

# ASE 5

## MISSION CREW CHECKLIST

### RC-135V/W Baseline 10.3

Commanders are responsible for bringing this checklist to the attention of all personnel cleared for operation of the airplane.

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**NOTE:** This checklist is applicable to the ASE 2 and ASE 4 legacy positions.

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## INTRODUCTION

This checklist outlines the responsibilities and equipment operating procedures to be performed by the ASE 5 on the RIVET JOINT Baseline 10 aircraft. The ASE 5 during all flights that include initializing mission equipment WILL adhere to this checklist. The ASE 5 WILL be familiar with the more detailed information contained in all ETM-RC135V/W-2 volumes and the equipment manufacturer's User's Manuals/Release Notes.

**WARNINGS, CAUTIONS, NOTES, ETC.** The following definitions apply to "Warnings," "Cautions," and "Notes" found throughout the checklist.

### **WARNING**

Operating procedures, techniques, etc which could result in personal injury or loss of life if not carefully followed.

### **CAUTION**

Operating procedures, techniques, etc which could result in damage to equipment if not carefully followed.

### **NOTE**

An operating procedure, technique, etc which is considered essential to emphasize.

The following definitions apply to the words "shall," "will," "should," and "may."

**SHALL or WILL** The instructions or procedures prefaced by "shall" or "will" are mandatory.

**SHOULD** Is normally used to indicate a preferred but non-mandatory method of accomplishment.

**MAY** An acceptable or suggested means of accomplishment.

**CHANGE REQUESTS.** Comments, corrections, and questions regarding this checklist are welcomed. These should be submitted on AF Form 847 as directed by AFI 11-215 to 55 OG/OGV.

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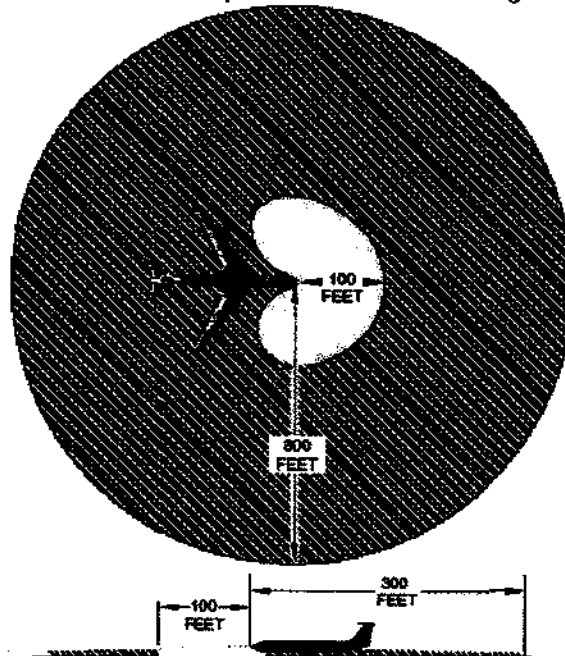
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# NORMAL PROCEDURES

## PREFLIGHT

### WARNING

- Use extreme caution when performing maintenance operations on the aircraft. The high voltage of the AC system is extremely dangerous and may easily be lethal.
- Ensure the grille is completely latched open when entering or exiting the aircraft through the crew entry chute. This will prevent the possibility of the grille dropping and causing personal injury.
- The crew entry chute floor grille shall remain closed at all times, except when opened for entry or exit.
- When entering or exiting the aircraft while the AN/APN-242 search radar is in operation, avoid area hazardous to personnel as shown in Figure 1.



AREA HAZARDOUS TO PERSONNEL  
 POSSIBLE FUEL IGNITION AND  
 ELECTRO-EXPLOSIVE DEVICE  
 DETONATION AREA

A50500

Figure 1 - Radiation Hazard Areas

### NOTE

It is the responsibility of each ASE 5 to ensure this checklist is completed in its entirety. Each Crewmember is responsible for his/her own interphone and oxygen for preflight, inflight, and postflight.

1. Inspect DMCA and P-Band antennas for the following:
  - A. Antenna tape
  - B. Polyurethane coating
  - C. Structural integrity of the fiberglass shell
  - D. Sealant
  - E. Antenna mounting screws
  - F. Antenna drain (weep) holes
  - G. EAN146-0000-1 Rev B1 antenna foil patch for adhesion. Required for E-7 & E-8; for E-1 through E-4, if Rev B-1 is installed

**NOTE**

**Antenna Reference:** ETM-RC135V/W-2 VOL VI paragraph 1.6.

2. From the ground, inspect the integrity of the HF long wire antenna
3. AFTO Form 781s ..... REVIEW PRIOR TO ENERGIZING EQUIPMENT



Insertion and removal of drive assemblies into receiving frames should be performed with care. DO NOT force the drive into the frame or permanent damage can occur by bending the pins on the mating connector at the rear of the frame. Should the drive assembly not seat completely, remove and gently insert again.

Drive bay power must be OFF prior to disk installation

4. Software..... LOAD AS REQUIRED



Do not operate RECON equipment above 90°F ambient temperature.

5. Inspect the following equipment racks to ensure all equipment is secured, all blank panels are installed, all rack doors are secure, all cables for removed equipment are bagged and secure, all retractable shelves and drawers are locked in place, all circuit breakers for removed equipment have their power sources locked out:
  - A. Pos 1-12, 15-16 Consoles
  - B. FWD Overhead Rack
  - C. AFT Overhead Rack
  - D. JAF Rack
  - E. JSS Rack
  - F. JSB Rack
  - G. MRK 500/501 Doors
  - H. SSD Overhead Rack
  - I. Galley
  - J. Spares Rack
  - K. AFT Left Hand Rack
  - L. JAVIT Rack
  - M. AFT Right Hand Rack/Bunk

6. PROCEED AFTER CLEAR POWER CALL FROM ASE 1.

**NOTE**

Do not apply power to SPARE or PROVISIONAL equipment that is not installed or in use.

