKBENCH HAD BROKEN/MISSING DRAWERS/DOORS/HANDLES.  
-NONSKID DECK WAS WORN/FLAKING.  
-VISE WAS NOT INSTALLED/PROVIDED.  
-GRINDER WAS NOT INSTALLED.  
-VIDMAR/STORAGE CABINETS HAD BROKEN/MISSING DRAWERS/DOORS/HANDLE.  
-LP AIR STATION (INCLUDING DRIER/REGULATOR/HOSE) WAS NOT INSTALLED/PROVIDED.  
-115 VOLT, 60 HZ ELECTRICAL OUTLETS WERE INOP/NOT INSTALLED/PROVIDED.  
-LOCKER FOR STORAGE OF FLAMMABLE MATERIALS WAS NOT INSTALLED/PROVIDED.  
-ELECTRONIC WORKBENCH HAD EXPOSED METAL FASTENERS/DRAWER FACES.  
-ELECTRONIC WORKBENCH 28 VDC/400 HZ OUTLETS WERE NOT PROVIDED/INOP.  
-COMPARTMENT WAS DIRTY, TRASH/DEBRIS IN CORNERS.  
-DARKEN-SHIP SWITCH WAS INOP.  
-BATTLE LANTERN WAS DIM/INOP/MISSING.

AVNFACBUL-1 SERIES  
GSO 588Q  
PMS

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FAC, FLT DCK, DRAINS:  
Loc : FLIGHT DECK  
CSMP Name: FLT DCK DRAINS:

FLIGHT DECK DRAINAGE HAD THE FOLLOWING DEFICIENCIES:  
- \_\_\_\_\_ OF \_\_\_\_\_ DRAINS/DRAIN PIPES WERE CLOGGED/HAD STANDING WATER.  
- DRAIN TROUGH WAS RUSTED THROUGH IN \_\_\_\_\_ PLACES.  
- \_\_\_\_\_ OF \_\_\_\_\_ DRAIN COVERS/SCREENS/GRATES WERE MISSING/IMPROPERLY SECURED.

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FAC, HANGAR, BULKHEAD MARKING:  
Loc : HANGAR DECK  
CSMP Name: BULKHEAD MARKING

HANGAR BULKHEAD MARKINGS HAD THE FOLLOWING DEFICIENCIES:  
  
NAEC CLASS DRAWINGS

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FAC, HANGAR, DRAINS:  
Loc : HANGAR DECK  
CSMP Name: HNGR DRAINS:

HANGAR DECK DRAINAGE HAD THE FOLLOWING DEFICIENCIES:  
- DRAINS WERE CLOGGED/HAD STANDING WATER.  
- DRAIN COVERS/SCREENS/GRATES WERE MISSING/IMPROPERLY SECURED.

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FAC, HANGAR, FRESHWATER SUPPLY:  
Loc : SEE REMARKS  
CSMP Name: FRESHWATER SUPPL

AIRCRAFT FRESHWATER WASHDOWN PROVISIONS/FACILITIES HAD THE FOLLOWING DEFICIENCIES:  
- FRESHWATER WASH PROVISIONS, REQUIRED FOR CLASS 1 CERTIFICATION WERE NOT PROVIDED.  
- INSTALLED FACILITIES WERE INOP AT.  
- FACILITIES WERE NOT ACCESSIBLE TO THE LANDING AND

HANGAR/PARKING AREA.

- SUFFICIENT LENGTH OF HOSE WAS NOT PROVIDED.
- FACILITIES LACKED STOP CHECK AND VACUUM BREAKER BACK-FLOW PREVENTERS INSTALLED UPSTREAM TO DOWNSTREAM.
- FACILITIES LACKED A HOSE ADAPTOR.
- A HOSE STOWAGE RACK WAS NOT PROVIDED.
- A WARNING PLATE/SIGN WITH 1" RED LETTERS STATING "HOSE SHALL BE DISCONNECTED WHEN NOT IN USE" WAS NOT POSTED.
- WASHDOWN HOSE PROVIDED WAS DETERIORATED.

AVNFACBUL-1 SERIES  
GSO 588Q

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FAC, HANGAR, GENERAL:  
Loc :HANGAR  
CSMP Name: HNGR GENERAL:

HELO HANGAR HAD THE FOLLOWING GENERAL MATERIAL DEFICIENCIES

- ELECTRICAL WIRING WAS DETERIORATED/ABRADED/KNICKED/CUT/BROKEN.
- SUPPLY/EXHAUST VENTILATION SYSTEM WAS INOP/HAD DAMAGED/MISSING DUCT WORK.
- \_\_\_ OF \_\_\_ EXHAUST VENT DUCT SCREENS WERE DIRTY/HOLED/MISSING.
- VENTILATION DUCTS WERE NOT PROPERLY IDENTIFIED.
- \_\_\_ OF \_\_\_ DECK DRAINS CONTAINED DIRT/DEBRIS/WERE CLOGGED.
- \_\_\_ OF \_\_\_ DECK DRAINS LACKED GRATES/SCREENS.
- BULKHEAD/DECK PAINT WAS DETERIORATED/CHIPPED/FLAKING, THIN/PRIMER SHOWED THROUGH THE TOPCOAT.
- LAGGING WAS DETERIORATED/CRUSHED/TORN/MISSING.
- HANGAR WAS DIRTY, DEBRIS AND TRASH WAS FOUND IN CORNERS AND BEHIND EQUIPMENT.

LOOSE OR DISGARDED GEAR/MATERIALS AND EQUIPMENT WAS ADRIFT/ABANDONED THROUGHOUT THE AREA.

- THE FOLLOWING DOORS, HATCHES AND SCUTTLES OPENING ONTO THE AIRCRAFT OPERATING AREA DID NOT HAVE A NOTICE POSTED SIMILAR TO THE FOLLOWING:  
"WARNING:  
DO NOT OPEN DURING FLIGHT QUARTERS WITHOUT THE PERMISSION OF THE HELO CONTROL OFFICER EXCEPT FOR EMERGENCY EXIT.  
THERE IS AN AIRCRAFT OPERATING AREA OUTSIDE THIS HATCH.

PMS  
AVNFACBUL-1 SERIES  
NSTM/GSO 555 (EXTINGUISHERS)

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FAC, HANGAR, HOISTS:  
Loc :SEE REMARKS  
CSMP Name: HNGR HOISTS:

HELO HANGAR OVERHEAD HOISTS HAD THE FOLLOWING DEFICIENCIES;

- BRIDGE CRANE CARRIAGE FAILED TO TRAVERSE FWD/AFT/STBD/PORT.
- BRIDGE CRANE/MONORAIL TROLLEY FAILED TO TRAVERSE STBD/PORT/FWD/AFT.
- BRIDGE CRANE/MONORAIL LIFTING HOOK FAILED TO RUN UP/DOWN/(BOTH).
- BRIDGE CRANE RAILS/MONORAIL TRACK LACKED REQUIRED FIXED END STOPS.
- BRIDGE CRANE/MONORAIL TROLLEY MANUAL CHAIN-OPERATED QUICK-ACTING TRACK CLAMPS (BRAKES) FAILED TO ENGAGE/DISENGAGE, FAILED TO SECURELY HOLD AN UNLOADED HOIST OR BRIDGE CRANE WITH HOIST ON A 30 DEGREE INCLINE, WERE NOT PROVIDED TO SECURE THE CRAN
- HOIST WAS NOT PROPERLY STOWED; CHAINS/TROLLEY WERE NOT PROPERLY SECURED.
- WORKING LOAD, MAX LOAD, AND WEIGHT TEST DATA PLATES/LABELS WERE MISSING.
- OPERATING INSTRUCTIONS WERE NOT POSTED.
- BRIDGE CRANE/MONORAIL LACKED CURRENT WEIGHT TEST DOCUMENTATION.
- LIFTING HOOK WAS DEFORMED/CRACKED.
- LIFTING WIRE WAS CORRODED/KINKED/HAD BROKEN STRANDS.

AVNFACBUL-1 SERIES  
 GSO 588Q  
 GSO 573G  
 PMS

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FAC, HANGAR, LP AIR STATION:  
 Loc :SEE REMARKS  
 CSMP Name: LP AIR STATION:

- LOW PRESSURE (125 PSI), COMPRESSED AIR STATION HAD THE FOLLOWING DEFICIENCIES:
- AN LP AIR STATION REQUIRED FOR CLASS 1 CERTIFICATION WAS NOT PROVIDED.
  - LP AIR STATION LOCATED AT:  
 \_\_\_\_\_ WAS DISCONNECTED/INOP/ABANDONED.
  - LEAKED FROM \_\_\_\_\_.
  - PIPES WERE LOOSE, HAD BROKEN/MISSING HANGER/SUPPORTS. REQUIRED COMPONENTS WERE DAMAGED/MISSING:
  - AIR DRIER, PRESSURE REGULATOR, HOSE OUTLET VALVE, SUFFICIENT LENGTH OF 3/8 INCH HOSE, ADAPTERS.
  - HOSE PROVIDED WAS NOT RATED FOR 1800 PSI SERVICE.
  - PRESSURE GAUGE WAS DAMAGED/MISSING.

AVNFACBUL-1 SERIES  
 GSO 588Q  
 GSO 551 (COMPRESSED AIR SYSTEMS)  
 GSO 552 (COMPRESSED GAS SYSTEMS)  
 GSO 505 (PIPING, GEN'L REQ'MNTS)  
 MIL-STD 1399/106  
 PMS

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FAC, HANGAR, NITROGEN H-60:

Loc :SEE REMARKS

CSMP Name: NITROGEN H-60:

COMPRESSED NITROGEN SERVICE FACILITIES HAD THE FOLLOWING DEFICIENCIES:

- THE MINIMUM TWO (2) NITROGEN CYLINDERS REQUIRED FOR CLASS 1 CERTIFICATION OF H-1/2/3/46/53/65 WERE NOT PROVIDED.
- THE MINIMUM THREE (3) TOTAL NITROGEN CYLINDERS REQUIRED FOR CLASS 1 CERTIFICATION OF AN H-60B WERE NOT PROVIDED.
- THE MINIMUM OF EIGHT (8) TOTAL NITROGEN CYLINDERS REQUIRED FOR CLASS 1 CERTIFICATION OF AN H-60B, (IN THE EVENT THAT AN INSTALLED 1250 PSI COMPRESSED AIR OR NITROGEN SYSTEM IS NOT PROVIDED) WERE NOT PROVIDED.
- STOWAGE SPACE AND SECURING PROVISIONS FOR THE NITROGEN SERVICING HAND TRUCK (A/M 34 M-2), REQUIRED FOR CLASS 1 CERTIFICATION IN OR NEAR THE HANGAR WAS NOT PROVIDED.
- A 120 PSI COMPRESSED AIR SYSTEM/STATION REQUIRED TO SUPPORT THE NITROGEN SERVICING HAND TRUCK (A/M 34 M-2) WAS NOT PROVIDED.

AVIAFACBUL-1 SERIES

AEL 2-830024025

GSO 588Q

NAEC AWS-91-859 (ACS AVIAFAC CERT REPORT)

OPNAVINST 5100.19 SERIES

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FAC, HANGAR, PORTABLE FIRE EXT:

Loc :SEE REMARKS

CSMP Name: PORTABLE FIRE EX

PORTABLE FIRE EXTINGUISHERS HAD THE FOLLOWING DEFICIENCIES:

- LACKED ONE 15 LB CO2 AND ONE 18 LB PKP EXTINGUISHER FOR EACH FOAM OUTLET STATION SERVING LANDING, VERTREP/EXTERNAL LIFT, AND HIFR AREAS.
- LACKED TWO 15 LB CO2 AND TWO 18 LB PKP EXTINGUISHERS MOUNTED FOR EACH HANGAR/PARKING AREA.
- LANDING AREA CO2 EXTINGUISHERS LACKED PERMANENTLY FITTED 5 FT INSULATED EXTENSION PIPES.
- WEATHER DECK EXTINGUISHERS HAD TAGS ATTACHED, CREATING A FOD HAZARD TO AIRCRAFT AND PERSONNEL.

AVNFACBUL-1 SERIES

(AEL) 2-830024025

NAVAIR 00-80R-14

NAVAIR 00-80R-19

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FAC, HCO, EQUIPMENT:

Loc :HELO CONTROL STATION

CSMP Name: HCO EQUIPMENT:

HELICOPTER CONTROL STATION HAD THE FOLLOWING EQUIPMENT DEFICIENCIES:

- RELATIVE WIND DIRECTION AND SPEED REPEATER HAD ONE OR MORE INOPERATIVE INTERNAL RED LAMPS/RHEOSTAT CONTROL KNOB WAS BROKEN/MISSING/INOP.
- SHIP'S COURSE GYRO REPEATER HAD ONE OR MORE INOPERATIVE INTERNAL RED LAMPS/RHEOSTAT KNOB WAS BROKEN/MISSING/INOP.
- SHIP'S SPEED REPEATER HAD ONE OR MORE INOP INTERNAL RED LAMPS/RHEOSTAT KNOB WAS BROKEN/MISSING/INOP.
- SHIP'S PITCH/ROLL GYRO REPEATER HAD ONE OR MORE INOP INTERNAL RED LAMPS/RHEOSTAT KNOB WAS BROKEN/MISSING/INOP.
- STATUS BOARD INTERNAL RED/WITE LIGHT WAS INOP.
- 5MC WAS INOP.
- MICROPHONE WAS MISSING.
- 21MC WAS INOP/NOT INSTALLED.
- INTERNAL LIGHTS WERE INOP.
- SOUND POWERED PHONE CIRCUITS WERE INOP.
- CRASH ALARM WAS INOP.
- TELEPHONE/IVCS WAS INOP.

AVNFACBUL-1 SERIES

GSO 588N (ACFT HDLG, HELO CONTROL STATION)

GSO 432 (TELEPHONE SYSTEMS)

GSO 433 (AMPLIFIED VOICE COMMS)

GSO 512 (HVAC)

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FAC, HCO, GENERAL:

Loc :HELO CONTROL STATION

CSMP Name: HCO GENERAL:

HELICOPTER CONTROL STATION HAD THE FOLLOWING GENERAL MATERIAL DEFICIENCIES:

- OVERHEAD LIGHT FIXTURES HAD ONE OR MORE LAMPS INOP.
- WHITE/RED MINI-SPOTS WERE INOP.
- COMPARTMENT VENTILATION WAS DEGRADED/INOP.
- SYSTEM HAD INSUFFICIENT/NEGLIGIBLE VOLUME/FLOW.
- DUCTWORK WAS DAMAGED/ MISSING.
- SUPPLY/EXHAUST SCREEN/GRATES WERE DIRTY/CLOGGED/MISSING.
- OVERHEAD COOLING UNIT WAS DEGRADED/INOP.
- UNIT HAD INSUFFICIENT/NEGLIGIBLE VOLUME/FLOW.
- MOTOR/BLOWER WAS NOISY.
- COOLING UNIT AND ITS CHILLED WATER SUPPLY LINES HAD DETERIORATED/TORN/INSUFFICIENT/MISSING LAGGING; DRIPPED CONDENSATION ON THE DECK/ONTO ELECTRONIC EQUIPMENT.
- LAGGING WAS DETERIORATED/CRUSHED/TORN/MISSING.
- DESK/WRITING SURFACE WAS FLIMSY/BROKEN.
- HINGES WERE LOOSE/BROKEN.
- DESK/WRITING SURFACE LIGHT WAS BROKEN/INOP.
- COMPARTMENT WAS DIRTY, TRASH/DEBRIS IN CORNERS.
- DARKEN-SHIP SWITCH WAS BROKEN/INOP/MISSING.

-BATTLE LANTERN WAS DIM/INOP/MISSING.

AVNFACBUL-1 SERIES  
GSO 512 (VENTILATION)  
GSO 514 (AIR CONDITIONING)

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FAC, HCO, VERTREP UHF JBOX:  
Loc :SEE REMARKS  
CSMP Name: VERTREP UHF JBOX

UHF JUNCTION/CONTROL BOX FOR THE FWD/AFT VERTREP AREA HAD THE FOLLOWING DISCREPANCIES:  
-UHF JUNCTION BOX WAS INOP.  
-JUNCTION BOX HOUSING/BRACKET WAS CORRODED/DAMAGED.  
-JUNCTION BOX HEADSET CONNECTION WAS DETERIORATED/CORRODED.  
-PROTECTIVE CAP WAS MISSING/SEIZED.  
-VOLUME CONTROL WAS INOP/SEIZED.  
-JUNCTION BOX LACKED A HEADSET.  
-DOOR LATCH WAS BENT/BROKEN/SEIZED.  
-CONTROL BOX LACKED A HANDSET.

AVNFACBUL-1 SERIES  
PMS

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FAC, HCO, WINDOWS/WIPERS:  
Loc :HELO CONTROL STATION  
CSMP Name: WINDOWS/WIPERS:

HELICOPTER CONTROL STATION WINDOWS HAD THE FOLLOWING DEFICIENCIES:  
-INSTALLED WINDOWS WERE NOT MADE OF MILSPEC GLASS.  
-WINDOWS WERE SCRATCHED/CRAZED/CRACKED/LEAKED/HAD OVERSPRAY/SPOTS OF PAINT.  
-WINDOW WIPERS WERE INOP/SPEED CONTROL FUNCTION WAS INOP.  
-WIPER MOTORS WERE NOISY, MOTOR/GEARS WERE GRINDING.  
-WIPERS HAD DETERIORATED/BENT/CORRODED/MISSING ARMS/BLADES.  
-WIPER BLADES DID NOT CONTACT WINDOW GLASS.  
-WIPERS REQUIRED SWEEP ADJUSTMENT.  
-WIPERS STRUCK WINDOW FRAME OR ONLY MADE A PARTIAL STROKE.  
-WIPERS HAD INOP PARK FUNCTION.  
-WIPER ARM HEATERS WERE INOP/DISCONNECTED/ABANDONED.  
-WINDOW WASHER CONTROL SOLENOIDS FAILED TO OPEN/CLOSE WHEN ACTIVATED/DEACTIVATED.  
-WINDOW WASHER SYSTEM PIPING WAS DETERIORATED/LOOSE.

