

DATA ITEM DESCRIPTION

Form Approved
OMB No. 0704-0188

Public reporting burden for this collection of information is estimated to average 110 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188) Washington, DC 20503.

1. TITLE		2. IDENTIFICATION NUMBER	
ENGINEERING DATA ON EQUIPMENT SUBMITTED FOR TESTING		DI-NDTI-81323	
3. DESCRIPTION/PURPOSE			
3.1 This document provides information on equipment to be tested.			
4. APPROVAL DATE (YYMMDD)	5. OFFICE OF PRIMARY RESPONSIBILITY (OPR)	6a. DTIC APPLICABLE	6b. GIDEP APPLICABLE
930223	AS		
7. APPLICATION/INTERRELATIONSHIP			
7.1 This Data Item Description (DID) contains the format and content preparation instructions for data resulting from the work task described by 3.5.1 of MIL-D-18300.			
7.2 This DID is applicable to all equipment supplied to another activity for testing.			
7.3 This DID supersedes UDI-E-21338.			
8. APPROVAL LIMITATION	9a. APPLICABLE FORMS	9b. AMSC NUMBER	
		N6900	
10. PREPARATION INSTRUCTIONS			
10.1 <u>Format</u> . The data shall be in the contractor's format.			
10.2 <u>Content</u> . The content shall be in accordance with 3.5.1 of MIL-D-18300.			
11. DISTRIBUTION STATEMENT			

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

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Block 10, Preparation Instructions (Continued)

p. Block 16 - Sequence control number. The sequential control number assigned to each report prepared.

q. Block 17 - Engine related how malfunction (HOW MAL) code. The appropriate engine related HOW MAL code. This entry is not applicable to missile engines.

r. Block 18 - Reason for return to overhaul code. The appropriate reason for return to overhaul code.

s. Block 19 - Repairable engine serial number. The serial number of the repairable engine being replaced by the serviceable shipment.

t. Block 20 - Primary/secondary HOW MAL. The HOW MAL code for a module removed from an uninstalled engine.

u. Block 21 - Security assistance program (SAP) number. On "K" reports for engines gained to or from a SAP country, the SAP identification number.

v. Block 22 - Document number/national stock number (NSN).

(1) The debit or credit number from the document covering gain and loss transactions.

(2) A local document number is optional for transaction codes "F", "N", and "P" for on-SRAN transfers of engines/modules.

(3) For uninstalled reimbursable account transfer ("K" type report) to a non-Air Force account (SAP, Navy, Army, Federal Aviation Agency (FAA), etc.), the requesting activity's requisition number provided by the prime engine manager.

(4) The NSN, dashes omitted, for establishing and updating a cannibalization record for the item cannibalized ("2L" transaction code).

w. Block 23 - Engine flying time. Normally obtained from the AFTO Form 781J, Aerospace Vehicle - Engine Flight Document or the AFTO Form 95, Significant Historical Data.

x. Block 24 - Cycle sortie count. Normally obtained from the AFTO Form 781J, Aerospace Vehicle Flight Document or the AFTO Form 95, Significant Historical Data.

y. Block 25 - Error sequence number. The sequence number from the transaction for which an error correction is being submitted.

z. Block 26. Type, model, series, modification (TMSM). The TMSM of the engine being reported.

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Block 10, Preparation Instructions (Continued)

aa. Block 27 - Next higher assembly (NHA) designator. The NHA designation of the item upon which the reported item is being installed.

bb. Block 28 - NHA serial number. The serial number of the NHA upon which the reported item is being installed.

cc. Block 29 - Position no. The digit indicates the position in which the engine is installed in the aircraft.

dd. Block 30 - Remarks. "AF 1557" is entered if additional forms for engine recorder device reports are attached.