7. Forward Overhead CB Panel
- A. 28VDC..... (ALL UP)
  - B. 115V 400Hz..... (ALL UP/IN)
  - C. 115V 60Hz..... (ALL UP)
8. Aft Overhead CB Panel
- A. 28VDC..... (All UP/IN Except)
    - 1) POSN 13 SUPPLY PWR..... DOWN
    - 2) AUDIO HUB..... DOWN
    - 3) AUDIO FCD NO. 1 – 10 ..... DOWN
    - 4) BF ANTENNA AMPS/DIPLXRS ..... DOWN
    - 5) BF FILTER NO. 1 – 5 ..... DOWN
  - B. 115V 400Hz..... (All UP/IN Except)
    - 1) RSTA PC ..... DOWN
    - 2) SATCOM ICS ..... DOWN
    - 3) POSN 13 SUPPLY PWR..... DOWN
9. 115V 60Hz..... (ALL UP)
10. SSD CB Panel
- A. 28VDC..... (All UP Except)
    - 1) SSD EDAS..... DOWN
    - 2) WGS ACU..... DOWN
    - 3) IDIRECT MODEM..... DOWN
    - 4) IF/RF COMBINER ..... DOWN
    - 5) WGS ASM ..... DOWN
  - B. 115V 400Hz ..... (ALL UP/IN Except)
    - 1) ES931 NO. 1 & 2 ..... DOWN
    - 2) 388 NO. 1/2 & 3 ..... DOWN
    - 3) FPC NO. 1 & 2 ..... DOWN
    - 4) WB RCDR..... DOWN
    - 5) STNDRDS CONV ..... DOWN
    - 6) SCU ..... DOWN
  - C. 115V 60Hz
    - 1) OSCOPE ..... DOWN
    - 2) DVD RCDR..... DOWN
    - 3) SIGNAL GEN NO. 1/2 ..... DOWN
    - 4) IOLAN NO. 5..... UP
    - 5) PWR OUTLET ..... UP
    - 6) PWR RECEPT ..... UP
11. Position 15/16 Equipment Rack
- 1) IOLAN NO. 5..... Verify ON
  - 2) OSCOPE .....Power Button IN
  - 3) KY102 ..... OFF
  - 4) 388 NO. 1 .....Power Button IN
  - 5) 388 NO. 2 .....Power Button IN
  - 6) 388 NO. 3 .....Power Button IN
12. AFT Right Hand Equipment Rack
- A. PE-137 No. 2 Power Switches..... Both/ON
  - B. 03CD0041 FREQ CONV #2..... ON
  - C. 03CD0041 FREQ CONV #3..... ON
  - D. JTT PWR Conditioner ..... OFF
13. AFT Right Hand Bunk Area
- A. INSTALLED QRC EQUIPMENT ..... SECURE/OFF
14. Aft Left Hand Equipment Racks
- A. C144 RCU NO. 3 ..... Verify in REMOTE
  - B. TIGERSHARK BSCU (PROVISIONAL).....(If Installed) ON
  - C. TIGERSHARK SPU (PROVISIONAL) .....(If Installed) ON
15. Galley/60Hz CB Panel

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- A. 28V .....(All UP Except)
  - 1) CONV OVEN ..... DOWN
- B. 115V 400Hz .....(All UP/IN Except)
  - 1) LIQUID CNTNR NO. 1 NO. 2 ..... DOWN (Unless Utilized)
  - 2) LIQUID CNTNR NO. 3 NO. 4 ..... DOWN (Unless Utilized)
  - 3) MAC GALLEY CONTROL ..... OUT
  - 4) MICROWAVE OVEN ..... OUT
  - 5) REFRIGERATORS ..... OUT
  - 6) CONVECTION OVEN ..... OUT
- C. 115V 60Hz.....(ALL UP/IN)

**NOTE**

Ensure JTT PWR Conditioner is powered off before proceeding.

**16. AFT Left Hand Rack CB Panel**

- A. 28VDC .....(All UP/IN Except)
  - 1) EAP129 DF PREAMP ..... DOWN
  - 2) PE-137 PED NO. 1 HB ..... DOWN
  - 3) PE-137 PED NO. 2 LB ..... DOWN
  - 4) EIN223 DIF DRV AFT BAG ..... DOWN
  - 5) TSHARK BSCU (PROVISIONAL) ..... DOWN
  - 6) LSWD/RELAY ..... DOWN
  - 7) HSD128 ..... DOWN
  - 8) MIDS REMOTE PWR SUPPLY ..... DOWN
  - 9) MIDS REMOTE PWR SUPPLY ..... DOWN
- B. 115V 400Hz .....(All UP/IN Except)
  - 1) EAP129 DF PREAMP ..... DOWN
  - 2) CV131 DOWN CONV ..... DOWN
  - 3) QPC A ..... DOWN
  - 4) QPC B ..... DOWN
  - 5) TPC (PROVISIONAL) ..... DOWN
  - 6) HSD 128 ..... DOWN
  - 7) HSD-X NO. 1 ..... DOWN
  - 8) JTT POWER AMP ..... DOWN
  - 9) JTT POWER COND ..... DOWN
  - 10) MIDS REMOTE POWER SUPPLY ..... OUT
  - 11) VERT STAB FAN ..... OUT
  - 12) TIGERSHARK SPU (PROVISIONAL) ..... OUT
- C. 115V 60Hz.....(All UP)

**17. Galley Control Panel .....(All UP/IN Except)**

- A. Jug No.1 - 4 ..... Down (Unless Utilized)
- B. Storage Rack Light ..... Down (Unless Utilized)
- C. Deck Light ..... Down (Unless Utilized)