GSO 532/588/625  
AVNFACBUL-1 SERIES  
PMS

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FAC, NETS, GENERAL CONSTRUCTION:

Loc : FLIGHT DECK

CSMP Name : NETS GEN CONSTRU

FLIGHT DECK SAFETY NETS HAD THE FOLLOWING GENERAL  
CONSTRUCTION DEFICIENCIES:

-GAPS BETWEEN NET FRAMES AND ADJACENT NET FRAME/SHIPS  
STRUCTURE ALONG A STRAIGHT DECK EDGE EXCEEDED FIVE (5)  
INCHES WHEN THE NETS WERE IN THE RAISED OR LOWERED  
POSITIONS.

-GAPS BETWEEN NET FRAMES AND ADJACENT NET FRAME/SHIPS  
STRUCTURE ALONG A CURVED DECK EDGE EXCEEDED FIVE (5) INCHES  
BETWEEN ADJACENT FRAMES AT THE DECK EDGE AND/OR EIGHT (8)  
INCHES AT THE OUTBOARD EDGE OF THE NET FRAMES WHEN THE NETS  
WERE IN THE LO

-FILLER PIPES WERE NOT INSTALLED BETWEEN THE BOTTOM EDGE OF  
THE SAFETY NET FRAME AND THE SHIP'S HULL/DECK EDGE,  
CONSEQUENTLY, GAPS BETWEEN THE NET FRAME AND SHIP'S HULL  
EXCEEDED FIVE (5) INCHES.

-NON-CORROSION RESISTANT STEEL NET FRAMES (USED IN  
CONJUNCTION WITH CRES NET WEBBING) WERE NOT TREATED WITH  
METAL-SPRAYED ALUMINUM AND WERE NOT SEALED USING A LOW  
TEMPERATURE SEALANT.

-LIFELINES/LIFERAILS/BULWARKS/SAFETY NETS FAILED TO EXTEND A  
MINIMUM OF 36 INCHES ABOVE DECK LEVEL.

WHERE SAFETY NETS WERE INSTALLED ADJACENT TO BULWARKS,  
LIFELINES OR LIFERAILS:

(A) SAFETY NETS FAILED TO OVERLAP THE AREA PROTECTED BY  
BULWARK, LIFELINE, OR LIFERAIL BY THREE (3) FEET, OR (B)  
THE VERTICAL SPACE BETWEEN THE END OF THE LOWERED SAFETY  
NET AND THE BULWARK, LIFELINE, OR LIFERAIL LACKED AN END  
FILLER NET.

-SAFETY NETS WERE NOT GROUNDED IAW MIL-STD-1310, \_\_\_\_\_ OF  
\_\_\_\_\_ GROUNDING STRAPS WERE BROKEN/MISSING.

AVNFACBUL-1 SERIES

NAVSEA DWG 803-5184097 REV B

NAVSEA DWG 803-5000902 REV B

NSTM 613

GSO 612

MIL-STD-1310 (GROUNDING)

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FAC, NETS, HARDWARE/ATTACHMENT:

Loc : FLIGHT DECK

CSMP Name : NET HRDWARE

FLIGHT DECK SAFETY NETS HAD THE FOLLOWING  
ATTACHMENT/HARDWARE DEFICIENCIES:

-\_\_\_\_\_ NET FRAME PENDANT'S (CABLES) WERE KINKED/COCKLED/ HAD  
BROKEN STRANDS.

-\_\_\_\_\_ OF \_\_\_\_\_ NET FRAME PENDANT SETS/PAIRS FAILED TO SHARE  
THE NET FRAME LOAD.

-SHACKLES WERE INCORRECT TYPE/SIZE.  
-NAVSEA SAFETY NET DRAWINGS REQUIRE 5/8 INCH DIAMETER CRES SHACKLES.  
-NET FRAME ATTACHING HARDWARE (PENDANT CABLES, THIMBLES, SWAGE FITTINGS, TURNBUCKLES, QUICK-RELEASE FITTINGS, SHACKLES, WASHERS, NUTS/BOLTS), WERE NOT CRES MATERIAL OR WERE THE WRONG GRADE CRES MATERIAL REQUIRED BY CURRENT NAVSEA DRAWINGS AND WER  
-SHACKLES WERE IMPROPERLY SECURED.  
-SHACKLES LACKED LOCKNUTS/PROPERLY INSTALLED COTTER KEYS/OR (FOR SCREW PIN TYPE SHACKLES) WERE NOT SEIZED OR WERE SEIZED IMPROPERLY.  
-NET FRAME HINGE ASSEMBLY BOLTS WERE IMPROPERLY SECURED.  
-HINGE BOLTS LACKED LOCKNUTS AND/OR NUTS AND PROPERLY INSTALLED COTTER KEYS.  
SAFETY NETS COULD NOT BE SECURED IN THE VERTICAL/RAISED POSITION:  
A. LATCH ASSEMBLY PAWS WERE MISSING/DEFORMED.  
B. LATCH STAPLES WERE MISSING DEFORMED.  
C. NET FRAMES WERE MISALIGNED/DEFORMED.  
D. LATCH TOGGLE PINS WERE MISSING/BENT.  
-A QUICK RELEASE HOOK WAS NOT PROVIDED WHERE THE CAPABILITY TO DROP HINGED NETS BELOW THE OUTBOARD POSITION WAS REQUIRED.  
-NET FRAME STABILIZER ASSEMBLIES WERE NOT PROVIDED FOR NET FRAMES WITH NYLON WEBBING.  
(STABILIZER ASSEMBLIES ARE REQUIRED TO MAINTAIN NET FRAMES IN THE LOWERED POSITION AND AVOID SUDDEN RISE OF THE FRAMES DURING FLIGHT OPERATIONS.

AVNFACBUL-1 SERIES  
NAVSEA DWG 803-5184097 REV B  
NAVSEA DWG 803-5000902 REV B  
NSTM 613  
GSO 612  
MIL-STD-1310 (GROUNDING)

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FAC, NETS, WEBBING/MARGIN/LASHING:  
Loc :FLIGHT DECK  
CSMP Name: NET WEBBING/MARG

FLIGHT DECK SAFETY NETS HAD THE FOLLOWING WEBBING, MARGIN AND/OR LASHING ROPE DEFICIENCIES:  
-NYLON NET WEBBING LACKED THE PROPER LEVEL/DEGREE OF SAG UNDER ITS OWN WEIGHT.  
-NYLON NET WEBBING FAILED TO SAG BETWEEN A MINIMUM FIVE (5) INCHES AND A MAXIMUM OF SEVEN AND A HALF (7.5) INCHES.  
-CRES NET WEBBING WAS TOO TAUGHT.  
-CRES NET WEBBING WAS NOT SIZED TWO (2) INCHES LARGER THAN THE NET FRAME IN LENGTH AND WIDTH TO AFFORD THE PROPER AMOUNT OF SAG FROM ITS OWN WEIGHT WHEN PROPERLY/SECURELY LASHED TO THE FRAME.  
-NYLON NET WEBBING WAS IMPROPERLY LASHED.  
-THE GAP BETWEEN THE WEBBING'S MARGIN ROPE AND NET FRAME

EXCEEDED 2 1/2 INCHES FOLLOWING LOAD TESTING, AND/OR THE LASHING ROPE WAS NOT PROPERLY SECURED/ENDED.  
-CRES/NYLON FILLER NET WEBBING WAS IMPROPERLY LASHED.  
-THE LASHING ROPE WAS LOOSE/SLACK.  
-SLACK MEASURED BETWEEN THE FILLER NET'S MARGIN ROPE AND THE CLOSEST POINT OF THE FRAME EXCEEDED 1 INCH.  
-NYLON SAFETY NET WEBBING LACKED A SEVEN (7) INCH REINFORCEMENT STRIP (CHAFING STRIP) INSTALLED/SEWN ONTO THE NET WEBBING STRIPS IN WAY OF THE DECK EDGE; EXTENDING FROM 3 1/2 INCHES BELOW TO 3 1/2 INCHES ABOVE THE DECK EDGE WHEN THE NET IS IN THE  
-ANTI-CHAFING BARS ALONG THE DECK EDGE WERE NOT PROVIDED; RESULTED IN RAPID DETERIORATION/WEAR OF NYLON AND/OR CRES NET WEBBING AGAINST THE DECK EDGE.  
-NYLON NET WEBBING MARGIN ROPES WERE NOT 5/8 INCH, 3-STRAND, NYLON MATERIAL.  
-NYLON NET WEBBING LASHING ROPES WERE NOT 3/8 INCH, 3-STRAND, NYLON MATERIAL.  
-CRES NET WEBBING MARGIN ROPES WERE NOT 5/16 INCH DIAMETER WIRE ROPE MATERIAL.  
-CRES NET WEBBING LASHING ROPES WERE NOT 3/16 INCH DIAMETER WIRE ROPE MATERIAL.

AVNFACBUL-1 SERIES  
NAVSEA DWG 803-5184097 REV B  
NAVSEA DWG 803-5000902 REV B  
NSTM 613  
GSO 612  
MIL-STD-1310 (GROUNDING)

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FAC, NETS, WEIGHT TEST:  
Loc : FLIGHT DECK  
CSMP Name: NET WEIGHT TEST:

FLIGHT DECK SAFETY NETS WERE OVERDUE FOR REQUIRED WEIGHT/LOAD TESTING (3 YRS CRES/1 YR NYLON).  
LOAD TEST DOCUMENTATION WAS NOT PROVIDED.

AVNFACBUL-1 SERIES

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FAC, NONSKID, AFT VERTREP:  
Loc : SEE REMARKS  
CSMP Name: NNSKD AFT VERTRE

AFT VERTREP DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:  
-HAD WORN/REDUCED PROFILE.  
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)  
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE

APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.  
-WAS CHIPPED/DELAMINATED/FLAKING.  
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.  
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631  
GSO 634/631

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FAC, NONSKID, FLIGHT DECK:  
Loc :SEE REMARKS  
CSMP Name: NNSKD FLIGHT DEC

FLIGHT DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:  
-HAD WORN/REDUCED PROFILE.  
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)  
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.  
-WAS CHIPPED/DELAMINATED/FLAKING.  
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.  
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631  
GSO 634/631

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FAC, NONSKID, FWD VERTREP:  
Loc :SEE REMARKS  
CSMP Name: NNSKD FWD VERTRE

FWD VERTREP DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:  
-HAD WORN/REDUCED PROFILE.  
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)  
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.  
-WAS CHIPPED/DELAMINATED/FLAKING.  
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.  
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631  
GSO 634/631

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FAC, NONSKID, HANGAR DECK:  
Loc :SEE REMARKS  
CSMP Name: NNSKD HANGAR DEC

HANGAR DECK NONSKID HAD THE FOLLOWING DEFICIENCIES:  
-HAD WORN/REDUCED PROFILE.  
(A PATTERN OF PEAKS AND RIDGES SHALL BE CONTINUOUS AND REASONABLY UNIFORM, PEAKS AND RIDGES SHALL BE IN THE SAME DIRECTION APPROXIMATELY 1/2 TO 1 INCHES APART, AND 1/16 TO 3/32 INCHES HIGH.)  
-AGGREGATE SHALL BE PRESENT IN A ROUGH UNIFORMLY COURSE APPEARANCE OVER THE ENTIRE SURFACE WITH NO LOOSELY BOUND CLUMPS OF PARTICLES.  
-WAS CHIPPED/DELAMINATED/FLAKING.  
-WAS CONTAMINATED BY OIL/GREASE/PETROLEUM PRODUCTS.  
-WAS OVERCOATED WITH AN UNAUTHORIZED MATERIAL.

NSTM 634/631  
GSO 634/631

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FAC, TIE-DOWNS, FLT DCK CLOVERLEAF:  
Loc :FLIGHT/HANGAR DECK  
CSMP Name: FLT DCK CLOVERLE

FLIGHT/HANGAR DECK CLOVERLEAF TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:  
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.  
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.  
-PULL TEST DATA/DOCUMENTATION WAS NOT PROVIDED.

AVNFACBUL-1 (SERIES)  
GSO 588Q & 588U  
PMS MIP-H 318

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FAC, TIE-DOWNS, HANGAR CLOVERLEAF:  
Loc :FLIGHT/HANGAR DECK  
CSMP Name: HANGAR CLOVERLEA

FLIGHT/HANGAR DECK CLOVERLEAF TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:  
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.  
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.  
-PULL TEST DATA/DOCUMENTATION WAS NOT PROVIDED.

AVNFACBUL-1 (SERIES)  
GSO 588Q & 588U  
PMS MIP-H 318

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FAC, TIEDOWNS, FLT DCK CROSS-BAR:  
Loc : FLIGHT/HANGAR DECK  
CSMP Name: FLT DCK CROSS-BA

FLIGHT/HANGAR DECK CROSS-BAR TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:  
-TIE-DOWNS FAILED THE GO/NO-GO TEST; HAD DETERIORATED TO LESS THAN THE MINIMUM ACCEPTABLE (GO/NO-GO) DIAMETER OF 7/16 INCH.  
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.  
-BIMETALLIC CORROSION WAS EVIDENT AROUND STEEL TIE-DOWN FITTINGS IN THE ALUMINUM FLIGHT DECK.  
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.  
-FLIGHT/HANGAR DECK TIE-DOWN FITTINGS LACKED PULL TEST DATA.

AVNFACBUL-1 SERIES  
GSO 588Q & 588U  
PMS MIP-H 318  
NAVSEA DRAWING 805-1916300  
NAVSEA DRAWING 803-5959209

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FAC, TIEDOWNS, HANGAR CROSS-BAR:  
Loc : FLIGHT/HANGAR DECK  
CSMP Name: HANGAR CROSS-BAR

FLIGHT/HANGAR DECK CROSS-BAR TYPE TIE-DOWNS HAD THE FOLLOWING DEFICIENCIES:  
-TIE-DOWNS FAILED THE GO/NO-GO TEST; HAD DETERIORATED TO LESS THAN THE MINIMUM ACCEPTABLE (GO/NO-GO) DIAMETER OF 7/16 INCH.  
-FLIGHT/HANGAR DECK TIE-DOWNS WERE DETERIORATED/CORRODED/DEFORMED/CRACKED.  
-BIMETALLIC CORROSION WAS EVIDENT AROUND STEEL TIE-DOWN FITTINGS IN THE ALUMINUM FLIGHT DECK.  
-FLIGHT/HANGAR DECK TIE-DOWNS CONTAINED DIRT/DEBRIS/SEDIMENT/GRIT/SHOT/SALT DEPOSITS/FOD.  
-FLIGHT/HANGAR DECK TIE-DOWN FITTINGS LACKED PULL TEST DATA.

AVNFACBUL-1 SERIES  
GSO 588Q & 588U  
PMS MIP-H 318  
NAVSEA DRAWING 805-1916300  
NAVSEA DRAWING 803-5959209

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JP5, FLT DK STATION, CLA VAL:

Loc :SEE REMARKS

CSMP Name: JP-5 CLA VAL:

JP5 FUEL STATION CLA-VAL FUEL-DEFUEL VALVE ASSEMBLY HAD THE FOLLOWING DEFICIENCIES:

- FUEL-DEFUEL VALVE WAS INOP IN THE AUTOMATIC MODE.
- FUEL-DEFUEL VALVE WAS INOP DUE TO LACK OF CONTINUITY THRU THE FUELING HOSE.
- SOLENOID VALVE WAS INOP.
- MANUAL OVERRIDE KNOB/SWITCH WAS INOP.
- FLOW CONTROL/PRESSURE REDUCING/PRESSURE RELIEF VALVE DIAPHRAGM WAS RUPTURED.
- FUEL LEAKED FROM THE VALVES WEEP HOLE.
- EXCESSIVE PAINT HAD CLOGGED WEEP HOLES ON THE FUEL-DEFUEL VALVE ASSEMBLY'S SMALL CONTROL/PILOT VALVES.
- PRESSURE REDUCING/RELIEF VALVES LEAKED/WAS INOP.
- LEAKED.
- FUELING STATION DEFUEL PUMP WAS INOP.

NSTM 542

GSO 542

AVNFACBUL-1 (SERIES)

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JP5, FLT DK STATION, GENERAL:

Loc :SEE REMARKS

CSMP Name: JP-5 GENERAL:

FLIGHT DECK JP5 HELO REFUELING STATION HAD THE FOLLOWING DEFICIENCIES:

- FUEL PIT DRAINS WERE CLOGGED.
- FUEL STATION VALVES/PIPES WERE DAMAGED/BENT/RUSTED/LEAKED NOT COLOR-CODED/LACKED DIRECTIONAL ARROWS.
- EMERGENCY STOP SWITCH WAS:
  - NOT INSTALLED/INOP/NOT LABELED/ NOT COLOR-CODED/INCONVENIENTLY LOCATED.
  - STATION FUEL PRESSURE GAUGE WAS NOT INSTALLED/INOP/OUT OF CALIBRATION/LEAKED/RUSTED.
  - LACKED ADEQUATE VENTILATION.
  - 4JG SOUND-POWERED PHONE LINE TO JP5 PUMP ROOM WAS NOT INSTALLED/INOP.
  - SYSTEM OPERATING INSTRUCTIONS/CAUTION SIGNS WERE NOT POSTED.
  - AIRCRAFT FUELING STATION LACKED THE REQUIRED SIGN STATING: "RECIRCULATE FOR 2 MINUTES PRIOR TO AIRCRAFT REFUELING".

NSTM 542

GSO 542

AVNFACBUL-1 SERIES

PMS MIP 5420/006-45

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JP5, FLT DK STATION, HIFR:

Loc :SEE REMARKS

CSMP Name: HIFR:

JP5 HIFR RIG AND HOSES HAD THE FOLLOWING DEFICIENCIES:

- WAS NOT ONBOARD.
- LACKED 150 FEET OF COLLAPSIBLE HOSE.
- LACKED HIFR RIG SADDLE.
- HIFR HOSE/RIG SADDLE LEAKED.
- HIFR RIG SADDLE EMERGENCY QUICK DISCONNECT WAS INOP.
- HIFR HOSE LACKED ELECTRICAL CONTINUITY.
- FUEL SAMPLE PETCOCK WAS MISSING/DAMAGED.

AVNFACBUL-1 (SERIES)

NSTM 542

GSO 542

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JP5, FLT DK STATION, HOSES:

Loc :SEE REMARKS

CSMP Name: JP-5 HOSES:

JP5 HOSES AT FLIGHT DECK HELO REFUELING STATION HAD THE FOLLOWING DEFICIENCIES:

- WERE DETERIORATED/CRACKED/WORN/CRUSHED/LACKED ELECTRICAL CONTINUITY/INCORRECT TYPE/LACKED HYDROSTATIC TEST DATA.
- FUEL STATION HOSE REEL ASSEMBLY WAS CORRODED/WOULD NOT ROTATE FREELY/WAS BENT/LEAKED AT THE COUPLING/LACKED ELECTRICAL CONTINUITY.
- FUEL STATION HOSE REEL LOCKING DEVICE WAS INOP/MISSING.
- FUEL STATION HOSE ROLLERS WERE CORRODED/SEIZED.

NSTM 542

GSO 542

AVNFACBUL-1 SERIES

PMS MIP 5420/006-45

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JP5, FLT DK STATION, NOZZLES:

Loc :SEE REMARKS

CSMP Name: JP-5 NOZZLES:

THE AIRCRAFT FUELING STATION NOZZLE(S) HAD THE FOLLOWING DEFICIENCIES:

- MD-3 GRAVITY FUELING NOZZLE:
  - LEAKED/WAS NOT ONBOARD/ LACKED ELECTRICAL CONTINUITY/LACKED SERVICABLE STRAINER/MISSING GROUNDING DEVICE/MISSING DUST CAP.
- D-1/D-1R PRESSURE FUELING NOZZLE:

-LEAKED/WAS NOT ONBOARD/ LACKED ELECTRICAL CONTINUITY/LACKED  
SERVICABLE STRAINER/STRAINER CONTAINED SEDIMENT/LACKED A  
GAMMON FITTING/MISSING GROUNDING DEVICE/MISSING DUST CAP.

-CLOSED-CIRCUIT REFUELING (CCR) NOZZLE:

LEAKED/WAS NOT ONBOARD/LACKED ELECTRICAL CONTINUITY/LACKED  
SERVICEABLE STRAINER/STRAINER CONTAINED SEDIMENT/MISSING  
GROUNDING ASSEMBLY/MISSING DUST CAPS.

NSTM 432/507/542  
GSO 432/507/542  
AVNFACBUL-1 (SERIES)

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JP5, LAB, FUEL QUALITY:  
Loc :SEE REMARKS  
CSMP Name: FUEL QUALITY:

JP-5 AVIATION FUEL QUALITY/PURITY TEST RESULTS EXCEEDED THE  
MAXIMUM ALLOWABLE LIMITS FOR SEDIMENT/FREE WATER AS  
SPECIFIED IN NAVAIRINST 10340.

3 SERIES IN SAMPLES OBTAINED FROM THE FOLLOWING LOCATIONS:

-NR \_\_\_ AFS NOZZLE; RESULTS:  
-NR \_\_\_ PURIFIER; RESULTS:  
-NR \_\_\_ FILTER/SEPARATOR; RESULTS:

NSTM 542/541  
GSO 542/541  
NAVAIRINST 10340.3 (SERIES)

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JP5, LAB, GENERAL:  
Loc :SEE REMARKS  
CSMP Name: JP-5 LAB GENERAL

THE AVIATION FUEL QUALITY LAB HAD THE FOLLOWING  
DEFICIENCIES:

-LACKED A SINK WITH HOT AND COLD RUNNING WATER.  
-LACKED VAPORPROOF LIGHTING.  
-LACKED ADEQUATE VENTILATION.  
-NO SMOKING SIGNS WERE NOT INSTALLED.  
-A TEST BENCH FOR MK-I AND MK-III FUEL ANALYZERS WAS NOT  
PROVIDED.  
-A BOTTLE DRYING RACK WAS NOT ONBOARD.

NSTM 542/665  
GSO 542/588

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JP5, LAB, TEST EQUIP COND:  
Loc :SEE REMARKS  
CSMP Name: JP-5 TEST EQUIP

THE FUEL QUALITY TEST EQUIPMENT HAD THE FOLLOWING DEFICIENCIES:

- THE COMBINED CONTAMINATED FUEL DETECTOR (CCFD)/MK-III, OR CONTAMINATED FUEL DETECTOR (CFD) FUEL TEST KIT HAD THE FOLLOWING DEFICIENCIES:
  - WAS NOT ONBOARD/WAS INOP.
  - VACUUM PUMP WAS NOT OPERATING PROPERLY/WAS INOP.
  - PHOTOCELL WAS INOP.
  - MILLIAMMETER WAS INOP.
  - CALIBRATION WRATTEN FILTERS WERE NOT ONBOARD.
  - CALIBRATION WRATTEN FILTERS WERE UNUSABLE/DAMAGED/TORN/NOT STAMPED WITH A CONTAMINATE VALUE.
  - TEST KIT WAS NOT CALIBRATED:
    - CALIBRATION CURVE WAS OUT OF DATE (REQUIRED EVERY 3 MONTHS) OR NOT PROVIDED.
    - MEASURING EQUIPMENT MILLIAMMETER FLUCTUATED/DRIFTED AND COULD NOT BE STABILIZED.
    - TEST KIT WAS NOT PERMANENTLY AFFIXED/MOUNTED.
    - TEST KIT WAS NOT MARKED "FOR JP-5 USE ONLY".
  - THE FREE WATER DETECTOR (FWD) CONTAINED IN THE COMBINED CONTAMINATED FUEL DETECTOR OR MK-I/MK-II STAND ALONE FREE WATER DETECTOR HAD THE FOLLOWING DEFICIENCIES:
    - WAS NOT ONBOARD.
    - WAS INOP.
    - COLOR STANDARDS WERE OVERDUE FOR RENEWAL/REPLACEMENT (REQUIRED EVERY 6 MONTHS).
    - DATE COLOR STANDARDS CHANGED NOT ANNOTATED IN FUEL LOGS AND STANDARD NOT MARKED WITH DATE OF INSTALLATION.
    - ULTRAVIOLET FLUORESCENT LIGHT WAS INOP.
    - B/2 TEST KIT FOR FUEL SYSTEM ICING INHIBITOR (FSII) CONTENT WAS NOT ONBOARD.
- THE FOLLOWING TEST EQUIPMENT WAS NOT PROVIDED IN THE AVIATION-FUELS LAB:
  - FREE WATER DETECTOR - MK I, OR MK II.
  - SOLID CONTAMINATION DETECTOR MK III.
  - OR EQUIVALENT COMBINED CONTAMINATED FUEL DETECTOR (CCFD).
  - B/2 FUEL SYSTEM ICING INHIBITOR (FSII) TEST KIT.
  - FLASH POINT TESTER.
  - SAMPLE BOTTLES AND SHIPPING CONTAINERS.
  - SAFETY CAN.
  - SPECIFIC GRAVITY TEST EQUIPMENT.
  - THERMOMETER.

NSTM 542

GSO 542

AEL 2-830024025 (01-08-97)

NSTM 665

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JP5, PUMPROOM, AFT, GENERAL:  
Loc :SEE REMARKS  
CSMP Name: JP-5 GENERAL

JP5 PUMPROOM HAD THE FOLLOWING GENERAL DEFICIENCIES:

- EXHAUST VENT WERE NOT LOCATED WITHIN 9 INCHES OF THE DECK.
- EXHAUST VENT SCREENS WERE RUSTED,DIRTY.
- SYSTEM DIAGRAMMATIC WAS NOT POSTED/DID NOT REFLECT THE CURRENT SYSTEM.
- SYSTEM OPERATING INSTRUCTIONS WERE NOT POSTED/DID NOT REFLECT THE CURRENT SYSTEM.
- BILGES WERE CORRODED/CONTAINED DIRT, DEBRIS, LIQUIDS.
- BILGE EDUCTOR WAS INOP/NOT INSTALLED/MISSING STRAINER.
- BILGE HIGH LEVEL ALARM WAS INOP/NOT INSTALLED.
- DECK PLATES/GRATE WERE CORRODED/LOOSE/MISSING SCREWS/MISSING SECTIONS OF GRATE/PLATE.
- LOW POINT DRAINS WERE CLOGGED/DIRTY.
- THE FOLLOWING REMOTE OPERATED VALVE INDICATOR LIGHTS WERE INOP:
  - UNAUTHORIZED VALVE HANDLE LOCKING DEVICES WERE IN USE.
  - PRESSURIZED FLANGES WERE NOT WRAPPED WITH 3 LAYERS OF ALUMINIZED CLOTH.
  - LIGHTING WAS INOP.
  - SHIP SERVICE TELEPHONES INSTALLED IN THE JP5 PUMPROOM WERE NOT AUDIBLE ABOVE NORMAL MACHINERY NOISES.
  - A SOUNDPROOF ENCLOSURE WITH AN AUDIBLE HORN OR KLAXON WAS NOT INSTALLED.

THE FIRE FIGHTING SYSTEM HAD THE FOLLOWING DEFICIENCIES:

- LACKED AN OVERHEAD SPRINKLER SYSTEM.
- LACKED A BILGE SPRINKLER SYSTEM.
- LACKED AN AFFF SPRINKLER SYSTEM.
- LACKED A HALON 1301 FIXED FLOODING SYSTEM.
- LACKED ONE REQUIRED 15LB CO2 FIRE EXTINGUISHER.
- LACKED ONE REQUIRED 18LB PKP FIRE EXTINGUISHER.

EMERGENCY LIGHTING HAD THE FOLLOWING DEFICIENCIES:

- WAS INOP/NOT INSTALLED.
- HAD DEFECTIVE RELAYS.

AVNFACBUL-1 (SERIES)  
NSTM/GSO 542 (FUEL SYSTEMS)  
NSTM/GSO 612 (SAFETY NETS)  
NSTM/GSO 555 (EXTINGUISHERS)  
NSTM/GSO 512 (EXHAUST)  
NSTM/GSO 505 (LOCKS/FLANGES)  
NSTM/GSO 507 (VALVE ID)  
NSTM/GSO 529 (EDUCTORS)  
NSTM/GSO 436 (ALARMS)  
NSTM/GSO 622 (DECK GRATING)  
NSTM/GSO 512 (VENTILATION)  
NSTM/GSO 331 (ILLUMINATION)  
NSTM/GSO 624 (SCUTTLE)

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JP5, PUMPROOM, AFT, PRESSURE REG VALVE:

Loc :SEE REMARKS

CSMP Name: JP-5 PRESSURE RE

JP5 SERVICE SYSTEM PRESSURE REGULATING (UNLOADER) VALVE HAD THE FOLLOWING DEFICIENCIES:

- INOP.
- LEAKED.
- SET INCORRECTLY, DID NOT PROVIDE PRESSURE REGULATED FUEL TO THE FLIGHT DECK AT 55PSI.

NSTM 541/542

GSO 541/542

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JP5, PUMPROOM, FILTER/SEPARATOR SYS:

Loc :SEE REMARKS

CSMP Name: FILTER/SEPARATOR

JP5 FILTER SEPARATOR HAD THE FOLLOWING DEFICIENCIES:

- CONTAINMENT PANS WERE DIRTY/RUSTED.
- SUMP CONTAINED WATER, THE FLOAT AND ITS AUTOMATIC DRAIN VALVE AND/OR AUTOMATIC SHUTOFF VALVE WERE INOP.
- FILTER ELEMENTS (SEPARATORY AND/OR COALESCER ELEMENTS) WERE DIRTY/TORN/DETERIORATED/CONTAINED FOREIGN PARTICLES/LACKED RUBBER SEALING GASKETS.
- FILTER ELEMENTS (SEPARATORY AND/OR COALESCER ELEMENTS) WERE OVERDUE FOR SCHEDULED (PMS) REPLACEMENT.
- HYDROPHOBIC SCREEN WAS BENT/DAMAGED/TORN/COULD NOT BE REMOVED.
- DURING SYSTEM OPDEMO PRESSURE OBSERVED ON DIFFERENTIAL PRESSURE GAUGES EXCEEDED THE MAXIMUM PRESSURE ALLOWABLE ACROSS THE SEPARATOR'S FILTER ELEMENTS.
- DRAIN OR TEST CONNECTION FUNNELS WERE NOT LOCATED 12 INCHES BELOW THE DRAIN/TEST CONNECTION TERMINUS.
- INSTALLED (DIFFERENTIAL/OUTLET/INLET) PRESSURE GAUGES WERE INOP/OUT OF CALIBRATION/LACKED CALIBRATION STICKER.
- SIGHT GLASS WAS CRACKED/OBSCURED/LEAKED.
- SIGHT GLASS GUARD WAS MISSING/DID NOT FULLY PROTECT THE SIGHT GLASS.
- FILTER HEADS/COVERS COULD NOT BE LOCKED IN THE OPEN POSITION FOR MAINTENANCE.
- SAFETY/SYSTEM OPERATING INSTRUCTIONS WERE NOT POSTED.
- VALVES WERE IMPROPERLY/NOT IDENTIFIED.
- FACILITIES (LIFTING PADEYES, ETC) WERE NOT PROVIDED FOR THE REMOVAL AND LOWERING OF FILTER HEADS/COVERS, OR MANHOLE COVERS, IN ORDER TO FACILITATE FILTER ELEMENT REMOVAL AND REPLACEMENT.
- VENT/SUMP DRAIN LINES LACKED VALVES AND/OR WERE NOT LED VIA A FUNNEL TO THE JP-5 DRAIN/CONTAMINATION TANK.
- LACKED A VALVED TEST CONNECTION, OR THE TEST CONNECTION WAS NOT PROVIDED WITH A FUNNEL DRAIN TO THE JP-5 DRAIN/CONTAMINATION TANK.

NSTM 542

GSO 542

PMS

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JP5, PUMPS, AFT, SERVICE/TRANSFER:

Loc :SEE REMARKS

CSMP Name: SERVICE/TRANSFER

JP5 SERVICE/TRANSFER PUMPS HAD THE FOLLOWING MATERIAL DEFICIENCIES:

- PUMPS WERE INOP,LEAKED,NOISY,VIBRATED EXCESSIVELY.
- CONTAINMENT PANS WERE DIRTY,RUSTED,DETERIORATED.
- FUEL PUMPS DRIVESHAFT WAS SCORED/OUT OF ALIGNMENT/LEAKED AT THE SHAFT SEALS.
- FUEL PUMP PRESSURE RELIEF VALVE WAS SET INCORRECTLY,
- FLANGE SHIELDING WAS MISSING,TORN,DETERIORATED.
- PUMP PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY.
- REDLINED/OUT OF CALIBRATION.
- LIFTING EYES AND HOIST PADEYES WERE NOT INSTALLED FOR PUMPS OR MOTORS.
- PUMPS LACKED CAUTION SIGNS STATING: "CAUTION:POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMPS SHALL BE SECURED WHEN NOT IN USE."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
- COUPLING GUARD WAS LOOSE.

AVNFACBUL-1 (SERIES)

NSTM 542

GSO 542

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JP5, PUMPS, AFT, STRIPPING, ELECTRIC:

Loc :SEE REMARKS

CSMP Name: ELECTRIC STRIPPI

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:

- PUMP WAS INOP/NOISY.
- PUMP LEAKED AT \_\_\_\_\_.
- A STOP CHECK VALVE WAS NOT INSTALLED.
- A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.
- THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.
- A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.
- PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL: \_\_\_\_\_PSI; REQUIRED:\_\_\_\_\_PSI.
- A COUPLING GUARD WAS NOT INSTALLED.
- PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT OF CALIBRATION.
- LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES, EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.
- SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)

NSTM 542  
GSO 542

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JP5, PUMPS, AFT, STRIPPING, MANUAL:  
Loc :SEE REMARKS  
CSMP Name: MANUAL STRIPPING

JP-5 ELECTRIC STRIPPING PUMP HAD THE FOLLOWING DEFICIENCIES:  
-PUMP WAS INOP/NOISY.  
-PUMP LEAKED AT \_\_\_\_\_.  
-A STOP CHECK VALVE WAS NOT INSTALLED.  
-A SIGHT GLASS WAS NOT INSTALLED IN THE DISCHARGE HEADER.  
-THE SIGHT GLASS WAS OBSCURED/PAINTED/CRACKED/LEAKED.  
-A TEST/SAMPLE CONNECTION WAS NOT PROVIDED.  
-PRESSURE RELIEF VALVE WAS SET INCORRECTLY, ACTUAL:  
\_\_\_\_\_PSI; REQUIRED:\_\_\_\_\_PSI.  
-A COUPLING GUARD WAS NOT INSTALLED.  
-PRESSURE GAUGES WERE MISSING/INOP/IMPROPERLY REDLINED/OUT  
OF CALIBRATION.  
-LACKED CAUTION SIGNS STATING: "CAUTION: POWER TO ELECTRIC  
MOTOR-DRIVEN JP-5 PUMP SHALL BE SHUT OFF AT ALL TIMES,  
EXCEPT WHEN REQUIRED."; AND "CAUTION:VALVES IN THE  
RECIRCULATING LINE SHALL BE OPENED PRIOR TO STARTING PUMP.  
-SYSTEM VALVE HANDLES WERE MISSING.