**18. JSB Equipment Rack**

- A. EAP131 ..... PRIMARY
- B. EAP132 ..... PRIMARY

**NOTE**

Do not apply power to the NTD until the NTU "Ready" light is illuminated

**19. JSS CB Panel**

- A. 28VDC .....(All DOWN Except)
  - 1) NTD PWR SUPPLY NO. 1 ..... UP
  - 2) NTD PWR SUPPLY NO. 2 ..... UP
  - 3) ETD101 CR/AFT MAINT ..... UP
  - 4) WORK LIGHTS ..... UP
  - 5) PWR RECEPT ..... UP
- B. 115V 400Hz .....(All DOWN/OUT Except)
  - 1) PWR RECEPT ..... UP
  - 2) DMCA LAN SW NO. 1 ..... UP
  - 3) DMCA LAN SW NO. 2 ..... UP
- C. 115V 60Hz.....(ALL DOWN Except)
  - 1) POSN 19/20 OUTLET ..... UP



- 2) IOLAN NO. 6/8..... UP
- 3) PWR OUTLET..... UP
- 4) PWR RECEPT..... UP

## 20. JSS Equipment Rack

- A. ESW116..... ON Position
- B. ESW117 NO. 4..... ON Position
- C. ESW117 NO. 7..... ON Position
- D. DMCA NO. 5..... ON Position
- E. ESW117 NO. 6..... ON Position
- F. DMCA NO. 4..... ON Position
- G. IOLAN NO. 6..... Verify ON
- H. IOLAN NO. 8..... Verify ON
- I. DMCA LAN SWITCH NO. 1..... Verify ON
- J. DMCA LAN SWITCH NO. 2..... Verify ON
- K. ESZ105..... ON Position
- L. ESW117 NO. 5..... ON Position
- M. DMCA NO. 3..... ON Position
- N. NTD..... Verify ON
- O. ESZ105 NO. 2..... ON Position
- P. ESW117 NO. 3..... ON Position
- Q. DMCA NO. 2..... ON Position
- R. ESZ105 N. 1..... ON Position
- S. ESW117 NO. 1..... ON Position
- T. ESW117 NO. 2..... ON Position
- U. DMCA NO. 1..... ON Position

## 21. JAF CB Panel

- A. 28VDC
  - 1) ESW113 NO. 1 – 3..... UP
  - 2) ECN118 CNTRL..... UP
  - 3) WORK LIGHTS..... UP
  - 4) PWR RECEPT..... UP
- B. 115V 400Hz..... (ALL DOWN/OUT Except)
  - 1) PWR RECEPT..... UP
  - 2) 9611 NO. 1..... UP
  - 3) 9611 NO. 2..... UP
  - 4) 9611 NO. 3..... UP
  - 5) 9611 NO. 4..... UP
  - 6) ESW113 NO. 1..... IN
  - 7) ESW113 NO. 2..... IN
  - 8) ESW113 NO. 3..... IN
- C. 115V 60Hz
  - 1) IOLAN NO. 4/7..... UP
  - 2) PWR OUTLET..... UP
  - 3) PWR RECEPT..... UP

## 22. JAF Equipment Rack

- A. VIDEO SWITCH..... ON Position
- B. ELINT VIDEO SWITCH..... ON Position
- C. ERV133 NO. 1 – 6..... ON Position
- D. 9611 NO. 1/2..... Verify ON / No Faults
- E. ECN118..... ON Position
- F. GEN 5 RCVR
  - 1) INPUT POWER..... ON Position
  - 2) J3 LNA POWER..... ON Position
  - 3) J4 LNA POWER..... ON Position
  - 4) J5 LNA POWER..... DOWN
  - 5) J6 LAN POWER..... DOWN
  - 6) J7 HPA POWER..... DOWN
- G. AWP..... ON Position
- H. ERV 133 NO. 7 – 9..... ON Position
- I. IF SWITCH..... ON Position

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- J. IOLAN NO. 4 ..... Verify ON
- K. IOLAN NO. 7 ..... Verify ON
- L. INT 9651 NO. 1 – 5 ..... ON Position
- M. 9611 NO. 3/4 ..... Verify ON / No Faults

**23. Forward Overhead Equipment Rack**

- A. NABRE NAT ROUTER ..... ON
- B. ACCELERATOR NO. 1 ..... Verify ON
- C. KEY INDICATOR PANEL ..... ON
- D. KG-250 NO.1 ..... ON
- A. KIV-7M ..... ON

**24. Position 5/2 Console**

- A. MIDS Control ..... OFF
- B. UHF 8 RCU ..... ON
- C. UHF 10 RCU ..... ON
- D. UHF 3
  - 1) Mode ..... TEST
  - 2) Verify no faults displayed
  - 3) Mode ..... TR
- E. UHF 5
  - 1) Mode ..... TEST
  - 2) Verify no faults displayed
  - 3) Mode ..... TR
- F. UHF 4 RCU ..... ON
- G. UHF 6 RCU ..... PT
- H. KY-58
  - 1) PWR ..... ON
  - 2) MODE ..... LD
- I. KY100 NO. 3 ..... MAN
- J. FD5/HF RCU ..... STBY
- K. KY100 NO. 1 ..... MAN
- L. KY100 NO. 2 ..... MAN

**25. Position 23 Console**

- A. UHF 9
  - 1) Mode ..... TEST
  - 2) Verify no faults displayed
  - 3) Mode ..... TR

**26. Intercom Speakers:**

- A. RAVEN Area Speaker ..... ON
- B. FS 700 Loudspeaker ..... ON
- C. FS 1120 Loudspeaker ..... ON
- D. FS 1120 Audio Amplifier ..... ON
- E. FS 1250 Loudspeaker ..... ON
- F. FS 1400 Loudspeaker ..... ON

**27. Interphone**

- A. ETD101
  - 1) PWR ..... ON
  - 2) INTPH ..... MONITOR
  - 3) PVT INTPH ..... MONITOR
  - 4) MAINT ..... MONITOR
  - 5) RADIOS ..... MONITOR AS REQUIRED

## 28. Oxygen Checks:

## A. Oxygen Regulator

- 1) Supply Lever ..... ON
- 2) Pressure Gauge ..... approx 300 psi
- 3) Mask ..... DON AND CONNECT
- 4) Diluter Lever ..... 100% OXYGEN
- 5) Toggle Lever ..... TEST MASK
- 6) Verify no flow around mask, and no flow indication on regulator.