AVNFACBUL-1 (SERIES)  
NSTM 542  
GSO 542

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JP5, PUMPS, DEFUEL PORTABLE:  
Loc :SEE REMARKS  
CSMP Name: DEFUEL PORTABLE:

PORTABLE DEFUELING SYSTEM REQUIRED FOR CERTIFICATION HAD THE  
FOLLOWING DEFICIENCIES:  
-A 25 GPM OR BETTER PORTABLE DEFUELING PUMP LEAKED/WAS  
INOP/WAS NOT ONBOARD.  
-PORTABLE DEFUEL PUMP WAS NOT STORED IN A DESIGNATED AREA  
CONVENIENT TO THE AIRCRAFT OPERATING AREA.  
-THE PUMP WAS NOT PAINTED PURPLE AND MARKED FOR JP-5 USE.  
-THE FOLLOWING DEFUEL EQUIPMENT WAS NOT PROVIDED:  
-10 FEET OF 1.  
-5 INCH MIL-H-370 FUEL (SUCTION) HOSE.  
-ENOUGH HOSE TO REACH FROM SPOTTED HELO TO DEFUEL RISER.  
-AIR HOSE/PNEUMATIC FITTINGS REQUIRED TO OPERATE PUMP.  
-TWO, FUEL HOSE-TO-PUMP REDUCERS.  
-THE SHIP'S DEFUEL RISER WAS ROUTED TO THE SERVICE TANK VICE  
STORAGE TANK, (OR IN THE CASE OF CONTAMINATED FUEL, VICE TO  
DOWNSTREAM THE STRIPPING PUMP AND CONSEQUENTLY INTO THE  
DRAIN OR RECLAMATION TANK.

AVNFACBUL-1 (SERIES)  
AEL 2-830024025  
NSTM 542  
GSO 542

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JP5, SECONDARY, RECLAMATION SYSTEM:  
Loc :SEE REMARKS  
CSMP Name: RECLAMATION SYST

JP5 RECLAMATION SYSTEM HAD THE FOLLOWING DEFICIENCIES:

NSTM 505/507/541/542  
GSO 505/507/541/542

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JP5, SECONDARY, SMALL BOAT:  
Loc :SEE REMARKS  
CSMP Name: JP-5 SMALL BOAT:

THE PORT/STARBOARD JP-5 SMALL BOAT REFILL STATIONS HAD THE FOLLOWING DEFICIENCIES:

- PIPING/VALVES WERE NOT PROPERLY IDENTIFIED, VALVES LACKED IDENTIFICATION TAG/LABELS, AND/OR PIPING/VALVES WERE NOT PROPERLY COLOR-CODED.
- AN ADEQUATE QUANTITY OF 1 INCH HOSE (MIL-H-370) WAS NOT ONBOARD.
- FUEL NOZZLES (MIL-N-52110) WERE NOT ONBOARD.
- FUELING HOSE AND NOZZLES LACKED PROPER STOWAGE FACILITY (BOAT GEAR LOCKER/HOSE CAMEL).
- PROTECTIVE CAPS WERE NOT PROVIDED/CHAINED TO THE FUEL RISER.
- FUELING STATION LOCATION PRECLUDED FUELING BOATS WHILE STOWED/AFLOAT.
- FUELING STATION LACKED AN OPERABLE 4JG CIRCUIT FOR COMMS WITH THE JP-5 PUMPROOM.

NSTM 541/542  
GSO 541/542

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JP5, SECONDARY, UNREP STATIONS:  
Loc :SEE REMARKS  
CSMP Name: UNREP STATIONS:

THE FUELING AT SEA STATIONS HAD THE FOLLOWING DEFICIENCIES:

- WAS/WERE IMPROPERLY COLOR CODED.
- WAS/WERE CORRODED/LACKED PRESERVATION.
- AN INOP/DAMAGED/MISSING PRESSURE GAUGE.
- INOP/WEAK/UNIDENTIFIED SOUND-POWERED PHONES.

- NO ONE-WAY CHECK VALVE INSTALLED.
- NO GATE VALVE INSTALLED.

NSTM 507/542  
GSO 507/542

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JP5, TANK, AIR ESCAPES:  
Loc :SEE REMARKS  
CSMP Name: JP-5 AIR ESCAPES

- JP5 TANK AIR ESCAPES HAD THE FOLLOWING DEFICIENCIES:
- AIR ESCAPE FLASH SCREENS WERE DETERIORATED/CORRODED/CLOGGED/MISSING.
  - AIR ESCAPE CHECK VALVE BALLS WERE CORRODED/CRACKED/SPLIT/MISSING.
  - AIR ESCAPES WERE NOT PROPERLY IDENTIFIED, LACKED IDENTIFICATION TAGS/LABELS, AND/OR NOT PROPERLY COLOR-CODED.

NSTM 506/507/541/542  
GSO 506/507/541/542

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JP5, TANK, COATING/CONDITION:  
Loc :SEE REMARKS  
CSMP Name: TNK COATING

- JP5 FUEL TANKS HAD THE FOLLOWING DEFICIENCIES:
- THE TANK PROTECTIVE COATING WAS DETERIORATED:
  - SPOTS/AREAS OF COATING HAD CHIPPED/PEELED/FLAKED OFF.
  - SPOTS/AREAS OF RUST HAD BLISTERED/SCALED THROUGH THE TOP COATING.
  - BURN MARKS WERE IN THE TANK INTERIOR'S COATING.
  - INTERNAL CORROSION HAD PRODUCED SIGNIFICANT STRUCTURAL DAMAGE AND COMPROMISED THE STRUCTURAL INTEGRITY OF THE TANK.
  - THE TANK WALLS AND SUPPORT STRUCTURES WERE DIRTY/STAINED.
  - THE TANK BOTTOM CONTAINED SEDIMENT/DIRT/GRIT/CHIPS OF TANK COATING/INDUSTRIAL DEBRIS.
  - THE TANK BOTTOM/WALLS WERE COVERED WITH MICROBIOLOGICAL GROWTH.
  - AN INSUFFICIENT NUMBER OF LIMBER HOLES WERE PROVIDED IN THE HORIZONTAL STRINGERS TO ALLOW FOR PROPER DRAINAGE.

NSTM 541/542  
GSO 541/542  
AVNFACBUL-1 (SERIES)  
PMS

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JP5, TANK, COMPONENTS/CONDITION:  
Loc :SEE REMARKS

CSMP Name: TNK COMPONENT

JP5 FUEL TANKS HAD THE FOLLOWING DEFICIENCIES:

- FILL LINES DID NOT TERMINATE IN NONVORTEXING BELLMOUTHS AND SPLASH PLATES.
- SOUNDING TUBES LACKED TAKEDOWN JOINTS/STRIKER PLATES/PERFORATIONS THE ENTIRE LENGTH OF THE TUBE.
- TANK COVER AND BOLTS WERE RUSTED.
- TANK COVER GASKET WAS DETERIORATED/MISSING.
- ACCESS LADDER WAS DETERIORATED/CORRODED.
- ACCESS LADDER LACKED SECURING HARDWARE.

NSTM 541/542  
GSO 541/542  
AVNFACBUL-1 (SERIES)  
PMS

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JP5, TANK, OVERFLOW BOXES:

Loc :SEE REMARKS

CSMP Name: OVERFLOW BOXES:

JP5 FUEL TANK OVERFLOW CHECK VALVES/BOXES HAD THE FOLLOWING DEFICIENCIES:

- CHECK VALVE FLAPPER WAS FROZEN OPEN/CLOSED.
- CHECK VALVE WAS CORRODED/CLOGGED/CONTAINED DIRT/DEBRIS.
- CHECK VALVE WAS NOT PROPERLY IDENTIFIED, THE VALVE LACKED AN IDENTIFICATION TAG/LABEL, AND/OR NOT PROPERLY COLOR-CODED.
- JP5 FUEL TANK OVERFLOW/OVERBOARD ONE-WAY, NON-RETURN CHECK VALVES WERE NOT SCHEDULED FOR PMS (MIP5420/S-20).

NSTM 506/541/542  
GSO 506/541/542

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JP5, TANK, SOUNDING TUBES (INTERNAL):

Loc :SEE REMARKS

CSMP Name: SOUNDING TUBES (

THE JP-5 SERVICE/STORAGE/DRAIN-CONTAMINATION TANK (NR \_\_\_\_)  
SOUNDING TUBES HAD THE FOLLOWING DEFICIENCIES:

- SOUNDING TUBE WAS NOT FITTED WITH A FLOATING BALL CHECK VALVE.  
(REQUIRED FOR TERMINATION IN A MAIN OR AUX MACHINERY SPACE CONTAINING BOILERS, INCINERATORS, EMERGENCY DIESEL OR TURBINE DRIVEN GENERATOR, FIRE PUMPS AND SPACES CONTAINING CARPET, ELECTRICAL OR ELECTRONIC EQUIPMENT).
- SOUNDING TUBE CHECK VALVE CAPS WERE NOT PRESSURE RELIEF TYPE (LACKED VENT HOLES).
- SOUNDING TUBE CHECK VALVE CAPS LACKED LANYARDS.
- SOUNDING TUBE LINES WERE NOT PERFORATED THE ENTIRE LENGTH

OF THE LINE.

-SOUNDING TUBE LINES LACKED STRIKER PLATES.

-SOUNDING TUBE LINES LACKED A TAKEDOWN JOINT 18" FROM THE TANK BOTTOM.

NSTM 541-9.5

GSO 506D

GSO 542

NSTM 506/542

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JP5, TANK, SOUNDING TUBES CAPS:

Loc :SEE REMARKS

CSMP Name: SOUNDING TUBES C

JP5 TANK SOUNDING TUBE CAPS HAD THE FOLLOWING DEFICIENCIES:

-CAP THREADS WERE RUSTED.

-CAP RECEPTACLE WAS RUSTED.

-WERE FLUSH MOUNTED ON THE WEATHER DECK AND SUBJECT TO SALT WATER CONTAMINATION WHEN SOUNDING.

NSTM 506/542

GSO 506/542

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JP5, TANK, SYSTEM PIPING:

Loc :SEE REMARKS

CSMP Name: SYSTEM PIPING:

JP5 FUEL SYSTEM PIPING HAD THE FOLLOWING DEFICIENCIES:

-LEAKED

-FLANGED PIPING JOINTS AND VALVE BONNETS LACKED FLANGE SHIELDING.

-FLANGE SHIELDING WAS NOT PROPERLY INSTALLED.

-IMPROPERLY COLOR-CODED/LACKED FUNCTIONAL LABELLING/LACKED DIRECTIONAL FLOW ARROWS.

-SECTIONS WERE SOFT PATCHED.

NSTM 505/507/541/542

GSO 505/507/541/542

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JP5, TANK, SYSTEM VALVES:

Loc :SEE REMARKS

CSMP Name: SYSTEM VALVES:

JP5 FUELING SYSTEM VALVES HAD THE FOLLOWING DEFICIENCIES:

-LEAKED THROUGH.

-LACKED PACKING.

-DETERIORATED GASKETS.

-MISSING VALVE HANDLES.

- WERE INOP/MISSING.
- IMPROPERLY IDENTIFIED/COLOR CODED VALVE WHEELS.

NSTM 541/542  
GSO 541/542

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JP5, TANK, TLI:  
Loc :SEE REMARKS  
CSMP Name: JP-5 TANK TLI:

JP5 TANK LEVEL INDICATORS (TLI) HAD THE FOLLOWING DEFICIENCIES:

- WERE INOP.
  - HAD INACCURATE READINGS.
  - WERE NOT CALIBRATED/OUT OF CALIBRATION.
  - WERE REMOTELY LOCATED AND COULD NOT BE OBSERVED/MONITORED FROM THE FUEL SYSTEM OPERATORS STATION.
  - POWER INDICATING LIGHTS WERE INOP.
  - HAD CRACKED/MISSING FACE GLASS.
  - AUDIBLE/VISUAL HIGH LEVEL ALARMS WERE INOP/IMPROPERLY CALIBRATED-ADJUSTED.
- (HIGH LEVEL ALARMS ARE REQUIRED TO ACTIVATE AT APPROXIMATELY 95% TANK CAPACITY, THE SELECTED ALARM POINT SHALL BE BASED ON PROVIDING 2 MINUTES WARNING BEFORE AN OVERFLOW OCCURS WHEN THE TANK IS BEING FILLED AT ITS DESIGN FILL RATE.

NSTM 436/541/542  
GSO 436/541/542

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RAST, FDSSS:  
Loc :SEE REMARKS  
CSMP Name: FDSSS:

THE FLIGHT DECK STATUS AND SIGNALING SYSTEM (FDSSS) WHICH CONSISTS OF AN OPERATIONS REQUEST PANEL IN THE HELO CONTROL OFFICER (HCO) STATION, A CONTROL PANEL INTEGRAL TO THE RAST/LSO CONTROL CONSOLE, AND RESPONSE PANEL CONTROLS ON THE BRIDGE AND IN CI

- FLIGHT DECK STATUS LIGHT WAS NOT CONTROLLABLE FROM THE HELO CONTROL OPERATIONS REQUEST PANEL AND/OR THE RAST/LSO CONTROL CONSOLE.
- SEND OPERATIONS REQUEST FUNCTIONS FROM THE HELO CONTROL OPERATIONS REQUEST PANEL OR THE RAST/LSO CONTROL STATION CONSOLE WERE NOT RECEIVED OR ACKNOWLEDGED BY THE BRIDGE AND/OR CIC RESPONSE PANELS.
- THE WAVE-OFF LIGHT FUNCTION OF THE HELO CONTROL STATION OPERATIONS REQUEST PANEL AND/OR THE RAST/LSO CONTROL STATION CONSOLE WAS INOP.

NAVAIR AD-700A1-OMI-000

NAVSEA T9588-AA-DDT-020 REV 3  
AVNFACBUL-1 (SERIES)  
NAVAIR 51-50ABA-1

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RAST, LSO CNTL STN, GENERAL:

Loc :RAST/LSO CNTL STATN

CSMP Name: LSO GENERAL:

RAST/LSO CONTROL STATION HAD THE FOLLOWING DEFICIENCIES:  
-RELATIVE WIND DIRECTION & SPEED GYRO REPEATERS WERE INOP.  
-HELO CRASH ALARM WAS INOP.  
-THE FLIGHT DECK 5MC WAS INOP.  
-THE FOLLOWING MINI-SPOTS/GRIMES LIGHTS WERE INOP:  
-HVAC FOR RAST/LSO CONTROL STATION WAS INSUFFICIENT/INOP .  
-RAST/LSO CONTROL STATION WINDOW FRAMES LEAKED AT:  
- \_\_\_\_ OF \_\_\_\_ RAST/LSO CONTROL STATION WINDOWS WERE  
SCRATCHED/BUBBLED/CRAZED/CRACKED  
- \_\_\_\_ OF \_\_\_\_ RAST/LSO CONTROL STATION WINDOW WIPERS WERE  
CORRODED/BENT/INEFFECTIVE/INOP/MISSING.  
- \_\_\_\_ OF \_\_\_\_ RAST/LSO CONTROL STATION WINDOW WASHER NOZZLES  
WERE CLOGGED/CORRODED/INOP.  
- \_\_\_\_ OF \_\_\_\_ RAST/LSO CONTROL STATION WINDOW HEATERS WERE  
INOP/DISCONNECTED/MISSING.  
-THE FOLLOWING GYRO REPEATER LIGHTS WERE INOP:

NAVAIR AD-700A1-OMI-000  
NAVSEA T9588-AA-DDT-020 REV 3  
AVNFACBUL-1 (SERIES)

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RAST, LSO CNTL STN, LSO CNTL CNSL:

Loc :RAST/LSO CONTROL STA

CSMP Name: LSO CNTL CNSL:

THE RAST CONTROL CONSOLE IN THE RAST/LSO CONTROL STATION HAD  
THE FOLLOWING DEFICIENCIES:  
-THE SYSTEM STATUS AND PRESSURE INDICATOR LIGHTS FAILED TO  
EXTINGUISH WITHIN 10 SEC AFTER DEPRESSING THE START/STDBY  
PUSHBUTTON.  
-THE RA CABLE TENSION METER REQUIRED ADJUSTMENT.  
-THE PRESS TO TEST PUSHBUTTON DID NOT RESULT IN 2400-2600 LB  
INDICATED ON THE RAST CONTROL CONSOLE TENSION METER.  
-THE RA CABLE TENSION METER GAGE WAS CRACKED/INOP.  
-THE FOLLOWING RAST CONTROL CONSOLE LIGHTS WERE INOP:

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NAVSEA T9588-AA-DDT-020 REV 3  
AVNFACBUL-1 (SERIES)

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RAST, LSO CNTL STN, LSO COMMS:  
Loc :RAST/LSO CNTL STATN  
CSMP Name: LSO COMMS:

THE RAST/LSO CONTROL STATION INTERNAL AND EXTERNAL COMMUNICATION EQUIPMENT HAD THE FOLLOWING DEFICIENCIES:  
-LSO/SUPERVISOR HEADSET(S) WERE NOT CAPABLE OF RECEIVING INTERNAL COMMS IN THE LEFT EAR WHILE SIMULTANEOUSLY RECEIVING EXTERNAL COMMS IN THE RIGHT EAR.  
-LSO/SUPERVISOR HEADSET(S) HAD INSUFFICIENT VOLUME LEVELS FOR INTERNAL/EXTERNAL COMMUNICATIONS.  
-A TWO POSITION PUSH-TO-TALK SWITCH THAT INCORPORATES A MODE SELECT FUNCTION FOR EITHER INTERNAL SHIP COMM CIRCUITS OR EXTERNAL COMMS WAS INOP/NOT PROVIDED FOR THE LSO/SUPERVISOR.  
-SOUND CANCELLATION MICROPHONE WAS NOT INCORPORATED INTO THE LSO/SUPERVISOR HEADSET(S) OR WAS INOP.  
-SUPERVISOR HEADSET FAILED TO OVER-RIDE THE LSO HEADSET.  
-LSO/SUPERVISOR FOOTSWITCH(ES) WERE NOT SECURED TO DECK.  
-ABILITY TO SELECT PRIMARY/BACKUP/GUARD, EXTERNAL COMMS AT THE RAST/LSO STATION WAS NOT PROVIDED/INOP.  
-INTERNAL COMMS BETWEEN THE RAST/LSO CONTROL STATION, THE FLIGHT DECK (LSE & FUEL STATION), HELO CONTROL STATION, RAST MACHINERY ROOM, BRIDGE, CIC, DC CENTRAL, FUEL CONTROL, AND THE HANGAR(S) WAS INOP/NOT PROVIDED.  
-A SOUND POWERED OR BATTERY POWERED BACKUP SYSTEM FOR ELECTRICALLY POWERED INTERNAL COMMS INOP/NOT PROVIDED.  
-TRANSMIT & RECEIVE CAPABILITY ON THE SHIPS 5MC INTERNAL COMM CIRCUIT AT THE RAST/LSO STA WAS INOP/NOT PROVIDED.  
-MONITOR CAPABILITY OF THE SHIPS 1MC INTERNAL COMM CIRCUIT AT THE RAST/LSO STATION WAS INOP/NOT PROVIDED.

NAVAIR AD-700A1-OMI-000  
NAVSEA T9588-AA-DDT-020 REV 3  
AVNFACBUL-1 (SERIES)

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RAST, MACH RM, GENERAL:  
Loc :RAST MACHINERY ROOM  
CSMP Name: RAST GENERAL:

RAST MACHINERY ROOM HAD THE FOLLOWING GENERAL DEFICIENCIES:  
-DECK AREAS WITHIN THE MACHINERY SPACE USED AS A WALKWAY/PASSAGEWAY OR MAINTENANCE STANDING AREA DID NOT HAVE A SLIP RESISTANT DECK SURFACE (NONSKID) COVERING, OR NONSKID ADHESIVE TYPE TREADS.  
-MACHINERY ROOM CONTAINED HAD GEAR ADRIFT/LOOSE/IMPROPERLY STOWED.  
-MACHINERY ROOM CONTAINED DIRT/DEBRIS, THE DECK WAS CONTAMINATED WITH GREASE AND OIL SPILLS.  
-ADEQUATE MACHINERY ROOM VENTILATION WAS NOT PROVIDED.  
-VENTILATION FAILED TO MEET THE REQUIREMENTS ASSOCIATED WITH VITAL SPACES AND FAILED TO DISSIPATE THE 780 BTU PER MINUTE GENERATED DURING RAST SYSTEM OPERATION.

-EXHAUST VENTILATION SCREEN WAS GREASY/DIRTY/CLOGGED.

NAVAIR AD-700A1-OMI-000  
NAVSEA T9588-AA-DDT-020 REV 3  
AVNFACBUL-1 (SERIES)

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RAST, MACH RM, HYDRAULIC COOLING UNIT:  
Loc :RAST MACHINERY ROOM  
CSMP Name: RAST HYD COOL

THE RAST MACHINERY ROOM HYDRAULIC FLUID COOLING UNIT (HEAT EXCHANGER) HAD THE FOLLOWING DEFICIENCIES:  
-HEAT EXCHANGER FAILED TO MAINTAIN HYDRAULIC FLUID TEMPERATURE BETWEEN 125-150 DEG F DURING RAST OPERATION.  
-HYDRAULIC FLUID COOLING WATER THERMOSTATIC SWITCH WAS NOT ADJUSTED PROPERLY.  
-HYDRAULIC FLUID COOLING WATER THERMOSTATIC SWITCHES TEMPERATURE PROBE WAS MISSING.  
-HYDRAULIC FLUID COOLING WATER THERMOSTATIC SWITCHES CALIBRATION WAS EXPIRED.  
-HYDRAULIC FLUID EXCEEDED THE MAX ALLOWABLE OPERATING TEMPERATURE OF 160 DEG F.

NAVAIR AD-700A1-OMI-000  
NAVSEA T9588-AA-DDT-020 REV 3  
AVNFACBUL-1 (SERIES)

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RAST, MACH RM, NITROGEN SVC/STORAGE:  
Loc :RAST MACHINERY ROOM  
CSMP Name: NITROGEN SVC/STO

RAST MACHINERY ROOM NITROGEN SERVICING CAPABILITIES HAD THE FOLLOWING DEFICIENCIES:  
-ONE 2100 PSI OIL-FREE NITROGEN CYLINDER AND ONE ACCUMULATOR CHARGING KIT ASSY (HOSE & REGULATOR) WAS NOT PROVIDED OR WAS NOT STOWED IN THE MACHINERY ROOM.  
-INSUFFICIENT HOSE LINE WAS PROVIDED TO CHARGE THE SERVO ACCUMULATOR.

NAVAIR AD-700A1-OMI-000  
NAVSEA T9588-AA-DDT-020 REV 3  
AVNFACBUL-1 (SERIES)

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RAST, MACH RM, TEST CONTROL PANEL:  
Loc :RAST MACHINERY ROOM  
CSMP Name: RAST CNTL PNL

THE RAST AND HYDRAULIC TEST CONTROL PANEL IN THE RAST

MACHINERY ROOM HAD THE FOLLOWING DEFICIENCIES:

- THE RAST TEST CONTROL PANEL:
- WAS INOP.
- STATUS/INDICATOR LAMPS WERE BURNED OUT.
- SELECTOR SWITCHES/PUSHBUTTONS (CONTROLS) WERE INOP.
- ELECTRICAL RECEPTACLE CONNECTORS WERE CORRODED.
- THE HYDRAULIC TEST CONTROL PANEL:
- \_\_\_\_\_ OF 3 PRESSURE GAUGES WERE OUT OF CAL/INOP.
- \_\_\_\_\_ OF 4 CONTROL VALVES (2-27A THRU D), CONTROL ACTUATION WAS SLUGGISH/WERE INOP.
- \_\_\_\_\_ OF 6 SHUT-OFF COCK (2-20A THRU E & 2-30) HANDLES LEAKED/WERE INOP.
- \_\_\_\_\_ OF 5 GAUGE ISOLATION VALVES (2-21A THRU C & 2-24A AND B) LEAKED/WERE INOP.
- FLOW RATE INDICATOR (2-28) WAS DAMAGED/INOP.

NAVAIR AD-700A1-OMI-000  
NAVSEA T9588-AA-DDT-020 REV 3  
AVNFACBUL-1 (SERIES)

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RAST, MACH ROOM, EQUIP/TOOLS:

Loc :RAST MACHINERY ROOM

CSMP Name: RAST EQUIP/TOOLS

THE FOLLOWING EQUIPMENT WAS NOT PROVIDED OR STOWED IN THE RAST MACHINERY ROOM:

- HYDRAULIC (FLUID) SERVICING UNIT (HSU).
- TRACK SLOT (GO/NO-GO) GAGE.
- THREE RFI RECOVERY ASSIST CABLE ASSEMBLIES.
- BLEED LINE ASSEMBLY.
- DIGITAL MULTIMETER.
- ROPE ACCUMULATOR SERVICE/TEST KIT.
- THREE RECOVERY ASSIST CABLE END FITTINGS.
- RAPID SECURING DEVICE HYDRAULIC ACTUATOR WRENCH.
- CAM BRAKE PROFILE TOOL.
- CAM BRAKE WEDGE TOOL.
- RAPID SECURING DEVICE CABLE POTENTIOMETER.

NAVAIR AD-700A1-OMI-000  
NAVSEA T9588-AA-DDT-020 REV 3  
AVNFACBUL-1 (SERIES)

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RAST, RA SYSTEM, CABLE/BELLMOUTH:

Loc :FLIGHT/HANGAR DECK

CSMP Name: CABLE/BELLMOUTH:

THE RECOVERY ASSIST (RA) SYSTEM AND ITS ASSOCIATED EQUIPMENT HAD THE FOLLOWING DEFICIENCIES:

- RA CABLE WAS WORN/CORRODED/KINKED/COCKLED/FRAYED/HAD BROKEN STRANDS.
- RA CABLE END FITTING WAS WORN/DAMAGED.

-RA CABLE SHEAR PIN HAD EXCESSIVE DEFLECTIONS.  
-STARBOARD/PORT RA CABLE BELLMOUTH FITTING(S) HAD EXCESSIVE WEAR/CABLE GROOVES.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RA SYSTEM, CAL KIT:  
Loc :RAST MACHINERY ROOM  
CSMP Name: RAST CAL KIT:

RECOVERY ASSIST (RA) CALIBRATION KIT HAD THE FOLLOWING DEFICIENCIES:  
-WAS NOT ONBOARD.  
-WAS INOP.  
-WAS NOT CALIBRATED.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RA SYSTEM, MACHINERY RM COMPONENTS:  
Loc :RAST MACHINERY ROOM  
CSMP Name: RAST MACH RM COM

THE RECOVERY ASSIST (RA) SYSTEM COMPONENTS LOCATED IN THE RAST MACHINERY ROOM HAD THE FOLLOWING DEFICIENCIES:  
-THE RA SYSTEM WAS NOT OPERATIONAL.  
-THE RA PUMP EXCEEDED THE MAXIMUM ALLOWABLE LEAKAGE RATE OF 2.0 GPM; (ACTUAL LEAKAGE: \_\_\_\_\_GPM).  
-THE RA HYDRAULIC MOTOR EXCEEDED THE MAXIMUM ALLOWABLE LEAKAGE RATE OF 2.0 GPM; (ACTUAL LEAKAGE: \_\_\_\_\_GPM).  
-THE RA SYSTEM SERVO ACCUMULATOR WAS NOT SERVICED PROPERLY:  
-THE NITROGEN PRE-CHARGE IN THE SERVO ACCUMULATOR WAS \_\_\_\_\_ PSI VICE 750 +/-50 AS REQUIRED BY SPECIFICATION.  
-THE SERVO ACCUMULATOR OPERATING SYSTEM PRESSURE WAS \_\_\_\_\_ PSI VICE 1500 +/-50 AS REQUIRED BY SPECS.  
-THE TACHOMETER SHEAVE MAGNETO LEAKED OIL.  
-THE RA DRUM BRAKE SHOES WERE EXCESSIVELY WORN.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RA SYSTEM, MSA:  
Loc :RAST MACHINERY ROOM  
CSMP Name: RAST MSA:

THE RECOVERY ASSIST (RA) SYSTEM'S MOVEABLE SHEAVE HAD THE FOLLOWING DEFICIENCIES:

- THE MOVEABLE SHEAVE ASSEMBLY CONTAINED HEAVY CORROSION.
- THE MOVEABLE SHEAVE ASSEMBLY DID NOT MOVE FREELY.
- THE MOVEABLE SHEAVE ASSEMBLY BINDS DURING ENTRY INTO THE PORT/STBD END SUPPORT STRUCTURES.
- THE MOVEABLE SHEAVE ASSEMBLY STRUCK THE CABLE ROLLERS.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RA SYSTEM, PERFORMANCE:  
Loc :FLIGHT/HANGAR DECK  
CSMP Name: RAST PERFORMANCE

THE RECOVERY ASSIST (RA) SYSTEM AND ITS ASSOCIATED EQUIPMENT HAD THE FOLLOWING DEFICIENCIES:

- WITH MINIMUM RA CABLE TENSION SELECTED (750-950 LB INDICATED), CABLE TENSION DISPLAYED ON THE CONTROL CONSOLE TENSION METER FAILED TO MATCH ACTUAL TENSION AS DISPLAYED BY THE CALIBRATION KIT PORTABLE LOAD INDICATOR WITHIN +/- 50 LBS.
- WITH MAXIMUM RA CABLE TENSION SELECTED (3900-4100 LB INDICATED), CABLE TENSION DISPLAYED ON THE CONTROL CONSOLE TENSION METER FAILED TO MATCH ACTUAL TENSION AS DISPLAYED BY THE CALIBRATION KIT PORTABLE LOAD INDICATOR WITHIN +/- 100 LBS.
- RA CABLE REEL-OUT INTERLOCK SWITCH/ASSY DID NOT OPERATE PROPERLY/WAS INOP.
- THE INTERLOCK SWITCH FAILED TO ALLOW THE CABLE TO BE REELED OUT (MANUALLY FAKED ON DECK) WHEN CABLE TENSION REACHED 75 LB.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RSD, PORT, ACCUMULATOR:  
Loc :FLIGHT/HANGAR DECK  
CSMP Name: RSD ACCUMULATOR:

THE RAPID SECURING DEVICE (RSD) ACCUMULATOR AND ITS ELECTRIC MOTOR/PUMP HAD THE FOLLOWING DEFICIENCIES:

- THE RSD ELECTRIC MOTOR/PUMP ASSEMBLY FAILED TO BEGIN AUTOMATICALLY CHARGING THE RSD ACCUMULATOR WHEN PRESSURE DROPPED TO BETWEEN 1800-1400 PSI.
- THE ELECTRIC MOTOR/PUMP ASSEMBLY FAILED TO FULLY RECHARGE THE RSD ACCUMULATOR TO 3100 +/-100 PSI AND SHUT DOWN AUTOMATICALLY WITHIN 2 MIN OR LESS.
- RSD ACCUMULATOR ELECTRIC MOTOR/PUMP ASSEMBLY HYDRAULIC RESERVOIR FLUID LEVEL WAS LOW.
- RSD ACCUMULATOR LOW PRESSURE LIGHT ON THE RAST/LSO CONTROL CONSOLE FAILED TO ILLUMINATE WHEN ACCUMULATOR PRESSURE DROPPED BELOW 950-1150 PSI.

-RSD ACCUMULATOR LOW PRESSURE LIGHT ON THE RAST/LSO CONTROL CONSOLE REMAINED ILLUMINATED WHEN PRESSURE INCREASED ABOVE 950-1150 PSI.  
-RSD ACCUMULATOR PRESSURE GAUGE WAS DAMAGED/INOP.  
-RSD ACCUMULATOR COULD NOT BE PRESSURIZED BY USE OF THE MANUAL HYDRAULIC HANDPUMP.  
-RSD ACCUMULATOR NITROGEN PRECHARGE PRESSURE WAS BELOW THE 800 +/-50 PSI SPECIFIED RANGE (REQUIRED SERVICING).  
-RSD ACCUMULATOR FAILED TO HOLD THE FULL NITROGEN PRECHARGE PRESSURE OF 800 +/-50 PSI.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RSD, PORT, ARRESTING BEAM LIMIT SW:  
Loc : FLIGHT/HANGAR DECK  
CSMP Name: RAST ARRST BEAM

THE FOLLOWING RAPID SECURING DEVICE'S (RSD) ARRESTING BEAM LIMIT SWITCHES REQUIRED ADJUSTMENT OR WERE OR WERE INOP:  
-OPEN.  
-CLOSED.  
-PORT.  
-CENTERED.  
-STARBOARD.  
-LATCHED (FWD & AFT).  
-BRAKE (FWD & AFT).

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RSD, PORT, DYNAMIC PERFORMANCE:  
Loc : FLIGHT/HANGAR DECK  
CSMP Name: RSD PORT PERF

THE RAPID SECURING DEVICES (RSD) HAD THE FOLLOWING DYNAMIC PERFORMANCE DEFICIENCIES:  
-RSD FAILED TO TRAVERSE 20 FT AT SLOW SPEED (3 IPS) IN 80 (+/-10) SEC AS REQUIRED; (ACTUAL: \_\_\_\_\_ SEC).  
-RSD FAILED TO TRAVERSE 20 FT AT FAST SPEED (12 IPS) IN 20 (+/-2) SEC AS REQUIRED; (ACTUAL: \_\_\_\_\_ SEC).  
-ARRESTING BEAMS FAILED TO COMPLETE FOUR (4) BEAM OPEN AND CLOSE CYCLES ON ONE (1) ACCUMULATOR CHARGE.  
-ARRESTING BEAMS FAILED TO FULLY OPEN/CLOSE IN LESS THAN TWO (2) SEC AS REQUIRED; (ACTUAL: \_\_\_\_\_ SEC).

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RSD, PORT, GENERAL:  
Loc : FLIGHT/HANGAR DECK  
CSMP Name: RSD PORT GENERAL

THE RAPID SECURING DEVICE (RSD) HAD THE FOLLOWING OPERATIONAL DEFICIENCIES:

- FWD/AFT/BOTH LATCHES FOR THE ARRESTING BEAM FAILED TO ENGAGE/DISENGAGE WHEN BEAMS OPENED/CLOSED.
- FWD/AFT/BOTH RSD ARRESTING BEAM CAM BRAKES FAILED TO ENGAGE/DISENGAGE WHEN ACTIVATED/DEACTIVATED OR AUTOMATICALLY WHEN BEAMS WERE CENTERED.
- RSD ARRESTING BEAMS FAILED TO REMAIN PARALLEL TO SIDE FRAME STRUCTURE OF THE RSD TO WITHIN 1/16 INCH.
- RSD ARRESTING BEAM OPERATING CABLES (FWD & AFT) REQUIRED TENSION ADJUSTMENT (REQUIRED TENSION 85-95 LB).
- ARRESTING BEAM LATCH INDICATOR FLAGS (FWD & AFT) WERE DAMAGED/MISSING/INOP.
- ARRESTING BEAM PINS WOULD NOT MOVE FREELY OR WERE SEIZED; (12 PINS PER BEAM).
- RSD CAM BRAKE COVER PLATES (FWD & AFT) WERE BENT, SHEARED/MISSING.
- RSD CAM BRAKE COVER PLATE BOLTS (FWD & AFT) WERE STRIPPED/MISSING.
- RSD SAFETY BAR WAS BENT/DAMAGED/MISSING.
- RSD INTERNAL COMPONENTS WERE DIRTY, CORRODED, REQUIRED CLEANING, LUBRICATION, AND PRESERVATION.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RSD, STBD, ACCUMULATOR:  
Loc : FLIGHT/HANGAR DECK  
CSMP Name: RSD ACCUMULATOR:

THE RAPID SECURING DEVICE (RSD) ACCUMULATOR AND ITS ELECTRIC MOTOR/PUMP HAD THE FOLLOWING DEFICIENCIES:

- THE RSD ELECTRIC MOTOR/PUMP ASSEMBLY FAILED TO BEGIN AUTOMATICALLY CHARGING THE RSD ACCUMULATOR WHEN PRESSURE DROPPED TO BETWEEN 1800-1400 PSI.
- THE ELECTRIC MOTOR/PUMP ASSEMBLY FAILED TO FULLY RECHARGE THE RSD ACCUMULATOR TO 3100 +/-100 PSI AND SHUT DOWN AUTOMATICALLY WITHIN 2 MIN OR LESS.
- RSD ACCUMULATOR ELECTRIC MOTOR/PUMP ASSEMBLY HYDRAULIC RESERVOIR FLUID LEVEL WAS LOW.
- RSD ACCUMULATOR LOW PRESSURE LIGHT ON THE RAST/LSO CONTROL CONSOLE FAILED TO ILLUMINATE WHEN ACCUMULATOR PRESSURE DROPPED BELOW 950-1150 PSI.
- RSD ACCUMULATOR LOW PRESSURE LIGHT ON THE RAST/LSO CONTROL CONSOLE REMAINED ILLUMINATED WHEN PRESSURE INCREASED ABOVE 950-1150 PSI.
- RSD ACCUMULATOR PRESSURE GAUGE WAS DAMAGED/INOP.
- RSD ACCUMULATOR COULD NOT BE PRESSURIZED BY USE OF THE MANUAL HYDRAULIC HANDPUMP.