**WARNING**

• If leaks are detected, corrective action will be taken prior to flight. However, due to the design of the quick-don oxygen mask, some individuals may experience minor leakage around the face form.

- 7) Toggle Lever ..... EMERGENCY
- 8) Breathe normally for a minimum of three cycles. Blinker should show alternate black and white. Hold breath; a white indicator indicates a leak.
- 9) Diluter Lever ..... NORMAL OXYGEN
- 10) Check for no flow while holding breath.
- 11) Toggle Lever ..... NORMAL
- 12) Diluter Lever ..... 100% OXYGEN
- 13) Supply Lever ..... OFF
- 14) Pressure ..... BLEED
- 15) Further ability to breathe unrestricted indicates a faulty regulator.

**WARNING**

• When oxygen equipment is used, check to ensure that hose is connected, pressure is up, regulator settings as desired, and flow indicator is operating. This is important since, for some CRU-type regulators, it is possible to breathe through the mask when the hose is disconnected or when diluter lever is on NORMAL OXYGEN and supply lever is OFF.

• When positive pressures are required, it is mandatory that the oxygen mask be well fitted to the face. Unless special precautions are taken to ensure no leakage, the continued use of positive pressure under these conditions results in the rapid depletion of the oxygen supply. When liquid oxygen is used, this condition results in rapid depletion and could also result in extremely cold oxygen flowing to the mask.

**NOTE**

• Use the NORMAL OXYGEN position for long-duration unpressurized flight. Regulator is normally set for 100% OXYGEN for emergencies. Change to normal at pilot's command.

## B. MA-1 Bottle

- 1) Pressure ..... approx 300 psi
- 2) Altitude Selector ..... NORMAL

**WARNING**

• Oxygen duration is extremely limited when using the firefighter's mask with the MA-1 portable oxygen bottle. If the firefighter's mask is equipped with the compensating tube on the exhalation valve, use the lowest pressure setting (30M, 42M, or EMER) which keeps the mask free of smoke. If using the older mask (which has no compensating tube and no intercom) or if using the mask only for eye protection from CBM fire extinguisher, use NORM, unless clearing mask of smoke.

- Prior to servicing portable oxygen bottles, ensure that oxygen cylinder filler port and oxygen recharger outlet is free of oil and grease.
- A positive lock is not provided on the MA-1 portable oxygen bottle altitude selector knob. The knob can be unintentionally moved from the desired position, possibly causing a depletion of the oxygen supply.

**CAUTION**

- The oxygen pressure in the MA-1 portable oxygen bottle should not be permitted to drop below 50 psi.

**NOTE**

- If the oxygen bottle supply is depleted in flight and is not recharged, make an AFTO Form 781 Entry. The bottle must be recharged within 2 hours after landing or purging is necessary prior to recharging.

C. EPOS ..... Acquire and Check

**WARNING**

- When donning the EPOS, failure to activate the flow of oxygen inside the hood may result in suffocation and death.
- Ensure hair, jewelry, shirt collars, etc. are not caught between the EPOS neck seal and your neck; reduced effectiveness of the EPOS may occur.

**WARNING**

- To preclude interference with possible emergency operations, personal and professional gear will not be placed on or near emergency exits during any phase of flight.

- D. Firefighters Mask..... Operational Checkout
- 1) Supply Lever .....ON
  - 2) Mask ..... DON AND CONNECT
  - 3) Verify flow of Oxygen and functionality of microphone/headsets
  - 4) Supply Lever .....OFF

29. Anti-Exposure Suit (if required) ..... INSPECT

30. Life Vest (if required) .....INSPECT AND SIZE

31. Personal and professional gear ..... STOW AND SECURE

32. Inform ASE 3 when Pre-flight Complete

33. When prompted by AC in position order on CALL (to be accomplished by each ASE 5. Both AFT and ASLE maint EDT 101 will be checked).  
"Aisle Maint On CALL" | "Aft Maint on CALL"

**WARNING**

- Ground transmit operation of the HF radio set, including performance of the BIT test is prohibited unless the aircraft is 200 feet or more from the following:
  - A. Aviation fuel storage lines
  - B. Aircraft with open fuel lines / system
  - C. Ground refueling of aircraft

**WARNING**

- Do not transmit or perform BIT when the aircraft is on the ground and personnel are working on external skin surfaces. An RF high voltage can build up on these surfaces due to the high power being radiated by the antenna. This voltage shocks personnel touching these surfaces. (HF only)
- The ARC-210 radio systems contain RF transmitters that, when operated into an antenna, may produce electromagnetic fields near (6 inches) to the antenna that is more than Occupational Safety and Health Administration (OSHA) recommended maximum limits.

**CAUTION**

- Do not operate an R/T when two units are tuned to the same frequency. Tune the transceiver not being keyed slightly off frequency (minimum 10 kHz).

**NOTE**

- The UHF4/6/8/10 SAT antenna paths include diplexers which restrict the allowable transmit and receive frequencies (Receive 240-270 MHz, Transmit 290-320 MHz). Entering a transmit frequency above or below the allowable range could result in excessive VSWR and damage the transmitter.
- Using the UHF 9 system in SINCGARS mode could result in a high VSWR, causing the radio to start reducing power until it reaches a level where it could operate. At worst case, a VSWR error could occur, causing the receiver-transmitter to shut itself down.
- No transmission will be made on emergency (distress) frequency channels except for emergency purposes.
- Keying an unsecured transmitter is prohibited when classified conversation is being conducted in the same airplane compartment or area

## STARTING ENGINES AND BEFORE TAXI

1. Ensure Spares Rack/Cargo Net ..... SECURE
2. Interphone/Radios ..... MONITOR AS REQUIRED


### NOTE

- All crewmembers will monitor INTPH during critical phases of flight.