-RSD ACCUMULATOR NITROGEN PRECHARGE PRESSURE WAS BELOW THE  
800 +/-50 PSI SPECIFIED RANGE (REQUIRED SERVICING).  
-RSD ACCUMULATOR FAILED TO HOLD THE FULL NITROGEN PRECHARGE  
PRESSURE OF 800 +/-50 PSI.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RSD, STBD, ARRESTING BEAM LIMIT SW:  
Loc :FLIGHT/HANGAR DECK  
CSMP Name: RAST ARRST BEAM

THE FOLLOWING RAPID SECURING DEVICE'S (RSD) ARRESTING BEAM  
LIMIT SWITCHES REQUIRED ADJUSTMENT OR WERE OR WERE INOP:  
-OPEN.  
-CLOSED.  
-PORT.  
-CENTERED.  
-STARBOARD.  
-LATCHED (FWD & AFT).  
-BRAKE (FWD & AFT).

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RSD, STBD, DYNAMIC PERFORMANCE:  
Loc :FLIGHT/HANGAR DECK  
CSMP Name: RAST STBD PERF

THE RAPID SECURING DEVICES (RSD) HAD THE FOLLOWING DYNAMIC  
PERFORMANCE DEFICIENCIES:  
-RSD FAILED TO TRAVERSE 20 FT AT SLOW SPEED (3 IPS) IN 80  
(+/-10) SEC AS REQUIRED; (ACTUAL:\_\_\_\_\_ SEC).  
-RSD FAILED TO TRAVERSE 20 FT AT FAST SPEED (12 IPS) IN 20  
(+/-2) SEC AS REQUIRED; (ACTUAL:\_\_\_\_\_ SEC).  
-ARRESTING BEAMS FAILED TO COMPLETE FOUR (4) BEAM OPEN AND  
CLOSE CYCLES ON ONE (1) ACCUMULATOR CHARGE.  
-ARRESTING BEAMS FAILED TO FULLY OPEN/CLOSE IN LESS THAN TWO  
(2) SEC AS REQUIRED; (ACTUAL:\_\_\_\_\_ SEC).

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, RSD, STBD, GENERAL:  
Loc :FLIGHT/HANGAR DECK  
CSMP Name: RSD STBD GENERAL

THE RAPID SECURING DEVICE (RSD) HAD THE FOLLOWING

OPERATIONAL DEFICIENCIES:

- FWD/AFT/BOTH LATCHES FOR THE ARRESTING BEAM FAILED TO ENGAGE/DISENGAGE WHEN BEAMS OPENED/CLOSED.
- FWD/AFT/BOTH RSD ARRESTING BEAM CAM BRAKES FAILED TO ENGAGE/DISENGAGE WHEN ACTIVATED/DEACTIVATED OR AUTOMATICALLY WHEN BEAMS WERE CENTERED.
- RSD ARRESTING BEAMS FAILED TO REMAIN PARALLEL TO SIDE FRAME STRUCTURE OF THE RSD TO WITHIN 1/16 INCH.
- RSD ARRESTING BEAM OPERATING CABLES (FWD & AFT) REQUIRED TENSION ADJUSTMENT (REQUIRED TENSION 85-95 LB).
- ARRESTING BEAM LATCH INDICATOR FLAGS (FWD & AFT) WERE DAMAGED/MISSING/INOP.
- ARRESTING BEAM PINS WOULD NOT MOVE FREELY OR WERE SEIZED; (12 PINS PER BEAM).
- RSD CAM BRAKE COVER PLATES (FWD & AFT) WERE BENT, SHEARED/MISSING.
- RSD CAM BRAKE COVER PLATE BOLTS (FWD & AFT) WERE STRIPPED/MISSING.
- RSD SAFETY BAR WAS BENT/DAMAGED/MISSING.
- RSD INTERNAL COMPONENTS WERE DIRTY, CORRODED, REQUIRED CLEANING, LUBRICATION, AND PRESERVATION.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TGW, FLT DECK WELLS/CABLES:

Loc : FLIGHT DECK

CSMP Name: TGW WELLS/CBLS

FLIGHT DECK ENCLOSURES FOR TAIL GUIDE SHEAVES ASSEMBLIES HAD THE FOLLOWING DEFICIENCIES:

- EXIT SHEAVE FOUNDATIONS/ASSYS WERE HEAVILY CORRODED.
- DECK WELL COVERS/LATCHING DEVICES WERE CORRODED/DAMAGED/INOP.
- DECK WELL CONTAINED AN EXCESSIVE AMOUNT OF DIRT/DEBRIS/WATER.
- DECK WELL DRAINS WERE DIRTY, CLOGGED.
- TGW CABLES WERE KINKED/COCKLED/FRAYED/HAD EXCESSIVE CORROSION.
- TGW CABLE END FITTINGS (SAFETY SNAP HOOKS) WERE BENT/BROKEN/CORRODED.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TGW, MACH RM COMP:

Loc : RAST MACHINERY ROOM

CSMP Name: TGW MACH RM COMP

THE TAIL GUIDE WINCH (TGW) SYSTEM COMPONENTS LOCATED IN THE RAST MACHINERY ROOM HAD THE FOLLOWING DEFICIENCIES:

-TGW PUMP HYDRAULIC PRESSURE DID NOT FALL WITHIN ALLOWABLE SPECIFICATION LIMITS OF 3100 +/-50 PSI.  
-TGW HYDRAULIC PUMP LEAKAGE RATE EXCEEDED THE MAXIMUM LEAKAGE RATE OF 2.0 GPM ALLOWABLE BY SPECIFICATIONS.  
-TGW HYDRAULIC MOTOR LEAKAGE RATE EXCEEDED THE MAXIMUM LEAKAGE RATE OF 2.0 GPM ALLOWABLE BY SPECIFICATIONS.  
THE FOLLOWING TGW SYSTEM COMPONENTS LEAKED HYDRAULIC FLUID:  
-PORT/STBD/BOTH TGW HYDRAULIC MOTOR(S).  
-PORT/STBD/BOTH TGW HYDRAULIC MOTOR PRESSURE LINE(S).  
-PORT/STBD/BOTH TGW HYDRAULIC MOTOR RETURN LINE(S).  
-TGW HYDRAULIC BOOST PUMP LINE.  
-PORT/STBD/BOTH TGW HYDRAULIC PUMP(S).

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TGW, PERFORMANCE:  
Loc :FLIGHT DECK  
CSMP Name: TGW PERFORMANCE:

TAIL GUIDE WINCH (TGW) ASSEMBLIES HAD THE FOLLOWING DEFICIENCIES:  
-TGW SYSTEM INOP.  
-TENSION/FORCE REQUIRED TO MANUALLY HAUL OUT TGW CABLES WAS NOT ADJUSTED PROPERLY.  
(MAXIMUM ALLOWABLE CABLE TENSION REQUIRED TO HAUL OUT IS 75 LB; ACTUAL \_\_\_\_.) -TGW EXIT SHEAVE(S) FAILED TO ROTATE FREELY (SWIVEL), AND FAILED TO RETURN TO THE STOWED POSITION FROM ITS/THEIR OWN WEIGHT.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TRVS SYS, PORT, ELECT CABLE REEL/S:  
Loc :HANGAR  
CSMP Name: TRVS SYS PORT

THE RSD ELECTRIC CABLES, REELS, AND SPRING MOTORS HAD THE FOLLOWING DEFICIENCIES:  
-RSD ELECTRIC CABLES WERE IMPROPERLY TENSIONED.  
THE REQUIRED TENSION IS:  
-40-50 LB WITH RSD FULL FORWARD; ACTUAL\_\_\_\_.  
-80 LB MIN, WITH RSD IN LCH/LND POSITION; ACTUAL\_\_\_\_.  
-180 LB MAX WITH RSD FULL AFT; ACTUAL\_\_\_\_.  
-ELECTRIC CABLE REEL WAS DAMAGED.  
-ELECTRIC CABLE REEL CAGE GUARDS WERE IMPROPERLY INSTALLED/DAMAGED/MISSING.  
-ELECTRIC CABLE PROTECTIVE GUTTER/TROUGH IN THE RSD TRACK TROUGH WAS BENT/DAMAGED AT \_\_\_\_\_.  
-ELECTRIC CABLE WAS CHAFFED/CUT AT \_\_\_\_\_.  
-ELECTRIC CABLE GUIDE SHEAVES AND GUIDE DRUMS WERE

WORN/MISALIGNED/DAMAGED/CORRODED/REQ'D LUBRICATION.  
-SPRING MOTORS FOR THE ELECTRIC CABLE REELS WERE DAMAGED.  
-SPRING MOTORS FOR THE ELECTRIC CABLE REELS HAD EXTENDED OR  
MISSING SPRING INDICATORS, (INDICATING BROKEN ELEMENTS).

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TRVS SYS, PORT, FLT DK COMPONENTS:  
Loc : FLIGHT/HANGAR DECK  
CSMP Name: TRVS SYS PORT

THE TRAVERSE SYSTEM COMPONENTS LOCATED ON THE FLIGHT DECK/IN  
THE HANGAR HAD THE FOLLOWING DEFICIENCIES:  
-TRAVERSE CABLE TENSIONER ASSEMBLY WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.  
-TRAVERSE CABLE RETURN SHEAVE ASSEMBLY WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.  
-TRAVERSE CABLE DEFLECTOR SHEAVE ASSEMBLY WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.  
-TRAVERSE CABLE (FWD & AFT) SHOCK ABSORBER ASSEMBLY WAS  
BINDING/SEIZED/DAMAGED/LEAKED FLUID/HEAVILY CORRODED.  
-TRAVERSE CABLE DOWN SHEAVE ASSEMBLY WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.  
-TRAVERSE CABLE TAKE-UP SHEAVE WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TRVS SYS, PORT, MACH RM:  
Loc : RAST MACHINERY ROOM  
CSMP Name: TRVS SYS MACH RM

TRAVERSE SYSTEM COMPONENTS LOCATED IN THE RAST MACHINERY  
ROOM HAD THE FOLLOWING DEFICIENCIES:  
-THE TRAVERSE SYSTEM WAS INOP.  
-THE TRAVERSE CABLE HAD EXCESSIVE WEAR/CORROSION.  
-TRAVERSE PUMP HYDRAULIC PRESSURE WAS BELOW THE MINIMUM OF  
3000 +/-50 PSI ALLOWED BY SPECIFICATIONS.  
-TRAVERSE PUMP LEAKAGE RATE EXCEEDED THE MAXIMUM OF 2.0 GPM  
ALLOWED BY SPECIFICATIONS.  
-HYDRAULIC MOTOR(S) LEAKAGE RATE EXCEEDED THE MAXIMUM OF  
2.0 GPM ALLOWED BY SPECIFICATIONS.  
-THE TAKE-UP SHEAVE ASSY DID NOT MOVE FREELY.  
-THE DOWN OR THROUGH-DECK SHEAVE ASSY DID NOT MOVE FREELY.  
-THE TRAVERSE WINCH HYDRAULIC BRAKE DID NOT HOLD AND ALLOWED  
MOVEMENT OF THE TRAVERSE WINCH.  
-THE TRAVERSE WINCH BRAKE PADS WERE EXCESSIVELY WORN OR DID  
NOT MAKE FULL CONTACT WHEN APPLIED.  
THE FOLLOWING TRAVERSE SYSTEM COMPONENTS LEAKED HYDRAULIC

FLUID:

- TRAVERSE WINCH HYDRAULIC MOTOR(S).
- TRAVERSE WINCH RETURN LINE(S).
- TRAVERSE WINCH BRAKE ACTUATOR(S).
- TRAVERSE WINCH CONTROL BLOCK PRESSURE LINE(S).
- HYDRAULIC SUPPLY/RETURN LINES TO THE HEAT EXCHANGER.
- TRAVERSE MOTOR PRESSURE VALVES.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TRVS SYS, PORT, TRACK PLATE/TROUGH:

Loc : FLIGHT/HANGAR DECK  
CSMP Name: TRACK PLATE/TROU

THE RAST TRACK INSTALLATIONS HAD THE FOLLOWING DEFICIENCIES:

- RAST TRACK FAILED THE GO/NO-GO GAUGE TEST AT \_\_\_\_\_.
- RAST TRACK PLATES WERE MISALIGNED AT \_\_\_\_\_.
- RAST TRACK PLATES HAD \_\_\_\_ OF \_\_\_\_ BOLTS SHEARED/STRIPPED/MISSING.
- RAST TRACK PLATE SUPPORTS WERE HEAVILY CORRODED AT \_\_\_\_\_.
- RAST TRACK TROUGH CONTAINED A LARGE AMOUNT OF TRASH/DEBRIS AND/OR WAS HEAVILY CORRODED.
- RAST TRACK DRAINAGE WAS INADEQUATE/CLOGGED ALLOWING LIQUIDS TO ENTER HANGAR.
- RAST TRACK DRAINAGE CLEANOUT TRAPS AT \_\_\_\_\_ WAS/WERE LEAKING.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TRVS SYS, STBD, ELECT CABLE REEL/S:

Loc : HANGAR  
CSMP Name: TRVS SYS STBD

THE RSD ELECTRIC CABLES, REELS, AND SPRING MOTORS HAD THE FOLLOWING DEFICIENCIES:

- RSD ELECTRIC CABLES WERE IMPROPERLY TENSIONED. THE REQUIRED TENSION IS:
  - 40-50 LB WITH RSD FULL FORWARD; ACTUAL\_\_\_\_\_.
  - 80 LB MIN, WITH RSD IN LCH/LND POSITION; ACTUAL\_\_\_\_\_.
  - 180 LB MAX WITH RSD FULL AFT; ACTUAL\_\_\_\_\_.
- ELECTRIC CABLE REEL WAS DAMAGED.
- ELECTRIC CABLE REEL CAGE GUARDS WERE IMPROPERLY INSTALLED/DAMAGED/MISSING.
- ELECTRIC CABLE PROTECTIVE GUTTER/TROUGH IN THE RSD TRACK TROUGH WAS BENT/DAMAGED AT \_\_\_\_\_.
- ELECTRIC CABLE WAS CHAFFED/CUT AT \_\_\_\_\_.
- ELECTRIC CABLE GUIDE SHEAVES AND GUIDE DRUMS WERE WORN/MISALIGNED/DAMAGED/CORRODED/REQ'D LUBRICATION.

-SPRING MOTORS FOR THE ELECTRIC CABLE REELS WERE DAMAGED.  
-SPRING MOTORS FOR THE ELECTRIC CABLE REELS HAD EXTENDED OR  
MISSING SPRING INDICATORS, (INDICATING BROKEN ELEMENTS).

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TRVS SYS, STBD, FLT DK COMPONENTS:  
Loc : FLIGHT/HANGAR DECK  
CSMP Name: TRVS SYS STBD

THE TRAVERSE SYSTEM COMPONENTS LOCATED ON THE FLIGHT DECK/IN  
THE HANGAR HAD THE FOLLOWING DEFICIENCIES:

- TRAVERSE CABLE TENSIONER ASSEMBLY WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.
- TRAVERSE CABLE RETURN SHEAVE ASSEMBLY WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.
- TRAVERSE CABLE DEFLECTOR SHEAVE ASSEMBLY WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.
- TRAVERSE CABLE (FWD & AFT) SHOCK ABSORBER ASSEMBLY WAS  
BINDING/SEIZED/DAMAGED/LEAKED FLUID/HEAVILY CORRODED.
- TRAVERSE CABLE DOWN SHEAVE ASSEMBLY WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.
- TRAVERSE CABLE TAKE-UP SHEAVE WAS  
BINDING/WORN/MISALIGNED/HEAVILY CORRODED.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TRVS SYS, STBD, MACH RM:  
Loc : RAST MACHINERY ROOM  
CSMP Name: TRVS SYS MACH RM

TRAVERSE SYSTEM COMPONENTS LOCATED IN THE RAST MACHINERY  
ROOM HAD THE FOLLOWING DEFICIENCIES:

- THE TRAVERSE SYSTEM WAS INOP.
- THE TRAVERSE CABLE HAD EXCESSIVE WEAR/CORROSION.
- TRAVERSE PUMP HYDRAULIC PRESSURE WAS BELOW THE MINIMUM OF  
3000 +/-50 PSI ALLOWED BY SPECIFICATIONS.
- TRAVERSE PUMP LEAKAGE RATE EXCEEDED THE MAXIMUM OF 2.0 GPM  
ALLOWED BY SPECIFICATIONS.
- HYDRAULIC MOTOR(S) LEAKAGE RATE EXCEEDED THE MAXIMUM OF  
2.0 GPM ALLOWED BY SPECIFICATIONS.
- THE TAKE-UP SHEAVE ASSY DID NOT MOVE FREELY.
- THE DOWN OR THROUGH-DECK SHEAVE ASSY DID NOT MOVE FREELY.
- THE TRAVERSE WINCH HYDRAULIC BRAKE DID NOT HOLD AND ALLOWED  
MOVEMENT OF THE TRAVERSE WINCH.
- THE TRAVERSE WINCH BRAKE PADS WERE EXCESSIVELY WORN OR DID  
NOT MAKE FULL CONTACT WHEN APPLIED.