**(After all 4 engines have started)**

3. Oxygen Regulator Panel
  - A. Oxygen Supply Shutoff Lever ..... ON
  - B. Regulator Diluter Lever setting ..... 100% OXYGEN
  - C. Emergency Oxygen Lever setting ..... NORMAL
4. Gloves ..... DON BEFORE TAXI
5. Inform ASE 3 when Ready for Taxi
  - A. If no SIGS OP ensure crewrest ready for taxi before informing ASE 3  
**"ASE 5 and crew rest ready for taxi"**

## TAXI AND BEFORE TAKEOFF

1. Wait for "Internal Power Stabilized" call from Copilot before proceeding.
  2. SSD CB Panel
    - A. 28VDC
      - 1) WGS ACU.....UP
      - 2) IDIRECT MODEM.....UP
      - 3) IF/RF COMBINER.....UP
      - 4) WGS ACU.....UP
  3. AFT Left Hand CB Panel
    - A. 28VDC
      - 1) EAP129 DF PREAMP.....UP
      - 2) PE-137 PED NO. 1 HB.....UP
      - 3) PE-137 PED NO. 2 LB.....UP
      - 4) EIN223 DIF DRV AFT BAG.....UP
      - 5) HSD 128.....UP
    - B. 115V 400Hz
      - 1) EAP129 DF PREAMP.....UP
      - 2) CV131 DOWN CONV.....UP
      - 3) HSD 128.....UP
      - 4) HSD-X NO.1.....UP
      - 5) JTT POWER AMP.....UP
      - 6) JTT POWER COND.....UP
  4. AFT Right Hand Equipment Rack
    - A. JTT PWR AMP.....RMT
    - B. JTT PWR Conditioner.....ON
- 

**CAUTION**
- Unit (JTT) must be powered off at least 30 seconds before power is reapplied.
  - After applying power to the radio receiver (JTT), DO NOT remove power for at least 5 minutes or until BIT completes, whichever occurs first. Failure to comply will result in HAYFIELD crypto module failure which will require the next higher level of maintenance to repair.
- NOTE**
- If BIT FAIL is displayed, allow a 15 minute warm-up period to stabilize the oscillator; then set the power conditioner and RF amplifier POWER switches to OFF. Repeat procedure starting with step b. If BIT FAIL is displayed again, refer to paragraph 77.1.5 for fault analysis. BIT requires approximately 8 minutes running for a BIT PASS condition. The BIT FAIL condition normally takes longer.
  - If the BIT LED is lit and the STATUS display scrolled BIT FAIL, but all modules in the BIT STATUS report are listed as N (Not Tested), the receiver is faulty and should be replaced.
5. Ensure Bunk Area Cargo Net.....SECURE
  6. JAF CB Panel
    - A. 115V 400Hz
      - 1) AP A - B.....UP
  7. JAF Equipment Rack
    - A. AP A/B.....Verify ON

**RC135V/W-ASE5-10.3**

- 8. JSS CB Panel
  - A. 115V 60Hz
    - 1) DS REF ROUTER .....UP
  
- 9. Takeoff Preparation
  - A. Safety Belt ..... FASTEN ALL
  - B. Inertial Reel (if available)..... LOCKED
  - C. Seat Back Position ..... FULLY UPRIGHT
  
- 10. Inform ASE 3 when Ready for Takeoff
  - A. If no SIGS OP ensure crewrest ready for takeoff before informing ASE 3  
      **"ASE 5 and crew rest ready for takeoff"**
  
- 11. Smoke and Fumes Check (If no SIGS Op)
  - A. After pressurization of RH Pack, on Private  
      **"ASE 5 has negative smoke or fumes"**  
      (ASE 5/SIGS, AMS, ASE 3, TC)



## AFTER TAKEOFF—CLIMB

1. Smoke and Fumes Check (If no SIGS OP)
  - A. After pressurization of LH Pack, on Private  
 "ASE 5 has negative smoke or fumes"  
 (ASE 5/SIGS, AMS, ASE 3, TC)
2. Wait for "Air conditioning good for system power-up" and "Crew, Essential Personnel cleared up." call before continuing.
3. Aft Overhead CB Panel
  - A. 28VDC
    - 1) AUDIO HUB..... UP
    - 2) AUDIO FCD NO. 1 - 10 ..... UP
    - 3) BF ANTENNA AMPS/DIPLXRS ..... UP
    - 4) BF FILTER NO. 1 - 5 ..... UP
  - B. 115V 400Hz
    - 1) RSTA PC ..... UP
    - 2) SATCOM ICS ..... UP
4. Position 9/10 Equipment Rack
  - A. SATCOM ICS Mainframe..... ON
5. SSD CB Panel
  - A. 28VDC
    - 1) SSD EDAS..... UP
  - B. 115V 400Hz..... (All UP)
  - C. 115V 60Hz
    - 1) OSCOPE ..... UP
    - 2) DVD RCDR..... UP
    - 3) SIGNAL GEN NO. 1/2 ..... UP
6. Position 15/16 Equipment Rack
  - A. SIGNAL GEN NO. 1 ..... Verify ON
  - B. SIGNAL GEN NO. 2 ..... Verify ON
  - C. KY102..... ON
  - D. 388 1 - 3 ..... Verify ON
  - E. FPC NO. 2 ..... Verify ON
7. AFT Right Hand Equipment Rack
  - A. JTT ..... Verify BIT PASS
8. Galley/60Hz CB Panel
  - A. 28VDC
    - 1) CONV OVEN ..... UP
  - B. 115V 400Hz..... (All UP/IN)
9. AFT Left Hand Rack CB Panel
  - A. 28VDC..... (All UP/IN Except)
    - 1) TSHARK BSCU (PROVISIONAL) ..... DOWN (Unless Utilized)
    - 2) LSWD/RELAY..... DOWN
  - B. 115V 400Hz..... (All UP/IN Except)
    - 1) QPC A (PROVISIONAL)..... DOWN (Unless Utilized)
    - 2) QPC B (PROVISIONAL)..... DOWN (Unless Utilized)
    - 3) TPC (PROVISIONAL)..... DOWN (Unless Utilized)
    - 4) VERT STAB FAN..... OUT
    - 5) TIGERSHARK SPU (PROVISIONAL)..... OUT (Unless Utilized)

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- 10. JSS CB Panel
  - A. 28VDC.....(All UP)
  - B. 115V 400Hz..... (All UP/IN)
  - C. 115V 60Hz
    - 1) DRMN 1 ..... UP
    - 2) DRMN 2 ..... UP (If Installed)
- 11. JSS Equipment Rack..... Verify All equipment powered ON
- 12. JAF CB Panel
  - A. 115V 400Hz.....(All UP)
- 13. JAF Equipment Rack
  - 1) ES822 NO. 5..... Verify ON
  - 2) ES822 NO. 4..... Verify ON
  - 3) ADP ..... Verify ON
  - 4) AWP..... Verify ON
  - 5) ES822 NO. 3..... Verify ON
  - 6) MSS A/B ..... Verify ON
  - 7) ES822 NO. 2..... Verify ON
  - 8) ES822 NO. 1..... Verify ON
- 14. AFT Left Hand Equipment Rack
  - A. QPC-A (PROVISIONAL)..... Verify ON / KEY (If Utilized)
  - B. QPC-B (PROVISIONAL)..... Verify ON / KEY (If Utilized)
  - C. TPC (PROVISIONAL) ..... Verify ON / KEY (If Utilized)
- 15. To ASE 1 with ASE 5 Coordination:  
**“All HCP Equipment is Powered On and Cleared to Init Link Processors”**
- 16. JAF RACK
  - A. JSP..... Verify ON / KEY
- 17. JSS Equipment Rack
  - A. XMP..... Verify ON / KEY
  - B. DSPC ..... Verify ON / KEY
- 18. Position 11/12
  - A. RSTA Processor ..... Verify ON / KEY
- 19. RSTA Baseline Setup
  - A. KVM into RSTA
  - B. Select appropriate baseline
  - C. Press enter
- 20. Ensure FPC is up before proceeding
- 21. Position 15/16 Equipment Rack
  - A. ES931 NO. 1 & 2..... Verify ON / Key
- 22. Coordinate with ASE 1 to verify link processors are initialized
- 23. To DLO and AA on Private:

**“OP 5 cleared links, OP 2 cleared ACT”**

**CAUTION**

- Do Not remove MIDS Terminal batteries without power applied to the terminal. Doing so will cause the terminal to enter a tampered mode and will require the terminal to be sent back to the vendor for repair.

**NOTE**

- Operating JTIDS in Combat Override or Exercise modes is strictly prohibited within the United States or within 200 NM of its borders.

## ON WATCH

1. Interphone.....MONITOR
2. Systems ..... MONITOR ALL
3. Perform Troubleshooting ..... AS REQUIRED

**CAUTION**

- Always wear a ground strap when removing and installing CCAs and place each CCA in a static proof bag.

4. Debrief Workbook..... AS TIME PERMITS
5. Aircraft 781's..... AS TIME PERMITS

# AIR REFUELING

## WARNING

• Do not transmit on HF Radio when in contact with or when in close proximity to the air-refueling boom. Transmitting on HF when in contact or close proximity with the air refueling boom may cause uncommanded air refueling boom movement, endangering the tanker or receiver aircraft and crews. **(KC-10 Only)**

• Crewmembers will not be out of their seats during air refueling unless cleared by the aircraft commander, and when their duties absolutely require them to do so. When not in their seat, crewmembers will proceed with extreme caution, maintaining a handhold whenever possible. Lap belts will be fastened at all times when seated during air refueling.

1. Personal and professional gear ..... STOW AND SECURE
2. Ensure Spares Rack Cargo Net ..... SECURE
3. Ensure Bunk Area Cargo Net ..... SECURE
4. Safety Belt ..... FASTENED
5. A/R Primary Radio ..... MONITOR
6. Inform ASE 3 when Ready for Air Refueling
  - A. If no SIGS OP ensure crew rest is ready for A/R before call
7. Post Air Refueling Report (If no SIGS OP when prompted on Private)
 

**"ASE 5 has negative smoke or fumes post A/R"**  
(ASE 5, AMS, ASE 3, TC)

# OFF WATCH

1. Debrief Workbook ..... COMPLETE
2. Software Debrief Sheet..... COMPLETE
3. Aircraft Forms ..... COMPLETE

## SYSTEM SHUTDOWN

1. Perform Shutdown procedures for: RSTA, ES931s, FH, DRT, Chicane, FPC, DRTPC, and AWP
  2. Coordinate with Ravens/AMS for radios and links to be left operational, and leave associated equipment and breakers on.
  3. To ASE 1 and ASE 3:  