THE FOLLOWING TRAVERSE SYSTEM COMPONENTS LEAKED HYDRAULIC  
FLUID:

- TRAVERSE WINCH HYDRAULIC MOTOR(S).
- TRAVERSE WINCH RETURN LINE(S).
- TRAVERSE WINCH BRAKE ACTUATOR(S).
- TRAVERSE WINCH CONTROL BLOCK PRESSURE LINE(S).
- HYDRAULIC SUPPLY/RETURN LINES TO THE HEAT EXCHANGER.
- TRAVERSE MOTOR PRESSURE VALVES.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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RAST, TRVS SYS, STBD, TRACK PLATE/TROUGH:  
Loc : FLIGHT/HANGAR DECK  
CSMP Name: TRACK PLATE/TROU

- THE RAST TRACK INSTALLATIONS HAD THE FOLLOWING DEFICIENCIES:
- RAST TRACK FAILED THE GO/NO-GO GAUGE TEST AT \_\_\_\_\_.
  - RAST TRACK PLATES WERE MISALIGNED AT \_\_\_\_\_.
  - RAST TRACK PLATES HAD \_\_\_\_ OF \_\_\_\_ BOLTS  
SHEARED/STRIPPED/MISSING.
  - RAST TRACK PLATE SUPPORTS WERE HEAVILY CORRODED AT  
\_\_\_\_\_.
  - RAST TRACK TROUGH CONTAINED A LARGE AMOUNT OF TRASH/DEBRIS  
AND/OR WAS HEAVILY CORRODED.
  - RAST TRACK DRAINAGE WAS INADEQUATE/CLOGGED ALLOWING LIQUIDS  
TO ENTER HANGAR.
  - RAST TRACK DRAINAGE CLEANOUT TRAPS AT \_\_\_\_\_  
WAS/WERE LEAKING.

NAVAIR AD-700A1-OMI-000  
AVNFACBUL-1 (SERIES)

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VLA, BLUE OBSTRUCTION LIGHTS:  
Loc : SEE COMMENTS  
CSMP Name: BLUE OBSTRUCTION

- BLUE OBSTRUCTION LIGHTS HAD THE FOLLOWING DEFICIENCIES:
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES WERE INOP.
  - \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES LACKED THE CORRECT BRASS TYPE SHOCK  
REQUIRED BY THE REFERENCES.  
STEEL VICE THE PROPER BRASS SHOCK MOUNTS WERE UTILIZED.
  - \_\_\_\_\_ OF \_\_\_\_\_ HAD CORRODED SHOCK MOUNTS.
  - \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES LACKED THE PROPER 120 VOLT, 50  
WATT, ROUGH SERVICE TYPE BULBS REQUIRED BY THE REFERENCES.
  - \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES LACKED THE PROPER BLUE GLOBES  
REQUIRED BY THE REFERENCES.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3

PMS

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VLA, BLUE PERIMETER DECK EDGE LIGHTS:

Loc : FLIGHT DECK

CSMP Name: BLUE PERIMETER D

FLIGHT DECK BLUE PERIMETER/DECK EDGE LIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_ OF \_\_\_\_\_ LIGHT FIXTURES WERE INOP.
- \_\_\_\_\_ OF \_\_\_\_\_ LIGHT FIXTURES LACKED THE CORRECT 120VOLT, 100 WATT TYPE BULBS REQUIRED BY THE REFERENCES.
- SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM FULL BRIGHT TO FULL BLACKOUT.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES LACKED THE CORRECT TYPE BRASS SHOCK REQUIRED BY THE REFERENCES.
- STEEL VICE THE PROPER BRASS SHOCK MOUNTS WERE UTILIZED.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES HAD CORRODED SHOCK MOUNTS.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES LACKED THE CORRECT TYPE/COLOR GLOBES (AVIATION BLUE GLOBES) REQUIRED BY THE REFERENCES.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE MOUNTING BRACKETS WERE CORRODED/DAMAGED.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE GLOBES WERE DIRTY/CRACKED/MISSING/HAD PAINT OVERSPRAY.
- LIGHT FIXTURE WIRING WAS CUT/ABRADED AT \_\_\_\_\_.

AVNFACBUL-1 (SERIES)

NAVAIR 51-50AAA-1

NAVAIR 51-50AAA-2

NAVAIR 51-50AAA-3

PMS

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VLA, DECK SURFACE FLOODS:

Loc : FLIGHT DECK

CSMP Name: DECK SURFACE FLO

DECK SURFACE FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_ LAMPS WERE INOP.
- \_\_\_\_\_ LAMPS WERE NOT CORRECT TYPE (COOL BEAM).
- \_\_\_\_\_ BLUE NVD FILTERS WERE CRACKED.
- LACKED RED FILTER ASSEMBLY.
- FIXTURES WERE DIRTY/CORRODED/HAD BENT LEGS/RUSTED STUFFING TUBES.

AVNFACBUL-1 (SERIES)

NAVAIR 51-50AAA-1

NAVAIR 51-50AAA-2

NAVAIR 51-50AAA-3

PMS

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VLA, DECK SURFACE, MARKINGS:

Loc :SEE REMARKS

CSMP Name: DECK MARKINGS:

FLIGHT/HANGAR DECK MARKINGS HAD THE FOLLOWING DEFICIENCIES:

- WERE MISSING/INCORRECT DIMENSIONS/LACKED ADEQUATE CLEARANCE-NOT IAW SHIP'S VLA MARKING/DRAWINGS.
- WERE FADED/WORN THIN, GREY NONSKID SHOWED THROUGH THE TOPCOAT.
- WERE DIRTY/CONTAMINATED WITH PETROLEUM PRODUCTS.
- WERE PAINTED WITH ENAMEL VICE THE APPROVED TOPCOAT MATERIAL.
- WERE OVERCOATED WITH UNAUTHORIZED MATERIAL.
- FLIGHT DECK EDGE MARKINGS FOR C02 BOTTLES/PKP BOTTLES/AFFF STATIONS/SALTWATER OUTLETS AND HESS STATIONS WERE:
  - NOT MARKED.
  - FADED.
  - IMPROPERLY MARKED.

NSTM 588/631

GSO 588/631

AVNFACBUL-1 (SERIES)

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VLA, DROPLINE LIGHTS/BAR:

Loc :SEE REMARKS

CSMP Name: DROPLINE LIGHTS/

VERTICAL DROPLINE LINEUP LIGHTS/BAR HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES/LAMPS WERE INOP.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES LACKED THE CORRECT TYPE RED (PAR 36) LAMPS.
- FIXTURES WERE ASSEMBLY IMPROPERLY, LAMPS WERE NOT ALIGNED CORRECTLY.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE HOUSINGS WERE CORRODED/DAMAGED.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES HAD CORRODED INTERNAL COMPONENTS.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES HAD BENT/BROKEN/SEIZED/MISSING LAMP RETAINER WINGED STUDS.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES HAD BENT/CORRODED/BROKEN LAMP RETAINER HINGES.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES LACKED LAMP/HOUSING GASKETS.
- FIXTURE LAMPS WERE DIRTY/PAINTED.

AVNFACBUL-1 (SERIES)

NAVAIR 51-50AAA-1

NAVAIR 51-50AAA-2

NAVAIR 51-50AAA-3

PMS

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VLA, FIRE FIGHTING FLDTs:  
Loc :FLIGHT DECK  
CSMP Name: FIRE FIGHTING FL

EMERGENCY FIRE FIGHTING FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_ OF X WERE INOP.
- SYSTEM WAS INOP.
- WERE CORRODED.
- WIRING WAS FRAYED.
- MOUNTING BRACKETS WERE CORRODED AND DEFECTIVE.
- WERE NOT PROPERLY AIMED.

NAVAIR 51-50ABA-2

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VLA, FLIGHT DECK STATUS LIGHTS:  
Loc :FLIGHT DECK  
CSMP Name: FLIGHT DECK STAT

FLIGHT DECK STATUS LIGHT HAD THE FOLLOWING DEFICIENCIES:

- RED/AMBER/GREEN LAMP WAS INOP.
- RED/AMBER/GREEN LIGHT FILTER(S) WAS(WERE) CRACKED.
- RED/AMBER/GREEN LIGHT FILTER(S) LACKED SAFETY WIRE.
- DECK STATUS LIGHT FIXTURE CONTAINED DIRT/SALT DEBRIS.
- DECK STATUS LIGHT FIXTURE WAS CORRODED/DETERIORATED.
- DECK STATUS LIGHT SYSTEM FAILED TO FLASH AT APPROXIMATELY 90 FLASHES PER MINUTE AS REQUIRED.
- DECK STATUS LIGHT CONTROLS FAILED TO VARY LIGHT INTENSITY FROM FULL BLACKOUT TO FULL INTENSITY.
- FAULTY CIRCUIT SWITCHING ARRANGEMENT ALLOWED ACTIVATION OF MORE THAN ONE LIGHT AT A TIME.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, HANGAR FACE WASH FLOODS:  
Loc :FLIGHT DECK  
CSMP Name: HANGAR FACE WASH

HANGAR WASH FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_LAMPS WERE INOP.
- \_\_\_\_\_LAMPS WERE NOT CORRECT TYPE (COOL BEAM).
- \_\_\_\_\_BLUE NVD FILTERS WERE CRACKED.
- LACKED RED FILTER ASSEMBLY.
- FIXTURES WERE DIRTY/CORRODED/HAD BENT LEGS/RUSTED STUFFING TUBES.

HANGAR WASH FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_ LAMPS WERE INOP.
- \_\_\_\_\_ LAMPS WERE NOT CORRECT TYPE (COOL BEAM).
- \_\_\_\_\_ BLUE NVD FILTERS WERE CRACKED.
- LACKED RED FILTER ASSEMBLY.
- FIXTURES WERE DIRTY/CORRODED/HAD BENT LEGS/RUSTED STUFFING TUBES.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, HANGAR OVHD LIGHTS:  
Loc : HANGAR  
CSMP Name: HANGAR OVHD LIGH

HANGAR OVERHEAD LIGHTING HAD THE FOLLOWING DEFICIENCIES:  
- \_\_\_\_ OF X WHITE LIGHT FIXTURES HAD ONE OR MORE BULBS INOP.  
- \_\_\_\_ OF X AMBER LIGHT FIXTURES HAD ONE OR MORE BULBS INOP.  
- HANGAR AREA DARKEN-SHIP SWITCH(ES) WERE INOP/DAMAGED/HAD BEEN DEFEATED AT THE FOLLOWING LOCATIONS:

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VLA, HIFR LIGHTS:  
Loc : SEE COMMENTS  
CSMP Name: HIFR LIGHTS:

HELICOPTER INFLIGHT REFUELING (HIFR) LIGHTS HAD THE FOLLOWING DEFICIENCIES:  
- \_\_\_\_ OF 3 FIXTURES WERE INOP.  
- \_\_\_\_ OF 3 HAD INCORRECT BULB (15 WATT REQUIRED).  
- \_\_\_\_ OF 3 YELLOW GLOBES WERE DETERIORATED/HAD PAINT OVERSPRAY.  
- \_\_\_\_ OF 3 FIXTURE SHOCK MOUNTS WERE DETERIORATED/RUSTED.  
- \_\_\_\_ OF 3 FIXTURES LACKED THE CORRECT BRASS TYPE SHOCK MOUNTS REQUIRED BY THE REFERENCES.  
- STEEL VICE THE PROPER BRASS SHOCK MOUNTS WERE UTILIZED.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, HOMING BEACON:  
Loc : MAST  
CSMP Name: HOMING BEACON:

THE HOMING BEACON HAD THE FOLLOWING DEFICIENCIES:

- LIGHT WAS INOP.
- FAILED TO ROTATE/FAILED TO PRODUCE APPROX 90 FLASHES PER MINUTE.
- FAILED TO VARY INTENSITY FROM FULL BRIGHT TO FULL BLACKOUT.
- FAILED TO MAINTAIN A CONSTANT SPEED OF ROTATION.
- SPEED OF ROTATION VARIED WHEN THE LIGHT INTENSITY WAS VARIED.
- FIXTURE CONTAINED WATER.
- LENS WAS DIRTY.

AVNFACBUL-1 (SERIES)

NAVAIR 51-50AAA-1

NAVAIR 51-50AAA-2

NAVAIR 51-50AAA-3

PMS

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VLA, HORIZON REFERENCE SET (HRS):

Loc :SEE REMARKS

CSMP Name: HORIZON REFERENC

HORIZON REFERENCE SET (HRS)HAD THE FOLLOWING DEFICIENCIES:

- SYSTEM WAS INOP.
- REMOTE CONTROL INDICATOR(CI)AND/OR THE ELECTRONIC COMPONENTS ASSEMBLY (ECA) SYSTEM CONTROLS WERE INOP.
- OF 10 ELECTROLUMINESCENT PANELS WERE INOP.
- BAR INTENSITY CONTROL ON THE CI/ECA FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL BRIGHT.
- ELECTROLUMINESCENT PANEL(S) DID NOT HAVE A MINIMUM INTENSITY VALUE OF 9.0 FOOT-LAMBERTS AT THE MAXIMUM BAR INTENSITY SETTING:
- ELECTROLUMINESCENT PANELS HAD GREATER THAN THE MAXIMUM ALLOWABLE 4.0 FOOT-LAMBERTS INTENSITY VARIATION BETWEEN ADJACENT PANELS.
- RED WARNING/FAULT LIGHT LOCATED ON TOP THE STABILIZATION DATA INDICATOR (LIGHT BAR), INDICATING A LOSS OF 400HZ POWER OR LOSS OF GYRO REFERENCE INPUT WAS INOP.
- WARNING/FAULT LIGHT INTENSITY CONTROLS ON THE CI/ECA FAILED TO VARY THE FAULT LIGHTS INTENSITY FROM BLACKOUT TO FULL BRIGHT.
- STABILIZATION DATA INDICATOR (LIGHT BAR) PEDESTAL AND ITS FOUNDATION HAD SPOTS/AREAS OF BARE METAL/CHIPPED PAINT/WERE CORRODED.
- REMOTE CONTROL-INDICATOR UNIT HAD:
  - BROKEN/MISSING CONTROL KNOBS.
  - INOP PANEL ILLUMINATION LAMPS.
- ELECTRONICS COMPONENTS ASSEMBLY (ECA) HAD:
  - BROKEN/MISSING CONTROL KNOBS.
  - INOP PANEL ILLUMINATION LAMPS.

NAVAIR 51-50ABA-1

AVNFACBUL-1 (SERIES)

NAVAIR AD-400A1-OMI-000  
NAVAIR AD-400A1-IPB-000

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VLA, HOSS CAMERA:  
Loc : FLIGHT DECK  
CSMP Name: HOSS CAMERA:

THE HELICOPTER OBSERVATION AND SURVEILLANCE SYSTEM HAD THE FOLLOWING DEFICIENCIES:

- CAMERA WAS INOP/HAD POOR VIDEO PRESENTATION.
- CAMERA ZOOM FUNCTION WAS INOP.
- CAMERA CABLES/CABLE SUPPORTS WERE DETERIORATED.
- BRIDGE/CIC JOYSTICK CONTROLS WERE INOP/DEGRADED.
- BRIDGE/CIC MONITOR WAS INOP/DEGRADED.
- CIC VCR WAS INOP/MISSING.

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VLA, LANDING SPOT LIGHTS:  
Loc : FLIGHT DECK  
CSMP Name: LANDING SPOT LIG

LANDING SPOT LIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_ OF \_\_\_\_\_ LIGHT FIXTURES WERE INOP.
- \_\_\_\_\_ OF \_\_\_\_\_ LIGHT FIXTURES OPENED FOR INSPECTION CONTAINED WATER/ DIRT/DEBRIS, INTERNAL COMPONENTS WERE DAMAGED/CORRODED/MISSING, (PARTICULARLY RUBBER GASKETS (O-RINGS) AND RUBBER LENS CUSHIONS).
- \_\_\_\_\_ OF \_\_\_\_\_ LIGHT FIXTURES WERE ASSEMBLED IMPROPERLY.
- GUARD ASSEMBLIES WERE LOOSE, NOT PROPERLY SECURED.
- GUARD BOLTS WERE LOOSE/MISSING.
- GUARD BOLTS WERE INCORRECT TYPE (NOT CRES/HEX HEAD).
- GUARD BOLT HOLES WERE STRIPPED.
- FLIGHT DECK SEALING HAD BEEN COMPROMISED.
- ORIGINAL GUARD ASSEMBLY BOLTS HAD BEEN SHEARED OFF AND ADDITIONAL BOLT HOLES HAD BEEN DRILLED THRU AN UN-REINFORCED PORTION OF THE LIGHT FIXTURE AND INTO THE COMPARTMENT BELOW.
- \_\_\_\_\_ OF \_\_\_\_\_ RUBBER GUARD CUSHIONS WERE DETERIORATED.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50ABA-1  
NAVAIR 51-50ABA-2  
NAVAIR 51-50ABA-3  
AVIAFACBUL-1 SERIES  
PMS

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VLA, LIGHTING CONTROL PANEL:  
Loc : SEE REMARKS

CSMP Name: LIGHTING CONTROL

THE PRIMARY/FLIGHT DECK CONTROL LIGHTING CONTROL PANEL HAD THE FOLLOWING DEFICIENCIES:

- HAD NOT BEEN UPDATED TO LATEST NAVSEA DRAWING.
- KNOBS WERE LOOSE/MISSING.
- CONTROLS WERE NOT LABELED.
- PANEL ILLUMINATION WAS INOP.

AVNFACBUL-1 (SERIES)  
AMPHIB AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, LINEUP LIGHTS FWD EXTENDED:

Loc :SEE REMARKS

CSMP Name: LINEUP LIGHTS FW

FORWARD EXTENDED LINEUP LIGHTS/BAR HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES/LAMPS WERE INOP.
- SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
- LIGHT SYSTEM FAILED TO OPERATE IN THE STROBE/STEADY MODE OF OPERATION.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE WINDOWS WERE CRACKED/MISSING.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE HOUSINGS WERE CORRODED/DAMAGED.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE COVERS LACKED GASKET/SCREWS.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES HAD CORRODED INTERNAL COMPONENTS.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, LINEUP LIGHTS:

Loc :FLIGHT DECK

CSMP Name: LINEUP LIGHTS:

FLIGHT DECK LINEUP LIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES/LAMPS WERE INOP.
- SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
- LIGHT SYSTEM WAS INOP IN THE STROBE/STEADY MODE.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE WINDOWS/FILTERS WERE CRACKED/OBSCURED BY PAINT/MISSING/NOT CEMENTED TO THE

FIXTURE BASE WITH ADHESIVE/SEALANT MIL-A-46106, TYPE 1, CLEAR.

- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE COVER PLATE ASSEMBLIES HAD THE WRONG TYPE/WERE MISSING CAPTIVE BOLTS (CRES, HEX HEAD).
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE COVER PLATE ASSEMBLY CAPTIVE BOLTS LACKED RETAINING RINGS.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES LACKED COVER PLATE ASSEMBLY GASKETS.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, OVERHEAD FLOODLIGHTS:  
Loc : FLIGHT DECK  
CSMP Name: OVERHEAD FLOODLI

OVERHEAD FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_ OF X WERE INOP.
- DIM FUNCTION WAS INOP.
- \_\_\_\_ OF X WERE INCORRECTLY AIMED.
- \_\_\_\_ OF X WERE NOT PINNED.
- \_\_\_\_ OF X FIXTURES WERE CORRODED/DAMAGED.
- \_\_\_\_ OF X SUPPORT BRACKETS/STANCHIONS WERE CORRODED/DAMAGED.
- WIRING WAS DETERIORATED/CUT/FRAYED.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, RED DECK EDGE LIGHTS:  
Loc : FLIGHT DECK  
CSMP Name: RED DECK EDGE LI

FLIGHT DECK EDGE LIGHTING HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_ OF \_\_\_\_\_ LIGHT FIXTURES WERE INOP.
- \_\_\_\_\_ OF \_\_\_\_\_ LIGHT FIXTURES OPENED FOR INSPECTION CONTAINED WATER, DIRT/DEBRIS, INTERNAL COMPONENTS WERE DAMAGED/CORRODED/MISSING, (PARTICULARLY RUBBER GASKETS (O-RINGS) AND RUBBER LENS CUSHIONS) - \_\_\_\_\_ OF \_\_\_\_\_ RUBBER GUARD CUSHIONS WERE DET
- \_\_\_\_\_ OF \_\_\_\_\_ LIGHT FIXTURES WERE ASSEMBLED IMPROPERLY:
  - GUARD ASSEMBLIES WERE LOOSE, NOT PROPERLY SECURED.
  - GUARD BOLTS WERE LOOSE/MISSING.
  - GUARD BOLTS WERE INCORRECT TYPE (NOT CRES/HEX HEAD).
  - GUARD BOLT HOLES WERE STRIPPED.

-FLIGHT DECK SEALING HAD BEEN COMPROMISED.  
-ORIGINAL GUARD ASSEMBLY BOLTS HAD BEEN SHEARED OFF AND  
ADDITIONAL BOLT HOLES HAD BEEN DRILLED THRU AN  
UN-REINFORCED PORTION OF THE LIGHT FIXTURE AND INTO THE  
COMPARTMENT BELOW.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
AVIAFACBUL-1 SERIES  
PMS

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VLA, SGSI, ELECTRONICS ENCL (F100):  
Loc :SEE REMARKS  
CSMP Name: SGSI F100

THE ELECTRONICS ENCLOSURE ASSEMBLY (F100) HAD THE FOLLOWING  
DEFICIENCIES:  
-THE ELECTRONICS ENCLOSURE ASSEMBLY WAS CORRODED.  
-THE ELECTRONICS ENCLOSURE HAD DETERIORATED/KNICKED/ABRADED  
WIRING/INSULATION.  
-INSTALLATION DATA PLATE WITH ORIGINAL GLIDESLOPE  
INSTALLATION DIMENSIONS/MEASUREMENTS WAS MISSING/NOT AFFIXED  
TO THE ENCLOSURE.  
-SERVICE CHANGE DATA PLATE WAS MISSING/NOT AFFIXED TO THE  
ENCLOSURE.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, SGSI, GLIDESLOPE INDICATOR (F500):  
Loc :SEE REMARKS  
CSMP Name: SGSI F500

STABILIZED GLIDESLOPE INDICATOR (F500) HAD THE FOLLOWING  
DEFICIENCIES:  
-GLIDESLOPE INDICATOR (F500) WAS INOP.  
-SGSI (F500) WAS MISALIGNED.  
-THE VALUES OBTAINED DURING GLIDESLOPE SETTING VERIFICATION  
(POLE CHECK) FAILED TO AGREE WITH THE INSTALLATION VALUES  
GIVEN IN THE SHIP'S AVIATION CERTIFICATION MESSAGE OR  
RECORDED ON/INSIDE THE ELECTRONIC ENCLOSURE ASSEMBLY (F100).  
-THE SGSI WAS NOT PROPERLY ADJUSTED; FAILED TO AGREE TO THE  
REQUIRED 3 DEGREE GLIDESLOPE WITHIN +/- .1 DEGREE.  
-SIGHTING POLE (REQUIRED TO PERFORM ANGLE-OF-ELEVATION  
VERIFICATION/PMS) WAS NOT ONBOARD/NOT PROVIDED.

- \_\_\_\_\_ OF 3 PROJECTION LAMPS WERE INOP.
- LENTICULAR LENS WAS DIRTY/CRACKED/BROKEN.
- BLOWERS/FANS WERE INOP.
- HEATERS WERE INOP.
- (CONDENSATION ON THE LENTICULAR LENS INSIDE THE SGSI FAILED TO DISSIPATE).
- INSTALLATION HAD DETERIORATED/KNICKED/ABRADED WIRING/BROKEN INSULATION.
- ADJUSTING SCREW/KNOB WAS CORRODED/HAD EXCESSIVE PLAY/WAS BROKEN/SEIZED.
- ADJUSTING SCREW LOCKING NUT WAS CORRODED/SEIZED/MISSING.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, SGSI, HYD PUMP ASSY (F300):  
Loc :SEE REMARKS  
CSMP Name: SGSI F300

- THE STABILIZED GLIDESLOPE INDICATOR (SGSI) SYSTEM'S HYDRAULIC PUMP ASSEMBLY (F300) HAD THE FOLLOWING DEFICIENCIES:
- LEAKED HYDRAULIC FLUID FROM \_\_\_\_\_.
  - MOTOR/HYDRAULIC PUMP ASSEMBLY VIBRATED EXCESSIVELY.
  - HYDRAULIC RESERVOIR FLUID LEVEL WAS LOW. (RESERVOIR SIGHT GLASS SHOULD INDICATE MIN 2/3 FULL).
  - PRESSURE GAUGE WAS OVERDUE FOR CALIBRATION.
  - PRESSURE GAUGE WAS CRACKED/BROKEN.
  - PRESSURE GAUGE WAS THE INCORRECT TYPE.
  - RESERVOIR FILLER CAP WAS DAMAGED/MISSING.
  - RESERVOIR SIGHT GAUGE WAS BROKEN/MISSING/LEAKED.
  - ASSEMBLY LACKED A PROTECTIVE COVER/CAGE/ENCLOSURE.
  - ASSEMBLY WAS DIRTY, LOOSE DEBRIS AND TRASH WAS FOUND UNDER/AROUND THE UNIT.
  - THE FOLLOWING SERVICE CHANGES WERE NOT INSTALLED:

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, SGSI, PLATFORM AREA:  
Loc :04 LEVEL LEVELREMARK  
CSMP Name: SGSI PLATFORM AR

- SGSI CELL ASSEMBLY/PLATFORM AREA HAD THE FOLLOWING DEFICIENCIES:

- AREA WAS DIRTY AND CONTAINED FOD.
- NONSKID WAS FLAKING.
- CABLEWAY SUPPORTS WERE DETERIORATED.
- DECK DRAIN COVERS WERE MISSING.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50ABA-1  
NAVAIR 51-50ABA-2  
NAVAIR 51-50ABA-3  
PMS

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VLA, SGSI, REMOTE CONTROL PANEL (F200):  
Loc :SEE REMARKS  
CSMP Name: SGSI F200

- THE REMOTE CONTROL PANEL ASSEMBLY (F200) HAD THE FOLLOWING DEFICIENCIES:
- KNOBS WERE BROKEN/MISSING.
  - COVER WAS BENT/DAMAGED/MISSING.
  - COVER HINGES WERE LOOSE/BENT/BROKEN/MISSING.
  - PANEL LIGHTS WERE INOP.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, SGSI, STABILIZED PLATFORM (F600):  
Loc :SEE REMARKS  
CSMP Name: SGSI F600

- SGSI PLATFORM ASSEMBLY (F600) HAD THE FOLLOWING DEFICIENCIES:
- STABILIZED PLATFORM ASSY (F600) WAS INOPERATIVE.
  - STABILIZED PLATFORM HYDRAULIC LINES LEAKED AT \_\_\_\_\_.
  - THE STABILIZED PLATFORM ASSEMBLY (F600) WITH THE GLIDESLOPE INDICATOR (F500) MOUNTED ON TOP OF IT FAILED TO REMAIN STABLE IN OPERATION.
  - THE ASSEMBLY VIBRATED AND/OR OSCILLATED DURING THE OPDEMO.
  - THE GLIDESLOPE INDICATOR (F500) WAS DIFFICULT TO ROTATE.
  - THE STABILIZED PLATFORM'S (F600) TOP PLATE WAS DIRTY, HAD SURFACE CORROSION, AND SALT DEPOSITS.
  - THE STABILIZED PLATFORM'S TOP PLATE LACKED ALIGNMENT HOLES (& PIN), REQUIRED TO ENSURE POSITIVE ORIENTATION PARALLEL TO EACH APPROACH PATH AND ALONG THE SIGHTING POLE (BENCH MARK) PADS FOR GLIDESLOPE SETTING VERIFICATION/MAINTENANCE.
  - PLATFORM BELLOWS WAS NOT WATERTIGHT, WAS TORN/DETERIORATED.
  - PLATFORM'S INTERNAL HYDRAULIC/ELECTRICAL COMPONENTS WERE CORRODED.

- PLATFORM DRAIN HOLE WAS CLOGGED.
- PLATFORM CONTAINED DIRT/DEBRIS/WATER/SALT RESIDUE
- PLATFORM COMPONENTS HAD DETERIORATED/KNICKED/ABRADED WIRING/INSULATION.
- ZERO POSITION RODS WERE BENT/SEIZED/MISSING/CORRODED.
- ZERO POSITION ROD QUICK RELEASE PINS WERE BENT/MISSING/CORRODED/NOT CHAINED TO RODS.
- PLATFORM INSTALLATION LACKED A PROTECTIVE GUARD RAIL/CHAIN.

AVNFACBUL-1 (SERIES)  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, VERTREP AREA, DECK EDGE LIGHT:  
Loc :AFT VERTREP AREA  
CSMP Name: DECK EDGE LIGHT:

AFT VERTREP AREA DECK EDGE LIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES WERE INOP.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES OPENED FOR INSPECTION CONTAINED WATER/DIRT/DEBRIS, INTERNAL COMPONENTS WERE CORRODED/DAMAGED/MISSING (PARTICULARLY RUBBER GASKETS (O-RINGS) AND RUBBER LENS CUSHIONS).
- \_\_\_\_\_ OF \_\_\_\_\_ RUBBER GUARD CUSHIONS WERE MISSING.
- \_\_\_\_\_ OF \_\_\_\_\_ LIGHT FIXTURES WERE ASSEMBLED INCORRECTLY:
  - A.GUARD ASSEMBLIES WERE LOOSE.
  - B.GUARD BOLTS WERE LOOSE/MISSING.
  - C.GUARD BOLTS WERE INCORRECT TYPE (NOT CRES/HEX HEAD).
  - D.GUARD BOLT HOLES WERE STRIPPED.
- AFT VERTREP DECK SEALING HAD BEEN COMPROMISED.
- ORIGINAL GUARD ASSEMBLY BOLTS HAD BEEN SHEARED AND ADDITIONAL BOLT HOLES HAD BEEN DRILLED THRU AN UN-REINFORCED PORTION OF THE FIXTURE INTO THE COMPARTMENT BELOW.

AVIAFACBUL-1 SERIES  
NAVAIR 51-50AAA-1  
PMS

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VLA, VERTREP AREA, GUN SHADOW LIGHT:  
Loc :AFT VERTREP AREA  
CSMP Name: GUN SHADOW LIGHT

AFT VERTREP AREA GUN SHADOW LIGHT HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_\_ OF 2 LAMPS WERE INOP.
- SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
- FIXTURE WAS DETERIORATED, HAD BROKEN SUPPORTS.

AVIAFACBUL-1 SERIES  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, VERTREP AREA, LIGHTING CNTR PANEL:

Loc :SEE REMARKS

CSMP Name: LIGHTING CNTR PA

VERTREP AREA LIGHTING CONTROL PANEL LOCATED IN HELO CONTROL  
HAD THE FOLLOWING DEFICIENCIES:

- KNOBS WERE LOOSE/MISSING.
- CONTROLS WERE NOT LABELED.
- PANEL ILLUMINATION PEANUT BULBS WERE INOP.
- SWITCH RUBBER BOOTS WERE TORN/MISSING.

AVIAFACBUL-1 SERIES  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, VERTREP AREA, LINEUP LIGHTS:

Loc :AFT VERTREP AREA

CSMP Name: LINEUP LIGHTS:

AFT VERTREP AREA LINEUP LIGHTS HAD THE FOLLOWING  
DEFICIENCIES:

- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES/LAMPS WERE INOP.
- SYSTEM CONTROLS FAILED TO VARY LIGHT INTENSITY FROM  
BLACKOUT TO FULL INTENSITY.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE WINDOWS/FILTERS WERE  
CRACKED/OBSCURED BY PAINT/MISSING/NOT CEMENTED TO THE  
FIXTURE BASE WITH ADHESIVE/SEALANT MIL-A-46106, TYPE 1,  
CLEAR.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE COVER PLATE ASSEMBLIES HAD THE WRONG  
TYPE/WERE MISSING CAPTIVE BOLTS (CRES, HEX HEAD).
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURE COVER PLATE ASSEMBLY CAPTIVE BOLTS  
LACKED RETAINING RINGS.
- \_\_\_\_\_ OF \_\_\_\_\_ FIXTURES LACKED COVER PLATE ASSEMBLY  
GASKETS.

AVIAFACBUL-1 SERIES  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, VERTREP AREA, OVRHD FLDLIGHT:  
Loc : FLIGHT DECK  
CSMP Name: OVRHD FLDLIGHT:

AFT VERTREP DECK OVERHEAD FLOODLIGHTS HAD THE FOLLOWING DEFICIENCIES:

- \_\_\_ OF X WERE INOP.
- DIM FUNCTION WAS INOP.
- \_\_\_ OF X WERE INCORRECTLY AIMED.
- \_\_\_ OF X WERE NOT PINNED.
- \_\_\_ OF X FIXTURES WERE CORRODED/DAMAGED.
- \_\_\_ OF X SUPPORT BRACKETS/STANCHIONS WERE CORRODED/DAMAGED.
- WIRING WAS DETERIORATED/CUT/FRAYED.

AVIAFACBUL-1 SERIES  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3  
PMS

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VLA, WAVEOFF LIGHTS:  
Loc : FLIGHT DECK  
CSMP Name: WAVEOFF LIGHTS:

WAVE-OFF LIGHT HAD THE FOLLOWING DEFICIENCIES:

THE WAVE-OFF LIGHT SYSTEM WAS INOP WHEN ACTIVATED FROM THE:

- THE HCO STATION MASTER CONTROL PANEL.
- THE HCO STATION REMOTE CONTROL PANEL.
- THE LSO STATION, RAST CONTROL CONSOLE.
- SYSTEM CONTROLS AT THE MASTER CONTROL PANEL FAILED TO VARY LIGHT INTENSITY FROM BLACKOUT TO FULL INTENSITY.
- \_\_\_ OF 2 WAVE-OFF LIGHT LAMPS WERE INOP.
- \_\_\_ OF 2 WAVE-OFF LIGHT FIXTURES WERE CORRODED.
- \_\_\_ OF 2 RED LIGHT FILTERS WERE CRACKED/LACKED SAFETY WIRE/MISSING.
- WHEN A WAVE-OFF WAS ACTIVATED THE SYSTEM FAILED TO INITIALLY FLASH AT FULL INTENSITY AND THEN RETURN TO THE INTENSITY LEVEL SET AT THE MASTER CONTROL PANEL.
- SYSTEM JUNCTION BOX ASSEMBLY LOCATED AT \_\_\_\_\_ WAS CORRODED.
- SYSTEM WIRING WAS ABRADED/KNICKED/CUT/DETERIORATED AT \_\_\_\_\_.
- MASTER/REMOTE CONTROL PANEL ILLUMINATION HAD INOP/MISSING LAMPS.
- PANEL ILLUMINATION LIGHTS WERE INOP.
- PANEL COVER HINGES WERE BROKEN.

AVIAFACBUL-1 SERIES  
NAVAIR 51-50AAA-1  
NAVAIR 51-50AAA-2  
NAVAIR 51-50AAA-3

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VLA, WIND SYSTEM:

Loc :SEE REMARKS

CSMP Name: WIND SYSTEM:

WIND MEASURING AND INDICATING SYSTEM (WMIS) HAD THE  
FOLLOWING DEFICIENCIES:

-SYSTEM WAS NOT CERTIFIED OR CERTIFICATION HAD EXPIRED.

-SYSTEM WIND SPEED/DIRECTION SIGNAL WAS INACCURATE  
THROUGHOUT THE SHIP.

-HELO CONTROL STATION WIND DIRECTION/SPEED REPEATER WAS  
INACCURATE/INOP.

-LSO/RAST CONTROL STATION WIND DIRECTION/SPEED REPEATER WAS  
INACCURATE/INOP.

-PRI-FLY WIND DIRECTION/SPEED REPEATER WAS INACCURATE/INOP.

AVIAFACBUL-1 SERIES

PMS

GSO588Q

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