**"ASE 5 processor shutdown complete, Cleared to shutdown MSS, AWP and Links"**
  4. Stand by until the ASE 1 gives clearance to complete shutdown checklist.
  5. Verify the following processors are off: MSS, AP, ADP, JSP  
RSTA, FPC, ES931's
  6. Position 5/2 Console  
A. MCP .....ZEROIZE/OFF
  7. Aft Overhead CB Panel  
A. 28VDC  
1) AUDIO HUB..... DOWN  
2) AUDIO FCD NO. 1 – 10 ..... DOWN  
3) BF ANTENNA AMPS/DIPLXRS ..... DOWN  
4) BF FILTER NO. 1 – 5 ..... DOWN  
B. 115V 400Hz  
1) RSTA PC ..... DOWN  
2) SATCOM ICS ..... DOWN
  8. SSD CB Panel  
A. 28VDC  
1) SSD EDAS..... DOWN  
B. 115V 400Hz  
1) ES931 NO. 1..... DOWN  
2) ES931 NO. 2..... DOWN  
3) 388 NO. 1/2 ..... DOWN  
4) 388 NO. 3 ..... DOWN  
5) FPC NO. 1 ..... DOWN  
6) FPC NO. 2 ..... DOWN  
7) WB RCDR..... DOWN  
8) STNDRDS CONV ..... DOWN  
9) SCU ..... DOWN  
C. 115V 60Hz  
1) OSCOPE ..... DOWN  
2) DVD RCDR..... DOWN  
3) SIGNAL GEN NO. 1/2 ..... DOWN
- NOTE**  
Ensure JTT Memory Clear is complete before powering down.
9. AFT Right Hand Equipment Rack  
A. JTT ..... MEMORY CLEAR/OFF
  10. AFT Left Hand Rack CB Panel  
A. 28VDC  
1) EAP129 DF PREAMP..... DOWN  
2) PE-137 PED NO. 1 HB..... DOWN  
3) PE-137 PED NO. 2 LB..... DOWN  
4) EIN223 DIF DRV AFT BAG ..... DOWN

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- 5) TSHARK BSCU (PROVISIONAL) ..... DOWN
- 6) JTT RELAYS/DIPLXR ..... DOWN
- 7) MIDS REMOTE PWR SUPPLY ..... DOWN
- 8) MIDS REMOTE PWR SUPPLY ..... DOWN
- B. 115V 400Hz
  - 1) C144 RCU NO. 3 ..... DOWN
  - 2) EAP129 DF PREAMP ..... DOWN
  - 3) CV131 DOWN CONV ..... DOWN
  - 4) QRC LAN SWITCH ..... DOWN
  - 5) QPC A ..... DOWN
  - 6) QPC B ..... DOWN
  - 7) TPC (PROVISIONAL) ..... DOWN
  - 8) JTT POWER AMP ..... DOWN
  - 9) JTT POWER COND ..... DOWN
  - 10) MIDS REMOTE POWER SUPPLY ..... OUT
  - 11) TIGERSHARK SPU (PROVISIONAL) ..... OUT
- 11. JSS CB Panel
  - A. 28VDC ..... **(ALL DOWN Except)**
    - 1) ETD101 CR/AFT MAINT ..... UP
  - B. 115V 400Hz ..... **(ALL DOWN/OUT)**
  - C. 115V 60Hz ..... **(ALL DOWN)**
- 12. JAF CB Panel
  - A. 115V 400Hz ..... **(ALL DOWN Except)**
    - 1) ESW113 NO. 1 - 3 ..... IN



# DESCENT AND BEFORE LANDING

## NOTE

Coordinate with ASE 3 prior to powering down NABRE equipment

1. Forward Overhead CB Panel
  - A. 115V 60Hz..... (ALL DOWN)
2. AFT Overhead CB Panel
  - A. 115V 60 Hz
    - 1) KVM SW NO. 1..... DOWN
3. SSD CB Panel
  - A. 28VDC
    - 1) WGS ASM ..... DOWN
    - 2) WGS ACU..... DOWN
    - 3) WGS IRU..... DOWN
4. Galley/60Hz CB Panel
  - A. 28VDC
    - 1) CONV OVEN ..... DOWN
  - B. 115V 400Hz
    - 1) MAC GALLEY CONTROL..... OUT
    - 2) MICROWAVE OVEN..... OUT
    - 3) REFRIGERATORS..... OUT
    - 4) CONVECTION OVEN..... OUT
5. AFT Left Hand Rack CB Panel
  - A. 28VDC
    - 1) HSD128 ..... DOWN
  - B. 115V 400Hz
    - 1) HSD128 ..... DOWN
    - 2) HSD-X NO. 1 ..... DOWN
6. Galley Control Panel
  - A. Jug No.1-4..... DOWN
  - B. Storage Rack Light..... DOWN
7. Tool Box/Accountable Equipment ..... INVENTORY
8. Conduct software inventory and account for all media.
9. Personal and professional gear .....STOWED & SECURE
10. Ensure All Racks/Cargo Nets ..... SECURE
11. Landing Preparation
  - A. Work Area ..... CLEAN AND SECURE ITEMS
  - B. Radios (if available)..... MONITOR
  - C. Safety Belts ..... FASTENED
  - D. Inertial Reel ..... LOCKED
  - E. Seat Back Position ..... FULLY UPRIGHT
12. Gloves..... DON
13. Inform ASE 3 when Ready for Landing
  - A. If no SIGS OP ensure crewrest ready for takeoff before informing ASE 3  
 "ASE 5 and crew rest ready for Landing"

# AFTER LANDING

## WARNING

Do not proceed until aircraft has left active runway.

1. Oxygen System
  - A. Oxygen Supply Shutoff Lever ..... OFF
  - B. Emergency Oxygen Lever setting ..... TEST MASK
  - C. Oxygen Mask/interphone Jack ..... DISCONNECT & STOW
  
2. Position 5/2 Console
  - A. KIV-7M ..... ZEROIZE/OFF
  - B. UHF 8 RCU ..... ZEROIZE/OFF
  - C. UHF 10 RCU ..... ZEROIZE/OFF
  - D. UHF 3 RCU ..... OFF
  - E. UHF 5 RCU ..... OFF
  - F. UHF 4 RCU ..... ZEROIZE/OFF
  - G. UHF 6 RCU ..... ZEROIZE/OFF
  - H. KY58 ..... Z ALL/OFF
  - I. KY100 NO. 3 ..... Z ALL/OFF
  - J. FD5/HF RCU ..... STDBY
  - K. KY100 NO. 1 ..... Z ALL/OFF
  - L. KY100 NO. 2 ..... Z ALL/OFF
  
3. Forward Overhead CB Panel
  - A. 28VDC
    - 1) POSN 1 – 6 CMFRT FANS ..... DOWN
    - 2) NDD ..... DOWN
    - 3) POSN 1/2 LIGHT CNTRL ..... DOWN
    - 4) ESW127 CNTRL ..... DOWN
    - 5) FD5/HF RCU ..... DOWN
    - 6) UHF 3/5 RCU ..... DOWN
    - 7) UHF 4 RCU ..... DOWN
    - 8) UHF 8 RCU ..... DOWN
    - 9) UHF 10 RCU ..... DOWN
    - 10) KY100 NO. 1 – 3 ..... DOWN
    - 11) KY58 DOWN ..... DOWN
    - 12) KEY IND PNL ..... DOWN
  - B. 115V 400Hz
    - 1) KIV-7M ..... DOWN
    - 2) POSN 1/2 LIGHT CNTRL ..... DOWN
  
4. Aft Overhead CB Panel
  - A. 28VDC
    - 1) POSN 7 – 12 CMFRT FANS ..... DOWN
    - 2) UHF 4 RELAYS/DIPLXR ..... DOWN
    - 3) UHF 4 FILTER ..... DOWN
    - 4) UHF 6 RELAYS/DIPLXR ..... DOWN
    - 5) UHF 8 FILTER ..... DOWN
    - 6) UHF 10 FILTER ..... DOWN
  
5. SSD CB Panel
  - A. 28VDC
    - 1) POSN 15/16 CMFRT FANS ..... DOWN
    - 2) UHF 4 67090 RELAY BOX ..... DOWN
    - 3) UHF 6 67090 RELAY BOX ..... DOWN
    - 4) UHF 8 67090 RELAY BOX ..... DOWN
    - 5) UHF 10 67090 RELAY BOX ..... DOWN
  - B. 115V 60Hz
    - 1) IOLAN NO. 5 ..... DOWN

6. Galley/60Hz CB Panel
- A. 115V 400Hz
- 1) TOILET WATER HTR..... DOWN
  - 2) TOILET PLM HTR POT WTR DRAIN ..... DOWN
  - 3) TOILET PLM HTR POT WTR FILL ..... DOWN
  - 4) TOILET PLM HTR BLU WTR FILL..... DOWN
  - 5) TOILET PLM HTR WST DRN VALVE..... DOWN
7. AFT Left Hand CB Panel
- A. 28VDC
- 1) UHF 6 AMP SUPPLY NO. 1 ..... DOWN
  - 2) UHF 6 AMP SUPPLY NO. 2 ..... DOWN
  - 3) UHF 6 AMP SUPPLY NO. 3..... DOWN
  - 4) UHF 6 AMPS/DIPLXR ..... DOWN
  - 5) UHF 6 RCVR/XMTR..... DOWN
  - 6) UHF 9 RCVR/XMTR..... DOWN
- B. 115V 400Hz
- 1) UHF 4 RCVR/XMTR..... OUT
  - 2) UHF 8 RCVR/XMTR..... OUT
  - 3) UHF 10 RCVR/XMTR..... OUT
8. JAF CB Panel
- A. 28VDC
- 1) ESW113 NO. 1 – 3 ..... DOWN
  - 2) ECN118 CNTRL ..... DOWN
- B. 115V 400Hz
- 1) ESW113 NO. 1 – 3 ..... OUT
- C. 115V 60Hz
- 1) IOLAN NO. 4/7..... DOWN
9. Seat
- A. Safety Belts ..... FASTEN ALL
- B. Seat Position ..... FULLY FORWARD
10. Interphone Cords ..... STOW
11. Perform a security check of area and ensure all classified is accounted for.  
Ensure area is clean and waste is properly disposed of.
12. Remove all mission software and personal and professional gear from the aircraft.
13. Debrief airframe and mission system maintenance personnel as required.

# ABNORMAL PROCEDURES

## FUEL DUMPING

### **WARNING**

• In the event of a fuel leak or the presence of fuel fumes notify the Pilot immediately on interphone.

1. When prompted by Pilot:
  - A. "Crew, Pilot, fuel dump checklist"
2. Fuel Dump Valve Manual Handle..... INSPECT

#### **NOTE**

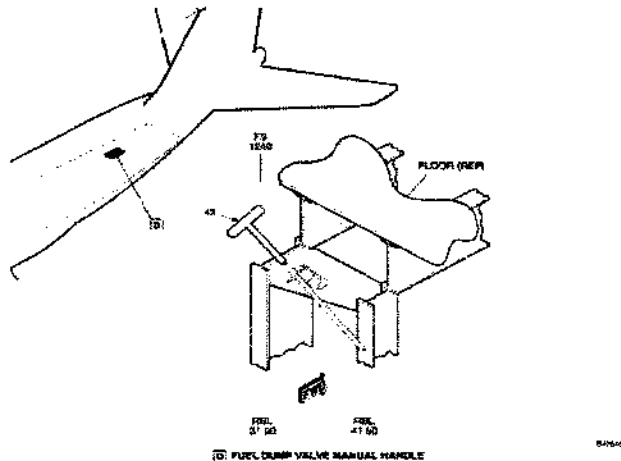
• Visually observe the fuel dump valve open and close during the dumping procedure.

3. Lower Aft Stowage Compartment..... INSPECT

#### **NOTE**

• Visually check the compartment for evidence of fuel leaks and continuously monitor the cabin for fuel fumes during fuel dumping operations.

4. When prompted by Pilot:
  - A. (From Pilot):  
**"Fuel Dump Complete"**
  - B. To AC on Interphone:  
**"ASE 5 has negative fuel leaks or fumes"**



#### **NOTE**

• Fuel dump valve manual handle is located below position 16 foot warmer. For access slide seat full aft.

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